

Civil-Military Cooperation in Strengthening the National Air Security System

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Abstract

Weak coordination and communication, the existence of sectoral egos between agencies and the tendency to act independently without acting together have resulted incohesiveness and speed of response handling the state against various threats and violations of airspace becomes weak which ultimately affects the condition of national security. The concept of civil-military cooperation to strengthen the national airspace security system is developed through the formulation of the National Airspace Management Bill, the establishment of institutions that facilitate coordination and cooperation between civil-military agencies and the appointment of a command and control center for operations that integrates and harmonizes the operations of all agencies. This study uses a qualitative approach with a qualitative narrative analysis method, to discuss theories, review policies and analyze expert opinions on the need for civil-military cooperation to strengthen the national airspace security system, to then draw conclusions and recommendations.

Keywords

airspace, civil-military, National security



I. Introduction

Indonesia is an archipelagic country with a very wide expanse of territory, located on a very strategic international flight and crossing route, has a border area that is in direct contact with 10 neighboring countries, and has the attraction of high-value natural resources. This condition has implications for the emergence of major geopolitical and geostrategic challenges in maintaining the sovereignty and integrity of the Unitary State of the Republic of Indonesia.

In responding to these geopolitical and geostrategic challenges, a national airspace security system is needed that directly harmonizes and integrates all national strengths and potentials. This system will integrate civil-military agencies in the relationship and working mechanism, using interrelated procedures in a single action. The goal is to create a dynamic condition of the nation and state that guarantees the safety, peace and welfare of citizens, society and the nation, the protection of the sovereignty and territorial integrity of the state, as well as the sustainability of national development from all threats, especially through the air media.

This airspace security system is part of the national airspace management activities, to realize the empowerment and management of airspace for the welfare and progress of the country. For example, the integration of the Civil and Military Radar Systems carried out by the National Air Defense Command (KOHANUDNAS) TNI and Airnav, as well as the Military Civil Coordination mechanism carried out at airports in the context of regulating and controlling flight traffic (Riyanto, 2019).

Strengthening the Civil and Military Radar System is very necessary considering the vast working area, the complexity of the challenges and problems faced, as well as the many stakeholders involved, faced with the limited ability of the state to support and equip its equipment in carrying out the task of securing national airspace.

The current national airspace security condition is considered to still have weaknesses, which has an impact on the number of violations and unlawful acts in using air media. Throughout 2018, the number of violations in the national airspace recorded by KOHANUDNAS reached 163 times (Baidirus, 2019). Foreign aircraft flying without Flight Clearance (FC) or Indonesian aircraft flying without Flight Approval (FA) and Security Clearance (SC). Then violations in the ADIZ (Air Defense Identification Zone) area and violations against prohibited and restricted air areas often occurs. In addition, various legal violations such as smuggling using air vehicles that occur in several parts of Indonesia, as well as the rise of unmanned flights that endanger flight activities (Pangkohanudnas, 2019).

The problems that often occur are the lack of coordination and communication, the existence of sectoral egos between agencies and the tendency to act independently without acting together. Implications that occur when civil-military cooperation in airspace security is weak, can result in weak handling, integration and speed of state response to various threats and violations of airspace which in turn affects national security conditions.

Thus, civil-military cooperation in realizing a strong national airspace security becomes a priority to be implemented, as a conception in strengthening the national airspace security system.

II. Research Methods

This study was conducted with a qualitative approach, because this study aims to conduct an in-depth discussion of theories, policies and opinions of experts on the issue of the need for air space security through civil-military cooperation. As a form of discussion study on thinking and on policy products, the data used comes from primary data in the form of expert opinions obtained through in-depth interviews, and secondary data obtained through literature and policies from various sources.

III. Discussion

3.1 Conception of National Civil Cooperation to strengthen the national airspace security system

The realization of civil-military cooperation to support national airspace security must be seen as a common interest and is part of the state function (state security), by providing a strong security system as part of the people's property (public goods) all citizens.

