


# The Impact of the Existence of APT Pranoto Airport on the Income of Taxi Drivers at Samarinda City Airport

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## Abstract

This study aims to determine the impact of the existence of airports on the income of Samarinda airport taxi drivers. This type of research is qualitative descriptive. The data taken by the author is primary data and secondary data. Data collection techniques are in the form of observation, interviews, and documentation. The results of the study show that the existence of APT Pranoto Airport, which is characterized by many flight routes, complete facilities, and its location far from the city center, has a positive impact on the income of airport taxi drivers. However, there are other factors that also affect taxi driver income such as the number of airplane passengers, demand for airport taxis on holidays, differences in taxi fares, and competition with online transportation modes.

## Abstrak

Penelitian ini bertujuan untuk mengetahui dampak keberadaan bandara terhadap pendapatan pengemudi taksi bandara Samarinda. Jenis penelitian ini bersifat deskriptif kualitatif. Data yang diambil oleh penulis adalah data primer dan data sekunder. Teknik pengumpulan data berupa observasi, wawancara, dan dokumentasi. Hasil penelitian menunjukkan bahwa keberadaan Bandara APT Pranoto yang ditandai dengan banyaknya rute penerbangan, fasilitas lengkap, dan lokasinya yang jauh dari pusat kota, berdampak positif bagi pendapatan pengemudi taksi bandara. Namun, ada faktor lain yang juga mempengaruhi pendapatan pengemudi taksi seperti jumlah penumpang pesawat, permintaan taksi bandara saat liburan, perbedaan tarif taksi, dan persaingan dengan moda transportasi online.

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## 1. Introduction

As the capital of East Kalimantan Province, Samarinda City has an important role not only as a center of government, but also as a center of economic activities. This has an impact on the high level of mobility in the region. To meet these needs, the government inaugurated Aji Pangeran Tumenggung Pranoto Airport (APT Pranoto) on May 24, 2018 under the auspices of the Airport Operator Unit (UPBU APT Pranoto). Before the existence of APT Pranoto Airport, the city of Samarinda only had Temindung Airport as the only air access in this city. However, due to limited capacity, small size of the airport, and its location in the middle of a residential area, the airport was finally closed.

The presence of APT Pranoto Airport is equipped with more complete facilities, a greater number of flight routes, a larger aircraft capacity, the size of the airport area, and its location on the city border. This affects the increasing number of passenger demand and the surrounding economic growth.

The economic development of a region is also greatly influenced by the development of its supporting transportation facilities and infrastructure. (Nasution, 2004).

The positive impact of the existence of APT Pranoto Airport is not only felt by the people of Samarinda City, but also by residents in other cities such as Bontang, Sangatta, Tenggarong, and other surrounding areas who want to travel to other cities. Therefore, if the demand for airplane passengers increases, then one of the sectors that will be affected is airport taxis. The existence of airport taxis is very important to facilitate the mobility of passengers to and from the airport.

Based on the results of interviews with informants, it was conveyed that the existence of APT Pranoto Airport has a significant impact on the income of airport taxi drivers. This was stated by 3 informants who said that:

Informant 1, Mr. Abidin, revealed that his revenue doubled after the operation of APT Pranoto Airport. This can be seen from the growth of the Angkasa Jaya Cooperative, which previously only had 10 taxi units, has now increased to 30 fleet units to serve passengers at the airport. Informant 2, Mr. Fendy, stated that the existence of APT Pranoto Airport is the main source of livelihood for taxi drivers, so that it has a significant impact on increasing their income. Informant 3, Mr. Denny, revealed that the distance from APT Pranoto Airport which is quite far from the city center resulted in higher taxi fares. This makes his income increase more when compared to when operating at Balikpapan Airport which is already located in the city center.

However, there are other factors that also affect the income of airport taxi drivers, such as the number of flight routes, airport taxi fares, holiday seasons, and competition with online transportation.

Based on the results of an interview with Key Informant 1, Mr. Arby, as UPBU Manager for Land Transportation, stated that in the last 5 years, since 2019, APT Pranoto Airport has experienced a drastic reduction in flight routes, especially since 2020 due to the impact of the COVID-19 pandemic. Therefore, his party is now trying to restore the routes that had been lost due to the impact. This shows that changes in flight routes play an important role in affecting the income of airport taxi drivers. Mr. Arby's statement is in accordance with data collected by researchers in Air Transport Statistics regarding the number of flight routes at APT Pranoto Airport.

