

Security Examination Procedures in the New Normal Period and Performance of Aviation Security Officers at Morowali Airport, Central Sulawesi Province

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Abstract

Aviation Security officers play an important role in carrying out inspections to maintain the security and safety of prospective passengers. In the initial interview with AVSEC officers at Morowali Airport, Central Sulawesi Province, changes in policy, especially in the New Normal Era, could affect the performance of AVSEC officers, apart from conducting security checks on passengers, AVSEC officers also directed passengers who had or identified symptoms of COVID-19 to checked separately and also carry out separate checks on passengers who carry sharp weapons or firearms that can threaten and endanger flight security and safety. With this additional performance, it can affect the performance of AVSEC officers, apart from carrying out security checks, officers also conduct briefings for passengers. The aim of this study Knowing the security inspection procedures during the new normal period at Morowali Airport, Central Sulawesi Province, and analyzing the performance of Aviation Security (AVSEC) officers at Morowali Airport, Central Sulawesi Province. This study uses a qualitative approach with data collection techniques using observation methods, structured interviews, and documentation collected from relevant informants when the writer went into the field. The results of this study indicate that the inspection procedure during the new normal period is the same as the previous inspection but there are additional inspections or rules such as passengers must wear masks, maintain a distance of at least 1 meter and checking health documents for passengers who will travel with the help of supporting equipment such as Walk Through Metal Detectors, Hand Held Metal Detectors, X-Ray Machines, and the performance of Aviation Security personnel at Morowali Airport is in accordance with the SOPs set at the Airport Morowali, Central Sulawesi.

Keywords: Aviation Security Examination Procedure (AVSEC) on the Adaptation of New Habits.



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INTRODUCTION

In their daily activities to support their activities, humans need an efficient mode of transportation to make things easier so they get to their destination quickly. Transportation is defined as the activity of transporting or moving goods or people from one place to another, or from the place of origin to the destination (Wirangsane, 2016). Transportation is also defined as the activity of moving goods and or people from the place of origin to the destination and is one type of activity related to fulfilling human needs by changing the location of goods and people geographically, causing transactions (Utomo, 2010).

According to Law no. 83 of 1958, the definition of an airplane is any device that can obtain lift from the air. Meanwhile, in Law no. 2 of 1962 explained that an airplane is a type of transportation that can move from land or water to air or space and vice versa. The important role of air transportation modes such as airplanes really helps support the economy and smooth human mobility. In Indonesia alone, many commercial airlines, both BUMN and BUMS, fill the Indonesian skies every hour.

The airport as a means for aircraft to take off and take off has an important role to support smooth air transportation and accommodation for passengers. Geographically too, Indonesia as the largest archipelagic country in the world allows for efficient transportation as airplanes are needed especially to reach the outermost areas of the archipelago. Of course to support all of this, in addition to adequate airlines and airport facilities that are improved and adapted to needs, strict and continuous supervision is also needed to ensure the safety and comfort of users of air transportation modes.

Morowali Airport which is located in Umbele village, Bumi Raya District, Morowali Regency, Central Sulawesi Province which has been operating since 2017, with an area of around 1000 m² which is an important entrance to developing industrial areas such as Morowali Regency which is famous for its natural products in the form of ore quality nickel and other plantation products (Directorate General of Civil Aviation, 2018). Therefore, as the only commercial airport in the Morowali region, Morowali Airport has an important role, especially for transportation accommodations to and from several major cities in Sulawesi including the cities of Makassar and Palu. However, since the COVID-19 pandemic and the implementation of the New Normal regulations or New Habits on all fronts including in the transportation area,

In the inspection procedure in the Security Check Point 1 area which includes the entrance area to the Check-in Counter area, AVSEC officers generally carry out manual checks related to flight completeness documents, Health documents, to check the Health condition of prospective passengers before being declared fit to fly by the officers. luggage, to check the health condition of prospective passengers before being declared fit to fly by the officers. Then for the inspection area in the Security Check Point 2 area which includes the Check-in Counter area to the waiting room, AVSEC officers generally carry out a return check regarding passenger flight documents, Health documents, and passenger luggage when entering the waiting room.

