

BAB VI

KESIMPULAN DAN SARAN

6.1. Kesimpulan

Beberapa kesimpulan yang dapat ditarik dari penelitian tesis ini adalah sebagai berikut.

1. Model *demand* penumpang jurusan Sorong-Makassar Bandar Udara Domine Eduard Osok di Kota Sorong yang dihasilkan adalah sebagai berikut.
 - a. Kedatangan penumpang : $Y = 13472,740X_2 - 20,585X_8 - 944929,088$ dengan X_2 adalah Indeks Pembangunan Manusia (IPM) dan X_8 adalah jumlah kunjungan kapal.
 - b. Keberangkatan penumpang : $Y = -0,880X_5 + 2,188X_{10} - 1302062,464$ dengan X_5 adalah jumlah wisatawan nusantara dan X_{10} adalah daya beli penduduk.
2. Prediksi *demand* penumpang jurusan Sorong-Makassar Bandar Udara Domine Eduard Osok di kota Sorong pada tahun 2023 adalah sebesar **192458 penumpang kedatangan** dan **187815 penumpang keberangkatan**.
3. Analisis kemampuan pelayanan penumpang jurusan Sorong-Makassar Bandar Udara Domine Eduard Osok pada tahun 2023 adalah sebagai berikut.

A. *Air side facilities*

A.1. Kedatangan penumpang

Kapasitas angkut/hari = 700 orang > jumlah penumpang/hari pada tahun 2023 = 528 orang. Dapat disimpulkan bahwa dengan jenis pesawat serta jadwal penerbangan yang ada saat ini, **Bandar Udara Domine Eduard Osok masih mampu melayani kedatangan penumpang dari Makassar pada tahun 2023 dengan layak.**

A.2. Keberangkatan penumpang

Kapasitas angkut/hari = 700 orang > jumlah penumpang/hari pada tahun 2023 = 515 orang. Dapat disimpulkan bahwa dengan jenis pesawat serta jadwal penerbangan yang ada saat ini, **Bandar Udara Domine Eduard Osok masih mampu melayani keberangkatan penumpang ke Makassar pada tahun 2023 dengan layak.**

B. *Land side facilities*

B.1. Terminal penumpang

Dibutuhkan $962,29 \text{ m}^2$ untuk melayani jumlah penumpang tahun 2023 sedangkan luas terminal penumpang eksisting bandara DEO adalah lebih besar yaitu 1184 m^2 , sehingga **luas terminal penumpang bandara DEO masih memadai.**

B.2. Tempat parkir

Dibutuhkan 96 kendaraan dengan 3360 m² luas area, sedangkan bandar udara DEO memiliki area parkir yang mampu menampung 100 kendaraan roda empat dan 150 kendaraan roda dua, dengan luas 3750 m². Dengan demikian dapat disimpulkan bahwa **bandar udara DEO masih mampu melayani parkir kendaraan bermotor baik dari segi jumlah maupun luas area dengan layak.**

6.2. Saran

Saran yang penulis berikan berdasarkan penelitian tesis ini adalah sebagai berikut.

1. Kelengkapan serta akurasi data berperan penting dalam menunjang keseluruhan pemodelan *demand* penumpang serta analisis kemampuan bandar udara. Dengan data yang lengkap dan akurat, model serta analisis yang dihasilkan dapat mencapai level ketelitian yang baik serta dapat diuji kebenarannya.
2. Perlu adanya penelitian lebih lanjut dengan menyertakan variabel selain sosioekonomi seperti harga tiket pesawat, serta dengan rute atau jurusan yang lain, sehingga ruang lingkup penelitiannya menjadi lebih luas. Selain itu analisis dapat dikembangkan agar dapat menjangkau *land side facilities* dari bandar udara.

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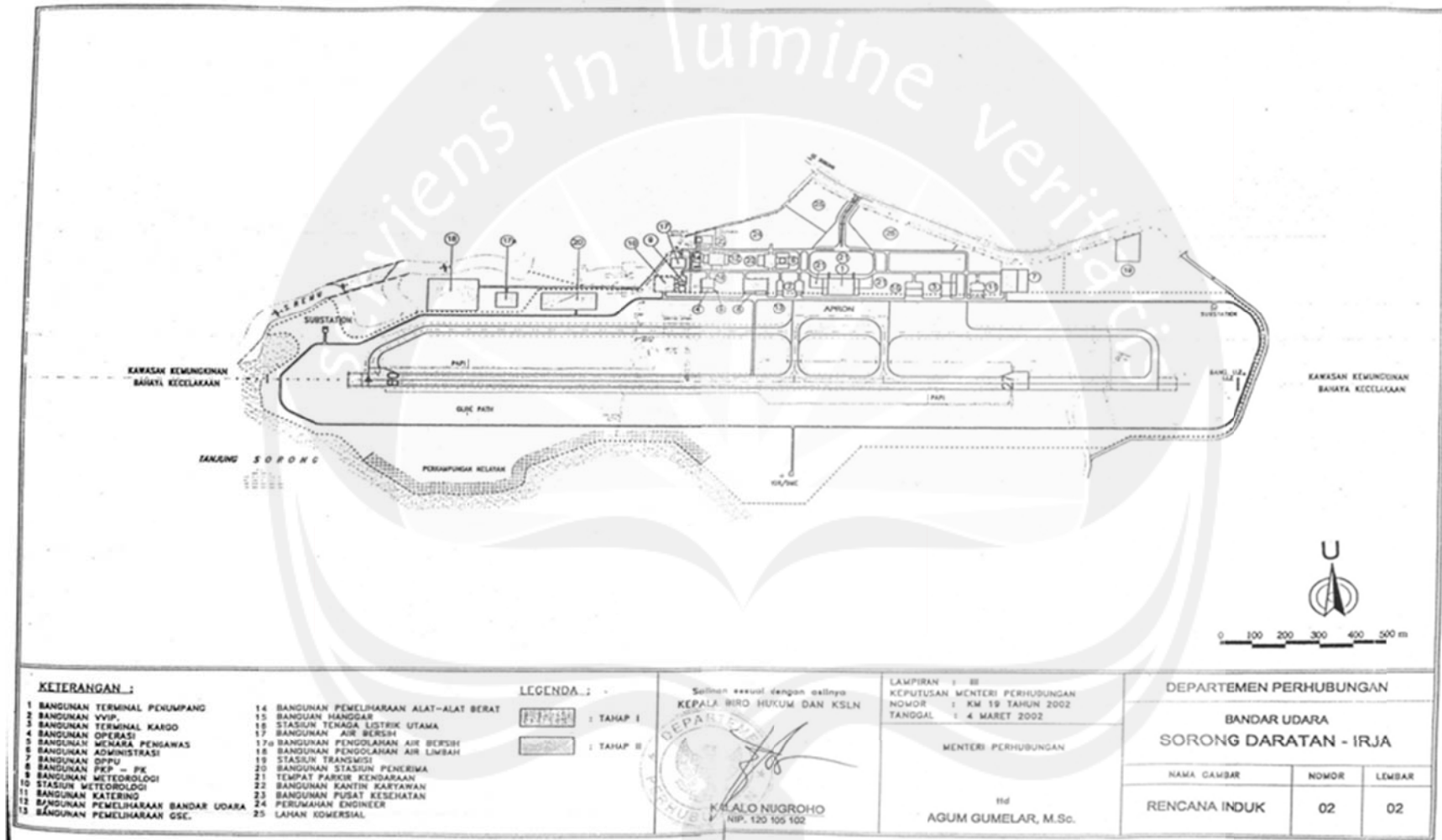
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Gambar L.1. Peta Administratif Kota Sorong



