



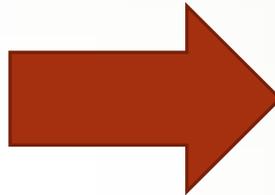
EVALUATION MANAGEMENT GENERAL AVIATION TERMINAL (GAT) REVIEWED FROM FLIGHT REGULATION



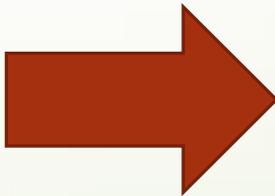
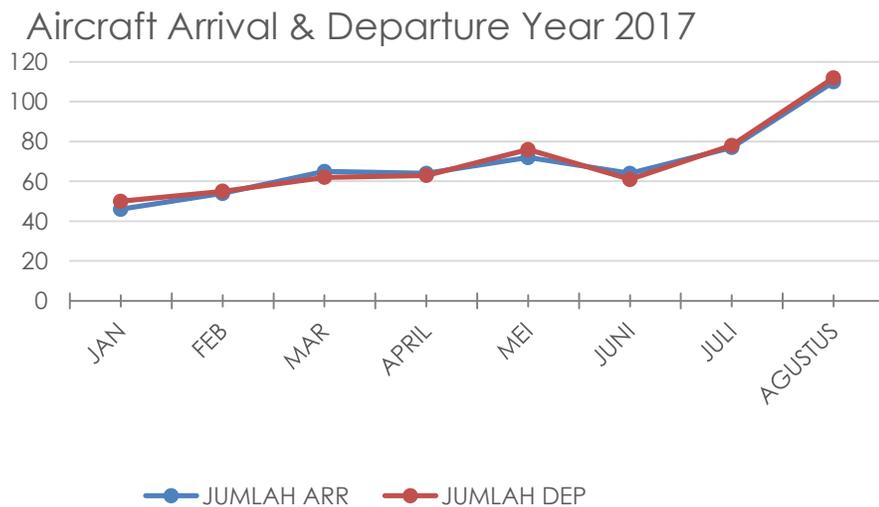
by : Harry Yanto L.b

INTRODUCTION

A. Background



General Aviation Terminal (GAT) is terminal to user flight private tourism and business



Increase growth flight private tourism and business at GAT Denpasar



B. Formulation of The Problem

How about GAT management at Bali's Ngurah Rai airport which is reviewed flight regulation?

C. Purpose and objectives

The purpose of this research was to evaluate the management of General Aviation Terminal (GAT) in terms of flight regulation. **The Objectives of this reseach** was given recommendation to regulators and airport operators in the management of General Aviation Terminal (GAT) at Bali's Ngurah Rai airport.

