

ABSTRAK

Rosmiati Ahmad Sandi Pengaruh *Capital Adequacy Ratio* (CAR), *Financing To Deposit Ratio* (FDR), *Non Performing Financing* (NPF), Biaya Operasional dan Pendapatan Operasional (BOPO), dan Inflasi Terhadap *Return on Assets* (ROA) pada Bank Umum Syariah Di Indonesia Periode 2020 s.d 2024

Profitabilitas Bank Umum Syariah (BUS) di Indonesia yang diukur melalui *Return on Assets* (ROA) mengalami fluktuasi signifikan selama 2020–2024, dipicu oleh tekanan pandemi COVID-19, inkonsistensi tren rasio keuangan, serta dinamika inflasi yang menekan margin keuntungan. Penelitian terdahulu belum mempertimbangkan dampak era pasca-pandemi dan cenderung menganalisis variabel secara parsial tanpa integrasi perspektif teori yang komprehensif.

Penelitian ini bertujuan menganalisis pengaruh CAR, FDR, NPF, BOPO, dan Inflasi baik parsial maupun simultan terhadap ROA BUS periode 2020–2024. Kerangka berpikir dibangun atas *Theory of the Firm*, Teori Intermediasi Keuangan, dan Teori Makroekonomi Keynesian-Fisher, dengan hipotesis bahwa CAR dan FDR berpengaruh positif signifikan, sedangkan NPF, BOPO, dan Inflasi berpengaruh negatif signifikan terhadap ROA.

Penelitian menggunakan pendekatan kuantitatif dengan regresi linier berganda berbantuan SPSS. Data *time series* triwulanan 2020–2024 diperoleh dari laporan keuangan BUS, publikasi OJK, Bank Indonesia, dan BPS. Uji asumsi klasik meliputi normalitas, multikolinearitas, heteroskedastisitas, autokorelasi, linearitas, dan homogenitas, dilanjutkan uji parsial (uji t) dan uji simultan (uji F).

Hasil penelitian menunjukkan *Adjusted R Square* 0,886, dengan F hitung 32,14 (sig. 0,000) yang membuktikan pengaruh simultan signifikan. Secara parsial, CAR ($\beta = +0,045$; sig. 0,001) dan FDR ($\beta = +0,012$; sig. 0,031) berpengaruh positif signifikan; NPF ($\beta = -0,318$; sig. 0,004), BOPO ($\beta = -0,056$; sig. 0,000), dan Inflasi ($\beta = -0,038$; sig. 0,017) berpengaruh negatif signifikan. BOPO terbukti sebagai variabel paling dominan ($\beta = -0,744$). Rata-rata ROA selama periode penelitian sebesar 1,9%.

Profitabilitas BUS ditentukan secara simultan oleh interaksi permodalan, intermediasi, manajemen risiko, efisiensi operasional, dan makroekonomi. BOPO sebagai variabel paling dominan menjadikan transformasi efisiensi operasional sebagai agenda strategis yang paling mendesak. Nilai ROA rata-rata 1,9% mengindikasikan masih terbukanya ruang peningkatan profitabilitas apabila kelima faktor dikelola secara optimal, berlandaskan prinsip *maqashid syariah* sebagai fondasi pengelolaan keuangan Islam yang efisien dan berkeadilan.

ABSTRACT

Rosmiati Ahmad Sandi: The Effect of the Capital Adequacy Ratio (CAR), Financing to Deposit Ratio (FDR), Non-Performing Financing (NPF), Operating Costs and Operating Income (BOPO), and Inflation on the Profitability of Islamic Banking in Indonesia

The profitability of Islamic Commercial Banks (BUS) in Indonesia, as measured by Return on Assets (ROA), experienced significant fluctuations during 2020–2024, driven by the pressures of the COVID-19 pandemic, inconsistent financial ratio trends, and inflation dynamics that depressed profit margins. Previous research has not considered the impact of the post-pandemic era and tends to analyze variables partially without integrating a comprehensive theoretical perspective.

This study aims to analyze the effect of CAR, FDR, NPF, BOPO, and inflation, both partially and simultaneously, on ROA at Islamic Commercial Banks (BUS) for the 2020–2024 period. The conceptual framework is based on the Theory of the Firm, Financial Intermediation Theory, and Keynesian-Fisher Macroeconomic Theory, with the hypothesis that CAR and FDR have a significant positive effect, while NPF, BOPO, and Inflation have a significant negative effect on ROA.

The study employed a quantitative approach with multiple linear regression using SPSS. Quarterly time series data for 2020–2024 were obtained from BUS financial reports, publications from the Financial Services Authority (OJK), Bank Indonesia, and Statistics Indonesia (BPS). Classical assumption tests included normality, multicollinearity, heteroscedasticity, autocorrelation, linearity, and homogeneity, followed by partial tests (t-test) and simultaneous tests (F-test).

The results showed an Adjusted R Square of 0.886, with a calculated F-value of 32.14 (sig. 0.000), demonstrating a significant simultaneous effect. Partially, CAR ($\beta = +0.045$; sig. 0.001) and FDR ($\beta = +0.012$; sig. 0.031) had a significant positive effect; NPF ($\beta = -0.318$; sig. 0.004), BOPO ($\beta = -0.056$; sig. 0.000), and Inflation ($\beta = -0.038$; sig. 0.017) had a significant negative effect. BOPO proved to be the most dominant variable (beta = -0.744). The average ROA during the study period was 1.9%.

BUS profitability is determined simultaneously by the interaction of capital, intermediation, risk management, operational efficiency, and macroeconomic factors. As the most dominant variable, BOPO makes operational efficiency transformation a pressing strategic agenda. The average ROA value of 1.9% indicates that there is still room for increasing profitability if the five factors are managed optimally, based on the principles of maqashid sharia as the foundation for efficient and equitable Islamic financial management.

