

The Implementation Of Development Policy Of Airport And Road Transport Infrastructure In Malinau District

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ABSTRACT: The implementation of development policy the airport and road transport in South Kayan District and the Kayan upstream in Malinau Regency is not yet optimal observe through observation perspective of Grindle (1980), as well as Sabatier and Mazmanian (1980) who saw the implementation of policies from the side of the interests of which are affected, type benefits, degrees change, actor/the executive agency, and technical difficulties. Geographical location of both districts that located between Indonesia and Malaysia the bordered by mountainous, dense jungle and the condition of erratic weather, causing equipment and materials used in the project being difficult in mobilization of the trip to the region. In addition the executive policy, the airport, transportation and the General Working Agency to road infrastructure has a duty which includes a broad and diverse all areas East Kalimantan, so that the both district was not development priority. Inland Border Area Management Board and Disadvantaged Areas (BPKP2DT) who specialized in shape to manage of border areas tend to only perform the function of coordination course, so it does not have the authority in the implementation of development directly. So it is with telecommunication limited means of located in the area, so that obstructed of coordination and oversight. However residents in the south kayan district kayan upstream support the governments policy in the construction of that infrastructure, because policy felt the benefits, both in the economic and social.

Key words: Implementation, Development Policy, Airport and Road Transport, Malinau

1 INTRODUCTION

Malinau Regency is one district in the province of East Kalimantan that have areas bordering Malaysia. Administratively Malinau Regency currently has been part of North Kalimantan province, so it will not included as an administrative territory East Kalimantan, this is as set out in the act of republic of indonesia number 20 year 2012 on the establishment of north Kalimantan province. This research was intended to describe the implementation of the government policy East Kalimantan in the infrastructure development in Malinau Regency especially in south Kayan and Kayan upstream district, at the time of Malinau Regency still be part of East Kalimantan. In this case researchers assessing the implementation of East Kalimantan government policy in the infrastructure development in set through: local regulation no. 04 / 2009 about regional middle term development plan 2009-2013 that prioritizes the accessibility in the border area, with to develop infrastructure.

Research Objectives

For visualizing and analyzing the implementation of development policy of road and airport transport infrastructure in Kabupaten Malinau Regency.

The Object Of This Research

This Research was conducted in the Malinau Regency, in particular on two districts which situated in the border area of Indonesian and Malaysia, and this is: South Kayan district and Kayan upstream district.

2. RESEARCH METHODS

This research is kind of qualitative research that is a procedure research that yields data descriptive, either written or spoken of people and of observable behavior. This research trying to describe and analyzing the implementation of a government policy East Kalimantan in the infrastructure development the airport and a road in the county of Malinau, particularly in the south and sub-district Kayan, Kayan Hulu located in the area of border Indonesia-Malaysia. Data analysis in this research using display at the interactive models of analysis which has three components, namely the reduction of the data (reduction data), presentation of data (data display) and the withdrawal of the conclusions/verification (conclusion drawing). (Miles and Huberman, 1992).[1] On display at the interactive models of analysis researchers move between three components of this analysis, either at the time the data collection process take place, and after the data collection process ends. In the process if the data obtained apparently still not sufficient for tethering conclusion the results of research, then the researcher can return to research locations to take back the necessary data in support of conclusion. Third the analytical work is a process and interactive cycle, where the activity was carried out in a recurrent manner in order to obtain data saturated. Research sites. The research was done in Malinau Regency, especially in South Kayan District and the Kayan upstream District located in border areas Indonesia and Malaysia, to knowing the attainment of and conformity the implementation of the construction of the airport and a road on the area. While for other supporting data performed on implementing institutions the implementation of policies that covering; office of transport and public works agency, management board and of border areas the interior and disadvantaged East Kalimantan, that are located in the Samarinda.

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3. RESULTS

Implementation of development policies transport infrastructure of airports. Districts of upper Kayan and Malinau Regency is an area that lies on the border of Indonesia-Malaysia with the steep hilly geographical conditions, making it difficult to reach. Access to and from the two villages were only accessible via airplane. This occurs as a result of the lack of attention from the Government in the past to development in the area of the border. Therefore, the availability of infrastructure into a prolonged problem for society in both the districts. With regard to this is the government of East Kalimantan with its policy of trying to increase public welfare in scrublands along the border through the provision of basic infrastructure. One which becomes the government priorities East Kalimantan province are the development of means of transport air through airport extra runway long ampung of 840 m, to 1,600 m, and widening of runway from 23 to 32 m. It is expected to open their isolation as well as mobilization of people and goods of a current trip to the region, so that more passengers can seat, the distribution of goods as well as the smooth to South Kayan district and the Kayan upstream so that the availability of basic commodities become more varied as the price relatively cheap. Dilation and runway extension is due on in two stages, namely; a) phase I dated 28 may 2012 - 31 December 2012; and phase II the 1st January 2013 - 31 December 2013, using fund through the provincial east Kalimantan. However until the end of 2013, runway extension not remain unresolved according to plan, it is the government of East Kalimantan do not allocate any development fund long ampung airport in the provincial East Kalimantan in 2013, because they thought that that Malinau Regency has been part of a region of north Kalimantan province and is no longer included in the province of East Kalimantan. Development policy in the district transportation infrastructure Malinau airport, particularly in the South Kayan sub-district and the Kayan upstream in its implementation can be described as follows:

1. Who influenced

The interests of any policy changes will impact on the government on the condition of the community. Each of the changes will cause a reaction that is different for each person or group targets. For more he said will be presented in the following sections.

a. The public's reaction. To the community

In the upstream Kayan and South Kayan sub-district, the policy of the Jakarta government to develop infrastructure of East Kalimantan (airport) welcomed at the airport. It is because residents having the belief that the infrastructure will bring prosperity to the people. Local residents believed that the improvement of infrastructure facilities will give you access to the airport and the mobilization of goods to and from the region. The mobilization of access to be the cause of various kinds of primary needs, public will be easy. Malaysia and dependency on the fulfillment of basic goods such as this could be reduced. So it is with person/transport passengers, the absence of the availability of the roads that connect between the village and district cause not all the village area/sub-districts in border areas can hook up, so as to transport networks will be used village a means of transportation a river that called as "ketinting" (the canoe is long motor). A lack of access roads cause an airplane the air

