



Law Enforcement Against Criminal Acts of False Information that Endanger Aviation Safety

Poetoet Sri Rahardjo

Universitas Dirgantara Marsekal Suryadarma

poetsri@gmail.com

Lidia Rina Dyahtaryani

Universitas Dirgantara Marsekal Suryadarma

lidiarinadyahtaryani@gmail.com

Sudarto

Universitas Dirgantara Marsekal Suryadarma

sudarto@gmail.com

Abstract

Aviation safety is a problem that currently requires attention and has become a national and international issue. Because modes of transportation that have fast characteristics are becoming more and more crowded and thus the vulnerability to accidents is increasing. Recently, Indonesia has become one of the countries in the world whose aviation safety problems are very worrying related to criminal acts that endanger aviation safety. Several provisions have been issued by the government by adopting or converting international conventions to issue specific laws and regulations, however, several regulations and deregulations of laws and regulations which carry criminal threats still contain overlap and are felt not to provide a sense of justice and legal uncertainty. This research aims to understand the regulation of criminal acts of false information that endanger aviation safety and the resolution process by researching and reviewing criminal threat norms regulated in several statutory regulations as well as the authorities in the resolution process. That this research was carried out using normative juridical methods is supported by field data.

Keywords: law enforcement, false, endangering aviation safety

INTRODUCTION

Air transportation is an important mode of transportation in the era of globalization because it shortens the distance between countries and provides economic and social benefits. However, the rapid growth of air transportation also carries risks, including crime and security threats, such as terrorism and the spread of false information about bombs on planes (Sulastri, 2021). Several examples of bomb threat jokes on Lion Air, Garuda Indonesia, and Wings Air flights show how serious the impacts can be, such as flight delays and passenger panic (Lokra, 2017).

One example is the fake bomb threat incident on the Lion Air JT 787 Makassar-Surabaya route that occurred on May 5, 2018, showing the serious impact of irresponsible information, even when it is delivered as a joke. The threat, made by a female passenger with the initials ST, caused the flight to be delayed and caused concern among passengers and crew. Although the threat was ultimately proven false after a recheck of the luggage, aircraft, and cargo, with no bombs or suspicious objects found, the incident still caused significant disruption.

A total of 207 adult passengers, three children, and four infants had to experience a delay in departure, resulting in inconvenience and uncertainty of travel. In addition, this action also caused a loss of time, operational costs, and resources to conduct additional security checks that could have been avoided. This incident highlights the importance of awareness and responsibility in conveying information, especially in a sensitive context such as air transportation.

Such actions have serious legal consequences as they can be considered as spreading false information that disrupts public safety. In addition, this incident underscores the importance of enforcing strict regulations and security protocols to ensure passenger safety, while also providing a deterrent effect for irresponsible parties.

On May 23, 2018, a similar incident occurred again when two members of the Banyuwangi DPRD, Basuki Rachmad from the Hanura Faction and Nauval Badri from the Gerindra Faction, were detained by airport officers for joking about bombs. The incident began when they were about to fly to Jakarta using Garuda Indonesia flight GA 265. At that time, Basuki spontaneously said that one of his colleague's bags, which was being checked by airport security officers, contained a bomb. The statement immediately triggered emergency security measures.

Although the remark was intended as a joke, the airport cannot take this kind of information lightly, especially in the context of aviation security. As a result, the two DPRD members were secured by officers, and their belongings were checked and re-checked. This kind of joke not only causes disruption to airport operations, but also has the potential to cause anxiety and discomfort to other passengers.

This case once again highlights the seriousness of bomb threats or jokes, especially in public transportation facilities such as airports. Although no bombs were found in this incident, the joke still had a major impact. As with any incident, this incident has legal implications that can be imposed on the perpetrators, including the spread of false information that disrupts public order and security. It also shows the importance of everyone understanding the consequences of such jokes, especially in environments with strict security protocols.

