ASPECTS OF ACCURACY OF TARGETS IN IMPLEMENTING OBSTACLE LIMITATION SURFACE (OLS) POLICIES AT SULTAN HASANUDDIN INTERNATIONAL AIRPORT

Munawir Khairil Anwar, Muthiah Khairil Anwar, Muammar Khairil Anwar & Sulfianna
Faculty of Social and Political Sciences, Hasanuddin University, **INDONESIA**

ABSTRACT

This study aims to analyze aspects of target accuracy in the implementation of the Obstacle Limitation Surface (OLS) Policy at Sultan Hasanuddin International Airport. This research method is qualitative research which involves informants from various parties, namely those related to the Directorate General of Civil Aviation, the Ministry of Transportation, the Transportation Office of South Sulawesi Province, and the Transportation Office of Maros Regency and Makassar City. The results showed that flight policies internally did not overlap with previous regulations, but there were overlapping laws and regulations, namely Law Number 1 of 2009 concerning Aviation and Act Number 23 of 2014 concerning Regional Government, related to the distribution of regulatory authority, supervision, and control, especially other activities in the Obstacle Limitation Surface (OLS). The accuracy of the targets in the implementation of policies especially flight policies does not overlap with the resulting policies but complement each other. Overlapping is related to aviation policy with local government policy, especially related to other activities, in this case, laser attacks and unmanned free balloons in the Obstacle Limitation Surface (OLS).

Keywords: Target Accuracy, Policy Implementation, Aviation.

INTRODUCTION

At present one of the fastest-growing sectors in Indonesia is the air transportation sector, where Indonesia as the largest archipelago in the world and added to Indonesia's geographical location along the equator precisely connects two continents and two oceans (Hakim, 2017).

One important element in the administration of aviation is related to flight safety. Based on Law No. 1 of 2009 concerning Aviation, Aviation Safety is a state of fulfilling safety requirements in the use of airspace, aircraft, airports, flight navigation, and supporting facilities and other public facilities.

Various problems related to flight safety such as laser attacks and Unmanned Free Balloons in Airport Obstacle Limitation Surface (OLS) also received the attention of the Minister of the Interior with the issuance of Circular Number: 553/2443/SJ for Governors of Provincial Heads throughout Indonesia Circular Letter Number: 553/2444/SJ for Regents and Mayors Concerning Management of Areas Around the Airport in the Context of Ensuring Flight Safety issued on May 29, 2017.

Of the various problems that become the background of the problem in this study are other activities, in this case, the laser attack and unmanned free balloons in the Airport Obstacle Limitation Surface (OLS) Sultan Hasanuddin International Airport Makassar shows that the implementation of aviation policy, especially related to other activities in the Obstacle

Limitation Surface (OLS) has not been going well so that research is needed to discuss the problem.

This study is different from previous studies specifically related to Obstacle Limitation Surfaces (OLS). Dermawan et al., (2014) similarities from this study are related to Obstacle Limitation Surfaces (OLS). The difference between the research that will be carried out with this previous research is the focus of this previous research, namely on the analysis of the operational safety area of airport flights and the research location at Bokondini Airport, Papua.

Then Wardhana's research (2017) with the focus of this previous research is more emphasis on the management of Obstacle Limitation Surfaces (OLS) and Noise Zone Limits (NZL) with the research location at Sultan Mahmud Badaruddin II International Airport in Palembang.

The interesting thing that will be explained in this study is the problem of target accuracy is that there are overlapping laws and regulations namely Law Number 1 of 2009 concerning Aviation with Law Number 23 of 2014 concerning Regional Government, related to the division of regulatory, supervisory authority and control especially other activities in the Obstacle Limitation Surface (OLS) and Law Number 23 of 2014 concerning Regional Government also overlaps with Circular of the Minister of Home Affairs Number: 553/2443/SJ for Governors of Provincial Governments throughout Indonesia and Letters Circular Number: 553/2444/SJ for Regents and Mayors throughout Indonesia concerning Management of Areas Around the Airport in the Context of Ensuring Flight Safety. Since the proclamation of Indonesian independence the government has several times formed local government laws, changes have been seen as each law adapts itself to the circumstances and conditions of its occurrence (Syafiie, 2003). This study outlines the Aspects of Target Accuracy in Implementing Obstacle Limitation Surface (OLS) Policies at Sultan Hasanuddin International Airport.

Public Policy

Public policy is what the government says and do, or does not do. It is the goals or objectives of government programs. Public policy is in the form of goals or objectives of government programs (Edwards & Shull, 1985; Sharkansky, 1978; Suratman, 2018). Meanwhile, according to Lasswell & Kaplan (1970) stated that public policy is a program of achieving goals, values, and directed practices.

