

Nigeria's aviation policy and its impact on development

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Abstract

The study examined several Aviation policies particularly the National Civil Aviation Policy (NCAP) reviewed every five years in relation to the standard and recommendation Practices (SARPs) of international civil aviation organization (ICAO) and its impact on development to the users of airports and the nation as set out by the four different regimes in Nigeria since the period 1999 – 2015. Keywords were defined in the introductory stage and the objectives in realizing the programme outcome outline. Likely research questions and statement of problem were identified to which this study sought for solution. We applied the descriptive analysis method and used secondary data for this work. The path dependence policy change and Rostow's Modernization theories formed the theoretical framework applied in the 4th republic and therefore, adopted for this work. Related literature on policy, development and airports were reviewed and our findings lead to plausible recommendations proffered based on the identified gap in policy formulation, implementation and evaluation in attaining national development, as a guide to future policy invention and positive development in Nigeria. The researcher is of the opinion that, with policy consistency especially in implementation, improved funding, adequate infrastructure and efficient and effective leadership at all levels could turn the aviation industry into Nigeria new economy block base on it numerous impacts on development.

Keywords: Nigeria, Aviation, Policy, Impact and Development

1. Introduction

In globalization, connecting cities and countries is the role played by aviation sector through the use airports. An airport is a large area where civil aircraft land and take off usually with facilities for passengers, goods and airport personnel, while the design, building and flying of aircraft both civil and military is referred to as aviation. Also activities carried out within an airport environment are aviation Business/Industry. Airports are a major part of a country's infrastructure and foster economic activities by encouraging international commerce and tourism and generating employment, (Economic Watch, 2010) [7]. It is also used in transporting of raw materials for production and also finished goods to nearest markets. The air transport, with its peculiar attributes of speed and safety and the large number of people and volume of goods transported over a space within a limited time frame is adjudged better than other modes of transportation. An efficient and effective policy formulation and implementation in the Aviation sectors is therefore critical for safe, secure and fast movement of passengers and goods at world class level, which is imperative to development. Nigeria is a leading economy in Africa with a population of 160 million people and a developing nation. Since the establishment in July 1978, when Nigeria had 13 Airports, the Aviation policy institution- Federal Ministry of Transportation and its implementation institution-Federal Airports Authority of Nigeria (FAAN) had steadily transformed into one of the leading Airports group in African, boasting 22 Airports, five of them International. This is against the backdrop of international perspective of which Cherry, J. (2011) [4] gave a brief overview of the economic

role played by Airports from the global perspective as captured by Airport Council International –ACI (200) stating that:

1. ACI has 557 members operating over 541 Airports in 177 countries and territories in the world;
2. They account for 3 -7 billion passengers, 73.9 million tons of freight, and 62.7 million Aircraft movements;
3. Some 4.5 million people work on Airport sites;
4. With passenger numbers expected to double by 2020; and
5. Airports are responding with the highest-ever level of capital expenditure (US \$30 billion).

A policy is a deliberate plan of action to guide decision and achieve rational outcomes (www.monster.ca). Generally, the international Civil Aviation organization (ICAO) provides Standards and Recommended Practices (SARPs) which are imperatives to air transport and requisite for speed, safety and regularity of flights.

The impact-noticeable effect of various Aviation policies reviewed by different regime from 1999 – 2015 on national development will be examined in line with development theories and international standards. Development is the qualitative change in the socio, economic and political condition of a nation as it relates to the standard of living of its citizens, (Jhingan, 2009) [13].

Nigeria aviation policies have undergone changes especially in the 4th republic. These changes have been a more reflection of change in government or administration. This is because these policies vary only in nomenclature and organizational network. The study will look at the various regimes aviation policy since 1999 to 2015 and the adopted policy changes

aimed at impacting on development. Balancing these two variables of aviation policy changes and its impact on development for the citizens and the nation is the essence of this research.

1.1 Objectives of the Research

The Aviation policy if any state set out to regulate the Aviation sector in order to ensure safe and secure environment to Airport users and thus impacting on development. The researcher will:

1. Review the various policies adopted by policy actors in the aviation industry since Nigeria's Fourth Republic and how its implementation has brought changes to national development.
2. Ascertain policy gaps and the way forward to attain global standard.

