

Legal Study on Criminal Sanctions in Certain Airport Area

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Abstrak

Tujuan penelitian ini untuk mengkaji sanksi pidana di wilayah tertentu di bandar udara. Bandara merupakan fasilitas tempat pesawat dapat lepas landas dan mendarat. Pentingnya keselamatan dan keamanan penerbangan menjadi tanggung jawab Otoritas Bandar Udara. Oleh karena itu, perlu dilakukan pembatasan wilayah atau daerah keamanan, karena bandara merupakan tempat yang rawan adanya tindak kejahatan, sehingga terdapat sanksi pidana bagi yang melanggar hukum. Pengawasan dan kewenangan bandar udara diatur oleh Otoritas Bandar Udara, yang mana pemerintah dapat dengan mudah memantau kegiatan bandar udara di bawah pengelolaan PT. Angkasa Pura I dan PT. Angkasa Pura II. Jenis Penelitian yang digunakan adalah penelitian hukum metode yuridis normatif yang mana menganalisa menggunakan metode pendekatan perundang-undangan dan pendekatan konseptual. Peran utama otoritas bandar udara sebagai pengatur keselamatan, keamanan, dan memfasilitasi layanan penerbangan. Dengan adanya peranan yang penting pada Otoritas Bandar Udara, maka ada pembatasan daerah yang boleh dilalui penumpang dan non penumpang saat berada di kawasan bandara. Jika terdapat perbuatan melanggar hukum akan dikenakan sanksi pidana berdasarkan Undang-Undang yang berlaku saat ini. Sanksi pidana bagi pelaku kejahatan di bidang industri penerbangan berupa pidana kurungan dan denda administratif. Penjatuhan pidana terhadap pelaku kejahatan penerbangan merupakan konsekuensi yuridis logis dari pelaksanaan ketentuan perundang-undangan tersebut.

Kata Kunci: Bandar Udara; Sanksi Pidana; Wilayah Terbatas

Abstract

The purpose of this study is to examine criminal sanctions in certain areas at the airport. An airport is a facility where aircraft can take off and land. The importance of aviation safety and security is the responsibility of the Airport Authority. Therefore, it is necessary to limit the area or security area, because an airport is a place that is prone to crime, so there are criminal sanctions for those who break the law. Airport supervision and authority are regulated by the Airport Authority, and the government can easily monitor airport activities under the management of PT. Angkasa Pura I and PT. Angkasa Pura II. The type of research used is legal research with normative juridical methods, which analyzes using statutory and conceptual approaches. The main role of the airport authority is as a regulator of safety, and security and facilitating flight services. With the important role of the Airport Authority, there are restrictions on areas that passengers and non-passengers may pass while in the airport area. If there is an unlawful act, a criminal sanction will be imposed based on the current law. Criminal sanctions for perpetrators of crimes in the aviation industry are in the form of imprisonment and administrative fines. Criminal imposition of perpetrators of aviation crimes is a logical juridical consequence of the implementation of these statutory provisions.

Keywords: Airports; Criminal Sanctions; Limited Areas

Introduction

The airport serves as the main place for air transportation services because it is the main operating facility for the aviation industry. To realize airport services, airports must be arranged in such a way according to their functions and objectives. Airport operations must pay attention to national airport regulations, security, and safety of flight operations, estimates of air transport services, as well as regulations and standards or implementation criteria in accordance with the Decree of the Minister of Transportation. Number 48 of 2002 concerning the Implementation of Public Airports (hereinafter referred to as Kep. Menhub No. 48/2002)

so that reliable and highly capable flight operations can be realized and meet international airport planning standards imposed by the Indonesian Standardization Agency hereinafter abbreviated as (BSN) and *International Civil Aviation Organization* hereinafter abbreviated as (ICAO).

Government support is needed in facilitating licensing activities to create effective and efficient services and industries in the aviation sector. Licensing activities in the aviation industry, in addition to involving regulators such as the Directorate General of Civil Aviation, in this case also involve several parties including the Airport Authority. In Law Number 1 of 2009 concerning Amendments to Law Number 15 of 1992 concerning Aviation (hereinafter referred to as Law No.1/2009). Development of flight activities at airports is carried out by the Airport Authority in accordance with Article 226 of Law No.1/2009. The Airport Authority is responsible for and ensures the implementation and fulfillment of aviation safety and security, the smoothness and comfort of the airport. Based on the function of flight supervision and aviation safety, what regulates all flights in Indonesia, starting from the safety and security standards of an airplane, safety, and security standards at a civil airport, the application of the law is clarified by various other regulations such as the Decree of the Director General of Civil Aviation between others such as SKEP/2765/VIII/2010 concerning procedures for checking flight security in particular and airports in general.

