

## **Implementation of Article 3 Paragraph (2) PM 33 of 2015 Concerning Perimeter Requirements at Abdulrachman Saleh Airport Malang**

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### **Abstract**

Perimeter requirements regulations for domestic airports have been regulated in Article 3 Paragraph (2) PM 33 of 2015. Abdulrachman Saleh Malang Airport as a domestic airport must meet the perimeter requirements stipulated in the minister of transportation regulation. This study aims to find out how the Implementation of Article 3 Paragraph (2) PM 33 of 2015 regarding perimeter requirements at Abdulrachman Saleh Airport Malang. This study uses primary data and secondary data. The subjects in this study were Aviation Security officers. Data collection methods used are observation, interviews, and documentation. The location of this research was carried out at the East Java Transportation Service UPT for placement in the Aviation Security (Avsec) and Apron Movement Control (AMC) sections. Data analysis used descriptive qualitative. The research results obtained show that Abdulrachman Saleh Malang Airport has implemented most of the perimeter requirements that have been stipulated in Article 3 Paragraph (2) PM 33 of 2015 such as the perimeter fence is mostly 2.44 meters high, provision of trellis on drainage, available visibility around the barrier, inspection roads are available and equipped with emergency exits. The perimeter requirements that have not been met at Abdulrachman Saleh Airport are that a perimeter is found that is less than 2.44 meters high, there are gaps that can be easily penetrated by people and wild animals and there are no lights around the perimeter fence.

**Keywords:** PM 33 of 2015, Parimeter Requirements, Abdulrachman Saleh Airport Malang



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### **INTRODUCTION**

The airport is a supporting factor for development in terms of economic, social, cultural and industrial. The activities that occur at each airport are an implementation of their duties and functions. Facilities at an airport are the main factors in supporting flight activities. Facilities at an airport in general consist of landside and airside facilities. Abdul Rachman Saleh Airport is located in Pakis District, Malang Regency and is a domestic airport that is managed directly by the East Java Provincial Government. In general, airports are managed by PT Angkasa Pura or the Ministry of Transportation, so this is something that distinguishes Abdulrachman Saleh Malang Airport from other airports. Airlines operating at this airport include Garuda Indonesia, Citilink and Batik Air. Every airport is obliged to implement regulations regarding aviation security and safety as stipulated in Law No.

Every airport must have security for all matters relating to flight activities by providing a sense of security for both the airport environment and passengers. Preventing obstacles that arise due to negligence, negligence, and neglect is a security measure at every airport. Ensuring flight safety is needed, one of which is the availability of adequate facilities. Of course, this is the main task for airports to provide the best service. Therefore, the means of supporting aviation security and safety in the airport area must be considered, such as one of the facilities in the airport area that supports flight security and safety, namely the perimeter.

According to ICAO (International Civil Aviation Organization) perimeter is the boundary of land or areas under the control of an airport. The airport is surrounded by this boundary on

the basis of a recommendation by the International Civil Aviation Organization (ICAO) to be fenced, declared as a Non-Public Area (NPA), because it contains runways, taxiways and apron as an aircraft movement area as well as air navigation equipment facilities and other important installations. One of these important facilities is the perimeter fence which functions as a barrier to the entry of wild animals or humans who can interfere with the security and safety of aviation.

Perimeter requirements regulations have been regulated in Article 4 of the Regulation of the Minister of Transportation of the Republic of Indonesia Number 167 of 2015 concerning amendments to the Regulation of the Minister of Transportation Number 33 of 2015 concerning Access Control to Limited Security Areas at Airports. Based on pre-research observations at Abdulrachman Saleh Airport, Malang has not fully guaranteed flight security and safety. This is because some of the perimeter of Abdulrachman Saleh Malang Airport wants to collapse, there are gaps for humans to enter or can infiltrate, there are no inspection roads or emergency exits and there are no lighting at certain points, and the perimeter is not high enough. Such a situation can result in disruption of aviation security and safety because the perimeter functions as a barrier to prevent the entry of large animals and unauthorized persons from entering or approaching the aircraft movement area because it can endanger aviation security. In addition to protecting important facilities and installations at the airport. Fences and entrances shall be provided with suitable security lights. Based on the background of the problems above, the writer is interested in taking the title "Implementation of Article 3 Paragraph (2) PM 33 of 2015 Concerning Perimeter Requirements at Abdulrachman Saleh Airport Malang".