The next case is the bomb threat that occurred at Komodo Airport, Labuan Bajo on June 21, 2018 and on Pelita Air flight IP205 on December 6, 2023 shows that jokes or threats related to bombs continue to be a serious problem in the aviation sector. In the case at Komodo Airport, a Portuguese woman, with the initials MR, allegedly made a bomb threat while on a Wings Air plane bound for Denpasar, which caused concern and extra security. While in the Pelita Air case, a passenger with the initials SHW made a bomb joke while the plane was moving towards the runway at Juanda Airport, Surabaya, which resulted in the plane being diverted to an isolated parking area and delayed departure.

Even though the threat was proven false after being checked by security personnel, the impact was still significant. The plane had to abort takeoff, causing inconvenience to passengers and operational disruptions that required additional efforts to ensure flight safety. Such actions have a major impact, not only in terms of operations and costs, but also on the psychological side of the passengers and crew involved.

These incidents highlight the need for greater awareness among passengers about the dangers of joking or making threats related to bombs, especially at airports and on flights. In addition, strict enforcement of the law against perpetrators of bomb threat jokes must be strengthened to provide a deterrent effect, considering the impact of such actions not only on the perpetrators, but also on the safety and security of the public as a whole.

In some cases, perpetrators who spread false information about bombs have been sentenced under Article 437 of Law No. 1 of 2009 concerning Aviation. However, despite the similarities in the actions, the sentences for the perpetrators vary, for example in the case of Maria Do Rosario Dos Santos Rodrigues and Frantinus Nirigi, where both were found guilty, but the sentences imposed were different.

Deregulation that changes criminal law provisions with various different sanctions has raised concerns about the potential for weakening criminal sanctions and the emergence of decriminalization. Decriminalization is a process in which acts that were previously considered criminal acts and threatened with criminal penalties are then changed to acts that are not threatened with criminal penalties and are no longer considered unlawful acts.

In the context of deregulation, some regulatory changes may reduce or even eliminate criminal penalties for certain types of violations, which can create the perception that acts that were previously considered serious are now viewed as less serious or even legal. This is often done with the aim of reducing the burden of criminal law on certain actors or in an

effort to simplify regulations that are considered too restrictive or inhibiting economic development.

However, weakening criminal sanctions through deregulation also poses risks. This can be considered to weaken legal protection for the community, especially if the act being deregulated actually has the potential to harm the public interest. In addition, decriminalization without adequate regulations to address the consequences can create legal loopholes that can be exploited by irresponsible parties.

Therefore, in the process of deregulation, it is important to maintain a balance between protecting individual freedom or economic interests and maintaining legal order and public security. Criminal sanctions should not be abolished or weakened without careful consideration of their long-term impact on society and the justice system.

Crimes against aviation safety are regulated in various international and national regulations, such as the 1963 Tokyo Convention, the 1971 Montreal Convention, and the Aviation Law. The criminal sanctions applied in this case vary, so that sometimes there is an interpretation that criminal sanctions are weakened and decriminalization occurs. This deregulation is part of Indonesia's legal political strategy to overcome various aviation crimes, especially those related to false information that can endanger flight safety (Pretyany, 2021).

One of the striking issues is the difference in criminal sanctions in the applicable laws and regulations. This causes confusion because the same act can be punished in different ways depending on the regulations applied. This difference can create legal uncertainty and create feelings of injustice among the public.

In addition, different court decisions for cases with the same crime also add to the complexity of this problem. These differences can occur due to varying judges' interpretations of the law or due to the specific conditions and facts of each case. However, when these differences are too striking, they can damage public confidence in the justice system.

To overcome this problem, harmonization between laws and regulations and the application of criminal sanctions is needed, as well as increasing consistency in court decisions. Strengthening standardization in law enforcement will ensure that each case is treated fairly and in accordance with the principle of legal certainty. This can also encourage a more transparent legal process, so that the public is more confident that the law is applied evenly without discrimination or injustice.

