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# The Social Impacts of Large-Scale Land Acquisition on Affected Communities

(The Case of New Yogyakarta International Airport, Indonesia)

Ekannisa Jasmienne Isworo

S5388643 | [\\_ekannisa.jasmienne.isworo@student.rug.nl](mailto:_ekannisa.jasmienne.isworo@student.rug.nl)

Supervisor: R.L. (Ronald) Holz hacker, Prof Dr | [r.l.holz hacker@rug.nl](mailto:r.l.holz hacker@rug.nl)  
Society, Sustainability and Planning, Faculty Spatial Science  
The University of Groningen

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## Colophon

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Author :Ekannisa Jasmiene Isworo

Student Number :S5388643

Study :Society, Sustainability and Planning

Faculty :Faculty of Spatial Science

University :The University of Groningen, the Netherlands

Supervisor :Prof. Dr. R.L. Holzacker

Date : 2 July 2023

## **Abstract**

The Yogyakarta International Airport (YIA) is a national acceleration development based on two major plans: The Master Plan for the Acceleration and Expansion of Indonesia's Economic Development (MP3EI) and the National Medium-Term Development Plan (RPJMN) for 2014-2019. The project involved a large-scale land acquisition (LSLA) scheme, which significantly impacted the lives of local communities. At the national level, YIA has positively impacted regional economic development. On the other hand, the project has not translated into improved welfare at the local level, especially for the affected communities. Through Law Number 2 of 2012 (Land Acquisition for Public Interest), the government and project initiators must accommodate local interests by providing adequate compensation for the LSLA scheme. However, even though authorities distribute a significant amount for land compensation in the LSLA scheme, it has not been able to restore the livelihood systems of affected communities and has even created social issues. This study aims to provide an in-depth description of the social impacts of Large-Scale Land Acquisitions by evaluating social studies conducted by authorities in 2018. The authors use qualitative case studies and legal analysis methods to answer the research questions. By examining the impacts of LSLA through a case study approach, the researcher can obtain a contextual and in-depth understanding and provide a comprehensive picture of the social impacts experienced by the local community five years after the LSLA process (2018-2023).

*Keyword: Large-Scale Land Acquisition, Social Impact, Social Impact Assessment, Sustainable Livelihood, YIA Airport*

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## List of abbreviations

<b><i>YIA</i></b>	Yogyakarta International Airport
<b><i>MP3EI</i></b>	The Master Plan for the Acceleration and Expansion of Indonesia's Economic Development
<b><i>RPJMN</i></b>	National Medium-Term Development Plan
<b><i>LSLA</i></b>	Large-Scale Land Acquisition
<b><i>SIA</i></b>	Social Impact Assessment
<b><i>EIA</i></b>	Environmental Impact Assessment
<b><i>AMDAL</i></b>	Analisis Mengenai Dampak Lingkungan
<b><i>SLF</i></b>	Sustainable Livelihood Framework
<b><i>DFID</i></b>	Department for International Development
<b><i>INKALINDO</i></b>	Ikatan Pengkaji Lingkungan Hidup Indonesia
<b><i>DPPT</i></b>	Dokumen Perencanaan Pengadaan Tanah
<b><i>SDG</i></b>	Sustainable Development Goals
<b><i>BKK</i></b>	Bantuan Khusus Keistimewaan
<b><i>BPS</i></b>	Badan Pusat Statistik

## **1. Introduction**

### **1.1. Research Background**

According to the Global Infrastructure Hub, it was estimated in 2019 that a total investment of \$94 trillion would be required to meet global infrastructure needs during that period (Mansell & Philbin, 2020). As a result, large-scale investment focusing on infrastructure development has recently increased (Sändig, 2021). The demand for infrastructure development necessitates a large amount of land obtained through *Large-Scale Land Acquisition (LSLA)*. However, ideally, large-scale infrastructure development including the land acquisition should also positively impact local communities' welfare, as they are the parties most affected by the development. This is in line with Nkansah-Dwamena (2021), when Large-Scale Land Acquisitions (LSLA) are appropriately executed, as a fair agreement between the investors or government and landowners, it has the potential to generate positive effects on the local community's livelihoods and even contribute to poverty reduction through the positive spill over effects created by the project.

Nevertheless, it has been observed that large-scale infrastructure projects frequently result in adverse consequences due to the displacement of local communities from lands they already utilize (Mansell & Philbin, 2020; Sändig, 2021). Large-scale infrastructure projects typically require land from local communities, potentially adversely impacting their livelihood and well-being. Furthermore, the impact of The LSLA can lead to uprooted people from their land and other social impacts such as displacement, land grabbing, and unfair compensation (Oberlack et al., 2016; Purbawa, 2021; Rijanta et al., 2019; Yadav & Kalambe, 2022).

Social Impact Assessment (SIA) has an essential role to mitigate those adverse impacts before the projects start. By conducting an SIA, authorities can identify potential adverse impacts and develop strategies to mitigate them, which can help ensure that the project is sustainable and beneficial for all stakeholders. It enables the identification of both direct and indirect impacts on the affected communities, such as changes in livelihoods, cultural dynamics, community cohesion, and access to essential services. By gaining insight into these aspects, project planners and decision-makers can proactively devise appropriate



measures to mitigate adverse impacts while also leveraging opportunities to enhance positive outcomes. As stated by Caplow et al., (2011), "Social Impact Assessment refers to the processes of analyzing, monitoring, and managing the intended and unintended social implications, both positive and negative, of planned interventions and any social change processes triggered by those interventions." This also aligns with Vanclay (2002), that SIA helps to identify the potential social impacts of a project and those who may be affected by them. However, although Environmental Impact Assessment (EIA) is a global political commitment to mitigate negative consequences arising from Large-Scale Land Acquisitions (LSLA) (Burdge & Vanclay, 1996), the whole procedure can still be challenging. This is because authorities may not be able to accurately assess the risks associated with impacted communities, making it difficult to estimate the potential negative impacts of the project on the community (Unruh et al., 2019). The EIA reports are sometimes completed as a mere formality in implementing a project rather than as a thorough and critical study of minimising negative impacts on the environment and social well-being while maximising economic output. In other words, EIA reports are sometimes viewed as a necessary bureaucratic procedure rather than a comprehensive assessment of a project's potential environmental and social impacts.

This is also found in Yogyakarta International Airport (YIA), even the EIA (in Bahasa: AMDAL) was formulated after the location permit was published (Alan, 2020; Aji & Khudi, 2021). This means that the airport's location had already been decided before the EIA report was conducted. This is not ideal or could be called a procedural defect, as the airport's site may have already impacted the environment and local communities. According to Law No. 2 of 2012, authorities should provide the EIA document (in Bahasa: AMDAL) in the planning stage, which is before the location determination of the project. So that potential environmental and social impacts could have been considered in the implementation stages. This procedural defect caused many criticisms and worries related to the accuracy of the EIA document in predicting and mitigating especially the social impact arising by LSLA. In addition, it found that social assessment for several cases in Indonesia tends to be the weakest part within AMDAL or EIA documents (Walker et al., 2000). Several studies found that several social impacts such as displacement, social conflict, loss of livelihood, and

vulnerability to affected communities emerged following the acquisition of land for the YIA airport (Beltahmamero, 2023; Rijanta et al., 2019; Suroso, 2018).

## **1.2. Research Objective and Question**

From the introduction section, it is understood that LSLA (Large-Scale Land Acquisition) for YIA airport significantly impacted local communities' life. It is essential to assess the social impact of LSLA on communities, especially after five years after the LSLA scheme in Kulon Progo. Moreover, many study findings indicate social issues on local communities after LSLA began in 2018. This research thesis was conducted five years after the phase of LSLA for YIA development, and it can be seen as an ex-post study.

This study emphasises the importance of conducting follow-up studies in the context of infrastructure development projects. These studies, especially those related to social impact, are often neglected (Mottee & Howitt, 2018). Hence it should be addressed because they have a crucial role in ensuring that project processes and activities are adjusted to support the sustainability of livelihoods for affected communities (Rossouw & Malan, 2007). As a result, the purpose of this research is to explain the social impacts of the LSLA by comparing the social impact prediction in the EIA document (AMDAL) with the present social impacts on affected communities, five years after the LSLA of YIA airport.

Thus, this thesis's purpose is to answer the central question:

**“How are the social impacts of Large-Scale Land Acquisition (LSLA) on affected communities?”**

To answer this question, the following sub-research questions are addressed:

1. How were the government's predictions of the social impacts of large-scale land acquisition formulated five years ago?
2. What are the specific social impacts of large-scale land acquisition as observed in the current context?
3. To what extent do the observed social impacts of large-scale land acquisition align with the government's predicted social impacts from five years ago?

## **1.3. Societal and Scientific Relevance**

Following the principles outlined in Law Number 2 of 2012, land acquisition for public interest not only aims to enhance the balance between government and landowner interests

but also strives to increase the welfare and well-being of the affected people. The law recognizes that large-scale land acquisition can have significant social and economic implications for the individuals and communities directly impacted by such acquisitions. Therefore, it emphasizes the importance of considering the affected people's rights, needs, and aspirations throughout the process.

The objective of enhancing the welfare of affected communities during land acquisition is believed to be accomplished through providing diverse employment opportunities and facilitating knowledge sharing, particularly in the agricultural sector (Hufe & Heuermann, 2017). Khadjavi et al. (2017) also argue that LSLA has increased local competitiveness and created various off-farm employment prospects in several cases. Moreover, certain projects in Indonesia have demonstrated that LSLA can improve wealth and drive economic diversification, including the modernization of agricultural activities and the enhancement of local product value. Soedomo (2019) found that large-scale land acquisition for a palm oil project in one of the villages in North Sumatera, Indonesia, has benefited the local community. He argued that the local community's livelihoods have been improved and diversified. After receiving the compensation due to land acquisition, they are able to use better technologies, resulting in higher productivity (Soedomo, 2019).

On the other hand, there are several findings that the land acquisition process for large-scale development creates negative consequences for the socioeconomic condition of local people (Gironde & Golay, 2021). Sändig (2021) explains that Global South witnesses adverse impacts resulting from numerous large-scale land acquisition projects since local communities already occupy and utilize a significant portion of the land. Consequently, this displaces people from their land and inflicts psychological and socio-cultural consequences that can be traumatic for them. This aligns with Oberlack et al. (2016) who discovered that LSLAs impacted rural livelihoods and created various disadvantages for them, such as exclusion, marginalization, livelihood asset limitation, polarization, and deprivation.

We can conclude from the previous that LSLA has some consequences for communities, particularly those who own the land and have no choice but to relocate to another settlement. Nonetheless, current studies still need to be more comprehensive in capturing the impact of LSLA on local communities. In addition, overgeneralizing knowledge of land acquisition leads to ineffective policy panaceas that disregard the heterogeneity

context (Oberlack et al., 2016). LSLA differs from small-scale land acquisitions in that the procedure for moving a community to a new residence necessitates special treatment, significantly restoring the affected people's livelihood systems. Besides that, the impact of LSLA is also very dependent on the characteristics of the community and the authority's intervention in this process.

This is in line with Nkansah-Dwamena (2021) argument that current empirical evidence studies of land acquisition impacts on affected people still need to be expanded, especially concerning how the LSLA affected the people's livelihood. The impact of LSLA on community livelihoods is fragmented based on specific cases, regions, and regulation implementation. Hence, the enrichment of scientific case studies can provide a comprehensive and diverse explanation of the impact of LSLAs from regions with different characteristics.

The case study chosen for this research is the large-scale land acquisition (LSLA) undertaken for the YIA airport project. It is particularly significant as it is the first and biggest airport project conducted under the new land acquisition law, Law number 2 of 2012. This project demonstrates distinct characteristics in comparison to similar endeavours in developed countries. It involves rural communities traditionally relying on the land for their livelihoods, leading to potential conflicts and displacement. Furthermore, Kulon Progo, the airport's central location, has been identified as the poorest region on Java Island (Astuti & Lestari, 2018). Hence, it indicates the high vulnerability of the communities directly affected by land acquisition. These factors serve as focal points of the research, aiming to examine how the government considers these characteristics during the whole land acquisition process.

This research building on the findings of previous research studies (Alan, 2020; Beltahmamero, 2023; Edita, 2019; Purbawa, 2022; Rijanta, Raden, 2022) that identified significant social issues facing the communities impacted by the land acquisition process for the development of the Yogyakarta International Airport. In addition, this study also elaborates on the call by Kebede et al., (2021) for more research regarding the impact of LSLA on affected people's livelihoods in Indonesia as a developing country in South East Asia. The starting point of this research is that it is evident that there is a probability that the impact of LSLA on affected people in Indonesia will take a different form from other

developing countries regarding the policy, mechanism, and regional characteristics. This study aims to investigate the social impact of LSLA on Yogyakarta International Airport development on the affected people, particularly after the land compensation and relocation process five years ago in 2018.

## **2. Literature Review and Theoretical Framework**

### **2.1. Large-Scale Land Acquisition**

Large-scale land acquisitions (LSLA) have been a significant trend over the past decades. This trend is driven by factors such as urbanization, increasing population, demand for industrialization, and other sectors (Chilombo et al., 2019; Yadav & Kalambe, 2022). LSLA is a process of acquiring large land areas for various purposes, such as infrastructure development, industrialization, urbanization, and commercial activities. LSLA refers to the procurement of land with an area greater than 200 hectares or a size twice that of the national median land ownership, as determined by the local context (Carter et al., 2017; Sändig, 2021). This definition helps distinguish LSLA from small-scale land acquisition, typically involving a much smaller area of land and only involves the transfer of a portion of land ownership.

LSLA is not a new practice because this has been happening for quite a long time. According to Chilombo et al., (2019), present LSLA practices have more evolved and mature democratic rights, both in legal form and in reality, as compared to the LSLA that happened during the age of colonialism in the Global South countries. However, other research have revealed that both past and present LSLA experiences have common difficulties such as a limited number of beneficiaries and a big number of dispossessed, land and labor exploitation, and so on (Gironde & Golay, 2021). There is a greater risk of landowners being uprooted from their native surroundings under LSLA, whether for private or public reasons.

Globally, LSLA has become a tough topic, particularly in the Global South, where many governments and private organizations are attempting to implement LSLA to promote economic growth and development. LSLA, on the other hand, frequently displaces local populations, causing them to lose access to their land, houses, and livelihoods. In addition, Gironde & Golay (2021) explains that many international cases related to large-scale land acquisition tend to create adverse consequences, particularly on the social conditions of local communities. This aligns with the Yadav & Kalambe (2022) finding that while corridor development projects in India can bring economic benefits, the LSLA process leads to social injustice, particularly for marginal communities. Some of those who received land compensation could not use the money properly, so they returned to poverty. Others worked as farmers, cultivating land where they did not have legal status and thus did not benefit

from the compensation. In addition, another controversial land acquisition is LSLAs for *Omba* Dam, Indonesia. These projects created several social impacts; Local communities have been forcibly displaced and persecuted, which has resulted in violations of their human and civil rights (Larasati & Sujadi, 2021). On the one hand, these projects are crucial for national development and progress, and their successful implementation can have significant economic benefits for the country. Large-Scale Land Acquisition (LSLA), regardless of its past, has the potential to provide positive outcomes and benefits for the communities it affects. LSLA, for the public interest, has the potential to encourage economic growth and enhance infrastructure in impacted communities. They have the capacity to, directly and indirectly, provide employment opportunities by producing jobs in areas such as agriculture, manufacturing, and services.

In conclusion, LSLA for infrastructure projects in the Developing World frequently creates a dilemma between national interest and the impact on local populations. Large infrastructure projects like railways, airports, and dams are frequently regarded as critical for national development and economic progress. Among other things, these practices can improve connection, boost access to resources, and generate job possibilities. LSLAs for infrastructure projects, on the other hand, can have a huge influence on local communities. They may be relocated from their homes, lose their jobs, or endure other negative consequences such as environmental deterioration or cultural value loss. This can lead to a decline in quality of life, poverty, and deprivation.

## **2.2. Social Impact Assessment**

LSLA significantly impacted local communities, particularly their livelihood and social well-being. LSLA has often been linked to many social issues, including displacement, loss of livelihoods, resource deprivation, and social degradation within communities (Gironde & Golay, 2021; Kabra, 2018; Oberlack et al., 2016; Terminski, 2012). Furthermore, Vanclay et al. (2015a) highlight that the creation of social impacts can be experienced in various forms, including cognitive or physical, to different scales of communities. Therefore, it is essential to provide a Social Impact Assessment (SIA) to identify and assess the potential social impacts of LSLA on local communities and to develop strategies to mitigate or avoid these negative impacts.

According to Vanclay (2003b) SIA is a process that involves analyzing, monitoring, and managing both positive and negative intended and unintended social consequences of planned interventions and any social change process caused by those interventions. In addition Kruger (2020) argues that SIA aims to promote sustainability by ensuring that future generations have access to the same natural resources and benefits as the present generation. SIA is an approach used to analyze a proposed project or policy's potential social, cultural, economic, and environmental impacts. By evaluating these impacts, decision-makers can determine whether a project will likely have a net positive or negative effect on society. Furthermore, SIA evaluates a project's or policy's long-term impact, notably the possible influence on the welfare of local residents. It evaluates the possible influence on several scales, including people, families, social groupings, and society (Vanclay et al., 2015a). Moreover, SIA is a procedure that strives to promote sustainable development and guarantee that future generations' interests are taken into account.

During the SIA process, various aspects are examined to gauge the potential social implications of the project or policy. The goal is to understand how the proposed project may influence these essential services, either positively or negatively. Livelihoods are another crucial aspect considered in Social Impact Assessment (Caplow et al., 2011; Vanclay, 2003a). The assessment aims to determine the potential impact on local livelihood sources, such as agriculture, fishing, or small-scale businesses. By evaluating how the project or policy may affect these economic activities, decision-makers can identify potential risks or opportunities in the future. This information can help formulate strategies to mitigate negative impacts and enhance positive outcomes. By analyzing the potential impact of a proposed project, decision-makers can make informed decisions considering the long-term well-being of the environment and local communities.

Social impact assessment is contained in the Environmental Impact Assessment document, or AMDAL in Bahasa Indonesia. According to Hanna de Almeida Oliveira, P. (2016), SIA is frequently included into the Environmental Impact Assessment (EIA) process for large-scale projects. Incorporating SIA into EIA activities has important roles for a thorough assessment of a project's potential impacts on both the physical bio-environment and the social cohesion of the affected communities.



The social impact assessment within the AMDAL (Analisis Mengenai Dampak Lingkungan) or EIA document is mandatory for LSLA projects, as outlined in Law No. 02 of 2012. This assessment is provided specifically during the land acquisition scheme's planning stages and is considered an essential component of the overall land acquisition planning document. It entails a thorough investigation of the potential impacts of land acquisition on affected communities, including the social cohesion, livelihoods system, cultural heritage, and overall well-being of communities in the project area. Therefore, the legal framework for land acquisition in Indonesia, as defined by Law No. 02 of 2012, adequately considers the concerns of affected communities. This is accomplished in part by utilizing the Land Acquisition Planning Document (*Dokumen Perencanaan Pengadaan Tanah*), which includes a social impact assessment. This ensures that large-scale projects prioritize the local community's well-being, which is the most affected stakeholder. Hence, a balance is struck between the interests of the authorities as parties in need of land and the community as directly or indirectly affected parties.

