A COMPARATIVE STUDY OF AIR TRAVEL AND TOURISM IN PORT HARCOURT AND MURTALA MUHAMMED INTERNATIONAL AIRPORTS.

BY

OLOLO NNEOMA GRACE.

PG/MA/12/63338

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TITLE PAGE

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APPROVAL PAGE

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OLOLO, NNEOMA GRACE

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THIS RESEARCH PROJECT HAS BEEN APPROVED FOR THE DEPARTMENT OF ARCHAEOLOGY AND TOURISM, UNIVERSITY OF NIGERIA, NSUKKA.

BY

_____	_____
SUPERVISOR	EXTERNAL EXAMINER
_____	_____
HEAD OF DEPARTMENT	DEAN OF FACULTY

CERTIFICATION

Ms OLOLO, GRACE NNEOMA a Post-graduate student in the Department of Archaeology/Tourism with Registration Number, PG/MA/12/63338, has satisfactorily completed the requirements for courses and the research work for the Master of Arts degree in Archaeology and Tourism (Tourism option).

The work embodied in this project report is original and has not been submitted in part or in full for any other diploma or degree of this or any other university.

_____ _____

PROF. E.E OKAFOR — DR P.I. EZEUZOMAKA

(HEAD OF DEPARTMENT) — (SUPERVISOR)

_____

EXTERNAL EXAMINER

DEDICATION

This work is dedicated to Almighty God for his unconditional love, faithfulness, wisdom, guidance, and protection upon my life throughout the period of this work.

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Great is your faithfulness oh God, there is indeed no shadow of turning with You. Heavens declares your firmament and the earth show forth your glory. I thank you Almighty God for your unfailing and unconditional love, your amazing grace, protection, and tender mercy You showered on me throughout the period and journey of this work. You are indeed awesome.

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ABSTRACT

This research work is the relationship between air travel and tourism: a comparative case study of Murtala Muhammed International Airport and Port Harcourt International Airport. The work will assess/ explore the disparity and activities of the airports as well as its benefit to tourism growth in Nigeria internationally. For a clear understanding and discretion, the work is divided into five chapters. Chapter one discusses the preliminary issues in research, namely: statement of the problem, the research questions, the objectives, the methodology, the significance and the limitations of the study. Chapter two discusses the literature review. They include the theoretical literature, the empirical literature as well as the theoretical orientation. The background information is discussed under the chapter three while chapter four deals with the data presentation and analyzes. Finally, the chapter five deals with the summary, recommendations and conclusion.

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CHAPTER ONE
INTRODUCTION

Over the years, travel has been essential since the history and origin of man. People have travelled over time for different purposes and motives which include events, pleasure, relaxation, discovery, exploration, as well as getting to know and appreciate other cultures. Travel and exploration are basic to nature (Walker and Walker, 2011:14). Travel is the movement of people or objects (such as airplanes, boats, trains, and other conveyance) between relatively distant geographical locations.

In the words of Ashamu (2007:19), Travel is as old as mankind, and differs from tourism. He further explained that the evolution of travel leads to tourism. Travel may occur by human-powered transport such as walking or bicycling, or with vehicles, such as public transport, automobiles, trains and airplanes (en.m.wikipedia.org/wiki/travel). Reasons for travelling include recreation, tourism or vacationing, research travel for the gathering of information, for holiday to visit people, volunteer travel for charity, migration to begin life somewhere else, religious pilgrimages, business travel, and other reasons such as to obtain healthcare services among other reasons. Travel may be local, regional, national (domestic) or international.

From the prehistoric period to the Neolithic age precisely between 3000 and 4000 B.C, people travelled across paths, fields, landscapes and forest, in search of survival and basic necessities of life. Wheel and sailing vessels were invented and built in Egypt, travelling became much easier **(**Ashamu, 2007**:**20). He further opined that travelling is an adventure and all travels before Industrial Revolution was largely a matter of pilgrimages. This simply indicates that from time immemorial, man has been travelling from one place to another in search of food, shelter, learning new skills and things. In fact travelling as we know is part of education.

However, the terms ótravelô and ótourismô are often interchanged within the published literature on tourism, but they are normally meant to encompass the field

of research on human and business activities associated with one or more aspects of the temporary movement of persons away from their immediate home, communities and daily work environments for business, pleasure or personal reasons (Chadwick 1994:65) cited in Page and Connell (2006:11). Tourism is an integral part of life that involves the temporary movement of people out of their homes for a limited time frame. The United Nations World Tourism Organization (UNWTO) sees tourism as the process whereby people travel to and stay in places outsides their usual environment for not more than one conservative year for leisure, business, and other purposes (Walker and Walker, 2011:7). This simply means that tourism and travel connote the same thing.

Having noted this, it is then appropriate to carry out a research on the relationship between air travel and tourism with the aim of laying much emphasis on the Lagos and Port Harcourt international airports in Nigeria using a comparative approach. Owing to the fact that the two airports under study were commissioned just about the same time and have been operational for over 30 years now, it is therefore important to ascertain their contribution to tourism development in the country and their relevance to international tourists. On the other hand, enabling travel is an essential criterion for tourism; roads, cars, aircraft and airports are all needed to permit the easy passage of tourists from home to destination and back again (Page and Connell, 2006:375). This is an indication that the two international airports under study have a major role to play in tourism development and its growth in Nigeria, particularly to international tourists. Air travel is a common means of transport. Worldwide, over one billion people (one fifth of the worldôs population) now travel by air. Airports require expanse of land in order to operate safely and efficiently (Page and Connell, 2006:375). According to Cooper et al (2005:480), travelling by air is probably the most important transport innovation of the twentieth century. It has enabled the transportation of passengers in the shortest time and has boosted the demand for long haul trips.

However, it is noted by (Walker and Walker, 2011:454) that the development of air travel is closely linked to the growth of the travel and tourism industry. In the

short space of 70 years, it has brought the world together. They also noted that air travel has made it possible to build great resorts on remote islands; it has fostered multinational enterprises and broadened the horizons of hundreds of millions of people. However, without the airplanes, and other modes of transportation, many resort destinations would have been virtually impossible to build. In fact no part of the world is now more than 24 hoursô flying time from any other part (Cooper et al 2005:480). It is however glaring that, airplanes make travel and journey faster, easier and more convenient and as a result the most remote location is just a few hours away by plane. Despite the number of air mishaps recorded in the country, it is still the most preferred and it has significantly boosted the transport system around the world. With the rising demand for both domestic and international air travel in Nigeria, Ekechukwu (2006:159) commented that a number of indigenous carriers have come into operation in the last two or three decades. They are competing favourably with the foreign suppliers of international air travel to Nigeria, especially on long haul destinations.

