

Adi Sutjipto Air Force Base Policy for Dealing with Non-Traditional Security Threats in Safeguarding Civil Enclave Area in Adisutjipto Airport Yogyakarta

Dian Bashari, Arry Bainus, Wawan Budi Darmawan, Karlina Aprilia Kusumadewi

Abstract

This research is concerned with “Adi Sutjipto Airport Policy for Dealing with Non-Traditional Security Threats in Indonesia in Safeguarding Civil Enclave Area in Adi Sutjipto Airport in Yogyakarta” which aims to determine the extent of Adi Sutjipto Airport Policy in safeguarding the Airfield and Adi Sutjipto Airport to deal with non-traditional security threats in Indonesia. Non-traditional threats are threats that are not carried out by the state but by irresponsible actors and cause human unrest; these non-traditional threats can be in the form of drug smuggling, smuggling of prohibited goods, people smuggling, air piracy, natural disasters, disease outbreaks, and the threat of terrorism. The research method adopted is a qualitative method. The research data source begins with the collection of secondary data in the form of collecting data and documents related to non-traditional security threats at the airport which is then followed by primary data collection through interview and observation methods. Based on the results of the research conducted, it can be obtained the results that Adi Sutjipto Air Force Base policy in dealing with non-traditional security threats



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from competency aspects that use indicators of human resources, infrastructure/facilities and infrastructure, technology and financial budget support is still not optimal. Airport safeguarding in the context of civil aviation safety and security is the responsibility of Adi Sutjipto Airport in this case Angkasa Pura I and get security support from Adi Sutjipto Air Force Base which in its implementation will be set forth in a fixed security procedure prepared jointly by the Commander of Adi Sutjipto Airport with General Manager of Adi Sutjipto Airport.

Keywords: airfield policy, non-traditional security, threats, airport

Introduction

In the globalization era, economic and technological progress is growing very rapidly. Some developed countries have very high economic conditions and growth, as well as technological developments both in the transportation and information sector. Global information that develops makes the country's boundaries do not look good between distance, space, and time. With economic and technological progress, it certainly has an impact on the development of threats that disrupt the stability of international and national security. The current condition shows the trend or international issues in the form of transition from physical threats / traditional threats to non-traditional security threats. According to Atikah ¹² as stated in her, non-traditional security has become Indonesia's foreign policy agenda for the past two decades. This was affected by the end of the Cold War and the strengthening of non-traditional security threats that were transnational which endangered the lives of citizens. Non-traditional threats are not carried out by the state/non-state actors but is carried out by irresponsible actors and has resulted in public unrest.

Indonesia is part of an international system that has responsibilities and plays an active role in overcoming global threats including non-traditional security threats. The Indonesian National Army Air Force is a part of the TNI that has duties in the field of defense, of course, is always ready to guard against all threats to security that are developing, especially non-traditional threats of people smuggling, terrorists, piracy, drug trafficking, smuggling of wild animals, natural disasters, epidemics, and smuggling of illegal goods. By increasing the professionalism of human resources, the development of infrastructure, technological developments, and additional budgets are very

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strategic needs in maintaining defense and security in Indonesia. The involvement of the Indonesian Air Force in Law No. 34 of 2004 concerning the TNI is assigning the Air Force in carrying out the duties of related to Air Matrix.

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For this reason, Adi Sutjipto Air Force Base is one of the elements of Indonesia's defense which has a role in maintaining security from the threat of non-traditional security that is developing in Indonesia. Adi Sutjipto Air Force Base is a Civil enclave airport where all civil aviation activities take place at the Adi Sutjipto Yogyakarta Air Force Base owned by the Air Force. The international airport is the main and border gateway in dealing with any non-traditional security threats. Adi Sutjipto Airport is a civil enclave airport that has a responsibility in dealing with non-traditional threats that develop because this airport is the center of activity for future passengers and travel conditions that require the emergence of non-traditional threats that develop namely terrorist threats, narcotics, illegal goods, animal or fish smuggling, and human trafficking. According to Bartholomew Elias¹ in his Airport and Aviation Security book on airport security seen from terrorist threats, hijacking/piracy, weapons smuggling and air cargo security^{2,3}.

