



Socio-Economic Meanings Of Agricultural Land Conversion For Airport Area Development Of Farmers

¹AS. Halima, ²Sitti Bulkis, ³Darmawan Salman, ⁴Eymal Bahsar Demmallino, ⁵Muhammad Arsyad

¹Graduate School, Hasanuddin University, Makassar, Indonesia

²Department of Agricultural Social-economics, Faculty of Agriculture, Hasanuddin University, Makassar, Indonesia

³Department of Agricultural Social-economics, Faculty of Agriculture, Hasanuddin University, Makassar, Indonesia

⁴Departement of Agricultural Social Economic, Faculty of Agriculture, Hasanuddin University, Makassar, Indonesia

⁵Department of Agricultural Social-economics, Faculty of Agriculture, Hasanuddin University, Makassar, Indonesia

Address For Correspondence:

AS.Halima, Graduate School, Hasanuddin University, Makassar, Indonesia
Telp :+62-81343996358; E-mail: ima_gaansil@yahoo.co.id

This work is licensed under the Creative Commons Attribution International License (CC BY).

<http://creativecommons.org/licenses/by/4.0/>



Open Access

Received 12 May 2016; Accepted 28 June 2016; Available online 28 July 2016

ABSTRACT

One of the crucial issues in agricultural sector is land conversion. Land is an important needs to support community activities in order to improve their welfare. Limited land supply makes the government should expand it into rice-fields. Government involvement in the provision of land, especially rice field for the benefit of airport is also being debated, one side is an obligation in carrying out the task and on the other must be sacrificed for food in the area concerned. One of the public facilities built in paddy fields is the construction of airports "Arung Palakka". The study aims to know and understand the socio-economic meanings of agricultural land conversion into the airport development. Through in-depth interviews of farmers land owners affected by the construction of airports, obtained a different meaning to the land conversion. The results found that the social meaning of land conversion by farmers that some of them lose their jobs as rice farmers, rice field workers are not few who moved worked to the airport, and the land owners have lost their land area which over the years became foundation of their social strata in the society. While the meanings of such significance economically, where farmers expect their asset prices increased after the construction of the airport is completed. Density of airport activity is expected to push the price of the surrounding land increased so that farmers benefit from developers who will do business activities around the airport. The research suggests that to relocate the rice fields that have been converted to the airport area, and in order that all parties can exercise its powers in accordance with their respective duties and functions set out in the legislation process.

KEYWORDS: Meaning of land conversion, Airport area development

INTRODUCTION

The growth of urban space occurs not only through urban land expansion, but also from the conversion of urban development land. Urban land use conversion can reveal the inherent characteristics of the agglomeration and diffusion of urban functions [28], including agricultural land conversion. Study on socio-economic effects of land conversion indicate that there are unequal benefits among the various stakeholders. On average farmers tend to benefit the least. Although the farmers have the possibility to transform their agricultural livelihood into a non-agricultural one with probably a higher income, they are actually faced with many difficulties in maintaining non-agricultural activities, in finding stable alternative livelihood activities, and in using the compensation for investments [15]. This is a reason why we should focus on these issue above.

Rapid population growth resulted in the effort to provide the land, whether for residential, office, or for the supporting infrastructure. Land initially serves as a medium of farming, slowly turned into multifunctional in its use. Land is used to meet a multiplicity and variety of human needs and to serve numerous, diverse purposes. When the users of land decide to employ its resources towards different purposes, land use change occurs

producing both desirable and undesirable impacts. The analysis of land use change is essentially in relationship between people and land [4]. The growing pressure of population and the increasing variety of demands being completed on land resources. Therefore it is necessary to know the existing use of land at micro level in order to plan the optimum use of land [21].

Conversion of land for public facilities carried out in accordance with the RTRW of town planning, but the provision of land for the public interest based on the location of the study will be assigned to the construction of facilities intended. Conversion of agricultural land into non-agricultural occur in almost all regions of the world. Even in the Philippines, agricultural land conversion is done for the benefit of urban areas. The total size of agricultural lands that may have already been lost to urban uses could amount to approximately 12,060 ha over the past nine years. Collectively, this accounts for nearly 97 percent of the aggregate agricultural area in Cavite already earmarked for conversion to nonagricultural purposes [5]. The general land use of region is the end result of physical, economic and social factors. These factors play a significant role in shaping the general land use. The geographic aspects mainly physiography, climate, soil and the socio-economic aspects such as population, irrigation, urbanization, industrialization, transportation etc. play significant role in shaping the general land use. The land use patterns reflect the character of the interaction between people and environment (www.shodhganga.inflibnet.ac).

