



## Social Changes in the Development of Dhoho Kediri Airport from a Media Perspective

Mochamad Muchson<sup>1\*</sup>, Vikas Kumar<sup>2</sup>

<sup>1</sup>Universitas Nusantara PGRI Kediri, Kediri, Indonesia

<sup>2</sup>Central University of Haryana, Mahendragarh, India

### Abstract

*The purpose of the study is to describe the social changes in the development of Dhoho Kediri Airport. The results show that these social changes are in the form of land acquisition (Bedol Dusun) to another place Tanjung Baru (physical changes). Communities also received compensation with a value far above the Selling Value of Tax Objects (NJOP) (economic changes), Rebuilding new clusters with much better economic conditions (social status). Invest the compensation money for land acquisition in the form of land, transport cars, livestock, and savings for school (social status). Even though the residents of Dusun Tanjung are no longer living in one area as before, they still maintain communication with each other (changes in social values). In Tanjung Baru, there is a good waste management system; in front of the house, there is a trash bin that the garbage workers will pick up every morning. This is different when the house has yet to be moved, which seems rundown because the garbage is placed in each yard (change in social norms). Organizational changes and community institutions have occurred, namely the movement of people from one RT or RW, prayer room, elementary, junior high school, kindergarten, and study center.*

**Keywords:** Soho airport, social change, media perspective

**Paper type:** Research paper

**\*Corresponding author:** m.muhsan.1967@gmail.com

Received: 03 January 2023; Received in revised form: 29 April 2023; Accepted: 30 April 2023; Available online: 30 April 2023

**Cite this document:** Muchson, Mochamad & Vikas Kumar. (2023). Social Changes in the Development of Dhoho Kediri Airport from a Media Perspective. *The Journal of Society and Media*, 7(1), 89-113. DOI: 10.26740/jsm.v7n1.p89-113



## INTRODUCTION

Email Dardak, Deputy Governor of East Java, explained that the Mount Wilis area would become the center of the New Economy called "Selingkar Wilis". If in the past, Mount Wilis was like a separator, but that paradigm is what we want to change. The existence of the Mount Wilis area can actually be developed into a new economic area in East Java (Kompas.com: 2019). The East Java Provincial Government has succeeded in including the development of the Selingkar Wilis area in the national development acceleration project under Presidential Decree Number 80 of 2019, which also regulates the accelerated development of the Gerbang kertosusila area, Bromo Tengger Semeru and the southern region of East Java.

The acceleration of development in the Selingkar Wilis area includes some development plans for various supporting infrastructures such as Kediri Airport, the Kertosono to Tulungagung toll road, road improvements, and completion of the Southern Cross route plus the construction of ports in the south coast region to support the archipelago's maritime axis.

The accelerated development of the Selingkar Wilis area will connect areas around Mount Wilis in 13 regencies and cities such as Ponorogo, Madiun, Magetan, Trenggalek, Tulungagung, Kediri, and Nganjuk. Email Dardak also hopes that various economic opportunities will be formed in the southern region of East Java. Therefore, competent and competitive human resources are needed (Kompas.com: 2019).

There was a signing of the Selingkar Wilis "Single Rogo Mandiri" Memorandum of Understanding (MOU) on June 11, 2014, at the Trenggalek Regency Hall by six Regional Heads and the Governor of East Java, each region following up by drafting a cooperation agreement for the six regions that are members of the collaboration including Tulungagung, Trenggalek, Ponorogo, Madiun, Nganjuk and Kediri districts.

One of the objectives of this collaboration is to synergize regional development programs in the field of infrastructure, such as road infrastructure that is integrated on the border in the Selingkar Gunung Wilis area, as a means of optimizing the development of regional potential for both natural resources and human resources. The opening of road access is expected to encourage the development of other fields, such as the ease of mobility of people and goods both

in one district and to other districts. Besides, it will encourage potential regional growth, such as tourism, agriculture, and plantation services.

The results of the initial identification by members of the Selingkar Wilis Cooperation Team obtained the road length to be plotted/cooperated are as follows: 1) Tulungagung A  $\pm$  29,394 km, 2) Trenggalek A  $\pm$  18,950 km, 3) Ponorogo A  $\pm$  40,400, 4) Madiun A  $\pm$  31,300 km, 5) Nganjuk A  $\pm$  34,855 km, 6) Kediri A  $\pm$  57,952 km. From each of the regency roads, several districts, such as Kediri in one district area, are still not connected to other regions. This condition was found in Mojo District, where Petungroto Village has not yet been directly connected to Blimbing Village, and Blimbing Village has not yet been connected to Jugo Village. The main factor that caused the unconnectedness of the three villages was the geographical conditions of the village in the hilly area separated by the cliff and river basins. In addition, between villages are also still separated by Perhutani forest areas, so it is not possible to open roads between villages. The connected area was also found between Joho Village, Semen District, and Krampunan Village, Banyakan District (Kedirikab.go.id: 2014).

The development of the Selingkar Wilis area also received support from various districts, such as Nganjuk Regency. Head of the Nganjuk Regency Government Communication and Information Service Slamet Basuki explained that the Nganjuk Regency Government is also intensifying its development in the southern region of Nganjuk Regency starting in 2020 to build a reservoir in Margopatut village, Sawahan District worth around IDR 1.8 trillion, will also begin to boost the construction of facilities and infrastructure in South Wilis Selingkar Program. This program will be followed by a large-scale outreach to the community, where it is hoped that the people of the southern region in Nganjuk Regency can participate and play an active role in the South Wilis Circular development program. Program plans starting from tourism programs, agricultural programs, economic programs, community programs, and others, will be interrelated with each other (Surya.co.id: 2019).

