



# THE EFFECT OF REMBELE AIRPORT IN IMPROVING DEVELOPMENT IN THE BENER MERIAH REGENCY, ACEH PROVINCE

**Begi Putra<sup>1</sup>**

*<sup>1</sup>Department of Regional and Rural Development Planning, University of Sumatera Utara, North Sumatra, Indonesia*

**Sirojuzilam<sup>2</sup>**

*<sup>2</sup>Department of Regional and Rural Development Planning, University of Sumatera Utara, North Sumatra, Indonesia*

**Suwardi Lubis<sup>3</sup>**

*<sup>3</sup>Department of Regional and Rural Development Planning, University of Sumatera Utara, North Sumatra, Indonesia*

## ABSTRACT

*This study aims to analyze the effect of the existence of Rembele Airport on employment opportunities and business opportunities in the community around the Airport. The study was conducted in Bener Meriah Regency on the Effect of Rembele Airport in Increasing Regional Development. The analytical method used in this study is multiple regression analysis and t-test with 99 respondents. The results showed that the existence of Rembele Airport in Bukit District, Bener Meriah Regency had a positive impact on employment opportunities and business opportunities in the community around Rembele Airport in Bukit District, Bener Meriah Regency, and showed a significant difference before and after trying in locations around Rembele Airport in Bukit District, Bener Meriah Regency.*

**KEYWORDS:** *Job Opportunities, Business Opportunities, Regional Development*

## 1. INTRODUCTION

The existence of the Airport in terms of regional development is one of the attractions or reasons for the process of urbanization in an area. The increase in population as a direct result of the process of urbanization becomes a new market opportunity for community economic activities along with the increasing demand for goods. Besides this, the concentration of the population in one location will certainly also has an impact on spatial patterns in the region. In this case, the spatial pattern is a physical appearance of space that occurs as a result of the occurrence of activities in an area.

The process of economic development with the tendency of population concentration and the availability of facilities, then investment in the core area was initially more efficient because it relates to

business efficiency (economies of scale) where each individual will take advantage of external benefits.

Economic development is reflected by changes in new flows concerning the flow of income and benefits to local, regional and even national level communities. Development programs can have an impact in the form of positive or negative benefits to the community, especially to those who live near the vicinity of economic activities as recipients of the effects (impacts) of the relevant development program. Local communities must look for / get opportunities for changes to occur because of the new situation (Anwar 1995).

Takengon Rembele Airport or Simpang Tiga Redelong Airport is an airport located in Gampong Bale Atu, Bukit District, Bener Meriah Regency, Aceh, Indonesia. The types of aircraft that can land at



this airport are the largest while Foker 27 / CN-235. The airport is 293 km from Banda Aceh and 20 km from Takengon.

The airport began construction in 2000, was completed in 2003 and began operating in 2004 and after carrying out development the airport was inaugurated by President Jokowi on March 2, 2016, and currently, Rembele Airport has been serving Kormersil Rembele-Kualanamu (PP) flights ) using the Wing Air airline. The existence of Rembele Airport in Bener Meriah Regency has made the local community experience changes. The positive impact that was immediately felt was the development of the economic sector. The area that was once deserted has now turned into a bustling area with community activities using the airport.

### **Objective of the study**

This study aims to analyze the effect of the existence of Rembele Airport on employment opportunities and business opportunities in the community around the airport.

## **2. RESEARCH METHODOLOGY**

Factors of capital, place of business, formal education, informal education, the legality of business entities, and simultaneous development have a significant effect on the income of SMEs in the Perbaungan sub-district, Serdang Bedagai regency. Partially the capital variable shows a significant effect on the income of SMEs in the Perbaungan sub-district, Serdang Bedagai regency. Whereas the variable place of business, formal education, informal education, the legality of business entities, and coaching did not show a significant effect on SME income in the Perbaungan sub-district, Serdang Bedagai regency.

