

THE IMPLEMENTATION OF CHECKS AT THE HOLD BAGGAGE SECURITY CHECK POINT (HBSCP) ON THE LEVEL OF FLIGHT SECURITY

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ABSTRACT

Palangka Raya City's Tjilik Riwut Airport is a domestic airport. Accidents and mishaps may occur as a result of witnessing the intense movement of passengers and freight. This study aims to determine the impact of installing checks at the Hold Baggage Security Check Point on the level of flight security at Tjilik Riwut Airport Palangka Raya. The author of this study used a mixed methods sequential explanatory technique, collecting data through observations, interviews, literature reviews, questionnaire distribution, and documentation. The results of this study found that the implementation of checks at the Hold Baggage Security Check Point or variable X correlates with the level of flight security or variable Y, namely with the calculation result of 0.736 (strong correlation).

Keywords: *Aviation Security, Hold Baggage Security Check Point, Passenger*

1. INTRODUCTION

Tjilik Riwut Airport (IATA: PKY, ICAO: WAGG) is an airport that hosts domestic flights located in Palangka Raya City, Central Kalimantan Province. The large-scale airport managed by PT Angkasa Pura II is a State-Owned Enterprise (BUMN) under the Ministry of Transportation [1].

Tjilik Riwut Airport has passenger density, flight density and passenger flow including for Umrah and Hajj activities. The density can be seen through the Air Transport Traffic Data (DLLAU) at Tjilik Riwut Airport in 2021, 2022 and 2023 there was an increase in the number of flight and passenger movements [2]. This is as stated in attachment A-8, attachment A-9 and attachment A-10 which are obtained through the *Oasys* application owned by Angkasa Pura II and can only be accessed by Angkasa Pura II employees.

From 2021 to 2023, there is an increase in the number of aircraft and passengers, therefore Tjilik Riwut Airport requires a good aviation security system. Security at the airport is handled by specialized officers known as *Aviation Security* (AVSEC). Security is a fundamental element that must be fulfilled by airport managers [3]. Security is a fundamental factor that must

be met by the organizer of an airport. It has been stipulated in *Annex 17* of the Chicago convention (1994) related to aviation security, that each member country of the *International Civil Aviation Organization* (ICAO) must establish an Aviation Security Program [4]. Therefore, the Indonesian government through the Ministry of Transportation established the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 51 of 2020 concerning National Aviation Security. To create a safe flight, physical barriers are used to separate public areas from restricted areas, hence the implementation of checks in the Hold Baggage Security Check Point (HBSCP) area.

The inspection carried out at the Hold Baggage Security Check Point (HBSCP) of Tjilik Riwut Airport for personal inspection is carried out profiling and checking identity consistently and conducting body search using Walk Through Metal Detector (WTMD) and Hand Held Metal Detector (HHMD) tools. In the inspection of goods through x-ray machines and direct inspection (manual) of luggage or passenger luggage.

During the implementation of On The Job Training at Tjilik Riwut Airport which began in the second week of December 2023, the author was assigned to the Hold Baggage Security Check Point (HBSCP) area.

Inspection in the Hold Baggage Security Check Point (HBSCP) area must be carried out carefully and in accordance with procedures, and supported by facilities that are in accordance with applicable regulations. This aims to improve flight security based on security assessment audits.

When viewed from the conditions at Tjilik Riwut Airport Palangka Raya, with a fairly high level of passenger movement, there are several problems that arise, such as the accumulation of passengers as shown in attachment B-1 and the condition of the placement of goods in the x-ray machine, especially in the Hold Baggage Security Check Point (HBSCP) area can be seen in the image contained in attachment B-2 not in accordance with the Decree of the Minister of Transportation of the Republic of Indonesia number KM 211 of 2020 concerning "Aviation Security Program". as well as the lack of Aviation Security (AVSEC) personnel when conducting checks on passengers and passenger luggage, this is not in accordance with the Regulation of the Director General of Transportation Number 2765 / XII Decree of 2010 concerning "Procedures for Security Checks of Passengers, Aircraft Officers and Luggage Transported by Aircraft and Individual Persons"[5]. So that it can affect the level of flight security. To overcome this problem, it is necessary to optimize the implementation of the Screening Check Point (SCP) so that during security checks, passengers and their luggage do not cause accumulation in the Hold Baggage Security Check Point (HBSCP) area. With this optimization in the implementation of security checks, it is expected to ensure the safety of passengers and luggage despite the limited number of personnel available.

