

BAB III

PENUTUP

A. KESIMPULAN

Berdasarkan pemaparan Pembahasan diatas, maka dapat di tarik kesimpulan mengenai Kajian Yuridis Mengenai Perjanjian Flight Information Region (FIR) Indonesia-Singapura Di Kepulauan Natuna Ditinjau Dari Konvensi Chicago Tahun 1944 sebagai berikut :

Pada dasarnya Perjanjian Flight Information Region telah di isyaratkan dalam Konvensi Chicago 1944 Chapter IV Measures To Facilitate Air Navigation on Article 22 Facilitation of formalities yang menyatakan bahwa Setiap Negara Kontrak setuju untuk menerapkan segala tindakan dalam prakteknya, dengan adanya peraturan khusus atau dengan cara lain, untuk memudahkan dan mempercepat navigasi pesawat di wilayah negara kontrak. Selain dalam article 22 Konvensi Chicago Tahun 1944, Chapter XV Airports And Other Air Navigation Facilities On Article 68 Designation Of Routes And Airports Konvensi Chicago Tahun 1944 mengisyaratkan adanya perjanjian khusus untuk memenuhi pengaturan di bidang udara namun tetap harus mengindahkan segala ketentuan dalam Konvensi Chicago Tahun 1944 serta menghormati segala rute yang telah ditetapkan oleh Negara-Negara Kontrak dan di setujui oleh International Civil Aviation Organization (ICAO).

Melihat Perkembangan di bidang udara semakin besar sehingga lahir ketentuan Annex untuk melengkapi Pengaturan Internasional di bidang udara. Dalam Ketentuan Annex 11 paragraf 2.1 Konvensi Chicago 1944 memberikan dasar hukum yang kuat terhadap Perjanjian Flight Information Region, Ketentuan Annex 11 paragraf 2.1 Konvensi Chicago 1944 menyatakan bahwa Negara Kontrak akan menentukan wilayah yurisdiksi negara Kontrak, bagian-bagi dari wilayah udaranya aerodromes dengan menyediakan pelayanan lalu lintas udara. Pelayanan lalu lintas tersebut didirikan dan diberikan sesuai dengan ketentuan Annex 11 Konvensi Chicago 1944, kecuali bahwa, dengan kesepakatan bersama, Negara dapat mendelegasikan ke negara lain tanggung jawab untuk membangun dan menyediakan layanan lalu lintas udara. Ketentuan Annex 11 Paragraf 2.1 menjelaskan jika suatu negara mendelegasikan ruang udaranya kepada negara lain, maka tanggung jawab terhadap pengelolaan tersebut di atas teritorial negara yang bersangkutan, tidak akan mengesampingkan kedaulatan negara yang mendelegasikan. Dengan kata lain, negara lain yang mengelola hanya terbatas pada permasalahan teknis dan operasional, dan tidak akan keluar dari konteks keselamatan dan kelancaran arus lalu lintas yang menggunakan airspace tersebut dan selanjutnya dibutuhkan suatu perjanjian antara kedua belah pihak yang berisi persyaratan-persyaratan tentang pelayanan yang mencakup fasilitas dan tingkat pelayanan yang akan diberikan.

B. SARAN

Berdasarkan kesimpulan penelitian, maka penulis merekomendasikan berupa saran-saran sebagai berikut:

1. Dalam hubungan diplomatik, Perlu disadari bahwa Perjanjian FIR Indonesia-Singapura 1995 ini telah diisyaratkan pada Ketentuan Pasal 458 Undang-Undang Nomor 1 Tahun 2009 Tentang Penerbangan untuk dilakukan peninjauan kembali. Penulis menyarankan sebaiknya Pihak Kementerian Luar Negeri Republik Indonesia bekerjasama dengan Kementerian Perhubungan Republik Indonesia serta Otoritas Pertahanan Keamanan Republik Indonesia untuk mengadakan Perundingan dengan Pihak Pemerintah Singapura dan Dewan ICAO. Hal ini untuk mencegah terjadinya permasalahan yang mengganggu stabilitas hubungan antar negara. Selain melakukan perundingan diplomatic dengan Negara Singapura, ada baiknya negara Indonesia melakukan perundingan diplomatik dengan negara-negara tetangga seperti Malaysia.
2. Dalam hal Peran Indonesia dalam Organisasi Internasional di bidang udara, sebaiknya Pemerintah Indonesia segera mungkin menempatkan perwakilan-perwakilannya dalam keikutsertaannya di ICAO. Hal ini dikarenakan dengan adanya perwakilan Negara Indonesia, hal yang menjadi kehendak Indonesia dalam bidang udara bisa dikemukakan dihadapan Dewan ICAO dan Negara-negara Peserta. Karena sampai

saat ini saja Indonesia belum menempatkan perwakilan-perwakilannya di ICAO.

3. Dalam hal Pengambilalihan Pelayanan Navigasi (FIR), sebaiknya negara Indonesia tidak gegabah dan harus bersikap hati-hati. Karena perlu disadari bahwa untuk pengambilalihan FIR tersebut standar yang dimiliki Negara Indonesia haruslah sama atau diatas lebih baik dari Negara Singapura. Sehingga langkah awal Negara Indonesia adalah memperbaiki system Pelayanan transportasi di bidang udara serta memberikan pelayanan sesuai dengan standar ICAO. Selanjutnya mempersiapkan rencana-rencana yang di susun dalam draft yang mencakup perbaikan system pelayanan di bidang udara, meningkatkan kualitas sumber daya manusia serta membangun system pelayanan navigasi yang layak dan pantas sesuai dengan standar ICAO.

