

1st Stakeholder Meeting
The Master Plan Study on Multiple-Airport Development
for Greater Jakarta Metropolitan Area
Ministry of Transportation, 7th June 2011

DATE: Tuesday, 7 June 2011
VENUE: MULAWARMAN Meeting Room, Building Karsa 5th floor Ministry of Transportation
AGENDA: Stakeholder Explanation about Master Plan Study on Multiple Airport Development for Greater Jakarta Metropolitan Area

[1] Airport Director – Ministry of Transportation (Mr. Bambang)

- Location has not been determined yet but it is around Karawang, yet this study is still preliminary study. The location of the new airport will be determined only after BPN (National Land Agency) laws on land conversion is approved.
- The possibility of airport Soekarno Hatta expansion is by building a new runway in the northern area.
- Soekarno Hatta airport expansion area for the new runway might be too expensive; on the other hand, we may create social conflicts at the new location.
- Hopefully the new airport will really come true and be better than Soekarno-Hatta.
- Expansion of Soekarno Hatta airport and the new airport development, later on will be implemented through the tender process.
- Airport construction is not only a project of Ministry of Transportation but it is joint project with other responsible Ministries.
- Some environmental problems frequently faced by some airports in all over Indonesia are:
 1. People enter the runway,
 2. People throw the trash to the airport, and
 3. Airport gates have been stolen many times.
- Cost for construction of airport access should never be underestimated. In the case of Hong Kong airport, the access road development cost more than the airport facilities itself.
- Budget for the new airport construction is planned to be financed by private sector.

[2] Ministry of Home Affairs (Spatial Regulation Official Agency)

- There must be synchronization of Regional Spatial Plan (RTRW) .
- Planning matters are really important: that's why it is urgent to do SEA.

- There should be community participation in spatial planning; this way is to minimize conflicts (as mention on Government Regulation No.68 year 2010 about public participatory on spatial planning).
- The airport area is a strategic area, besides its development plan is also related with 3 local administrations. The plan is needed to be inserted into agenda of BKPRD/N (Coordination Agency for Regional/National Spatial Plan).

[3] Ministry of Public Works (Spatial Regulation Official Agency)

- Activities in the strategic area should be connected to the existing Regional Spatial Plan (RTRW).
- Airport development in Karawang has not been inserted into the agenda of BKPRN (Coordination Agency for National Spatial Plan). The plan needs to be proposed as soon as possible.

[4] Ministry of Farming (Farming Facilities and Infrastructures Official Agency)

- New airport development and/or airport expansion may include conversion of farmland and irrigation canals since major land use of Karawang is agriculture.
- There are laws that agricultural land conversion may allowed if the conversion is for public benefit or disaster prevention purpose. For converting the land it is necessary to undertake some requirement. They are: feasibility study, assessment for land conversion, and provide substitution land (according to Government Regulation No.1 year 2011).

[5] Ministry of Forestry (Planning Official Agency)

- If this airport development is related to forest area, it is needed to review Regional Spatial Plan (RTRWP), particularly if the subject land is forest area. And it could be 2 (two) districts.
- This matter should be discussed with Official Agency of Ministry of Forestry at Jl. Juanda Bogor.

[6] National Land Agency

- Quality of land use management could be improved in the course of development regarding the land benefit. If there is a plan to develop the land, so it must consider the benefit of the project site.
- The project proponent should consider carrying capacity on environmental aspects during SEA process.

[7] Indonesian Airport Experts Association

- Study on new runway construction of Soekarno Hatta airport was done in 1985. Carrying out the re-assessment is urgent..
- Operational time of Soekarno Hatta airport is 24 hours. Temporary runway is necessary during construction of the new runway.

[8] Mr. Taufik (Indonesian Airport Experts Association)

- The new airport plan needs to be noticed in the national policy for the next 20-30 years especially in a chapter of air transportation.
- A national airport should be accessed by the national road networking meanwhile an international airport should be accessed at least by national highway networking.
- In this proposed case of Karawang, it can be accessed by Pantura highway; however, Pantura highway is being congested chronically. An immediate solution for the traffic jam is crucial.
- A new airport development requires changes of RTRW (Spatial Plan).
- The new airport development could cause the changes of water catchment area and discharge characteristics. Therefore the new airport plan needs to study the appropriate drainage system to prevent flood at the downstream area.
- Recently, infrastructure audit is started for Standard Operation Procedure (SOP), legal procedures, etc.