### **2.3. Theoretical Framework**

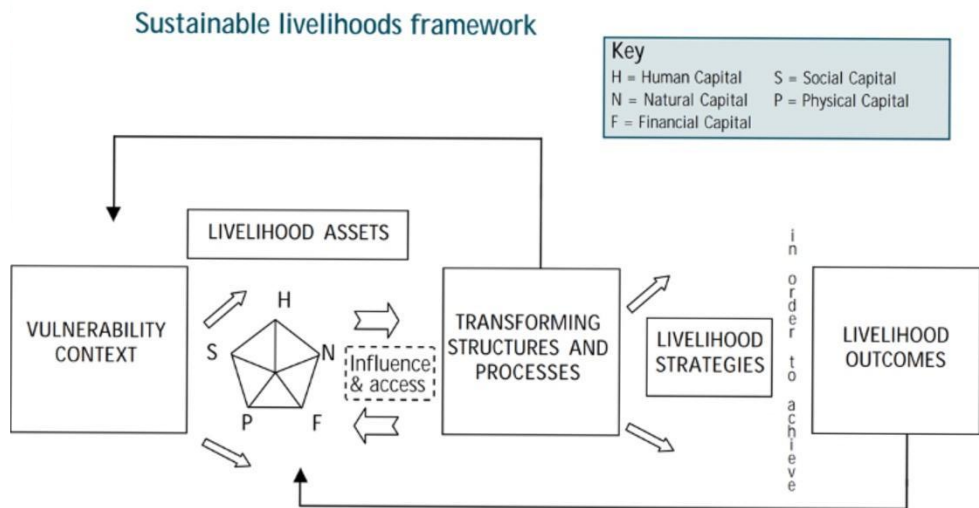
The Sustainable Livelihood Paradigm (SLF) is a widely used theoretical framework for evaluating social impacts of large projects. The SLF has been particularly valuable because of its emphasis on assets, which has enabled researchers to detect and increase households' capacity and resilience in reaction to changes that may affect their way of life. By concentrating on assets, the SLF supports in addressing the numerous components of livelihoods, such as natural, social, human, physical, and financial assets (Vanclay & Esteves, 2011).

Furthermore, Kruger (2020) contends that SLF considers individuals' vulnerability and the assets or capabilities they have to sustain their livelihood. It also emphasizes the significance of comprehending the interplay of various factors and how they can affect the livelihoods of individuals and communities, ultimately aiming for a sustainable future. Furthermore, SLF is a widely used framework for assessing the impact of development interventions on people's livelihoods, particularly in the Global South's rural areas (Natarajan et al., 2022).

Robert Chambers and Gordon Conway's 1991 work served as the foundation for the framework. It emphasizes the importance of understanding individuals' and communities' assets and capabilities in order to achieve sustainable livelihoods (Stacey et al., 2019). The framework takes into account the various assets that people have such as natural, physical, human, social, and financial assets, and how these assets interact to create various livelihood strategies (Scoones, 2015). Furthermore, the Department for International Development (DFID) has developed the Sustainable Livelihood Framework (SLF), a widely used approach to understanding and supporting sustainable livelihoods. According to the DFID, the concept of sustainability should be at the core of the SLF. This means that any interventions aimed at supporting livelihoods should be implemented to ensure that they are sustainable in the future. This includes considering the environmental, economic, social, and institutional factors that can influence the sustainability of livelihoods.

The Sustainable Livelihood Framework provides a holistic approach to understanding rural livelihoods by identifying and analyzing the interrelations among five key elements: **Vulnerable Context, Livelihood Assets, Structures And Processes, Livelihood Strategies, And Livelihood Outcomes**. These elements are interrelated, and their impact on one another should be considered while formulating strategies for improving rural livelihoods.

The vulnerable context has an impact on the community's livelihood assets, which are the core component of their livelihood systems. Environmental shocks, economic downturns, political issues, and social disputes can all contribute to the vulnerability context of rural populations. As a result, people's access to livelihood assets may be restricted, restricting the livelihood choices they might follow. Structures and procedures in place can also influence the availability of livelihood assets as well as their livelihood strategies. In turn, livelihood strategies can have an impact on livelihood outcomes, which can flow back into the vulnerable setting, possibly strengthening or reducing existing vulnerabilities.



Source: Department for International Development (1999)

Figure 2.1 Sustainable Livelihood Framework

**Figure 2.1** illustrates the Sustainable Livelihood Framework, which aids in understanding the interconnected interactions between these elements. The definitions of each element as a variable in this master's thesis are as follows.

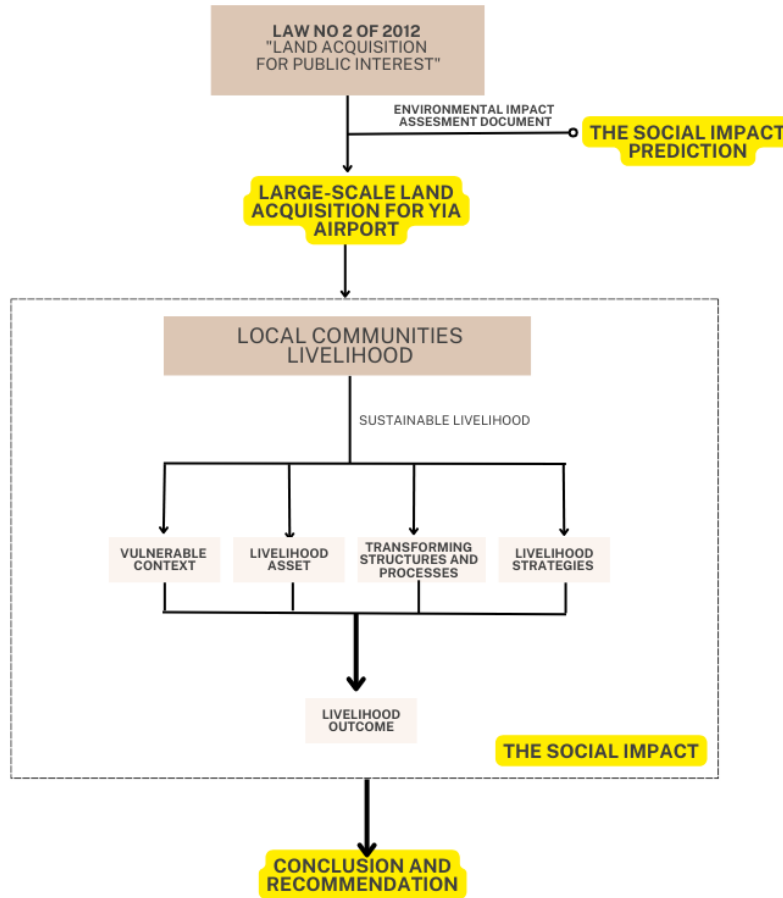
**Elements of Framework**

- **Vulnerable context:** The "vulnerable context" affects the livelihood assets of rural communities, which can lead to insecurity in their livelihood. Vulnerable contexts are factors that can endanger or harm people's lives. This vulnerability can be caused by environmental shocks, economic downturns, political issues, or social conflicts.
- **Livelihood Assets:** The resources used by the community to make money, such as natural, physical, financial, human, and social assets, are referred to as livelihood assets. These assets, which include skills, social assets, land, and access to education, form the foundation of livelihood systems.
- **Structures and Process:** This refers to the policies, institutions, and processes (rules, norms, and government intervention) that shape the operating environment of livelihoods. They can include both formal institutions such as government policies and regulations and informal institutions such as cultural norms and social networks.
- **Livelihood Strategies:** The method by which the community uses their assets to generate income and meet their household needs. This may include various primary

activities in rural communities such as agriculture, small-scale entrepreneurship, or wage labor.

- **Livelihood Outcomes:** The impact of livelihood strategies on the livability and well-being of communities. This includes meeting households' financial needs, improving quality of life, and reducing environmental and social degradation..

The SLF describes how numerous elements affect people's livelihoods and capacity to attain sustainability. These elements can either help or impede people's efforts to achieve sustainable livelihoods. The arrows in the SLF diagram indicate various components' dynamic and linked nature without indicating direct causality. The SLF aims to create livelihood strategies that improve long-term results by reducing vulnerability, supporting sustainable behaviors, and improving well-being and resilience, particularly in rural communities. The SLF provides a framework for understanding and tackling the issues of promoting sustainable livelihoods by taking into account the different components of people's livelihoods and their intricate interconnectedness. The author uses SLF features in this study to assess the present livelihood conditions of the impacted populations five years after the large-scale land acquisition.



Source: Author (2023)

Figure 2.2 Research Conceptual Framework

Furthermore, the graph below illustrates the relationship between the main analysis conducted using the SLF framework and the legal analysis conducted in accordance with Indonesian Law 2 of 2012. To explain the social impact of the LSLA for YIA airport, the author first evaluates the AMDAL document's social impact estimates using Law No. 02 of 2012 as the legal basis for land acquisition in Indonesia. Furthermore, the authors employ SLF as a theoretical framework in describing the community's social impacts. Finally, the findings of the two analyses are used to formulate conclusions and recommendations that address the primary research questions.

### **3. Methodology**

#### **3.1. Research Approach: The Qualitative Case Study**

Case study research has become a more popular strategy among qualitative researchers. It entails a thorough examination of a single case or a small number of instances. An individual, an organization, a community, an event, or even a specific phenomena might be the subject of the case. Case studies enable academics to gain a full understanding of a difficult subject or phenomena by investigating it in its natural environment. This methodology does not often employ statistical or other data-collection approaches. Rather than the amount of observable qualities, its emphasis is on grasping the substance of the study topic (Baškarada, 2014; Hyett et al., 2014). Case study research can be useful in examining the social impacts of large-scale land acquisition. A case study method seeks to analyze a current phenomena in its real-life setting (Yin, 2003); hence, the author will employ a case study technique in order to offer a thorough explanation of *the LSLA social impact on affected communities*. Furthermore, the case study takes a comprehensive approach, including the logic of design, data collecting methodologies, and specialized approaches to data analysis (Yin, 1991, p. 12). Researchers can acquire a more detailed knowledge of the social repercussions of land acquisition on local populations by researching a single instance or series of examples.

The purpose of this research is to look at *the social impacts of Large-Scale Land Acquisition (LSLA) for Yogyakarta International Airport (YIA) in Indonesia*, especially after five years of development. The researchers will base their analysis on the instance of the YIA airport construction project, taking into account the social impact projections stated in the Environmental and Social Impact Assessment (AMDAL) document and Law Number 2 of 2012, Indonesia's key land acquisition law. The Yogyakarta International Airport (YIA) was chosen as the case study since it is Indonesia's largest airport built after the implementation of Land Acquisition Law No. 2 in 2012 (Guild, 2019). This is significant because the law aims to regulate land acquisition for public interest purposes, including the development of infrastructure projects such as airports.

### **3.2. Unit of Analysis**

According to Yin (2003), the unit of analysis relates to the determination of the case analysis, and the study analysis is determined by establishing physical limits, theoretical scope, and timeframe.

#### *3.2.1. Spatial Boundaries*

This case study focuses on Kecamatan Temon in Kulon Progo Regency, which falls within the spatial boundary of the Yogyakarta International Airport (YIA) development. As a result, this village is home to the communities directly impacted by the airport project. In response to the development, these affected communities have expressed their willingness to relocate and have agreed to receive compensation from Angkasa Pura I, the authority responsible for the project.

Including Kecamatan Temon, in this case, the study offers valuable insights into the experiences and perspectives of the local residents directly affected by the land acquisition process. By examining this specific village, the research aims to comprehensively understand the social impacts on the affected communities.

#### *3.2.2. Time Frame*

This study examines the community's living conditions five years after the LSLA and before the LSLA. Thus, it is crucial to establish the study's time frame for its accuracy and dependability. The research will occur between February 2023 and July 2023, and fieldwork will be conducted between mid-April and mid-May. This will allow for an in-depth analysis of the current state of the affected community and how it compares to their previous conditions before the land acquisition.

### **3.3. Data Collection**

The information was gathered using two methods. The first was a semi-structured interview. This method included an interview guide, which was supplemented with open-ended questions. This method entails utilizing a series of preset questions to steer the conversation while providing for flexibility and the possibility for participants to contribute their thoughts and experiences in their own words (Al-Saggaf & Williamson, 2004). Before conducting the semi-structured interviews, the author prepared an interview guide based

on the theoretical framework. This was done to ensure that the questions asked during the interviews were informed by existing knowledge and relevant to the investigated topic.

To capture the depth of the participants' experiences, the author utilized an online platform (zoom) to record the interviews with the participants' permission. This method generated a rich and detailed dataset, which facilitated a thorough exploration of the social impacts of Large-Scale Land Acquisitions (LSLA).

The online interviews were assisted by *research assistants* who were in the field because the authors were on different continents and had limited local languages. As the interviewer in the field, the author and research assistant encouraged two-way communication during the semi-structured interviews, allowing participants to express themselves freely and fully. This approach allowed participants to share their experiences and perspectives on LSLA comprehensively and detailed. Hence, the author gained insights into the complex social impacts of LSLA and how these impacts were perceived and experienced by individuals and communities. Furthermore, using a theoretically informed interview guide and a two-way communication approach helped ensure that the research findings were robust and reflective of the diverse experiences and perspectives of the participants.

### ***Choosing Interviewee***

Snowball sampling was chosen as the data collection method in this study. This approach began with a small group of initial participants who were responsible for identifying and referring to other individuals who met the study's eligibility criteria. By using this method, the researcher hoped to gradually expand the participant pool and include a more diverse range of people in the study.

The interviewees were categorized into four groups: (1) local communities from different economic background, (2) Regional government (Head of the Department of Land and Spatial Planning Daerah Istimewa Yogyakarta), (3) Village government (Head of Hamlet), (4) Expert (chairman of the Indonesian Association of Environmental Studies: INKALINDO and regional planning academician). This categorization was done to understand the social impacts of large-scale land acquisitions from various perspectives.

The second method involves gathering secondary data to address the research question. This is achieved by collecting relevant information from various legal documents,



including the Environment Impact Assessment (AMDAL) for YIA airport and the land acquisition regulation document (Law No. 02, 2012 about Land Acquisition for Public Interest). During the analysis process, these documents were used to compare the government's social impact predictions with the current condition of the affected local community's five years after land acquisition.

### **3.4. Data Analysis**

The outcomes of the interviews were transcribed and analyzed using the Atlas.Ti program after they were recorded. The author used a coding system based on theoretical framework components in the Sustainable Livelihood Framework and Principles in Land Acquisition Law. This method allowed the author to quickly classify the information obtained from interviews and legal document analysis (Environmental Impact Assessment Document, Indonesia Land Acquisition Law: Law No. 2 of 2012).

In addition to this, the author also performed deductive coding by breaking down the elements listed in the theoretical framework: Vulnerable Context, Livelihood Assets, Structures And Processes, Livelihood Strategies, And Livelihood Outcomes. The author used this coding method to identify the social impacts of LSLA. This helped to organize the data and facilitated the identification of patterns in the participants' responses.

The utilization of the Atlas.Ti application and the deductive coding method helped to collate and analyze the data obtained from the interviews efficiently. This approach facilitated a comprehensive understanding of the experiences and perspectives of the affected communities and enabled the author to identify critical issues related to the social impacts of LSLA.

Furthermore, the author conducted a legal analysis using Indonesia Law Number 02 of 2012, which pertains to land acquisition for the public interest, as well as an analysis of the Environmental Social Impact Assessment (AMDAL) to compare the present social impacts experienced by local communities with the predictions formulated by the authorities.

### **3.5. Ethical Consideration**

Ethical issues are critical when collecting qualitative data, particularly in semi-structured interviews performed via online platforms, as in the current study. Ethical

considerations become even more pressing when interviewing vulnerable people since they may endure emotional anguish when expressing their experiences. According to (Arifin, 2017) obtaining consent involves two key conditions. To begin, the interviewee must be properly informed about the research, comprehend the information presented, and have the option to participate. Second, the interviewee's identity and confidentiality must be maintained by not disclosing their names or identifying information throughout data collection, analysis, and publication of study findings.

To address these ethical concerns, the author provided an informed consent sheet that explained the research's purpose and how the interviewee's data would be utilized. Furthermore, the author ensured the anonymity and confidentiality of the participants by not requesting their names or any identifying information during the data collection, analysis, and reporting of study results. These measures ensured that ethical considerations were carefully considered throughout the data collection process and that the participant's rights and privacy were respected.

#### **4. Empirical Input and Analysis**

This chapter provides significant insights gained through the collection and analysis of numerous legal and supporting documents. Section 4.1 provides a thorough review of Large-Scale Land Acquisition for Public Interest in Indonesia. Section 4.2 then presents a case study of the Large-Scale Land Acquisition procedure for Yogyakarta International Airport. Finally, Section 4.3 examines the predicted social impact of Large-Scale Land Acquisition for YIA to address the research question. Through this analysis, readers will better understand the legal and social implications associated with Large-Scale Land Acquisition in Indonesia, specifically in the context of Yogyakarta International Airport.

##### **4.1. Large-Scale Land Acquisition for Public Interest Policy in Indonesia**

The process of purchasing vast land tracts for diverse goals such as infrastructure development, industrialisation, urbanization, and commercial operations is known as large scale land acquisition (LSLA). According to (Carter et al., 2017) LSLA is the purchase of land with a land area more than 200 hectares, or, in the national context, twice the median land ownership. One of the primary aspects of LSLA is the possibility for landowners to be uprooted from their natural setting. This can have serious consequences for the impacted

populations, particularly in terms of their livelihoods and social networks. Landowners who are forced from their land may lose income, food security, and social relationships, as well as suffer difficulties in obtaining proper compensation and relocation assistance. To alleviate the negative consequences of LSLA, the Indonesian government adopts Law No. 2 of 2012 on Land Acquisition for Public Purposes as the fundamental law to manage the LSLA method, particularly for public interest projects.

Land acquisition for public purposes was sometimes forceful under the New Orde, or *Orde Baru* in Bahasa (1959-1965), because the government chose one-sided compensation and there was no recourse. Furthermore, the overlapping legislation and legal framework have frequently resulted in claims of state pressure and violations of human rights. As the government pushed its development ambition at any costs, many communities and people affected by land acquisition for infrastructure projects had their rights and interests overlooked. The Basic Agrarian Law of 1960, as the basic legal framework for land acquisition, proved insufficient, resulting in societal problems and human rights violations. As a result, the government issued Land Acquisition for Development for Public Purposes Law No. 2 of 2012 in 2012 (Larasati & Sujadi, 2021).