Table 1. APT Pranoto Airport Flight Routes in 2019-2023

NO.	APT Pranoto Airport Samarinda (AAP) Round Trip (PP) Flight Route 2019-2023				
	2019	2020	2021	2022	2023
1	Jakarta (CGK)	Solo (SOC)	Jakarta (HLP)	Balikpapan (BPN)	Floating cage (PP)
2	Jakarta (HLP)	Banjarmasin (BDJ)	Yogyakarta (YIA)	Surabaya (SUB)	Surabaya (SUB)
3	Makassar (UPG)	Melak (GHS)	Floating Long (LPU)	Makassar (UPG)	Makassar (UPG)
4	Berau (BEJ)	Makassar (UPG)	Wire Strip (DTD)	Yogyakarta (YIA)	Yogyakarta (YIA)

NO.	APT Pranoto Airport Samarinda (AAP) Round Trip (PP) Flight Route 2019-2023				
	2019	2020	2021	2022	2023
5	Yogyakarta (JOG)	Yogyakarta (YIA)	Maratua (RTU)	Jakarta-HLP (HLP)	Wire Strip (DTD)
6	Melak (MLK)	Jakarta (HLP)	Muara Wahau (MHU)	Banjarmasin (BDJ)	Tanjung Redeb (JSE)
7	Tanjung Selor (TJB)	Surabaya (SUB)	Berau (BEJ)	Tanjung Redeb (JSE)	Jakarta (CGK)
8	Balikpapan (BPN)	Berau (BEJ)		Jakarta (CGK)	Maratua (RTU)
9	The Lost (MLM)	Jakarta (CGK)			Muara Wahau (MHU)
10	Floating Long (LPU)	Denpasar (DPS)			Bali (DPS)
11	Wire Strip (DTD)	Tanjung Selor (TJB)			
12	Muara Wahau (MHU)	Yogyakarta (JOG)			
13	Surabaya (SUB)				
14	Banjarmasin (BDJ)				

Source: Air Transport Statistics 2019-2023-Ministry of Transportation of the Republic of Indonesia

Due to the reduction of flight routes, the number of airplane passengers at APT Pranoto Airport has also decreased. This is in accordance with data obtained from the Central Statistics Agency, as shown in Figure 1.1, which illustrates the fluctuation in the number of aircraft passenger arrivals.

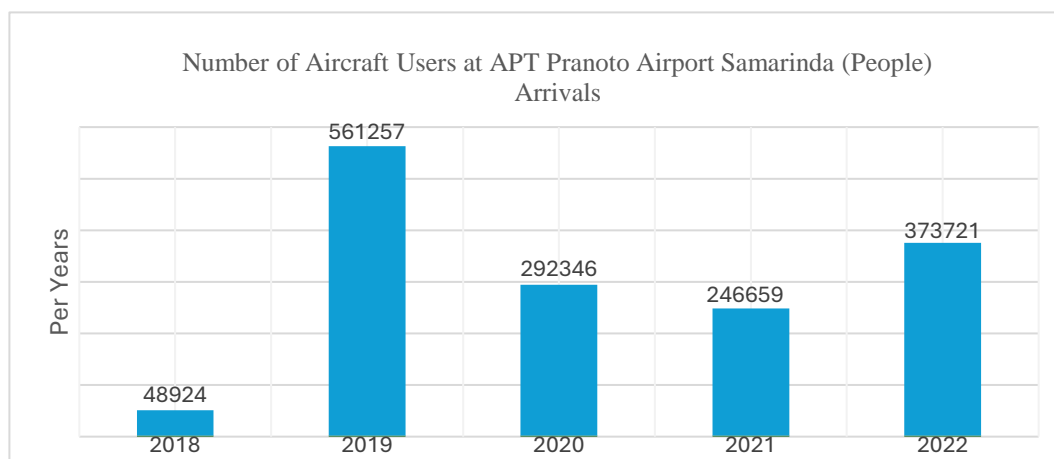


Figure 1. Graph of Aircraft User Arrivals at APT Pranoto Airport Samarinda (Per Year)

Source: BPS Samarinda City - APT Pranoto Samarinda Airport

Then the second is the factor of the holiday seasons. This is in accordance with the statement of Key Informant 2 who said that the moments of national holidays also affect airport taxi revenue. During the holiday period, the number of incoming and departing airplane passengers tends to increase significantly. This has a direct impact on increasing the demand for airport taxi transportation services, so that the income of airport taxi drivers has also increased.

