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AIRPORT DEVELOPMENT AND SOCIO-ECONOMIC DEVELOPMENT OF NIGERIA

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Abstract

The study examined the role of airport infrastructural development on socio-economic development of the country and, adopted a descriptive survey study methodology, using questionnaire to collect required data. Systematic random sampling techniques were used in selecting the participating staff in the airport. The data were presented by means of simple percentages and tables respectively, while spearman rank correlation coefficient (r^s) was used in testing the formulated hypotheses. The result reveals that, there is a correlation between airport infrastructure development and socio-economic development of the country. The study concludes that, for any proper achievements to be achieved in aviation sector, government must step up its contribution, regulation and due process must be followed in awarding of contract and making decision that relates to the development of aviation in the country. In view of this, the study recommends that, capable hands should be employed in the aviation industry. This is very crucial so as to make the industry contribute significantly to the socio-economic growth and development of the nation.

Keywords: Airport, infrastructure, development, socio-economic

Introduction

The post World War II period saw a significant growth of air transportation, as it became the dominant mode of international movements of passenger. 1958 was a pivotal year as for the first time air travel carried more passengers than sea liners over the trans-Atlantic. Air transport has greatly contributed to reduce distances, as it is perfectly adapted to carrying rapidly freight and passengers across continents and oceans. However, for safety reasons, the organization of air transport at the international level is strictly regulated. As such, for long haul passenger travel, no other modes compete with air transportation. In many cases, such as in North America, air transportation also became a significant mode for domestic movements of passengers. Air spaces consequently became increasingly used. They include two major components, one being land-based (take offs and landings) and the other air based, mainly composed of air corridors. These corridors can superimpose themselves to altitudes up to 22,500 meters.

Air transport makes use of air space that theoretically gives it great freedom of route choice. While the mode is less restricted than land transport to specific rights of way, it is nevertheless much more constrained than what might be supposed. This is due to physical conditions, in which aircraft seek to exploit (or avoid) upper atmospheric winds, in particular the jet stream, to enhance speed and reduce fuel consumption. In addition, specific corridors have been established in order to facilitate navigation and safety. Strategic and political factors also influence route choice. For example, the

flights of South African Airways were not allowed to over-fly many African nations during the apartheid period. By convention, an air space exclusively belongs to the country under it. Access to both the land and air-based components of air transportation is thus dependent on agreements between nations and airline companies.

Air transport was introduced to Nigeria after the First World War, but serious effort to develop it started between 1927 — 1973 (Oyede, 1985). The effects of air transportation on development and economic growth of the nation cannot be over-emphasized. For air transportation to play a leading role in the movement of people, goods and services in the transport industry, there is need for effective Air-space management commonly referred to as "capacity utilization", therefore, the effects of airspace management with the help of the market forces, have been lower air fares, improved services and a greater choice of route connections.

The term 'airport infrastructure' covers a wide range of facilities and systems at an airport that are designed to directly or indirectly facilitate airport operations, and provide an environment for safe, secure and economically viable air transportation (Yusuf, 2007). Consequently, airport infrastructure include such facilities and equipment as runway, taxiway, a prom, terminal building, power supply system, air field lighting system, security installations perimeter fence etc. Understanding the importance of airport infrastructure in economic growth is to understand the role of airports or aviation in general in economic growth, both at the local and international levels.

Air transportation has been described as the fastest and safest means of transportation, which implies that it is the fastest means of transporting business between different locations, either locally or internationally. At the international level, a country's economic growth is determined, to a large extent, by the frequency level and nature of its relationship with other economies and this means that airports being the major gateways into these countries must be an important element in this growth. At the local level, airports also play a major role in economic growth by facilitating the movement of goods and people including service providers between different locations at the shortest possible time.

The research problem

The Nigerian economy witnessed unprecedented boost in the early 70's following the oil boom of that era. The Federal Government at that time believed that the Country's aviation sector needed to be restructured and fortified, among other things, so that aviation could serve as a vehicle for sustainable economic development across the country that gave rise to the Aerodrome Development Programme, under the Third National Development (1970-1975).