## **3. LITERATURE REVIEW**

### **Development Theory**

Based on the view of regional economic development, development is an increase in overall community income that occurs in the region, namely an increase in the total added value (Tarigan, 2006). Development is not merely an economic phenomenon. In the most basic sense, development must include material and financial problems in human life. Therefore development should be investigated as a multidimensional process involving the reorganization and reorientation of all economic and social systems (Todaro, 2000).

Development has a double meaning, (1) development that is more oriented to economic growth that is focused on quantitative problems of production and use of resources; and (2) development which is more oriented to the change and distribution of goods and improvement of social relations. The second meaning is more oriented towards social

development that focuses on the distribution of changes in the structure of society as measured by reduced discrimination and exploitation as well as increased equal opportunities and a balanced distribution of development benefits across all components of society (Hadi, 2000). According to Todaro (2000), three components can be measured from the nature of development. The three components are adequacy (sustenance), identity (self-esteem) and freedom (freedom). These three things are the main objectives that must be achieved by everyone and the community in the development process.

### **Airport**

Annex 14 of the ICAO (International Civil Aviation Organization) defines an airport is a certain area on land or water (including buildings, installations, and equipment) that is intended either in whole or in part for the arrival, departure and movement of aircraft. While the definition of an airport according to PT (Persero) Angkasa Pura is an airfield, including all buildings and equipment which are minimal equipment to ensure the availability of facilities for air transportation for the public. The airport itself is regulated in Government Regulation No. 70 of 2001, which is understood as an airfield that is used for landing and taking off aircraft, boarding passengers, and / or loading / unloading cargo / post, and is equipped with aviation safety facilities and as a place to move intermodal transportation.

Airport status itself is divided into 2 (two), namely:

1. Public airport is an airport that is used for public purposes and is organized by the government or airport business entity
2. Special airports are airports that are used to serve their interests to support certain activities organized by the government or Indonesian legal entities.

The planning, construction and operation of an airport must meet the requirements of aviation safety which are internationally listed in Annex 14 of the Convention on International Civil Aviation (Vol I: Aerodrome and Vol II: Heliport). This provision was adopted in a national provision in the form of a Decree of the Minister of Transportation No. 47/2002 concerning Certification of Airport Operations and other Decisions of the Director General of Civil Aviation. Airport Operators, among others are the Airport Business Entity (PT. Angkasa Pura I and II), the Director General of Civil Aviation (the Technical Implementation Unit of the Directorate General of Civil Aviation), Provincial and Regency / City Regional Governments, and the Indonesian Legal Entity.

## Regional Development

According to Winoto (2000) a region is a geographical area that has certain characteristics and is a medium for everything to be located and interacted. Sirojuzilam (2005) area development means increasing the value of the benefits of the area for the people of a certain area to be able to accommodate more inhabitants, with an average level of community welfare with a lot of facilities / infrastructure, goods or services available and community business activities that are available. Increased, both in terms of type, intensity, service and quality.

The gap between urban and rural areas within a region, the gap between the center of growth and the area of influence tends to increase, this means that implementation in terms of polar growth strategy is considered a failure (Adisasmita, 2010). In regional development often faces the fact that available funds are limited while proposals from each sector are quite a lot (Tarigan, 2006). On the other hand, sustainable development must be able to put pressure on economic, social, political and institutional mechanisms, both from the private and government sectors, for the sake of creating a rapid improvement in people's living standards (Mahalli, 2005).

Mulyanto (2008) regional development, that is, every government action that will be carried out together with the perpetrators to achieve a goal that is beneficial to the region itself and to the administrative unit in which the region is a part, in this case of the Republic of Indonesia.

