



Post and Cargo Monopoly Practices by Airport Managers (Case Study of Hasanudin Airport and Kualanamu Airport)

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Abstract

The continued development of the world economy with increasing competition in various businesses including the aviation business. Indonesia's own aviation business where management is centralized which is given to PT Angkasa Pura I and II as companies that manage large airports throughout Indonesia. The airport management rights were later misused by PT Angkasa Pura I and II to conduct monopolistic practices. Based on the decisions of the Commission, both companies should be excluded from the application of the Competition Law, proved to have committed abuse of monopoly power by creating barriers to entry for other business actors. And the activities carried out by the airport management in the process of cargo and mail at airports not included exceptions contained in the Act. No. 5 of 1999 regarding monopolistic practices and unfair business competition because of what was done by the airport management have broad impact to the national economy due pentetapan too high a rate which causes the price of goods that dikirimakan through cargo and mail also increased, as well as their indekasi monopolistic practices such as other businesses can not carry on business without government approval of airport and PT. Angkasa Pura I and II.

Keywords: *Monopoly Cargo; PT Angkasa Pura I and II*

Introduction

One of the most widely used in economic activities, especially related to the activity of transporting goods, is air transportation. This situation has made the airport has developed into an important area in driving the pace of economic growth. Because the existence of an airport makes it easier for all activities in the form of flights or other activities that support the economic rate of a country. The bigger an airport will open up commercial space that can be used to open all types of businesses in it.

Several regions in Indonesia already had international airports such as Surabaya, Medan, and Makassar. We can see how the growth and development of these regions both in the economic sector and the structure of life of the people. Related to the interests of the wider community, in terms of airport management is fully controlled by the State, as stated in Article 33 paragraph 2 of the 1945 Constitution of the Republic of Indonesia, "Production branches which are important to the State and which control the

lives of many people are controlled by Country " (Constitution 1945). In this case, the involvement of the State is as the party that manages all forms of activities at the airport.

Departing from this regulation, BUMN in this case has the right to monopolize the market which concerns the general interests of the Indonesian people for the creation of welfare. This is also stated in Articles 50 and 51 of Law No. 5 of 1999 concerning the prohibition of monopolistic practices and unfair business competition (UU No.5/99) regarding matters that can be excluded in this law.

In this case the State dominates the role apart from being an operator as well as a regulator whose role is to formulate and determine rules in the implementation of airport management. This can be seen in the regulations regarding airport business activities in Law of the Republic of Indonesia Number 1 of 2009 concerning Aviation Chapter XI Article 233 "Business activities at airports" reads "Airport services as intended in Article 232 paragraph (2) can be carried out. by; a. airport business entities for airports that are operated commercially after obtaining a permit from the Minister; or b. Airport operating unit for airports that have not been commercially operated which is formed by and responsible to the Government and Regional Government". Then followed by Government Regulation No. 70 of 2001 concerning Airport Chapter II Article 4 paragraph (5) which states "Airports as referred to in their operation as referred to in Article 3 Paragraph (2) letter a are differentiated on the basis of;

- a. Public airports operated by the Government, Provincial Governments, Regency/City Governments, or airport business entities;
- b. special airports administered by the Government, Provincial Governments, District/City Governments or Indonesian Legal Entities" (Peraturan Dirjen Perhubungan Udara: 2015)

Based on these regulations, management of large airports in Indonesia is handed over to two state-owned companies, namely PT Angkasa Pura I and PT. Angkasa Pura II. The two companies are business entities formed by the government through a permit from the Minister for which each company has different friends. Eastern Indonesia, starting from Semarang, Yogyakarta, Surabaya, Denpasar, Mataram, Kupang, Banjarmasin, Balikpapan, Makassar, Manado, Ambon, Biak are areas that are managed and controlled by PT. Angkasa Pura I. Meanwhile, the western regions of Indonesia such as Bandung, Halim Perdana Kusuma, Soekarno-Hatta, Palembang, Padang, Medan, Banda-Aceh and Pontianak are managed by PT. Angkasa Pura II. The transfer of management to the two BUMNs was further rearranged by the government in Indonesian Government Regulation Number 5 of 1992 concerning the transfer of the Angkasa Pura Public Company (Perum) to a Limited Liability Company (Persero) with the notarial deed of Muhaini Salim, SH dated 3 January 1993.