Economic transformation marked shift between sectors demanding role of agricultural land conversion in an amount not less. The case of the conversion of agricultural land in areas with low productivity is not too threatening food production. However, conversion of agricultural land into non-agricultural area occurs in irrigated land with high productivity then it is a threat to the food supply, especially rice as a staple food. As Leitmann (1995) reports, in the case of many cities in developing countries, such as Jakarta, Sao Paulo, and Tunis, agricultural production is declining substantially as much of the more fertile land has been converted to urban uses. Indeed, agricultural land conversion seems to be an inevitable part of the modernisation process and in recent decades has often been considered as a critical problem arising from urban and regional development, linked to issues of inadequate planning, poor implementation and failure in land development management.

Land conversion occurred based on the consideration of farmers as land owners and investors as a buyer, while the government as the party licensors. In Vietnam, land conversion for golf courses accounts for a large area of agricultural land. As of 2008 Vietnam has 140 golf courses, covering over 38,000 hectares of land in fifty-one provinces and cities. There is a common saying that thousands of Vietnamese farmers have to satisfy their agricultural land, for the amusement of a few hundred wealthy people. Since early 2008, when the country's inflation hit a two-figure rate, possibly threatening national food security, the central government has started limiting the issuing of permits for development of new golf courses [22]. Even, in the United States, the loss of agricultural land to urbanization has been an enduring policy issue because of concerns that a reduced domestic capacity to produce food could threaten national security and because of losses of open space and other environmental amenities in rapidly urbanizing areas [17].

Wetland conversion around urban areas generally changed for the use of urban facilities. The village with paddy typology tend to relate and following intensive urban change. It is as depicted Salman (2012), the village of rice fields bring large urban noble traditions with the noble traditions of small villages up to the most intensely affected by the urban lifestyle and cosmopolitan of mind. The village is also the most visited officials, the research object, the location of the pilot project and finally as a venue for the seizure of the voices of the politicians. As a village, which was centered in the construction, villagers rice field infrastructure needs are met and unserved. The needs of rural communities will be transport, energy, communications, information, banking and financial markets are relatively available.

Land conversion was considered a negative thing because it conflicts with the interests of society in general are farmers, irrigation in paddy becomes useless, worse still for businesses new paddy fields using a small cost and wait a long time to make land productive. This condition is considered very harmful even if built on his farm is to smooth economic activities of farmers. Azadi *et al.* [1] explained land conversion is a process by which land is changed from agricultural to urban uses. There is a debate on whether agricultural land fringing should be maintained or converted to other uses. This debate can be shown from both the pro-ruralist and the pro-urbanist perspectives. In the pro-ruralists view, land conversion has negative impacts: the loss of prime agricultural land, reduced agricultural jobs and wasted investment in irrigation infrastructure. Consequently, it could affect agricultural production and threaten the food security. Pro-ruralists conclude that agricultural land should be kept to maintain food production. On-the-other-hand, the pro-urbanists argue that land conversion is a logical consequence of urban growth. The decline of agricultural production, they argue, can be solved by intensification and technological production. Hence, land conversion is not considered as a threat in their view.

Increased need for space to accommodate the community are the implications of the rapid growth of population and one of which is manifested in the form of land. Land became an urgent need in the growth of the economy of society, but there are limitations that are owned by a region, both physically and geographically, as well as the ability of governments to provide the means to support economic activity territory. According to Benu *et al.* [3], population growth is the implication of the development of a city. Population growth is not a

negative thing, but it just like the two sides of the coin. On one side it is an asset to the development of the region and on the other side it is the load to the area. This means that the area should provide spaces for living in the form of source of food, shelter and public facilities. This is contrary to land availability that is fixed. Population growth forces to sacrifice some land for the needs of the population. The majority of the land sacrificed is agricultural lands that are available for sale, though agricultural land is one of the main modality for the provision of their food needs. While the determinants of land conversion, Setiawan *et al.* (1994) and Firman [7] has classified divide land conversion determinants into two broad categories, external and internal factors. The former include the urbanisation and socioeconomic conditions, whereas the latter include, but are not limited to, location and land potential, and ownership patterns, including land size, household size and income. In addition, there are also policy aspects involve namely, the spatial development plan, locational permits and investment policy.

Changes in land use functions specific to agriculture to non-agriculture known as land conversion, became more widely as economic growth in the region. Economic growth is an important factor causing agricultural land conversion. Increasing economic activity and economic output could lead to increasing land for urban expansion. With economic growth local governments attempt to expand their public finances for development purposes, including generous investment in industrial parks, key infrastructure, urban regeneration, universities and schools and so on. Thus along with economic growth the demand for non - agricultural uses of land increases causing increased demand for agricultural land. Thus upward shift in demand for agricultural land due to economic growth causes more amount of agricultural land converted for non - agriculture purposes. While according to Wu [26] that land use is the backbone of agricultural economies and it provides substantial economic and social benefits, but land use change is necessary and essential for economic development and social progress also. It can enhance the rural livelihood economy and has changed the way in which the majority of the rural agrarian communities view their farming enterprise [12] as one of socio-economic development goals.

