

**59th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Cebu, Philippines
14 to 18 October 2024*

AGENDA ITEM [1]: [THEME TOPIC]

**[KNITTING CONNECTIVITY THROUGH SUSTAINABLE,
RESILIENT, AND INCLUSIVE AVIATION]**

(Presented by DGCA Indonesia)

INFORMATION PAPER

SUMMARY

As an archipelagic country consisting of over 17,000 islands, air transport is the backbone of connectivity in Indonesia. According to the National Airport Master Plan, there are 251 existing airports with a total of 304 domestic routes served by 17 airlines, connecting 128 domestic cities.

In order to realize the vision of Golden Indonesia 2045: "A sovereign, progressive and sustainable archipelago", the National Transport Sector aims to strengthen the foundations of "Economic Transformation" by improving national transport infrastructure and connectivity to support sustainable economic growth.

KNITTING CONNECTIVITY THROUGH SUSTAINABLE, RESILIENT, AND INCLUSIVE AVIATION

1. INTRODUCTION

1.1. As an archipelagic country consisting of over 17,000 islands, air transport is the backbone of connectivity in Indonesia. According to the National Airport Master Plan, there are 251 existing airports and 45 new airports are planned for construction over the next 20 years. These airports serve 304 domestic routes operated by 17 airlines connecting 128 domestic cities. Meanwhile, for overseas routes, 125 routes are served by 10 national airlines and 54 foreign airlines connecting 16 domestic cities and 63 overseas cities.

1.2. In conjunction with the end of the 2020-2024 National Medium Term Development Plan period, we will soon enter the first phase of the 2025-2045 National Long Term Development Plan. In order to realize the vision of Golden Indonesia in 2045: "A Sovereign, Advanced and Sustainable Archipelago", the National Transport Sector aims to strengthen the foundations of "Economic Transformation" by improving national transportation infrastructure and connectivity to support sustainable economic growth.

1.3. The air transport development policy aims to increasing the efficiency of Indonesian air routes through hub and spoke (a transport model where a central airport connects to other destinations), hub development and integration of airport with economic and tourism areas, and standardization of airport hubs and airstrips in the mountainous Papua region to pioneer the distribution of goods (Papua is the second largest island in the world. The territory is divided in half between Indonesia and Papua New Guinea).

1.4. The targets and priority activities to be achieved by 2029 include On Time Aviation Performance, fulfilling air bridge routes in Papua, developing airstrips in Papua, developing hub and cargo airports, as well as promoting a more sustainable financing scheme through Public Private Partnership.

2. DISCUSSION

2.1 Sustainability

2.1.1. Directorate General of Civil Aviation Indonesia continues to build connectivity as an effort to increase national economic growth and people's welfare. In line with this effort, The National Airport Master Plan envisages the construction of 45 new airports over the next 20 years.

2.1.2 The use of SAF (Sustainable Aviation Fuel) is an important step for Indonesia towards a greener world. PT Garuda Indonesia (the Indonesian flag carrier) made its first commercial flight using SAF on 27 October 2023. This flight used Bio Avtur J2.4 from Pertamina (national energy company) which is a blend of palm oil. The flight route is from Soekarno-Hatta International Airport, Tangerang, Banten to Adi Soemarmo International Airport, Solo, Central Java.

2.1.3 Efficient aircraft technology is achieved through regulations limiting the age of aircraft in service and replacement of old aircraft with new technology, especially for transport category aircraft.

2.2 Resiliency

After 3 (three) years of being affected by the Covid-19 pandemic, there are signs that the domestic aviation industry is gradually recovering. For 2023, the recovery rate for the development of domestic aircraft movements (the number of aircraft movements compared to 2019 for the same period) is 71%. Meanwhile, the recovery rate for domestic passenger traffic is 83%. On the cargo side, the recovery rate for domestic cargo is 79%. It is to be hoped that the recovery rate for air traffic will increase again in the coming years.

2.3 **Inclusive**

2.3.1. Disability

The Directorate General of Civil Aviation is constantly striving to increase understanding, provide information and discuss applicable regulations so that all stakeholders in the aviation sector can improve service standards for passengers with special needs at airports. Socialization is necessary to ensure that all passengers, including those with special needs, receive appropriate and equal quality of service. The Ministry of Transportation of Indonesia has issued a Ministry of Transportation Decree on the establishment of the Ministry of Transportation Disability Inclusion Team to involve persons with disabilities in the planning process for inclusive infrastructure development. This is an effort by the Ministry of Transportation to provide inclusive transport infrastructure to the community in a fair and equitable manner.

2.3.2. Gender Equality

The Government of Indonesia encourages a diverse and inclusive aviation workforce, and promotes gender equality, thereby empowering women in aviation. Law Number 39 of 1999 on Human Rights states that women have the right to choose, be chosen, and be appointed to jobs, positions and professions in accordance with the requirements and regulations of the law. The Ministry of Women's Empowerment and Child Protection in Indonesia develops national policies to improve the quality of life for women, including the fulfilment of women's rights, the promotion gender mainstreaming, attention and concern for female workers, ensuring that their rights are respected, and protecting women workers from violence.

2.3.3. Ethnicity, Religion, and Race

The Constitution of the Republic of Indonesia guarantees that there is no ethnic, religious or racial discrimination in any aspect of life including air transport.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to note the information contained in this Paper.

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