

REGULATION OF INTERGOVERNMENTAL DISPUTES: THE AVIATION INDUSTRY CASE STUDY

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Abstract

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The main problem in this paper is a dispute between the government of West Nusa Tenggara Province (NTB) Indonesia, and the government of Central Lombok Regency about the fight to name the airport. This paper aims to explain that the struggle for the name of Lombok International Airport (BIL) to become Zainuddin Abdul Madjid International Airport (BIZAM) in Lombok has become a dispute between Levels 1 and 2 local governments. The form of conflict is that the NTB Level 1 local government wants an airport called BIZAM, while the Central Lombok Level 2 regional government wants BIL. This paper uses in-depth interviews, observation, and documentation methods. The results of this paper show that the conflict occurs because there are planned elements carried out by Levels 1 and 2 local governments that are indirectly affiliated with one particular religious or social group in the fight for airport naming. For this reason, this article implies that the conflict occurs solely because it wants to maintain the identity and for the sake of the self-esteem of each group or socio-religious organization.

Keywords: Dispute, International Airport, Pride, Resolution

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1. INTRODUCTION

The people of Lombok were surprised by the change in the name of Lombok International Airport (BIL) to Zainuddin Abdul Madjid International Airport (BIZAM) initiated by the West Nusa Tenggara Provincial government (NTB) (Bahanan, 2019; Irmansyah, 2020; Talikanews, 2020). Meanwhile, the Central Lombok Regency, as the location of

the airport's domicile, wants to stick with the BIL name. The phenomenon of fighting over names by local governments at Levels 1 and 2 was a dispute between local governments and the people of Lombok. This, of course, results in the provision of BIZAM airport identity at the welcome gate, which has not been installed until now. Even though the Decree of the Minister of Transportation of the Republic of Indonesia was officially issued in

2018 (Dutaselaparang, 2020), the community was divided and even held a demonstration in front of the NTB Regional People's Representative Council (Dewan Perwakilan Rakyat Daerah [DPRD]) office regarding their agreement and disagreement with the naming of the airport.

So far, studies on airport development tend to look at its impact on land values or prices (H. Wu et al., 2023; Belej et al., 2023; Zheng et al., 2020), community economic empowerment (Florida-Benítez, 2023; Serrano & Kazda, 2020), settlement development (Lampropoulos et al., 2022; Song et al., 2022; Ventura et al., 2020), and land conflicts (Kamruzzaman et al., 2021; Tahir, 2021). Meanwhile, studies discussing the naming of airports as a venue for intergovernmental disputes and, at the same time, the struggle for community identity have not yet been discussed.

This research provides a new perspective by questioning how disputes between Levels 1 and 2 local governments in the fight for airport names lead to pros and cons for the people of Lombok. This study also questions how Lombok people view local government efforts to change the airport's name. Although the naming of airports in several regions in Indonesia generally uses the name of a national hero, in Lombok, this kind of thing gets opposition from some people. In general, the people of Lombok received Tuan Guru Haji (TGH) Zaenuddin Abdul Madjid as a national hero awarded by President Joko Widodo in 2017 (Lombokbarat, 2017). Still, there was a dispute when Zaenuddin Abdul Madjid pinned his name to become the name of the international airport in Lombok. Based on it all, this research is significant because it provides insight into prolonged dispute resolution that can be resolved with the involvement of local elites who have received less attention.

This research is motivated by the argument that the increase in the escalation of the battle over the name of the airport began with the reduction of the Decree of the Minister of Transportation of the Republic of Indonesia No. KP 1421 of 2018 concerning Changes in the BIL to BIZAM in Central Lombok Regency, NTB. With the issuance of this decision, polemics and community affiliations were split into two groups, who were genuinely tense about defending and rejecting the ministerial decision. How a name influences a subject is attached to tighten the nerves to show the "truth" of each position. The two groups were "ignited" to show themselves in public, trying to negate each other between one party and the other. This caused all to be uniform in one community with primordial organizational sentiments.

The article that presents case studies in the aviation industry follows a systematic approach. Each section of this systematic presentation elucidates a specific aspect. Section 1, presenting the Introduction, delves into social facts about the aviation industry that have triggered disputes within the community. It also outlines the research gap. Section 2 focuses on a literature review. It introduces at least three theoretical frameworks: dispute, international airport, and pride. Section 3 discusses the research methodology, detailing how data from the aviation industry is collected and analyzed in the field. Section 4 is dedicated to results and discussion. The authors propose five

fundamental issues: Airport Name Change Dialogical Context, Counter Naming Zainuddin Abdul Madjid Airport, Pro Naming Zainuddin Abdul Madjid Airport, Conflict Resolution, and For the Sake of Self-Respect. Section 5 summarizes the findings. This study concludes that the change in airport name should be viewed from multiple perspectives, encompassing social, cultural, and political dimensions. These three facets are integrated into the process of changing the airport's name.