Furthermore, the travel and tourism sector in Nigeria have been showing signs of expansion in recent years especially with the transformation agenda going on presently in all the airports across the country. According to the World Travel and Tourism Council (WTTC), the industryôs contribution to the National Gross Domestic product has grown steadily over the past few years on the back of concerted efforts by the Nigerian Tourism Development Corporation (NTDC) to enlarge its potential in the country. It is also noted here that, with continuously fluctuating oil prices caused by the recent global recession, the government now considers travel and tourism as one of the priority to launch the revival of the economy. The government has also embarked on measures to transform the industry into a money spinner and has also made it a key instrument to move Nigeria into a league of top economies of the world by the year 2020 (Jetlife 2012:7). Having noted this, it is then glaring that the remodeling and renovations going on at the Murtala Muhammed international Airport and that of Port Harcourt is an indication

that federal government has finally known the importance of tourism and its economic relevance in Nigeria.

It is also pertinent to note that airports form an essential part of the air transport system (Ashford et al (1991) cited in Page, (2005:280). It is the gateway to the nationôs cultural, economic, environmental, technological, and development standard and success. Currently, the four major international airports in Nigeria which are Murtala Muhammed International Airport in Lagos, the Nnamdi Azikiwe International Airport in Abuja, Port Harcourt International Airport in Omagwa, and the Malam Aminu Kano International Airport in Kano among others are undergoing reconstruction to meet up with the aviation standard and safety measures. The Nigerian aviation sector is being repositioned to be pivotal to the growth of key economic sectors (including travel and tourism, agriculture, rural development, trade and commerce, manufacturing and other non-oil sectors) which are critical to economic transformation of any nation.

It is therefore on this ground that the researcher is doing a comparative study of MMIA and PHIA to probe and examine their overall operations which will give an insight into the number of tourist movement and its growth in the country. The role and contributions of other organizational aviation sector like Nigeria Airspace Management Agency (NAMA), Nigeria Civil Aviation Authority (NCAA), and the Federal Airport Authority of Nigeria (FAAN) in the airports.

1.1 Statement of Problem

It is axiomatic to point out here that despite the expansion and improvement of air travel in Nigeria since independence, the Nigerian airports so to say are still facing some challenges. Findings have shown that the first plane crash in Nigeria occurred on November 20, 1969 when a government-owned DC 10 aircraft on a flight from London crash landed in Lagos. It killed all 87 passenger and the crew on board. Since then similar tragic incident resulting in various air crash which has claimed a lot of lives have remained obvious in the aviation sector in Nigeria.

For over two decades, from 1990 to 2012 to mention but a few, Nigerian aviation sector, both civilian and military had witnessed a number of unfortunate calamities and deteriorations. In September 1992, a Hercules C -130, military plane crashed in Ejibgo, Lagos five minutes after take-off, in which 192 middle ranking and senior military officers perished. In November 1996, 142 people died when an ADC Boeing 727 plane plunged into a lagoon near Lagos, and in May 2002, an EAS Airline plane crashed in Kano killing 148 people and non-passengers on the ground. On 23 October 2005, a Bellview airline crashed immediately after take-off, killing all on board passenger, and in December 11, of the same year, many lives of young school children were lost when a Sosoliso airline ï Flight 1145 crashed in Port Harcourt. In September 19, 2006, a military plane, Dornier 228 crashed at Mbakumu, Benue State, claiming the lives of 13 senior military officers (Osaremen, 2012:1). The most sorrowful was the recent Dana air crash of June 2012 claiming the lives of all 153 passenger on board and those in the comfort of their houses in Lagos just five minutes before landing. All these boil down to lack of good practice in the aviation sector and not taking adequate measures in the maintenance of air craft and airline operators in the country. Regrettably, despite the pain and agonies, grief and the loss of lives associated with air mishaps, the usual way the federal government and the aviation sector attend to them shows lack of competence in the aviation sector and most likely to be caricatured in the real sense.

Having examined this, the government has finally realized that travel and tourism holds the key to the much-needed diversification of the economy and has been initiating measures to reposition the industry as an alternative source of foreign exchange. Through diversification, travel and tourism is expected to continue gaining recognition as an important tool for stimulating rapid economic growth in Nigeria (www.euromonitor.com/traveland-tourism). Nonetheless, more efforts are needed to develop this industry to match other African countries like Kenya, Ghana, and South Africa.

Interestingly, there is a strong correlation between areas of high tourist movement and high airport traffic in Africa, which shows the increasingly mutually-dependent state of air transport and tourism in modern economies. Airports in Africa that have traffic above 5 million passengers are linked to regions with well-developed tourism sites and strong tourism arrivals. However, the Murtala Mohammed International Airport, Lagos (MMIA), which is no doubt located in the one-time capital of Nigeria and Nigeriaôs commercial capital, recorded 6,748,290 traffic in 2011 alongside other airports in Africa which recorded theirs respectively.

The Port Harcourt International Airport which used to operate fully as an international airport has been experiencing some problems since the shutdown in the half quarter of 2006. Though it has started operation, yet there is nothing to show that it is an international airport. Findings on ground still shows that passengers at both domestic and international terminals go through difficulties with the process of getting themselves checked in even when they have made online booking which is supposed to make things easier. The renovation and construction work going on at both arrival and departure halls is not showing any sign of completing very soon, thus passengers have been on constant complaint.

However, the major problem of both airports boils down to the Federal Governmentôs attitude towards executing projects and their inability to monitor them properly to the end to achieve their desired goals. The problem of the contractors handling this projects tend to pose another major setback in the full operations of

these airports especially the Port Harcourt International airport which is going through different phases of renovation before its completion. Apparently the questions that come to mind are; is it not time for the sector to completely deviate from the usual nonchalant approach to aviation safety concerns and embrace modern management practices? With the current governmentôs attitude toward our aviation sector, what is the prospect of the tourism industry especially as it affects international tourism? And lastly, what is the current condition of the airports?

1.2 Research Questions

- What is the organizational structure of the study areas?
- What are the terminal and airport facilities as well as the present conditions of the study areas?
- What are the operational activities of the two airports as it affects international tourism?
- What are the importances of air travel to tourism development in Nigeria?
- What are the problems and challenges associated with air travel and tourism in the study areas and the role of federal government in the aviation sector?
- What are the possible solutions to these problems for the future of air travel and the study areas?

1.3 Research Objectives

Based on the above problems and questions, the general objective of this research work is aimed at the following:

- To examine the organizational structure of the study areas, the actual grading as well as who is in-charge.
- To ascertain the terminal/airport facilities of Murtala Mohammed Airport, Lagos and Port Harcourt International Airport, Omagwa, as well as the present condition of the airports.

- To examine the operational activities of the airport with the aim of achieving their overall tourist activities especially with international tourists in the country.
- To evaluate the importance of air travel and tourism in Nigeria especially in the study areas using a comparative approach;
- To identify the problems, challenges associated with air travel and tourism in the study areas and Nigeria at large and the role of federal government in the aviation sector.
- To proffer possible solutions to the problems for the future of air travel and airports at the study areas.

