

AN EVALUATION OF PRIVATE INVESTMENT IN AIR TRANSPORT INFRASTRUCTURAL FACILITIES IN NIGERIA

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ABSTRACT

Transportation remains the major tool for facilitating the movement of goods and people across the country to accelerate economic and business activities. Modern businesses, industries, trades and general activities depend on transport and transport infrastructures, the movement of goods and services from place to place becoming vital and inseparable aspects of global and urban economic survival. This study examined the private investment in air transport infrastructural facilities in Nigeria. Data was obtained from the administration of questionnaire to 120 workers at Murtala Muhammed International Airport, Lagos, who were randomly selected. Simple descriptive statistics and Chi-Square were employed. The findings show that private investment is critical to sustainable air transport infrastructure in Nigeria. The research suggests government should create the enabling environment and incentives for stakeholders to contribute to the development and ensures that resources needed for construction and maintenance of transport infrastructures are available at the lowest possible cost through a more pluralistic and inclusive approach to transportation planning, in which all stakeholders function as partners.

Keywords: *Transport, Development, Infrastructure, Efficiency*

1.0 Introduction

Transport is an indispensable catalyst for activating and stimulating the tempo of development in any socio-economic system (Badejo, 2014). The huge investment by the different tiers of government and private sector investors in transport infrastructure provision and the delivery of transport services in Nigeria underscores the pivotal role of transport in the overall development of the country. Besides, there is hardly any sector of the economy – whether the industrial,

employment, residential, recreational and tourism, or agricultural sectors – that is not linked to the transport sector.

Air transport is one of the world's most important industries. Its development and technical service achievements make it one of the major contributors to the advancement of modern societal development (Hummels, 2006). The growth in the air transport sector cannot be matched by any other major form of transport due to its technicality and new

innovations that is going on in the sector. Air transportation is the transportation of passengers and cargo by aircraft and helicopters (Aizenman, 2004). Efficient air transportation is a means of transport that conveys people and goods from one place to another safely, on time without delay or flight cancellation or any other problem (Nwakoro, 2007).

Transport infrastructure facilitates the development of connections between regions within a country and between countries, and consequently, it supports the formation of mutual economic, social, cultural relations (Button, 2008).

Air transport infrastructure provides nodes in a network of domestic and international air links that is vital for the delivery of air transport. It includes the physical structures, namely, airports and air traffic control centers, and the organizations involved in coordinating their provision and use. Without air transport infrastructure facilities, air transport cannot function, and without a well-functioning air transport system, national markets will be smaller and some markets may not even exist, particularly for landlocked, isolated, and low-population-density countries (World Bank, 2005).

According to Ofojebe (2007), traditionally, air transport infrastructure is exclusively under government ownership and management, and capital investment funding was, in general, a responsibility assumed by governments. Governments' desire to focus limited fiscal resources on social sectors and growing demands for investment in air transport infrastructure, however, this has led to a wide-scale private sector role in financing airport. This increased role is leading to significantly more cases of private sector participation in air transport infrastructure as airports have always had a wide range of private businesses operating within their boundaries, from

ground handlers to retail concession operators (Chikwe, 2002).

Onyeka (2005) added that considering the inevitability of air transport and the high level of risk involved, maintenance of good safety culture is considered imperative and to ensure that adequate priority is given to safety, effective management, maintenance and inspection of the safety integrity of equipment must be guaranteed. Therefore, private investment which plays an extra ordinary and growing role in global business can be of great assistance to the issue of safety in the air transport infrastructural facilities. It can provide a firm with new market and marketing channels, cheaper production facilities, access to new technology, product, and skills and financing for a host country or foreign firm which receives the investment and as such can provide a strong impetus to development of the air transport industry (Aderamo, 2006).

The Nigerian air transportation system is poorly rated in terms of safety. This is attributed to the very many air tragedies that occurred in the country's airspace, incessant air mishaps have paved way for concern over air safety. These mishaps in turn, have been aggravated by poor airport infrastructures (Onyeka, 2005). Ladan (2012) expressed what many in the international circles called "frustration" on the part of international agencies and companies whose staff and agencies use Nigerian airlines. According to Ladan "the series of crashes and attendant devastating losses call for a critical review of the air transport system". In the words of Shadare (2006) "Nigeria's air safety record is appalling, as the airspace is regarded as one of the most dangerous, making nonsense of whatever reforms the government had embarked on as there is no effective weather forecasting and monitoring infrastructure, which makes for a safer airspace.

