

Public Perception Towards the Development of Abresso Airport, South Manokwari Regency

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ABSTRACT

Airport development is one of the infrastructure supports for a region, so that transportation becomes smoother and more widespread. On the other hand, infrastructure development, including airports, can accelerate regional development and encourage economic improvement around the development location. This research aims to determine public perceptions about the construction of Abresso airport, and analyze the factors that influence the construction of Abresso airport. The method used is a quantitative method using a questionnaire. Research variables include social conflict, social interaction, public health, job opportunities and noise. Besides that, there are internal and external variables in society. The data analysis used was tabulation and the Spearman correlation test. The results of the research show that the public gives various perceptions about the construction of airports, where the total number of perception statements is 168 statements from the components of social conflict, social interaction, public health, job opportunities and noise. Educational factors and cultural factors have a relationship with public perceptions about the construction of Abresso airport

INTRODUCTION

Ransiki District is the capital of South Manokwari Regency, where South Manokwari Regency is currently actively promoting infrastructure development including the construction of a new Regent's Office, the construction of SPN and the construction of an airport. It is hoped that the three developments being built side by side will facilitate access to services needed by the community. Development activities will of course have an impact on the environment and society .

The transportation conditions that people in the Ransiki District can access have experienced changes, where travel activities from Ransiki to Manokwari using land transportation, taxis or private vehicles, require a travel time of around 3 (three) hours. The next road trip from Ransiki to other sub-districts such as Pegaf sub-district is around 3-4 hours, and Bintuni sub-district is around 4-5 hours. The need for air transportation development in the form of airport construction is very much needed to facilitate transportation from the Ransiki district to other districts. This is because the predicted travel time is approximately 15 minutes compared to land transportation of around 4-5 hours. Infrastructure development, including airports, can accelerate regional development and encourage economic development around the development location .

The development process will have social, economic and environmental impacts, where the community's views or statements regarding development are an important phenomenon to pay attention to. Community views or statements as a concept of perception will be very necessary for planning holders in development to be able to evaluate the initial development process. Public perception of the construction of Abreso Airport is an important aspect in understanding the interaction between airport infrastructure and the community around the airport area. Public Perception will provide information on how the public views airport construction activities in terms of social conflict, social interaction, public health and noise, as well as employment opportunities resulting from airport construction. Through public perception, the public's response and support for the development of the airport can be seen. Lincoln, stated that public perception is closely related to the environmental impacts that may arise as a result of a development.

Therefore, in-depth research on public perceptions regarding the construction of Abreso Airport in South Manokwari Regency is important to understand the complex dynamics between airport infrastructure development that occurs with community conflict, social interaction, public health, employment opportunities and the quality of life of the community.

The aim of this research is:

- (1) To analyze the public's perception of the construction of the Abreso airport, and
- (2) Factors that influence the public's perception of the construction of the abreso airport.

LITERATURE REVIEW

Public perception of airport development is a public assessment of an object that is manifested in the form of a statement of opinion about the object. Allport (1955) stated that perception is the way individuals or groups understand and interpret stimuli from their environment. In the context of the development of Abreso Airport, public perception can vary depending on how much impact the community feels from the development, both positive impacts such as job creation and infrastructure improvements, and negative impacts such as evictions or environmental disturbances.

Research by Gittell & Vidal (1998) shows that public perception of infrastructure development is greatly influenced by community involvement in the planning and implementation process of the project. Communities that are actively involved in dialogue and decision-making tend to have more positive perceptions and support the project, compared to communities that feel ignored or not involved. The community will provide a statement of opinion through the perceptions conveyed. Several aspects related to public perception of the environment include:

1. Perception of the Impact of Conflict

Airport development often brings various impacts to the local community, especially when the community feels that the project significantly affects their lives. Lewis Coser (1956) stated that conflict arises as a result of an imbalance in the distribution of power and resources. Airport development involving land conversion, environmental changes, and potential disruption to daily life can trigger conflict between the community and the government or developers. This conflict often occurs due to community dissatisfaction with the decision-making process that does not fully involve them or injustice in the distribution of economic benefits from the project (Ritzer, 2011).

Several case studies show that conflicts that arise in infrastructure development projects such as airports are often caused by a lack of transparency, lack of communication, and minimal community participation in the planning and implementation process of the project (Fisher & Ury, 1981). This conflict can be open, such as direct protests or rejections, or hidden in the form of dissatisfaction that is not expressed but has the potential to hinder the smooth running of the project.