becomes the only modes of transportation for the both districts to go to another district or to go Malinau Regency and other cities in the province of east Kalimantan as Samarinda, Tarakan, Bulungan. The community in South Kayan district and the kayan upstream, fully backed the government policy to build the airport long ampung with the extension and widening of runway. This is meant to make the airport long ampung can didarati by a plane wide entities like hercules or avion detransport wage (ATR). So far the airport long ampung landed by a plane were small type) (dhc-6 twin otter, grand caravan (c208-b) or pillatus porter (pc-6) of passenger capacity only ranged from 12 - 20 people. For the period of 2010-2012 flights at the airport only served by a long ampung airlines in turn, such as PT. Sabang Merauke air charter (SMAC), and susie in the water. In 2013 together with their runway, the airlines to add one more in the long ampung that serves at the airport by airlines, two susi; aviastar is independent and water. The airlines impact of the increase in the frequency and long ampung to the airport. This means that public interest to travel out of the region by the use of an aircraft grows, making the residents who be traveling by using an airplane, departure schedule they have to wait a week or two from the date reservations / the ticket sale. Society in sub-district and South Kayan was pleased with the development of the infrastructure, they fully supports the project because it will facilitate access goods distribution of those districts, and ease of transportation the citizens who want to be in Jakarta to other cities or counties in East Kalimantan for various purposes. Although the majority of residents support fully the government policy to extend the runway , but there are still some residents who feel aggrieved by the existence of this policy. This is because people think that airport development projects has entered the land and land the relics of their parents. For that residents demanded compensation for inherited land that included in the construction of the airport.

b. The form of reaction / the act of

Change to occur as a result the conduct of a programs and policies is a regular issues happened. Concerns about the changes can make you antipathy for policies. Therefore of understanding of a policy is really needed, so that the policy the provision of support in the process of it is implemented. When a policy of not get a good support, then failure will wait in the process of the implementation of this policy. Residents in the South Kayan sub-district and the kayan upstream the majority supporting the airport development policy by extending the airport long ampung. The support was stated both individually and the group to the chief of the village nor the camat. This is also become one of the discussion in deliberation large customary done every four years in the village of long nawang. For local residents expansion of the airport is justly in do if the government wants to increase public welfare in the border areas. Different response had occurred at the beginning of the expansion of the airport and where there were people long ampung who were cheated with the expansion of the airport. The citizens assume that the expansion of the airport area entering its land on which they have from generation to generation. According to them at the time of the implementation of the project done the expansion of the airport and the department of transportation East Kalimantan does not respond to the demands of citizens despite meeting is held with the head of the airport and South Kayan sub-district to talk about the ownership of such land.

People ask the government to give compensation over land belonging to those belonging **goods Long Ampung** project. To strengthen the demand, by sending deputy for conveying their aspiration to dept. of transportation and the house of representatives council (regional) for East Kalimantan. However in the end the government of East Kalimantan, East Kalimantan through the office of transportation can prove clarity the disputed land ownership. Based on the results of data of the existing, the land has given by their parents to the district government Malinau for the construction of the airport. This put an end to disputes that occur between the inhabitants with the government. Nevertheless it had hinder the smooth project runway long ampung the expansion of the airport.

2. Type benefits

Infrastructure development policies are supposed to give the benefits for residents in Kayan district of the border south area and Kayan upstream. Benefit that was felt would give the government support for policies. So far the government attention area to the development of the border considered to be very limited, so that often trigger community disappointment with the government. Runway extension although still not fully materialize enough provide facilities for people who will be traveling through the airport. Behold in the 2012-2013 road that connects between the village and sub-districts in the border area was developed so that citizens who want to travel to another city already can use taxi from long ampung and long nawang heading into long bagun (Mahakam Ulu Regency). Next travel proceed to other cities with using ship or cars. The time needed to reach long bagun (from long nawang or long ampung) approximately one day travel, and will be much longer if travel done in weather conditions rain. Therefore people tend to use of a plane fly if be traveling to other cities in East Kalimantan, because faster and expenses taken cheaper because of subsidies flights for passengers given by the government. In addition the use of an aircraft will be more many people can be transported instead of using a taxi that can only contain approximately 8 people. If the goods are transported taxi many, the number of passengers that can be loaded will be reduced. Other benefits at a perceived widening runway medical house patients need more intensive health services. People who suffer pain that chronic or severe that referred to being treated in hospital facilities larger and more complete in Tarakan or of Samarinda. Though the extension of the runway still haven't done, but the frequency of flights at the airport has been grow along with the growing airline serving transportation of people and goods. It is disturbing patient of medical house who suffers chronic ill health services so as to require more intensive on hospitals larger with facilities service more complete as it existed in Tarakan or of Samarinda. Increasing frequency flight facilitate for patients to immediately in take him to the hospital. The addition of the frequency of flights cause people of mobilization and headed to the airport long ampung quite smoothly. Similarly with the activity of loading goods at the airport long ampung increased rapidly in 2012 and 2013 if compared to the previous period of 2010 and 2011. These conditions cause the availability of consumer goods at border areas increasingly varied and relatively chea. About this matter can be seen on table 1 following;

Table 1. The number at the airport unloading

Year	Unloading
2010	124.808
2011	56.980
2012	152.353
2013	152.352

Source: Department of transportation

a. Degrees change

Program executed expected to trigger behavior in Saaran group change to occur. Degrees with regard to adjustment change the behavior and participation of a group of recipients programs and policies.

b. Adjustment village

Long ampung were villages crowded by, because apart from there is a market, the village is also a main entrance to and exit in the area of the border if they used a kabupaten Malinau Regency an airplane that serving flight route Long Ampung, Malinau, Tanjung Selor, and of Samarinda. The government provides subsidy the cost of transporting the passengers for residents in the region, so that the cost of a flight being cheap and affordable by the community in South Kayan district and Kayan stream up. However the subsidy that is given was only for passengers, while for goods not given subsidy. This has been one of the expensive one of the causes of the price of staple goods in both districts are and other border areas. To overcome the expensive the price of staple goods the local residents purchase goods of basic needs of Malaysia that will be used to own needs or sold to the local community at a lower price compared to the value of goods obtained from Indonesia. The subsidy a flight that his true intentions in the ticket price is subsidized, namely tariff set minister of transportation that is the basic fare services. he subsidized ticket with every citizen who uses the plane flight only pay for basic fare course, while the rest is covered by the government. Thus if the ticket price is rp subsidized. While the price of Rp. 250.000,00 real ticket Rp.1.700,000,00 , and residents in border East Kalimantan only pay rp .250.000,00, course, while the rest of Rp .1.450.000,00 will be covered by the government. The subsidy price is determined by the central government which were adapted to the situation and the condition of the border area or inland in Indonesia. To obtain a description on subsidized the ticket price can be see in table 2 follows:

Table 2. An airline , route and the ticket price subsidies 2012 – 2013

Year	The airline	Routes	The Ticket Price
			Subsidies
2012	PT. Asi Pudjiastuti Aviation (Susi Air)	SRI - LPU	250.000,00
		MLN – LPU	292.000,00
		TJS – LPU	305.000,00
2013	PT. Asi Pudjiastuti Aviation (Susi Air)	TJS – LPU	305.000,00
		PT. Aviastar	
	PT. Mandiri	MLN – LPU SRI – LPU	292.000,00 250.000,00

Source : Department of transportation

Information:

SRI – LPU = Samarinda – Long Ampung PP
 MLN – LPU = Malinau – Long Ampung PP
 TJG – LPU = Tanjung Selor – Long Ampung PP

In 2013 the government increases airlines that serve the transportation of people and goods at the airport ampung long, so that the limited availability of staple goods in the area can be addressed. Safeguard the supply of goods are causing residents no longer buy goods from Malaysia, but prefer to buy or sell goods Indonesia own products. With the smooth the flow of goods distribution of border areas to cause prices of goods being relatively cheap, while the price of goods in Malaysia sometimes more expensive and difficult obtained as a result the tight security at the crossing by the army royal Malaysia and the exchange rate fluctuations of the Malaysian ringgit (1 ringgit = Rp 3000 , -).