Thus, civil-military cooperation can be seen in the context of cooperation as a whole (comprehensive security) with a balance between the interests of state security (state security) and human security (human security) as a jointly owned activity both in the perspective of organization and public administration (Sundari, 2016).

In the civil-military cooperation there are activities between agencies to understand each other, help each other and the existence of cooperation carried out between agencies to achieve common goals. This collaboration refers to the theory of civil-military relations with the objective civilian control model from Samuel Huntington (1996), which will be able to create a harmonious relationship between civilians and the military who understand each other's duties and functions.

In this condition, the professionalism of the military in carrying out the task of maintaining and protecting the state is well maintained and adhering to the decisions of the civilian authorities through applicable laws and regulations (Yusgiantoro, 2014). In the context of civil-military cooperation, the deployment of military forces becomes the authority of the political decision of a sovereign civilian authority, within the scope of military assignments in the area of stability and crisis reconstruction (Sjamsuoddin, 2015). The government has made efforts to overcome threats from outside and from within by involving various stakeholders (Aldhila, 2021). Developing safeness, namely by maintaining village security and order. As well as developing Comfort, namely by making the environment comfortable (Tambunan, 2021). Within the scope of the law, if someone commits a crime, then that person must comply with the positive legal procedures (Tumanggor, 2019). Social problems are plaguing our society. It is undesirable and it disrupts and damages the growth of communities (Phillips, 2020).

This increase in cooperation is urgently needed considering the vastness of the airspace that must be secured, the complexity of the problems and the threats in it, faced with the limited personnel and equipment that the state can prepare to create safe conditions throughout the national airspace. Not to mention faced with the problem of weak coordination and cooperation between agencies in national airspace security activities.

Coordination and cooperation are easy things to say but very difficult to implement, this can be seen from the handling of various violations in the airspace and using air vehicles that threaten national security. From the data and facts, there are still many disturbances in national airspace security, such as; the occurrence of aviation violations in national airspace (data in 2018 there were 163 cases of violations) (Sutisna, 2019), unlawful acts of smuggling weapons, ammunition and other illegal materials using aircraft (in Papua and border areas/other remote areas), the use of air vehicle equipment that endangers aviation and the interests of the state (drones, hot air balloons).

On the other hand, the handling of various crimes and violations that can endanger and threaten the security of national airspace is still less integrated and coordinated and seems to be separate. This can be seen from the lack of anticipation, the slow response and the weak handling of various violations and crimes that occur in the airspace of the national jurisdiction. For example, the occurrence of airspace violations (93 cases) that occurred in November and December 2018 where most of the offenses are by practice flights (Baidirus, 2019).

From the deepening and analysis of the violation cases, they are; there are different interpretations of agreements between countries, the unfinished border agreements with neighboring countries, the limitations of the TNI/TNI AU's defense equipment in response to violations in the face of the vast area, control of some of Indonesia's airspace is still carried out by other countries (FIR Singapore). Likewise, the handling between agencies after the forced landing of the Ethiopia Airlines plane on January 14, 2019, concerns the management of citizenship (immigration), handling customs and quarantine and initial investigations from officers who are less integrated and have not been integrated into one SOP. For example, each agency has procedures and authorities in handling foreigners and foreign aircraft, but in practice they do not know what stages of handling should be,

From case studies of various handlings of violations of national airspace carried out between civil-military agencies, it can be seen that the main problems are the lack of coordinated and integrated handling and prosecution, uncertainty and doubt in taking action, and the lack of integration of data and information sharing.

Efforts that need to be implemented are the need to strengthen regulations by designing and drafting a national Airspace Management Bill that accommodates the arrangement of the national airspace security system, an institution that accommodates coordination and

cooperation between civil-military agencies is needed and the need for a control command center that integrates and harmonizes operations all agencies in one command, control and communication.

