



Urgency Of Air Defense Identification Zone (Adiz) To Support Indonesia Air Defense System

Yuwono Agung Nugroho^{1*}

Atip Latipulhayat²

Ida Bagus R Supancana³

Indra Perwira⁴

^{1*234}Faculty of Law, Universitas Padjadjaran, Bandung, Indonesia.
yuwono20001@mail.unpad.ac.id

***Corresponding Author:-** Yuwono Agung Nugroho

*Faculty of Law, Universitas Padjadjaran, Bandung, Indonesia.
yuwono20001@mail.unpad.ac.id

Abstract

The development of international law, especially the 1982 UNCLOS, has had a very significant impact on the development of air law as a result of the expansion of territorial boundaries, but the area of the territorial sea is considered insufficient to support air defense. The principle of government in full and exclusive air space regulated in Article 1 of the 1944 Chicago Convention authorizes the state to manage air space above its territory. This research will discuss the determination of ADIZ in Indonesia and whether in the future it is necessary to revise the ADIZ that has been determined. Some countries designate ADIZ outside their territorial territory with the aim of being an air defense support area because with sufficient distance it is expected to provide sufficient time for the coastal state to identify aircraft that will enter its territory. ADIZ is a sub-system of the air defense system that serves as an identification zone for unscheduled aircraft that will enter Indonesian airspace. Indonesia had established an ADIZ in the 1960s covering Java, Madura, Bali and parts of Sumatra, but could not function in support of the air defense system because it was not equipped with facilities and infrastructure and was not supported by procedures for entering the ADIZ which had to be published internationally. Indonesia's ADIZ concept capable of supporting air defense systems will be set above the EEZ area with operational determinations adjusted to the factors of threat arrival. ADIZ requires the support of facilities and infrastructure such as fighter aircraft, radar, communication systems and civil-military cooperation as well as the publication of aircraft procedures entering the internationally published Indonesian ADIZ.

Keywords: UNCLOS, Sovereignty, ADIZ, Civil Military Cooperation

I. Introduction

The development of international law that greatly influenced the development of air law is the 1982 Convention Law of the Sea (UNCLOS) which has the force of binding law and is ratified by almost all countries. An important change stipulated in UNCLOS is the horizontal designation of airspace boundaries and the determination of the width of the territorial sea which greatly affects the air space of a country, because the boundaries of air space follow the boundaries of the dararan area and the ocean.

The establishment of the territorial sea boundary determines the boundary of a country's sovereignty over its territory. Sovereignty means supreme power and is monopoly or Summa Potestas or Supreme Power which is only owned by the state (Huala, 2004).

The state is said to be sovereign because sovereignty is an essential trait or characteristic of the state (Mochtar K, 1999). The development of the concept of state sovereignty in airspace begins with private ownership and state territory which is divided into two opinions, namely airspace as a free territory and not ownership, and a second opinion which argues that airspace as ownership or sovereignty that extends upwards into the air without borders (Albert, 1963).

The horizontal designation of airspace boundaries based on the provisions stipulated by the law of the sea is felt to be inadequate to protect the territory of the country from the threat of other countries, given the technological developments that produce aircraft that have very high speeds. To protect national security from such threats many countries establish Air Defense Identification Zones (ADIZ) in international air space that are outside their country's territorial territory and certainly not their sovereign territory.

The practice of establishing ADIZ was also implemented by Indonesia which established ADIZ over Java, Madura, Bali and parts of the southern part of Sumatra Island in the 1960s.

The author argues that the determination of Indonesia's ADIZ is no longer in accordance with global dynamics, especially the development of international law and technological developments so that it cannot support Indonesia's national air defense system (Sishanudnas). Sishanudnas is an order within the framework of state security defense involving all elements of air defense capabilities which are embodied in a continuous integrated effort and action to overcome every form of air threat by carrying out detection, identification, enforcement and countermeasures. In accordance with the description above, this study raises two problems, first, whether the determination of ADIZ is still needed in the modern era and how is Indonesia's ADIZ concept in the future to support air defense systems?

This research uses a normative juridical method which is carried out by examining library materials which are secondary data and is also known as literature legal research (Ronny Hanitijo, 1990) by describing and explaining the importance of ADIZ as a sub-system of air defense, the legal basis and concept of ADIZ Indonesia in the future and analyzing the influence of international law practice on the legal politics of regulating the determination of ADIZ Indonesia that is able to support Indonesia's air defense system.

