

Asian Breeze (59)

(亜細亜の風)

Happy Summer Vacation to you

6 August 2018

Dear coordinators and facilitators in Asia/Pacific. Are you enjoying the summer vacations?

Fireworks are now high season in Japan. In most of the countries, fireworks are associated with New Year's countdown in the middle of the winter. However, Japanese are crazy about appreciating the fireworks during the summer.

Fireworks festivals are held almost everyday someplace in the country, in total numbering more than 200 during August. The festivals consist of large fireworks display, the largest of which use between 100,000 and 120,000 rounds, and can attract more than 800,000 spectators.

Street vendors set up stalls to sell various drinks and Japanese food (such as Yakisoba, Takoyaki, kakigori (shaved ice)), and traditionally held festival games, such as Kingyo-sukui, or Goldfish scooping. Men and women attend these festivals wearing the traditional Yukata, summer Kimono, or Jinbei (men only), collecting in large social circles of family or friends to sit picnic-like, eating and drinking, while watching the show.

In this issue, we have received the wonderful contributions from Mr. Toto Sudiarto, chairman of IASM (Indonesia Airport Slot Management) featuring Soekarno - Hatta International Airport (CGK) and Ngurah Rai International Airport (DPS). In addition, the pictures of Vancouver and Asian Tea Gathering at the occasion of IATA SC142 are also included. I hope you will find it interesting.



Indonesia Airport Slot Management (IASM)

Indonesia Airport Slot Management (IASM) was established in 2016 referring to the Regulation of the Director General of Air Transportation number PM 57 to replace the former Indonesia Slot Coordinator (IDSC). IASM is responsible for the slot allocation/ schedule facilitation for the busy airports in the territory of the Republic of Indonesia. IASM is expected to provide the convenience for domestic air carriers and foreign air carriers in applying for slot at the busy airports.

Although Soekarno Hatta Airport (CGK) is registered as Level 2 airport and Ngurah Rai Airport (DPS) is registered as Level 3 by IATA, IASM is responsible for 35 airports in Indonesia: For region I; (CGK), (BDO), (HLP), (PNK), (TKG), For region II; (KNO), (BTH), (BTJ), (DTB), (PKU), (SBG), (TNJ), For region III; (SUB), (BDJ), (JOG), (SOC), (SRG), For region VI; (DPS), (KOE), (LOP), For region V; (UPG), (KDI), (PLW), For region VI; (PLM), (DJB), (PDG), (PGK), For region VII; (BPN), (TRK), For region VIII; (AMQ), (GTO), (MDC), For region IX;

(BIK), For region X; (DJJ) and (MKQ).

There are fifteen personnel at IASM who comes from PT Angkasa Pura I (AP I), PT Angkasa Pura II (AP II) and AirNav Indonesia (LPPNPI).

Soekarno - Hatta International Airport (CGK)

Soekarno - Hatta International Airport (IATA: CGK, ICAO: WIII), abbreviated SHIA or Cengkareng Airport, hence IATA designator "CGK", is the primary airport serving the Greater Jakarta area on the island of Java in Indonesia. Named after the first president and vice-president of Indonesia, Soekarno and Mohammad Hatta, the airport is located at Benda, Tangerang, 20km northwest of central Jakarta. It is the busiest, largest airport in South East Asia, the busiest in the southern hemisphere and one of the busiest airports in world. Together with the 2nd Jakarta Halim Perdanakusuma International Airport, it served over 70 million passengers of Greater Jakarta in 2017.

The airport was ranked as 8th busiest airport in the world by Airports Council International (ACI) in 2013. According to air travel intelligence company OAG, the airport ranked as the 7th most connected airport in the world & ranked 1st as 'megahub' airport in Asia-Pacific region as per connectivity index, ahead of Japan's Tokyo Haneda Airport and Australia's Sydney Airport. The airport ranked as the 7th most connected airport as 'megahub' in the world in 2017 again by air travel intelligence company OAG.

The airport commenced domestic operations in 1985 replacing the old over capacity Kemayoran Airport. The airport was expanded by 1991 to replace Halim Perdanakusuma International Airport for international flights, with Halim only having been commissioned as a temporary solution until Soekarno–Hatta was completed. Kemayoran Airport has since been demolished and is now a planned mixed development neighborhood, where as Halim still serves domestic charter, VIP, and private flights, and re-opened as second commercial airport for domestic flights to relieve Soekarno - Hatta which is running over capacity, due to the rapid growth of airline travel in Indonesia.