Several authorities from the Directorate General of Civil Aviation are automatically transferred to the Airport Authority. With the existence of the Airport Authority, the government can easily monitor how PT. Angkasa Pura I and PT. Angkasa Pura II handles the airport. The existence of Airport Authority is expected to have the authority to delegate permits from the Directorate General of Civil Aviation so that licensing procedures can be more effective and efficient.

However, air transportation does not always work well, because of the possibility of unfavorable events or bad things happening. Not everyone can be at the airport without permission from the airport management because of the vulnerabilities that can occur there. The fact that the airport is a link between the land and the air causes a vulnerability that is proven through criminal acts or criminal acts committed at the airport. In principle, anyone who is in the airport area must obtain permission, both written and unwritten, from the competent authority, considering the vulnerabilities at the airport. Therefore, the airport has designated public areas, restricted areas, and prohibited areas for each area to grant these permits. Therefore, not everyone can be free on the territory of the airport.

Utilization of airspace is a manifestation of the complete and exclusive sovereignty of the Republic of Indonesia over its airspace, which includes the administration of national airspace, provision of services, availability of flight navigation personnel and resources, determination of flight navigation procedures, flight communication procedures, observation, and prohibition of disrupting services. navigation. flights, including the imposition of sanctions. Operators and users of flight navigation services are required to comply with all applicable laws and regulations when using navigation techniques to maintain flight safety.

The differences in this research from researchers who study similar issues are, first, in previous research conducted by Yan Jefri Bagus with the title "Jurisdiction of a State's Airspace in the Perspective of International Law" (Barus 2014). This study discusses the jurisdictional role of the Airport Authority as the body authorized to regulate safety, security, and service

providers in the aviation industry. Second, research from Yohanes Aldi Sundoro with the title "Legal Sanctions for Illegal Air Balloon Flights in Wonosobo Regency" (Sundoro and others 2020). Third, research conducted by Doni Prasetya in 2019 with the title "Setting the Authority of the Airport Authority Office in the Implementation of Airport Supervision According to Law no. 1/2009 Concerning Aviation (Minangkabau Airport Study)" (Prasetya and others 2019). This study discusses the authority of the Airport Authority office.

While in this study, researchers examine criminal sanctions in certain areas of the airport. Because Law no. 1/2009, confirms that anyone who violates the provisions has been regulated and is subject to administrative sanctions or criminal sanctions. Thus the problem of this research is how to apply criminal sanctions to certain areas of the airport without obtaining permission from the airport authority to realize safe and orderly Indonesian Aviation at the airport (Ainun and others 2020; Muhammad Saleh and others 2019).

Methods Research

This writing uses a normative juridical method that uses a conceptual approach and statutory approach, or written legal sources to analyze criminal sanctions. The author uses secondary data which is not collected directly from the field but through literature studies from journals and articles that are relevant to the writing study (Peter Mahmud Marzuki 2016).

Results and Discussion

Airport Certain Territory Restrictions

An airport is a type of airfield used to maintain the accessibility of aircraft and helicopter take-off and landing facilities. The definition of an airport according to Law Number 1 of 2009 concerning Amendments to Law Number 15 of 1992 concerning Aviation (hereinafter referred to as Law No. 1/2009) is a certain space on land or in waters, with predetermined boundaries that function as a place for intra- and intermodal transit as well as a place for aircraft to land and take off, load and unload cargo, which is equipped with security, safety, and other supporting facilities.

Airports can be classified into several types. *First*, public airports are used to serve their own interests. *Second*, special airports are only used to support personal interests and other important activities. *Third*, domestic airports are used to serve domestic flight routes. *Fourth*, international airports used to serve domestic flight routes and flight routes with departures or arrivals from abroad. *Fifth*, collector airports, namely airports that have broad service coverage from various airports that serve passengers and/or cargo in large quantities that affect national economic development to various provinces, and lastly feeder airports that have service coverage and influence development limited economy.