3.2 Regulation on the Management of National Airspace

Relations Civil-military cooperation is expected to build harmonious civil-military relations. Efforts to establish a new format of civil-military relations in a democratic society require a more fundamental legal basis. An important prerequisite is the formation of a democratic government that includes the rule of law of public accountability in relation to a good balance (delicate balance) regarding military autonomy in personnel policies, determining the level of power (in carrying out tasks), educational issues, and military doctrine (implementing operations) in accordance with Samuel Huntington's approach to the objective theory of civil control.

In order to seek and formulate harmonious civil-military relations, especially in improving national airspace security, it is possible to maximize military professionalism and autonomy as an instrument of the State. This professionalism can be maintained if it is given clarity on the task space and authority in accordance with the Law which is a political product and policy of the civil government authority in order to maintain and protect the sovereignty of the country. Thus, it is hoped that the drafting of the National Air Space Management Bill will strengthen the cooperation of civil-military agencies so as to produce speed, cohesiveness and accuracy in acting in dealing with various emergency conditions and security disturbances in the airspace.

With the existence of the National Air Space Management Act, it will comprehensively regulate and harmonize various activities and activities that use air space in the territory of the Unitary State of the Republic of Indonesia. One of the activities carried out is the security of national airspace. Through this Law, it will be able to strengthen the role of state institutions in an integrated and integrated system using all national potentials in order to present the state in creating safe and orderly conditions throughout the national airspace. Thus, it can overcome the problems of weak coordination and cooperation (linkages) among related agencies, the existence of overlaps both in functions and in the implementation of activities, lack of efficiency in the use of resources in the air space and weakness unity of action (synergy) policy.

3.3 Institutional Establishment to Integrate between Agencies

Indonesia must make arrangements for its air space in the interest of security for the sake of upholding Indonesian sovereignty and law. The security in question is the determination of the status of airspace and airspace, regulation of forms of violation of the sovereignty area, implementation of actions against aircraft and aircraft personnel who violate it as well as procedures and procedures for implementing coercive actions by state aircraft.

For the role of sovereignty and law enforcement in the air carried out by the Air Force (in accordance with the provisions of Law No. 34 of 2004 article 10 concerning the duties of the Air Force) must be supported and in a good and solid harmonization and cooperation with other relevant agencies. The role carried out by the Indonesian Air Force is in line with Eliot Cohen's (2003) theoretical review of civil-military relations through the Constabulary model, where the function of the army is to regulate order and carry out tasks to maintain national airspace security.

Furthermore, with the military as a reflection of society model, where the military plays an important role in building civil society through positive indoctrination in a national

system. Thus, it is necessary to have an institution that integrates and integrates state power from civil-military agencies to safeguard national airspace in a system.

The establishment of an institution (for example there was an Aviation and Space Council) in the context of problem formulation and strategic policy makers related to the management of national airspace as well as the formation of a national airspace security committee, it will further strengthen coordination and cooperation between civil and military agencies in the airspace security system.

Thus, all the potentials possessed by the state can be empowered and integrated in a strong and integrated system to be able to respond to all forms of threats and disturbances in the national airspace. The main factor in handling security problems in the airspace is largely determined by the cohesiveness, speed and accuracy of the actions of all state agencies involved in it.

Through this institution, it will clarify the roles, functions and authorities of all civil-military agencies involved in a harmonious coordination and integration. In the end, the presence of a strong state and providing a sense of security will prevent various attempts to commit violations and crimes using national airspace that can threaten the sovereignty of the nation.

3.4 Operations Command and Control Center

The Command and Operations Control Center is a form of strengthening cooperation that is very much needed by looking at the current state and capabilities of the state faced with the vastness of the task area and the complexity of the problems in it.

Therefore, it is necessary to build a Command and Operations Control Center for the management of airspace security systems by integrating the civil-military network system. Based on a review of the theory of cooperation according to Robert L. Clistrap (2008) that cooperation is an activity carried out in groups to work on or complete a task together, where there is interaction between group members to jointly achieve the goals set together. In line with this theory, the construction of the Operational Command and Control Center is very important as a means of integrating all civil-military agency network systems in order to strengthen the national airspace security system.

