

NATIONAL CIVIL AVIATION DEVELOPMENT STRATEGY AND SOCIO-ECONOMIC GROWTH IN NIGERIA

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Abstract

Since the emergence of civil aviation in Kano-city Nigeria, legislative debates and policy efforts have surfaced in order to develop the sector. However, significant attention has not been paid to pragmatic policy framework, exception of the National Civil Aviation Policy, 2013 which is the subject of discourse. The paper is divided into statement of the problem, significance of the study, literature review, findings, conclusions and recommendations. It highlighted the benefits of civil aviation in Nigeria to include employment and wealth creation, international relations and diplomacy facilitation, socio-political and economic development, etc. The paper discovered through literature review that aviation is related to socio-economic and national development. The study recommended declaration of state of emergency in the implementation of the Nigeria Civil Aviation Policy (NCAP) 2013 without its suspension, serious-minded reengineering of the six aviation parastatals, avoidance of political and administrative interference in the activities of aviation regulatory bodies, and provision of enabling environment to protect local airlines from unfavourable Bilateral Air Services Agreement (BASA).

Keywords: Civil Aviation, Economy, Policy, Transport, Socio-Economic Development

Introduction

Transportation is critical to any well meaning and functional economic activities and to Adanikin & Maha (2013); Orukpe (2014); Tzeng, Lin & Opricovic (2005 p.1373) serves as a necessity to both socio-political and cultural development of any nation in the world following its high population density. This is because, it guarantees daily movement of people from one vicinity to another which is central to the production and distribution of goods and services amongst the world's population. Therefore, the major challenging issue of the 21st century is economic development of nations and their subsequent rise out of poverty. Reflecting current concerns, As Kenneth & Reggiani (2011 p.1) posited, contemporary period has witnessed significant changes in the technology of transportation with the expansion of high-speed rail systems, extra fuel-efficient automobiles, aircraft and the extensive implementation of informatics in fields which includes traffic management and supply chain logistics.

Globally, due to the general deregulation and opening up of markets, key changes have been introduced in the ecology of transportation environment which unavoidably create a broader economic systems and development that feedback on its network. In Africa for example, Aliu (2016 p.1) perceived civil aviation as an indispensable facilitator of socio-economic development and growth. Several efforts to divorce aviation sectoral development planning from economic matters has suffered set back. According to ICAO (nd), avio-business has conventionally experienced advanced development more than many other

industries in the world. This is due to the demand for air transport which is a driver and network of economic growth. Accordingly, ILO (2012 p.2) contended that:

In 2007, air transport generated US\$425 billion in value added and directly employed more than 5.6 million people worldwide. Direct jobs include those designing, building and maintaining aircrafts; pilots and cabin personnel in the air; air traffic controllers, customer service, baggage handlers, security officers and others on the ground.

The role of air transport and other civil aviation businesses to local, regional or national economies includes the amount of employment opportunities it has directly created as well as the ripple or multiplier impact on other sectors of the economy. Thus, Imhanlahimhin (2000 p.69) emphasised that development planning in Nigeria has been virtually synonymous with economic planning experience. The basis for this position is premised on the realisation and admission by the previous economic development planners who in the early 1980s stated the short comings in the conception of development in the preparation of earlier development plans. Consequently, public policies and programmes of the government have been basically dedicated to only economic growth –the reason why GDP has been portrayed to be the major determinant of economic growth.

Hence, Gupta et al (2014 p.26) supported policy measures in aviation to be fundamental to national development because, Dannenberg (2014 p.103) conceived that the business gave birth to airports where there is large public gathering, provision of many prospects for public services and education. The continuous efforts toward standardising aviation operations, developing globally accepted policy frameworks, as well as adopting alternative development plans will not be a misplaced priority (Gupta et al., 2014 p.32). Consequent upon this, commercial airline safety has improved dramatically since the industry's birth over a century ago (Oster et al., 2013 p.163). From the period under review in Nigeria (2013 – date), fatal air accident rates have fallen to the level where aviation is now considered as the safest and fastest mode of commercial transportation.

This study on air transport policy and development is targeted at achieving the consolidation of national development activities that will foster viable, efficient, and transparent economic-centred civil aviation system. It will also portray and canvass aviation technology enhancement, capacity building and involvement of all stakeholders. Specifically, the paper is divided into statement of problem, significance of the study, literature review, findings, conclusions and recommendations.