- KETERANGAN :**
- 1 BANGUNAN TERMINAL PEKUMPANG
 - 2 BANGUNAN VVIP
 - 3 BANGUNAN TERMINAL KARGO
 - 4 BANGUNAN OPERASI
 - 5 BANGUNAN MICHASA PENGAWAS
 - 6 BANGUNAN ADMINISTRASI
 - 7 BANGUNAN DIPPU
 - 8 BANGUNAN PKP - PK
 - 9 BANGUNAN METEOROLOGI
 - 10 STASIUN METEOROLOGI
 - 11 BANGUNAN KATERING
 - 12 BANGUNAN PEMELIHARAAN BANDAR UDARA
 - 13 BANGUNAN PEMELIHARAAN GSE.
 - 14 BANGUNAN PEMELIHARAAN ALAT-ALAT BERAT
 - 15 BANGUNAN HANGGAR
 - 16 STASIUN TENAGA LISTRIK UTAMA
 - 17 BANGUNAN AIR BERSIH
 - 17a BANGUNAN PENGOLAHAN AIR BERSIH
 - 18 BANGUNAN PENGOLAHAN AIR LIMBAH
 - 19 STASIUN TRANSMISI
 - 20 BANGUNAN STASIUN PENERIMA
 - 21 TEMPAT PARKIR KENDARAAN
 - 22 BANGUNAN KANTIN KARYAWAN
 - 23 BANGUNAN PUSAT KESEHATAN
 - 24 PERUMAHAN ENGINEER
 - 25 LAHAN KOMERSIAL

- LEGENDA :**
- : TAHAP I
 - : TAHAP II

Selama sesuai dengan aslinya
KEPALA BIRO HUKUM DAN KSLN

KHALO NUGROHO
 NIP. 120 105 102

LAMPIRAN : 02
 KEPUTUSAN MENTERI PERHUBUNGAN
 NOMOR : 1 KM 19 TAHUN 2002
 TANGGAL : 4 MARET 2002
 MENTERI PERHUBUNGAN
 ttd
AGUM GUMELAR, M.Sc.

DEPARTEMEN PERHUBUNGAN		
BANDAR UDARA SORONG DARATAN - IRJA		
NAMA GAMBAR	NOMOR	LEMBAR
RENCANA INDUK	02	02

Gambar L.2. Layout Bandar Udara Domine Eduard Osok

Tabel L.3. Jadwal Penerbangan Bandar Udara Domine Eduard Osok

NO	FLIGHT	FLIGHT NO	KAPASITAS SEAT	HARI	RUTE	STD(LT)	STA(LT)		
1	WINGS DHC-8/ATR-72	IW - 1177	72	SENIN,RABU,JUMAT	SOQ - MDC	09.25	10.15		
		IW - 1505		SELASA,KAMIS,SABTU	SOQ - AMQ	06.00	07.11		
		IW - 1501			SOQ - AMQ	14.05	15.15		
		IW - 1501		MINGGU	SOQ - AMQ	15.15	-		
		IW - 1510		SENIN,RABU,JUMAT	SOQ - FKQ	10.10'	10.55		
		IW - 1520		SENIN,RABU,JUMAT	SOQ - BXB	07.30	08.25		
2	EXPRESS AIR B-737/200/300/500	XN-800/801/811	140	SENIN - MINGGU	CGK - SOQ	03.20	07.25		
		XN-812/8001/8011		(SETIAP HARI)	SOQ - MKW	07.50	08.10		
					MKW - SOQ	08.30	09.00		
					SOQ - CGK	10.40	13.25		
					MKW - SOQ	08.00	08.30		
					SOQ - UPG	10.00	12.00		
					UPG - SOQ	10.40	12.45		
					SOQ - MKW	13.20	13.55		
		Dornier - 328		XN-9001/9006	30	SELASA,KAMIS,SABTU	SOQ - FKQ - KNG - NBX	11.00	12.00
							SOQ - KNG - NBX	09.00	10.30
				SOQ - MDC	11.00	13.00			
3	SRIWIJAYA AIR B-737/200/300/500	SJ - 570/571	140	SENIN - MINGGU	UPG - SOQ	04.30	07.45		
					SOQ - MKW	08.30	09.20		
					SOQ - UPG	11.40	12.55		
		SJ - 5800/5801			UPG - SOQ - UPG	07.30	08.45		
4	SUSI AIR C-208B		12	SELASA,KAMIS,JUM'AT	NTI - SOQ	07.25	08.35		
				MINGGU	SOQ - KBX	09.00	09.55		
					KBX - SOQ	10.20	11.30		
					SOQ - NTI	12.00	13.10		
5	MERPATI B-737/300	MZ - 742	140	SENIN,KAMIS,SABTU	MDC - SOQ - TIM - DJJ	08.55	09.25		
		MZ - 743			DJJ - TIM - SOQ - MDC	15.40	16.10		
		MZ - 806/807		SENIN - MINGGU	UPG - SOQ - UPG	13.05	12.35		

lanjutan Tabel L.3. Jadwal Penerbangan Bandar Udara Domine Eduard Osok

	DHC-6		16	SELASA,RABU,KAMIS	SOQ - AYW - SOQ	13.30	14.30
					SOQ - TXM SOQ	11.00	12.00
					SOQ - WAISAI - SOQ	11.30	12.30
					SOQ - INX - SOQ	09.30	10.30
6	DERAYA	-	33	SELASA	BULA - SOQ - BULA	08.30	08.00
	SD-3						
7	TRAVIRA		12	SELASA,KAMIS	BXB - SOQ - BXB	12.00	11.30
	BE-1900D			RABU	KNG - SOQ - KNG	13.30	11.00
8	SKY AVIASI	SYA 902	120	SENIN, RABU, JUMAT	MDC - SOQ	11.25	13.4
	SSJ 100	SYA 900			SOQ - MKW	14.25	15.05
		SYA 901		SELASA, KAMIS, SABTU	MKW - SOQ	10.00	10.45
		SYA 903			SOQ - MDC	11.25	11.4
9	GARUDA INDONESIA	GA 509	140	SETIAP HARI	UPG - SOQ	04.00	06.00
	B-737/300				SOQ - DJJ	06.55	09.15
		GA 510			DJJ - SOQ	10.10	13.25
					SOQ - UPG	14.00	16.00
10	PELITA AIR	PAS 526 / 527	100	RABU	SOQ - BPN - JKT	12.30	16.00
	FK-100						

Sorong, 24 September 2013

DOMINE EDUARD OSOK SORONG



Rekapitulasi Lalu Lintas Angkutan Udara

Tabel L.4a. Rekapitulasi Lalu Lintas Angkutan Udara Rute Sorong-Makassar

NO	TAHUN	PESAWAT		PENUMPANG			BAGASI (Kg)		
		DTG	BRK	DATANG	BERANGKAT	TRANSIT	DTG	BRK	TRANSIT
1	2	3	4	5	6	7	8	9	10
1	2005	982	995	25.026	33.626	21.954	294.972	393.326	-
2	2006	1.044	1.055	24.324	32.223	18.674	495.769	302.094	-
3	2007	1.174	1.236	38.656	38.397	24.682	533.790	374.300	-
4	2008	1.108	1.182	43.067	47.100	19.324	1.045.889	427.170	-
5	2009	1.339	1.364	45.269	45.514	24.657	560.841	461.298	-
6	2010	1.668	1.700	66.776	68.339	37.336	749.867	626.680	-
7	2011	1.700	1.763	76.092	83.637	37.578	760.912	773.780	150.073
8	2012	1.990	2.043	109.057	113.415	41.805	1.106.649	1.037.944	210.061
JUMLAH		11.005	11.337	428.266	462.250	226.010	5.548.688	4.396.593	360.134