3. Participation of the recipient

Basically the public fully backed the runway at an airport long ampung, because people realize the importance of the existence of an airport who adequate in the region for the sustainability of public life on the frontier. The airport is the only access citizens travelling outside the region, so that the widening of the airport's efforts to get big support from local residents. People realize that the widening of the airport will lead to safeguard the current of air transportation in the airport long ampung. It expects the airport runway re expanding and will continue to increase the frequency of the a, or to a greater capacity to replace the aircraft would be operated at present. As a form of participation to the people of the land they had to support, either personally or through the local village chief and the custom of the district.

4. Actor / executive agency transportation**a. Transportation Department**

To decisions being made on in the formulation of policy regarding indicates agency duties to implement the program that has been set. The department of transportation East Kalimantan have the kingdom for technical element the provincial government that presided over by a head of under and responsibility to the governor through the region. While target the department of transportation in the development is trying to hold of transportation to embody East Kalimantan of more prosperous, safe and peaceful purpose of creating equitable national as well as field. For that transportation department has the main task affairs as implementing regional governance in the transportation sector based on the principle of autonomy and co-administration. Carry out the authority of the decentralization and deconcentration in the field of transportation as operated in governor regulation East Kalimantan number 45 years 2008 on description of the main tasks, function and work procedures of local provincial department East Kalimantan article 115.

b. Inland Border Area Management Board and Disadvantaged Areas (BPKP2DT).

Besides transportation department of East Kalimantan there are other institutions in shape specifically to handle border area in East Kalimantan. Institutions were in the area of Inland Border Area Management Board and Disadvantaged Areas (BPKP2DT) formed based on the region number 13 year 2009

on 20 February 2009 on the organisation and work procedure other institutions regional provinsi East Kalimantan. This organization in shape with a view to more effective efforts in border area development of East Kalimantan so can increase the quality of life of people in the border area.

5. The role of a unit / actors are involved**a. Transportation Department**

The implementation of development policy are the East Kalimantan airport transportation infrastructure. In this case the transportation sector air has a duty to prepare the basis for formulation coordination policy, guidance, guidance, and air transportation control of technical development, engineering the airport and flight safety. On the air there are some section of the transportation sector, consisting of air transportation: a) section of tasks are to the collection and the preparation of material guidance air transportation, covering; route (tissue) and capacity of the flight, raising the blade in East Kalimantan airport services. b) section of the technique of the airport. Collection tasks are to the determination of the preparation of material, supervision and control the location of the airport, the establishment of the technique of the airport. c) section of the safety of flight. And the preparation of materials collection tasks are to flight safety guidance, equipment, flight operations and facilities. In the development department of transportation airport long ampung coordinating with relevant agencies that includes: Inland Border Area Management Board and Disadvantaged Areas (BPKP2DT) East Kalimantan, Transportation Department of Malinau Regency, Head of South Kayan District. Control and supervision of project implementation, done by placing a consultant to supervise air transport technical, and inspector an airport who are recruited with the task of supervising the implementation of the work of a technical side, technical specifications, time, the use and others. Coordination, control and supervision of difficult because of the location who are segregated development and the limited access to information. As the manager of transportation office technical have a range of duties which accounted for all areas East Kalimantan, so that the development of no border is a top priority in development planning.

b. Inland Border Area Management Board and Disadvantaged Areas (BPKP2DT) East Kalimantan.

In organizing job, cup to have a function which includes PKP2DT : a) policy formulation of frontier area in the fields of technical management, the interior, disadvantaged in accordance with the strategic plan that has been set by local government; b) the provision of support for planning, guidance, technical and control policy in the field of study the border region and natural resources; c) the formulation, planning, guidance, coordination and technical control) : a study in the field of the border region and natural resources infrastructure construction; b) economic development and the development of the business world; c) guidance social and cultural institutions the secretariat affairs; d) group nurturing office functional e) the performance of duties else provided by a superior according to the duties and its function. As an organization that handle scrublands along the border, BPKP2DT East Kalimantan know for sure the problems that occurred in the area the border East Kalimantan, so that of the efforts so far occurred in the area it can be settled by either

through various activities performed the body is. But so named because BPKP2DT only performing function of coordination, this institution cannot do much to the development of the border. As a body in the form of specifically to manage scrublands along the border there should be BPKP2DT is given greater autonomy in the construction of the border. So that the agency was not only a planner course, will but is directly involved in the implementation of development.

1. Technical the lurch.

Technical pertaining to lurch to the difficulties occurring in an effort to resolve various problems or problems faced by in the process of the implementation of policy. The lurch would be stumbling that inhibits the implementation of policy, because the harder it is a problem solved, it would impact his little on the opportunities the success of the implementation of policy. Infrastructure problems was the main problem the government needs to be done if want to build scrublands along the border so that it can be "a porch front land". Geography and infrastructure as yet there the roads that connect South Kayan district and the Kayan upstream in the area of the border with non the border area influential to the development of. Because of the construction need equipment and materials must be in the mobilization of from elsewhere to the construction site in Kayan district and the Kayan upstream. These conditions have an impact on obstructed and high cost to be kicked out in the Through their operations and police have with 1309 BPPWK.a no. 117/2011//kerma and no 111/1/2011), (3) about the development of the three other supporting facilities and border area in East Kalimantan through an office, and those on march 8, 2012 by the sign KSAD general Promono Edhi Wibowo and the governor of East Kalimantan H. Awang Farouk Ishak, m.si. According to the agreement, the measure at an airport runway Datah Dawai (the west), Kutai the regent Long Ampung Malinau) and (Yuvai Semaring Nunukan (the airport) but will continue to develop infrastructure of roads, clean water, and others in the region. resolution of development projects. To overcome this problem the government of East Kalimantan established cooperation with the Indonesian military the army (gen.) for infrastructure development in the area of the border East Kalimantan. This cooperation is because of East Kalimantan aware of the difficulty to mobilize a higher level of the tools and materials used in the construction. The geography and erratic weather condition as isolated region is one of the considerations in cooperation with Indonesian military is considered able to anticipate this matter. That is the way to mobilize and equipment, it needs long time due to heavy hills through the woods. Often hampered with the mobilization of the bridge was open woods or even to make way for new goods can be transported to the destination. The erratic weather condition that also discourages mobilization of equipment and materials. Besides materials as mentioned above, there are other materials in the form of an explosive device carried into long ampung have to guy get special treatment. These explosives used to detonate of the rock who are not far from the end of a runway during disturb flight in when the aircraft take off and landing at the airport ampung long. Mobilization of explosives as weight as 6000 kg an escort from army has gained the special ad because the high danger. For that gen. use a helicopter that carries these explosives up to Long Ampung Development with progress to three the airport could not be settled in accordance with the target as specified, namely 31