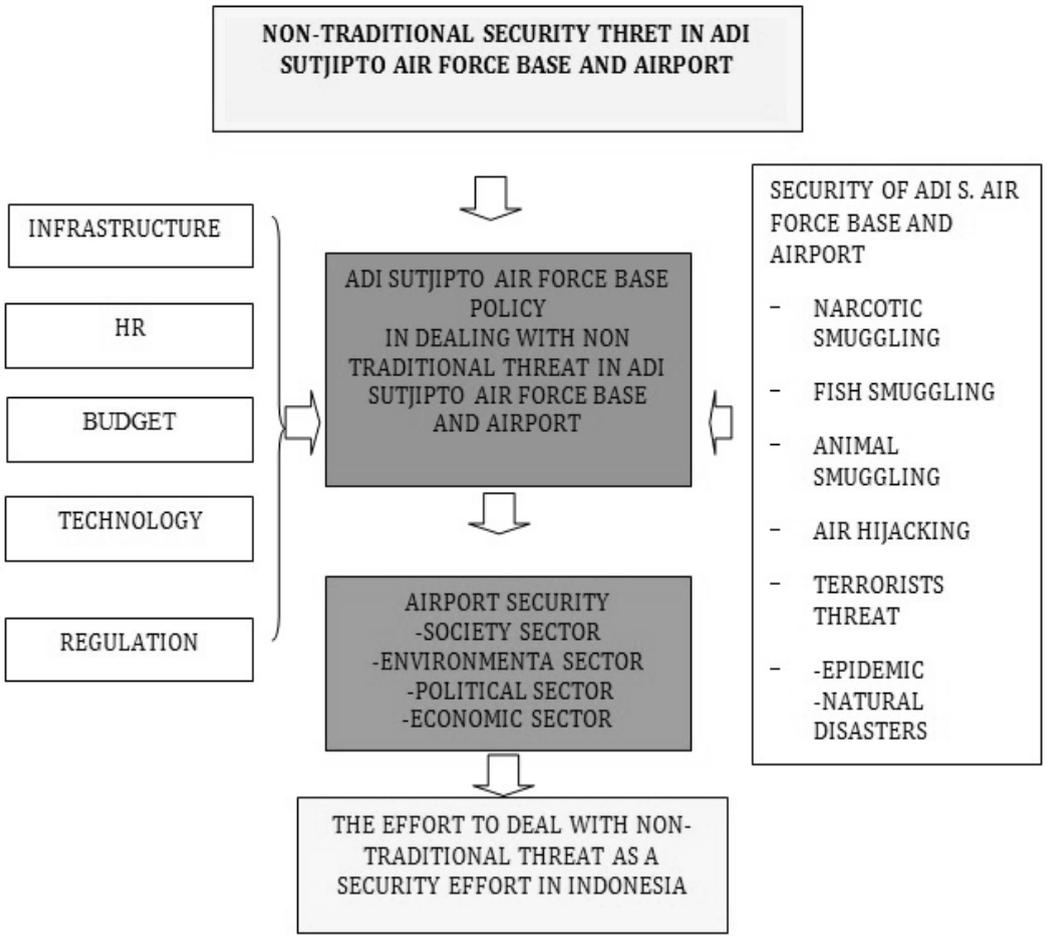
Based on the problems that have been described, the formulation of the research problem is as follows: "What is the Airport Security Policy by Adi Sutjipto Airport in dealing with non-traditional security threats at Adi Sutjipto Civil Enclave Airport?". In this study, the author uses qualitative methods by examining aspects of infrastructure, technology, human resources, and budget support in Adi Sutjipto Air Force Base policy in dealing with non-traditional security threats in Indonesia, especially security at Adi Sutjipto Airport. Data collection techniques use interviews, observations, and documents to obtain primary and secondary data that strengthen literature studies to obtain data. This shows that the research carried out is different from previous research.

Literature Review

In this paper, the previous research used in realizing Adi Sutjipto Air Force Base Policy in dealing with non-traditional security threats in Indonesia in securing the airport area of Adi Sutjipto civil enclave. Authors' searches related to research on non-traditional security threats include, among others, the first research conducted by Jacques Duchesneau and Maxime Langlois⁴ in an international journal entitled *Air-*

port attacks: The critical role of airports can play in combatting terrorism. In his research, Maxime Langlois⁴ used a unique database of aviation terrorist attacks to analyze the phenomenon of airport attacks that aircraft as targets had transferred security risks to the airport. The second research was Steve Woods⁵ in his International Journal entitled *Terrorism in aviation: going on holiday? Young travelers take longer to pass through security.* Aviation, security, passenger experience, terrorism explain that his research uses quantitative methods carried out over a four-year period to assess passenger experience and opinions about Airside security measures at British airports that were introduced as a result of terrorism since 9/11. The third study is a study by David Mc. A Baker⁶ in an international journal entitled *Tourism and Terrorism: Terrorist Threats to Commercial Aviation Safety & Security* adopted qualitative methods focused on the main features of the Aviation Security and Security Act and the characteristics of security policies that generated. The fourth study is by Jeanette Rose Morelland⁷ in a thesis entitled *The Anthropology of airports: security and apparatuses of state borders* adopted the qualitative ethnographic methods that discuss several functions of the airport as a contemporary border and concentrate on security forces. The fifth research was by Kania Rahma Nureda⁸ in her research entitled *Legal Review of aircraft piracy in its implementation based on the international civil aviation convention (case study on the Boeing 767-300 Ethiopian Airlines hijacking in February 2014)* with the descriptive normative juridical method. The sixth research is a research by Sari¹³ in his research entitled *Building Regional Security in ASEAN in tackling the threat of terrorism by using a qualitative approach and interview data collection techniques to obtain primary data that strengthens literature studies to obtain data in reviewing security regulation documents in ASEAN.* The seventh study was by Sari¹³ in a thesis entitled *The impact of asylum seekers coming to Australia against non-traditional threats to Indonesia with qualitative methods that explain how the impact of asylum seekers visiting Australia against non-traditional security threats in Indonesia from 2009 to 2012.*

