



The Architectural Migration of Investment Sectors – Case Study Tangerang City; Airport City

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Abstract. Tangerang City is one of the cities in Banten with its geostrategic advantages and the strength of the basic development capital contained in it, has the opportunity to become a competitive advantage of economic in the future. Based on the developments that have occurred, the image of Tangerang City as an Industrial City is increasingly less relevant, where the existence of the processing industry sector is still very significant, but its influence tends to weaken. Current and future trends, the economy of Tangerang City will mainly be raised from the transportation and warehousing sector, where the main generator of the city economy will be played by Soekarno-Hatta Airport with various developments of functions and services. The purpose of this study is whether Tangerang is possible to rely on the transportation and warehouse sectors for the growth of the city's economy and examine whether the manufacturing industry can remain a mainstay in improving the economy.

Keywords: Airport City · Competitive Advantage · Investment

1 Introduction

The hope to make the economy of Tangerang City developed and resilient in the future is determined by the implementation of investment policies launched and implemented. Tangerang City has great potential to become a high-power area regionally and nationally, due to the basic capital of development owned (region and population), the strategic position of the region, the existence of national vital infrastructure (Soetta Airport), and including the achievement of its current economic value which is classified as the largest in the Banten and Bodetabek regions. Therefore, it is important to establish the general formulation of appropriate and effective investment to realize the great potential of Tangerang City as an area with an eminent economy.

According to the prevailing price, there was a very significant shift in the economic structure in Tangerang City during the 2010–2018 period, where the Transportation and Warehousing sector (from 15.06% in 2010 to 31.60% in 2018) has taken over the dominance of the role that has been controlled by the Manufacturing Industry sector (from 42.91% in 2010 to 29.35% in 2018), including marked by a decrease in the

role of the Large Trade and Retail sector (from 12.42% in 2010 to 10, 17% in 2018). However, it is quite different from the situation of the development of the distribution of economic value in Tangerang City when reviewed according to constant prices, where the shift in the economic structure is quite significant but not at a dramatic level. The Manufacturing Industry sector (from 42.91% in 2010 to 35.95% in 2018) has indeed decreased its role, but still occupies as the sector with the largest contribution. As for the Transportation and Warehousing sector as the sector with the second largest contribution, it only experienced an increase from 15.06% in 2010 to 16.51% in 2018. Meanwhile, in contrast to the prevailing price perspective, in the perspective of constant prices, the Large Trade and Retail sector has actually increased, from 12.42% in 2010 to 13.11% in 2018. Other sectors that are increasingly showing their important role in the economy of Tangerang City are the Information and Communication, Construction, and Real Estate sectors.

Meanwhile, during the 2010–2018 period, it was seen that the Transportation and Warehousing sector was increasingly showing itself in strengthening its position as the main trigger for the city's economy, with fully categorized performance, thus placing it as the leading sector. In addition, another motor of the city's economy is the Large Trade and Retail sector with a generally good performance, although in terms of its effect on the city's economy, it shows a setback.

2 Methodology

2.1 Data Collection

Primary Data is obtained directly through an interview process following the needs of analytical tools. Meanwhile Secondary data gained through technical reference references and other supporting data which consists of secondary data on the Budget of Regional Revenue and Expenditure (APBD (2014–2019), Gross Regional Domestic Product (GRDP) of Business Fields based on Constant Prices (ADHK) (2014–2019), GRDP of Business Fields based on Applicable Prices (ADHB) (2014–2019), GRDP of ADHK Expenditures (2014–2019), OF ADHB Expenditures (2014–2019).

2.2 Location

The Research Area is the area around Soekarno Hatta International Airport (SHIA), Banten Province, namely Tangerang City, South Tangerang City, Tangerang Regency, and DKI Jakarta Province.

