



Policy Implementation: Obstacle Limitation Surface (OLS) at Sultan Hasanuddin Makassar International Airport from the Policy Accuracy Aspect

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Abstract

Policy implementation will run well if implemented appropriately that is met in terms of the effectiveness of policy implementation, namely policy accuracy. This research aims to analyze the Policy Implementation in the Obstacle Limitation Surface (OLS) of Sultan Hasanuddin Makassar International Airport From the Aspect of Policy Accuracy. The results of this study indicate that Law Number 1 the Year 2009 Regarding Aviation has not been followed up with Government Regulations and Ministerial Regulations that specifically regulate Laser Beams and the main tasks and functions related to regulation have not been implemented. more detail and continue to adjust developments in the aviation world, especially related to other activities in this case laser attacks and unmanned free balloons in the Obstacle Limitation Surface (OLS).

Keywords: *Policy Implementation; Policy Accuracy; Aviation*

Introduction

The operation of aviation in Indonesia refers to aviation policy consisting of Annexes and International Civil Aviation Organization (ICAO) Documents, Aviation Law, Government Regulations, Decrees/Regulations of the Minister of Transportation and Decree of the Directorate General of Civil Aviation which outline concerns security and safety the flight. the operation of air transportation must meet the requirements for airworthiness, safety, security, and order of air traffic by taking into account applicable laws and international conventions (Adisasmita, 2011).

According to Law Number 1 of 2009 Concerning Aviators, Obstacle Limitation Surface (OLS) are land and/or water areas and air space around airports used for flight operations in order to guarantee flight safety. The Obstacle Limitation Surface (OLS) is an area that should receive serious attention, this is because in OLS there are areas of flight operations around the airport.

Problems that threaten the safety of aviation Airport Obstacle Limitation Surface (OLS) airports in Indonesia are laser attacks and Unmanned Free Balloons. According to Saludin (2013) laser is an efficient tool that can be used to characterize material by measuring both its properties and composition.

Laser attacks and Unmanned Free Balloons in the Obstacle Limitation Surface (OLS) Sultan Hasanuddin International Airport Makassar require serious efforts in the regulation, supervision, and control to avoid incidents, serious incidents as well as aircraft accidents in the Obstacle Limitation Surface (OLS) Sultan Hasanuddin International Airport Makassar due to other activities.

With the policies related to laser attacks and unmanned free balloons ranging from the Aviation Law to the Decree of the Directorate General of Civil Aviation, ideally, these events will not occur again, especially in the Obstacle Limitation Surface (OLS) Sultan Hasanuddin Makassar International Airport.

Based on various problems related to these other activities, in this case, the laser attack and unmanned free balloons in the Obstacle Limitation Surface (OLS) Sultan Hasanuddin International Airport Makassar shows that the implementation of public policy in this aviation policy related to other activities has not been going well so that research is needed to discuss the problem.

This research is different from previous studies, previous studies discuss the implementation of policies, aviation safety, Obstacle Limitation Surface (OLS) and Sultan Hasanuddin International Airport Makassar, namely Putra & Purba (2009). The originality of the research to be conducted is the focus of research on the implementation of aviation safety policies related to other activities in the Obstacle Limitation Surface and the research location at Sultan Hasanuddin International Airport, Makassar.

Winaya & Alw (2016) discussed the Obstacle Limitation Surfaces (OLS). The difference of research that will be conducted with this previous research is the focus of this previous research is more on the implementation of local government authority in controlling development and growth objects in Obstacle Limitation Surfaces and research locations in Ahmad Yani Airport Aviation Safety Areas in Semarang. The originality of the research to be carried out is the focus of this research on the implementation of aviation safety policies related to other activities in the Obstacle Limitation Surface and the research location at Sultan Hasanuddin International Airport, Makassar.

Of the various problems related to the occurrence of other activities namely laser attacks and Unmanned Free Balloons in the Obstacle Limitation Surface (OLS) of Sultan Hasanuddin International Airport Makassar and the number of actors involved in these problems, the teroer used is Matland (1995) with four accuracies. According to Matland, administrative implementation is the implementation carried out in the daily operations of the government bureaucracy. Policy implementation will run well if implemented appropriately that is met in terms of the effectiveness of policy implementation namely policy accuracy, implementation accuracy, targeting accuracy and environmental accuracy (DeLeon & DeLeon, 2002; Suratman et al., 2018). In this study, there is one right that is used in this study, namely the accuracy of the policy.