Prior to this programme, facilities in most existing airports in the country had become dilapidated and were no longer capable of coping with increased demand for air travel, occasioned by the improvement in the economy. Most of the runways at these air ports with the exception of those in Lagos and Kano had become inadequate to handle modern long-haul aircraft while terminal buildings had become inadequate to accommodate the upsurge in passenger movements across the country. This is aside from out dated facilities for power and water supplies, cooling systems and other essential services needed for effective airport operations.

Under the Aerodrome Development Programme, facilities at all existing airports were to be upgraded and modernized. In some cases where some of the airports had become too small for the volume of services required of them under the new programme, they were relocated to completely new sites such as Port Harcourt, Jos and Kaduna Airports. Later new airport outside this programme were built in different parts of the country, some by state governments, to meet the need of air travel in those parts of the country and these include the Minna, Katsina, Imo and Akure Airports. The Nnamdi Azikiwe International Airport in Abuja was conceived and constructed when a new Federal Capital Territory was established for the Country.

It is instructive that most of the airports that were developed were tied to some major industrial projects of

the Federal Government. For example, the Kaduna Airport was modernized and expanded so that it would be used for the supply of Completely Knocked Down (CKD) parts used by the Peugeot Automobile Company of Nigeria (PAN) in Kaduna direct from overseas. The same is true of the Anambra Automobile Company (ANNAMCO) in Enugu while the Port Harcourt Air port was meant to serve the oil industry located mostly around Niger Delta region. In recent times the Yola Airport run way was extended to accommodate modern jumbo jets in order that agricultural products grown in that part of the country would be exported overseas direct from the airport. Another recent example of direct link between improved airport infrastructure and economic growth is the establishment of Tinapa project in Calabar whereby a more modern and bigger airport would be built in calabar to handle the expected increase in international air traffic as a result of the project. Also Ilorin Airport has been provided with a terminal building while a Cargo village is currently being constructed at the Airport. All these are aimed at facilitating the boom in Agricultural resources expected to result from the presence of the Zimbabwean Farmers in Kwara State. It is against this massive restructuring and investment in Airport infrastructural development by the Government that this study tends to examine the impact that all this massive investment will have on aviation development in this and socio-economic development of the country.

The main aim of this research work is to examine the impact of airport infrastructural development on socio-economic development of the country.

Literature review

The Nigeria National Aviation policy (1989) was set for the period up to year 2000. The policy recommended among other things, the creation of the Federal Civil Aviation Authority, for safety and economic regulation of the aviation industry. Government accepted this recommendation and Federal Civil Aviation Authority was created in 1989. The aviation reform of 1995 however scrapped the FCAA and realigned some of its function with those of the Ministry of Aviation and the former Nigeria Airport Authority. The realignment of functions led to the establishment of the Directorate of safety Regulation and Monitoring and Directorate of Economic Regulation and Monitoring and the creation of Federal Airport Authority of Nigeria (FAAN) as a parastatal of the ministry. The structure created by the 1995 reform according the Aviation Policy (1995) turned out to be at variance with approved aviation industry structure in the existing national civil aviation policy as well as the recommendation of ICAO and other international organization. The 1989 civil aviation policy was silent on the regulation of the activities of some

important group of operators in the industry such as handling companies, cargo consolidators and agent of non-schedule foreign airlines. Since the formulation of the policy, the activities of four operators have grown to the extent that it has become necessary to issue them Air Travel Organizers License (ATOL). The issuance of ATOL is a new development in Aviation Industry.

Hayle (1973) observed that transport development does not necessarily serve as a prerequisite for economic development. He further emphasized that no industry thrives without considering the efficiency of transport? Be it in the area of marketing of products in a particular industry or movement of members of staff from home to factories. Filani (1986) also stated that for any economic progress to achieve in any country, the aviation industry as an integral part of transport must be improved because it is a *since-qua-non* to the development. Air transport has been an integral part of transportation system and has been one of the major modes of transport with extensive international focus and regulations. Adefolalu (1977) believed that air transportation has introduced the most effective method of overcoming the barrier imposed by physical distances and difficult topography and its speed is far superior to any other mode of transport. He stated that the route is provided free by nature, no right of way is necessary and skyways are limitless in extent.