## 4. RESULT

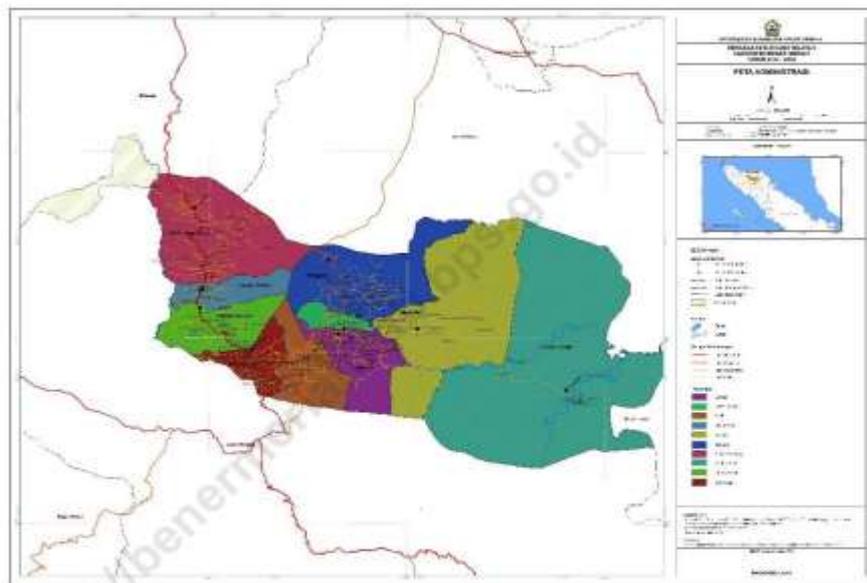
### General description of Bener Meriah Regency

Bener Meriah Regency is the youngest Regency in the area of Aceh Province, which is the result of division from Central Aceh District, according to Law No. 41 of 2003 dated 18 December 2003 concerning the Establishment of Bener Meriah District in Aceh Province. Inaugurated by the Minister of Home Affairs on January 7, 2004 which is a division of Central Aceh District, with the following limits: Sebelah Utara dengan Kabupaten Aceh Bireuen

South side is bordered by Central Aceh Regency

East side is bordered by East Aceh Regency.

West side is bordered by Central Aceh Regency



**Figure 1: Administrative Map of Bener Meriah Regency**

## Rembele Airport

Rembele Airport has been operating since 2003 to serve the needs of the community in the field of air transportation, especially for Bener Meriah Regency and Central Aceh Regency, which routinely serve pioneer flights and other unscheduled flights. The physical development of the airport was

originally started in 1998 by the Aceh Transportation Regional Office, which continued in 2001 as a collaboration between the Central Aceh Regional Government and the Ministry of Transportation, then in 2004 the Directorate General of Civil Aviation formed the Rembele Airport Work Unit (Satker) and in 2014 the status of the Airport was upgraded to a



Class III Airport Service Unit (UPBU) which is a vertical agency of the Directorate General of Civil Aviation at the Ministry of Transportation. The largest type of aircraft that can land so far is the

Fokker 50 / CN-235 level aircraft, Rembele Airport has air side and land side facilities with Aeronautical Flight Information Services (AFIS) flight communication systems)

**Table 1**  
**Characteristics of Respondents**

Characteristics of Respondents	Category	Total	Presentasion
Age	34-40	24	24,24
	41-45	25	25,25
	46-50	29	29,29
	> 50	21	21,21
Sex	Female	65	65,66
	Male	34	34,34
Type of business	Accomadation	9	9,09
	Food and Beverage Restaurant	56	56,57
	Photocopy and office stationery shop	14	14,14
	Internet Cafes and Computer Rentals	8	8,08
	Cellphone Stalls	12	12,12
		9	9,09
Education	Elementary	3	3,03
	Junior high school	25	25,25
	High school	42	42,42
	Diplooma/Bachelor	29	29,30
Number of family dependents	3	21	21,21
	4	33	33,33
	5	28	28,29
	6	11	17,17

### The Impact of Rembele Airport on Community Employment and Business Opportunities

**Table 2**  
**Community Employment Opportunities Before and After Rembele Airport**

No	Item	Alternative Responses	Before		After	
			F	%	F	%
1	What do you think about the opportunity for employment opportunities before and after the Rembele Airport?	Very good	0			
		Good	0		63	63,6
		Fair	91	91,9	36	36,4
		Poor	8	8,1		
		Very Poor	0			
2	What do you think about the opportunity for employment opportunities before and after the existence of Rembele Airport? Your income is able to pay for your family's needs	Very capable	0	0	0	0
		Capable	0	0	37	37,4
		Fair	76	76,8	62	62,6
		Less capable	23	23,2	0	0
		Not capable	0	0	0	0