1.4 Research Methodology

Research methodology entails the systematic methods or techniques that will be used in the conduct and collection of data for this research project. According to Kothari (2004:1) it is actually a voyage of discovery, an original contribution to the existing stock of knowledge making for its advancement. The following is the systematic research methodology employed during the research:

1.4.1 Research Design

Research design simply explains how the research is being structured. It is the plan of study and steps that should be followed which guide the conduct of the research. Therefore, the research design to be used is qualitative research method because it provides relevant solutions to the research problem. This involves going to the field to see, to participate and also to ask relevant questions that will yields maximal information.

For this research, the study is primarily aimed at knowing the importance of air travel and tourism which focuses on doing a comparative study of Port Harcourt International Airport, Omagwa and Murtala Mohammed International Airport, Lagos. This will enable the researcher to ascertain and compare their operations, facilities, number of international airline operators and domestic airline operators, and the criteria for establishing international airports in Nigeria. The study also

focuses on visiting other parastatals like FAAN, NAMA, and NCAA among others, to understand their roles as well as to know their relationships among each other in the aviation sector.

1.4.2 Method and Instrument of Data Collection

The ethnographic method of data collection using semi-structured interview as well as direct observation were used to be able to elicit information from the two airports. Hence the preparation of interview schedule or guides was employed. Thus, NAMA, NCAA, and FAAN will be visited and interviewed to ascertain their role at the airports as well as their contribution in tourism development.

The use of existing materials and literature from different source were used. Available textbooks and journals relevant to air travel and tourism as well as on airports were studied, photographic documentation will be used to add validity to the work and do the comparative analysis to the work. This will actually help the researcher in proffering possible solutions to the problems which was observed during the research work as well as filling those gaps.

1.4.3 Method of Data Analysis

The data collected using the semi-structured interview guide during the research work will be interpreted and also analyzed using qualitative method. This will help in knowing the passenger movement at the study areas as well as to ascertain the number of domestic airlines operating. In addition, the secondary data from the library will be used, as well as direct observation, to elicit information vital to the study which will in turn proffer possible solution to the aviation sector in Nigeria. All these will be listed and tabulated in order to know the growth of tourism in Nigeria.

1.5 Significance of Study

The research is focused on the comparative study of air travel and tourism using Murtala Muhammed International Airport and Port Harcourt International

Airport as comparative case studies. Interestingly, tourism is one of the major economic impacts in the world and Nigeria no doubt is not an exception. However, Nigeria is blessed with numerous cultural and natural resources and attractions which would increase the influx of tourists if proper measures were being taken.

Apparently, the findings of this work and the recommendations will provide material guide and be of immense benefits to the study areas, public, and students as it will expose them to new area of work on air travel and tourism as well as airports in Nigeria especially the Port Harcourt International Airport and Murtala Muhammed International Airport. It will expose the role of FAAN, NAMA, and NCAA at the airport, and the facilities provided to give comfort to both international and domestic tourists. It will expose the current state of our so called international airports and the role of the aviation industry in the on-going remodeling of the airports under study. It will also provide useful guide in the operational activities, and functions of airports in Lagos and Port Harcourt taking into cognizance that airports are the first point of contact to tourists flying by air.

Significantly, the research work will be different in its own way because it will bring to the public and researchers the obvious disparity in MMIA and PHIA, the challenges facing our airports as well as the deep/ their importance to air travel and tourism. It will also make the federal government to boost the aviation sector while allowing the industry room to grow and maintain an international standard.

1.6 Scope of Study

Transport is a pre-requisite for the evolution of tourism. Tourism is a collection of small and large interrelated industries that have an impact on the countryôs economy and the world at large. Our airports, so to say have a lot of role to play in Nigeria economic and tourism recognition around the world. Nigeria has about four major international airports including that of Akanu Ibiam International Airport in Enugu and Margaret Ekpo International Airport in Calabar.

This research work will be explored and limited only to the International airports in Port Harcourt and Lagos. The work will focused mainly on their operational activities, organizational structures, functions, their relationships with tourist and other organizations, present condition, statistics, problems encountered as well as their future. The aim is to ascertain the level of disparity between the two airports and their contributions to the growth of tourism in Nigeria. The roles of Federal Airport Authority of Nigeria (FAAN), the Nigerian Civil Aviation Authority (NCAA) and the Nigerian Airspace Management Agency (NAMA) will be explored to ensure their commitment in the airport and the aviation sector in general.

1.7 Limitations of Study

There were some limiting factors that directly or indirectly affect the conduct of any research work which in turn affect the report results. Some of the factors which limited my work to some extent are as follows:

Financial limitation is one of the major problems the researcher encountered during this research considering the distance from school to the study areas. Particularly in Lagos where the incessant traffic jam almost posed a hindrance which led to the use of private taxi which is quite on a high side.

The issue of security challenges facing the country recently, posed another major problem faced during this research. The researcher was not allowed in the apron and tarmac of both airports during the research. The issue of poor documentation especially with regards to the history of the Port Harcourt Airport at the airport posed another major concern to the researcher as there was no vivid record with regards to that.

Finally, taking of photographs was hindered to some extent because of the on-going remodeling work, and the present security situation at these airports under study. There was also a problem of snapping some informants. However, despite the above limitations, the researcher was able to obtain information for the understanding of the research work.

1.8 Clarification of Terms/Concepts

A critical examination of this research work shows that certain terms/concepts were used more often and on them hinges a greater part of the write-up. Therefore, clarifying them is necessary because it will enable the reader to absorb and comprehend easily the content of this work. These terms are travel, air travel, transportation, tourism, and airport.

a. **Travel:** This is the undertaking of a journey or trip from one place to another. Ashamu (2007:21) regard travel as the movement from the usual place of residence to another irrespective of the motive for travel. T9ravel is the act of going from one place to another. There are two types of travel: domestic and international travel. Domestic travel relates to trips within oneôs country while the international travel relates to trips from oneôs country to another with the aim not connected with recreation and tourism activities (Ashamu 2007:21).

Travel is also the movement of people between relatively distant geographical locations, and can involve travel by foot, bicycle, automobile, train, boat, airplane, or other means, with or without luggage, and can be one way or round trip. This also can include relatively short stays between consecutive movements. Motives to travel include pleasure, relaxation, discovery and exploration, as well as getting to know other cultures. Travel may also be local, regional, national or international and it is important to take precautions to ensure travel safety when travelling. These precautions may include knowing the condition of the mode of transportation system you want use.

b. **Air travel:** This is simply the travel that is made via aircraft. It includes the different stages prior to the journey which ranges from making choices of the flight or airline to board, the booking of the flight as well as obtaining the ticket. From checking-in and obtaining the boarding pass which allows the passenger entrance to the booked aircraft or flight that he or she would fly in. Air travel is probably the most important transport innovation of the twentieth century (Cooper et al, 2005:480). It has managed in the past few decades to gain a very significant share of the transport market, especially for movements over 500 kilometres. Air travel is a

form of travel in vehicles such as airplanes, helicopters, hot air balloons, blimps, gliders, hang gliding, parachuting, or anything else that can sustain flight. Air travel can be classified into two general classifications which are: national/domestic and international flights.

