

The Synergy Of The Central And Regional Governments Of Bengkulu In The Development Of The Indonesian Naval Air Force Base To Support National Defense In The Western Part Of Bengkulu Province

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Abstract – Synergy of the Central and Regional Governments of Bengkulu in the construction of the Indonesian Naval Air Force Base to Support National Defense in the Western Part of Bengkulu Province in planning for the development of airfields in Bengkulu province which focuses on the synergy of the central government and the Bengkulu region in planning for the development of airfields in Bengkulu province and three components in development planning namely goals, activities, and time. This research is a qualitative research. Data collection techniques using observation, interviews, and documentation. The research results from synergy, namely how the synergy relationship between the central government and the Bengkulu regional government in making airfield development plans in Bengkulu province and airfield development planning efforts in Bengkulu province as well as the obstacles that arise in airfield development in Bengkulu province. As for the types of forms of synergy, namely coordination is a working relationship between the central government and the Bengkulu regional government in making airfield planning in Bengkulu province, communication in synergy is very important because with good communication the construction of airfields in Bengkulu province in making airfields will be even better.

Keywords – Synergy, Airfield Development, National Defense

I. INTRODUCTION

Relations between the Indian Ocean nations are intertwined by a variety of factors, including economics and history, through fishermen, sailors and traders who sail through open ports and trade routes. History as an imperialist country indirectly forms a shared identity. Relations between these countries have led to regional meetings since 1995. One of the strategic values of the Indian Ocean is that the Indian Ocean region is rich in natural resources, of which oil and natural gas account for more than two thirds of the world's total world oil reserves. It holds 35% of gas reserves 60% of uranium, 40% of gold, 80% of diamond deposits and various other substances. Another strategic value is that up to 70% of the Indian Ocean area is used as a trade route, especially for oil and gas, and more than half of the world's container ships and tankers pass through the area. Thus, the natural resources found in the Indian Ocean can cause conflict between countries that can manage and those that can't. In this case, the conflict will have an impact on maritime security in the Indian Ocean and create social and economic inequalities that hinder the development of trade, one of which is conflict arising from transnational crime. According to the decision of the Eighth United

Nations (UN) in 1990, transnational crimes are crimes that involve two or more countries, the perpetrators or victims are foreign nationals, and outside the territory of one or more countries (Setiana, 2018).

There are various problems in the Indian Ocean region, one example of which is the transnational crime that is currently of international concern, namely piracy. We need to build national defense in the Indian Ocean, and the development of Indonesia's national defense in the Indian Ocean is urgently needed. If the capabilities and capabilities of the defense force can be developed, urgent security problems can be overcome, because transnational crimes often occur in the Indian Ocean, which constitutes an international threat because merchant ships from various countries are expected to cross the region.

Indonesia is a country that has a high level of vulnerability to natural disasters. Based on data from the 2018 World Risk Report, Indonesia ranks 36th with a risk index of 10.36 out of 172 countries most prone to natural disasters in the world. This condition is caused by the existence of Indonesia tectonically as a meeting place for three world tectonic plates (Eurasia, Indo Australia and the Pacific), volcanically as an active volcanic pathway known as the Pacific ring of fire or the Pacific ring of fire (Hermon, 2014). This condition then becomes the cause of earthquakes, tsunamis and volcanic eruptions. In addition, hydroclimatologically Indonesia is also affected by the ENSO (El-Nino Southern Oscillation) and La Nina phenomena where the El-Nino phenomenon is an event of increasing seawater temperature in the Pacific Ocean along the equator drastically from its average value in a certain period of time. Meanwhile, the La-Nina phenomenon is a phenomenon of decreasing seawater temperature in the Pacific Ocean along the equator, which results in floods, landslides, droughts and tornadoes (Hasrul Hadi, 2019). Earthquake is a natural disaster that occurs quite frequently in Indonesia.

Bengkulu Province implements a Strategic Policy for Bengkulu Province Ideal Conditions, followed by the development of urban areas in the Capital City of Bengkulu Province to overcome flood problems and industrial areas to develop urban areas. So that with the construction of toll roads, the development of Baai Island and the region, the economic dynamics of Bengkulu will be even better. In other industrial areas, several proposals for the development of urban areas have been submitted to the central government regarding plans to beautify the City of Bengkulu. This has been discussed with representatives of the Indonesian Parliament in Bengkulu and the PUPR Ministry. So that the face of the city of Bengkulu in the future will be better. Where in this case the Bengkulu regional government will build a flyover for example in the area of the Bengkulu Police Station Intersection and from the Pagar Dewa Intersection to Baai Island. The Bengkulu City area generally consists of Quaternary surface sediments, sedimentary and volcanic rocks, Tertiary intrusion rocks. Tertiary and Quaternary rocks are obtained by dividing the ages of the rocks according to geology. Tertiary rocks were formed 37-38 million years ago, and Quaternary rocks were formed 0.01-1.8 million years ago. Surface conditions in the Bengkulu city area can be described by stratigraphic sequences. Stratigraphy is the study of history, relative age composition, distribution of soil layers, and interpretation of rock layers to explain Earth's history (Sakip.bengkulukota, 2019).

South Sumatra is still weak, this is caused by patrols in southern Sumatra which are still very weak, coupled with Renggan Island in Bengkulu Province, unable to support it, and ships are afraid to pass. Food has become hard to come by on Renggan Island in Bengkulu province after more than three weeks, with no boats moored on the island due to high waves using the Perintis plane that took off from Fatmawati Soekarno Airport in Bengkulu City, apart from food scarcity, extreme weather made ships not being able to dock on the island also hampered the local economy. This is because all the agricultural and fishery products of the islanders have decayed and are no longer of value because they are not available (Rahmadi, 2020). The most effective way is to use the air line. The construction of the Indonesian Navy Air Base is very important because with the construction of the Indonesian Navy Base the aim is to strengthen defense and in addition to strengthening defense planning for the construction of airfields in Bengkulu to assist the process of handling victims of natural disasters and speed up the distribution of logistics for victims as well as the construction of damaged infrastructure as a result of natural disasters. as well as to pay attention to parts of the waters of western Sumatra which are to protect the outer islands in Bengkulu province such as Renggan Island. So far the Bengkulu Province area has a coastline of 525 KM from the tip of Kaur Regency to Mukomuko Regency, as well as outer islands, such as Renggan Island which is directly facing the Indian Ocean.