2.3 Data Analysis

1. Analysis of Efficiency Level/Economic Productivity/Competitiveness

Incremental Capital Output Ratio (ICOR) is an analysis used to see the amount needed to increase / increase one unit of output. The ICOR amount is obtained by comparing the amount of additional capital with the additional output so that it can be known the change in output of each input change. Several studies on determining the

value of ICOR have been carried out to estimate investment needs in Indonesia, both in order to achieve the growth target of GRDP of a region (province/regency/city) and National GDP. In this study, the analysis of calculating the value of ICOR was detailed by sub-sector using the Input-Output (I-O) approach developed by W.W. Leontief whose data was then obtained from BPS. The implementation of the ICOR calculation uses the formula [2]:

$$\text{ICOR}_t = I_t / \Delta Y_t \quad (1)$$

Where:

ICOR_t = Incremental Capital Output Ratio Year t

I_t = Investment at year t

ΔY_t = Delta GDP or GRDP at year t compare to year t-1.

2. Analysis of the Level of Excellence of the Economic Base and Economic Potential

LQ (Dynamic and Static), Klassen Typology, is used in which to find out an overview of the patterns and structure of economic growth of each region-in this case-Tangerang City Compare to Banten Province.

The Klassen Typology basically divides the regions based on two main indicators, namely economic growth on the vertical axis and the average per capita income on the horizontal axis [3]

– Prime Sector

A developed and rapidly growing sector (Quadrant I). This quadrant whose growth rate of a particular sector in the GRDP (rPDRB) is greater than the growth rate of the sector in the regional GRDP that is being referenced (s) and has a sector contribution value to the GRDP (ski) which is greater than the contribution of the sector to the regional GRDP that is being referenced (sk).

– Potential Sectors

Potential sectors or still able to develop (Developing sector) (Quadrant III). This quadrant whose growth rate of a particular sector in the GRDP is greater than the growth rate of that sector in the regional GRDP that is being referenced, but has a smaller sector contribution value to the GRDP than the contribution of the sector to the regional GRDP that is being referenced.

– Emerging Sector

The sector is advanced but depressed (stagnant sector) (Quadrant II). This quadrant whose growth rate of a particular sector in the GRDP is smaller than the growth rate of that sector in the regional GRDP that is being reference, but has a sector contribution value to the GRDP that is greater than the contribution of the sector to the regional GRDP that is being reference.

– Underdeveloped Sector

Underdeveloped sector (Quadrant IV). This quadrant whose growth rate of a particular sector in the GRDP is smaller than the growth rate of that sector in the regional GRDP that is being reference and at the same time has a smaller sector

Table 1. Klassen Typology

Contribution rate sectors towards GDP Average Sectors rate	$Y_{\text{sector}} \geq Y_{\text{PDRB}}$	$Y_{\text{sector}} < Y_{\text{PDRB}}$
$r_{\text{sektor}} \geq r_{\text{PDRB}}$	Prime Sectors	Developing Sectors
$r_{\text{sektor}} < r_{\text{PDRB}}$	Potensial Sectors	Underdeveloped Sectors

contribution value to the GRDP than the contribution of the sector to the regional GRDP that is being reference.

The determination of the category of a sector into the four categories above is based on the growth rate of its sectoral contribution and the average size of its sectoral contribution to GRDP, as shown in Table 1.

Where:

Y_{sektor} = Sector Value - i

Y_{PRDB} = GDRP Average

r_{sektor} = Growth rate of sector - i

r_{PDRB} = Growth rate of GRDP

3. Location Quotient Analysis

This analysis is used to determine the level of specialization of economic sectors in an area either base or leading sectors. Basically, this technique presents a relative comparison between the ability of a sector in the area under investigation and the ability of the same sector in the area to which it is referred. The unit used as a measure to produce the LQ coefficient can later be in the form of the amount of labor per sector of the economy, the amount of production or other units that can be used as criteria. The mathematical formulas used to compare the capabilities of the sectors of the area are [4]:

From the calculation of the Location Quotient (LQ) of a sector, the general criteria produced are:

If the $LQ > 1$, it is called the base sector, that is, the sector whose level of specialization is higher than that of the reference region

If the $LQ < 1$, it is called the non-base sector, that is, the sector whose level of specialization is lower than that of the reference region

If $LQ = 1$, then the degree of specialization of the region is equal to the level of the reference region.