1.2 Statement of Problem

In 2007, Africa had over 4,000 Airports and Airfields, of which only 20 percent had paved runways. Although the number of Airports and Airfields in the regime seems enormous, a significant number of them do not meet international Civil Aviation Organization (ICAO) standards and recommended practices. Only 117 of Africa's Airports are classified as International Airports. The share of global air transport remains modest at about 5.2 percent of the passenger traffic, approximately 3.6 percent of freight, and roughly 8.5 percent of the number of departures for 2006, (Economic watch 2010) ^[7]. In all, transit times on African transport corridors are unduly long due to factors such as unclear and sometimes conflicting rules and regulations, inefficient service providers, roadblocks, as well as cumbersome administrative and customs procedures. These have created a serious challenge to transport facilitation and trade on the continent. It leads to excessive traffic delays, resulting in substantial increase in transport costs. Policy deficiency and somersault is in common in the aviation sector of Nigeria's economy and as such they have been incessant Aviation policy changes. Regrettably, the international Civil Aviation Organization (ICAO) Standards and recommendation Practices (SARPs) are Eurocentric in origination and the disparity in member states economic development against the background of the capital intensive nature of these requirements makes conformity to them a mirage. Consequently, developing countries like Nigeria will be saddle with the problem of providing and maintaining facilities and services contained in the Annexes so as to impact positively on development. The statement of problem points out development obstacles as against international standards, such as policy implementation deficit, inadequate infrastructure and the lack of maintenance culture and corruption and then seeks how it could be mitigated and the identified gaps closed.

1.3 Research Questions

This study will attempt to find solution to the following questions:

- a) What is the ideal Aviation that could bring about development in any nation?
- b) How have Nigeria Aviation policy formulated and implemented impacted on national development to the users of the Airport particularly and the nation generally?

- c) To what extent could the gaps in policy outcomes be mitigated so as to ensure safe and secure air transportation in Nigeria?

2. Methodology

We shall examine the Nigeria Aviation policies between 1999 to 2015 and its impact on development for the same period and also investigate if the Aviation policy implementation results to improvements in the life of its citizens-users of airport. Using descriptive analysis method, path Dependency policy change and Rostow's modernization theories, we shall review scholarly ideas in current Aviation policy and find answers to the research question of whether or not the aviation policy implementation impacted on national development of the Nigeria state. The study relied in Secondary data from literature and text books and Journals. Also, internet access was used to compliment this work.

2.1 Theoretical Framework

Policy makers and actors adopt various policies to deliver outcome and the government of the day strive to meet the global Air transport need to its people by providing adequate infrastructure that will create safe and secure environment to all users-passengers, airlines, concessionaire's and employees.

Different regimes introduce various policy changes especially in the Aviation sector which is the focus of this study. We shall look at the various aviation policy changes (1999-2015), and adopt the policy change theory that best suit the various regime in an effort to meet develop needs of the Nation. The research shall look at theories that provide us with range of ideas about how policy occur and choose effective strategies that will help us focus evaluation effort at the right outcomes. The path Dependence theory emphasizes in incremental change which is common with many government or regimes. When there is a changeover of government, they just continue with the previous policy and sometimes modify it a little. As Pierson (2000) ^[24] notes, public policies and formal institutions are usually designed to be difficult to change, so past decisions encourage policy continuity. Levi, (1997) ^[16] laid emphasis on the cost of changing policy. This model argues that it is generally difficult to change policies because institutions are sticky, and actors protect the existing model (even it is suboptimal), (Greener, 2002) ^[9]. The major advantage of this theory is that policy continuity is better explained than policy change and once a nation follows a particular policy path, it becomes difficult to change this path since actors and policies have become institutionalized which involves great efforts and theory is the lack of initiative by the new actors and it is slow in producing outcomes as it is difficult to show the costs and incentives created by the initial policy choice and how it affects decisions about future policy choices.

The concept of Development has been variously defined. Any answer to the simple question of what is development will no doubt reflect the valued judgment on the part of the respondent. We adopt the Rostow Modernization theory as our theoretical framework examining the state development and sustenance of infrastructure such as modern Airport with the benefit of meeting the needs of its populace and impact on national development. An evolution theorist-Watt Whiteman Rostow came up with modernization theory to which he call

“test theories of development”. He said all nations’ passes through five stages of development i.e. the traditional society, the precondition for take-off, the maturity and the consumption stages. The basic assumption given by Rostow is that, countries want to modernize and grow and the society will agree to the materialistic norms of development, (Rostow, 1960) [26].

