

# The Analysis of Improving Social Economic Quality of the Community Through the Role of Airports in Banyuwangi District

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**Abstract:-** The research objectives were 1) Knowing the role of Banyuwangi International Airport in improving the socio-economic quality of the community in Banyuwangi Regency; 2) Knowing the Banyuwangi Regency government policy towards increasing the role of airports in Banyuwangi Regency. This research is a quantitative descriptive approach. The research population is the community around Belimbing Sari airport. Banyuwangi Regency. The number of respondents in this study were 30 people. This research is located in the construction of Banyuwangi International Airport, Banyuwangi Regency. Methods of data analysis using the Multiplier Effect Analysis. Based on the results of the data analysis, it can be concluded that the following matters. The result of the multiplier effect explains that there is an increase in revenue with the Banyuwangi International Airport. Apart from the government, the Banyuwangi International Airport will benefit greatly the community around Banyuwangi International Airport; 2) The policy of the Banyuwangi Regency Government towards increasing the role of airports in Banyuwangi Regency includes establishing and developing services trade activities, developing network systems, developing residential areas to accommodate the direction of regional growth and developing a utility service system based on four strategies in increasing the role of Banyuwangi International Airport.

**Keyword:-** Airport, Economy, Quality, Social, Multiplier Effect and SWOT.

## I. INTRODUCTION

Transportation is one component in the development of an area. Transportation becomes a tertiary sector, namely the sector that provides services to other sectors (agriculture, industry, trade, mining, education, health, tourism, and others). Therefore, the development and construction of transportation facilities and infrastructure are continuously carried out to achieve more human welfare development

Banyuwangi is a regency located at the eastern tip of the island of Java in East Java Province, directly adjacent to the island of Bali. The distance from the provincial capital to

Banyuwangi is around 291 km. Before there was an airport, it could be reached by land transportation in the form of public bus, travel and train. In 2003, the Minister of Transportation issued KM 49 of 2003 concerning the Designation of Airports in Banyuwangi Regency, East Java Province. Blimbingsari Banyuwangi Airport is one of the Class III airports managed under the auspices of the Directorate General of Air Transportation-Ministry of Transportation. Utilization begins with a letter from the Directorate General of Civil Aviation issuing the number 167 / DBU / II / 2009 dated 9 February 2009 regarding the Utilization of Blimbingsari Airport for the landing of Cassa aircraft. In the same year, PT. BIFA operates for student pilot training with 70 x (touch and go) aircraft movements per day. On December 30, 2010, the Sky Aviation commercial flight was launched, which was opened directly by the Deputy Minister of Transportation, the Governor of East Java and the Regent of Banyuwangi and continued on August 26, 2011, the launching of Merpati Nusantara Airlines commercial flight with its MA-60 fleet flying the Surabaya-Banyuwangi route. -Surabaya. However, with Merpati's bankruptcy, these commercial flights stopped. Then on July 28, 2012, the Transportation Human Resources Development Agency, participated in coloring the sky in Banyuwangi Regency by opening training for pilot candidates, namely ATKP Pilot School located at Blimbingsari Airport, Banyuwangi. On 20 September 2012, Wings Air operated the Banyuwangi - Surabaya (PP) route.

The development of Banyuwangi International Airport can be said to be quite rapid, so that the Boeing 737 landing target by the Minister of Transportation can be accomplished. The next target planned by the current Banyuwangi International Airport manager is International Flights. This is in line with the strategy of Banyuwangi Regency, increasing the tourism-based economy. With the opening of international routes, it will certainly facilitate access for foreign tourists to come and become tourists in Banyuwangi.

The existence of airport construction will directly impact the community around the airport. The most visible impact of a new airport in an area is the shift in business activity units and changes in land use by the community. The people who were directly affected by the construction of

the airport, mostly farmers, thought that if the airport construction was carried out, their livelihoods would be lost. On the other hand, there are also people who support the construction of the new airport. People who agree with the construction of an airport think that with an airport, economic activity will grow and have a direct impact on people's income. With the construction of an airport, a new growth center will emerge that has an impact on the surrounding area. Along with the increasing number of airport visitors and passengers, the existing service facilities around the airport will be needed, so that the airport will foster trade and service activities that are able to provide jobs for the surrounding community. The research objectives are 1) Knowing the role of Banyuwangi International Airport in improving the socio-economic quality of the community in Banyuwangi Regency; 2) Knowing the policy of the Banyuwangi Regency government towards increasing the role of airports in Banyuwangi Regency.