2. LITERATURE REVIEW

2.1. Dispute

In the online Big Indonesian Dictionary (KBBI), it is explained that a dispute is "something that can cause differences of opinion; quarrel; debate" (Dispute, n.d.). The word dispute has become a very flexible diction in its use in various fields. Scientists give examples of disputes in various ways, such as disputes in the political field (Gangopadhyay, 2023), disputes in the technology sector (Ferreira et al., 2022), and disputes in the land sector (Ibrahim et al., 2022), and disputes in the economic sector (Shin & Balistreri, 2022; X. Wu et al., 2023). For this reason, disputes occur when two individuals or groups of people do not mutually agree on the point of view (Joyce & Sterphone, 2022; Eerola, 2022).

Disputes are divided into dispute settlement, management, and resolution. Ibrahim et al. (2022) emphasize that dispute settlement is an effort to resolve disputes against the parties through non-judicial system channels. Meanwhile, dispute management offers conflict resolution governance that can contribute to work productivity (Li & Cheung, 2020). Meanwhile, dispute resolution is a method of resolving conflicts through arbitration (Adam et al., 2023). Thus, these three categories of disputes offer a conflict resolution of disagreement in a dignified manner to lead to progress in human civilization (Eerola, 2022).

2.2. International airport

In the online KBBI, it is explained that the acronym airport is an airport or airport. Furthermore, an airport is "a place on the mainland that is prepared for the placement, landing, and departure of aircraft and their passengers" (Sunendar et al., 2020). Besides being a place for landing, departing, and parking planes, airports are the most strategic entrances for people to an area and country (Karagkouni & Dimitriou, 2022; Kayapinar Kaya & Erginel, 2020; Martini et al., 2020). With airport access, connections between people are faster and allow one to be in various places in one day. In addition, the presence of an airport can add economic value to a region and country (Berlian et al., 2023; Florida-Benítez, 2023; Hoelzen et al., 2022). Thus, the airport is a meeting point for people that impacts improving a nation's economy.

Based on the management, international airports are divided into two, namely, airports managed and operated by the government and private (Mańkowska et al., 2023). In terms of airport management, it is not a single entity that the government monopolizes. Still, the private sector manages it, according to the data shown by

Mańkowska et al. (2023). Most airports worldwide are moving towards privatization, like the airports in Australia. Even Copenhagen's Kastrup Airport, Vienna International Airport, and Leonardo da Vinci Airport have been sold to private parties. The primary reasons for privatizing airports are the economic independence of a company, the airport does not only get income from airlines but also from commercial, and the government cannot finance airport infrastructure (Schmalz et al., 2021). Thus, there will be competition between government and private airports in the future.

2.3. Pride

Self-esteem is awareness of how much value is given to oneself (Self-esteem, n.d.). In addition to self-esteem, it tends to focus on individual attitudes contained within him (Montani et al., 2021). Self-esteem influences an individual's social interactions. Orth and Robins stated that the higher a person's self-esteem, the better his social relations, while the lower a person's self-esteem, the more vulnerable he is to social conflict (Orth & Robins, 2022). Thus, self-esteem is a barometer of a person's social relations in interacting and playing his role in society (Setiawan et al., 2020; Supervia et al., 2023).

A person has two tendencies: positive and negative (Montani et al., 2021; Robinson et al., 2020). These two tendencies are based on a problem inherent in a person (Stuppy & Smith, 2023). This is in line with what was stated by Supervia et al. (2023) that positive self-esteem focuses on one's acceptance in a community. In contrast, negative self-esteem, on the contrary, does not accept someone in a community. This explanation strengthens an argument presented by Montani et al. (2021) that self-esteem is a sociometer that controls interpersonal behavior. For this reason, self-esteem becomes a barometer of one's social relations.

3. RESEARCH METHODOLOGY

Disputes in the struggle for the airport's name between the NTB Provincial Government and the Central Lombok Regency Government are the focus of this research. The Provincial Government is a party against the airport's naming. In contrast, the Central Lombok Regency Government is a party against naming the BIZAM airport. These pro and contra groups have impacted a wave of action by people who live around the airport and disapprove of the airport being called BIZAM. By studying this, a solution model can be built to unravel the tangled threads of pros and cons between governments, impacting social stability.

This study was designed using a qualitative descriptive research method. There are three primary data used. First, the NTB Provincial Government is a party pro-naming the airport with BIZAM. Second, the Government of Central Lombok Regency is a party against naming the airport with BIZAM. Third, the view of the community as a group that does not agree with the naming of the airport with BIZAM. The three were chosen to ensure the common thread of the arguments underlying the pros and cons of fighting over the airport's name. Thus, the naming of the airport is comprehensively mapped concerning the pros and

cons: the pros of supporting policies from the central government and the cons of maintaining self-identity.