The conditions that occur as described in the paragraph above, can potentially cause incidents and accidents if the implementation of the Screening Check Point (SCP) is not carried out optimally. Events that can arise if the inspection at the Hold Baggage Security Check Point (HBSCP) is not carried out optimally, namely bomb explosions, sabotage, hijacking, fake travel documents, unauthorized access to aircraft, infiltrating prohibited objects into sterile areas. These events can affect the level of aviation security at Tjilik Riwut Airport in Palangka Raya.

2. RESEARCH METHODS

This research is a correlational study that aims to determine the relationship between two variables [6]. The method used in this research is Mix Methods Sequential Explanatory to collect data [7]. The quantitative approach in this study focuses on data in the form of numbers that are analyzed using statistical techniques [8][9]. In collecting data, the author uses Independent (free) and Dependent (bound) variables, namely the Implementation of Checks at the Hold Baggage Security Check Point (HBSCP) (X) as the independent variable and the Aviation Security Level (Y) as the dependent variable.

The population in this study consisted of 48 Aviation Security (AVSEC) personnel at Tjilik Riwut Airport Palangka Raya. The purpose of this approach is so that researchers can obtain relevant information about the topic under study. This research uses the saturated sample method, in which the sampling technique is carried out by involving all members of the population as samples. In this study, the sample consisted of Aviation Security (AVSEC) personnel at Tjilik Riwut Airport Palangka Raya, with a total of 48 respondents.

Data collection in this study was conducted through observation, questionnaires, literature study, and interviews. Data analysis was conducted using mixed methods, which combines qualitative and quantitative analysis[10][11]. Qualitative analysis included data reduction, data presentation, and conclusion drawing, while quantitative analysis involved normality and correlation testing[12].

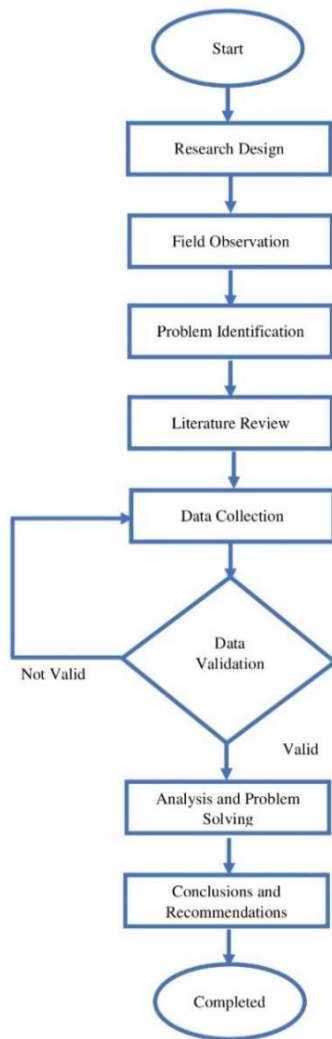


Figure 1. Research design

3. RESULTS AND DISCUSSION

3.1 Research Result 1

In the first study, researchers collected data using primary and secondary data. Primary data was obtained through observations made by researchers to observe the situation in the field. Researchers also distributed questionnaires to collect information related to the implementation of inspections at Tjilik Riwut Airport and its impact on the level of aviation security. In this study, researchers took a sample of 48 respondents, consisting of Aviation Security (AVSEC) personnel at Tjilik Riwut Airport Palangka Raya.

3.1.1 Observation

The implementation of security checks at Tjilik Riwut Airport Palangka Raya still relies on manual checks for passengers and their luggage. The security equipment used at this airport includes Hand Held Metal Detector (HHMD), Walk Through Metal Detector

(WTMD), and x-ray machines operated by Aviation Security (AVSEC) personnel. With the number of daily passengers reaching 900 people, which if calculated reaches 500,000 passengers per year, the security system implemented in accordance with the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 51 of 2020 concerning aviation security programs is security system F, where the number of domestic passengers departing is more than 100,000 people per year to a maximum of 500,000 people per year.