One of the obstacles that occurred at Morowali Airport was that there were only two X-ray machines and only one working unit was placed in SCP 2, while the other X-ray machine in SCP 1 could not be used because it had problems or is currently under repair, so AVSEC officers carry out a manual inspection of baggage or other passengers' luggage that will be included in the aircraft's checked baggage. As for other passengers' luggage that will be brought into the aircraft, it will be inspected through the X-ray machine in SCP 2. With these obstacles related to passenger security checks and inspection of passenger luggage,

In the initial interview with AVSEC officers at Morowali Airport, Central Sulawesi Province, changes in policy, especially in the New Normal Era, could affect the performance of AVSEC officers, apart from conducting security checks on passengers, AVSEC officers also directed passengers who had or identified symptoms of COVID-19 to checked separately and also carry out separate checks on passengers who carry sharp weapons or firearms that can threaten and endanger flight security and safety. With this additional performance, it can affect the performance of AVSEC officers, apart from carrying out security checks, officers also conduct briefings for passengers. As an example of the case from Atmadjati A, (2014), Dangerous passenger luggage such as hard objects in the form of stones carried by one of the passengers which will be used as samples or experimental material for company research. Apart from that, there are also souvenir items in the form of sharp weapons, knives, keris or the like, which must go through special packing and passengers must be responsible for such luggage.

In addition, the ignorance of the general public, especially for aircraft service users who are making reservations at the airport for the first time, is a challenge for AVSEC officers in directing and educating passengers on baggage procedures and safety at the airport. So, based

on the description and importance of AVSEC studies in this New Normal era, a final research project or thesis entitled "Security Examination Procedures in the New Normal Period and Performance of Aviation Security Officers (AVSEC) at Morowali Airport, Central Sulawesi Province."The purpose or objective of this research is to find out the Security Check Procedures During the New Normal Period and the Performance of Aviation Security Officers (AVSEC) at Morowali Airport, Central Sulawesi Province;Knowing the security inspection procedures during the new normal period at Morowali Airport, Central Sulawesi Province; Analyzing the performance of Aviation Security (AVSEC) officers at Morowali Airport, Central Sulawesi Province.

Theoretical basis airport

According to Annex 14 of ICAO (International Civil Aviation Organization), an airport is a certain area on land or water (including buildings, installations and equipment) which is intended either in whole or in part for the arrival, departure and movement of aircraft. While the definition of an airport according to PT Angkasa Pura I (Persero) is an airfield, including all buildings and equipment which are the minimum equipment to ensure the availability of facilities for air transportation for the community. According to Ministerial Regulation No. 69 of 2013 concerning the National Airport Order, based on its function, an airport is a place for carrying out government or business activities. As a place of administration of the government, the airport is a place for work units of government agencies in carrying out their duties and functions to the public in accordance with statutory regulations in matters including: Development of aviation activities; Customs; Immigration; Quarantine.

Standard Operational Procedure(SOUP)

Atmoko (2012) explains that standard operating procedures are a guideline or reference for carrying out work assignments in accordance with the functions and performance appraisal tools of government agencies based on technical, administrative and procedural indicators according to work procedures and systems in the work unit concerned. Standard operating procedures are a set of procedures used as company guidelines to ensure that each member's work steps are carried out effectively and consistently, and that compliance with standard and systematic SOPs is also a way to achieve goals. SOP is a road or bridge that connects one point to another. Therefore, SOP will determine whether the goals can be achieved effectively, efficiently and economically (Tambunan, 2013 in Suprapti and Istiha, 2022).

Aviation Security(AVSEC)

According to the Decree of the Minister of Transportation Number PM 137 of 2015 Aviation Security (AVSEC) are personnel who have or are required to have duties and responsibilities for aviation security and safety. Thus the increase in employee performance can be used as a company consideration for human resource development. Aviation Security is regulated in Annex 17 Concerning Security, ICAO DOC 8973, Decree/2765/XII/2010 concerning how to check the security of passengers, the start of the aircraft and luggage that will be transported by aircraft and individuals, Decree of the Minister of Transportation Number 14 of 1989 concerning control passengers, goods and cargo transported by civil aircraft (Suprapti and Istiha, 2022). In the decision of the Director General of Civil Aviation No. Decree/40/II/1995, Instructions for the implementation of the Decree of the Minister of Transportation No.14 of 1989 concerning the boarding of passengers, goods and cargo transported by civil aircraft, AVSEC has several duties and functions, namely: Document