In addition, the difference in taxi fares between ticket purchases through the counter and ticket purchases through brokers also makes the price of ticket fares change, and this will have an impact on the income of taxi drivers as well. Then, the last factor is competition with online taxis whose fares are cheaper than airport taxis. That's why this is interesting to be studied further, so the author is interested in conducting a study titled: "The Impact of the Existence of APT Pranoto Airport on the Income of Samarinda City Airport Taxi Drivers".

#### Airport

According to the Ministry of Transportation of the Republic of Indonesia (2019), an airport is a transportation infrastructure used for aviation activities with certain regional boundaries that are also equipped with facilities to support these activities.

The role of airports in the Transportation System is:

- 1) **Regional Accessibility:** Airports act as the main gateway that connects a region with other cities, both domestically and internationally. With the airport, regional accessibility has become easier and more efficient for locals and tourists alike.
- 2) **Economic Drivers:** The existence of airports has a positive impact on the economic growth of a region. Airports not only create direct jobs (such as in the air transport sector), but also encourage the development of the tourism industry, international trade, and business investment.
- 3) **Global Connectivity:** As a node of the global aviation network, airports play an important role in improving connectivity between countries. It facilitates human mobility, international trade, and the exchange of culture and knowledge between nations.
- 4) **Public Services:** The airport also functions as a public service center that provides facilities for passengers such as a modern passenger terminal with sophisticated check-in services, parking areas for public vehicles or airport taxis and other means of land transportation.
- 5) **Freight Transportation:** In addition to being used for passenger transportation, airports are an important means of transporting goods. Airports provide air cargo facilities that allow for fast and efficient transportation, especially for high-value or time-sensitive items.

## **2. Literature Review**

### **2.1. The Impact of the Existence of Airports on the Economy**

The existence of the airport triggers an increase in the mobility of the surrounding community, which then positively affects the city's economy and opens up new business opportunities around the airport area. The economic development of a region is also greatly influenced by the development of its supporting transportation facilities and infrastructure. Transportation plays an important role in encouraging economic activities and the rotation of the economic wheels of a region (Nasution, 2004).

Regional development requires support in the form of the availability of facilities and infrastructure such as roads, terminals, electricity, ports, and airports. Infrastructure plays an important role in enabling social interaction and supporting the local economic system. The better the infrastructure condition of an area, the greater the impact on social life, the economy, and efforts to develop and further develop the region. (Zulfikar, 2017)

One of the known originators of the theory of the impact of the existence of airports on the economy is John D. Kasarda, a professor at the University of North Carolina at Chapel Hill. Kasarda's theory states that airports are the center of economic growth and regional development. According to this theory, the existence of airports has the potential to have various positive impacts on various aspects of the economy of a region. First, easier and faster access to air transportation through airports will encourage business growth, such as tourism and trade in goods and services between cities and even internationally.

Airports play a role in economic growth through increased spending and employment according to Nurqamarani & Reza (2018). The airport increases the GDP of the local city and brings a good name to the city such as facilitating transportation access for surrounding cities.

However, the existence of an airport also has several negative impacts, especially it can cause environmental impacts such as air pollution due to exhaust emissions from aircraft that land or take off.

### **2.2. Taxi**

The term "taxi" comes from the word "taximeter", which is a device to measure the distance and time of a taxi trip and calculate the fare that passengers must pay based on the meter and the distance traveled. The argometer, the forerunner of the taximeter, was first introduced in 1891 by Wilhelm Bruhn, a German inventor. The world's first taxi company was named Gottlieb Daimler, which was founded in 1897. Daimler Victoria was the first taxi to operate.

As time goes by, the need for taxis continues to increase. In Indonesia, in 1971, taxis were officially recognized as public transportation in Jakarta by the then Governor of DKI Jakarta, Ali Sadikin. According to (Prasetyo, 2017), to establish a taxi company, at least 100 units of new car fleets are

needed. As a metropolitan city and economic center, Jakarta needs adequate modes of transportation to support the activities of its citizens.

The implementation of taxi transportation is regulated in Articles 1, 8, 11 and 29 of the Decree of the Minister of Transportation Number KM.35 of 2003 concerning the implementation of transportation of people on the road by public transportation, which is a derivative of Government Regulation Number 41 of 1993 concerning Road Transportation. Based on the Indonesian Ministry of Transportation (2020), a taxi is defined as a vehicle that is rented with or without a driver to deliver passengers to a specified destination. Throughout its history, taxis have been an important part of people's lives and continue to grow rapidly to this day.

### **2.3. Income**

Income is an important element in the economy that plays a role in improving people's living standards through the production of goods and services. The amount of a person's income depends on the type of work. Income is everything that is obtained from business results, both in the form of money and goods.