Agricultural land conversion as a necessity even demands from rapid population growth and economic growth. The need for land was increasing, including agricultural land potential co-be victim to support development in various sectors by the government. Land conversion is basically a natural thing to happen, but it will be a problem because it is more common in agricultural land such as rice fields is still classified as productive. Firman [7] describe land in the areas surrounding Jakarta is now largely controlled by private developers, who build new towns and industrial estates in the region. There has been a massive transfer of land ownership from the previous owners to the developers, and those who have lost their land--with or without fair compensation--have to seek new livelihoods. In addition, uncontrolled development in the peripheral areas has created many environmental problems, such as excessive groundwater extraction and congestion caused by heavy flows of commuter traffic between the scattered new towns and Jakarta City.

Land into a major production for the actors in agriculture, including plantations. Simply put, the offender can be divided into three, namely farmers, financiers, and government. Interaction three related to possession or use and ownership, yet their perceptions differ according to their respective interests motif. And to cater to different interests and facilitate the development process of conversion is often a shortcut chosen by the three. Jiang *et al.* [8] gave an example to the tension between China's urban growth and agricultural land use and the sustainability of its use of land resources showed that land conversion is necessary for urbanization and economic development. And Raj [18], the urbanization it self involves growth of infrastructure; buildings, road and communication facilities and it demands considerable land to be diverted from its original use. Schultink [20] says reliance on private modes of transportation and expanded infrastructure continues to rise. There are many examples where highways, airports, and new suburbs remove more than a million acres of prime agricultural land each year.

Transport is one of the means that are needed to support the development of a region. And air transport becomes an important element in the economic mobility of society activists. It will then be considered by the government to provide the land area of the airport in its territory. Baker *et al.* reported the privatization of airports in Australia included airport property development rights, regulated only by federal, not local, land use control. Airports then developed commercial and retail centers outside local community plans, resulting in a history of poor coordination of planning and reflecting strong differences between public and private values in the role of the airport. The role of transportation professionals is evolving and more frequently requires them to understand how transportation investments can be consistent with the principles and practices of land use planning and development. At a minimum, the coordination of land use and transportation requires that those concerned with the well-being of a community (or region, state or nation) assess and evaluate how land use decisions effect the transportation system and can increase viable options for people to access opportunities, goods, services, and other resources to improve the quality of their lives. In turn, the transportation sector should be aware of the effects the existing and future transportation systems may have on land use development demand [25].

At the location of the research to date, changes in social activity and economic growth in communities around airports has seen significantly from the previous condition, because the construction of the airport was not fully completed in its entirety. Just as rapidly activity will happen at the airport prior to the addition of flight routes and intensity of course also affects the rapid changes taking place in the surrounding region in the future. Swangjang *et al*. [23] shows the changes in land use patterns in the last fifteen years around the Suvarnabhumi International Airport has dramatically increased. Not only transportation networks and infrastructures to support the airport, but also rapid property development projects in various forms which transform green areas into urban lands.

Airport construction project is expected to be the driving force for the economy as well as to accelerate the pace towards the development of the area concerned. At this time the airport with an area of 60 hectare named "Arung Palakka" has been in operation since 2013, only construction activity is not complete yet. This is due to access to the airport that has not been completed in its entirety, including the addition of a runway.

Granting Permit Land (IPL) from the Ministry of Transport (MoT) has been issued, and the IPL should have been issued by the Ministry of Transportation refers to Government Regulation No. 40/2012 Section 2 clause 2 letter c, that airport location determined by the Minister to consider the harmony and balance with the local culture and other related activities at the airport location. Similarly, the UU No. 12 of 2012 on Land Procurement for Public Interest Section 9, that Implementation of Land Acquisition for Public Interest into account the balance between the interests of development and public interests. Related to the rule, became confused when the local authorities decided to prepare the land for the airport in the area of community-managed rice fields as the main source of income. Liu *et al* [11] say that these chaotic and occasionally conflicting changes were largely caused by lack of stability and consistency in agricultural land use policies promulgated.

The land for the construction of the airport is not small, at least the provision of land requires a deep study area required per item, such as runways, apron, office area airports, and so on. The extent of land required to meet airport facilities led to the construction of airports more done in the suburbs to avoid overlapping land use. As described Karacor *et al*. [9] that airports usually need a large expanse of land to support their operations. For example, an airport runway of about 4 km in length is needed to serve aircraft movements. In addition, passenger terminals, cargo handling areas, car parking lots and aircraft maintenance facilities need a great amount of land. Airport areas are therefore be preferred to be built out of the city centers in order to minimize the increase of density in already crowded urbanized areas.

Ideally, development of farming technology placed on a frame to improve the performance of rural economic development [6]. However, along with the increase in population and increased development activities in an effort to improve the local economy, the land requirement tends to increase affecting institutional constraints [14] and in facts, many institutions are not institutionalized [2]. The issue is also examined by Nuddin [16] in his research on watershed institutional that, the main cause of poor performance of the coordination functions between agencies is a very weak cooperation commitment of government official in the region and agency coordination ambiguity in development process. These trends lead to a conversion avoided, including rice fields were slowly "transformed" into supporting development activities to other sectors. The purpose of the study is to know and understand the meaning of the conversion of agricultural land into the airport region for farmers. It is important to note that the research benefits are expected to strengthen discussion about socio-economic meaning of agricultural land conversion to the other utilization, and airport zone development is no exception as a long standing issue.

