

## **Implementation Of Annex 17 Concerning Aviation Security And Safety Supervision By Aviation Security Soekarno Hatta Airport Cengkareng Jakarta**

Saifullah<sup>1)</sup>

[ayahsarah.ganteng@gmail.com](mailto:ayahsarah.ganteng@gmail.com)

Doddy Mulyono<sup>2)</sup>

[doddymulyono2020@gmail.com](mailto:doddymulyono2020@gmail.com)

<sup>1)2)</sup> Universitas Yuppentek Indonesia

### **Abstract**

Aviation safety depends on various factors, including the condition of the aircraft, the condition of the flight crew, infrastructure & natural factors, seen as a combination of various aspects such as quality, reliability, availability, stability & security. The problems of this research are: (1) How is Annex 17 implemented? regarding Aviation Security & Safety Supervision by Aviation Security at Soekarno Hatta Cengkareng Jakarta Airport? (2) What are the inhibiting factors in monitoring aviation security & safety by Aviation Security at Soekarno Hatta Cengkareng Airport, Jakarta? The research method used in this research is normative empirical, with primary data & secondary data. Data collection procedures were carried out by conducting literature studies & field studies. The results of the research show, Implementation of Annex 17 concerning Aviation Security & Safety Supervision by Aviation Security at Soekarno Hatta Airport, Cengkareng, Jakarta. carried out through preventive & repressive supervision. Preventive supervision is carried out by conducting outreach activities on aviation safety regulations & to related parties at Soekarno Hatta Cengkareng Airport, Jakarta, determining the operational performance of airport services & air transportation, & coordinating with government agencies & related parties at the airport. Repressive supervision is carried out by monitoring, inspecting & directly assessing all aspects related to aviation safety at Soekarno Hatta Cengkareng Airport, Jakarta.

***Keywords: Annex 17, Aviation Security, Aviation Safety***

## **INTRODUCTION**

Internationally, aviation security is regulated in Annex 17 Security: Safeguarding International Civil Aviation Against Acts of Unlawful Interference & Document 8973 security manual.

Based on Annex 17 of the 1944 Chicago Convention, inspection of passengers & goods at airports is carried out by aviation security personnel. Aviation security personnel have the main task of ensuring those passengers & goods entering the airport are checked according to procedures & ensure those there aren't illegal actions. For goods carried by air transportation service users, aviation security personnel must carry out a scan to ensure those the goods are not goods those are prohibited for transport or dangerous goods.

Handling of dangerous goods needs to be supported by licensed aviation safety personnel as proof of their competence & supported by transport handling facilities & product standards. To reduce the risk of accidents caused by errors in handling dangerous goods, comprehensive standards & procedures are needed those comply with international regulations.

In Indonesia, especially Soekarno Hatta Airport, is the main airport which serves flight routes to almost all Indonesian airports & international routes managed by PT. Angkasa Pura. Researchers have experienced various kinds of problems themselves. These research started from the researcher's personal experience when entering Soekarno Hatta Airport & encountering a problematic Aviation Security (AVSEC) unit, passengers were still found carrying Powerbanks those exceeded the regulations, & also still carrying lighters those didn't comply with the regulations, not to mention there were X machines -ray which is being damaged. So it has the potential to pose a risk to aviation security & safety.

For these reason, the author is interested in researching & studying these problem in order to improve the national & international aviation system. And with the hope those the author's research can contribute to creating efficiency in regulation & integrated management in airport security management. These is the background for the author to conduct research on "Implementation of Annex 17 concerning Aviation Security & Safety Supervision by Aviation Security at Soekarno Hatta Airport Cengkareng Jakarta"

## **LITERATURE REVIEW**

Implementation according to Jones' theory (in Mulyadi, 2015: 45): "That Activities directed toward putting a program into effect" (the process of realizing a program to show results), while according to Horn & Meter: "That actions by public & private individual (or group) those are achievement or objectives set forth in prior policy (actions carried out by the government). So implementation is an action taken after a policy has been established. Implementation is a way for a policy to achieve its goals.

Supervision is the most important thing in carrying out the activities of an organization. In carrying out supervision, each organization has methods & forms or types those are used to carry out such supervision. According to Handoko (2013: 361) there are three basic types of supervision, namely:

1. Preliminary Supervision, namely preliminary supervision designed to anticipate problems or deviations from standards or reviews & allow corrections to be made before a certain stage of activity is completed.
2. "Concurrent" supervision, namely these type of supervision is a process where certain aspects must be fulfilled first before activities can be continued, or becomes a kind of "double-check" tool those further guarantees the correct implementation of an activity.
3. Feedback controls, also known as past-action controls, measure the results of an activity those has been completed. These supervision is historical in nature, it is carried out after the activity occurs.

Meanwhile, according to Irawan (2020: 252), based on the nature of supervision, it is divided into:

1. Preventive Supervision is supervision carried out before activities are carried out.
2. Repressive supervision is supervision carried out after an activity, & action is taken to compare what happened with what should have happened.