Library Review

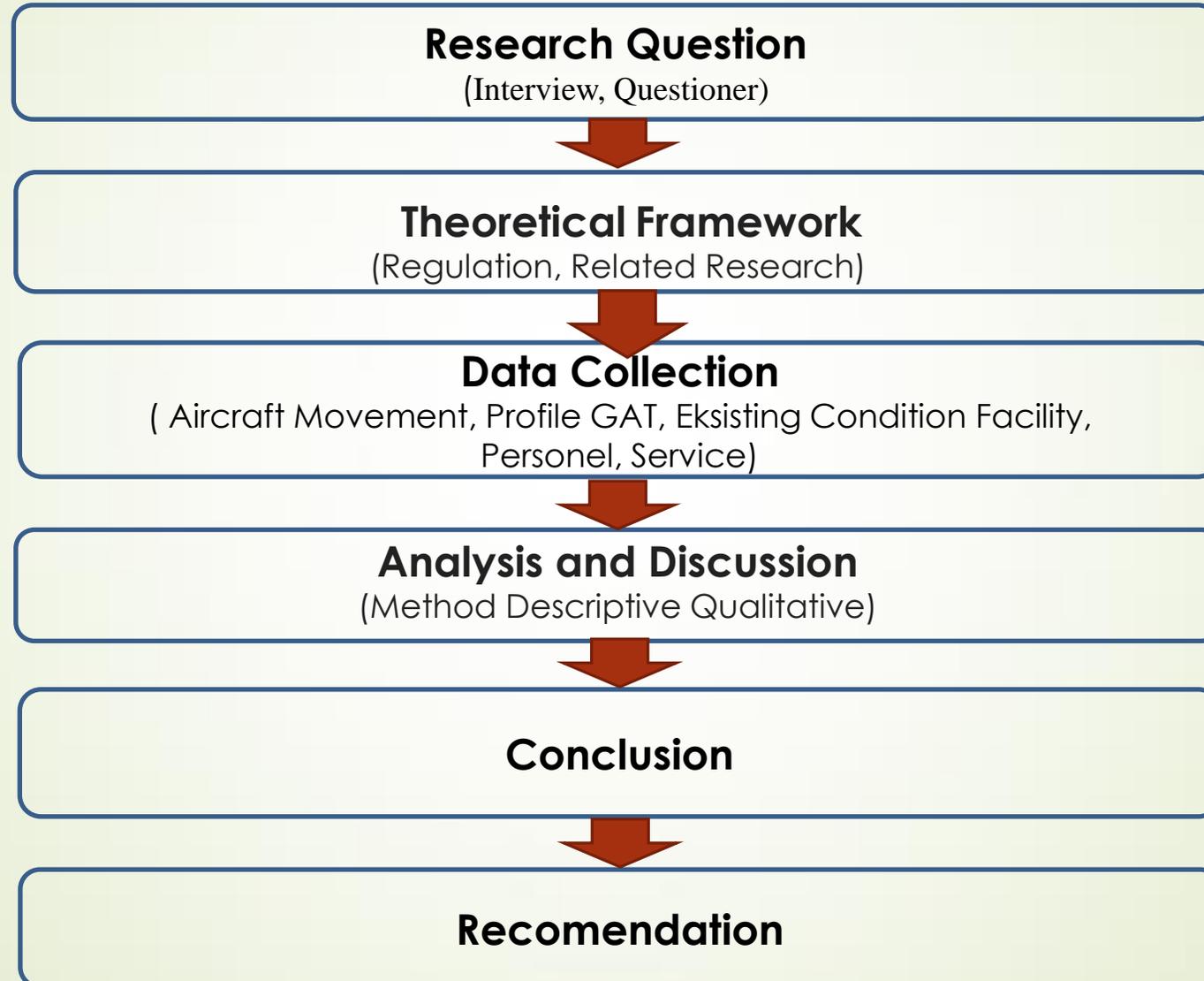
A. Legal Basis

- Peraturan Menteri Perhubungan Nomor 56 Tahun 2015 tentang kegiatan perusahaan di bandar udara;
- Peraturan Menteri Perhubungan nomor 178 Tahun 2015 tentang standar pelayanan pengguna jasa bandar udara;
- Peraturan Menteri Perhubungan nomor 77 Tahun 2015 tentang standarisasi dan sertifikasi fasilitas bandar udara
- Peraturan Direktur Jenderal Perhubungan Udara Nomor : KP 038 Tahun 2017 Tentang Apron Management Service.
- Peraturan Direktur Jenderal Perhubungan Udara Nomor SKEP 2765/ XII/ 2010 tentang tata cara pemeriksaan penumpang, personel pesawat udara dan barang bawaan yang diangkut dengan pesawat udara dan orang perseorangan.