Due to this authority, as an airport service manager, this BUMN is required to play a more role in the community or service users in improving services optimally. Airport managers can also collaborate in order to provide business opportunities at the airport for certain investors or business actors.

The economic activities that are most often carried out at airports are exports and imports, in which domestic business actors send goods from their sale and purchase transactions abroad legally, and vice versa (pendidikanku: 2019). This cannot be separated from the cargo service providers. Cargo business is one type of business to deliver goods to and from destinations in other cities and countries (Pendidikanku: 2018). The delivery of goods carried out by the cargo side will of course enable business actors to deliver their goods safely (Warpani:2002).

The development of business actors in the goods delivery service provider industry has made business actors in them compete to make the best service, starting from regular delivery of goods to one

day service (up to one day). Goods delivery companies are also not only between islands in Indonesia, but some also carry out import and export activities to other countries around the world.

The safety factor is an important concern, especially for cargo shipping service providers, of course they hope that the goods sent will be safe until their destination. Therefore, it is necessary to have security measures from both cargo service providers and airport managers. The definition of security itself Based on the Decree of the Minister of Transportation Number KM 54 of 2004 dated May 21, 2004 is a combination of human resources, facilities and material as well as procedures to protect flights from unlawful interference (Keputusan Menteri Perhubungan: 2004). Airport managers in this case should also ensure the security of both those entering and leaving the airport, in accordance with the mandate of the law, namely the law. Number 15 of 1992 concerning aviation, "The airport operator is responsible for flight security and safety as well as the smooth running of its services" (Undang-Undang Penerbangan: 1992). Departing from these regulations, PT Angkasa Pura as the airport manager implements a Limited Security Area (DKT). Limited Security Areas (DKT) according to the Regulation of the Director General of Civil Aviation Number: Kp 626 of 2015 concerning the Operational Technical Guidelines for Aviation Security Programs, namely:

"Certain areas inside and outside airports are identified as high risk areas for use in aviation, airport operations, and other interests where the area is under surveillance and for entry is subject to security checks" (Peraturan Dirjen Perhubungan Udara: 2015).

In cargo services, the Government, in this case the Minister of Transportation, must be able to ensure both the safety of goods and aviation safety. One of them is in the form of the stipulation of the Minister of Transportation Regulation Number KM 9/2010 concerning the National Aviation Security Program on February 2, 2010. From there, various regulations emerged, such as Regulation of the Director General of Civil Aviation Number SKEP/255/IV/2011 concerning Cargo Security Checks. Transported by Aircraft dated 21 April 2011 issued by the Indonesian aviation authority, the Directorate General of Civil Aviation, with the aim of improving cargo services (Agus Pambagio: 2011).

However, in its implementation, the inspection of cargo in the Limited Security Area or warehouse area of line 1 at the airport by the airport manager still has many shortcomings such as the accumulation of goods that have not been checked for security, the existence of goods that are permitted even though they have not been checked via x-ray, and other reasons such as limited time. and tools. The line 1 warehousing area is also prone to entry by unauthorized people because inspection is prioritized for cargo that will be dispatched soon so that checks for incoming people tend to be weak (Rusnah Indah Cahyati: 2011).

Responding to this problem, the Ministry of Transportation felt the need to implement Regulated Agent (RA) in Indonesia by making new regulations, namely Law No.1 of 2009 concerning aviation and Regulation of the Director General of Air Transportation Number SKEP/255/IV/2011 concerning Cargo Security Checks Transported by Aircraft dated April 21, 2011 as the basis for the formation of Regulated Agent (RA) in Indonesia. Regulated Agent (RA) is an Indonesian legal entity in the form of a cargo agent or other field certified by the Minister of Transportation that conducts business activities with Air Transport Business Entities or Foreign Air Transport Companies to carry out security checks on cargo handled or received from the Shipper. With better resources, RA is expected as a way to increase security to comply with security standards.