Aviation Security (AVSEC) personnel undergo a 12-hour work rotation. Operating the x-ray machine is done for a maximum of 40 minutes before moving to another position for a minimum of 60 minutes, then returning to operate the x-ray machine. Tasks are divided into three, namely at the ticket or passenger document checkpoint, x-ray machine operator, and body checkpoint. There are differences in the x-ray machines used at the Hold Baggage Security Check Point (HBSCP) and Passenger Security Check Point (PSCP), especially in size. The x-ray machine at HBSCP is larger as it is used to check checked baggage that will be reported at the check-in counter.

At the Hold Baggage Security Check Point (HBSCP), Aviation Security (AVSEC) personnel check the passenger's ticket and identity to ensure validity of departure. After the documents have been checked, prospective passengers must remove and place all luggage and items worn on the body into the tray provided. Traffic regulation of passengers and goods when entering the HBSCP area is carried out by Aviation Security (AVSEC) personnel. However, in the Hold Baggage Security Check Point (HBSCP) area of Tjilik Riwut Airport, the officers (Aviation Security personnel) have not been able to provide optimal performance in accordance with Decree 2765/XII of 2010 and Ministerial Decree number KM 211 of 2020.

According to the Decree of the Minister of Transportation of the Republic of Indonesia No. KM 211/2020 on "Aviation Security Program," the task of regulating passenger and goods traffic should be held by one personnel. This can lead to goods being placed too close together with no space in between, especially during peak hours from 11:00 am to 3:00 pm, which often results in a buildup of passengers and long lines. Meanwhile, according to the regulation of the Director General of Transportation Number Decree 2765/XII of 2010 concerning "Procedures for Security Checks of Passengers, Aircraft Officers and Luggage Transported by Aircraft and Individuals," luggage should be placed on the conveyor belt of the x-ray machine with proper distance between two pieces of baggage or luggage.

Tjilik Riwut Airport is equipped with aviation security facilities in accordance with regulations. These aviation security facilities include tools used to carry out

a series of aviation security activities. In addition, these facilities must be adapted to operational needs and the latest technological developments. Aviation security facilities must have certification issued by the Directorate General of the Ministry of Transportation.

3.1.2 Questionnaire

The following is a table of statement scores that have been distributed to respondents, namely Aviation Security personnel at Tjilik Riwut Airport Palangka Raya.

Table 1. Index and Question Percentage Results

No.	Statement	Index Percentage
1.	Inadequate security screening facilities at the Hold Baggage Security Check Point (HBSCP) can affect the screening process.	88,75%
2.	Ineffective security check facilities at the Hold Baggage Security Check Point (HBSCP) can hamper the smooth running of security checks.	84,58%
3.	There is a need for periodic checks on security inspection facilities so that security checks can run optimally.	86,66%
4.	The passenger security check process is in accordance with the applicable Standard Operating Procedures (SOP)	85,83%
5.	The limited number of Aviation Security (AVSEC) personnel may result in suboptimal security checks.	82,91%
6.	Aviation Security (AVSEC) personnel check the passenger's documents according to his/her identity for the passenger's departure.	80,83%
7.	Aviation Security (AVSEC) personnel urge passengers to remove all metal objects and electronic equipment attached to the limbs so that the implementation of security checks runs optimally.	81,66%
8.	All passenger luggage is placed into the X-ray machine, except diplomatic bags.	81,66%
9.	The time requirement for checking each passenger at the Hold Baggage Security Check Point (HBSCP) should not exceed 3 minutes.	84,58%

No.	Statement	Index Percentage
10.	Aviation Security (AVSEC) personnel conduct checks at the Hold Baggage Security Check Point (HBSCP) when passengers will enter the Restricted Security Area.	86,66%
11.	Aviation Security (AVSEC) personnel protect civil aviation from unlawful acts	89,16%
12.	Aviation security is not only the responsibility of Aviation Security (AVSEC) personnel, but airplane passengers, airline companies and pilots in command are also responsible for flight security.	88,75%
13.	In aviation activities, each party must apply the principle of zero tolerance to minimize the occurrence of aviation accidents (zero accident).	87,91%
14.	All parties must comply with and implement technical regulations related to aviation safety and security.	88,75%
15.	Incidents that occur must be reported immediately through the security incident reporting mechanism for periodic review of the effectiveness of threat control measures.	86,66%

3.2 Research Result 2

Research conducted during the inspection implementation process at the Hold Baggage Security Check Point (HBSCP) at the Departure Terminal of Tjilik Riwut Airport Palangka Raya by conducting interviews with Aviation Security (AVSEC) personnel, observation and conducting literature studies from the literature.