The problem faced in the accuracy of the policy in this study is that there is no derivation of Law Number 1 of 2009 on Aviation in the form of Government Regulations and Ministerial Regulations that specifically regulate the related Laser Beams as well as the main tasks and functions related to the regulations in the Minister of Transportation Regulation No. 41 of 2011 About the Organization and Work Procedures of the Airport Authority Office not yet implemented.

Methodology

This research uses a qualitative method with a descriptive presentation. The focus of this research is on the appropriateness of policies. In addition, this study collected data from observations and interviews from informants, the data in the study were made aware of primary data and secondary data

related to the Obstacle Limitation Surface (OLS) at Sultan Hasanuddin International Airport Makassar. Data analysis activities are carried out by data reduction, data presentation, and drawing conclusions.

Results and Discussion

Aviation policies consisting of the Aviation Law and other aviation regulations have addressed other events such as laser attacks, unmanned free balloons, and Obstacle Limitation Surface (OLS) both from a technical perspective and in terms of criminal acts. With these flight policy is a solution to solve the problem of other incidents such as laser attacks and unmanned free balloons in the Obstacle Limitation Surface (OLS).

For Regulations related to Obstacle Limitation Surfaces contained in Article 1 of Law Number 1, the Year 2009 Regarding Aviation, Obstacle Limitation Surfaces (OLS) are land and/or waters and air space around airports used for flight operations in the context of guarantee flight safety.

The regulations relating to the Obstacle Limitation Surface (OLS) of Sultan Hasanuddin Makassar International Airport are contained in the Airport Master Plan and/or Airport Development Plan, namely the Decree of the Minister of Transportation of the Republic of Indonesia Number: KP 725 of 2012 Concerning the Sultan Hasanuddin Makassar International Airport Master Plan, South Sulawesi Province.

Laser attacks and unmanned free balloons are regulated in article 210 of Act Number 1 of 2009 concerning Aviation which says that everyone is prohibited from being in certain areas of the airport, making obstacles, and/or conduct other activities in the area of Obstacle Limitation Surface that could endanger the safety and security of the flight, except obtaining permission from the airport authority.

Even for criminal sanctions these other activities are also regulated in article 421 paragraph 2 which reads that everyone makes obstacles, and/or conducts other activities in the area of Obstacle Limitation Surface that endanger flight safety as referred to in article 210 shall be liable to a maximum imprisonment of 3 years and/or a maximum fine of Rp. 1,000,000,000.00 (one billion rupiah).

In addition, regulations regarding laser light are also contained in the Minister of Transportation's Regulation Number: KM 44 of 2005 concerning the Imposition of Indonesian National Standards (SNI) 03-7112-2005 Regarding Obstacle Limitation Surface as Mandatory Standards, in section 8.4 Use of land, waters or air in The Obstacle Limitation Surface which reads using land, water or air in each designated area must comply with the requirements, among others, not to cause glare on the flight eyes that use the airport. In addition, there is also a procedure if a laser attack has been circulated to the pilot through the Aeronautical Information Circular (AIC) with number Nr: 01/16 related to Pilot Procedure for Exposure to Laser Illumination and Other Directed Bright Light Sources, issued by Directorate General of Civil Aviation on September 1, 2016, and is valid until now.

The Unmanned Free Balloons are regulated in the Minister of Transportation Regulation of the Republic of Indonesia Number: PM 40 of 2018 concerning the Use of Air Balloons in Community Cultural Activities. Besides unmanned free balloons can also disturb the visibility of aviators as stipulated in the Minister of Transportation Regulation No. KM 44 of 2005 concerning the Imposition of Indonesian National Standards (SNI) 03-7112-2005 Regarding Obstacle Limitation Surfaces as Standards Mandatory in section 8.4 The use of land, water or air in the Obstacle Limitation Surface which reads using land, water or air in each designated area must comply with the requirements including but not to weaken visibility around the airport.

The problem in the current aviation policy is that there is no derivative of Law Number 1 the Year 2009 concerning Aviation in the form of Government Regulations governing other activities in the Obstacle Limitation Surface. The current Government Regulation used is Government Regulation of the Republic of Indonesia Number 3 of 2001 concerning Aviation Security and Safety which is a derivative of Law Number 15 of 1992 concerning Aviation that has been revoked and declared invalid after the issuance of Law Number 1 of 2009 concerning Aviation.