According to the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 51 of 2020 concerning National Aviation Security: "Aviation security is a condition that is realized from the operation of flights that are free from interference and/or unlawful actions." Furthermore, it is also stated that "Flight safety is a condition that is realized from the smooth operation of flights in accordance with operating procedures & technical suitability requirements for aviation facilities & infrastructure & their support." Aviation security & safety is a condition for ensuring those flights are carried out safely & securely in accordance with the flight plan

ICAO (International Civil Aviation Organization) Annex 17 SECURITY is the primary source of Standards & Recommended Practices (SARP) for the establishment & management of a Country's National Civil Aviation system, addressing preventive & responsive security measures. The fundamental challenge for the establishment & management of such a civil aviation security system is to create an aviation security regime those is highly effective in preventing acts of unlawful interference & ensuring compliance with specific regulations but those doesn't unduly disrupt the efficiency of civil aviation, impose excessive costs or interfere with personal rights or freedoms. civil unnecessarily. Quality control supervision is responsible for:

- Determine Compliance & validate the effectiveness of State rules & regulations relating to aviation security operations including the National Civil Aviation Security Program (NCASP).
- Identify all aspects of security measures those may require changes in aviation security regulations/NCASP or the way they are implemented.
- Verify effective implementation of security measures.
- Monitor the implementation of aviation security measures by airports, aircraft operators (national & foreign aircraft operators), Regulated Agents, Cargo Handlers, recognized consigners, catering companies & other entities performing security functions, in accordance with civil aviation security regulations & programs national (NCASP).
- Determine the adequacy of effectiveness of the National Civil Aviation Security Program & regulations.
- Ensure those all persons assigned aviation security duties or responsibilities are subject to background checks, selection procedures & are trained & instructed/certified to perform such duties.
- Review & re-evaluate security measures & controls immediately following unlawful acts or intrusion simulation exercises.
- Collection of information about aviation safety from sources outside the quality control system, such as voluntary reports from passengers, flight crew & staff employed by airport & aircraft operators.

To achieve the main objective, namely the protection & safety of passengers, flight crew, ground personnel, the general public, aircraft & airport facilities serving aviation against unlawful acts of interference committed on the ground or in flight, various combinations of actions & arrangements of various human & material resources implemented at appropriate levels through various programs.

The formulation of the problem is as follows: How is the implementation of Annex 17 concerning Aviation Security & Safety Supervision by Aviation Security at Soekarno Hatta Cengkareng Jakarta Airport?

## **RESEARCH METHODS**

The research method used is qualitative research, namely research those aims to create systematic, factual & accurate descriptions, images or paintings regarding the facts, characteristics & relationships between phenomena being investigated by analyzing data sources. Based on these opinion, descriptive research is research those aims to describe or describe in detail the nature & relationships between certain social phenomena (Nazir, 2018: 63).

Inseparable from the main problem in the research, the aim of these descriptive research is to describe how the implementation of aviation security & safety monitoring by Aviation Security at Soekarno Hatta Airport

The informants taken were 4 people, namely 1. Mr. Reza Fahlevi, Assistant Manager of Avsec T3 Domestic, 2. Mr. Rohmad, Aviation Security Supervisor, 3. Mr. Faisal Wahab, Junior Aviation Security, 4. Mr. Faturohman, Junior Aviation Security. Data collection techniques use observation, interviews & documentation.

## **RESEARCH RESULT**

### **1. General description of research objects**

Aviation Security (AVSEC) is Aviation Security Personnel who have (required) a license or officer proficiency certificate (SKTP) who are assigned duties & responsibilities in the field of aviation security. AVSEC In Indonesia, airport security is a work unit formed by PT. Angkasa Pura in fulfilling international & national regulations as a manager & provider of airport security services

In carrying out their duties, an avsec is guided by the regulations of ICAO (International Civil Aviation Organization) which is an international civil aviation organization under the UN (United Nations). Based on the Decree of the Directors of PT Angkasa Pura II (Persero) in Number KEP.12.03.01/04/2009 concerning company regulations & Number 17 of 2009 concerning implementation instructions, functions & main tasks of Avsec

**Figure 1. Avsec logo**



### **2. Preventive Supervision**

Preventive supervision is carried out by conducting outreach activities on aviation safety regulations & to related parties at the airport, determining the operational performance of airport services & air transportation, & coordinating with government agencies & related parties at the airport.

Regarding aviation security procedures, it has been conveyed through information facilities at the airport. Such as banners, information screens or information screens & through sound information at airports. It isn't uncommonly for Avsec officers to also provide outreach to passengers by appealing to passengers when passing through security check points.

The media used by Avsec officers in conveying messages or information is using information screens those are available from the airport entrance to the domestic & international departure waiting rooms. There are also voice announcements those can be heard directly by all passengers/people at the airport.