[9] IATCA

- Human resource in aviation is very limited including Soekarno Hatta airport. It could be the same problem in the new airport.
- Running procedures of air controller are not *up to date* anymore.

[10] Directorate of Air Transportation (MoT)

- Until now, Jakarta is still as a main node of goods and people movement in Indonesia.
- Soekarno-Hatta airport area is failing to maintain efficient airport function. The airport access road is crowded.
- According to IATA regulation, that the distance between the central business district (CBD) and the airport can not exceed 1 hour travel range. Has the selection of the new airport location in Karawang already thought about such time duration problem?
- Impacts by development activities around the new airport is more severe than the project site itself. Mitigation of this impact needs to be well concerned.
- To share a common determination of the central government and the local government on

land conversion of the new airport site and around it is very important. Local government may not give permission for development around the airport.

- Another problem is about air space. There are some aviation way from Soekarno Hatta and Halim. Airport near Karawang. This matter should be arranged well in order to maintain safety air spaces.

[11] Directorate of Navigation – Ministry of Transportation

- Air space of Sokarno Hatta, Halim, and the new airport in Karawang needs to be adjusted.

[12] Directorate of Airport Security – Ministry of Transportation

- Social aspects, especially in security aspect, need to be studied more deeply, in order to increase the security for the airport.

[13] Angkasa Pura 1

- Land conversion may create social problem. It needs to be concerned in order to prevent conflicts with society.
- Angkasa Pura 1 is ready to take the expansion of Soekarno Hatta airport and also for the new airport, as well as operation of the proposed Karawang airport.

[14] Angkasa Pura 2

- *Blue Print* of national transportation exists. Please make it as the assessment material for new airport development plan too.
- Some matters need to be considered on airport development in Indonesia, such as:
 1. Large land conversion,
 2. Airport location often could span provinces/districts borders,
 3. Recommendation letter is still difficult to get especially in term of land conversion matter, and
 4. PT KAI (National Train Company) and Jasa Marga (Highway official company) should be incorporated for airport access study.
- Expansion of Soekarno Hatta airport and development of the new airport in Karawang can be used as the traffic jam breaker, either the traffic jam in the air or on the hinterland way.
- The development of 3 terminals of Soekarno Hatta airport has been completed, and the restoration works of terminal 1 and 2 of Soekarno Hatta airport has been done. These works should enhance the service in Soekarno Hatta airport.

List of Attendants to the Stakeholder Meeting

Ministry of Transportation (MOT), Directorate General of Civil Aviation (DGCA)

Mr. Bambang Tjahjono	Director of Airport, Directorate General of Civil Aviation (DGCA)
Mr. Nur Isinin	Deputy Director for Airport Personal and Operation, DGCA
Mr. Nafhan Syahroni	Deputy Director of Airport Planning and Environment, DGCA
Ms. Dwi Nurlina	Subsection of Airport System, DGCA
Mr. Heri Joko P.	Subsection of Airport Environmental System, DGCA
Mr. Emrizal	Directorate of Airport, DGCA
Mr. Nazaruddin Ahmad	Directorate of Airport, DGCA
Ms. Eka Novi A	Directorate of Airport, DGCA
Mr. Prasetyohadi	Directorate of Airport, DGCA
Ms. Asri Wahyuniati	Directorate of Airport, DGCA
Mr. Ismail Faqih	Directorate of Airport, DGCA
Mr. Djoko Murjatmodjo	Directorate of Air Transport, DGCA
Mr. Novie Riyanti	Directorate of Air Navigation, DGCA
Mr. Fajar S	Directorate of Air Navigation, DGCA
Mr. Zainul Arifin	Directorate of Air Navigation, DGCA
Ms. Irma Yusufida	Planning Bureau, MOT
Mr. Pintanugra Persadanta	Planning Division, DGCA
Ms. Mastuti	Planning Division, DGCA
Mr. Andi Rangreng	Planning Division, DGCA

Ministry of Home Affairs

Mr. Aris Munandar	Ministry of Home Affairs
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Ministry of Public Works

Mr. Hajar Ahmad Chusaini	Directorate General Spatial Plan Ministry of Public Works
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Ministry of Agriculture