II. Is ADIZ Still Necessary?

The development of aviation technology, especially military development, is felt to be very rapid so that currently aircraft are created that have stealth capabilities, at a very high speed and supported by very sophisticated weapon systems capable of penetrating a country's air defense system. An intercontinental ballistic missile (ICBM) is a ballistic missile that has a very long range between continents and is designed to be able to carry nuclear weapons, biological weapons, chemical weapons, and conventional warheads. More significant developments occurred in the field of unmanned aircraft (UAVs), which began to be used for military purposes. UAVs do not have limitations like conventional aircraft regarding range, and altitude and do not depend on human resources (pilots).

The development of fighter and missile technology and UAVs raises the question of whether the ADIZ which built the concept of air defense through zone designation is still relevant today? To answer the question, the author expresses the opinion that in the current practice of international law, ADIZ is indispensable in air defense systems. Such practices include:

- a. China's designation of the ADIZ in the East China Sea in 2013 was followed by actions to strengthen the ADIZ in the region by South Korea and Japan. China's designation of the ADIZ became an international polemic because its designation extends beyond Chinese airspace, enters airspace claimed by other countries and international air space. The establishment of the ADIZ is intended to support China's strategic interests in the areas of security, economy. On the security front, China's ADIZ can strengthen its claims to the Senkaku islands and safeguard territorial sovereignty. In the economic and political spheres, the ADIZ aims to protect natural resources and protect sea trade routes in maintaining

economic growth, which can then suppress and limit Japan's role in the region through economic power and control of natural resources.

- b. In support of the Canadian Defence Policy, the Government of Canada decided to expand the Canadian Air Defence Identification Zone (CADIZ) to include the entire Canadian Arctic Archipelago. The CADIZ expansion is effective from May 24, 2018 (Jody Edmonstone, 2018). The purpose of the CADIZ expansion is to support a defense system that has been built with the United States since 1950 with the NORAD (North American Aerospace Defense Command's) system. This expansion is against the backdrop of the development of threats and disturbances outside the territory that CADIZ has designated.

The second analysis of the importance of the ADIZ can be studied from the Russian and Ukrainian wars that are still ongoing. This analysis is based on the fact that in modern warfare although it uses advanced fighters and ICBM missiles, but in fact it is still necessary air strikes that directly approach the target using fighter aircraft. So that modern air warfare still uses the conventional pattern of fighter planes approaching enemy territory to destroy targets.

From the practices carried out by the two countries of China and Canada and the pattern of modern fighter attacks that are still the same as conventional warfare, the author argues that in peace time the establishment of the ADIZ to support air defense systems is still relevant and necessary. Although in practice, the purpose of establishing the ADIZ is not solely to support the defense system, but also to support other interests such as to strengthen the claim of land and ocean areas as its sovereign territory.

III. Practice of ADIZ In Different Countries

In support of air defense systems, many countries designate ADIZ as a support zone to identify aircraft approaching their territory. In practice the ADIZ set by various states is generally set outside its territorial boundaries towards the free sea which is international air space, so it is not the sovereign territory of the coastal state. Although the designation of an ADIZ that exceeds the territorial boundaries of a country is stated not to be an extension of state sovereignty, in practice it determines the mechanism of foreign aircraft flying in international air space that has been determined by the ADIZ to comply with the national provisions of the coastal state.

Annex 15 of the 1944 Chicago Convention on Aeronautical Information Service specifies the definition of ADIZ as a special dimensionally defined airspace where aircraft flying in that region are required to comply with additional identification or reporting procedures related to air traffic service (ATS). The ADIZ is designated as a buffer area for identifying foreign aircraft approaching a country's national airspace and as a means of preventive measures to protect sovereignty over a country's national airspace and its national security, in particular against threats from airstrikes from other countries.

ADIZ is defined as an area of airspace bordering but outside the airspace and territory of the country, aircraft are identified, monitored, and controlled to protect national security interests. The ADIZ can be reduced to six basic elements namely protecting national security, regulating entry into national airspace, administration through aircraft identification and control procedures, application to all aircraft regardless of civilian or state character, enforcement through interception and a broad temporal and geographical scope (Ted Adam, 2016).