Statement of the Problem

According to Maslen (2016), there is a disconnection between African civil aviation and the enormous home market when considered relatively with the leading international markets. He added that 5 of the first 10 markets and 9 of the first 15 by departure seating are not Africa. It is an observable fact that aviation sector in Nigeria only generates three per cent (3%) to the country's Gross Domestic Product (GDP), which could essentially increase to eight (8) and ten (10) per cent as a result of abundant prospects and potentials that abound in the industry together with the enormous population as NPopC (2018) puts to be One Hundred and Ninety-Eight (198) Million that the country is endowed with.

Similarly, civil aviation is a crawling sector of the economy in Nigeria when compared with its counterpart in Africa and beyond (*New Telegraph, 2017*). This is because of absence and weak transport policy in Nigeria which emanated from what Ibietan & Ekhosuehi (2013 p.279) referred to as lack of policy harmonisation and coordination by successive administrations. Essentially, in 1939 – 1945, there was no specific transport policy (Ogwuiké, 1962 p.51) that attempt at addressing the challenges of funding, inadequate infrastructure, certification, access to maintenance services and suitably qualified personnel, rising costs of aviation fuel, taxation, effects of the foreign exchange crisis, safety regulations, labour issues, and security (Adebowale et al., 2017 p.4). Also, Agagu (2002 p.2); Abubakar (2012 p.11); situated

the foremost challenges facing the industry in Nigeria to include poor regulatory policy implementation by the NCAA and NAMA, infrastructural deficit from the point of responsibility by FAAN, unfavourable business policies and environment (which have caused death of so many airlines), narrow runways and taxiways, poor tarmac lightening, absence of befitting and competitive terminal buildings. Furthermore, Jahan (nd) concisely identified the institutional composition, planning, development and supervision of the transportation sector to be suffering from severe dearth that are not far-fetched from:

- i. Lack of efficient and effective synergy amongst transport sector institutions which has gone a long way to hinder sustainable transport development.
- ii. Poor evaluation, sectoral bias, improper modal mix up and lack of integration among the different forms of transportation.
- iii. Relegation of the major stakeholders to the background through the adoption of top-down model to the formulation and implementation thereby worsening the capability of the structure to act in response to demand.
- iv. Capacity deficiency in terms of requisite information in various disciplines of transportation such as administrative systems needed for large transport systems that are undergoing speedy change, life sequence costs of various modes, performance and efficiency of diverse technologies and forms it employs, and the interface of the transport industry with other sectors of the economy, the prerequisites for multi-modal planning, the general public and environment.

In the findings of Oster et al (2013 p.158); Delaney (2014 p.87), there are emerging danger of terrorism and hijacking of aircrafts to the safety of air passengers across the world. In Nigeria, civil aviation-stakeholders have discovered delays and compromise by the regulatory authorities in implementing capacity, security, and safety projects as major issues that hampers the thriving of aviation industry. More often, Odidi (2012) stated that during the superintending period of Olusegun Obasanjo (1999 – 2007) as civilian president, many plane accidents took place and threw the country into unpleasant uproar. In a cumulative submission of Barnett & Higgins (1989); Oster, Strong, & Zorn (1992), Barnett & Wang (2000); Roelen (2008); Barnett (2010), though aviation safety has recorded a dramatic improvement globally over a long period due to decisive aviation policy implementation, these advances have not been equally witnessed amongst all commercial airline operators, countries and regions of the world and little wonder why Oster et al (2013 p.158) discovered terrorist intimidations to the safety of air travellers. Emphatically, Odidi (2012) conceived that prominent Nigerians became afraid of travelling by air as a result of safety and security challenges that faced the industry over the years. From the foregoing, the paper shall unearth;

- i. the fundamentals of National Civil Aviation Policy (NCAP) 2013 planning and implementation,
- ii. how much air transport system has facilitated economic development, and
- iii. The contributions of transport sector to national development.

Significance of the Study

As Delaney (2014 p.87) viewed, in an attempt to respond to challenges in aviation sector, government and stakeholders have intensified efforts to better meet aviation development. The author in this work discusses the interactions of National Civil Aviation Policy 2013, jobs and income creation, socio-economic and political impacts of transportation to national development and international relations and trade. The work can be adopted as an analytical tool to explore the advantages in transportation advancement on future national development.

Literature Review

Civil Aviation Policy Planning and Implementation in Nigeria.

