

INTISARI

Di Negara Indonesia saat ini terdapat 4 bandara perairan yang menurut statusnya merupakan bandara khusus yang hanya melayani kepentingan perusahaan, yaitu Bandara Perairan Benete di Kabupaten Sumbawa Barat, NTB; Bandara Perairan Amanwana di Pulau Moyo, NTB; Bandara Perairan Kahayan di Provinsi Kalteng; dan Bandara Perairan Pulau Bawah di Pulau Anambas Kepri. Untuk bandar udara perairan yang berstatus umum di Indonesia belum ada, namun pemerintah telah memasukkan rencana pembangunan bandar udara perairan yang berstatus umum dalam Renstra Ditjen Perhubungan Udara 2020-2024. Menurut UU Penerbangan, bandara yang berstatus khusus tidak diperbolehkan melayani kepentingan umum kecuali dalam keadaan tertentu atas izin Menteri dan bersifat sementara. Bandara yang berstatus khusus dapat berubah menjadi bandara yang dapat melayani kepentingan umum setelah terpenuhinya persyaratan ketentuan bandar udara. Dengan adanya ketentuan tersebut maka perlu adanya penelitian terhadap kondisi fasilitas eksisting Bandara Khusus Perairan Benete dalam rangka kemungkinan peralihan status menjadi bandara yang dapat digunakan untuk melayani kepentingan umum.

Penelitian ini dimaksudkan untuk dapat memberikan gambaran identifikasi kebutuhan luas minimum fasilitas prasarana Bandar Udara Khusus Perairan Benete apabila akan digunakan untuk melayani penerbangan dengan kepentingan umum. Metode yang digunakan adalah metode *Econometric Forecasting Models* dengan analisis linier berganda, metode SKEP/347/XII/1999 dan metode SKEP/77/VI/2005 untuk perhitungan kebutuhan luas minimum fasilitas bangunan terminal penumpang dan metode ICAO untuk perhitungan kebutuhan luas minimum fasilitas *apron*.

Hasil penelitian didapatkan bahwa fasilitas prasarana di Bandar Udara Khusus Benete perlu dikembangkan jika akan digunakan untuk pelayanan angkutan umum pada tahun proyeksi 2027. Bangunan terminal penumpang yang sebelumnya memiliki luas ± 253 m² perlu diperluas menjadi 468,61 m², sedangkan *apron* yang semula memiliki luas 972 m² perlu diperluas menjadi minimal 4.104,27 m². Dengan adanya perubahan status Bandara Khusus Perairan Benete menjadi bandara khusus yang dapat melayani kepentingan umum, maka diharapkan dapat membuka peluang baru dalam hal kemudahan transportasi antar kepulauan dan sekaligus membuka peluang bisnis sehingga perekonomian masyarakat semakin meningkat serta memberikan sumbangsih saran dalam penyusunan program pengembangan Bandar Udara Khusus Perairan Benete.

KEYWORDS: bandar udara perairan, benete, *econometric forecasting*, pengembangan fasilitas, pesawat udara apung.

ABSTRACT

In Indonesia, there are currently four water aerodromes which, according to their status, are particular airports that only serve the interests of companies, namely Benete Water Aerodrome in West Sumbawa Regency, NTB; Amanwana Water Aerodrome in Moyo Island, NTB; Kahayan Water Aerodrome in Kalteng Province; and Pulau Bawah Water Aerodrome in Anambas Kepri Island. There is no general status water airport in Indonesia. Still, the government has included a plan to build a water aerodrome with an available status in the Strategic Plan of the Directorate General of Civil Aviation 2020-2024. According to the Aviation Law, airports with special status are not allowed to serve the public interest except in certain circumstances with the permission of the Minister and are temporary. Airports with special rates can be transformed into airports that can do the public interest after meeting the requirements of airport conditions. With this provision, it is necessary to research the state of the existing facilities of the Benete Water Aerodrome to change its status to an airport that can be used to serve the public interest.

This study is intended to provide an overview of identifying the minimum area needs of the Benete Water Aerodrome infrastructure facilities if they are to be used to serve flights in the public interest. The methods used are the Econometric Forecasting Models method with multiple linear analysis, the SKEP/347/XII/1999 method and the SKEP/77/VI/2005 method for calculating the minimum area requirements of passenger terminal building facilities, and the ICAO method for the calculation of the minimum area requirements of apron facilities.

The study's results found that infrastructure facilities at Benete Water Aerodrome need to be developed if they are to be used for public transportation services in the projected year 2027. The passenger terminal building, which previously had an area of 253 m², needs to be expanded to 468,61 m². In contrast, the apron, which initially had an area of 972 m², needs to be extended to a minimum of 4.104,27 m². With the change in the status of the Benete Water Aerodrome to a particular airport that can serve the public interest, it is hoped that it can open up new opportunities in terms of ease of transportation between islands and, at the same time, open business opportunities so that the community's economy is increasing and contribute suggestions in the preparation of a particular airport development program for Benete Water Aerodrome.

KEYWORDS: *water aerodrome, benete, econometric forecasting, facility development, floating aircraft.*