inspection, Checking passengers, baggage and cabin baggage, Checking flight crew, Handling weapons, Handling special passengers, Handling of dangerous goods and materials, Supervision, etc. From the AVSEC task, it can be shown that the performance of the officers is very important. In addition, if the working hours are quite tight, health conditions and work performance will decrease, to employee turnover intention which can have a direct impact on the work of supervising and ensuring flight security and safety. AVSEC has several duties and functions, namely: Document inspection, Passenger, baggage and cabin baggage inspection, Flight crew inspection, Weapons handling, Special passenger handling, Dangerous goods and materials handling, Supervision, etc. From the AVSEC task, it can be shown that the performance of the officers is very important. In addition, if the working hours are quite tight, health conditions and work performance will decrease, to employee turnover intention which can have a direct impact on the work of supervising and ensuring flight security and safety. AVSEC has several duties and functions, namely: Document inspection, Passenger, baggage and cabin baggage inspection, Flight crew inspection, Weapons handling, Special passenger handling, Dangerous goods and materials handling, Supervision, etc. From the AVSEC task, it can be shown that the performance of the officers is very important. In addition, if the working hours are quite tight, health conditions and work performance will decrease, to employee turnover intention which can have a direct impact on the work of supervising and ensuring flight security and safety. it can be shown that the performance of the officers is very important. In addition, if the working hours are quite tight, health conditions and work performance will decrease, to employee turnover intention which can have a direct impact on the work of supervising and ensuring flight security and safety. it can be shown that the performance of the officers is very important. In addition, if the working hours are quite tight, health conditions and work performance will decrease, to employee turnover intention which can have a direct impact on the work of supervising and ensuring flight security and safety. it can be shown that the performance of the officers is very important. In addition, if the working hours are quite tight, health conditions and work performance will decrease, to employee turnover intention which can have a direct impact on the work of supervising and ensuring flight security and safety.

New Normal Era

In the current pandemic conditions, there have been many changes in the policy scale that affect all sections, including the policy structure of Air Transportation and Transportation. In order to prevent and break the chain of spread of the COVID-19 virus, the government through the relevant Ministries is trying to implement several policies that are tailored to the needs of the New Normal era. According to the decision of the Minister of Health in KEMENKESRI No.HK.01.07/MENKES/4642/2021. From 25 August 2022 until further notice, all domestic travel passengers must comply with the following requirements:

1. Passengers who have received the third dose of vaccination (Booster) are not required to show a negative result on the TI-PCR test or antigen rapid test.
2. Passengers who receive the second dose of vaccination or the first dose of vaccination are not allowed to travel domestically.
3. Passengers with special health conditions or comorbid diseases that prevent the traveler from receiving vaccinations are not required to show a negative result of the RT-PCR test or rapid antigen test but must attach a doctor's certificate from a government hospital saying that the person concerned has not and/or is not can follow the COVID 19 vaccination.
4. Passengers coming from overseas travel are required to have taken the second vaccination and are not required to show the results of the COVID-19 test.
5. Passengers aged 6 - 17 years and have received the second dose of vaccination, are not required to show a negative result of the RT-PCR test or antigen rapid test.

6. Passengers aged 6-17 years and have received their first dose of vaccination or have not been vaccinated at all are not allowed to travel domestically.
7. Passengers aged 6-17 years who come from overseas travel, are exempt from the obligation to show a vaccination card and are not required to show the results of a COVID-19 test.
8. Passengers aged 6-17 years with special health conditions or comorbid diseases that prevent the traveler from receiving vaccinations are exempted from the COVID 19 vaccination and test requirements, but must attach a doctor's certificate from a government hospital stating that the person concerned has not and/or is not can participate in the COVID19 vaccination;
9. Passengers under 6 years of age are exempt from vaccination provisions and are not required to show a negative result of an RT-PCR test or antigen rapid test, but are required to travel with a travel companion who meets vaccination requirements and strictly implements health protocols.
10. This provision is based on the Circular of the Task Force for Handling COVID -19 Number 24 of 2022.