Ms. Vera	Dit, PPL
Ms. Dwi W	Dit, PPL

Ministry of Forestry

Ms.Santi Nur Desmita	Ministry of Forestry
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National Land Agency

Mr. Akhfian M. Agung	National Land Agency
Mr. Munantar	National Land Agency
Ms. Yuli	National Land Agency

PT. Angkasa Pura I

Mr. Arifin	PT. Angkasa Pura I
Mr. I. G. Sugandhi	PT. Angkasa Pura I

PT. Angkasa Pura II

Mr. Agung Sedayu	PT. Angkasa Pura II
Mr. Cik Dien Hasan	PT. Angkasa Pura II
Mr. Daryanto	PT. Angkasa Pura II

Mr. Iman Ardiansyah
Mr. Mpoiji Soebagyo
Mr. Suryadi
Mr. Ferdi
Mr. Ifan S.
Mr. Akbar

PT. Angkasa Pura II
PT. Angkasa Pura II
PT. Angkasa Pura II
PT. Angkasa Pura II
PT. Angkasa Pura II
PT. Angkasa Pura II

Airport Associations

Mr. Indra Tjahya
Mr. Adi Santosa
Mr. A. Taufik Mulyana
Ms. Irma FD.
Mr. Gatot Prianggodo

Association of Airport Expertise Indonesia
Association of Airport Expertise Indonesia
Association of Airport Expertise Indonesia
Association of Airport Expertise Indonesia
Association of Air traffic Control Indonesia

University of Indonesia SEA Team

Mr. Rudy P. Tambunan
Mr. Triarko N
Ms. Syarifah F. Syarukat
Mr. A. Fauzan
Ms. Nurul Sri R.

University of Indonesia Team
University of Indonesia Team
University of Indonesia Team
University of Indonesia Team
University of Indonesia Team

JICA Study Team

Mr. Maasaki Uehara,
Mr. Hidetoshi Sugiura,
Mr. Takehiro Yoshida,
Mr. Masashi Hattori,
Mr. Norikazu Yamazaki,
Mr. Hirofumi Hisakawa,
Ms. Suciani,
Ms. Nina Nur,

Team Leader – Airport Policy Advisor
Deputy Team Leader - Airport Planner (1)
Land Use Planner (1) – Airport Planner (3)
Natural Environmental Specialist
Social Environmental Specialist
Land Use Planner (2) / Coordinator
Secretary
Engineer

2nd Stakeholder Meeting
The Master Plan Study on Multiple-Airport Development
for Greater Jakarta Metropolitan Area
in Republic of Indonesia

Date: Wednesday 21st of September 2011, 09.30 – 11.00

Venue: Mulawarman Room, Karsa Building 5th floor, Ministry of Transportation, Jakarta

PURPOSES

To gain understandings of the stakeholders on:

- Necessity of the “new airport system” for future development of GJMA,
- Explanation of the “new airport system”, and
- Effectiveness of “new airport system” to GJMA and the surrounding area.

OBJECTIVES

To discuss the positive and negative impacts of the “new airport system”

EXPECTED OUTCOMES

The “new airport system” to be incorporated into National and Regional spatial plans and development plans, and will gain understanding of land use conversion from Department of Forestry.

AGENDA

- a. Opening (5 minutes)
- b. JICA presentation on Master Plan Study progress (20 minutes)
- c. Discussion (55 minutes)

PARTICIPANTS

(Annex-1)

RECORDS on:

1. Spatial Plan & Land Conversion

- **Ministry of Home Affairs:** This airport development plan can be made as an issue for the improvement of National/Regional Spatial Plan in 2013.
- **Karawang District:** It is preferable to use *Perhutani* area in Ciampel Sub-District for airport development rather than north (where extensive irrigation area exist) and the east (Cilamaya port development is being undertaken) of Karawang.

- **Ministry of Forestry:** Production forest and Limited production forest in Karawang District is legally determined land use (PP no. 24 year 2010); and the new airport plan is proposed in the legal forest area. PP No. 10 year 2010 states allocation and function changes of forestry land. Change of the land use in *Perhutani* (Governmental Forest Corporation) area is possible according to the laws but not easy.
- **The Ministry of agriculture:** Using dry-land rather than wet farming land is preferable in terms of the Nation's food security policy.
- **National Land Affairs (BPN):** BPN is going to facilitate the land procurement, if the stakeholders have made agreements.

