

Kertajati Airport Potential for West Java Tourism

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Abstract

The purpose of this research paper is to find out the potential of West Java International Airport (BIJB) Kertajati. The concept of Aerocity will be a magnet to increase and promote tourism and the economy of West Java, especially in the North eastern part. We shall welcome the efforts to have benefit Of the growth and the opportunities in the attractiveness of the sector and the need to involve all elements of the policy makers, in particular local authorities In the area of BIJB Kertajati. Aerotropolis area development in the region of Kertajati Airport functions as the economic center and one of the factors for the development of tourism in West Java. The first phase of commercial flights routes in this airport has an economic impact to the surrounding community. Moreover, if the activity of the airport already creates economies of scale, it will provide a greater positive impact for the region of West Java, especially in the field of tourism.

Kertajati Aerocity will become an area that will be able to bring in the movement of passengers from various regions in Indonesia, and even from abroad.

Keywords: tourism, West Java, airports, Kertajati, economy, Aerocity

Introduction

Tourism is a whole element which consists of tourist, tourist destination, travel industry and others which are related to tourism activities. Tourism is the mainstay of foreign exchange sources because Indonesia is a country that has various types of tourism, such as natural tourism, social and cultural tourism. (Devy & Soemanto, 2017)

Tourism development is a must, because every human needs time to relax and vacation. The burden of work, congestion and the hustle and bustle of the city, pressures of life, and etc., push people to have a leisure time to escape from tension and pressures both themselves or in a group. (Maryani, 2004)

West Java needs an International Airport that can use by big planes, because of high access of toll road in West Java Province that couldn't accommodate transportation and logistic movement, especially when holiday comes. Related to those problems, the government of West Java plans to build West Java International Airport (BIJB) in Kerta Jati, Majalengka. This airport not only supports an economic corridor that connects a metropolitan corridor of Bandung Raya with Cirebon Raya, but also has an enormous potential to reduce development disparity that only concentrates in the region of Bogor, Depok, Bekasi, Karawang and Purwakarta (Bodebekapur) and Bandung Raya. BIJB access road already exists via Cipali (Cikunir-Palimanan) toll road as part of Trans Java Toll Road and is expected to connect with railway too. (Tri Tjahjono and Eny Yuliawati, 2017)

Research Method

The methodology that applied in this research is using a qualitative method with approach meta analysis studies that conduct library studies from various sources such as journal, reports and text books. This studies use to assign the most appropriate model to analize Kertajati Airport. (Tri Tjahjono and Eny Yuliawati, 2017)

Based on a theory about that research, researcher believes to use that method because this research method focuses on the description in the form of sentences that have deeper meaning which comes from journal, reports, and text books with various things that have relevance to this study. This research focuses on (1) Kertajati Airport for the development of West Java Tourism, (2) Factors that affecting the development of West Java Tourism to Kertajati Airport

SIZE	Phase – IA (2017)	Ultimate
Airport Area	957 Ha	1.800 Ha
Runway	3000m x 60m (runway 1)	3500m x 60m (runway 1) 3000m x 60m (runway 2)
Perpend Exit Taxiway	7	15
Rapid Exit Taxiway	2	6
Parallel Taxiway	2	7
Parallel Exit Taxiway	3	3
Cross Taxiway	1	2
Commercial Apron Size	397.980 m ²	862.200 m ²
Terminal Size	96.280 m ²	209.151 m ²

Discussion and Result

Kertajati Airport Profile

International Airport is located in Majalengka District, Kertajati Northeast part of West Java, Indonesia. It is 68 km from the east of Bandung. This Airport was built as the second International Airport in the region of Bandung and Cirebon, the west part of West Java and Central Java Province.

This Airport was inaugurated on May 24th 2018, with first Indonesia Presidential Airplane landed at this Airport. This Airport has a single runway about 2.500 meters and will be extended for 3.000 meters in November 2018.

This new Airport serves as a buffer to help facilitate Soekarno-Hatta International Airport Traffic in Jakarta. After it was finished, this Airport will have total capacity up to 29 million passengers every year, with more space to expand. (Interviewees: Ongko Wiyono, BIJB Consultant)

The Purpose of Bandara Kertajati

The purpose of West Java International Airport (BIJB) located in Kertajati is because the location is very strategic. This is not only to overcome the limitation of airport infrastructure that exist to serve passengers and goods, but also in order to improve safety and smoothness of air transportation and to promote overall of local economic development. Basic principles of West Java International Airport

in Kertajati, Majalengka District are to guarantee security and flight safety, to consider the ease of achievement for users, to be developed to fulfill an increasing demand of air transport, and to guarantee long-term operations which are environmentally easy to reach and economically affordable for users and airport organizer.