There are three important points regarding the definition of ADIZ, namely first, the function of ADIZ is as a buffer area to identify foreign aircraft approaching the national airspace of a coastal state. Thus, the purpose of establishing the ADIZ is to provide preventive measures for the protection of territorial sovereignty over a country's national airspace, as well as its national security. The second point is that although the ADIZ can be established over sea space as well as on land areas, in reality it would be unimaginable without covering the associated marine space adjacent to a coastal state (such as inland waters, territorial seas, EEZ of that coastal state) or the high seas. It should be noted that state practice also reveals that the ADIZ was exclusively established by a coastal state only and so far, no landlock country has ever claimed

the ADIZ. This fact suggests that the relevant marine space of the coastal state is essential for the formation and operation of the ADIZ. In the following analysis it can be revealed that countries that have territorial disputes over sea space can also have disputes over their respective ADIZs. The third point is that the ADIZ is generally established and expanded beyond territorial airspace. As a result, the rights and obligations of aircraft flying into international airspace may be affected by the formation of ADIZ (Yinan Bao, 2014).

Various opinions expressed about the legal basis for the establishment of ADIZ by coastal states to support the interests of their country's air defense. The first opinion about the legal basis for the establishment of ADIZ is the practice of countries that have become customary international law. This opinion on the legal basis is still a conflict in International Law, because not all countries establish ADIZ in their airspace, so it is still a matter of whether the determination of ADIZ has become customary international law. Customary international law is an international custom that is a common custom accepted as law.

To be able to say that international custom is a source of law there needs to be elements there must be a custom of a general nature and that custom is accepted as law. In other words, it must be fulfilled with material elements and psychological elements, namely the reality of the existence of customs of a general nature and the acceptance of international customs as law (Mochtar K, 1999).

The second opinion as the legal basis for the establishment of ADIZ is the principle of self-defence recognized in the environment of International Law. This legal basis is based on the provisions of Article 51 of the UN Charter. The right to self-defense referred to in the UN charter is essentially an inherent right (*droit naturel*). The effect of the provisions in Article 51 is not solely to create rights but only explicitly that the existence of such rights is indeed recognized according to the principles of International Law (Sumaryo, 1997).

This opinion still causes debate because basically the right of self-defense can be exercised if the threat to the country occurs immediately, so based on this reasoning, the right of self-defense cannot be used as the basis for the establishment of the ADIZ.

Another opinion states that the legal basis for the establishment of ADIZ is based on the doctrine of necessity. The doctrine states that the establishment of the ADIZ is indeed necessary as a means of air defense of a country by implementing a zone that can identify the pasawat that will enter the territory of the founding country of the ADIZ.

The Chicago Convention does not expressly prohibit the designation of ADIZs by countries, nor does it grant permission to designate ADIZs to support air defense. So it can be concluded that the Chicago Convention gives states the freedom to set special provisions for aircraft entering an ADIZ.

The practice of the state in establishing ADIZ (state practice), as exemplified by the United States as the country that first established ADIZ with the aim of deterring threats from the Soviet Union. After the Americans established the ADIZ, it was followed by more than 20 countries having developed their ADIZ. Japan's ADIZ was founded by the United States during the time when the US military occupied Ryukyu Island after the second world war and was established on September 31, 1969. The US then handed over the management of the ADIZ to the Japanese government and subsequently Japan expanded its ADIZ twice, namely in 1972 and 2010. Japan follows the provisions set by the US, namely requiring aircraft from outside the territory entering Japan through the ADIZ to report themselves to Japanese air traffic controllers.

In the air defense system, for identification purposes aimed at knowing the flight activities of an aircraft can be determined a zone called ADIZ.

ADIZ is a zone for identification purposes in a country's air defense system. Every civil and military aircraft that is within the zone and will enter national airspace is required to provide its flight plan report to the founding country of ADIZ. Violations of this provision may be provided

with corrective action in the form of interceptions by military aircraft of the founding country of the ADIZ to identify ADIZ violator aircraft (RAAF, 1987).

In essence, state sovereignty in air space is limited over territorial land and sea areas (Peter Haanappel, 2019). International law generally accepts that the airspace of a sovereign state includes airspace above its territory and airspace above its territorial waters. Territorial waters stretch 12 nautical miles from the coastline of a country. Airspace that is not within the boundary, international approval, bears the responsibility to control parts of the international airspace, such as those above the ocean or poles (Yaya Kareng, 2020).

The designation of the ADIZ by the countries according to Cuadra is a violation of the basic principle of public international air law i.e., freedom of air navigation in international airspace, while Dutton argues that a simple request for an aircraft to self-report does not constitute a violation of international law. The 1958 High Seas Convention provided further support for enacting a general ban on unilateral restrictions by coastal states on airspace over the high seas. The Convention prohibits parties from making claims to sovereignty over any part of the high seas and explicitly refers to the freedom to utilize airspace over the high seas as a principle of customary international law (Christopher Lamont, 2014).