According to Okon (2005), Nigerian presidential task force was set up in 2006 to

look into the decay in the aviation sector and it was revealed that all the airports in the country lack basic operational facilities that could make for smooth operations of modern airports. The decay in facilities was attributed to long years of neglect and corruption. Onasanya (2005) pointed out that

Nigeria Airports airspace was blacklisted by the International Federation of Airline Pilots (IFALPA) as lacking in effective communications, navigation, surveillance and air traffic management facilities, services and procedure. In simple terms, there was no VHF (radio) coverage of the national airspace, the navigational and landing aids were not functional most of the time, the radar stations were broken down and air traffic control services were not provided to en-route traffic.

Reacting to the ADC air crash of 2006, which claimed the lives of all 116 passengers on board, Akintola (2006) points out that the Nigerian aviation industry needs urgent overhaul as official response to the emergency is poor and slow, and that the management of information is even worse. He went further to point out that the aviation ministry has been keeping mute about numerous recommendations made by stakeholders and committees set up by government since the Bellview incident. Stakeholders and experts have emphasized that the only way to check frequent air mishaps is to encourage private investment in maintenance, repair and overhaul of fleet by airlines.

Modern facilities that are supposed to start working for the comfort of tourists and passenger are taking longer than necessary. According to Oyesiku et al., (2013), facilities provided at the Murtala Mohammed International Airports at Lagos are overstretched. Facilities such as seats, air-conditioning system, conveyor belt, toilet facilities, etc are decaying. This arises as they are not upgraded based on the increase in human traffic (Edobor, 2014). Murtala

Mohammed Local Airport is worst in terms of facilities, there are no trolleys to carry passenger's load and as such passengers goes through difficulties before boarding a flight. In Nigeria, while passengers and cargo traffic has increased, the infrastructure provided has not experienced a corresponding overhaul and expansion over the years (Edobor, 2014). The decaying facilities especially at international airports give the country a bad image as airports are the first port of call for foreigners coming into the country

2. Development of Air Transportation Infrastructure in Nigeria

Air Travel in Nigeria commenced during World War II (1939-1945) when it became necessary to move troops and supplies fast across the country. Several air strips were built then which were converted after the war, to Civilian use (Filani, 2000). Nigerian Airways was established in October, 1958 as a Joint Venture between the Nigerian Government, Elder Dempster Lines and the British Overseas Airways Corporation (BOAC). The Airways took over the operation of domestic flights from the disbanded West African Airways Corporation (WAAC) which had been operating commercial aircraft within the country since 1946 (Filani, 2000). In 1963, the Nigerian Federal Government bought out the other shareholders and Nigeria Airways became wholly-owned by the Nigerian government. The airline has a monopoly for providing domestic air services in Nigeria. It was also the national flag carrier for international services along the West African Coast, Europe and the United States of America (Faajir & Zidan, 2016). The Nigerian Airways operated international flights to East and West Africa, parts of Europe, North America and Asia. It also enjoyed the monopoly of providing domestic air services in the country until the 1980's when increase in demand for air transport and public

complaints about the shortcomings of the Nigerian Airways forced the government to permit the participation of private airlines in domestic aviation. Onokala (2015) noted that the civil aviation sector in Nigeria has shifted from a purely public sector of the 1970's and 1980's to a liberalized sector with private sector participation in airline business, in line with the global trend.

Since the establishment of air transport services in Nigeria, there has been tremendous increase in air traffic in the country and this has been very well documented (Filani, 1975, Bardi, 1987 & Akpoghomeh, 1999). In fact, the last two decades in Nigeria has witnessed an enormous expansion in both domestic and international traffic but domestic traffic predominates and jumped from 5.2 million to 8.4 million between 2001 and 2007.

The situation in Nigeria is similar to what is reported at the global level where the International Air Transport Association (IATA) reported world total domestic air passenger traffic of 1,249,000,000 in 2007 indicating 8 percent growth over the number for 2006 (IATA, 2008).

The National Civil Aviation Policy (NCAP) of 2001 formalized the deregulation and privatization of the aviation sector in Nigeria. After this, the Nigerian Airways was formally liquidated in 2003 and private airlines have not only taken over both domestic and international air transportation but are also expanding their domestic and international services.

