

- Title** : Indonesia's Geoeconomic Impact Regarding the Takeover of FIRs in the Riau and Natuna Islands Regions under Singapore's Control
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Indonesia's Geoeconomic Impact Regarding the Takeover of FIRs in the Riau and Natuna Islands Regions Under Singapore's Control

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Abstract

The takeover of FIR in the Riau and Natuna Islands since the International Civil Aviation Organization (ICAO) Convention in Dublin, Ireland, in 1946. This research journal was reviewed using the theory of national interest, and saw its relevance to the 8th SDGs goals, namely Decent Work and Growth Economy. the method used is descriptive qualitative, data collection by literature study. The result of the research is that Singapore was given the task by ICAO member countries to control FIR in the Riau and Natuna Islands. Indonesia, which just became independent in 1945, is considered not to have sufficient technological capacity to control FIR in the region. However, seeing the various developments and progress in the Indonesian aviation sector as a result of the economy, made Indonesia want to take over FIR in the region.

Keywords: Flight Information Region, Geo-economics, SDGs goal-8, National Interest

Introduction

Airspace is one of the most important things within the borders of the country, besides that it is very important as a means of transportation. Seeing the shape of the Indonesian state which is an archipelago, it is very important to use air space as an area that is truly under Indonesian sovereignty in full. UU no. 43 of 2008 concerning the Territory of the State, it has been stated that Indonesia has territorial boundaries, be it land areas, water areas, seabed and land below it and the air space above it has been determined on the basis of bilateral and or multilateral agreements. (dpr.go.id, 2015).

The Unitary State of the Republic of Indonesia has full and exclusive sovereignty over the airspace of the Republic of Indonesia. The government carries out the authority and responsibility for regulating air space for the benefit of aviation, the national economy, state defense and security, social, culture and air environment, in the context of implementing sovereignty over the airspace of the Republic of Indonesia. Therefore, aviation is considered

as an integral part of a system that includes airports, aircraft, surveillance, flight navigation, security and safety, as well as other supporting facilities for flight activities.

Referring to Indonesia's air space which is very important as a system and unifying regions in Indonesia, air space has an important role in geoeconomic position. Regarding airspace, air traffic control is regulated by FIR (Flight Information Region)". FIR is a service established by the government to provide complete information about air traffic with the aim of maintaining air traffic safety so that dangerous things do not happen. Indonesia is constrained by the Indonesia Flight Information Region (FIR) which is controlled by a foreign party, namely Singapore. Singapore has fully controlled aviation navigation in the area around the Riau Islands and Natuna since the International Civil Aviation Organization (ICAO) convention in Dublin, Ireland, in 1946. Seeing the strength of the flight path in the region has been controlled for almost 74 years since the beginning of Indonesia's independence, this affects the Indonesian economy.

The convention governing international civil aviation is the Chicago Convention. This convention was held on November 1 – December 7, 1944 in Chicago and was attended by 53 countries except the Soviet Union. On April 7, 1947 this convention came into force. The 1944 Chicago Convention also established an organization by the name of the International Civil Aviation Organization (ICAO) with the aim of unifying the provisions of air navigation which states that the function of ICAO regulated in article 44 of the Chicago Convention is to develop principles and techniques of international aviation navigation and strengthen planning. and development of international air transportation so that it can carry out the development of international civil aviation in an orderly and safe manner. (Mauna, 2005: 429)

In accordance with the 1944 Chicago Convention which states that the sovereignty of a country's air space is above its land and water areas, Indonesia which has been recognized as an archipelagic country has rights related to air space which is also recognized by ICAO to delegate Flight Information Region (FIR) or it can be said airspace in the Natuna Islands to Singapore and Malaysia. The delegation of airspace power covers 3 sectors, namely Riau, Tanjung Pinang, and Natuna, which are one of the busiest flight routes in the Asia and Pacific region and were formed with the mutual agreement of ICAO member countries in 1946.

The management of aviation in Indonesia is carried out by PT. Angkasa Pura, which is part of the State-Owned Enterprises (BUMN). So that all costs related to development and supervision are financed by the state. There is an increase every year in air transportation in

Indonesia, both in terms of quality and quantity until now. This makes Indonesia dependent on Singapore's FIR when conducting domestic flights crossing the airspace of Riau, Tanjung Pinang, and Natuna. In 2017, there were 53,805,723 Indonesian domestic flights, including flight destinations to the FIR area of Singapore, namely Riau, Tanjung Pinang, and Natuna. (LPPNPI, 2017).