## **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. According to Law no. 1 of 2009 Airport is an area on land and/or waters with certain boundaries that is used for aircraft landing and taking off, boarding and disembarking passengers, loading and unloading of goods, and places for intra and intermodal transportation, equipped with safety and security facilities. aviation security, as well as basic facilities and other supporting facilities.

The airport has 2 sides, namely the Air side and the Land Side, the Air Side is the place where immigration control starts, the passenger waiting room/boarding gate, the apron, to the taxiways and runways and not or is closed to the public (areas in public places), while the Land Side is public areas such as vehicle parking lots, airport terminals, and places where passengers get on and off.

### **Perimeter Regulation According to PM 33 of 2015**

In Annex 14 Aerodromes, Chapter 9 Aerodrome Operation Services, Equipment and Installation, ICAO provides recommendations regarding the importance of fencing around an airport, that an airport should be made a fence or barrier that functions as a deterrent to the entry of large animals and unauthorized persons. to enter or approach the aircraft movement area because it can endanger flight security. In addition to protecting important facilities and installations at the airport. Fences and entrances shall be provided with suitable security lights. Based on Article 4 of the Regulation of the Minister of Transportation of the Republic of Indonesia Number 167 of 2015 concerning amendments to the Regulation of the Minister of Transportation Number 33 of 2015 concerning Access Control to Limited Security Areas at Airports, states that the physical barrier as referred to in Article 3 paragraph (2) ) on

the perimeter for domestic airports must meet the following requirements: Can be a fence. Minimum height of 2.44 meters and equipped with barbed wire on top. There are no gaps from the bottom to the top for people to infiltrate, including the provision of trellises for drainage or drainage channels. Visibility is available around the barrier. Provide lighting at certain points or places prone to intrusion.

### **Aviation Security**

Aviation security in general has been regulated in CHAPTER XIV of Law Number 1 of 2009 concerning Aviation. Regulations regarding aviation security are further regulated in the Minister of Transportation Regulation Number 51 of 2020. According to PM 51 of 2020 what is meant by Aviation Security is a situation that provides protection to flights from unlawful acts through integrated utilization of human resources, facilities and procedures. Article 4 paragraph (5) of PM 51 of 2020 states that the Limited Security Area includes: Passenger departure areas between security checkpoints and aircraft, service road areas, aprons (ramps), aircraft repair facilities (hangars), baggage preparation areas (baggage make) up area), Checked Baggage drop-off and collection point, Cargo terminal building (cargo sfreds),

### **Aviation Safety**

Aviation safety is a priority for every airport and is an important part of the world of aviation. Aviation safety is a safety requirement in the utilization of airspace, aircraft, airports, air transportation, flight navigation, as well as other supporting facilities and public facilities. This is stated in Article 1 number 48 of Law no. 1 of 2009. The government issued regulations to regulate aviation safety listed in the Minister of Transportation Regulation No. KM 14 of 2009 concerning Civil Aviation Safety Regulations, and other regulations that regulate technically regarding aviation safety. This is the government's effort to realize aviation safety. Aviation safety assurance must be followed by culture and awareness to support the formation of these regulations. Likewise with regulations and organizations that help. The influence of flight safety is factored in by several things such as errors, dangers, and violations mentioned by IG.P, Mastra, et al (2017).