Sorong, 25 September 2013



 Kepala Kantor Kepala Bandar Udara
 Kepala Subbag Tata Usaha
 BANDAR UDARA
 DOMINE EDUARD OSOR
 SORONG
 USPIN AZMAWIT
 Penata III/c
 NIP. 19721108 199312 1 001

Tabel L.4b. Rekapitulasi Lalu Lintas Angkutan Udara Rute Sorong-Manokwari

DOMESTIK/INTERNASIONAL															
NO	TAHUN	TUJUAN	PESAWAT		PENUMPANG			BAGASI (Kg)			KARGO (Kg)			POS (Kg)	
			DTG	BRK	DATANG	BERANGKAT	TRANSIT	DTG	BRK	TRANSIT	DTG	BRK	TRANSIT	DTG	BRK
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	2005	SOQ - MKW	246	249	6.257	8.407	5.489	73.743	98.331	-	24.656	43.912	-	2.880	4.312
3	2006	SOQ - MKW	261	264	6.081	8.056	4.668	123.942	75.524	-	22.968	8.435	-	412	3.544
4	2007	SOQ - MKW	294	309	9.664	9.599	6.171	133.448	93.575	-	28.404	15.438	69.732	-	-
5	2008	SOQ - MKW	277	295	10.767	11.775	4.831	261.472	106.793	-	61.073	35.269	96.535	270	68
6	2009	SOQ - MKW	342	349	11.390	11.792	6.506	140.629	118.635	-	35.963	29.026	58.597	-	-
7	2010	SOQ - MKW	417	425	11.919	17.085	9.334	187.467	156.670	-	60.130	69.985	71.452	-	1.688
8	2011	SOQ - MKW	425	441	19.023	20.909	9.394	190.228	193.445	37.518	61.319	66.935	45.146	-	-
9	2012	SOQ - MKW	497	511	27.264	28.354	10.451	276.662	259.486	52.515	104.647	78.070	35.021	-	-
JUMLAH			2.759	2.843	102.365	115.976	56.844	1.387.591	1.102.458	90.034	399.160	347.070	376.483	3.562	9.609

Sorong, 01 November 2013



Tabel L.4c. Rekapitulasi Lalu Lintas Angkutan Udara Rute Sorong-Ambon

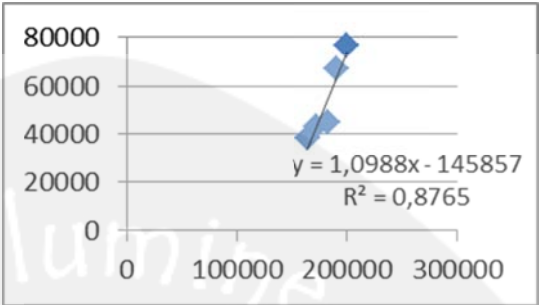
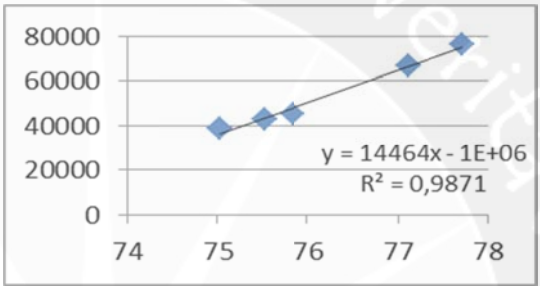
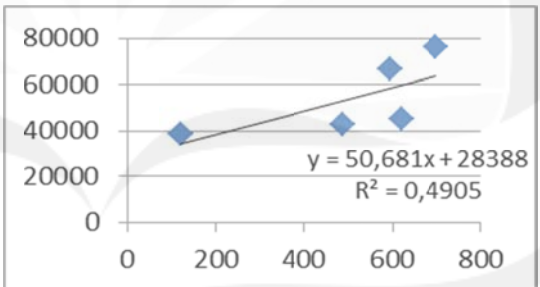
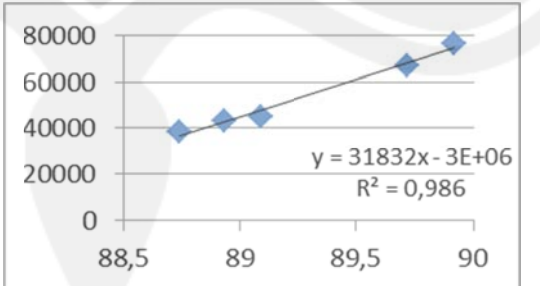
DOMESTIK/INTERNASIONAL

NO	TAHUN	TUJUAN	PESAWAT		PENUMPANG			BAGASI (Kg)			KARGO (Kg)			POS (Kg)	
			DTG	BRK	DATANG	BERANGKAT	TRANSIT	DTG	BRK	TRANSIT	DTG	BRK	TRANSIT	DTG	BRK
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	2005	SOQ - AMQ	123	124	3.128	4.203	2.744	36.871	49.166	-	12.328	21.956	-	1.440	2.158
3	2006	SOQ - AMQ	130	132	3.040	4.028	2.334	61.971	37.762	-	11.484	4.217	-	206	1.772
4	2007	SOQ - AMQ	147	155	4.832	4.800	3.085	66.724	46.788	-	14.202	7.719	34.866	-	-
5	2008	SOQ - AMQ	138	148	5.383	5.888	2.415	130.736	53.396	-	30.536	17.635	48.268	135	33
6	2009	SOQ - AMQ	171	175	5.695	5.896	3.253	70.315	59.317	-	17.982	14.513	29.298	-	-
7	2010	SOQ - AMQ	209	213	5.960	8.542	4.667	93.733	78.335	-	30.065	34.993	35.726	-	844
8	2011	SOQ - AMQ	212	220	9.511	10.455	4.697	95.114	96.723	18.759	30.659	33.468	22.573	-	-
	2012	SOQ - AMQ	249	255	13.632	14.177	5.226	138.331	129.743	26.268	52.323	39.035	17.511	-	-
JUMLAH															

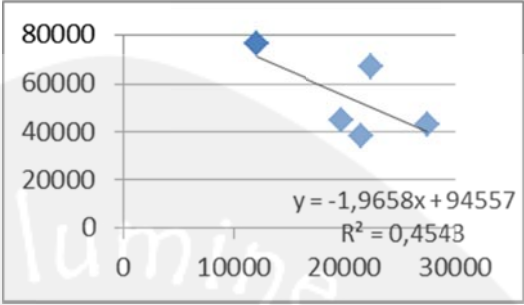
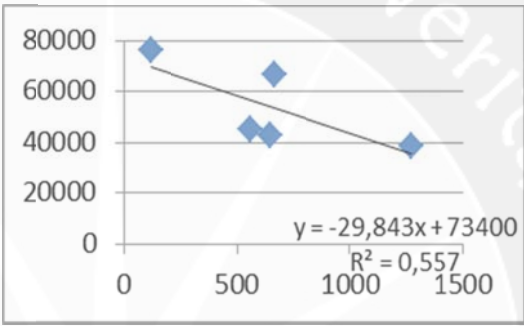
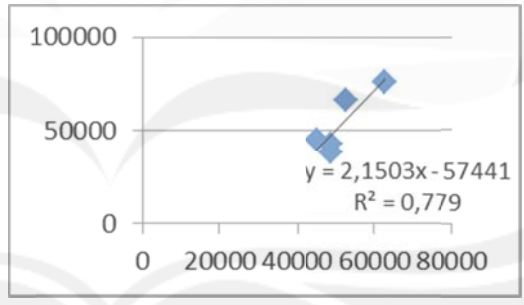
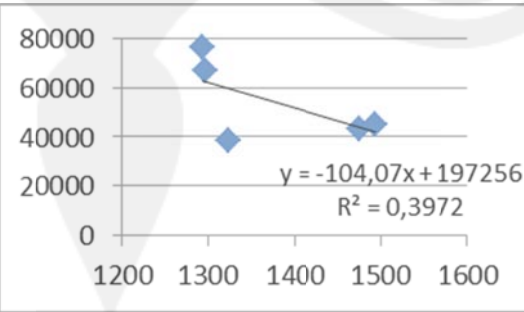
Sorong, 01 November 2013
 An. KEPALA BANDAR UDARA
 DOMINE EDUARD OSOK SORONG
 BANGUNAN BANDAR UDARA
 SORONG