It is noteworthy that public policy is any government effort at addressing a particular public problem through the institution of decisions, laws, regulations and actions directed at temporary or permanent solution to the challenge at hand. “Nigeria needs a comparative general aviation policy that defines the scope of oversight functions of regulatory agencies and sets out guidelines for private sector participation...” (Adewale et al, 2017 p.4). It is targeted at finding a way out of bothering abundant issues including critical infrastructures, education, health, crime, foreign policy, and social welfare services. This made Sambo, Bitrus & Garba (2005 p.66); Dhar & Icenhower (2015) to identify the denominations of public policy as:

- i. purposive and goal oriented,
- ii. sets of regulatory and institutional framework that influences all public and public and private actors,
- iii. patterns of actions by government officials,
- iv. the actual dos of the government and not what it insinuates,
- v. overt action of the government to affect or not a particular societal problem, and
- vi. Authority and legality.

Consequent upon the above, after the independence and 21st century however, necessity behooves Nigeria as a developing economy to create an aviation sector that will support commerce and trade, culture and tourism, and other social development activities that will make an extensive contribution to Nigerian nation (NCAP, 2013 p.4). As submitted in *New Telegraph* (2017), Nigerian civil aviation being a slow-moving sector therefore, needs to be seriously injected and tinkered with the policies, programmes and restructuring that will reveal government’s vision for a self-sustaining and enterprising sector. This in the NCAP (2013 p.vi) is dependent on the fact that the Nigerian avio-sector when restructured and repositioned will create an enabling environment for greater participation, economic growth and global competitiveness.

In consonance, Adelekan (2016 p.26) noted that it is imperative to feature the relationship amongst transport, socio-economic growth and human capital development and well-being in the arrangement of transportation structures as a whole in the sub-Saharan Africa countries. This will create a necessary situation for the development of an adequate, safe, environmentally sound, efficient and affordable integrated transport system within the framework of a progressive and competitive market economy (Adelekan, 2016 p.26).

Originally, the emergence of aviation industry has been greatly influenced by Ministerial Department and Agencies (MDAs) of government across the world. According to IATA (2017 p.12), governments achieve this through the designation of regulatory framework, outlay in building of critical infrastructure, and supportive flagships for carriers. In addition, irrespective of massive involvement and role of private stakeholders in the industry, important issues that pertains to regulatory activities, management of aviation by civilian and military (Adebowale et al., 2017 p.1), control on foreign rights, cross-border strengthening and travel freedom are still domiciled in the doorstep of governments. On this premise, Abubakar (2013) succinctly maintained that:

“The NCAP 2013 identifies and addresses the overall benefits of connectivity and globalization of our economy with particular emphasis on investment in airline operations, infrastructure and collaboration with private sector, local communities and other stakeholders at all levels.

The 2013 revised policy focuses on the efficient airspace management, human capital development, infrastructural development and the introduction of dedicated policy and regulatory framework in controlling and monitoring of general aviation operations of non-scheduled flights to conform to international standards and recommended practices.

For this reason, Walala & Mutinda (2013) contended that several governments all over the world are seriously interested in the security, safety and sustainability of air transport sector. This is dependent on the fact that civil aviation industry constitutes and makes a substantial contribution for some government’s financial purse and public interest.

For example the International Civil Aviation Organization (ICAO), United Nations Environmental Program (UNEP), European Aviation Safety Agency (EASA) and the Federal Aviation Administration (FAA) have resolved for carbon trading law and ban of propeller aircraft in thickly populated areas. Following this development, Nigeria Civil Aviation Policy (NCAP) as Agbakwuru (2013) affirmed was first initiated in 1989 and it led to the institution of the Nigeria Civil Aviation Authority (NCAA), and the Federal Airports Authority of Nigeria (FAAN) through which Nigeria Airspace Management Agency (NAMA) emerged. These organisations were created to ease the functionality of civil aviation in Nigeria. The NCAP 2013 on its formulation entailed ten (10) parts that deal with national safety and security management standard in compliance with International Civil Aviation Organisation (ICAO). The policy is discussed thus:

Part one centres on the creation and formation of Nigerian civil aviation industry dating back to the first flight in 1925 in the ancient city of Kano in northern part and the founding of Nigeria Airways Ltd in 1958. It also discusses the chronicle of various aviation parastatals like Civil Aviation Department (CAD), Federal Civil Aviation Authority (FCAA), Nigerian Airports Authority (NAA), and their metamorphoses into the current Federal Airports Authority of Nigeria (FAAN) and Nigerian Civil Aviation Authority (NCAA), and Nigeria Airspace Management Agency (NAMA).