2. Related Transportation Development

- **DKI Jakarta:** Thorough consideration on traffic flow between Cengkareng, Bekasi, and Karawang is needed. DKI will facilitate the data required.

3. Socio-Culture Environment

- **Ministry of Home Affairs:** Society involvement is important in airport planning phase.

4. Others

- **Indonesia National Air Carriers Association (INACA):** This plan is very good because it already has considered many aspects. Indeed, Cengkareng airport is not designed to accommodate such a huge number of passengers. It has been so congested; it is urgent to develop a new airport.

ANNEXES

1. Attendants
2. Transcription
3. Photos
4. Slides

Attendants

Indonesian Side

[State Governmental Organization]

1. Ministry of Economic Industry Coordination

(Absent)

2. Ministry of Home Affairs

Mr. Djumeno	Directorate of Spatial Plan & Environment
Mr. Tito Luthfi NR	Directorate of Spatial Plan & Environment

3. Ministry of Transportation (MOT), Directorate General of Civil Aviation (DGCA)

Mr. Herry Bakti	Director General, Directorate General of Civil Aviation (DGCA)
Ms. Arfiyanti Samad	Secretary of Directorate General of Civil Aviation (DGCA)
Mr. Bambang Tjahjono	Director of Airport, Directorate General of Civil Aviation (DGCA)
Mr. Nafhan Syahroni	Deputy Director of Airport Planning and Environment, DGCA
Ms. Dwi Nurlina	Subsection of Airport System, DGCA
Ms. Ary Winarni	Directorate of Airport, DGCA
Mr. Hesnawariq	Directorate of Airport, DGCA
Ms. Prilnali Eka Putra	Directorate of Airport, DGCA
Mr. Fahrur Rozi	Directorate of Airport, DGCA
Mr. Tris Gumiharto	Directorate of Airport, DGCA
Ms. Asri Wahyuniati	Directorate of Airport, DGCA
Ms. Ninon Martis	Directorate of Airport, DGCA
Mr. Ismail Faqih	Directorate of Airport, DGCA
Mr. A.N. Aulia	Directorate of Air Navigation, DGCA
Mr. Drajat	Directorate of Air Navigation, DGCA
Mr. Aang F.	Directorate of Air Navigation, DGCA

4. Ministry of Agriculture

Mr. Tangkas Panjaitan	Directorate of Infrastructure and facility of Agriculture
Ms. Okta Prastono	Directorate of Infrastructure and facility of Agriculture

5. Ministry of Forestry

Mr. Herman Kustoyo	Directorate of Forestry Planning
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6. Ministry of Public Works

Ms. Amelia Novianti	Directorate General Spatial Plan Ministry of Public Works
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7. Ministry of Environment

(Absent)

8. National Land Development Planning Agency (Bappenas)

(Absent)

9. National Land Agency (BPN)

Mr. Jaungkap ES
Mr. Zulham

Deputy of Arrangement and Structuring land
Deputy of Arrangement and Structuring land

Local Government

[DKI Jakarta]

Mr. Mahendra
Mr. Salman Akbar

BAPPEDA of DKI
BAPPEDA of DKI

[West Jawa Province]

(Absent)

[Karawang District]

Mr. Aria Z.
Mr. Nudi G. Subagja

BAPPEDA of Karawang
BAPPEDA of Karawang

PT. Angkasa Pura II

(Absent)

PT. Angkasa Pura I

Mr. Amir Mahmud

PT. Angkasa Pura I

Associations

Mr. Muctar
Mr. Wismono Nitihardjo
Mr. H. Pandiangan

Indonesia Aviation Association (INACA)
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Ms. Sulisty Wardani

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Mr. Hidetoshi Sugiura,

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Deputy Team Leader - Airport Planner (1)

Mr. Niso WADA	Airport Civil Engineer (1)
Mr. Masaaki Takahashi	Airport Civil Engineer (2)
Mr. Toru Aoyama	Airport Management Planner
Mr. Hideyoshi Fukuda	Terminal Facility Terminal
Mr. Takehiro Yoshida,	Land Use Planner (1) – Airport Planner (3)
Mr. Norikazu Yamazaki,	Social Environmental Specialist
Mr. Hirofumi Hisakawa,	Land Use Planner (2) / Coordinator
Ms. Nina Nur,	Engineer
Ms. Suciani,	Secretary