Method:

This research was conducted in the area of the airport and surrounding areas in the District Awangpone, Bone regency of South Sulawesi Province, Indonesia. The area is known as one rice producing centers and become the region allotment of food crops in the RTRW Bone District 2012 - 2032. Data collection techniques such as observation, interviews, and documentation needed to accomplish this study. The study focused on Mappalo Ulaweng village because the village is the site of construction of the airport area. The reason for determining the location of the airport is the construction of agricultural land occupies most of which are productive irrigated rice fields. It becomes contradictory to the rules of land conversion is allowed, and the government is done in the name of public interest.

Analysis of the data used is descriptive and qualitative analysis, which has a data reduction, data display, and conclusion [13]. Descriptive and qualitative research techniques used to determine the meaning of the farmers around the conversion of their fields for the benefit of the airport. Sampling farmers using incidental sampling technique, anyone who accidentally / incidentally met with investigators used as an informant, if it is considered that the coincidence is found to be suitable as a data source. Incidental sampling method was selected because it is difficult to meet with potential informants, they generally only at the residence of the afternoon until evening. Informant interviews consisting of landowners and farmers tilling, village chief, sub-district, and the Department of Transportation as the holder of the license. The informant is determined by the

snowball sampling technique, namely the determination of the informant or respondent based on previous informants without specifying the exact amount, informants who have adapted to the purpose and need for research.

RESULTS AND DISCUSSION

Wetland Conversion for Airport:

Almost all the villages in this location are the instigators of the agricultural sector in particular fields. The decrease in both harvested area and production of paddy rice is unfortunate that most of the residents are farmers, given the region into the hinterland in the availability of rice for the local community. Departing from the reality of it along with the development of the airport building conversions will not necessarily be avoided, for example, just for the construction of housing, offices and other facilities to support the activities of the airport. However, this is a logical thing that must be faced in a building.

Conditions that occur in the construction of the airport, which began in 2009, most agricultural land society "freed" with the reason for the development of infrastructure has been included in the Spatial plans of local governments. Construction of the airport is as stated in the decree of the Minister of Transportation through the Minister of Transportation Decree No. KM 27 of 2007, dated July 12, 2007, is considered as a form of concern for the government to speed up access to public transportation to other regions, as well as facilitate the flow of transportation in and out of the area.

The land area is used for the construction of the airport is 60 hectares, the wetland stockpiled at least until 2011 and reached 40 hectares while the rest are still managed by the community as the paddy fields until today although the land is already owned by the Department of Transportation. Although the airport has been active, the construction has not been completed until now even 2016 is the expansion of the airport area was conducted to equip the airport facility included the addition of runway, development of employee housing, means of communication, as well as access to the airport tower. The land for the construction of the airport is mostly a fairly productive paddy fields in the region. Conversion of paddy fields with low productivity may be considered not threaten food production, especially rice, but if land use change occurs in rice fields with high productivity it's difficult not to be careful on the availability of food communities.

Behind the high expectations of the airport's presence in the region, the construction of the pioneer airports appeared to have an impact on economic development and changes in land use in the vicinity. Airport land is agricultural land consisting of fields / gardens and some people are productive rice fields. As a result, shrinkage occurs in harvested area and a decrease in rice production. In addition to reduced agricultural productivity, wetland conversion has also made changes to the socio-economic conditions, the form of the people's livelihood, especially farmers, now they seem forced to seek employment in other sectors because of the extent of wetland reduced.

Arung Palakka airport development has an impact on rice production of farmers around. It is also influenced by the change in farmers' access to irrigation water and groundwater in the vicinity of the airport building. Water sources are no longer accessible for the purposes of paddy for the raw water used for the benefit of the airport. For farmers, these conditions are sufficient to give effect to their rice production. Since the construction of the airport began in 2009 and operational in 2013 and then, BPS released data harvesting paddy land shrinkage and impact on the decrease of the total rice production. Data paddy production in 2012 was 49 217 tons and in the following year rice production again decreased significantly despite having carried out an increase in the harvested area of about 239 ha, but production of rice produced still down, each amounting to 13 324 tons in 2013 and 620 tons in 2014. Not uneven rainfall throughout 2014 caused a decline in rice production from the previous year. Last year's climate are also unfavorable wet dry rice farmers. It is a natural factor that is difficult to set up, however, the conversion of productive rice fields are now a commercial airport is a non-natural factors also have a negative impact on the decline in rice production due to shrinking paddy fields.