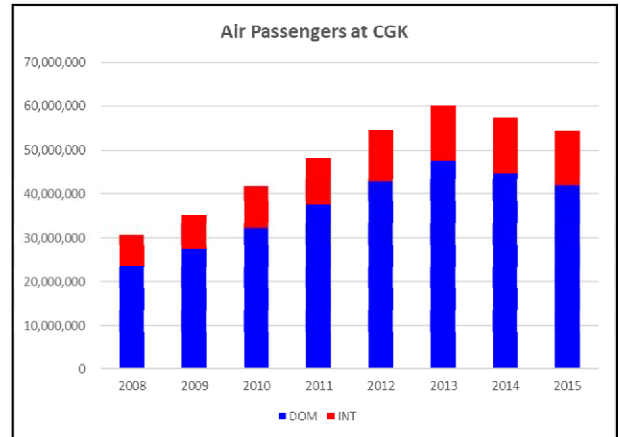
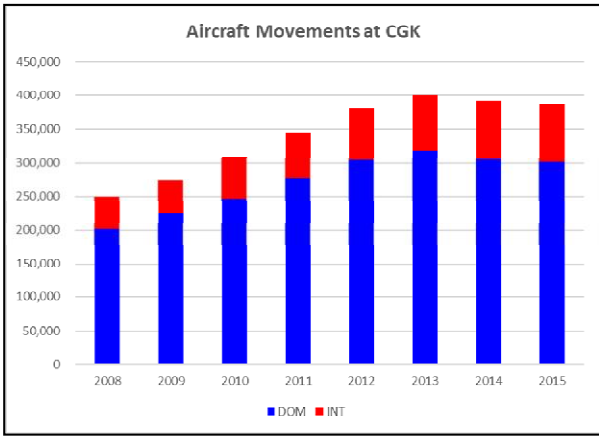
Air Transport Statistics

(1) Aircraft Movements

		2008	2009	2010	2011	2012	2013	2014	2015
Aircraft Movements	DOM	201,592	223,763	246,559	277,025	305,281	317,188	306,228	301,696
	INT	48,216	48,860	62,253	68,483	75,006	82,242	84,756	84,919
	TTL	249,808	272,623	308,812	345,508	380,287	399,430	390,984	386,615

(2) Air Passengers

		2008	2009	2010	2011	2012	2013	2014	2015
Air Passengers	DOM	23,628,454	27,516,503	32,138,485	37,382,521	42,660,093	47,446,743	44,560,960	41,889,868
	INT	7,032,719	7,594,419	9,549,606	10,864,684	11,826,687	12,690,604	12,660,209	12,401,498
	TTL	30,661,173	35,110,922	41,688,091	48,247,205	54,486,780	60,137,347	57,221,169	54,291,366



Air Transport Network



Airport Infrastructure

The land area of the airport is 18 km². It has two independent parallel runways; the runway (07R/25L) is 3,660m and the runway (07L/25R) is 3,600m which are connected by two cross taxiways.



The airport often struggles to accommodate all flights at its current limit of 81 aircraft movements per hour. Although over capacity, after a survey from April 23 to May 3 the Airport Council International (ACI) stated on May 4, 2012 that Soekarno–Hatta International Airport is being operated safely. The two existing runways suffer from pavement and strength issues, which limits the airport's capacity to serve large aircraft. To reduce congestion and to achieve a target to handle 100 flights/hour, works for a 3rd runway is currently going on, which is expected to open in 2018. Upgrading of existing two runways are almost completed for safe operation and to accommodate wide-bodied aircraft at the airport. The airport will be able to serve 100 million passengers annually by 2025 after completion of ongoing development work.