METHOD

This study uses a normative legal method, namely research that focuses on the study of library materials or secondary data. This study considers law as an empirical phenomenon that can be observed in everyday life. Normative legal research examines normative legal behavior through case studies, for example by analyzing laws (Suwarjono et al., 2023). Normative legal research includes research on legal principles and vertical and horizontal synchronization of legal regulations. Legal research is the process of finding legal rules and doctrines that can answer legal problems (Marzuki, 2011). Several approaches used in this study include the statute approach, conceptual approach, comparative approach, historical approach, and case approach (Marzuki, 2013).

RESULTS AND DISCUSSION

Criminal Acts on False Information Endangering Aviation Safety Republic of Indonesia Law Number 2 of 1976 Arranging the ratification of the 1963 Tokyo Convention, the 1970 Hague Convention, and the 1971 Montreal Convention, which aim to eradicate international aviation crimes that endanger aviation safety, such as acts of hijacking and the spread of false information.

LITERATUS is a journal published by Neoelectura, issued two times in one year. Literatus is a scientific publication media in the form of conceptual paper and field research related to social impact and cultural studies. It is hoped that LITERATUS can become a media for academics and researchers to publish their scientific work and become a reference source for the development of science and knowledge.

Our focus:
Social and Culture

Our Scope:
Humanities, Education, Management, History, Economics, Linguistics, Literature, Religion, Politics, Sociology, Anthropology, and others.



The acceptance of the provisions of the three international Conventions by the Indonesian Government as the basis for the formulation of national legislation to prevent and eradicate aviation crimes demonstrates Indonesia's commitment to the safety and security of air transportation. The Conventions, which may include the 1963 Tokyo Convention, the 1970 Hague Convention, and the 1971 Montreal Convention, provide an international legal framework for dealing with various aviation crimes, such as aircraft hijacking, sabotage, and other threats to civil aviation.

By acceding to the three Conventions, Indonesia can take an important step towards aligning its domestic regulations with international standards. This aims to provide better protection for civil aviation and improve the ability of law enforcement to prosecute aviation-related crimes. In addition, the preparation of national legislation based on these Conventions also allows for more effective international cooperation in cross-border law enforcement efforts related to aviation crimes.

This step not only strengthens the national legal system in addressing threats to aviation, but also shows Indonesia's seriousness in actively participating in maintaining global security, in accordance with international obligations carried out by member states of the Convention. With consistent implementation of regulations, it is hoped that Indonesia can be better prepared to prevent and eradicate various forms of crime that threaten the aviation sector in the future.

Law Number 4 of 1976 Changing and adding articles in the Criminal Code related to aviation crimes, including criminal penalties for actions that threaten aircraft safety, both in terms of infrastructure destruction and the dissemination of false information that endangers aviation security. Penalties vary from 6 to 15 years in prison.

Providing false information that endangers aviation security and safety is a serious crime regulated in Law Number 4 of 1976 in Indonesia. This act is categorized as a crime, with a maximum prison sentence of fifteen years. This severe sanction is given as a firm legal effort to protect public safety in the aviation sector, which is one of the areas with high security risks.

This provision is in line with Indonesia's commitment to international conventions related to aviation security, such as the 1963 Tokyo Convention, the 1970 Hague Convention, and the 1971 Montreal Convention, which regulate actions that threaten the safety of civil aviation, including the dissemination of false information. The consequence of this provision is that any action that intentionally or unintentionally provides a false threat to aviation can have a major impact on global security and must be punished in accordance with international regulations.

By implementing severe penalties, Indonesia shows its commitment to ensuring aviation safety and preventing actions that could endanger passengers and aircraft crew. This step is not only intended to prosecute the perpetrators, but also to provide a deterrent effect to anyone who intends to disrupt aviation safety.

Law Number 8 of 1981(KUHAP) and Law Number 1 of 2009 concerning Aviation Regulates the authority of investigators, both from the police and civil servants, in handling aviation crimes. Investigations are carried out in various ways such as summoning witnesses, searches, and confiscating evidence.