The conversion of paddy fields into the airport area, groups of farmers both landowners and tenants admitted that as the construction of airports, especially paddy rice crop production is reduced, as manifested KDR that: *"is not actually there are people who want to sell their land for the airport but due to the government's request, we can what? Compensation does not benefit us, we are more profitable than rice yield, can make eating how many people, can also be sold to suffice the needs of home and school, so farmers no one wants to sell his land because the result is good, but perhaps the government knew what who so his decision, because there are airport development reduced rice yields, which also means less can be sold, limited also because we use water is absorbed by the activity of the airport, so the fields of water shortages"*.

Farmers are hung their income from fields that have been owned by the government for the construction of the airport, impress farmers forced off the land following the government's decision.

Some farmers are met, also acknowledges the conversion of paddy fields for the development of regional air transport was actually considered to have reduced the income of farmers especially since most of the airport area is productive rice. One farmer and owner of the fields, TG said: *"we do not feel proud especially the fields"*

affected by the construction, there is no icon of Bone if a yield of rice stockpiled, think are the consequences, just because a lot of money so casually would store up, find another place, here the water is good every year there is also a result, many who work here to live out the family, paddy is very important to us, we are compensated pickup, the fields also no substitute, the swathes of fields is safe but if only we had, we might not find meal on the plane".

It shows farmers in this region are still in need of rice fields as the source of their income, even if any of which regard the fields instead of the main one, but they still prioritize rice paddy as an attempt to fulfill basic needs of families and the surrounding communities.

According to interviews with farmers affected by the construction of the airport is also mention if they are authorized by the manager to cultivate paddy in the airport area that has not been backfilled with sharing system. Although they are mostly run it but farmers feel as farm laborers on paddy fields that had once owned. Farmers also said that if the conversion of land that the government is not favorable, especially if it is associated with the compensation received. Even if paddy farmers claim they sell themselves value is greater than the value of compensation from the government. BD informant said : *"workers in their own land, but thank you also because they were given permission to work the fields, but this year will come to an end because it would be backfilled, if we called prosperous by the government to thank for that part of the prayer, but if you know this, better and more lucky if we sell itself for many who want to buy, perhaps fate, there are other considerations of the government, they are smarter because eating rice imports"*.

Thus the conversion of land for them in this area only narrow the extent that they have so influence the total rice production and the total income of farmers in the region.

The addition of the infrastructure in terms of both quantity and quality of the network in the form of roads, drainage, and others that aims to support the activities of the airport in order to increase the accessibility even more narrow the productive paddy fields farmers and community gardens. Adding infrastructure requires the availability of land so that land acquisition will be no return to the paddy fields and gardens of the people whose presence adds considerable incomes. Geographical conditions of the region which is the plains so that the agricultural sector into the livelihood of the majority of people, however the level of the economy relatively prosperous society. Almost all farmers who met said that they sold his farm for situational as driven by the cost of health care, tuition, child marriage, or additional capital in other fields. They admitted no reason to change the wetland into non-paddy field as a whole, especially the fields they are quite productive, adequate irrigation also complements the success of the region into a center of rice.

Another consequence to be borne from the construction of the airport in addition to the narrowing of the food agricultural land converted into physical building supporting facilities and the amount of rice production declining, the presence of the airport also complained because the noise emanating from the aircraft that will take off or landing. However, on the other side where the airport has an impact on the local community, such as changes in the physical environment, such as road widening and street lamps lighting has improved, which was formerly the access road before the airport was built in the form of footpaths and no lighting. Changes in economic and social terms, as seen from the opening of job opportunities at the airport for the local community as porters, security guards, cleaning service airline, motorcycle taxi drivers, and others, so that work as farmers switch to a new job, as mentioned above.

The Parties Involved:

Wetland conversion that occurs not only involve farmers as land owners, but also from government as the land procurement committee pursuant to Clause 6 of Presidential Decree No. 65 of 2006, such as the National Land Agency, Department of Transportation, Department of Agriculture, Department of Spatial Planning, Regional Spatial Planning Coordinating Board, Police, sub-district and village heads. Each has an influence on the conversion of agricultural land into regional airports in this region, which means the greater the influence increasingly important also to take account of their involvement in this project.

The committee responsible for the tasks as mentioned in Clause 7 of Presidential Decree No. 65 of 2006, including conducting research and inventory of land, buildings, plants and other objects that are related to land rights will be released or handed over; conducting research on the legal status of land whose rights are to be released or handed over and the supporting documents; determine the amount of compensation for the land whose rights are to be released or handed over; and to provide an explanation or counseling to people affected development plans and / or Holders of Land Rights regarding the plans and objectives of land acquisition in the form of public consultation through face-to-face, print media and electronic media that are accessible to all communities affected by development plans and/or Holders of Land Rights.