Flights from one point to another within the same country are called domestic flights while flights from a point in one country to a point within a different country are known as international flights. Air transport is by far the most effective transport mode (Rodrigue, 2013:416).

c. **Transportation:** The act of moving something from one location to another is called transportation. Ekechukwu (2006:152) regard transportation as an essential component of the tourism product and in fact one of its vital elements that enables people to travel to their destination as well as move around their destination. There are four major modes of transportation: road, rail, water, and air. Each mode of transportation has had a significant impact on tourism development in any given part of the world. Transport is acknowledged as one of the most significant factors to have contributed to the international development of tourism (Holloway, 2006:303). It forms the focal point for tourist activity in the case of cruising and holidays that contain a significant component of travel. However, each mode of transport has its own infrastructure, vehicles, operation and has unique regulations as well as a separate environment. Walker and Walker (2011:14) added that tourism in the past developed with each new mode of transportation. First came the preindustrial time, and then later came trains, ships automobiles and airplanes. In this light, transportation is simply the movement of people or thing from the original place to another with the aid of several modes transport system.

Air: Air transport is the second fastest method of transport after space travel. Airplane is a heavier-than-air craft where movement of the air in relation to the wings is used to generate lift. Two things necessary for aircraft are air flow over the wings for lift and an area for landing. However, majority of them need an airport with an infrastructure that will enable their landing and taking off, refueling, cargo,

restocking maintenance, loading, cargo and passengers luggage. Terminal facilities are of great importance to air transport.

Road: The most common road vehicle is automobile, a wheeled passenger vehicle that carries its own motor. A road is an identifiable route through a city or village and can be named as streets, serving a dual function as urban space easement and route. According to Walker and Walker (2011:19), the internal combustion engine automobile was invented in Germany. The idea for automobiles emerged from steam engines in the late 1880s, when Karl Benz and Gottlieb Daimler built a factory for internal combustion engines, which is now Mercedez-Benz. Other users of road, include buses, trucks, motorcycles, bicycles and pedestrians.

Water: Water transport is often times overlooked as a result of the slow movement and the dominance of air travel and other mode of transport. However, it is certainly the process of transport where a watercraft, such as a barge, boat, ship or sailboat, cross over bodies of water like river, sea, ocean, lake among others. Though most of them are slow, but there are modern sea transportation which are highly effective method of transporting large quantities of non-perishable goods. Transport by water is significantly less costly than air transport. Within the water-based transport sector, there are three main forms of transport that can be identified: cruising, ferries, and pleasure craft (Page and Connell, 2006:161).

Rail: Rail transport is a means of transport used to convey people to different destinations of their choice. In rail transport, there are different types of classes depending on the train fare of your choice. It is much faster than road transport. As the railways developed, travel organizers began to offer excursions. The first of these was in England where, in 1841, Thomas Cook arranged for 570 passengers to travel round-trip between Leicester and Loughborough. The success of this venture encouraged him to arrange similar excursions using chartered trains (Walker and Walker, 2011:16).

d. **Airport:** Airport according to Singh (2007:24), is the gateway to the nation, and is the first point of contact for the tourists, and projects the country state of technological development, its culture, the national aspirations and much more. An

airport is a location where aircraft such as fixed-wing aircraft, helicopters, and blimps take off and land. It consists of at least one surface such as a runway for a plane to take off and make their landing. It also has other facilities such as control towers, hangers and terminal buildings. Most airport names include the location, while many are named after a public figure, commonly a politician, or a prominent figure in an aviation history of the region. According to Graham (2001:1) airport is an essential part of the air transport system. They provide all infrastructures needed to enable passenger and freight to transfer from surface to air modes of transport and allow airlines to take off and land. The basic airport infrastructure consists of runways, taxiways, apron space, gates, passenger and freight terminals and ground transport interchange. The terms aerodrome, airfield, and airstrip may also be used to refer to airports. In colloquial use, the terms airport and aerodrome are often interchanged. In fact, airport is simply a place where various kinds of activities relevant to travelling, including airplanes of various kinds takes off and land at a stipulated time. However, there are different types of works that take place at the airport which include: airport operations which consist of air traffic control, ground control, traffic pattern, navigational aids, taxiway signs, lighting, weather observations, and safety management. Other ones include the airport ground crew and airport security. Conclusively, airport is simply a place where airplanes takes off and land, with other facilities like control tower and hangars providing adequate help for the smooth running of the activities.

e. **Tourism:** This entails a short term movement of people to destinations out of their places of usual domain for any activities other than occupations, remunerated from within the destination visited, for not less than 24 hours and not more than one year. Okpoko and Okpoko (2002:21) see tourism simply as any temporary movement of people, either individually or in groups, from one place to another for specific tourism purposes. It is thus a complex and persuasive phenomenon. It touches all aspects of man and society ï be they social, political, economic, cultural, historical or physical environment. However, while the United Nations World Tourism Organization (UNTWO) states that tourism comprises the activities of

persons travelling to, and staying in places outside their usual environment for not more than one consecutive year for leisure, business, and other purposes, the WTO International Conference of Travel and Tourism in Ottawa in 1991 which reviewed, expanded, and developed technical definitions stated that tourism comprises: the activities of a person travelling outside his or her usual environment for less than a specified period of time and whose main purpose of travel is other than (the) exercise of an activity remunerated from the place visited (WTO 1991in Page and Connell 2006).

McIntosh and Goeldner (1986) in Ezeah (2002) see tourism as the sum of the phenomena and relationship arising from the interaction of tourists, business suppliers, host governments and host communities in the process of attracting tourists and other visitors. Williams and Shaw (1988) cited in Page and Connell (2006) observed that the definition of tourism is a particularly ôarid pursuitô but important if one is to understand the nature, scope, impact and magnitude of global tourism. Having noted all this, I can now add that tourism in a nutshell, is the motivated travelling of a person from his or her usual resident for not more than 72 hours to another place for sightseeing, education or other values relevant to life.

CHAPTER TWO
LITERATURE REVIEW

It is important to describe an overview of what literature review is all about. Literature review is an account of what has been published on a topic by accredited scholars and researchers. Thus, literature review is a critical analysis of available literature on the subject matter in order to establish gap(s) in knowledge that justifies the study (Okpoko and Ezeh 2011:9). However, this chapter has three subdivisions designed to treat theoretical literature which is aimed at discussing the theory to be used, empirical literature deals with case studies on the related topics, and theoretical orientation finally deals with relating the theories to my work.