Adeniji (1993) noted that passengers travel regularly (or in most cases) and demand consistency of service. Consistency of services in the form of computerized reservation system, corporate identification, computerized check in, through check in to final destination, frequent flyer tracking, branded or business lounges and above all recognition. Adeniyi (1998), explain that transport stimulates and enhances the productive uses of human and material resources and hence economic development of any society. It contributes significantly to the value and utility of goods and services by moving them promptly from where they are produced to where they are needed. In socio-political content, transport provides the instruments to enhance human interaction, blending of culture and tradition as well as integration of sociopolitical entities. Moreover it was stated that the aviation industry was designed for the transportation of people, animals and cargoes from one point to another within a short time. This aim should be the pivot of many airline companies operating in the aviation industry. As means of carriage in the air, it is pertinent for operators to always take right measures to meet the desires and demands of its customers. Airlines operation is a unique activity, which broaden the horizon of its customers, and possessing a peculiar feature, the aviation industry has since inception influence profoundly, the growth and development of civilization

in the nation. Akpogomen (1989), discussed air transport operations by focusing on passenger traffic trends. In his study, he revealed a continuous movement and also cargo transportation. He however continued that existing airport infrastructure is not capable of accommodating future growth of passenger traffic particularly if the identified trend is maintained. Filani (1980), not only focuses on the historical development of aviation in Nigeria but also identified problems militating against its growth and development like air transport communication inadequacies, deplorable infrastructure, conflicting constitutional and administrative responsibilities mostly among air transport agencies initiated by the government.

Also Filani (1986) noted that air transport cum the building of airport and aviation development have met with a gradual development as it is used to be the least important form of transport in Nigeria in terms of total traffic volume, but it now plays an expanding role as the nation witnesses a socio-economic development. The implication of this is that there is need for more awareness on the need for total control of air transport in the country by professionals. Oyede (1995) examined the activities of agencies in the air transport sector. His focus was on Nigerian Aviation Handling Company (NAHCO), he revealed that the major activities and responsibilities of this organization include providing assistance to foreign airlines in terms of loading and unloading of both cargo and passengers. Air transport is the transport mode with the highest internationally developed. In fact it has reduced the world to global village as long distances could be covered within a short time. Conversely, Straford (1973) as cited by Adegboye (1995) mentioned the influence of weather because air transport is continuously vulnerable to weather and environmental variation and that crashing of any aircraft had a strong financial implication from the review above, it is desirable to conclude that in order to guide the operations of airlines, meet required standard. Satisfaction of the airline customers and staff etc. there is the dire need for efficient and effective management by qualified personnel in order to achieve overall goal of air transport which is safety and comfort of passenger. According to civil aviation organization in Toronto (1982), the stated policy of Toronto international Airport is that it will continue to be important component of Canadian civil air transportation system. It will be a major national hub for domestic trans-border and international air travel and primary terminus from major air carriers servicing the Toronto area. In the article of Association of Amsterdam Schiphol Airport Authority, the stated policy is to perform airport operation, including the construction, maintenance, development and operation of Schiphol in the widest sense of the worlds and furthermore the performance of all other acts of a

commercial or financial nature, either directly or indirectly related to aviation whether on its own or in conjunction or in union with the third parties.

The British Airport Authority (BAA) stated that the policy of the authority when created in 1965 was to operate a number of British Airport to plan, develop and operate a number of British Airport's to meet the present and the needs of international and domestic transport system in order that travelers and cargoes may pass through them safely, swiftly and conveniently as possible. In Denmark, Copenhagen Airport laid down policies and objectives was that the operation of the public airport installation must follow commercial principle and the Copenhagen Airport Authority will fix users charges at such a level that coverage is obtained of all working expenses and capital expenses and that the self financing of the airport investments is procured. These rigid financial constraints correspond closely to the government constraints that have been placed on BAA since its inception. BAA stated that management policies become defined as an organization matures, and evaluation of management must be undertaken in the high of a realistic set of goals. The true working set of policies differs between airports as such airport sits on his own institution and physical environment handling its own mix volume of traffic. It is apparent that policies can be set in a number of areas and it is likely that any single airport will have more than a single policy.