Passenger Terminals

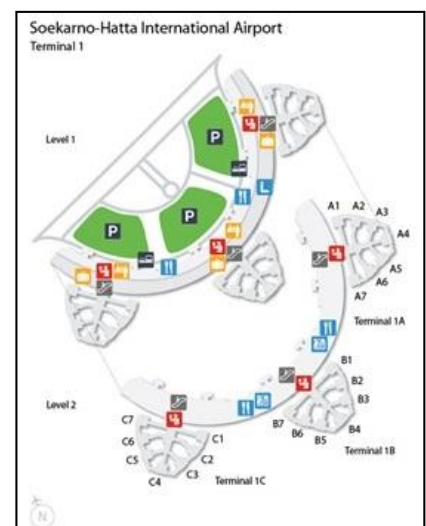
There are three main terminal buildings; Terminal 1 (domestic flights only), Terminal 2 and Terminal 3. The airport has a freight terminal for domestic and international cargo. The airport operator AP II has undertaken plan to build a fourth terminal at Soekarno-Hatta, which is expected to be completed by 2022. The airport operator also renovating Terminal 1 and Terminal 2, which will cost Rp 3.2 trillion (\$235.2 million). Renovation of Terminal 1 is scheduled for completion in June 2019, while Terminal 2 in August 2019. The revitalization project is expected to double the number of passengers of the two terminals up to 36 million a year.

After renovations and expansions of Terminal 3, current capacity of Soekarno–Hatta is 51 million, but the airport served 54 million passengers in 2015, making it the 18th busiest airport in the world, and the busiest airport in the Southern Hemisphere. There are nonstop flights to a large number of destinations in Asia and Australia, and several flights to Europe daily, ranking as the 17th most connected airport in the world, and the largest megahub in Asia according to OAG.



Terminal 1

Terminal 1 is the first terminal built, finished in 1985. It is located on the south side of the airport, across from Terminal 2. Terminal 1 has 3 sub-terminals, each equipped with 25 check-in counters, 5 baggage carousels and 7 gates. It has the capacity to handle 9 million passengers per annum. The gates in Terminal 1 have a prefix of A, B or C. The gates are A1 - A7, B1 - B7 and C1 - C7. In the newest masterplan, Terminal 1 will have its capacity increased to 18 million passengers per annum. Terminal 1 is used for domestic flights except for those operated by Garuda Indonesia, Sriwijaya Air, NAM Air, Indonesia AirAsia.

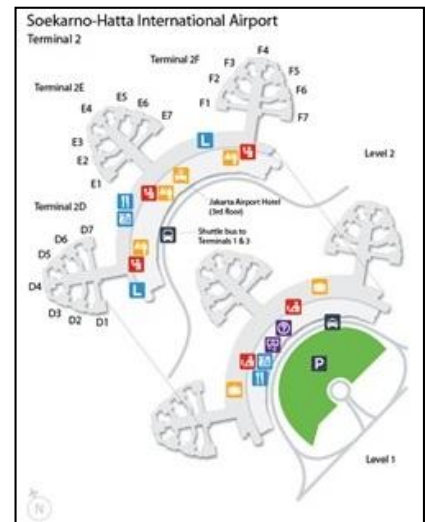




Terminal 1A is home to Lion Air domestic flights (except to Sumatra & Bali). Terminal 1B is home to Lion Air domestic flights (only to Sumatra and Bali) and Xpress Air. Terminal 1C is home to Batik Air (domestic flights), Citilink (domestic flights) and other Indonesian domestic flights.

Terminal 2

Terminal 2 is the second terminal built, completed in 1991, and is located on the west-northern side of the airport, across from Terminal 1. Like Terminal 1, it has three sub-terminals, labeled as D, E and F, each of which has seven gates and 25 check-in counters. The gates are D1 - D7, E1 - E7 and F1 - F7. Terminal 2D is home to most international operations out of Indonesia, while Terminal 2E are home to the SkyTeam alliance members, Lion Air, Batik Air, Citilink and AirAsia Group international flights. Terminal 2F is home to Sriwijaya Air, NAM Air, Indonesia Airasia and Indonesia AirAsia X domestic flights.



With a capacity of 9 million passengers per annum, Terminal 2 is struggling to keep up with the increasing number of passengers that travel through it each day. Expansions and upgrades will increase the capacity to 19 million per annum, while the opening of Terminal 3 Ultimate, which houses Garuda Indonesia and SkyTeam, is expected help to relieve the over-capacity problem at Terminal 2.



Terminal 3

The newly built Terminal 3 was opened in 2016, which is located on the east-northern side of the airport. The terminal has a different style than terminals 1 and 2, using an eco-friendly contemporary modern design with a traditional sense. It currently houses all Garuda Indonesia flights, both domestic and international, as well as all flights from China Airlines, China Southern, Korean Air, Saudia, Vietnam Airlines and XiamenAir until further completion when all international flights will be moved here.