As a process, modernization made the development of such phenomena as science, technology, industrialization, education, a new kind of man. The present situation of developing nation aspiring to attain the condition engaged by the western modernization is seen as a period of transition during which the desired type of change (modernization) might not be spontaneous.

For Rostow, the crucial thing to do to ensure take-off is the mobilization of both domestic and foreign savings. This will generate sufficient investment, so as to accelerate economic growth. One of the problems is that it is not possible to find in the world today any country or any society which has the characteristics of Rostow’s first stage.

Modernization is again dependent on changing certain values, and acquiring a new time perspective. The objective of the state must have to be evaluated and the people must have allegiance from particularistic to broader and more functional specific associations. Modernization is social, political; cultural as well as economic i.e. it is not divisible but covers all institutions. Modernization like economic growth must be planned and there must be investment in rationally productive activities and social overhead capital (infrastructure).

Development as modernization-emphasizes process of social change which is required to produce economic advancement; examines changes in social, psychological and political processes; How to develop wealth oriented behavior and values in individuals; profit seeking rather than subsistence and self sufficiency.

2.2 Review or Related Literature

1. Policy Change Theories

The Advocacy Coalition framework (ACF) is a different theory or policy change, based on Sabatier (1988) [27] and Sabatier and Jenkins-Smith (1993) [28]. Policy change occurs through interactions between wide external changes or shocks to the political system and the success of the ideas in the coalitions, which may cause actors in the advocacy coalition to shift coalitions. “Change comes from the ability of these ideas to adapt, ranging around a whole series of operational questions and what works in any one time or place” (John, 2003) [14].

The policy sub-system is composed of different advocacy coalitions with their own beliefs and resources, and their own strategies. Policy brokers are concerned with keeping the level of political conflict within acceptable limits and reaching some reasonable solution to the problem (Sabatier 1988) [27].

Advocacy coalitions within policy sub-systems-these are actors from a variety of public and private organizations who are actively with a policy problem or issue – are a critical vehicle for understanding the role of policy analysis in policy-oriented learning and the effect of such learning on changes in governmental programmes, (Sabatier 1988) [27]. These people from a variety of positions (elected and agency officials, interest group leaders, researchers) shape the particular belief

system- a set of basic values, causal assumptions and problem perceptions – and exemplify a significant degree of coordinated activity over time (Sabatier 1988) [27].

The decisions by policy-makers influence governmental programmes and thus affect policy outputs as well as policy impacts. Feedback effects are strongly present in the policy sub-system.

The ACF has been designed especially for policy areas characterized by high goal conflict, high technical uncertainty about the nature and causes of the problem, and a large number of actors from multiple levels of government (Hoppe and Peterse 1993) [11]. But the ACF also has a number of challenges. In particular, it is difficult to determine the beliefs of the main actors map the advocacy coalitions and establish all the external and internal factors which can affect the policy sub-system.

Another theory of policy change is policy learning and it refers to:

“relatively enduring alterations of thought or Behavioural intentions which result from experience and Which are concerned with the attainment (or revision) of Policy objectives” (Hecllo 1974)” [10].

Some Authors like Rose (1991) [25] calls it lesson drawing. In addition, learning is considered a process by which networks learn from past experiences, and thus is most about techniques and processes in order to improve policy, (Bennett and Howlett 1992) [3].

Similar to policy learning, policy diffusion is a process in which policy innovations spread from one government to another (Shipan and Volden 2008). In other words, the ‘knowledge about policies, administrative arrangements, institutions in one time and/or place is used in the development of policies, administrative arrangements and institutions in another time and/or place’ (Dolowitz and Marsh 1996) [5].