In general, more passengers follow flight safety procedures. Many passengers are already aware of the existing regulations before entering the restricted area to the departure waiting room. Feedback can be seen immediately when Avsec officers communicate with passengers. Many passengers, when asked by Avsec officers, follow the rules & sometimes there are refusals from passengers when checked.

The message conveyed is in the form of information or advice from Avsec officers to passengers regarding flight security procedures. The officer always conveys what luggage is permitted to enter the plane & what items or objects aren't permitted to be carried at all.

**Figure 2. Information Media or Information Screens related to Passenger Security and Safety**



### 3. Repressive Supervision

Repressive supervision is carried out by monitoring, inspecting & directly assessing all aspects related to aviation safety at Soekarno Hatta Airport. Internal supervision is carried out directly by Avsec & external supervision is carried out by the Aviation Inspectorate based on Regulation of the Director General of Civil Aviation Number: SKEP/69/II/2011 concerning Instructions & Procedures for Aviation Security Supervision CHAPTER IV concerning Aviation Security Supervision Activities & independent supervision carried out by the airline based on Ministerial Regulation Number 185 of 2015 concerning Economy Class Passenger Service Standards.

Even though what Avsec officers do is for flight safety, many passengers don't agree when they are checked. Based on the results of observations those researchers found regarding Avsec's interpersonal communication with passengers, during flight security checks, luggage was carried out, including metal or electronic objects to be put into the x-ray machine. Avsec officers urge passengers to remove metal objects from their bodies immediately & place them in the trays provided. However, sometimes there are passengers who don't want to follow the rules those have been set. Like passengers who don't want to take off their watches, belts or other objects.

Avsec officers carry out aviation security checks based on Ministry of Transportation Regulation Number 127 of 2015 concerning the National Aviation Security Program. The regulations explain that every person who passes through the security check point must remove the following items & place them in a tray, namely: all electronic equipment, all metal, jackets, hats, wallets, watches, belts. However, in practice there are still some passengers who don't follow the flight security procedures. So Avsec officers must give advice to passengers.

**Figure 3. Inspection by Avsec Officers**



Therefore, when checking, Avsec officers must be able to detect with or without tools. Those who are suspicious must be checked, no matter how small the suspicion, it must be ensured so that it doesn't endanger the safety & security of the flight later. Because safety & security are the main priorities in aviation. The role & support of passengers/community before the flight can be done by not carrying prohibited items and following security check procedures. Community support is a vital thing where aviation safety and security conditions can be achieved.

Based on the results of research, observations and interviews, Avsec Soekarno Hatta Airport hasn't been able to implement Annex 17 Aviation Security & Safety Supervision optimally through preventive & repressive supervision. Preventive supervision is carried out by conducting outreach activities on aviation safety regulations & to related parties at Soekarno Hatta Cengkareng Airport, Jakarta, determining the operational performance of airport services & air transportation, & coordinating with government agencies & related parties at the airport. Repressive supervision is carried out by monitoring, inspecting & directly assessing all aspects related to aviation safety at Soekarno Hatta Cengkareng Airport, Jakarta. Supervision of flight security & safety at Soekarno Hatta Cengkareng Jakarta Airport isn't optimal, but it is quite good & has provided positive results & impacts in realizing aviation safety as demonstrated by the award for Soekarno Hatta Airport having the best occupational health & safety system (<https://ppid. Angkasapura2.co.id/id/news/event/pers/958-raih-penghargaan-bandara-ap-ii-punya-sistem-kesamalatan-dan-kesehatan-kerja-best>) as well as a decrease in the number of air transportation accidents, a decrease in the level of disruption air transportation security, improving the service performance of air transportation facilities & infrastructure, & improving air transportation services.

## CONCLUSION

Implementation of Annex 17 concerning Aviation Security & Safety Supervision by Aviation Security at Soekarno Hatta Cengkareng Jakarta Airport is carried out through preventive &

repressive supervision. Preventive supervision is carried out by conducting outreach activities on aviation safety regulations & to related parties at Soekarno Hatta Cengkareng Airport, Jakarta, determining the operational performance of airport services & air transportation, & coordinating with government agencies & related parties at the airport. Repressive supervision is carried out by monitoring, inspecting & directly assessing all aspects related to aviation safety at Soekarno Hatta Cengkareng Airport, Jakarta. Supervision of flight security & safety at Soekarno Hatta Cengkareng Jakarta Airport isn't optimal, but it is quite good & has provided positive results & impacts in realizing aviation safety as demonstrated by the award for Soekarno Hatta Airport having the best occupational health & safety system (<https://ppid. Angkasapura2.co.id/id/news/event/pers/958-raih-penghargaan-bandara-ap-ii-punya-sistem-kesamalatan-dan-kesehatan-kerja-best>) as well as a decrease in the number of air transportation accidents, a decrease in the level of disruption air transportation security, improving the service performance of air transportation facilities & infrastructure, & improving air transportation services.

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