

Agrarian Conflict Resolution In The Construction Of Frans Seda Airport In Sikka Regency To Realize National Security

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Abstract

The development of Frans Seda Airport land addition as a strategic tourism and economic door is faced with a conflict. The problems that occur are caused by the transfer of community agrarian land that is converted by the government. The transfer of land ownership or land chosen by the community was not in line with the cost of land compensation that was provided, causing conflict escalation. The purpose of this research is to describe the conflict resolution of Frans Seda Airport Development in Sikka Regency to realize national security. The method used is a qualitative method with a descriptive approach through literature study. Based on the results of the research, it can be understood that the phenomenon of land conversion that occurs in Sikka Regency as a result of the airport development policy has several social impacts. The impacts are the shift of agrarian land into additional land for the airport, the loss of agricultural land as a source of livelihood for the surrounding community, the emergence of pro and contra attitudes in the community, and the emergence of social conflicts. The social conflicts are between the pro and con communities (horizontal conflict), and the contra communities, and the Sikka regional government (vertical conflict). Peace efforts were made by both government and non-government institutions. The Sikka Regional Government made persuasive efforts to mediate the conflicting parties. Litigation as a resolution is then initiated with dialogue, negotiation, and individual approaches, as well as maximizing compensation and community empowerment. Resolution orientation to conflict transformation is dominant in mediating conflicts. It is hoped that this research will contribute to encouraging functional groups to formulate a cross-sectoral, integrated, and coordinated agrarian conflict resolution mechanism for the development of public interests.

Keywords: *Conflict, Conflict Resolution, Airport, Frans Seda*

INTRODUCTION

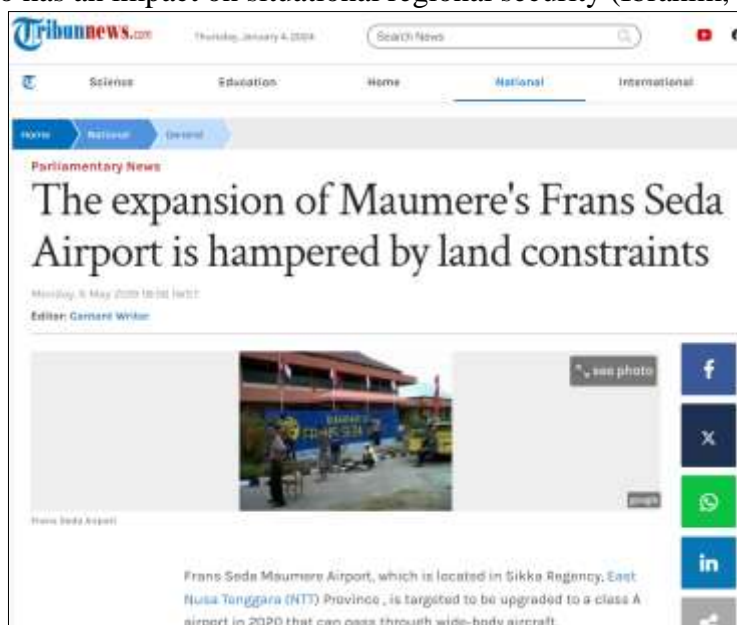
Social conflict means a perceived divergence of interest or a belief that the aspirations of conflicting parties cannot be achieved simultaneously (Pruitt, 2011). Every individual or community group has different interests. These differences in interests can be the basis for the emergence of social conflict.

The high demand for land for development purposes must deal with the existence of the environment. The existence of the environment, especially agrarian resources, is the main object of conflict. Based on national data, the number of agrarian conflicts continues to increase, this is due to the high competition for land based on limited land availability. The importance of land value for the needs of society is often used as a source of internal conflict in Indonesia. According to Wallenstein and Sollenberg, intra-state conflicts have become a serious threat to security and peace in the late 20th century. The difficulty of resolving conflicts over airport development in various regions in Indonesia has resulted in instability that threatens regional security (Pritangguh, 2019).