According to Article 194 of Law No.1/2009, the role of airports in the transportation network is in accordance with the hierarchy; as a gateway for economic activity, driving and supporting industrial and/or trading activities; to be a means of transportation; as regional isolation, regional development, borders, disaster management; and as a means to strengthen the Archipelagic Outlook and the functions of state sovereignty. In addition, the airport functions as a place for organizing government and/or commercial activities as referred to in Article 195 of Law No.1/2009. From the above statement it can be assumed that the role of the airport is very important as a liaison between the community and air transportation. Airports

have an important role in increasing the income of a region, through their transportation services, airports become a support for other industries, such as tourism where airports serve as entry points for domestic and foreign tourists in the tourism industry (Kameswara 2017).

In Indonesia, airports are under state control. In accordance with Article 10 of Law No.1/2009, the State controls aviation and the Government provides guidance. The existence of regulation, control, and supervision is part of aviation development (Winaya and others 2016). Therefore, the government must have control over the airport environment in order to maintain the safety, security, and growth of regional flights. In this case, the role of the central or regional government is needed to ensure the availability of access and utilities for the benefit of airport services (Adam Abdu Ma and others 2019).

The Minister appointed the Airport Authority as a government agency authorized to implement and supervise the implementation of laws governing safety, security, and service provision in the aviation industry. The Airport Authority is tasked with enforcing certain territorial boundaries at the airport. Regional restriction arrangements are set forth in the Regulation of the Minister of Transportation Number 33 of 2015 concerning Access Control to Limited Security Areas at Airports (hereinafter referred to as PM No. 33/2015).

Within the airport area there is a restricted area where no one is allowed to enter, only certain people who already have permission enter this area. Because this area is a very sensitive area for flight continuity. Through the coordinated work of personnel, infrastructure, and protocols, aviation security is able to protect the aviation industry from illegal activities (Anwar 2020). Security supervision and security checks are necessary to ensure flight protection and safety. Security control is an action that is used to stop acts of infiltration or transportation of illegal goods and can be used to commit acts that violate the law. While security checks are carried out to find or identify objects that are prohibited and may be used to commit crimes. Therefore, it is important to apply certain airport area boundaries or airport security areas and have special area boundaries in the airport area as stipulated in PM No. 33/15.

This area restriction is divided into several areas such as the *Security Restricted Area*, which is a certain zone inside or outside the airport that has been designated as a high-risk area that is utilized for airport administration, aviation security, and other uses for aviation purposes. These areas are monitored, and surveillance is carried out and entry is subject to security checks. Aircraft movement, movement of employees or employees and work equipment for flight operations, movement of passengers and baggage that will board the aircraft, movement of cargo and post to be loaded onto the aircraft, and movement of important installations or objects directly related to aircraft operations all take place on this region.

Physical barriers must be used to secure these areas, and must be monitored, inspected regularly, and marked with aviation security signs (Nurjanah 2022). Aviation security warning signs (*sign boards*) must be placed strategically, placed along the perimeter with certain distance intervals, placed according to their designation, and must be clearly read at a minimum distance of 5 meters.

Physical restrictions on the perimeter of a domestic airport can be in the form of:

1. Walls and/or fences, of sufficient height and not easy for people to climb;

2. There are no gaps from the bottom to the top for people to infiltrate, including the provision of trellises for drainage or drainage;
3. Provided with lighting at certain points or places prone to intrusion;
4. Perimeter maintenance, inspection of roads, and emergency exits are available.

Physical restrictions on the international airport perimeter in the form of:

1. Minimum height of 2.44 meters and equipped with barbed wire on top;
2. There are no gaps from the bottom to the top for people to infiltrate, including the provision of trellises for drainage or drainage;
3. Fulfillment of visibility to a minimum of 3 meters;
4. Equipped with lighting at a certain distance, monitoring camera system (*closed circuit television*), emergency exits, and other security equipment if needed;
5. An inspection ramp is available for patrolling and perimeter maintenance.

In addition, several places outside the airport are classified as restricted security zones because they include power plants, flight navigation equipment, and other important components to maintain flight safety. The term "sterile area" refers to a certain area within the safety-restricted area used for passenger mobility before boarding an airplane. This area is constantly under control and observation. This area is used for the movement of passengers and baggage that will board the aircraft, there is room for the movement of passengers and cabin baggage must be protected with a real barrier. In order to prevent the infiltration of prohibited objects, the movement of cargo and mail loaded onto the aircraft must be closely monitored during use, and security checks must also be carried out periodically. To access the sterile area, further security checks may be carried out depending on the risk assessment for flight safety (Triadmojo and others 2022).