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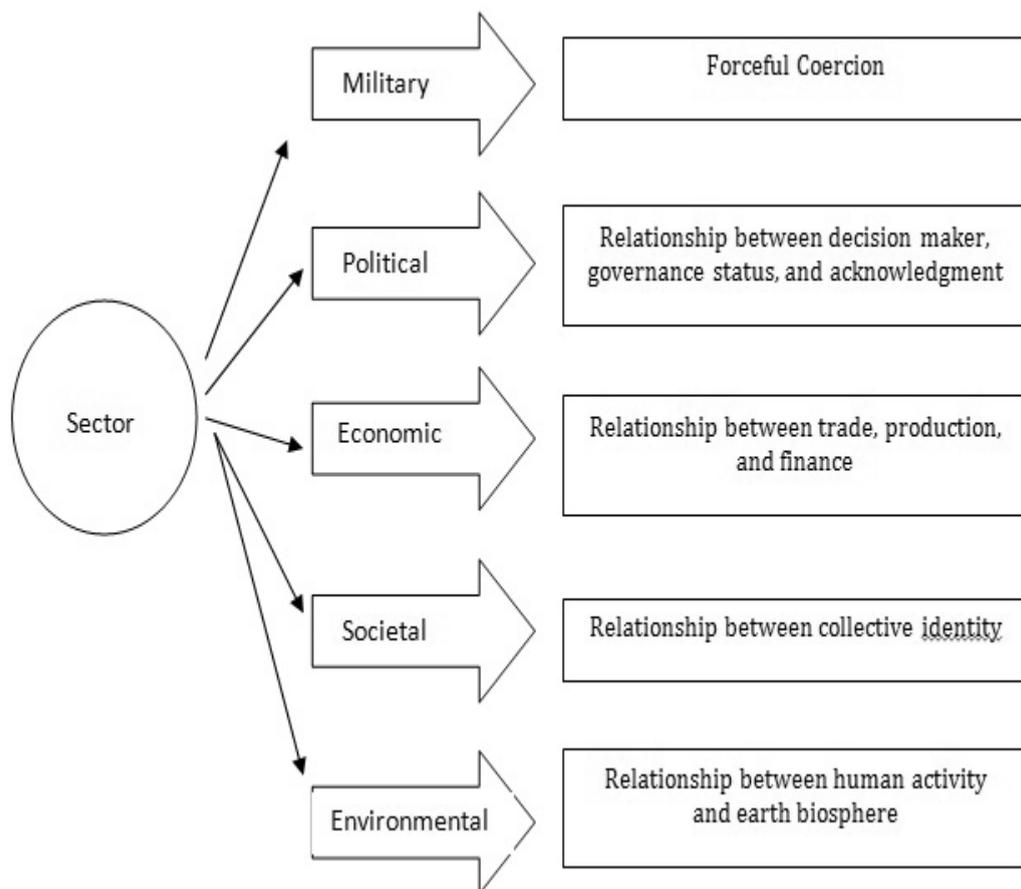


Picture 1: Critical Framework

Based on the description on the critical framework^{9,10}, Buzan believes that it can be explained that non-traditional security threats are divided into 4 sectors, namely economic sectors, environmental sectors, society sectors and existing political sectors such as drug smuggling, animals and fish smuggling, illegal goods smuggling such as weapons, aircraft hijacking or hijacking, natural disasters, the spread of epidemics, and terrorist threats. Environmental sector is an ecological threat where environmental factors become one of the non-traditional threats caused by human actions in the community towards the surrounding environment in the form of forest fires, smoke due to forest fires, natural disasters, floods, earthquakes, volcanic eruptions,

and tsunamis. Society sectors are threats caused by human or social life in the community in the form of hunger, poverty, robbery, terrorism, piracy, human trafficking, illegal logging, and infectious diseases. It is obvious that Adi Sutjipto Air Force Base policy is very important in realizing a sense of security at Adi Sutjipto Airport and Air Force Base so that efforts need to be made to improve the quality of Human Resources at Adi Sutjipto Airport and Air Force Base, construction of airport infrastructure and Adi Sutjipto Air Force Base, scanning technology equipment or technology x-ray enters the door of the waiting room, checks in and cargo warehouse for shipping and receiving goods at the Air Force Base and Airport, adding a budget to improve the security of Adi Sutjipto Air Station and Airport and regulations between agencies between Air Force Base, agencies and AP I Adi Sutjipto. Therefore, Adi Sutjipto Air Force Base policy is needed in dealing with non-traditional security threats at Adi Sutjipto Civil Enclave Airport.

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Gambar 2.1: Security Sector

Expansion of the Security Scope of Copenhagen School

Threats according to Buzan can be described more specifically as “the state of the territory can be threatened by seizure or damage to the threat,” and “a dual threat to state institutions are by default and by ideas (ideology)”

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¹⁰ The security dimension from a Neo-realism perspective s as follows:

1. The Origins of Threats explains the origin of threats. Threats can be from external or internal parties.
2. The Nature of Threats. Viewed from the traditional side, the nature of threats can be military. Whereas from a non-traditional perspective, the nature of threats is more complex and complicated, such as economic threats, social culture, democratization, human rights, the environment and the threat of other non-state actors.
3. Changing Response. This dimension sees changes in security responsibilities. If previously focused on the military, now responsibilities can be overcome by non-military approaches with economic, political, legal and social culture.
4. Changing Responsibility of Security. According to traditional views, the state must provide security to its citizens. However, according to non-traditional views, it takes individual interaction at the global level, not just the state. A high level of security is very dependent on all individual interactions at the global level. For example, the achievement of Human Security is not only dependent on the state but also very much determined by transnational cooperation among non-state actors.
5. Core Values of security. The traditional view focuses security on sovereignty, territorial integrity while in non-traditional focus attention is on Trans-National Crime (TNC), human rights and terrorism.

¹¹Airports as borderlands where each airport must have a permanent and safe space for the implementation of preclearance. Preclearance officers are used to check or inspect accompanying passengers or baggage in relation to immigration, customs, public health, and food inspection as well as matters relating to plant and animal health. Airport preclearance is a unique mechanism in cross-border relations between countries that allows airline passengers to carry out checking in customs and immigration before boarding a plane in traveling

abroad through the airport, both checking the initial departure and landing destination. When a person crosses a border which is a physical boundary, this shows clear action in entering an area. In the case of airports, the limit is only symbolic because the threshold of entering a new space has occurred and has not left or not in the new territory.

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Methodology

In this study, the object of the research is the Adi Sutjipto Air Force Base policy in dealing with non-traditional security threats in Indonesia. The approach used is a qualitative approach. Informants who act as sources of data and information must meet the requirements that will become informants in this study. Primary Data is data obtained from in-depth interviews about informants interviewed about the research used, among others, the Adi S, G.M. Angkasa Pura Bandara Adi Sutjipto, Kadisops Pangkalan Udara, Dansatapom, airport chief Adi Sutjipto, Head of Customs, Head of Airport Immigration, Head of fish and animal quarantine and Head of Intelligence and Security of Adi Sucipto Air Force Base. Secondary data is obtained through documents in the form of manuscripts/texts, photos, drawings/plans or it can also be in the form of notes of observations/observations namely Laws, books, reports on Adi Sutjipto airport non-traditional security threats.