In addition to the absence of a Government Regulation which is a derivative of Law Number 1 of 2009 on Aviation, another problem is the absence of a Ministerial Regulation that specifically regulates laser attacks. There is only Minister of Transportation Regulation Number: KM 44 of 2005 concerning the Imposition of Indonesian National Standards (SNI) 03-7112-2005 Regarding Obstacle Limitation Surface as Mandatory Standards. In this regulation only regulates glare in the eyes of airlines that use airports, not specifically regulating lasers, although lasers can cause glare.

Laser light and flight safety are very important and closely related even the International Civil Aviation Organization (ICAO) issued the Document 9815 Manual on Laser Emitters and Flight Safety. Considering the importance of the laser beam, it requires a ministerial regulation specifically to discuss laser light and aviation safety. The Aeronautical Information Circular (AIC) with number Nr: 01/16 related to the Pilot Procedure for Exposure to Laser Illumination and Other Directed Bright Light Sources is only a procedure in the event of a laser attack.

Aviation policy in this case Law No. 1 of 2009 and other aviation regulations are based on field events such as laser attacks and unmanned free balloons in the Obstacle Limitation Surface (OLS). This flight policy is based on events that occur in the field, especially other activities that occur in the Obstacle Limitation Surface (OLS). Various other activities are then made Regulations to govern administratively and technically in their implementation as well as a criminal application for violations of the Regulations made.

In addition, the regulation was also made to anticipate other activities in the future. For example, when Law No. 1 of 2009 on Aviation was made, at that time other events in the form of laser attacks and unmanned free balloons in the Obstacle Limitation Surface (OLS) had not yet taken place, would but the law drafting team has anticipated this by using the phrase "among other things" in the explanation of Law Number 1 of 2009 on Aviation so that if other events that have not occurred when the Law was made there is no need to amend or revise because with the word "among other things" the activity has been included in the explanation of Law Number 1 of 2009 concerning Aviation.

Aviation policies related to other activities such as laser attacks, unmanned free balloons in the Obstacle Limitation Surface (OLS) are made by institutions that are in accordance with the character of the policy.

Law Number 1 of 2009 concerning Aviation, Government Regulation of the Republic of Indonesia Number 3 of 2001 concerning Aviation Security and Safety, Regulation of the Minister of Transportation Number: KM 44 of 2005 Regarding Enforcement of Indonesian National Standards (SNI) 03-7112-2005 Regarding Obstacle Limitation Surface as an Obligatory Standard and Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 40 of 2018 Concerning the Use of Air Balloons in Community Cultural Activities made by institutions in accordance with their main tasks and functions, namely those made by the Technical Directorate, in this case, the Directorate General of Civil Aviation. to be approved if it is a Minister of Transportation Regulation. However, if it is a Government Regulation it will be discussed at the government level and approved by the President of the Republic of Indonesia. For the Act to be formulated between the government and the House of Representatives of the Republic of Indonesia.

The problem in the current aviation policy is that there is no derivative of Law Number 1 the Year 2009 concerning Aviation in the form of Government Regulations governing other activities in the Obstacle Limitation Surface. The current Government Regulation used is Government Regulation of the Republic of Indonesia Number 3 of 2001 concerning Aviation Security and Safety which is a derivative of Law Number 15 of 1992 concerning Aviation that has been revoked and declared invalid after the issuance of Law Number 1 of 2009 concerning Aviation. In addition, there is also no ministerial regulation specifically regulating laser light.

In addition to the absence of Government Regulations, another problem is the absence of ministerial regulations that specifically regulate laser attacks. There is only Minister of Transportation Regulation Number: KM 44 of 2005 concerning the Imposition of Indonesian National Standards (SNI) 03-7112-2005 Regarding Obstacle Limitation Surface as Mandatory Standards. In this regulation only regulates glare in the eyes of airlines that use airports, not specifically regulating lasers, although lasers can cause glare.

Laser light and flight safety are very important and involve human life. Even the International Civil Aviation Organization (ICAO) issued Document 9815 Manual on Laser Emitters and Flight Safety. Considering the importance of the laser beam, it requires a ministerial regulation specifically to discuss laser light and aviation safety. The Aeronautical Information Circular (AIC) with number Nr: 01/16 related to the Pilot Procedure for Exposure to Laser Illumination and Other Directed Bright Light Sources is only a procedure in the event of a laser attack.