The Provincial Government of NTB, the Central Lombok Government, and community leaders have been the data sources in this study. The Provincial Government of NTB was chosen because they are a group pro towards naming BIL to BIZAM. The election for the government of Central Lombok Regency was due to being a party that refused to change the name from BIL to BIZAM. At the same time, the selection of community leaders was to see their views on the battle for the name of the airport and people who disagreed with the change in the airport's name. The pros and cons of this phenomenon have impacted the airport so far. It does not have a signboard. Thus, this research ensures realistic arguments related to the pro and con attitudes of Levels 1 and 2 local governments and their impact on society.

The data collection process in this study went through three stages: participatory observation, in-depth interviews, and documentation. The selection of participatory observation in the research framework directly observed the parties who agreed and opposed the naming of the airport in a comprehensive manner, which turned out to be driven by the government itself. At the same time, the selection of interviews is in the context of conducting dialogue with pro and contra parties from both government and community elements, as for the selection of documentation to examine the good policies that the central and regional governments have issued regarding the naming of airports. Data were collected through observation using researchers coming directly to the Levels 1 and 2 local governments to see the pros and cons of naming the airport. Meanwhile, data collection through in-depth interviews was carried out. The researchers met with many parties at Levels 1 and 2 of Regional Governments and community leaders to cross-check developments in the field with the government's arguments. The selection of these three data collection techniques ensures that there have been pros and cons among Levels 1 and 2 local governments and the general public regarding the naming of airports.

The data that has been collected is then analyzed using each approach. Data collected through participatory observation were analyzed using a data interpretation approach, in-depth interviews were analyzed using narrative analysis, and documentation was analyzed using a content analysis approach. They are using a data interpretation approach to give meaning to the data comprehensively. At the same time, they are using a narrative analysis approach to view the data chronologically from various perspectives. The content analysis approach is to view documents coherently as the basis for the pros and cons of naming the airport.

4. RESULTS AND DISCUSSION

4.1. Airport name change dialogical context

Changing the airport's name from BIL to BIZAM has been a prolonged debate, but it has not found common ground. Even though there has been a name change on paper, the facts on the ground

have not yet realized that BIZAM has become the airport's identity. Even though the Decree of the Minister of Transportation No. 1421, dated September 5, 2018, mandated a change in the name of the airport from BIL to BIZAM, the airport management was unable to realize this because it received a wave of protests from both the Central Lombok Regency Government and the public. Thus, until now, no BIZAM identity has been attached at the airport, either at the welcome gate or at the airport.

The naming of BIL in 2009 was based on a long agreement process between the government and community leaders. There were proposals for airport names that were debated before being agreed to become BIL, such as Selaparang International Airport, Pejanggik International Airport, Sasak International Airport, and Rinjani International Airport. However, the Governor of NTB Province, HL Srinata, Central Lombok Regent HL Wiratmaja, Chairperson of the Sasak Customary Council, HL Azhar, and other community leaders agreed to use BIL as an international airport on the island of Lombok. Thus, the naming of BIL as the name of the airport was submitted to the Minister of Transportation, who then, on October 20, 2011, President Susilo Bambang Yudhoyono signed the BIL inscription (Aco, 2011; Liputan6, 2011).

The change in the airport's name from BIL to BIZAM is inseparable from the change in leadership in NTB, from Governor HL Srinata to Governor TGB Zainul Majdi. TGB Zainul Majdi, also the grandson of Zainuddin Abdul Majjid, asked for approval and support from the leadership of the NTB DPRD regarding the change in the airport's name, which was then proposed to the Minister of Transportation. According to Windia (personal communication, September 3, 2021), several requirements, such as a letter of support from the leadership of the NTB DPRD, community organizations, and a Presidential Decree regarding the designation of TGH Zainuddin Abdul Majjid as a National Hero have been fulfilled so that the process of changing the name of the airport went smoothly. Thus, starting September 5, 2018, BIL has officially changed to BIZAM.

TGB Governor Zainul Majdi has a vital role in changing the airport's name from BIL to BIZAM. Even though there are approval letters from various parties, if Person No. 1 in NTB does not wish to change it, the change will not occur. For this reason, this argument justifies what was asserted by Pan et al. (2022) and Yared (2019), that power could change a policy set previously. The name BIL was present earlier but was changed to BIZAM. Of course, this cannot be separated from power. Moreover, TGB Zainul Majdi is the grandson of TGH Zainuddin Abdul Majjid, also used as the airport's name. Thus, changing the airport's name from BIL to BIZAM cannot be separated from a process of power that was in power at that time in NTB.