Income is the total amount of money received by a person or household in a certain period of time, usually one year. Income consists of wages or receipts of labor, income from wealth such as rent and dividends, as well as transfer payments or receipts from the government such as social benefits or unemployment insurance.

Dwi Suwiknyo defines income as money received by a person and company in the form of salaries, wages, rent, profits, and others. In microeconomic analysis, the term income is specifically used in relation to the flow of income in a period of time that comes from the provision of production factors such as natural resources, labor, and capital, each in the form of rent, wages, and profits respectively.

According to BPS, income is the overall amount of income received by a person in return for services in the form of money from all the results of their work or business, both from the formal and non-formal sectors calculated in a certain period of time.

Referring to the definition of income from BPS, the income earned by airport taxi drivers can be categorized as the total income of airport taxis calculated in rupiah per month.

### **2.4. Source of Income**

Basically, family income can come from a variety of sources because each member of the household makes it possible to have more than one type of job, both a regular job and a side job. Concretely, the family's sources of income can be:

- 1) Own business, such as trading or self-employed,
- 2) Work for another person, for example as an employee or employee,
- 3) The result of the ownership of assets, such as rice fields or houses for rent.

Family income can be received in the form of money, goods (in-kind such as rice allowances, products from one's own rice fields/gardens), or facilities (such as official houses, free medical treatment). In modern society, most people receive income in the form of money. In this regard, there is a distinction between nominal income (money income), which is the amount of rupiah received, and real income, which is the number of goods that can be purchased with a certain amount of money (or can be converted into monetary value). This distinction is important especially in the event of price volatility.

### **2.5. Revenue Characteristics**

Although the type of income that each company has is different, from an accounting point of view, all of these revenues, ranging from revenue groups derived from the sale of finished goods to revenues from the sale of services, have the same characteristics in their recording. The characteristics of income are divided into two, namely:

- 1) If the income balance increases, it must be recorded on the credit side. Every recording on the credit side means that it will add to the income balance.

- 2) If the income balance decreases, it must be recorded on the debit side. Any recording on the debit side means that it will reduce the balance of the income.

Other characteristics of revenue are:

- 1) Income arises from the company's main activities in seeking profits.
- 2) Revenue is repetitive or continuous, where the main activities are basically under the control of management.

## **2.6. Revenue Recognition**

The FASB (Financial Accounting Standards Board) conceptual framework indicates two factors that must be considered in deciding when revenues and profits should be recognized, namely the realization and income process. Revenue recognition is generally recognized when:

- 1) Realized or realizable
- 2) It has been produced through substantial settlement of the activities involved in the production process.
- 3) Revenue is recognized when a company has delivered the promised goods or services (substantially settled) to the customer and when the customer has made a payment or at least provided a definite (realizable) promise of payment to the company.

Two criteria must be considered in determining when revenue should be recognized, namely:

- 1) It has been realized or can be realized
- 2) Has been produced or has occurred

Explanation of the two criteria:

- 1) It has been realized or can be realized. Income is said to have been realized if goods or services have been exchanged for cash or cash.
- 2) Has been produced or has occurred. Revenue is considered to have been generated or has occurred (earned) if the company has done what should have been done to obtain the right to the income.

## **2.7. Revenue Measurement**

In general, revenue measurement will be recognized by three methods, namely:

- 1) Recognition of income on an accrual basis means that revenue must be reported during the production activity (where profit can be calculated in proportion to the completion of the work).
- 2) Critical Event Basis In this method, what is considered is important events in the company's operating cycle. These critical events can be in the form of sales, project completion, or payment after a sale.
- 3) The Matching Principle stipulates that the charging of costs must be carried out in the same period as the period of recognition of results.

In addition, there are four revenue measurements according to the Indonesian Accounting Association (IAI) PSAK No. 23, namely:

- 1) Income should be measured by the fair value of the rewards received or acceptable.
- 2) The amount of revenue arising from a transaction is usually determined by the agreement between the company and the buyer or user of the asset.
- 3) The reward is in the form of cash and cash equivalents, and the amount of income is the amount of cash or cash equivalents received or acceptable. However, if cash inflows or cash equivalents are suspended, the fair value of such rewards may be less than the nominal amount of cash received or acceptable.
- 4) If goods or services are exchanged (barter) for goods or services of the same nature and value, then the exchange is not considered a transaction that results in income

## **3. Method**

This research is a qualitative research that aims to reveal the meaning behind the various actions taken by the research subjects, namely airport taxi drivers, related to their income. The actions of the airport taxi drivers are observed in the context of their interaction process with their social

environment. Therefore, a qualitative approach is seen as relevant to be used in this study. According to (Sugiyono, 2014) qualitative research methods are often referred to as naturalistic research methods because research is carried out in natural conditions or is not manipulated. The data collection technique uses field work research techniques to obtain data by means of observation, interviews and documentation. The author uses the data triangulation technique in the research as a test of data validity, and for the data analysis technique to obtain its meaning consists of data reduction, data presentation and drawing conclusions or verification.