Thus, problems related to FIR in the airspace of the Indonesian Archipelago controlled by Singapore have a geo-economic impact between Singapore and Indonesia. This is seen from economic geography which suggests the study of economic activities and their relationship to the physical environment (Miller dan Renner, 1957).

Methodology

This research uses quantitative methods by collecting data from literature studies, as well as based on country data sources that can be accessed through certain websites. Then the author also uses the research library method or by reading previous research journals that discuss the Flight Information Region (FIR).

Literature Review

This research is reviewed using the theory of national interest, because the author wants to see how the impact of the takeover of the FIR in the Riau and Natuna Islands which is controlled under Singapore's control on the economy in Indonesia. Unlike the previous journals that discussed FIR in the Riau and Natuna Islands, but studied from the perspective of the territorial sovereignty of the Unitary State of the Republic of Indonesia. This journal sees the International Civil Aviation Organization (ICAO) as the party that gives power over the airspace of the Riau and Natuna Islands to Singapore which is still part of Indonesia's sovereign territory, as well as the relevance of human resources related to the 8th SDGs goals.

National Interest Theory

National interests are created through the needs of a country, which then can be seen from the internal conditions of a country, both from the political-economic, military, and socio-cultural conditions. Based on the power that a country wants to create to have a direct impact on the country's considerations in order to get recognition from the world, is one of the basics desired by a country in achieving its national interest.

National interest will be the eyes of the international community when looking at countries that have relations with other countries and form a foreign policy. Thus, the concept of national interest is used to explain the foreign policy behavior of a country. The implementation of national interests can be in the form of bilateral or multilateral cooperation, all of which return to the needs of the state.

The existence of a national interest illustrates that there are aspects that become the identity of the state. This can be seen from the extent to which the country's focus is on meeting the achievement targets for the survival of the nation. From the identity created, it can be formulated what is the target in the near future, temporary or also for the sake of long-term sustainability. This is also in line with how important the identity is whether it is very important or not too important.

International Civil Aviation Organization (ICAO)

The International Civil Aviation Organization (ICAO) is a specialized agency of the United Nations, established by States in 1944 to manage the administration and governance of the International Civil Aviation Convention (Chicago Convention). Work with the Convention's 192 Member States and industry groups to reach consensus on international civil aviation Standards and Recommended Practice (SARP) and policies in support of a safe, efficient, secure, economically sustainable, and environmentally responsible civil aviation sector. These SARPs and policies are used by the ICAO Member States to ensure that their local civil aviation operations and regulations comply with global norms, which in turn enables the more than 100,000 flights every day on the global network of aviation to operate safely and reliably in every region in the world.

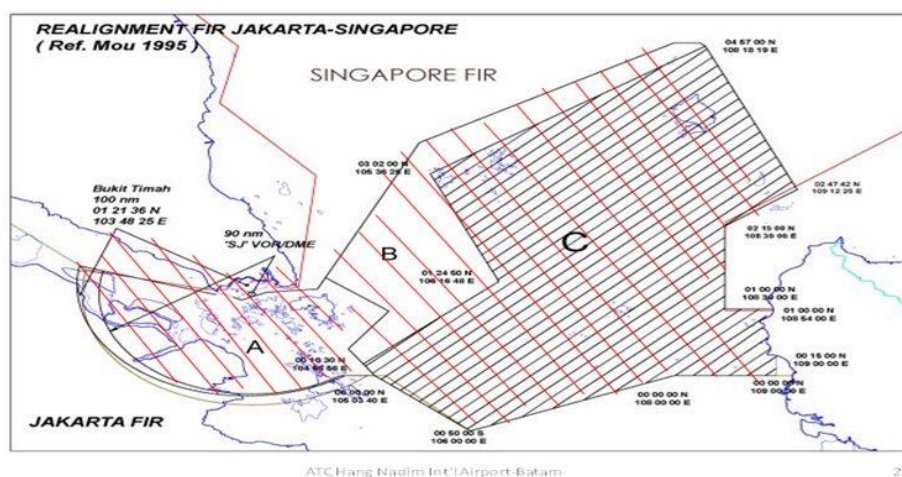
In addition to its core work of completing international SARPs and consensus-driven policies among the Member States and industry, and among many other priorities and programs, ICAO also coordinates assistance and capacity building for States in support of various aviation development goals; produce a global plan to coordinate multilateral strategic progress for air safety and navigation; monitor and report on various air transport sector performance metrics; and auditing the capability of the State's civil aviation supervision in the field of safety and security.