Airport infrastructural development in Nigeria

The democratic government of the country has shown great awareness of the positive relationship between airport infrastructural development and economic growth. Some of the major landmarks of this government in the aviation sector is the re-establishment of direct air link between Nigeria and the United States in 1999, the liberalization of the aviation industry, which culminated in the popular open Skies Agreement and the policy of making the Murtala Muhammed a hub airport in the West Africa air transport region, among others. It was widely believe that Government could have embarked on these policies because it felt that its reform agenda, which centres around the opening of the country's economy to foreign and local investments might not yield expected dividends if the country's major gateways were not customer — friendly and did not meet international standards. Expectedly, Government embarked on a massive restructuring of the aviation industry including the resuscitation of abandoned airport projects and the modernization of others. It was not surprising therefore that the country received an above average pass mark during the 2006 ICAO audit. One dividend of these efforts is the upsurge in the number of foreign airlines that are interested in

coming to Nigeria e.g. Delta Airlines Qatar Airlines, North American Airlines, China Airways and Turkish Airways.

The Federal Airports Authority of Nigeria, which currently manages 21 airports on behalf of the Federal Government, has always been guided by this vision in carrying out its functions. In doing so, the management of the Authority has embarked on deliberate policies that ensure a fully operational, efficient, safe, secure, profitable and corrupt free airport system in line with Government objectives. Some of the few airport infrastructure that federal government upgraded, refurbished or constructed within some few years back according to Yusuf (2007) are;

- (a) Refurbishment of International Terminal Building of Murtala Muhammed International Airport, Lagos.
- (b) Expansion of Domestic Terminal Building of Nnamdi Azikiwe Airport Abuja.
- (c) Construction of Module B of the International Terminal Building of the Nnamdi Azikiwe International Airport, Abuja.
- (d) Perimeter fencing at Margaret Ekpo International Airport, Calabar.
- (e) Construction of new terminal, car park and Hotel at Murtala Muhammed Airport Ikeja on Build, Operate and Transfer (BOT) by a private developer — Stablini Vision.
- (f) Dualisation of Access Road connecting Domestic and International terminals of Murtala Muhammed International Airport.
- (g) The Protocol Lounge of Sam Mbakwe International Cargo Airport, Owerri was completed and commissioned.
- (h) Construction work for the upgrading of Kastina Airport runway and taxiway to accommodate wide-bodied aircraft of B747 type is on-going.
- (i) Upgrading of Ilorin Airport to International standard for cargo operations.
- (j) Availability of helicopter hanger facility belonging to Coverton, Helicopter, for helicopter shuttle services between the Murtala Muhammed International Airport and other high-brow areas of Lagos metropolis.
- (k) Procurement of Instrumental Landing system (ILR), very Omnidirectional Radio, (VOR), and distance measuring equipment (DME).

- (I) Procurement of surveillance equipment such as Terminal Approach radar (Display, processing, radar head, primary, secondary) and total radar coverage.
- (II) New communication equipment such as satellite communication system equipment and high frequency radio were procured to replace old equipment such as Secondary Sound Band (S SB).

Factors affecting air transportation in Nigeria

1. Import/Taxation: - Almost, all the facilities in the aviation industry in Nigeria are imported e.g. aircraft and landing facilities.

Therefore the amount of taxes payable on these products will determine their availability in the industry. If the government gives taxes free to some new or small airlines, it will encourage them to grow and meet the challenges. Heavy taxes will hinder the industry growth thereby affecting the development air transport in Nigeria.

