

# Flight Arrangements on Indonesian ASLP

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**Abstract**—The Indonesian Archipelagic Sea Lanes (ASL) route has been established and approved by the International Maritime Organization. This determination will have an impact on all user states both at sea and in the air to pass only above the routes that have been determined as regulated in UNCLOS 1982. However, what about the flight routes that are above ASL whether they are subject to UNCLOS rules or subject to ICAO arrangements. This study will examine how the impact of determining the ASL route that has been determined by the Indonesian government on the regulation and crossing of ALS for civilian and military aircraft. This study will use doctrinal research methods by examining the principles and practices of general law in international law.

**Keywords**—archipelagic sea lanes, routes and air flight

## I. INTRODUCTION

In 1998, IMO passed a resolution regarding the Adoption, Designation, and Substitution of Archipelagic Sea Lanes. This stipulation results in 3 (three) shipping routes from north and/or south of Indonesia that must be adhered to by the user country, which includes [1]:

Part I:

Sea Lane I : South China Sea, Natuna Sea, Karimata Strait, Westrn Java Sea, Sunda Strait and Indian (Hindia) Ocean.

Sea Lane IA : Spur from North of P.Merapas to Point Natuna Sea to the Karimata Strait

Part II:

Seal Lane II: Celebes (Sulawesi) Sea, Makassar Strit, Lombok Strait, Indian (HIndia) Ocean.

Part III:

Sea Lane IIIA: Pacific Ocean, Maluku Sea, Seram Sea, Banda Sea, Ombai Strit, Sawu Sea, Indian (Hindia) Ocean.

Sea Lane IIIB: Spur from IIIA-8, IIIB-2, Banda Sea-Leti Strait, Timor sea

Sea Lane IIIC: Spur from point IIIA-8, IIIC-2, Banda Sea, Arafuru Sea

Sea Lane IIID: Spur from Point IIIA-11, IIID-1. Sawu Sea, Sea between Sawu and Roti Islands, India (Hindia) Ocean.

Sea Lane IIIE: Spur from point IIIA-2-IIIE-2

The determination of this IMO will certainly bring consequences for user countries that pass by using the Archipelagic Sea Lane crossing right (ASLP). With the stipulation of the ASLP route by an archipelagic state, all user countries crossing the Indonesian archipelagic sea must pass the established ASL route [2]. This crossing includes not only ships but also aircraft using the right of archipelagic sea lane passage [2].

For this reason, this research will examine specifically how the impact of the determination of ASLP on the right of archipelagic sea lane passage for aircraft. Considering that currently, there is a special regulation that handles and regulates the procedures and requirements for international flying, known as the International Civil Aviation Organization/ICAO. In the discussion of this paper, we will focus more on the impact of establishing ASL routes on military and civilian aircraft.

## II. IMPACT ESTABLISHED OF ASLP INDONESIA FOR STATE AIRCRAFT

The determination of ASLP by the Indonesian government after the ratification of the IMO, enactment of Government Regulation Number 37 of 2002 and of course has been communicated with the user state [3]. The provisions contained in the 1944 Chicago Convention are limited from economic aspects, sovereignty over airspace, registration and nationality of aircraft, SAR, aviation documents and international civil aviation organizations [4], so that they do not explicitly regulate the provisions of state aircraft because in principle the convention this is only for civil aviation.

Foreign aircraft using ASLP rights must comply with the following provisions:

- Respect the air regulations regarding aviation safety set by ICAO as long as they apply to civil aircraft
- Obligated to monitor the radio frequency designated by the competent international air traffic control authority at all times or the international emergency radiofrequency [5].

Each country is required to have an air traffic service unit, one of which aims to prevent collisions between aircraft and provide information for flight safety [6].

### III. IMPACT ESTABLISHED OF ASLP INDONESIA FOR CIVIL AIRCRAFT

The Convention on International Civil Aviation has the objectives stated in the preamble to the Convention which states that the growth of civil aviation can be used to increase friendship, maintain peace and mutual understanding between nations, visit the world community and prevent a very terrible world war, can prevent friction and can be used for cooperation between Nations that can maintain world peace [7].

### IV. CONCLUSION

The provisions of the 1944 Chicago Convention are indeed intended for civil aviation and not for flights carried out by state aircraft. Every civil aircraft carrying out flights in the

ASL area is required to "obey" the air regulations set by ICAO, while state aircraft, including military aircraft, are required to "respect" the air regulations regarding flight safety.

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