The former Terminal 3 was officially opened for international flights on November 15, 2011, when all Indonesia AirAsia flights started using Terminal 3 as its new base for international flights as well as domestic flights. The New Terminal 3 (known as "Terminal 3 Ultimate") was formally opened on August 9, 2016. The floor area of the new terminal covers 422,804m² with 10 international gates, 18 domestic gates, 112 check-in counters, 48 jet bridges and 10 bus gates. It is slated to be larger than Changi Airport Terminal 3, Singapore which is the benchmark for SHIA. There is a Tourist Information Center at Terminal 3 Ultimate to serve international tourists. At present the New Terminal 3 has no connection with the building of the old Terminal 3. The older Terminal 3 will be renovated with a connection to be built between the old and new terminals.



Terminal 3 is equipped with BHS level 5 to detect bombs, an Airport Security System (ASS) which can control up to 600 CCTVs to detect faces who are available in the security register, an Intelligence Building Management System (IBMS) which can control uses of water and electricity (ecogreen), rain water system to produce clean water from rain, a recycled water system to produce toilet water from used toilet water, and illumination technology control to illuminate the terminal depending on the weather surrounding the terminal. Terminal 3 will be able to serve 60 airplanes from the current 40 airplanes.

Future Plans

The capacity of the airport is increased from 22 million passengers per year to 62 million per year during 2014 to 2017, but the airport handled more than 63 million passengers in 2017. Therefore, plan to build 4th passenger terminal is already underway. The airport is being implementing new theme "Modern Airport With Traditional Sense" for the project. Angkasa Pura II, as the operator, designed Soekarno–Hatta Airport to have 3 passenger terminals, 1 new freight terminal (cargo village) and an 'Integrated Building' (designed to unite terminal one and two). Also, there will be an increase in apron capacity from 125 airplanes to 174 airplanes. By 2015, additional upgrades are expected to increase the airport's capacity to 75 million passengers. An airport train from Manggarai Station and a people mover for ground transportation to/from and inside the airport are also in planning.

In the first stage, Terminal 3 is expanded. Terminal 1 and Terminal 2 will be integrated and the airport will have a convention hall, shopping center, hotel, playground, recreational facilities and parking area for 20,000 vehicles. To accommodate 86 aircraft movements per hour from current 72 movements per hour, so since 2016, the airport authority is developing east cross taxiway with cost Rp 1,150 billion (\$86.1 million) to connect existing runway-1 and runway-2 and predicted can be used in 2018.

To anticipate a surge in passenger numbers, at least a ten percent increase each year, the government is preparing to build a third runway. This was planned to be completed in 2019. If the airport has 3 runways, the service capacity will rise to 623,420 movements per year and it will be able to anticipate growth at least until 2030. The expansion will use about 1,000 hectares from 10 villages in the



Teluk Naga and Kosambi subdistricts. Once completed, the third runway would increase Soekarno-hatta's handling capacity to 114 aircraft movements per hour from the current 81.

Ngurah Rai International Airport (DPS)

Ngurah Rai International Airport (IATA: DPS, ICAO: WADD), officially known as I Gusti Ngurah Rai International Airport, is the main airport in Bali, located 13 km south of Denpasar. Ngurah Rai is the second busiest airport in Indonesia after Soekarno–Hatta International Airport. In first half year of 2017, the airport served 10,156,686 passengers. The airport has category IX and is capable of serving wide-body aircraft including the Airbus A380.

Airport Council International (ACI) has awarded Ngurah Rai International Airport as the world's third best airport (with 15-25 million passengers each year) in 2016 based on their services. The airport is named after I Gusti Ngurah Rai, a Balinese hero who died on 20 November 1946 in a puputan (fight to the death) against the Dutch at Marga in Tabanan, where the Dutch defeated his company with air support, killing Ngurah Rai and 95 others during the Indonesian Revolution in 1946.