Nganjuk Regent Novi Rahman Hidayat said the South Selingkar Willis Program is one of the regional development programs in the Mount Selingkar Willis area by the East Java Provincial Government where there are six districts included in the southern Wilis circular program such as Nganjuk Regency as the coordinator,

Kediri Regency, Tulungagung Regency, Trenggalek Regency, Ponorogo Regency, and Madiun Regency. These regencies whose territories are in the Mount Wilis area will mutually support and complement each other in various areas of regional development together in the future. And we are optimistic that with the program in the area around southern Wilis, the economy and welfare of the people in the Mount Wilis area can be improved to be better and more advanced (Surya.co.id: 2019).

Ponorogo Regent Ipong Muchlissoni said that the road that surrounds the Wilis Mountains or the Selingkar Wilis is getting closer to reality. The construction of roads for the sake of connectivity in areas around this legendary mountain has begun to become a concern of Indonesian President Joko Widodo. Some time ago, East Java Governor Khofifah Indar Parawansa and Central Java Governor Ganjar Pranowo were asked to meet President Joko Widodo. At the meeting, the two were asked about the priorities for accelerating development that might be carried out in each region. Specifically for East Java, the priority proposed is the development of Selingkar Wilis. Integrated road construction around Mount Wilis will certainly connect various areas well. The distance becomes faster because the distance is getting shorter. From Ngebel to Sedudo Waterfall, Nganjuk, it's only about 15 kilometers. And from Ngebel to Kediri, it's only about 24 km. High connectivity allows for making more attractive tour packages. For example, Solo to Ponorogo is connected to other tourist areas. At the same time, Ipong continued to make improvements to the Ngebel tour. If these areas are connected, it will greatly assist the development of Ngebel tourism (Ponorogo.go.id: 2019).

The development of the Selingkar Wilis has been included in the national development strategy through Presidential Decree Number 80 of 2019. The development of the Selingkar wilis is supported by Kediri Airport, the Kertosono-Tulungagung toll road, and improvements to the southern causeway (starting from Jogjakarta-Wonogiri-Pacitan-Trenggalek-Tulungagung-Blitar-Malang -Jember and Banyuwangi). According to Deputy Governor of East Java Emil Dardak, Selingkar Wilis will become a new economic center. The economy can be driven by tourism, agriculture, plantations, processing industries, cottage industries, and services to high-tech industries. For this reason, the readiness of human resources is needed, both human resources who have been involved in the business sector and those who have not, such as students, university students, and housewives. It is hoped that all human resources in the Wilis area will be ready and become the

economy mover so that efforts to improve the welfare of the Selingkar Wilis community can be achieved.

The acceleration of the Selingkar Wilis development program, especially the supporting infrastructure like the Dhoho Kediri Airport, will result in social changes in the community, especially the houses will be evicted, or residents of one village must move (Bedol Dusun) because their land is affected by the project. Social changes apart from physical changes such as moving houses due to the land being affected by the project, social changes also include changes in social values, social norms, patterns of behavior, organizations, social institutions, layers in society, power, and authority, and others.

Selo Soemardjan in Soekanto and Sulistyowati (2019) explains social changes are changes in social institutions in a society that affect the social system, including values, attitudes, and patterns of behavior among groups in society. The emphasis in this definition lies on social institutions as the basic set of human beings, which then influence other aspects of the structure of society.

Social change also includes aspects of economic, political, technological, geographical, biological, and other changes. No society stops at a certain point in time. Changes can be seen by comparing the structure and life of society now with the past, where there were differences; that is where social change occurred. This change can occur as a result of the internal influence of the community itself, such as the development of the community's economy, changes in community values, or due to external influences, for example, due to government policies, floods, landslides, earthquakes that require relocating, and so on. Based on the research by Avelino (2021), social changes could be influenced by the changing of power and its circumstances.

Soekanto and Sulistyowati (2019) explain that processes of social change can be identified by the presence of certain characteristics as the followings:

1. There is no society that stops its development because every society experiences changes that occur slowly or quickly.
2. Changes that occur in certain social institutions will be followed by changes in other social institutions. Because these social institutions are interdependent in

nature, it is very difficult to isolate them from certain social institutions. The initial process and subsequent processes are a link.

3. Rapid social changes usually result in temporary disorganization because they are in the process of adjustment. The disorganization will be followed by a reorganization that includes the strengthening of other new norms and values
4. Changes cannot be limited to the material or spiritual spheres because the two fields have a very strong reciprocal relationship.
5. Typologically, social changes can be categorized as follows:
  - a. Social process: the circulation of various rewards, facilities, and personnel in an existing structure.
  - b. Segmentation: the proliferation of structural units that do not differ qualitatively from existing units.
  - c. Structural change: the emergence of qualitatively new complexes of roles and organization.
  - d. Change in group structure: the shifts in the composition of the group, the level of consciousness of groups, and the relations among the group in society.

From the description above, this study aims to describe the social changes from the development of Dhoho Airport in Kediri seen from a media perspective in the people of Tarokan, Banyakan, and Grogol Districts, Kediri Regency. Social change is limited to changes in physical geography (Bedol Dusun), social values and social norms, patterns of thought and behavior, organizations, social institutions, layers in society, power, and authority.

### **Previous Researches**

Junari, Widodo, Prissando (2022) the construction of Dhoho Airport has a social impact, namely increasing the people's perspective and mindset towards education and increasing the quality of community human resources. In comparison, the economic impact is an increase in income caused by employment factors and increased tourism potential. The existence of Dhoho Kediri International Airport also has a negative impact on aspects of the socio-economic environment, such as the influx of foreign cultures and an increase in the number of crimes, and an increase in public spending.

Kharisma (2019) states that social changes that occur include changes in community structure and changes in social relations systems because development encourages relocation, thereby reducing community interaction and togetherness. Economic changes that occur include changes in income due to changes in people's jobs and changes in housing and food, and clothing.