Public policy is essentially a unique activity, in the sense that it has certain characteristics that other types of policies do not seem to have. Special characteristics inherent in public policies stem from the fact that the policies are commonly thought, designed, formulated and decided by those whom David Easton (1953) referred to people who have authority (public authorities) in the political system (Wahab, 2012).

Public policy is a complex and dynamic phenomenon that can be studied in various disciplines. The complexity and dynamics will be more pronounced if the observations are aimed at the policy process. From the management's point of view, the policy process can be seen as a series of activities covering at least three main groups of activities namely policy formulation, policy implementation, and policy performance evaluation, which need to be carried out in the framework of monitoring, monitoring and accountability known as the policy cycle (Mustopadidjaja, 2003; Amir, 2020).

Implementation

The definition of implementation was proposed by Mazmanian & Sabtier (1983) who explained the meaning of implementation by saying that the main essence of policy implementation is understanding what should happen after a program is declared valid or formulated. This understanding includes efforts to administer it and have a real impact on the community or events. Van Meter & Van Horn (1975) defines the implementation of public policy as actions taken by public organizations that are directed to achieve the goals set in previous decisions. These actions include efforts to change decisions into operational actions within a certain period of time as well as in order to continue efforts to achieve major and minor changes determined by policy decisions. The policy implementation phase will not begin before the goals and objectives are determined in advance by the policy formulation. As such, the policy implementation phase occurs only after laws are enacted and provided to finance the implementation of the policy. The elements of implementing public policy according to Tachjan et al (2006) are the implementing elements, the existence of the program being implemented, and the target group.

Matland Model

The Matland (1995) implementation model is the implementation model used in this study. This is based on background and observations made. In addition, the Matland model includes the third generation of public policy implementation where this third-generation develops a more specific, integrated implementation model, which is considered and the main variables in research with a top-down and bottom-up approach to a single framework.

In principle, the Matland matrix has "four exacts" that need to be met in terms of the effectiveness of policy implementation, but in this study uses "two exacts" namely Target Accuracy. Accuracy with regard to three things, namely: (1) Are the targets of the interventions as planned, do they not overlap with other interventions, or do they not conflict with other policy interventions. (2) Is the target ready to be intervened or not. Readiness is not only in the natural sense, but also whether the target condition is in conflict or harmony, and whether the target condition is in support or reject condition. (3) Is the policy implementation intervention new or influences the implementation of the previous policy. Too many policies appear to be new but in principle repeat old policies with results that are not as effective as previous policies.

Flight Safety

According to Law Number 1 of 2009, Aviation Safety is a state of fulfilling safety requirements in the use of airspace, aircraft, airports, air transport, flight navigation, and supporting facilities and other public facilities.

Safety targets include the measurement of achievement of flight safety. What is meant by "measuring the achievement of aviation safety" is an activity carried out periodically and continuously to find out the achievement of safety performance targets.

This national aviation safety program is the responsibility of the Ministry of Transportation by forming a team to evaluate the national aviation safety program on an ongoing basis. The Directorate General of Civil Aviation on behalf of the Minister of Transportation is responsible for developing, guaranteeing and monitoring the implementation of the aviation safety program. The national aviation safety program requires that governments and aviation service providers have responsibility for safety and provide a framework.

The national aviation safety program organized by the Ministry of Transportation, specifically the Directorate General of Civil Aviation is an effort to meet international safety standards in the field of civil aviation. National aviation safety management standards refer to the rules of the international civil aviation organization (International Civil Aviation Organization/ICAO).

One thing that must be considered in aviation is Site Awareness (vigilance of the situation), namely alertness to the factors that are a threat (threat) that must be a concern of the pilot. ICAO has revealed several factors to be aware of including passengers, terrain, Air Traffic Control (ATC), call sign, time pressure, flight diversion, malfunction system, missed approach, automation, airport, heavy traffic, ground crew, maintenance, weather, cabin crew, distraction. Laser Attack and Unmanned Free Balloons are included in the distraction.

These factors must be considered a pilot, calculated the consequences and risks and the necessary actions taken so that these factors do not form a human error. Improper threat management will foster human error and improper human error management will foster the undesired state of aircraft movements. Improper management of the wrong aircraft movements will result in accidents or incidents. The threat in flight referred to in this study is the threat of aviation safety in the Obstacle Limitation Surface (OLS) of Sultan Hasanuddin International Airport, which is a laser attack and an Unmanned Free Balloons).

METHODS

This study uses quality, according to Creswell (2013) qualitative research are methods to explore and understand the meaning that by a number of individuals or groups of people ascribed social or human problems. The research process involves important efforts, such as asking questions and procedures for gathering specific data from participants, analyzing data inductively starting from themes specific to general themes and interpreting the meaning of data. The final report for this research has a flexible structure or framework.