## II. LITERATURE REVIEW

### ➤ *Economic Growth Theory*

Adam Smith divides growth into 5 stages starting from the hunting period, the breeding period, the planting period, the trading period, and the last is the industrial stage. According to this theory, society moves from a traditional society to a modern, capitalist society. In this theory, Adam Smith views workers as one of the inputs to the production process, the division of labor is the main discussion of this theory in an effort to increase labor productivity.

The specialization carried out by each economic actor cannot be separated from the driving factors, namely: (1) increasing work skills, and (2) the discovery of machines that save energy. This specialization will occur if the stage of economic development has moved towards a modern capitalist economic system. According to Adam Smith, the growth process will occur simultaneously and have a relationship with one another. Improved performance in a sector will increase the attractiveness of capital accumulation, encourage technological progress, increase specialization, and expand the market, this will encourage more rapid economic growth (Subandi, 2014).

### ➤ *Regional Economic Development Theory*

Economic growth and development are two aspects which are parallel and interrelated. Todaro (2006) defines development as a multidimensional process that involves major changes in social structures, community attitudes, national institutions as well as accelerating economic growth, reducing inequality and eliminating absolute poverty. Meanwhile, economic growth is defined as an increase in Gross Domestic Product (GDP) or Net Domestic Product (PNB) regardless of whether the increase is greater or less than the rate of population growth or whether there is a change in the economic structure or not. New Paradigm Theory in Regional Economic Development.

Paradigm is simply defined as a thought that affects the external environment and develops over time. In the development process, the development of a paradigm is

adapted to the fluctuating conditions of society in its economic and social aspects. In observing the economic system, the change in the development paradigm was triggered by economic conditions and the institutions that worked at that time. In the process of recovery (recovery) after the second world war, Europe made economic improvements by modernizing its production process. Whereas in Indonesia, post-independence, the paradigm used was based on economic stability. In the New Order the focus of development was emphasized on growth and equity. While in the reform era it emphasized the development of the quality of people and society as a whole. This shows the adjustment of the economic paradigm following the changing times.

### ➤ *Government Expenditure Theory*

According to Wagner (Guritno, 1999), if per capita income increases, relatively government spending will increase. Increasing government spending will spur market failures and externalities. The weakness of Wagner's law is that it is not based on a theory about the selection of public goods. Wagner based his views on a theory called the organization of government (organic theory of the state) which considers government as an individual who is free to act, apart from other members of society.

The government is more inclined to raise taxes to finance its budget. On the other hand, people are reluctant to pay taxes, especially if taxes continue to be raised. Consider the theory of voting where the public has a tolerance limit for paying taxes. Economic development led to increased tax collection. Therefore, under normal circumstances an increase in GNP would lead to greater government revenues, as well as greater government spending. Due to certain circumstances that require the government to increase its spending, the government uses taxes as an alternative to increase state revenue. If the tax rate is increased, investment spending and public consumption will decrease. This situation is called the displacement effect, namely the existence of a social disruption causing private activities to be diverted to government activities.

### ➤ *Location Theory and the Quoting Effect*

Location theory is a science that investigates spatial planning and its constituent elements related to economic activity and related to it. Location theory can also be referred to as a science that investigates the geographic allocation of potential sources and their relationship or effect on various kinds of business activities or other economic and social activities in an area (Tarigan, 2005). The existence of a location is related to the existence of space, and the space in question is a place for human activities / activities. One of the human activities in a space is in the form of business activities carried out in order to meet their daily needs.

This research examines the Banyuwangi International Airport which has the concept of Green Airport. Banyuwangi International Airport is the first airport to carry the green airport concept. Green airport is an architectural concept that adopts the green building concept. Green building is a sustainable building that leads to the structure

and use of processes that are environmentally responsible and resource efficient throughout the life cycle of the building, from site selection to design, construction, operation, maintenance, renovation and demolition. This practice extends and complements classic building designs in terms of economy, utility, durability and comfort.

The economic development of a region aims to improve the welfare of the people of the area concerned. One of the ways to improve people's welfare is to increase economic growth with the growth of the agriculture and tourism sectors. The increase in economic growth is shown by increasing the GRDP, especially the per capita GRDP in a region. It is hoped that high economic growth will be able to increase the per capita income of the community. When income per capita increases and is evenly distributed, it is hoped that a prosperous society will be created and reduce inequality. However, what remains a problem in this economic development is whether the per capita income in an area is evenly distributed throughout all levels of society.

