

NAME OF THE PROJECT
NEW LOMBOK INTERNATIONAL AIRPORT

NAME OF THE COMPANY

DIRECTORATE GENERAL OF AIR COMMUNICATION
AND
PT. (PERSERO) ANGKASA PURA I

NAME OF THE RESPONSIBLE AGENCY

DIRECTORATE GENERAL OF AIR COMMUNICATION

PROJECT SUMMARY

JAKARTA, 4th JANUARY 2005

tourist can fly direct making Lombok a primary tourist destination. Lombok Tengah was estimated that 5 percent of these international travelers would elect to fly to and from Lombok Airport instead of Bali Airport.

- (2) The development of tourism in Lombok will increase. The potential for both domestic and International tourist traveling to Lombok, likely resulting in increased growth rates. The expectation of increased international air services is likely to add an additional boost to international passenger growth.
- (3) As international Airport New Lombok will have level of service which meets ICAO requirement and the capacity of Lombok Airport will increase to meet the air traffic demand.
- (4) The expansion of existing Selaparang Airport which is located 1 km south of Mataram, the capital city of west Nusa Tenggara Province, is restricted by the close proximity of hills and Midany River suburban development borders the Selaparang Airport perimeter and the current state of urban development is major constraint to expansion of the airport so the development of new Lombok Airport will enhance the development of Mataram city for other commercial purpose.

2. TECHNICAL OVERVIEW OF THE PROJECTS

Please describe technical aspect of the project

Items	PHASE 1	PHASE 2
Road and Parking		
Terminal Access Road (7m/lane)	Duel – lane road	Duel – lane road
Vehicle Parking (Terminal) Freight	307 sp/7.397 sqm	1.127 sp/27.397 sqm
Terminal (Trucks) Operation Building	2 sp/22 sqm	12 sp/143 sqm
Parking Administration Building	27 sp/301 sqm	98 sp/1,117 sqm
Parking.	13 sp/151	49 sp/559 sqm

Terminals		
Passenger Terminal	200 sqm	11,200 sqm
Air Cargo Terminal	850 sqm	851 sqm
VIP Terminal	400 sqm	400 sqm
Airport Support		
Staff Restaurant	200 sqm	200 sqm
Staff Housing	100 unit	100 unit
Airline Catering	1,300 sqm	1,300 sqm
Aircraft Maintenance	As Required	As Required
General Aviation	6,000 sqm	6,000 sqm

Items	PHASE 2	Ultimate
Airfield System		
Runway Length	2,750 m	4,000 m
Runway Width	45 m	45 m
Runway Shoulders	30 m	30 m
Runway Strips	2.870 m x 300 m	4,120 m x 300 m
Runway End Safety Area	90 m x 90 m	90 m x 90 m
Taxiway Requirements	Two Apron Exits	Full Parallel
Taxiway Width	23 m	23 m
Taxiway Shoulder	7,5 m	10,5 m
RW-TW separation	192 m	192 m
Apron Service Road Width	10 m	10 m
Support Area Service Road Width	7 m	7 m
Airfield Inspection Road Width	5 m	5 m
Security Fence Height	2 m	2 m

Aircraft Parking Areas		
Aircraft Parking Requirement	10	30
Aircraft Apron Area	53,200 m	300,000 sm
Air Cargo Apron	--	28,000 sm
General Aviation Apron	--	25,000 sm
Navigational Aids		
Air Traffic Control Tower	23 m high	23 m high
Precision Landing System	R/W 13 ILS	R/W 13 ILS
Runway Lighting	High Intensity	High Intensity
Other NAVAIDs	DME, DVOR NDB	DME, DVOR NDB

3. PROJECT STRUCTURE

a. Stake holder

- Ministry of Finance
- Ministry of Communication
- Ministry of State Owned Enterprise Ministry of Public Works
- National Planning & Development Board Directorate General of Air Communication PT. Angkasa Pura I
- PT. PLN
- PT. Telkom
- West Nusa Tenggara Provincial Government

b. Legal Structure

- (1) Feasibility study for Airport Development in Lombok - Master Plan Report. March 1993
- (2) Feasibility study for Lombok Airport run 1997

4. BUSINESS OVERVIEW

Describe the Business Overview surrounding the projects

- Supply and demand

Item	PHASE 1	PHASE 2	Ultimate
Total Passengers	2,000,000	3,500,000	6,000,000
Forecast Year	2015	2025	N/A
Design Aircraft	A300 – 600	B747 – 400	B747 – 400
Nature of Traffic (Primary)	Domestic	Domestic	Domestic
Nature of Traffic (Secondary)	International	International	International
Critical Destination (Primary)	Jakarta	Jakarta	Jakarta
Critical Destination (Secondary)	Asia	Europe USA	Europe / USA
ICAO Category	4D	4E	4E

- Competitive Analysis
Not Available
- Customer + Marketing
Not Available
- Summary of Financial
Not Available
- PT. (Persero) Angkasa Pura I
 - Volume
 - Pricing
 - Revenue breakdown

- Cost breakdown
- Sensitivity analysis
- EBIT or EBITDA

5. PRELIMINARY FINANCING STRUCTURE

- a. Total investments (phase I)
US \$ 138.900.000

- b. Financial Structure / Deal Description
To Equity vs Debt 25 % : 75 %

6. PROJECT MILESTONE

Please describe project timeline and milestone

No.	Description	2005	2006	2007	2008	2009	2010	2011	2015
1.	Review Master Plan	■							
2.	Detailed Design		■						
3.	Investment Bidding	■	■						
4.	Construction Bidding			■					
5.	Implementation				■	■	■	■	
6.	Operation							■	■

7. KEY ISSUES

a. Physical Status of Project

- PT. (Persero) Angkasa Pura I had acquired the land for new airport
- The access to new airport will through the existing road to Kuta Beach. and new airport access road have to be constructed in the development of new airport.

b. Selection Process

International Competitive Bidding for investor.

c. Legal Status

For self financing : will be under the government regulation.

For the investor : will be under the decree of President Director of PT.(Persero) Angkasa Pura I and the investor.

d. Contractual Status

Draft Contracts concession agreement.

e. Conditions Precedents

Not Available

f. Intellectual Property Rights

Not Available

8. CONTACT PERSON

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