Discussion

Indonesia is an archipelagic country with a land area of about 1.937 million km² while the area of the sovereign sea reaches 3.1 million km² (Elviana Rosa, 2017). In-Law no. 43 of 2008 concerning the Territory of the State, it has been stated that Indonesia has territorial boundaries, both land areas, water areas, the seabed, and the land below it as well as air space (dpr.go, 2015). Indonesia's land and sea boundaries are boundaries in airspace because state boundaries in air space are regulated based on state sovereignty on land and sea.

Air traffic that is regulated and supervised by Air Traffic Control (ATC) is divided into certain dimensions, the division of these dimensions is known as the Flight Information Region (FIR). The Riau and Natuna Islands are part of the aviation area in the Asia Pacific which was formed based on ICAO member countries in 1946. At that time Britain was colonizing Singapore it was decided by ICAO member countries to manage the Flight Information Region in the region. However, after Singapore, which is a British Commonwealth country, became independent in 1965, finally the Riau and Natuna Islands FIR was handed over to Singapore. Meanwhile, Indonesia's Flight Information Region (FIR) is only divided into 3 FIRs, namely Jakarta FIR, Jakarta FIR, and Ujung Pandang FIR plus one Singapore FIR. Meanwhile, Singapore's FIR is divided into 3 sectors, namely sectors A, B, and C.

Figure 1: Singapore's FIR Sharing



Source: airmagz.com

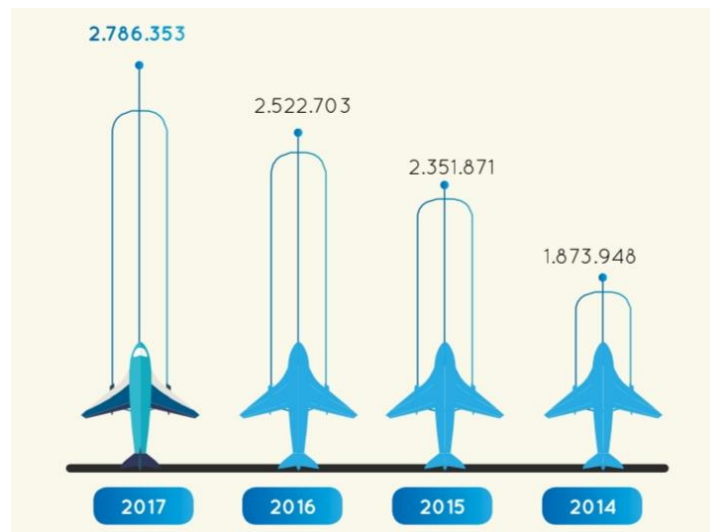
The Riau and Natuna Islands airspace which is under the control of Singapore's FIR is divided into 3 sectors (Figure 1). Sector A is the area around Batam and parts of Riau Province, from sea level to an altitude of 37,000 feet. Sector B is the airspace around the border waters in the Natuna Sea, from sea level to infinity. Sector C, around the waters of the Natuna Sea to

the waters of Belitung and the waters of West Kalimantan which is still being debated between Indonesia, Singapore and Malaysia (BKPM, 1996).

As has been written in the Law of the Republic of Indonesia Number 1 of 2009 concerning aviation, it is necessary to have a national transportation system that can support economic growth, regional development, strengthen relations between nations, and strengthen state ownership in realizing an Archipelago Insight which is based on Pancasila and the 1945 Constitution. (ICAO, 2009).

As the embodiment of Law No. 1 of 2009 concerning aviation, flight activities carried out by the Indonesian people are quite large, this is because the distribution of the Indonesian population is in the islands, in other words, they are not joined to one land. In 2017, there were 185,054,406 domestic flights recorded, while there were 106,272,025 international flights (LPPNPI, 2017). Based on a large number of flights in 2017, of course, there will be increases in the following years. In this case, it has an influence on the implementation of the economy through air space.