The development of airways infrastructure, which started in the postcolonial phase of transport development in Nigeria, is still going on, with such projects for the modernization of airports as the upgrading of Enugu airport and others to the status of international airports as well as new airports construction. Over the years the number of airports in Nigeria, which are

owned by the government, has steadily increased. Presently, Nigeria has 22 airports and many of them have been upgraded recently to international airports that can handle modern aircrafts. Due to its inherent advantage of speed in a situation where large spatial disparities occur in resource endowment and production as in Nigeria, the important and inevitable role of air transportation in the movement of people across the country has contributed a lot to the Nigeria's economic development (Akpoghomeh, 1999).

Onokala (2015) noted that due to improved economic conditions, Nigerians are willing to travel and ship goods by air more than ever before. The air transportation mode is growing at an alarming rate and has huge potential for the development of tourism in Nigeria. Therefore, the airways transportation in Nigeria has a lot of room for expansion.

The domestic air network structure in Nigeria has so far linked only the state capitals, though not all state capitals are connected by air at this moment (Stephens, 2014). Reasons for their lack of airports range from proximity to capitals with large airports to lack of market potentials.

It is obvious that Lagos airport is the main air hub in Nigeria which is reflected by the clustered air routes. Abuja, Kano and Port Harcourt airports are other sub-hubs. Lagos, Abuja, Kano, Port Harcourt and Calabar airports are all international airports. It is no coincidence that Lagos, which is the commercial hub and Abuja, capital of Nigeria, Kano and Port Harcourt cities are strong centres of administrative, commercial and industrial activities in Nigeria.

There are intermittent air crashes in Nigeria which damages the safety record of airlines in the country. This also makes passengers to be afraid of traveling by air, as air crashes are fatal. For example, in October, 2005, 117 people were killed when Bellview

Airlines Boeing 737 bound for Abuja came down shortly after taking off from Lagos. In December of the same year, a Sosoliso Airlines DC-9 crashed in Port Harcourt, killing 103

people on board. In 2012 also Nigeria experienced another air disaster which involved Dana Airlines.

Table 1: Aircraft Accidents and Incidents at Murtala Muhammed International Airport, Ikeja. 1968-2012

Year	Total Accidents and Incidents	Approach Landing/Phase of Accidents and Incidents	Percentage Difference
1968-1972	8	7	88
1973-1977	2	2	100
1978-1982	2	2	100
1983-1987	2	1	50
1988-1992	4	2	50
1993-1997	8	6	75
1998-2002	5	3	60
2003-2007	5	4	80
2008-2012	4	2	50

Source: Hassan (2015)

3. Research Methodology

The data collected were sorted, processed and analyzed by using descriptive and inferential statistics. The analysis was in accordance with research hypotheses. The descriptive analysis defined the properties of the data to show the variations in responses and opinions using frequencies, percentage denotations as well as other descriptive tools. Data collected for the study was analyzed using appropriate descriptive and inferential statistics such as Chi-square to test hypotheses and was done using Statistical Package for Social Sciences (SPSS).

4. Results and Data Analysis

This section contains details of the analysis and presentation of the data based on the specific objectives and research questions of the study. A total of one hundred and thirty

three copies (133) of questionnaire were given out, of which one hundred and twenty (120) copies of the questionnaires were returned which was used to obtain information on the evaluation of private investment in air transport infrastructural facilities in Nigeria with special reference to Murtala Mohammed International and Local Airport. The simple percentage was used to analyze the respondents' bio data and their responses to opinion questions while Chi-square was used to test the research hypotheses.

The items of measurement were rated on a 5-point Likert type scale which ranks responses on a scale of (1) strongly agree to (5) strongly disagree. The Ranking of the Likert scale for each item is given as we have it below:

Strongly Agree SA = 1, Agree A= 2, Undecided UD = 3, Disagree SD = 4, Strongly Disagree SA = 5

4.1. Socio-economic characteristics of the Respondents

Table 2: Sex Distribution of Respondents

Sex	Frequency	Percentage
Male	50	41.7
Female	70	58.3
Total	120	100

Source: Author's Field Survey, 2018.

The result shows that male respondents were 50(41.7%) while the female were 70(58.3%). It can therefore be deducted that female respondents participated in the survey than

the male. This implies that majority of the staffs in Murtala Mohammed International and Local Airports are female.

Table 3: Age Distribution of Respondents

Age	Frequency	Percentage
Below 30 Years	18	15
31 - 40 Years	59	49.2
41 – 50 Years	25	20.8
51 and above years	18	15
Total	120	100

Source: Author's Field Survey, 2018.