3.2.1 Interview

Interview is one of the data collection methods conducted by researchers by asking a number of questions. This interview was conducted while the researcher was still undergoing On the Job Training and the questions were asked to Aviation Security (AVSEC) officers at Tjilik Riwut Airport Palangka Raya. This interview involved five interviewees, namely Bima Dhandi Hanggoro as Aviation Security Supervisor, Angga Afrian Pratama as Junior Aviation Security, Nadia Rahma as Junior Aviation Security, Bahrudin as Junior Aviation Security, and Tyas Dwi Lestari as Junior Aviation Security.

The results of the interviews conducted found that the Aviation Security (AVSEC) personnel information at Tjilik Riwut Airport has 48 personnel, including 11 organic personnel and 37 unorganic personnel (Angkasa Pura Solution). Aviation Security (AVSEC) personnel carry out tasks by rolling per guard team and every day which has 2 shifts, namely the morning shift and also the night shift. For the implementation of the inspection in the Hold Baggage Security Check Point (HBSCP) area, it is in accordance with the regulations and standard operating procedures, both from the implementation process and the number of personnel on duty at the Hold Baggage Security Check Point (HBSCP), which is 4 personnel. But this is deemed insufficient because there is no passenger and goods traffic control officer to direct passengers to queue towards the Walk Through Metal Detector (WTMD) and help provide information to passengers regarding the placement of items placed on the x-ray machine so that they can comply with the provisions.

In the implementation of random checks carried out on passengers, security equipment is used and random manual checks must be carried out. The percentage of random manual checks is 10% (ten percent) of passengers and can be increased in the event of increased threat conditions. For the time provisions for the implementation of checks carried out in the Hold Baggage Security Check Point (HBSCP) area on passengers, which is less than 3 minutes under normal conditions. As for the time provisions in special conditions, namely less than 8 minutes

3.2.2 Literature Study

The desk research conducted by the researcher involved a review of the factors considered to be the cause of the problem, which can be seen at Tjilik Riwut Airport Palangka Raya. Included in the classification of airport security system F with the number of personnel and placement of personnel that have been regulated in the rules or regulations [13][14].

Hold Baggage Security Check Point
Bandar Udara Tjilik Riwut Palangka Raya

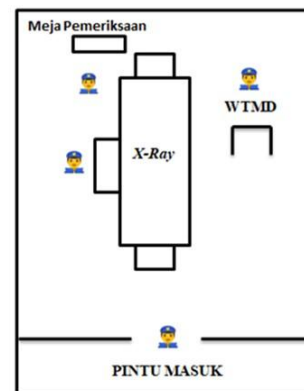


Figure 2. *Layout of Hold Baggage Security Check Point (HBSCP) Tjilik Riwut Airport*

In this research, the author will refer to existing regulations. Based on the literature study conducted by the author, which is sourced from various regulations and guidelines, the following results are obtained, in accordance with the Regulation of the Director General of Transportation Number Decree 2765/XII of 2010 concerning "Procedures for Security Checks of Passengers, Aircraft Officers and Luggage Transported by Aircraft and Individual Persons" and Decree of the Minister of Transportation of the Republic of Indonesia Number KM 211 of 2020 concerning "Aviation Security Program."

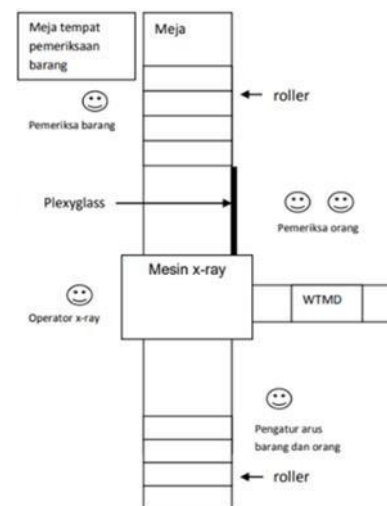


Figure 3. *Layout of Hold Baggage Security Check Point (HBSCP) According to the Rules*

3.3 Research Result 3

This study aims to find the relationship between the implementation of checks at the Hold Baggage Security Check Point (HBSCP) and the level of flight security.