Part two of the document addresses Nigerian civil aviation strategic goals, objectives, administration and structural framework.

Part three draws attention to the substance of aviation financing mechanism’s development sustainability with focus on Public Private Partnership (PPP).

Part four emphasises human capital development through the involvement and adoption of Nigerian College of Aviation Technology (NCAT) as aviation personnel regional training hub so as to satisfy current and future manpower needs.

Part five pictures the 2013 policy framework in the light of safety and security consciousness which are essentials of aviation and ICAO Annexes.

The focal point of part six is the conception of an enabling environment for airline operations.

Part seven deals with regulatory framework on general aviation, sufficient infrastructure and the Nigeria Civil Aviation Authority (NCAA) oversight challenges.

In part eight, attention is laid on international relations management, bilateral and multilateral service agreements.

Part nine says of aviation alliances, intermodal transport systems, passengers, goods and services, pandemics and emergency response.

Part ten reiterates monitoring and review of the federal ministry of aviation and her agencies for alignment with best international practices.

In the view of Adebawale (2017 p.2), the development and expansion of civil aviation business made case for the creation of a vibrant regulatory structure in order to sustain and consolidate the sector with its impending challenges. In a related development, the NCAP 2013 is intended to make available a policy for the advancement of opportunities in the aviation sector, create a new prospects of the aviation industry, set new model in air transport standards that will be customer-centric. To this end, Okolo (2013) acknowledged that the revised framework is directed at reinvigorating the vision and mission of the Nigerian civil aviation sector master plan so as to achieve the global standard and recommended best practices in security and safety, monitoring and management of general aviation, accident investigation and prevention, initiation of an effective search and rescue measure, and also the improvement of a sustainable and efficient economic regulatory structure.

Nigeria Civil Aviation System and Economic Development in Nigeria

Civil aviation is structured to operate as a Ministry in the federal government of Nigeria in order to carry out regulatory activities on aviation services and air transportation. All the formulation and implementation of aviation policies are within the operational purview of the ministry. Following the review of Nigeria Civil Aviation Policy 2013, the ministry's sole responsibility is to oversee air transportation, airport infrastructural development and maintenance, and other needs that may arise. It is politically headed by an appointee of the President called "Minister", the Political Head and a "Permanent Secretary" who is the Chief Administrative Officer over a particular period. The department is structured in this manner because it occupies a pivotal position in the global development. Thus, Air Transport Action Group (2012); ILO (2012 p.2) strongly envisaged that:

Aviation is forecasted to expand strongly in the next two decades. Passenger numbers are predicted to increase from 2.7 billion in 2010 to 5.9 billion in 2030. Aircraft movements are predicted to double, from 26 million to 48.7 million. Assuming that the traffic estimations come true, the number of direct jobs is set to increase from 8.36 million to 12.1 million.

It is observed that man's desire to move from one place to another is fundamentally a demand for his accessibility to places of daily work, academic institutions, markets, social centres and public arenas. The practicability of above assertion is greatly dependent on the involvement of cost and time before embarking on such journey. Hence, the factors that influence movement as discovered by New Zealand Government (2014) are premised on:

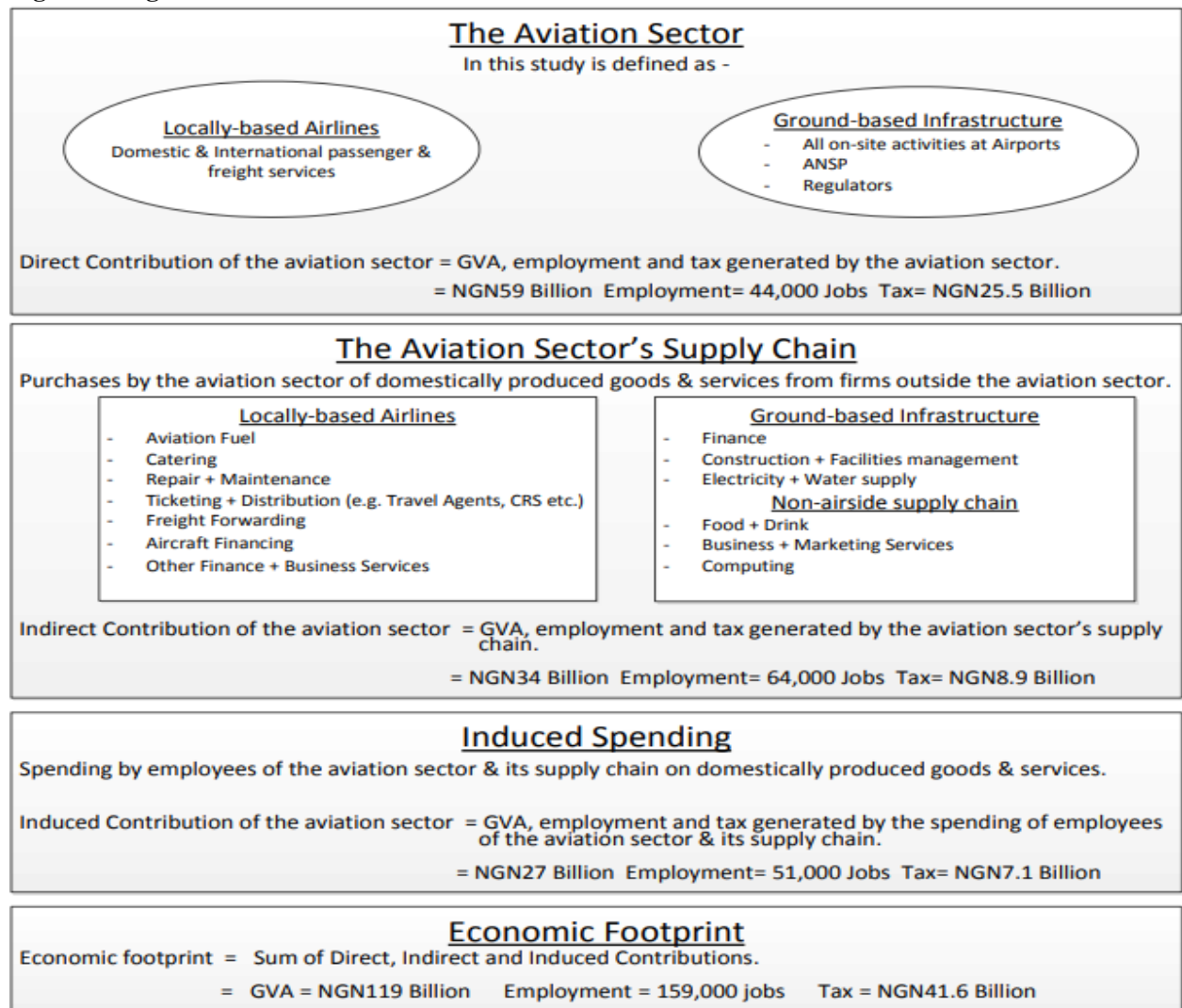
- i. the supply of suitable transport services, including speed, quality and convenience factors relating to the services (for example, service frequency, reliability, crowding),
- ii. the financial cost (price) of the services perceptions of any social and environmental costs associated with the trip and the services involved (for example, level of safety and security, adverse environmental effects), and
- iii. Transport demand decisions are complex, as multiple factors are involved, and both longer and shorter term choices need to be addressed.

According to Oxford Economics (2012 p.10), aviation is major propeller of non-aviation business organisations in Nigeria. It achieves this through two modalities and these are:

- i. the effects on domestic firms of increased access to foreign markets, and increased foreign competition in the home market, and
- ii. The free movement of investment capital and workers between countries.

This advanced inter-connectivity provides home-based business enterprises with higher accessibility to international markets, encouragement of importation and exportation (goods and services), and simultaneously increasing the choice and competition in the local market from foreign-based manufacturers. For example, internationally, the contribution of aviation industry to GDP is stated to be around 1½ times the amount of the pharmaceutical sector (\$270b GDP) or the textile business (\$286b GDP) and a third bigger than the motor manufacturing trade (\$322b GDP) (*New Telegraph, 2017*). The economic contribution of air transport sector to Nigerian economy can be vividly described with the following diagram.

Figure 1: Nigerian Civil Aviation



Source: Oxford Economics: Nigeria Country Report (2012:15).

Air mode of transportation is the pilot component of civil aviation. Airline 2001, scheduled services single-handedly transited one million, six hundred (1,600,000) passengers and carried thirty million (30,000,000) tonnes of freight and mail, 40 per cent by value of the world's manufactured exports, and over 45 per cent

of the more than seven hundred million (700, 000,000) million international tourists were transported by air that year globally (ICAO, nd).