The above table show that 18(15%) were below 30 years, 59(49.2%) fall between 31 to 40 years, 25(20.8%) fall between 41 to 50 years while 18(15%) fall between the age bracket of 51 years and above. From the above it can be deducted that most of the

respondents that participated in the survey were between 31-40 years of age. It means that majority of the staffs in Murtala Mohammed International and Local Airports are young and energetic.

Table 4: Educational Qualification of Respondents

Educational Qualification	Frequency	Percentage
SSCE	2	1.7
NCE/ND	7	5.8
B.Sc./HND/ B.A./B.Ed	87	72.5
M. Sc and above	24	20
Total	120	100

Source: Author's Field Survey, 2018.

The above table shows that secondary school certificate holders were 2(1.7%), NCE/ND certificate holders are 7(5.8%), and university certificate holders were 87 (72.5%) while M.Sc certificate holders were 42 (20%). It can be

deducted that majority of the respondents are university certificate holders, that is most of the staffs in Murtala Mohammed International and Local Airport are graduate.

Table 5: Demographics Characteristics of Respondents working experience

Year of Experience	Frequency	Percentage
1-5 years	36	30
6-10 years	62	51.7
11-15 years	14	11.7
16 years and above	8	6.6
Total	120	100

Source: Author's Field Survey, 2018.

The above table show that 36(30%) of the respondents have 1-5 years experience, 62(51.7%) of the respondents have 6-10 years experience, 14(11.7%) of the respondents have 11-15 years experience while 8(6.6%) of the respondents have 16 years and above experience. It can be deducted that the respondents have 6-10 years experience.

5. Analysis of respondents' response

The results of the data analysis provided information that formed the basis for discussion, conclusion, and interpretation of the findings and recommendations of the study. In order to answer the research questions, the data collected were categorized into agreed and disagreed. This was done in order to allow for good analysis of items, better judgment and conclusions. All computations were based on the five points scale.

Table 6: Private investment in air transport infrastructural facilities enhance overall development and performance of Murtala Mohammed International and Local Airport

Response	Frequency	Percentage
Strongly Agreed	65	54.2
Agreed	32	26.6
Undecided	0	0
Disagreed	11	9.2
Strongly Disagreed	12	10
Total	120	100

Source: Author's Field Survey, 2018.

The above table shows that 65 or 54.2% strongly agreed, 32 or 26.6% agree, 11 or 9.2% disagree, 12 or 10% strongly disagreed, 0 respondent with 0% is undecided. Therefore, majority of the respondents concluded that

private investment in air transport infrastructural facilities enhance overall development and performance of Murtala Mohammed International and Local Airport.

Table 7: Private sector participation in air transport infrastructure has increase the performance of Murtala Mohammed International and Local Airport

Response	Frequency	Percentage
Strongly Agreed	55	45.8
Agreed	21	17.5
Undecided	2	1.7
Disagreed	24	20
Strongly Disagreed	18	15
Total	120	100

Source: Author's Field Survey, 2018.

From the above, 55(45.8%) strongly agreed, 21(17.5%) agreed, 2(1.7%), 24(20%) disagreed, while 18(15%) strongly disagreed. Therefore, majority of the respondents strongly agreed

that private sector participation in air transport infrastructure has increase the performance of Murtala Mohammed International and Local Airport.

Table 8: Infrastructural facilities such as runways, taxiways, aircraft parking areas, terminal buildings, hangars among others are well equipped through private investment

Response	Frequency	Percentage
Strongly Agreed	25	20.8
Agreed	64	53.3
Undecided	0	0
Disagreed	16	13.4
Strongly Disagreed	15	12.5
Total	120	100

Source: Author's Field Survey, 2018.

From the above question, 25(20.8%) strongly agreed, 64(53.3%) agreed, 16(13.4%) disagreed, while 15(12.5%) strongly disagreed. Therefore, majority of the respondent

concluded that infrastructural facilities such as runways, taxiways, aircraft parking areas, terminal buildings, hangars among others are well equipped through private investment.

Table 9: Private investment help in reducing the difficulty that Murtala Mohammed International and Local Airport are facing with the issue of air transportation safety

Responses	Frequency	Percentage
Strongly Agreed	55	45.8
Agreed	30	25
Undecided	1	0.8
Disagreed	14	11.7
Strongly Disagreed	20	16.7
Total	120	100

Source: Author's Field Survey, 2018.