Performance

According to Wirawan (2009) as quoted in Abdullah (2015), arguesthat performance stands for *work energy kinetics* whose equivalent in English is *performance*. Performance is the output produced by the functions or indicators of a job or a profession within a certain time. Meanwhile, according to Sutrisno (2016), performance is a person's success in carrying out tasks, work results that can be achieved by a person or group of people in an organization in accordance with their respective authorities and responsibilities or about how a person is expected to function and behave in accordance with the tasks assigned. has been charged to him as well as the quantity, quality and time in carrying out the task. Based on some of the meanings that have been mentioned above, it can be concluded that performance is the result of work that is obtained by someone in doing his job in a certain time in accordance with the responsibilities that have been given by an organization.

Relevant Research

Table 1. Relevant Research

No.	Name	Title	Year	Research result
1	Bambang B Sulistyono and Sherly Olivia	Halim Perdanakusuma Airport Management Quality and Its Influence on Air Transportation Customer Satisfaction	2016	The object of the study were male and female AVSEC Officers in the age range of 20 to 60 years who demonstrated service performance that was dominated by quality by women on the basis of sensitivity to passenger needs.
2	Dimas Bagaskara	The Role of Aviation Security (AVSEC) in Serving Passengers and Supporting Aviation Security and Safety at Ambon Pattimura International Airport	2017	All Aviation Security security personnel play an important role in serving passengers and supporting flight safety and must carry out their duties correctly and consistently according to instructions
3	Vandre Godfridy	The Influence of Terminal Security Facilities on the Performance of Aviation Security (AVSEC) Personnel at Halim Perdanakusuma International Airport	2018	Terminal security facilities have an influence in supporting the work processes of Aviation Security personnel, it is proven that if there are no facilities, inspections are carried out manually

				which makes the inspection process ineffective or efficient
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RESEARCH METHODS

Research design

The research method used in this research is a qualitative method and the approach used is a descriptive approach. The descriptive approach can be interpreted as a procedure for solving problems faced by describing objects or other objects in research that can describe people, institutions, society and currently based on existing facts. In this research, the types of data used include primary data and secondary data, where primary data is the main data or main data used in research. The main data can be described as the type of data obtained directly from the first party, the research subject or respondent or informant. In this study, the primary data regarding new habits from interviews came from the head of AVSEC and the performance of AVSEC officers during the new normal period which came from self-appraisal, observation results and documentation results. Secondary data is information obtained not directly from sources but from third parties. Secondary data in this study are in the form of articles in supporting journals, Decree 2765 of 2010 and Circular Letter No. 13 of 2020.

Time and Place of Research

Research about Security Check Procedures in the New Normal Period and Performance of Aviation Security Officers (AVSEC) at Morowali Airport, Central Sulawesi Province, will be held at the airport Morowali Province of Central Sulawesi. The study took data from the Aviation Security (AVSEC) work unit. This data collection begins in March 2023.

Research Subjects and Objects

Research subjects are data sources whose information is requested according to the research problem. To get the right data, it is necessary to determine informants who have competence and are in accordance with data needs (purposive). The subjects of this study were the head of the Aviation Security Unit and two Avsec officers at Morowali Airport, Central Sulawesi Province where to ask for information about Security Examination Procedures in the New Normal Period and Performance of Aviation Security Officers. The object of this research is the new habits of aviation security unit officers at airports Morowali Province of Central Sulawesi, which was obtained from the results of interviews with several aviation security unit officers, and security inspection procedures during the new normal period at the airport obtained from Decree 2765 of 2010 and *self-appraisal*.

Data collection technique

1. Observation Method. According to Widoyoko (2014) observation is "observation and systematic recording of the elements that appear in a symptom on the object of research". For the results of any observations examined in this study, namely Security Examination Procedures in the New Normal Period and Performance of Aviation Security Officers (AVSEC) where the data collection material by observation method. The way or method can also be said by using special techniques and tools such as blanks, check lists, or checklists that have been prepared beforehand. In this study the observation technique used was participatory observation, participant observation is a data collection method used to collect research data through observation and sensing where the researcher is involved in the daily life of the informant.

2. Interview. The interviews conducted in this study were by conducting question and answer directly to the aviation security unit employees. This interview method was conducted to find out Safety Check Procedures in the New Normal Period and Performance of Aviation Security Officers (AVSEC) guided by self-appraisal, who were interviewed by two AVSEC officers. In this study, the interviewees were the head of the Aviation Security (AVSEC) unit and two AVSEC officers. This study uses structured interviews, to the Head of the Aviation Security Unit (AVSEC). In a structured interview, the interviewer determines the problems and questions asked. Structured interviews are generally used if all research samples are deemed to have the same opportunity to answer the questions posed.
3. Documentation Method. Data collection through documentation requires tools that assist in data retrieval. Documentation data in this study is in the form of data or documents in the form of Decree 2765 of 2010 aviation security officers as well as direct field photos, organizational structures or graphics. This technique is used to collect data about the state of the research object.