International civil aviation has supported the generation of over Sixty-two Million and Seven Hundred Thousand (62.7million) jobs across the world from an approximately Nine Million, Nine Hundred Thousand (9.9 million) personnel are directly engaged in the aviation sectoral employment itself (ILO, 2012 p.2; Air Transport Action Group, 2018; ICAO, nd). The sources also posited that the employees who work in the aviation industry enjoy employability through abundant economic activities that are therein. The areas of these jobs as noted in (Air Transport Action Group, 2018) are:

- i. Airport operations: 447,500 (work for the airport operator).
- ii. Non-aeronautical: 5,468,000 (retail, car rental, government agencies such as customs and immigration, freight forwarders and some catering).
- iii. Airlines: 2,669,000 (flight and cabin crews, executives, ground services, check-in, training, maintenance staff).
- iv. Civil aerospace: 1,101,000 (engineers and designers of civil aircraft, engines and components)
- v. Air navigation service providers: 224,000 (air traffic controllers, executives).

In the same development, aviation sector in Nigeria has encouraged employment and revenue generation and the GDP of the nation (ILO, 2012 p.2; Owoputi, 2013 p.9). In addition, those who are gainfully employed in a direct or indirect way buy goods and services produced which in turns offers jobs and encourages the SMEs. The table below describes the direct and indirect impact of job creation by the aviation industry in Nigeria.

Table 1: Aviation’s Contribution of Output and Jobs to Nigeria

	Direct	Indirect	Induced	Total	% of whole economy
Contribution to GDP (NGN billion)					
Airlines	29	17	11	58	0.2%
Airports and Ground Services	29	16	16	61	0.2%
Total	59	34	27	119	0.4%
Catalytic (tourism)	40	24	15	78	0.3%
Total including catalytic	98	57	42	198	0.6%
Contribution to employment (000s)					
Airlines	7	33	21	61	0.1%
Airports and Ground Services	37	31	30	97	0.2%
Total	44	64	51	159	0.3%
Catalytic (tourism)	64	37	29	130	0.2%
Total including catalytic	107	101	80	289	0.5%

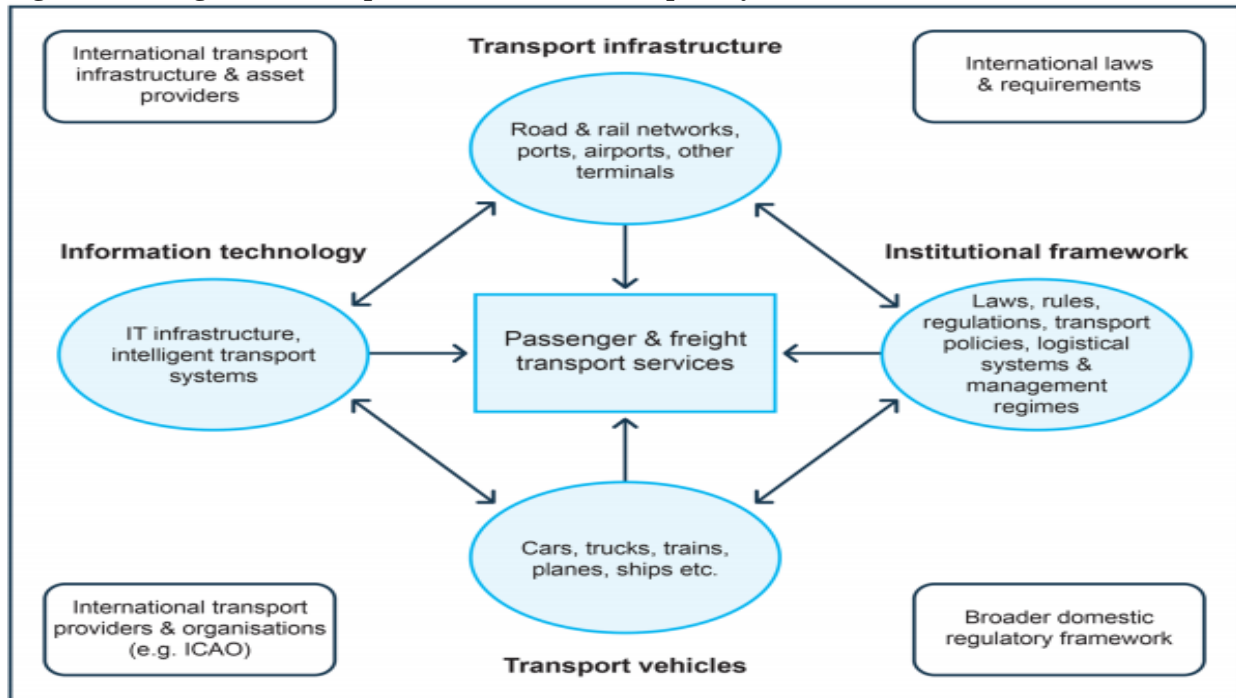
Source: IATA, ACI, Nigerian National Bureau of Statistics, quoted in Oxford Economics (2012:14)

