

Educational Socialization of Dangerous to Aircraft Activities in the Aviation Operations Safety Area

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Abstract: Implementing socialization within the context of the Tridharma of Higher Education, including conducting research and compiling Scientific Journals at the Palembang Aviation Polytechnic in South Sumatra. Furthermore, the goal of this effort is to improve broad public understanding and awareness of Depati Amir-Bangka Airport. This action also informs the safe distance and any behaviors that may harm aviation operations, particularly in the Aviation Operations Safety Area, as well as individuals who reside nearby. Socialization is accomplished by exposure by resource individuals and dialogues with people who reside near Depati Amir Bangka Airport. So that participants are aware of the outcomes of socialization associated to actions that may risk flights. The socializing findings were then publicized on the Palembang Aviation Polytechnic social media and the JMKSP Journal.

Keyword: Socialization, Hazardous Activities, Aviation Operations Safety Area

1. Introduction

KKOP is relatively very wide, starting from the edge of the runway to a radius of 15,000 m with varying heights of up to 150 m relative to the Airport

Reference Point. Buildings and objects growing in the KKOP must be regulated and controlled, not exceeding the height limit of the flight operation safety area.

Indonesia is a member of the International Civil Aviation Organization (ICAO), namely the International Civil Aviation Organization under the United Nations (UN), whose activities are preparing international civil aviation regulations, distributing and monitoring and evaluating their implementation. The main interest and objective of ICAO is the Security & Safety, Efficiency, Regularity of civil aviation worldwide (Anselmi, 2018; Abeyratne, 2021).

Community activities and practices that appear to be beneficial surrounding the airport, such as gardening, kite flying, and the construction of towering structures, can be harmful. According to Article 210 of Law Number 1 of 2009, it is unlawful for anybody to create barriers or engage in other actions in the field of flight operation safety that might jeopardize flight safety (Chen, 2012; Yudhoyono, 2009). As a result, not only are kites restricted, but also drones, hot air balloons, laser beams, and other alien things. Aviation traffic services aim to facilitate and maintain the regular flow of flight traffic, provide useful information for flight safety and efficiency so as to prevent accidents in aviation transportation (Alah, & Zulfi, 2017)

Then, according to article 421, offenders face three years in jail or a fine of Rp. 1,000,000,000 (one billion rupiah). Based on this fact, this socialization is expected to provide knowledge to the general public, particularly those living near the Depati Amir Pangkal Pinang Airport Operational Safety Area, so that things that cause flight disruptions do not occur in the Depati Amir Pangkal Pinang Airport Operational Safety Area.

2. Methods

This program was place at the Pangkalan Baru District Office Hall on Jl. On August 4, 2022, Soekarno Hatta will be at Pangkalan Baru District, Central Bangka Regency, Bangka Belitung Archipelago. The intended audience includes RT/RW, village/kelurahan chiefs, sub-districts, the Bangka Belitung Provincial Transportation Service, the Pangkalan Baru Police, corporate representatives and hotel managers, and students.

3. Results and Discussion

This activity was developed as a kind of community service with the goal of assisting the community at the Depati Amir Airport Pangkal Pinang airport in

determining items that risk aircraft operations in the Aviation Operations Safety Area. This exercise is completed in one day. People who reside near the KKOP of Depati Amir Airport Pangkal Pinang were asked to participate in the socializing. Mr. Algafry Rahman, ST, the Regent of Central Bangka Regency, was also present and formally launched this socialization activity, accompanied by the head of the Department of Housing, Settlement, and Transportation Areas (Disperkimhub). Mr. Fani Hendra Saputra, S.Si.T., M.H., Central Bangka and associated personnel. The Regent stated that this exercise was a way of teaching the population around the airport about the importance of the Aviation Operations Safety Area (KKOP) laws and norms in order to establish a shared perspective between the government and the people.

This study shows that the supervision of hot air balloon flights and activities on community cultural activities by Disperkimhub, Angkasa Pura II and Palembang Aviation Polytechnic is to disseminate information to the public about endangering aircraft operations in the Aviation Operations Safety Area (Das et al, 2003; Weber, 1993). The socialization was carried out through seminars with representatives from several residents and students at Depati Amir Airport. While the supervision of the Central Bangka Police is an operation or raid of hot air balloons throughout the Central Bangka Regency, this is beyond the control of the police when carrying out hot air balloon operations, this is an obstacle in supervision (Stefan, 1979). In addition, the community: flying hot air balloons and kites is a hereditary tradition so it continues to be done. Police as law enforcement officers take action against perpetrators or provide sanctions in accordance with laws and regulations and repressive guidance (Pratiwi, 2019).



On this occasion the Deputy Director II of the Palembang Aviation Polytechnic, Mr. Ir.Bambang Wijaya Putra, M.M said that "when approaching the aircraft landing area, there should be no buildings that have a height of more than 50 meters because they become obstacles, as well as the use of lasers, hot air balloons, laying Kites, and drones are also prohibited because they can endanger the flight." The material was delivered by resource persons from Palembang Panerbangan Polytechnic Lecturers and presented competent speakers in their fields, namely Mr. Mohammad Luqman, S.ST. (Safety & Risk Management Officer Depati Amir Airport) followed by discussion and Q&A. The material provided is in the form of Legal Basis for Control of Growing and Moving Objects at KKOP, which includes Law No.1 of 2009 concerning Aviation, Government Regulation Number: 40 of 2012 concerning Development and Conservation of the Airport Environment, Decree of the Minister of Transportation Number: KM 44 2005 concerning the Enforcement of the Indonesian National Standard (SNI) 03 – 71112 – 2005 Regarding Aviation Operation Safety Areas as a mandatory standard, Regulation of the Minister of Transportation Number PM 41 of 2011 concerning the Organization and Work Procedure of the Airport Authority (Numberi, 2021). Definition of Aviation Operation Safety Area, Provisions for Establishment of Buildings in the KKOP area, Obstacles and Sanctions for KKOP violations. This socialization activity began with the participants filling out the attendance list to take part in service activities. The participants have also been advised to keep a distance of ± 1 m between participants in order to continue to follow the health protocol. Activities are also not carried out in a closed room (Anwar, 2021).





4. Conclusions

Some conclusions that may be taken from the implementation of this socialization effort include: 1) increased public knowledge of actions that threaten aircraft operations in the Aviation Operations Safety Area (KKOP); and 2) the community's application of this socialization.

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