RESEARCH RESULTS AND DISCUSSION

Security Check Procedures During the New Normal Period at Morowali Airport, Central Sulawesi Province

In carrying out inspections during the new normal period at Morowali Airport, Central Sulawesi Province, services were also carried out during the departure process for passenger safety which were inspected by Aviation Security officers. (AVSEC) security inspection of passengers and luggage, every airport must have regulations regarding security and safety in which there are several procedures that must be carried out. This is intended so that services can run smoothly, and with the Standard Operation Procedure (SOP). However, there are additional inspections and rules for prospective passengers and airport personnel, such as passengers and airport personnel wearing masks and carrying out health document checks for prospective passengers who will travel.

Safety Management System is a requirement that exists at every airport based on the minister of transportation Number 20 of 2009 concerning Safety Management Systems arranged to fulfill the procedures or requirements of law number 1 of 2009 concerning Aviation. To implement passenger security and safety, most employees must attend training with the aim that employees already have the competence to maintain security and safety both within the organization and in the airport environment. In the process of inspecting goods, Avsec officers certainly follow the applicable SOPs. If there are passengers who do not wish to be examined both themselves and their luggage,

Security checks at Security Check Points (SCP) 1 and 2 are checks carried out to control the security of passengers, aircraft personnel and individuals before entering the restricted security area by checking entry permits. This inspection is carried out with the aim of protecting aircraft personnel, passengers and airport personnel as well as terminal facilities as vital objects of Morowali Airport from unlawful acts. The inspection procedures in the era of adaptation to new habits at security check points 1 and 2 of Morowali Airport are:

1. Manage the flow of queued traffic for passengers, aircraft personnel and individuals as well as goods that will enter the security inspection area
2. Ensure that every passenger and airport personnel are required to wear a mask
3. Regulating the queue of passengers and airport personnel is mandatory maintain a distance of at least 1 meter
4. Ensuring tickets and identity as well as travel documents of prospective passengers are in accordance with the validity for departure

5. Ensuring valid airport entry/passing permits are in accordance with their validity
6. Give priority entry to the air crew / air crew
7. Report immediately to the team commander, if there are things that need to be followed up
8. Prospective passengers who already have boarding passes are checked again for the completeness of their documents by Aviation Security (Avsec) officers before entering SCP 2 inspection
9. Carry out all procedures with full sense of responsibility

The Aviation Security Unit (AVSEC) at Morowali Airport, is an Avsec unit located at domestic and international airports which plays a very important role in aviation security and safety. Based on the results of observations, interviews and documentation obtained, it is concluded that Aviation Security (AVSEC) officers have a very important role in ensuring flight security and safety. This is reviewed from Aviation Security (AVSEC) officers at Morowali Airport who always carry out their duties and responsibilities with reference to 3 S + C (Security, Safety, Service and Compliance). The implementation of Aviation Security (AVSEC) duties at Morowali Airport is always based on its main role as the unit responsible for ensuring flight safety and security. Providing protection for crew, passengers, ground personnel, the public and institutions at Morowali Airport in all flight areas, including crew, to avoid illegal acts and meet flight regulation standards, both physically and mentally. International and National. organizational structure in the Aviation Security unit at Morowali Airport, usually there are 4 main levels (AVSEC), namely Avsec Basic, Avsec Junior, Avsec Senior and the highest is the Avsec Commander. to avoid illegal acts and meet flight regulation standards, both physically and mentally. International and National. organizational structure in the Aviation Security unit at Morowali Airport, usually there are 4 main levels (AVSEC), namely Avsec Basic, Avsec Junior, Avsec Senior and the highest is the Avsec Commander. to avoid illegal acts and meet flight regulation standards, both physically and mentally. International and National. organizational structure in the Aviation Security unit at Morowali Airport, usually there are 4 main levels (AVSEC), namely Avsec Basic, Avsec Junior, Avsec Senior and the highest is the Avsec Commander.