4. SWOT Analysis

SWOT analysis originally explained by Learned et al. (1969). Strength, Weakness, Opportunities and, Threats (SWOT) analysis method has been widely used as a tool for planning and analyzing strategic actions over the past decade. This method

Table 2. TOWS Matrix

	Internal Strengths (S)	Internal Weaknesses (W)
External Opportunities (O)	SO: “Maxi-Maxi” Strategy Strategies that use strengths to maximize opportunities	WO: “Mini-Maxi” Strategy Strategies that minimize weaknesses by taking advantage of opportunities
External Threats (T)	ST: “Maxi-Mini” Strategy Strategies that use strengths to minimize threats	WT: “Mini-Mini” Strategy Strategies that minimize weaknesses and avoid threats

Source: H. Wehrich, ‘The TOWS Matrix—A Tool for Situational Analysis’ pp. 60

can also be used in identifying environmental relationships and enable an institution to relate to its environment and help to develop strategies [5]. Wehrich (1982) developed TOWS as the next step of SWOT in developing alternative strategies. TOWS matrix provides means to develop strategies based on logical combinations of factors relate to internal strengths (or weaknesses) with factors related to external opportunities (or threats). TOWS matrix identifies four conceptually distinct strategic groups: Strength- Opportunity (SO), Strength-Threats (ST), Weaknesses- Opportunities (WO), and Weaknesses- Threats (WT), for creating the alternative strategies (Table 1) [6]. The SO strategies use the internal strengths to take advantage of external opportunities (ideal case) and the WO strategies aim at reducing internal weaknesses by taking advantage of external opportunities. On the other hand, ST strategies include utilization of the strengths in order to avoid or reduce the effects of external threats whereas WT strategies are defensive tactics aimed at reducing internal weaknesses and external threats. The primary advantage of this approach is the influence of prioritized internal and external factors embedded in alternative strategies. The main disadvantage of the TOWS matrix is that certain combinations are not considered such as SW or OT (Table 2).

3 Results and Discussions

3.1 Analysis of the Efficient Level of Economy in Tangerang City

ICOR or Incremental Capital Output Ratio (ICOR) is a magnitude that indicates the amount of additional new capital (investment) needed to increase / add to one unit of output. The amount of ICOR is obtained by comparing the amount of additional capital with the additional output (Fig. 1).

Based on ICOR’s analysis, it can be explained that the economy of Tangerang City showed a performance that was far from efficient and became a high-cost economy that reduced the economic competitiveness of the region. The high-cost economy has become increasingly uncontrollable since 2014, exceeding the level of inefficiency of

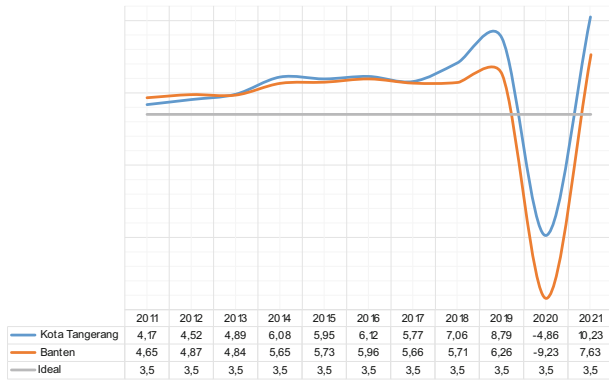


Fig. 1. ICOR Output

Banten Province, National, and even international scale in the Asian region which is in the range of 3.5–4.00 points.

At Input Output Analysis (Spreading Power Index), The transportation and warehousing sector are the main alternative for several reasons, such as: a. Have a comparative advantage and competitive advantage that other regions do not have; b. Has a high dispersion index and sensitivity index (Table 3).

Spreading Power Index is the value of normalized backward linkages or sub-sectors that have the ability to attract other sectors (backward linkages). Meanwhile, the sensitivity index displays sub-sectors that have a forward linkage value that has been normalized by other sectors (forward linkages) (Table 4).

3.2 Analysis of the Level of Excellence of the Economic Base and Economic Potential

1. Leading Sector Analysis - Static Location Quotient (SLQ) Analysis

Based on the analysis of Static Location Quotient (SLQ), if the SLQ value of the Transportation and Warehousing Sector of Tangerang City >1 then the sector is included in the potential category, which is able to serve the market both inside and outside Tangerang City. The higher the SLQ value, the higher this comparative advantage.