### **Perimeter Security**

Perimeter security is the duty of the Aviation Security unit by carrying out patrol activities in restricted areas, carrying out daily inspections to prevent wild animals and unauthorized humans from entering the aircraft movement area. Aviation Security also holds the responsibility to ensure the safety and security of passengers. The condition of the aircraft must be ensured properly and safely for flight and adjustments to laws and standard flight rules nationally and internationally must be implemented by agencies within the airport environment. This includes the duties of Aviation Security in order to support flight security and safety, namely by inspecting cabin crew, checking aircraft passengers who will transit and transfer, overseeing the path to the aircraft, supervising air side controls,

### **RESEARCH METHODS**

The research design used in this study uses a qualitative research methodology. The qualitative research method mentioned by Bogdan and Taylor (1975) cited by Moleong (2019) explains that this form of research produces written words in the form of descriptive and spoken data from people and behavioral observations. This study uses primary data and secondary data. The subjects in this study were Aviation Security officers. Data collection methods used are observation, interviews, documentation. The location of the research was

carried out at the UPT Department of Transportation, East Java province, placement in the Aviantioan Security (Avsec) and Apron Movement Control (AMC) sections, data analysis used descriptive qualitative analysis.

## **RESEARCH RESULTS AND DISCUSSION**

Domestic airport perimeter requirements according to PM 33 of 2015 Article 3 Paragraph (2) that can be in the form of a fence, a minimum height of 2.44 meters and equipped with barbed wire, no gaps from bottom to top for people to infiltrate, provision of trellis on drainage, provided visibility around the barrier, given lighting at certain points or places prone to intrusion, available inspection roads and equipped with emergency exits. Based on research conducted by researchers, several perimeter fences were found that were still under 2.44 meters high, there were gaps that could be easily infiltrated by people and wild animals, no lights were available around the perimeter fence. This study aims to find out how the implementation of Article 3 Paragraph (2) PM 33 of 2015 concerning the perimeter requirements of domestic airports.

1. The perimeter is a fence with a minimum height of 2.44 meters. Based on research conducted by researchers, the perimeter at Abdulrachman Saleh Airport in Malang is in the form of a fence surrounding the airport area made of iron and wire that forms the letter Y. Most of the perimeter has met the requirements of the Minister of Transportation regulations, namely in the form of a 2.44 meter high fence equipped with barbed wire but there is still a portion of the perimeter that is less than 2.44 meters high. This is because the airport is still following the previous rules. To comply with the new regulations, perimeter construction or repairs will be carried out in stages.
2. There is no gap from the bottom to the top for people to enter. The next perimeter requirement is that there are no gaps from the bottom to the top for people to infiltrate. The results of the research show that there are still gaps that are easily infiltrated by people and animals. This can endanger flight safety because there are often wild animals such as cats that can enter the airside area. To overcome this, Aviation Security officers carry out routine patrols or controls every 2-3 hours. If a wild animal is found in the airside area, the officer will catch it and report it to take further action. Near the airside area of Malang's Abdulrachman Saleh Airport, there are also farmers working the rice fields around the airside. According to information from related parties,
3. Provision of trellis on drainage. Provision of trellis on the drainage to prevent standing water. The results showed that all the drainage at Abdulrachman Saleh Airport had been given trellises to prevent stagnant water and the entry of wild animals.
4. Visibility is available around the barrier. The next perimeter requirement is that there is visibility around the barrier. Based on interviews and observations conducted by researchers, visibility is available around the barrier, but only in a few barriers.
5. Provide lighting at certain points or places prone to intrusion. When the researcher made observations, the researcher did not find any lighting at a certain point. Based on interviews with Avsec officers, there are no lights available at certain points or places prone to intrusion, considering that this airport is a military airport and to avoid the attention of animals and humans not to approach or enter the airport area at night. However, the airport also always conducts patrols, both from Intel and a combination of Abdulrachman Saleh Malang Airport Union.
6. Inspection path available. At the sixth point, there is an inspection road available. Based on data obtained from research results at Abdulrachman Saleh Airport in Malang, there is an inspection road. This is in accordance with Ministerial Regulation 33 of 2015 Article 3

Paragraph (2). The function of the road is to carry out routine inspections of basic airport facilities. In addition, this road is also used as access for emergency vehicles such as PKP-PK firefighters.