From the central government, it's time to think about the existing problems by synergizing between the central and regional governments in the construction of airfields in Bengkulu province. Based on the policy of the Indonesian National Armed Forces regulation of the chief of staff of the navy number 13 of 2022 concerning the organization and duties of the Indonesian national army naval aviation center contained in article 1, namely the Indonesian national army naval aviation center, hereinafter referred

to as Puspenerbal, is the executing agency of the Indonesian Navy center which domiciled directly under the Kasal, article 2 namely Puspenerbal has the task of fostering the Indonesian Navy's aviation power which includes maritime reconnaissance, anti-submarine, anti-surface ships, landing of landing troops by helicopter, fast logistics support, sea security, carrying out aircraft support functions, material development and Indonesian Navy flight personnel as a sub-integrated fleet weapon system (SSAT) in the context of upholding sovereignty and law at sea (AL, 2022). By looking at the regulations from the Indonesian Navy in article 2, it has been explained which relates to national defense in the western part of Bengkulu province, the duties of the airfield include fast logistics, sea security, carrying out aircraft support functions, material development and TNI navy flight personnel. as a sub integrated fleet weapons system (SSAT) in the context of upholding sovereignty and law at sea.

Based on the description of the research background, the researcher is interested in conducting a more in-depth study to find out the problem of synergy between the central government and the local government of Bengkulu province in the construction of an Indonesian naval air base in Bengkulu city to support national defense in the western part of Bengkulu province. Given the potential threat and the importance of the construction of airfields in the city of Bengkulu. With the topic of discussion "Synergy of the Central and Regional Governments of Bengkulu in the Development of the Indonesian Naval Air Force Base to Support National Defense in the Western Part of Bengkulu Province"

Based on the problems above, the following research questions are asked:

1. What is the Synergy of the Central and Regional Governments of Bengkulu in the Development of the Indonesian Naval Air Force Base to Support National Defense in the Western Part of Bengkulu Province?
2. What are the efforts of the Central and Regional Governments of Bengkulu in planning the Development of the Indonesian Naval Air Force Base to Support National Defense in the Western Part of Bengkulu Province?

II. LITERATURE REVIEW

A. Defense Science Theory

Defense is a recognizable face of a country (Eppler, 2009). Eppler's views were inspired by the classical sociologist Max Weber's thinking about the state and national sovereignty and security. According to Piliang (2004), reality is all conditions, situations, or objects that are believed to really exist in the living world, as opposed to fiction, hallucinations, and delusional hallucinations. Therefore, defense is a real national need and has become a major need since the recognition of national sovereignty. Naturally, national defense develops and develops within the framework of the political system in relation to the performance of the national defense function (Budiardjo, 2008: 58). The reality of a political system grows, is maintained, and develops into a superior political system, it requires a foundation called theory.

B. Defense Strategy Theory

The Defense Strategy for the Unitary State of the Republic of Indonesia (NKRI) is active defensive in nature which implies that national defense is not aimed at launching aggression against other countries, but actively deterring, preventing and overcoming all forms of threats aimed at state sovereignty, territorial integrity and national safety. The national defense strategy is prepared to deal with all threats to national defense both military and non-military in nature as mandated in Article 3 Paragraph 2 of Law Number 3 of 2002 concerning National Defense, "one of the basic principles of preparing national defense is to pay attention to Indonesia's geographical conditions as a Archipelago state". Strategy has been defined as "the use of combat as a means towards achieving the object of war". Thus it justifies having nothing to do with anything but combat, but its theory must include in consideration the instrument of this real activity in the armed forces, in itself and in its primary relation, because the battle is fought by it, and demonstrates its capabilities. Effect in turn must know well the battle itself so far as its possible results are concerned, and the mental and moral powers which are most important in the use of the same.

C. Synergy

Synergy is defined by Najianti in Rahmawati et al. Synergy is a combination or mix of elements/parts that can produce better and bigger outputs when built properly with the stakeholders in it. With the aim of building a society based on mutually beneficial cooperation and based on rational, open and democratic thoughts. Silalahi emphasized that synergy also requires coordination to adjust activities, both carried out by individuals and units within a group to achieve the same direction. Likewise,

Pandu Dwinugraha stated that based on the scientific concept of public administration, that the concept of synergy is a way for the government to achieve people's welfare. Thus there are indicators in the implementation of synergy to achieve universal health insurance, with synergy, the relationship between actors in achieving common interests can be realized.

D. Development Theory

In this case, development can be interpreted as 'a coordinated effort to legally create more alternatives for every citizen to fulfill and achieve his most human aspirations (Nugroho and Rochmin Dahuri, 2004). The first theme is coordination, which has implications for the need for a planning activity as previously discussed. The second theme is the legitimate creation of more alternatives. This can be interpreted that development should be oriented towards diversity in all aspects of life. The mechanism requires the creation of trusted institutions and laws that are able to function efficiently, transparently and fairly. The definition of development, according to experts, provides various definitions as well as planning. The term development may be interpreted differently by one person to another, one region to another, one country to another. However, in general there is an agreement that development is a process of making changes (Riyadi and Deddy Supriyadi Bratakusumah, 2005).

As stated by the experts above, development is a process of change that is carried out through conscious and planned efforts. While development is a process of change that occurs naturally as a result of development (Riyadi and Deddy Supriyadi Bratakusumah, 2005).

E. Policy Implementation Theory of George Edward III

Edward III in Widodo (2007:104-105) states that: If policy implementation is to succeed effectively and efficiently, implementers not only know what to do and have the ability to carry out the policy, but they must also have the will to implement the policy. the.

