

INTISARI

Ketepatan waktu penerbangan saat ini masih sangat kurang. Pengguna transportasi angkutan udara akan memilih penerbangan yang paling cepat, tepat, aman dan nyaman dengan tidak mengabaikan unsur-unsur keselamatan. Data Kantor Otoritas Bandar Udara Wilayah IV bahwa pada tahun 2012 jumlah pergerakan pesawat 113.564 pesawat, pada tahun 2013 sebanyak 124.567 pesawat, terjadi peningkatan sebesar 8.83%. Pada tahun 2014 sebanyak 130.160 pesawat, terjadi peningkatan sebesar 4.30%. Peningkatan tersebut berpengaruh terhadap jumlah pergerakan pesawat udara di Bandar Udara Internasional Ngurah Rai. Kondisi seperti ini menyebabkan *runway* mengalami *overcapacity* dan antrian pesawat baik di darat maupun di udara semakin lama semakin panjang.

Penelitian ini dilakukan dengan menganalisis data pergerakan penumpang dan pesawat selama periode yang ditentukan. Perhitungan kapasitas *runway* dengan menggunakan metode FAA dan DORATASK. Perhitungan *On Time Performance* (OTP) dan *Slot Performance* (SP) dengan metode mencocokkan data ijin yang dikeluarkan direktorat Angkutan Udara (DAU) dengan kondisi aktual.

Hasil analisis menunjukkan nilai *on time performance* dengan rerata 59% dan *slot performance* dengan rerata 86%, sedangkan kapasitas *runway* dengan metoda FAA *runway* 09 (VFR/IFR) sebanyak 35/31, metoda DORATASK (VFR/IFR) sebanyak 28/25 dan Air Nav 23 pergerakan pesawat. Berdasarkan hasil analisis maka metode yang mendekati kondisi aktual adalah metode DORATASK. Sehingga dapat ditarik kesimpulan bahwa *runway* bandar udara Ngurah Rai mengalami *overcapacity* pada jam jam tertentu.

Kata Kunci: kapasitas *runway*, *on time performance*, *slot performance*

ABSTRACT

Flight punctuality is the resent time is still lacking. Air transport users will choose the fastest the most price, the safety and comfortable while still take conntein at safety elements. Data from Airports Authority of Region IV that in 2012 the movement number of aircraft was 113.564, in 2013 was 124.567 aircraft, which increased was 8.83%. In 2014 was 130.160 aircraft, which increased 4.30%. This increase affects the number of aircraft movements at Ngurah Rai International Airport this conditions lead to overcapacity and aircraft queues progressives both on land and in the air.

The research was conducted by analyzing the data of passengers and aircraft movements during the specified period. Calculating the capacity of the runway with the FAA and DORATASK method. Calculating On Time Performance (OTP) and Slot Performance (SP) with the data matching method permits issued by the Directorate of Air Transport (DAU) to actual conditions.

The analysis showed a value of on-time performance with the average of 59% and a slot performance with a mean of 86%, while the runway capacity FAA methods runway 09 (VFR / IFR) showed the number of 35/31, DORATASK methods (VFR / IFR) showed the number of 28/25 and AirNav showed the number of 23 aircraft movements. Based on the analysis results it can be conclude that the method which was closest to the rel situation is by using DORATASK methods. In conclusion, the runway at Ngurah Rai airport experienced overcapacity at certain hours.

Keywords: runway capacity, on-time performance, slot performance