The research related to this other activity was carried out in the Obstacle Limitation Surface (OLS) of Sultan Hasanuddin International Airport which involved informants from various parties, namely those related to the Directorate General of Civil Aviation, the Ministry of Transportation, the Transportation Office of South Sulawesi Province, and the Transportation Office of Maros Regency and Makassar City.

RESULTS AND DISCUSSION

The results of research based on the Matland theory related to the accuracy of targets in the implementation of policies, namely the Regulatory Policies in the field of aviation do not overlap with previous regulations, especially related to other events such as laser attacks and Unmanned Free Balloons in the Obstacle Limitation Surface (OLS). However, there are overlapping laws and regulations such as Law Number 1 of 2009 concerning Aviation with Law Number 23 of 2014 concerning Regional Governments related to other activities in Aviation Obstacle Limitation Surface (OLS).

In Law Number 1 of 2009 Concerning Aviation related to other activities, namely still involving the Regional Government in the Development of Regulations, Control, and Supervision in accordance with their authority (article 10), the area of interest of the airport (article 211), the coordination of the Airport Authority with the Government Local Areas (article 227) and Community Participation (article 396). Law Number 23 of 2014 concerning Regional Government does not involve regional governments in the regulation, supervision, and control of other activities in the Obstacle Limitation Surface. This can be seen in the

Attachment of Law Number 23 of 2014 concerning Regional Government, Division of Concurrent Government Affairs between Central and Provincial Governments and Regencies/Cities, Letter O. Division of Government Affairs Head of Transportation Sector.

However, the Circular of the Ministry of Home Affairs Number: 553/2443 / SJ for the Governor of the Provincial Head of Province throughout Indonesia concerning Management of the Area Around the Airport in the Context of Ensuring Flight Safety issued on May 29, 2017, and the authority of the provincial government and Circular Letter Number: 553/2444/SJ for Regents and Mayors throughout Indonesia Concerning the Management of Areas Around the Airport in the Context of Ensuring Flight Safety issued on May 29, 2017. With Circular Letters overlapping with Law Number 23 of 2014 concerning Regional Governments.

In implementing aviation regulation policies related to other events such as laser attacks in the Obstacle Limitation Surface (OLS), it does not cause conflicts with the community. The community conducts these other activities because the public does not understand the impact caused by laser attacks in the Obstacle Limitation Surface (OLS) on flight safety. The socialization has been carried out by the Makassar Region V Airport Authority Office, PT Angkasa Pura I Sultan Hasanuddin Makassar International Airport Branch (Persero), the Indonesian Public Aviation Navigation Service Provider Institute of the Indonesian Eastern Airspace Guard Branch in connection with the danger of laser beam attacks in Obstacle Limitation Surface (OLS) by forming a laser beam prevention team with other flight stakeholders.

Meanwhile, Unmanned Free Balloons have not been carried out to the public who flew balloons in the Obstacle Limitation Surface (OLS) Sultan Hasanuddin International Airport, Makassar.

Aviation policies related to other activities such as laser attacks, Unmanned Free Balloons in the Obstacle Limitation Surface (OLS), namely Law Number 1 of 2009 concerning Aviation, Government Regulation of the Republic of Indonesia Number 3 of 2001 concerning Aviation Safety, Minister of Transportation Regulation Number: KM 44 of 2005 concerning the Imposition of Indonesian National Standards (SNI) 03-7112-2005 Regarding Obstacle Limitation Surfaces as Mandatory Standards and Regulation of the Minister of Transportation of the Republic of Indonesia Ministry Regulation Number 40 the Year 2018 Concerning the Use of Air Balloons in Community Cultural Activities is a regulation that is made to complement each other and does not overlap and is not an old policy regulation that is updated to appear as a new policy but the same result.

Target Compliance

Intervened targets Aviation laws and regulations are in accordance with the plan and do not overlap with previous regulations, in this case, the flight policy is related to other activities such as laser attacks and unmanned free balloons. in the Obstacle Limitation Surface (OLS). However, there are overlapping laws and regulations such as aviation policy and a policy on local government, especially related to other activities in the Obstacle Limitation Surface (OLS).

In Law Number 1 of 2009 Concerning Aviation related to other activities, namely still involving the Regional Government in the Development of Regulations, Control, and Supervision in accordance with their authority (article 10), the area of interest of the airport (article 211), the coordination of the Airport Authority with the Government Local Areas (article 227) and Community Participation (article 396). Law Number 23 of 2014 concerning

Regional Government does not involve regional governments in the regulation, supervision, and control of other activities in the Obstacle Limitation Surface. This can be seen in the Attachment of Law Number 23 of 2014 concerning Regional Government Division of Concurrent Government Affairs between Central and Provincial Governments and Regency/City Regions, Letter O. Division of Government Affairs Head of Transportation.