To complete this study, the details of the data required are as follows:

- 1) Number of Aircraft Passenger Arrivals at APT Pranoto Airport Samarinda in 2018-2022 from BPS Samarinda city.
- 2) Interview results from Key Informants and Informants.
- 3) Airport taxi financial statements for 2022-2023.
- 4) Other data that supports this research.

The determination of informants is carried out using the purposive sampling technique, which is a sampling technique by considering certain criteria.

Informants as data sources must meet several criteria, namely:

- 1) Understand the operational intricacies, fleet development, and income of airport taxi drivers
- 2) He is an APT Pranoto airport taxi driver who has worked before and after the operation of the airport
- 3) Willing to be an informant and provide information related to the impact of the existence of the airport on airport taxi revenue.

## 4. Results and Discussion

### 4.1. APT Pranoto Airport Profile



Figure 2. APT Pranoto Airport, Samarinda

Sumber: <https://aptpranoto.id>

Aji Pangeran Tumenggung Pranoto International Airport (APT Pranoto Airport) which is taken from the name of the first governor of East Kalimantan province, is located on Jalan Poros Samarinda-Bontang, Sungai Siring Village, Samarinda City. Also known as Sungai Siring Airport, this airport began operating on May 24, 2018 and was inaugurated by the Governor of East Kalimantan, Awang Faroek Ishak, replacing Temindung Airport which is located on Jalan Gatot Subroto, Samarinda city.

The location of this airport is at coordinates 00.22.32 LU and 117.15.05.58 BT. This airport is managed by the Airport Operating Unit (UPBU) APT Pranoto. The available facilities include passenger terminals, lounges, VIP buildings, parking lots, cargo, and other supporting facilities.



## 4.2. Angkasa Jaya Profile



Figure 3. APT Pranoto Airport Taxi, Samarinda

APT Pranoto Samarinda Airport is managed by the APT Pranoto Airport Operating Unit (UPBU) which oversees the Angkasa Jaya Cooperative. This cooperative has an important role as a manager of various operational services at the airport. The scope of services handled by Angkasa Jaya is quite wide, ranging from ground handling, minimarket management, waste, to providing intermodal transportation, especially the airport taxi fleet.

Angkasa Jaya currently operates 30 units of taxis serving APT Pranoto Airport. In addition, this cooperative also establishes partnerships with several other taxi operators such as Kodam Wuri, Aero Cab, Kogatrans, Sentra, Kilat, and Primkopan. The collaboration makes a total of 100 active members consisting of airport taxi drivers operating at APT Pranoto.

## 4.3. Airport Taxi Fares

All APT Pranoto Airport taxi fares are determined by the Samarinda City Transportation Office for the Samarinda city area, while for out-of-town fares, it is determined by the East Kalimantan provincial level Transportation Office.

Table 2. Taxi Fare Tickets Within and Out of City

In/Out of City Taxi Tickets APT Pranoto Airport Samarinda					
Within the City			Out of Town		
Zone I	IDR 80,000	Balikpapan	IDR 600,000	MuarangKayu	IDR 450,000
Zone II	IDR 100,000	Bontang	IDR 550,000	Separi	IDR 450,000
Zone III	IDR 185,000	Anonymous	IDR 700,000	Sanga-Sanga	IDR 450,000
Zone IV	IDR 225,000	Tenggarong	IDR 350,000	Sebulu	IDR 600,000
Zone V	IDR 275,000	Badak Estuary	IDR 300,000	Wake City	IDR 700,000

Source: Angkasa Jaya Cooperative, Data processed in 2023

Information:

Zone I : Tanah Merah, Sungai Siring, and its surroundings

Zone II : North Samarinda District, Mugirejo, Alaya, and surrounding areas

Zone III : Samarinda Kota District, Samarinda Sebrang District, and surrounding areas

Zone IV : Sungai Kunjang, Karang Asam, and surrounding districts

Zone V : Loa Janan District km 1 to km 10

## 4.4. Research Informant Profile

In this study, the researcher managed to obtain information from five informants, which were divided into two key informants and informants. The first key informant is the manager of UPBU APT Pranoto in the field of land transportation, while the second is the administrative and financial



staff of UPBU APT Pranoto in the field of land transportation. In addition, there are three other informants who are the subject of the research, namely airport taxi drivers in Samarinda City.