B. Related Research

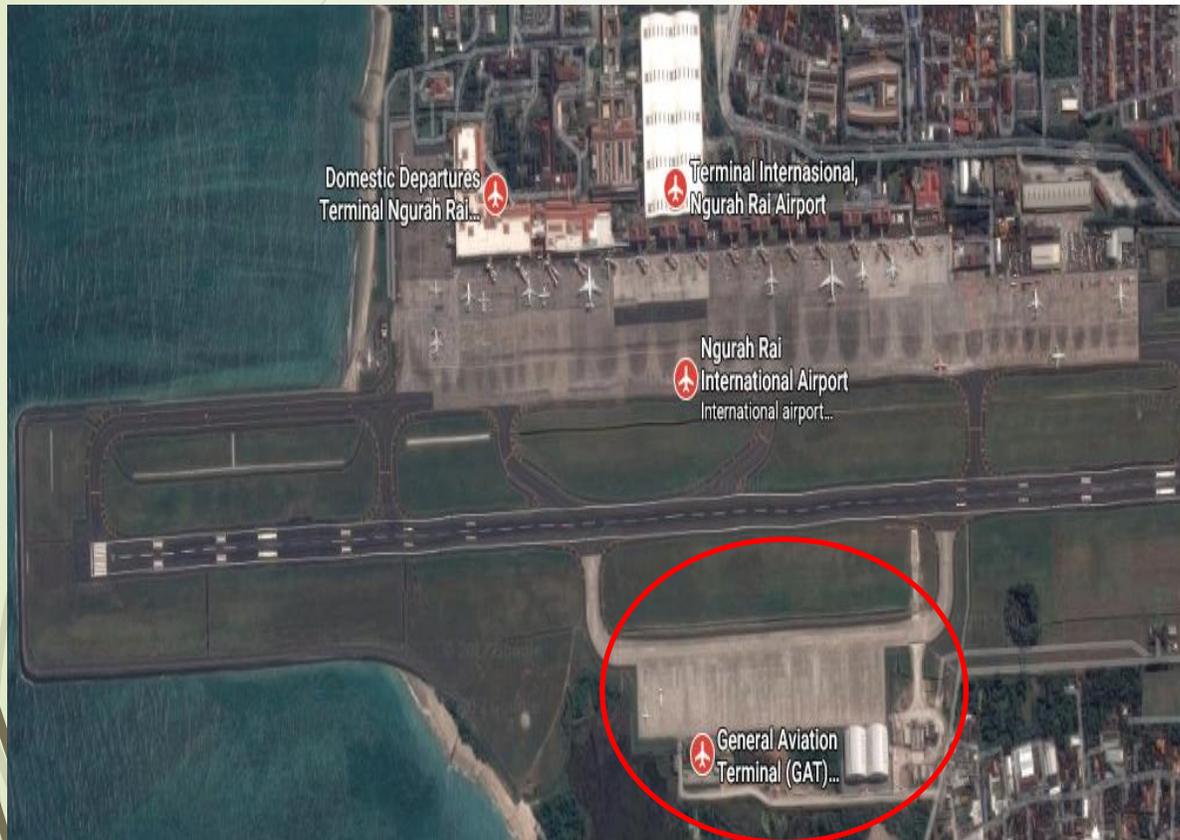
- Dedes. 2017. Case study research: Lesson Learned from Airport Services for General Aviation Activities in United States , Wartha Ardhia Jurnal Perhubungan Udara, Jakarta .

Methodology



Data Survey

1. Profil General Aviation Terminal at Ngurah Rai Airport



- ❑ This terminal is located on the south side of Ngurah Rai Airport
- ❑ An area of 3,590 square meters consisting of 2 main buildings and 2-story supporting buildings
- ❑ Aircraft services at the South Apron consist of aircraft placement arrangements in the South Apron when parking and when parking is full, Pushback settings and aircraft engine start, Refueling aircraft services and aircraft hangars.
- ❑ The southern apron capacity for GAT can only accommodate 6 aircraft with a maximum of Boeing 737-500, if the aircraft apron is full there is a transfer to another place

2. Movement Aircraft at GAT Ngurah Rai Denpasar

Year 2017		
Month	Arrival	Departure
JAN	46	50
FEB	54	55
MAR	65	62
APRIL	64	63
MEI	72	76
JUNI	64	61
JULI	77	78
AGUSTUS	110	112
Total	552	557