For this reason, questionnaires were distributed to Aviation Security personnel to obtain data related to the implementation of checks at Tjilik Riwut Airport Palangka Raya. Furthermore, a normality test and correlation test were conducted to determine whether or not there was a correlation in this study.

3.3.1 Normality Test Results

Table 2. Kolmogrov-Smirnov Normality Test Results

One-Sample Kolmogorov-Smirnov Test		
		Unstandardized Residual
N		48
Normal Parameters ^{a,b}	Mean	0.0000000
	Std. Deviation	1.68930719
Most Extreme Differences	Absolute	0.086
	Positive	0.086
	Negative	-0.078
Test Statistic		0.086
Asymp. Sig. (2-Tailed)		.200 ^{c,d}
a. Test distribution is Normal b. Calculated from data c. Lilliefors Significance Correction d. This is a lower bound of the true significance		

Based on the Kolmogorov-Smirnov Test conducted by researchers, a value of 0.2 was obtained, which is greater than 0.05. Therefore, it can be concluded that the data is normally distributed.

3.3.2 Correlation Test Results

Table 3. Correlation Hypothesis Test Results

Correlations			
		Check	Security
Check	Pearson Correlation	1	.736**
	Sig. (2-tailed)		0.000
	N	48	48
Security	Pearson Correlation	.736**	1
	Sig. (2-tailed)	0.000	
	N	48	48

** Correlation is significant at the 0.01 level (2-tailed).

Based on the results of the analysis using the SPSS application, it is known that the significance value in this study is 0.00, with a positive Pearson correlation value of 0.736. This shows that variable X has a correlation with variable Y, where the relationship between variable X (Inspection at the Hold Baggage Security Check Point (HBSCP)) and variable Y (Aviation Security Level) is positive. In other words, the higher the implementation of inspections at HBSCP, the higher the level of flight security. From the SPSS output that has been analyzed, it can be concluded that there is

a correlation between the implementation of the inspection at the Hold Baggage Security Check Point (HBSCP) and the level of flight security at Tjilik Riwut Airport Palangka Raya.

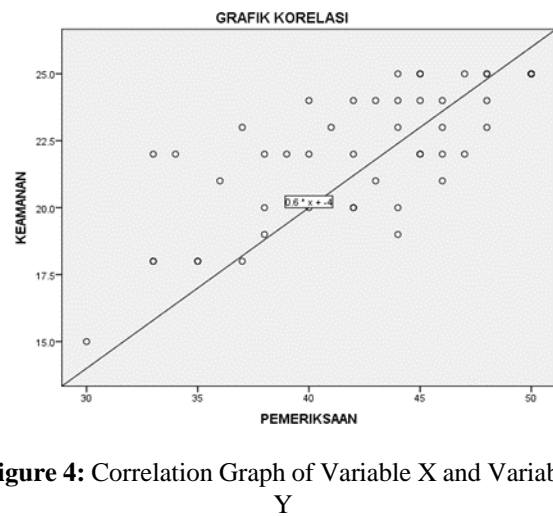


Figure 4: Correlation Graph of Variable X and Variable Y

From the results of the analysis using the SPSS application, it is known that the resulting correlation graph shows a positive value. This graph shows that variable X (the implementation of checks at the Hold Baggage Security Check Point) and variable Y (the level of flight security) have a perfect positive relationship. This means that the higher the value of variable X, the higher the value of variable Y, and vice versa.

3.4 Discussion of Research Results

3.4.1 Effect of Inspection Implementation on Aviation Security Level at Tjilik Riwut Airport Palangka Raya

Based on the previously conducted SPSS analysis, it is known that the implementation of security checks at Tjilik Riwut Airport Palangka Raya affects the level of flight security at the airport. This is proven through the normality test and correlation hypothesis test. The normality test results show a value of 0.2, where the significance value is greater than 0.05, indicating that the data is normally distributed. Meanwhile, the hypothesis correlation test showed a result of 0.736, indicating a correlation between variable X and variable Y. Therefore, it can be concluded that the implementation of security checks correlates or affects the level of flight security at Tjilik Riwut Airport Palangka Raya.