Several places at the airport which are called *Restricted Areas* are where passengers and/or non-passengers are only allowed to enter with certain conditions. A restricted Area is a special area within an airport that is used to support airport operations. Therefore this area must be secured, regulated, and supervised to maintain the smooth operation of aircraft, and access must be in accordance with certain regulations (Irfan 2019). People and vehicles must be controlled in this restricted area, control is carried out with airport pass quotas. To prevent accumulation that can endanger the security and safety of passengers in confined areas. Any parts of the development, such as doors and windows, which are located near or directly adjacent to the restricted security area and are not used or designated as the entrance to the restricted security area must remain closed permanently. Furthermore, areas in airports that are accessible to the general public are known as public areas.

According to PM No. 33 of 2015 concerning Access Control to Limited Security Areas at Airports, there are several ways to obtain permission to enter restricted areas at airports, including by making an air travel document and airport pass. airport pass is a control device for people and vehicles within a limited security area issued by an authorized body, namely the airport authority office on a limited basis with due observance of the function of security control and supervision. Control of entry permits (*access control*) to restricted security areas and sterile areas must be implemented security controls in the form of an access system

(Jumhari and Andityo Pujo Laksana [n.d.]). The entry permit into the restricted security area consists of an ID card for the Inspector of the Directorate General of Civil Aviation which is only valid when on duty and proven by a *general declaration* or assignment letter, as well as flight and cabin personnel ID, airport pass issued by the office airport authority is a security control tool for people and vehicles within a *security restricted area* that is issued on a limited basis with due observance of the function of security control and supervision. Airport passes are given to individuals who carry out activities within the *security restricted area*, and vehicles that will operate within the *security restricted area*.

The city pass for individuals is permanent granted permanent airport permits for airport management unit employees and airport business entities, state transport business entities (require cooperation with airport operators), legal entities conducting activities at airports (require cooperation with airport operators), agencies government conducting government business at airports, and members of airport security committees. In addition, the use of temporary airport passes (*visitors*) is only permitted for activities such as visitor surveys, conducting interviews, and teaching and learning practices.

In addition, a city pass permit is provided for cars that will operate in a *security restricted area*. Operational vehicles for fuel delivery, catering, maintenance, airport patrol, airport development, growth assistance, and flight activity supervisors are given airport tickets for permanent (*permanent*) vehicles. While incidental passes are given for medical assistance activities, the government at airports in addition to fostering flight activities, the government in the field of law enforcement, and state protocol (Ristina and others 2020). Incidental use of the airport pass must place the airport pass on the vehicle and will be guided by a security patrol vehicle and accompanied by airport security personnel.

Criminal Sanctions in Certain Airport Area

Sanctions are a type of punishment imposed by certain countries or groups in response to violations committed by individuals or groups. Criminal sanctions and action sanctions are two categories of sanctions that have the same position in the criminal justice system. The most common type of sanction used to punish someone found guilty of committing a crime is a penal sanction (Aprisal 2022).

Sanctions can also be interpreted as obligations, actions, or consequences to force people to comply with contracts or legal requirements. Sanctions for acts are a type of crime that is more commonly found outside the Criminal Code. They can take the form of medical care or return someone to their parents or guardians if they are unable to care for themselves or their child. In general, a norm that is stated as a prohibition, order (obligation), or obligation is often associated with or results in sanctions in laws and regulations, including administrative sanctions (obligations). If sanctions are not included, it will be difficult to enforce rules containing prohibitions, orders, or other mandatory responsibilities (Roza and Tomoharjo 2022).

The purpose of sanctions enforcement is to restore certain conditions for criminals and victims for individuals, entities, society, and civil law. Sanctions for action are sanctions that are anticipatory in nature, not reactive towards the perpetrators of criminal acts based on the philosophy of determinism in various forms of dynamic sanctions (open system) and specifications not to suffer or deprivation of liberty.

The inclusion and application of sanctions in statutory regulations is carried out for several reasons. First, in an effort to enforce legal requirements. As outlined earlier, if a rule does not include consequences, it will be difficult to enforce any prohibitions, directives (responsibility), or obligations. Further attempts to force someone to follow rules and regulations are made when sanctions are included.

Second, giving sanctions to anyone who does not comply with laws and regulations. One must receive a punishment commensurate with the seriousness of the offense when they offend (Prasetyo and others 2021). If the perpetrator intentionally violates the punishment becomes proportional/appropriate. Third, prevent someone from repeating the violation of the law. This is intended so that by imposing sanctions, those who violate the law will not do so again. This is known as the deterrence theory in criminal law. Fourth, keep others from breaking the law. It is hoped that the community will obey the law if sanctions are threatened. This is a signal or a warning to prevent someone from committing an unlawful act.