### **Social Change**

The classical approach to social change began with Auguste Comte (1798-1857), who divided his theoretical system into two separate parts, namely social statics and social dynamics. Social statics studies the anatomy of society, which consists of its parts and structures, just as studying the anatomy of the human body, which consists of its organs, skeleton, and tissues. Social dynamics focuses attention on psychology-like processes that take place in society, such as the functioning of the body (breathing, metabolism, and blood circulation), and creates the final result in the form of community development, which is analogous to organic growth. The implication is that society is considered to be in a state of stability (Sztompka, 2004).

Herbert Spencer (1820-1903) defended Auguste Comte's opinion only by changing the terminology. He distinguished structure and function. The structure marks internal arrangements such as organs, skeletons, and tissues, forming society as a unit. Functions mark the way of operation or changes such as respiration, metabolism, and blood circulation. The implication is that society is like a unified whole apart from its operations (Sztompka, 2004).

The two expert opinions above gave birth to the system theory called developing and generalizing all thoughts which analogize society to organisms; this system theory was continued by Talcott Parsons (1902-1979), and thinking about social systems finds a general form and can be applied universally. Social change is a change that occurs within or includes a social system; more precisely, there are differences between the conditions of a particular system at different periods of time. New systems theory has recently been challenged by an approach called morphogenetics since the emergence of this approach, which emphasizes process concepts that have been applied to analyze social change that has taken place (Sztompka, 2004).

Strasser & Randal (1981) in Sztompka (2004) explains, talking about change, we imagine something that happens after a certain period of time; we are dealing with the difference in observed states between before and after a certain period of time. To be able to tell the difference, the initial characteristics of the unit of analysis must be known carefully-even though they are constantly changing. So the basic concept of social change includes three ideas: 1) differences, 2) at different times, and 3) between states of the same social system.

Hawley (1978) defines social change as any change that is not repeated from the social system as a whole. Macionis (1987) states that social change is a transformation in the organization of society, in patterns of thinking and in behavior at any given time. Farley (1990) states that social change is a change in behavior patterns, social relations, institutions, and social structures at a certain time (Sztompka, 2004). Wiryohandoyo in Salim (2002) Social change is a process of change in the form that covers all aspects of people's lives that occurs either naturally or due to social engineering. This process takes place throughout human history at the local, regional, and global community levels. This illustrates how broad the scope of social change is so that the approach to the theory of social change is not only by applying classical sociological theory but also by applying modern sociological theory, both parallel and opposite. Salim (2002) states that social change is actually a multiple reality, not a single reality caused by the dynamics of a particular society. Social change is a form of change in human civilization due to the escalation of natural, biological, and physical changes that occur throughout human life.

Social change is a process of changing forms that cover all aspects of people's lives (social values, social norms, patterns of behavior, organizations, social institutions, layers in society, power, and authority) occurring both naturally and due to social engineering due to social dynamics. Social change is a change in the form of human civilization due to the escalation of natural, biological, and physical changes that occur throughout human life.

Social change can be distinguished from the aspect or dimension of the social system or a combination of the following components:

1. Main elements (for example, the number and type of individual, as well as their actions).



2. Relationships between elements (for example, social bonds, loyalty, dependence, relationships between individuals, integration).
3. The functioning of the elements in the system (for example, the role of work played by individuals or the need for certain actions to preserve social order).
4. Maintenance of boundaries (for example, criteria to determine who is included in the system, the requirements for individual acceptance in groups, the principle of recruitment in the organization, etc.).
5. Subsystem (for example, the number and type of section, segment, or special division that can be distinguished).
6. Environment (for example, natural or local geopolitical conditions) (Sztompka, 2004).

Recently, scholars have begun to doubt the validity of organic systems theory and the dichotomy of social statics and social dynamics. Tendencies: 1) emphasis on the dynamic quality of social reality, which can spread in all directions, such as society in a state of movement (in the process); 2) not treating society (groups, organizations) as an object in the sense of denying the concretization of social reality. Society (groups, organizations) is no longer seen as a rigid or hard system but is seen as a soft interrelationship. Social reality is the relationship between individuals (interpersonal), everything that exists between individual human beings, a network of ties, dependencies, exchanges, and solidarity. In other words, social reality is a special social network or social network that binds people into a common life, and this social network is constantly changing.

Soekanto and Sulistyowati (2019) explain that social and cultural change can be differentiated into several forms as follows:

1. Slow change and fast change
2. Small changes and big changes
3. Changes that are desired or changes that are planned and changes that are not desired or changes that are not planned

Meanwhile, the factors that cause social and cultural change are:

1. Increase or decrease in population
2. New discoveries
3. Community Conflict
4. There is a rebellion or revolution

Social and cultural change can also originate from causes that come from outside the community itself, including the followings:

1. The causes that come from the natural physical environment that surrounds humans
2. War.
3. Other cultural influences

## **Media**

The Association for Education and Communication Technology (AECT) defines media as all forms that are used for the process of distributing information (Azhari, 2015). Media comes from the Latin word medium, which means intermediary, namely an intermediary between a source of information or a message (a source) and a recipient of a message or information (a receiver). Media can be in the form of magazines, newspapers, online articles, films, television, radio, and others. Along with the times, the media has also developed. What used to be a physical tool now the media can be accessed through electronic devices, such as cell phones, computers, laptops, etc.

Media is also identified with print media, which means mass media means that are printed and published periodically, for example, newspapers and magazines. Not only print media, but there is also electronic media which is termed mass media, that uses modern electronic devices such as radio, television, film, and the internet. In comparison, the meaning of the mass media is the means and official channels as a means of communication to spread news and messages to the wider community. The media has now penetrated into social media such as Facebook, Instagram, Twitter, WA, line, and YouTube.