4.2. Cons of Zainuddin Abdul Majjid Airport naming

BIL is the name of the final international airport for the people of Lombok. Although BIL was not a single name when it was first proposed, there were several names of figures such as Tuan Guru Bangko, Syekh Umar, Silaq Dende, Selaparang, Pejanggik, Lalu

Srinata, Mandalika, Raden Resnem, and Raden Binsih. However, the argument that emerges is that airports must be universal and not lead to the personality of a particular figure. In the end, BIL was assigned as the name of the airport. Over time, BIL changed to BIZAM, causing the Central Lombok District Government and many community leaders to reject the change in the airport's name, which had been agreed upon since its inception.

The Central Lombok Regency Government and many community leaders criticized the Governor of NTB's arguments regarding the naming of the airport because TGH Zainuddin Abdul Majjid is a national hero who needs to be awarded. According to the opposing group, some airports in areas do not use the name of a hero, even though there are national heroes in that area, such as Yogyakarta International Airport (Rosana, 2019), and informants like TGH.

Ahmad Taquiuddin Mansyur, Chairman of PW NU NTB (personal communication, September 6, 2018) said:

"I reject naming the airport with BIZAM because it is only for personal and certain group interests, not the interests of the community where the airport is located. In addition, there was no deliberation with the leaders in Central Lombok".

Meanwhile, there was also a public view that the community's rejection was because the Governor of NTB TGB, Zainul Majdi (personal communication, January 1, 2021), did not follow the applicable procedures, which led to a wave of protests, as stated by the informant:

"If the Governor wants to change the name of the airport, then he must get approval from the community, the district government, and DPRD where the airport is located. After obtaining approval, the Governor will propose to the central government. The Governor of NTB TGB, HM Zainul Majdi, did not carry out this process".

The Regent of Central Lombok is one of those who refuse to change the airport's name. His firm stance was conveyed by sending a letter to the Ministry of Transportation stating that BIL is in the Central Lombok region and the community has contributed to the success of the development implementation. For this reason, the Central Lombok Government and the community must be involved in changing the airport's name. Meanwhile, Lalu Pelita Putra, a member of the NTB DPRD, criticized the NTB provincial government for not following the procedure for changing the airport's name from BIL to BIZAM.

Refusal to change the airport's name does not have to happen if stakeholders in NTB coordinate intensively with each other. Psychologically intensive coordination can minimize conflict (Pointer, 2019; Rwehumbiza & Mfugale, 2022; Varkey, 2021). Even though there was always coordination from planning the location for the establishment of BIL to its inauguration, after the change of leadership, coordination was not carried out, resulting in rejection. For this reason, the stakeholders in NTB must sit together as a solution to change the name of the airport from BIL to BIZAM even though the community leaders' rejection was conveyed directly before Vice President Ma'ruf Amin during a gathering of Alim Ulama in Lombok.

4.3. Pro naming Zainuddin Abdul Madjid Airport

The community responded and supported the change in the new name to Zainuddin Abdul Majid International Airport, carried out by the Minister of Transportation, becoming a state mandate to be executed by the NTB Regional Government, namely Governor Zulkieflimansyah and Deputy Governor Rohmi Djaililah.

The main reasons for this change are 1) appreciating the national hero as a person with a certificate for the Indonesian people who come from Lombok; 2) giving information to the world that Lombok has charismatic religious leaders who have made the nation proud in the field of social education and da'wah; 3) names of figures are the most strategic branding to popularize the region; 4) BIL does not belong to a handful of people, BIL belongs to the people of NTB too. TGH is a national hero. Muhammad Zainuddin Abdul Madjid does not only belong to the people of NTB but has become national property, so it is very appropriate to be pinned in a strategic place, including at the airport; 5) it should be appreciated that the change in the name BIL to BIZAM Airport was not due to power or political factors, this solely the nation's appreciation of meritorious figures (Fahrurrozi, personal communication, January 5, 2020).

The West Nusa Tenggara Regional People's Representative Council (NTB DPRD) appreciated this change through a plenary session on Wednesday, January 29, 2021, which contained recommendations; 1) to give power to the Governor to follow up and implement the decision of the Minister of Transportation of the Republic of Indonesia No. KP 1412 of 2018; 2) socializing the decisions of the minister of transportation in a persuasive manner and local wisdom approaches by involving influential figures in NTB and in Central Lombok Regency in general; 3) prioritizing the interests of the community, nation and state and region; 4) prevent anarchic actions from irresponsible parties that can disrupt the security and orderliness of people's lives; 5) coordinate with all parties related to a limited liability company (PT). Angkasa Pura, Airline concerning the implementation of ministerial decrees so that it goes well; 6) the local government also participates in maintaining the conduciveness of the area around the airport in particular, in Central Lombok in general so as not to disturb people's daily activities.