 USIP AZMAWIT
 Penata Iluic
 NIP. 19721108 199312 1 001

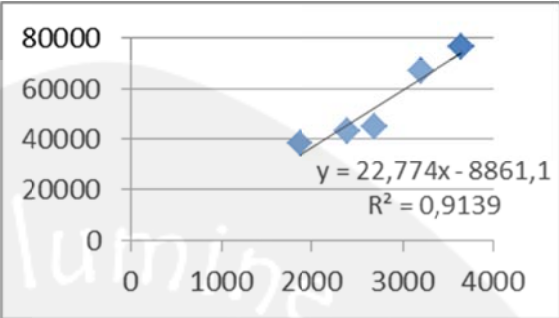
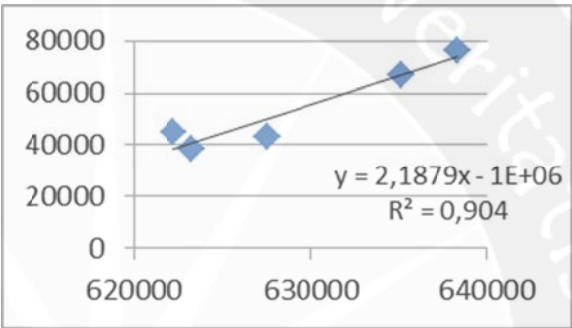
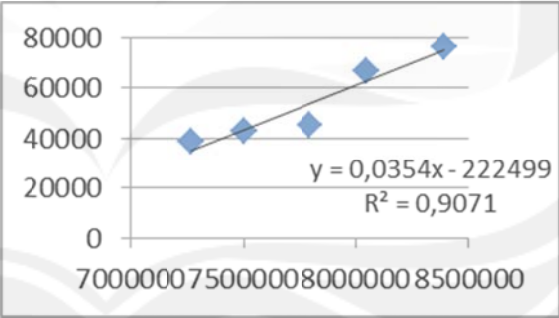
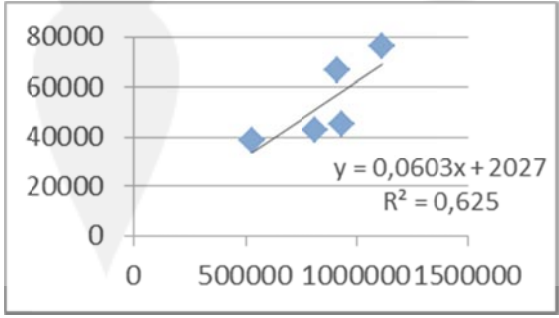
Tabel L.5. Diagram Scatterplot Hubungan Antar Variabel (Uji Linier)

No.	Hubungan	Diagram Scatterplot
1.	$Y_{\text{datang}} - X_1$	 <p>Scatterplot showing the relationship between Y_{datang} (Y-axis, 0 to 80000) and X_1 (X-axis, 0 to 300000). The regression equation is $y = 1,0988x - 145857$ and $R^2 = 0,8765$.</p>
2.	$Y_{\text{datang}} - X_2$	 <p>Scatterplot showing the relationship between Y_{datang} (Y-axis, 0 to 80000) and X_2 (X-axis, 74 to 78). The regression equation is $y = 14464x - 1E+06$ and $R^2 = 0,9871$.</p>
3.	$Y_{\text{datang}} - X_3$	 <p>Scatterplot showing the relationship between Y_{datang} (Y-axis, 0 to 80000) and X_3 (X-axis, 0 to 800). The regression equation is $y = 50,681x + 28388$ and $R^2 = 0,4905$.</p>
4.	$Y_{\text{datang}} - X_4$	 <p>Scatterplot showing the relationship between Y_{datang} (Y-axis, 0 to 80000) and X_4 (X-axis, 88,5 to 90). The regression equation is $y = 31832x - 3E+06$ and $R^2 = 0,986$.</p>

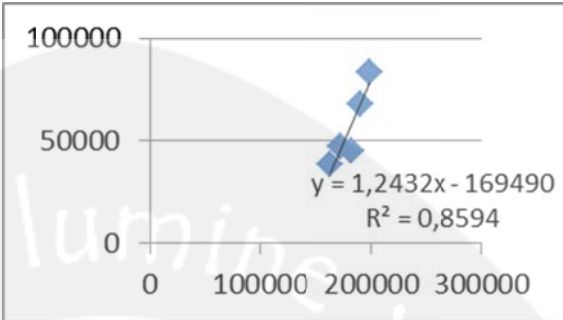
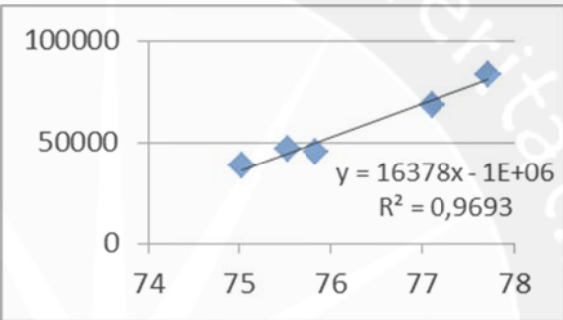
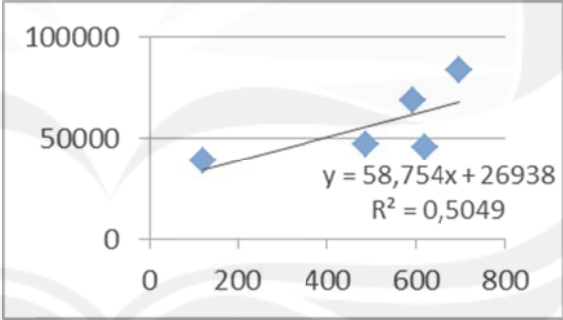
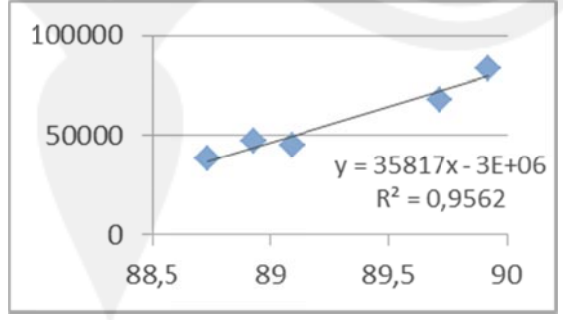
lanjutan Tabel L.5. Diagram *Scatterplot* Hubungan Antar Variabel