The factors that concern Edward III in Agustino (2006:159-160) regarding dispositions in policy implementation consist of:

1. Appointment of bureaucracy. The disposition or attitude of the executors will create real obstacles to the implementation of the policy if the existing personnel do not carry out the policies desired by the officials who are higher up. Because of the 23 Indonesian Defense Universities, the appointment and selection of policy implementing personnel must be people who are dedicated to the policies that have been set, more specifically to the public interest.
2. Incentives are one of the suggested techniques to overcome the attitude problem of policy implementers by manipulating incentives. Basically people move based on themselves, then manipulating incentives by policy makers influencing the actions of policy implementers by increasing certain benefits or costs might be a driving factor that makes executors carry out orders properly. This is done as an effort to fulfill personal or organizational interests.

Bureaucratic Structure Ripley and Franklin (Winarno, 2007) identified six characteristics of bureaucracy as a result of observing bureaucracy in the United States, namely:

- 1) The bureaucracy was created as an instrument in dealing with public needs.
- 2) The bureaucracy is the dominant institution in the implementation of public policy which has different interests in each of its hierarchies.
- 3) The bureaucracy has a number of different objectives.
- 4) Bureaucratic functions are in a complex and broad environment.
- 5) The bureaucracy has a high survival instinct, so it is rare to find a dead bureaucracy.
- 6) The bureaucracy is not a neutral force and is not in full control of outsiders.

Even though the resources for implementing a policy are sufficient and the implementers know what and how, and have the desire to do so.

However, Edward III in Widodo (2007: 106) states that "policy implementation may still not be effective due to the inefficiency of the bureaucratic structure". This bureaucratic structure according to Edward III in Widodo (2007: 106) includes aspects such as bureaucratic structure, division of authority relations between organizational units and so on. Schematically, the policy implementation model according to Edward III is as follows:

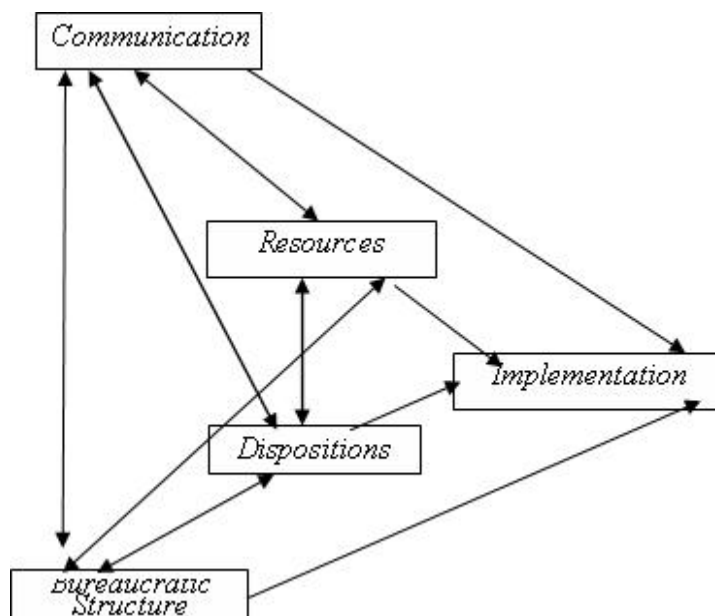


Fig. 1. Policy implementation model according to Edward III

Source: (Agustino, 2008)

F. Planning

According to Tjokroamidjojo (in Syafalevi, 2011: 28) planning in the broadest sense is a process of systematically preparing activities to be carried out to achieve a certain goal. Planning is a way of how to achieve goals as well as possible with existing resources so that they are more effective and efficient.

According to Hasibuan (in Syafie, 2007:49) a plan is a number of decisions that become a guideline for achieving a certain goal. Planning can be carried out in various fields, but not all plans are development plans related to development policies, so the government acts as a driver of development. based on the advantages and disadvantages possessed by the region.

Based on the definitions above, it can be concluded that planning is a series of decisions made as a guideline that becomes a benchmark in carrying out activities to achieve a goal with available resources (uin.suska, 2018).

G. Policy Formulation According to Thomas R Dye

Policy formulation according to Thomas R. Dye (1995) is an attempt by the government to intervene in public life as a solution to every problem in society. The intervention can force the public, because the government is given authoritative authority. It is the government's authoritative authority that has an impact on the existence of public policy products that are actually born not solely for the public interest, but sometimes only for the legitimacy of the interests of certain groups and classes. So many policies do not solve policy problems, in fact they only create new problems (Kadji, 2016).

Group Theory Model (Group), which relies on policy as a point of balance (equilibrium). The core of the idea is that interaction within a compromising group will produce a balance, as well as strengthen compromise which is the best in producing public policy. The indicators of this model are:

- a) Formulate the rules of the game between interest groups.
- b) Arranging compromises and balancing interests.
- c) Formation of a compromise in policy.
- d) Strengthening compromises, which can be seen in the following figure:

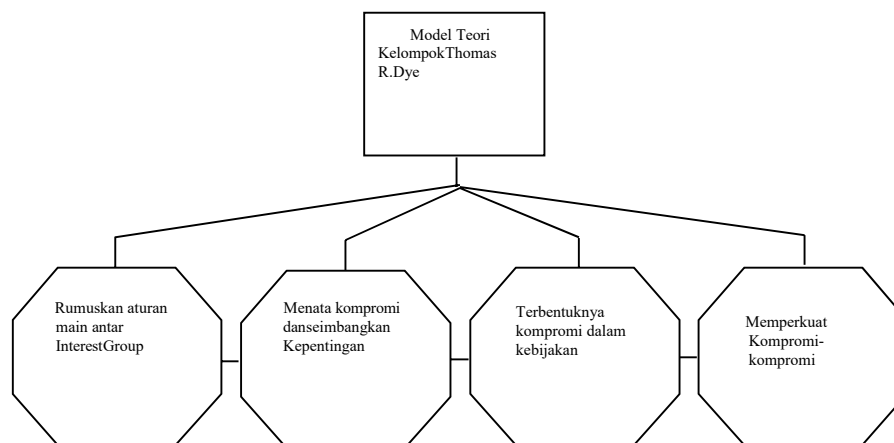


Fig 2: Group Theory Model According to Thomas R. Dye (adapted and re-designed by the author).