Based on the results of research conducted by researchers, it can be seen that Avsec's task at SCP 1 and 2 is to maintain and check security, including the security of passengers and their luggage for passengers who will take part in the flight. Avsec officers in carrying out their duties and responsibilities must comply with applicable laws and regulations and Standard Operating Procedures (SOP). Avsec officers at SCP 1 and 2 in carrying out their duties include checking passengers who pass through the Walk Through Metal Detector and carrying out body searches using a Hand Held Metal Detector, while for inspection of goods using an X-Ray Machine, in carrying out their duties, when passing the X-Ray machine is detected as suspicious or dangerous by the Avsec officer monitoring the monitor,

The problems that occur are based on observations in the field, the infrastructure used by Avsec personnel while working has met the standards, but in practice in the field there are inspections that have not been optimally carried out by Aviation Security (AVSEC) personnel in accordance with the Standard Operation Procedure (SOP) that has been set. at the airport, namely when carrying out an inspection at SCP 1 it cannot be used to check the passenger's checked baggage because it is under repair or damaged, so a manual check is carried out by asking permission from the baggage owner to check it manually. Usually baggage that cannot be checked manually is sent to SCP 2 to be inspected via an X-ray machine.

Inspection of passengers' belongings in SCP 1 begins with an inspection of the X-Ray machine. The Avsec officer in SCP 1 monitoring section will monitor the movement of the X-Ray

machine to see or detect whether the passengers' luggage is dangerous or not.

Security checks at Security Check Points (SCP) 1 and 2 are checks carried out to control the security of passengers, aircraft personnel and individuals before entering the restricted security area by checking entry permits. This inspection is carried out with the aim of protecting aircraft personnel, passengers and airport personnel and terminal facilities from unlawful acts.

The equipment that assists Aviation Security (AVSEC) personnel in checking the security and safety of passengers at Morowali Airport:

1. X-Ray Machine. X-ray machine is equipment or equipment used to take pictures using X-rays for inspection of goods (weapons or other prohibited items) on civil aviation.
2. *Walkthrough Metal Detector*(WTMD). Namely a metal detection equipment unit in the form of a gate by generating an invisible magnetic field and will sound an alarm in the presence of moving metal and the sensitivity can be adjusted according to standard test kits.
3. *Metal Detectors*. Namely an electronic device that detects metal in people or prospective passengers who will board an airplane.
4. *Hand Held Metal Detector*(HHMD). Namely a hand-held metal detector that will sound an alarm if it is close to metal and is able to detect metal at a very small size.
5. Closed Circuit Television (CCTV) room. The CCTV room is a special room in which there are several control panels and several monitoring units that are used to monitor events that have been recorded by several cameras installed to identify signs or suspected suspicious events or that endanger security and safety. flight.
6. *Telephone*. Namely a communication tool as a support for the implementation of the work of the security forces to facilitate the delivery and receipt of information needed.
7. HT (Handy Talky). HT is a small Portable Frequency radio that is everywhere for internal communication facilities that can be connected to the radio base, functioning as a means of sending and receiving information.

Based on relevant research According to Prima Candra Susanto, Aviation Security personnel maintaining airport security for period (2019) explained that AVSEC officers in carrying out their roles must be based on SOPs and applicable or relevant rules and regulations. The result is that security services are maximized and show more regular performance and support the airport's vision and mission. Based on the results of the self-assessment Avsec Officers at Morowali Airport in carrying out their duties and responsibilities are in accordance with applicable laws and regulations and Standard Operating Procedures (SOP).

Performance of Aviation Security (AVSEC) officers at Morowali Airport, Central Sulawesi Province

The performance of AVSEC officers studied in this study was based on self-assessment (Self Appraisal) regarding the level of difficulty in carrying out tasks. This proposal has previously been filled out by 3 randomly appointed Avsec personnel, especially those on duty at SCP 1 and 2. Security checks on prospective passengers at the airport are in accordance with the Director General of Air Transportation Decree Number/2765/XII/2010 concerning procedures how to check the security of passengers, aircraft personnel and luggage transported in the aircraft and individuals.