No.	Hubungan	Diagram <i>Scatterplot</i>
1.	$Y_{\text{datang}} - X_5$	 <p>Scatterplot showing the relationship between Y_{datang} (Y-axis, 0 to 80000) and X_5 (X-axis, 0 to 30000). The regression line is $y = -1,9658x + 94557$ with $R^2 = 0,4543$.</p>
2.	$Y_{\text{datang}} - X_6$	 <p>Scatterplot showing the relationship between Y_{datang} (Y-axis, 0 to 80000) and X_6 (X-axis, 0 to 1500). The regression line is $y = -29,843x + 73400$ with $R^2 = 0,557$.</p>
3.	$Y_{\text{datang}} - X_7$	 <p>Scatterplot showing the relationship between Y_{datang} (Y-axis, 0 to 100000) and X_7 (X-axis, 0 to 80000). The regression line is $y = 2,1503x - 57441$ with $R^2 = 0,779$.</p>
4.	$Y_{\text{datang}} - X_8$	 <p>Scatterplot showing the relationship between Y_{datang} (Y-axis, 0 to 80000) and X_8 (X-axis, 1200 to 1600). The regression line is $y = -104,07x + 197256$ with $R^2 = 0,3972$.</p>

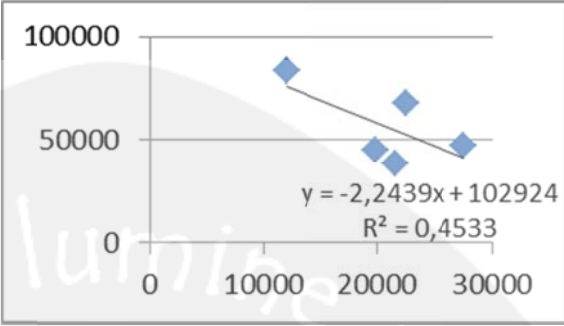
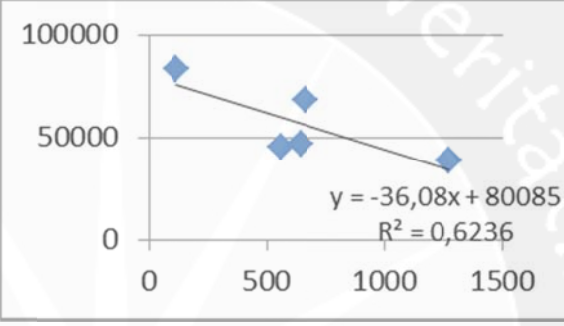
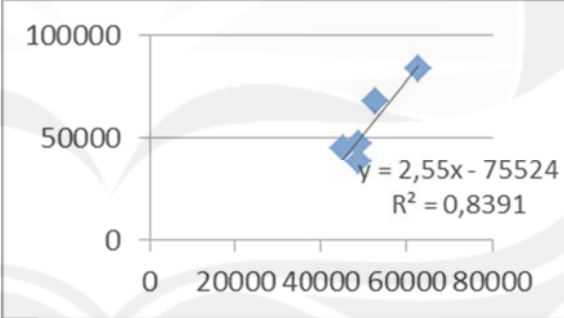
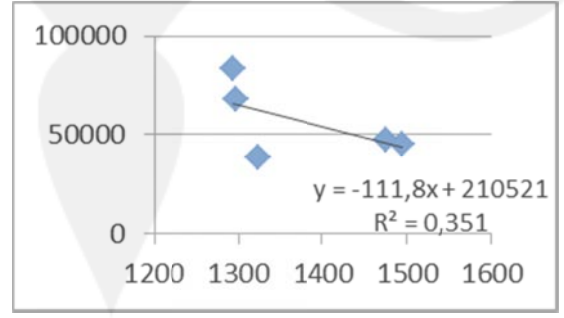
lanjutan Tabel L.5. Diagram *Scatterplot* Hubungan Antar Variabel

No.	Hubungan	Diagram <i>Scatterplot</i>
1.	$Y_{\text{datang}} - X_9$	 <p>Scatterplot showing the relationship between Y_{datang} (Y-axis, 0 to 80000) and X_9 (X-axis, 0 to 4000). The regression equation is $y = 22,774x - 8861,1$ and the coefficient of determination is $R^2 = 0,9139$.</p>
2.	$Y_{\text{datang}} - X_{10}$	 <p>Scatterplot showing the relationship between Y_{datang} (Y-axis, 0 to 80000) and X_{10} (X-axis, 620000 to 640000). The regression equation is $y = 2,1879x - 1E+06$ and the coefficient of determination is $R^2 = 0,904$.</p>
3.	$Y_{\text{datang}} - X_{11}$	 <p>Scatterplot showing the relationship between Y_{datang} (Y-axis, 0 to 80000) and X_{11} (X-axis, 7000000 to 8500000). The regression equation is $y = 0,0354x - 222499$ and the coefficient of determination is $R^2 = 0,9071$.</p>
4.	$Y_{\text{datang}} - X_{12}$	 <p>Scatterplot showing the relationship between Y_{datang} (Y-axis, 0 to 80000) and X_{12} (X-axis, 0 to 1500000). The regression equation is $y = 0,0603x + 2027$ and the coefficient of determination is $R^2 = 0,625$.</p>

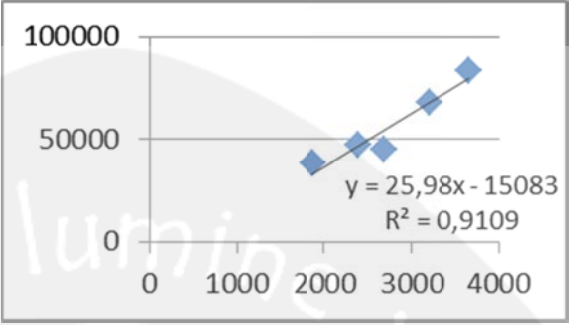
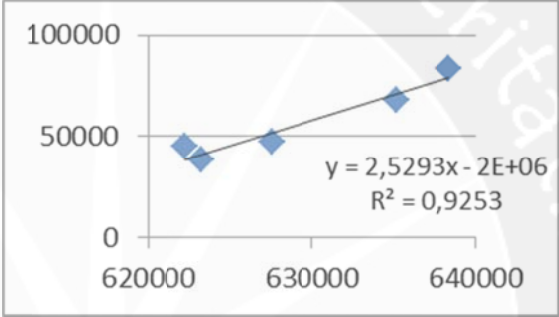
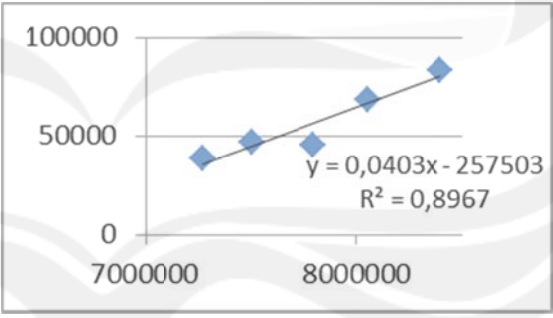
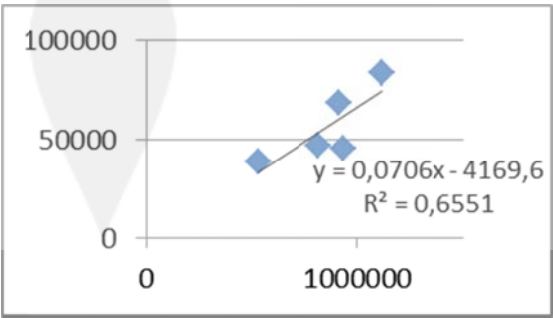
lanjutan Tabel L.5. Diagram *Scatterplot* Hubungan Antar Variabel