H. Maritime Operations Environment

An environment that begins where ocean waves strike a coastal area includes that portion of land that can be used to influence direct activity at sea and can create effects on land. An environment that is not limited to the sea but includes the littoral zone towards land. The term littoral is often used but not always properly defined or understood. In its simplest definition, littoral means “coastal area”. The littoral includes the area bordering the open waters of the open sea, large islands, and closed and semi-enclosed seas. Coasts bordering the open ocean, such as those of North and South America, Africa, and India extend outward from the coastline to a point that marks the farthest boundary of the continental shelf. The width of the continental shelf can vary from less than 100 miles off the west coast of North and South America to nearly 800 miles from the Arctic coast of North America and Eurasia.

With its sheer size and being a body of water, making the oceans a highway has important implications for military operations, an important route that offers naval vessels maneuvers on a global scale while acting as a barrier to those unable to use the sea. The sea is also important for maritime economic connectivity activities in the capacity as a means of mass transportation in shipping. The geographical aspect will continue to provide the spatial context in which naval warfare takes place. Sea surface characteristics which include location, distance, physical configuration, surface conditions, tides and currents. Depth, bottom topography, nature of seawater and marine life are characteristics related to the subsurface area. It is relatively small to know the topography of the seabed because only ten percent of the seafloor that can be mapped is mostly in the coastal zone. The physical geographical characteristics of the coastal environment is a very complex environment where 30 main factors (currents, reefs, salinity levels and gradients and so on) can decisively influence the outcome of operations thereby challenging the navy in carrying out its operations and exerting a direct influence on strategy, tactics, logistics, weaponry, development of force structures and naval ship designs (Sutanto, 2022).

III. METHODOLOGY

This study uses qualitative research. Qualitative research is research that is carried out with the aim of interpreting phenomena that occur in real terms, which form the basis for the emergence of problems that can be studied scientifically. Qualitative research can also be understood as research that produces narratives describing various activities and their impact on life (Anggi, 2018).

In the context of qualitative research, the presence of a phenomenon can be interpreted as something that exists and appears in the consciousness of the researcher by using certain methods and explanations of how the process of **something** becomes clear and real. In phenomenological research, it prioritizes finding, studying and conveying the meaning of phenomena, events that occur and their relationship with ordinary people in certain situations. Qualitative research is included in pure qualitative research because in its implementation it is based on efforts to understand and describe the intrinsic characteristics of phenomena that occur to oneself (Eko Sugianto, 2015: 13). The series of thesis activities began with the issuance of the UNHAN Chancellor's Warrant dated April 26 2022 and research implementation began in September to December 2022 to collect data at research locations and data processing.

Viewed from the data source, data collection can use primary sources and secondary sources. Primary sources are data sources that directly provide data to data collectors, and secondary sources are sources that do not directly provide data to data collectors, for example through other people or through documents (Sugiyono, 2020). Primary data sources come from observation, interviews, and documentation or a combination of the three (triangulation). Meanwhile secondary data sources come from field studies, literature/library, scientific journals, previous research, written documents from related agencies, national journals, international journals, electronic media, internet and print media.

The amount of data collected resulted in many varieties of data. When referring to the points in the stages of qualitative data analysis according to Creswell, a data analysis technique that is easier to understand and appropriate is according to Miles and Huberman (2020) as shown in Figure 3 as follows:

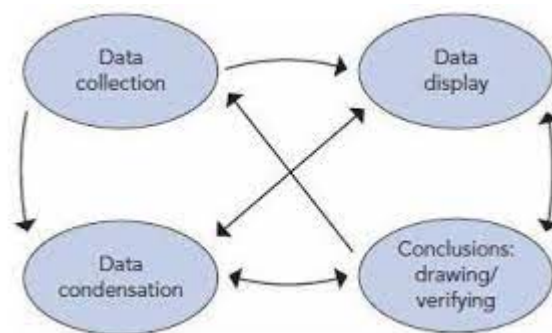


Fig. 3 Components in Interactive Model Data Analysis

Source: Miles and Huberman 2020

IV. FINDINGS AND DISCUSSION

A. Data Processing Results

The results of data collection in this study were carried out by conducting interviews, observations, and documents to several sources related to the object of research. Data collection through interviews was prepared using an interview question guide. Interviews were conducted with informants, namely: the Governor of Bengkulu, Dr. drh. H. Rohidin Mersyah, M.M.A. as the first resource person, Bengkulu Lanal Commander Lt. Col. Marine (P) Nyoman Gede Pradnyana AS. As the second resource person, the Ministry of Transportation, Directorate General of Sea Transportation, Kasbi. As the third resource. General Manager of PT Angkasa Pura II Heru Karyadi as the fourth resource person, Lecturer in the Marine Defense Strategy Study Program (Purn) Dr. Ir. Beni Rudiawan, S.E., M. Si (Han), M.M. as the fifth guest speaker.

Researchers believe in the validity of the data presented, because data validity is a strength other than reality in a qualitative study. Before carrying out justification, the data obtained will be examined coherently from different sources, by building on data sources or with the perspectives of other participants so as to make the research data more valid (Creswell, 2016). At this stage the researcher groups the data that has been collected according to the formulation of the problem and research questions.

Susan Stainback (1988 as quoted in Sugiyono, 2020, p.319) suggests that data analysis is critical in the qualitative research process. Data analysis is done by organizing the data, breaking it into units, synthesizing it, compiling it into patterns, choosing which ones are important and which ones will be studied, and making conclusions that can be told to others.

To analyze and interpret data based on phenomena which are then associated with existing theories or opinions. Qualitative research places more emphasis on understanding the complex relationships among all that exist, and trying to build firm understanding. Interview data in research is the main data source which is used as material for data analysis to answer research problems.

Bengkulu Province has a long coastline of 525 KM starting from the tip of Kaur Regency to Mukomuko Regency and the existence of outer islands such as Enggano Island which is directly facing the Indian Ocean. And for the security of the west coast area because Bengkulu has a coastline length of more than 525KM from the coast of Lampung to the west coast besides there are outer islands including Rengano Island, of course the construction of this airfield for security and defense is very important.