2.1 Theoretical Literature

The theoretical literature focuses on tourism ï related theories required in scientific investigation or research. Theory by definition is a set of ideas which provides explanation for something (Haralambos 1980:52). A broad definition is given by Kerlingier (1973:8), referring to theory as a set of interrelated construct (concepts) definitions and propositions that present a systematic view of phenomena by specifying relation among variables with the purpose of explaining and predicting phenomena. Theory in a nutshell is not an end in itself, rather a means to an end. It is the inevitable tool which facilitates research work as ñno research can be conducted without an underlying theory or model (Igbo and Okpoko in Okpoko 2006:12).

According to Scott and Marshall (2005:662), the theory embraces a set of interrelated definitions and relationships that organize our concepts of understanding of the empirical world in a systemic way. However, three different theories will be used to approach this work. They are: system theory, modernization theory, and the development theory.

2.1.1 Systems Theory

A systems approach to tourism is based upon general systems theory first suggested by Ludwig von Bertalanffy in the 1950s. He defined a system as ña set of

elements standing in interrelation among themselves and with the environments (Walker and Walker, 2011:7). However, various other definitions has been applied and developed by scholars using a system framework. Boulding (1956) opined that general theorists seek a body of systematic theoretical construct that integrated the general relationships in the empirical world. According to Redman (1973:16), system is a functioning set of elements that are interrelated which is a clear indication that changes in one affects the other. The elements (variable) must by systematically articulated and regulated in some manner. This involves some form of steady state feedback (**homeostatic**) mechanism. However, to be effective and efficient a system needs a feedback mechanism that can ascertain whether the outputs of the system are what they should be. If not, a system should have the ability to adjust its inputs or processes to improve the outputs.

While Buckley (1973:17) defined a system as ña continuous boundary-maintaining variously related assemblage of parts and it is not to be confused with the structure or organization its components may take on any particular time. Doswell and Gamble (1979:7) opined that a system is involved in some sort of conversion process-system to do ósomethingô. This is a very useful property when it comes to distinguishing the boundary between one system and another. According to Leiper (1990), cited in Page and Connell (2006:9) a ósystemô can be defined as a set of element or parts that are connected to each other by at least one distinguishing principle. In this case, tourism is the distinguishing principle which connects the different components in the system around a common theme (Page and Connell, 2006:9). Eze-Uzomaka (2007) is in agreement with Doswell and Gamble (1979:7) that the function of any system is to convert or process energy, information or materials into a product or outcome for use within the system or outside of the system, the (environment) or both. Actually if a system is to survive it must save some of the outcome or product to maintain the system. A systems approach according to Leiper (1990:10) identified the following elements of a tourism system: a tourist; a traveler-generating region; tourism destination region; transit routes for tourists travelling between generating destination area and the travel and tourism

industry (e.g. accommodation, transport, the firms, and organizations supplying services and products to tourists). Transport forms an integral part of the tourism system, connecting the tourist generating and destination regions, represented in terms of the volume of travel. Thus, a tourist system is a framework which embodies the entire tourist experience of travelling (Page and Connell, 2006:10). This approach, however, enable one to understand the entire process of tourist travel or movement from both the supplierôs and the purchaserôs perspectives (supply and demand) which entails the whole processes in air travel and tourism.

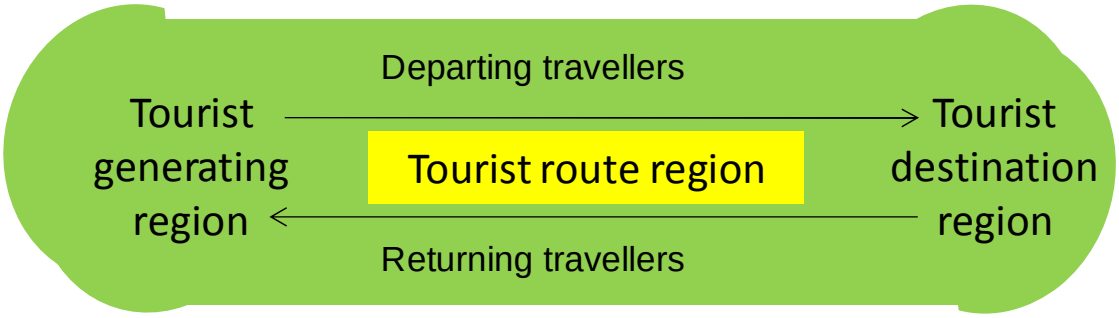

Fig 1: Leiperôs tourism system

Source: Adapted from Page and Connell (2006:10)

Systems theory is characterized as follows:

- A system is greater than the sum of its part, requires investigation of the whole situation rather than one or two aspect of problem. Mistakes cannot be blamed on one person rather a system analyst would investigate a subsystem and look for opportunities to make correction in the process used;
- Though each sub-system is a set contained unit, it is part of a wider and higher order;
- The portion of the word studied system must exhibit some predictability.
- The central objective of a system can be identified by the fact that other objectives will be sacrificed in order to attain the central objectives.
- Every system living or mechanical is an information system, must analyze how suitable the symbols used are for information transmission.

- A highly complex system may have to be broken into subsystems so each can be analyzed and understood before being reassembled into a whole.
- A system is a dynamic network of interconnecting elements, and a change in only one of the elements must produce change in all the other.
- An open system and its environment are highly interrelated.
- When subsystems are arranged in a series, the output of one is the input for another therefore; process alteration in one requires alteration in other subsystem.
- All system tends toward equilibrium which is balance of various forces within and outside of a system.
- To be viable, a system must be strongly goal-oriented, governed by feedback and have the ability to adapt to changing circumstance (Eze-Uzomaka, 2007) cited in Ugwu (2008:15).

However, these airports are made up of series of interacting system and what the system need to do in order to continue to survive is to work closely, as an integrated whole as well as not neglecting any sub-systems. Therefore, the most important role of the FAAN ï the Federal Airport Authority of Nigeria is to make sure that every international airport in the country should meet the standard of any international airport in the world. Hence, the prospect of international tourism is hinged on the development of our international airports.

Tourism system consists of several interrelated parts working together to achieve a common purpose. The following reasons for systems approach in tourism are:

- To emphasize the interdependency in tourism; the tourism system is like spiderôs web ï a touch in one part and all are felt throughout the system.
- The next reason is because of the open system nature of tourism. Tourism system is dynamic and constantly changing. New concepts are always arriving in tourism like ecotourism, cultural tourism, among others.
- Another reason is the complexity and variety in all aspects of tourism. For example, there are thousands of specialized tours and packages available for travelers today.

However, fig 2 explains the holistic interdisciplinary approach in the tourism system by Walker and Walker (2011:9). This theory however is important to this research because it will enable us to understand the holistic nature of the aviation sector and tourism industry at large. Which simply means that if proper measures are not adopted in all sectors concerned, then the entire industry will be affected and lose its place not only in the country but also in the continent and globally.