## **METHODS**

The approach in this research is descriptive qualitative with survey method research method. Descriptive research is usually defined as a type of quantitative research, though qualitative research can also be used for descriptive purposes. The research design should be carefully developed to ensure that the results are valid and reliable (McCombes, 2022). The subjects of this study were the people affected by the construction of the Dhoho Kediri International Airport, like some

of the people of Tarokan District, Grogol District, and Banyakan District, with their own researchers as research instruments.

Data collection techniques used documentation originating from the mass media, both printed mass media (newspapers) and online mass media (online newspapers), supported by observations and interviews. This documentation technique needs to be verified very deeply to know its accurate level, as stated by Creswell (2016). Data analysis techniques in this study used performance analysis and individual experience, and institutional behavior to see the output generated from the performance.

## **RESULTS AND DISCUSSION**

### **New Kediri Airport: The First 100% Private Funded Airport Project Is Signed.**

The government cooperation agreement with business entities (PPP) initiated by business entities (unsolicited PPP) for New Kediri Airport was officially signed. The airport in Kediri, East Java, is the first airport in Indonesia to be built with pure private financing without using state funds (APBN or State Revenue and Expenditure Budget).

The signing was carried out by the ad-interim Director General of Civil Aviation, Nur Isnin Istiartono, with the President Director of PT. Surya Dhoho Investama Istata Siddharta at the Ministry of Transportation Jakarta Office, Wednesday (7/9) and witnessed directly by the Coordinating Minister for Maritime Affairs and Investment Luhut Binsar Panjaitan and the Minister of Transportation Budi Karya Sumadi. Meanwhile, East Java Governor Khofifah Indar Parawansa and Kediri Regent Hanindhito Himawan Pramana watched online.

"This is a historic moment because it is the first unsolicited PPP agreement in Indonesia," said Coordinating Minister Luhut.

An unsolicited PPP is a project that is initiated and proposed for development by a business entity, not the government. Coordinating Minister Luhut appreciated PT Surya Dhoho Investama for taking the initiative to build a new airport. Appreciation is also conveyed to Ministries/Agencies, local governments, and related agencies,

which have supported the smooth process of land acquisition, permits, and other processes regarding the acceleration of airport construction.

"Thank God, the land acquisition has been completed, and now the construction is going well," he said.

At the same event, the Minister of Transportation revealed that the construction of an airport using the unsolicited PPP model could be followed by other private companies.

"The extraordinary thing is when the private sector builds an airport, so there is no need for the state budget (funds). This is also part of the strategic plan of the Ministry of Transportation to continue to encourage creative funding for various transportation infrastructure projects in Indonesia," he said.

The Minister of Transportation further explained that the existence of the New Kediri Airport could be used for commercial flights, Umrah, and Hajj.

"There are lots of people from Kediri and its surroundings who want to go for Umrah and don't have to go far to Surabaya and Jakarta," said the Minister of Transportation.

The Minister of Transportation asked PT Surya Dhaha Ivestama, which is a subsidiary of PT Gudang Garam, and Angkasa Pura I, which is conducting a joint operation (KSO) on the New Kediri Airport development project, to always pay attention to aspects of flight safety and security.

Meanwhile, the President, Director of PT Surya Dhaha Investama, and Director of PT Gudang Garam.Tbk Istata Taswin Siddharta expressed his gratitude to the government, which has given trust in him as the initiator of the Kediri Airport unsolicited PPP project.

"We also express our gratitude to the Governor of East Java and the Regent of Kediri, who have helped the smooth construction of this airport. Hopefully, the presence of this airport will have a positive impact on the economic progress of the community, especially in the southern region of Java," he said.

Based on the results of the procurement that has been carried out by the KSO, PT Surya Dhaha Investama and PT Angkasa Pura I (Persero) have been declared the winners with a duration of cooperation of 50 years since the airport

began operating. The total investment value reached IDR 10.8 trillion. In detail, Rp. 6.6 trillion in phase I; Rp. 1.2 trillion in phase II, and Rp. Three trillion in phase III. With this construction, the airport's passenger capacity for Phase I can accommodate 1.5 million passengers per year, phase II 4.5 million passengers per year, and Phase III 10 million passengers per year. The airport is targeted to operate by the end of 2023; the airport is projected to be able to serve wide-body aircraft such as the Boeing 777 300ER. (AH/RDL/LA/HT). ([dephub.go.id/post-Wednesday, 7 September 2022](https://dephub.go.id/post-Wednesday, 7 September 2022)).

Social change is a process of changing forms that cover all aspects of people's lives (social values, social norms, patterns of behavior, organizations, social institutions, layers in society, power, and authority) that occur both naturally and due to social engineering as a result of the dynamics of society. Social change is a change in the form of human civilization due to the escalation of natural, biological, and physical changes that occur throughout human life.

The National Development Acceleration Project, in accordance with Presidential Decree Number 80 of 2019, which in East Java is known as Selingkar Wilis and in Kediri, such as the construction of the Dhoho Airport, is an initial milestone in social change due to land acquisition which causes the people affected by the project to move (Bedol Dusun) to another place. According to Wiryohandoyo (2002), this social change includes social engineering (government policies), not natural. Meanwhile, Salim (2002) explains that social change carried out under the influence of state power is a development model that has become a reference in many developing countries. Development is a process of social planning (social planning) carried out by development planning bureaucrats to make social changes that can ultimately bring about increased welfare for the people. According to Soekanto and Sulistyowati (2019), some forms of social and cultural change are changes that are intended (Intended-Change) or changes that are planned (Planned-Change), it is changed that are desired or planned are changes that are predicted or have been planned in advance by the parties. Those who want to make changes in society. Parties who want change are called agents of change, such as a person or group of people who have the public's trust as leaders of one or more social institutions. In the case of Dhoho Kediri Airport, the agent of change is the business world, PT Surya Dhaha Investama, which is a subsidiary of PT. Gudang Garam

cooperates with the government. Salim (2002) calls this social change a physical change because physically the affected people physically move to a new place.