In addition, Law Number 23 of 2014 concerning Regional Government also overlaps with the Circular of the Minister of Home Affairs which consists of Circular Letter Number: 553/2443/SJ for the Governor of the Provincial Governments throughout Indonesia concerning Management of Areas Around the Airport in Order to Ensure Flight Safety issued on May 29, 2017, and the authority of the provincial government and Circular Letter Number: 553/2444/SJ for Regents and Mayors throughout Indonesia Concerning Management of Areas Around the Airport In the Framework of Guaranteeing Flight Safety issued on 29 May 2017.

The accuracy of the target is very important because the accuracy of the target that is accurate and intervened in accordance with the planned implementation of the policy will run well without significant obstacles. In addition, the accuracy of the resulting policy targets does not overlap with other policies.

The accuracy of the targets in the implementation of policies especially flight policies does not overlap with the resulting policies but complement each other. Overlapping is related to aviation policy with local government policy, especially related to other activities, in this case, laser attacks and unmanned free balloons in the Obstacle Limitation Surface (OLS).

The central government, in this case, the Ministry of Transportation and the Ministry of Home Affairs, communicates and coordinates with each other regarding the issue so as not to cause multiple interpretations in implementing the policy. This is very important because the Obstacle Limitation Surface (OLS) also covers the area of local government so that it requires the role of local government, especially the regulation, supervision, and control of other activities such as laser attacks and unmanned free balloons in Obstacle Limitation Surface (OLS).

Target Intervention Readiness

Targets in implementing aviation regulation policies related to other events such as laser attacks in the Obstacle Limitation Surface (OLS) in the prepared state and do not cause conflicts with the community. The community conducts these other activities because there are still people who have not received or received information-related socialization caused by laser attacks in the Obstacle Limitation Surface (OLS) on flight safety.

One element of target accuracy is related to the readiness of policy targets for intervention. With the policy targets ready, the implementation of the policy will run smoothly, especially policies related to aviation, in this case, other activities including laser attacks in the Obstacle Limitation Surface (OLS).

The main target in the implementation of aviation policy related to other activities in this case laser attacks (laser attack) in the Obstacle Limitation Surface (OLS) is the community where the residence enters into the Obstacle Limitation Surface (OLS).

The residence of the community that enters the Obstacle Limitation Surface (OLS) is the administrative area of the local government. In line with the policy on aviation with the policy

on local government, the regulation, supervision and control activities related to other activities which include laser attacks in the Obstacle Limitation Surface (OLS) can run well, so that the people where they live enter into The Obstacle Limitation Surface (OLS) understands the importance of aviation safety and recognizes the impact of other activities in this case laser attacks in the Obstacle Limitation Surface (OLS) and ultimately supports the zero accident government program.

Effects of new policy implementation interventions

Regulatory policies in the field of aviation related to other activities such as laser attacks and unmanned free balloons in the Obstacle Limitation Surface (OLS) are regulations made to complement each other and do not overlap and is not an old policy regulation that has been updated to appear as a new policy but the same result.

The element of policy intervention which is part of the accuracy of the target is very supportive because with this it can be seen that a policy is new or influences the implementation of the previous policy or new policy but in principle repeats the old policy with the same ineffective results as the previous policy. So the resulting policy is a quality policy and can be implemented properly and in accordance with the situations and conditions encountered.

The process of making aviation policy, especially related to other activities which include laser attacks and unmanned free balloons in the Obstacle Limitation Surface (OLS) is very selective and in accordance with the problems encountered. This is because the flight policies produced are also audited by the International Civil Aviation Organization (ICAO) so that if there are overlapping rules, they will get a note from ICAO.

CONCLUSION

Aviation policies internally do not overlap with previous regulations, but there are overlapping laws and regulations namely Law Number 1 of 2009 concerning Aviation with Act Number 23 of 2014 concerning Regional Government, related to the division of authority regulation, supervision, and control, especially other activities in the Obstacle Limitation Surface (OLS). In addition, Law Number 23 of 2014 concerning Regional Government also does not comply with Circular of the Minister of Home Affairs Number: 553/2443/SJ for Governors of Provincial Governments throughout Indonesia and Circular Letters Number: 553/2444/SJ for Regents and Mayors throughout Indonesia concerning Management of Areas Around the Airport in the Context of Ensuring Flight Safety. The overlap between the policy on aviation with the policy on local government, especially related to laser attack activities and unmanned free balloons.

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