December 2013. Even up to april 2014 the study was conducted in Kayan district, are not seen again that a number of soldiers personnel and be active build long ampung airport. It is the impact of regional segregation of East Kalimantan, Kalimantan province that has burgeoned with East Kalimantan as the east for a parent, North Kalimantan as autonomous regions the result of the segregation of the new East Kalimantan. Based on the results the segregation of the area, and in East Kalimantan year 2014 the government no longer include three airport development budget on the border into the Provincial East Kalimantan, given that to three areas which will be built the airport has been included in territorial North Kalimantan province. It makes the development process to three the airport budget availability bankrupt due obscurity. In the middle of the construction project in 2014 continue back after the government East Kalimantan willing to fund a continuation the project. President Susilo Bambang Yudhoyono inaugurate the airport by the 25th of august 2014 together with the inauguration airport project Sultan Sulaiman Sepinggian Balikpapan and some other project in East Kalimantan.

2. The implementation of development policy road infrastructure.

Road infrastructure is one pulse of economic growth of an area. Limitations of road infrastructure in subdistrict Kayan the south and the Kayan upstream causing the area isolated and underdeveloped. The government of East Kalimantan in medium-term development plan infrastructure development in South Kayan and the Kayan upstream as well as other border areas in East Kalimantan. However, geography, and building road connects the areas of the border with the area of non the border, to cause the implementation of a policy of being obstructed. Based on the results of research conducted, then obtained a description of the implementation of road infrastructure development in sub-district of South Kayan and Kayan mainstream as elaborated following this.

a. Interest that influenced

Any policy that the government takes it will lend to change in conditions of the community. However in any the changes would bring up a reaction or different acts on each person or the target group.

b. Reaction / a public act

The limited number of road infrastructure cause not all the village area / sub-districts in border areas can hook up. To transport networks to determine village residents a means of transportation a river that called as "ketinting" (the canoe is long motor). The use of ketinting as a means of transportation residents felt quite burdensome because the costs is expensive. Expensive fare was caused by the limited number of premium supply, which constitutes the materials of canoe fuel has to be imported from Malaysia. The limited access roads army causing aircraft be the sole modes of transportation for residents on the border to go to other sub-districts or to to the capital districts and provincial and other cities in the region of East Kalimantan as Samarinda, Tarakan, Bulungan. The government policy of East Kalimantan province to build road infrastructure welcomed by the community in the South Kayan sub-district and the Kayan upstream remember that road building will open isolation that region in order to facilitate access of people and goods from and toward the two

districts. Road construction in area of the border was done in stages, considering the limited budget availability. But is already almost all the villages can hook up to good in South Kayan and the Kayan upstream. It received appreciation of the good from the local community, they felt a lot of benefit gained due to the condition. The majority of South Kayan and Kayan upstream are very excited to with the policy of road infrastructure development in the region. Canoe owners who serves transport service the transportation of people and goods from long ampung into long nawang pp exposed to the direct effect of road infrastructure development, built for by the road, local residents switch to using the car in a taxi that start operating after many access roads that joins the two the village and other villages has already been built. They realized that the development of the road will result in those who serve services business transportation of people and goods will come to rest. It was not too unsettling them, business for transportation of people and goods are undertaken for a long time the business basically only by-product from their main livelihoods as farmers. At the time of the activity in the field is done, they will rest while waiting for the possibility of some of the residents or guests that requires canoe transport. However there are still several local village residents support road construction and although project realized the benefits to be obtained, however they are not willing to let their courts if the land affected by the road of making. Due to this, the superintendent of the road will be construction project coordinating with village leaders and the local village head of the citizens to consulting with the. If they were not achieved an agreement will be sought and other alternative routes, so that road construction no longer pass through land owned by residents who refused home-lot houses are affected by construction of a road project.

c. The act of the form of reaction

The change in as a result the conduct of a programs and policies is a regular issues happened Concerns about the changes can make you antipathy for policies. Therefore of understanding of a policy is really needed, so that the policy will the provision of support in the process of it is implemented. When a a policy of not the provision of support good, then failure will wait in the process of the implementation of this policy. The same applies to policy road infrastructure development in South Kayan, in general this policy supported the majority of citizens, nevertheless the process of the provision of support is sometimes require a long time. After the way army built connecting between the village and sub-districts in the border area and non the border the owners of canoe divert travel routes they previously serving the transportation of people and goods from long nawang long ampung toward, shift your route in his journey from the village of long nawang toward other villages located in inland river Kayan who have not affordable access road for transporting persons (local residents) and goods seekers and aloes. Rejection of road construction in sub-districts kayan south ever happened in the past where residents in the village of long uro and brackish lidung refuse road construction in the village. The refusal was occurring because of the concerns if roads have been built and access out into the village that already runs it will facilitate enemy forces to commit assault and dominate their village if there is confrontation with the neighboring country. However during the construction of roads in the place of another been conducted and residents these

two villages see and understand the benefits as well as his influence is so great, residents started to change my mind and requested that in the village of long uro and brackish lidung immediately built the as have been made in other villages.