Furthermore, Guild (2019) explained that this legal framework had stimulated many large infrastructure projects and ensured that the outcome of compulsory land acquisition is generally more equitable and decent. The Law No. 2 of 2012 for Public Purposes also ensures that landowners can keep their property until they are compensated. This regulation aims to provide equitable results for landowners while placing a three-year time restriction on processes to expedite developments. According to Law No. 2 of 2012 on Land Acquisition for Public Purposes, this new law incorporates a more transparent system and considers the needs of both landowners and users. As a result, in Indonesia, large-scale land purchase is governed by Law No. 2 of 2012 on Land Acquisition for Public Purposes. This law establishes government or private property purchase standards for public-interest reasons such as infrastructure development and environmental preservation. The land acquisition procedure, specifically LSLA, must be equitable and provide adequate compensation and resettlement under this statute.

In Indonesia, large-scale land acquisition is governed by various principles established in Law No. 2 of 2012. This concept safeguards the human rights, fairness, and

fair recompense of impacted parties. Humanity, Justice, Expediency, Certainty, Openness, Agreement, Participation, Welfare, Sustainability, and Alignment are the concepts enshrined in Law No. 2 of 2012. By following the principles outlined above, the land acquisition process will bring wide advantages to the community, country, and state, resulting in a balance between authorities as parties in need of land and local communities most affected by the land acquisition project. These principles advocate for a fair and equitable approach to land acquisition that respects the dignity, rights, and interests of all impacted persons and communities.

#### **4.2. The Social Impact of Large-Scale Land Acquisition in Indonesia**

Large-scale land purchase for public use in Indonesia has had a significant impacts on the livelihoods of communities across the country. While large-scale land acquisition is beneficial to infrastructure development and general welfare, it may also have a disadvantageous impact on communities. Many groups have lost access to their lands, limiting their ability to engage in traditional vocations including farming, fishing, and hunting (Alami, 2021; Ghatak & Mookherjee, 2014; Srinivas et al., 2014). Moreover, the displacement of communities has often led to social disruption, loss of livelihood resources, and increased poverty. This aligns with Ascher & Krupp (2010) argument that land acquisition for infrastructure development can significantly impact local communities, including displacement and social degradation. These impacts can have long-term effects on the affected communities and may have broader social stability and economic development implications. To mitigate these negative impacts, it is crucial that the needs and concerns of affected communities are considered during the decision-making in land acquisition process and that they are adequately compensated for the loss of their lands and livelihoods. Hence impact assessment is crucial in every infrastructure development to identify and evaluate the project's potential social, economic, and environmental impacts.

Based on Law No. 32 of 2009 on Environmental Protection and Management must undergo an environmental impact assessment (EIA) and a social impact assessment (SIA) before obtaining a permit or approval. These two assessments are included in one comprehensive document called AMDAL (Environmental Social Impact Assessment), which

is an obligatory procedure for most development projects except those that have certain minimal environmental and social impacts. This is also mentioned in Law No. 2 of 2012 that every land acquisition project obligatory includes an AMDAL document as part of DPPT (Dokumen Perencanaan Pengadaan Tanah) in the beginning of acquisition practice.

In recent years, there has been a rising realization among Indonesian planners and decision-makers of the importance of paying more attention to the social assessment of AMDAL. This is in reaction to the recognition that impact evaluations must cover the country's primary social problems, such as social inequality and human rights. While environmental considerations have typically dominated the AMDAL process, there is growing recognition that social impacts can have long-term and far-reaching repercussions for impacted communities. As a result, efforts have been made to include social impact assessment into the AMDAL process and to guarantee that impacted communities' views are heard and their concerns are addressed. This includes measures such as conducting community consultations and involving local stakeholders in decision-making. Additionally, there have been calls for greater transparency and accountability in the AMDAL process to ensure that it is conducted equitably.

However, while there is a rising acknowledgment of the necessity of social impact assessment in infrastructure projects in Indonesia, the quality of social evaluation in most AMDAL papers remains low (Walker et al., 2000). In many circumstances, the social assessment is restricted to a superficial examination of the number of impacted persons without taking into account the entire spectrum of social consequences, such as changes in social connections, access to resources, cultural value, and the distribution of benefits and costs.

This narrow approach to social assessment has resulted in a lack of attention to the needs and concerns of impacted communities, with detrimental consequences for their livelihoods and well-being. To guarantee that the whole spectrum of social consequences is appropriately addressed and that the interests and concerns of impacted communities are considered in decision-making processes, the quality of social evaluation in AMDAL papers must be improved. This aligns with Vanclay et al. (2015b), Social Impact Assessment (SIA) plays an essential role in mitigating the negative social impacts of development projects. He believes that SIA helps to identify the potential social impacts of a project and those who may

be affected by them. That information can then be used to develop mitigation strategies to reduce or avoid these negative impacts.

To summarize, large-scale land acquisition in Indonesia has substantially impacted communities, resulting in the loss of traditional lands, disruption of livelihoods, social deterioration, and increasing poverty. To avoid these negative consequences, it is critical to prioritize the interests and concerns of impacted people throughout decision-making and to provide sufficient compensation for the loss of lands and livelihoods. Comprehensive impact assessments, must be included as part of the AMDAL process. While there is a rising acknowledgment of the relevance of social impact assessment, there is a need to enhance social assessment quality to cover the entire spectrum of social consequences and consider the needs and concerns of impacted populations.

#### **4.3. The Case Study: New Yogyakarta International Airport Plan**

The MP3EI (Masterplan for Acceleration and Expansion of Indonesian Economic Development) was released in 2011 to accelerate economic growth, expand egalitarian infrastructure, and achieve long-term development goals. This national masterplan contributes to achieving numerous Sustainable Development Goals (SDGs), notably equitable development by ensuring that economic progress benefits the whole population. Former President Susilo Bambang Yudhoyono stated that this MP3EI was superior to the previous development plan because it was more comprehensive and integrated (Kuncoro, 2013) because it covered various aspects of development and involved multiple stakeholders.

Under President Jokowi administration, the MP3EI was translated into the National Medium-Term Development Plan (RPJMN) and one of the infrastructure acceleration projects was the Yogyakarta International Airport development . The Yogyakarta Region played an important role as the regional economic center in the MP3EI document, and the existence of the YIA airport served to support the mobility of goods and people because it is a planned airport development project that aims to replace the *Adisutjipto* International Airport, which is located in Yogyakarta's city center. Furthermore, according to the RPJMN 2015-2019, the YIA airport is expected to support Yogyakarta as an Indonesian metropolitan city. The project began in 2018 and will be completed in stages over the next few years. This

airport serves an important function in realizing national interests, but it also serves local interests. The local interest refers to the ability to provide positive impacts for the local community, especially those affected by the development.

The new airport is located in the Kulon Progo Regency, approximately 48 kilometers west of Yogyakarta. It will cover an area of 592 hectares and is expected to accommodate up to 20 million passengers per year upon completion of all phases. The YIA project is being developed by a consortium of state-owned companies, including PT Angkasa Pura I, PT PP, and PT Wijaya Karya (Kadarisman, 2019). The project is estimated to cost IDR 10.8 trillion (approximately USD 730 million) and is funded by a mix of private investment and government loans. In the process of realizing this project, large-scale land acquisition (LSLA) is required, based on the Governor's Regulation on Land Determination Permit No. 68 / KEP / 2015. Land acquisition for YIA will be carried out on 466.73 hectares of private ownership and 178.90 hectares of Pakualaman ground ownership. LSLA has forced 607 rural households to relocate from their neighborhoods, even though the compensation they received for the land was enormous compared to the price prior to the YIA airport plan.

#### *4.3.1. Land Acquisition Areas Characteristic Before LSLA*

The YIA airport is specifically located in Temon and Wates, Kulon Progo. It is a focal area for the construction of the New Yogyakarta International Airport, which is included in the Master Plan for the Acceleration and Expansion of Indonesian Economic Development (MP3EI) 2011-2025.



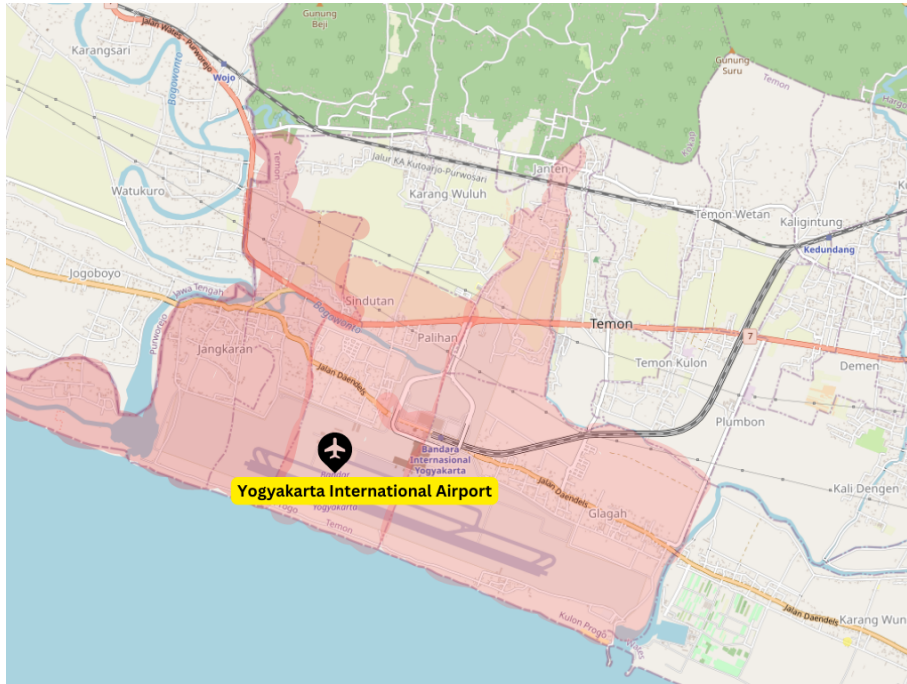
Source: Google Earth(2013,2023)

Figure 4.1 Land Use Change in Temon Regency

Before the YIA development project starts, those areas are characterized by rural areas with the domination of agriculture activities. Therefore the main economy of the sub district was largely based on agriculture, with rice paddies, coconut, and vegetable gardens dotting the landscape. The people of the airport area relied on traditional farming methods and manual labor to cultivate their crops.

Temon District covers an area of 3,629.09 hectares and consists of 15 villages. These villages include *Karangwuni, Jangkaran Village, Sindutan Village, Palihan Village, Glagah Village, Kalidengen Village, Plumbon Village, Kedundang Village, Demen Village, Kulur Village, Kaligintung Village, Temon Wetan Village, Temon Kulon Village, Kebonrejo Village, Janten Village, and Karangwuluh Village*. Five of the 15 villages in the Temon subdistrict were directly affected by the development of the Yogyakarta International Airport (YIA). These villages were *Palihan Village, Sindutan Village, Jangkaran Village, Kebonrejo Village, and Glagah Village*.





Source: Author (2023)

Figure 4.2 YIA Airport Impacted Areas

Table 4.1 YIA Airport Impacted Areas

Impacted Areas	Total Areas (ha)	Impacted Areas in hectares (ha)	Percentage(%)
<i>Palihan</i>	358,71	189,15	52,73
<i>Sindutan</i>	297,8	55,12	18,5
<i>Jangkarán</i>	365,64	45,39	12,41
<i>Kebonrejo</i>	172,45	32,37	18,77
<i>Glagah</i>	603,94	283,63	46,96

Source: AMDAL Document for YIA airport (2018)

The YIA development project involved the conversion of around 587.3 hectares of land that belonged to the local community. Of this area, approximately 466.73 hectares were owned by individual farmers, while the remaining land belonged to the *Pakualaman*, a local monarchy or sultanate. The *Pakualaman* land, also known as the *Pakualaman* Ground, covered an area of approximately 645.63 hectares. The number of local people who received compensation was 2,700 people, with details of 248 families in Palihan Village, 41 families in Sindutan Village, four families in Jangkaran Village, 23 families in Kebonrejo Village, and 163 families in Glagah Village. Despite facing 112 lawsuits during the process, As of March 31, 2018, the company had paid residents Rp 2.83 trillion for 357.20 hectares of land through direct payments. In addition, the company acquired 37.61 hectares of land from 319 plots through consignment, paying a total of Rp 262.88 billion (Kadarisman, 2019).

#### 4.3.2. Impacted Local Communities Characteristics Before LSLA

Before the airport was built, the communities in *Temon* District had certain characteristics and ways of life that were influenced by their environment.

**Table 4.2 Population of Study Case**

Village	Area (km <sup>2</sup> )	Total Population	Population Density
<i>Palihan</i>	3,587	2.089	582
<i>Glagah</i>	6,039	2.720	450
<i>Jangkaran</i>	3,656	1.682	460
<i>Sindutan</i>	2,978	1.871	628
<i>Kebon Rejo</i>	1,725	1.261	731
<i>Karangwuni</i>	722,35	3.185	441

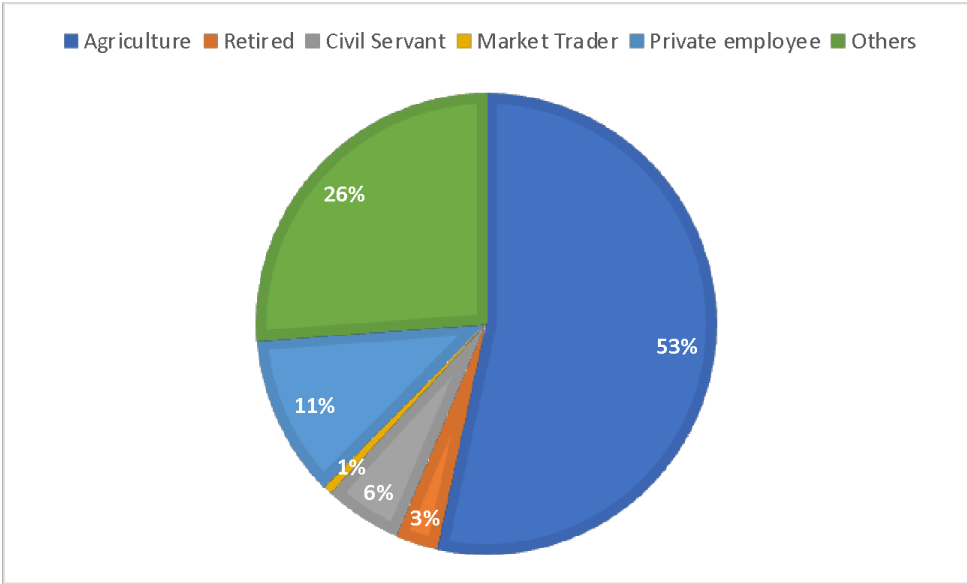
Source: Badan Pusat Statistik (2022)

According to the criteria, the population density in the above said villages falls into the category of low population density. According to the AMDAL (EIA) document for YIA

2017, natural increase is largely influencing population growth in these areas, which means that the number of births exceeds the number of deaths during a given period. This indicates that local communities tend to settle and stay in their birthplace and frequently engage in resource processing in their local area. As a result, residents lack motivation to compete in a more diverse job market outside of their current location.

The local communities' proclivity to rely on traditional means of subsistence, such as agriculture, is exacerbated by the population's low level of education. The majority of the population in these areas work in agriculture and have an uncertain frequency and amount of income, which can lead to economic instability. The Yogyakarta International Airport (YIA) is expected to significantly impact the local communities, including changes in land use and the influx of new job opportunities.

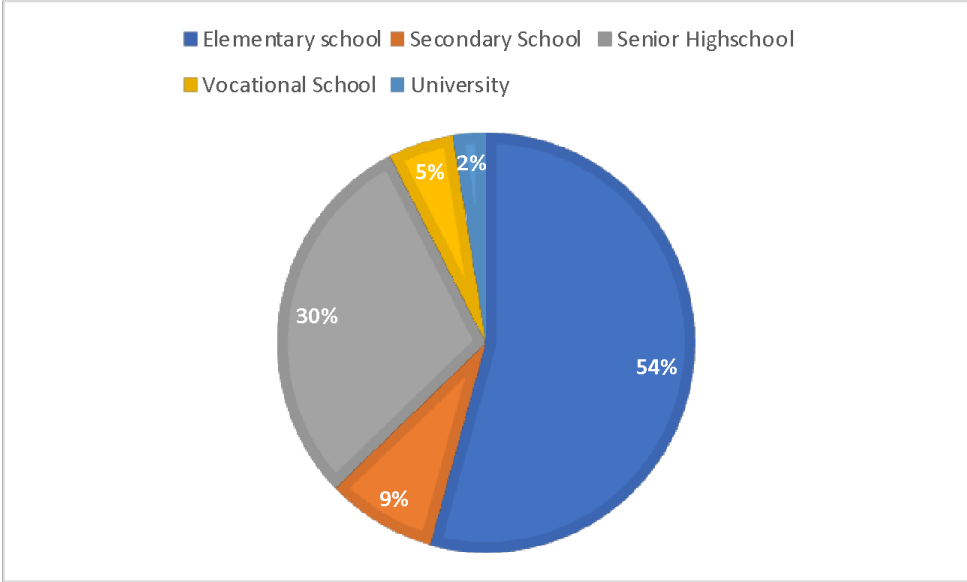
However, it is important to note that the local communities' low population density and the traditional means of livelihood may pose certain challenges in adapting to the changes brought by the land acquisition. The LSLA for YIA airport should consider these local characteristics and develop strategies to ensure that the development does not adversely affect the local communities.



Source: Badan Pusat Statistik (BPS), 2016

Figure 4.3 Type of Livelihood in Impacted Areas, 2016

The communities in this region relied on the agriculture sector as their primary source of livelihood. They typically grew crops such as rice, coconut, vegetables and raised livestock such as cattle and goats. However, rural communities in Indonesia tend to have lower average incomes and access to fewer economic opportunities compared to urban areas. The majority of the population in the study locations only work in the agricultural sector with uncertain frequency and amount of income also influenced by the low level of education of the population.



Source: Badan Pusat Statistik (BPS),2016

Figure 4.4 Education of Impacted Communities

According to the EIA (AMDAL) document for YIA development, the majority of people whom the project will impact are those without a formal education. Specifically, the document notes that many of these individuals have not completed elementary school. This statement implies that the YIA development may disproportionately affect vulnerable and marginalized communities with limited access to education and opportunities. These individuals may already face economic challenges and may be more likely to experience negative impacts due to the development, such as displacement or loss of livelihoods.

#### 4.3.3. Impacted Areas Characteristic

According to the EIA document for the development of the Yogyakarta International Airport (YIA), the villages closest to the airport's core location have three main types of land use. Dry farming occupies 26% of the land, rice fields cover 22%, housing accounts for 22.4%, and the remaining 29% is used for other purposes. The document further states that no significant land use change between 2012 and 2016. Hence, most land utilization in the area is for agricultural activities.