### **Phase I Kediri Airport Spent IDR 9.2 T.**

The Ministry of Transportation said the investment value for the construction of Kediri Airport, East Java reached IDR 9.2 trillion. The investment value is only for the first phase of construction and includes land acquisition funds. Director General of Air Transportation of the Ministry of Transportation Novie Riyanto said that according to the master plan, the construction of Kediri Airport would be carried out in three stages, where the first phase will start in April 2020. "For the initial stage with land acquisition around 9.2 trillion. The plan is that if the phasing is according to the master plan, there will be three stages," said Novie when met at the Kediri Regency Government Hall last Saturday. The construction process is still waiting for the land acquisition to be 100% complete. Until now, land acquisition for Kediri Airport has reached 98.4%, or leaving around 1.5 hectares of a total land area of 450 hectares (finance.detik.com: 16 February 2020).

Social-physical changes with the movement of landowners who were affected by the construction of the Dhoho Kediri Airport to a new area of 450 hectares, including communities in the Districts of Tarokan, Banyakan, and Grogol. According to Salim (2002), social change is a form of change in human civilization due to the escalation of natural, biological, and physical changes that occur throughout human life.

### **Thousands of Households Affected by Dhoho Airport Received Land Compensation**

The outspoken compensation for land affected by Dhoho Airport has ended. Seventeen patriarch residents received compensation money yesterday. They only had one week to vacate the house. The airport compensation money was handed over to the Grogol Sanggar Kegiatan Belajar (SKB) building. As many as 17 families of residents gathered there to receive money totaling IDR 34 billion. The acceptance of money by residents yesterday was tinged with emotion; this was seen when several residents embraced each other after receiving money from the initiator. After receiving the money, some of the families of residents who were previously neighbors will indeed live separately in the new location.

The head of the National Land Agency (BPN) for Kediri Regency, Andreas Rochyadi, who witnessed the handover of the compensation money yesterday, said that after receiving the money, residents were asked to voluntarily vacate their homes. "Given seven days, starting today (yesterday, ed)," said Andreas. By that time, on Monday (24/1), the houses and yards of the affected residents must be vacated. The rest of the construction process of Dhoho Airport can be continued soon. Andreas explained, with the handover of 1.7 hectares of land yesterday, land acquisition for Dhoho Airport, which reached 317 hectares, had been completed. Furthermore, the initiator can pursue the physical realization of the project, which is targeted for completion in mid-2023.

Separately, Nurul Anis, 39, a resident of Dusun Bedrek, Grogol Village/District, who received compensation yesterday, said she was ready to leave her house. "Now (yesterday) I have to pack again before moving," said the woman, who admitted that she has been packing goods in installments since the residents decided not to appeal at the end of 2021. According to Anis, the time to leave the house for seven days was relatively short because apart from transporting all her belongings, she also had to find a place to live in a new location. Until yesterday he admitted that he had not found the right location. "We haven't been able to rent or temporarily live, so apart from packing. We also want to find a temporary place to live," said Anis while hoping that she and her family could get a place to live as soon as possible.

As reported, 17 families from Bulusari Village, Tarokan, and Most of the villages/sub-districts of Grogol and Jatirejo Village previously sued PT Gudang Garam and the BPN of Kediri Regency. Residents considered that the appraisal price given by the Public Appraisal Service Office (KJPP) did not match the market price. They asked for the land to be valued at Rp. 30 million to Rp. Forty million per ru, while the appraisal results were valued at Rp. 16 million per ru. In the course of the trial, the panel of judges decided that the appraisal carried out by the initiator was in accordance with the provisions. Responding to the verdict, residents chose not to appeal so that compensation could be paid immediately (radarkediri.jawapos.com, January 18, 2022, 09:45 AM).

Social change is indeed a process. According to Roy Bhaskar in Salim (2002), social change usually occurs naturally, gradually, gradually and has never

occurred in a radical or revolutionary way. Soekanto and Sulistyowati (2019) explain that social changes occur: 1) slow changes and fast changes, 2) small changes and big changes, 3) planned changes and unplanned changes. The process of social change for the landowners affected by the construction of the Dhoho Kediri Airport began with 1) receiving land compensation accompanied by the first phase of emptying the house without going through a court process which began in 2017, 2) looking for a new location and building a new house that was occupied early in 2018, 3) receipt of compensation for land accompanied by vacating the house which was given seven days through the court which was accepted in 2022, 3) changes in the location of houses that used to be neighbors to be far apart due to moving to a new location, 4) for people who are in the process of compensation through the court there was a change in behavior that previously did not agree because the land price was not appropriate but after a court decision they accepted, 5) a change in behavior looking for a house in a new location which was previously unimaginable had to leave the house that had been inhabited for decades since birth. However, this process of change may continue all the time, as found by Siregar (2022). He stated that social change is a continuous process.

### **Tanjung Baru, The Village Established From Kediri Airport Compensation**

The decision of residents affected by the Kediri International Airport national project to hand over their hometown, rice fields, and dry fields is arguably the right decision. In addition to receiving compensation with a value far above the Selling Value of the Tax Object (NJOP) through PT Surya Dhaha Investama, they can rebuild new settlements with much better conditions. All the money they received came from PT. Gudang Garam, Tbk, as the main funder for the Kediri International Airport project.