Aviation Security (AVSEC) personnel at Morowali Airport totaling 19 people who already have a license marked with the possession of an Officer Competency Certificate (STKP). Duties and responsibilities are based on the level of avsec personnel, namely looking at someone's profiling manually for the level of flight security and safety (Basic Aviation Security), operating

x-rays and monitoring on the monitor for the level of flight security and safety checks (Junior Aviation Security) and to supervise the work of Aviation Security (AVSEC) officers for the level of aviation security and safety supervision (Senior/Supervisor Aviation Security), avsec personnel at Morowali Airport work according to a work schedule which is distributed on a rolling basis or alternately every 3 hours must change.

Based on the results of self-assessment Avsec Officers at Morowali Airport carry out their duties at SCP 1 and 2 in carrying out their duties including checking passengers who pass through the Walk Through Metal Detector and carrying out body searches using a Hand Held Metal Detector, while for inspection of goods using a machine tool X-Ray, in carrying out their duties, if when passing through the X-Ray machine suspicious or deemed dangerous items are detected by the Avsec officer who monitors the monitor, then the Avsec officer has the right to carry out manual checks by unloading the passengers' luggage.

For Aviation Security airplane passengers, of course, they are no stranger to traveling by airplane. According to the results of the interviews conducted with the informants, in every task held by Aviation Security (AVSEC) officers, of course, the officers will be equipped with some equipment that supports their work while carrying out security at the airport, such as metal detectors, X-ray scanners, explosive detector, radio communication device connected to every AVSEC officer. Of course all AVSEC tasks have been regulated in government regulations regarding the Definition of Security Based on the Decree of the Minister of Transportation Number KM 54 of 2004 dated May 21, 2004, Security is a combination of human resources, facilities, materials and procedures to protect flights from acts of unlawful interference. According to the results of the interviews conducted with the informants, AVSEC's regulated SOP includes several sections, namely inspection of documents, baggage, cargo, then inspection of flight crew, transfer and transit passengers, handling of dangerous objects such as weapons, baggage handling, and also cabin baggage. . Supervision of aircraft passenger lines from check-in to the aircraft waiting area and also to the airside. Supervision is also carried out on the routes leading to the aircraft and from existing aircraft, controlling cargo, sorting, packaging, shipping and supervision are all carried out by Aviation Security, then based on Decree 2765/XII/2010 the security check point (Security Check Point / SCP) divided into 2 areas, namely: According to the results of the interviews conducted with the informants, AVSEC's regulated SOP includes several sections, namely inspection of documents, baggage, cargo, then inspection of flight crew, transfer and transit passengers, handling of dangerous objects such as weapons, baggage handling, and also cabin baggage. . Supervision of aircraft passenger lines from check-in to the aircraft waiting area and also to the airside. Supervision is also carried out on the routes leading to the aircraft and from existing aircraft, controlling cargo, sorting, packaging, shipping and supervision are all carried out by Aviation Security, then based on Decree 2765/XII/2010 the security check point (Security Check Point / SCP) divided into 2 areas, namely: According to the results of the interviews conducted with the informants, AVSEC's regulated SOP includes several sections, namely inspection of documents, baggage, cargo, then inspection of flight crew, transfer and transit passengers, handling of dangerous objects such as weapons, baggage handling, and also cabin baggage. . Supervision of aircraft passenger lines from check-in to the aircraft waiting area and also to the airside. Supervision is also carried out on the routes leading to the aircraft and from existing aircraft, controlling cargo, sorting, packaging, shipping and supervision are all carried out by Aviation Security, then based on Decree 2765/XII/2010 the security check point (Security Check Point / SCP) divided into 2 areas, namely: namely inspection of documents, baggage, cargo, then inspection of flight crew, transfer and transit passengers, handling of dangerous goods such as weapons, baggage handling, and also cabin baggage. Supervision of

