

**ASSEMBLY – 35TH SESSION**

**PLENARY**

**Agenda Item 2: Statements by delegations of Contracting States and of Observers**

**NATIONAL AIRPORT SYSTEM PLAN AND BASIC POLICIES FOR  
AIRPORT DEVELOPMENT IN INDONESIA**

(Presented by Indonesia)

**INFORMATION PAPER**

**SUMMARY**

This paper provides brief accounts of national airport system plan and basic policies for airport developments implemented by Indonesia.

**1. NATIONAL AIRPORT SYSTEM PLAN FOR INDONESIA**

Ministerial Decree KM No. 44 Year 2002 and KM No. 45 Year 2002 have established the National Airport System Plan for Indonesia and nominates the airports which were owned and operated by the Directorate General of Air Communications (DGAC) to be taken over to Local Governments.

The National Airport System Plan specified the Air Operators between the year 2002 and 2007 are in the following three groups:

<b>NO.</b>	<b>Operators 2002 – 2007</b>	<b>Number of Airports</b>
1.	PT. (Persero) Angkasa Pura I And PT. Persero Angkasa Pura II	23
2.	Central Government (DGAC)	25
3.	Regional Governments	138
<b>TOTAL</b>		<b>186</b>

The number of airports under PT. (Persero) Angkasa Pura I and PT. (Persero) Angkasa Pura II (23 airports) will remain unchanged until the year 2007.

The remaining 163 airports were grouped with the combination of two criteria are as follows :

	CRITERIA
1. Non Hub	Base on a numerical criterion considering status and population of serving city, the number of passengers, the number of air routes and the number of flights
2. Class A or B	Class A : ATS unattended airports Class B : Airports with Flight Information Service

The airports in non-hub locations and those, which are requiring aerodrome control, are taking over to the local governments. The government policy is that airports that are serving only local beneficiaries should be owned, operated and financed by the local governments. The taking over from DGAC to local governments involves airport assets and airport staff from DGAC. The local governments will have more freedom in developing its territory with a clear accountability and financial responsibility for the provision of public services.

## 2. BASIC POLICIES FOR AIRPORT DEVELOPMENTS IN INDONESIA

In principle, the basic policies for airports developments in Indonesia should support the objectives of air transport sector are as follows :

- a. Efficient air transport services;
- b. Safe air transport services.

DGAC will monitor that the airports meet the objectives and guide them through safety and economics regulations.

Several important features for future airport developments in Indonesia are stated below :

### a. Growth of Air Traffic Demand

- The total passengers demand in 2025 will approximately increasing four times as compared with the year of 2002.

### b. Domestic Air Transport

- At present, the structure of domestic air transport demand is highly concentrated in Jakarta. Jakarta is the major origin / destination of air travels in Indonesia. This condition reflects the prime status of Jakarta Metropolitan area

in Indonesian economics. Basically, this structure will remain unchanged in the future.

- Surabaya, Bali, Medan and Makassar have large transport demands that justify the status as secondary domestic hub airports.
- Currently, aircraft type that prevails dominantly for domestic air transport is B 737 and will continue to be so in the future. Since airports with high demand routes are already capable for accommodating A 330 class aircraft or large, the impact of larger aircraft on airport developments will be smaller.

#### c. International Air Transport

- International air traffic demands in Indonesia are concentrated in Jakarta and Bali. Relatively, other international airport has small international demands and mostly of such demands are Singapore. Some airports have international status only for Hajj Flights.
- Jakarta and Bali will maintain their superior status in International air transport for Indonesia with long distance direct flights. Other airports will serve intra South Asia routes such as Singapore, Hong Kong, Kuala Lumpur, etc, or Hajj Flights for Saudi Arabia.
- All international airports in Indonesia including Jakarta are origin / destination airports, not international hub airports that handle large volume of transfer traffic. Due to geographical location of Indonesia and availability of connecting flights, Singapore, and to lesser extent Kuala Lumpur, Bangkok and Hong Kong they will continue to function as transfer airports for international travellers in and out of Indonesia.

Policies that will be taken by the Governments of Indonesia for airport developments in Indonesia are as follows :

- a. Supporting Efficient Air Transport Services;
- b. Improving Airport Safety for Safe Air Transport Services.

### 3. ACTION BY THE MEETING

The meeting is requested to note and review this information.

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