2. Development Theories

From this typical example (definition) various attempts have being made by development theorist to explain development especially in developing countries. The classical school of thought to which the evolution theory of development belongs, has the Marxian theory which analyses development as a process of stages along the path of primitive, feudal, capitalism socialism and communism. The pre-capitalist stage Marx differentiated as ‘Asiatic’, ancient’ or ‘feudal’, would be replaced by capitalism – a period of agricultural mechanization, science, technology and industrialization, which would be usurped by socialism where the government completely intervene (ownership) to provide welfare to the people and finally the communist regime, in which there would be communal ownership rather than private property and individual would work according to their abilities and would be provided with according to their needs, (Marx & Engels 1969) [18]. This process was to apply in all societies. For example, in the introduction to the first volume of Capital, he stated “The country that is more developed industrially only shows to the less developed the image of its own future”, (Marx 1976). Marxian theory on development or progress bore similarities to that of the linear stage models described by W.W. Rostow. Rostow, W (1960) [26] of the

liberal school laid emphasis on the efficacy of modern concept of free trade and the idea of Adam Smith. He disagree with Friedrich List's argument which states that economies which rely on export raw materials may get 'locked in', and would not be able to diversify, regarding this Rostow model which states that economies may need to depend on raw materials exports to finance the development of industrial sector which has not yet achieved superior level of competitiveness in the early stages of take-off. Rostow's model does not disagree with John Maynard Keynes regarding the importance of government control over domestic development which is not general accepted by some ardent free trade advocates.

Scholars such as Michael P. Todaro (1977) ^[30], Gunnar Myrdal, (2010), posited development to mean the upward movement of the entire system. This social system encloses, besides the so called economic factors including all non-economic factors, including all sorts of consumption by various groups of people; consumption provided collectively, education and health facilities and levels; the distribution of power in society; and more generally economic, social, and political stratification, broadly speaking, institutions and attitudes – to which we must add as an exogenous set of factor induced policy measures applied in other to change one or several of these exogenous factors.

For many people, ideas of development are linked to the concept of Modernity. Modernity in its broadest sense means the condition of being modern, new or up-to-date. So the idea of 'modernity' situates people in time. What is 'modern' will change over time and also spatially. What is 'modern' in one place may be 'old-fashioned elsewhere.

Modernization groups society into two enclaves – traditional and modern. It contends that the traditional which represents backwardness in development is characterized by cultural values and norms which serve as road block to development. These include the lack of the need for achievement, high population, corruption, extended family system, etc. on the other hand, the modern society, which represents the industrialized capitalist countries of Europe and America, are characterized by values (need for achievement, rationality, etc) which promotes development. Following this it posits that for the traditional society to develop they must shed their values and embrace that of the modern societies. The implication here is that capitalism is the most viable or only path to development. Alapiki, H. (2006) ^[2]. It is instructive to note that modernization (also known as liberal, bourgeoisie or capitalist theory) is very popular in policy circles. The United Nation, World Bank, International Monetary Fund (IMF) among others totally embraces it.

In Africa, it dominated policies and programs of development. This explains the policies such as privatization, trade liberalization, deregulation, structural adjustment programme (SAP), devaluation, etc. which are widespread in the region including Nigeria. The shortcoming of this theory such as its been historical and do not consider institutional problem and a one factor analysis brought dissatisfaction and led to the emergence of dependency theory.

The dependency theory differs sharply with modernization on the source of underdevelopment. The scholars here Gunder Frank, (2006) ^[31], Dos Santos, Amin S, Daniel Offiong, Claude Ake, etc, blame underdevelopment on imperialist

exploitation. Hopkins cited in Naanen, (1984), differentiated modernization and dependency theories thus:

“Whereas modernization attributes economic backwardness to internal constraints of ‘traditional’ societies and presume that external contacts would be instrumental in removing them, links, which have created backwardness by forging chains of dependence and inequality between a privilege core and exploited periphery’.

Marx (1976), neocolonial dependence model of development posit the outgrowth of Marxian thinking in the existence of development due to historical evolution of an unequal international capitalist system of rich country-poor country relations, sets up center (developed countries) versus periphery (developing countries) in contrast. Attempts to become self-reliant and progressive are suppressed by this relationship. Moreover certain elites in the developing world (e.g landlords, entrepreneurs, merchants) enjoy high incomes, social status and political power and thus perpetuate inequality and conformity and are rewarded. They serve international power groups such as multi-national firms, assistance agencies (World Bank) and other agents.