The airport's construction caused changes in current land use. Land acquisition is required for the construction of airport infrastructure such as runways, terminals, and other associated facilities. Converting agricultural land to non-agricultural land and changing existing land use patterns are part of the land acquisition process. According to Sukri, et al. (2021), The highest build-up area increase occurred in Temon District, which increased by 702.19 ha due to the construction of the YIA airport. Hence, the development of the airport causes changes in land use patterns in the surrounding areas. For example, the airport's increased accessibility and economic activity may lead to increased commercial and luxury residential development in the surrounding areas.



#### Figure 4.5 Land Use Change in Impacted Areas

The changes in land use associated with the YIA development could significantly impact the environment and local communities. Conversion of natural habitats and agricultural land to built-up areas may result in the loss of biodiversity and ecosystem services and the displacement of local communities that rely on these resources for a living. Furthermore, the urbanization process, as a result of the large infrastructure development, exacerbates the area's and local communities' environmental and social challenges.

#### **4.4. Conclusion**

The large-scale land acquisition for the Yogyakarta International Airport was carried out in accordance with Law No. 2 of 2012, which grants the state legal authority to acquire private land for economic development purposes. This means that the government has the authority to take over land owned by individuals or private entities for public projects such as infrastructure development, public utilities, or industrial zones. Implementing this law ensures that the land acquisition process is fair, transparent, and efficient for all parties involved.

Furthermore, according to Purbawa (2022) the compensation paradigm established by Law No. 2 of 2012 for the Yogyakarta International Airport's large-scale land acquisition is more equitable than the compensation schemes of previous laws. This suggests that the government is aiming to provide more just and decent compensation for affected landowners who have their properties acquired for public development projects. Even more, Rachman et al. (2018) stated that the compensation value for land in Temon, after the government declared it as an airport core area, was nearly nine times higher than the previous land prices.

Many studies, however, have found that after the project was completed, affected communities experienced social impacts such as displacement and loss of livelihood, particularly for those who were relocated from their homes (Alan, 2020; Beltahmamero, 2023; Rijanta et al., 2019; Rijanta, Raden, 2022). As an essential part of the AMDAL document, social assessment should have mitigated this. Because of their rural community characteristics, the people of Kulon Progo are particularly vulnerable to the social consequences of development. They must now adapt to and face the growing modernization

brought on by YIA airport's new activities. As a result, when examining the social impacts of LSLA, it is critical to consider the impacted people's characteristics to mitigate the worst conditions for the vulnerable.

## **5. Chapter 5. The Social Impacts of Large-Scale Land Acquisition for Yogyakarta International Airport**

### **5.1. The Social Impacts Prediction of LSLA for YIA Airport**

#### *5.1.1. The Weaknesses of Social Impact Assessment for YIA Airport*

The presence of Yogyakarta International Airport (YIA) has caused significant changes in the surrounding area, particularly affecting rural communities that have lived there their entire lives. The impact of the YIA airport was felt even before construction began, as word of the project spread. This project required acquiring a large amount of land, necessitating a large-scale land acquisition process. As a result, locals who had lived there their entire lives were forced to relocate.

PT Angkasa Pura I, a state-owned company responsible for operating airports in Indonesia, purchased a total area of 587.30 hectares by acquiring 3,492 plots of land. However, it is worth noting that most of the acquired areas were predominantly dedicated to agriculture and residential settlements. Consequently, from the beginning, the local communities expressed concerns about the sustainability of their livelihoods once the airport was done, particularly among those directly impacted by the acquisition of their land and subsequent relocation to other areas.

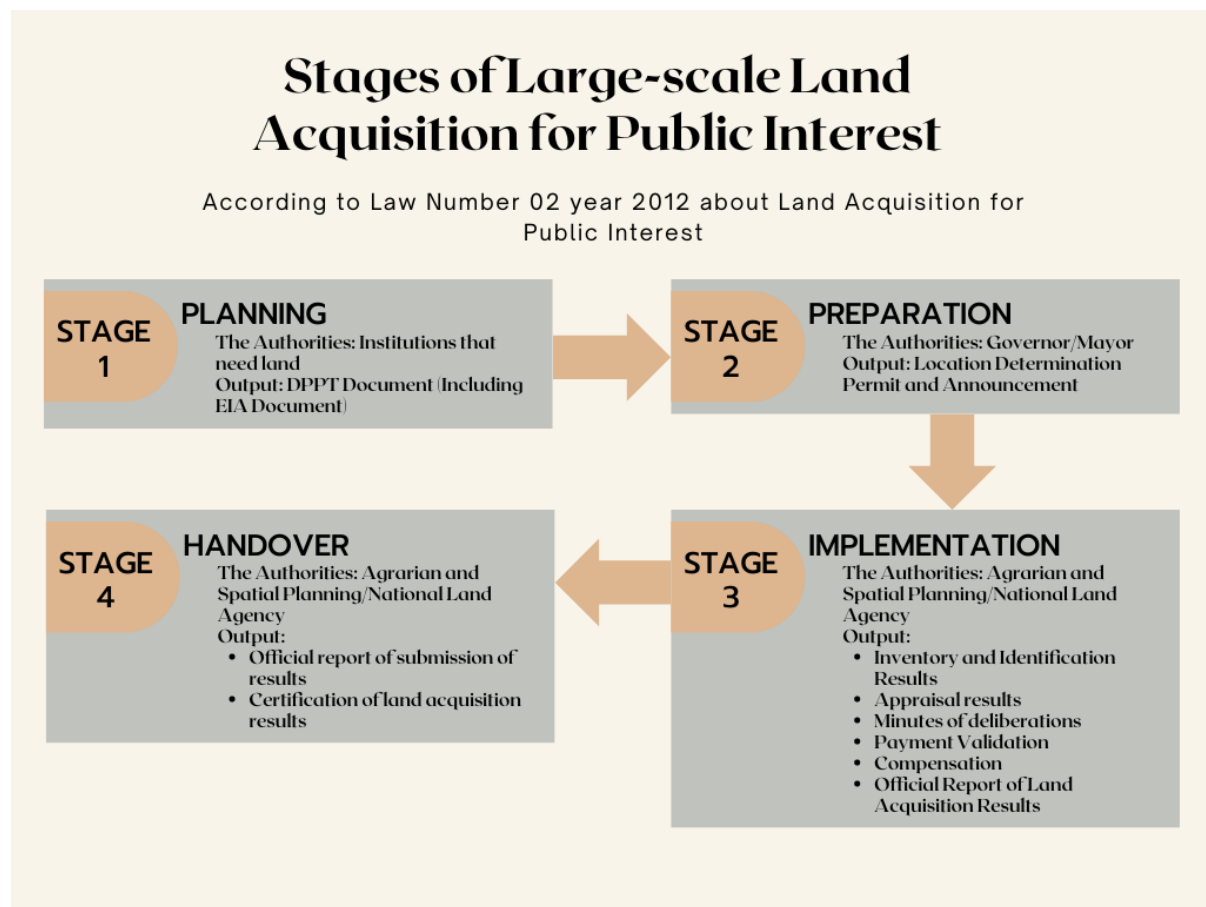
The acquisition of agricultural land and settlement areas raised questions and uncertainties about the future prospects of local farmers and residents. Many of these individuals relied heavily on the land for their economic well-being. The forced relocation to unfamiliar areas also raised concerns about access to basic services, such as education, healthcare, and employment opportunities. The disruption caused by the project affected not only their physical surroundings but also their social networks and community cohesion. It shows from the beginning that local communities are divided into two groups: the pros and the cons to the YIA airport.

This concern also leads to rejection from impacted communities, as stated in Environmental Impact Assessment (AMDAL) for YIA Airport 2018: *“The community's rejection of the construction of YIA began with the discourse on the airport's location in 2012. Since then, the community's response has been divided into two: some people are happy and*



accept the presence of new airport activities where they live, and some residents reject the airport. This dynamic indicates that after the land acquisition process, some residents will still reject the YIA development plan”.

In addition, during the LSLA process, the government and PT. Angkasa Pura I, as the project authority, encountered significant challenges and legal obstacles. They were confronted with a barrage of rejection and 112 lawsuits filed by local communities and non-governmental organizations (NGOs), who contended that the land acquisition process suffered from legal deficiencies (Habib & Nisa, 2022). Ideally, land acquisition for public interest purposes should strictly adhere to the procedures outlined in Law 2 of 2012.



Source: Author (2023) according to Law No. 2 of 2012

Figure 5.1 Stages of Large-Scale Land Acquisition in Indonesia

<b>Planning</b>	The planning stage is grounded in the Regional Spatial Plan and aligned with the development priorities outlined in the Medium-Term Development Plan, Strategic Plan, and Government Work Plan of the relevant agency. The Land Acquisition Planning for Public Interest takes the form of a <i>DPPT (Dokumen Perencanaan Pengadaan Tanah)</i> document that is prepared based on a feasibility study conducted in compliance with the provisions of the legislation.
<b>Preparation</b>	Agencies requiring land, in collaboration with the provincial government, undertake various activities based on the Land Acquisition planning documents. These activities include issuing notifications on development plans, collecting initial data on development plan locations, and conducting Public Consultations on the proposed plans. Additionally, the Governor is responsible for determining the location within a maximum period of 14 working days from receiving the request for determination from the agency in need of the land.
<b>Implementation</b>	The agency in need of land submits a proposal for Land Procurement to the Land Agency. The Land Procurement process encompasses several steps, including: (1) conducting an inventory and identification of land control, ownership, use, and utilization, (2) assessing compensation, (3) conducting deliberations to determine the compensation, (4) providing the compensation, and (5) releasing the land.
<b>Handover</b>	After completing the compensation process and depositing the compensation amount with the district court, the Land Agency submits the outcomes of the Land Procurement to the agency that requires the land. This submission occurs following the fulfillment of compensation to the entitled party and the relinquishment of rights.

Source: Author analyse (2023)

Figure 5.2 Description of LSLA Stages Based on Law 2 of 2012

According to Law 2 of 2012, as the legal basis for land acquisition in Indonesia, the process encompasses four stages: Planning, Preparation, Implementation, and Handover. During the planning stage, the initiating party must provide comprehensive planning documents, known as the Land Acquisition Planning document or, in Bahasa, called the DPPT (*Dokumen Perencanaan Pengadaan Tanah*) document. This essential document incorporates the Environmental Social Impact Assessment (AMDAL), which should be conducted and included during the planning stage.

In fact, there is a discrepancy in the stages if we look at the provisions of the steps stated in the law above. The DPPT document, especially the social impact assessment in the AMDAL document, experienced delays, even being carried out after the airport location was determined and in tandem with the land acquisition process.

**Table 5.1 Stages in LSLA for Yogyakarta International Airport**

Stages	Description
Stage I. Planning	Government and PT. <a href="#">Angkasa Pura 1</a> provides supporting documents and forms a preparatory team. However, at this stage, the authorities have not published the AMDAL (EIA) document nor done preliminary data collection.
Stage II. Preparation	The government announced and published the location permit while also starting the Preliminary Data Collection and AMDAL document. In this stage, the Governor received a lawsuit and rejection from residents because the airport location was considered not to follow the basic land acquisition stages based on the Law. However, after submitting an appeal to the Supreme Court (in Bahasa: <a href="#">Mahkamah Agung</a> ), it was decided that the location was under urgency (part of MP3EI project), which became the basis for further continuing the stage.
Stage III. Land Acquisition Implementation	In the process of implementing land acquisition carried out by the Daerah Istimewa Yogyakarta Provincial BPN Office, there are several implementation steps: inventory and identification, determination of compensation, processing of compensation, granting of compensation and release of land rights.
Stage IV. Providing Relocation Area	This stage is a form of government responsibility to provide relocation places for people affected by the airport construction

Source: Author Analyse based on (Karisma, 2019; Sulaiman & Satriawan, 2021)

**Table 5.1** shows that the stages of Large-Scale Land Acquisition (LSLA) for the YIA airport project deviate from those outlined in Law No. 2 of 2012. This discrepancy highlights a legal defect in the project's land acquisition process. Specifically, it is observed that the publication of the Environmental Impact Assessment Document (AMDAL) as a mandatory element of the Land Acquisition Planning Document (DPPT) took place after the preparation stage, following the assignment of a location permit, instead of during the planning stage as required by the law (Aji & Khudi, 2021; Alan, 2020; Alfianto, 2022).

This deviation raises concerns regarding the project's adherence to legal procedures and possible environmental protection and community welfare implications. Law No. 2 of 2012 was enacted to establish a robust framework for land acquisition processes, ensuring that environmental-social considerations are integrated from the early planning stages. The requirement for an AMDAL document during the planning stage is crucial for assessing potential impacts on people and the environment and incorporating mitigation measures into the land acquisition process.

Consequently, the authorities, particularly the governor who published the location permit for this project, found themselves embroiled in lawsuits and faced vehement

opposition from the affected local communities. In addition to the procedural concerns, Sue's apprehensions were further fueled by the perceived inconsistency of the airport's location with ideal land acquisition stages and the Regional Spatial Planning.

Salim (2022) mentioned that affected communities by the LSLA for Yogyakarta International Airport filed a successful lawsuit against the project. Still, the Supreme Court later overturned the decision on appeal. Despite the legal defect and community backlash, the Supreme Court rejected the lawsuit and annulled the Yogyakarta Administrative Court's decision. It upheld the decision that the chosen location for the airport was deemed appropriate based on the project's urgency since YIA airport is one of the MP3EI (The Masterplan for Acceleration and Expansion of Indonesia's Economic Development).

This ruling was the pivotal foundation for the project to proceed to subsequent stages, further solidifying the government's position and initiating the implementation phase (Putri et al., 2019). With the decision of the Supreme Court and the Governor's Regulation, the land acquisition process for the construction of YIA airport will continue. Based on the results of the interviews, the preparation of the AMDAL with the YIA project was carried out simultaneously. It was also influenced by the time target set by the central government because the YIA airport project is one of MP3EI's strategic projects. The Head of the Department of Land and Spatial Planning (Interviewee 2, 19.05.2023) further stated:

"In our area (Special Region of Yogyakarta), there is a Governor Regulation that applies where in the process of planning documents, the location determination permit can be processed before the AMDAL document is made, so that the processes can be parallel and adjust to each other after the governor makes a location determination."<sup>1</sup>

The delay in publishing the AMDAL document until after the preparation stage suggests a gap in the social impact assessment process. Neglecting to carry out a social impact assessment during the project's planning phase may have missed valuable chances to identify and address possible detrimental impacts on the local communities. In addition, the delay in obtaining the AMDAL document may have contributed to negative social impacts in the affected communities, impacts that could have otherwise been mitigated. In addition,

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<sup>1</sup> This interview has been translated from Indonesian to English.

Dr. Poerna Sri Oetari, M.Si as Chairman of the Association of Indonesian Environmental Studies (Interviewee 10, 03.06.2023) conveyed the importance of EIA at the planning stage of a development project:

"Implementing the EIA prior to location determination allows for input or revision of the proposed location by considering environmental aspects as the main framework. Thus, locations with high risks, both from environmental and social perspectives, must be preserved to mitigate potential adverse impacts in the future." (Interviewee 10, 03.06.23) <sup>2</sup>

According to Interviewee 10, conducting the Environmental Impact Assessment (EIA) or AMDAL in Bahasa before finalizing the location ensures that the chosen site considers various environmental aspects such as physical, chemical, biological, social, cultural, and public health factors. This approach goes beyond mere technical and cost considerations and provides valuable insights and opportunities to improve the activity plan. Therefore, the EIA serves as both a review mechanism and a means to enhance the plan.

Furthermore, those arguments align with Vanclay (2020) explanation that Social Impact Assessment is essential in mitigating the negative social impacts of development projects. He believes that SIA helps to identify the potential social impacts of a project and those who may be affected by them. That information can then be used to develop mitigation strategies to reduce or avoid these negative impacts. This legal defect raises concerns about the credibility and reliability of the analysis, particularly regarding the social impact assessment included in the document. The timing of the analysis coinciding with the ongoing land acquisition process casts doubt on the accuracy and effectiveness of the findings.

As the regional planning expert and academician, this concern was also discussed in an interview with Dr. Fadjar Hari Mardiansyah, MT, MDP (Interviewee 6). He expressed his concern about the results of the social impact study in the AMDAL document.

"[...] it could be called a procedural defect. The EIA document should be done prior to the location determination stage. That way, the impact that can be estimated from the implementation of the proposed project will be more specific, both in the study of

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<sup>2</sup> This interview has been translated from Indonesian to English.

physical impacts and especially in the study of social impacts" (Interviewee 6, 26.05.2023)<sup>3</sup>

When conducting a social impact analysis, it is crucial to consider the baseline conditions and the full context of the affected communities. However, due to the delay, the analysis may not have accurately captured the evolving social dynamics and the changing circumstances faced by the local communities during the land acquisition phase. As highlighted by Vanclay et al. (2015a), social impacts begin long before a project is initiated; they emerge when speculation about the project arises. Therefore, it is crucial for the EIA process, particularly the assessment of social impacts, to commence as early as possible after the conception of projects.

Moreover, Walker et al. (2000) contends that the social evaluation component in the AMDAL or EIA documents often exhibits deficiencies in various cases in Indonesia. These weaknesses arise because stakeholders or the government may not be able to accurately assess the risks associated with social insecurity, making it difficult to estimate the potential negative impacts of the project on the community (Unruh et al., 2019). Environmental Impact Assessment (EIA) reports are sometimes completed as a mere formality in implementing a project rather than as a thorough and critical study of minimizing negative impacts on the environment and social well-being while maximizing economic output. In other words, EIA reports are sometimes viewed as a necessary bureaucratic procedure rather than a comprehensive assessment of a project's potential environmental and social impacts.

In conclusion, the presence of Yogyakarta International Airport (YIA) and the subsequent land acquisition process have had significant implications for the surrounding communities. The delay in conducting a comprehensive social impact analysis has raised concerns about accurately capturing the evolving social dynamics and changing circumstances the affected communities face during the land acquisition phase. The deviation from the legal procedures outlined in Law No. 2 of 2012, particularly the timing of the Environmental Impact Assessment (AMDAL) document, has further exacerbated these

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<sup>3</sup> This interview has been translated from Indonesian to English.

concerns. The lack of an early assessment of social impacts and the perception of the AMDAL document as a mere formality rather than a comprehensive study has highlighted weaknesses in the evaluation process. Social impact assessments must commence in the project's conception as early as possible and adhere to legal procedures to ensure accurate identification and mitigation of potentially negative social impacts.