Results and Discussion

1. Monopolistic Practices Conducted by Airport Managers

a. The Hasanuddin Airport Monopoly Case

PT Angkasa Pura I (AP I) as the manager of Hasanudin Makasar airport formed and established a Business Unit or SSC Warehousing on April 7, 2004 to manage the terminal or cargo warehouse built by PT AP I. SSC Warehousing is led by a General Manager and is directly responsible to the Directors of PT AP I in cargo activities. The purpose of establishing SSC Warehousing is to increase PT AP I's revenue source from cargo services. Although the airport management can cooperate with third parties, PT AP I does not collaborate with third parties because PT AP I feels capable of managing cargo services and prefers to establish SSC Warehousing on its own.

According to KPPU's findings, the procurement of X-Ray for goods and cargo was only implemented in December 2007, before the existence of X-Ray specifically for goods and cargo used was X-Ray for passenger luggage. The officer who operates X-Ray is only one person and is not an SSC Warehousing employee but only an outsourcing officer of PT AP I. In addition, the facilities provided by SSC Warehousing, such as pallets, cargo boxes do not meet international standards regarding safety in cargo. Many EMPU98 employees who are in Line I of the Cargo Warehouse should be sterile from parties other than SSC Warehousing officers. This matter is of concern especially the results of an audit conducted by the Directorate General of Civil Aviation on June 13, 2007 stated that Hasanuddin Airport - Makassar is in the lowest rank in terms of security and services.

According to the Commission Council's considerations, PT POS, EMPU, and airline companies have no other choice or must use SSC Warehousing services for cargo delivery by air at Hasanuddin Airport, Makassar, South Sulawesi. PT POS and EMPU have to bear additional costs because they have to use SSC Warehousing services and the additional costs have resulted in a decrease in the profitability of PT POS and EMPU. In terms of security or security, SSC Warehousing is proven to not provide a sense of security for its service users, as testimony from PT POS, PT Pandu Siwi Sentosa, Garuda Indonesia and Merpati Nusantara. PT AP I did not use the correct technology to ensure the safety of cargo services that had an impact on aviation safety, even though SSC Warehousing had recorded high revenues from 2005 to 2007.

b. The Kualanamu Airport Monopoly Case

Starting from PT Angkasa Pura II Imposing a Limited Security Area (DKT) starting on May 1, 2014. Whereas with the enactment of the DKT, there are provisions such as conditions that must be fulfilled by anyone who wants to enter the DKT, one of which is the airport pass. For anyone who does not have an airport pass, they can take advantage of the services provided by Business Partners in Line 2 of Kualanamu Airport. Business Partner Line 2 is an airport management business partner, in this case PT Angkasa Pura II which is engaged in the business of karfo and post at the airport, both in sending and receiving from within and outside the country. So business actors who can access warehouse line 1 at Kualanamu Airport are business actors who have become business partners of PT Angkasa Pura II and are required to lease the Line 2 warehouse area as one of the conditions (KPPU: 2017).

These requirements add to the chain of picking up goods, resulting in additional costs and time for picking up goods that harm consumers. Consumers have to pay IDR 350 / kg plus an administration fee of IDR 5,000 / high school. This raises suspicion and it should be suspected that the requirements made by PT Angkasa Pura II (Persero) are only as an excuse to maintain the existence of warehouse tenants in line-2. If Line 2 Business Partners do not have cargo pulling jobs, they will not rent a

warehouse on line 2 even though PT Angkasa Pura II (Persero) also still sets an incoming rate of IDR 800.00 / kg even though the goods sent are clear from the place of origin (KPPU:2017).

Line 2 Business Partners are also required to keep renting the warehouse area and office area at Kualanamu Airport in Medan. Whereas in the delivery process there was a transfer of work from Line 2 Business Partners to Regulated Agent (RA). RA at Kualanamu Airport in Medan has also operated on September 1, 2015, and as of that date, PT Angkasa Pura II (Persero) has stopped checking cargo by x-ray at the cargo terminal (Line 1) and only accepts outbound cargo that has been checked. in Regulated Agent (RA). These are the differences after and before the enactment of RA:

	Sebelum RA	Sesudah RA
Operator di Lini 1	PT AP II	PT AP II
Operator di Lini 2	Mitra Usaha Lini-2	PT Apollo Kualanamoo
Biaya Lini 1	Rp.800/kg + PPN 10%	Rp.800/kg + PPN 10%
Biaya Lini 2/RA	Rp.350/kg + PPN 10%	Rp.1.000/kg + PPN10%
Waktu pemeriksaan	2 jam	5 jam