The construction of the airport in West Java has also been considered having potential of natural and artificial resources which is high and become an investor destination both for domestic and international tourist. Therefore, it is needed to have some necessary outlets especially at the airport gate in and out the area in order to support the development of West Java in the future. (Zulfikar, 2017)

West Java Tourism Potential/Opportunities

a. Strategic Position with Good Accessibility

West Java position is relatively in the middle and relatively close to Jakarta as main gate, very possible to reach. Bandung as the capital city of West Java Province is relatively in the middle too and becomes the node of West Java transportation.

Externally, there are three infrastructures of transportation that connect Bandung to another city such as (a) highway; (b) train; (c) airport.

b. West Java has various object and attraction

The existence of tourism object in West Java related to geographical conditions such as :

c. Climate

Generally West Java includes a tropical climate, but the variation is greatly influenced by altitude (vertical climate). Therefore, West Java climate varies, there are hot climate, until cool mountain climate. Climate temperature in West Java is an ideal climate for recreation outside the house.

d. Soil

In West Java, soil forming material generally comes from volcanoes. This kind of soil forms fertile soil. Because of that too it is very possible to be cultivated by any plants, both as objects and protector. Botanical Garden Forest, Conservation Forest, city park, fruit garden, plantation, argiculture, are lands used that is closely related to many tourist objects in West Java.

e. Morphology

Land shape like mountains, volcanoes, hills, plateau, and beaches have special attraction as tourist objects. Furthermore, West Java is rich in volcanoes serving special attractions in the form of craters, geysers, fumaroles and hot springs. Morphology difference and transition often also colore with many various such as waterfall and fast flowing river, which is very challenging for adventurous tourist.

f. Hydrography

Stretch of water in the form of sea, lake, river and hot spring, has attracted many tourists. South Coast is very beautiful because of waves and openness of nature, while the quiet south coast often used for pond, becomes interesting tourist object. Lake and river as tourist destinations are also used to swim, boat, fish or just chill.

g. Flora and Fauna

The existence of flora and fauna is closely related to physical elements that have been mentioned before. Its diversity, density, uniqueness, and scarcity, even its growth history have become special attraction. Indonesia including West Java is known as a country that has many variety of flora and fauna which is very high in the world. All of those are the potential of ecotourism development. The mix of soil and morphology can be developed to ecotourism that has characteristic like agriculture, plantation, horticulture dan forest ecotourism.

h. Human and Its Culture

Culture in the form of mentifact, sociofact, and artefact object are also subject for development. West Java is dominantly inhabited by Sundanese, who have their own uniqueness and distinctiveness. Basically culture is a result of human adaption to the environment, therefore different environment will produce different culture. All of that could be enriching repertoire West Java Culture tourist object, so that it is known as Curtain of National Culture. (Maryani,2004)

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
BDO Predicted Traffic (Competitor)	3.443.609	3.633.068	3.835.295	4.050.292	4.278.057	4.518.592	4.771.896	5.037.968	5.316.810	5.608.420
Population Inside BDO's Catchment Area	20.038.609	20.475.423	18.136.165	18.572.460	19.026.947	19.499.626	19.990.497	20.499.559	21.026.813	21.572.260
Population Inside BIJB's Catchment Area	15.412.976	15.641.854	19.464.569	19.748.535	20.038.810	20.335.394	20.638.288	20.947.490	21.263.002	21.584.823
GDP/Cap Ratio (BIJB/BDO)	0,99595	0,99381	1,04172	1,03995	1,03829	1,03672	1,03523	1,03382	1,03249	1,03123
Umrah & Hajj	195.184	205.959	256.514	266.917	278.891	290.499	301.109	311.897	322.300	332.313
% International Pax Exclude Umrah & Hajj	16,64%	17,49%	18,99%	20,01%	20,35%	20,64%	20,67%	21,04%	21,50%	21,81%
CGK Share								787.067	2.223.214	3.606.615
BIJB's Facilities Advantage	1,50	1,50	1,50	1,50	1,50	1,50	1,50	1,50	1,50	1,50
Route Suggested	22	23	35	37	38	40	42	50	63	75
Route Accepted by PT BIJB	14	17	27	30	35	40	42	50	63	75
Passenger Traffic from Aerocity				1.108.960	1.191.590	1.274.220	1.356.850	1.439.480	1.555.373	1.671.266
BIJB Predicted Passenger (Conclusion)	2.704.366	3.233.659	5.267.423	6.933.292	7.951.088	9.037.881	9.458.642	11.071.183	13.700.468	16.260.034
Growth		19,57%	62,89%	31,63%	14,68%	13,67%	4,66%	17,05%	23,75%	18,68%
Domestic	2.059.184	2.462.204	4.010.772	5.279.214	6.054.194	6.881.710	7.202.091	8.429.927	10.431.942	12.380.872
International	645.182	771.455	1.256.651	1.654.078	1.896.894	2.156.171	2.256.552	2.641.256	3.268.526	3.879.162