Increasing population and high land use rights for the sake of providing infrastructure, facilities, and infrastructure are often required to conflict with environmental situations and conditions. The availability of agrarian land in the sense of existence, especially agrarian resources, often goes hand in hand with the main cause of a conflict. Based on existing problems, the number of agrarian conflicts has significantly increased, resulting in a lot of competition for land ownership, which is the availability of reduced land (Ibrahim, 2022).

Agrarian problems in Sikka Regency, which include individual land ownership as well as land with familial or joint ownership (Adat) are a phenomenon that often occurs. Among them is the case of the construction of Frans Seda Airport as one of the development programs for the tourism sector and the national economy.

Ichsan Malik explained that a conflict is inseparable from the management of natural resources (agrarian) and is caused by many actors who become parties with different interests and goals. The development of development, especially infrastructure such as road access, facilities and infrastructure, transportation facilities, and so on, is often the background and even the trigger for agrarian conflict. According to Wallensteen and Sollenberg, intra-state conflicts have become a serious threat to peace. The complex dynamics of the conflict over the construction of Frans Seda Airport in Sikka Regency have resulted in disruption of security stability which also has an impact on situational regional security (Ibrahim, 2022).



The pattern of today's society is more toward demands coupled with resistance, which has transformed since the reform era. Today's society is increasingly aware and demanding only to express it through open resistance. The conflict phenomenon in Sikka Regency, especially in Maumere City, is a social conflict caused by differences or conflicts. The conflict includes the act of claiming land ownership to request compensation for the transfer of land ownership.

The relevance between the research objectives and why the importance of this research was carried out, because considering that the construction of the Airport is one of the government programs aimed at improving the economy of an area with the hope of prospering the surrounding community, instead received opposition from the community itself (Sopanudin, 2016).

This conflict case shows the gap between public policy and public opinion. Airport development policies aimed at improving the welfare of the wider community must clash with the conditions of dependence of affected residents on their land. Airport development in which it turns out that the community was not involved in the policy formulation process. This is contrary to the expectations of the affected communities. The community hopes that at least the government will sit together with the community to discuss the airport. Policies that are considered to ignore the rights of affected residents and impose rights on the state, ultimately lead to vertical conflict (Pritanggih, 2019).

The main problem in this study is the agrarian conflict that occurred, namely in East Alok District and Kangae District, which involved the community and the government. Therefore, the analysis

of conflict resolution in responding to and resolving existing problems makes the author want to know the extent of the steps taken as a form of conflict resolution.

RESEARCH METHODS

This research uses a qualitative research method with a descriptive approach. Primary data was obtained from various books and literature related to the research theme, and secondary data was obtained through social media news and related journals. Data validation techniques were carried out using data source triangulation.

RESULT AND DISCUSSION

Agrarian conflict is a conflict of claims to access to a parcel of land, territory, and natural resources between the people and other parties as a result of land conservation for other interests by ignoring the interests of the community. In Indonesia, the problem of land disputes has occurred a lot and has become a classic problem. CNN Indonesia (2023) states that based on data from YLBHI (Indonesian Legal Aid Foundation), there have been 106 agrarian problems over the past year. The thing that then has the potential to cause conflict is the government's view that wants to build infrastructure or public facilities but this clashes with the fact that the land or land that wants to be used as an infrastructure location is land that has been occupied by the community for generations.

Indonesia is a developing country that until now continues to carry out various development activities aimed at improving the welfare of the community as stipulated in Article 33 Paragraph 3 of the 1945 Constitution that the land, water, and natural resources contained therein are controlled by the State and used for the greatest prosperity of the people. As a realization of Article 33 paragraph (3) of the 1945 Constitution, Law No. 5 of 1960 on the Basic Regulation of Agrarian Principles (UUPA) was enacted in 1960.