There is also the role of the Bengkulu regional government in the construction of the airfield, namely:

1. Synergize between the Indonesian Navy and PT Angkasa Pura II, as well as the Bengkulu provincial government.
2. Synergize PT Angkasa Pura II, of course, synergize with PT Pelindo because this airfield, in addition to making national defense in the Indian Ocean, it will also function to secure these 2 strategic places, the first being Fatmawati Airport as well as the Baai Island port.
3. Synergizing between the ministry of transportation services in the Bengkulu area and the central transportation ministry because we hope that Fatmawati Soekarno Airport will become an international airport, and also we hope that the Pulau Baai port will become an international scale port.

However, in the process there are several obstacles that must be faced, such as: Regarding the harmonization of the interests of space requirements, meaning how much space is needed by the airfield, how much is for the development of Fatmawati airport. As well as the allocation of supporting land for each of these needs, of course this is directly related to budget allocation.

The purpose of the procurement of land in Bengkulu province is to obtain the following:

- 1) To ward off enemy danger coming from the west side of Sumatran waters (Indian Ocean).
- 2) To support the improvement of security to ensure a sense of security for the people in the western part of the island of Sumatra, especially in Bengkulu so that it will help increase the people's economy.
- 3) Piracy, murder, kidnapping, hostage-taking are problems that often occur in the Indian Ocean, so we need to build national defense in the Indian Ocean.
- 4) Transnational crimes that often occur in the Indian Ocean with the construction of the Indonesian Navy air base in Bengkulu can be carried out with the supervision of air patrols to ensure the security of waters in the Indian Ocean.

At this time it is still in the form of a process from the Indonesian Navy, Juanda has arrived and PT Angkasa Pura II, of course we need to synchronize with the ministry of transportation, and the Angkasa Pura party. Planning for the construction of airfields in Bengkulu regarding the construction of airfields regarding funds will be determined because given the problems that exist in Bengkulu province because when this is determined this development will be better. The implementation of airfield planning in Bengkulu is currently still in the process due to the need for more synergy between the central government and the Bengkulu region and for the construction of airfields the need to allocate land assets.

B. Data Processing Findings

- The Synergy of the Central and Regional Governments of Bengkulu in the Construction of the Indonesian Naval Air Force Base to Support National Defense in the Western Part of Bengkulu Province

In order to plan for the development of airfields from the central and regional governments of Bengkulu, they synergize, communicate and coordinate for planning these airfields in Bengkulu province for defense security in Bengkulu province and to support national defense in the Indian Ocean. As mandated in governor regulation number 34 of 2018 concerning disaster management plans in Bengkulu province, Bengkulu province regional regulation article 27 number 3 of 2011 concerning disaster management, Law (UU) No. 5 of 1983 concerning the Exclusive Economic Zone which has the duty to provide protection in Bengkulu province and provide defense in Bengkulu province where the western part of Bengkulu province is bordered by the Indian Ocean. As one of the efforts to provide security and defense in Bengkulu province, the local government synergizes with related agencies such as PT Angkasa Pura II and Lanal Bengkulu by doing the following:

1. PT Angkasa Pura II synergizes with PT Pelindo to secure two strategic locations, the first being Fatmawati Airport and Pulau Baai Port
2. Between the ministry of transportation services in the Bengkulu area and the central transportation ministry they synergize and hope that Fatmawati Soekarno airport will become an international airport, and also from Bengkulu province hope that Pulau Baai port will become an international scale port, so the security function becomes very important, so the synergy between stakeholders in the airport, port, TNI AL, Bengkulu regional government, and including from the Bengkulu transportation service which is no less important, of course, in the framework of structuring the special economic zone in the Baai Island port area.

The various activities mentioned above are one unit in an effort to carry out the mandate of the governor's Regulation number 34 of 2018 concerning disaster management plans in Bengkulu province, Bengkulu provincial regulation Article 27 number 3 of 2011 concerning disaster management.

a. Policy

Bengkulu Province has a long coastline of 525 KM starting from the tip of Kaur Regency to Mukomuko Regency and the existence of outer islands such as Enggano Island which is directly facing the Indian Ocean. And for the security of the west coast area because Bengkulu has a coastline length of more than 525KM from the coast of Lampung to the west coast besides there are outer islands including Renggan Island, of course the construction of this airfield for security and defense is very important. In addition to the Bengkulu security area. Which Bengkulu province is one of the disaster-prone areas, so the construction of this airfield is very important for things that are not desirable this can facilitate work in the event of a disaster.

Bengkulu Province has a fairly long coastline of 525 KM, then related to Bengkulu province with a strategic position, namely directly adjacent to the Indian Ocean. in accordance with article 34 of 2004 in article 9, one of the points is point B, namely enforcing the law and maintaining security in the maritime area of national jurisdiction in accordance with the provisions of national law and international law which have been ratified, the relation is that maritime security is not only carried out on one side but in the ocean area as well. In addition to the Bengkulu security area. Which Bengkulu province is one of the disaster-prone areas, so the construction of this airfield is very important for things that are not desirable this can facilitate work in the event of a disaster.

The plan for the construction of this airfield in Bengkulu province, this is related to existing problems which do not rule out the possibility that this problem will continue considering that Bengkulu province is one of the disaster-prone areas due to the presence of Indonesia tectonically as a meeting place for three world tectonic plates (Eurasia, Indo Australia and the Pacific), volcanically as an active fire line known as the Pacific ring of fire. Indonesia, which is a disaster-prone country, must face a disaster at any time or at a certain time. Therefore, disaster management must pay attention to the overall planning and overall considerations. (such as earthquakes, tsunamis, volcanic eruptions, floods, and so on).

With the plan to build an air base for the Indonesian National Army, the navy can overcome the problems in Bengkulu province, which is one of the disaster-prone areas and the western part of Bengkulu province is directly adjacent to the Indian Ocean. In general, non-military threats can be classified as follows: natural disasters, environmental damage, border area violations, natural resources, drug trafficking and abuse, and other forms of threats that can endanger state sovereignty, territorial integrity of the Unitary State of the Republic of Indonesia, and the safety of the whole nation.