"If people obstruct the state's duties, the Police and TNI must secure this decision. The airport is a vital asset and belongs to the state. Naturally, the community must protect it together. The act of vandalizing public facilities by several individuals who damaged the airport signboard urged the NTB Regional Police to arrest the perpetrators. Moreover, the police prevented this action but were not heeded" (Ramdhanir, personal communication, January 1, 2021).

NTB DPRD member from the National Mandate Party (PAN) Fraction, Najamudin Mustopa (personal communication, December 24, 2020), Nurdin Ranggabarani, PPP Fraction (personal communication, November 13, 2017), H Fauzan, Khalid Regent of West Lombok (personal communication, February 6, 2021) supports the change of name of BIL to Zainuddin Abdul Majid International Airport (BIZAM) because

the name Zainuddin Abdul Majid is the only National Hero from NTB if someone refuses it because they are not good at being grateful for the services of a national hero who has contributed to advancing NTB through education, social and da'wah (M. A. Majid, personal communication, January 1, 2021).

Lowering the name Almaghfurullahu Maulanasyikh, TGH Muhammad Zainuddin Abdul Madjid was immediately arrested and tried by the persons who damaged the state facilities of Zainuddin Abdul Madjid International Airport. This is not only a matter of the name of the airport. It is a matter of the great name of our masters as National Heroes who are proud of Bumi Gora, NTB (M. A. Majid, personal communication, January 1, 2021).

Deplored the action of removing the signboard for Zainuddin Abdul Madjid International Airport by many parties. The naming of the airport is a process of community struggle. Our country is a country of laws. There are ways to go if you disagree. The Ministry of Transportation has determined the name of the BIZAM airport. A long process and struggle also determined it. If you disagree with the naming, it must be resolved with the exact legal mechanism through the Ministry of Transportation. Do not let differences of opinion take away mutual respect. In various regions, it is commonplace to use the name of a national hero as the name of an airport. TGH Muhammad Zainuddin Abdul Madjid is a national hero who comes from NTB. Therefore, he is very proud that the name of the national hero has been enshrined as the name of the airport. TGH's heroism. Muhammad Zainuddin Abdul Madjid belongs to the Nahdlatul Wathan (NW) organization, all NTB people, and even the Indonesian people. Tuan Guru, who disagrees, must react politely and wisely so that it does not become an embryo of conflict (N. Ahyar, personal communication, January 2, 2021).

Destroying the BIZAM nameplate by certain people at the entrance to the airport is against the law. The action was a criminal act carried out jointly by mobilizing and inciting residents. So, those who block the change of the airport's name to BIZAM are against the law (Fihiruddin, personal communication, January 1, 2021).

Persons who have committed the crime of vandalizing public facilities at Lombok International Airport Zainuddin Abdul Majid (BIZAM) in the Criminal Code (KUHP) article 406 paragraph 1 whoever intentionally and unlawfully destroys goods, damages them, renders them unusable or loses something which wholly or partly belongs to another person, shall be punished by a maximum imprisonment of two years and eight months. Then, in Article 412 of the Criminal Code, it is stated that if the crime of destroying property is committed by two or more people with an alliance, then the criminal threat is added by one-third.

It must concern all parties because they insult and abuse the name of a cleric who is also a national hero. Where is TGH? Muhammad Zaenuddin Abdul Majid is the only National Hero from West Nusa Tenggara. In addition, do not make any excuses that the damage occurred related to the issue of the name of the Zainuddin Abdul Majid Airport, which is procedurally flawed, because if someone says it is procedurally flawed, then please take

the legal route, namely being sued at the State Administrative Court (H. Rahman, personal communication, January 2, 2021).

There should be no news about the change in the airport's name because the change has been completed. What needs to be done now is to hold back and pray that our area remains conducive. Responding to things like that is unnecessary because it only drains energy and worsens matters. Trust the officials who process anyone who violates the rules. Citizens who obey the government must help the government maintain regional conduciveness by not making the situation worse. The government will solve this problem. Changing the name of the airport is authorized by the central government. It is a form of government appreciation for heroes who have contributed to the nation and state (M. Z. Atsani, personal communication, January 2, 2021).

Support for changing the name of BIL to the name of national hero Zainuddin Abdul Madjid continues to be carried out using demonstrations with hundreds of masses dominated by Nahdlatul Wathan worshipers in front of the NTB DPRD building (M. Z. Atsani, personal communication, January 24, 2020).

Even refusing to change was attached to the Regent and Deputy Regent of Central Lombok, who did not support and wanted the name BIL to change to Zainuddin Abdul Madjid International Airport by not signing a letter of agreement with the other Regents and Mayors in NTB.

4.4. Conflict resolution

Just because of the name of the airport, humans must tighten their nerves to show each other the "truth," ignited to show who we are in public, noisy and trying to negate between one party and another, a sense of emotional bond that requires all individuals in it to be inseparable, and must be uniform (Nuriadi, personal communication, February 5, 2021).