Transcription

Ministry of Home Affairs (Regional Development Division)

1. Since the new airport will require land use conversion, the new airport plan should be reflected to National Spatial Plan which is revised in every 5 years. This change is also going to affect land use plan of Province and District.
2. This airport development plan can be made as an issue for the improvement of National/Regional Spatial Plan in 2013.
3. The laws on land conversion state society's role: planning, consumer, and consumer-planning. Land use conversion is done not only for the government but also for the society's needs.
4. Society involvement is important in airport planning phase.

Ministry of Agriculture, Directorate General of Facilities and Infrastructures

1. Conversion of land use plan is allowed only in persuasion of public interest and disaster mitigation purpose. The airport development plan is derived from public needs.
2. It is important to conduct detailed social study which enables planning of appropriate and compensation measures for avoidance and mitigation of impacts on the society by the airport development.
3. In terms of sustainable food policy, which the Ministry of Agriculture is subjectively conducting, it is preferable that "dry region" will be the subject area for the new airport site. Agricultural land with intensive irrigation system should be avoided to the utmost. The selected region is better choice (saving Karawang rice barn region).

Ministry of Forestry, Directorate of Forest Area Planning

1. We think it is a better choice if the airport development in Karawang will be in PT Perhutani area only. Protected forest can not be converted to other purpose.

2. For change and allocation of forestry area, the project proponent should refer to Government Regulation No.10, 2010.

3. It is better to invite Directorate of Forestry Area Utility in the next meeting.

Ministry of Public Works

1. District or City Plan has to be integrated with National/Regional Spatial Plan

Board of Planning & Development for DKI Jakarta Province/Bappeda DKI Jakarta

1. Bappeda of DKI Jakarta could facilitate the data required in study.

2. Traffic flow between bekasi-karawang-cengkareng needs to be well considered.

Board of Planning & Development for Karawang District/Bappeda Karawang :

1. Northern Karawang should be avoided because there are extensive paddy fields. In addition, Cilamaya port is planned at the eastern area; therefore new airport site is suggested to locate in Perhutani area in Ciampel sub-district (the southern area of Karawang District).

2. This kind of study has not been stated in Spatial Plan of Karawang District.

National Land Affairs (BPN)

1. BPN is going to facilitate the land procurement, if the stakeholders have made agreement about selected area, and it should be referred to Presidential Decree Number 65 year 2006, and Government Regulation Number 10 year 2010.

Indonesia National Air Carriers Association (INACA)

1. We would like to express warm welcome and appreciation for this study on a new airport system.

2. This plan is very good because it already has considered many aspects. Indeed, Cengkareng airport is not designed to accommodate such a huge number of passengers. It has been so congested; it is urgent to develop a new airport.

(End)

3rd Stakeholder's Meeting

The Master Plan Study on Multiple-Airport Development for Greater Jakarta Metropolitan Area in The Republic of Indonesia

Date : Thursday, 1st. December 2011
Time : 01:30 pm to 04:00 pm
Venue : Mulawarman Meeting Room, Karsa Building 5th Floor,
Ministry of Transportation
Chairman : Mr. Herry Bakti Singayuda, Director General of Civil Aviation, Ministry
of Transportation
Attendants : as shown in Annex-1

Discussion

[Spatial Plans]

- Multiple-Airport Development Plan for GJMA (hereinafter referred as “the Plan”) has significant impact to the region. The plan should be studied carefully to integrate with the Spatial Plans with a recommendation from the Governor. (DGCA)
- The Karawang Regency is very welcome to have the plan. Our Regional Spatial Plan (RTRW) is being arranged now and will soon be executed by the approval from Regional Parliament (DPRD). It is urgent for The Directorate General of Civil Aviation (DGCA) to submit the proposal on the airport development to the Regional Government of Karawang so that the process can be done immediately. (Karawang Regency Planning Agency: BAPPEDA)
- It is urgent to study on new policy and spatial plans in parallel to the National Spatial Plan and Province Spatial Plan. (West Java Province Transportation Office)

[The Governor's Suggestion]

- In the airport development, the Governor of West Java Province made comments that developer should be aware of. (West Java BAPPEDA)
 - ✓ The plan should be appropriate with the current RTRW (Regional Spatial Plan).