From the table, this job creation feat was as a result of what Oster et al (2013 p.162) opined that travelling by air has assumed more reliability with the improvement of weather forecasting, navigational and other landing aids though plane crashes appear to be a fall out of human errors.

Transportation Sector and National Development

The history of large scale transport development in Nigeria cannot be told without colonialism. The colonial government enhanced transportation in Nigeria with establishment of railways and roads to mainly tap away resources and to ease their administrative control (Ogwuike, 1962 p.51). Similar to other emerging nations of the world, civil aviation business has strategically become fundamental to Nigerian national development. To this end, it has provided a pivotal cost management and timely connectivity for moving people and cargo across vast territory around the world. The figure two below shows the multi-dimensional nature and components of the sector.

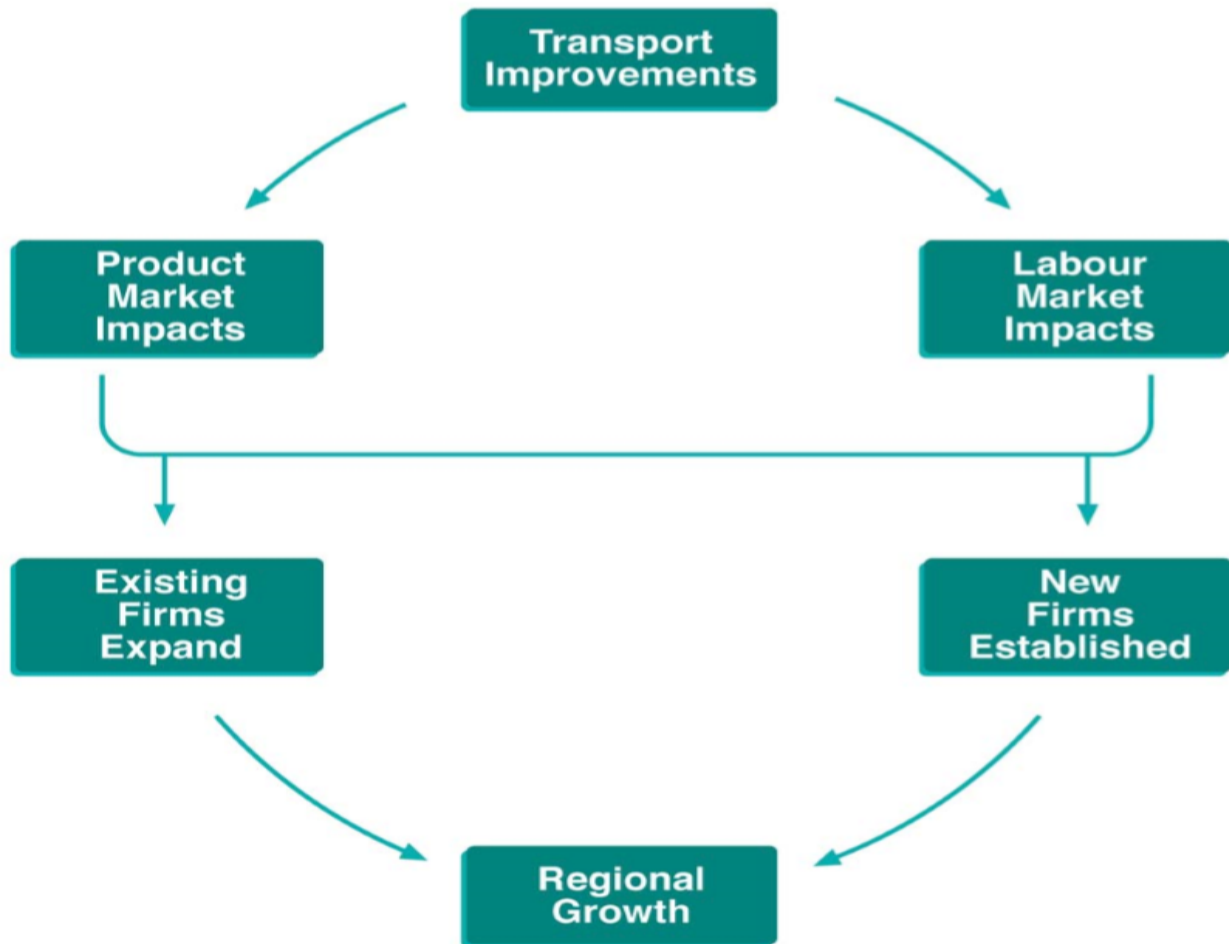
Figure 2: A Diagrammatic Representation of the Transport System.