Table 5 shows that this sector is categorized as potential-based sectors, even though the level of excellence continues to decline.

2. Leading Sector Analysis - Dynamic Location Quotient (DLQ) Analysis

Dynamic Location Quotient (DLQ) is a modified form of SLQ by accommodating the large GRDP of the production value of the transportation and warehousing sector over time. The rise and fall of LQ can be seen for the transport and warehousing sectors at different time dimensions. The DLQ value of > 1, the potential for the development of the transportation and warehousing sector in Tangerang City is faster than the same sector within the provincial scope. On the other hand, if DLQ < 1, then the potential for the development of the transportation and warehousing sector in Tangerang City is lower when compared to the province as a whole.

Table 3. Spreading Power Index

Sectors	IDPB
• Electricity	1,392
• Paper and Paper Goods Industry, Printing and Recording Media Reproduction	1,227
• Rail Transport	1,213
• Non-Metal Mineral Industry	1,189
• Water Supply, Waste, Waste and Recycling Management	1,166
• Government Administration, Defense and Mandatory Social Security	1,164
• Air Transport	1,152
• Warehousing and Transport, Post and Courier Support Services	1,139
• Sea Freight	1,137
• Food and Beverage Industry	1,136
• River Lake and Ferry Transport	1,118
• Other Processing Industries, Machinery and Equipment Repair and Installation Services	1,082
• Provision of Food and Drink	1,078
• Textile and Apparel Industry	1,069
• Base Metal Industry	1,067
• Rubber, Rubber and Plastic Goods Industry	1,062
• Construction	1,062
• Company Services	1,058
• Information and Communication Services	1,052
• Education Services	1,032
• YTDL Machinery and Equipment Industry	1,010
• Real Estate	1,006
• Land Transport	1,005
• Wholesale and Retail Trade, Not Cars and Motorcycles	0,995
• Health Services and Social Activities	0,989
• Transport Equipment Industry	0,989
• Provision of Accommodation	0,985
• Furniture Industry	0,983
• Mining and Other Quarry	0,977
• Manufacture of Wood, Wood and Cork & Woven Products from Bamboo, Rattan Ytdl	0,964
• Metal, Computer, Electronic, Optical & Electrical Equipment Industry	0,962

Table 6 shows that this sector is included in the category of a fast-growing sector, although the level of excellence continues to decline.

Table 4. Spreading Power Index

Sectors	IDK
Electricity	1,980
Large and Retail Trade, Not Cars and Motorcycles	1,790
Air Freight	1,688
Construction	1,452
Information and Communication Services	1,439
Food and Beverage Industry	1,420
Corporate Services	1,396
Rubber Industry, Goods from Rubber and Plastics	1,353
Textile and Apparel Industry	1,228
Nonmetallic Excavated Goods Industry	1,213
Paper and Paper Goods Industry, Printing and Reproduction of Recorded Media	1,166
Land Transport	1,127
Financial Intermediary Services Other Than Central Banks	1,118
Warehousing and Transportation Support Services, Post and Courier	1,088

3. Typology Klassen Analysis

Typology Klassen analysis deployed to concede the economic sector group in Tangerang City used GRDP data from Banten Province and Tangerang City through the average growth rate and average contribution. There are four quadrants of sectors that can be classified, namely the developed and rapidly growing sector, the developed but depressed sector, the developing sector or potential sectors, and the relatively lagging sector.

Figure 2 shows that Transportation and Warehousing Sector is in the category of a weak and slow-developing sector, and the level of weakness and slowness has decreased continuously.