Data Validity Test in this study is done by using triangulation technique which is a technique of combining the types of data collection both interviews, documents and observations. Flick¹⁴ that triangulation techniques can also be used to clarify meaning by identifying different perspectives on various phenomena. It is also a technique for collecting different data but from the same data source. The trust of data collected is certainly validation data. In other words, this triangulation can be used as a basis for research analysis based on triangulation of data sources or information. Sources of analysis can be reliable and valid to be used as sources of analysis through triangulation models.

Discussion

In this chapter, the researcher presents an analysis of the discussion of data and information obtained through interviews and various documents. The general description presented relates to this research, namely an overview of Adi Sutjipto Air Force Base and Adi Sutjipto Air-

port. Data analysis and discussion include Adi Sutjipto Air Force Base policy in aspects of Human Resources (HR), Infrastructure aspects, technology aspects, budget support aspects, and regulatory aspects.

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4/2018 *General Description of Adi Sutjipto Air Force Base and Civil Enclave Airport*

Adi Sutjipto Air Force Base is located on Jl. Laksamana Muda Adi Sutjipto Yogyakarta, its position is to the east of the city of Yogyakarta (± 7 kilometers) with an elevation of 360 ft from sea level. Its history was in 1945-1950, this Air Force Base was formerly called Maguwo Air Force Base because it was located in Maguwoharjo Village. This Maguwo Air Force Base is one of the places used as a place to concentrate Japanese air power in Indonesia after the transfer of power from the Netherlands to Japan. Based on Government Regulation number 21 of 1965 dated May 17, 1965, the Government changed the name of Angkasa Pura Kemayoran State Company to become Angkasa Pura State Company so that the Angkasa Pura company was more developed in managing other airports in Indonesia.

Adi Sutjipto Civil Enclave Airport management system

Adi Sutjipto Air Force Base is a Civil enclave airport where all civil aviation activities take place at Yogyakarta's Adi Sutjipto Air Force Base owned by the Air Force. In the Cooperation Agreement (Perjama) between the Indonesian Air Force and Angkasa Pura I number: Perjama / 19 / VII / 2013 concerning the joint use of Adi Sutjipto Air Force Base as an airport, the Adi Sutjipto Air Force Base is a civil enclave airport where all civil aviation activities take place at the Air Force Base Adi Sutjipto Yogyakarta owned by the Air Force. Article 10 in the Meeting explained that controlling the security of the Adi Sutjipto Airport and Air Force Base under the Adi Sutjipto Air Force Base Commander, but for the responsibility for security and safety of civil aviation under the airport Adi Sutjipto Air Force Base in this case GM Angkasa Pura I Adi Sutjipto Airport and coordinated Base Air Adi Sutjipto Yogyakarta.

Adi Sutjipto Airport Characteristics First

Traffic Movement Statistics, namely Passengers entering the Yogyakarta Adi Sutjipto airport every year experience an increase. This will result in overcrowding in the Adi Sutjipto Airport Terminal, which will certainly create potential non-traditional security threats that occur

at Adi Sutjipto Airport such as the threat of drug smuggling, animals or fish smuggling, the threat of terrorism, and the spread of disease caused by domestic or foreign passengers or domestic or international flights.

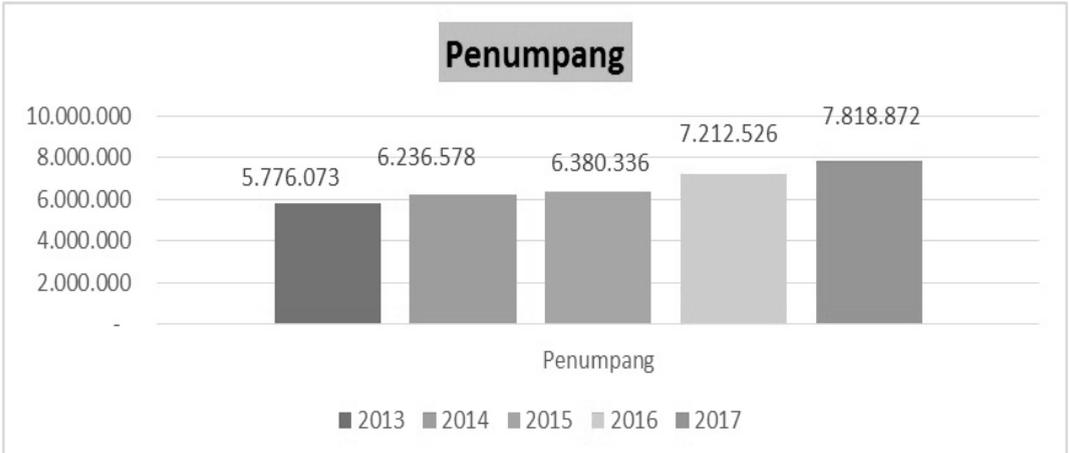


Table 4.1: Total Passengers from 2013-2017

The number of incoming and outgoing airplanes in Yogyakarta’s Adi Sutjipto airport increases every year. This will lead to crowded air traffic at the Adi Sutjipto Airport Terminal which will certainly create potential non-traditional security threats at Adi Sutjipto Airport such as the threat of drug smuggling, smuggling of animals or fish, the threat of terrorism, and the spread of epidemics brought by domestic and foreign passengers or domestic or international flights.