- ✓ Proportional land compensation of the forest in the project area should be secured.

[Conversion of Legal Status of Production Forest]

- Production forest land can be released for public interest according to Government Regulation No. 10, 2010. However, the approval process requires many levels of documentation works all the way up to National Parliament. Since the recent forest condition in Java Island is very critical, I expect that the process takes long time. (Ministry of Forestry)
- Converting of forest area is required to be replaced by 200% of the original forest area in the same catchment area, according to Law No. 32, 2000. Also the swap of forest land must be made so that at least 30% of an Island/Province is covered by forest. (Ministry of Forestry, West Java Province BAPPEDA, West Java Province Transportation Office, Perum Perhutani)
- Forest supervision in West Java is under Ministry of State-Owned Enterprise (BUMN) and maintained by State-Owned Enterprise for Forestry (Perum Perhutani). Cancellation of legal designation of the production forest area is done by the Minister of Forestry together with approvals from the Karawang Regency and the Governor of West Java. (Ministry of Forestry)
- The Plan should consider “High Conservation Value” area, and Perum Perhutani’s “Green Company Policy”. (Perum Perhutani)
- Forest compensation (2 for 1) is not easy: It may result huge social claims that accuse Perum Perhutani for wrong doing. (Perum Perhutani)
- The change of functions of the forest area will be reviewed by the Ministry of Forestry along with technical considerations from Perum Perhutani. The Ministry’s decision should include recommendations from the Karawang Regency and Governor of West Java.(DGCA)
- The Plan has an idea of “green airport system”. Not all of 4,000 ha. will be used for airport operation only, but there would also be forest area for the original function. Joint cooperation is necessary with Perum Perhutani in terms of forest maintenance. (DGCA)

[Consideration for Social Aspect/ Disaster Prevention]

- Collapse of Jatiluhur dam may endanger the airport area. The development of airport should consider the existing water management and reservoir in that area (West Java Province BAPPEDA)
- Collapse of Jatiluhur dam will not influence the airport area because the water will directly flow to Ci Tarum. The proposed area is the safest place from the disaster. (Karawang Regency BAPPEDA)
- This area is quite far from farming area. (Karawang Regency BAPPEDA)
- The living standard in the proposed area is quite low, and behind development. (Perum Perhutani)
- The Plan should consider development of residential area surrounding it. (West Java Province BAPPEDA)

[Kertajati Airport]

- West Java Province is undertaking Kertajati Airport construction, which is already in National Development Plan 2011-2015 (MP3I) and National Spatial Plan (RTRWN). MP3I aims to decrease the loads from Cengkareng airport by 30% of the passengers from West Java. Land of 600 ha. has already acquired for the airport; Majalengka is ready to welcome the Kertajati airport development; Roads, highway, and water supply facilities for the airport are in construction process. (West Java Transportation Office)
- The two airports in West Java, Karawang and Kertajati, should not compete but support each other. (West Java Transportation Office)
- The Plan is to support the Soekarno-Hatta airport, and not preferable to build a multiple-international airport in Majalengka because of the distance. There should be no competition between the Karawang and Kertajati airports, and we should try to make good progress together. (DGCA)

[Access Road & Transportation]

- Cikampek II (By-pass toll way) plan is not the priority for Bina Marga for now. (Bina Marga, Ministry of Public Works)

- New train lines and “Park and ride” system should be concerned as the access means.
(Bina Marga)

[Development Scheme]

- The airport management body is open for everybody, such as private firm, regional government, and others. The plan is expected to give high economic impact to the region. (DGDA)
- Negative results from PPP, such as high competition, needs to be avoided. (West Java Province BAPPEDA)
- The same mistake like the development of Soekarno-Hatta airport should be avoided.
(Ministry of Public Works, Bina Marga, DGCA)

Having results of these discussions, the Ministry of Transportation will coordinate with BAPPENAS, West Java Province, and Karawang Regency for the plan. (DGCA)

(End)

Attendants**Indonesian Side****[State Governmental Organization]****1. Coordinating Ministry for Economic Affairs**