3. Type of benefits

In the process of implementation, program that can be beneficial for collective will get support from the target group. While program that perceived benefits of not giving enough, even allows the emergence of various different demands so as to cause conflict and rivalry on the target group. Type benefits intended is advantages inhabitant or residents in the Kayan sub-district the south and the Kayan upstream of the results of development policy infrastructure. Essentially the community in the area of the border particularly in the Kayan sub-district the south and the Kayan upstream have felt a direct benefit from the construction of roads in the area. Road infrastructure development that interweave connectivity between the village and sub-districts in the area of benefits economical for local residents. Although the road is in wake up mostly still in the form of dirt road, and only a small portion of which are already on the stage of hardening (aggregative). However, this has been enough of benefits to some residents who saw business opportunity, therefore they opened in the fields of business services, as transport services taxi, selling goods consumption a knockabout by motorbike rounds in the local villages or become a supplier of staple goods came from the district sub-district long Bagun Mahakam Ulu. Other benefits felt by the community is becoming increasingly close familial relationships and friendship between them. Before the building road that connects between the village or district, the banner of familial relationships and friendship with relatives and friends who are in another village just done at particular times using canoe or walk. Therefore the intensity of the meeting is very limited, because done on a particular event, as in the reception of marriage, the celebration of christmas, or event family. Built after the way the intensity of the meeting to become more often because there is access to each other can visit, so that the familial relationship and friendship to be more closely. The school students on long nawang and long ampung feel that the construction of roads. They are road access to transportation and home to go to school. So the students are their houses are far from school did not need to use more canoe to go to school. Besides that, they could use bicycle or motorcycle taxi if it wants to be a friend of mine who is on duty far and to school just playing. Besides that also citizens feel an absence of access to shopping to market village long ampung. Many people to shop at that market because in the village of long nawang not yet there are market who sells a variety of goods needs household consumption daily. Therefore the market, a footstool societys sub-district south kayan and Kayan Hulu to meet the needs of their consumption. The availability of road infrastructure that links the village and sub-district in the county of Malinau with village and sub-district in the county of Mahakam Hulu causing goods distribution of basic needs to be relatively smooth. Staple goods distributed from sub-district long bagun district of Mahakam Hulu, so the prices of goods in the area of border of into is relatively cheap. So far the items in supply of a region of Malaysia so that goods price be expensive. The expensive price of the goods as a result the tightness of the guarding in the door so that the availability of goods across the border in the area of the border limited, Malaysian ringgit and

fluctuations in the price. The limited number of ground transportation infrastructure that the community are unwilling to deal to the office of subdistrict, because to deal in the office had to pay enough money greater because canoe has to use that would be expensive, or on foot for residents who live far from Kayan along the river bank. Therefore most of the affairs of people concerned with the administration of government in doing by the village chief who takes care of the interests of people collectively in agencies associated (sub-district office, health center, and others). It was quite worry to the village or sub-district, because it often service obstructed because of lack of information received apparatus. The construction of roads ease services provided apparatus to the people of a village or district because the current transportation relatively smooth cause people take care of their own purposes in the office of chief village or sub-district, so that officials could meet directly with the people who need service quickly. This may reduce the potential of inaction in the service, will be served because the community can have a clear procedure to be passed and the requirements that must be equipped in the service. Frequent service was impeded because of ignorance of the community to the procedures and requirements must be fulfilled in the letter of certain correspondence. Service was hampered when there is a shortage of the requirements of the correspondence in population.

a. Degrees change

The program that was initiated by the government would be expected to prompt change behavior in the target group, so that the target group expected to adjust and participating in the implementation of his behavior.

b. The adjustment of behavior

The majority of residents in the South Kayan and the Kayan upstream derive their main income as farmers, however the majority of agricultural products they only used to be consumed own. Only some farmers in these two villages that sell agricultural produce them on traditional markets that was found in the village long ampung Kayan sub-district south. Market made from the wood sized 5 m x 7.5 m who sells a variety of goods the needs of the population especially goods daily consumption needs. The market is always crowded because it is the only market that was found in south kayan. In kayan upstream there is no market so that local residents must to market long ampung village sub-district South Kayan if want to buy their basic needs. To reach South Kayan the population must use ketinting with down the Kayan that some of its parts have rapids enough rocks profusely with protruding into the surface of the river and some parts that are not too in the rocks with a stretch of gravel that are outspread. The average distance from the dock in South Kayan to dock in Kayan upstream about 45 minutes. Because canoe is the only the type of transportation there are, there was quite a lot of local residents have canoe which used to merit transportation of people and commercial goods at, or for personal purposes such as transportation to the plantation, visit a friend or relatives in the village or another district, as well as at the time of take care of something to agencies the government (sub-district office, health center, the office of a village. Construction of the roads that connect Kayan south district and Kayan upstream district open their isolation and eased access transportation from the village long ampung (the capital of South Kayan) toward into long nawang (the capital

Kayan upstream) or other villages nearby seawater. The long ampung a crowded village, besides, there was a market the village is the main entrance and exit Kayan, Kayan ulu in the south, through the long ampung. The taxi was the transportation of people and goods between the village / sub-district, people tend to use bicycle or motorcycle taxi than canoe to perform their daily activities. The farmers have far more like the Kayan the use of motorcycles for going to filed, it is sometimes used, especially in time for a taxi. A taxicab that they flock to go and go home from the fields always passing through camps the people live, so that when home from work in the field or during harvest time can directly to be taken directly get home residents. It was more profitable, instead of using canoe, because if they have to use canoe carrying crop yields on foot out of a dock canoe by the river Kayan to the house of each individual. In addition the high premium prices which reached Rp.25,000, -/a bottle being one of the reasons for residents to reduce the use of canoe. This is also in transporting crops, if they used their canoe had to transport their produce from the farm to the kayan canoe moored where the banks of rivers. And then when arrived in the second quarter , and they brought up their crops back from canoe to the house of each individual. While if they used a taxi, these farmers can summon a or order a taxi to haul their produce from a garden for environment to be taken directly to a dwelling house they. The same condition also happened to hunters who are piled up the results of their kill in the curb to wait my cab or a bicycle that passing game and transporting the results obtained indirectly to their house. Thus hunters who are so far always use canoe or on foot in transporting the results of their kill, tending to switch to using motorcycles or in a taxi that canoe replace the roles. They felt that this was due to the use of motorcycles or taxi more practical and cheaper because the results do not have to have to assume their kill again from in the woods toward the banks of rivers Kayan canoe of them in place. The amount of money spent far enough differed between the use of canoe with a taxi. For farmers who had the field by the river Kayan and quite a long way from a curb, they often did still use ketinting as a means of transportation in an activity daily farming, because they can go directly by using canoe into the field which is located on the banks of rivers. Road construction have an impact economical for residents. The results just to the first game and is distributed own consumption with neighbors about. After transportation access smoothly , game the results (pigs, a deer) obtained being more easily, good to be consumed own or sold to the villages around and markets that exists only on long ampung. So it is with the use of motorcycles, after the development roads infrastructure, the majority of the peoples formerly suspend the activity of transportation in canoe switch to using a motorcycle. The use of motorcycles in addition to a variety of purposes personal, by some of also used to endeavor with sell goods their daily consumption needs that tour around the villages. Some residents who formerly derive their main income as farmers and we only sell her garden in the village the results of their own, develop their business by selling daily consumption of consumer goods and crops to other villages in their place of residence or other sub. Some residents sell vegetables, fish and seasonings cookery from the village long ampung to other villages in South Kayan own villages and in Kayan upstream. For residents in Kayan upstream this is considered to be very beneficial because in Kayan upstream there has been no market, hopefully with a