Each local working units certainly have an influence in affecting the citizens, especially the land owners to give up their land for the construction of the airport. Although initially a conflict between people and the land procurement committee, but able to be muted by the Village Head and Head assisted police. Unpreparedness of farmers land owners for the loss of land and livelihood is the reason that conflict occurs. But on the other hand the interest of the committee on education as land acquisition for the construction of airports manifested,

through some points of agreement with the residents affected by the conversion of the land into the airport area. As an interviewee from BPN, AN explained that: *"we are given the responsibility for the provision of the construction site of the airport along with local working units others and we together with the village head and sub-district approach to citizens who touches the land acquisition there, we give explanations and understanding in addition to haggling about compensation including the payment process, it is old but the name is a task to be faced, we do actually form also requested permission from residents although this facility will also to the interests of citizens"*.

Informants from the District Department of Transportation said that if the conversion of paddy fields is a thing that can happen because local governments do the conversion through the in-depth review. And Department of Transportation in charge of land acquisition and compensation to the land owners affected by the construction of the airport. Transportation is also a manager of Arung Palakka airport, and is recognized if the Transportation Department is responsible for the levy imposed on people who access the services of the airport. YS informant revealed that: *"for us, the conversion of paddy fields occur because there is a location permit and permit acquisition of land from the district administration in accordance Rule Ministry of Transportation KM 2 of 2007, so local working units involved only perform tasks by providing land for the airport area. Its economic interests us there as withdrawal fees for the access to the airport services and that for a reasonable increase in revenue for our manager, and it forms the implementation of our duties"*.

Based on Government Regulation no. 1 of 2011 Clause 36 that the conversion can be applied to the procurement of land for limited public interest, such as roads, dams, irrigation, ports, terminals, including airports.

Conversion Meanings of Farmers:

Meanings to something is the result of social interactions that occur when a person or group of persons to commit an act then reciprocated by the other parties (individuals or groups) with behavioral / or specific actions. The interaction was shown with social relationships, communication in the form of delivery of messages or information, to further respond until there is a reciprocal relationship dynamic between individuals and / or groups in society. Almost all actions have meaning, and meaning it varies depending on the individual and/or groups that vote.

Land conversion is the change in land use that has been intentionally planned either part or the whole land area of the original function as a rice field into the other functions by certain parties with certain interests motif anyway. Regardless of what has been discussed previously, every action has a definite meaning for himself and others. Based on the findings, meaning the land conversion are divided into two categories as follows.

Social Meaning:

Farmers interpret the conversion of wetland into the airport area as it can decrease its existence as the owner of the land due to the reduced paddy field owned as a result of land acquisition for the construction of the airport. The group is relying on the fields as fixed assets will continue to be expanded by its owner. Total land area of ownership held by farmers in the region to give effect to the existence of farmers and their families in the community, they are more respected, be a public figure of considerable influence in decision-making for rural development. Even some of them are able to influence the decision of the Head of the village and sub-district.

The conversion of land means reducing paddy field owned so that the planned expansion of its ownership must switch to another location, because the farmers are very confident if areas inhabited this time will be the business district. Farmers will slowly lose their land to meet the market mechanism or land back freed to complete airport infrastructure. An informant, CP says : *"we've studied the situation, such as in Makassar, once there swamps and rice fields and stockpiled for the construction of the airport, so finished immediately be cities there, bustling with shops, offices, residential so we would like it and had started looking for another place, but could we also create their own businesses here, its license was not difficult, as long as there is capital, because there can be no paddy fields again, irrigation water alone is entered at the airport, actually indirectly the government wake up the airport here because we were asked to stop being farmers, which is difficult if we only know hoeing"*. Most farmers who lost land as a result of converting their fields, looking for another job to make ends meet, including working in the airport area. However, farmers who do not have skills generally rent land or as farm laborers in other places, even some who become unemployed.

Land owners also admitted if they lose employees because there are so cleaning service at the airport, and some land owners who had to lay off workers because of wetland that is usually managed by them have switched to the airport. Changing people's livelihood in the region of farmers into workers in other sectors of the social changes currently occurring due to the presence of the airport, which meant farmers land owners as the government's inconsistency in protecting farmers and irrigated paddy fields. BHR, the land owners said : *"we're here more to be a farmer, has been handed down be that there is this project, workers rice has junior high school diploma or a high school disappear, they be cleaning service at the airport, artisan lift goods, there are also be security guards there, if here in accordance census called rice production centers, in newspapers here"*

called the area irrigated rice fields productive and be an example, but why the government would change the region so the town both Bone? The rule is if irrigation, fields should not be converted? Not that we do not accept the presence of clay only the airport but later, the fields here exhausted and there is nothing else to be a farmer, imports of rice from not only costly, because financial differing people".

People in these areas of relatively prosperous rice yield obtained, even less of them so strongly defend his land to not switch ownership. Wetland conversion to the airport area is the beginning of the concerns of farmers who for years meet their needs from the fields. Farmers mostly believe that the range of one to two years ahead, the region is no longer green with paddy field but would be filled with business land along the road to the airport.