Fig 2: Diagram showing a Tourism System Model Showing the Interdependencies among the Various Elements

Source: Adapted from Walker and Walker, 2011:9.

2.1.2 Modernization Theory

Modernization theory consists of a variety of perspectives; namely economic, psychological, and technological considerations (Okpoko and Igbo, 2006:16). They emphasizes that in spite of the varieties, modernization theories draw heavily from the ñtraditional-modernityò distinctions of the founding fathers of sociology that saw society from an evolutionary perspective. Modernization theory is a ground theory encompassing many different disciplines as it seeks to explain how society progresses, what variables effect the progress, and how societies can react to that progress. It is a theory used in explaining the process of modernization within societies. It also looks at the internal factors of a country while assuming that, with assistance, ñtraditionalò countries can be brought to development in the same manner more developed countries have (en.m.wikipedia.org/wiki/modernization).

Everything ñtraditionalò is seen as archaic, out of time and unhelpful and to belong to the Third World, while everything ñmodernò is the in-thing and said to belong to the West (Foster 1986) cited in (Okpoko and Igbo, 2006:16). They opined that Third World countries are therefore advised to do away with their traditional values and characteristics which are obstacles to development and embrace modern values, if they want to develop.

According to Inkes and Smith (1974) in Okpoko and Igbo (2006:18), they argued that modern people have the following characteristics:

- Ready for new experience and open to innovation.
- Emphasize things other than immediate interest.
- Interested in science and modern medicine.
- Ambitious for themselves and their children.
- Interested and active in community affairs and politics.
- Punctual at meetings, opportunities and able to plan activities in advance
- Aware of the dignity of others.

- Believe in distributive justice.

Modernization theory not only stresses the process of change but also the responses to that change. It also looks at internal dynamics while referring to social and cultural structures and the adaptation of new technologies. New technologies often bring with them advancements in all spheres of life and are a major source of social change (http://en.m.wikipedia.org/wiki/modernization). According to Lyle (2012:1) over half of international tourist arrivals globally are now by air with much higher proportions for long-haul. This suggests that mass tourism could not have developed without air travel. Walker and Walker (2011:455) opined that in 2012, total passenger traffic between the United States and the rest of the world was projected to reach 1billion flight annually. This is as a result of modernization which has led to the different sizes of Boeing jets in recent times.

At the same time, modernization theory looks at the positive benefits of nations modernizing. Societies that modernize tend to move towards more free and open systems of government like the British, greater equality between genders, religions and races, and more invested in general and also considered as a whole. This is an indication that with all these modern facilities in place in Murtala Muhammed International Airport as well as in Port Harcourt, Nigeria has moved a step further to development. However, internal situations in societies immediately affect the process of modernization. A state in which favorites are rewarded and governmental corruption is prevalent causes the state to suffer in terms of modernization. This can repress the stateôs economic and resources to flow out to other countries with more favourable investment environments. Such mechanisms show the process of modernization and lead to the need to sort out internal conflicts so as to aid the process of modernization (en.m.wikipedia.org/wiki/modernization). This is referred to as ñState theoryò under the modernization theory. The State theory essentially implies that in order for modernization to grow and for societies to become more developed, the state must be tamed and power to arbitrarily seize private property curtailed. This theory has in one way or the other affected the remodeling and renovation of Port Harcourt International Airport during the half year of 2006 till

date. Modern facilities that are supposed to start working for the comfort of tourists and passenger are taking longer than necessary. Supporting the internal modernization of this airport is therefore needed by the Federal Government of Nigeria.

However, the Murtala Mohammed International Airport (MMIA) and the Port Harcourt International Airport (PHIA) are currently putting in place modern facilities that will give comfort to air travelers. These modern facilities when finally installed and properly managed will definitely attract international tourists/visitors in the country. For instance, a set of new baggage carousels with variable speed required for modern aviation business are now installed at the MMIA at the ñDò wing and also three new carousels installed at ñEò wing with a projection of similar installation for other existing wings. This actually entails that modernization refers to a model of an evolutionary transition from a pre-modern or traditional to a modern society.

2.1.3 Development Theory

Development theory can be referred to as a process which involves growth and improvement in a society. It is simply an act of improving and expanding in a society. Development like modernization has become the orienting principle of our time. Countries that are seen as modern are also seen as developed, and that means that they are generally more respected by institutions such as the United Nations and even as possible trade partners for other countries. The extent to which a country has modernized or developed dictates its power and importance on the international level.

Development theory is a conglomeration of theories about how desirable change in society is best achieved (www.wikipedia.org/development_theory.com). Development itself connotes changes that entail movement or transformation from one stage of growth to another. Development involves activities that bring about transformation. Hence, all over the world, there have been dynamic activities which aim at transforming the various societies or accentuating growth. In societies, these

transformations have been achieved through the harnessing of resources. However, it is pertinent to know that, the transformation and remodeling of our airports across the country is indeed a developmental process which will make our aviation sector to receive international recognition.

According to Joham (2003:10), development enhances a nationôs foreign exchange earnings, creates sustainable jobs, encourages the growth of tourism-based enterprises, promotes infrastructural development, accelerate rural-urban integration, promote even development and foster social-cultural transformation. Development theories are essential to tourism research because they appreciate and explain contemporary tourism in developing countries from the point of view of dependency and domination. Though development may mean different things, but it is generally associated with positive social changes which can be sudden or gradual advancement to something that is better than the former or present. Thus, these are evident in the remodeling projects going on in both MMIA and PHIA.

There is economic development, political development, social development, community development, tourism development among others. With every sphere of life having its own conception of development, the most important issue is that, development means a better state of affair, growth, progress, and development. Apart from the economic approach to development, the social development approach is concerned with the welfare of the people in the society striving for development. It tends to take into consideration the physical quality of human beings in the society in order to have a healthy and wealthy nation through the care of the environments and life expectancy of the people. It is then pertinent to say here that, the present transformation agenda action carrying out by the Nigerian aviation ministry in MMIA, and PHIA, will ensure growth in the sector and give Nigerians especially air travellers good reasons to fly. NIMET, FAAN, NAMA, NCAA, and other parastatals are working towards achieving a healthy and safety operations both in landing and taking off as well as in air safety.

On the other hand, the major thrust of the approach according to Okpoko and Igbo (2006:14) is on the provision of the ñbasic needò of the people ï food, shelter, and clothing as well as other essential services. However, these other essential services encompasses the total renovations and remodeling taking place at the MMIA and PHIA which could be termed as a ñnew experienceò that awaits air travelers at these two airports. The MMIA terminal which will have a total of 24 immigration counters and 20 security screening points will enhance passenger facilitation at the terminal including the accommodation, eatries, pharmacy shops, and shopping centres are all part of the development process. The aviation sector has embarked on this great sustainable development with the transformation agenda in progress to help expedite things.