Law Number 15 of 2003 Eradicating terrorism, including acts of terrorism in aviation, such as the spread of false threats that can cause damage to public facilities or loss of life. The penalty is up to 20 years in prison or the death penalty.

Providing false information is considered a very serious crime because it can create an atmosphere of terror or widespread fear, cause mass casualties, and deprive other people of their freedom, lives, and property. This crime also has the potential to cause damage to vital strategic objects, the environment, or public and international facilities.

The connection between this crime and aviation security and safety is that aircraft are very important public facilities and means in transportation operations. Aircraft are closely related to airports as essential flight support facilities for the general public. Threats or false information regarding aircraft security can disrupt flight operations and pose a major risk to passengers, crew, and flight facilities.

In the case of a criminal act of providing false information that is known to endanger the safety of an aircraft in flight, the threat of punishment is very severe. Based on the law, the punishment for this act is a minimum of 5 (five) years and a maximum of 20 (twenty) years in prison, life imprisonment, or even the death penalty. This severe punishment aims to prevent actions that endanger flight safety and protect the public from potential terror and massive losses.

The application of this severe punishment reflects the importance of maintaining aviation security and safety, which concerns not only individual interests but also public and international interests. This step is in line with international conventions that have been ratified by Indonesia to ensure aviation safety and vital public facilities.

Law Number 11 of 2008 concerning ITE Regulates the dissemination of false information (hoaxes) through electronic media that can cause unrest in society, with the threat of imprisonment of up to 6 years and a fine of IDR 1 billion.

Article 28 paragraph (3) of the Electronic Information and Transactions Law (UU ITE) prohibits someone from intentionally spreading false information or hoaxes that can cause unrest. The unrest referred to in this provision refers to disturbances to public order in physical space, not in digital or cyberspace. This means that the action must have a direct impact on real life, causing chaos, fear, or real damage in society.

Anyone who violates this provision, as regulated in Article 45A paragraph (3) of the ITE Law, can be subject to a maximum prison sentence of 6 years and/or a maximum fine of IDR 1 billion. The threat of this severe punishment aims to prevent the spread of false information that has the potential to damage public order and cause significant social impacts.

This law emphasizes the importance of maintaining public order and minimizing the negative impact of incorrect information, especially in the digital era where the spread of information occurs very quickly. Although hoaxes are spread in the digital space, their physical consequences must be taken into account in assessing violations of Article 28 paragraph (3).

Law Number 1 of 2023 concerning the Criminal Code Establish penalties for aviation crimes, including providing false information that endangers aircraft safety. Prison sentences range from 7 to 12 years, depending on the consequences.

Article 581 and Article 582 provide provisions regarding criminal acts related to the destruction of aircraft, both in general conditions and when the aircraft is on service.

1. Article 581 stipulates that anyone who unlawfully damages, destroys, or renders unusable an aircraft belonging to another person (in whole or in part) may be subject to a maximum prison sentence of 9 (nine) years. This action includes any form of physical damage to an aircraft that causes the aircraft to be unable to function properly.
2. Article 582 adding heavier sanctions when the damage occurs to an aircraft that is in flight service, or if the damage causes the aircraft to be unable to fly or endangers flight safety. For this action, the sanction imposed is a maximum imprisonment of 12 (twelve) years.

The provisions in these two articles aim to protect the safety and security of aviation, which is an essential part of public infrastructure and has the potential to endanger many lives. The high penalties reflect the level of danger posed by these acts, especially in the context of aviation, where safety risks have very serious implications.

Regulation of the Minister of Transportation Number 9 of 2024 concerning National Aviation Security Regulate unlawful acts, including the dissemination of false information on aircraft, as a threat to flight safety.

Court Decision Study In two different cases, defendants who provided false information about bombs on planes were sentenced to different terms, namely one year in prison (with a two-year probation period) and 5 months and 10 days in prison. The difference in verdicts raises questions about the judges' considerations in sentencing.

