

Evaluasi kebijakan reoperasionalisasi Bandara Halim Perdanakusuma untuk mengurangi kepadatan Bandara Internasional Soekarno-Hatta = A policy evaluation reoperationalization of Halim Perdanakusuma Airport to relieve the congestion of the international airport of Soekarno-Hatta

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Abstrak

[ABSTRAK

Tesis ini mengevaluasi kebijakan Reoperasionalisasi Bandara Halim Perdanakusuma (HLP) untuk mengurangi Kepadatan Bandara Internasional Soekarno-Hatta (CGK). Penelitian ini adalah penelitian kuantitatif dengan desain deskriptif. Hasil penelitian mengungkapkan tidak berkurangnya kepadatan CGK setelah diimplementasikannya kebijakan reoperasionalisasi HLP dan merekomendasikan penegakan disiplin pemanfaatan slot time oleh maskapai penerbangan; penetapan kuota pemanfaatan slot time per season beserta sanksinya; pembenahan sistem antrian dan pengenaan landing fee yang sama untuk seluruh tipe pesawat pada jam sibuk; penerapan sistem dan prosedur operasi bandara secara sistemik dan komprehensif; moratorium penambahan rute penerbangan baru; dan pemberlakuan parking fee progresif;

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ABSTRACT

The focus of this study is the change in the congestion of The International Airport of Soekarno-Hatta (CGK) after the reoperationalization of Halim Perdanakusuma Airport (HLP). This research is quantitative descriptive interpretive. The data were collected by means of documentation, observation, and in-depth interview. The researcher suggests all related stakeholders to control the use of allocated slot time among airlines; to give punishment on the underusage of allocated slot time; to improve queuing system; to incorporate flat rate charges per aircraft irrespective of size, especially in peak hours; to incorporate systemic and comprehensive procedure regarding airport operations; to incorporate moratorium of new flight permits; and to incorporate progressive parking fee;The focus of this study is the change in the congestion of The International Airport of Soekarno-Hatta (CGK) after the reoperationalization of Halim Perdanakusuma Airport (HLP). This research is quantitative descriptive interpretive. The data were collected by means of documentation, observation, and in-depth interview. The researcher suggests all related stakeholders to control the use of allocated slot time among airlines; to give punishment on the underusage of allocated slot time; to improve queuing system; to incorporate flat rate charges per aircraft irrespective of size, especially in peak hours; to incorporate systemic and comprehensive procedure regarding airport operations; to incorporate

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