2. Removal of import duties: - Closely related is the removal of import duties on the aircraft spare parts and landing facilities that are imported from other countries. The government can encourage the airlines by bold removal of all import duties on all aviation related products since the spare parts and other necessary materials are so expensive and are bought in hard currencies, the amount of import duties payable will affect their availability.
3. Bank lending rate: - It is very obvious that individuals or corporate bodies will find it difficult to operate an airline alone. Aircraft run into millions of dollars apart from other aspect that will facilitate the business. Therefore there must be a policy in air development plans to make it easy for airlines to obtain loans. Thus, the interest rate charged by banks must be controlled and monitored. This is because if loan cannot be easily obtained, it will be extremely difficult to raise the necessary funds. This must be explicitly stated in air development plan. In addition, there may be Aviation Development Bank for the aviation related industries. This will provide easy access to loan for the purchase of aircraft and materials, the bank will be run by people with aviation experience/background for effectiveness. In this bank, there will be opportunity for soft loan and long term.

4. Subsidies: - Nigerian National Development plan should have a policy whereby government will be subsidizing the material bought for aviation purpose. The charges at airport should be subsidized. The airline should not be made to pay exorbitant charges for the services rendered to them by the parastatals. It is also for the government to make it easy for the airlines to buy foreign exchange at a subsidized rate since the industry depends an importation. The process of buying foreign currency especially dollars at N120 or N127 should not be applicable to the aviation business.

5. Technological development: - The level of technological development that a nation has attained will to a large extent determine her aviation development. Aviation industry is very volatile and it involves high technology, therefore a nation with high dependency on importation will find it difficult to cope with the challenges. The national development plan policy must encourage local technology. Iron and steel industry, which is the basis of technological growth, must be encouraged. Technology in terms of human resources can also be bought if not acquired as the case of Japan in 1960.

Problems of air transport in Nigeria

One major problem faced by airlines is how to source for adequate fund and capital that will exceed the general high cost of operation incurred during service. In a negative situation, many airlines have been forced out of service because it was difficult to break even. Some airlines struggle to break even through the stringent expenditure control measures and improved customer relations. The only way to effectively combat this high cost problem is to find a rate on fare charges paid for air transport services at a convenient and profitable index for airline. This is a good criterion by which profit can be made. At high prices, customers will limit their purchasing power; and at low prices customers will increase their purchasing habit or increase patronage. The law of demand is very elastic in this case because demand for transport (especially for air transport) is a derive demand. Secondly, as it affects transport, customers are at easy point to decide whether to travel or to switch to other competing modes (close substitute) like road. A switch to other mode is made when air transport charges become unbearable, especially when it involves short distances with less timebenefit factor. An airline during operation is faced with how to bargain for a suitable and sustainable price rate through attractive measures and strategies. This is done through increased

incentives/fringe benefits to customers, advertisements, baggage allowance and other influencing instruments to gain patronage. In addition economic problems are as a result of imbalance structure of the market that surrounds airline business in the country. Private airlines still have limited market audience or scope of operations, which is restricted to only local flights within the country. This is a factor that limits the demand and supply structure of private airline companies thus reducing their chances of maximizing profit.

Another economic problem faced by airlines is how to stand the measure or level of competition with other airline within a limited scope of operations. Older airlines that have gained much market audience display or demonstrate a high level of competition hence making it difficult for smaller/younger airline to compete favorably in the system.

Nnamdi Azikiwe International Airport Abuja were use a case the study, the study adopted the descriptive survey, using questionnaires to collect required data, Primary and secondary data were used for the study, close ended questionnaires were used to collect information in order to streamline responses for easy analysis. A systematic random sampling technique was used in selecting the participating staff in the Airport.

A total of 160 copies of questionnaires were distributed, to the workers of Nnamdi Azikiwe International Airport Abuja. However, on return 120 copies of questionnaires were recovered from the respondents. The data were presented by means of simple percentages and tables respectively, while Spearman Rank Correlation Coefficient (rs) was used to test the hypothesis.