The design of the Command, Control and Communication Center can be arranged in an integrated manner by integrating the network system in civil-military agencies. Efforts to establish communication interoperability in the airspace security committee that was formed are urgently needed. This activity is to create a unified command, control and coordination between civil-military agencies involved in national airspace security activities. The implementation of the communication planning process on national airspace security operations in a complete, detailed, controlled and coordinated manner so that a national airspace security information system policy is needed.

For the Control and Communications Command Center, you can use what has been built at this time, namely the National Air Defense Operations Center of the National Air Defense Command. The strengthening of the command, control and communication network from civil agencies, namely the Ministry of Transportation, the Director General of Civil Aviation, especially UPBU (Airport Service Unit) which manages airports, Angkasa Pura I which manages 15 airports and Angkasa Pura II which manages 19 airports, LPPNPI (Airnav Indonesia) with air control and radar control networks under JATSC (Jakarta Air Traffic Service Center) and MATSC (Makassar Air Traffic Service Center) as well as all Airnav branches throughout Indonesia, all of which have EOC (Emergency Operation Center) and ATCS (Air Traffic). Control Systems).

The process of designing the committee's command, control and communication center is to use the assets that have been deployed and are currently operating at KOHANUDNAS,

so that all that remains is to complete the supporting equipment and network. After the integrated design of the integrated command, control and communication center in the Kohanudnas, it can then be connected to the Sector Operations center in the 4 National Air Defense Sector Commands. So that it can empower the existing system, and just integrate it with the network system of civil agencies throughout Indonesia.

As well as the cooperation built in Europe, namely between the European Defense Agency and Eurocontrol and in Australia between the Ministry of Defense and the Australian Air Navigation Service Agency by developing civil-military cooperation in aviation services and air space management called the Civil Military Air Traffic Management System (Civil Military Air Traffic Management System). CMATS) which integrates all-flight traffic management.

IV. Conclusion

In realizing a safe national airspace condition, a strong and well-integrated civil-military agency cooperation is very much needed. The breadth of airspace that must be monitored and guarded, faced with various vulnerabilities and threats, both actual and potential, is shown by data on the number of violations and unlawful acts, encouraging the state and all potentials in it to cooperate in realizing a safe and orderly Indonesian airspace. From the handling of various territorial violations and crimes in the national airspace carried out between civil-military agencies, it can be seen that the main problems are the lack of coordinated and integrated handling and prosecution, uncertainty and doubt in taking action, and the lack of integration of data and information sharing.

Recommendation

The concept of civil-military cooperation to strengthen the national airspace security system begins with the preparation of the National Airspace Management Bill which regulates the management of the airspace security system, the existence of institutions that facilitate coordination and cooperation between civil-military agencies and the need for a command and control center for operations that integrate and harmonize the operations of all agencies.

The drafting of the National Air Space Management Bill is the main thing, because it will comprehensively regulate and organize the national air space from various aspects in order to support national development for the welfare of society. Likewise, with the realization of national airspace security, airspace conditions that are safe, orderly and controlled will be created. The drafting of this bill must involve all relevant agencies through a study of academic texts that accommodate and harmonize all institutional interests in a spirit towards a prosperous, strong and respected Indonesia.

The existence of an institution that coordinates and integrates patterns of thinking and good action patterns at the strategic level is very much needed to formulate and take policies in the management of national airspace and institutions at the operational level. This is due to the challenges and complexity of problems in national air space management from various aspects. The extent of the airspace that must be secured and the number of violations and crimes using air vehicles in the national airspace on the one hand, and being faced with limited personnel and equipment on the other hand requires all potential states, both civilian and military, to be able to cooperate and support each other in the implementation of security tasks. national airspace.

The integration of all information and electronic communication systems in one operation command and control center is the main factor in the speed, integration and

accuracy of a leader in making decisions on handling emergency conditions and air hazards caused by various acts of regional violations and crimes using air vehicles. So that the unity of command and control in an integrated information and electronic communication system from all relevant agencies becomes the main force in presenting the state to safeguard national airspace.

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