Source: Primary Data, Processed

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**Table 3**  
**Business Opportunities Before and After Rembele Airport**

No	Items	Alternative Responses	Before		After	
			F	%	F	%
1	What do you think about the business opportunities before and after Rembele Airport?	Very much	0			
		A lot	0		25	25,3
		Quite a lot	50	50,5	74	74,7
		Mediocare amount	49	49,5		
		Not much	0			
2	How do you think about employment opportunities from the trade and services sector before Rembele Airport	Very much	0	0	0	0
		A lot	0	0	18	18,2
		Quite a lot	88	88,9	81	81,8
		Mediocare amount	11	11,1	0	0
		Not much	0	0	0	0

Source: Primary Data, Processed

Based on data analysis using the Wilcoxon Match Pair Test formula, the z values for pre and post on community responses regarding the impact of the existence of Rembele Airport on business opportunities amounted to 7,779 with a p-value of 0,000, meaning p-value <0.05 ( $\alpha$ ) then  $H_0$  was rejected. So there are differences in community responses regarding the impact of the existence of Rembele Airport on business opportunities before and after the existence of Rembele Airport, so it can be concluded that there is an increase in public response to the impact of the existence of Rembele Airport on the significant business opportunities between before and after Rembele Airport. Communities around Rembele Airport can benefit from the existence of Rembele Airport to open economic activities around Rembele Airport, such as opening lodging, food, and beverage stalls, photocopying and ATK, internet cafes and computer rentals, and cellphone stalls.

## DISCUSSION

The results of the analysis showed that there were differences in community responses regarding the impact of the existence of Rembele Airport on community employment opportunities before and after the existence of Rembele Airport, so it can be concluded that there was an increase in public response regarding the impact of the existence of Rembele Airport on significant community employment opportunities between before and after the existence of Rembele Airport. Based on BPS Data, Bener Meriah Regency shows that after the 2018 Rembele Airport out of 77,882 people the workforce showed 76,988 people (99.85%) who were employed and 834 people (0.15%) who were not yet employed. Before the Rembele Airport in 2004 out of

58,128 workforces showed 54,856 people (94.37%) were employed and 3272 people (5.63%) were not yet employed. These results indicate an increase of 5.48% of people employed.

The impact caused by the construction of an airport in an area will have a dynamic impact on the development of the region. One of them is that it can create development interactions between regions that need one another and support each other's progress. Increasing the economy of this region will also have a positive impact on the welfare of the community which is supported by the creation of new jobs for the community, increased community income, and can create healthy price stability. It will also help create a good and dynamic national distribution pattern, and support the development of the region in the life of the community in the future (Adisasmita, 2012).

The analysis showed that there were differences in community responses regarding the impact of the existence of Rembele Airport on business opportunities before and after the existence of Rembele Airport, so it can be concluded that there was an increase in public response regarding the impact of the existence of Rembele Airport on significant business opportunities between before and after the existence of Rembele Airport.

Based on BPS Data, Bener Meriah Regency shows that after the presence of Rembele Airport in 2018 the number of business units was 522 consisting of restaurants/food stalls, cellphone shops, internet cafes/computer rentals, photocopies / ATK and lodging. Before the Rembele Airport in 2004, the number of business units was 194 units, which showed an increase of 328 business units after Rembele Airport.



The results of this study are in line with the research of Indah and Ma'arif (2014) which concluded that the existence of Kualanamu International Airport has had a major influence on changes in socio-economic conditions and physical changes in the surrounding area. This is indicated by the increase in commercial and residential activities, especially along the main lines in the surrounding area.

## 6. CONCLUSION

The existence of Rembele Airport in Bukit District in Bener Meriah Regency has a positive impact on employment opportunities and business opportunities for communities around Rembele Airport in Bukit District in Bener Meriah Regency and shows a significant difference before and after trying at locations around Rembele Airport in Bukit District in Bener Meriah Regency.

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