#### *5.1.2. Main Predictions of Large-scale Land Acquisition's Impact to Communities*

The explanation provided above regarding the YIA land acquisition process raises concerns about the accuracy of the AMDAL document particularly social impact assessment. AMDAL or EIA is specifically designed to identify and evaluate a project's potential impacts, considering factors such as community displacement, livelihood changes, and social cohesion. These assessments are crucial in developing appropriate mitigation measures to minimize negative impacts and ensure the well-being of affected communities. For several reasons, starting the AMDAL document early, including assessing social impacts, is critical. Early initiation facilitates identifying and analyzing potential social risks and opportunities associated with the project. By identifying these aspects early on, authorities can proactively devise measures to increase social benefits, assist in the restoration of communities' livelihoods after the project, and reduce conflicts during and after the project. This approach allows for the incorporation of social impact mitigation strategies into the project's planning and design phases, reducing the need for future costly and time-consuming corrective actions.

According to the social impact predictions outlined in the AMDAL document for the YIA project, the large-scale land acquisition (LSLA) for the YIA airport project is expected to have a variety of social consequences. These impacts can be categorized into three primary predictions: *Loss of Settlement, Conflict within communities, and Local communities' rejection of the project.*

**Table 5.2 Main Social Impacts Prediction<sup>4</sup>**

Main Social Impacts Prediction	Description
<b>Loss of Settlement</b>	The first prediction of social impacts created by LSLA is the loss of settlements, agricultural land, and yard land that will be acquired for the airport's construction, according to AMDAL for YIA airport's 2018 document. This means that after the land acquisition some households will be displaced, and farmers will lose cultivable land. The yard land will also be taken over, which could be used for a variety of economic activities such as trading or livestock rearing. The loss of these assets may have a significant impact on the livelihoods of the affected households, as well as disrupt their social networks and community ties. Furthermore, the affected communities must be relocated to a new location, which will undoubtedly require them to adapt to an environment vastly different from their original living place.
<b>Communities Rejection</b>	The second social impact prediction in the EIA for YIA 2018 document emphasizes the possibility of residents rejecting the airport's land acquisition process. According to the EIA for YIA 2018, "the rejection attitude of some residents towards the airport construction was concentrated in <u>Glagah Village</u> and <u>Palihan Village</u> ." This took many forms, including protests, demonstrations, and other forms of resistance.
<b>Conflict Among Impacted People</b>	Conflicts between residents arise as a result of differences opinions and reaction among residents regarding the land acquisition process. Some residents may be willing to sell their property and relocate, whereas others may be vehemently opposed to the idea and wish to remain. Conflicts between residents during the land acquisition process for the development of YIA airport are a common social impact that can arise as a result of differences in opinions and interests. This has the potential to divide the affected community, resulting in conflicts and tensions. Conflicts can emerge <u>theirselves</u> in a variety of ways, ranging from verbal arguments to physical altercations, and can disrupt community social capital.

Source: AMDAL document for YIA airport

According to Table 5.2, there are three major predictions of social impacts based on AMDAL documentation. Loss of settlements and agricultural land, local community rejection, and conflict among impacted people are the three main predictions of social impacts. Although these three impact predictions provide some insight into the potential impacts of land acquisition on communities, the analysis above still tends to leave many social issues unaddressed. According to several findings, after acquiring land for the YIA airport project, many social issues such as displacement, loss of livelihood, and joblessness have arisen in the community (Beltahmamer, 2023; Edita, 2019; Rijanta et al., 2019; Susanto, 2020).

According to interviewee 6, the social impact study does not adequately anticipate the current social impact on the lives of those affected. He claims that the impact analysis is

<sup>4</sup> This section has been translated from Indonesian to English.



insufficiently comprehensive because it only mentions conflict, rejection, and settlement loss. Interviewee 6 believes that a more thorough investigation is required, particularly with regard to the loss of settlements, in order to accurately estimate the impact on the community.

“I think this social impact study has not been able to predict the current social impact on the lives of the affected people, it is too shallow if the impact analysis only mentions conflict, rejection, and loss of settlements.” Interviewee 6 (26.05.2023)<sup>5</sup>

Interviewee 10 agreed, emphasizing that the social study conducted for YIA in the AMDAL document fell far short of an ideal social study. The document did not adequately depict the transformative changes that would occur in the lives of those affected.

“The social study that was conducted appears to have overlooked the existence of a cohesive settlement group within Javanese society. Customary values, interpersonal interactions characterize this group, and naturally formed community structures due to residential proximity” Interviewee 10 (03.06.2023)<sup>6</sup>

Furthermore, Interviewee 10 claims that the document fails to recognize the significance of changes in social cohesion. By ignoring such debates, the study overlooks society's interconnectedness and narrows its focus to individual entities rather than considering them as whole communities. As a result, the studies and recommendations provided are insufficient in addressing the challenges that arise at the collective and community levels, and they fail to account for the impact of structural and institutional changes that undeniably have an impact on people's daily lives.

According to experts (Interviewee 6, 26.05.2023, and Interviewee 10, 03.06.2023), the social assessment conducted in the AMDAL document failed to mitigate and effectively address the numerous unforeseen social impacts that have occurred since the implementation of the Large-Scale Land Acquisition (LSLA) until the present time. Displacement and relocation of families from their home has disrupted their livelihoods and resulted in a loss of social asset in these communities. These unanticipated social disruptions

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<sup>5</sup> This section has been translated from Indonesian to English.

<sup>6</sup> This section has been translated from Indonesian to English.

have had profound and long-term effects on the well-being and quality of life of the affected individuals and communities.

This realization emphasizes the critical importance of conducting comprehensive and thorough social impact assessments from the beginning of a project. By incorporating a comprehensive assessment of mitigate the adverse social impacts, it is possible to proactively identify and on local communities, fostering a sustainable environment for both present and future generations.

Furthermore, by recognizing that land is important for more than just a place to live or work, but also for social relation, cultural heritage, and the livelihood of the affected community, a comprehensive social impact assessment can identify potential challenges and develop appropriate strategies to address and mitigate negative social impacts. Furthermore SIA could promotes social justice and ensures the project's long-term sustainability.

In conclusion, the emergence of unexpected social impacts as a result of the land acquisition process for the YIA airport project emphasizes the importance of conducting comprehensive social impact assessments from the early begining of the project. By taking these impacts into account and mitigating them, it is possible to create a sustainable environment that protects the well-being and rights of current and future generations (Kruger, 2020).

In addressing the first sub-question of this research: **How were the authorities's predicted social impacts of large-scale land acquisition formulated five years ago?** It can be deduced that the estimated social impact outlined in the AMDAL (Environmental Impact Assessment) document for the YIA airport fails to anticipate the elaborate conditions and challenges currently faced by the affected communities.

## **5.2. Social Impacts of Large-Scale Land Acquisition on Affected Communities**

The Sustainable Livelihood Framework (SLF) is a useful tool for understanding the social impacts of the YIA airport on local communities. This framework sheds light on the various elements that determine people's livelihoods and well-being. In this chapter, the author delves into the state of the affected communities, focusing on individuals who have been relocated to the authorities' designated resettlement areas. The author examines the social impacts of large-scale land acquisition on impacted communities using the Sustainable

Livelihood Framework's four key elements: **Vulnerable Context, Livelihood Assets, Transforming Structures And Processes, And Livelihood Strategies And Outcomes.** The qualitative data utilized in this framework was obtained through a literature review, informal observations, and interviews, including semi-structured interviews with key informants, including experts, impacted communities, and the government.

### *5.2.1. Large-Scale Land Acquisition for YIA airport as Vulnerable Context*

This section investigates the understanding of large-scale land acquisition (LSLA) for the YIA development in Kulon Progo as a vulnerable context for the impacted communities. The Department for International Development (DFID) introduced the vulnerability context element in 1999 as part of the Sustainable Livelihoods framework. Seasonality, trends, and shocks are examples of factors that directly impact people's livelihoods (Parkinson & Ramirez, 2007). Understanding the vulnerability context is critical for recognizing the impact on at-risk elements or resources and the threats their reduction or loss poses. In the case of the YIA airport, the land acquisition process is a prime example of the vulnerability context, significantly affecting the livelihoods of the local communities involved. Identifying the LSLA process in the YIA airport project as a vulnerable context provides the authors with a useful framework for explaining the profound impact of the land acquisition on the livelihood systems of affected individuals and communities. Recognizing LSLA as a vulnerable context allows for a more in-depth examination of how this process affects and disrupts those affected communities lives and livelihoods.

Interviews with impacted communities in the resettlement area further support this understanding. They believe that the LSLA for the YIA airport has greatly affected their livelihoods, especially after being relocated to the new resettlement area. The large-scale land acquisitions force individuals to adapt to a new living environment that significantly differs from their original area, as acquired by the authorities. This process also substantially changes their income sources, way of life, and social fabric. The local people, who have relied on the land for generations, suddenly find themselves displaced and disconnected from their traditional means of sustenance (Edita, 2019). This sudden disruption, driven by external forces beyond their control, has rendered them vulnerable, with limited ability to shape or

alter the course of the land acquisition process, making them highly vulnerable to its adverse impacts.

Furthermore, the authorities lack of provisions for a livelihood restoration or resettlement action plan is noteworthy. Unlike in some other countries, not all land acquisition projects in Indonesia are required to include such plans. The primary reason for this is the financial constraints that local governments face, as implementing a livelihood restoration program can be difficult. Furthermore, unlike projects funded by international aid organizations such as the World Bank, Asian Development Bank, IFC, and others, the compensation forms specified in Indonesian land acquisition laws do not recognize the livelihood restoration plan as mandatory (Kabra, 2018).

Without a livelihood restoration plan, communities may face significant economic, social, and environmental challenges following land acquisition. Infrastructure development frequently results in local communities' displacement, which significantly impacts their livelihoods, cultural practices, and social ties. These communities may be left without adequate compensation or support to rebuild their lives in new locations if a resettlement action plan is not implemented. Several previous studies on the YIA airport development have been conducted. Rijanta et al. (2019) discovered a change in the way of life of impacted households and discovered that specific households could use the provided compensation to improve their livelihoods and ensure sustainability.

Other households, on the other hand, were unable to do so. Some people received compensation for their land but are struggling to adjust to their new surroundings because they were previously accustomed to relying on agriculture for a living, which has now been taken away from them (Susanto, 2020). Furthermore, Salim (2022) contends that land acquisition on land owned by residents tends to be land disposal and does not take into account the impact on the residents' livelihood after the land is acquired. This condition was described in an interview with some of those affected in Kulon Progo.

"[...] Those who can take advantage of land compensation can survive, but those who cannot manage land compensation suffer because of the difficulty in making ends meet.

Because the amount of disbursement of funds like that is different, some experience fraud" Interviewee 3 (20.04.2023)<sup>7</sup>

The affected communities are currently divided into those who have been able to improve their well-being and those whose living conditions have deteriorated as a result of the land acquisition. The latter group faces difficulties adapting to current circumstances, exacerbated by external factors such as fraudulent activities, interpersonal conflicts, and tensions among different community members. Those also align with the head of hamlet statement as the local leader:

"After the land acquisition, many find it difficult to make ends meet; the problem is that they no longer have agricultural land. We used to be farmers, but now we are unskilled laborers whose work is based on other people's calls. If there is no call, they do not get income." Interviewee 1 (20.04.2023)<sup>8</sup>

In addition to external disruptions, the decrease in well-being is also impacted by the internal capacities of the affected households. This pertains to how their abilities and skills adjust to the new environmental circumstances, encompassing both work and living conditions. This condition will be explained in *The Changes of Livelihood Asset* part.

In conclusion, the variation in these circumstances can be related to the difference the characteristics of each group, which will be discussed further in the section on Livelihood Assets. As outlined in the Sustainable Livelihood Framework, the well-being and ability to recover livelihoods after the Large-Scale Land Acquisition (LSLA) as the vulnerable context are heavily influenced by their available livelihood assets and the existing transforming structures. The section on Livelihood Assets will delve into the various resources and capabilities of communities, including natural, physical, financial, human, and social assets.

### 5.2.2. *The Changes of Livelihood Asset*

The Yogyakarta International Airport (YIA) Large-scale Land Acquisition (LSLA) has undoubtedly impacted the livelihoods of local communities, particularly those relocated to

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<sup>7</sup> This interview has been translated from Indonesian to English.

<sup>8</sup> This section has been translated from Indonesian to English.

resettlement areas. In this context, a livelihood asset is defined as the resources and means by which communities meet their basic needs and maintain their well-being (Scoones, 2015). Understanding the social consequences of this land acquisition necessitates taking into account the broader framework of sustainable livelihoods, which includes a variety of interconnected assets and factors.

#### A. Financial Asset

According to the Department for International Development (DFID), a financial asset is the financial resources that individuals or households use to achieve their livelihood goals. It refers to the various ways they obtain and use monetary assets to support their livelihoods.

The impact of changes in financial assets on the affected community as a result of the Yogyakarta International Airport (YIA) land acquisition process is clear. However, it is important to note that receiving significant funds as land compensation does not automatically guarantee prosperity for the affected individuals. Contrary to expectations, some community members claim that their financial situation has worsened rather than improved since the project began. This condition was also explained during the interviews with impacted communities when asking about their financial condition after the LSLA:

"There are even those whose land compensation money is almost gone [...] In addition to many being deceived, there are also many who have lost their compensation because of their bourgeois lifestyle[...]." Interviewee 4 (20.04.2023)<sup>9</sup>

According to interviewee 4, a significant portion of those who received land compensation faced financial difficulties. Instead of using the compensation to improve their living conditions, they spent it on a lavish lifestyle, purchasing luxury items, and supporting extramarital relationships. Their inability to manage large sums of money effectively contributed to this behaviour. Notably, before the land acquisition, some of the compensation recipients were impoverished households.

Another source explained that the current financial condition is getting more difficult and is also affected by the increase in basic prices after the airport existence in their living place:

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<sup>9</sup> This section has been translated from Indonesian to English.

"[...] but I feel my income is decreasing. Right now, everything became expensive and drastically different from life before the airport project" Interviewee 9 (20.04.2023) <sup>10</sup>

"It is hard for us. I have to spend money every day despite not having a steady job. The economy is getting more difficult plus I do not have any savings at all [...]" Interviewee 7 (20.04.2023) <sup>11</sup>

The head of Hamlet as Interviewee 1 also confirmed this condition:

"Many residents think that they are more prosperous before the acquisition. Even though the income is small, it is clear that every month you have income. Right now, the cost of living is higher, and you have no income." Interviewee 1 (20.04.2023) <sup>12</sup>

Furthermore, Interviewee 1 stated that residents in the previous settlement had the advantage of having access to land for cultivation despite a lack of formal employment opportunities. Because of this, they were able to support themselves by working on their plots of land. However, the situation has changed significantly in the context of new settlement areas where their previous settlements have been acquired.

As their settlements are acquired, some residents are forced to relocate to resettlement areas, and the availability of cultivable land in the new areas is rapidly diminishing. This condition makes it difficult for them to continue relying on land as a source of income. Residents are grappling with the absence of traditional livelihoods that were once deeply intertwined with agricultural activities due to limited access to land.

Hence, residents who cannot afford land must seek employment as agricultural laborers, working on fields owned by others. However, due to the scarcity of available land in the new settlement areas, even this option is becoming increasingly limited. Consequently, the residents find themselves in a precarious situation in which their previous reliance on the land for income is eroding, leaving them with uncertain prospects and the need to explore alternative means of sustaining themselves and their families.

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<sup>10</sup> This section has been translated from Indonesian to English.

<sup>11</sup> This section has been translated from Indonesian to English.

<sup>12</sup> This section has been translated from Indonesian to English.

This interview demonstrates that a large sum of land compensation in the Large-scale Land Acquisition for Yogyakarta International Airport does not guarantee an improvement in the financial situation of those affected. While substantial compensation may appear to be promising at first, it does not always result in improved financial well-being for those affected by the land acquisition process.

"Most of the land compensation is used to build houses here, and the rest is for survival. If other people see, the recipient of land compensation earns much money, but you can see the reality is not like that. Our life is not as reported out there" Interviewee 7 (20.04.2023)<sup>13</sup>

The complexities and challenges that affected community members face go beyond money. The upheaval caused by land acquisition and subsequent relocation can have far-reaching consequences for their livelihoods. Receiving a large sum of money does not address the broader systemic issues and changes in economic dynamics caused by the relocation process. While monetary compensation may be substantial, it fails to address the broader systemic consequences of forced relocation. The acquisition of their land uproots the community from their familiar surroundings, severing their ties to their established sources of livelihood. The loss of their previous land and the need to adapt to a new location can significantly impact their ability to survive.

## **B. Human Asset**

Human assets are essential for generating income and meeting needs because they play a critical role in effectively utilizing available resources. Human assets are the labor force's ability to pursue various livelihood strategies and achieve their desired goals. As a result, several factors such as knowledge, education level, skills, and capability influence this asset.

Human assets are one of the influential factors in this case. Communities with adaptive capabilities and skills can benefit from the changes brought about by YIA's land acquisition and use land compensation to improve their well-being.

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<sup>13</sup> This section has been translated from Indonesian to English.



"[...] some are still working in the agricultural sector and bought lots of farmland in other areas, some are opening restaurants, but some are unemployed." Interviewee 4 (20.04.2023)<sup>14</sup>

"We usually work on farms, but now we don't have any land farming and have to find another job. It is very difficult because everything has to start from zero." Interviewee 8 (20.04.2023)<sup>15</sup>

"The government provides airport training, but some residents do not continue these skills." Interviewee 8 (20.04.2023)<sup>16</sup>

Those who wisely use land compensation have successfully improved their living standards due to the land acquisition. Many people have established restaurants and tour services near the airport and used the funds received as asset for their ventures. However, a significant number of people struggle to make the most of their compensation or even relocate to the resettlement area without receiving any form of land compensation. This is primarily because they do not own land in the acquired area and continue to live with their parents or relatives. The situation is exacerbated because their limited agricultural skills and lack basic education.

As a result, this group faces significant economic stability and upward mobility challenges. They lack the resources and opportunities to pursue alternative sources of income, limiting their ability to improve their living conditions. Therefore, the affected community's reliance on agricultural labor and lack of land ownership perpetuates a cycle of limited prospects and vulnerability.

The loss of land ownership as a result of Large-Scale Land Acquisitions (LSLA), primarily agricultural land used as a source of income, has left certain affected communities without jobs and a stable income. It has been five years since the land acquisition process began, and some households, particularly those that did not receive compensation for significant land areas, are struggling financially and may be trapped in the poverty cycle.

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<sup>14</sup> This section has been translated from Indonesian to English.

<sup>15</sup> This section has been translated from Indonesian to English.

<sup>16</sup> This section has been translated from Indonesian to English.

These households are presently unemployed or engaged in low-skilled labor with uncertain income. Local community interviewees express these current conditions, shedding light on the realities faced by residents in these vulnerable groups.