Various public opinion about the significance of wetland conversion into regional airports in this region, and tends to lead to economically meaning. It should be able to support the commercialization of agriculture as a whole, including efforts to improve the welfare of farmers to be no longer marginalized.

Economic Meaning:

Farmers interpret the wetland conversion into the airport area as an expectation seek and earn a profit on his farm the next few years with the increase in airport activity especially after the addition and completion of these airport facilities. The group is hoping the value or price of their other wetland will spike because it was believed if it will be many developers who will develop business in the area around the airport. AZ one of the farmers who expect it to happen because it has a lot of developers who asks the price of land is near the airport for various purposes. *"many entrepreneurs ask what the price per meter, no one wants to create shopping mall such as the restaurant, there also want to make the travel, there also want to create a residential, there is also a plan for a gas station, many who want to buy but still I hold in order to up the price, though fortunately, so I could buy more farm fields or elsewhere, if it is still a long finish that airport so they could gather money from the rice fields, because hunch friends certainly we'll move".*

Another farmer who met also admitted if they have to gain an advantage over other paddy fields around the airport, because the fields are where they work well as assets they perceive value will continue to increase each year. *"should be lucky to sell to entrepreneurs, because if the selling to the government is already determined, if later the airport was complete building here will definitely be the city, especially the land side of the road would have been expensive to many times, now dreams but one day it must be so".*

The high expectations from the sale of paddy fields after all the stages of construction of the airport is completed, it is possible to materialize. Land is an asset for farmers, they can do anything they want on their land including playing the price and convert them into non-agricultural land more profitable, or sell it whenever the owner is ready to release the land. Conversion of paddy fields into the airport will certainly have implications on the surrounding land, farmland that could be immediately became a trade center, offices, to housing, which eventually formed a new city with a wide range of facilities available.

If a few years ago, the fields owned by farmers interpreted as an asset that must be maintained even have to fight for its existence to be transmitted to children or relatives hereditary and persist in farming, or at least safe at a subsistence level. ABD, a community leader in the region said : *"since childhood we were taught down the fields, to large as well we still get off the field, usually when the fields were the legacy of our parents did not dare to sell, we should buy to increase the paddy field, if it is old no more power to work in the fields, soon we for all children, but because of his era is different, has been developed and a lot of news, the end of the field is changed, for houses, shops, offices, airports may also be included; if the land or paddy fields can quickly so buyers can quickly get the money, there are many now who did not go to the fields because it is considered a dirty job, prestige so just sell his land and then create a business or be a motorcycle taxi driver".*

Wetland conversion into the airport in this region seems to change the view of most farmers on their paddy fields become economically valuable objects, where the fields surrounding the airport into a promising investment goods. As Tang et. al [24] suggested that a compensation scheme that integrates rural land requisition and resettlement allocation barely meets the requirements of the affected villagers, which explains the observed resistance of rural citizens to land conversion and urban settlement.

Conclusion:

It can be concluded that socially, the existence of the airport that is regarded as a form of government's inconsistency in protecting farmers and irrigated, forcing farmers to find another job outside the agricultural sector. Farmers also received the negative impact of the conversion of this land with the increasingly shrinking paddy fields without any effort of the government for the relocation of their rice fields. For the farmers, the conversion of paddy land for the airport construction economically interpreted as a consequence of the development of the region is expected to increase the price of land around the airport to be developed into a business area along congested airport activity. Therefore, it must be cultivated paddy fields to relocate the rice fields have been converted to the airport area, and in order that all parties can exercise its powers in accordance

with their respective duties and functions set out in the legislation either vertically or horizontally without harming citizens.

