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Procedure for Supervision of Apron Movement Control Unit (AMC) for Service Users in Sultan Mahmud Badarudin II International Airport, South Sumatra

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Abstract: This study aims to ascertain how service users are supervised by the Apron Movement Control Unit and how service users are dissipated by the Apron Movement Control Unit at Sultan Mahmud Badarudin II International Airport in South Sumatra. This study employs primary and secondary data in a qualitative manner. Three methods of gathering data were employed: documentation, interviews, and observation. The study's findings support the assertion that the AMC unit oversees all tarmac operational activities related to the discipline of service users, including monitoring the speed of GSE and officer vehicles, regulating passenger and person mobility, supervising the use of equipment that agents are required to use, such as safety vests, supervising engine travel, supervising refuelling, and keeping an eye on the apron area's cleanliness. The AMC unit monitors everyone's movement, including passengers, and imposes discipline on service users on the air side (apron). Ground handling agents who violate the guidelines face disciplinary action from the AMC. The person in question receives a straight reprimand, and if they receive one of these actions three times in a row, their airport pass is cancelled or withheld, making it impossible for them to work on the airside or apron areas.

INTRODUCTION

Air transportation is one of the best alternatives of choice for people today because of the time efficiency, price competition and security offered, compared to land and sea transportation. Air Transportation is currently experiencing rapid growth following the development of the tourism industry in Indonesia. The airport as a supporting infrastructure for air transportation has an important role, because it can connect areas that were previously difficult to reach by other transportation can now be reached by air transportation. One of the airport service units is the Apron Movement Control (AMC). Marwati (2022) states the Apron Movement Control Unit is under the auspices of the Airport Operations Service and is headed by the Assistant Manager of the Air Side As referred to Apron Movement Control (AMC) is airport personnel who have a license and rating to carry out duties as the person in charge of flight operations, surveillance, aircraft movements, vehicle traffic, passengers and cleanliness supervision in the airside area and record flight data on the Apron.

Supervision carried out by Apron Movement Control (AMC) aims one of them to create discipline from service users that can affect activities on the air side (Apron) When the aircraft enters the apron (aircraft parking area), the safety of hundreds of aircraft passengers is in the hands of the Apron Movement Control (AMC) or the Unit of supervisory officers / regulators of apron area activities (Setyawati & Aristiyanto, 2021; Subroto et al., 2023). Apron Movement Control (AMC), Apron Movement Control (AMC), is a unit tasked with supervising and regulating all activities on the apron from the placement (parking) of aircraft, supervising the loading and unloading process of goods on the aircraft, supervising the process of refuelling aircraft, vehicle movements on the apron, order of officers carrying out activities on the ground (apron), and to the issue of licensing vehicles operating on the apron (Latif & Widagdo, 2022;

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Muttaqin & Dewantari, 2022). The apron is the part of the airport that is used as an aircraft parking lot. In addition to parking, the aircraft yard is used to refuel, unload passengers, and fill airplane passengers. The aircraft yard is on the air side which directly intersects with the terminal building, and is also connected to the termite road (taxiway) leading to the runway (runway). Based on the description above, the author is interested in studying more deeply the relationship between supervision by the Apron Movement Control (AMC) unit and service users on the air side and tries to conduct research with the title: "Procedure of Apron Movement Control (AMC) Unit Supervision of Service Users at Sultan Mahmud Badarudin II International Airport, South Sumatra".

LITERATURE REVIEW

Definition of Air Port

Airport or airport which is also popularly referred to as airport is a facility where airplanes such as airplanes and helicopters can take off and land. The simplest airport has at least a runway or helipad (for helicopter landing), while for large airports it is usually equipped with various other facilities, both for flight service operators and for users such as terminal buildings and hangars. According to Annex 14 of ICAO (International Civil Aviation Organization): An airport is a specific area on land or water (including buildings, installations and equipment) designated either in whole or in part for the arrival, departure and movement of aircraft. The definition of an airport according to PT (Persero) Angkasa Pura I is an airfield, including all buildings and equipment that are minimal equipment to ensure the availability of facilities for air transportation for the community. In the early days of aviation, the airport was just a grassy field that could be landed by aircraft from any direction depending on the direction of the wind. During World War I, the airport began to be built permanently as the use of aircraft increased and runways began to look like now. After the war, the airport began to add commercial facilities to serve passengers. In modern times, airports are not just places to get on and off planes. In its development, various facilities were added such as shops, restaurants, fitness centers, and well-known brand boutiques especially at new airports.