"I feel that our life was better before the land acquisition; now, we can only survive with the remaining money. I want to develop a business, but it is impossible because I don't have the skills, and I'm old." Interviewee 5 (20.04.2023) <sup>17</sup>

This condition was also explained by one of the interviews:

"Now I am an unskilled laborer; I don't get income if no one calls me. I don't have any other business, what do you want to do? Now I don't have agricultural land; there is also no place for livestock" Interviewee 7 (20.04.2023) <sup>18</sup>

This situation demonstrates the limited of their human assets making it difficult for individuals to enter the non-agricultural sector, particularly formal job sectors. It is difficult for them to transform to other sectors in a short period of time. Individuals' human assets include their health, nutrition, education, knowledge, skills, and adaptability (Serrat, 2017). Residents are unable to enter the non-agricultural workforce due to a lack of education and skills. Some people lack formal education but learn farming skills from a young age. So that they only have capabilities in agriculture throughout their lives

However, this condition is not in accordance with the estimated impact stated in the AMDAL document: "Increased employment opportunities: Recruitment of workers in the construction phase towards increased employment opportunities shows a tendency for a better quality of life." <sup>19</sup>

Likewise with the statement of the Governor of DIY Sri Sultan Hamengkubuwono X:

"The construction of this airport will have a positive domino effect for Yogyakarta, especially in Kulon Progo. Besides improving the transportation sector, it can also create jobs and ultimately increase the community's economic growth" (B.K.D.I.P, 2017) <sup>20</sup>

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<sup>17</sup> This section has been translated from Indonesian to English.

<sup>18</sup> This section has been translated from Indonesian to English.

<sup>19</sup> This section has been translated from Indonesian to English.

<sup>20</sup> This section has been translated from Indonesian to English.

The authorities, specifically PT. Angkasa Pura I, as airport management, stated that the presence of YIA airport would create job opportunities, particularly in affected communities (Habib & Nisa, 2022). Indeed, some people from the affected communities were employed during the airport's construction phase, although still mostly in unskilled labor positions. However, as evidenced by the current situation, this employment sector is unsustainable. During the project, many residents who had previously worked in agriculture transitioned to unskilled labor roles. They are now unemployed, however, because the project has ended and they no longer own agricultural land.

To summarize, the establishment of the new airport poses significant challenges for most residents, particularly those from vulnerable groups, in terms of accessing urban employment opportunities. Households that are poor, disabled, or elderly are among the vulnerable groups mentioned in the context. These groups face different challenges and are much more vulnerable than the general population. The impacted communities express concern that the government's training programs are not sustainable and do not correspond to their abilities. This sentiment stems from the fact that these communities have traditionally relied on agricultural land as their primary source of income.

Given their long-standing reliance on agriculture, the communities may find it difficult to adapt to the government's training. These programs' skills and knowledge may not adequately cater to their specific needs and preferences rooted in their agricultural backgrounds. As a result, the communities see these training initiatives as insufficient or inappropriate for their needs.

### C. Natural Asset

According to Chambers & Conway (1992), natural assets are the resources extracted from nature on which people rely for a living. As a result, before land acquisition, land, including settlements and farming fields, is a critical natural asset for impacted communities. The loss of agricultural land ownership as a natural asset has far-reaching consequences for other components of their livelihood systems.

The consequences of losing agricultural land go beyond physical displacement. Many affected residents are finding it difficult to reclaim ownership of agricultural land in different locations. In cases where they receive land compensation, the amount is frequently meager,

leaving them with few options. As a result, these individuals can only use the compensation money to build houses in the resettlement area and meet their daily living expenses.

The development of the resettlement area adopts a participatory approach, whereby the costs of constructing houses are covered through the land compensation received by the residents. Arie Yuriwien, Head of the Regional Office of the National Land Agency, elaborated on this matter in an interview with ESS TV in 2022.

"[...] it is important to emphasize that the residents actively participated in the relocation process, especially in constructing their own housing. This collaborative approach ensures that the compensation received by each household is put to good use and contributes to their independent relocation [...]." (ESS TV,2022)<sup>21</sup>

While the government and Angkasa Pura I provide necessary planning and construction services for the resettlement area, the affected individuals bear the primary financial responsibility. Building houses and acquiring land in the relocation area are heavily reliant on the land compensation received by each affected household.

Some households received significant amounts of land compensation and used those funds wisely. As a result, they now own agricultural land in other areas and continue to engage in agricultural activities, allowing them to keep their income source in the agricultural sector.

Others, on the other hand, who have drained their financial resources and cannot afford to purchase agricultural land in alternative areas, face the harsh reality of losing their primary source of income from agricultural activities. This loss has left them facing uncertainty and challenges in seeking new jobs and opportunities.

"[...] many farmers lost their agricultural land and ended up moving jobs as informal laborers; some even became unemployed and relied on compensation money. However, for those who received large compensation, many bought paddy fields or built businesses elsewhere" Interviewee 1 (20.04.2023)<sup>22</sup>

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<sup>21</sup> This section has been translated from Indonesian to English.

<sup>22</sup> This section has been translated from Indonesian to English.

These contrasting situations, as explained in the financial and human asset section, highlight the disparities among affected households, where some have managed to secure their economic stability while others have suffered significant setbacks. This highlights the importance of comprehensive support mechanisms, in addition to equitable compensation distribution, in ensuring that all affected individuals, regardless of financial capacity, have the opportunity to rebuild their lives and secure sustainable livelihoods. This process emphasizes the limited economic opportunities and resources available to impacted communities as a result of land acquisition. They face significant challenges in rebuilding their livelihoods and transitioning to alternative income-generating activities now that their primary natural asset, agricultural land, is no longer in their possession. It becomes crucial for governments and relevant stakeholders to implement comprehensive support programs that address the physical displacement and the economic and social consequences these communities face.

In addition to losing their land through acquisition, impacted communities have seen reduced space available for plantation and livestock activities. Before their relocation to the resettlement area, these communities lived in houses with large yards, typical of traditional village homes. These yards were vital areas for them to engage in plantation and animal husbandry activities, yielding produce and livestock that met their daily needs.

Their former residences in rural houses provided an environment suited to their agricultural practices. The large yard allowed them to grow various crops, from vegetables to fruits, to supplement their food needs. They could also raise livestock such as poultry, goats, or cows, providing them with milk, eggs, and meat. These self-sustaining activities were critical in sustaining their daily sustenance and reducing their reliance on outside food sources.



Source: Author (2023)

Figure 5.3 Houses in Resettlement Areas

However, the loss of spacious yards with the transition to the resettlement area has hampered their ability to carry out these critical agricultural practices. The lack of space in the new housing units limits their ability to engage in productive agricultural activities to the same extent that they did previously. This loss of agricultural space exacerbates the challenges that impacted communities face in terms of securing food and maintaining self-sufficiency. The loss of spacious yards, which were once integral for agricultural practices, further compounds the challenges impacted communities face.

Their ability to engage in productive agricultural activities has been hampered by the transition to the resettlement area. Residents are finding it difficult to cultivate crops and raise livestock due to limited space.

"[...] We still had a yard to grow cassava and vegetables in the past. Usually, we consume it every day; now we have to spend money to buy groceries" Interviewee 7 (20.04.2023)<sup>23</sup>

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<sup>23</sup> This section has been translated from Indonesian to English.

"Before the land acquisition, I was able to raise livestock and plantations, but now I can't, the yard is small, and the distance from neighbors is narrow." Interviewee 3 (20.04.2023)<sup>24</sup>

"If we could choose, everyone would definitely choose to live there. In other words, the village is where our ancestors were born, even though it is a village area." Interviewee 1 (20.04.2023)<sup>25</sup>

Communities express their concern about the loss of land because it limits their ability to engage in essential activities such as gardening and animal husbandry, severely limiting their capacity to meet their daily needs, particularly household consumption. Previously, these communities relied on abundant natural resources to support their families without incurring significant financial costs. They had met their consumption needs by cultivating gardens and raising livestock before the acquisition. This self-sufficiency not only reduced their reliance on outside food sources, but also enabled them to save money for other necessities.

Furthermore, the airport's presence has influenced the higher cost of groceries in the area. The airport's construction has increased demand for goods and services, resulting in a price increase. This puts additional strain on the financial situation of impacted communities, as they must now spend even more money to afford the groceries they previously obtained through agricultural activities.

The combined impact of loss of land (as a source of natural assets) and rising food prices poses a significant challenge to these communities. They are not only dealing with a loss of self-sufficiency, but also with increased financial stress as they struggle to meet basic needs. The authorities should recognize the gravity of this problem and take proactive measures to support and assist the affected communities.

Re-entering the agricultural sector is currently proving difficult for these communities, particularly the vulnerable groups among them. Despite having skills and knowledge appropriate for agricultural activities, they face significant barriers to obtaining employment in this sector. This unfortunate circumstance highlights the vulnerability of people trapped in poverty. Their economic insecurity has been exacerbated by the loss of

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<sup>24</sup> This section has been translated from Indonesian to English.

<sup>25</sup> This section has been translated from Indonesian to English.

their agricultural land, which served as a valuable natural asset within their livelihood system. It serves as a stark reminder of the ongoing difficulties that these marginalized communities face.

Furthermore, the loss of agricultural land as a natural asset has had broader consequences for impacted communities than just physical displacement. Many residents struggle to reclaim agricultural land in new locations, and the compensation they receive is frequently inadequate. Because of their limited financial resources, they are forced to allocate their compensation to housing construction and daily expenses. The resettlement area is being built participatory, with residents using their land compensation to cover construction costs. While some have successfully used their compensation to invest in agricultural land or start businesses, others who cannot afford new agricultural land face increased vulnerability and fewer options for a living.

In conclusion, the loss of agricultural land as a natural asset has far-reaching consequences for affected communities. These communities' difficulties highlight the importance of equitable compensation distribution and comprehensive support mechanisms to assist them in restoring and securing sustainable livelihoods.

#### **D. Physical Asset**

Physical asset, which includes tangible assets such as buildings, infrastructure, and machinery, is critical for generating income and supporting rural communities. (Sati & Vangchhia, 2017) identify these assets as critical to the affected individuals' livelihoods. Rijanta et al. (2019) discovered that the compensation received allows for improving physical assets such as houses and infrastructure in the context of the Kulon Progo project.

Despite the fact that they are now living in planned housing with urban amenities provided by the authorities, these communities face difficulties adapting to their new surroundings. They were accustomed to different settlement characteristics in their previous conditions, so the transition represents a significant departure from their rural upbringing. This change in physical assets significantly impacts their livelihood systems, particularly in meeting their daily needs.

The change in physical assets experienced by the affected communities as a result of the relocation corresponds to the loss of natural assets. As discussed in the section on natural assets section, the households now live in houses with smaller yards and fewer spaces



between neighboring houses, in stark contrast to their previous rural residences. This change directly impacts their ability to engage in important activities such as livestock rearing and cultivation, which are required to meet their daily consumption requirements. Furthermore, these agricultural practices provided additional income sources for the communities, contributing to their economic well-being and livelihood sustainability.

"Obviously, I prefer to live there (old home), where household food needs can be obtained from nature or the yard. However, now we have to buy expensive vegetables or eggs." Interviewee 5 (20.04.2023)<sup>26</sup>

"Although the houses and infrastructure are now better and more organized, the sweltering weather makes me unbearable. It is different from the old house, where there are many trees, plants, and a large yard. In the past, we could raise livestock and do gardening, and now we cannot" Interviewee 3 (20.04.2023)<sup>27</sup>

"Before the acquisition there are still lots of trees and natural landscapes; we can enjoy them while sitting in the yard. The house is small here, and activities are limited because the shape is no longer a house in a rural area, the walls are high, so it's also not comfortable to visit residents' homes" Interviewee 1 (20.04.2023)<sup>28</sup>

The Interviewees' sentiments highlight the significance of these changes even more. One interviewee preferred their old house, where they could get their household food from the surrounding nature and yard. The current situation makes it difficult to purchase vegetables and eggs at higher prices. Another interviewee mentioned compared to the old difficulties brought on by hotter weather in new housing area house, which had many trees, plants, and a large yard. The inability to engage in gardening and livestock-rearing activities makes meeting daily needs difficult.

The hamlet head (Interviewee 1), confirmed the change in circumstances. He described how, in the past, residents had large yards that allowed for gardening and livestock rearing, ensuring easy access to food at home. Prior land acquisition conditions were contrasted with the current situation, which was described as difficult for affected communities.

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<sup>26</sup> This section has been translated from Indonesian to English.

<sup>27</sup> This section has been translated from Indonesian to English.

<sup>28</sup> This section has been translated from Indonesian to English.

Furthermore, an expert in the field, Interviewee 10 (03.06.2023), expressed concerns about new settlement characteristics. The transition to the current form of housing, characterized by urban features and planned narrow yard plots, he claims, disrupts long-established habits and interactions among individuals, as well as the natural structure of the community formed by their proximity in the previous rural setting. This phenomenon can be described as a transformation in social institutions, and its implications will be discussed further in the section on changes in social assets that follows.

The shift in social dynamics caused by the change in housing design has far-reaching consequences for the affected communities. The transition from traditional rural dwellings, where households were often physically close and shared a sense of community, to planned urban-style housing with narrower yards and potentially greater physical separation between neighbors, disrupts the previously tightly woven social fabric.



*Source: Author (2018)*

Figure 5.4 Houses Condition Prior Land Acquisition



*Source: Author (2018)*

Figure 5.5 Condition in Resettlement Areas

The previous setting's tight-knit community fostered strong social bonds and support networks among neighbors. Because of the close proximity of the households, frequent interactions, shared activities, and a sense of collective identity were possible. This organic social structure emerged and played an important role in the residents' daily lives and well-being. However, changes in housing design and the resulting physical distancing have to some extent affected the spontaneous interactions and social cohesion that were previously prevalent. Smaller yard plots and the possibility of physical separation between homes limit opportunities for casual meetings, shared activities, and the formation of communal bonds. This condition can result in a loss of the sense of togetherness and sense of belonging that was previously felt.

In conclusion, physical improvements in housing quality and infrastructure are not enough to compensate for the loss of land as a multifunctional living space. Land serves as a vital resource for livelihoods and rural activities in addition to being a residential area. Physical asset changes, particularly in housing and yard size, directly impact how these communities meet their daily needs. The current housing arrangements' lack of large yards impedes plantation and livestock activities, forcing affected individuals to incur additional costs to meet their basic needs. This situation exacerbates their financial difficulties, which are exacerbated by a lack of stable employment and income sources. Furthermore, the physical asset transformation with narrower yards and greater physical separation between neighbors has significant social implications for the affected communities. The transition

from close-knit rural dwellings to planned urban-style housing disrupts the previously tightly woven social fabric. In the rural setting, the close physical proximity of households fostered strong social bonds, frequent interactions, and a sense of collective identity among neighbors.

#### **E. Social Asset**

Since the idea of the Yogyakarta International Airport (YIA) land acquisition plan spread throughout the community, it has resulted in significant changes in the social assets of the affected communities. The construction of the airport in 2011 sparked debate and conflict between residents who supported the land acquisition and those who opposed it. This conflict was identified as one of the primary predicted impacts mentioned in the Environmental Impact Assessment (AMDAL) document:

"The discourse on determining the airport's location has led to differences in perceptions and attitudes among residents in the affected areas. These differences arise not only at the community group level but also at the smaller family level."<sup>29</sup>

According to the YIA AMDAL document, this conflict was triggered by differing preferences and voices, even within families. As a result, when responding to the airport discourse, there were frequently contrasting preferences within one household. One of the primary causes of this conflict was a lack of transparency in the land acquisition socialization policy. Despite being the party most affected by the establishment of the YIA airport, the community felt excluded and uninformed.

Salim (2022) claims that Angkasa Pura I and the government have failed to address residents' concerns, and that socialization efforts aimed at affected residents were merely formalities with no genuine understanding of their concerns. Disparities in perceptions of land acquisition frequently resulted in tensions and disagreements within affected communities. The airport debate became a source of debate of and triggered household ongoing debate, with some in favor of the project and others strongly opposed. Internal conflicts within affected communities exacerbated the overall social disruption brought about by land acquisition.

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<sup>29</sup> This section has been translated from Indonesian to English.



Source: Saroh, M.(2016)

Figure 5.6 Communities Rejection

The conflict between airport supporters and opponents has disrupted social cohesion in the Kulon Progo. Those who support the project tend to exclude those who oppose it from traditional and religious gatherings. These findings are consistent with those made in the field. According to one interviewee, residents have been divided into two groups since the airport project was planned, with the conflict reaching a climax during the land acquisition process. The community's divisions and conflicts have undoubtedly impacted the area's social fabric. They have strained relationships, hampered community activities, and undermined community cohesion (Salim, 2022).

"Obviously, there were conflicts between us, especially at the beginning of the project; there were pros and cons groups. It even involves physical violence between two factions. Even in one family, there may be different groups as a result of which the funds are not disbursed." Interviewee 3 (20.04.2023)<sup>30</sup>

"At the beginning of the land acquisition process, differences in camps caused relations between neighbors to stretch even though previously they lived in harmony side by side" Interviewee 5 (20.04.2023)<sup>31</sup>

<sup>30</sup> This section has been translated from Indonesian to English.

<sup>31</sup> This section has been translated from Indonesian to English.

The conflicts within families and communities are the result of residents' deep concerns about their living conditions following the land acquisition. These concerns are primarily related to significant changes in their way of life after the acquisition. Rural communities are currently experiencing urbanization as a result of their reliance on agricultural land, which requires them to adapt to new housing requirements and a changing environment.

According to Habib and Nisa (2022), the affected communities had previously lived in harmony and prosperity, intertwined with the rural landscape, providing them with the means to meet their basic needs. The current situation, however, has completely altered their lives, and the AMDAL document's recommendations have done nothing to alleviate their concerns.

This crisis has only exacerbated social tensions and conflicts within some of the affected communities. The sudden change from self-sufficiency to uncertainty has forced these households to confront new challenges and adapt to a more urban environment. The financial uncertainty they face, as well as the need to adjust to their new living conditions, has left affected individuals and families feeling vulnerable and powerless.

The previously discussed conditions clearly have an impact on the community's social assets. Social assets, which are the collection of relationships, norms, and values that facilitate cooperation and coordination among community members, are an important aspect of livelihood characteristics. These assets are formed as a result of various interactions, such as work or common interests, and are distinguished by more formal group membership governed by accepted rules and norms. Furthermore, trust relationships are critical in developing social assets, reducing transaction costs, and creating informal security for society's less privileged members. Many rural communities already have well-established social assets, particularly in areas where people have lived for extended periods of time.

Land acquisition for YIA results in affected communities losing friends and connections within their former neighborhoods. This is due to differences in land acquisition interests and perspectives, which can disrupt previously established relationships and reduce social assets. As a result, social institutions such as *gotong royong* and *arisan* were

weakened, exacerbating the loss of social assets (Rijanta, Raden, 2022). This loss can hinder the community's ability to collaborate effectively and may result in other negative outcomes such as increased poverty, decreased access to resources, and decreased well-being among community members.