The word sanction often appears in the Criminal Code, including laws that regulate society, one of which is the Criminal Code (KUHP). Therefore, the use of punitive sanctions in the Criminal Code is more often referred to as criminal sanctions or even just punishment (punishment). Threats of torture and other painful punishments are criminal consequences. Criminal punishment is essentially a guarantee to change the behavior of these criminals, but sometimes the punishment is designed to threaten human freedom itself (Antonius 2017).

Sanctions can be said to be suffering inflicted on someone who violates the law, and it is believed that by imposing these sanctions, it is hoped criminality will decrease. Black's Law Dictionary Henry Campbell Black defines criminal sanctions as "punishment attached to conviction at crimes such as fines, probation, and sentences" (a sentence imposed to punish a criminal (crime) such as fines, supervision, and imprisonment).

Criminal law is necessary to ensure that the legal interests of the community are not violated, in which all of these interests are aimed at the interests of the community itself. If there are norms that are violated then sanctions arise. Sanctions are a legal consequence of violating the norm, this is useful so that perpetrators who break the law are exposed to a deterrent effect. Sanctions are defined as the result of an act or a reaction from another party. The act in question is related to a criminal act, in which the act is prohibited by a rule of law, the prohibition of which is accompanied by threats, and there are criminal sanctions for those who violate the prohibition. Criminal sanctions are legal consequences for violations of criminal provisions in the form of crimes and/or actions (Sinaga 2022). In imposing criminal offenses against perpetrators, it is necessary to determine which actions fall into the category of criminal acts. This is done in accordance with the principle of legality, which states that no act can be punished unless it is accompanied by criminal law rules that existed before the act was committed. According to Moeljatno, criminal acts are (Moeljatno 1993):

"An act that is prohibited by a rule of law, which prohibition is accompanied by threats (sanctions) in the form of certain penalties for anyone who violates the prohibition. It can also be said that a criminal act is an act that is prohibited by a rule of law and is punishable by punishment provided that in that case it is remembered that the prohibition is aimed at an act, namely a situation or an event caused by the

behavior of another person, while the penalty threat is directed at the person who caused it. the incident".

In order to detect the existence of a crime, it is generally formulated in laws and regulations regarding prohibited acts accompanied by criminal sanctions. In this formulation, several elements or conditions are determined which are the characteristics or characteristics of the prohibition so that it can be clearly distinguished from other actions that are not prohibited (Candra Susanto and Keke 2019). Criminal acts refer to the nature of the act alone, that is, it can be prohibited with the threat of criminal sanctions if it is violated.

In the previous sub-chapter, the author discussed certain areas of the airport or restricted security areas which require permission from the Airport Authority, so that not everyone can be free in that area. This relates to the regulations that have been regulated in the legislation. If the restricted security area is entered without obtaining permission from the Airport Authority, then this act may endanger flight safety and security. This action is considered a crime because it has violated the law and can be subject to criminal sanctions (Praptiningsih and others 2020).

The crime of being in a certain area of the airport without the permission of the airport authority is a crime committed in the field of civil aviation, this crime is regulated in Article 210 of Law Number 1 of 2009 concerning Amendments to Law Number 15 of 1992 concerning Aviation (hereinafter referred to as Law No. 1/2009). UU no. 1/2009 is the only law that expressly regulates certain activities or applies to certain people which cannot be carried out by anyone other than certain people because this offense is a special offense that is not regulated in the Criminal Code, including the crime of being in an area certain airports without airport authority permits, especially in Article 210 and Article 421.

Article 210 Law no. 1/2009:

"Everyone is prohibited from being in certain areas at the airport, creating *obstacles*, and/or carrying out other activities in the flight operation safety area that can endanger the safety and security of flights unless obtaining permission from the airport authority".

Article 421 Law no. 1/2009:

"(1) Everyone who is in a certain area at the airport, without obtaining permission from the airport authority as referred to in Article 210 shall be subject to imprisonment for a maximum of 1 (one) year or a fine of a maximum of Rp. 100,000,000.00 (one hundred million rupiahs)."

"(2) Anyone creating an *obstacle* and/or carrying out other activities in the flight operation safety area which endangers the safety and security of aviation as referred to in Article 210 shall be punished with imprisonment for a maximum of 3 (three) years and/or a fine of up to a lot of IDR 1,000,000,000.00 (one billion rupiahs)."