2. Perception of Social Interaction

Social interaction in the community in dealing with airport development is also an important aspect that needs to be considered. Social interaction (Giddens, 1984) is a process of mutual influence between individuals and groups in society that can form certain social dynamics. In the context of airport development, social interactions in the community often change, especially when there are significant changes in the local social and environmental structures.

Airport development can affect patterns of social interaction in the community, both positively and negatively. The positive impact is that this development can increase social interaction through new opportunities that arise, such as employment and local economic development that involves more individuals in joint economic activities. However, airport development can also

significantly change the social structure, especially if there is relocation of residents or the loss of traditional communities due to land acquisition.

3. Perception of Public Health

Public health is one aspect that is often affected by large infrastructure developments such as airports. A study by the World Health Organization (WHO) (2018) shows that infrastructure development, especially airports, can affect public health in various ways, including air pollution, noise pollution, and psychological disorders due to rapid environmental changes. Air pollution from aircraft and vehicle activities around airports can increase the risk of respiratory diseases, while ongoing noise pollution can cause sleep disturbances and stress that contribute to mental health problems.

In addition, the relocation of residents affected by development projects can disrupt community access to the health services they usually use. In a study of the impact of airport development in developing countries, it was found that displaced communities often experience a decline in health due to reduced access to clean water, sanitation, and health facilities (Barnes, 2009). Therefore, public health aspects must be a primary concern in airport development planning to reduce possible negative impacts.

4. Employment Opportunities

One of the main hopes of the community for airport development is the creation of new employment opportunities and improvement of the local economy. Blakely and Green Leigh (2010) stated that the development of large infrastructure such as airports can be a major driver in increasing employment opportunities, both directly through construction work and airport operations, and indirectly through increasing the tourism and trade sectors.

The results of the study by Button and Taylor (2000) showed that airport development usually produces a chain economic effect, where the presence of the airport strengthens other economic sectors, such as hospitality, logistics, and transportation. Airport development can also increase foreign investment and open up opportunities for small and medium businesses in the surrounding areas. However, this economic impact is not always evenly distributed across all levels of society, so it is important to identify who will directly benefit from the project and how the distribution of benefits can be fairer. The impact of airport development was also stated by Porter (1990) that the presence of a modern and efficient airport can increase the competitiveness of a region in the global market, because the airport is the main gateway for international trade and tourism. However, it should be noted that the economic benefits of airport development must also be balanced with careful planning so that it does not only benefit a handful of parties, but also provides broad benefits to the surrounding community. educe potential negative impacts.

METHODOLOGY

This research uses a quantitative approach with data collected through questionnaires and interviews with the community around Abresso Airport, Ransiki, South Manokwari Regency. The sample was taken using the census method, with 22 respondents from 60 heads of families living in the airport development area. The variables analyzed include community perception variables consisting of social conflict, social interaction, health, job opportunities and noise. Meanwhile, internal factor variables include age, education, length of stay, communication and external variables include workload, distance from home, cultural factors. Data were analyzed descriptively and quantitatively using the Spearman correlation test to determine the relationship between internal external factors and public perceptions about airport development.

RESULTS AND DISCUSSION

Community Perceptions About the Construction of Abresso Airport

The public's perception of the construction of the Abresso airport provides meaning regarding the public's thoughts and views regarding the presence of the airport development object. Through public perception, various opinions and thoughts that are desired and undesired by the public in airport development can be identified.

1. Public Perception of Social Conflict.

The distribution of public perceptions about social conflict explains the details of whether there are statements made by the public about social conflict. In detail, it is explained in table 1 as follows:

Table 1. Distribution of Community Perceptions Regarding Social Conflict

No.	Social Conflict	Total Perception Statement	Does Not Provide Statement (%)	Providing A Statement (%)
1	Land disputes	13	68,2	31,8
	Comfort/cross	6	77,3	22,7
TOTAL STATEMENT		19		

The majority of people (68.2 percent) do not think that the construction of Abresso Airport will cause land conflicts, but the indigenous people of Arfak are demanding payment of customary rights. The only commotion occurred regarding land payments to four customary rights owners, with 22.7 percent of the community confirming blockages in 2017 due to arrears in payments. Apart from that, the former Cokran community had to move even though they had received assisted housing, while airport employees lost their mess and were looking for their own place to live. Dewiyanti, stated that one of the impacts of environmental impacts is major changes in their lives and forcing them to adapt to new environments.