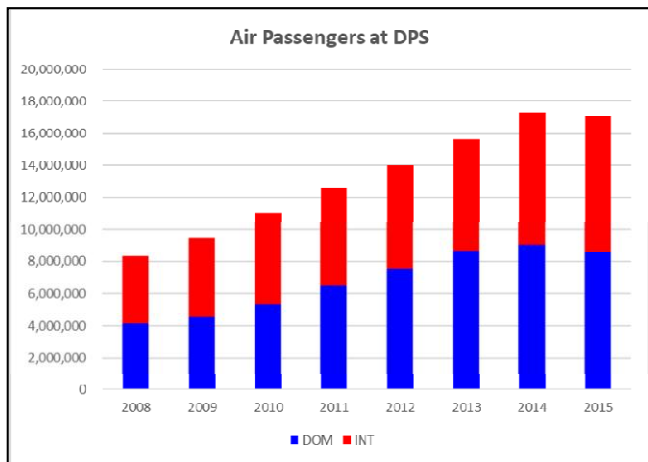
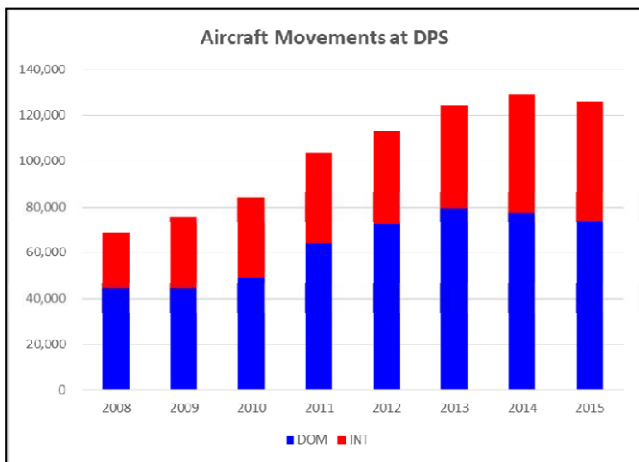
Air Transport Statistics

(1) Aircraft Movements

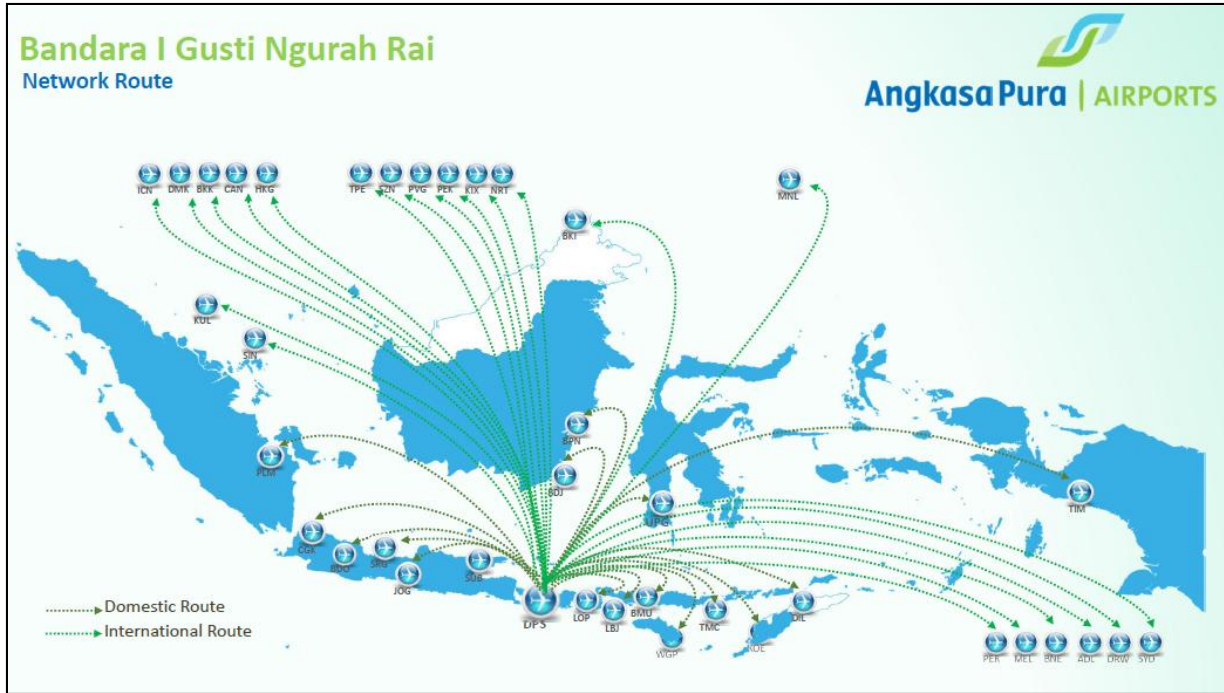
		2008	2009	2010	2011	2012	2013	2014	2015
Aircraft Movements	DOM	44,691	44,702	49,144	63,870	72,331	79,646	77,471	73,883
	INT	23,875	31,349	35,108	39,544	40,801	44,074	51,682	51,711
	TTL	68,566	76,051	84,252	103,414	113,132	123,720	129,153	125,594