Every area inhabited by a community should experience development in terms of both the population and the social and economic conditions of the community. The existence of an area that is always developing has an effect on the need for transportation and the mobility of people, goods and services. The need for inter-regional mobility can be realized by building efficient transportation facilities capable of reaching all regions, one of which is air transportation.

The condition of air transportation in Indonesia is developing so rapidly, marked by the increasing number of aircraft fleets and the number of aircraft passengers. However, on the other hand, there are limited facilities in terms of air transportation supporting infrastructure, namely airports (airports). So that AngkasaPura as the flight operator is appointed by the local government of Banyuwangi Regency to manage the airport in Banyuwangi. Airport development in Banyuwangi raises perceptions from the public. Perception is manifested by the readiness and agreement of the community towards airport construction, as well as a description of the direction and type of business that the community will undertake.

### III. METHOD

The approach used in this research is a quantitative approach. This approach explains the selected variables and translates them into sub-variables so that it is easier to find data. In quantitative research, it is studied to meet concrete / empirical, objective, measurable, rational and systematic scientific principles (Sugiyono, 2009: 7). Quantitative research emphasizes the collection and processing of numeric data.

This research is a quantitative descriptive approach. The research population is the community around the Belimbing Sari airport, Banyuwangi Regency. The number of respondents in this study was 30 people. This research is located in the construction of Banyuwangi International

Airport, Banyuwangi Regency. Methods of data analysis using the Multiplier Effect Analysis. The measurement of economic and social quality improvement consists of three impacts, namely direct, indirect and follow-up impacts. Measuring the local economic impact through several types of multiplier effects. The multiplier effect has criteria, a) If the multiplier coefficient value is less or equal to zero ( $= 0$ ), then the airport area has not been able to have an economic impact on tourism activities; b) If the multiplier coefficient value is between zero and one ( $0 < x < 1$ ), then the airport area gives a low economic impact value and if the multiplier coefficient value is more or equal to one ( $= 1$ ), the airport area is able to have an economic impact on the tour activities.

SWOT analysis is the systematic identification of various factors to formulate a strategy. This analysis is based on logic that maximizes the strengths (strengths) and opportunities (opportunities), but at the same time minimizes weaknesses and threats. The strategic decision-making process is always related to the mission, objectives, strategy and company policies. Thus strategic planning must analyze strategic factors (strengths, weaknesses, opportunities and threats) in existing conditions (Rangkuti, 2006).

### IV. RESULTS AND DISCUSSION

The socio-economic quality of the community in Banyuwangi Regency through the role of Banyuwangi International Airport can be analyzed with multi-effect analysis of multiplier effects of income and an increase in social quality obtained from survey results of 30 respondents who are people around the airport area, especially Rogojampi District, Banyuwangi Regency. The economic impact felt after the airport around Banyuwangi Regency was identified based on community perceptions of the eight statements. Public perception of the economic impact felt after the airport was established. The economic impacts identified are job opportunities, wages according to expectations, increased business activities, other business opportunities; priority of local workforce, absorption of local labor, community economic development and increasing the income of respondents.

Public perceptions of the economic impact felt after the airport were identified through the three impacts most felt by the community and classified by age. Public perceptions of the economic impact felt after the airport were classified by age. The results of the answers showed that job opportunities were the most impacted after the existence of an airport by the age group of 30 to 40 years, where the increase in business activities was the economic impact most felt by the community after the existence of the airport.

The results of the perception of respondents who are people around the airport explain that the airport has increased the economic quality of the community around the airport in particular and Banyuwangi Regency in general. Therefore, the multiplier effect on the economic impact with

direct and indirect income from respondents who represent the community around Banyuwangi International Airport is calculated.

The results of the analysis show that the magnitude of the household income multiplier from the airport is 0.460. This means that the existence of Banyuwangi International Airport will increase the average income of the community by Rp. 1,460. Thus, the existence of an airport provides additional income from the development of new businesses and the work opportunities of the community around Banyuwangi International Airport, especially Belimbing Sari Village and Rogojampi District.

According to Antara (2006), the implication of the findings above is that in special economic development planning in a region that aims to increase income, investment in economic sectors should be directed at sectors that have a high income multiplier coefficient value. Rustiadi, et al (2011) stated that one of the indicators of regional development based on the development process is the benefit. The results of the analysis show that the benefits obtained by community businesses increase every year, and have a multiplier effect on household income. Thus, based on the benefits obtained in the form of new businesses such as informal sector, it will increase the income of the people around Banyuwangi International Airport in particular and the people of Banyuwangi Regency in general.