Whereas with the transfer of work for outgoing cargo from Line 2 Business Partners to Regulated Agent (RA), it resulted in a decrease in the volume of work for Line 2 Business Partners, but PT Angkasa Pura II (Persero) did not want to respond to requests for reduced room rental rates and warehousing in Bandar Kualanamu Air. That Line 2 Business Partners feel that the room and warehouse rental rates at Kualanamu Airport are not in accordance with the facilities received, including leaking of office roofs, malfunctioning of elevators and poorly maintained cleanliness, but they have no choice because of the requirements to become partners of PT Angkasa Pura II (Persero) is obliged to rent warehouses in the public area (line 2).

The consideration of the Commission Council in this case is that there is a monopolistic practice carried out by PT Angkasa Pura II (Persero) in the form of excessive tariff setting by, among other things, the determination of the cost of production from the Aircraft Cargo Service Tariff (JKP2U) and warehouse service rates in High cargo terminals and / or no adjustment of cargo handling rates for outgoing cargo after the implementation of Regulated Agent (RA) while there are a number of activities that are not carried out, and additional activities and costs in the warehousing area (public area) that do not add value and are detrimental consumer.

c. Analysis of Monopolistic Practices Conducted by Airport Managers

In the case of Hasanudin Airport in Makassar, the airport manager was deemed to have practiced monopolistic in the cargo process, starting with the form of SSC Warehousing on April 7, 2014 with the aim of increasing PT AP I's revenue source from cargo services. Actually, according to the witness testimony contained in the KPPU's decision Number: 22 / KPPU-L / 2007, the establishment and enforcement of SSC Warehousing at Hasanudin Airport in Makassar is not a wrong thing as long as it is considered to be profitable in terms of company revenue and does not violate regulations set by regulators. However, in its implementation, the airport management practiced monopoly right after the enactment of SSC Warehousing. Monopolistic practices and or unfair business competition carried out by PT AP I in cargo services at Hasanuddin Airport, Makassar, South Sulawesi are not providing maximum service and not providing maximum security guarantees as required in the applicable laws and regulations so that the

service users have reduced levels of welfare both in terms of income and in terms of services obtained (KPPU:2007).

In addition, PT AP I also applies a tariff of Rp. 250 / Kg (two hundred and fifty rupiah per kilogram) by SSC Warehousing compared to the tariff that produces a reasonable profit of Rp. 150 / Kg (one hundred and fifty rupiah per kilogram), SSC Warehousing has created a losses to consumers and also affects the public interest and economic efficiency in terms of shipping cargo by air. This is illustrated in the cargo delivery process scheme which shows the mastery of Cargo Services in Hasanuddin Airport, Makassar, South Sulawesi:

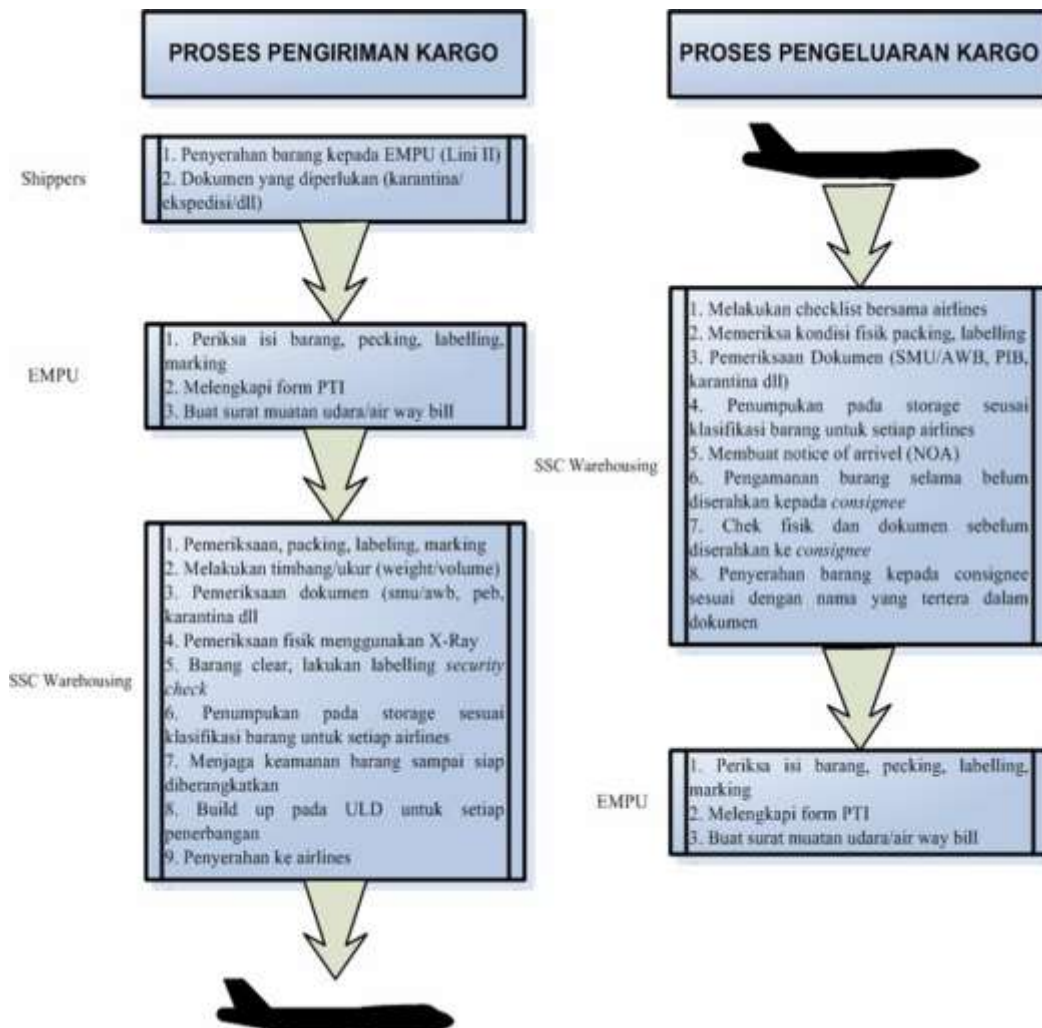


Figure 1 Hasanuddin Airport Cargo Delivery Process (KPPU: 2007)

This leaves no option for cargo and airline business actors to send and receive cargo other than going through this process. At Kualanamu Airport - Medan, the practice of monopoly originated with the enactment of a Limited Security Area (DKT) on May 1, 2014 where only those who have airport passes can access warehouses in Line 1. To get airport passes, one of the conditions must be a business partner. PT AP II as the airport manager by renting warehousing areas and offices in Line 2. With this condition it raises complaints because of the high operational costs that must be incurred by cargo business actors but it is not accompanied by qualified facilities, such as leaky roofs, non-functioning elevators, even poorly maintained cleanliness (KPPU:2017).

In addition, the imposition of double tariffs on the process of shipping goods causes a domino effect on the national economy, because cargo businesses must issue tariffs for cargo inspection services in a row to RA and airport managers before the goods are put on the plane and have an impact on the increase in shipping costs. which must be borne by consumers which causes the price to be very high. There is a reduction in checking activities by airport managers that have been done by RA such as the x-ray process, but airport managers still impose double rates which are considered high in the delivery process. The following is a picture of an explanation of airport management activities in the delivery process before and after the implementation of RA:

No.	Sebelum Regulated Agent (RA)		Sesudah Regulated Agent (RA)	
	Terminal Kargo		Terminal Kargo	RA
1.	Timbang kargo dan cek kelengkapan dokumen	Cek kelengkapan dokumen	Verifikasi barang dengan dokumen	
2.	Pengecekan kargo dengan x-ray	Cek kargo jika diperlukan	Timbang dan pengecekan kargo dengan x-ray	
3.	Verifikasi barang dengan dokumen		Labeling	
4.	Labeling		CSD/jaminan RA	
5.	Trucking		Trucking	

Figure IV.2 Activities of Airport Managers Before and After RA (KPPU:2007)

The following is the flow of the delivery process at Kualanamu Airport - Medan before and after the enactment of RA:



Figure IV. 3 Cargo Delivery Flow Before RA (KPPU:2007)



Figure IV. 4 Cargo Delivery Flow After RA (KPPU:2007)

The picture above shows that even though there is a reduction in airport management activities, airport managers still impose tariffs that do not provide welfare for businesses and consumers at all, which have an impact on the public interest in the form of high logistics costs which will affect the national economy. This is due to additional fees charged to PT AP II service users. If the cargo sent is

capital goods or raw materials, it will have an impact on production which can increase indirectly, whereas if the cargo sent is consumer goods it will have a direct impact.