this circuit traders, residents in Kayan upstream do not have to shop every day to the market long ampung village. Connectivity construction of a road that support across all areas causing the kinship relation / familial friendship or become more and more closely. Many people buy motorcycles which is used for daily needs, as to the rice field, working all the way, to school, and for mutual visit their friends house / a member of family or friends. Things were before that can only be provided by the use of canoe or on. A current of transportation has led to the intensity of that are relatively problem-free visits between residents and family to be. This also happened to the intensity of the visit of residents to government agencies, if before the road built, resident needs in terms of government administration done by the village head collectively, then and now citizens takes his purposes them in government agencies. Village head only provide introductory letter to individual citizens next will take care of residents own their respective purposes to agencies concerned, this reduces the potential of inaction in service. The availability of the way make it easy for the community to take care of directly interests with relevant agencies. The village head only provided a covering letter to each individual, then citizens would takes his purposes each one of them to agencies concerned.

c. Participation of recipients

In the community is generally there is no objection their land be used for the manufacture of the road that will link the area with other villages. The majority of the project is highly supportive of the construction of the road because they realize the benefits that can be obtained tomorrows when the road access is finished. For them the limited number of some roads for infrastructure has made their village be isolated. However if the land or their land affected by the road construction, residents ready to carry on negotiations with the government to road construction can be embodied immediately. In addition another a form of support from local residents, they often provides light meals / delicious and drink to the workmen the manufacture of road project . Because roads are built live in locations of woodland which has a lot of its inhabitants, and food aid, delicious and drink given the inhabitants considered to be very help the workers.

4. Actor / the executive body.

a. Public Work Department East Kalimantan.

At the time of the decision is made, hence the authorized agency to implement programs of infrastructure construction the road has determined. For that also formulated the role of these agencies in the process of implementation. Department of public works East Kalimantan agencies is led by a chief of the offices that are under benefic and responsible to the governor east Kalimantan through the the regions to conduct matters local government in the fields of public works in accordance with regional autonomy and co-administration funds.

b. Inland Border Area Management Board and Disadvantaged Areas East Kalimantan

Inland Border Area Management Board and Disadvantaged Areas East Kalimantan formed based on the region number 13 year 2009, the 20th of February 2009 regarding the organization and work procedures of other institutions units

East Kalimantan. This organization in shape with a view to more playing an effective acceleration development in scrublands along the border.

5. The role of an actor executive body.

a. As the executor of in terms of the implementation of a policy of road infrastructure development is Public Work Department East Kalimantan

In general this field responsibility in realizing the availability of road infrastructure to support the smooth ground transportation as part of a transportation system to support traffic economy. This field has had several section.

1. Road and bridge planning section.

The preparation of material and the collection of coordination, guidance, the management and control handling planning roads and bridges, information packages planning procurement roads and bridges, actual spending on financial planning and realization, report.

2. Section of road.

The preparation of material and the collection of coordination, guidance, the management and control network system handlers a secondary way, collector road, local roads and the environment road, sistem primary road network, procurement package the event of information, the implementation of the event, actual spending on roads and financial the realization of physical activities, report.

3. Section of the bridge and support buildings.

The preparation of material and the collection of coordination, guidance, the management and control building bridges and support buildings, procurement package bridge information activities and support buildings, actual spending on the realization of physical activities and financial, report. But considering that the duty public works department of being diverse and accounted for the whole region East Kalimantan then the border area construction not be the priority in the performance of duties those units. In addition, the government does not consistent in allocating funds for the construction of roads in the area of the border. Should the government allocated routinely, good for the manufacture of new road as well as to improve the quality of road that has been built before.

b. Inland Border Area Management Board and Disadvantaged Areas East Kalimantan

Inland Border Area Management Board and Disadvantaged Areas East Kalimantan formed specifically to manage scrublands along the border, the interior, and disadvantaged in East Kalimantan, so that various problems which have so far occurred in the area be minimized the border. Nevertheless the agency which serves to formulate, plan to create, in coordination and control technically several sectors with regard to the lives of the in the area of the border, not have the authority to do the development of border areas. The body is tending to perform the function of coordination to other agencies in give allocated for development of border areas. Therefore BPKP2DT East Kalimantan need to be given greater autonomy in the management of the border, so that can guard the development process in the context of regional, and no longer is sectoral in nature.

6. Technical the lurch.

Often the implementation of policy faces obstacles in its implementation, therefore the implementation of will always overshadowed of failure that influenced by several factors as; neighborhood geography, social, economic, and political. The condition of that mountainous and extreme weather condition and the availability of limited infrastructure make of the project construction of a road was blocked solving the problem. This is related to the limited equipment owned the project implementers contractors to do a project development in the green border. Not connecting access roads cause equipment will be used to build roads in sub-district kayan the south and the Kayan upstream must be mobilized by opening the forest to a causeway for heavy equipments which bring it in from outside the area. Equipment are transported by using a means of transportation the river and land. Through the mobilization was conducted using lct that down the Mahakam of Samarinda toward long bagun in upstream Mahakam district. Then from long bagun equipment carried through the land take about 30 days to reach the goal in long nawang ampung or long. Another way that can travel is by mobilizing equipment from Malaysia using helicopters. To overcome this is the government of East Kalimantan province established cooperation with the Indonesian military the army (gen. to infrastructure development in the area of the border of East Kalimantan. Cooperation is listed in the agreement with no 119 / 1309 to / BPPWK.a / 2012 and no kerma 1 / 111 / 2012, about the construction of three) the airport and other means of support in the border region East Kalimantan through surgery bhakti kartika jaya, the date of 8 march 2012. Next cooperation between the two sides continued in road infrastructure development, clean water and others .

4. DISCUSSION

The infrastructure sector has a pivotal role and strategic role in encouraging growth in the region. Isolation and infrastructure availability will open up an area, that shaking its economic growth will rise so that the move is expected to draw attention to business communities to invest. The limitation of this infrastructure to be a major factor in the region and lag isolation of the border East Kalimantan. Without adequate infrastructure and acceleration of the border area development that is cited as "The front page of the state" only to be prolonged but the discourse. Thus without infrastructure availability, then economic growth in scrublands along the border could not possibly welfare achieved so that the community will of being neglected. This will widen the gap between regions, may in fact it is likely that the disintegration of the nations as an accumulation of a sense of disappointed and prolonged neglected in "in the house of own".