One of the development theory that start out is that of Immanuel Wallerstein Capitalist World economy of 'world system theory' with an understanding that world trade and politics are dominated by the developed nations and that the system of relations among nations is very unequal – mercantile capitalism characterized by market forces. The analysis of development has increasingly led more theorists to conclude that in the modern world, national economies are very closely linked. A variety of terms have sprouted that emphasizes the reality; the global assembly line, globalization, multinational, transnational corporation, and global division of labour. Wallerstein claims that there is presently a single-world economic system. It is one unit with a single division of labour and multiple cultural system. Wallerstein introduces three very useful terms to replace the old concept of First, Second and Third worlds. In Wallerstein model, there are three structural position in the world economic system: core, peripheral and semi-peripheral, (J. Kloby, 2003) ^[15].

Dudley, posit that although development is a normative concept with valued judgment, it is synonymy for improvement by creating conditions for the realization of human personality through the reduction of poverty, unemployment and inequality. He argued that when these vices are less severe, they will be a rise in national income. As such, development would have been achieved for a country, (Dudley & Ayres 1994) ^[6]. He also appreciated the impact of other indices of development like the fulfillment of human potentials such as adequate levels, participation in government, belonging to a nation that is truly independent politically and economically.

Mabogunje, A. (1978) ^[17], sees development as economic growth. Too often commodity output as opposed to people is emphasized as measurement of growth in GNP. Note here the persistence of a dual economy where the export sector contains small number of workers but draws technology as opposed to traditional sector where most people work and is dominated by inefficient technology.

Development as distributed justice is improving basic needs and interest in social justice which has raised three issues.

1. Nature of goods and services provided by government;
2. Matter of access of these public goods to different social classes;
3. How burden of development can be shared among these classes;

Target groups include small farmers, landless, urban under-employed and unemployed.

2.3 Nigeria Airports and Aviation Policy

Since the establishment in July 1978, when Nigeria had 13 Airports, FAAN had steadily transformed into one of the leading Airports group in African, boosting 22 Airports, five of them international. In the last three years, some of the major airports notably Murtala Mohamed international airport (MMIA), Ikeja, Mallam Aminu Kano International Airport, Kano, Abuja and Akanu Ibiam International airport (NAIA), Enugu, have been given facelift to meet the capacity and comfort and the needs of the industry.

FAAN's management in implementing the federal government transformation agenda as a policy process and project has embarked on remodeling of its airports and modification of its functions since 2011. This policy is aimed at making FAAN, amongst the successful airport group in the world. Currently, it has developed and it is profitably managing customer centric airport facilities to meet international standard of safe and efficient carriage of aircraft and cargo.

The statutory provisions make it mandatory for FAAN to ensure comfort, security and safety of person, goods, vehicles and equipment at all airports in Nigeria.

Mallam Aminu Kano International Airport (MAKIA) is the first airport in Nigeria used by the Royal airforce fighter plane that made a reconnaissance flight into Kano from Khartoum, Sudan in 1925 after the First World War. This was the maiden flight into Kano followed by subsequent regular military flights to the airport. The first civil aircraft landed at the Polo ground, north of Kano city in 1930 which then served as an aerodrome. By 1936, the Imperial Airways had started two flights weekly to Kano. This inspired the British Imperial Government, by 1973, to commence the development of selected aerodromes in Nigeria. It became a veritable hub for West Africa and only second to Khartoum in the African continent serving as a stopover for aircraft on long haul for refueling of aviation fuel then transported from tankers in Lagos Harbour. It was christened 'African's cross road of the air'.

By 1954, a contract for the construction of new terminal building was awarded to G. Cappa Ltd and was completed and opened on May 4th 1957 by the then Governor General of Nigeria Sir James Robertson and Dr Kingsley Ozurumba Mbadiwe as Nigeria's Minister of Communication and Aviation. The airport has concluded its remodeling in 2012.