Based on the two cases above, a common thread can be drawn as an effort to maintain and increase monopoly, the airport managers, namely PT AP I and PT AP II, abuse their monopolistic position to carry out monopolistic practices. It is said that because airport managers are the only business actors who have the right and authority in the process of sending and receiving cargo at the airport, which makes cargo or expedition businesses have no other choice but through PT AP to deliver and receive cargo, which then positions This was misused by airport managers which had a direct impact on consumers and the national economy by setting high tariffs.

If it is related to Article 17, Hasanuddin Airport - Makassar has fulfilled the elements in paragraph (2) of the article, because every shipment of goods by air must use SSC Warehousing services without any choice but through SSC Warehousing. Element 1 (one) business actor or a group of business actors who control more than 50% (fifty percent) of the market share of a certain type of goods is considered fulfilled because PT AP I through SSC Warehousing is the only business actor or group of business actors who mastering cargo services at Hasanuddin Airport - Makassar, South Sulawesi.

Fulfillment of the elements in Article 17 of Law no. 5 of 1999 was also filled with Kualanamu Airport - Medan, by abusing a monopoly position and harming the public interest. This is because consumers and freight forwarders suffer from the disadvantage of not having the option to deliver air cargo other than through PT AP. The provisions made by the manager to send cargo by air are burdensome for consumers.

2. Exceptions to Monopolistic Actions Conducted by Airport Managers

The state has the right to monopoly (monopoly by law). State interference with economic activities as protection, includes: maintaining a balance of interests; interests of business actors and consumers; and protect the interests of the state and the public interest against individual interests (KPPU:2017). There are times when the government's role in business activities tends to lead to unhealthy business practices. This can be grouped into 2 (two) forms, namely:

- a. Creating artificial barriers (artificial barrier) and captive market, where the government through its policies and / or laws and regulations appoints certain business actors to import or export a certain product. With the consequence of creating artificial monopolistic practices by the appointed business actor, because other business actors are unable to conduct or enter the business.
- b. Granting excessive privileges to certain business actors, namely the government creating a trade system, supervised exports or imports, or granting a single license to certain business actors. What causes business actors who receive these privileges to monopolize market share and monopsony is because other business actors may not participate in the relevant market (Elyta Ras: 2001).

Actions which are based on policies and laws and regulations issued by the government are exempt from Law No. 5 of 1999 is often misused or there are contradictions between sectoral laws and business competition provisions. So that there is no contradiction in the provisions of the sectoral law, in Article 50 letter a and Article 51 of Law No. 5 of 1999 stipulates provisions regarding exceptions for the application of monopoly by the government.

Article 233 Law No. 1 of 2009 concerning Aviation states that only certain companies are given the authority to manage and carry out business activities at airports, but there is no clarity regarding the limits to the extent of this authority, which then the government delegates the administration of several

airports to the public and flight navigation services to PT AP I and PT AP II. This authority is called monopoly by law, which is outside the legal regime of business competition and is usually very beneficial to the government because its implementation is supported by statutory regulations and is used for the benefit of the people, such as infrastructure managed by BUMN.

The delegation of authority makes PT AP I and II have the exclusive right to manage and operate various service sectors at the airport, with the following forms of business:

- a. Provision, business and development of facilities for aircraft landing, take-off, parking and storage services.
- b. To provide, operate and develop technical facilities for passenger, cargo and postal transportation services.
- c. Provision, exploitation and development of electronic, electricity, water and waste disposal facilities.
- d. Aviation services.
- e. Support services for aviation and airport activities.
- f. Provision of land for buildings related to the smooth running of air transport.
- g. Consulting services, education that can support the achievement of company goals (USU: 2019).