Tjilik Riwut Airport Palangka Raya conducted a security assessment conducted by the Executive General Manager, intelligence and law enforcement agencies in Palangka Raya. The goal of this assessment is to provide an official assessment and implement measures used to reduce the probability and consequences of security events on operations, human resources and

assets at Tjilik Riwut Airport [15]. This assessment is a series of processes to evaluate the vulnerability condition reports collected or compiled and provide priorities for countermeasures. Based on the aviation security assessment consists of 2 (two) threats, namely the threat of terrorism and non-terrorism. Terrorism threats such as suicide bombings; ground side attack threats; insider threats and hoaxes (threats and fake news). Non-terrorism threats consist of terminal occupation, smuggling and baggage theft.

The threat of suicide bombing can be carried out by passengers, airplane crew and or airport officials with the target of aircraft [16]. Suicide bombs can be carried by passengers/aircraft crews/airport officials through luggage in the form of assembled bombs in the form of electronic devices made of metal/non-metal or liquid [17]. In addition, it can be attached to the body. The threat is intended to achieve the goal of self-interest, group or group. Suicide bomb threats can occur in the Hold Baggage Security Check Point (HBSCP) area [18]. The security measures that have been carried out by Aviation Security personnel are the inspection of passengers/crew of aircraft in accordance with applicable standard operating procedures. The threat of suicide bombing at Tjilik Riwut Airport Palangka Raya is categorized as a low threat on the basis of consideration that there has never been a bomb explosion in Palangka Raya City nor identification of bomb threats or terrorism that can threaten aviation security at Tjilik Riwut Airport Palangka Raya.

Hoax (fake news threat) is also something to watch out for considering digital technology and social media is a very effective and fast spread. This can be used as a medium to spread fake news that can cause commotion, chaos and commotion to threaten aviation security. In this case, based on data and event records, the threat assessment is very low. The lack of consistency of Aviation Security officers in conducting checks on insiders (insider threat) and the lack of concern from airline Aviation Security officers makes the results of the medium threat level assessment.

Central Yogyakarta Province is one of the provinces that has several protected natural resources. Supervision from the Natural Resources Conservation Center (BKSDA), fish quarantine and agricultural quarantine and working with Aviation Security officers is an important part that can help prevent smuggling. Communication coordination is needed to work together. Based on the existing data and information collected, the threat of smuggling is considered low.

3.4.2 Security Check Implementation Process at Hold Baggage Security Check Point (HBSCP)

Based on observation and interview data that has been conducted, the security check process at the Hold Baggage Security Check Point (HBSCP) at Tjilik Riwut

Airport Palangka Raya is quite good, but there are still several aspects of implementation that are not fully in accordance with applicable regulations. This is due to the less than optimal security checks carried out by Aviation Security personnel on passengers and their luggage. The absence of Aviation Security personnel who regulate the movement of passengers and goods causes security checks to be less than optimal. Tjilik Riwut Airport Palangka Raya is a security system F airport, which means it handles more than 100,000 to at most 500,000 domestic passengers per year.

Airports classified as airports with security system F have security measures to prevent unlawful acts based on aviation security assessments. The steps that can be taken are collecting relevant information about threats such as past incidents, environmental conditions around the airport and intelligence data; evaluation of airport security systems; finding weaknesses or gaps that can be exploited by criminals; assessing the potential damage or losses that can occur; assessing how likely the threat is to occur; determining strategies that can be done to mitigate risks; and periodic monitoring to ensure it is effective and efficient. In terms of monitoring the movement of passengers, it is carried out with people traffic monitoring equipment (closed circuit television) and conducting security checks on every checked baggage, cabin baggage and luggage belonging to passengers and people other than passengers who will enter the check-in area using x-ray machines, explosive detectors and manual checks.

According to the Decree of the Minister of Transportation of the Republic of Indonesia Number KM 211 of 2020 concerning the National Aviation Security Program, it is stated that the number of airport security personnel conducting checks in the Hold Baggage Security Check Point (HBSCP) area for airports with security system F must consist of 1 (one) baggage controller, 1 (one) x-ray machine operator, 1 (one) checked baggage examiner, and 1 (one) passenger examiner. Each personnel has their own duties and responsibilities. In the Hold Baggage Security Check Point (HBSCP) area at Tjilik Riwut Airport Palangka Raya, there are 4 personnel on duty, and this number is in accordance with applicable regulations. However, the implementation of the inspection is not optimal because one personnel is in charge of checking passenger documents and does not function as a passenger and goods traffic regulator (flow controller). As a result, the placement of goods in the x-ray machine is not in accordance with the provisions, which results in inspection not in accordance with the standard operating procedures of Tjilik Riwut Airport Palangka Raya. This can jeopardize the security and safety of the airport and flights at Tjilik Riwut Airport Palangka Raya because there is a possibility that the goods are not clearly read and escape inspection and supervision by Aviation Security personnel.