1. The interests that are affected

Implementation is expected to bring a change in social conditions politics, of the economy and society. There will be any changes in response to the different groups. Kayan in the infrastructure development in the south and kayan get full support for the majority of people, because they realize it is to the benefit of the airport long ampung and the construction of the road. Therefore even though some of their citizens to be diverted due to the construction of a road but they will have a positive influence to increase the quality of life of the people. The ideal policy according to smith (1983)[2] includes three aspects , which includes : a). The program is supported by the

government, b). To meet the needs of the local people, and c.) Magnitude of the program. The policy to the residents and road infrastructure development such as the right to obtain the support from local citizens. The government would have an impact on the changes in the community. Therefore, every change occurring as a result of the policies will produce different reactions in the group. The implementation of the policy response to be on the table is the following :

Table 3. *The reaction against the implementation of environmental policy.*

Resource of the actor	Value of the actor	
	Pro Policy	Contra Policy
Strong	Co-operation	Counter Action
Weak	Conformity	Detachment

Source: Kiviniemi, 1986 (*In purwanto and sulistyastuti 2012*)[3]

Policy of typologies as mentioned above can be seen that the leeway the performance of the implementation of it is a fine when a policy to be implemented by received support from stakeholders non-government. The condition of being therefore produce type the implementation of cooperation and confirmity. Meanwhile, the performance of the implementation of bad would happen on counter type the implementation of action and detachment. Two type of things had happened in the context of an environment in which stakeholders non-government supports this policy not to be implemented by the government. The implementation of infrastructure development the airport and the way in sub-district kayan the south and the Kayan upstream included in type and confirmity cooperation, because people in both sub-district are basically fully backed the policy made the government because they felt the benefits of the implementation on the policy.

2. Type benefits

Basically Indonesians who settled in of border areas did not demand much to the government, the availability of basic infrastructure in condition of being scanty, it shall be accepted, this is considering isolated area which causes them and the habitually living by relying on. However as a national of democratic a large country and the government had wisely should work on their rights so that their lives will get anywhere near equality in other regions. Residents in the occurrence of welfare of border areas realized the gap between Indonesians with the residents who live frontier of Malaysia. For residents at the border the government should provide means of transport air and land and various other infrastructure on the border. Because of that development policy transport infrastructure by building the airport and roads that already done perceived has benefited large for them. The access road has been connecting between the village and was greeted with sub-district good even though roads built was still the land and only a few roads that have improved the quality of ground into an aggregate. The amount of advantages make them accept with both the policy without indicating the presence of the reaction of challenge to the implementation of policy. Likewise with the widening of the airport can increase the frequency of flights at the airport ampung long. The two things open the isolation area, so connectivity between the area of the border with non the border has been proceeding well, and trigger the decline in

the price of staple goods in the area. The program an ideal must be able to meet the needs of target groups so that the benefits can be perceived by them. Grindle (1980) [4] formulated as follows: The extent to which the target of interest groups or termuat and in the policies of the group, which was received by the for example, more slum areas in west jakarta residents receive clean water supply program, or rather than accept credit programs electric motorcycle. If the interests of the group and accommodation can be able to implement a policy is better. Advantages include accessibility transportation to visit relatives, as well as significant result friend dealt to government agencies, also a decline in the value of the delivery of basic needs in scrublands along the border because connectivity between the village and sub-district so basic commodities no longer on supply from Malaysia, but can be supplied of the Indonesian region own. Advantages of the implementation on policy would give the support for policies that have been set, policy so that the implementation would be a fulfillment well without the resistance from the community as the target group. Wahab (2001)[5] declaring a renunciation to a change as a result the implementation of policy; first, the feeling worry on changes in itself, because of a change means uncertainty (uncertainly) and there are power while the tolerance were quite low uncertain about the situation that department, for example of the impact of economic worry, as financial, advantage security work, the future careers and forth. Or concerns about a new skill, new responsibilities, working with higher standards, new working environment, in opposition to th others or status it politically now it is being owned, here is the allegation of status fairness. Infrastructure development policy with the cup area the border has opened the isolated area so that an impact on the activity of the economy and the increased opportunities to strengthen the familial relationships and friendship between people. With regard to this Tjokroamidjojo (1995)[6] confirms the benefits that can be obtained from infrastructure development, is; 1) Opened their isolation areas; 2) Increasing the activity and support the smooth wheels; 3) Of economic areas. Facilitate access the use of technology and the use of social, as; education, health, government, and others; and 4) The increase in mobility and social contact between people.

a. Degrees changes

The implementation of policy would be expected to change behavior in order to become as the target group is in want by policymakers. Programs and policies to change behavior aimed at the target group is relatively hard to implemented. The implementation of development policy airport infrastructure and roads in the region no border can run at once, however done in stages. This was due to the implementation of the breadth of areas and the availability of the government funds limited East Kalimantan. The behavioral changes are as a result of the implementation of policy can be seen in daily life.

b. Actor executive agency program

The executive agency is the main players involved in the implementation of policy. The success or failure of a policy implementation will be highly influenced by the capacity of the executive body. Which includes; a). Structure; b). Working mechanism or coordinating among the units involved in the implementation of; c). Human resources existing in the

organization, and d). Of financial support and the resources which needed of these organisations to work. Infrastructure development policy airport road and basically carried out by three institution that directly associated implementing the regulation in areas of East Kalimantan province number 04 2009 about plan short term development areas of East Kalimantan province years 2009-2013. The institutions that implement this policy are transport department of east Kalimantan province for the construction of the airport and public work department for the construction of East Kalimantan road transport infrastructure. In addition there are Inland Border Area Management Board and Disadvantaged Areas (BPKP2DT) East Kalimantan that tends to only had a function of coordination. For the implementation of policy have a role in the existence of the executive body that determines. Rondenelli and Cheema (1983)[7] has suggested that there are four factors that influence the performance of the implementation of policy, and this is :

- a. *Environmental conditions*
- b. *Inter-organizational relationship*
- c. *Resources*
- d. *Characteristick implementing agencies*

Of the opinion cheema rondenelli and emphasizing the character of the executive body or implementor as one factor that also influence the success of the implementation. It is with regard to support resources, coordination, and supervision and others in the implementation of policy. The construction of infrastructure in border areas will be implemented with good if the executive body have the structure of the organization of adequate. In the implementation of policy, the organization structure be a place to interact, where officials or officials implementing authorities, managing the implementation of policies with various kinds of activities .

5. IMPLICATIONS OF RESEARCH

Based on the research conducted by, researchers suggested a number of implications , good theoretical implications and methodologically implications. Theoretical implications with regard to the position of the results of research has been done, while implication methodologically pertaining to by weakness found of which related to method used in this research, as well as further investigation that may be considered important to the development of science.