2. Terminal Facilities

No	Facilities	Information
1.	X-Ray Passenger and Baggage	1 Unit X-Ray
2.	Passenger Lounge - Domestik - Internasional	Capacity 1 Lounge = 20 passenger Aircraft Crew = 1 lounge, Passenger = 1 lounge Aircraft Crew = 1 lounge, Passenger = 2 lounge



3. Personel

No	Type of Personnel	Location	Number
1	AVSEC	X-Ray	6 Org
		CCTV	4 Org
		Garda Utama	6 Org
2	AMC	Ruang AMC	4 Org
3	APH	Gedung Terminal GAT	7 Org Staff, 1 Org Supervisor, 1 Org Manager



4. Services

In providing services for passengers at the General Aviation Terminal (GAT) of Ngurah Rai,

- ❑ There is a passenger and baggage safety check.
- ❑ There is passenger luggage service and flight crew In the terminal there is an immigration and quarantine service for international passengers.
- ❑ There are catering services available in the waiting room / airplane lounge and passenger lounge crew For hotel and transportation services still not available, this is still left to passengers



Analyze and Discussion

1. Flight Regulation

A. Facilities

PM Perhubungan nomor 178 Tahun 2015 tentang standar pelayanan pengguna jasa bandar udara	General Aviation Terminal
Security check passenger and baggage	Available facility but number personnel have not optimal to operation security check
pelayanan check in	Not available
Immigration	Available immigration and quarantine for internasional terminal.
Customs service	-
Arrival and departure waiting rooms	Available lounge
Baggage service	Available baggage service passenger and aircrew

B. Aircraft Service

Peraturan Direktur Jenderal Perhubungan Udara Nomor : KP 038 Tahun 2017 Tentang Apron Management Service	General Aviation Terminal
Control movement aircraft parking area	Available service – AMC (Apron Movement Control)
Control Pushback dan start engine pesawat	Available service -Ground Handling
Guiding aircraft with follow me car	Available service -Ground Handling .

C. Security

Peraturan Direktur Jenderal Perhubungan Udara Nomor SKEP 2765/ XII/ 2010 tentang tata cara pemeriksaan penumpang, personel pesawat udara dan barang bawaan yang diangkut dengan pesawat udara dan orang perseorangan	General Aviation Terminal
Identity Check	Available service
security check point/ SCP (Passenger, Crew, Baggage)	Available with X-Ray Facility
Security Restricted Area	Not Available area

2. Benchmarking

A. Executive Terminal

JET AVIATION GROUP (Amerika, Europe, Middle East, Asia Pacific)	General Aviation Terminal Denpasar
• Passenger and crew lounges	available
• Executive conference rooms, business and training centers	Available
• Wireless internet	Not available
• Shower facilities	Not available
• Hangarage and tarmac parking	available

B. Services

JET AVIATION GROUP (Amerika, Europe, Middle East, Asia Pacific)	General Aviation Terminal Denpasar
• Domestic and international handling	Domestic Operation
• Aircraft exterior and interior cleaning	Available
• Coordination of aircraft refueling – Jet A-1/Avgas 100LL	Available
• Long term aircraft parking or hangarage	Not long term aircraft Parking because limited parking area
• Office space	Not Available

C. Passenger and Crew Service

JET AVIATION GROUP (Amerika, Europe, Middle East, Asia Pacific)	GAT Denpasar
• Executive and crew transportation upon request	Available
• Hotel coordination service	Available
• Catering coordination	Available
• Laundry	Not Available

Conclusions and recommendations

A. Conclusions

1. The movement of General Aviation aircraft to Ngurah Rai airport has increased each year.
2. Review from flight regulation Security for General Aviation Terminal it still to be improved because there are not available security Restricted Area
3. Comparison service General Aviation Terminal Denpasar with foreign GAT is still not optimal when viewed from executive terminal facilities, service conditions, and passengers and crew

B. Recommendation

In anticipation of the growing growth of GA aircraft movements in Indonesia each year, it is necessary to develop airports with areas that have potential as business and tourism and also need specifically regulated about management General Aviation Terminal (GAT) in Indonesia



THANK YOU