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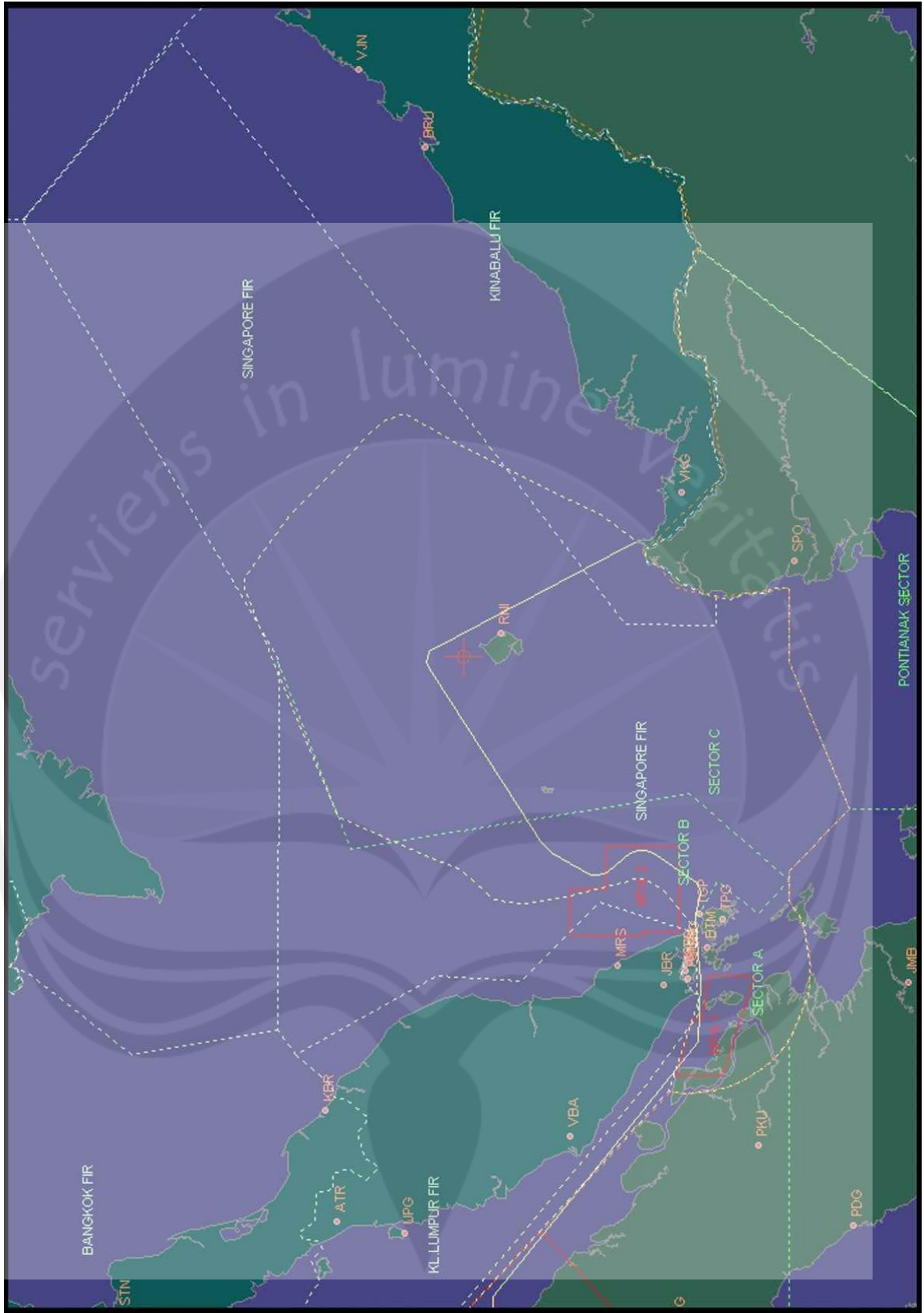
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LAMPIRAN I

**Peta wilayah Negara Republik Indonesia yang menjadi obyek
dalam Perjanjian FIR Indonesia - Singapura 1995**





LAMPIRAN II

***Agreement Between The Government Of The Republic Of Indonesia
And The Government Of The Republic Of Singapore On The
Realignment Of The Boundary Between The Singapore Flight
Information Region And The Jakarta Flight Information Region***

AGREEMENT

BETWEEN

THE GOVERNMENT OF THE REPUBLIC OF INDONESIA

AND

THE GOVERNMENT OF THE REPUBLIC OF SINGAPORE

ON THE REALIGNMENT OF THE BOUNDARY

BETWEEN

THE SINGAPORE FLIGHT INFORMATION REGION

AND

THE JAKARTA FLIGHT INFORMATION REGION

The Government of the Republic of Indonesia and the Government of the Republic of Singapore (hereinafter referred to collectively as "the Parties");

GRATIFIED with their existing close ties of friendship and cooperation, as reflected in, *inter alia*, the Riau Economic Cooperation Agreement and the Tourism Cooperation Agreement; and

DESIRING to further strengthen and promote these ties;

COGNISANT of the strong growth in air traffic in the region; and

DESIRING to strengthen safe and efficient air traffic management in Singapore Changi Airport, and facilitate the continued complementary development of airports in Batam and Bintan;

CONSIDERING that the Parties have ratified the United Nations Convention on the Law of the Sea, 1982 (hereinafter referred to as "UNCLOS");

RECOGNISING that the Government of the Republic of Indonesia is to revise its archipelagic boundary in accordance with UNCLOS; and

NOTING the decision of the International Civil Aviation Organisation's (ICAO) 3rd Asia/Pacific Regional Air Navigation Meeting in 1993 that Indonesia and Singapore consult each other on the realignment of the boundary between the Singapore FIR and the Jakarta FIR;

IT HAS AGREED as follows:

ARTICLE 1

REALIGNMENT OF FLIGHT INFORMATION REGIONS

Subject to the approval of the ICAO, the boundary between the Singapore FIR and the Jakarta FIR shall be realigned as shown in Maps 1 and 1A attached to this Agreement.

ARTICLE 2

AIRSPACE DELEGATION

1. Concurrent with the realignment of the boundary between the Singapore FIR and the Jakarta FIR and subject to the existing procedures established in the Tanjung Pinang Control Area (zone), the Government of the Republic of Indonesia will delegate to Singapore an airspace of 90nm from SINJON (01°13'24"N 103°51'24"E) and up to 37,000 ft within the realigned Jakarta FIR and south of Singapore, designated as Sector A, (as detailed in Map 2), for the provision of air traffic services.

2. In the event that the Government of the Republic of Indonesia implements the revision of its archipelagic boundaries in conformity with the provisions of UNCLOS, and as a result any part of its revised archipelagic and territorial water boundaries falls within Sector B (as detailed in Map 2), the Government of the Republic of Singapore will align its FIR boundary to take into account that part of Indonesia's revised archipelagic and territorial water boundaries drawn in conformity with UNCLOS and falling within Sector B. The Republic of Indonesia will then delegate the area affected by the realignment, from sea level to unlimited height, to the Republic of Singapore. The northern boundary of Sector B (05°00'N 108°15'E, 05°00'N 108°00'E, 03°30'N 105°30'E, 01°29'21"N 104°34'41"E) accords with the FIR boundary realignment proposal submitted by the Government of the Republic of Indonesia in its Working Paper 55 presented to the Third Asia-Pacific Regional Air Navigation Meeting in April 1993.

ARTICLE 3

AIR TRAFFIC CONTROL COORDINATION PROCEDURES

Arising out of the FIR realignment, the Air Traffic Authorities of the Parties shall enter into a separate agreement detailing the revised Air Traffic Control coordination procedures between Indonesia and Singapore Air Traffic Control units for the purpose of ensuring safe, orderly and expeditious flow of air traffic. Revisions to the revised procedures shall be subject to the concurrence of both Parties.

ARTICLE 4

PROVISION OF AIR TRAFFIC SERVICES FOR THE BATAM, BINTAN AND CHANGI AIRPORTS

In the provision of air traffic services within the airspace south of Singapore for flights arriving at and departing from Batam, Tanjung Pinang and Changi Airports, the processing of the three airports' flights shall be done on a first-come, first-serve basis.

ARTICLE 5

NOTIFICATION

When the Government of the Republic of Indonesia intends to carry out activities such as relief operations and military exercises which would affect users within the airspace delegated to Singapore, the Directorate General of Air Communications, Indonesia, shall inform the Civil Aviation Authority of Singapore of such activities in accordance with ICAO rules. The Civil Aviation Authority of Singapore shall notify the international civil aviation community of the activities in accordance with ICAO rules.