7. Equipped with an emergency exit. At the last point, which is equipped with an emergency door. From the results of observations and interviews, it can be seen that Abdulrachman Saleh Malang Airport is equipped with an emergency exit as stipulated in Article 3 Paragraph (2) PM 33 of 2015 concerning Perimeter Requirements at domestic airports. Emergency doors function to anticipate emergencies such as fire or threats to improve flight security and safety.

## **Discussion**

there are gaps that can be easily infiltrated by people and wild animals, there is visibility around the barrier but not according to standard, and there are no lights around the perimeter fence for the reason of avoiding the attention of humans and animals not to enter the airport area which is also a military area. The importance of the perimeter fence at an airport is to prevent the entry of large animals and people who are not interested in approaching the aircraft movement area, because it can endanger aviation security at an airport. The results of this study are in accordance with the results of previous research conducted by Amanda et al (2019) which stated that in order to achieve optimal security at the perimeter at the airport, it is necessary to make flight rules the basis for flight rules so that safe, comfortable, smooth and efficient flight operations are realized. . In Annex 14 Aerodromes, Chapter 9 Aerodrome Operation Services, Equipment and Installation, ICAO provides recommendations on the importance of an airport perimeter fencing for flight security as well as protecting important facilities and installations at the airport.

In an effort to guarantee safety on the air side, it is required to carry out strict supervision carried out by officers in the form of their responsibilities. Aviation safety must occur in the use of airspace, aircraft, airports, air transportation, flight navigation, as well as supporting facilities and other public facilities. This is stated in Law Number 1 of 2009. From the results of interviews with informants regarding Perimeter Security Analysis in Supporting Aviation Security and Safety at Abdulrachman Saleh Airport Malang Aviation Security (Avsec) in fulfilling its duties is required to be able to make flight activities run comfortably, safely, and efficiently by ensuring flight security and safety. Then perimeter security is carried out by means of routine patrols by Aviation Security (Avsec) officers in maintaining flight security, because security is an effort to prevent infiltration of humans, animals or illegal items such as explosives, infiltration of weapons, and other materials. The results of research conducted by Amanda et al (2019) to realize optimal security can realize security at the airport perimeter, it is also necessary to base the established flight rules.

Perimeter improvement which is still not well resolved is also one of the targets for Abdulrachman Saleh Airport to try to have a plan to replace a new perimeter according to the provisions of the perimeter requirements stipulated in the Minister of Transportation Regulation PM 33 of 2015. Security is realized if the airport has a good perimeter. in accordance with the standards of the Minister of Transportation Regulation Number 33 of 2015. This is because the perimeter has an important role in aviation security. Perimeter security is always optimized so as to create flight security and safety in accordance with applicable SOPs.

## **CONCLUSION**

Based on the results of the research and discussion in Chapter IV, it can be concluded that the perimeter at Abdulrachman Saleh Airport in Malang has mostly met the standard domestic

airport perimeter requirements stipulated in PM 33 of 2015 Article 3 Paragraph (2). Perimeter security that does not meet these standards is that there are still several perimeter fences that do not meet the minimum height of 2.44 meters, there are gaps that are easily infiltrated by people and wild animals, there are no lights available around the perimeter fence on the grounds of avoiding the attention of humans and animals not to enter the airport area which is also a military area.

Based on the research that has been carried out, the researcher provides several suggestions, namely: For the Malang Air Transportation Service UPT office, the Malang Air Transportation Service UPT Office is expected to immediately repair all perimeter fences that do not meet the PM 33/2015 standard procedure article 3 paragraph 2 this is to prevent entry wild animals that can enter or approach the aircraft movement area because they can endanger aviation security, increase patrols around the airport. In addition, it is necessary to socialize to increase the awareness of the public who carry out activities around Abdulrachman Saleh Airport in Malang in terms of environmental safety and security in the flight area, so that there are no disturbances or problems related to aviation security. For further researchers, especially those related to perimeter security in supporting security and safety at airports.

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