(2) Air Passengers

		2008	2009	2010	2011	2012	2013	2014	2015
Air Passengers	DOM	4,146,151	4,552,854	5,353,417	6,498,077	7,578,255	8,657,683	9,033,820	8,567,222
	INT	4,204,820	4,939,835	5,652,942	6,138,648	6,433,865	6,974,158	8,237,595	8,541,165
	TTL	8,350,971	9,492,689	11,006,359	12,636,725	14,012,120	15,631,841	17,271,415	17,108,387



Air Transport Network



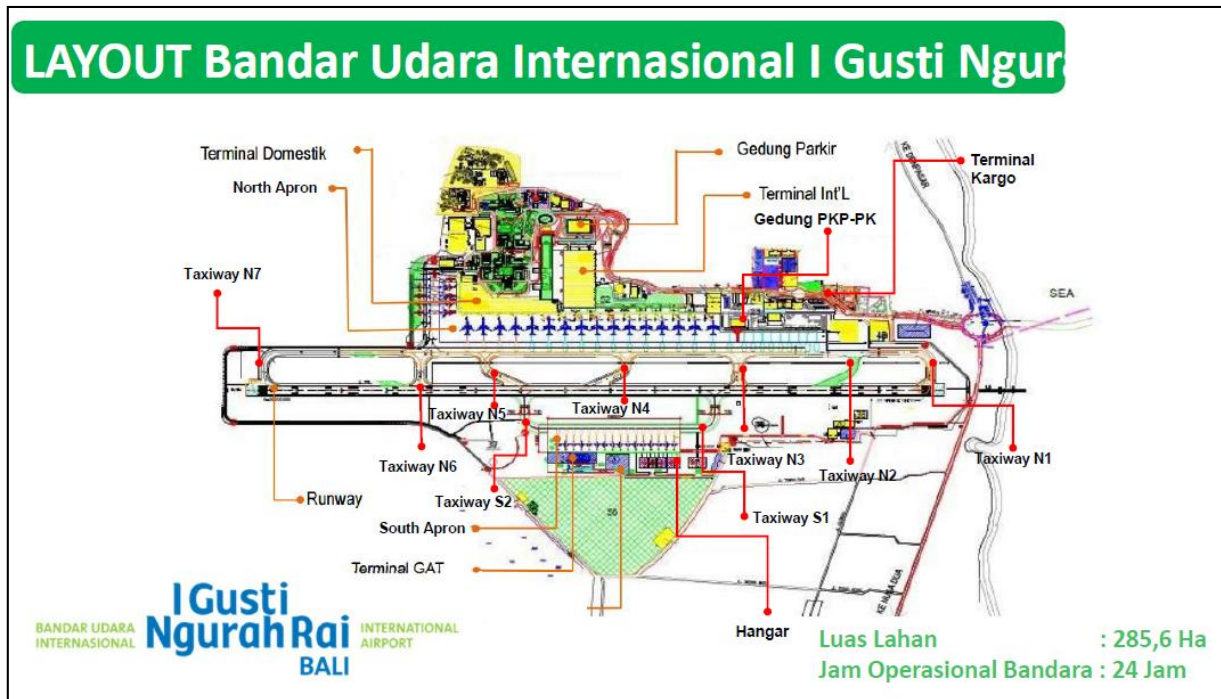
There are 23 domestic destinations and 50 international destinations from Ngurah Rai International Airport (DPS).

Airport Infrastructure



The airport has a single runway (09/27) with a length of 3,000m. Currently airplanes up to the size of Boeing 777-300ER, Boeing 747-400 and Boeing 787 Dreamliner can use the airport.