ARTICLE 6

AIR NAVIGATION CHARGES

The Government of the Republic of Singapore shall collect on behalf of and for the Government of the Republic of Indonesia, air navigation charges on civil flights in the airspace delegated to Singapore by Indonesia. The rates of the air navigation charges in the delegated airspace will be jointly agreed between Singapore and Indonesia and should be competitive with such charges levied internationally.

ARTICLE 7

REVIEW

This Agreement will be reviewed at the end of five years and shall be extended by mutual consent if both parties find it beneficial to do so.

ARTICLE 8

APPLICABILITY OF CONVENTION AND ICAO DOCUMENTS

The Convention on International Civil Aviation, 1944 and other pertinent documents issued by ICAO shall apply to this Agreement.

ARTICLE 9

SETTLEMENT OF DISPUTES

Without prejudice to Article 8 of this Agreement, all differences arising from the interpretation or application of this Agreement shall be settled amicably through consultations between the two Parties.

ARTICLE 10

ENTRY INTO FORCE

Each Party shall notify the other of the fulfilment of its internal legal procedures concerning ratification. This Agreement shall enter into force on the date of completion of the later of the following events:

- (a) the notifications by the two Parties; and
- (b) the approval of the realignment of the Singapore FIR and Jakarta FIR by the ICAO.

IN WITNESS WHEREOF, the undersigned, duly authorised by their respective Governments, have signed this Agreement.

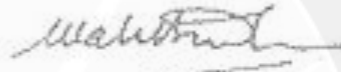
DONE at Singapore on this 21st day of September 1995.