We are resolving the conflict in naming BIL to BIZAM so that those who are pros and cons do not force the names of existing airports to hold back. Deliberate and discuss with a clear mind. No party can force the will to change the airport's name. Because even though the Decree of the Ministry of Transportation No. KP. 1421 has been dropped, but it should be noted that the change in the airport's name is also regulated in Minister of Transportation Regulation No. PM 39 of 2019 requires many things, including the approval of various parties and socialization before the name of the new airport is ratified. In changing the name of this airport, no one is degraded, not in the name BIL being replaced with the name of a national hero but in the process of changing the name of the airport, which is not by the rules (M. Z. Atsani, personal communication, January 24, 2020).

Proud of the name of the national hero TGH Zainuddin Abdul Madjid. Even when we proposed his name to become a National Hero, we supported him on behalf of the NTB Nahdlatul Ulama (NU) Regional Board and were also supported by KH. Said Agil Siraj, and KH. Ma'ruf Amin. However, there has never been coordination in changing the airport's name and inviting all parties to talk (Winengan, personal communication, January 2, 2021).

Consultation and mutual *tabayyun* (checking) with all the figures involved in the construction and naming of BIL are still alive, like Lalu Srinata, Lalu Azhar, and Mamiq Ngoh, TGH. Turmuzi Badaruddin, TGH. Ma'arif, Lalu Putrie, and Lalu Tajir were all invited to speak.

Place *tabayyun* on this problem to parents (*penglisir*) such as Mamiq H L Azhar, Mamiq H L Srinata, and Mamiq L Ngoh. They understand the naming of BIL so that the information is balanced and the data is intact. And it's as if the one who refuses is NU, even though those who reject it are from various groups (L. A. Anshori, personal communication, January 2, 2021). There is no need to attach the BIZAM. Let it only be called on the plane by the flight attendants and called at the airport by the Officers. If there is another signboard installation at the airport gate, there will be a conflict that will have no resolution, like when the airport starts to open.

To find common ground, the NTB Regional Police Chief took the initiative to bring NU and NW leaders together to prevent conflict over changing the airport's name in Lombok. Both parties agreed to submit the decision to change the airport's name to the government (L. A. Anshori, personal communication, January 6, 2021).

Present at the event were the Governor of NTB, Danrem 162/Wira Bhakti Brigadier General Ahmad Rizal Ramdhani, Chairperson of the NTB DPRD Isvie Rupaeda, Mustasyar PBNU, who is also caretaker of the Qamarul Huda Bagu TGH Islamic Boarding School Foundation Lalu Turmuzi Badruddin, Chair of the NTB MUI Prof H Syaiful Muslim, Chair of PWNU NTB Prof Dr TGH. Masnun Tahir, religious and community leaders, Central Lombok youth leaders, NW organization figures, and NTB Regional Police Main Officials.

From NU NTB TGH, Ma'rif Makmun Diranse asked all parties to prioritize peace. Do not make a fuss over the airport issue, and do not let the leaders of NU and NW clash because everyone is friends. They have an emotional connection and a genealogical relationship with the teacher of the Koran. We, Nahdlatul Ulama members, request that the problem with the name of the airport not be linked with NU and NW, the middle way, do not add, not subtract, and do not mention the name of the change in BIL with BIZAM. Could you leave it to the competent government? (M. M. Diranse, personal communication, January 6, 2021).

4.5. For the sake of self-respect

Changing the name of Lombok International Airport is not a matter of a group of organizations or a figure. Still, it is a matter of not respecting local Sasak wisdom and ignoring the correct procedure by involving the community in changing the name.

"The Sasak tradition is overlapping, orderly, capsule. Let's sit together before deciding to change the airport, just as before the name BIL was decided jointly" (Putrie, personal communication, January 2, 2021).

The public's rejection of the change in the name of BIL must be understood by the history of the kingdom of Lombok, which is very different from the history of kingdoms in Java. In Lombok, no single kingdom represents the Land of Lombok as

a whole, as in the case of Ancient Mataram, Singosari, or Majapahit, which represent Java. The kingdoms in Lombok are known to be separate kingdoms, starting from Selaparang in the East, Pejanggik in the Central Region, Bayan in the North, and Pagutan in the West.

Likewise, in the history of Islamic da'wah on this island, almost all the ulema of the 70s lived in contemporaries and even studied with the same teacher, namely TGH. Malayan Umar. His students all became great scholars who then continued his da'wah. Some can be called, for example, TGH. Saleh at Lopan, Central Lombok, TGH. Zainuddin Abdul Madjid at Pancor East Lombok, TGH. Soleh Hambali at West Lombok Workshop, TGH. Ali Batu at Sakre East Lombok, TGH. Moh. Sidiq in Karang kelok Mataram and TGH. Yahya in Jerowaru, East Lombok. Living in the same era and studying under the same teacher, these scholars have the character of respecting each other and fighting together in their da'wah. Each has influence, and no one feels superior to the other. The community also knows them according to the social closeness where the basis of their *da'wah* is centred (S. Faris, personal communication, January 2, 2021).