Definition of Apron Movement Control (AMC)

Based on the Regulation General of Civil Aviation Number KP 038 of 2017 concerning Apron Management Service, said that the Apron Movement Control is a unit in charge of determining aircraft parking spots after receiving estimated time from the ADC (Tower) unit. In general, AMC is an airport service unit that plays a role in supervising all traffic movements on the apron which includes aircraft parking stand placement services, people traffic, vehicles and ground handling arrangements, as well as administration of airside flight data as well as licensing of vehicles operating on the apron. Saputra (2022) explained based on the Standard Operational Procedure Apron Movement Control, the work functions and responsibilities of the Apron Movement Control Unit are: The work function of the Apron Movement Control Unit: 1) Regulate the movement of aircraft with the aim of avoiding collisions between aircraft and between aircraft and obstacles. 2) Regulate the entry of aircraft into the apron and coordinate aircraft exiting the apron. 3) Ensuring safety and speed and smooth movement of vehicles as well as appropriate and good settings for other activities.

Apron Movement Control Role (AMC)

The role of the AMC Unit which means services and supervision of the movement of aircraft and vehicles on the air side, supervision of airside cleanliness, supervision of oil and oil spillage, supervision of facilities on the air side, aircraft guidance services, raid activities on the air side (air side) in question is in the apron area, as well as flight data input, recording, logbook data reporting, and task execution reporting. The junior authority of AMC such as supervising and orderly traffic movement on the apron, arranging aircraft parking on the apron, ensuring facilities on the apron are in good condition, ensuring the safety of the movement of

people, equipment and aircraft on the apron. In addition, there are senior AMC authorities such as supervising and regulating traffic movement on the apron, making arrangements for aircraft parking on the apron, ensuring facilities on the apron are in good condition, ensuring cleanliness on the apron, ensuring the safety of the movement of people, equipment and aircraft on the apron, monitoring all activities and facilities on the apron, planning aircraft parking arrangements in emergency conditions, evaluate and coordinate operational activities on the apron (Dewi et al., 2023; Fatimah & Fauziah, 2023).

METHODOLOGY

This research is a type of qualitative research. According to Creswell (2009), qualitative research is a type of research that explores and understands meaning in a number of individuals and groups derived from social problems. Qualitative research in general can be used for research on people's lives, history, behavior, concepts and phenomena, social problems and others (Agustin et al., 2023; Purwanto & Malini, 2022; Zubaidah et al., 2023). In this study, researchers used analysis with qualitative methods. The data collection techniques used were observation, interviews and documentation. The conservation process is to conduct a review or direct observation of the AMC unit. The interview in this study was AMC officers consisting of 1 unit head and 1 personnel. Documentation is by taking pictures of all events or problems in the field. To test the validity of the data using the triangulation method.

RESULT AND DISCUSSION

AMC unit supervision of service user discipline, namely supervising all operational activities on the apron, there are important things that must be considered, namely supervision of the speed of GSE vehicles and also officer vehicles, supervision of the mobility of people or passengers, supervision of equipment that must be used by officers such as safety vests (vests) because all officers who enter the airside area are required to wear safety vests, then supervision of engine 37 running up when the aircraft starts its engine, the AMC unit must ensure that there are no more people or vehicles around the aircraft, supervision when refuelling, and also supervision of the cleanliness of the apron area because the apron must be clean at all times, from before starting flight operational activities, the AMC unit must inspect all apron areas until the completion of flight activities. AMC officers' supervision of the cleanliness of the apron is to check the apron that will be passed by the aircraft to ensure whether there are FOD, fuel / oil spills, and also scattered GSE equipment (Thornhill-Miller et al., 2023; Tohani & Aulia, 2022). If a fuel spill is found on the apron, it must immediately carry out cleaning, the AMC unit will call the concerned party to be cleaned immediately.