Source: Adapted from Lakshmanan & Anderson (2002:21), in New Zealand Government (2014:11).

Basically, Adelekan (2016 p.6) averred that there is no nation that can relegate to the background the significant position that transportation occupies in socio-political life and national development. In addition, the indispensability of transport architecture is paramount for the reason that it facilitates economic bilateral relations activities from close and far distances. Economy in its entirety is largely dominated by the movement of passengers, goods and services. Figure three shows the impact of transport to national growth.

Figure 3: Summary of Transport Contributions



Source: The Department of Urban & Regional Planning, UCD (nd).

The above figure confirmed the stance of Ukwu (1985 p.116) cited by Wilson & Felix (2015 p.300); Ogbeidi (2006 p.118) that transport and communication are very significant tools of transformation by any named country due to their contributions at various stages of political, economic and social development. ILO (2012 p.2) perceived that transport sector has turned out to be a key player in any national development in this modern period. Its presence and practice has greatly aided international tourism, global supply chains, sales of high-tech goods and above all, perishable commodities.

Accordingly, the impact of transport cannot be overemphasized. Therefore, transportation has done a lot in the massive employment and job creation through its multi-modal and industrialisation; power and critical infrastructural development; economic globalization; education, science and technological advancement; socio-cultural (communalism) and political development; security and safety of persons, goods and services; agricultural expansion and extension services, and amongst others.

Findings

Civil aviation has different characteristics. The industry is in fact a transnational sector distinctively attached to countries taking pride in national carriers which at present is absent in Nigeria. Civil aviation is highly made up of an internationally and locally regulatory framework for safety, security and political reasons. The deregulation of aviation industry in Nigeria since 1990s has given birth to categories of

airlines and development of airports by the both federal and state governments, and there is a wide-range of description of the job market in civil aviation industry. From the discourse thus far, it is realised that the emergence of civil aviation in Nigeria has;

- i. encouraged international relations, diplomacy and foreign policies,
- ii. created employment and wealth,
- iii. facilitated exports, foreign direct investment, and tourism,
- iv. connected Nigerians to the world, and
- v. Enhanced ease of travel, cost competitiveness, and building of critical infrastructure.

Conclusion and Recommendations

Taking a practical endeavour at developing civil aviation in Nigeria and other parts of the world is a multifarious enterprise (Oster et al., 2013 p.150). This will provide an enabling ground for the increasing development and utilisation of all the airports in Nigeria. The major argument of this paper is dependent on the fact that revamping, restructuring, and re-engineering aviation sector is vital to achieving maximum benefits in the industry. Extant literature review through the secondary data made it clear the obvious issue that Nigeria has an expanded opportunities for the thriving of aviation industry but has not fully maximize the potentials that abound in the sector which if harnessed will double the country's Gross Domestic Product (GDP) and social Progress Index (SPI). Consequently, the following are recommended:

- i. The federal government should declare a serious-minded state of emergency in the implementation of Nigeria Civil Aviation Policy (NCAP), 2013 without summons and suspension.
- ii. The six parastatals in the Federal Ministry of Aviation – Federal Airports Authority of Nigeria (FAAN), Nigeria Civil Authority (NCAA), Nigeria Airspace Management Agency (NAMA), Nigeria College of Aviation Technology (NCAT), Accident Investigation Bureau (AIB), and Nigeria Meteorological Agency (NiMet) must be reengineered to enable a favourable competition with contemporary reality in the industry.
- iii. The regulatory oversight function of the Nigerian Civil Authority (NCAA) should be free from political and administrative intrusion by both the local and international stakeholders.
- iv. The federal government must make effort to protect domestic airlines from all forms of unfavourable Bilateral Air Services Agreement (BASA).

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