This fact is the wisdom of Mutual Pesilak and Mutual Lilak in Sasak culture. The Sasak people believe that no royal name, place name, or person's name in Lombok can represent the Sasak people and is suitable to dominate public space. That is why the security of several quite monumental places such as Mataram State Islamic University (UIN), Mataram IKIP, Mataram University (Unram), NTB Provincial General Hospital, Lembar Harbor, Kahyangan Harbor, and others are not attached to people's names. Most names use common words that can be understood as a spirit of togetherness.

Changing the name of the airport is not essential. Whether or not the name of a Hero is embedded in a monument, then a Hero must still be respected. Surabaya remained calm. Five heroes from Surabaya (KH Mas Mansur, Bung Tomo, HR Mangundiprojo, Governor Suryo, and Major General Sungkono) were not used as the name of the International Airport. Instead, Juanda, who came from Tasikmalaya, West Java, was used. If we are now in Lombok (Z. Asikin, personal communication, January 7, 2021).

The Minister of Transportation Decree No. 1421/2018 was ignored by the people around the airport because they were considered to have no solid legal basis. The public ignored it because one of the references used in changing the name of the BIL is the Minister of Transportation Regulation No. 69 of 2013. Even if you read all the Minister of Transportation Regulation articles, no single article regulates "airport name change." Thus, the reference used has no legal basis or is an empty norm (vacuum of norms).

For those who reject Decree No. 1421/2018 to use Regulation No. 39 of 2019 concerning the National Airport Order, which in Article 45 stipulates the conditions for determining the name of an airport, is wrong because this law cannot apply retroactively. If so, what made Decree No. 1421/2018 is being questioned juridically? Besides the law as a source of law, there are other sources of law, namely Habit, Jurisprudence, and Doctrine (Z. Asikin, personal communication, March 9, 2019). The decree contradicts the custom,

which in legal principles is called "resjudicata pro veritate habit." If it contradicts the "precedent," is SK Perhub No. 1421 null and void? Of course, the decree remains legally valid until it is cancelled by the institution that made it or cancelled by the judiciary.

If Decree No. 1421 is legally flawed, the simplest way is to repropose it by following the Guidelines for Regulation of the Minister of Transportation No. 69 of 2019. Why does Z. Asikin say it is simple? Because it is enough for the Regional Government of the Province of West Nusa Tenggara, together with their staff, to make an approach or friendship or (sangkep below) to invite the Central Lombok Regency Government (Regent), Community Leaders, Tuan Guru, Sasak Traditional Council, etc. to reconstruct to unite again in the name of togetherness, unity, harmony, social solidarity, and community friendship. With the gathering, a sense of belonging arose for the only National Hero belonging to NTB, so that in this way, the Central Lombok Regent would be willing to sign the recommendation to change the name of the BIL. The Traditional Leaders were willing to sign the agreement text "sangkep beleq" as specified by the Regulations. Minister.

If this effort is not carried out, then the lawsuit for cancellation of SK 1421 will be carried out or tested for legal force through a Judicial Review to the Supreme Court so that there is clarity about the fate of the decree, which has so far been rejected. Why cannot a judicial review of SK 1421 be requested for annulment to the Administrative Court because the decree is not individual but general? Even though one of the conditions of a State Administration decision can be submitted if the decree is individual (addressed to a person/legal entity and results in a loss for a person/legal entity), it harms the individual/legal entity (Ashraf-Khan & Hossain, 2021). In this case, the judicial review to the Supreme Court can be carried out by the District Government or Community/Community Groups who feel they have not been invited to negotiate, as the "precedent" that was in effect at that time. But if the interpretation of the loss of legal entities, the Regional Government feels disadvantaged by SK 1421, then the Regional Government can only file a lawsuit with the TUN. That is the most beautiful step because letting this condition drag on, causing societal conflict, is not wise.

If this is not done, let SK No. 1421 remain legally valid without forcing the installation of a nameplate on the gate in the building with the name BIZAM Airport. The important thing is that in the air, on the ticket, on the internet, it is written and sounds dashing that this flight goes to Zainuddin Abdul Majid International Airport. Let the times change. We do not know that in the next 20 years, our children and grandchildren will feel that in Lombok, there is a hero whose name has been installed 20 years later when the awareness of being a hero grows and becomes proud. Let Lombok now be like Japan, where there is no airport with the name of a hero because they feel ashamed of losing the war against the allies. Or we will imitate the people of East Java who sincerely use the name Hero from West Java, even though there are scattered national heroes in East Java (Z. Asikin, personal communication, January 7, 2021).