The law confirms the right to control from the State, specifically, Article 2, which emphasizes the government's authority in managing natural resources, both regulating and organizing the allocation, use, supply, and maintenance of the earth, water, and space. An important factor in development in general is land, but the government often has difficulties in obtaining land for the development of public interests, therefore the government based on Article 6 Jo Article 18 of the UUPA is authorized to revoke land rights for the sake of interests.

A study conducted by the National Law Commission, on "A Review of Law No. 5 of 1960 on the Basic Regulation of Agrarian Principles" concluded the following points:

- The rights of indigenous peoples over their land, which are recognized by the 1960 Agrarian Law (UUPA), are in reality not working as envisioned. Regulations in the form of separate rights have not been or are not spelled out.
- The basic community rights to agrarian resources that have been regulated in the UUPA are losing out to various sectoral interests in their implementation. This is made worse by competition between sectors with their interests.
- The prioritization of investment in economic development often causes people's rights to land to be neglected.
- State Master Rights (HMA), which according to the UUPA can be delegated to indigenous communities and self-governing regions, are in practice given to

government/state agencies or departments and are then known as Management Rights (which are unknown in the UUPA).

Conflict

There are several reasons why the need for development of the expansion of Frans Seda Airport, such as the capacity of the runway is not able to accommodate large-bodied aircraft. Besides that, the capacity of the parking area also still needs to be expanded for various needs. And of course, there is a need for a new representative airport innovation to be able to meet the needs of passengers and be able to encourage the growth of the surrounding area.

The beginning of the plan to add Frans Seda Airport land had an issue during the previous regent's administration when Mr. Yoseph Ansar Rera served as Sikka Regent. At the end of 2015, the issue began to emerge that a new service would be built at Frans Seda Airport. In 2020 the issue of additional airport runway construction in Sikka Regency was intensified and began to cause differences in the community (pros and cons).

Dynamics of Conflict

1. Differences in Interests between the government and the community

Differences in the interests of each individual or group are the basis or factor in the emergence of social conflict. As expressed by Dean G. Pruitt, (Pruitt, 2011); social conflict means the perception of perceived divergence of interest or a belief that the aspirations of conflicting parties cannot be achieved simultaneously. Dahrendorf in his book (Poloma, 2013, pp. 134-135) states; that experientially, group conflict may be most easily analyzed when seen as a conflict over the legitimacy of power relations.

2. Differences in stance and principles

The principles or stances of each group or each person are different from one another. Things related to principles are usually very basic (fundamental) in nature, so it will be difficult to unite and can cause conflict. Conflicts that occur between social classes are usually vertical, conflicts between the upper social class and the lower social class, namely between communities such as farmers and also indigenous peoples who are members of certain groups and the Sikka Regency Government.

3. Differences in attitudes and perceptions between communities

Communities affected by the additional airport development themselves have different attitudes. Some agree, some disagree and some are indifferent. This agreeing (pro) attitude is shown by the community's acceptance of the process or stages that take place. However, in contrast to the attitude shown by the contra community, they are more in the form of disagreement. In this case, the contra community refused in the form of demonstrations, blocking the BPN from collecting data or measuring land.

Impact

1. Disharmonious Relationships Between Residents

It does not rule out the possibility that people who were previously pro-airport then turned into rejecting the construction of this airport. Because there is no certainty either from the government or from the initiator regarding compensation and also regarding relocation for affected communities.

2. The Fading of Mutual Cooperation Culture

The erosion of cultural values of cooperation in communities affected by airport development in Sikka Regency occurs due to the existence of segregation or gaps. So that the sense of caring and helping each other in the affected communities is only limited to their groups between the pros and cons.

3. Increased Sense of Group In-Group Solidarity

With the conflict in the Maumere community, the emotional relationship between members of the group has increased. The emotional attachment of individuals with other

individuals is influenced by the same feelings, the existence of threats from outside. This happened to the group of people who opposed the airport, they felt the same fate and togetherness that all this time they lived depending entirely on the agricultural land that they cultivated either their land or shared land. When land conversion occurs, they also refuse to be used for airport development.