Data presentation and discussion

Research methodology

Table 1: Statistics for Nnamdi Azikiwe International Airport

Year	Total passengers	Percentage increase
2002	1,441,734	-
2003	1,742,271	20.8%
2004	2,194,512	26%
2005	2,126,512	3.1%
2006	2,711,320	5.4%

Sources: Federal Airport Authority of Nigeria, 2012

Table 2: Airlines operating in Abuja and their Destination

Airlines	Destination
British Airways	London, Heathrow
Etihad	Abu Dhabi –Lagos
KLM Royal Dutch	Amsterdam
Lufthansa	Amsterdam
Turkish Airline	Istanbul – Ataturk
Aero Contractors, Nigeria	Lagos, Port Harcourt
Arik Air	Akure, Benin city, Lagos, Kano, Owerri, Port Harcourt, Yola, Calabar
Bellview Airlines	Kano, Lagos
Chanchangi	Lagos, Port Harcourt
I.R.S Airlines	Kano, Maiduguri
Overland Airways	Ibadan, Ilorin
Virgin Nigeria	Lagos, Kano, Sokoto.

Sources: Federal Airport Authority of Nigeria, 2012

Table 3: Ranking of the infrastructural problems faced by Nnamdi Azikiwe International Airport Abuja

Problems	Strongly agreed	Partially agreed	Not agreed	Total	Percentages	Scores
Inadequate airport facilities	104	16	0	120	86.7 & 13.3	112
Misappropriation and mismanagement	107	13	0	120	89.2 & 10.8	113.5
Inadequate airport facilities	102	16	02	120	85,13.3&1.7	110
High cost of equipment	82	29	09	120	68.3,24.2 & 9	96.5
Inadequate security	93	27	0	120	77.5 & 22.5	106.5
Shortage of manpower	84	22	14	120	70,18.3 & 11.7	95
Multiple government agencies	74	31	15	120	61.7,25.8 & 12.5	89.5
Inconsistency in government policy	78	30	12	120	65,25 & 10	93

TOTAL 724 184

Source: Author's field survey, August 2010.

Hints: Strongly agree carries 1 points

Partially agree carries 0.5%

Not Agree carried 0

The existence of an efficient and reliable air transport system has long been reorganized as an important aspect of socio-economic development. In the event of non-provision of a good air transport system in any environment, problems are bound to arise in many aspects of the economy. Therefore this section of the study analyzes the problems faced by Nnamdi Azikiwe International Airport in her effort to have impact on the socio-economic development of her immediate environment and the country at large. Among the problems affecting the contribution of Nnamdi Azikiwe International Airport to the socioeconomic development of the nation as recognized by the respondents in table 3 are inadequate airport facilities, misappropriation and mismanagement, inadequate government contribution, and high cost of equipment. Other problems include inadequate security, shortage of personnel, multiple government agency and inconsistency in government policy.

Inadequate airport facilities, which is as a result of lack of fund from the government, lack of maintenance culture and misplacement of priority were mentioned by the respondents, also mentioned are lack of planning, misappropriation and mismanagement as among the problems. 107 respondents representing 89.2% seriously agreed while the remaining 13 respondents representing 10.8% agreed to it as a problem. These make it difficult for the development of the airport, because some Chief Executives of the authority concerned have been

collaborating with government officials to divert the money meant for the development of airport into their own private use.

The inadequate government funding of the airports was seen as a serious problem by 85% of the respondents as shown in table 3 has greatly affected the development of the airport. The high cost of airport facilities was also contributed to the problems being faced by the airport as indicated by 68.3% respondents. From table 3, inadequate security for the airport facilities and personnel was ranked fourth by 77.5% of the respondents. Other problems revealed by the respondents according to table 3 include shortage of manpower and multiple government agencies. Seventy percentage (70%) and sixty one percent (61.7%) respondents believed that it is seriously affecting and partially affecting the airports respectively. The problem ranked last by the respondents was the inconsistency of government policy. 65% of the respondents strongly agreed that this is a problem while 25% and 10% partially agreed and not agree respectively.

From the overall analysis of the Airport infrastructural problems faced by Nnamdi Azikiwe International airport as shown in table 3, 75% of the respondents strongly agreed to the problems and 19.22% partially agreed while the remaining 4.8% disagreed with the problems, especially those of multiple government agencies and inconsistency in government policy.