**Table 3. Informant Data**

It	Informant's Name	Age	Work
1	Arby	30 years	Manager of Land Transportation UPBU APT Pranoto
2	Nensih Fatmasari	28 years	Administrative and Financial Staff for Land Transportation UPBU APT Pranoto
3	Abidine Gandhi	50 years	Airport Taxi Driver
4	Denny is in charge	37 years	Airport Taxi Driver
5	Fendy Fight	36 years	Airport Taxi Driver

Source: Observation data made on March 2, 2024

## 4.5. Discussion

### 4.5.1. The Impact of the Existence of APT Pranoto Airport

As the capital of East Kalimantan Province, the city of Samarinda has an important role not only as a center of government, but also as a center of economic activities. This has an impact on the high level of mobility in the region. To meet these needs, the government inaugurated Aji Pangeran Tumenggung Pranoto Airport (APT Pranoto) on May 24, 2018 under the auspices of the Airport Operator Unit (UPBU APT Pranoto). Before the existence of APT Pranoto Airport, the city of Samarinda only had Temindung Airport as the only air access in this city. However, due to limited capacity, small size of the airport, and its location in the middle of a residential area, the airport was finally closed.

The presence of APT Pranoto Airport is equipped with more complete facilities such as a larger number of flight routes than the previous airport, a larger aircraft capacity, a large airport area, and its location on the city border. This has an impact on the increase in the number of passenger demand and the growth of the surrounding economy. The economic development of a region is also greatly influenced by the development of its supporting transportation facilities and infrastructure. Transportation plays an important role in encouraging economic activities and the rotation of the economic wheels of a region (Nasution, 2004).

This positive impact is not only felt by the people of Samarinda City, but also by residents in surrounding cities such as Bontang, Sangatta, Tenggarong, and other surrounding areas. Therefore, the existence of APT Pranoto Airport has encouraged sustainable economic growth and improved connectivity between regions in East Kalimantan. If the demand for airplane passengers increases, then one of the sectors that will be affected is airport taxis, which in turn will affect their revenue.

Based on the results of interviews from informants obtained, the existence of APT Pranoto Airport Samarinda has a positive impact on increasing the income of airport taxi drivers in Samarinda City. The majority of informants admitted that the presence of this airport has a significant impact on improving economic welfare, especially for taxi drivers operating around APT Pranoto Airport.

- 1) Informant 1, Mr. Abidin, revealed that his income doubled after the operation of APT Pranoto Airport. This can be seen from the growth of the Angkasa Jaya Cooperative, which previously only had 10 taxi units, has now increased to 30 fleet units to serve passengers at the airport.
- 2) Informant 2, Mr. Fendy, stated that the existence of APT Pranoto Airport is the main source of livelihood for taxi drivers, so that it has a significant impact on increasing their income.
- 3) Informant 3, Mr. Denny, revealed that the distance from APT Pranoto Airport which is quite far from the city center resulted in higher taxi fares. This makes his income increase more when compared to when operating at Balikpapan Airport which is already located in the city center.

However, there are several factors that affect airport taxi revenue, including:

#### 1) Number of Passengers at APT Pranoto Airport

The number of passengers on the APT Pranoto Airport Plane indirectly affects the income of airport taxi drivers. Based on Figure 1, it shows that the Covid-19 pandemic which began in 2020 to 2021 had a significant impact on the operations of APT Pranoto Airport. There was a decrease of up

to 50% in the number of arrivals and departures of airplane passengers compared to the pre-pandemic period in 2019. Despite a significant decline during the pandemic, it can be seen that the number of passenger arrivals began to increase in 2022, reaching 373,721 passengers.

**a. Arby (Manager of UPBU APT Pranoto for Land Transportation) as Key Informant 1**

This statement is in line with what was conveyed by Key Informant 1, namely Mr. Arby. He stated that currently APT Pranoto Airport is in the recovery stage after the COVID-19 pandemic, which is marked by the gradual opening of new flight routes.

*"... At this time we are still in the recovery stage by restoring routes that had been deleted due to Covid-19. For example, before Covid-19 for flight routes to the city of Surabaya, it could reach 3 times, Jakarta 2 flights a day, but now it is only one flight a day, and this has a great effect on taxi demand due to the reduced number of passengers."*

**b. Abidin Gandi (Airport Taxi Driver) as an Informant**

Mr. Abidin, as informant 1, compared the number of passenger deliveries before and after the COVID-19 pandemic. He explained that before the COVID-19 pandemic, taxi drivers could get more than one passenger delivery in a day. However, since the COVID-19 pandemic until now, the number of flight routes operating is still limited, so that taxi drivers can only deliver passengers once a day.