A. Distribution of Community Perceptions Regarding Land Conflicts

The distribution of community perceptions regarding land conflicts explains the details of statements given by the community regarding land conflicts. In detail, it is explained in table 2 as follows:

Table 2. Distribution of Community Perceptions Regarding Land Conflicts

No	Land Disputes	Respondent Statement	Amount (%)
1	Home compensation from the government	1	7,69
2	Community life must be re-organized	1	7,69
3	Traditional territory	6	46,15
4	Mess residence	2	15,38
5	Traditional territory payments	1	7,69
6	Contrary about plant	1	7,69
7	Contrary about rights	1	7,69
TOTAL STATEMENT		13	

As many as 46.15 percent of respondents considered disputes over customary land as the main issue in the construction of Abresso Airport, especially the indigenous Wanbersa community who demanded regular payment of customary rights. Apart from that, 15.38 percent stated that former Cokran employees had to vacate the mess due to land eviction, while 7.69 percent highlighted the conflict regarding house compensation which was considered too small. One of the important things that people think about after house compensation occurs is that people have to reorganize their lives in a new place.

B. Distribution of Public Perceptions About Noise/Barriers

The distribution of public perceptions about noise/bars explains the details of the statements given by the public about noise/bars. In detail, it is explained in table 3 as follows:

Table 3. Distribution of Public Perceptions About Noise/Barriers

No	Comfort/Cross	Respondent Statement	Amount (%)
1	Compensation to the community	1	16,67
2	Employee salary paid	1	16,67
3	Comfort and barang about demanding layat rights as a result of the airport will be built	2	33,33
4	Comfort during the beginning of airport construction	1	16,67
5	Comfort during construction	1	16,67
TOTAL STATEMENT		6	

As many as 33.33 percent of respondents stated that commotion and obstruction occurred in the early stages of construction of Abresso Airport, especially regarding demands for compensation for customary rights by the indigenous Arfak community. Some respondents also mentioned blockages in 2017 due to arrears in ex-Cokran salaries, while others noted commotion during construction without major blockages. Prohibition occurs when there are demands from society, causing tension and protests.

2. Community Perceptions About Social Interaction.

The distribution of people's perceptions about social interactions explains whether there are statements made by people about social interactions. In detail, it is explained in table 4 as follows:

Table 4. Distribution of Community Perceptions Regarding Social Interaction

No.	Social interaction	Total perception statement	Does not provide statement (%)	Providing a statement (%)
1	Airport Cooperation	10	68,2	31,8
	Airport Communications	5	77,3	22,7
TOTAL STATEMENT		15		

As many as 31.8 percent of respondents expressed the perception that, especially men and Cokran employees, were involved in collaboration on the construction of Abresso Airport, such as helping with runway measurements and contract work, while the majority of women only supported it indirectly. Initial communication was considered less effective, especially regarding land compensation, but improved after the conflict was resolved. Hidayat S Putri, [7] stated that collaboration between these parties often involves intensive coordination to ensure the smooth running of airport projects and management.

A. Distribution of Public Perceptions About Cooperation

The distribution of public perceptions about cooperation explains the details of statements given by the public about cooperation. In detail, it is explained in table 5 as follows:

Table 5. Distribution of Public Perceptions Regarding Cooperation

No.	Airport Cooperation	Respondent Statement	Amount (%)
1	Airport measurement	2	20
2	Keep safe	1	10
3	Lift sand S stone	1	10
4	Remove the wood	1	10
5	Clean the mess	2	20
6	Unload the contenter	2	20
7	Airport supervisor	1	10
	Total Statement	10	

The results of the analysis show that community involvement in the collaboration for the construction of Abresso Airport ranges between 10-20 percent, especially by men who are involved in measuring, installing stakes, cleaning the mess and other work. . Ramadhan S Kurnia, stated that this process is very important for smooth airport operations.

B. Distribution of Public Perceptions About Communication

The distribution of public perceptions about communication explains the details of statements given by the public about communication. In detail, it is explained in table 6 as follows:

Table 6. Distribution of Public Perceptions About Communication

No.	Airport Communications	Respondent Statement	Amount (%)
1	Initial communications are noise	1	20
2	Communication with the government for compensation	1	20
3	House moving communication	1	20
4	Garden communications evicted	1	20
5	Communications move to which region	1	20
TOTAL STATEMENT		5	

As many as 20 percent of respondents highlighted communication during the construction of Abresso Airport, especially regarding land and house compensation. Indigenous people and long-time Cokran employees are disappointed with the eviction of plantation land which is their main source of livelihood, even though there is compensation. Brown S Lee,. The success of compensation depends on the government's openness in communicating with affected residents.