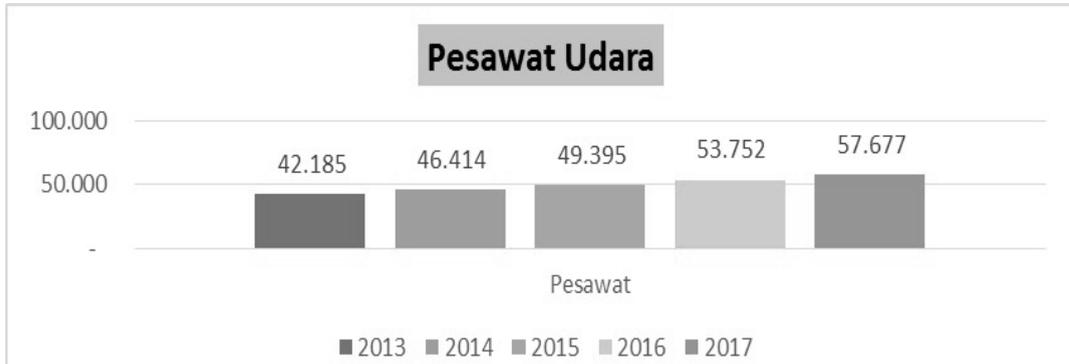


Table 4.2 Total Airplanes from 2013-2017

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The number of incoming and outgoing cargo in Adi Sutjipto Airport increases every year. With the increase in the amount of cargo, this is the potential for smuggling of prohibited or illegal goods such as drug smuggling, smuggling of animals and fish or other non-traditional security threats. This can happen because of a large number of cargo items coming in that are not necessarily accompanied by Human Resources in terms of handling or cargo officers who have the high discipline or the level of intelligence or alertness against all incoming and outgoing goods from and to Adi Sutjipto Airport. In addition, it may also be caused by the existence of obsolete or outdated facilities and infrastructure in this case the x-ray or screening tools. In addition, the number of a limited number of x-rays to check these items. This is certainly the role of Adi Sutjipto Air Force Base or Adi Sutjipto Air Force Base policy in dealing with non-traditional security threats, which is of course very important with the coordination of the Adi Sutjipto airport.

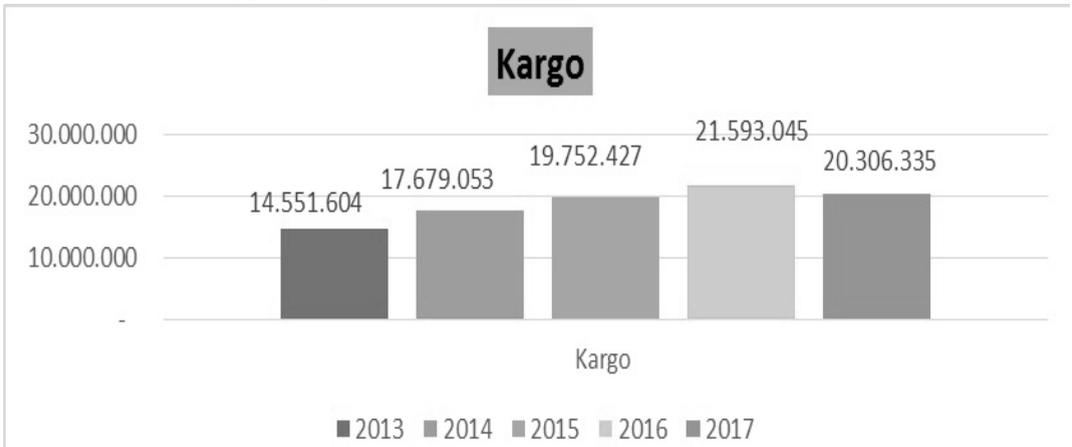


Table 4.3 Total Cargo from 2013-2017

The Adi Sutjipto airport runway currently has a length of 2,200 m. For the airport's environmental boundaries, it is still not entirely limited by strong and sturdy parameter fences, but can still be entered by people who break through fences or even intentionally enter through fences that should not be passed. This is very vulnerable or has the potential to include non-traditional security threats such as smuggling and threats of terrorism and non-traditional threats such as natural disasters such as floods or earthquakes. It is necessary to develop infra-

structure advice in the airport environment to limit the entry of potential non-traditional security threats.

The flight facility for Adi Sutjipto Airport consists of runway, apron, Adi Sutjipto airport A and B airport terminal, GSE airport equipment, and Adi Sutjipto airport landing facility. Terminal A with an area of 30,380 square meters accommodates eight aircraft while the Apron terminal B with an area of 1,936 square meters can accommodate three aircraft. In the airport flight facility, Adi Sutjipto also recognizes GSE equipment to support the operations of the flight and airport of Adi Sutjipto Yogyakarta. The Landside facility of Adi Sutjipto Airport has several check-in counters at Terminal A, namely 28 counters in 10 counters of Terminal B to serve passengers during check-in flights. In addition, at terminal B there is a check-in counter that is used in terms of immigration with international flights. Besides that, it also has a toilet, Musholla, and baggage claim conveyor and the area of the terminal A can accommodate 789 seats with an area of 9,298.07 square meters while the Terminal B has a seat or seating area of about 297 seats with an area of 5936 square meters.

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Non-Traditional Security Threats at Adi Sutjipto Airport

The international airport is the main gateway or a border in dealing with any non-traditional security threats. Adisutjipto Airport is a civilian enclave airport that has the responsibility of dealing with non-traditional security threats that are developing, because this airport is the center of activity for future passengers and travel conditions that require the emergence of non-traditional threats that develop namely terrorist threats, narcotics smuggling, illegal goods, animals or fish, and people smuggling. The airport is a border or indirectly a country border where its activities shall include Custom, Immigration, Quarantine, and Security (CIQS). Custom is related to the entry and exit of goods and everything that enters or leaves the airport so that it needs to be supervised by airport customs officials. Immigration activities are related to the entry and exit of passengers using international flights either to or to Adi Sutjipto airport so that all movements of passengers who will go out or enter the airport must have an identity or passport if traveling abroad. Quarantine is an act of an airport officer to supervise plants or animals that will be sent abroad or out of town that must be approved by the Quarantine Service. Security is all actions taken to secure airport from all kinds of threats which

of course cannot be done by the airport alone but need to coordinate with other agencies.