FOR THE GOVERNMENT OF THE
REPUBLIC OF INDONESIA



DR HARYANTO DHANU WIRTO
MINISTER OF COMMUNICATIONS
REPUBLIC OF INDONESIA

FOR THE GOVERNMENT OF THE
REPUBLIC OF SINGAPORE

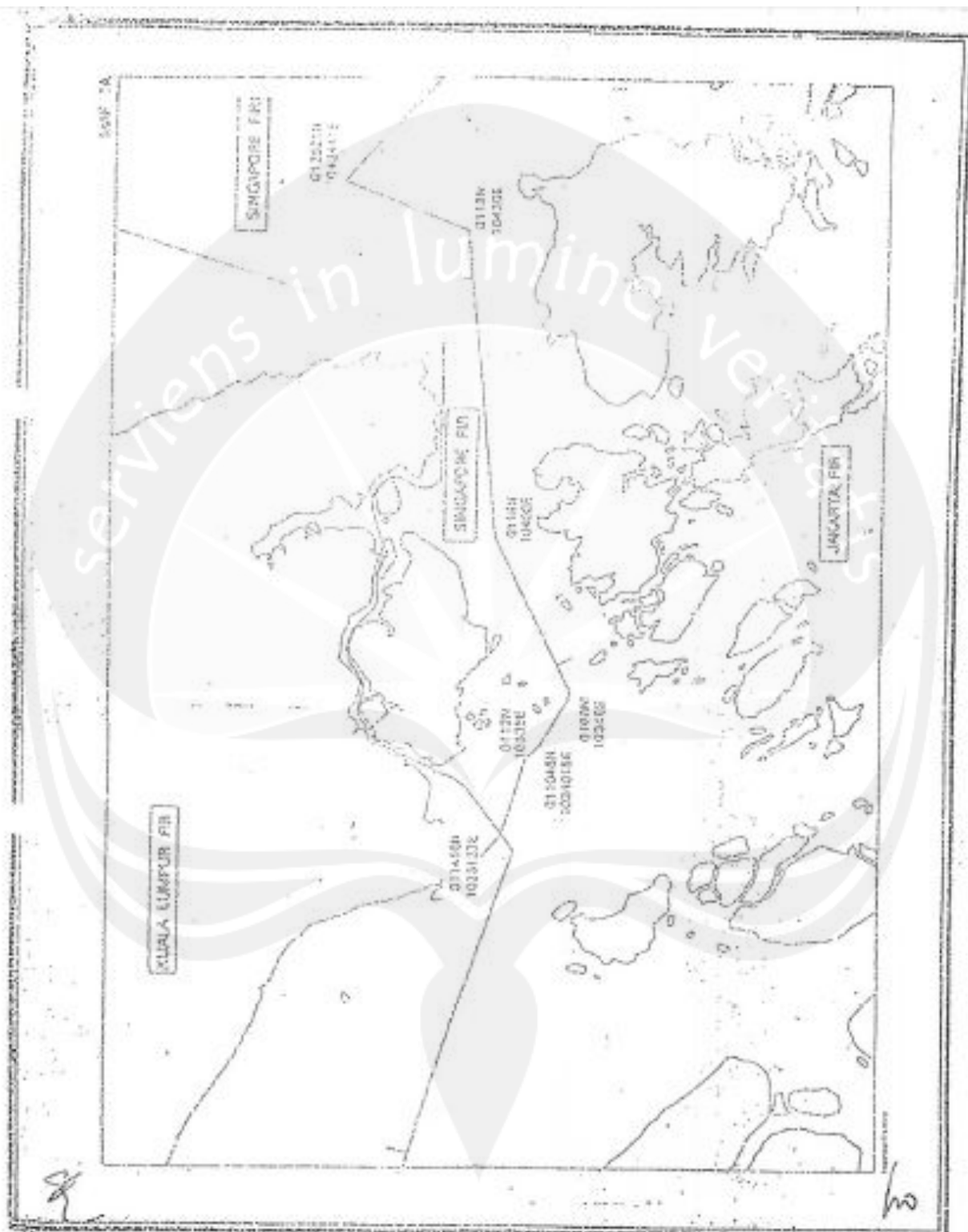


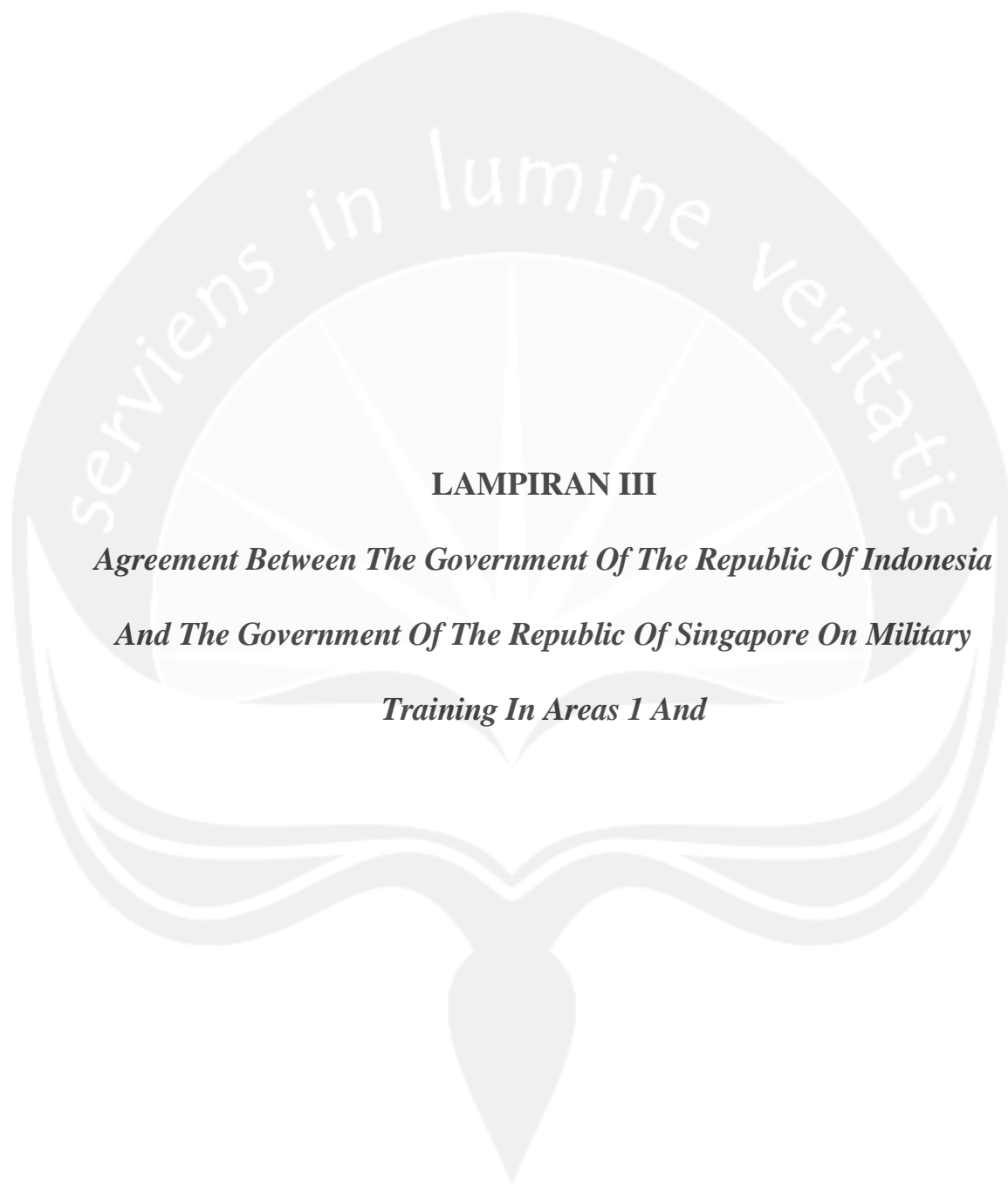
MR MAH BOW TAN
MINISTER FOR COMMUNICATIONS
REPUBLIC OF SINGAPORE



5







LAMPIRAN III

***Agreement Between The Government Of The Republic Of Indonesia
And The Government Of The Republic Of Singapore On Military
Training In Areas 1 And***

AGREEMENT
BETWEEN
THE GOVERNMENT OF THE REPUBLIC OF INDONESIA
AND
THE GOVERNMENT OF THE REPUBLIC OF SINGAPORE
ON MILITARY TRAINING IN AREAS 1 AND 2

The Government of the Republic of Indonesia and the Government of the Republic of Singapore (hereinafter referred to collectively as "the Parties");

NOTING that the Parties have entered into an Agreement on the *Realignment of the Boundary Between the Singapore Flight Information Region and the Jakarta Flight Information Region*;

CONSIDERING that the Parties have ratified the United Nations Convention on the Law of the Sea, 1982 (hereinafter referred to as "UNCLOS");

RECOGNISING that the Republic of Singapore, being a geographically disadvantaged State, has critical need of training areas;

CONSCIOUS of the need to safeguard and respect fully the security and sovereignty of the Republic of Indonesia over the airspace above its archipelagic and territorial seas;

BEARING in mind the existing close ties of friendship and cooperation as reflected in, *inter alia*, the Agreement for the Joint Development and Use of an Air Weapons Range at Pekanbaru, and the Agreement for the Joint Development and Use of an Air Combat Manoeuvring Range and an Overland Flying Area in Sumatra; and

DESIRING to promote further such ties of friendship and cooperation;

SL

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HAVE AGREED as follows:

ARTICLE 1

TRAINING AREAS

1. The Government of the Republic of Indonesia will allow aircraft of the Republic of Singapore Air Force (hereinafter referred to as "RSAF") to carry out air worthiness tests, technical handling checks and training flights within the airspace delegated by Indonesia to Singapore, designated as Area 1 as shown in Annex 1 attached to this Agreement.
2. The number of RSAF aircraft in Area 1 under this Agreement at any one time shall not exceed 15 aircraft and the number of flights shall not exceed 40 per day.
3. In the event that the Government of the Republic of Indonesia implements the revision of its archipelagic boundaries in conformity with the provisions of UNCLOS, and as a result any part of its revised archipelagic and territorial water boundaries falls within Area 2 as shown in Annex 1 attached to this Agreement, the Government of the Republic of Indonesia will allow RSAF aircraft and ships of the Republic of Singapore Navy (hereinafter referred to as "RSN") to conduct military training and exercises in that part of Area 2.
4. The number of RSAF aircraft in that part of Area 2 under this Agreement at any one time shall not exceed 20 aircraft and the number of flights shall not exceed 60 per day.

ARTICLE 2

AIR TRAFFIC CONTROL

For practical and logistical reasons, RSAF aircraft on passage to or from or whilst in Area 1 and/or that part of Area 2 which fall within the Indonesian airspace for the purposes set out in this Agreement shall operate from Singapore under Singapore air traffic control.

ARTICLE 3

JOINT TRAINING COMMITTEE

1. The Parties shall work out the procedures connected with this Agreement in the Joint Training Committee (hereinafter referred to as "JTC") which shall be the regulating body of the Agreement.

2. In the context of this Agreement, the Parties shall jointly enter into mutually beneficial arrangements. The details of such arrangements shall be worked out by the JTC.

3. The JTC will work out appropriate arrangements to keep the Government of the Republic of Indonesia fully informed of the RSAF's and RSN's use of the sovereign airspace and waters of the Republic of Indonesia and to meet any security requirements of the Government of the Republic of Indonesia.

ARTICLE 4

SETTLEMENT OF DISPUTES

All differences arising from the interpretation or application of this Agreement shall be settled amicably through consultations between the two Parties.