Decree of the Ministry of Transportation of the Republic of Indonesia No. KP 1421 of 2018, dated September 5, concerning the change in the name of BIL to BIZAM in Central Lombok Regency, NTB had to be reconstructed, because after the issuance of the decree, until now the name BIL has not yet been executed to become BIZAM and by the contents of the Decree of the Republic of Indonesia Ministry of Transportation in the second Dictum which reads, within a maximum period of six months from the stipulation of this Ministerial Decree, all administrative, legal consequences due to the determination of the name of the airport as referred to in the First Dictum must have been carried out thoroughly. The second Dictum of the decision contains "ius constituent" or is still an ideal that has not yet become "is constituted". Because there is a grace period of six months, if it cannot be implemented within six months, then the decision must be reconstructed. Moreover, it has been two years (Z. Asikin, personal communication, January 24, 2020).

Because it has been more than two years since the SK Kemenhub RI has not been executed, the SK Kemenhub RI regarding changing the name BIL to BIZAM or the name Hero Zainuddin Abdul Madjid is cancelled by itself. It is automatically cancelled without being cancelled because it no longer has binding power. And there are two legal aspects: the power of juridical law and the power of sociological law. PT. Angkasa Pura. Nothing in the decree to execute it must be a recommendation from the Governor and DPRD. It means that if you take care of a new recommendation, you want to take care of a new decree. Maybe the old decree is procedurally flawed?

The Government of Central Lombok, the DPRD, and the people of Central Lombok were never involved or informed about the proposal to change the name BIL to BIZAM by the NTB Provincial Government. We are considered to have never existed, so there have been pros and cons, and the decree has not yet been executed (M. Suhaili, personal communication, January 24, 2020). As the people and the Regent of Central Lombok, together with the whole community, they respect and appreciate and feel proud and grateful for the awarding of the title of hero by the Government to TGH Muhammad Zainuddin Abdul Madjid. Very respectful and appreciative of Heroes, especially services and struggles. The problem is that we have never been involved in proposing to change the name BIL to BIZAM. It has never been assumed that we exist, even if we are considered Dedoro (trash), but please respect and listen to us.

The Sasak people are used to being divided. Even in the name of social organizations, they should unite but contribute to dividing themselves. They never put their struggles. First, they are attracted by the social organization where they take shelter. They forget the pressure to spark resistance if their social organization is mentioned.

Community organization figures are selected as the main ones, while others are subordinates. In such a situation, the Sasak people forget to take care of their natural wealth, water, and cultural strength.

As a result, those in power and power understand the social anthropology of the Sasak people. So, the Sasak people scratched each other's faces amid other people dominating the economy.

Please look at the latest changes to Lombok International Airport, the inanimate object that does not belong to them. The narrative that is built is very narrow and dwarfs Timuk (east), Tengah (Central), Bat (West), and Lauk (north). Narratives of social organizations, Narratives that are the craziest (belonging), Narratives that are most kanggo (Pleasure), and Narratives of village pride. They forget that those who died in the name of pettiness no longer belong to them. They already belong to someone else. Their village is only a house and a few yards. That's how the Sasak people always fail to understand the Sasak as a whole as the main thing so that natural wealth, water, and culture can raise them as a nation (S. Faris, personal communication, January 2, 2021).

5. CONCLUSION

It turns out that the change of airport name from BIL to BIZAM is not only seen from the tribute to national hero Zainuddin Abdul Madjid but also must be seen from a political aspect. The change in the airport's name was loaded with the leadership of NTB Governor Zainul Majdi at that time, who was the grandson of Zainuddin Abdul Madjid. This research is essential to study, especially to prepare policies for a brighter future because the conflict dispute about naming airports will continue if Level 1 and 2 governments do not sit together to resolve this problem seriously. Even research on this identity struggle is interesting because each group persists in its identity and self-esteem. Researchers note that policies that the government must take that policy should not be based on a group of people. Still, policies must prioritize the principle of usefulness for the public interest and shared benefit. That is why a country becomes developed because it prioritizes public interests above private ones.

For this reason, this research is a reminder and reference for all parties that this kind of dispute does not have to occur when all parties sit together to find the root of the problem. So that harmony between nations is getting stronger. However, this study has limitations on the identity of certain groups to maintain the self-esteem of certain groups of society. Thus, this study recommends that the current NTB provincial government be a mediator that brings together all parties who feel they remain in their respective arguments.

The dispute continues until it becomes a new finding in this study. The Levels 1 and 2 local governments argue about the airport naming dispute. Even though it is very well realized that the dispute over the name of this airport is a form of identity expression for a region, especially the presence of an international airport is something each region is proud of. In addition to the sense of ownership of the airport by a community around the airport, it is a form of argument implied by the rejection of the airport's name from BIL to BIZAM.

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