Lastly, in this twenty-first century, almost every developing country of the world is adopting one development strategy or the other in order to achieve transformation. According to the World Travel and Tourism Council Reports (2000) the tourism sector has been the worldôs fastest growing economic sector over the years and is rated as highly labour intensive industry, its potential to facilitate sustainable national development.

Hence, in the context of this work, this theory is important to help us assess the recent development going on at the airports and know the future of aviation sector with regards to the countryôs development and the growth of tourism in Nigeria. Thus the installation of modern facilities in various terminals of both Lagos and Port Harcourt will provide Nigerians and visitors with modern and luxurious airports in future. This, however, has made development to be regarded as wider ideal, but without this economic enhancement, countries will be increasingly forced to rely on international aid to support development efforts.

2.2 Empirical Literature

Until recently many researchers have shown interest in the area of air travel and tourism as well as in transport and tourism from different research perspectives. They have carried out numerous researches and observations to study and ascertain

their importance to tourism. However, their findings and suggestions are reviewed in this work, with the intent of showing how the previous research relates to my own research findings and problems as well as their importance, comparisons and making evaluations.

2.2.1 The Air Transport in Nigeria

Ekechukwu (2006:159) discussing the air transport in Nigeria, opined that air travel within Nigeria has expanded and improved tremendously since independence; with the rising demand for both domestic and international air travel in Nigeria, a number of indigenous carrier have come into operation.

Holloway (2006:303) has it that air travel, in particular, over the past four decades has made medium-and long-range destinations accessible on both price and time, to an extent not previously imaginable. In doing so, it has substantially contributed to the phenomenon of mass-market international tourism, with all the economic and social benefits and drawback that has entailed. This means that the development of air transportation has aided the growth of tourism.

2.2.2 Environmental Impact and Air Travel

However, the words of Page and Connell (2006:375) in environmental impact and air travel opined that, over one billion people (one fifth of the worldôs population) now travel by air. They emphasized that the damage caused to the environment starts before the aircrafts even takes off. Therefore, airports require substantial tracts of land in order to operate safely and efficiently. On the other hand, this is compounded when one considers the following figures for air travel in the UK discussed by (Page 2005:375) that during 1970-2002, air travel rose from 32 million to 189 million passenger and that by 2020 there will be 350-460 million passenger. Page further commented that one of the most neglected and poorly understood areas of tourist travel is the role and significance of terminal facilities. This actually implies that the terminal facilities renovations taking place at both MMIA and PHIA will increase the influx of tourists in the country especially the international tourists.

2.2.3 Transport as a Component of the Tourism Product.

Cooper et al (2005:480) considering transport as a component of the tourism product argued that normally, ground services and the terminal facilities are much more advanced and sophisticated than for any other mode. They added that the quality of services and the comforts offered on board have introduced new industry standards for other modes of transport.

Walker and Walker (2011:455) focusing on air transportation added that hotels, car rental agencies, and even cruise lines depend heavily on airplanes for profits. With this it is no doubt to believe that the industry growth is expected to continue in the future, thus additional security measures both in the airports and on board should be adequately guaranteed. This means that the 24 immigration counters and 20 security screening points at the MMIA will enhance passenger facilitation at the terminal. This is an indication that Nigerian aviation ministry has finally taken the right step in protecting lives and properties of tourists at the airport which serves as a gateway or first point of contact to visitors especially the international ones. The installation of carousel at the airports which is able to handle even the arrival of five international flights, is an indication that the ground services have measured to that of international standard but sustainability and maintenance is of utmost important.

Furthermore, Walker and Walker (2011:434) succinctly believed that the development of air travel is closely linked to the growth of the travel and tourism industry. They argued that in the short space of 70 years, it has brought the world together. Air travel has made it possible to build great resorts on remote Island and has broadened the horizons of hundreds of millions of people. While Cooper et al (2005:480) argued that air transport is the most expensive mode of transportation, especially for the short-haul routes say in Europe, where an economic cruising speed cannot be achieved, Walker and Walker (2011:455) emphasized that it has become an integral factor in the travel and tourism industry. They added that it has created ways to do business smarter. Airlines now fly customers and tourists through connecting cities to utilize their fleets more efficiently and they have developed

partnerships with smaller carriers to help create a more affordable product. Though the various researchers are true about their findings on air travel and its importance to tourism, there is need for the Nigeria aviation sector to improve through sustainability and maintenance of modern facilities and activities in our airports. This is because, in recent times, the Nigerian air space has recorded 10 air crashes in 20 years, at an average of 1 every 2 years.

2.2.4 The Past, Present and Future of the Changing Airport Environment.

Freathy (2004:106) in considering the past, present and future of the changing airport environment opined that airports have continued to remain the primary link in the development of countryôs business and tourism economy. Freathy believed that airports are not only seen as model interfaces but also as leisure attractions and primary destinations in their own right in the past. According to him, travelling passengers have been viewed as potentially lucrative revenue streams and have been targeted with co-ordinated commercial offers. Faoseke (2000:51) argued that Nigeria can develop its aviation and tourism industry to generate revenues higher than what is gotten from oil today. This means that the transformations in both MMIA and PHIA will increase the influx of international passenger sooner as a result of the modern terminal facilities that are being put in place.

For this reason, Freathy (2004:105) believed that recently, airports have undergone significant changes as political, economic and social factors have reshaped their structure and operations. Hence, there is now increase in travel propensity globally. For instance, he opined that in 2000, about 80 million passenger passed through UK airports, and it has been forecasted that by 2030, there will likely be an increment to 400 million and 600 million. This can be attributed to the high level of customer satisfaction and services rendered at their airports. Though the work was centered on UK and the changing airport environment, it is instructive that Nigeria can attain such height if the right things are put in place or done as well as be maintained.

Lyle (2012:1) considering the international tourism and air passenger transport in Carribean opined that over half of international tourist arrivals globally, are now by air with much higher proportions for long-haul and island destinations. He emphasizes that international air passengers are predominantly tourists. The words of Ohaeri (2013:4) looking at developing air transport and tourism in Africa, has it that air transport and tourism complement each other and essentially need to work more closely for mutual benefits and greater impact on the African economy. Such synergic co-existence could provide added incentive for policy-makers to provide robust environment for operators in both sectors to flourish.

The above reviews have shown that a growth in the travel industry means a concomitant growth in the tourism sector. It is at the same time daring that the developed countries of the world are really reaping the dividend that accrues from tourism and air transport. What is needed for Nigerian aviation sector is to borrow a leaf from these developed countries ahead of its counterparts and hence a boost to tourism industry. Another notable fact about the review is that they were all channeled towards air transport and tourism industry, to know the correlation and statistical figures but none did a comprehensive work at the comparison of different airports for analysis of the facilities, operations, and services, hence this work will fill that gap.