3.3 SWOT Analysis

With many service activities that are complementary and substituted at Soekarno Hatta airport, the process of collecting capital at the airport is getting higher but not in the vicinity, considering that around the airport there are more service activities that are more substitute and or complementary to business activities in agglomerated airports. Based on these conditions, the next step of analysis was compiled, namely a SWOT analysis by considering the phenomena that occurred, because the external and internal environment in question are not variables that can be controlled considering the growing

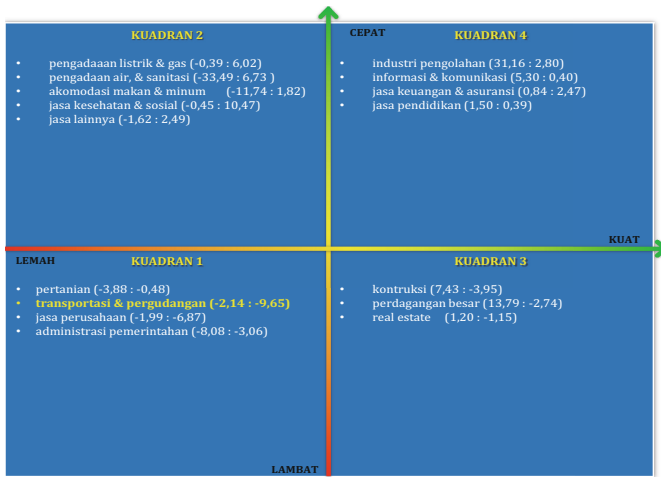


Fig. 2. Typology Klassen Output

Table 5. SLQ Analysis

Sector	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Transportation and Warehousing	2,51	2,51	2,49	2,43	2,46	2,46	2,46	2,46	2,36	1,87	1,80

Table 6. DLQ Analysis

SECTOR	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Transportation and Warehousing	1,54	0,88	0,36	0,31	0,97	1,20	1,02	0,87	(0,44)	9,84	0,21

business is very broad, so that external and internal interpretations are only limited from phenomena and growing business activity (Table 7).

Based on the results of the analysis, it can be mapped that the economic development quadrant of Tangerang City in the airport area is still very ideal to be developed, where this is indicated by quadrant 1 (attacking) (Fig. 3 and Table 8).

1. RIA (Regulatory Impact Assessment) Analysis Process (Table 9)

2. Stakeholder Map Analysis

This analysis is a component of the RIA analysis and a follow-up to the results of the SWOT analysis that has been prepared, which functions to map stakeholders based on their authority and resources that can be used to implement regulations.

Table 7. SWOT Analysis

EFAS/IFAS ISSUE		SIGNIFICANT	WEIGHT	RATING	SCORE
STRENGTH					2,25
1	the only and the largest international class airport in Indonesia	3,00	0,25	5,00	1,25
2	bordering areas with high economic dynamics	1,00	0,08	4,00	0,33
3	integrated with various other modes of transportation	2,00	0,17	4,00	0,67
WEAKNESS					0,75
1	investment is not easy to access in PT. Angkasa Pura	3,00	0,25	1,00	0,25
2	there are not many local human resources who can access opportunities within the airport area	2,00	0,17	2,00	0,33
3	the airport buffer zone development plan has not been published yet	1,00	0,08	2,00	0,17
IFAS VALUE					1,50
OPPORTUNITIES					2,25
1	business activities that last 24 h are global, international, regional, local	2,00	0,17	4,00	0,67
2	Tangerang city is traversed by mobilization activities from and or to the airport for 24 h	1,00	0,08	4,00	0,33

(continued)

Table 7. (continued)

EFAS/IFAS ISSUE		SIGNIFICANT	WEIGHT	RATING	SCORE
3	There are several areas in the city of Tangerang that can be developed according to the needs of airport development	3,00	0,25	5,00	1,25
THREAT					0,88
1	increased agglomeration activity by PT. Angkasa Pura	3,00	0,25	1,00	0,25
2	improving the condition of the enclave in the airport buffer zone area	1,00	0,08	2,50	0,21
3	the emergence of environmental and social degradation around the airport area	2,00	0,17	2,50	0,42
EFAS VALUE					1,38