ARTICLE 5

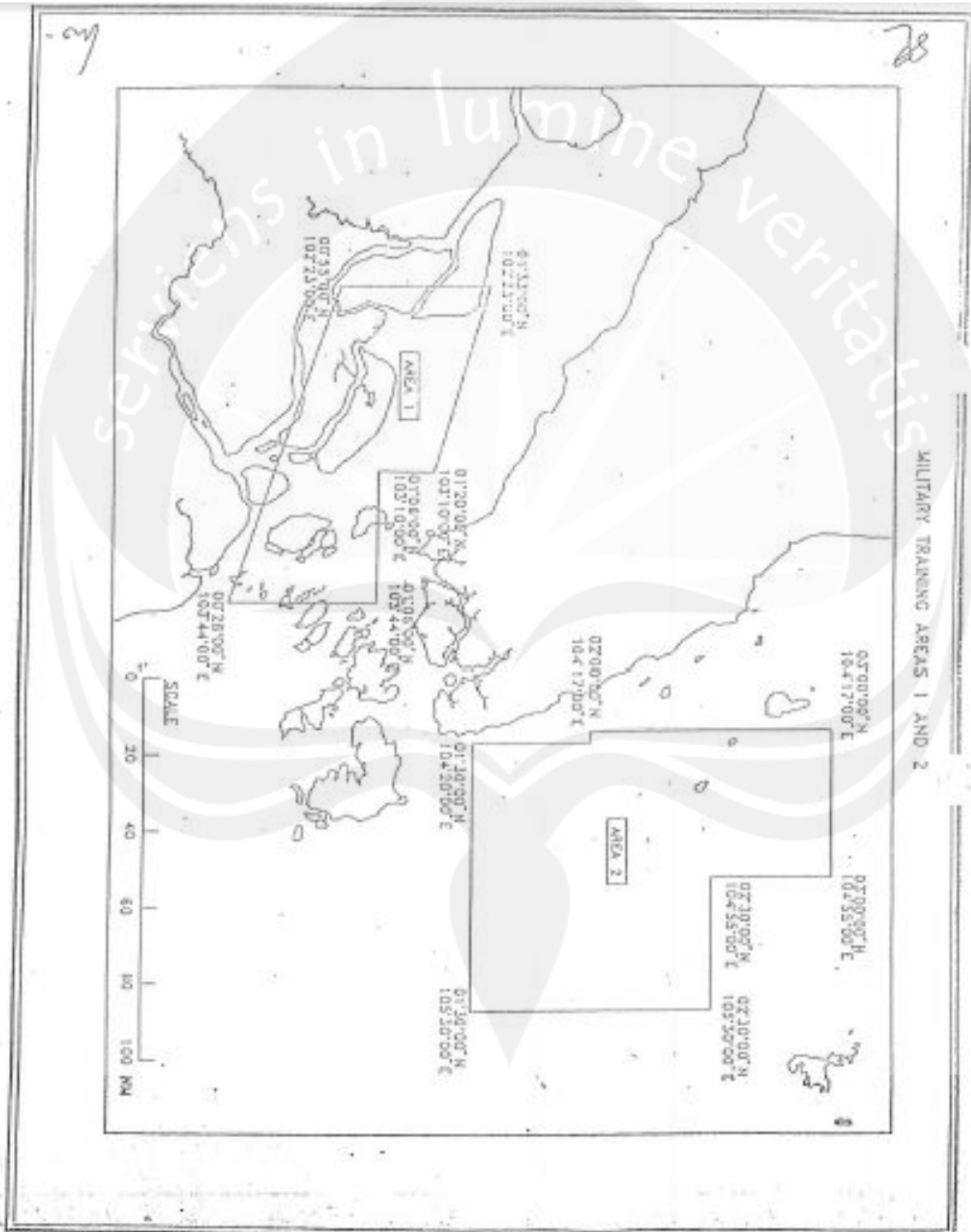
REVIEW

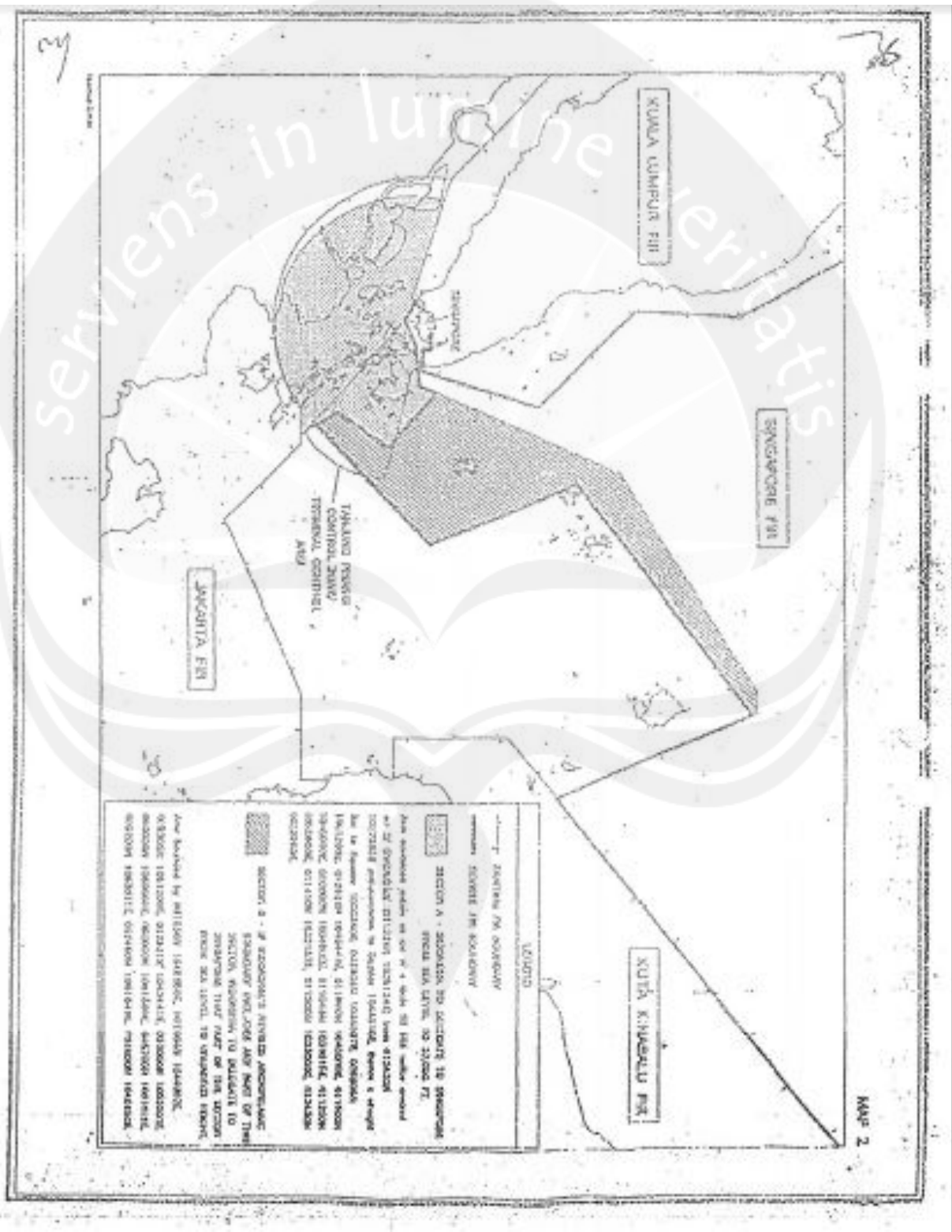
This Agreement will be reviewed at the end of five years and shall be extended by mutual consent if both Parties find it beneficial to do so.