In cases where the defendants committed the same act, namely providing false information, but received different court decisions, it is important to understand the considerations used by the judge in the decision-making process. Although the elements

LITERATUS is a journal published by Neoelectura, issued two times in one year. Literatus is a scientific publication media in the form of conceptual paper and field research related to social impact and cultural studies. It is hoped that LITERATUS can become a media for academics and researchers to publish their scientific work and become a reference source for the development of science and knowledge.

Our focus:
Social and Culture

Our Scope:
Humanities, Education, Management, History, Economics, Linguistics, Literature, Religion, Politics, Sociology, Anthropology, and others.



of the crime violated are the same, the final result or decision can be different due to several factors that are the basis for the judge's considerations, which usually include:

1. Weighting Factor

- a. **The Consequences Caused:** One of the aggravating factors is the extent to which the act impacts public order or public safety. If the act causes greater damage or creates widespread fear, this can be an aggravating factor.
- b. **Intention or Motive:** If the defendant's intention is considered dangerous or intentionally committed a crime to create fear or chaos, this can increase the sentence.
- c. **Frequency or Repetition of Criminal Acts:** If the defendant has a history of committing similar acts, or if the crime was committed more than once, this can also increase the severity of the sentence.
- d. **Risk of Danger:** If the act directly endangers many people, such as a threat to flight safety or public facilities, this can increase the sentence.

2. Mitigating Factors

- **Defendant's Remorse and Cooperation:** Defendants who show remorse or cooperate during the legal process may receive a reduced sentence. A cooperative attitude or a sincere apology to the injured party may also be considered by the judge.
- **Age and Health Conditions:** If the defendant is in poor health or is elderly, these factors may be taken into account in order to give a lighter sentence.
- **An Unintentional Event:** If it is proven that the crime was committed without deliberate intent or in very limited circumstances, this can also be a mitigating factor.
- **Role in Crime:** Sometimes, the role of the accused in the crime is also taken into consideration. If the accused only played a minor or secondary role, this can mitigate the sentence.

3. Case Specific Context and Facts

Judges also consider the context and specific facts of each case. Even if the offense is the same, the circumstances or background of the act may be different. For example, whether the false information was spread under duress or threat, or whether the crime occurred under certain conditions that influenced the defendant's behavior.

4. Legal Policy and Principles

Judges also refer to general principles in law, such as the purposes of punishment (deterrence, rehabilitation, and protection of society). In this case, the judge may assess whether the sentence given will encourage improvements in the defendant's behavior or provide a lesson to the wider community about the importance of not committing similar acts.

By taking these factors into account, judges make decisions that take into account fairness for both the accused and the community affected by the crime. Differences in court decisions do not always indicate injustice, but often reflect the complexity of each case and the individual considerations that must be made by the judge.

Regulation of the Chief of the Republic of Indonesia National Police Number 6 of 2010 Concerning Investigation Management by Civil Servant Investigators (PPNS) regulates the procedures and limitations of authority for PPNS in conducting investigations. The following are the main points that can be taken from this regulation:

1. Duties and Functions of PPNS:

The duties of PPNS in investigating cases are differentiated based on the level of difficulty:

- a. Easy cases can be handled by two PPNS.
- b. The case is currently requiring three PPNS.
- c. Difficult cases require four PPNS.
- d. Cases are very difficult to handle by a team of at least five PPNS.

2. Limitation of PPNS Authority

Not all PPNS have full authority to carry out arrests, searches, detentions, or confiscations. There are two types of PPNS:

- a. Authorized PPNS can take action in accordance with criminal procedure law.
- b. PPNS who are not authorized must ask for permission or assistance from the National Police Investigator to carry out these actions.

3. Case Submission

The submission of investigation results by PPNS to the Public Prosecutor must be done through the Police Investigator, indicating the limitations of PPNS authority in terms of submission of case files.