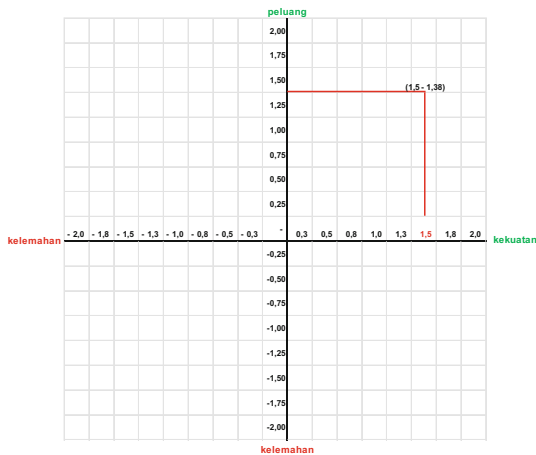


Fig. 3. Quadrant SWOT Analysis

Table 8. SWOT Analysis

	STRENGTH (S)	WEAKNESS (W)
	1. image of the only largest international class airport in Indonesia 2. bordering a region with high economic dynamics 3. integrated with various other modes of transportation	1. investment is not easy to access in the space temple area 2. Not many local human resources can access opportunities within the airport area 3. The airport buffer zone development plan has not been published yet
OPPORTUNITIES (O)	SO	OW
1. Business activities that last 24 h are global, international, regional, local 2. The city of Tangerang is traversed by mobilization activities from and or to the airport for 24 h 3. There are several areas in the city of Tangerang that can be developed according to the needs of airport development	1. Increase the intensity of the business activity of PT. Angkasa Pura on a local scale 2. Build PT. Angkasa Pura's business ecosystem in the buffer zone	1. Build business partnerships (B2B) between PT. Angkasa Pura and investors in the buffer zone 2. Detailing the bufferzone area into a siteplan and forming an IPRO
THREATS (T)	ST	WT
1. Increased agglomeration activity by the temple sky 2. Improved enclave conditions in the airport buffer zone area 3. The emergence of environmental and social degradation around the airport area	1. Build a business ecosystem (supply chain) supporting the PT. Angkasa Pura business activities 2. Build a business ecosystem (variant) from the PT. Angkasa Pura business activities	1. Accelerate cooperation efforts between PT. Angkasa Pura and investment in the buffer zone area 2. Improving the creative economy supporting the temple space business ecosystem

Based on Table 10, it can be observed that there are four major groups that have interests in the airport buffer zone, namely the central government, Banten Provincial Government, Tangerang City Government, Business Actors, and the general public.

From Table 10, it can be observed that the central government has the strongest authority and influence supported by the availability of resources to implement its authority both within the airport area and in the buffer zone, this phenomenon is explained in Table 11 in the Power Grid analysis.

3. Power Grid Analysis

Based on Table 11, it can be explained that the Tangerang City Government, Banten Provincial Government, business actors, and the community around the airport

Table 9. RIA

Stage	Theme	Instrument	Output	Description
1	Problem Formulation	Analysis and Discussion	longlist and shortlist of problems based on criteria (urgent, priority, strategic	<ol style="list-style-type: none"> 1. investment is not easy to access in PT. Angkasa Pura (SWOT) 2. increased agglomeration activity by Angkasa Pura (SWOT) 3. Not many local human resources can access opportunities within the airport area (SWOT) 4. the emergence of environmental and social degradation around the airport area (SWOT) 5. the airport buffer zone (SWOT) development plan has not been published 6. improving the condition of the enclave in the airport buffer zone (SWOT) area 7. stagnation of the leading sector of the city of tangerang (industrial sector) as an economic locomotive (growth analysis) 8. declining economic competitiveness of the city of tangerang (ICOR)
2	Formulation of Objectives	Analysis and Discussion	strategic objectives based on criteria	Managing regional resources

(continued)

Table 9. (continued)

Stage	Theme	Instrument	Output	Description
3	Identify Alternative Actions	Analysis and Discussion	SWOT	<ol style="list-style-type: none"> 1. Reorient the manufacturing industry sector, which minimizes the use of high-cost input factors, by developing artificial intelligence-based processing industries 2. Reorient the manufacturing sector, which is more demand-oriented (renewable energy is complementary to existing businesses) 3. Reorient the manufacturing sector, which is more creative and innovative oriented 4. Build a business ecosystem that is based on needs, is varied, and creative, equipped with a supply chain to support the Angkasa Pura business activities in the buffer zone 5. build business partnerships (B2B) between Angkasa Pura and investors in the buffer zone 6. to detail and publish the detailed and detailed buffer zone (siteplan) area as an investment attraction material

buffer area are included in the category of stakeholders who have big interests but do not have very small influence/influence, thus requiring greater efforts to realize these interests. and still have to synergize with the interests of the central government whose authority is distributed to several resources in the form of institutions that have authority.