ARTICLE 6

ENTRY INTO FORCE

Each Party shall notify the other of the fulfilment of its internal legal procedures concerning ratification. This Agreement shall enter into force on the date of notification of the later Party.





ARTICLE 3

JOINT TRAINING COMMITTEE

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2. In the context of this Agreement, the Parties shall jointly enter into mutually beneficial arrangements. The details of such arrangements shall be worked out by the JTC.

3. The JTC will work out appropriate arrangements to keep the Government of the Republic of Indonesia fully informed of the RSAP's and RSN's use of the sovereign airspace and waters of the Republic of Indonesia and to meet any security requirements of the Government of the Republic of Indonesia.

ARTICLE 4

SETTLEMENT OF DISPUTES

All differences arising from the interpretation or application of this Agreement shall be settled amicably through consultations between the two Parties.

ARTICLE 5

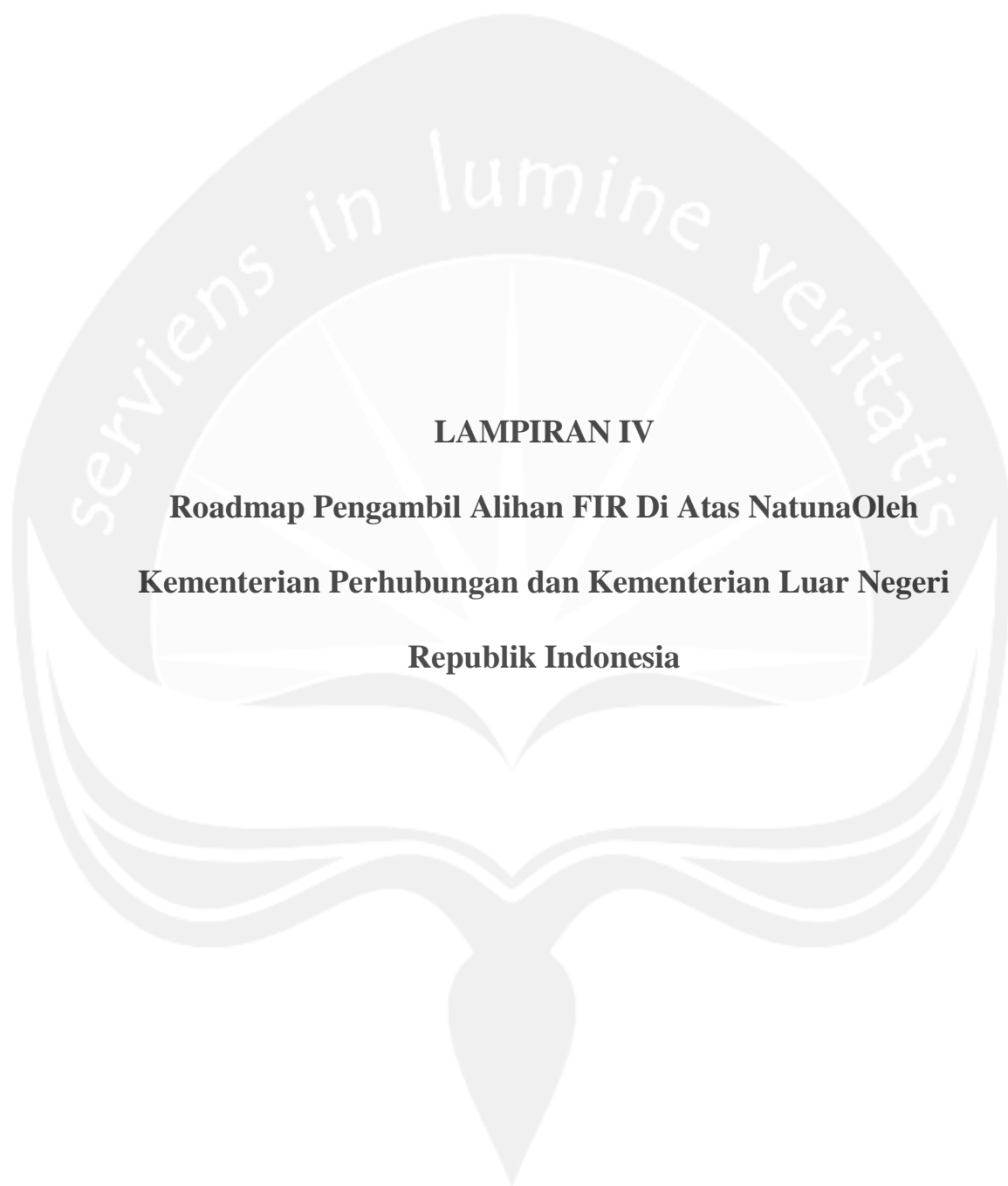
REVIEW

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ARTICLE 6

ENTRY INTO FORCE

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LAMPIRAN IV

**Roadmap Pengambil Alihan FIR Di Atas Natuna Oleh
Kementerian Perhubungan dan Kementerian Luar Negeri
Republik Indonesia**

ROADMAP PENGAMBIL ALIHAN FIR DI ATAS NATUNA

Langkah-langkah yang perlu disiapkan dalam rangka pengambilalihan FIR di atas Natuna sebagai tindak lanjut amanat UU no. 1 tahun 2009 tentang Penerbangan:

No	KEGIATAN	TAHUN																
		09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
1	Periapan																	
	a. Pembentukan Tim Khusus	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	b. Diplomas	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	c. Teknis Operasional																	
	- Lembaga PPAH	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	- Fasilitas DCS/ATM			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	- Manajemen Ruang Udara			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
	- SOP			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
2	RAN Meeting																	
3	Implementasi Awal																	
	Shadow Operation																	
	Singapore - Control																	
	Indonesia - Bandara																	
	Indonesia - ATIS																	
	Singapore - Monitor																	
4	IMPLEMENTASI PENUH																	

1. Tahap Persiapan

Dalam tahap persiapan perlu dibentuk Tim Khusus yang terkait dengan pengambilalihan ruang udara di sekitar kepulauan Natuna guna menyiapkan langkah-langkah perundingan dengan pihak Singapura, Malaysia dan ICAO serta menyiapkan kebutuhan teknis dan operasional.

1.1. Pembentukan Tim Khusus

Tim Strategis terdiri dari lintas sektoral Dalam Negeri (Interdep) yang terkait.

1.2. Diplomas

- Meninjau ulang perjanjian antara R.I. dengan Singapura tentang perubahan batas FIR Jakarta dan FIR Singapura.
- Melakukan pertemuan dengan Malaysia terkait dengan terpisahnya ruang udara Malaysia Timur dan ruang udara Malaysia Barat sebagai akibat dari pengambil alihan Sektor ABC.
- Upaya mendapatkan pengakuan batas teritorial wilayah R.I. berdasarkan UNCLOS oleh PBB.
- Perundingan hingga penanda tangan MOU Singapura, Malaysia dan Indonesia tentang perubahan batas FIR.
- Pengajuan perubahan batas-batas FIR ke ICAO.