*"... For now, at most once a day we transport passengers because it's not a holiday, but if it's a holiday like Eid al-Fitr, that's wow. can get a lot of our deliveries. Especially before covid, I could get 3 deliveries a day"*

**c. Fendy Silaban (Airport Taxi Driver) as an Informant**

Informant II, namely Mr. Fendy Silaban, stated that there was a decrease in the number of flight routes at APT Pranoto Airport. At the beginning of the airport's operation, there were 27 flight routes. However, since the COVID-19 pandemic until now, the number of flight routes operating at the airport is only 14 routes left. This decrease in the number of routes also affects the demand for airport taxi services.

*"... In the past, at the beginning of the airport, there were as many as 28 flight routes, so we drove a lot of people, but because of Covid-19, now the route is only 16 flights."*

Mr. Fendy's statement is clearly supported by the data listed in Table 1 which compares the number of airport flight routes every year. It is true that 2019 recorded the highest number of flight routes at APT Pranoto Airport compared to other years. Furthermore, for 2023, there are 8 round-trip flight routes (PP) in accordance with the information submitted by Mr. Fendy Silaban.

From the information provided by the three informants, namely Mr. Arby, Mr. Abidin, and Mr. Fendy Silaban, it is evident that the number of airplane passengers at APT Pranoto Airport is closely related to the demand for airport taxi services. The decrease in the number of flight routes as a result of the COVID-19 pandemic has resulted in a decrease in the number of passengers arriving at APT Pranoto Airport. As a result, the demand for airport taxi services has also dropped. However, by gradually reinstating flight routes that were previously removed, it is hoped that it will increase demand for airport taxi services again in the future.

**2) Airport Taxi Requests during Holidays**

During the holiday season, the demand for airport taxi services tends to increase as many people travel for holidays or gather with family and friends in their hometowns. This can increase the number of passengers using airport taxis, and can increase the income of taxi drivers. This is in accordance with the statements of the informants, namely:

**a. Nensih Fatmasari (Administrative and Financial Staff of UPBU APT Pranoto for Land Transportation) as Key Informant 2**

Nensih explained that based on the financial statements, there are certain months where taxi revenue increases, such as what happened in 2022 in May. This month marks Eid al-Fitr, where many people celebrate by traveling to gather with family and relatives. In such times, the demand for taxi services tends to increase significantly, reflecting an increase in income for taxi drivers.

*"... Usually, the taxi driver's income increases during the holiday season, such as holidays, school holidays, and other holiday momentum. There must be a lot of people who travel at those times"*

**b. Abidin Gandi (Airport Taxi Driver) as Informant 1**

The statement from Abidin Gandi also explained that on normal days, he only gets one delivery every day. However, there are certain times such as school holidays and holidays where demand for taxis can spike suddenly.

*"... For now, at most once a day we transport passengers because it's not a holiday, but if it's a holiday like Eid al-Fitr, that's wow. get a lot of our deliveries."*

From the statements of the two informants, it can be seen that one of the factors that can increase the income of airport taxi drivers is during the holiday season. This is due to where many people travel for vacation or celebrate special days such as holidays through flights. Therefore, as the demand for taxis increases during the holiday period, taxi drivers have a greater chance of gaining more passengers and, consequently, increasing their income.

**3) Taxi Fare Differences**

Airport taxi fare refers to the fee charged to passengers to use airport taxi services. At APT Pranoto Airport, this taxi fare is set by the Samarinda Transportation Agency for intra-city travel, while fares to out-of-town destinations are regulated by the East Kalimantan Provincial Transportation Office. However, there is a difference in rates between ticket purchases through the counter and ticket purchases through CSOs (brokers), this was conveyed by Informant 1 regarding this.

**a. Abidin Gandi (Airport Taxi Driver) as Informant 1**

According to the statement of Mr. Abidin, as the taxi coordinator, there is a difference between taxi fares purchased through the ticket counter and through CSOs (brokers). When buying tickets through the counter, the ticket price is in accordance with the applicable fare conditions. However, if it is through the CSO, because there is a bargaining session for the ticket price, then the ticket price becomes uncertain.