The Nigeria second national development plan (1975 – 1980) saw the construction of Port Harcourt International Airport by the Federal Government under the then Civil Aviation Department (CAD) control. The aerodrome is located 48km west of Port Harcourt city and its elevation is 27m (87ft) with reference temperature of 35.5°C. The airport is technically divided into three parts – the airside comprising apron (tarmac), runway and taxi way and the landside comprising

Terminal building, Control Tower, internal roads and car park. Thirdly in-between is the Terminal building and Cargo Sheds. The first is a restricted area while the second is open to the passengers, staff and the general public. The creation of the then Nigeria Airports Authority (NNA) via Decree 45 of 1976 commissioned Port Harcourt International Airport on the November 17th 1979, (Ogundolapo, O. 2014) ^[23]. This brought the total number of airports managed by the then NAA to 13. Presently the Airport is undergoing remodeling by Interbua Construction Company and operates 24hrs daily while the major international flights are Luthrsan and France Air.

The Aviation Industry with cooperation from sister Agencies such as NAMA, NCAA, NIMET, Airlines, Customs, has impacted on the national development through its contribution to Gross Domestic product in the movement of outward and inward bound of passengers and aircrafts, importation and exportation of goods and services, carriage of raw materials and finished products and mails to airports, movement of heavy construction equipment for oil drilling companies and employment of Nigerians.

Kano Airport came alive in 1930 and was a West African trade route from Kano to Khartoum and the first international Airport in Nigeria. With the movement of the Nigeria Capital from Lagos to Abuja and the security threats of incessant riots and insurgency most airlines like British Airways and KLM air move their base to Abuja couple to the proximity to Abuja, the number of passengers and volume of Cargo into Kano Airport dwindled. Port Harcourt on the other hand took off in 1979 as the first international Airport in the Eastern part of Nigeria up until 2012 when Enugu Airport was upgraded to Akanu Ibiam International Airport. Volume of activities keep on increasing due to the oil drilling activities common within its vicinity with many heavy duty equipments use for oil wells/drilling passing through Port Harcourt International Airport. The activities of Niger Delta Militants, debunking, kidnapping and the construction and commissioning of Owerri Airport (a nearby Airport) have help in reducing the fortune of port Harcourt International Airport in terms of passengers and cargo.

Efforts at sustaining the Airports by remodeling succeeded in Kano Airport, but failed in Port Harcourt Airport though both were appropriated in the 2011 Appropriation Act. Both remodel contract were awarded same year 2011 at both airports but the outcomes are different. While that of Kano Terminal Building (both Departure and Arrival Hall) was a success and was commission in 2012, that of Port Harcourt is a failure as it is yet to be commissioned. On arrive from any destination to Port Harcourt International Airport; you are welcome into a tent as Arrival Hall. The Arrival Hall is uncompleted and looks like an abandoned project. Corruption in the name of lack of fund seems to hold down this project since it was appropriated and approved by both house of the National Assembly in 2011.

The national Civil Aviation Policy (NCAP) was first introduced in 1989 to regulate activities of the Aviation Sector. The policy provides for:

1. Developing regulatory framework. This led to the creation of Nigeria civil aviation authority (NCAA) and:
2. Provision of adequate infrastructure. This led to the creation of Federal Airports Authority of Nigeria (FAAN)

The NCAP is to be reviewed every five years. It was reviewed in 2011 in line with the transformation Agenda of the Jonathan Administration which centered on remodeling of Airports and perishable Cargos. Another review has being done in 2015 and emphasis is laid on regulation of non-schedule flights especially private ownership of Aircraft and PPP- Public Partnership which has seen the Chinese Civil Engineering Construction Company Constructing International Terminal Building in all the Five International Airports in Nigeria under the PPP project. Presently, the president Mohammed Buhari Regime is adopting the path Dependency policy change theory by continuing the NCAP.

2.4 Finding/Gaps

The Aviation industry ideal policy universally adopted and applied is that which comply with ICAO and Nigeria is no exception. To meet up with ICAO standards Nigeria came up with Nigeria Civil Aviation Policy (NCAP) in 1989. The national Civil Aviation Policy of 1989 that created NCAA to regulate and created FAAN to develop and manage infrastructure was inherited by the Obasanjo Administration – 1999 to 2007. They followed the path dependence theory on policy change by relying in the NCAP of 1989 since the policy is to be reviewed every five years or as situation demands.