Lanudal is one of the developments of the naval base because it is one of the navy's alusista. By looking at the problems that exist in Bengkulu province which is one of the disaster-prone areas and then Bengkulu province is also the western part of Bengkulu province bordering the Indian Ocean plus Bengkulu province has an outer island such as Renggano Island, seeing this, of course the planning for airfield development in Bengkulu province is something that is appropriate and strategic for securing the security of the province of Bengkulu and to support the defense of the State in the Indian Ocean.

b. Structure

At this time it is still in the form of a process from the TNI AL Juanda and PT Angkasa Pura II. Of course, this is what we, as the regional government of Bengkulu province, need to synchronize with the ministry of transportation, PT Angkasa Pura II and Lanal Bengkulu."

From the regional government of Bengkulu, it supports the construction of airfields if needed by the Indonesian Navy agency. As for the strategic plan, it has been carried out, so far the Bengkulu sideline has been pushing for its implementation or pushing for the application for the construction of airfields in stages.

Regarding the airfield for securing the waters of the Sumatran Indian Ocean to deal with our non-military threats with the TNI from us from the sea transportation directorate or KPLLP we support for the sake of security and we are related to the air force when incidents or accidents occur and the problems that exist so we exist synergy between air transportation, the air force.

PT Angkasa Pura II has also been trying to continue to support maintaining defense and security in Bengkulu province where we from PT Angkasa Pura II are members of the Bengkulu province BUMN task force where the BUMN task force works quickly between BUMN collaborations when a disaster occurs. Then we from PT Angkasa Pura II are also developing or changing this Bengkulu airport from a domestic airport to an international airport, the goal is so that our access outside can be open, especially since we are at the end of the Indian Ocean, we should be open to India, Pakistan and to other friendly destination countries. to improve the economic welfare of the people and the economic progress of Bengkulu."

In the formulation of the construction of airfields, if we talk about the Indonesian Navy, the base is one part of the defense equipment, which must be considered, and this airfield is specifically for aircraft. Given the existing problems, the planning for the construction of this airfield needs to be of particular concern to the central government and the Bengkulu regional government. So the construction of an air base for the Indonesian National Army and Navy in Bengkulu Province is a strategic and appropriate matter.

c. Resource

Of course, because this is a shared interest, of course the local government always supports it and what is more important, of course, I think the Indonesian Navy and PT Angkasa Pura II work together."

Linked to sources of funds and security in the field of funds, in the construction of airfields using APBN funds in relation to overall development, from the Law on the Indonesian Navy. Related to supporting defense in the Indian Ocean, there is a law regarding the exclusive zone because Bengkulu is directly adjacent to the Indian Ocean, which is far ahead, there is Law No. 5 of 1983 concerning EEZ which contains how the EEZ is treated, how is law enforcement in the EEZ and also in the TNI's EEZ The Navy also has authority there."

Regarding the planning for the construction of airfields in Bengkulu for the construction of airfields regarding funds will be determined because given the problems that exist in the province of Bengkulu, because when this is determined, this development will be better ".

So PT Angkasa Pura II is only in an internal position if the airfield will be built, PT Angkasa Pura II only facilitates security and is ready to support the construction of the Indonesian Navy's national army airbase. PT Angkasa Pura II also has a permit with the ministry of transportation, must be contacted as long as it is permitted, PT Angkasa Pura II is ready and always supports. And PT Angkasa Pura II is always ready to cooperate with the Indonesian Navy, the National Police, especially at the Fatmawati Soekarno airport. With the plan to build an airbase for the Indonesian National Army, the navy can overcome the problems in Bengkulu province, where Bengkulu province is one of the disaster-prone areas, and the western part of Bengkulu province is directly adjacent to the Indian Ocean.

This is back again if for alusista based on the posture book and the achievement target MEF. So far, the rejuvenation of the defense equipment has been carried out in four stages. Currently it has entered its second phase and will continue for the next few years. "To build this defense system, there are four documents and now it is in the second stage. To build a great and quality Navy, it takes a long time. It took time too, like a ship took three years. To get this defense equipment is indeed not easy to obtain. Even when we have the defense equipment, we still need time to learn and adapt for at least one year.

d. Communication

The synergy of the central and regional governments of Bengkulu in the construction of the Indonesian National Army Air Force base is to synergize stakeholders, there are from the Indonesian Navy, PT Angkasa Pura II and from the Bengkulu government as the authority that owns the territory, this as me as the governor of Bengkulu always synergizes how to allocate land, harmony among policy makers. From the Bengkulu regional government synergizes as follows:

- 1) Synergizing between the Indonesian Navy and PT Angkasa Pura II, as well as the Bengkulu provincial government.
- 2) Synergize PT Angkasa Pura II, of course, synergize with PT Pelindo because this airfield, apart from making the State's defense in the Indian Ocean airfield also function, will also secure these 2 strategic places, the first is Fatmawati Airport as well as the Baai Island port.
- 3) Synergizing between the ministry of transportation services in the Bengkulu area and the central transportation ministry because we hope that Fatmawati Soekarno airport will become an international airport, and also we hope that Pulau Baai port will become an international scale port, so the security function I think is very important, so synergy between stakeholders in the airport, port, TNI AL, Bengkulu regional government, including from the Bengkulu transportation service which is not as important, of course, in the context of structuring a special economic zone in the Baai Island port area.

In this case the synergy between the central and regional governments is good. In this case the governor of Bengkulu also supports his synergy in the form of outreach about the airfield development plan. And also coordination with PT Angkasa Pura II, Lanal Bengkulu, and the Bengkulu regional government. And everything related to correspondence was also supported by the Governor of Bengkulu when Lanal Bengkulu sent the letters and the Bengkulu regional government followed suit. Then the efforts of the central and regional governments of Bengkulu in building airfields to support national defense in the Indian Ocean are that the regional government of Bengkulu strongly supports the participation of the Indonesian Navy to guard Bengkulu waters to the Indian Ocean, the regional government of Bengkulu is very supportive. What can be applied in correspondence is supported by them, at the post in Renggan the local government and support and always pay attention to the post from the local government has supported this matter to support and protect the outer islands.