ICAO does not provide specific standards or guidelines regarding the establishment of the ADIZ, or air traffic rules or procedures for aircraft operating within the established ADIZ (Rinehart, 2015). The main purpose of the establishment of the ADIZ was to identify all aircraft for security purposes so that they could, before getting into the national airspace, meet the established requirements. Although there is no legal legitimacy for the establishment of ADIZ by countries, such a concept has never been opposed by the international community on the grounds that it does not comply with the provisions of the applicable law (Ruwantissa, 2014).

IV. Determination of Indonesian ADIZ

In UNCLOS 1982, norms have been established that are different from previous periods, especially regarding the territorial sea boundary set at 12 nm from the baseline of a country. In addition, the recognition of an archipelagic country causes an archipelagic country, such as Indonesia, to have archipelagic waters that are the territory of the country with the consequence of having to establish an archipelagic sea channel for the benefit of international shipping and aviation. The sovereignty of the state is limited to its territorial territory, this means that the authority of the state to regulate, make and enforce laws can only be exercised on the inner space of the territory of its state. The boundary wilayah negara is a boundary line that is the separation of the sovereignty of a country based on international law (Law No.43 Yr. 2008).

The Chicago Convention expressly specifies that a state's sovereignty is limited to its airspace i.e. air space over territorial waters and land areas.

With the development of the establishment of ADIZ outside the country's airspace beginning in 1950 (after the enactment of the 1944 Chicago Convention), it can be concluded that a state can manage limited international air space for its national interests. For this reason, it is necessary to prevent dissent, there needs to be an international agreement to stop the debate over the practice of countries.

In the rules of national law, Government Regulation Number 4 of 2018 concerning Airspace Security of the Republic of Indonesia defines ADIZ as a certain air space above land and/or waters designated for the purposes of aircraft identification for the benefit of state defense and security. It is further determined that ADIZ can be established on airspace in airspace in airspace and airspace in jurisdictional airspace.

The background to the establishment of the ADIZ in the 1960s was based on the provisions of then-current international law that determined the territorial boundaries of a country agreed to a maximum of 3 nautical miles.

The legal status as an archipelagic state has also not been recognized by the international community, so the waters between the two islands are international waters or free seas that are not the sovereign territory of Indonesia. The purpose of establishing the ADIZ is as a means of supporting an air defense system that protects national vital objects, government centers and TNI units which are generally located on Java Island.



Figure 1. ADIZ Indonesia

The ADIZ coordinates set in Indonesia are 04 00 00S 104 00 00E 04 00 00S 117 00 00E, 10 00 00S 117 00 00E 10 00 00S 104 00 00E, 04 00 00S 104 00 00E with an overall area of rectangular shape with a width from north to south of 180 NM, and a length from west to east of 390 NM. The area includes the islands of Java, Madura and Bali as well as parts of southern Sumatra. The history of the establishment of the ADIZ at that time was carried out in conjunction with the establishment of the Sector Operation Centre (SOC) organization which was the forerunner of the National Air Defense Command (Kohanudnas), now the National Air Operations Command (Koopsudnas).

The function of establishing an ADIZ for a country is a means of early identification in the national air defense system, since an unscheduled foreign aircraft that will enter the airspace of another country has been required to self-identify from the beginning. As a result of the determination of the ADIZ which is not in accordance with the dynamics of threats, the dynamics of international law and the non-accompaniment of entry and exit procedures within the designated ADIZ area, the ADIZ established by Indonesia does not have a function in the national air defense system. The determination of the ADIZ is limited to the determination and implementation of international publications, but its operations cannot run. In addition, the designation of the ADIZ which includes the limited islands of Java, Bali and parts of Sumatra is no longer in accordance with the development of international law that establishes Indonesia as an archipelagic country so as to make the sea between islands as Indonesia's territorial territory.

As part of the national air defense system, the establishment of ADIZ should be supported by facilities and infrastructure as well as procedures for aircraft entering air space designated by ADIZ and published internationally through Aeronautical Information Publication (AIP). The procedure is necessary because because unscheduled aircraft entering the ADIZ are required to carry out communication with air traffic controllers are obliged to report their flights.