3. Community Perceptions About Public Health

The distribution of public perceptions about public health explains whether there are statements made by the public about public health. In detail, it is explained in table 7 as follows:

Table 7. Distribution of Community Perceptions Regarding Community Health

No.	Public Health	Total Perception Statement	Makes No Statement	Providing A Statement (%)
1	Fear of environmental change	34	27,3	72,7
	Security	25	50	50
TOTAL STATEMENT		59		

As many as 72.7 percent of the public are worried about environmental changes resulting from the construction of Abresso Airport, especially regarding the impact on health, while 50 percent believe that security will remain maintained. People's fear of development is often caused by a lack of information regarding environmental changes that may occur.

A. Distribution of Community Perceptions About Environmental Change

The distribution of public perceptions about environmental change explains the details of statements given by the public about environmental change. In detail, it is explained in table 8 as follows:

Table 8. Distribution of Community Perceptions Regarding Environmental Change

No.	Fear of Environmental Change	Respondent Statement	Amount
1	Protected forest destroyed (32 protected forests destroyed)	3	8,82
2	Sad but 44 households compensate land loss (for ex cokran)	2	5,88
3	Communities who feel the impact of development (land demolition)	2	5,88
4	Building a house is not completely finished by the community	1	2,94
5	Get 2 hectares of the village head's garden	1	2,94
6	Very disappointed that the land was demolished	3	8,82
7	Impact before development (lots of flies)	1	2,94
8	The west part of the airport was looked after the construction of the airport fence so it has been moved	3	8,82
9	Haven't moved yet but the house has been forced dismombled	1	2,94
10	Affected after the construction of the river track (home rain was flooded in the kitchen)	3	8,82
11	Not afraid of environmental changes because it is already one with the place you live	2	5,88
12	Report to rt does not respond (not get a house)	1	2,94
13	The airport became brown in the afternoon	3	8,82
14	Easy faster access to air (garden results)	3	8,82
15	Empty the mess (look for a house to stay away from your place of work)	4	11,76
16	Sad the loss of chocolate which become a livelihood (already paid but mom depending on the chocolate garden)	1	2,94
TOTAL STATEMENT		34	

The construction of Abresso Airport has had various impacts on society. "Some residents, especially ex-Cokrans, lost their homes and livelihoods even though they received compensation. Even though compensation has been given, not all residents are satisfied because they lost the land that was their source of livelihood.

B. Distribution of Public Perceptions About Security

The distribution of public perceptions about security explains the details of the statements given by the public about security. In detail, it is explained in table 9 as follows:

Table 9. Distribution of Public Perceptions About Security

No	Security	Respondent Statement	Amount (%)
1	Safe As The Airport Already Exists (No No Noise/Bangs Like At The Beginning Of Construction	5	20
2	The Forest Becomes Safe	3	12
3	Unsafe During Land Eviction	1	4
4	Not Safe At All (Because The Houses Will Be Moved Quickly To Build The Airport)	1	4
5	Temporarily Refugeed	1	4
6	Comfortable For Rest	1	4
7	New Land Opened	1	4
8	More Pathways Are Open	2	8
9	Very Safe (Here Is An Airport (Cokran Worker Area)	4	16
10	Many Access To The Mansel Is Safe	3	12
11	Safe From The First Time	3	12
TOTAL STATEMENT		25	

The majority of the public responded positively to the increase in security after the construction of Abresso Airport, with 20 percent of respondents feeling safer because there were no longer any conflicts or barriers like at the start of construction. The existence of the airport also increases accessibility, provides a sense of security for ex-Cokran workers, and secures forest areas. However, some respondents felt unsafe due to house evictions and social tensions that occurred during construction. The existence of the airport brings stability and reduces conflicts that occurred at the beginning of development.

4. Community Perceptions About Job Opportunities

The distribution of people's perceptions about job opportunities explains whether there are statements made by the public about job opportunities. In detail, it is explained in table 10 as follows:

Table 10. Distribution of Community Perceptions Regarding Job Opportunities

No	New Job Opportunities	Total Percepti on Statement	Does Not Provide Statement (%)	Providing A Statement (%)
1	New Job Opportunities	22	59,1	40,9
	Access Job Benefits	24	27,3	72,7
TOTAL STATEMENT		46		

The majority of the public, namely 59.1 percent, have not stated their perception of the existence of new job opportunities as a result of the construction of Abresso Airport. However, as many as 40.9 percent of respondents stated their perception that new job opportunities would likely emerge after the airport was completed and operational. Better transportation networks make it easier for people to find and get work.