Airfields are an important matter especially considering the problems that exist in Bengkulu province, so for synergy for the navy from the sea transportation directorate it is very supportive regarding the airfield development plan, because in Bengkulu province there is a technical implementing unit in Bengkulu province, there is only one example, namely there was an accident at sea and this from the ministry of transportation is interrelated and there is always communication about this."

So PT Angkasa Pura II is only in an internal position if this lanudal is planned to be built in Bengkulu province and from PT Angkasa Pura II it only facilitates security. So PT Angkasa Pura II also has a permit with the ministry of transportation, must be contacted as long as it is permitted, PT Angkasa Pura II is ready to support the implementation of the construction of the airfield in Bengkulu."

This threat is not only from the Indian Ocean but also from the Atlantic Ocean. This is not only the central government and the Indonesian Navy, but there must be suggestions and input from the regional government from the provincial medium-term development plan. From the prediction of the threat from the aspect of security, defense but also mobility in the event of a humanitarian disaster. Policies in the central government are derived from them. Governor Regulation number 34 of 2018 concerning disaster management plans in Bengkulu province for 2018-2022. Bengkulu provincial regulation article 27 Bengkulu number 3 of 2011 concerning disaster management, and for policies are directions or actions taken by local governments to achieve goals. The vision is a general formulation of the desired state of affairs at the end of the planning period. Program is a

policy instrument that contains one or more activities carried out by government agencies to achieve goals and objectives and obtain budget allocations/community activities coordinated by government agencies.

e. Disposition

The implementation of planning for airfields in Bengkulu is currently still in the process due to the need for more synergy between the central government and the Bengkulu region and for the construction of airfields the need to allocate land assets.

The construction of this airfield must be based on regulations that have been in force in accordance with international aviation regulations and must comply with regional government regulations. If the construction of the airfield is not in accordance with expectations, the planning for the construction of the Indonesian National Army Air Force base has been adjusted according to existing regulations. So that the level of preparatory planning up to definite implementation is in accordance with the regulations that have been in force. If it doesn't meet expectations, maybe the budget aspect is lacking, or maybe from a point of view the location might be too indented into the runway, maybe just technically.

From the ministry of transportation, it is very supportive and supportive, because this is part of the security defense in Bengkulu province and to support the national defense in the Indian Ocean.

PT Angkasa Pura is coordinating with the Indonesian Navy and the Ministry of Transportation if the synergy between the central and regional governments is ready and established and for the implementation of the construction of airfields in Bengkulu, we from PT Angkasa Pura II fully support the construction of airfields in Bengkulu.

1. Regional institutional synergy. The threat from this is from the Indian Ocean, which is the international logistics route, the biggest is international crime for example piracy, illegal migrants, robbery at sea.
 2. The synergy of the local security and defense apparatus, in this case the POLRI and TNI.
- Efforts to Plan the Development of an Air Base for the Indonesian Navy and National Armed Forces to Support National Defense in the Western Part of Bengkulu Province

a. Objective

The purpose and formulation of the airfield development plan in Bengkulu has the following objectives:

1. In order to have a fatmawati airport field.
2. To protect the outermost islands and the Baai Islands which face the Indian Ocean, of course this will be a big port, of course this needs great security, which is where the need for the construction of airfields is the key to how to secure airports, and how to protect coastal areas, by continuing to pay attention this and this will be properly monitored."

That the Indonesian Navy, in this case, is carrying out law enforcement and maritime security duties. For EEZ sea security and with the achievement of the SSAT elements, aircraft can be used optimally up to EEZ and not only territorial, with the construction of airfields in Bengkulu province, it can achieve the maintenance of the sea in national jurisdiction".

Related to the airfield with the aim of securing the TNI from the ministry of transportation, namely the directorate of sea transportation or KPLLP to support the planning for the development of this airfield by taking into account existing problems and for security and defense safety in Bengkulu province and to support national defense in the western part of Bengkulu province and we are related to the air force when an incident occurs, for example an accident on an airplane so we have synergy between air transportation and the TNI."

PT Angkasa Pura II is a child of a state-owned company whose program is airport services so with planning for the construction of airfields in Bengkulu from PT Angkasa Pura II aims to serve the community and also serve the Unitary State of the Republic of Indonesia for defense security in Bengkulu province and nationally, as well as to support national defense in the western part of Bengkulu province. PT Angkasa Pura II fully supports national security and defense."

b. Activity

In planning the construction of airfields in the province of Bengkulu, the activities related to the objectives of the construction of airfields in the province of Bengkulu are as follows:

1. Streamlining functions such as lanal.
2. How to ensure the supervisory function of the coastal area, because we also have functional supervisory staff in the coastal and sea areas.
3. Infrastructure in the sea-coastal area also from Bengkulu province to build the spirit of the Bengkulu regional government to build the Malakoni port, Renggano airport, repair the Baai Island port, including developing the Fatmawati airport. west, and the important thing is that the Bengkulu government is starting to build, namely strategic development in the Renggano area because Renggano Island is the outermost island whose population is the concept of national defense and Renggano Island is a national strategic area because the outermost island is an important point of sovereignty of a nation.

The regional government of Bengkulu is very supportive of the participation of the Indonesian Navy in protecting Bengkulu waters to the Indian Ocean, the regional government of Bengkulu is very supportive. What can be applied are correspondence which is supported by the local government, at the post in Renggano the Bengkulu government supports and always pays attention to the post from the Indonesian Navy, all from the Bengkulu regional government which has supported the matter of planning the construction of airfields in Bengkulu province which aims to support defense The state in the western part of Bengkulu province as well as to support and protect the outer islands”.

Related to the strategic plan in maintaining the security and defense of Bengkulu province in dealing with non-military threats in the Bengkulu province area to support national defense in the western part of Bengkulu province, from the ministry of transportation to support safety and security and related to the air force when an incident occurs, for example an accident on an airplane air so from the ministry of transportation there is synergy between air transportation, the air force. And if there is a problem from the ministry of transportation in Bengkulu province there is a technical implementing unit in Bengkulu province, regarding this problem, as an example, there was an accident at sea and this ministry of transportation is interrelated and always communicates about this."