REFERENCES

- [1] Azadi, H., P. Ho and L. Hasfiati, 2010. Agricultural Land Conversion Drivers : A Comparison Between Less Developed, Developing And Developed Countries. Land Degradation & Development. Published Online in Wiley Online Library (wileyonlinelibrary.com) DOI : 10.1002/ldr.1037.
- [2] Arsyad, M., A. Nuddin and S. Yusuf, 2013. Strengthening Institutional Towards Smallholders Welfare: Evidence from Existing Condition of Cocoa Smallholders in Sulawesi, Indonesia. Ryukoku Journal of Economic Studies, 52(1): 71-86.
- [3] Benu, N.M., Maryunani, Sugiyanto and P. Kindangen, 2013. Analysis of Land Conversion and its Impacts and Strategies in Managing Them in City of Tomohon, Indonesia. Asian Transactions on Basic and Applied Sciences (ATBAS ISSN: 2221- 4291) 03(02).
- [4] Briassoulis, H., 2000. Analysis of Land Use Change: Theoretical and Modeling Approaches. The Web Book of Regional Science. Regional Research Institute, West Virginia University.
- [5] Cardenas, Danillo C., 2002. Effects of Land-use Conversion On Local Agriculture : The Case of Cavite, Philippines. Socio-Economics Research Division, PCARRD, Los Baños, Laguna 4030, Philippines.
- [6] Ekasari, Z.K., M.S.S. Ali, K. Jusoff, D. Salman, Akhsan, A. Kasirang, M. Arsyad, A.A. Amidah, and L. Fudjaja (2013). Communication Pattern and Conflict in Agricultural Extension. Asian Social Science, 9(5): 27-33.
- [7] Firman, Tommy, 1997. Land Conversion and Urban Development in the Northern Region of West Java, Indonesia. Urban Studies, 34(7): 1027-1046.
- [8] Jiang, L., X. Deng and K.C. Seto, 2013. The Impact of Urban Expansion On Agricultural Land use Intensity in China. Land Use Policy, 35: 33-39.
- [9] Karacor, E.K. and D. Korshid, 2015. Projected environmental effects of the Third Airport in Istanbul. Journal of Food, Agriculture & Environment, 13(2): 223-227.
- [10] Leittmann, J., 1995. A Global Synthesis of Seven Urban Environmental Profiles. Cities, 12: 23-39.
- [11] Liu Yansui, Gan H., J. Gao and X. Deng, 2004. The Causes and Environmental Effects of Land Use Conversion During agricultural Restructuring in Northeast China. Journal of Geographical Sciences, 14(4): 488-494.
- [12] Mapila, M.A.T.J., B. Makwenda and D. Chitete, 2010. Elitism in the Farmer Organization Movement in Postcolonial Malawi. Journal of Agricultural Extension and Rural Development, 2(8): 144-153.
- [13] Miles M.B., and A.M. Huberman, 1984. Qualitative Data Analysis : A Sourcebook of New Methods. Newbury Park, CA : Sage.
- [14] Monim, Y., N. Rahmah, K. Jusoff, Heliawaty, A. Nikoyan, I.Y. Ismail, Meisanti, Z. Uslinawaty, H. Batoa, 2013. Sustainable Management of Teak Plantation Forest by Local Farmers in Sulawesi, Indonesia. World Applied Sciences Journal, 26: 105-111.
- [15] Nguyen, T.H.T., V.T. Tran, Q.T. Bui, Q.H. Man, T.d.V. Walter, 2016. Socio-Economic Effects of Agricultural Land Conversion For Urban Development: Case study of Hanoi, Vietnam. Land Use Policy, 54: 583-592.
- [16] Nuddin, A., S. Yusuf and N.M.V. Sulianderi, 2015. An Alternative Model of Cocoa Production Institution: A Solution in Facing Asean Economic Community. International Journal of Agriculture System, 3(2): 143-156.
- [17] Platinga, A.J., R.N., Lubowski and R.N. Stavins, 2002. The effects of Potential Land Development on Agricultural Land Prices. Journal of Urban Economics 52. www.academicpress.com
- [18] Raj, Nikhil, P.P., and P.A. Azeez, 2011. The Shrinking Rice paddies of Kerala. [http://www.academia.edu/375548/The Shrinking Rice Paddies of Kerala-iiipm](http://www.academia.edu/375548/The_Shrinking_Rice_Paddies_of_Kerala-iiipm), Retrieved 24/01/2013.
- [19] Salman, Darmawan, 2012. Sosiologi Desa : Revolusi Senyap dan Tarian Kompleksitas. Penerbit Innawa. Makassar.
- [20] Schultink, Gerhardus, 2009. Land Use Planning and Open Space Preservation: Economic Impacts of Low-Density Urbanization and Urban Sprawl. Journal of Civil, Environmental, and Architectural Engineering, 3: 1.
- [21] Singh, Jasbir, 1997. "Agricultural development in South Asia: A Comparative Study In The Green Revolution experiences," New Delhi, National Book Organization, New Delhi, p: 5.
- [22] Suu, Van Nguyen, 2009. Agricultural land conversion and its effects on farmers in contemporary Vietnam. Focaal—European Journal of Anthropology, (54): 106-113.
- [23] Swangiang, K., and V. Iamaram, 2011. Change of Land Use Patterns in The Areas Close To The Airport Development Area and Some Implicating Factors. Journal of Sustainability, 3(9): 1517-1530.

- [24] Tang, S., P. Hao, X. Huang, 2016. Land Conversion and Urban Settlement Intentions of the Rural Population in China: A Case Study of Suburban Nanjing. *Habitat International*, 51: 149-158.
- [25] U.S. Dept Transportation, 2013. Coordinating Land Use and Transportation: What is The Role of Transportation?. Federal Highway Administration. www.fhwa.dot.gov
- [26] Wu, JunJie, 2008. Land Use Changes: Economic, Social, and Environmental Impacts. *The Magazine of Food, Farm, and Resource Issues*. 23(4).
- [27] www.shodhganga.inflibnet.ac
- [28] Zhou, G., C. Li, M. Li, J. Zhang, Y. Liu, 2016. Agglomeration and Diffusion of Urban Functions: An Approach Based on Urban Land Use Conversion. *Habitat International*, 56(August): 20-30.