A. Distribution of Public Perceptions About Job Opportunities

The distribution of public perceptions about job opportunities explains the details of statements given by the public about job opportunities. In detail, it is explained in table 11 as follows:

Table 11. Distribution of Community Perceptions Regarding Job Opportunities

No.	New Job Opportunities	Respondent Statement	Amount
1	Help clear the grass	1	4,54
2	The east area of the airport will be built by an flight school	1	4,54
3	There are no new job opportunities at this time	5	22,72
4	Maybe there will be new job opportunities	4	18,18
5	There are no new job opportunities because community's dinner plates are removed	3	13,63
6	Only current work is working	1	4,54
7	New job opportunities expected for children	2	9,09
8	There are definitely new job opportunities	2	9,09
9	Uncertain	2	9,09
10	Right now it's not working because the plane is not current	3	13,63
11	Definitely requires a lot of workforce	1	4,54
TOTAL STATEMENT		25	

Based on the results of the questionnaire, although there is optimism about the new job opportunities that may be created after the construction of Abresso Airport is completed, many people have not felt the impact directly. Most respondents felt that new job opportunities would emerge once airport operations run smoothly and related sectors develop, although there are concerns regarding the loss of livelihoods due to eviction of cocoa plantations.

The public hopes for job opportunities in the education and aviation sectors, but there is still uncertainty regarding the number and types of jobs that will be available in the future. In the long term, better transportation infrastructure will support connectivity and economic opportunities in the surrounding area.

B. Distribution of Public Perceptions Regarding Access to Job Benefits

The distribution of public perceptions about access to work benefits explains the details of statements given by the public about work benefits. In detail, it is explained in table 12 as follows:

Table 12. Distribution of Community Perceptions Regarding Access to Job Benefits

No	Access Job Benefits	Respondent Statement	Amount
1	Temporary Work	1	4,16
2	Garden Compensation Paid (Get New Land)	1	4,16
3	It's Nice That The Airport Is Brown	4	4,12
4	Access To The Workplace Has Been Remote	2	8,33
5	Mess Emptied (Look For New Boarding/Space To Stay)	2	8,33
6	There Is No Advantage Of Plane Only 1-2 Times A Week	2	8,33
7	It Was Profitable Because The Trash Ban Was Included In The Construction Of The Airport Fence Which Was Finally Removed	1	4,16
8	Only Pay From Cokran Only	1	4,16
9	No Visible Work Access	2	8,33
10	Long Term Useful For Ransiki-Kaimana-Sorong Liaisons	2	8,33
11	Now Is The Impact	1	4,16
12	Farm Products Lost	1	4,16
13	Helping Transportation Serve The Community	1	4,16
TOTAL STATEMENT		21	

Based on the results of data collection, the public has various perceptions regarding the benefits of work after the construction of Abresso Airport. Most people see long-term benefits, such as increased connectivity between regions and better transportation services after the airport construction becomes operational, but for the time being they feel the benefits of work. Some people who have lost their livelihoods due to eviction of brownfields feel that compensation is insufficient, and that the jobs available are only temporary. . New job opportunities are expected to emerge along with the completion of development projects and increased activity in the area.

5. Perception of Noise

The distribution of public perceptions about noise explains whether there are statements made by the public about noise. In detail, it is explained in table 13 as follows:

Table 13. Distribution of Public Perceptions About Noise

No	Noise	Total Perception Statement	Makes No Statement	Providing A Statement (%)
1	People/vehicle noise	12	63,6	36,4
	Airport noise	17	45,5	54,5
TOTAL STATEMENT		29		

Based on the data obtained, noise disturbance around the construction of Abresso Airport is felt by the majority of the public, with 54.5 percent of respondents stating the perception that there has been airport noise originating from airport activities and project vehicles. Meanwhile, 36.4 percent stated their perception that noise occurs due to human activity and vehicles passing through the airport area. The existence of airports can have a significant noise impact. The application of sound dampening technology can reduce the impact of airport noise on the surrounding community.