Based on these articles, it becomes the basis for a system that controls criminal acts in certain areas and criminal sanctions for acts that break the law. If the violation fulfills the elements of the offense formulation regulated in statutory regulations. Some of the elements involved in Article 421 of Law No.1/2009:

- a. Elements of Goods Elements of Goods Who meaning whoever in this article can refer to individuals or corporations. This means that the legal subjects of criminal acts are

in certain areas of the airport without the permission of the airport authority, individuals, and corporations.

- b. The intentional element which implies that the action was carried out in a conscious state and there was an intention to do so. If you intentionally enter a restricted security area, namely a certain area at the airport without the permission of the airport authority, then the said action can be said to fulfill the element of intent. This element adheres to the concept of *geenstraf zonderschuld* (no crime without fault) because criminal liability resides in certain areas of the airport without permission from the authorities.
- c. Elements Located in Certain Areas at the Airport, Without Obtaining a Permit from the Airport Authority 1/2009 it is prohibited to enter certain areas of the airport which are restricted security areas without a valid permit from the airport authority.

Explanation of "being in a certain area of an airport without an airport authority permit" as referred to in Article 210 of Law no. 1/2009 which indicates that the act of being in the territory of an airport without permission from the airport authority can be subject to criminal sanctions. Actions that are in the airport area without permission from the airport authority include formal offenses. In the case of ordinary offenses and offenses against unlawful acts, it can only be processed by the authorities if there are complaints and reports from people who are harmed or become victims of criminal acts. If at a later date, there is a settlement, the victim of a crime can withdraw his report to the authorities (Dpar and others 2021).

Violations involving civil aviation are known as aviation crimes, whether committed on board an aircraft or against an aircraft. Criminal acts are committed while the aircraft is logging and/or unlawful acts are committed on board the aircraft (Permatasari and others 2019). Criminal acts committed against aircraft by violating the law, using force, threatening, or causing fear to seize and control the aircraft, as well as committing hijacking, or assisting in the hijacking.

The other forms of criminal acts are as follows:

- a. Violations and *Certain Other Acts Committed on Board Aircraft* are criminal acts committed on board aircraft and can endanger the safety of passengers. This action will be subject to criminal sanctions for those who assist in committing criminal acts and/or assist in carrying out attempted criminal acts. Violations and actions committed on board the aircraft include acts of violence against passengers while the aircraft is in flight which can endanger the safety of passengers; causing damage to operational aircraft which renders the aircraft unable to fly and/or endangers the pilot's safety; placing or causing the entry of a tool or material into an aircraft that is working which can cause damage that makes the aircraft unable to fly which can endanger the safety of the aircraft in flight; destroy or damage the function of flight facilities which if done could endanger the safety of the aircraft in flight.
- b. Acts of Violence at Airports (Violence At In Airports) are criminal acts that endanger the security of international airports, such as committing violence against passengers resulting in injury or death, and destroying or damaging International Airport

facilities, as well as unlawful acts that endanger International Airports. The elements of criminal acts in the field of aviation Law No.1/2009 are:

- a. Everyone, including individuals and corporations,
- b. Flight Captain, and
- c. Every member of the air traffic service, who:
 1. unlawfully controls an aircraft either in flight or on the ground;
 2. taking hostages against airplane passengers or at airports;
 3. perform illegal access to aircraft, restricted area of airport security, and/or flight facility entrance hall;
 4. bringing weapons and/or goods/ dangerous equipment/bombs into an airplane or airport without permission from the authorities;
 5. provide false information that can endanger flight safety.

Thus, criminal sanctions for perpetrators of crimes in the aviation industry include imprisonment and administrative fines in accordance with Articles 401 to 443 of Law no. 1/2009. The imposition of criminal offenses against the perpetrators of aviation crimes is a logical juridical consequence of the implementation of these statutory provisions.

Conclusion

The role of the Airport Authority as the authorized body to regulate safety, security, and service provision in the aviation industry. The airport area is inseparable from crime. The importance of complying with safety and security in the airport area is not only for passengers who will board the plane but also for employees who work in the terminal and employees who will enter the terminal to carry out their work. Therefore, it is necessary to limit the areas and areas which passengers or non-passengers may pass through as well as several rules governing every action whether passengers or non-passengers who are in the airport area. Actions that violate the law will be subject to criminal sanctions in accordance with applicable laws and regulations.

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