The table illustrate that 55(45.8%) of the respondents strongly agreed, 30(25%) of the respondents agreed, 1(0.8%) of the respondent are undecided, 14(11.7%) of the respondents disagreed, while 20(16.7%) of the

respondents strongly disagreed. It means that private investment help in reducing the difficulty that Murtala Mohammed International and Local Airport are facing with the issue of air transportation safety

Table 10: Private investment will help reduce lack of resources, poor quality and also lack of injections of capital by government in air transport infrastructural facilities

Responses	Frequency	Percent age
Strongly Agreed	70	58.3
Agreed	10	8.3
Undecided	0	0
Disagreed	20	16.7
Strongly Disagreed	20	16.7
Total	120	100

Source: Author's Field Survey, 2018.

The table illustrates that 70(58.3%) of the respondents strongly agreed, 10(8.3%) of the respondents agreed, 20(16.7%) of the respondents disagreed, while 20(16.7%) of the respondents strongly disagreed. It can

therefore be concluded that private investment will help reduce lack of resources, poor quality and also lack of injections of capital by government in air transport infrastructural facilities.

Table 11: Private investment has significant impact on air transport infrastructural facilities in Murtala Mohammed International and Local Airport

Responses	Frequency	Percentage
Strongly Agreed	70	58.3
Agreed	30	25
Undecided	0	0
Disagreed	15	12.5
Strongly Disagreed	5	4.2
Total	120	100

Source: Author's Field Survey, 2018.

The above table shows that 70(58.3%) of the respondents strongly agreed, 30(25%) of the respondents agreed, 15(12.5%) of the respondents disagreed, 5(4.2%) of the respondents strongly disagreed. It can

therefore be concluded that private investment has significant impact on air transport infrastructural facilities in Murtala Mohammed International and Local Airport.

Table 12: There is significant relationship between private investments and air transport infrastructural facilities in Nigeria

Responses	Frequency	Percentage
Strongly Agreed	35	29.2
Agreed	70	58.3
Undecided	3	2.5
Disagreed	5	4.2
Strongly Disagreed	7	5.8
Total	120	100

Source: Author's Field Survey, 2018.

This table shows that 35(29.2%) of the respondent concur that there is significant relationship between private investments and air transport infrastructural facilities in Nigeria, 70(58.3%) of the respondents agreed that there is significant relationship between private investments and air transport infrastructural facilities in Nigeria, 3(2.5%) of the respondent are undecided whether there is significant relationship between private investments and air transport infrastructural facilities in Nigeria, 5(4.2%) of the respondents

disagreed that there is significant relationship between private investments and air transport infrastructural facilities in Nigeria while 7(5.8%) of the respondents strongly disagreed that there is significant relationship between private investments and air transport infrastructural facilities in Nigeria. It can therefore be concluded that there is significant relationship between private investments and air transport infrastructural facilities in Nigeria.

4.1 Testing For Hypotheses

4.1.1 Hypothesis One

H_0 : Private Investments are not important in air transport infrastructural facilities in Nigeria

H_1 : Private Investments are important in air transport infrastructural facilities in Nigeria

Table 13: Testing whether private Investments is not important in air transport infrastructural facilities in Nigeria

RESPONSES	OBSERVED VALUE	EXPECTED VALUE	Df	X-CALCULATED	X-CRITICAL VALUE	P	DECISION
SD	12	24	4	87.200	9.488	0.000	Accept the alternative hypothesis
D	11	24					
UN	0	24					
A	32	24					
SA	65	24					

Source: SPSS result and field survey 2018.

X^2 calculated value = 87.200

X^2 Critical value = 9.488

Decision Rule: if $X^2_{\text{calculated}}$ is greater than $X^2_{\text{tabulated}}$ accept the alternative hypothesis and if otherwise, accept the null hypothesis.

From the above chi-square summary table, it shows that the calculated X^2 statistics is 87.200 while the critical value is 9.488 at 5% level of significance with 4 as the degree of freedom. Therefore, since the first condition is certified as the calculated value is greater than the critical value (i.e. $X^2_{\text{cal}} > X^2_{\text{critical}}$). Hence, we are to accept the alternative hypothesis

which states that private investments are important in air transport infrastructural facilities in Nigeria.