Furthermore, the form of settlement in the resettlement area differs greatly from that of rural settlements, which affects social interaction between residents. According to one of the interviewees:

“[...]the walls are high, so it's also not comfortable to visit neighbourhoods' homes”  
Interviewee 1 (20.04.2023)<sup>32</sup>

Clearly, the community's concerns remain, and it appears that the AMDAL document's suggestions have not effectively addressed these issues. As a result of the land acquisition, the community now faces the task of rebuilding their social cohesion, which has been disrupted by the conflicts. This is critical for establishing stability in the new resettlement areas. This condition aligns with one of the experts' arguments:

"The document lacks any discussion of changes in social institutions. This omission restricts the social studies within the AMDAL document to only addressing the community as a fragmented collection of individuals without any sense of unity"  
Interviewee 10 (03.06.203)<sup>33</sup>

As a result, the AMDAL document's studies and recommendations do not address the issues that arise at the level of the community and collective groups, nor do they consider the implications for structural and institutional changes that will undoubtedly affect the affected communities' daily lives. The lack of a thorough analysis of group and community-level concerns undermines the document's ability to offer workable solutions and strategies. By focusing solely on specific individual aspects, the AMDAL document tends to ignore the interconnectedness and interdependence within communities, as well as the larger social dynamics that shape their well-being.

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<sup>32</sup> This section has been translated from Indonesian to English.

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To comprehend the impacts of large projects like the Yogyakarta International Airport, it is necessary to examine not only the physical and environmental aspects of large-scale projects, but also focuses into the social institutions that hold communities together. This broader social dimension, which has the potential to have a significant impact on community cohesion, resilience, and sustainable development, was not included in the document.

### 5.2.3. *Transforming Structure and Processes*

The "*Transforming Structure and Processes*" component of the sustainable livelihood framework is crucial for local communities welfare. Although strategies at the individual and household levels are important, it is also critical to take into account the government intervention that influences these strategies. Effective policies, authorities, and procedures become crucial in the context of the affected communities who have undergone land acquisition and relocation in order to ensure the long-term sustainability of their livelihoods.

In order to create an environment that supports the affected communities' ability to rebuild and enhance their standard of living, it is crucial to recognize the interconnectedness of various factors, including the actions and decisions of authorities. This requirement entails addressing both the more fundamental systemic changes required for sustainable livelihood after the land acquisition.

Authorities must put in place policies and interventions that support the affected communities' livelihood restoration and offer them chances to generate income if they are to maintain their way of life. The authorities have created a set of recommendations to mitigate the negative social impact of the YIA airport. These suggestions were included in the Environmental Impact Assessment (EIA) document, demonstrating the dedication to addressing the project's social implications.

**Table 5.3 Recommendation for Social Impacts**<sup>34</sup>

Impact Prediction	Description
Loss of Settlement	1. There should be a cooperation agreement between PT Angkasa Pura 1 and the provincial (Daerah Istimewa Yogyakarta) and local governments (Kulon Progo

<sup>34</sup> This section has been translated from Indonesian to English.



	<p>regency) regarding the construction of resettlement for communities affected by the YIA airport.</p> <ol style="list-style-type: none"> <li>2. The allocation of land plots should be carried out through deliberation by the community, with each plot having a size of 200 square meters.</li> <li>3. Housing construction should be carried out and managed by the community in a self-reliant and participatory manner.</li> <li>4. The construction of houses at the relocation site should take place after the government completes the land filling process.</li> <li>5. There should be adequate access roads in the neighborhood.</li> <li>6. Social facilities such as places of worship and community meeting halls should be provided at the relocation site.</li> <li>7. Environmental management should be carried out at the relocation site through regular community social activities.</li> </ol>
Community Rejection	<ol style="list-style-type: none"> <li>1. Intensive approach in the villages of Glagah and Palihan by providing transparent information about the stages of airport development through community leaders and representatives</li> <li>2. Building conducive social conditions in a participatory manner to residents directly</li> <li>3. Building a pattern of harmonious interaction between communities</li> </ol>
Conflict among communities	<ol style="list-style-type: none"> <li>1. Approaching persuasively towards both conflicting parties and seeking conflict resolution that is acceptable to both parties through community meetings.</li> <li>2. Minimizing conflicts that have occurred by intensifying the role of formal and informal community leaders in community meetings.</li> <li>3. Optimizing the role of religious and traditional institutions to bring together both parties and approach conflict resolution, and to restore the integrity of the community.</li> </ol>

Source: AMDAL document (2018)

It is now clear that the three main social impact forecasts and their suggested solutions are no longer relevant to current communities' conditions and the challenges they faced. The social impact study created for the YIA's land acquisition was found to be insufficient in determining the actual social impacts that have developed since the land acquisition was finished and the community was relocated to the resettlement area.

At the moment, five years after the land acquisition project, the social impacts that have emerged are inextricably linked to changes in the community's livelihood system, as discussed in the section "Livelihood Assets." The consequences of losing their land go beyond simply being displaced from their homes and workplaces; it has deprived them of their "livelihood," a place brimming with invaluable intangible assets that cannot be easily

replaced by monetary compensation alone. While some people have managed to improve their standard of living by capitalizing on the substantial amount of land compensation they received and seizing opportunities for advancement, many others remain impoverished and stagnant. They rely solely on compensation funds and live from day to day, without the security of steady employment. This clearly depicts the vulnerable state of the affected communities.

DIY (Special Region of Yogyakarta) governments have intervened and addressed the affected communities' issues. The "Bantuan Khusus Keistimewaan (BKK)" program, introduced under the 2021 Governor Regulation, is one of the significant initiatives implemented. The BKK program assists affected communities, particularly those unable to transition into non-agricultural sector jobs. Recognizing agriculture's importance as a vital source of livelihood for these communities, the program allows them to access and use government-owned land specifically designated for agricultural activities. The program follows established procedures and guidelines to ensure fair and equitable resource distribution. In addition, the government also provides various forms of training that have been adapted to the characteristics of affected communities as explained by Head of the DIY Land and Spatial Planning Service (Dispertaru) as Interviewee 2:

"Based on the social mapping[...] the government has implemented interventions through various programs. One such initiative is focused on micro, small, and medium enterprises (MSMEs) and the tourism sector. These sectors have shown the potential to provide employment opportunities for the affected communities following the land acquisition. This approach is believed to offer the quickest path for individuals to generate per capita income and adapt to the ongoing changes" Interviewee 2 (19.05.2023)<sup>35</sup>

According to H.D. (2022, November 2018), the local government will even disburse Rp. 129.9 billion in Bantuan Khusus Keistimewaan (BKK) from the Privileges Fund to DIY sub-districts in 2023. BKK aims to accelerate the achievement of the Governor of DIY's strategic program and to empower local communities. As a result, people affected by the airport who are currently struggling to make ends meet can benefit from this BKK program.

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<sup>35</sup> This section has been translated from Indonesian to English.

However, this program is not specifically designed to mitigate the social impacts of airport land acquisition. In addition, this program has only been in place for two years.

However, affected communities have expressed concerns about the sustainability and relevance of the authorities' training programs. They believe that the training provided falls short of meeting the specific needs and characteristics of the affected communities. This is especially true for vulnerable groups within affected communities, such as poor households and the elderly or disabled. The government's training programs appear to be more suited toward people who are already productive and educated. These programs may not effectively address the unique circumstances and challenges of vulnerable groups. The training initiatives' lack of inclusivity exacerbates the disparities between different segments of the affected communities.

Poor households frequently have limited access to resources and opportunities. They may lack the necessary skills and knowledge to engage in alternative sources of income. Furthermore, elderly or disabled people may have physical or mobility limitations that necessitate special assistance and adaptations in training programs. To ensure that the training provided is accessible and beneficial to all members of the affected communities, the authorities must recognize and address these specific needs.

"[...] however, it appears these programs primarily target productive groups. Some individuals can acquire new skills and adapt to the changes, but some struggle to sustain their progress " Interviewee 5 (20.04.2023) <sup>36</sup>

The ineffectiveness of the training and assistance provided to affected communities demonstrates the shortcomings of social impact assessment documents in accurately predicting and mitigating the social impacts experienced by the community as a result of the land acquisition and resettlement process. Despite the provisions outlined in Law No. 2 of 2012, which ensures that land acquisition for public purposes is accompanied by appropriate and equitable compensation for tangible and intangible assets, authorities have yet to effectively restore the affected communities' livelihood systems.

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<sup>36</sup> This section has been translated from Indonesian to English.

Dr. Fadjar Hari Mardiansjah (Interviewee 6), an expert in the field, shares his perspective about the current legal framework (Law No. 2 of 2012) and its effectiveness in meeting the needs of local communities. According to him, the current legislation is adequate for addressing the concerns and rights of the affected communities. The main challenge, however, is ensuring that the law is effectively implemented.

Interviewee 6 (26.05.2023) emphasizes the importance of understanding the entire land acquisition procedures and its implications. He suggests that those in charge of overseeing the law's implementation may be lacking in awareness or knowledge. This misunderstanding can hinder proper implementation of legal provisions and contribute to the difficulties faced by affected communities.

It is critical to recognize that land is more than just a place to live; it also has a broader meaning as a source of income and space for community interaction. Understanding this broader context is critical to understanding the multifaceted role that land plays in the lives of individuals and communities.

"When a LSLA occurs, not only are the residents forced to leave their homes, but they also lose their workplaces and the very essence of their livelihoods. While the loss of a workplace primarily affects the economic aspect of the community group, the loss of a place of life is much more profound. It disrupts the deep-rooted relationships and connections between individuals or community groups and their places of residence" Interviewee 6 (26.05.2023)<sup>37</sup>

In comparison to the previous law, Law No. 5/1967, Law No. 2 of 2012 represents a significant improvement in the legal framework for land acquisition in Indonesia. Despite the positive provisions in the law, the challenge is in putting these regulations into the field practices. Our expert interviews revealed issues with effectively implementing the law in practice. The delay in the YIA airport project's Environmental Impact Assessment (AMDAL) document is one obvious example of this implementation challenge. This delay indicates a procedural flaw, as the project's acquisition process does not follow the stages outlined in Law No. 2 of 2012. This disparity raises concerns about the social impact assessment's ability

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<sup>37</sup> This section has been translated from Indonesian to English.

to accurately predict and mitigate the social impacts experienced by the communities whose lands are being acquired.

In conclusion, the authorities' interventions, such as providing training and assistance, have been deemed insufficient and inadequately to address the specific needs and characteristics of the affected communities. These interventions have not effectively restored the communities' livelihood systems in the resettlement areas. As a result, vulnerable groups, in particular, have struggled to adapt to their new surroundings and are trapped in difficult living conditions, struggling to meet their basic needs. Furthermore, the law should serve as a framework for authorities to provide fair compensation and prioritize restoring and improving the livelihoods of affected communities.

This emphasizes the importance of recognizing and valuing both tangible assets like land and property and intangible assets like social networks, cultural heritage, and community ties. The authorities must go beyond simply providing monetary compensation. They must address the complex and interconnected nature of livelihood systems while also working to restore the social, economic, and environmental dimensions that contribute to the overall well-being of affected communities.

#### *5.2.4. Livelihood Strategies*

The various activities and approaches that individuals or households undertake to secure their livelihoods in response to the vulnerability context are referred to as livelihood strategies in the sustainable livelihood framework. In this case, after the land was acquired and relocated to the resettlement area, the affected communities took a number of approaches. The success of the community's steps is influenced by the affected community's livelihood assets and the effectiveness of the authorities' intervention.

The community is currently divided into two groups. After moving to a resettlement area, the first group can restore their household's livelihood and even improve their welfare. The other group is those who have been unable to restore their livelihood system and whose quality of life has suffered as a result of the acquisition of their land.

"Our condition is better, and my child can also attend college. If there is no airport compensation, my child may be unable to attend college. The compensation provided

is proportional to the value of the land acquired. In the past, my husband was just a farm laborer" Interviewee 4 (20.04.2023)<sup>38</sup>

Some people can improve their standard of living by making good use of land compensation and taking advantage of the airport's presence. Land recipients of productive age who are still working in agriculture purchase agricultural land in other areas, even if the location is far away. Many residents can now afford to buy modern agricultural equipment to help with their activities and produce more crops thanks to the compensation for their land. Others have established businesses in the tourism industry, offering tour and lodging services. The airport's existence is clearly a catalyst for urbanization, creating a new job sector in Kulon Progo Regency. Furthermore, some groups can effectively distribute their land compensation so that it can be converted into investments and securities in the future.

"First, I used the compensation money to buy land and build a house here, and then I bought land and houses in other areas. Then I bought a 1-hectare rubber plantation outside Java. I save the rest in deposits at several banks, and the interest is for my daily needs because now I'm not working." Interviewee 5 (20.04.2023)<sup>39</sup>

Several informants admitted that they carried out this livelihood strategy on their own initiative, with no training assistance from the government. They believed that the training provided by the authorities was less effective and long-lasting.

"True! My initiative is to save and invest the land compensation after spending it on building a home here. Many bankers came to our village at the beginning of the land acquisition process, but many are trying to deceive us." Speakers 5 (20.04.2023)<sup>40</sup>

"There is training from the government and Angkasa Pura, but mostly here they add skills through self-taught learning" Speaker 3 (20.04.2023)<sup>41</sup>

However, not everyone will be able to successfully restore their current means of subsistence. The current level of their well-being is determined by the state of each

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38 This section has been translated from Indonesian to English.

39 This section has been translated from Indonesian to English.

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household's livelihood assets, specifically how they use the land compensation received and take advantage of the new conditions created by the airport's existence. As explained in the chapter on livelihood assets, many households' living conditions have deteriorated since the land acquisition. They are currently surviving on a daily basis without a steady income and job.

"Most land compensation is used to build houses here, and the rest is for survival. If other people see, the recipient of land compensation will definitely get a lot of money, but you can see the reality is not like that. Our life is not as advertised out there." Speakers 7 (20.04.2023) <sup>42</sup>

"[...]if other people saw the shape of the house, they would think that we lived with a lot of money, even though in reality it was not like that." Speakers 8 (20.04.2023) <sup>43</sup>

"Many are unable to work, so they are waiting for help from their children or relatives to make ends meet." Interviewee 1 (20.04.2023) <sup>44</sup>

The difficulty in restoring this community's livelihood system is a significant social impact of YIA airport land acquisition. This condition is incompatible with the AMDAL document's social impact assessment. The delay undoubtedly influenced this inability in completing the EIA document, which was completed concurrently with the land acquisition.

The AMDAL document should be prepared as early as possible or at the planning stage to estimate more specific social impacts. People are forced to relocate to the resettlement area because the YIA land acquisition is classified as a large-scale land acquisition. After all, their entire property was purchased for the airport project. The current social impact will likely be mitigated if authorities take the appropriate approach. Furthermore, when predicting the social impacts of LSLA, the land must be understood as more than just a place to live or work, because both can be replaced with land compensation. Land must be understood as a place for people to live with values that cannot be quantified in monetary terms. This explanation is consistent with the "livelihood assets" section, where,

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<sup>42</sup> This section has been translated from Indonesian to English.

<sup>43</sup> This section has been translated from Indonesian to English.

<sup>44</sup> This section has been translated from Indonesian to English.

despite receiving fantastic land compensation, the majority of the community has been unable to restore or improve their standard of living.

#### *5.2.5. Livelihood Output*

The outcomes and results individuals or communities achieve through their livelihood activities are called livelihood output. It includes the products, services, or benefits produced by livelihood strategies that directly contribute to people's well-being and overall quality of life. In this case, the concept of livelihood output is closely linked to the livelihood assets owned by the affected community following the large-scale land acquisition as a vulnerability in the context of the Sustainable Livelihoods Framework. It also refers to the transformation of structures and processes, as well as the use of various livelihood strategies by communities to adapt to changing circumstances.

Following the land acquisition process, there was a decrease in quality of life, according to interviews with local leaders and six affected communities. This starkly contrasts the government's predictions, particularly those contained in the Environmental Impact Assessment (AMDAL) document. Large-scale development projects should, ideally, have a positive impact on the welfare of the local communities most affected by such projects. However, the majority of interviewees stated that their living conditions are no better than they were prior to the land acquisition.

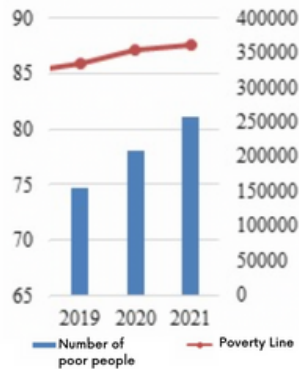
“Our life was better before there was land acquisition, now I can only survive from day to day.” Interviewee 5 (20.04.2023)

“Many of us find it difficult to make ends meet, the problem is that they no longer have agricultural land.” Interviewee 1(20.04.2023)

“In my opinion, the average welfare is getting worse because many people are unemployed and have lost their agricultural land.” Interviewee 3(20.04.2023)

This demonstrates that land loss encompasses a far more complex and profound impact than simply losing a place to live or work. When their land is acquired, they lose an entire livelihood system, resulting in a decrease in welfare.





Source: Badan Pusat Statistik (2022)

Figure 5.7 Number of Poor People in Kulon Progo

According to Figure 5.7, there is a significant increase in poverty rate in Kulin Progo. This finding is supported by the analysis of livelihood assets, which reveals that certain groups within affected communities struggle to adapt to the new environmental characteristics after losing their land. These groups lack the skills required to transition to non-agricultural sectors and cannot afford to purchase new agricultural land. As the previous section (*Transforming structures and processes*), the government's training programs do not address the specific needs and characteristics of vulnerable groups, particularly the elderly and disabled. As a result of the land acquisition, many people are having difficulty meeting their household needs due to unemployment and a lack of a steady income.

Furthermore, savings from land compensation received five years ago have started to decline, and many people have depleted their savings to meet their daily needs. They currently rely on family support and government assistance programs aimed at impoverished households. This vividly depicts the affected communities' vulnerability and powerlessness, as they are highly vulnerable to being trapped in a cycle of poverty and reliance on external assistance.

The preceding analysis highlights the significant challenges and negative social impacts faced by affected communities as a result of the land acquisition process. It highlights the government's insufficient support, particularly in training programs that fail to address the specific needs of vulnerable groups. The findings highlight the affected communities' vulnerability and reliance on outside assistance, which leads to a decline in quality of life and an increased risk of poverty.

In conclusion, within the context of the Sustainable Livelihoods Framework, the concept of livelihood output sheds light on the negative social impacts of land acquisition on affected communities. To answer the second sub-question in this study: **What are the specific social consequences of large-scale land acquisition as observed in the current context?** Therefore, the social impact affected communities are currently experiencing, which remains a major social issue for them, is the unsustainable nature of their livelihood system following land acquisition. The implemented land acquisition scheme, including large sums of compensation provided by the authorities, could not restore the livelihood systems of the affected communities.

Some people are unable to return to their previous lives and are in worse condition than before the land acquisition. The land is more valuable than just a place to live or work that can be replaced with physical compensation; it is also a source of the whole livelihood system. The findings highlight the need for more tailored and inclusive interventions that address vulnerable groups' specific needs and characteristics. The government and other relevant stakeholders must acknowledge these challenges and take practical steps to restore affected communities' livelihood systems and promote social inclusion.