The survey results regarding public perceptions of the economic impact of airports show that the existence of airports has had a significant impact on the community's economy. However, secondary data obtained from the Central Statistics Agency (BPS) shows that the economic development performance of Banyuwangi district tends to increase from 2012-2018. The existence of an airport around the Banyuwangi Regency Airport not only has an economic impact on the community, but also increases social quality. The increase in social quality felt by the community after the airport was identified based on community perceptions of the eight statements using the Likert scale. The eight statements used to measure the increase in social quality felt by the community after the airport were the quality of health workers, access to health facilities, quality of teaching staff, ability to buy school books, health facilities, educational facilities, ability to meet school fees, and health empowerment and education.

Furthermore, public perceptions of the increase in social quality that were felt after the airport were identified through the three improvements in social quality that were mostly felt by the community and were classified by age. The classification of society based on age shows that the three most significant improvements in social quality in all

age groups are health and education empowerment, the ability to meet school fees, and educational facilities. However, this graph also shows that the highest percentage of people who experience the three improvements in social quality is different for each age group. Empowerment of health and education is the social quality improvement that is mostly felt by the community in the 30 to 40 year age group. Meanwhile, educational facilities are the social quality improvement that most people over 40 years of age feel.

After knowing the increase in social quality that was felt most by the community after the existence of the airport, the next step was to calculate the social quality improvement score for each community. The survey results show that the social quality improvement score has a value between 1.50 and 4.00. The principle of the social quality improvement score is the same as the economic impact score, namely the smaller the social quality improvement score a community has, the greater the increase in social quality perceived by the community after the airport. Based on the distribution of the social quality improvement scores shown. Based on the results of the data analysis, it was explained that there was an increase in the quality of the social economy in the community, especially the people of Rogojampi District, Banyuwangi Regency, explained by the results of the community's assessment of the benefits obtained after the existence of Banyuwangi International Airport, both economically and socially.

The Banyuwangi Regency Government policy towards increasing the role of airports in Banyuwangi Regency is explained by a SWOT analysis where strengths, weaknesses, opportunities and threats are discussed due to the construction of Banyuwangi International Airport. The SWOT matrix is carried out based on the SWOT analysis. So with a SWOT analysis, 4 alternative strategies will be created, namely: SO, WO, ST, WT. alternative strategy data can be obtained from the IFAS and EFAS matrices. The internal and external factors obtained will be strategic factors formulated in the IFAS and EFAS tables. Each table is given a weighting and rating to find out whether the factor of the existence of Banyuwangi International Airport can have a positive or negative impact, where the positive impact can be a factor of strength and opportunity.

Based on the IFAS classification in Table 4.6 and EFAS in Table 4.8, it is known that the total score for Internal strategic factors is 3,438, while for the total score for External strategic factors is 2,490. To find out the strategic picture of the government based on the IFAS and EFAS formulations, it is then calculated using the External Matrix (IE Matrix) in Figure 1 below.