Tanjung Baru, a designation for settlements that suddenly appeared along with the land acquisition process. Residents who still want to unite in the bonds of their previous residence move to a new settlement which they call Tanjung Baru. The small village in Bedrek Hamlet is occupied by residents who used to live in Tanjung Hamlet, Grogol Village, Grogol District, Kediri Regency, East Java. Tanjung Hamlet is one of the villages affected by the Kediri Airport development project. "In this area, there are nine heads of families. All residents here used to live



in Tanjung Lama," said Lilik Sugiarti, a resident of Tanjung Baru, Saturday, 16 February 2020.

Not all residents who live in Tanjung Lama now live in Tanjung Baru. Some of them chose to continue living in other areas, away from the land of the Kediri Airport development project. The Tanjung people are scattered in various regions; some are still in the Kediri area, such as Cerme Village and Kalipang Village in Grogol District, Kediri Regency. Some decide to stay in the Kediri City area and neighboring cities such as the Nganjuk Regency area.

In early 2018, Lilik and dozens of residents of Tanjung Hamlet agreed to settle in Tanjung Baru. On average, the process of building a residential house in an area that used to be a wetland was completed in four months. "Before living in Tanjung Lama and now in Tanjung Baru, there is almost no difference because all the residents here were formerly my neighbors," said this woman who works as a farmer every day. According to Lilik, from an economic point of view, their situation is now much better than before. Even so, the daily activities of Tanjung Baru residents have not changed significantly. Ideally, this economic transformation could change people's points of view about how to manage money. Abad Segura (2020) stated that economic transformation must be supported by the elevating of education, technology, and sustainable development. The one that is not less important is human capital (Svarc, 2020).

Those who used to be farmers still do their jobs as they should. Likewise, residents who work as breeders and traders. They invest the compensation money for land acquisition in the form of land, transport cars, livestock, and the children's school preparation savings. This is the way how the people in Tanjungbaru adapt to the new situation. They have to adapt to accelerate with the new neighborhood as a response to survival (Singh et al., 2020). One thing that people do not really pay attention to is the willingness to become an entrepreneur. The people may haven't known that they have the potential to grow their entrepreneurship as they lack knowledge of the entrepreneur's positive side (Asante and Affum Osei, 2019). It may happen due to the presence of experts who help them to manage their money to run businesses (Su et al. 2021). The point of this matter is the lack of entrepreneurship character they have. They don't see the opportunity to have their own business (Hameed and Irfan, 2019). Government must push them to start

businesses or investments in order to manage their money so that they have good finances and prosperity. The government may launch a policy to support the small business in order to develop the economy (Nakku et al., 2020)

Even though the residents of Dusun Tanjung are no longer living in one area like before, they still maintain communication with each other. If one of the residents holds certain events such as Thanksgiving, weddings, and other important celebrations, they use it as a place to gather and meet face to face again. "The plan is that once a year, we want to hold a kind of reunion on Eid," said Lilik. He added there is a possibility that the Tanjung Baru area, which is only about one kilometer from the edge of the airport, will continue to develop because there is sufficient land available around it. Or conversely, tens of residents there will be shifted again and return to looking for new residential land. These people have the same past background, which makes them feel the same way. As stated by Rakhimova et al. (2022), the similar background of people will engage more tightly. However, there is a possibility that the feeling will be decreased as the process of communication is reduced gradually (Pacheco, 2022)

Gradually the process of land acquisition covering an area of 376 hectares has been carried out since 2017, and until 2020 the process is still ongoing. Of the three sub-districts affected by the airport development project, they are Grogol, Tarokan, and Banyakan; they all are in the Kediri Regency area. The location is to the west of the Brantas River area and is in the eastern valley of Mount Wilis. The government, through the Minister of Spatial Administration/National Land Agency (ATR BPN), the Minister of Transportation, and the Coordinating Minister for Maritime Affairs have agreed to carry out the airport groundbreaking on April 16, 2020. Infrastructure systems form the backbone of every society, providing essential services that include energy, water, waste management, transport, and telecommunications (Thacker, 2019). Hussain et al. also stated that public construction infrastructure projects had been recognized as one of the fundamental tools in enhancing community socio-economic conditions for community development (2022)

Regardless of the amount of compensation, the most important thing that should be prioritized is to continue to maintain prosperity. And this can only be achieved if there is careful planning among the residents receiving land compensation for Kediri International Airport. So that the large nominal money

they receive is really useful for future generations (kediripedia.com: 11 March 2020). The worrying thing about the people is the lack of financial management they have. It is a high possibility that they tend to spend their money on consumptive things. They need to have financial literacy to save their money or to spend their money on investments (Mashud et al. 2021). A financial attitude is really important to build financial management (Yogasnumurti et al. 2021). There is an important thing to have for the people who received the compensation in order to save their finances.

The social changes that occurred were: 1) handing over houses, rice fields, and fields (physical changes), 2) receiving compensation with a value far above the Selling Value of Tax Objects (NJOP) (economic changes), 3) rebuilding new settlements with much better conditions (social status), 4) Tanjung Baru, a designation for settlements that suddenly appeared along with the land acquisition process. Residents who still want to unite in the bonds of their previous residence move to new settlements (physical changes); 5) Not all residents living in Tanjung Lama now live in Tanjung Baru. Some of them chose to continue living in other areas, moving away from the land of the Kediri Airport development project; the people of Tanjung are scattered in various areas (physical changes); 6) in early 2018, nine families of the residents of Dusun Tanjung agreed to settle in Tanjung Baru. On average, the process of building residential houses in areas that used to be wetlands was carried out in four months (physical changes), 7) from an economic standpoint, their situation is now much better than before (social status), 8) However, their daily activities the day of the people of Tanjung Baru has not changed drastically. Those who used to be farmers still do their jobs as they should. Likewise, residents who work as breeders and traders (physical changes), 9) invest compensation for land acquisition in the form of land, transport cars, livestock, and children's school preparation savings (social status), 10) even though residents of Dusun Tanjung are now they don't live in one area like they used to, they still maintain communication with each other (changes in social values). From the results of observations in Tanjung Baru, there is a good waste management system in front of the house; there is a trash bin that will be picked up every morning by the garbage workers. ), there was a change in community organizations and institutions, such as the movement of people in one RT or RW,

prayer room, elementary, junior high, kindergarten, and places of study. Power and authority can occur in the government, namely having the power for social engineering for the sake of development, and in the affected community because they receive large compensation; they have power and authority over their money to buy anything.