The results showed that there is no officer who functions as a flow controller at the Hold Baggage Security Check Point (HBSCP) when the goods will be scanned by the x-ray machine. Based on the Regulation of the Director General of Air Transportation Number SKEP/2765/XII/2010 concerning "Procedures for Security Checks of Passengers, Aircraft Personnel, and Luggage Transported by Aircraft and Individuals" in Chapter III concerning Security Officers and Airport Security Check Procedures, Article 22 states that airport security personnel at the checkpoint must include flow controllers for passengers, aircraft personnel, and individuals and their luggage; x-ray machine operators; baggage inspectors; and inspectors of passengers, aircraft personnel, and individuals and luggage.

It was also found that the placement of goods was not in accordance with the rules, where luggage such as boxes, suitcases, and bags were placed in a standing position, tilted, and not spaced between one item and another. In accordance with the Regulation of the Director General of Civil Aviation No. SKEP/2765/XII/2010 on "Procedures for Security Checks of Passengers, Aircraft Personnel, and Luggage Transported by Aircraft and Individuals," Article 23 states that luggage or luggage must be placed on the conveyor belt of the x-ray machine in the right position for inspection and ensure there is space between two pieces of luggage or luggage. This is also regulated in the Decree of the Minister of Transportation of the Republic of Indonesia Number KM 211 of 2020 concerning the National Aviation Security Program, which states that in addition to passengers, luggage must be placed on the conveyor of the x-ray machine with sufficient distance and not stacked for inspection. Laptops and other electronic items must be removed from the luggage and placed in a container (tray). The effect of not conforming to these checks can affect security because it will cause items that should not be allowed to enter the airport to escape and affect the security of the airport. If Aviation Security personnel are in a position that is in accordance with the provisions and carried out optimally, it will reduce the threat of airport and flight security and safety. With the presence of passenger and goods traffic control personnel can direct passengers to place goods in accordance with applicable standard operating procedures.

3.4.3 *The Relationship Between the Implementation of Inspection at the Hold Baggage Security Check Point (HBSCP) and the Level of Aviation Security at Tjilik Riwut Airport Palangka Raya*

Based on the SPSS data analysis of variables X and Y, it can be concluded that there is a positive relationship between these two variables. This positive relationship means that both have a directly proportional relationship with a perfect correlation degree. Thus, it

can be interpreted that the higher the value of variable X, the higher the value of variable Y, and vice versa. The more optimal the implementation of checks by Aviation Security personnel at the Hold Baggage Security Check Point (HBSCP), the higher the level of aviation security at Tjilik Riwut Airport Palangka Raya. Therefore, it is necessary to optimize the inspection carried out by Aviation Security personnel on passengers and their luggage.

The Hold Baggage Security Check Point (HBSCP) at Tjilik Riwut Palangka Raya Airport is located before the self-report activity or check-in area, security equipment and supporting equipment for checking checked baggage owned by Tjilik Riwut Palangka Raya Airport include 1 (one) unit of x-ray machine with active threat image projection (TIP) function, a place for manual inspection of checked baggage, x-ray machine operator area, closed circuit television (CCTV), communication system with the head of the security unit and 1 (one) set of aviation security facility test equipment. The existence of security equipment and supporting equipment owned can support and improve the level of aviation security at Tjilik Riwut Airport Palangka Raya.

4. CONCLUSION

After conducting observations, interviews, distributing questionnaires, validity tests, reliability tests and correlation tests, it can be seen that the effect of the implementation of checks at the Hold Baggage Security Check Point (HBSCP) on the level of flight security is 0.736. So it can be seen that variable X affects variable Y. For security inspection facilities at Tjilik Riwut Airport Palangka Raya at the Hold Baggage Security Check Point (HBSCP) are in accordance with applicable standard operating procedures. The process of carrying out the inspection is quite good, but it needs to be improved and optimized so as not to cause hazards that threaten flight security and safety. It can be concluded that there is a correlation between the process of implementing security checks on passengers and passenger luggage at Tjilik Riwut Airport Palangka Raya with the level of flight security.

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