➤ *ScoreTotal of Internal Strategic Factor*

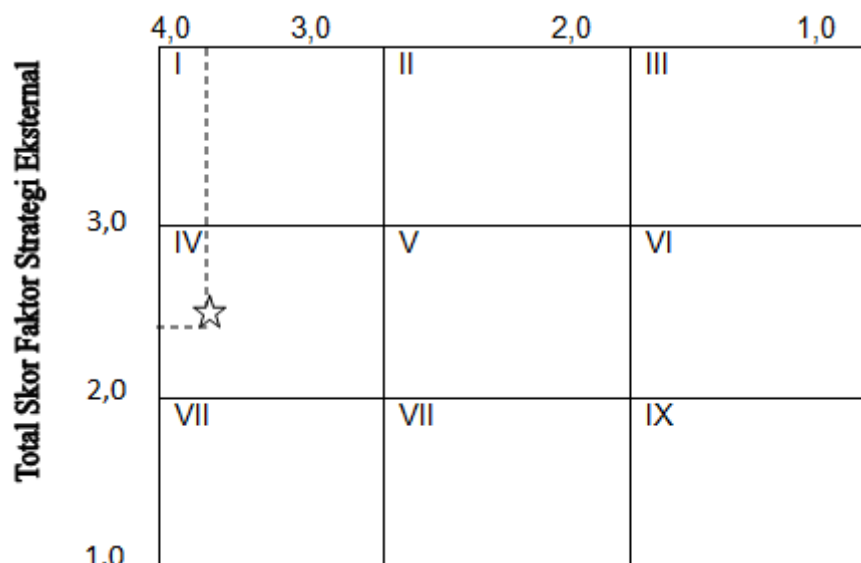


Fig 1:- IE Matriks Result

Based on the IE matrix formulation, it is found that the strategic star of Banyuwangi Regency is in quadrant I (four) marked with an asterisk (3,438: 3,563). In quadrant I, Banyuwangi Regency should implement a stability strategy in enhancing the role of Banyuwangi International Airport. In terms of a strategy that is implemented without changing the direction of the strategy set. Through this SWOT analysis, four main strategies can be formulated, as shown in the chart below. First, is the S - O strategy, which is a strategy to use strength to seize opportunities. Second, is the W - O strategy, which is a strategy to suppress weaknesses to seize opportunities. Third, is the S - T strategy, which is a strategy of using strength to overcome challenges. Fourth, the W - T strategy, namely a strategy to suppress weaknesses to overcome challenges. Through such analysis, the strategy is expected to be maximized in utilizing what is available for the future, because it is based on real environmental conditions.

Based on the results of identification of internal strategic factors and external strategic factors, it is known that the position and profile of the internal and external environment of public services at Banyuwangi International Airport have a strong market competitive position in an attractive industry. This shows that Banyuwangi International Airport must continue to make efforts to improve the quality of passenger service through the addition of supporting facilities, increasing airport capacity and improving the quality of human resources in airport management.

Overall, Banyuwangi International Airport is currently a fairly successful airport in the national and international aviation industry. In addition, Banyuwangi International Airport is supported by good internal strength, such as a good financial system and commitment from the leadership and management staff to provide the best service. There are four alternative strategies that can be applied by Banyuwangi International Airport in connection with the

development of public services at Banyuwangi International Airport. Based on these four strategies (SO, WO, ST, WT) are used to be applied in developing strategies that can be suggested to increase the role of Banyuwangi International Airport for Banyuwangi Regency.

**V. DISCUSSION**

Based on the results of the multiplier effect analysis to see the improvement in economic and social quality as well as the SWOT analysis, the discussion is as follows.

➤ *The Increasing of Social And Economic Quality Of Communities In Banyuwangi Regency Through The Role Of Banyuwangi International Airport*

Based on the results of the descriptive analysis of the improvement in the economic and social quality that was felt after the airport was established. The survey results regarding the public's perception of the economic impact of the airport showed that the existence of an airport had quite an impact on the community's economy. This is in accordance with the opinion of Antara (2006), which explains that special economic development planning in a region which aims to increase income, so investment in economic sectors should be directed at sectors that have a high income multiplier coefficient value.

Rustiadi, et al (2011) stated that one of the indicators of regional development based on the development process is the benefit. The results of the analysis show that the benefits obtained by community businesses increase every year, and have a multiplier effect on household income. Thus, based on the benefits obtained by the community, it turns out that new businesses such as the informal sector increase the income of the people around Banyuwangi International Airport in particular and the people of Banyuwangi Regency in general. Based on the results of the data analysis, it was explained that there was an increase in the quality of the social economy in the community,

especially the people of Rogojampi District, Banyuwangi Regency, explained by the results of the community's assessment of the benefits obtained after the existence of Banyuwangi International Airport, both economically and socially.

Airport construction will improve the socio-economic quality of people's lives in the future, both positively and negatively. For people who have received land compensation, it is not easy for them to find replacement agricultural land and plantations elsewhere to meet their daily needs, considering that the majority of the surrounding villagers are farmers. Even so, the existence of this airport can improve the economic life of the surrounding community if it is able to be utilized properly, but it must be supported by the existence of adequate financial capital, for example to create economic ventures. The construction of this airport also has a social impact so that the life order of the people can change along with the development of the area to become denser, busier, and more advanced.

The increase in economic and social quality can be seen as the impact of the construction of the Banyuwangi International Airport which can be of four types. First, positive impacts, namely impacts that are considered good by the development organizer or other parties. Second, negative impacts, namely impacts that are not considered good by development operators or other parties. Third, a conscious impact, namely the impact that is planned by the development organizer and is known or realized will occur. Fourth, unconscious impacts, namely impacts that are not planned by development organizers so that the impacts are not known or are not realized.

Development has certainly had an impact on social change. Social change, according to Djazifah (2012: 5), is all changes that occur in social institutions in a society that ultimately affect their social system, including changes in values, attitudes, and behavior patterns between groups within Public. This social change mainly provides an increase in social and economic quality.

