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**INSIDER SECURITY THREATS IN HUMANITARIAN OPERATION**

**CHALLENGES FOR THE AIRLINES:**

- Identification of hazards;
- Exposure;
- Protection of the aircraft;
- Keep confidentiality;
- Protection of documentation;
- Psychologic status of the crew members;
- Communication with representatives abroad;
- Reporting system (monitoring).
- Fatigue of the crew members;
- Jurisdiction (National and International).

 A photograph of a security guard wearing a dark jacket with "SECURITY" written on the back and a cap, talking on a mobile phone. In the background, the nose of a white aircraft is visible.

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**INSIDER SECURITY THREATS IN HUMANITARIAN OPERATION** 

• Starting the operation - New project:



**RISK ASSESSMENT**  
Anticipation



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**INSIDER SECURITY THREATS IN HUMANITARIAN OPERATION** 


**INSIDER THREAT CATEGORIES:**

- Malicious insider: Commercial interest, Criminals, Terrorist, Disaffected employees. (kidnapping, extortion);
- Infiltrators: External services providers (Ground Handling, ATC), motivated by economical factors.
- Negligent insiders
  - Refusing security controls;
  - Sharing confidential information;
  - Posting in Media Networks not authorized pictures;
  - Not reporting all mandatory occurrence reports;
  - Ignoring hazards;
  - Lack of knowledge and operational procedures;
  - Not sharing all necessary information between operations actors (contractors, customers airlines or Crew members).



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**INSIDER SECURITY THREATS IN HUMANITARIAN OPERATION: UNRULY PASSENGER** 



The aircraft is registered in and the airline is base in the country A. The flight departs but there is unruly passenger incident en-route to Country B (scheduled destination) .

- **Scenario 1** – Captain elects to return to country A. The aircraft is registered in Country A. Police and prosecutors can deal with the passengers under national law. No problems!
- **Scenario 2** - Captain elects to continue to country B (scheduled destination) – but authorities in country A as State of the aircraft registration have jurisdiction under the Tokyo Convention 1963. But they are 5.000 km away. What can the police at the airport in country B do? Usually, they release the passenger without charge.
- **Scenario 3** – Captain elects to divert to an airport in Country C, but again country A has jurisdiction and the same problem as in Scenario 2.
- **Scenario 4** – The aircraft is dry-leased from a lessor and is registered in Country D. In this case, authorities in country A (where the aircraft operates most of the flights to/from), country B or country C do not have jurisdiction.

Source: IATA, IFALPA.

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