In the need to create and maintain security, the state often sacrifices the individual rights of its citizens. For the government, protracted acts of community resistance made the situation unproductive. This then had an impact on the construction of the airport as one of the national projects stalled. Changes in community attitudes are influenced by (two) factors, namely conflict and transition. Changes in community attitudes caused by conflict can be seen in the acts of resistance carried out.

The form of resistance carried out is indicated due to the influence of students and other activists, thus making the impression that the affected community has abandoned its identity. This is interpreted as freedom for anyone to take action, but it has led to violations of norms and ethics. Changes in attitude caused by the transition of people's lives from their land in the form of residence and profession also threaten consumptive behavior and poverty. Affected residents are currently unemployed and rely on compensation money for their daily lives. Much of the compensation money has also been absorbed to build a new residence. The loss of land as a place to live and livelihood has forced residents to start a new life from scratch.

Conflict Resolution

Conflict resolution efforts or what is known as conflict management according to Rubenstein that conflict management aims to moderate or civilize the effects of conflict without the need to deal with the roots of conflict and its causes, in the sense that all conflicts do not need to be resolved but learn how to manage various conflicts to reduce violence. Efforts made by the Sikka Regency Government in dealing with conflicts or problems regarding the construction of the Airport have caused pros and cons, especially in dealing with the opposing community.

Strategies undertaken by the local government (Regency and Province) contribute to the creation of peaceful conditions in the Frans Seda Airport development conflict. Several steps have been significant in conflict resolution efforts, such as inter-agency coordination, early warning systems, building community participation, and building alternative solutions. The important role of the Regency Government in its success in facilitating the interests of contra residents is also due to the approach taken. By prioritizing persuasive principles, the Regency government continues to build good communication. Starting from the Regent taking a direct approach to the community, to efforts to fulfill the needs of the community. This is what the Sikka Regency Government is doing, trying to negotiate with the community through informal approaches.

The government made efforts in a persuasive manner and inclusive approach to those who rejected the airport construction. In addition, the government or community leaders also provide explanations in the form of socialization about the airport development. This socialization was carried out to provide positive impacts and negative impacts on the airport development. In addition, the government and related agencies in this case the Ministry of Transportation provide guarantees in the form of employment and also land compensation for those entitled.

Security factors, such as the role of the Local Government, TNI, Police, Satpol PP, and local Intelligence are very strong. This is reflected in the functioning of the Forkopimda in carrying out coordination to influence the voice of the opposing community. In other words, government institutions have good security readiness and resources in playing their role, this is also supported by strong legitimacy and authority.

The constructive communication that Komnas HAM was able to build with both parties to the conflict emphasizes that the position of a neutral third party plays a strategic role in

resolving conflicts. This kind of early warning system has been built by the community itself for a long time. The realization of community peace and security in Sikka Regency is generally the result of community resilience in forging positive and harmonious relationships. This then becomes a bottom-up mechanism for peace, despite the fragile roots of the conflict.

Agrarian conflict resolution in the development of Frans Seda Airport in Sikka Regency to realize national security is a complex challenge involving various parties and interests. The agrarian conflict resolution process may involve the following strategic steps:

1. Dialogue and Mediation:

- Facilitate open dialog between the government, local communities, and other stakeholders.
- Engage independent mediators or mediation institutions to facilitate negotiations.
- Establish good communication to understand the concerns and needs of each party.

2. Community Participation:

- Ensure active participation of the community in decision-making processes related to airport development.
- Encourage the establishment of a dialog forum involving all relevant parties.
- Listen to the aspirations of the community and accommodate their needs.

3. Compensation and Fulfillment of Community Rights:

- Assess the social and environmental impacts of airport development and provide fair compensation to affected landowners and communities.
- Guarantee the land and natural resource rights of local communities.
- Establish replacement or relocation programs for affected communities.