4.1.2 Hypothesis Two

H_0 : There are no problems and challenges associated with private investments in air transport infrastructural facilities in Nigeria

H_1 : There are problems and challenges associated with private investments in air transport infrastructural facilities in Nigeria

Table 14: Testing whether there are no problems and challenges associated with private investments in air transport infrastructural facilities in Nigeria

RESPONSES	OBSERVED VALUE	EXPECTED VALUE	Df	X-CALCULATED	X-CRITICAL VALUE	P	DECISION
SD	20	24	4	65.250	9.488	0.000	Accept the alternative hypothesis
D	25	24					
UN	0	24					
A	55	24					
SA	20	24					

Source: SPSS result and field survey 2018.

X^2 calculated value = 65.250

X^2 Critical value = 9.488

Decision Rule: if $X^2_{\text{calculated}}$ is greater than $X^2_{\text{tabulated}}$ accept the alternative hypothesis and if otherwise, accept the null hypothesis.

From the above chi-square summary table, it shows that the calculated X^2 statistics is 65.250 while the critical value is 9.488 at 5% level of significance with 4 as the degree of freedom. Therefore, since the first condition is certified as the calculated value is greater than the critical value (i.e. $X^2_{\text{cal}} > X^2_{\text{critical}}$). Hence, we are to accept the alternative hypothesis

which states that there are problems and challenges associated with private investments in air transport infrastructural facilities in Nigeria

4.1.3 Hypothesis Three

H_0 : There is no relationship between private investments and air transport infrastructural facilities in Nigeria

H_1 : There is relationship between private investments and air transport infrastructural facilities in Nigeria

Table 15: Testing whether there is relationship between private investments and air transport infrastructural facilities in Nigeria

RESPONSES	OBSERVED VALUE	EXPECTED VALUE	Df	X-CALCULATED	X-CRITICAL VALUE	P	DECISION
SD	7	24	4	45.650	9.488	0.000	Accept the alternative hypothesis
D	5	24					
UN	3	24					
A	70	24					
SA	35	24					

Source: SPSS result and field survey 2018.

X^2 calculated value = 45.650

X^2 Critical value = 9.488

Decision Rule: if $X^2_{\text{calculated}}$ is greater than $X^2_{\text{tabulated}}$ accept the alternative hypothesis and if otherwise, accept the null hypothesis.

From the chi-square summary table, it shows that the calculated X^2 statistics is 45.650 while the critical value is 9.488 at 5% level of significance with 4 as the degree of freedom. Therefore, since the first condition is certified as the calculated value is greater than the critical value (i.e. $X^2_{\text{cal}} > X^2_{\text{critical}}$). Hence, we are to accept the alternative hypothesis which states that there is relationship between private investments and air transport infrastructural facilities in Nigeria.

6. Conclusion

There has been improved facilities and new technology in air transport which can accelerate the movement of passengers and goods from one choice of destination to another. Air transport has become one of the modes of transportation that plays a dominant role in inter-regional movement of people, which usually entails long-haul travel and routes. Aviation sector provides the only and trusted world-wide transportation network, which makes it absolutely necessary for tourism and global business, this enable Nigeria airports to surely meet the international standards of foreign airports. It also revealed that the demand for air travel is

on the constant increase in the region and passengers show high preference for air transport in relation to other alternative modes.

The private investment could potentially lead to efficiency improvements; but the outcome is uncertain and such fundamental institutional change would require carefully designed experiments to generate widespread public support, the private sector has developed technological innovations, especially in information technology, that public providers could adopt to improve the performance of existing infrastructure. The study concluded that private investment is critical to sustainable air transport infrastructure in Nigeria.

7. Recommendations

Based on the findings and conclusion of the study, the following recommendations are made;

- It is an imperative to adopt a public-private partnership agenda as an effective vehicle to transform the aviation industry. Reforms must take into cognizance the primacy of the private sector and allow operatives in the aviation sector to build and manage aviation infrastructure in order to conserve' public resources and also engender transparency and accountability.

- ii. The Federal Government should ensure that air transportation is well managed in order to achieve results and develop the sector to international standards. Good management should ensure that there is adherence to business principles and sustainable development of the aviation industry.
- iii. Technological improvement is likely to boost international tourists and increase the growth of the nation's economy if there will be improvement technologically. Installation of all the modern facilities that the federal government has managed to install should be adequately maintained and checked regularly for best practice.
- iv. Government must create the right environment and incentives for stakeholders to contribute to development and ensure that resources needed for construction and maintenance of transport infrastructures are available at the lowest possible cost or price through a more pluralistic and inclusive approach to transportation planning, in which all stakeholders function as partner.

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