Based on the results of the SWOT analysis, which indicates the potential for economic development in Tangerang City through several efforts such as; (1) build a needs-based, varied, and creative business ecosystem equipped with a supply chain that supports the Angkasa Pura business activities in the buffer zone, (2) build business partnerships (B2B) and or (G2G) between Angkasa Pura parties and investors in the region bufferzone, (3) detailing and publishing a detailed and detailed bufferzone (siteplan) area as an investment attraction material, is still difficult to implement considering the results of the power grid analysis indicate that Tangerang City and Banten Province are included in the category of stakeholders who have big interests but have little influence., thus requiring special efforts to increase its influence through a more effective communication process between organizations/institutions.

Based on this theory, it is possible to make an inventory of which important factors can be immediately implemented by the parties, especially the Tangerang City and Banten Province governments, by utilizing existing regulatory instruments, such as the SIDLACOM approach that can be applied in airport buffer areas that can be used as context, content, clarity, and continuity and consistency.

The project is a combination of resources such as ideas, people, materials, equipment and capital/costs that are collected in a temporary organizational container to achieve goals and objectives. Activities or tasks carried out on the project are in the form of building/repairing public facilities and infrastructure that are useful to the community, such as projects of houses, buildings, roads, bridges, dams, airports or it can also be in the form of educational, research and development activities. In implementing projects, especially in project management, it is necessary to have SIDLACOM, according to the Minister of Public Works regulation number: 603/PRT/M/2005 concerning general guidelines for project management control systems. SIDLACOM as a stage in the project (1) survey, investigation and design stage (SID) (2) land acquisition stage (land acquisition/la) (3) construction implementation stage (construction/c) (4) operation and maintenance stage/OM (operation maintenance/OM) which is an integral part of this ministerial regulation.

Survey (S) is a general plan with the aim of finding out things related to the purpose of the project being built. The survey will answer technical and non-technical questions about what; where; when; why and how: the project in question will be made, so that the survey results data needed are data on matters related to the project building/project objectives, project site/location, the impact of the project on humans and the environment. Surveys that will be carried out include, among others, the site where the project will be built with the aim of knowing the topography, hydro-meteorology, demographics, socio-cultural, economic, and other conditions in the area or area that will be affected by the existence of the project, with a survey conducted The results of the survey will be obtained which can be used for the basics of general planning for the project to be built. Related to the technical economic

analysis to be carried out, survey activities which would require a large amount of money will be taken into account as part of the project investment.

Investigation (I) The next step after the survey is to collect data (investigation) on the survey needed in general planning (survey) to then collect technical data. technical data to be taken is data needed for the technical planning process (design) or technical data needed in the context of the construction of other civil / non-civil building structures, among others in the form of engineering geological data, soil mechanics, hydrology, seismology, oceanology, humidity and other technical/standard data.

Table 10. Stakeholder Map Analysis

STAKEHOLDER	INTEREST	RESOURCES
CENTRAL GOVERNMENT	IN THE AIRPORT AREA	IN THE AIRPORT AREA
Central Government	<ul style="list-style-type: none"> • policy makers, • policy breaker/setter • policy implementer/manager • activity budget provider • person responsible 	<ul style="list-style-type: none"> • Ministry of Transportation • Ministry of State Owned Enterprises • Ministry of Finance • Ministry of PUPR • Capital Investment Coordinating Board
PROVINCIAL GOVERNMENT	IN AIRPORT SUPPORT AREA	IN AIRPORT SUPPORT AREA
Banten Provincial Government	<ul style="list-style-type: none"> • policy proposers, • policy implementers, • activity budget provider • person responsible 	<ul style="list-style-type: none"> • Department of Transportation, • Spatial Planning Public Works Department, • DPMPTSP, • Labor offices,
CITY GOVERNMENT	IN AIRPORT SUPPORT AREA	IN AIRPORT SUPPORT AREA
Tangerang City Government	<p>In the airport buffer area</p> <ul style="list-style-type: none"> • policy proposers, • policy implementers, • activity budget provider • person responsible, 	<p>In the airport buffer area</p> <ul style="list-style-type: none"> • Department of Transportation, • Spatial Planning Public Works Department, • DPMPTSP, • Labor offices, • Small and Micro Small Business Office
CORPORASI	IN AIRPORT SUPPORT AREA	IN AIRPORT SUPPORT AREA
Businessmen	<ul style="list-style-type: none"> • Economic creators, • Regional developer • Asset Manager • Resource developer 	<ul style="list-style-type: none"> • Foreign Investment, • Domestic Capital Investment, • Small, Medium and Large Micro Enterprises,