By looking at the condition of Bengkulu province, where the western part of Bengkulu province is directly adjacent to the Indian Ocean, PT Angkasa Pura II always communicates and coordinates with the Bengkulu regional government and carries out appropriate strategies to deal with non-military threats in Bengkulu province, namely as follows:

1. PT Angkasa Pura II is positioned in the SOE task force, which is currently in the hands of PT Pelindo.
2. To maintain security and defense carried out by the TNI, PT Angkasa Pura II supports to keep Bengkulu's defense and security safe and conducive and Bengkulu's economy continues to progress. In the case of many disasters, it is also important for BMKG to communicate with PT Angkasa Pura II and also PT Angkasa Pura II, in this case it is also included in the BUMN task force community and this is always informed with PT Angkasa Pura II and makes it easier for PT Angkasa Pura II in terms of anticipating non-military threats that exist in the upcoming province of Bengkulu”.

Based on Governor Regulation number 34 of 2018 concerning disaster management plans in Bengkulu province for 2018-2022. Article 27 Bengkulu Bengkulu province regional regulation number 3 of 2011 concerning disaster management, and for policies are directions or actions taken by local governments to achieve goals. The vision is a general formulation of the desired state of affairs at the end of the planning period. Program is a policy instrument that contains one or more activities carried out by government agencies to achieve goals and objectives and obtain budget allocations/community activities coordinated by government agencies.

c. Time

Because the construction of an airfield in Bengkulu Province in this case is still in the form of planning from the Bengkulu regional government and the central government, it is necessary to re-communicate and coordinate looking at the obstacles and

the things that are the cause of the construction. the airport cannot be implemented because of the harmonization of space requirements, meaning how much space is needed by the airfield, how much is for the development of Fatmawati airport then of course the allocation of supporting land for each need and of course this is directly related to budget allocations.

From planning for the construction of an airport in the province of Bengkulu, it is necessary to carry out the right implementation at the right time, because the airfield in the province of Bengkulu has not yet been built, so that the ability of the regional government and the central government to develop the airfield if the facilities do not yet exist and if the capacity of the central and regional governments already exists and able to help and how to communicate with the community or special committee. Helping deliveries at the village, sub-district, Bengkulu city levels. And the Bengkulu Regional Government is willing to help in the form of several facilities. If construction has started, the local government is ready to help support facilities and not from the main facilities because the main thing is the state budget.

Regarding the plan to build an airstrip in Bengkulu Province with the aim of securing this, further cooperation still needs to be carried out because it is still constrained by the need for land for the construction of an airstrip. The Ministry of Transportation is ready to support and support the planning for the construction of this airport by taking into account existing problems and for security and defense in Bengkulu Province and supporting state defense in the western part of Bengkulu Province.

The time for planning the construction of an airport in Bengkulu Province from PT Angkasa Pura II is waiting from the Ministry of Transportation, by looking at problems in Bengkulu Province which is one of the disaster-prone areas and with the construction of an airport in Bengkulu which aims to secure and defend Bengkulu province and support national defense in the western part of Bengkulu province, said PT Angkasa Pura II in general, if there is coordination and communication from the ministry of transportation for the construction of an airfield in Bengkulu province, PT Angkasa Pura II is ready to support the construction of the airport.

The government in this case is coordinating with agencies in the Bengkulu area and the Bengkulu regional government is also coordinating with the central government. From the central government, in this case the ministry of transportation coordinated with the regional technical implementing units in Bengkulu, then from the synergy of the central government and the Bengkulu region, it also synergized between the ministry of transportation services in the Bengkulu area and the central transportation ministry because the Bengkulu regional government hopes that Fatmawati Soekarno airport will become an international airport, and also the Bengkulu regional government also hopes that the Pulau Baai port will become an international scale port, so the security function of all of this is thought to be very important, so the synergy between stakeholders in the airport, port, Indonesian Navy, Bengkulu regional government, including from the Bengkulu transportation service which no less important, of course, in the context of structuring the special economic zone in the Baai Island port area. And the Bengkulu regional government in this case coordinates with agencies in the Bengkulu area by organizing how to communicate with the community or its special committee. Assist delivery at the village, sub-district, Bengkulu city levels. And the regional government of Bengkulu is willing to help in the form of several facilities. If the construction has started, the regional government is ready to assist with supporting facilities and not from the main facility because the main thing is the state budget.

When associated with previous research that is relevant to the researcher, this is research conducted by Bambang Yuniarto. improvement in supporting national defense. The difference in research is that it has a focus, a different location from the researcher.

Thus, from this review, from the description above, the efforts of the central and regional governments of Bengkulu in planning the construction of airfields in the province of Bengkulu. The continuity of planning for the construction of airfields in the province of Bengkulu in realizing security and defense in the province of Bengkulu and to support national defense in the Indian Ocean is also being carried out from the Bengkulu regional government. linking Renggano airport to Kaiyangpu, the Bengkulu regional government has also inaugurated the development of the fourjikan for telecommunications, then streamlined and optimized the functions of the Kaiyangpu and Malakoni ports and the need for development also in the west coast area in Renggao to monitor the coordination point for the shift area because this will disrupt the sovereignty of a nation. nation in this case defense.

V. CONCLUSION

The synergy of the central and regional governments of Bengkulu in the construction of an airbase for the Indonesian national army navy in Bengkulu province has been carried out by the central and regional governments of Bengkulu with synergy by coordinating and communicating, but in the construction that will be carried out there are obstacles that occur. Regarding the harmonization of space needs, meaning how much space is needed by the airfield, how much is it for the development of Fatmawati airport, the allocation of supporting land for each of these needs, of course this is directly related to budget allocation.

Efforts from the central and regional governments of Bengkulu in planning the construction of an airbase for the Indonesian navy's national army in Bengkulu province to support national defense in the western part of Bengkulu province by taking into account 3 components consisting of objectives, activities and time.

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