## CONCLUSION

Based on the results of the study, it can be concluded that: 1) The central government issues Presidential Decree Number 80 of 2019 as a National Strategic Project, namely a national development acceleration project which includes the construction of Kediri Airport. 2) The East Java Provincial Government has succeeded in including the development of the Selingkar Wilis area in the national development acceleration project in accordance with Presidential Decree Number 80 of 2019. The acceleration of development in the Selingkar Wilis area includes a number of development plans for various supporting infrastructures such as Kediri Airport, the Kertosono toll road to Tulungagung, road improvements, and the completion of the southern crossing in line with the construction of ports in the south coast region to support the maritime axis of the archipelago. 3) The development of Dhoho Kediri Airport has resulted in social changes in society like changes in form that cover all aspects of people's lives (social values, social norms, patterns of behavior, organizations, social institutions, layers in society, power and authority) natural or due to social engineering as a result of the dynamics of society. Social change is a change in the form of human civilization due to the escalation of natural, biological, and physical changes that occur throughout human life.

## Funding Acknowledgement

This research is not funded by any institution

## About the Author

The name Mochamad Muchson has been a Civil Servant (PNS) lecturer since 1992 with the functional position of Head Lector of 700 and the Rank of Supervisor Level 1 group IV b, currently teaching in the Bachelor and Postgraduate Economics Education study program at Nusantara University PGRI Kediri. Undergraduate education was obtained from IKIP Malang in 1991 in the Commerce

Study Program and Kediri College of Economics in the Accounting Study Program in 1997. Postgraduate education was obtained from Wijaya Putra University Surabaya in the Financial Management Study Program in 2001. Doctoral education was obtained from Sebelas Maret University Surakarta Counseling Development Study Program Main Interest of Micro, Small, and Medium Enterprises (MSMEs) in 2014. The research focus is on Micro, Small, and Medium Enterprises (MSMEs), Creative Economy, Economic Education, and Entrepreneurship. Teaches courses in Monetary Economics, Indonesian Economy, Development Economics, Creative Economy, Development of Cooperatives and MSMEs, Economic Learning Strategies and Innovations, Economic Learning Problems, Research Methodology, Descriptive Statistics, and Inferential Statistics. Wrote several textbooks such as Accounting Research Methods, Entrepreneurship, Descriptive Statistics, MSME Development Guide with a Cluster Approach, and Rafi Record Case Study Creative Economy Development. Become a reviewer on the Effector journal with Sinta accreditation. 4. Facilitator of Mobilization Schools in SMA schools in Nganjuk and Blitar with assistance in the implementation of the Merdeka Curriculum. Many intellectual property rights are obtained from composing commercial songs such as Campursari and Dangdut with the rafirecordofficial YouTube channel. Journal publications can be viewed at [orcid.org/0000-0002-4332-6153](https://orcid.org/0000-0002-4332-6153).

Vikas Kumar, Ph.D., working in the area of Information Systems and Business Analytics. Collaborations are welcome for high-quality publication. Vikas Kumar, Ph.D., currently works as an Assistant Professor in the Department of Civil Engineering at the Central University of Haryana. Sh. Kumar has six papers in reputed international journals and more than ten conference papers at national and international levels. Sh. Kumar has four years of experience in Academics and Research. He is a member of various professional bodies and also guided post-graduate students for their M.Tech dissertations. His area of research is Soil-Structure interaction and ANN Modelling.

## REFERENCES

- Abad-Segura, E., González-Zamar, M. D., Infante-Moro, J. C., & Ruipérez García, G. (2020). Sustainable management of digital transformation in higher education: Global research trends. *Sustainability*, 12(5), 2107.
- Asante, E. A., & Affum-Osei, E. (2019). Entrepreneurship as a career choice: The impact of locus of control on aspiring entrepreneurs' opportunity recognition. *Journal of Business Research*, 98, 227-235.
- Azhari. 2015. Peran Media Pendidikan Dalam Meningkatkan Kemampuan Bahasa Arab Siswa Madrasah. *Jurnal Ilmiah DIDAKTIKA* Agustus 2015. Vol. 16, No. 1, 43 – 60. <https://media.neliti.com/media/>. Diakses 14 Desember 2022.
- Bappeda Kabupaten Kediri. 2015. Selingkar Wilis Mendapat Perhatian dari Pemerintah Provinsi. <https://bappeda.kedirikab.go.id/Dashboard/detailberita/47>. 18 December 2015. Diakses 10 Desember 2022.
- Biro Komunikasi dan Informasi Publik Kementerian Perhubungan Republik Indonesia. 2022. Bandara Baru Kediri: Proyek Pertama Bandara dengan Pembiayaan Swasta Murni Ditandatangani. <https://dephub.go.id/post/read/>. Rabu, 07 September 2022. Diakses 14 Desember 2022.
- Bungin, M. Burhan. 2009. *Penelitian Kualitatif[Qualitative Research]*. Jakarta: Kencana Prenada Media Group
- Creswell, J. W. (2018). *Research design: Qualitative, quantitative, and mixed methods approaches* (5th ed.). Sage Publications
- Faizal, Achmad. 2019. Emil Dardak: Daerah Gunung Wilis Akan Jadi Pusat Perekonomian Baru, Namanya "Selingkar Wilis,". *Kompas.com*-27/12/2019: 06:04 WIB. Diakses 10 Desember 2022.
- Fatikhin, Kholisul. 2020. Tanjung Baru, Kampung yang Lahir dari Ganti Rugi Bandara Kediri. <https://kediripedia.com/>. *Kediripedia.com*. 11 Mar 2020. Diakses 14 Desember 2022.