Figure 2: Operating Income Data



Source: airnavindonesia.co.id

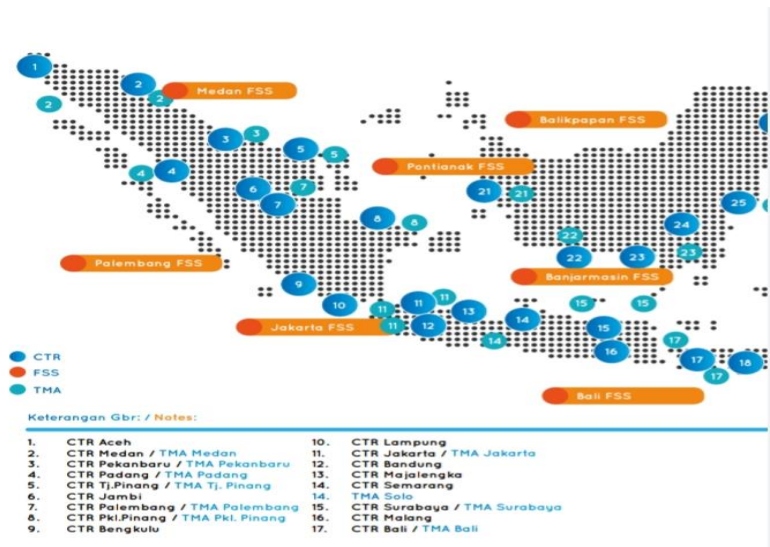
The increase in operating revenues from the aviation economy sector continued to increase from 2014 to 2017. As one of the countries in the Asia Pacific for the past few decades, the Southeast Asian aviation industry has become one of the aviation industry markets that has increased dramatically in the Asia Pacific Region. This is influenced by the ongoing process of strengthening the economy, expanding the middle class, and increasing public spending, especially in the service sector. It was recorded that in 2014 operating income was 1,873,948, 2015 was 2,351,871, 2016 was 2,522,703, and in 2017 it increased by 263,650 to become 2,786,353 (Figure 2).

However, Air Traffic Control (ATC) also recorded obligations or debts to be paid to other parties reaching 940,248 in 2017. This has decreased since 2016, initially the obligations to be paid reached Rp. 1,061,439 Trillion (AirNav Indonesia, 2017). If there is an increase in flights with routes crossing Singapore's Flight Information Region (FIR), Indonesia must request a flight permit to be able to traverse Singapore's FIR in sectors A and B (Figure 4.1), even though the Riau Islands and Natuna are part of Indonesia's territory. Thus, the total profit during 2017 was recorded at Rp482.5 billion, which then increased to Rp63.8 billion or 15.23% compared to 2016 which only reached Rp418.7 billion (AirNav Indonesia, 2017). This increase was due to a decrease in the tax burden which must begin in 2017.

Seeing this, with the control of air space in the Riau Islands and Natuna Islands which are still under the control of Singapore's FIR, it is possible that it will affect Indonesia's economic pattern related to the aviation sector. So later it can reduce Indonesia's obligations or debts that must be paid by Indonesia to other parties in this case Singapore's FIR for air traffic information services, passing international routes under FIR control in Natuna and Riau Islands which are controlled by Singapore. In other words, the Singapore government, on behalf of the Indonesian government, collects Air Route Navigation Service Tariffs (RANS). Singapore's FIR management has resulted in Indonesia losing "Non-Tax State Revenue (PNBP), which reaches trillions of rupiah.