1.3. Teknis dan Operasional

1.3.1. Organisasi

Membentuk Lembaga Penyedia Pelayanan Navigasi Penerbangan Indonesia.

1.3.2. Fasilitas GNS/ATM

- a. Modernisasi Sistem ATS di ACC Jakarta (JAATS)
- b. Pengembangan ATC Simulator yang mengkover Wilayah Barat Indonesia.
- c. Menyiapkan "work station" untuk Sector Upper Natuna pada Jakarta ACC
- d. Menyiapkan fasilitas pendukung tertentu yang dapat mengkover Sektor ABC berupa:
 - Komunikasi: CPDLC, VHF, ATS Direct Speech Circuit dengan unit-unit ATS terkait (Tanjung Pinang, Natuna dan Pontianak)
 - Navigasi: pemasangan DVOR/DME
 - Surveillance: MSSR, ADS-B
- e. Melaksanakan uji coba (trial operation) atas peralatan-peralatan tersebut.

1.3.3. Penyiapan Manajemen Ruang Udara

- a. Menetapkan Sektor A,B,C sebagai Sector Upper Natuna.
- b. Menyiapkan prosedur koordinasi berupa Letter of Operation Agreement serta rencana pembahasan-pembahasannya dengan unit-unit ATS terkait, antara:
 - Jakarta – Singapore
 - Jakarta – Malaysia
 - Jakarta – Filipina
- c. Pengembangan ruang udara:
 - TMA Tanjung Pinang
 - TMA Pontianak
 - Pembentukan FSS Natuna
 - Implementasi RNP-10
 - Radar separation.

1.3.4. Penyiapan SDM

- a. Menyiapkan SDM berkualitas Radar Controller yang dibutuhkan.
- b. Menyiapkan training simulasi ruang udara sector A, B dan C serta melaksanakan training tenaga-tenaga tersebut diatas.
- c. Melaksanakan familiarisasi maupun On the Job Training bagi tenaga-tenaga tersebut setelah menyelesaikan training ke ACC Kuala Lumpur, ACC Singapore dan ACC Kota Kinabalu.

2. Tahap Implementasi Awal (Transisi)

Shadow operation

- Tahap 1: Singapura memberikan pelayanan navigasi penerbangan, sedangkan Indonesia hanya memonitor.
- Tahap 2: Indonesia memberikan pelayanan navigasi penerbangan, sedangkan Singapura memonitor.

3. Tahap Implementasi Penuh

Indonesia memberikan pelayanan navigasi penerbangan secara penuh.

LAMPIRA V

Surat Keterangan Riset No : SKET/JP/1284/12/2015/66

Kementerian Luar Negeri Republik Indonesia Badan Pengkajian

Dan Pengembangan Kebijakan



**KEMENTERIAN LUAR NEGERI
REPUBLIK INDONESIA
BADAN PENKAJIAN DAN PENGEMBANGAN KEBIJAKAN**
Jl. Taman Pejambon No. 6 Jakarta Pusat (10110)
Telepon : 3841248 - 3848272 - 3848771 - 3844584 - 3852878

SURAT KETERANGAN RISET

No.: SKET/JB/124/12/2015/66

Merujuk Surat Pengantar No. 881/ V, tanggal 6 November 2015 dari Fakultas Hukum Universitas Atma Jaya, Yogyakarta, Badan Pengkajian dan Pengembangan Kebijakan menerangkan bahwa:

Nama : Rahayu Saraswati Herlambang
Nomor Pokok : 10810
Program : Hukum Tentang Hubungan Internasional


Telah melaksanakan studi literatur/ riset di Perpustakaan Ali Atlas Kementerian Luar Negeri pada tanggal 18 Desember 2015, dalam rangka mengumpulkan data untuk penyusunan Skripsi dengan judul:

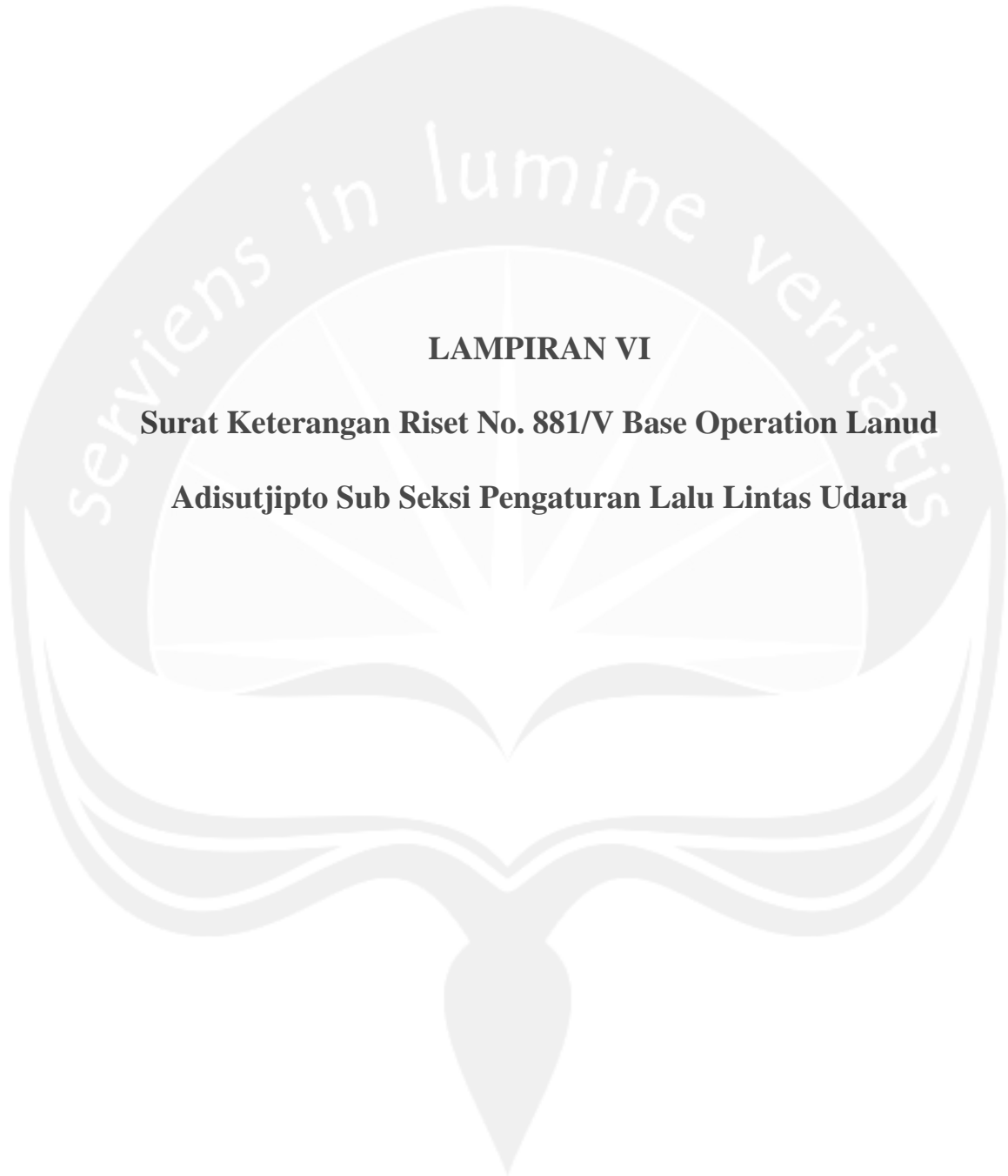
“KAJIAN YURIDIS MENGENAI PERJANJIAN FLIGHT INFORMATION REGION (FIR) INDONESIA – SINGAPURA DI KEPULAUAN NATUNA DITINJAU DARI KONVENSI CHICAGO TAHUN 1944 SERTA PENGARUH TERHADAP KEDAULATAN NEGARA KESATUAN REPUBLIK INDONESIA”

Demikianlah surat keterangan ini kami berikan untuk dapat dipergunakan sebagaimana mestinya.