Then for supervision of supporting facilities for flight activities such as GSE equipment and also facilities such as markings / signs. The supervision in question is to check whether the equipment is still suitable for use or not, then also the placement of the equipment after being used in its place or not. At Sultan Mahmud Badarudin International Airport 2 Palembang, South Sumatra, AMC officers numbered 9 personnel. In its daily activities, the acting Apron Movement Control (AMC) assigns 3 personnel to each place, namely the aerobridge, recording and information section and the supervision section on the apron. AMC 38 personnel are on duty for 12 hours every day, in shifts starting from the morning shift at 06:00-13:00, then the afternoon shift starting at 12:00 until the end of flight activities. For the day shift, it is mandatory to be 15 minutes before the shift starts, aiming to optimize the work and productivity of each AMC personnel at Sultan Mahmud Badarudin 2 International Airport Palembang, South Sumatra. The work system in question is to enter the service, then receive reports from the previous shift if there is a request or there is a VIP plane, what number parking stand, and if there is a problem previously submitted at the shift change. The AMC unit of Sultan Mahmud Badarudin International Airport 2 Palembang, South Sumatra has the following duties:

1. Plotting the parking stand of the landing aircraft.
2. Record the movement of incoming and outgoing aircraft on the Apron Movement Sheet (AMS).
3. Informing the parking stand location plan to ground handling and tower (ATC).
4. Supervise the movement of vehicle traffic operating in the airside area (Airside).
5. Supervise officers carrying out activities in the airside area (Airside)

Working system of the Apron Movement Control (AMC) unit at Sultan Mahmud Badarudin 2 International Airport, South Sumatra.

The working system of the Apron Movement Control (AMC) unit at Sultan Mahmud Badarudin 2 International Airport Palembang is to use a shift system, namely by dividing work for one time 24 hours including morning shifts, day shifts and night shifts by being 15 minutes before the shift ration starts, aiming to optimize the work results and productivity of each AMC personnel at Sultan Mahmud Badarudin 2 Palembang International airport, South Sumatra. The work system in question is to enter the service, then receive reports from the previous shift if there is a request or there is a VIP plane, what number parking stand, and if there is a problem previously submitted at the change of shift. For personnel on duty in the field with complete supporting equipment in daily operational activities. However, there are constraints on the provisions for the number of personnel who are not standard on duty in the field, for example follow me car services to control in the field at least 2 and follow me car vehicles also 2 to carry out field control or inspections, then for plotting parking stands at least 3 personnel and 1 team leader behind. To overcome these obstacles, good coordination and communication must be carried out in terms of policies for determining personnel on duty in the field. If for the overall obstacle at Sultan Mahmud Badarudin International Airport 2 Palembang, South Sumatra is actually still lacking personnel or human resources, (source: AMC officers of Sultan Mahmud Badarudin International Airport 2 Palembang, South Sumatra).

How to Apron Movement Control unit for service users at Komodo Labuan Bajo Airport.

All activities carried out in the apron area have been regulated in the law on aviation and standard operational procedures (SOP). If you violate, you will get the consequences or be dealt with in accordance with applicable rules. The way the AMC unit dissipates service users on the air side is supervision of all people/passengers' mobility, then for Ground Handling officers if they violate the rules, they must get action from AMC. The action taken is a direct reprimand to the person concerned and if the reprimand to the same person is up to three times, then the airport pass is revoked or detained, so that the 40 concerned can no longer or are prohibited from working in the apron or airside area and also see the code on the pass.

CONCLUSION

Based on the results of research that has been carried out and has been discussed, it can be concluded as follows: 1) Efforts made by the AMC unit in ensuring safety at Sultan Mahmud Badarudin International Airport 2 Palembang, South Sumatra are carrying out duties and responsibilities, namely by closely supervising operational activities on the air side. The supervision is the supervision of all traffic movements on the air side, officers working on the air side, personnel vehicles, passenger movements and also cleanliness in the apron area. To ensure operational activities run comfortably and efficiently, the AMC unit coordinates with other parties related to aircraft handling such as coordination with ATC units and Ground Handling units. Then efforts to dissipate service users on the air side are usually twice a month AMC units hold meetings or internal and external meetings related to work processes on the airside, such as order and others. 2) The work system of the Apron Movement Control (AMC) unit at Sultan Hasanuddin Airport Makassar is to use a shift system, namely by dividing work for one time 24 hours, including morning shift, day shift and night shift by being 15 minutes

before the shift ration starts, aiming to optimize the work and productivity of each AMC personnel at Sultan Hasanuddin airport Makassar. 3) AMC unit support equipment in doing its overall work, namely Follow Me Car, VHF Radio, HT, PABX, Ear, Binoculars, Computer, Printer. For personnel support equipment in the field, it is only enough to use Follow Me Car and HT.

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