NCAP was reviewed in 2001 to strengthened the ministry's role in the country's economic growth, changes in safety, security and technology not envisage when the 1989 policy was introduced likewise the Musa Yar'dua tenure of 2007 – 2009. These period, were characterized by inconsistency in policy implementation especially when compared with ICAO standards, inadequate infrastructure, poor funding, incessant air crash during one of which President Obasanjo lost his wife, Stella Obasanjo. The Jonathan Administration came up with transformation agenda to which emphasis were laid on remodeling of the Airports though due to inconsistency in implementations, lack of fund and corruption, some of the projects where abandoned, e.g. Port Harcourt International Airport. In 2015 the Federal Ministry of Aviation that formulates Aviation Policies came up with New NCAP in line with the Transformation Agenda of Jonathan – Administration 2009 -2015. The ministry came up with new vision and mission through the development of a master plan, which is targeted in the provision of safe, secure comfortable and self-sustaining air transport industry that is pivotal to the socio-economic development of Nigeria. The process involved collaboration with the World Bank that carried out detailed diagnostic review of the sector, consultation with stakeholders, assessment of existing institutional, legal and regulatory framework for aviation sector agencies. The policy is aimed at strengthening the existing regulatory framework and facilitate the growth of domestic airlines. Other aspect of the policy is the monitor of all non-schedule flights operations; including helicopter, off-shore and on-shore in Nigeria; operation of foreign non-scheduled flight; and operation of flying school. (www.ncap.com accessed 15/12/15). Further the NCAP 2015 made provision for public private partnership, designation of cargo airports and perishable cargo shed.

The federal government has projected that the aviation sector needs about \$50 billion to develop the airports to be able to airlift about 110 million passengers by 2043. (www.fma.com

accessed 15/12/15.). it is estimated that Nigeria's population would rise to about 230 million in 2043, with passenger movement predicted at 75 percent of the nation's population. If further, hinged it achievement on appropriate policies, programme initiatives and incentives to realized the set objectives. The industry therefore require economic stimulus, which will involve a package of financial incentives and support across the aviation value chain with the focus area on infrastructure and operation, airline operation and safety and aviation allied services. Other areas that could be achieved through national aviation policy are airspace management and manpower development. The industry needs stimulus package since successful airlines in the world are supported by their host countries to become global players, e.g, US paid \$40 billion to Delta Airlines in subsidies, Qatar gave Qatar Airways \$8.4 billion loans, \$6.8 billion in subsidies while it received \$616 million in subsidies. The government admitted that it is under performing, disclosing that out of the nation's N80.3 trillion (\$509.9 billion) CDP aviation contributes only 0.7 billion. It attributed the underdevelopment of the industry to untapped regional opportunities, under financed domestic airlines, weak corporate governance, underutilized Bilateral Air Service agreement (BASA) and poor incentives for private sector participation. The government further noted that the above have given rise to weak institutions, inability of the sector to significantly contribute to GDP, loss of economic opportunity, low capacity to take advantage of the growing market potential, huge indebtedness, and significant gaps in flag capacity and underserved regional market. Making comparison, it noted that Dubai Aviation sector contributes 27 percent of the UAE GDP, South Africa 2.1percent but Nigeria contributes only 0.4 percent. Concluding the government added that Nigeria is the most populated country in Africa but it does not have viable airlines that can compete effectively in the continent, nothing that Kenya domestic air transport sector is the fourth largest in the sub-Saharan African, it flies to 59 destinations worldwide and carries over million passengers annually.

3. Recommendations and Conclusion

Based on the gaps identified in the findings, and in effort to meet the ideal standard of ICAO, we proffer the following recommendation in attaining national development, as a guide to future policy invention and positive development in Nigeria. The Researcher is of the opinion that, with policy consistency especially in implementation, by all regimes will improve policy evaluation and impact development on users of the airport in particular and the nation in general.

Untapped regional opportunities should be explored. Corruption should be eradicated and completion of projects and also, improved incentives to Private sector participation by improve incentive is highly recommended.

Improved funding adequate infrastructure and efficient and effective leadership at all levels could turn the aviation sector into Nigeria new economic block.

Nigeria high population is a huge asset which should be explored and tapped in the Aviation sector. The aviation policy when properly implemented will improve performance and encourage routes in addition to ensuring that airports are better integrated into wider transport network. The Nigerian Aviation industry is expected to provide the opportunity for economic growth, accelerate greater global economic links,

generate significant wider economic benefits and increase contribution to national GDP.

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