4. Alternative Development:

- Evaluate alternative airport development sites that minimize impacts on settlements and agricultural land.
- Develop a sustainable local economic development program that empowers local communities.

5. Security Strengthening Policy:

- Integrate national security aspects in project planning and implementation, taking into account potential risks that may arise from local tensions.
- Engage security forces to ensure the protection of the community and airport facilities.

6. Laws and Regulations:

- Ensure that all development processes comply with applicable regulations and laws.
- Evaluate and update regulations that support agrarian conflict resolution.

7. Continuous Monitoring and Evaluation:

- Establish an independent monitoring mechanism to oversee policy implementation and development impacts.
- Conduct ongoing evaluations of the progress and effectiveness of agrarian conflict resolution.

It is important to remember that agrarian conflict resolution requires patience, transparency, and active involvement of all relevant parties. This approach is expected to create conditions that support the development of Frans Seda Airport by minimizing conflict and improving overall national security.

CONCLUSION

Based on the research conducted on land conflicts in airport development, it can be concluded that, when there is a development policy that requires land in an area, it will certainly cause several problems, whether it will trigger conflicts or land disputes, social change, or several other problems. Indeed, such things cannot be avoided, especially considering the characteristics of each community both in terms of values and norms, and culture will certainly be different from one another. Land conflicts or land disputes in Sikka Regency are caused by the conversion of agricultural land for airport development.

The conflict is motivated by the gap between public policy and public opinion. The construction of Frans Seda Airport as a national strategic project is an effort to improve air transportation services to meet market demand. The development must deal with the dependence of affected residents on their land. The conflict is also closely related to the land issue in Maumere, which is a structural factor. Differences in interests and needs that are equally important make this vertical conflict slow to find common ground.

Conflict resolution has been carried out by both government and non-government institutions. The Regency Government, as the party delegated with the responsibility of handling community rejection, has taken persuasive methods. Conflict resolution efforts or conflict management is a form of learning how to manage various conflicts to reduce the violence caused by the conflict. In addition, it is also important to manage conflicts properly by mapping existing problems and reconstructing conflicts in a society that is in conflict.

The Sikka Regency government responded by initiating dialogue and negotiation measures, as well as an approach between individuals, in addition to maximizing compensation and community empowerment. The approach made is none other than to reach a mutually satisfactory meeting point. The orientation of conflict resolution is predominantly carried out by the Sikka Regency Government, using informal methods to approach residents. In addition to the ongoing dialogue, the Government's concern for relocation, professional transfer, and fulfillment of the rights of affected people has also become a new standard for resolving agrarian conflicts in other cases.

Based on the results of research conducted by researchers and the findings of research results, several suggestions or inputs are expected in the construction of the airport. In addition, it is also a reference or evaluation material in the future in carrying out development in a region. As for some suggestions or inputs, namely, First, the Government or related agencies in carrying out the policy of a national development program in a region, there needs to be careful considerations and plans. This is related to the analysis of environmental impacts, either before or after the development, as well as the social impacts it causes.

Second, the conversion of agricultural land needs to be considered by the government as a policy maker, considering that the agricultural sector is getting narrower and smaller. This is related to national food availability. In addition, the land used as a place for the construction of buildings needs a review, whether the land or land is productive or not. Third, the Government or related agencies need to provide appropriate and appropriate compensation to the affected communities. Furthermore, openness and transparency to the public regarding policies and redress to those affected are also important.

Fourth, Involving communities affected by development from the start of the development stages or after the development is completed. Prioritizing affected communities, in terms of employment, of course, adjusted to the potential and expertise of their human resources. In addition, the community, especially in rural areas, needs an attitude and maturity in accepting government policies and actively participating in making and controlling the course of a policy. Fifth, affected communities need cooperation between citizens and the government to find the

best solution. It can be using deliberation, mediation, and so on. Also, development must be based on the common good and common welfare, especially for affected communities.

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