Increasing social quality is a form of effect or influence that occurs in society, either because the incident affects society or other things in society (Fardani, 2012: 6). Social change can be characterized by four indicators, namely changes in the social system, individual and collective values, social relationship behavior, community lifestyle, and community structure. The economic impact consists of the impact on income, the impact on economic activity, and the impact on expenditure (Cohen, in Dwi, 2015: 21).

The construction of Banyuwangi International Airport has improved socio-economic quality. In general, the existence of Banyuwangi International Airport will have a positive impact on improving the community's economy. In addition to the government, Banyuwangi International Airport will benefit greatly from the community around Banyuwangi International Airport.

#### ➤ *Banyuwangi Regency Government Policy Towards Increasing the Role of Airports in Banyuwangi Regency*

One of the strategic areas in Banyuwangi Regency is the Blimbingsari Airport area. Blimbingsari Airport is located in Rogojampi District and Kabat District. On the one hand, air transportation is the main infrastructure in the operation of flights, which is a place for air transportation service providers and transportation infrastructure that is vital in providing easy mobility for economic actors and the community. On the other hand, aviation activities also have an impact on areas around airports such as noise, vibrations, and several other impacts related to aircraft take off or landing activities. With the existing activities in this area and the existence of a commercial airport, the development of physical activities, especially around Blimbingsari Airport and urban areas, needs to be controlled and planned technically.

Airport is one of the important facilities in increasing population mobility. The need for integrated transportation facilities and infrastructure is very necessary to support the smooth running of activities at airports. The airport is an important fulcrum for movement between regions and is also an important part of supporting the national transport system. Therefore, the development of the Blimbingsari Airport area as a spoke airport in Rogojampi and Kabat districts requires several conditions in the development and utilization of both the airport area and the flight operational safety support area.

The area around the airport which is included in the Flight Operational Safety (KKOP) area must be very well considered and regulated in a planned manner. Therefore, land use around the airport must consider the possibilities of developing airport facilities. By looking at the trend in several airports, that the environment around the airport is a prospective area for business land, there are many buildings that violate safety procedures and flight operations. The development of the strategic area around Blimbingsari Airport is based on existing policies, needs, potentials and problems. The scenarios for the development of the Blimbingsari airport sub-area are:

- a. Determine and develop service trade activities that support airport activities in the Strategic Area around Blimbingsari Airport, especially areas on the primary arterial road of Banyuwangi-Jember and the Plan for the Southern Cross Arterial Road that passes through Blimbingsari Airport with several provisions.
- b. Developing a network system that is part of and integrated with the network system, especially in Rogojampi and Kabat Districts with other sub-districts in Banyuwangi Regency, as well as in general Banyuwangi Regency and its surrounding districts.
- c. Developing residential areas to accommodate the direction of area growth based on the Aviation Operation Safety Zone (KKOP) regulations and still taking into account the need for facilities in the allocation of spatial patterns and types of activities developed in each development zone.
- d. Compiling a more detailed program in the sub-areas that are prioritized for development.

- e. Increasing the capacity and circulation of movement through improving the quality of existing roads and providing supporting facilities, especially pedestrian or pedestrian spaces, public transportation facilities, and supporting traffic signs.
- f. Developing a utility service system that serves all needs consisting of clean water, drainage, electricity, waste treatment, and telecommunications, especially at Blimbingsari Airport to support aviation activities.
- g. Developing the intensity of buildings and activities efficiently and supporting each other and avoiding conflicts between activities by allocating space according to needs and still paying attention to the carrying capacity of the environment and aviation safety.

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## VI. CONCLUTIONS AND RECOMENDATIONS

Based on the results of the data analysis, it can be concluded that the following matters. The result of the multifier effect explains that there is an increase in revenue with the Banyuwangi International Airport. Apart from the government, the Banyuwangi International Airport will benefit greatly the community around Banyuwangi International Airport; 2) The policy of the Banyuwangi Regency Government towards increasing the role of airports in Banyuwangi Regency includes establishing and developing services trade activities, developing network systems, developing residential areas to accommodate the direction of regional growth and developing a utility service system based on four strategies in increasing the role of Banyuwangi International Airport.

Suggestions that can be put forward in this research are 1) There is a special synergy between the Central / Regional Government, business actors and the community around Banyuwangi Regency Airport in driving the economy: 2) Banyuwangi Regency government so that it can stimulate residents around the work area more, to be more productive and be creative in developing individual and group potential, resulting in mutually beneficial conditions between the two parties.

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