No.	Hubungan	Diagram <i>Scatterplot</i>
1.	$Y_{\text{berangkat}} - X_1$	 <p>Scatterplot showing a strong positive linear relationship between $Y_{\text{berangkat}}$ and X_1. The regression line is $y = 1,2432x - 169490$ with $R^2 = 0,8594$.</p>
2.	$Y_{\text{berangkat}} - X_2$	 <p>Scatterplot showing a very strong positive linear relationship between $Y_{\text{berangkat}}$ and X_2. The regression line is $y = 16378x - 1E+06$ with $R^2 = 0,9693$.</p>
3.	$Y_{\text{berangkat}} - X_3$	 <p>Scatterplot showing a weak positive linear relationship between $Y_{\text{berangkat}}$ and X_3. The regression line is $y = 58,754x + 26938$ with $R^2 = 0,5049$.</p>
4.	$Y_{\text{berangkat}} - X_4$	 <p>Scatterplot showing a very strong positive linear relationship between $Y_{\text{berangkat}}$ and X_4. The regression line is $y = 35817x - 3E+06$ with $R^2 = 0,9562$.</p>

lanjutan Tabel L.5. Diagram *Scatterplot* Hubungan Antar Variabel

No.	Hubungan	Diagram <i>Scatterplot</i>
1.	$Y_{\text{berangkat}} - X_5$	 <p>Scatterplot showing a negative linear relationship between $Y_{\text{berangkat}}$ and X_5. The regression equation is $y = -2,2439x + 102924$ and $R^2 = 0,4533$.</p>
2.	$Y_{\text{berangkat}} - X_6$	 <p>Scatterplot showing a negative linear relationship between $Y_{\text{berangkat}}$ and X_6. The regression equation is $y = -36,08x + 80085$ and $R^2 = 0,6236$.</p>
3.	$Y_{\text{berangkat}} - X_7$	 <p>Scatterplot showing a positive linear relationship between $Y_{\text{berangkat}}$ and X_7. The regression equation is $y = 2,55x - 75524$ and $R^2 = 0,8391$.</p>
4.	$Y_{\text{berangkat}} - X_8$	 <p>Scatterplot showing a negative linear relationship between $Y_{\text{berangkat}}$ and X_8. The regression equation is $y = -111,8x + 210521$ and $R^2 = 0,351$.</p>

lanjutan Tabel L.5. Diagram *Scatterplot* Hubungan Antar Variabel

No.	Hubungan	Diagram <i>Scatterplot</i>
1.	$Y_{\text{berangkat}} - X_9$	 <p>Scatterplot showing the relationship between $Y_{\text{berangkat}}$ (Y-axis, 0 to 100,000) and X_9 (X-axis, 0 to 4,000). The regression equation is $y = 25,98x - 15083$ and the coefficient of determination is $R^2 = 0,9109$.</p>
2.	$Y_{\text{berangkat}} - X_{10}$	 <p>Scatterplot showing the relationship between $Y_{\text{berangkat}}$ (Y-axis, 0 to 100,000) and X_{10} (X-axis, 620,000 to 640,000). The regression equation is $y = 2,5293x - 2E+06$ and the coefficient of determination is $R^2 = 0,9253$.</p>
3.	$Y_{\text{berangkat}} - X_{11}$	 <p>Scatterplot showing the relationship between $Y_{\text{berangkat}}$ (Y-axis, 0 to 100,000) and X_{11} (X-axis, 7,000,000 to 8,000,000). The regression equation is $y = 0,0403x - 257503$ and the coefficient of determination is $R^2 = 0,8967$.</p>
4.	$Y_{\text{berangkat}} - X_{12}$	 <p>Scatterplot showing the relationship between $Y_{\text{berangkat}}$ (Y-axis, 0 to 100,000) and X_{12} (X-axis, 0 to 1,000,000). The regression equation is $y = 0,0706x - 4169,6$ and the coefficient of determination is $R^2 = 0,6551$.</p>

Persamaan yang Terbentuk

Tabel L.6a. Kedatangan Penumpang Jurusan Sorong-Makassar

No.	Persamaan Model Regresi	R ²	r	t Hitung	F Hitung
1	$Y = 1,099X_1 - 145857,207$	0,877	0,936	4,615	21,298
2	$Y = 14464X_2 - 1048863,525$	0,987	0,994	15,129	228,873
3	$Y = 50,681X_3 + 28388,006$	0,491	0,700	1,7	2,889
4	$Y = 31831,707X_4 - 2787962,788$	0,986	0,993	14,556	211,886
5	$Y = -1,966X_5 + 94556,534$	0,454	0,674	-1,58	2,497
6	$Y = -29,843X_6 + 73399,716$	0,557	0,746	-1,942	3,773
7	$Y = 2,150X_7 - 57440,698$	0,779	0,883	3,252	10,574
8	$Y = -104,071X_8 + 197256,414$	0,397	0,630	-1,406	1,976
9	$Y = 22,774X_9 - 8861,132$	0,914	0,956	5,642	31,833
10	$Y = 2,188X_{10} - 1322851,396$	0,904	0,951	5,314	28,244
11	$Y = 0,035X_{11} - 222499,251$	0,907	0,952	5,412	29,289
12	$Y = 0,060X_{12} + 2026,996$	0,625	0,791	2,236	5
13	$Y = 1,040X_1 - 0,217X_5 - 130598,296$	0,880	0,938	2,657 -0,224	7,302
14	$Y = 0,733X_1 + 1,0417X_7 - 133330,524$	0,962	0,981	3,107 2,124	25,367
15	$Y = 0,957X_1 - 56,790X_8 - 41898,313$	0,980	0,990	7,678 -3,238	49,554
16	$Y = 14232,804X_2 - 0,07X_5 - 1029783,291$	0,987	0,993	9,192 -0,225	78,242
17	$Y = 13472,740X_2 - 20,585X_8 - 944929,088$	0,998	0,999	24,289 -3,272	489,957
18	$Y = 36,999X_3 - 1,362X_5 + 63412,192$	0,673	0,820	1,156 -1,056	2,056
19	$Y = 28,235X_3 + 1,737X_7 - 50259,451$	0,902	0,950	1,59 2,905	9,246
20	$Y = 56,082X_3 - 117,495X_8 + 187428,984$	0,991	0,995	11,622 -10,669	112,682
21	$Y = 15,916X_3 + 1,892X_{10} - 1144787,013$	0,936	0,967	0,997 3,726	14,587
22	$Y = 30706,542X_4 - 0,158X_5 - 2684241,270$	0,988	0,994	9,333 -0,529	80,635
23	$Y = 30041,692X_4 - 16,250X_8 - 2605777,793$	0,993	0,996	12,689 -1,332	134,204
24	$Y = -1,086X_5 - 21,485X_6 + 90379,726$	0,652	0,807	-0,739 -1,066	1,874