#### *5.2.6. Social Impacts of Large Scale Land Acquisition on Affected Communities*

According to the previous chapter, the predictions of social impact in the AMDAL (EIA) document do not sufficiently address the concerns of local communities directly impacted by LSLA and forced to relocate to resettlement areas. In fact, the predictions do not seem to significantly target the local communities that are most affected directly. This was also conveyed by experts in interviews:

"The impact studied in the AMDAL document for land acquisition on the YIA airport development is still very limited and unable to describe the changes that will occur in people's lives." Interviewee 10, 03.06.2023

"This (the social study in the AMDAL document) is too shallow [...] they should be able to further and deeper identify how it impacts the community." (Interviewee 6, 26.05.2023)<sup>45</sup>

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<sup>45</sup> This interview has been translated from Indonesian to English.

In fact, as revealed by the analysis discussed in the previous chapter, the large-scale land acquisition for Yogyakarta International Airport has had an impact on the livelihoods of the local community, otherwise known as livelihood disruption. This aligns with the findings of Rijanta and Raden (2022), who suggest that the YIA project has partly led to livelihood issues, particularly for people who relocated to new neighborhoods. Furthermore, Kusiluka et al., (2011) argue that land acquisition has negative impacts on local people's livelihood, including disruption of their livelihood.

The process of land acquired for a large-scale project, such as infrastructure development, often results in displacement issues for local people who have been living there for generations. This displacement can lead to the loss of their prior traditional livelihood, particularly in the agriculture sector, which is closely tied to the land. The discontinuity of access to farming land as their major natural asset has impacted their other three assets (natural, social, physical, and human). Hence, while some households have improved their livelihoods with a large amount of financial compensation, others may have experienced impoverishment due to the new circumstances.



*Source: Author documentation(2023)*

Figure 5.8 Affected Communities in New Resettlement Area

It was found that significant changes in financial assets were not accompanied by good financial management, making it difficult for affected people to sustain the land

compensation they received as their financial assets. In addition, changes in financial assets were not accompanied by changes in capabilities and skills needed (human assets) to adapt to the new environment after the airport activities at an international scale. So, even though the social impact prediction analysis in the EIA document predicts an increase in new job opportunities after the YIA airport project, affected people tend to find it difficult to access these jobs. This is because the emerging jobs are non-agricultural sector jobs requiring certain skills and capabilities.

Almost all affected communities are rural communities that only have skills in agriculture and tend to have low education. Furthermore, the land acquisition also disturbs social cohesion between peoples. They have lived for years in an area with rural characteristics and are now moving to relocation neighbourhoods with urban characteristics, homes on tiny plot of land with towering fences between them. This change clearly disrupts the social interaction between residents and the social asset they have built so far. This change in social conditions certainly impacts the community's liveability in their new living place. Conflicts between communities arose as a result of different reactions to the YIA airport project, exacerbating the situation. This distinction divides society into two camps, which lead to conflict. This has an effect on how people socialize, as the tension remains, and they must rebuild social interaction between the affected people.

This whole condition shows that many people struggle to adapt to their new living conditions after the land acquisition. Despite receiving substantial compensation for their land, they have been unable to restore or improve their livelihood. This situation highlights these communities' vulnerability, as they risk becoming trapped in a cycle of poverty. On the other hand, some people have successfully capitalized on land compensation received through large-scale land acquisition. These people have seen significant improvements in their lives due to the opportunities provided by airport activities and urbanization. This disparity between the two groups exemplifies the existence of social injustice, with some people benefiting greatly from the airport's presence while others are marginalized. This injustice exposes the government's failure to uphold the principle of justice, which is a fundamental aspect of land acquisition for the public good in Indonesia.

Disparities within impacted communities highlight the importance of social justice and fair principles in large-scale land acquisition practices. The current circumstance reveals

the government's incapacity to secure justice for whole communities, which is one of Indonesia's core principles of public land acquisition. As described in the Sustainable Livelihood Framework such as through Transforming Structures and Processes, the government's involvement in defining livelihood plans and results for impacted communities is crucial. However, in the context of the YIA airport project, this function has not been adequately implemented. This is seen by the government's inability to restore people's livelihoods and improve their well-being after their land was being acquired..

To answer the last sub-question in this study: **To what extent do the current social impacts of large-scale land acquisition on communities align with the government's predicted social impacts from five years ago?** It can be concluded that the social impact assessment conducted by the authorities failed to predict and mitigate the social impacts that harmed the community after the land was acquired for the construction of the airport. The social impacts resulting from land acquisition for YIA airport are more complex than predicted in the AMDAL documents. This highlights the importance of the role of a social impact assessment that is carried out in a detailed, comprehensive and timely manner. In line with (Vanclay, 2003b) and Law No. 2 of 2012, a social impact assessment must be carried out as early as possible or before land acquisition is carried out. The AMDAL document's shortcomings in predicting and addressing the social impacts of land acquisition highlight the need for more accurate and comprehensive assessments. The anticipated social impacts in the document fail to capture the nuanced experiences and challenges affected communities face. This misalignment between predicted and actual impacts highlights the document's limited effectiveness in guiding appropriate interventions and support for affected residents

## **6. Conclusion and Recommendation**

### **6.1. Conclusion**

According to Hanna de Almeida Oliveira (2016), social impact assessment is commonly integrated into environmental impact assessment documents. This is consistent with Indonesia's procedure for developing large-scale projects. According to Law Number 02 of 2012, authorities must provide land acquisition planning documents (DPPT documents), one of which is an environmental impact assessment document, or in Language: AMDAL document, in large-scale land acquisition projects.

The goal of conducting a social impact assessment as part of the AMDAL document is to anticipate the social impact on communities and formulate recommendations to mitigate these consequences. This corresponds to the Esteves et al. (2012); Vanclay (2003) explanation of social impact assessment as the process of managing social impacts arising from project planning interventions. Vanclay et al., (2015b) also emphasize that the social impacts of significant projects become apparent in the community once news about the project circulates, emphasizing the importance of conducting social impact assessments early in the process.

This is coherent with Indonesian Law No. 02 of 2012, which requires the provision of the AMDAL document during the planning stages of the land acquisition scheme in Indonesia. According to the previous chapter's analysis, the AMDAL document for land acquisition in the YIA airport development project was completed concurrently with the land acquisition process, deviating from the literature and the stages outlined in Law 02 of 2012.

This discrepancy clearly affects the AMDAL document's impact assessment results, particularly the social impact assessment. In fact, the current social impact on affected communities is not as simple as predicted in the AMDAL document. According to the author's research, land acquisition disrupts the livelihoods of affected communities. The government's scheme is unable to restore the community's previous livelihood system. This is contrary to the ideal conditions outlined in the Sustainable Livelihood Framework formulated DFID (Department for International Development) explained in (Scoones, 2015).

The Sustainable Livelihood Framework emphasizes that addressing vulnerable contexts, such as land acquisition for the YIA airport, and achieving sustainable livelihoods require effective management of livelihood assets as well as changing structures and processes by authorities interventions. The successful implementation of livelihood strategies to restore the community's livelihood systems demonstrates the community's achievement of sustainable livelihoods.

Nonetheless, some among those impacted by the YIA airport land acquisition are still unable to fully restore their previous livelihood systems, resulting in a decline in their well-being following the land acquisition. This outcome is influenced by the insufficiency of livelihood assets and the ineffectiveness of government interventions, both resulting from the poor quality of the EIA or AMDAL document associated with this project. The land acquisition has harmed the livelihood systems of certain affected communities, concluding that these communities live under conditions that contradict the Sustainable Livelihood Framework. In essence, their means of subsistence have become *unsustainable*.

In conclusion, the land purchase process in Indonesia must adhere to the basic legislative framework, namely Law No. 2 of 2012, which mandates the inclusion of all land acquisition documents, including AMDAL documents, during the planning stage. This guarantees that authorities can foresee and minimize possible harmful repercussions properly. This is especially crucial for social impact assessments, since Walker et al. (2000) contend that in Indonesia, social impact evaluations are frequently the weakest chapter in AMDAL documents. The YIA airport land acquisition case illustrates inefficiencies in the AMDAL documents, which cause current social challenges to the community and make their livelihood systems unsustainable. As a result, this case study can serve as a lesson learnt for planners and decision makers, as well as the government, on the important roles of social impact assessment in development projects. As a result, taking this and the principles included in Law No. 02 of 2012 into consideration in land acquisition practice, a balance will be struck between the interests of the authorities as the party in need of land and the interests of the local community as the most impacted party.

## **6.2. Recommendation**

Given the findings and analysis presented, it is critical to establish adequate supervision in the implementation of Law No. 2 of 2012 to ensure that the interests of affected communities are adequately protected. Addressing the incompatibility of YIA's land acquisition procedures, particularly impact assessments, is critical to improving the study's predictive capabilities regarding post-acquisition impacts.

Furthermore, the government should consider adopting livelihood restoration plans to facilitate the restoration and improvement of the standard of living for affected communities following their relocation to new settlement areas. These plans, which are widely recognized as international social safeguards standards, have proven to be particularly effective in mitigating the social impacts of large-scale land acquisition projects funded by several international funds.

Authorities of development projects in Indonesia can encourage the restoration of livelihood systems for affected residents by integrating a Livelihood Restoration Program with a comprehensive Environment Impact Assessment (EIA) in Bahasa: AMDAL document. It is important to note that the stages required to restore people's livelihood systems are frequently overlooked during land acquisition processes. The implementation of a Livelihood Restoration Program has become critical in the context of large-scale land acquisition projects. Such initiatives are critical in addressing land acquisition's complex social and economic consequences on communities' livelihoods. Recognizing that land is more than just a physical space, but also a source of livelihood, policymakers can design and implement comprehensive programs to restore and improve the livelihood systems of affected residents.

Through this research, stakeholders can benefit from these findings by designing and implementing comprehensive plans prioritizing livelihood restoration. As a result, affected residents will be able to not only rebuild their livelihood systems but also improve their living standards following the land acquisition. Policymakers and stakeholders can strive for more inclusive and sustainable practices that prioritize the well-being and livelihoods of affected communities by incorporating these recommendations into future infrastructure development projects. This approach will ensure that the social impacts of land acquisition



are appropriately assessed and mitigated, ultimately contributing to the long-term development and prosperity of all stakeholders involved.

### **6.3. Reflection**

#### *6.3.1. Implications for Planning Theory*

The social impacts of the large-scale land acquisition for the Yogyakarta International Airport are thoroughly examined in this research. According to planning theory, planning (in this context, the AMDAL and DPPT documents as planning documents) should mitigate the uncertainty and complexity issues faced by the community following land acquisition (Allmendinger, 2017). In today's non-linear world, planners should embrace strategies capable of adapting to changing circumstances and unforeseen challenges. The ineffectiveness of the AMDAL document in mitigating social impacts on society demonstrates the inability of related planners to deal with unforeseen challenges.

#### *6.3.2. Implications for Planning Practice*

This case study thoroughly examines the social consequences of the large-scale land acquisition for the Yogyakarta International Airport. The study's arguments are supported not only by the perspectives of affected communities but also by governmental entities at various levels and field experts. The study's findings can be used to evaluate the social impact studies conducted by authorities and documented in the AMDAL document.

However, it is critical to recognize the limitations of this study. The limitation of this study is that it focuses solely on the affected communities currently residing in resettlement areas. Those who chose to live elsewhere after receiving land compensation were not included. As a result, knowledge of the overall study may not provide a comprehensive affected community, both directly and indirectly. It is critical to recognize that land acquisition affects not only those who have been relocated to resettlement areas but also other landowners in other areas, as well as individuals who are not directly affected.

As a result, there is lots of space to delve deeper into the topic of this research in order to strengthen the authors' findings. Hence, the findings of this research study may provide an opportunity for authorities, especially the Indonesian government to conduct a more comprehensive and in-depth understanding of the social impacts on communities in future large projects.

### 6.3.3. *Future Research Suggestion*

The author's investigation into the social impacts of large-scale land acquisition for the YIA airport is limited to affected communities living in resettlement areas. However, because many affected communities choose to live outside of these resettlement areas, the scope of the study could be broadened.

It is also worth noting that this study was conducted remotely over the course of less than a year. Because of the study's short timeframe and different locations (Netherland-Indonesia), the author was less able to gain a deeper understanding of the case through direct field research. Because of the physical distance and time constraints, research assistants conducted some interviews in the field while the author participated via video call.

The study's findings highlight the need for future research to investigate and provide a more comprehensive and in-depth understanding of the social impacts of the large-scale land acquisition for the YIA airport in Indonesia. Future research should address the study's limitations, allowing for more extensive research to supplement the author's findings on the social impacts of such land acquisitions.

### 6.3.4. *Personal Review*

In hindsight, several aspects could have been approached to potentially improve the research outcomes. To begin with, a broader scope could have been used to include a more comprehensive understanding of the social impacts of the large-scale land acquisition for YIA airport. This would entail considering the perspectives of affected communities who chose to live outside of resettlement areas and other community groups indirectly impacted by the land acquisition. The research findings would have been more comprehensive and representative of the overall social impact if a broader range of perspectives had been included.

Second, the research time could have been expanded to allow for a more in-depth investigation. A longer duration would have allowed more data collection, analysis, and community engagement opportunities. Furthermore, conducting on-site research by physically observing affected areas would have overcome the limitations of remote research and allowed for direct engagement with community members. Involvement in the field and more time spent on research could have resulted in a more robust and nuanced understanding of the social impacts, resulting in more robust and nuanced findings.

Furthermore, the data analysis could be expanded to include quantitative analysis via questionnaires to improve the research findings. This would provide a more concrete illustration of the changes in assets that local communities have experienced. Implementing the comprehensive sustainable livelihood approach, which is widely used by international organizations like Oxfam and the Asian Development Bank, would be beneficial in examining the social impact of large projects. However, it is important to recognize that adopting the sustainable livelihood approach necessitates significant resources for both money and time. Conducting extensive research, data collection, and analysis within these dimensions can be resource-intensive.

In conclusion, the research outcomes could have been significantly improved by broadening the scope, extending the research timeframe, and incorporating quantitative analysis. It could provide more precise, nuanced, and reliable findings, contributing to a better understanding of the social consequences of large-scale land acquisitions. Despite the difficulties and constraints encountered while preparing this thesis, I made every effort to complete this research. I acknowledge the study's inherent flaws and limitations, but I assure you that I have presented the final product to the best of my ability.

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## Appendix

### Appendix A: List of Interviewees

Code	Occupation	Description	Male/Female	Date of Interview
Interviewee 1	Local Leader	Suparjo	Male	20-04-2023
Interviewee2	Government	Head of the Department of Land and Spatial Planning Daerah Istimewa Yogyakarta	Male	19-05-2023
Interviewee 3	Impacted People	Husein	Male	20-04-2023
Interviewee 4	Impacted People	Anonym	Female	20-04-2023
Interviewee 5	Local Leader	Titin	Female	20-04-2023
Interviewee 6	Expert / Academician	Dr. Fadjar Hari Mardiansyah, MT, MDP	Male	26-05-2023
Interviewee 7	Impacted People	Anonym	Male	20-04-2023
Interviewee 8	Impacted People	Anonym	Male	20-04-2023
Interviewee 9	Impacted People	Anonym	Female	20-04-2023
Interviewee 10	Expert	Dr . Poerna Sri Oetari , S.Si., M.Si.	Female	03-06-2023

### Appendix B: List of Documents

Type	Name of document
Regulation	Indonesia Law Number 2 of 2012 about Land Acquisition for Public Interest
Documents	Environmental Impact Assessment (AMDAL) for YIA airport development

**Appendix C: Interview Questions**

**Local Leader**

1. In your opinion, what changes occurred in this environment before and after the land acquisition and relocation?
2. Are there residents here who still have difficulty making ends meet after receiving compensation?
3. How is the relationship between neighbors now? Are there conflicts between residents after land acquisition and relocation?
4. Is there any local government assistance related to the skills of the residents after the land acquisition? Because after the land acquisition, the people lost land as their source of livelihood for years.
5. What is the condition of the residents after moving to this new environment?
  - a. Are there residents who work outside the agricultural sector?
  - b. Are there residents who until now do not have a permanent job?
6. In your opinion, is the welfare condition of all residents much better than before the land acquisition? Or does it only benefit some residents?

**Government**

1. How is the local community involved in the YIA land acquisition process
2. Based on several studies, it was found that there was a delay in the AMDAL documents for the YIA project which should have been before the location determination stage. Please explain the background of the local government's decision to continue this project?

3. What is the government's role in ensuring that people are able to adapt to the new environment after the process of land acquisition and resettlement
4. What is the government's role in accommodating the interests of vulnerable groups after land acquisition?
5. Does the government provide assistance to affected vulnerable groups in helping them adapt to the impact of land acquisition? Such as providing alternative non-agricultural jobs and skills training.
6. What are the main obstacles in carrying out large-scale land acquisitions for the YIA project?

### **Local Communities**

1. With land acquisition (compensation and relocation), is the financial condition of your household better? Please also explain the work of the head of your household before and after land acquisition
2. Did you experience difficulties in meeting your needs after the land acquisition?
3. How did you use the land compensation you received? (compensation money for any land)
4. How do you manage the utilization of the land compensation you receive (is it saved or invested? Is it sold for assets that are decreasing in value such as vehicles, cell phones, holidays/umroh, etc.? Is it being used up for daily needs?)
5. Were you involved in the land acquisition process by the government? For example, during a public consultation, were you directly involved? Please explain how the process of involvement
6. Does the government provide assistance in the form of skills training in the non-agricultural sector? If so, how does it impact your life?
7. Did the government provide assistance in the form of financial management training after you received land compensation? If so, how does it impact your life?
8. What is the current condition of settlements?
9. In your current residence, have you ever heard of or been involved in conflicts between residents?



10. The current form of settlement has changed from a village to a planned settlement with narrow yards. Is there an impact on social interaction between residents? How is your relationship with your neighbors?
11. Has there been a change in your relationship with your neighbors after moving to your current housing location?
12. In your opinion, is your life now better than before the land acquisition?
13. How did you adapt after moving to a new place of residence?

### **Experts**

1. Based on your views regarding the large-scale land acquisition process for YIA, has the social impact on the community been considered in the process in a sustainable manner? Especially at the planning stage, namely at the DPPT.
2. Based on the AMDAL study, especially the analysis of social impact predictions, it was stated that there were 3 significant social impacts, namely conflicts between residents, residents' rejection and loss of settlements. Do you think that the study conducted on the AMDAL document has been able to predict the current condition of social impacts received by the community?
3. Based on several studies, it was found that several social issues arose after the land acquisition. In your opinion, what are the ideal stages that the government should take in mitigating social impacts on society?
4. In your view, do the current large-scale land acquisition regulations need to be revised to take into account the social impact on society, especially vulnerable groups?
5. In your view, is the land acquisition process in Indonesia enough to prioritize the interests of affected communities?