Ms. Supartien Komaladewi	Assistant Deputy for transport Infrastructure affairs, CMEA
Ms. Yuri Sheila	Coordinating Ministry for Economic Affairs

2. Ministry of Home Affairs

(Absent)

3. Ministry of Transportation (MOT), Directorate General of Civil Aviation (DGCA)

Mr. Herry Bakti	Director General, Directorate General of Civil Aviation (DGCA)
Ms. Arfiyanti Samad	Secretary of Directorate General of Civil Aviation (DGCA)
Mr. Bambang Tjahjono	Director of Airport, Directorate General of Civil Aviation (DGCA)
Mr. Adi Kanrio	Head of Airport Authorities, Cengkareng
Mr. Nafhan Syahrani	Deputy Director of Airport Planning and Environment, DGCA
Ms. Dwi Nurlina A.	Subsection of Airport System, DGCA
Ms. Irma Yusfida	Planning Bureau
Ms. Asri Wahyuniati	Directorate of Airport, DGCA
Ms. Ninon Martis	Directorate of Airport, DGCA
Mr. Ismail Faqih	Directorate of Airport, DGCA
Mr. Dwi S. Handoyo	Directorate of Airport, DGCA
Ms. Puspachinta S	Directorate of Air Transport, DGCA
Mr. Fadli Soesilo	Directorate of Aviation Security, DGCA
Mr. Yudi A.	Directorate of Aviation Security, DGCA
Mr. A.N. Aulia	Directorate of Air Navigation, DGCA
Mr. Ahadiat Adhi Yudistira	Directorate of Air Navigation, DGCA
Mr. Rossi Danny S.	Directorate of Air Navigation, DGCA

4. Ministry of Agriculture

Mr. Okta P.R Agriculture	Directorate Infrastructure and Facility of Agriculture, Ministry of Agriculture
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5. Ministry of Forestry

Ms. Augustijana	Directorate of Forest Determination and Forest Management, Ministry of Forestry
Mr. Yayat Surya	Directorate of Forest Utilization, Ministry of Forestry

6. Ministry of Public Works

Ms. Marissa	Directorate of National Spatial Planning, Ministry of Public Works
Ms. Rindy Farrah	Directorate of BINAMARGA, Ministry of Public Works

7. Ministry of Environment

(Absent)

8. State-Owned Enterprises (SOEs)

Mr. Tirta K..	Ministry of State-Owned Enterprises
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9. National Land Development Planning Agency (Bappenas)

(Absent)

10. National Land Agency (BPN)

Ms. Siti Aisyah National Land Agency (BPN)

11. Meteorology, Climatology and Geophysics Agency (BMKG)

(Absent)

Local Government

[DKI Jakarta]

(Absent)

[West Jawa Province]

Mr. Dicky Saromi Head of Transportation Office of West Java Province
Mr. Lianto Transportation Office of West Java Province
Ms. Hj. Ajeng Transportation Office of West Java Province
Mr. Eddy Wibowo Transportation office of West Java Province
Mr. Rudi Mahmud Deputy of Regional Infrastructure and Environment, BAPPEDA of West Java Province
Ms. Linda Al Amin BAPPEDA of West Java Province

[Karawang District]

Mr. Agus Sundawiana Head of BAPPEDA of Karawang District
Mr. Terry J. BAPPEDA of Karawang District
Mr. Sutadi M.N. Transportation Office of Karawang District
Mr. Jajat Kusnadi Transportation Office of Karawang District

PT. Angkasa Pura II

Mr. Agung Sedayu Vice President of Civil Engineering
Mr. Nicodemus N PT. Angkasa Pura II
Mr. Indra Tjahja PT. Angkasa Pura II
Mr. Doddy PT. Angkasa Pura II
Mr. Purbantoro PT. Angkasa Pura II

PT. Angkasa Pura I

Mr. Insan Kamil PT. Angkasa Pura I

Perum Perhutani, Jakarta

Mr. Didik W. Purwanto Perum Perhutani

Associations

Mr. Muctar Indonesia Aviation Association (INACA)
Mr. Tommy K Indonesia Airport Expert Association
Mr. Bb. Sapto Indonesia Airport Expert Association

University of Indonesia SEA Team

Dr. Rudi Tambunan University of Indonesia Team
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