Atas perhatian Bapak/ Ibu diucapkan terima kasih.

Jakarta, 18 Desember 2015
Kepala Bagian Perpustakaan,
Dokumentasi dan Penerbitan


Basana M. Sidabutar
NIP.19660605 199303 1 001



LAMPIRAN VI

**Surat Keterangan Riset No. 881/V Base Operation Lanud
Adisutjipto Sub Seksi Pengaturan Lalu Lintas Udara**

BASE OPERATION LANUD ADISUTJIPTO
SUB SEKSI PENGATURAN LALU LINTAS UDARA

SURAT KETERANGAN

Merujuk Surat Pengantar No. 881/V, tanggal 6 November 2015 dari Fakultas Hukum Universitas Atma Jaya Yogyakarta, Subseksi PLLU Lanud Adisutjipto Yogyakarta menerangkan bahwa :

Nama : Rayahu Saraswati Herlambang
Nomor Pokok : 10810
Program : Hukum Tentang Hubungan Internasional

Telah melaksanakan studi literatur/riset/pengambilan data wawancara di Sub Seksi Pengaturan Lalu Lintas Udara Base Operation Dinas Operasi Lanud Adisutjipto Yogyakarta pada tanggal 16 Februari 2016, dalam rangka pengumpulan data untuk menyusun Skripsi dengan judul :

“KAJIAN YURIDIS MENGENAI PERJANJIAN FLIGHT INFORMATION REGION (FIR) INDONESIA – SINGAPURA DI KEPULAUAN NATUNA DITINJAU DARI KENYENSI CHICAGO TAHUN 1944 SERTA PENGARUHNYA TERHADAP KEDAULATAN NEGARA KESATUAN REPUBLIK INDONESIA”.

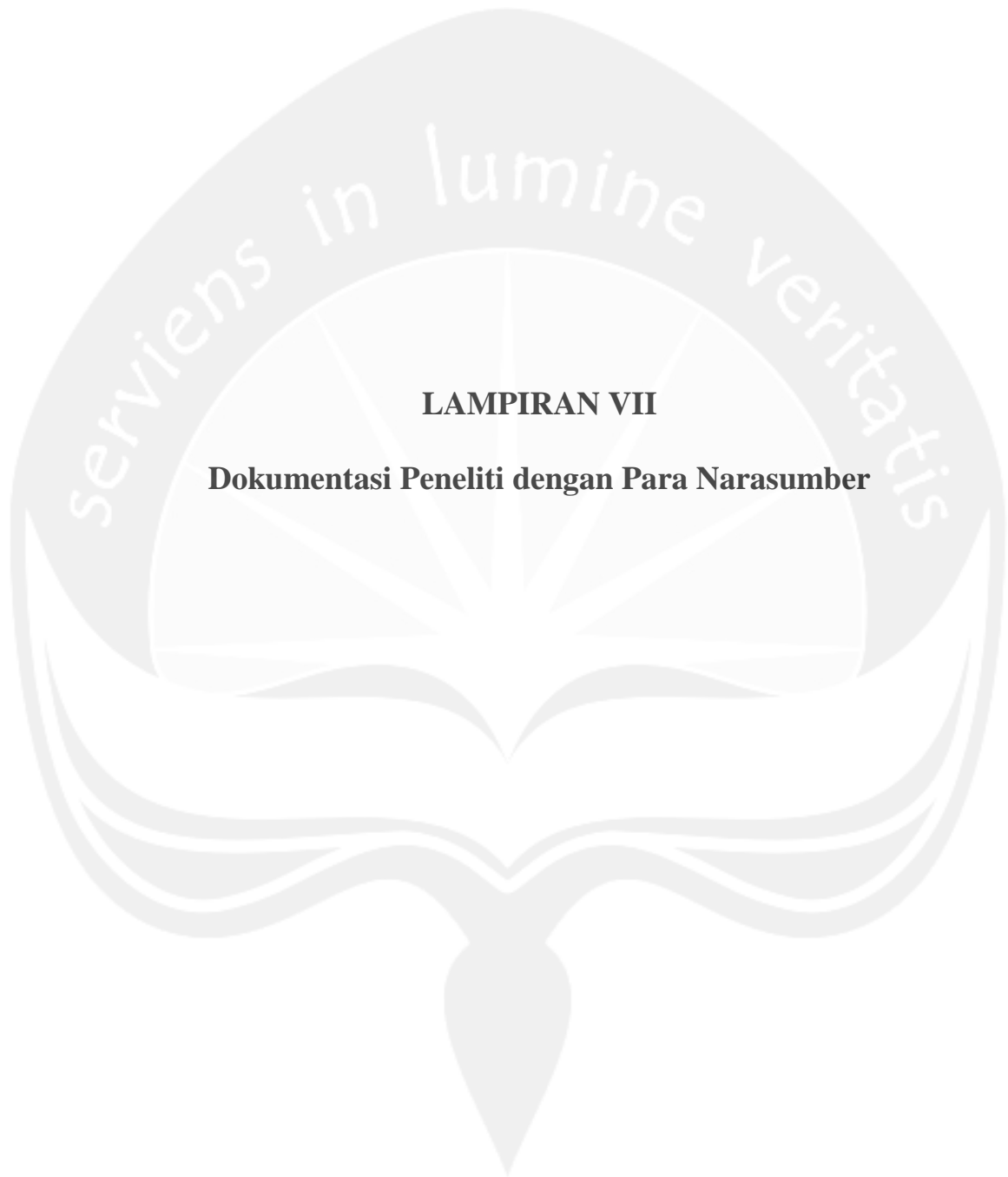
Demikian surat keterangan ini diberikan untk dapat dipergunakan sebagaimana mestinya.

Atas perhatian Bapak/Ibu diucapkan terima kasih.



Yogyakarta, 18 Februari 2016
Kasubsi, PLLU Lanud Adisutjipto

Eka Yawendra Parama, S.Si
Mayor Lek NRP 531188



LAMPIRAN VII

Dokumentasi Peneliti dengan Para Narasumber