LAYOUT Bandar Udara Internasional I Gusti Ngurah



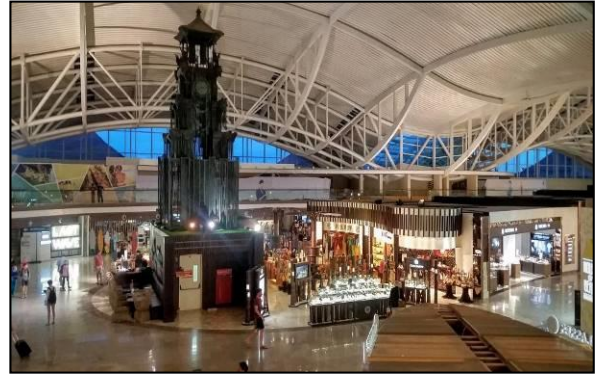
Passenger Terminals

International Terminal

The new international terminal opened in November 2013 which has a Balinese architectural theme and has separate departure and arrival halls. This terminal is a new horseshoe shaped building for 17 passenger aircraft parking at the east area on the former domestic terminal. This terminal can accommodate 25 million passengers a year until 2025.

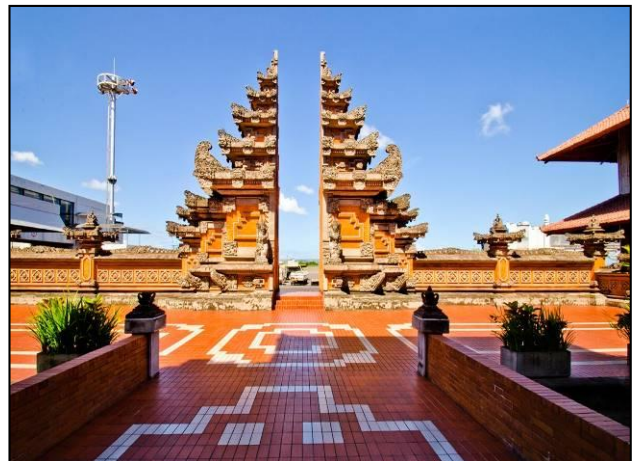
The departures area has 62 check-in counters that are equipped with electronic scales and luggage conveyors. Ten of the international gates have Jet Bridges and automated aircraft parking systems. The international departure lounge areas have a total capacity of 3,175 passengers.





Domestic Terminal

Operated since September 17, 2014, the New Domestic Terminal area is 65,800m² or four times larger than the old one. It can serve up to 9.4 million passengers a year, has 62 check-in counters, 4 transit & transfer counters, 19 ticketing counters, 8 boarding gates and 7 arrival gates which are provided by 5 Jet Bridges, and 5 unit conveyor belts.



The airport operates a fleet of buses to ferry passengers to and from aircraft operating low cost flights which do not use an Jet Bridge. Domestic travelers and also some international travelers are often ferried to aircraft parked on the apron between the domestic terminal and the cargo terminal to the east of the International and Domestic terminals using these buses. The terminal also has prayer rooms, smoking areas, showers and massage services. Various lounge areas are provided, some including children's play areas and movie lounges, broadcasting movies, news, variety & entertainment and sport channels.

Because about 500 private jets & aircraft land at the airport every month, the airport authority has built an apron at the south of the airport with a special exit gate which can accommodate 14 narrow/small bodied airplanes.

Introduction of our computer system

IASM is now using the SCORE (Slot Coordination and Reporting) System.

Information of our office

Organization	IASM (Indonesia Airport Slot Management)
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Introduction of our members

				
Toto Sudiarto	Budi Prasetyo	Fadil Nursyamsi	Arya B Setyantoro	Nuryadi Saputra
Chairman	Vice Chairman	International	International	Western Region
				
Merry D Handayani	Wahyu Yusuf Ashari	Ari Satria Saputra	Antonius D Widarjanto	Rama Eka Nugraha
Western Region	Western Region	Western Region	Eastern Region	Eastern Region
				
Gede A Krisna	Fanny Farleyanna	Haris Defriyan	Aji Pamungkas	Yahya Khan
Eastern Region	Eastern Region	IASM Coordinator	IT Staff	Administration

Good Memories of Vancouver (SC142)



Asian Tea Gathering in Vancouver





From the Chief Editor

I would like to express my sincere appreciation to Mr. Toto Sudiarto for his excellent contribution to Asian Breeze. I was so surprised to know IASM is coordinating 35 airports in Indonesia. No wonder there are 15 IASM members to take care of them. I was also surprised to know that the maximum movements at Soekarno - Hatta International Airport (CGK) are 81 per hour, much larger than NRT airport. Finally, I hope you all will enjoy the summer vacations. (H.T.)

