

## **Abstract**

This article discusses the obstacles and prospects for airport-led development in Kulon Progo, Yogyakarta, Indonesia. As the Yogyakarta International Airport (YIA) commenced operations, the local government developed a plan to integrate agriculture into the expectedly increasing economy while preserving the environment. Lefebvre's production of space theory highlights the political dimension of the aerotropolis as a spatial regime. The potential global connectivity from airport multimodal transportation takes resistance from the communities. It examines how the local government handles land conversion, infrastructure finance, and community engagement. This article contends that while the Agro-Aerotropolis model has the potential to promote long-term growth, it also raises concerns about land acquisition, livelihood shifts, and social equality. Land conversion, a key component of aerotropolis development, has changed from agricultural to industrial livelihoods, affecting the region's socioeconomic fabric. The aerotropolis development has also changed housing patterns in the area, however, the project is hampered by ongoing power decentralization within the government. An investigation of land value capture and land readjustment as alternative funding sources for aerotropolis projects reveals that incorporating agriculture within Kulon Progo's aerotropolis development presents obstacles. It contradicts Lefebvre's concept of democratic and participatory social space production and is frequently marked by the prioritization of economic interests over community demands.

## **Keywords:**

Aerotropolis; Land Use; Spatial Planning; Sustainable Development; Yogyakarta International Airport