In the established ADIZ, facilities and infrastructure have not been supported nor have they been accompanied by procedures for entering the ADIZ so that it can cause doubts for aircraft entering the ADIZ in carrying out reporting to air traffic controllers. Thus, the existing ADIZ is not able to support the air defense system because it has not been able to become a means of early detection for unscheduled aircraft that will enter Indonesian airspace.

V. Indonesian ADIZ Concept

The Chicago convention gives the coastal state complete and exclusive sovereignty over the airspace over its territory, which includes both land area and the water area adjacent to it. Thus, a country may restrict or prohibit foreign aircraft, military or civilian, from flying over certain

areas of its territory for reasons of military or general safety purposes. In addition, state aircraft used in military, customs, and police services are prohibited from flying over the territory of other countries without permission and this provision applies only to national air space, not to international air space.

China's state practice of establishing ADIZs in the South China Sea aims to guard against potential air threats and the establishment of boundaries outside territorial airspace to enable identification, monitoring, control and ejection of incoming aircraft in ADIZ-designated areas. The South China Sea ADIZ is thus designed to provide early warning and to enhance defenses against the country's airspace. The purpose of the United States ADIZ is also to improve the surveillance and tracking of aircraft for national security purposes in accordance with the mandates set out in the Federal Aviation Act and its implementing regulations (Almond, 2016).

Each country has the right to designate an ADIZ for the benefit of air defense. The determination of ADIZ will be effective if it is supported by an air traffic control (ATC) system that has a network with an air defense system. Any violation of the provisions in the ADIZ requires swift corrective action by ambush aircraft. Without a fast network between the air traffic surveillance system and the air defense system, the establishment of ADIZ is not optimally beneficial.

Indonesia is the largest archipelagic country in the world that has established ALKI in three locations, and in the provisions regarding ALKI is also regulated regarding the obligations and rights of aircraft that use the right to cross the archipelago's sea lanes. Associated with the determination of ADIZ in an island country, it is necessary to pay attention to the applicable legal provisions because if an island state determines an ADIZ that covers the ALK, there will be a conflict of laws that apply. On the one hand, foreign aircraft that will use ALKI are only obliged to monitor flight traffic for aviation safety reasons, on the other hand, by entering the air space set by the ADIZ, the aircraft must identify with the ATC regarding the destination, call sign, and flight plan. The conflict between the two provisions will cause problems and may cause conflicts for users of the airspace.

The proposed ADIZ concept covers the entire territory of Indonesia's EEZ, so it is hoped that the establishment of ADIZ as a means of early identification for foreign aircraft that will enter Indonesian territory can support the national air defense system in the context of enforcing the sovereignty of the Republic of Indonesia. Indonesia's stipulated ADIZ is that all boundaries of Indonesia's airspace to the sea are free to follow the boundaries of the EEZ (Exclusive Economic Zone), although internationally the exit limit has no restrictions and can exceed the upper limit of the EEZ that has been set/agreed with neighboring countries.



Figure 2. Indonesian ADIZ Concept

The determination of ADIZ covering the entire EEZ area is expected to be a means of early identification for foreign aircraft that will enter Indonesian airspace and at the same time as a

means of securing ALKI, considering that every aircraft that uses the right to cross ALKI in accordance with the provisions of Article 8 of Government Regulation Number 37 of 2002 concerning the Rights and Obligations of Foreign Ships and Aircraft in Carrying out the Right to Cross the Archipelago Sea Channel through the Archipelago Sea Channel. The regulation determined that the civilians foreign aircraft exercising the right of passage of the island sea must comply with air regulations established by the International Civil Aviation Organization.

Indonesia's establishment of ADIZ requires the support of facilities and infrastructure such as fighter aircraft, air defense radar, communication systems and civil and military cooperation. Civil and military cooperation is absolutely the role, because the procedure for identifying aircraft entering the ADIZ area is obliged to carry out reporting to civil aviation traffic guides who then submit to Koopsudnas in accordance with the published procedures.

The overall purpose of the coordination arrangement between civil and military Air Traffic Services (ATS) is to protect the sovereignty of the country's airspace while maintaining the safety of civil aviation navigation. Strong civilian and military coordination arrangements will guarantee that the sovereignty of the country will be fulfilled at all times.

Coordination of arrangements is intended to ensure that a country's military authority is provided in a timely manner all relevant information regarding all flights entering the country's airspace (Francis, 2019).

The determination of Indonesia's ADIZ has the same purpose as other countries that also establish ADIZ, namely as a means of early identification of aircraft that will enter Indonesian territory. Indonesia's geographical position is very strategic, making Indonesia a crossing area for various aircraft, both civil and military aircraft.