Kertajati Passenger Traffic Calculation Sample in 10 Years

(PT BIJB, 2017b)

That table shows the estimate calculation of passenger traffic that will be in/out from Kertajati Airport. PT BIJB estimates that passenger traffic will increase each year both from domestic and international. From that data, Kertajati Airport has a very good potential as a tourist access to visit West Java. The airlines that will be potential as partners are: Citilink, Garuda Indonesia, Batik Air, Lion Air, Air Asia, Singapore Airline, Sriwijaya, Etihad Airways, and Qatar Airways. (Interviewees: Ongko Wiyono, Kertajati Airport Consultant)

Aerocity Concept as accessibility and attractiveness of industry and tourism

Aerotropolis is a city development concept developed by John. D. Karsada, this Aerocity isn't a new concept. This concept is already used by another country like South Korea and India, therefore the development of Kertajati Aerocity in Indonesia is the first aerotropolis in Indonesia which is integrated with the planning area, business and transportation infrastructure, and it will increase economic growth and public welfare in West Java and also Indonesia.

Located in strategic developing area in West Java with an area of 3.480 Ha, BIJB and Kertajati Aerocity will adopt One Gate Service Management to reach strategic goals. The development of this area consists of 5 phases, they are preparation phase (2015), phase I (2015-2020), phase II (2016-2025), phase III (2025-2035), and phase IV (2035-2045). Phase I focused on airport development, phase I-II will concentrate on Kertajati Aerocity development, phase III will focus on the developing of Kertajati to be Aerotropolis, and for the last phase, Kertajati Aerocity will be a sustainable economic road opener. As well as connectivity, this area is supported by many transportation infrastructure: Cisumdawu Toll Road (Cileunyi-Sumedang-Dawuan) which connects Bandung Raya to Kertajati, the total of workmanship from section 1 to 5 works 70 percent. While section 6 hasn't been built because it is still managed by the memorandum of understanding for auction process. After completion, the construction of Cisumdawu Toll Road can ease the access for people who will go to Kertajati Airport, Majalengka. Travel time from Bandung to Majalengka is estimated to be reached in only just 45 minutes. Cipali Toll Road (Cikampek-Palimanan) which connects Karawang Industry Area to Kertajati and Kertajati to Cirebon, also railway constructions from Bandung to Kertajati and Kertajati to Cirebon.

Several stakeholders such as local government, central government, investors, and the public will get benefit from the development of Kertajati Aerocity. Kertajati Aerocity will play a role in increasing income and purchasing power of the community, improving welfare, creating local business climate, and creating employment to the community. And for the government, this thing will stimulate

the local economy, strengthen the development of industry, business and tourism sector, and encourage the cultivation of natural resources to support increased value. (PT BIJB,2017a)

Kertajati Airport Strategy to promote West Java Tourism

A step to promote West Java tourism is in that Airport later, exactly on the 3rd floor of BIJB will be given a space to promote the beauty of West Java tourist object, especially Majalengka, to every passenger who just has a smooth landing. That location is very strategic, moreover the form is very interesting in the form of teak dome.

There are two parks in the arrival area which will be used to show regional art show. This thing is expected that it can attract tourist interest with the aim to support West Java Tourism. Other effort boosting tourism promotion is that BIJB will hold a gathering with travel agents. The meeting is to formulate West Java tourism destination which can be promoted to the tourist. And, BIJB will make tour package which can be chosen by the tourist. The existence of BIJB must be a stimulus for tourism progress. So, BIJB will continue to formulate various strategies to strengthen tourism sector especially in West Java.