Table 4: Ranking of the Impact of the Airport infrastructural development on socio-economic development of the nation

Problems	Strongly Agreed	Partially Agreed	Not Agreed	Total	Percentages	Score
Employment generation	108	12	0	120	90 & 10	104
Revenue generation	106	14	0	120	88.3 & 11.7	113

Political development	101	19	0	120	84.2 & 15.8	110.5
Social interaction	99	21	0	120	82.5 & 17.5	109.5
Cultural development	97	23	0	120	80.8 19.2	108.5
Economic development	107	13	0	120	89.2 & 10.8	113.5

Source: Author's field survey 2012

Hints: Strongly agree carries 1 point

Partially agree carries 0.5 point

Not Agree carries no point

From table 4, above employment generation and economic development were ranked most high with 90% and 89.2% respectively as the contribution that the Airport infrastructural development has made to Abuja. When cultural development was ranked as the lowest contribution with 80.8% as the Airport infrastructural development made to the development of Abuja

Conclusion

This study has confirmed the impact of airport infrastructural development on the socio-economic development of the nation. It was carried out with absolute care and diligence, which translate to the fact that for any proper achievements to be achieve in the aviation sector, government must step — up its contribution and regulation. Also, due process must be followed in award of contract and in any decision that relates to the development of aviation in the country. If all these and other measures recommended in this research work are followed religiously, very soon, the effect, impact and the significant of the airports will be felt in the socio-economic development of the nation.

Recommendations

Airports are being nudged — or more properly stated, forced — into redefining themselves for survivals sake. According to Stratford (1973), the millennium airport will no longer be a single site, restricted activity, passive management operations, but an exporter of its staff expertise and professional experience in the development and profitable operation of other airport. In this scenario, said Stratford, a core of five or six pacesetting airports will lead the global market at the start and middle of the next century.

Generally, the facilities at our airports are still very inadequate compared to the developed countries. Thus,

adequate planning and good policy for the infrastructural development of our airport are highly urgent. Nevertheless, the following policy recommendations are proposed to improve our airport and eventually improve the impact of airports on the economy.

1. The government should formulate appropriate policies that will accommodate the progressive development of our airports. Due to the specialized nature of the aviation industry, adequate policies will be needed to cope with international requirement policy should clearly states what is expected of the government through the federal Ministry of Aviation and what is expected of the airports Authority. The functions should not be overlapped or ambiguously stated in order to ensure good implementation. In addition, the Federal Ministry of Transport (Aviation) through its extra- ministerial department, Directorate of Safety Regulation and Monitoring should be given enough power to monitor the Airport Authority and appropriate punishment as at when due.
2. The government should see aviation industry as providing social services and therefore adequate fund should always be released for the development of airports. Inadequate funding will not augur well for the development of aviation industry in the country in general.
3. Appeal should also be made for private organizations to contribute to the provision of airport infrastructure by financing some of its capital projects. Abuja Gateway Limited and stabiliani vision have trailed the blaze in this aspect. It should be realized that the

infrastructure that are needed at our airports could only be brought through hard currencies, or can only be constructed by expatriate. Therefore, the government alone cannot bear the burden. The committee on Joint support Programme can also be called upon to provide some of the modern facilities that are required at airports.

4. Measures should be put in place to reduce the problem of misappropriation of funds meant for the development of airports. This is because if the problem persists, no amount of external aids will give any meaningful result. All the chief Executive and other government official that are found guilty of corruption should be adequately prosecuted.

5. It is necessary to follow suit with the developed world. The developed countries have either commercialized or privatized their airports. The government has removed their ownership of these airports for proper management. If this is done in Nigeria, the airports will be forced to generate enough funds to provide infrastructure that are needed. Eventually, they will be contributing to the development of the nation.

6. Capable hands should be employed in the aviation industry, due to the technical nature of the industry. This is very crucial so as to make the industry contribute significantly to the socio-economic growth and development of the nation.

7. Maintenance should be given priority, in order for the newly refurbished or constructed equipment can last for many years.

8. Lastly, governments and management of all the aviation parastatals should rededicate themselves to the provisional of world class standard aviation operations in our airports.

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