aircraft passenger lines from check-in to the aircraft waiting area and also to the airside. Supervision is also carried out on the routes leading to the aircraft and from existing aircraft, controlling cargo, sorting, packaging, shipping and supervision are all carried out by Aviation Security, then based on Decree 2765/XII/2010 the security check point (Security Check Point / SCP) divided into 2 areas, namely: namely inspection of documents, baggage, cargo, then inspection of flight crew, transfer and transit passengers, handling of dangerous goods such as weapons, baggage handling, and also cabin baggage. Supervision of aircraft passenger lines from check-in to the aircraft waiting area and also to the airside. Supervision is also carried out on the routes leading to the aircraft and from existing aircraft, controlling cargo, sorting, packaging, shipping and supervision are all carried out by Aviation Security, then based on Decree 2765/XII/2010 the security check point (Security Check Point / SCP) divided into 2 areas, namely: Supervision of aircraft passenger lines from check-in to the aircraft waiting area and also to the airside. Supervision is also carried out on the routes leading to the aircraft and from existing aircraft, controlling cargo, sorting, packaging, shipping and supervision are all carried out by Aviation Security, then based on Decree 2765/XII/2010 the security check point (Security Check Point / SCP) divided into 2 areas, namely: Supervision of aircraft passenger lines from check-in to the aircraft waiting room and also to the airside. Supervision is also carried out on the routes leading to the aircraft and from existing aircraft, controlling cargo, sorting, packaging, shipping and supervision are all carried out by Aviation Security, then based on Decree 2765/XII/2010 the security check point (Security Check Point / SCP) divided into 2 areas, namely:

1. The first security checkpoint (SCP 1), is located at the entrance to the check-in counter area and must have at least 1 inspection line.
2. The second security checkpoint (Security Check Point/SCP 2), located at the entrance area to the waiting room and checkpoint using aviation security equipment such as X-ray machines, Walk Trough Metal Detectors/WTMD and Hand Held Metal Detectors /HHMD)

From the observations the researchers found, there were several obstacles that were often faced by AVSEC officers, namely, there were some passengers who did not want to be examined and there were also those who carried dangerous goods (dangerous goods) such as small knives and lighters and even stones brought by passengers from the company. for sample or decoration purposes only. And usually when the AVSEC officer on duty immediately confiscates the goods in accordance with the regulations at Morowali airport. Based on the results of the interview and observations made by researchers, it can be seen that Avsec officers at SCP 1 and 2 have carried out their duties and responsibilities properly and followed the applicable SOPs. This is in accordance with the performance theory put forward by Arifin et al (2019) performance is the work that has been achieved by a group of employees in accordance with the duties and responsibilities given to them. Even though the AVSEC officers and facilities are adequate, there are still problems related to the security check of prospective passengers and their luggage. One of the problems that occurs is that the cause of passing dangerous goods from inspection at SCP 1 can be found to have occurred due to an error or damage to the supporting equipment on the X-Ray monitor which is only in the form of a black and white display. this is considered to be less than optimal in displaying goods that pass through the X-Ray machine so that Avsec officers are required to be more thorough in the inspection process. Other cases are still related to inspection of prospective passengers, inspection at SCP 1 cannot be used to check passenger's checked baggage because it is under repair or damaged, so a manual check is carried out by asking permission from the baggage owner to check it manually. Usually baggage that cannot

be checked manually is sent to SCP 2 to be inspected via X-ray. Other cases are still related to inspection of prospective passengers, inspection at SCP 1 cannot be used to check passenger's checked baggage because it is under repair or damaged, so a manual check is carried out by asking permission from the baggage owner to check it manually. Usually baggage that cannot be checked manually is sent to SCP 2 to be inspected via X-ray. Other cases are still related to inspection of prospective passengers; inspection at SCP 1 cannot be used to check passenger's checked baggage because it is under repair or damaged, so a manual check is carried out by asking permission from the baggage owner to check it manually. Usually baggage that cannot be checked manually is sent to SCP 2 to be inspected via X-ray.

CONCLUSION

Avsec officers who carry out inspection procedures at SCP 1 and 2 in carrying out their duties include checking passengers who pass through the Walk Through Metal Detector and carrying out body searches using a Hand Held Metal Detector, while for goods inspection using an X-Ray Machine, in carrying out their duties, if when passing through the X-Ray machine suspicious or dangerous items are detected by the Avsec officer who monitors the monitor, the Avsec officer has the right to carry out manual checks by unloading the passenger's luggage. The performance of the Aviation Security (AVSEC) officers studied in this study was based on randomly assigned avsec personnel particularly those on duty at SCP 1 and 2.

Based on the results of the researchers, the researchers can provide suggestions as follows The need for outreach by Morowali Airport to service users is related to the importance of aviation security and safety as a form of implementation of the national aviation security program. The Morowali Airport needs to carry out continuous evaluation of the obedience of Aviation Security officers (AVSEC) in order to create an effective implementation of inspection procedures to ensure flight security and safety.

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