lanjutan Tabel L.6a. Kedatangan Penumpang Jurusan Sorong-Makassar

25	$Y = -0,189X5 + 2,035X7 - 47592,990$	0,781	0,884	-0,134 1,727	3,565
26	$Y = -1,400X5 - 64,980X8 + 172332,465$	0,571	0,756	-0,902 -0,739	1,333
27	$Y = -0,263X5 + 21,378X9 + 415,376$	0,919	0,959	-0,339 3,377	11,278
28	$Y = -0,793X5 + 1,880X10 - 1112634,345$	0,960	0,980	-1,677 5,034	24,051
29	$Y = 0,096X5 + 0,036X11 - 231360,182$	0,908	0,953	0,105 3,132	9,822
30	$Y = -0,956X5 + 0,046X12 + 34138,808$	0,697	0,835	-0,688 1,265	2,298
31	$Y = -12,379X6 + 1,670X7 - 24474,190$	0,836	0,914	-0,833 1,843	5,094
32	$Y = -30,154X6 - 105,588X8 + 218976,677$	0,966	0,983	-5,769 -4,891	28,259
33	$Y = -8,246X6 + 1,873X10 - 1119296,879$	0,928	0,963	-0,812 3,204	12,847
34	$Y = 2,121X7 - 2,852X8 - 51979,412$	0,779	0,883	1,86 -0,037	3,528
35	$Y = 1,554X7 + 0,031X12 - 53416,393$	0,886	0,941	2,142 1,373	7,787
36	$Y = -51,329X8 + 19,950X9 + 69600,968$	0,996	0,998	-6,807 18,34	279,624
37	$Y = 0,083X8 + 2,189X10 - 1323448,217$	0,904	0,951	0,002 3,249	9,415
38	$Y = -48,608X8 + 0,031X11 - 121159,662$	0,980	0,990	-2,673 7,571	48,2
39	$Y = -99,783X8 + 0,059X12 + 140746,750$	0,990	0,995	-8,407 10,716	95,896
40	$Y = 1,760X10 + 0,021X12 - 1071706,343$	0,946	0,973	3,452 1,25	17,552
41	$Y = 0,785X1 + 0,417X5 + 1,216X7 - 160460,290$	0,971	0,985	2,545 0,543 1,764	11,047
42	$Y = 1,026X1 + 0,296X5 - 61,685X8 - 53739,605$	0,985	0,992	5,26 0,568 -2,656	21,962

lanjutan Tabel L.6a. Kedatangan Penumpang Jurusan Sorong-Makassar

43	$Y = 0,833X1 + 0,469X7 - 40,546X8 - 65991,934$	0,989	0,994	4,386	30,21
				0,901	
				-1,573	
44	$Y = 13516,943X2 + 0,0161X5 - 20,750X8 - 948396,79$	0,998	0,999	14,527	164,57
				0,088	
				-2,29	
45	$Y = 28,301X3 + 0,025X5 + 1,751X7 - 51534,599$	0,902	0,950	1,116	3,083
				0,018	
				1,534	
46	$Y = 55,520X3 - 0,049X5 - 115,990X8 + 186653,527$	0,991	0,995	6,971	38,238
				-0,134	
				-6,071	
47	$Y = 12,757X3 - 0,714X5 + 1,674X10 - 991022,071$	0,980	0,990	0,997	16,322
				-1,485	
				3,918	
48	$Y = 49,266X3 + 0,446X7 - 94,582X8 + 136221,559$	0,999	0,999	17,908	485,17
				3,437	
				-11,881	
49	$Y = 46,314X3 - 92,798X8 + 0,470X10 - 137313,817$	0,997	0,998	5,172	95,996
				-4,188	
				1,242	
50	$Y = 29446,630X4 - 0,100X5 - 15,196X8 - 2552036,511$	0,993	0,996	7,911	49,12
				-0,312	
				-0,904	
51	$Y = -0,002X5 - 12,373X6 + 1,668X7 - 24359,129$	0,836	0,914	-0,001	1,698
				-0,579	
				1,059	
52	$Y = 0,435X5 - 33,536X6 - 117,897X8 + 229151,359$	0,975	0,987	0,627	13,258
				-4,059	
				-3,632	
53	$Y = -0,698X5 - 4,231X6 + 1,755X10 - 1033534,195$	0,966	0,983	-1,047	9,338
				-0,398	
				3,016	
54	$Y = -0,191X5 + 2X7 - 3,288X8 - 41165,665$	0,781	0,884	-0,096	1,19
				0,979	
				-0,03	
55	$Y = 0,176X5 + 1,643X7 + 0,032X12 - 62479,990$	0,888	0,942	0,119	2,637
				1,305	
				0,976	

lanjutan Tabel L.6a. Kedatangan Penumpang Jurusan Sorong-Makassar

56	$Y = 0,140X5 - 53,598X8 + 20,568X9 + 68136,125$	0,998	0,999	0,696	138,456
				-5,737	
				13,321	
57	$Y = -0,850X5 + 14,424X8 + 1,991X10 - 1201499,308$	0,964	0,982	-1,293	8,945
				0,333	
				3,306	
58	$Y = 0,512X5 - 55,581X8 + 0,035X11 - 154056,585$	0,993	0,996	1,354	46,113
				-3,446	
				7,663	
59	$Y = 0,441X5 - 111,627X8 + 0,065X12 + 142394,702$	0,999	0,999	7,756	1975,079
				-42,378	
				50,387	
60	$Y = -0,622X5 + 1,665X10 + 0,014X12 - 993156,600$	0,976	0,988	-1,1	13,337
				3,382	
				0,798	
61	$Y = -44,522X6 - 1,355X7 - 170,991X8 + 388589,689$	0,993	0,996	-5,406	45,275
				-1,917	
				-4,632	
62	$Y = -23,671X6 - 78,832X8 + 0,555X10 - 171592,404$	0,972	0,986	-1,565	11,646
				-1,263	
				0,478	
63	$Y = -0,054X7 - 102,307X8 + 0,060X12 + 146194,200$	0,990	0,995	-0,092	32,238
				-3,181	
				4,537	
64	$Y = -74,625X8 + 0,547X10 + 0,047X12 - 227800,490$	0,997	0,998	-4,523	132,352
				1,763	
				6,101	

Tabel L.6b. Keberangkatan Penumpang Jurusan Sorong-Makassar

No.	Persamaan Model Regresi	R ²	r	t Hitung	F Hitung
1	$Y = 1,2432X_1 - 169490,102$	0,859	0,927	4,282	18,335
2	$Y = 16378,152X_2 - 1192171,183$	0,969	0,985	9,737	94,810
3	$Y = 58,754X_3 + 26938,348$	0,505	0,711	1,749	3,060
4	$Y = 35817X_4 - 3141158,955$	0,956	0,978	8,091	65,465
5	$Y = -2,244X_5 + 102924,021$	0,453	0,673	-1,577	2,488
6	$Y = -36,080X_6 + 80085,353$	0,624	0,790	-2,230	4,971
7	$Y = 2,550X_7 - 75524,416$	0,839	0,916	3,955	15,641
8	$Y = -111,798X_8 + 210520,690$	0,351	0,592	-1,274	1,623
9	$Y = 25,980X_9 - 15082,754$	0,911	0,954	5,539	30,686
10	$Y = 2,529X_{10} - 1535076,879$	0,925	0,962	6,097	37,175
11	$Y = 0,040X_{11} - 257502,535$	0,897	0,947	5,104	26,054
12	$Y = 0,071X_{12} - 4169,571$	0,655	0,809	2,387	5,698
13	$Y = 1,166X_1 - 0,283X_5 - 149660,769$	0,863	0,929	2,449 -0,239	6,314
14	$Y = 0,742X_1 + 1,427X_7 - 152309,942$	0,983	0,991	4,065 3,766	56,541
15	$Y = 1,100X_1 - 57,468X_8 - 64289,852$	0,941	0,970	4,460 -1,656	15,866
16	$Y = 16009,024X_2 - 0,111X_5 - 1161730,727$	0,970	0,985	5,864 -0,203	32,277
17	$Y = 15670,452X_2 - 14,694X_8 - 1117981,415$	0,974	0,987	6,865 -0,568	36,854
18	$Y = 43,313X_3 - 1,537X_5 + 66465,071$	0,683	0,826	1,203 -1,059	2,152
19	$Y = 31,821X_3 + 2,084X_7 - 67431,255$	0,959	0,979	2,424 4,714	23,461
20	$Y = 64,603X_3 - 127,262X_8 + 199200$	0,955	0,977	5,169 -4,462	21,128
21	$Y = 18,649X_3 + 2,183X_{10} - 1326442,328$	0,959	0,979	1,276 4,696	23,290
22	$Y = 34159,710X_4 - 0,233X_5 - 2988369,299$	0,959	0,979	4,968 -0,373	23,406
23	$Y = 34664,632X_4 - 10,463X_8 - 3023856,049$	0,958	0,979	5,394 -0,316	22,962
24	$Y = -1,119X_5 - 27,467X_6 + 97584,392$	0,701	0,837	-0,719 -1,286	2,343
25	$Y = -0,037X_5 + 2,527X_7 - 73580,798$	0,839	0,916	-0,027 2,190	5,216