The exceptions given to PT AP I and II are not absolute exceptions, but there are limitations or signs that must be obeyed in the provisions of Law No. 5 of 1999 as a guideline for implementing these exemptions (KPPU:2009), such as safeguarding public interests, creating a conducive business climate and creating efficiency in business activities (UU Antimonopoli:1999). And if they violate these signs, companies that are delegated by statutory regulations or that are exempted from Law No. 5 of 1999 cannot use the privileges of the monopoly by law provisions. This should be taken into account by PT AP I and II as state-owned enterprises which are extensions of the government both as regulators and as operators in the airport sector. It is proven that in the course of airport management in Indonesia, PT AP I and II have been reported several times for allegedly violating Law no. 5 of 1999.

Of the two decisions, namely KPPU Decision No. 03 / KPPU-I / 2017 and 22 / KPPU-L / 2007, monopolistic practices in cargo business activities at the airport by the two managers have violated the boundaries of the purpose of establishing the anti-monopoly law by harming public interests and not creating efficiency. The granting of monopoly rights based on regulations (monopoly by law) in Article 50 letter a, and Article 51 has a tendency to lead to violations of Article 17 which is very likely to occur because the norms that grant monopoly rights are too loose.

Exceptions by Law No. 5 of 1999 as a government monopoly has a relationship with violations of Article 17, because the limitation of the work area is only to BUMN which has the potential to result in monopolistic practices. Article 50 letter a and Article 51 should serve as justification for PT AP I and II to determine company policies at the airports it manages, not to provide an exception to the ongoing monopoly. In its decision, KPPU rejects the justification of PT AP I and II by using Article 50 letter a and Article 51 for its actions that do not fall within the criteria of acts and agreements that are exempt. As stated in Article 33 of the 1945 Constitution, the state should be able to realize people's welfare as a form of support for political economy in Indonesia by applying the exception to Law No. 5 of 1999 (KPPU:2009). This exception is also a reflection of Article 3 of Law no. 5 of 1999, namely for the public interest, people's welfare and efficiency, not just protecting business competition (Law no.5: 1999).

There is a potential that creates problems because it allows contradictions to arise from various applicable laws and regulations. It must consider various aspects including the threshold of behavior in competition law and policy which must be prioritized, the reasons and parameters for granting the

exception policy and in what cases the exception can be implemented even though it is not in line with Law no. 5 of 1999.

It can be concluded that the indicator of shifting monopoly by law permitted by Law no. 5 of 1999 becomes a prohibited monopoly due to KPPU's consideration of the impact of business actors' actions based on the rule of reason as reflected in Article 17 of Law No. 5 of 1999. Therefore, what has been done by PT AP I and II as managers at Kualanamu Airport - Medan and Hassanudin - Makassar Airport in cargo activities is an activity that is not excluded by Law no. 5 of 1999 because what was done by airport managers which was supposed to be aimed at the welfare of the community was not achieved at all. The inefficiencies received by both consumers and airport cargo business partners reflect that the welfare is not realized as mandated by law. The concentration of profits is also one of the factors that causes this activity to be included in monopoly because airport managers take advantage of its dominant position to get more profits without the presence of equal services provided to consumers and business partners, especially in the cargo sector.

Conclusion

1. Monopolistic practices that occur at airports indicate the cause of violations of business competition law in the airport sector, mostly starting from government policies, both in the nature of blurred delegation of authority and certain actions in the form of cooperation agreements to calls for advancing other state-owned companies, which has and has the potential to hinder business competition in the airport service market. The government policy which gives very broad authority to PT Angkasa Pura I and II cannot be separated from the background of the establishment of the two companies where the government delegates the management of new airports in Indonesia to only these two companies.
2. Exceptions for monopolistic acts committed by airport managers based on articles 50 and 51 of the Anti-Monopoly Law in line with Law no. 1 of 2009 concerning Aviation contains antitrust and pro-competition principles. Government domain factors in the airport sector in Indonesia still delegate management to BUMN. To improve airport business governance regulations that are still centralized-monopolistic, Indonesia can combine trends that have been and are ongoing in most countries in the world, namely airport privatization with the principles of economic democracy in accordance with the principles of Indonesian business competition law. Airport privatization as a realistic step in facing the Indonesian airport competition market. In the case of KPPU, more and more private business actors are able to compete in providing services at airports. The emergence of new policies aimed at airport operators to increase creativity and independence in developing their airport business.

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