BIJB Kertajati is a smart airport concept that has an area of 1.800 hectares. This airport also has terminal with capacity of 5,6 million passengers per year on the first phase. Facility support will also be prepared to this airport like airport miniature, mini cinema, aircraft simulator, center of creative technology, and also aviation training center research and development center. (Interviewees: Virda Dimas Eka Putra, Main Director of BIJB)

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The flagship tourist area of West Java that will be the destination of tourist destinations:

a. Bekasi-Karawang Industrial and Business Tourism Area

Tourist area in the northern lane includes Bekasi Regency and Karawang Regency. This area has the characteristics of urban areas and industry, with trade and service, industry and business activities that are quite dominant. The tourist attraction offered by this region also develops business tourism in urban areas such as tourist attractions, artificial recreation, educational tourism, and industrial and

business tourism related to the existence of industrial estates in Bekasi and Karawang.

b. Agro Tourism Purwakarta Subang Area

The agro tourism area in the northern lane includes Subang Regency and Purwakarta Regency with the characteristics of agricultural areas in the mountains. The growing tourist attraction is related to the potential of agriculture-plantations and mountain nature for agro and recreational tourism activities. Tourist attractions that are featured in this region include: agro tourism tea plantations, pineapple, Ciater hot water, Sentra Keramik Plered, Jatiluhur Reservoir, and Imitation Craft Centers in Taman Rahayu Village.

c. Cirebon Coastal Cultural Tourism Area

The coastal cultural tourism area in this northern lane includes Cirebon District and City, part of Indramayu Regency, and part of Majalengka Regency and Kuningan Regency in the north with characteristics of coastal areas and agricultural-fishery activities. The tourist attraction of this region is dominated by cultural tourism attractions, which are especially related to coastal culture and the history of the spread of Islam in West Java, as well as the natural attraction of mountain agriculture in Majalengka and Kuningan.

d. Peak Mountains Nature Tourism Area

Having the mountainous nature with cool weather, the Puncak area has a complete superior attraction, such as the Bogor Botanical Gardens, Gunung Mas tea plantation, Safari Park, panorama of Puncak-Cipanas, Cibodas Botanical Garden with Gunung Gede Pangrango National Park, and Nusantara Flower Garden. Many other attractions that can also be enjoyed in this area include the Cilember Waterfalls Tourism Wana, Telaga Warna, Cipanas Palace and a vast agricultural area that has potential as an attraction for agro tourism with plantation culture.

e. Bandung Urban and Educational Tourism Areas

The urban and educational tourism areas in Bandung which are in the middle lane include Bandung City, Cimahi City, Bandung Regency, and Sumedang Regency. Urban areas with modern cultural influences and the history of Bandung City are the main characteristics of this region. Cultural, educational and natural attractions become themes of tourism products in the urban tourism area of Bandung. In line with the function of Bandung as the capital city of West Java Province and the city of services, MICE tourism products (Meeting, Incentive, Conference, Exhibition), Bandung is also a mainstay of this tourist area as well as an education-based tourism (tourism-based tourism). (BAPPEDA, 2015)

Conclusion

BIJB has a great opportunity for tourism development in West Java Province. The growth and development of tourism which have been limited so far, will expand with the existence of BIJB Kertajati. The areas are not only to Majalengka and Cirebon regions, but also to Ciamis, Tasik and Garut regions, and to the Ciletuh Sukabumi Geopark area. West Java Province is blessed with various tourism potentials. The expanse of mountain is fertile and also has a beautiful coastline, creating all West Java Province. In addition, the diversity of arts, culture and culinary in West Java Province, has a great appeal in attracting tourists to come to visit Bandung as an area planned to be a Special Economic Zone

Aerocity Kertajati is designed to be unique in terms of tourism with the existence of religious tourism districts, edu-technopark, and thematic recreation parks. BIJB and Kertajati Aerocity will later also act as tourism nodes in West Java, which has connectivity to various tourism destinations through land and air transportation modes. It is undeniable that accessibility is one of the important things in increasing tourism growth. The great potential of tourism in West Java will be increasingly lifted by the presence of Kertajati Airport.

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