lanjutan Tabel L.6b. Keberangkatan Penumpang Jurusan Sorong-Makassar

26	$Y = -1,678X5 - 64,926X8 + 180635,741$	0,543	0,737	-0,916 -0,626	1,188
27	$Y = -0,302X5 + 24,375X9 - 4417,905$	0,916	0,957	-0,335 3,311	10,859
28	$Y = -0,880X5 + 2,188X10 - 1302062,464$	0,978	0,989	-0,264 0,832	44,706
29	$Y = 0,086X5 + 0,041X11 - 265508,243$	0,897	0,947	0,079 2,936	8,715
30	$Y = -1,035X5 + 0,055X12 + 30596,791$	0,720	0,849	-0,310 1,378	2,566
31	$Y = -15,842X6 + 1,935X7 - 33336,402$	0,910	0,954	-1,263 2,531	10,167
32	$Y = -36,415X6 - 113,631X8 + 236750,502$	0,986	0,993	-0,797 -0,602	71,594
33	$Y = -12,356X6 + 2,057X10 - 1230067,078$	0,966	0,983	-1,558 4,507	28,639
34	$Y = 2,754X7 + 19,662X8 - 113177,997$	0,845	0,919	2,520 0,265	5,432
35	$Y = 1,872X7 + 0,035X12 - 70946,691$	0,945	0,972	3,258 1,971	17,284
36	$Y = -50,452X8 + 23,205X9 + 62037,687$	0,972	0,986	-2,090 6,664	34,758
37	$Y = 15,290X8 + 2,671X10 - 1645043,488$	0,929	0,964	0,322 4,035	13,086
38	$Y = -47,540X8 + 0,036X11 - 158389,333$	0,950	0,975	-1,457 4,891	18,970
39	$Y = -106,771X8 + 0,069X12 + 144264,669$	0,975	0,987	-5,049 7,052	38,855
40	$Y = 2,004X10 + 0,026X12 - 1226742,640$	0,974	0,987	4,948 1,932	37,385
41	$Y = 0,816X1 + 0,592X5 + 1,676X7 - 190823,180$	0,996	0,998	6,225 1,815 5,725	82,017
42	$Y = 1,152X1 + 0,227X5 - 61,224X8 - 73376,220$	0,943	0,971	2,646 0,195 -1,181	5,503
43	$Y = 0,781X1 + 1,206X7 - 15,657X8 - 126307,243$	0,986	0,993	3,143 1,774 -0,465	22,987

lanjutan Tabel L.6b. Keberangkatan Penumpang Jurusan Sorong-Makassar

44	$Y = 15521,281X2 - 0,053X5 - 14,138X8 - 1106278,998$	0,974	0,987	4,049	12,349
				-0,072	
				-0,379	
45	$Y = 32,375X3 + 0,207X5 + 2,2027X7 - 78089,713$	0,961	0,980	1,764	8,189
				0,213	
				2,667	
46	$Y = 62,909X3 - 0,148X5 - 122,725X8 + 196862,797$	0,956	0,978	3,059	7,222
				-0,156	
				-2,488	
47	$Y = 15,176X3 - 0,785X5 + 1,943X10 - 1157394,928$	0,999	0,999	8,407	1091,799
				-11,571	
				32,225	
48	$Y = 46,842X3 + 1,162X7 - 67,555X8 + 65762,894$	0,997	0,998	7,112	110,260
				3,741	
				-3,544	
49	$Y = 39,759X3 - 64,444X8 + 1,195X10 - 626801,624$	0,981	0,990	1,669	17,444
				-1,093	
				1,188	
50	$Y = 33467,912X4 - 0,201X5 - 8,344X8 - 2915777,644$	0,960	0,980	3,242	8,063
				-0,226	
				-0,179	
51	$Y = 0,208X5 - 16,305X6 + 2,044X7 - 42963,996$	0,912	0,955	0,142	3,464
				-0,912	
				1,552	
52	$Y = 0,546X5 - 40,661X6 - 129,086X8 + 249526,676$	0,998	0,999	2,346	157,014
				-14,655	
				-11,841	
53	$Y = -0,690X5 - 8,386X6 + 1,941X10 - 1145272,702$	0,995	0,997	-2,272	60,539
				-1,731	
				7,323	
54	$Y = -0,022X5 + 2,740X7 + 19,611X8 - 111921,828$	0,845	0,919	-0,012	1,811
				1,393	
				0,187	
55	$Y = 0,390X5 + 2,067X7 + 0,038X12 - 91010,793$	0,951	0,975	0,351	6,511
				2,181	
				1,518	
56	$Y = 0,087X5 - 51,872X8 + 23,591X9 + 61121,022$	0,972	0,986	0,112	11,736
				-1,433	
				3,943	

lanjutan Tabel L.6b. Keberangkatan Penumpang Jurusan Sorong-Makassar

57	$Y = -1,005X5 + 32,256X8 + 2,437X10 - 1500782,409$	0,993	0,996	-3,128	50,303
				1,524	
				8,272	
58	$Y = 0,492X5 - 54,252X8 + 0,040X11 - 190053,373$	0,959	0,979	0,479	7,848
				-1,235	
				3,197	
59	$Y = 0,454X5 - 118,955X8 + 0,076X12 + 145960,056$	0,983	0,991	0,699	19,436
				-3,954	
				5,110	
60	$Y = -0,653X5 + 1,905X10 + 0,018X12 - 1144266,131$	0,999	0,999	-4,706	295,819
				15,753	
				4,294	
61	$Y = -41,870X6 - 0,514X7 - 138,460X8 + 301141,937$	0,989	0,994	-3,658	30,505
				-0,524	
				-2,699	
62	$Y = -26,934X6 - 74,502X8 + 0,812X10 - 334410,198$	0,997	0,998	-4,478	98,514
				-3,001	
				1,756	
63	$Y = 0,715X7 - 73,585X8 + 0,056X12 + 72624,278$	0,986	0,993	0,915	24,081
				-1,734	
				3,223	
64	$Y = -57,804X8 + 1,064X10 + 0,046X12 - 573056,909$	0,998	0,999	-3,114	136,547
				3,050	
				5,306	