4. Delegation of Authority:

If PPNS faces a case involving more than one jurisdiction or if there are geographical or security constraints, the investigation can be delegated to the National Police. In addition, if the case involves a combination of general and specific crimes, delegation can also be made.

Field Research Data Regarding the Process of Resolving False Information Crimes That Endanger Aviation Safety. The process of resolving criminal acts of false information/bomb issues that endanger flight safety can be explained as follows:

1. Initial Report

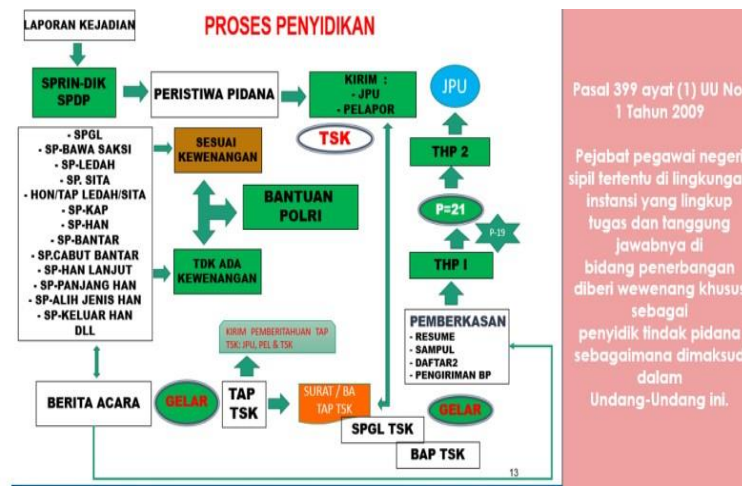
- a. PPNS received reports of false information regarding bomb threats, both on board aircraft and in airport areas.
- b. If the report is invalid, the initial inspection is stopped.

2. Inspection Process

- a. If the report is valid, PPNS will continue the inspection which includes.
- b. Asking the perpetrator to make a statement of willingness to comply with the investigator's summons.
- c. Requesting the reporter to present witnesses and additional evidence within a maximum of 14 days, such as witnesses from airport officers and related officials, as well as other supporting documents.

3. Investigation

After sufficient evidence is obtained, the investigation process is carried out on witnesses, perpetrators, and evidence. If sufficient evidence is obtained, the investigation stage is continued in accordance with the applicable justice system.



LITERATUS is a journal published by Neoelectura, issued two times in one year. Literatus is a scientific publication media in the form of conceptual paper and field research related to social impact and cultural studies. It is hoped that LITERATUS can become a media for academics and researchers to publish their scientific work and become a reference source for the development of science and knowledge.

Our focus:
Social and Culture

Our Scope:
Humanities, Education, Management, History, Economics, Linguistics, Literature, Religion, Politics, Sociology, Anthropology, and others.



PROSES PENYIDIKAN TINDAK PIDANA

This procedure reflects the importance of organization and coordination between PPNS and Polri in handling cases related to aviation safety.

CONCLUSION

Based on normative legal studies and field studies related to law enforcement against criminal acts of false information that endanger flight safety, several important points can be concluded as follows:

1. Regulations on Criminal Acts of False Information that Endanger Aviation Safety: Regulations regarding this criminal act are regulated in several laws and regulations, including:
 - a. Law Number 2 of 1976 which ratified the 1963 Tokyo Convention, the 1970 Hague Convention, and the 1971 Montreal Convention, which became the legal basis for handling crimes related to international aviation.
 - b. Law Number 4 of 1976 which expands criminal provisions related to aviation and aviation infrastructure crimes in Indonesia.
 - c. Law Number 15 of 2003 and Law Number 5 of 2018 which regulate criminal acts of terrorism, including terrorism that threatens aviation safety.
 - d. Law Number 1 of 2009 concerning Aviation, which specifically regulates crimes against aviation safety, as well as changes regulated in the Job Creation Law.
 - e. Law Number 11 of 2008 concerning Electronic Information and Transactions (ITE Law), which also includes the latest amendments in Law Number 1 of 2024.
 - f. Law Number 1 of 2023 concerning the Criminal Code (KUHP) which regulates criminal sanctions related to false information that endangers flights.
2. Inconsistency of Sanctions and Legal Uncertainty:

There are quite significant differences in criminal threats between existing laws and regulations. For example:

 - a. Article 14 of the Criminal Code regarding false reports carries a maximum prison sentence of 1 year and 4 months.
 - b. Article 479 p of Law No. 4 of 1976 stipulates a 15-year criminal penalty for perpetrators of false information that endangers flight safety.
 - c. The Terrorism Law (Law No. 15 of 2003) provides a heavier criminal threat, namely a minimum of 5 years to a maximum of the death penalty depending on the consequences caused.
 - d. The Aviation Law (Article 437 of Law No. 1 of 2009) also stipulates criminal penalties for providing false information related to aviation safety.

- e. Article 589 of the Criminal Code (Law No. 1 of 2023) stipulates a maximum criminal penalty of 7 years for perpetrators of false information that endangers flights, and sanctions increase if it causes serious injury or death.
3. Law Enforcement Based on Field Studies

The law enforcement process related to the crime of false information (such as bomb threats at airports or planes) is carried out with a mechanism involving PPNS (Civil Servant Investigators) and airport authorities. If the report is proven to be invalid, legal action is stopped. However, if the report is valid, the investigation is continued to the trial stage.

There are differences in the investigation and inquiry processes involving various parties such as PPNS and Polri Investigators, which indicate that there is important coordination between the authorized parties in handling this crime.

Of the various regulations in force, although there is an adequate legal basis to handle the crime of false information that endangers aviation, there is a lack of synchronization in the criminal threat that creates legal uncertainty. This reflects the need for legal harmonization so that law enforcement can run more fairly and consistently.

BIBLIOGRAPHY

- Lokra, Jean Cornelia. *Sanksi Tindak Pidana Bagi Pelaku Penyampaian Informasi Palsu Yang Membahayakan Keselamatan Penerbangan Dalam Undang-Undang Nomor 1 Tahun 2009 Tentang Penerbangan. Lex Privatum, 2017*, diakses 2 Juli 2024, 19:23 Wib
- Lucia Sulastris” *Politik Tindak Pidana: Tinjauan Pelanggaran Kedaulatan Negara di Ruang Udara Indonesia*”. *Jurnal Keamana Nasional* Volume VII, No 2 (Desember 2021):231, diakses 30 Januari 2024
- Marzuki, Peter Mahmud. *Penelitian Hukum*, Ed. Revisi, Cet. 8, Jakarta, Prenada Media, 2013.
- Prof, Dr. Peter Mahmud Marzuki, S.H., M.H. *Penelitian Hukum*, Cetakan 11, Kencana Prenada Media Group -Jakarta, 2011.
- Pretyany, Aprilia. *Tinjauan Yuridis Terhadap Penyampaian Informasi Palsu Yang Membahayakan Keselamatan Penerbangan*. 2021. PhD Thesis. Universitas Bhayangkara Surabaya. Diakses 5 juli 2024, 04:03 Wib.
- Suwarjono, A., Sinaga, N. A., & Sudarto, S. (2023). Keabsahan Risalah Lelang Eksekusi Hak Tanggungan Tidak Memiliki Kekuatan Hukum. *Jurnal Intelektualita: Keislaman, Sosial dan Sains*, 12(2).

LITERATUS is a journal published by Neoelectura, issued two times in one year. Literatus is a scientific publication media in the form of conceptual paper and field research related to social impact and cultural studies. It is hoped that LITERATUS can become a media for academics and researchers to publish their scientific work and become a reference source for the development of science and knowledge.

Our focus:
Social and Culture

Our Scope:
Humanities, Education, Management, History, Economics, Linguistics, Literature, Religion, Politics, Sociology, Anthropology, and others.