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Non-traditional security includes four sectors. Barry Buzan argues that non-traditional threats consist of economic sectors, political sectors, society sectors and environmental sectors such as drug smuggling, animal and fish smuggling, smuggling of prohibited items such as weapons, aircraft hijacking or hijacking, natural disasters, the spread of epidemics, and terrorist threats. Environmental sector is an ecological threat where environmental factors become one of the non-traditional threats caused by human actions in the community towards the surrounding environment such as forest fires, smoke due to forest fires, natural disasters, floods, earthquakes, volcanic eruptions, and tsunamis. Society Sector is a threat caused by human or social life in the community in the form of hunger, poverty, robbery, terrorism, piracy, human trafficking, illegal logging, and infectious diseases. Politics sector is a threat caused by a phenomenon or political condition that develops in the life of a society and the state caused by the government, power holders, and political decisions in the form of communal conflicts on Sara Issues, vertical conflicts, and demonstrations.

The cause of non-traditional security threats at Adi Sutjipto Airport

The threat of non-traditional security at Adi Sutjipto airport occurred because there were several factors that caused both from inside the airport (internal) or from outside the airport (external). The cause of non-traditional security threats originating from the airport is the existing infrastructure according to Adi Sutjipto's airport security of head, that is, the terminal A checking point of the airport, in this case, the x-ray or Security Check Point (SCP) 1 and 2 still do not meet the standards of the Angkasa Pura Agency nationally, area cargo can still potentially be included in non-traditional security threats such as smuggling, the airport's waiting room is still narrow, and parking areas can potentially threaten security by terrorists because the infrastructure aspects are still not standard. Airport infrastructure is still small in size and Passenger checking counter are also narrow so that identification of passengers is limited, which results in the potential entry of non-traditional security threats at the airport. In addition, the infrastructure at Adi Sutjipto airport is still not up to the standard, for

example, the immigration checkpoint where the room is still narrow so that it is not free to carry out inspections of passengers which can cause less focus on inspection so that there is the potential for non-traditional security threats. The airport KPP room is still not standard, and there is no isolation room for checking out disease outbreaks for passengers. In terms of infrastructure, it is likely that it will potentially lead to non-traditional security threats at Adi Sutjipto airport.

In addition to airport infrastructure, Adi Sutjipto's airport's non-traditional security threat may also be caused by the technological aspect of Adi Sutjipto Airport, namely that it still needs to be upgraded airport technology equipment such as x-rays, body scanners, metal detectors, drug detection devices, the absence of a Hold Baggage Scanner (HBG) which is used to detect luggage, the termoscanner equipment is still long for automatic checking of body temperature for detection of disease outbreaks, and body protection in the examination of incomplete disease outbreaks.

In addition to the internal causes of Adi Sutjipto's airport non-traditional security threats, there are also external or outside airport factors such as visa-free policies for passengers from abroad, especially foreign nationals (WNA) which could potentially create non-traditional security threats at Adi Sutjipto Airport.

Adi Sutjipto Air Force Base Policy in dealing with non-traditional security threats at the Airport

Adi Sutjipto Air Force Base is a Civil enclave airport where all civil aviation activities take place at Yogyakarta's Adi Sutjipto Air Force Base owned by the Air Force. Of course, the security policy for the Air Force Base and Adi Sutjipto Airport is something that is very strategic to deal with non-traditional threats that are becoming a trend lately. Airport Adi Sutjipto international airport is the main and border gateway in dealing with every non-traditional security threat.

Adi Sutjipto's Air Force Base Policy in dealing with non-traditional threats at the airport is by implementing a deterrent effect and coordinating with existing institutions or stakeholders. This deterrent effect is, for example, an increase in personnel and TNI AU soldiers at Adi Sutjipto Airport, carrying out layered safeguards carried out by the base defense and Paskhas personnel from Yogyakarta Denhanud,

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deploying or deploying personnel at Ring I at Adi Sutjipto airport, and deploying dog brigades by Air Force Military Police. Coordination is carried out with Adi Sutjipto airport GM in facing non-traditional threats by distinguishing the status set by Adi Sutjipto Bandara both in green, yellow and red situations, where all the situations already existed in the SOP between the Air Force Base and the Airport contained in the SOP about Airport Security Program (ASP).

Airport security policy by Adi Sutjipto Air Force Base in dealing with non-traditional threats at Adi Sutjipto Civil Enclave Airport is implemented by Intelligence personnel and the Military Police Unit (Satpomau) of Adi Sutjipto Air Force Base. The current non-traditional security threat at Adi Sutjipto airport already exists, and the policy of the Air Force at the civil enclave airport in the face of this has been prepared, but there are still problems. Adi Sutjipto Air Force Base intelligence unit explained that Adi Sutjipto airport security is a policy of Adi Sutjipto Air Force Base and in collaboration with Adi Sutjipto airport. The determination of the status or classification of threats, either green, yellow and red, is determined by the Commander of the Air Force Base and general manager of Adi Sutjipto Airport. In carrying out its duties the Adi Sutjipto Air Force Base intelligence policy coordinates with airport aviation security. TNI AU intelligence personnel carry out their duties by collecting data or information from aviation security then expanding its network carried out by intelligence personnel by developing the information. After identifying a suspect or target, then the action was submitted to the Adi Sutjipto Air Force Base Commander then after entering the criminal domain police agencies reported in this case Sleman Police. Military Police Unit (Satpomau) Adi Sutjipto Air Force Base has a policy in dealing with non-traditional security threats at Adi Sutjipto civil enclave airport. Adi Sutjipto airport security is the leading sector of Adi Sutjipto Air Force Base. Military Police Unit of Adi Sutjipto Air Force Base in dealing with non-traditional security threats carries out its policy by deploying security personnel to be seconded at Adi Sutjipto Airport joining Adi Sutjipto's aviation security airport, organizing detecting animals against suspicious matters and against passenger luggage and carrying out education and training of Satpomau personnel in enforcing the law in the face of non-traditional security threats.