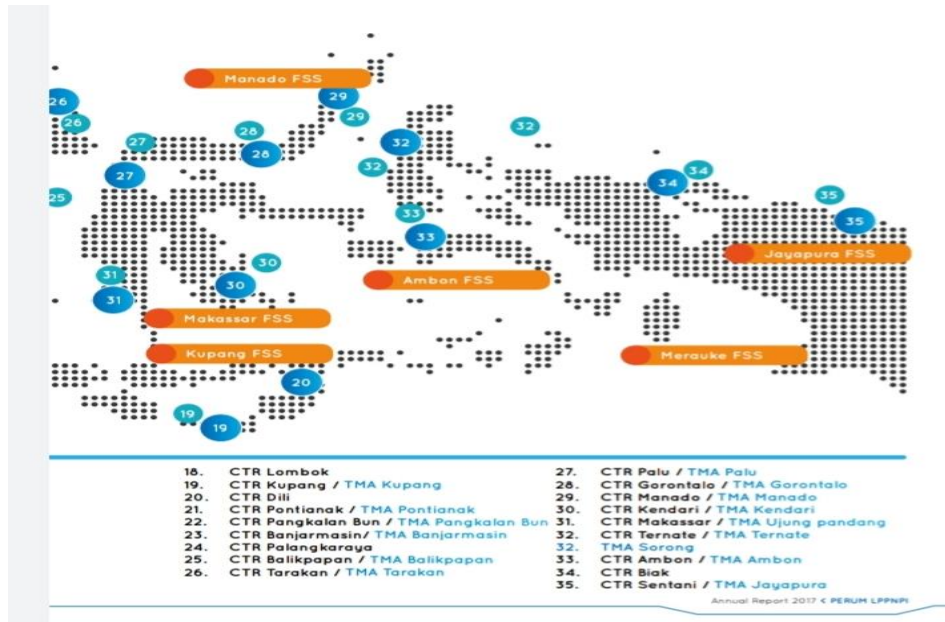
In order to seek the takeover of the Flight Information Region (FIR) in the Riau and Natuna Islands, the Indonesian government must provide and improve air navigation support equipment. The vast territory of Indonesia makes the air space owned by Indonesia is also proportional to the area of the sea and land area. Singapore in this case acts as the authorized party in providing instructions regarding navigation (Air Traffic Control) to aircraft flying through the FIR route in the Riau Islands and Natuna Islands.

Figure 3: Thirty-five Controlled Zone (CTR) areas based on the structure of the air space in Indonesia's airspace



Source: airnavindonesia.co.id

Figure 4: Thirty-five Controlled Zone (CTR) areas based on the structure of the air space in Indonesia's Airspace



Source: airnavindonesia.co.id

With the management of AirNav Indonesia, this has the same meaning as managing business resources. AirNav Indonesia manages all of Indonesia's airspace which is divided into 2 (two) Flight Information Regions (FIR) with an area of 1,476,049 km² and a total FIR area

of 2,219,629 km², and total flight traffic is 12 movements per day. Based on data from thirty-five Controlled Zones (RKT) based on the structure of air space in Indonesian airspace (Figure 4.3 & Figure 4.4), there are 35 RKT Zones in Indonesia that create job opportunities for Indonesian people who have special skills such as those in Indonesia. . needed in this case.

Indonesia is getting better at creating competent human resources in their fields, in this case in the aviation sector, especially related to ATC and CTR Zone. So that human resources in Indonesia can compete with human resources in other countries, especially Singapore which has mastered FIR in the Riau and Natuna Islands, to be taken back by Indonesia.

In line with Indonesia's efforts to take back FIR in the Riau and Natuna Islands, which are currently under Singapore's control, the Indonesian government continues to improve the air traffic system. This is intended so that Singapore can restore FIR in the Riau and Natuna Islands which are Indonesian sovereign territories, with consideration of ATC (Air Traffic Control) and better management of the aviation sector and according to regulated standards, by prioritizing the safety system. These efforts are related to SDGs goal 8, namely to support inclusive and sustainable economic growth, full and productive employment and decent work for all. Through competent human resources in their fields, human resources in Indonesia will be able to work properly, so that they can support their families.

Conclusion

FIR (Flight Information Region) is a service established by the government to provide full information about air traffic with the aim of maintaining air traffic safety so that dangerous things do not happen. Since 1946 FIR in the Riau Islands and Natuna Islands has been given control to Singapore through the International Civil Aviation Organization (ICAO) Convention in Dublin, Ireland. Based on the theory of national interest, Indonesia's efforts to take over FIR in the Riau and Natuna Islands are part of the national interest in terms of the economy. This is because the Singapore government on behalf of the Indonesian government collects Route Air Navigation Services (RANS) Charges. Singapore's FIR management has resulted in Indonesia losing "Non-Tax State Revenue (PNBP), which reaches trillions of rupiah.

In addition, judging from the readiness of Indonesia's aviation sector governance which is increasingly updating its quality and standards, if FIR in the Riau and Natuna Islands can be taken over by Indonesia, it will create new jobs with quality human resources. So that this is the relevance of the 8th SDGs goals: Decent Work and Economic Growth.

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