1. Theoretical Implication

a. In the approach of top-down how to work the implementation begins with understand policy and see the effectiveness of accomplishment of an objective of this policy at the building projects. How to work is called grindle as a command and control, meaningful gave the order and monitoring in its implementation. In this case to believe that the success of the implementation of the policy is strongly influenced by clearness command of a superior through a channel of communication adequate. A superior in this context having the highest authority to interpret the purpose of the policy so that an interpretation that then embodied in the form of the commands or instructions of a superior. Because of that required the ability of a superior in check on the implementation of instructions a given. In this research found difficulty of superiors to do command and control, considering the location of the implementation of policy that is difficult to reach and limited means of communication available at the

construction site project. These conditions cause the provision of command and control could not be done effectively, because implementing in the field can do no communication immediately about the problems that occurred in the process of implementation.

b. The implementation of policy in the perspective of top-down structure needs to be supported by good organization. The organization of the executive body for it must have clear authority so that the implementation of policy can be embodied well. From the research note that the implementation of development policy and road transport infrastructure airport of Malinau is essentially in the district has been done by institutions in accordance with their respective sectors, the department of transportation to the development of airport infrastructure, and public works agency for development of road infrastructure, but with a second broad of the body, cause they do not focus only on the border area development, did not put the development of border areas as priorities for the institutions. Granting authority to Inland Border Area Management Board and Disadvantaged Areas (BPK2DT) East Kalimantan that was formed in the border area development of effort should be accelerated implementation. Granting authority already in effort of East Kalimantan administration would give greater authority to the body so as not only function as coordination institution, border development but have authority in doing planning to the implementation of development. Thus development and done be effectively appropriate for the situation and the people at both districts. Granting authority to Inland Border Area Management Board and Disadvantaged Areas (BPK2DT) East Kalimantan that is formed in an effort to the acceleration of development of border areas should have been speeded up its implementation. Granting authority already in the provincial government is expected to the cup will give the authority greater to the agency so that no longer only a role as an institution the coordination of the development of the border, but has the authority in planning to do on the implementation of development. With this development will be done right on target and in accordance with the situation and the condition of the community in the second district.

6. Implication methodologically

In context, implications methodologically found weakness in this research and will give recommendations for advanced research. Resulting in research findings this especially with regard to policy implementation not entirely covered in this research. Phenomenon was still confined in the researchers in catching various phenomena in the research conducted through observation an interview to informer. Therefore very possible principle policy implementation observed in sub-district South Kayan district and upstream different Kayan can be the same study conducted in different places. Weakness other is that this research is only done in environments that are limited, namely South Kayan district and the Kayan upstream district. Restrictions done so that can be obtained the depth of the meaning of the phenomena observed, it reduced sweep aspects that are sometimes required in research.

7 CONCLUSION

From the presentation of data and the discussion has been done, and with this will be the conclusion of this research result as follows :

1. The implementation of development policy and airport infrastructure roads seen from dimensions :

a. Interests that influenced.

The implementation of community affect the South Kayan and Kayan upstream, residents in both district who live in locations Indonesia-Malaysia the border the location for this isolated and fall behind because the limited number of road infrastructure, so that aircraft is the only the type of transportation can be used from and went to both districts are. Development policy to widen the long ampung airport of 840 m to 1,600 m to the airport can be landed by an aircraft flying wide entities like hercules is meant to make the current transportation of people and goods from and to the region to smooth, so that the price of basic commodities no longer expensive and more of us are transported. As well as road construction which aims to open connectivity between the village and sub-district, mobilization of consumer goods so that was easier and relatively inexpensive. The community welcomed the policy infrastructure because of the construction the airport and the streets were for a long time it is hoped residents to be met by the government. Because of that airport road development and has gained support because the community realized benefit gained after the implementation of the policy conducted.

b. Type benefits.

The construction of the airport and the road provided a lot of advantages residents in border areas. Extra runway at the airport nawang long, although has not been fully realized but the residents have been felt the benefits of the extension. The government has added to the frequency of flights and the number of an airline serving transportation of people and goods from and went to the area. It has led to the increasing number of staple goods that can be transported to the airport long ampung. However local residents still hope it will runway development which has been stopped hoped to continue to the airport long ampung can be landed by a plane large entities like hercules and atr so more people and goods could be transported by and the citizens who be traveling out of the region do not need to have to wait a week or two after the date of the ticket sale. Most roads built was still in a dirt road, however the development of road that connects the village and has opened between sub-district isolated the villages in the border area, to facilitate the mobilization of the people and goods to the region. This influences the price of consumer goods in the Kayan sub-district south and the Kayan upstream and other sub in border areas. The price of goods being cheaper because the development of causing a current mobilization of consumer goods to the region can be supplied from the sub-district long bagung mahulu district that is a fraction of the segregation of the district of West Kutai. Before connecting the transportation, consumer goods supplied or through the plane flying from Malaysia that the price of selling be expensive. Another benefit the people is increasingly perceived the banner of kind ship and friendship and smooth the flow of transportation, to allow people to sell and buy goods daily needs.

c. Degrees changes.

The development of the airport and the road also affect the behavior of the community. The smooth the flow of transport connecting land between villages in the Kayan sub-district

south and the Kayan upstream cause many more people who dealt to the office of the head. Built before the road, the community are reluctant to deal to the office of the head because must walk or use canoe that would be expensive, so that the affairs to represent in the village head collectively.

d. Actor executive agency program

Policy had been set identify government agencies posted to implement the program that has been decided. The development of airport infrastructure and road area border implemented government agencies have the authority in accordance with their respective fields. To airport development done by the department of transportation East Kalimantan province that has the authority in the management of transport in areas east kalimantan, while for road construction is the authority public works department Kalimantan eastern province .In addition there is one other body formed to manage the border area, namely Inland Border Area Management Board and Disadvantaged Areas (BPKP2DT) East Kalimantan. But BPKP2DT of East Kalimantan only have the function of coordination in the management of the border, so no construction can carry out directly in the area.

e. Technical the lurch.

Geographical conditions sub-district Kayan the south and the Kayan upstream isolated and weather conditions erratic and limited infrastructure cause the process of implementation being obstructed. The implementation was impeded because of difficulties in mobilizing material and equipment that would be used for airport development and roads. Required a long time and cost to mobilise large material and equipment to reach the South Kayan and the Kayan upstream. Because of limited infrastructure, hence material and equipment has to be brought out of Balikpapan and of Samarinda, who then in bring a tool with using ground transportation and the river toward the border area Heavy equipment in bring must pass through dense jungles and mountainous with weather conditions erratic. For the manufacture of road, to be done by opening the bushy forest so that necessary workers in big amount and have strong physical condition. Because of that the government of East Kalimantan working with Indonesian Army to the building of roads and other infrastructure airport and scrublands along the border. Indonesian Army are able to to overcome geography and extreme weather condition in the area so the program implementation can be achieved.

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