- Flor Avelino (2021) Theories of power and social change. Power contestations and their implications for research on social change and innovation, *Journal of Political Power*, 14:3, 425-448, DOI: 10.1080/2158379X.2021.1875307
- Hussain, S., Maqbool, R., Hussain, A., & Ashfaq, S. (2022). Assessing the socio-economic impacts of rural infrastructure projects on community development. *Buildings*, 12(7), 947.
- Hameed, I., & Irfan, Z. (2019). Entrepreneurship education: a review of challenges, characteristics, and opportunities. *Entrepreneurship Education*, 2, 135-148.
- Kominfo.2019.Selingkar Wilis Jadi Perhatian Presiden.  
<https://ponorogo.go.id/2019/09/02/>. Diakses 10 Desember 2022.
- McCombes, S. (2022, October 10). Descriptive Research | Definition, Types, Methods & Examples. Scribbr. Retrieved May 19, 2023, from <https://www.scribbr.com/methodology/descriptive-research>
- Kusuma, Hendra. 2020. Tahap I Bandara Kediri Telan Rp 9,2 T.  
<https://finance.detik.com/infrastruktur/d-4900994/>. detikFinance. Minggu, 16 Februari 2020: 11:00 WIB. Diakses 14 Desember 2022.
- Mashud, M., Mediaty, M., & Pontoh, G. T. (2021, December). The Effect of Financial Literature, Lifestyle and Income of Parents on Student Financial Management Behavior. In *Journal of International Conference Proceedings (JICP)* (Vol. 4, No. 3, pp. 256-264).
- Muiz, Ahmad Amru. 2019. Selingkar Wilis Selatan, Pemkab Nganjuk Intensifkan Pembangunan Infrastruktur Kawasan Gunung Wilis.  
<https://surabaya.tribunnews.com/2019/10/20:19.43>. Surya.Co.id.Diakses 10 Desember 2022.
- Nakku, V. B., Agbola, F. W., Miles, M. P., & Mahmood, A. (2020). The interrelationship between SME government support programs, entrepreneurial orientation, and performance: A developing economy perspective. *Journal of Small Business Management*, 58(1), 2-31.

Nazir, Moh. 2009. Metode Penelitian. Bogor: Ghalia Indonesia.

Nugroho, Adi. 2022. Belasan KK Terdampak Bandara Dhoho Terima Uang Ganti Rugi Tanah. <https://radarkediri.jawapos.com/politik-pemerintahan/18/01/2022/>. 18 January 2022 09:45 AM. Diakses 14 Desember 2022.

Pacheco, A., Monteiro, J., Santos, J., Sequeira, C., & Nunes, J. (2022). The energy transition process and community engagement on geographic islands: The case of Culatra Island (Ria Formosa, Portugal). *Renewable Energy*, 184, 700-711.

Salim, Agus. 2002. Perubahan Sosial: Sketsa Teori dan Refleksi Metodologi. Kasus Indonesia. Yogyakarta: PT Tiara Wacana Yogja.

Singh, C., Iyer, S., New, M. G., Few, R., Kuchimanchi, B., Segnon, A. C., & Morchain, D. (2022). Interrogating ‘effectiveness’ in climate change adaptation: 11 guiding principles for adaptation research and practice. *Climate and Development*, 14(7), 650-664.

Siregar, I. (2022). The Relationship between Conflict and Social Change in the Perspective of Expert Theory: A Literature Review. *International Journal of Arts and Humanities Studies*, 2(1), 09-16.

Soekanto, Soerjono & Sulistyowati, Budi. 2019. Sosiologi Suatu Pengantar. Depok: PT Rajagrafindo Persada.

Su, Y., Zhu, Z., Chen, J., Jin, Y., Wang, T., Lin, C. L., & Xu, D. (2021). Factors influencing the entrepreneurial intention of university students in China: integrating the perceived university support and theory of planned behavior. *Sustainability*, 13(8), 4519.

Sugiono. 2009. Metode Penelitian kuantitatif dan Kualitatif. Bandung: Penerbit Alfabeta

Švarc, J., Lažnjak, J., & Dabić, M. (2021). The role of national intellectual capital in the digital transformation of EU countries. Another digital divide? *Journal of Intellectual Capital*, 22(4), 768-791.



- Sztompka, Piotr. 2004. *Sosiologi Perubahan Sosial*. Jakarta: Prenada Media.
- Rakhimova, I. I., Berdikulova, G. N., Axmedova, Z. J., & Sayitova, U. H. (2022). Positive aspects of the communicative, psychological effect of social networks on the individual. *Asian Journal of Research in Social Sciences and Humanities*, 12(1), 349-353.
- Thacker, S., Adshead, D., Fay, M., Hallegatte, S., Harvey, M., Meller, H., ... & Hall, J. W. (2019). Infrastructure for sustainable development. *Nature Sustainability*, 2(4), 324-331.
- Yogasnumurti, R. R., Sadalia, I., & Irawati, N. (2021). The effect of financial, attitude, and financial knowledge on the personal finance management of college college students. In *Proceedings of the 2nd Economics and Business International Conference-EBIC* (pp. 649-657).