Regulations or rules in carrying out security activities are very important in terms of increasing airport security in the face of non-traditional

security threats. In the Cooperation Agreement (Perjama) between the Indonesian Air Force and Angkasa Pura I number: Perjama / 19 / VII / 2013 concerning the joint use of Adi Sutjipto Air Force Base as an airport, the Adi Sutjipto Air Force Base is a civil enclave airport where all civil aviation activities take place at the Air Force Base Adi Sutjipto Yogyakarta owned by the Air Force. Article 10 in the said Agreement explained that the control of the security of the airport and Adi Sutjipto Air Force Base under the Adi Sutjipto Air Force Base Commander, but for the responsibility for security and safety of civil aviation under the airport of Adi Sutjipto Air Force Base in this case GM Angkasa Pura I Adi Sutjipto Airport. This still requires the existence of regulations or rules that are developing at this time, namely the existence of rules or regulations in the face of non-traditional security threats that place Adi Sutjipto Air Force Base so that policies in facing non-traditional security threats become more optimal. In addition to the Cooperation Agreement, there are rules and letter of Operation coordination agreement (LOCA) with other agencies such as BNN, customs, immigration, and police as well as the Disaster Management Plan. However, currently there is still no control or implementation of security related to non-traditional threats between the airport and Adi Sutjipto Air Force Base, so Adi Sutjipto Air Force Base policy in Adi Sutjipto airport security faces non-traditional threats that have not been maximized and the airport security system is a potential security threat non-traditional. So that the existing rules can only be implemented with the points in the existing regulations.

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Security Management of Adi Sutjipto Civil Enclave Airport

Adisutjipto Airport is an airport civil enclave that has the responsibility of dealing with non-traditional threats that develop, because this airport is the center of activities of aircraft passengers who will come and travel and is a vital national object that requires the emergence of non-traditional security threats that develop, namely threats terrorists, smuggling of narcotics, illegal goods, animals or fish, the spread of epidemics, natural disasters and people smuggling. That the non-traditional threat occurred and threatened at Adi Sutjipto airport. Airport Security Committee coordinates the implementation of airport flight security procedures and measures and provides information for the development of airport security programs.

Adi Sutjipto's airport security system has been implemented well although there are still deficiencies both in terms of personnel, infrastruc-

ture, technology, regulation, and budget support. This security system is carried out based on the Airport Security Plan (ASC), Airport Emergency Plan (AEP), Airport Contingency Plan (ACP), and Airport Disaster Management Plan (ADMP). The steps taken in securing the airport are adjusted to the qualification of the threat in which threat with green and yellow qualifications is dealt by Adi Sutjipto Airport while the red qualification threat is dealt by Adi Sutjipto Air Force Base. Therefore airport security in the face of non-traditional threats cannot be separated from cooperation and coordination with other agencies both from the Customs, Immigration, Fisheries Quarantine, Animal Quarantine, Yogyakarta BNNP, and Police agencies. Airport security systems carried out by the airport are carried out with landside and airside security. If there are non-traditional security threats such as smuggling, the airport will report to POM and Adi Sutjipto Air Force Base.

Adi Sutjipto's airport security system currently still allows for non-traditional security threats. However, mitigation or prevention efforts have been carried out by the airport, among others, by implementing the Airport Security Program, namely the implementation of airport security by involving all existing communities in the airport such as porters, cleaning services, traders in airports, etc. The motto of seeing airport security is to see something and see something. In addition, there is an Airport Security Committee (ASC) formed by GM Angkasa Pura I Adi Sutjipto Yogyakarta. Under PM No. 80 of 2017 concerning national aviation security programs, it is obligatory to conduct meetings four times a year with ASC. In improving airport security, of course, by improving the personnel aspect, namely carrying out training both in class, Computer Basic Training (CBT), and implementing Emergency security (PKD). The current aspect of Adi Sutjipto's airport regulation is in accordance with national regulations but the minimum requirement is still there, and there is a Letter of Operational Coordination Agreement (LOCA) with other agencies both with quarantine, BNN, customs, police, and the Air Force. The technological aspects that exist in Adi Sutjipto airport security include 120 CCTVs installed at points that can cover all places in the airport, body scanners, x-rays, WTMD (metal detectors), HHMD (Hand Help Metal detectors), and have Under Vehicle Surveillance (UVS). Aspects of airport infrastructure Adi Sutjipto is in accordance with the landscape but not standard Angkasa Pura I. Financial aspects or budget in supporting the Adi Sutjipto

airport security system has been supported in the Budget Work Plan (RKA) by Adi Sutjipto supported by the Ministry of Transportation.

Other agency policies in dealing with non-traditional security threats are very important, such as Adi Sutjipto airport customs, Hew-ab, and fish quarantine, Port Health Coordinator, and airport immigration. In facing this non-traditional threat, airport customs continues to tighten checks that will enter Adi Sutjipto airport, which is adjusted to the inspection procedures. Animal and Fish Quarantine keep tightening the checks on an animal that will enter Adi Sutjipto airport in coordination with airport security both in cargo terminals and passenger terminals that are adjusted to inspection procedures. The animal quarantine department carries out the prevention of animal and plant smuggling at the airport by checking the luggage carried by the passenger or to be sent, while also being tightened by the Regulated Agency (RA). The Yogyakarta Airport Immigration always conducts checks so that the threat of human trafficking does not occur at Adi Sutjipto airport because Adi Sutjipto airport is an international airport that has the potential to face such threat. The Adi Sutjipto airport's KKP (Port Health Office) Coordinator explained that the spread of disease outbreaks could occur at Adi Sutjipto checking all passengers coming from foreign flights by only carrying out tension or measuring blood pressure and pulse and examining physical characteristics. But this security system is still minimal because there is no inspection isolation room, incomplete personal protection equipment, and the Thermos-canner equipment is still outdated.