A. Distribution of Public Perceptions About People/Vehicle Noise

The distribution of public perceptions about noise from people/vehicles explains the details of statements given by the public about noise from people/vehicles. In detail, it is explained in table 14 as follows:

Table 14. Distribution of Public Perceptions About Noise

No	People/Vehicle Noise	Respondent Statement	Amount (%)
1	The vehicle is not disturbing	1	8,33
2	Sirenes are not disturbing	1	8,33
3	Vehicles passing noise	1	8,33
4	The plane is not noisy because the plane is small	4	33,33
5	Disturbed by passing vehicles	1	8,33
7	Not too noise	1	8,33
8	Appreciation to the relationship helping the community	1	8,33
9	Entry project vehicles damage cokr an asphalt	1	8,33
TOTAL STATEMENT		11	

Based on the results of the questionnaire, the majority of the public stated their perception that the noise generated by aircraft operations at Abresso Airport was quite minimal because the aircraft used were still small. However, 8.33 percent of respondents stated their perception that there was noise from project vehicles that damaged roads and caused disturbances in plantation areas, even prompting the establishment of guard posts as a form of protest. A small number of people also appreciate the transportation management carried out by the transportation sector to reduce the impact of noise. The use of small aircraft at certain airports reduces noise levels compared to large-bodied aircraft.

B. Distribution of Public Perceptions About Airport Noise

The distribution of public perceptions about airport noise explains the details of statements given by the public about airport noise. In detail, it is explained in table 15 as follows:

Table 15. Distribution of Public Perceptions About Noise

No	Airport Noise	Pernyataan Responden	Jumlah
1	Exavators are disturbing	1	5,88
2	Tracks that are loaded with iron	1	5,88
3	Disturbed by passing project vehicles (noisy)	4	23,52
4	The sound of the plane is not disturbing	1	5,88
5	Newly created guard post	1	5,88
6	Newly created a portal for vehicles entering and exiting cokran	1	5,88
7	Not disturbed with project vehicles because the house is a little part of the cokran	2	11,76
8	Paving the runway becomes brown in the afternoon	1	5,88
9	No noise / disturbing	2	11,76
10	Not too noise	1	5,88
	TOTAL STATEMENT	15	

The research results showed that the majority of people (23.52%) had a perception statement that they felt disturbed by the noise caused by project vehicles, especially iron trucks that passed around the settlement at night. Even though a small number of people have stated the perception that they do not feel disturbed because their homes are quite far from the source of the noise, noise generated by development activities, such as paving runways and damaged roads, remains a concern. Even though there is airport activity, some residents feel that the noise produced is still within acceptable limits.

6. Factors Affecting Community Perceptions Regarding the Development of Abresso Airport

The relationship between factors related to community perception includes age, education, length of stay, communication, distance from home, and cultural/social factors. More details are presented in the following table.

Table 16. Advanced Test Table (Spearman Test)

Spearman's rho	Perception	Age	Education	Income	Long Stay	Family Members	Distance To Airport	Communication	Cultural Value	
Perception	Correlation Coefficient	1	-0,038	-0,294	0,197	-0,055	0,284	-0,105	0,004	0,294
	Sig. (2-tailed)		0,867	0,184	0,378	0,808	0,201	0,642	0,985	0,184

The Spearman test results show that the level of education and cultural values have a significant relationship with the public's perception of the construction of Abresso Airport with a confidence level of 80 percent. People with a higher level of education will tend to have a broader perspective and thinking in responding to a particular object. Therefore, with the presence of airport construction, respondents with a high level of education will be able to provide perception statements about the airport development.

Cultural values play a role in forming resistance, especially regarding the eviction of customary land which is considered to threaten customary rights. Cultural values have a relationship with the community's perception of airport development because the basic thing that the community thinks about is paying for customary rights for land use in airport construction. People's thoughts or views in expressing perceptions are closely related to the cultural values held and believed by society because they contain beliefs or norms that apply in society. Therefore, cultural values are highly correlated with the perception statements given by society.

Community internal and external factors such as age, income, length of stay, distance to the airport, and communication do not show a significant influence. This is related to the perception factor as a psychological process that occurs in humans to express statements or provide meaning to an object. Internal and external factors that do not correlate with perceptions of development are not human psychological factors that are related to human psychological processes to find statements, income, and provide meaning to development objects. Therefore, these factors do not show a correlation relationship.

CONCLUSIONS AND RECOMMENDATIONS

The public gave various perceptions about the construction of the airport, where the total number of public perception statements was 168 perception statements. Educational factors and cultural factors have a correlation with public perceptions about airport development.

FURTHER STUDY

This research still has limitations, so further research is needed related to the topic of Public Perception Towards the Development of Abresso Airport, South Manokwari Regency in order to perfect this research and increase insight for readers.

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