The main tasks and functions related to the regulation are not carried out by the Makassar Region V Airport Authority Office because of the assumption that the main tasks and functions related to the regulation are the responsibility of the central office, in this case, the Directorate General of Civil Aviation, while the Airport Authority Office only carries out the main tasks and supervisory and control functions with reference to the Regulation of the Minister of Transportation of the Republic of Indonesia Number: PM 22 of 2015 concerning Improvement of Control and Supervision Functions by the Airport Authority Office. However, the Regulation does not revoke the function related to regulation, so the regulatory function is still valid based on Law Number 1 of 2009 concerning Aviation and Regulation of the Minister of Transportation of the Republic of Indonesia Number: PM 41 of 2011 concerning the Organization and Work Procedures of the Airport Authority Office. With this main task and function, the Makassar Region V Airport Authority can submit a draft Regulation related to other activities in the Obstacle Limitation Surface.

Policy Content in Solving Problems

Regulatory policies in the world of aviation consist of Laws and other aviation regulations made to regulate and solve problems that occur in the aviation world such as other events in this case laser attacks and unmanned free balloons in the Obstacle Limitation Surface (OLS) both in terms of administration, technical operations and in terms of aviation crime.

The accuracy of the policies related to solving the problem to be solved through the resulting policies is very important because the policies produced various problems in the world of aviation can be solved, especially related to laser attacks and unmanned free balloons in the area of Obstacle Limitation Surface (OLS).

Various laws and regulations produced in the field of aviation are very supportive of aspects of aviation safety, especially related to other activities, although there are still shortcomings in the policies produced and also interpretations of the resulting policies themselves. So it is necessary to improve

policies and better policy facilitation so that there are no interpretations in the implementation of the aviation policy which in the end guarantees flight safety and directly supports the zero accident government program in the aviation world.

Formulation of Appropriate Policy Character

Aviation policies, especially related to other activities, in this case, laser attacks and unmanned free balloons in the Obstacle Limitation Surface (OLS) have been formulated according to the character of the problem. The aviation policies are formulated according to the character of the problem to be solved.

In making aviation policy is based on field events such as laser attacks and unmanned free balloons in the Obstacle Limitation Surface (OLS). This flight policy is made to regulate the administration and technique in its implementation as well as the application of aviation crime if there is a violation of the laws and regulations of the flight. In addition, regulations are also made to anticipate other activities in the future.

Making aviation policy always refers to the character of the problem to be solved, which is part of one of the elements of policy accuracy. This is very important because when a policy is produced not based on the character of the problem that occurs, the resulting policy cannot solve the problem (Stone, 1989; Lemos & Morehouse, 2005).

By sticking to the character of the problem to be solved, it is hoped that in the future flight policy will be made in more detail and continue to adjust developments in the aviation world, especially related to other activities, in this case laser attacks and unmanned free balloons. in the Obstacle Limitation Surface (OLS).

Policies that Match the Character of the Policy

The laws and regulations in the field of aviation, especially related to other activities such as laser attacks and unmanned free balloons in the Obstacle Limitation Surface (OLS), are made by institutions that are in accordance with the character of the policy. The formulation of policies and regulations in the field of aviation are carried out by the technical directorate, in this case, the Directorate General of Civil Aviation.

The Directorate General of Civil Aviation has a Technical Directorate which oversees all aspects of aviation in Indonesia, namely the Directorate of Aviation Navigation, the Directorate of Aviation Security, the Directorate of Aircraft and Aircraft Operations, the Directorate of Air Transport and the Directorate of Airports. In the process of policy formulation, the technical directorate involved the Airport Authority Office, Airport Operational Unit, Aviation Operator and Aviation Stakeholders.

Important elements of policy accuracy are policies made by institutions that have the authority (institutional mission) in accordance with the character of the policy. This element is very important because by making policies by the right institutions, the right policies will also be produced and ultimately policies produced by the competent institutions This brings great benefits (Mohaban et al., 2004). McDonald et al., 2009).

Policies in the world of aviation produced by the central government, in this case, are formulated by the Directorate General of Civil Aviation, the Ministry of Transportation is an institution that has the

authority to make policies related to flights, especially related to laser attacks and unmanned free balloons. in the Obstacle Limitation Surface (OLS).

Conclusion

Aviation policies have solved the problems of other incidents such as laser attacks and unmanned free balloons and others in the Obstacle Limitation Surface (OLS) and are formulated according to the character of the problem to be solved and made by institutions that have the authority in accordance with the character of the policy, namely Law Number 1 of 2009 on Aviation, but the Act has not been followed up with Government Regulations and Ministerial Regulations that specifically regulate Laser Beams and the main tasks and functions related to regulation have not been implemented.

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