Indonesia has 10 maritime borders with neighbors, namely with India, Singapore, Malaysia, Thailand, Vietnam, the Philippines, Palau, Australia, Timor Leste and Papua New Guinea. However, not all of these borders can be designated ADIZ, because ADIZ requires a large enough area to give aircraft time to identify themselves. The determination of the ADIZ is based on consideration of the direction in which the threat may arise, so it must be supported by the ability of the Air Force's defense equipment to enforce the provisions in the ADIZ. The author argues that the concept of ADIZ which includes air space above the EEZ is correct, but ADIZ operations can be implemented partially keeping in mind the threat and readiness of the cystic equipment. This is very realistic in the face of the Air Force's defense capabilities, so the author suggests the operation of the ADIZ in the Indian Ocean adjacent to Java and Sumatra.

As a sub-system, ADIZ has the disadvantage that firstly there is no strong legal basis in the determination of ADIZ because it only relies on the practice of some countries. These conditions result in very limited enforcement of the law for aircraft that do not carry out procedures in the ADIZ, namely the act of projection by the interceptor aircraft and the intercepted aircraft reasoned to be carrying out flights in international space and enjoying the freedom of flight.

Second, additional identification and reporting obligations for aircraft entering the ADIZ are considered burdensome for pilots because they provide an additional workload to report their flight activities. Third, because the ADIZ requires a large amount of air space, it has the potential to cause protests by neighboring countries regarding the designation of areas that may overlap with the country's airspace. Fourth, ADIZ can only be established in areas where the Flight Information Region is controlled by Indonesia, because the identification procedure is reported by the pilot to the air traffic controller.

The advantage of establishing an ADIZ in Indonesia, first, is that it provides sufficient time for the Air Force to anticipate air threats, because since entering the ADIZ the foreign aircraft is obliged to identify its flight. This is especially important when faced with the capabilities of today's aircraft that have very high speeds.

Second, it is an additional means for the identification process that has been running, namely correlation identification, electronic identification and visual identification. Third, the revision of the ADIZ established in the 1960s can confirm the implementation of Indonesia as an archipelagic state that states that the sea between islands is Indonesia's territorial territory. Fourth, it can increase the security of natural resource exploration activities in the EEZ because of the establishment of ADIZ as well as a means of air observation to protect various economic activities that are widely carried out outside Indonesia's territory.

Based on an analysis of Indonesia's geographical conditions and faced with technological developments, Indonesia urgently needs the establishment of an ADIZ to support air defense systems. The Air Force's defense equipment, which is still relatively limited, requires regulatory support in carrying out the duties of the Air Force to enforce the law and maintain airspace security. The intended regulation is the implementation of ADIZ in areas where air threats are predicted to come, adjusted to the title of the defense equipment now owned by the Air Force.

The Air Force as an agency that is obliged to enforce the law and maintain the security of Indonesian airspace, including if the ADIZ has been established, must increase its readiness. The deployment of ambush fighters and air defense radars is adjusted to the established ADIZ, so that the ADIZ does not become a determination on paper and is adhered to by the international aviation community. The military communication system is integrated with the civilian communication system to optimize the identification process of unscheduled aircraft entering the Indonesian ADIZ in accordance with established procedures.

VI. Conclusion

ADIZ is a means of early identification for unscheduled aircraft that will enter the territory of a country. Despite the development of combat warfare technology, ICBM missiles and UAVs, based on practices in China and Canada and Russian and Ukrainian war analysis it was concluded that ADIZ is still needed in air defense systems. Indonesia had established an ADIZ in the 1960s that was in accordance with the norms of international law at that time and in accordance with the conditions of the Indonesian state, but faced with the provisions of current international law, the ADIZ was not appropriate because it was established above the territorial area.

ADIZ Indonesia is also not supported by the procedure of entering the ADIZ for non-scheduled aircraft and is published in the AIP, so the determination of the Indonesian ADIZ has not been able to become a sub-system of the Indonesian air defense system. The author argues that the determination of ADIZ is very important and proposes that it is necessary to establish ADIZ in Indonesian territory which covers the entire territory of Indonesia's EEZ, but must always consider Indonesia as an archipelagic country.

Air Force facilities and infrastructure including fighter aircraft, air defense radar, and communication systems need to be improved in quality and quantity with the support of aircraft procedures in the published ADIZ.

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