Meanwhile, when purchases are made through the counter, the fee will be deducted by 15% with details, 5% for the airport, and 10% for taxi companies. On the other hand, if the purchase is made through the CSO, the taxi drivers only need to pay Rp. 10,000 for the CSO service fee and Rp. 5,000 for the airport.

*"... If a passenger purchases a ticket through an official counter, our income as a taxi driver is reduced by 15%. The details are 5% for the airport, and 10% for taxi companies. For example, if we get an order from zone 3 with a rate of IDR 185,000, then our revenue will be around IDR 150,000 after a 15% deduction. However, if passengers book through CSO, we only need to pay Rp. 10,000 to the CSO and Rp. 5000 to the airport."*

**b. Competition with online transportation**

Competition for online transportation with cheaper fares than airport taxi fares has had a significant impact on the income of airport taxi drivers. This was said by the informants regarding the competition between official taxis and online taxis.

**4) Arby (Manager of UPBU APT Pranoto for Land Transportation) as Key Informant 1**

The informant explained that there was tension in the competition between airport taxis and illegal taxis. This competition is triggered by a significant fare difference between the two types of transportation. His party is currently formulating a solution with UPBU regarding the fare difference that is considered detrimental to airport taxis. The efforts made by UPBU currently only allow online taxis to take passengers to the airport, but are not allowed to pick up passengers from the airport area.

*"... The difference in online taxi fares and airport taxis is quite large, as this destroys the price of airport taxis. Currently, the airport only allows online taxis to take passengers to the airport, but is not allowed to pick up passengers. However, some dark taxis are still looking for loopholes to pick up passengers secretly in the airport area, which is actually prohibited."*

The policy conveyed by Mr. Arby expressly prohibits online transportation to transport passengers directly within the airport area. Only airport taxis with official route permits are allowed to transport passengers out of the airport. This policy aims to provide protection for the income of

airport taxi drivers, considering that the rates that have been set for airport taxis can cover operational costs that may be difficult for online transportation with lower fares to meet.

**a. Abidin Gandi (Airport Taxi Driver) as Informant 1**

Pak Abidin revealed that there is currently no dispute in the scramble for passengers between official taxis as the airport has established a Standard Operating Procedure (SOP) for taxi drivers, which is explained in chapter 4.1.2.1. In addition, each taxi company has a queue number system managed by coordinators to maintain order in service. However, the obstacle faced today is competition with online transportation, where the fare is cheaper than official taxis.

*"... Yes, as I said before, the existence of this airport has a great impact on us, the taxi drivers, it's just that our problem is only one online taxi competition that destroys the price because the fare is far from ours."*

*"... If there is an online taxi that dares to enter to pick up passengers, I can immediately drive them out of here because I am responsible because I have been given a mandate by UPBU directly, the online taxi can enter if it is only to deliver but if it picks up, it is not allowed because there are already regulations made from the government"*

From the statements of the two informants, it was revealed that competition between official taxis is not a problem because it has been regulated by UPBU/ Angkasa Jaya Cooperative which regulates Standard Operating Procedures (SOPs) for drivers. However, the challenge faced by taxi drivers is the competition between airport taxis and online taxis, which have a significant difference in fare prices. This affects the income of airport taxi drivers, as online taxi fares are lower and can reduce the appeal to airport taxis.

This is in accordance with the theory that technological developments and industrialization have given rise to online-based transportation innovations. The presence of motorcycle taxis and online taxis has an impact on the decline in the number of conventional public transportation passengers, which leads to a decrease in the income of its drivers. Many passengers have switched to online transportation because it is considered more practical and efficient than conventional public transportation (Praciwi & Pratomo, 2020).

## **5. Conclusion**

The conclusion that can be drawn from the research and discussion of the Impact of the Existence of APT Pranoto Airport on the Income of Samarinda City Airport Taxi Drivers, it can be concluded that:

- 1) The existence of APT Pranoto Airport has a positive impact on the income of airport taxi drivers in Samarinda City. This is evident from the results of interviews that show the expansion of taxi delivery routes, higher fare prices due to the distance of the airport far from the city center, and the increase in the nominal income of drivers after the operation of APT Pranoto Airport.
- 2) Several factors that affect the income of Samarinda City airport taxi drivers include the number of airplane passengers, the increase in passenger demand on holidays, the difference in taxi fares through the counter and through brokers, and competition with online-based modes of transportation.
- 3) Currently, the Airport Operating Unit (UPBU APT Pranoto) is working to restore flight routes affected by the Covid-19 pandemic. This effort has a direct impact on airport taxi drivers, along with the increasingly fierce competition with online application-based modes of transportation that offer lower fares.

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