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Airport Security from the aspect of Human Resources

Airport security in terms of human resources at Adisutjipto Air Force Base and Adi Sutjipto airport is still limited. Increasing numbers of personnel both at the airport and Adi Sutjipto Air Force Base are still being carried out to date, and improved personnel capacity with education and training on airport naming continues to be carried out regularly to support airport security in the face of better non-traditional security threats.

Airport Security in conjunction with the Infrastructure Aspect

Infrastructure Development is a very important thing to improve airport security in the face of non-traditional security threats. The airport infrastructure, for now, is still far from ideal. Spatial planning and its location are very potential or prone to all non-traditional security

threats. Adi Sutjipto airport infrastructure in terminals A and B still uses the old concept. So it is necessary to develop a more modern airport infrastructure and have a layout and room that prioritizes security factors other than airport comfort.

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Adi Sutjipto Airport Security from Technology Aspects

Technology aspects in the era of globalization are very important in airport security. Adi Sutjipto airport security is carried out by all interested parties and remains under control from Adi Sutjipto Air Force Base. The technology used in airport security is generally in accordance with standards but still needs to be improved to be suitable and comparable to the International Airport in Indonesia and even abroad to anticipate the threat of non-traditional security at Adi Sutjipto airport.

Airport security from financial or budget aspects

The increase in the budget is highly necessary for improving the security of the Air Force Base and Adi Sutjipto airport so that the policy of Adi Sutjipto Air Force Base in facing the threat of non-traditional security is maximized. In budget support, both the Air Force Base and the airport are already in the existing budget but not in a particular focus form such as fields/aspects in dealing with non-traditional security threats. Budget support comes from the Budget Work Plan (RKA) that is used to carry out support in all operations at the airport including security support in dealing with any security threats in addition to existing situational budgets.

Airport Security from Regulatory aspects

The Cooperation Agreement between the Air Force and Angkasa Pura I number: Cooperation Agreement / 19 / VII / 2013 concerning the joint use of Adi Sutjipto Air Force Base as an airport, stated the Adi Sutjipto Air Force Base is a civil enclave airport where all civil aviation activities Adi Sutjipto Yogyakarta airbase owned by the Air Force. Article 10 of the Cooperation Agreement explains that controlling the security of the airport and Adi Sutjipto Air Force Base under the Adi Sutjipto Air Force Base Commander, but for the responsibility for security and safety of civil aviation under the airport of Adi Sutjipto Air Force Base in this case GM of Angkasa Pura I of Adi Sutjipto Airport.

Conclusion

Adi Sutjipto Air Force Base Policy in dealing with non-traditional security threats at the Airport is that Adi Sutjipto's Air Force Base policy in dealing with non-traditional threats at the airport adopted deterrent effects and coordination with existing institutions or stakeholders. This deterrent effect is for example an increase in personnel and TNI AU soldiers at Adi Sutjipto Airport, carrying out layered safeguards carried out by base defense and Paskhas personnel from Yogyakarta Denhanud, deploying or deploying personnel at Ring I at Adi Sutjipto airport, and deploying dog brigades by Police Military Unit of the Air Force AU Satcom. Coordination will be carried out with Adi Sutjipto airport GM in the face of non-traditional threats by distinguishing the status set by Adi Sutjipto Bandara both in green, yellow and red situations, where all of the situations already exist in the SOP between the Air Force Base and the Airport located in in the SOP about the Airport Security Program (ASP). Determination of the status or classification of threats, either green, yellow and red, is determined by the Commander of the Air Force Base and general manager of Adi Sutjipto Airport. In carrying out its duties, the Adi Sutjipto Air Force Base intelligence implemented its policy by coordinating with airport aviation security. TNI AU intelligence personnel carry out their duties by collecting data or information from aviation security then expanding its network carried out by intelligence personnel by developing the information. After obtaining a suspect or target, then the prosecution was delivered to the Adi Sutjipto Air Force Base Commander then after entering the criminal domain police agencies reported in this case Sleman Police Precinct.

*Adi Sutjipto
Air Force
Base Policy*

The air force military police unit at Adi Sutjipto Air Force Base in the face of non-traditional security threats implemented its policy by deploying security personnel to be seconded at Adi Sutjipto Airport joining Adi Sutjipto's aviation security airport, organizing detection animals about suspicious matters against luggage passengers and carry out education and training of Satpomau personnel in enforcing the law in the face of non-traditional security threats. For non-traditional threat that has occurred, Adi Sutjipto Air Force Base Satcom has adopted its policy in terms of carrying out security of suspects, safeguarding evidence, preliminary investigation of suspects and ensuring that TNI personnel are involved and carrying

out cooperation with other agencies both the Sleman Police and BNN Yogyakarta province if the suspect is non-military/member of Armed Forces. Regulations or rules in carrying out security activities are very important in terms of increasing airport security in the face of non-traditional security threats. In the Letter of Cooperation Agreement between the Air Force and Angkasa Pura I number: Cooperation Agreement / 19 / VII / 2013 regarding the joint use of Adi Sutjipto Air Force Base as an airport, the Adi Sutjipto Air Force Base is a civil enclave airport where all civil aviation activities Adi Sutjipto Yogyakarta airbase owned by the Air Force. Article 10 of the Cooperation Agreement explains that controlling the security of the airport and Adi Sutjipto Air Force Base under the Adi Sutjipto Air Force Base Commander but for the responsibility for security and safety of civil aviation under the airport of Adi Sutjipto Air Force Base, in this case, GM Angkasa Pura I Adi Sutjipto Airport.

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