Associated with the technical economic analysis that will be carried out, the investigative activities which of course require a large amount of cost will be taken into account as part of the project investment.

Design Stages (details) are carried out after the project plan is declared feasible. The previous stage will begin with the survey and investigation steps as described above. The detailed design will consider the technical aspects as a whole, meaning that the project to be built must be stable enough as a building and able to function according to its designation.

Land acquisition, carried out for the purpose of building footprints, needs to be provided with a fairly complicated process, therefore the land acquisition process actually requires proper technical, strategy and method/treatment. This is due to the fact that in the post-reform era, the freedom of expression was opened in conveying the rights of citizens, sometimes the good intentions of the project could be hampered by the lack of clarity of the project's mission to be accepted by the citizens, or on the contrary there could also be people who deliberately took the opportunity (Table 12).

The SIDLACOM Table 12 is a communication material between the parties which is designed as an evaluative and continuous communication material, where the total

Table 11. Power Grid Analysis

STAKEHOLDER	BIG INFLUENCE	SMALL INFLUENCE
GREAT IMPORTANCE	Central Government (Ministry of Transportation, Ministry of State-Owned Enterprises, Ministry of Finance, Ministry of PUPR, Investment Coordinating Board)	<ul style="list-style-type: none"> • Banten Provincial Government • Tangerang City Government • Communities around the Area (including micro-enterprises) • Foreign investment • Domestic investment
MINOR INTEREST		<ul style="list-style-type: none"> • Communities outside the Airport Area

Table 12. SIDLACOM

Agenda Of Activities in The Support Area	Survey	Investigation	Design	Land Acquisition	Operation Maintenance	Construction	Sum
Warehouse Area	1	1	1				3
International Cargo Centre	1	1	1				3

score weight interprets the progress of communication that has been built so far, the higher the weight, the more effective the communication feedback is built, the lower the score, the lower the score. also. The weight score of 3 above indicates that more concrete efforts are still needed in land acquisition efforts, inviting investors as users as well as implementing Operation Maintenance.

4 Conclusions

Base on calculation above, we can conclude that transportation and warehousing cannot be new locomotive for Tangerang city in generating economic. Theoretically, if we want to develop new economic, we should apply production factor in which we can manage, airport is not. Airport is also considered as agglomerated area where many service activities that are complementary and substitutional in the airport which causes the capital collection process at the airport to be higher but not around it in this case Tangerang city. Some service businesses concentrated in the airport and around the airport are business activities providing accommodation and warehousing, while the transportation business that is spatially connected to Tangerang City is PT KAI's, others tend not to be connected to any business activities in Tangerang City.

To develop the economy in Tangerang City (non-transportation and warehousing sector)

1. Reorient the manufacturing sector, which minimizes the use of high-cost input factors, by developing artificial intelligence-based processing industries
2. Reorient the manufacturing industry sector, which is more needs-oriented (renewable energy as a complement to existing businesses)
3. Reorient the manufacturing sector, which is more creative and innovative oriented

To develop the economy in Tangerang City (SWOT transportation and warehousing sector)

1. Build a business ecosystem based on needs, which is varied, and creative, equipped with a supply chain to support the Angkasa Pura business activities in the buffer zone area
2. build business partnerships (B2B) and/or (G2G) between the parties of Angkasa Pura with investors in the buffer zone area
3. to detail and publish the detailed and detailed buffer zone (siteplan) area as an investment attraction material

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