2.3 Theoretical Orientation

Theoretical Orientation simply entails relating theories already discussed to your work. According to Okpoko and Ezeh (2011:11), theoretical orientation is a relative emphasis in theory. It is concerned with how a theory is applied in a research and the rationale behind this. However, the theories of interest discussed earlier will be analyzed and explained in the findings of this work.

A systems approach is used because of the interrelated nature of the aviation sector. One of the important things to remember about the tourism system is that if something happens in one area, it will likely cause an effect in another area. This is

quite evident in the operations of the air travel and tourism which suggests a holistic approach to tourism.

A systems approach to air travel and tourism as well as the airports under study includes the local communities, the environment, effects on the parts of ticketing, ground facilities, aprons, runways, airlines, and passenger. It has been said that when we try to pick up anything by itself, we find it is attached to everything in the universe. This simply means that tourism generally involves notably open system, so environmental interactions are a major interest in air transportation. However, if the environment is not conducive it affects the weather conditions which invariably affect operations of any airline in the airport. This also will affect the passenger or tourist who has one commitment or another to catch up with. Port Harcourt International Airport during the period it was shut down for repairs in 2006 indicates a typical example of how a system works and how each section depend on each other for a maximum feedback. Hence no cohesion existed at the airport at that time which made the environment no longer conducive for passenger who then chose to fly from Sam Mbakwe Airport and Akanu Ibiam International Airport respectively.

The search for cohesion means attempting to understand how the parts are arranged and how they function in combination as a system. Thus, a technical problem on the aircraft definitely will affect the issuing of ticketing to tourists, reduce the number of passenger, affect the ground operations and as well affect the airport. This, also in one way or the other affects the economic success of the country. In fact, once there is malfunctioning of a particular system or sub-system at the airport, it definitely affects the holistic nature of the aviation sector. On the other hand, the Port Harcourt International Airport and Murtala Muhammed International Airport are represented as a system which when adequate inputs are put in place, will yield various kinds of output that will boost the aviation sector in Nigeria.

In relating the modernization theory to this work, it is pertinent to note that, modern facilities at the Port Harcourt and Lagos airports, the remodeling of terminals will reduce stress to both domestic and international tourists in the

country. The new technologies installed will facilitate operations and expose the Nigerian aviation sector to a wider global audience. The need of modernization in the airport was to meet the international standard and to promote the countryôs image considering the number of air mishaps that has taken place in the country. However, airports should not just be a place where airplanes land and take off but should provide some economic impetus to the country. So, the modern facilities will enhance its economic values and promote financial status and also increase the influx of international tourists in the country. It will also expedite the functions of several old facilities in the airport and also change the behaviour of several Nigerians in the country and thus makes the environment quite conducive.

The drive for change has seen an evolution from old faces of our airports to new faces. Consequently, the drive for modernity in MMIA and PHIA will transform air travel and tourism into an efficient, profitable, self-sustaining, secure, and comfortable industry. These changes of modern facilities will enhance the performance of these airports and also airlines and ensure effectiveness as well secure aviation environment now and in the future.

Lastly, the development theory was used to show the drive for change and it focuses on the modern facilities that have been in place which were not previously there. In fact, the craving for development in Nigeria could actually be attributed to the modern facilities in the airports. It has been reiterated that countries that are seen as modern are also developed, and this means that, they are generally more respected by institutions and other countries around the world. However, there are current development in both Murtala Muhammed International Airport and Port Harcourt International Airport. The airports now have cargo, hotels, petrol stations, cinemas, conference centre, and even a couple of housing complexes, to create an economic hub and boost economic activities. This will definitely maximize the impact of the airports and bring Nigeriaôs development to a wider global audience.

Most importantly, the social development approach which is concerned with the welfare of the people in the society should be highly maintained because it tends to take into consideration, the physical aspect of life of human beings in a society. The

economic and political development, as well as the community development should also be considered to create room for a more sustainable development. Additionally, to have a long lasting development in the airports with regard to these modern facilities and installations, there should be room for adequate maintenance of these facilities now and in the nearest future. It will be fascinating to see that the development will find its place in the countryôs futuristic international airports across the globe.

CHAPTER THREE

BACKGROUND INFORMATION

This chapter examines the geographical location of the study areas, as well as their climate and vegetation. The socio-political, economic, and cultural activities of the study areas will also be examined. However, the chapter is divided in two sections, A and B, thus Lagos will explored in A while B is Port Harcourt for a perfect flow. It will also look at the history of air travel.

Section A:

3.1(a) Geographical Location of Lagos.

Lagos Airport

The Murtala Muhammed International Airport (MMIA) is situated in the suburb of Ikeja, 22KM (14 miles) NorthWest of Lagos. It lies between latitude $6^0$34ø38ò N and longitude $003^0$19ø16ò E. The airport is the major airport serving the city of Lagos, south-western Nigeria and the entire nation. Its International Air Transport Association (IATA) code is LOS, and the International Civil Aviation Organization (ICAO) code is DNMM (Ogundolapo, 2009:33).

Sitting on hundreds of hectares of landmass sandwiched between Ikeja, Agege, Shasha, Ejigbo, Mafoluku, and Oshodi communities in Lagos State, the Murtala Muhammed International Airport remains the busiest airport in Nigeria. The airport used to be far away from the city of Lagos in fact, it is 8KM north of the city but because of the phenomenal growth of Lagos in the last 20years, the airport is now right inside the bubbling commercial nerve centre of Nigeria. The headaches of urbanity notwithstanding, the airport continue to respond positively to threats of mass movement of people and material in and around the airport (Ogundolapo 2009:53).

Additionally, Lagos State being a former capital and the nationôs leading commercial hub is a haven for migrant, wage workers, and business people. Lagos state has a landmass of about 3,577 square kilometers with about 787 constituting lagoons, swamps, marches and creeks. It is regarded as the smallest state in the country; however, it has the highest population density in the nation.

Lagos State is located in the southwestern part of Nigeria and lies between latitude $6^0$2ô N to $6^0$2ô N and from longitude $2^0$45ô E to $4^0$20ô E. It occupies an area of just 3,577Km^2, 22% (or 787Km^2) of which consists the lagoons and creeks. It shares its boundaries with Ogun State in the north and east, the Republic of Benin to the west, and has 180Km of Atlantic coastline to the south.

Lagos is situated in one of the few gaps in the 200Km-long sandbar that stretches from Benin to the eastern side of Lagos State. It lies in a swampy mangrove zone and is entirely flat, with no natural point being any higher than a metre or so above section of the mainland spreading out in all directions. The waters of Lagos lagoons stretches from a few hundred metres to 15Km across, and in recent years landfills in the lagoons have been used for urbanisation. The city, basically is a collection of Islands that are connected together and to the mainland by long bridges, similar to Manhattan in New York City (Williams, 2008:109).

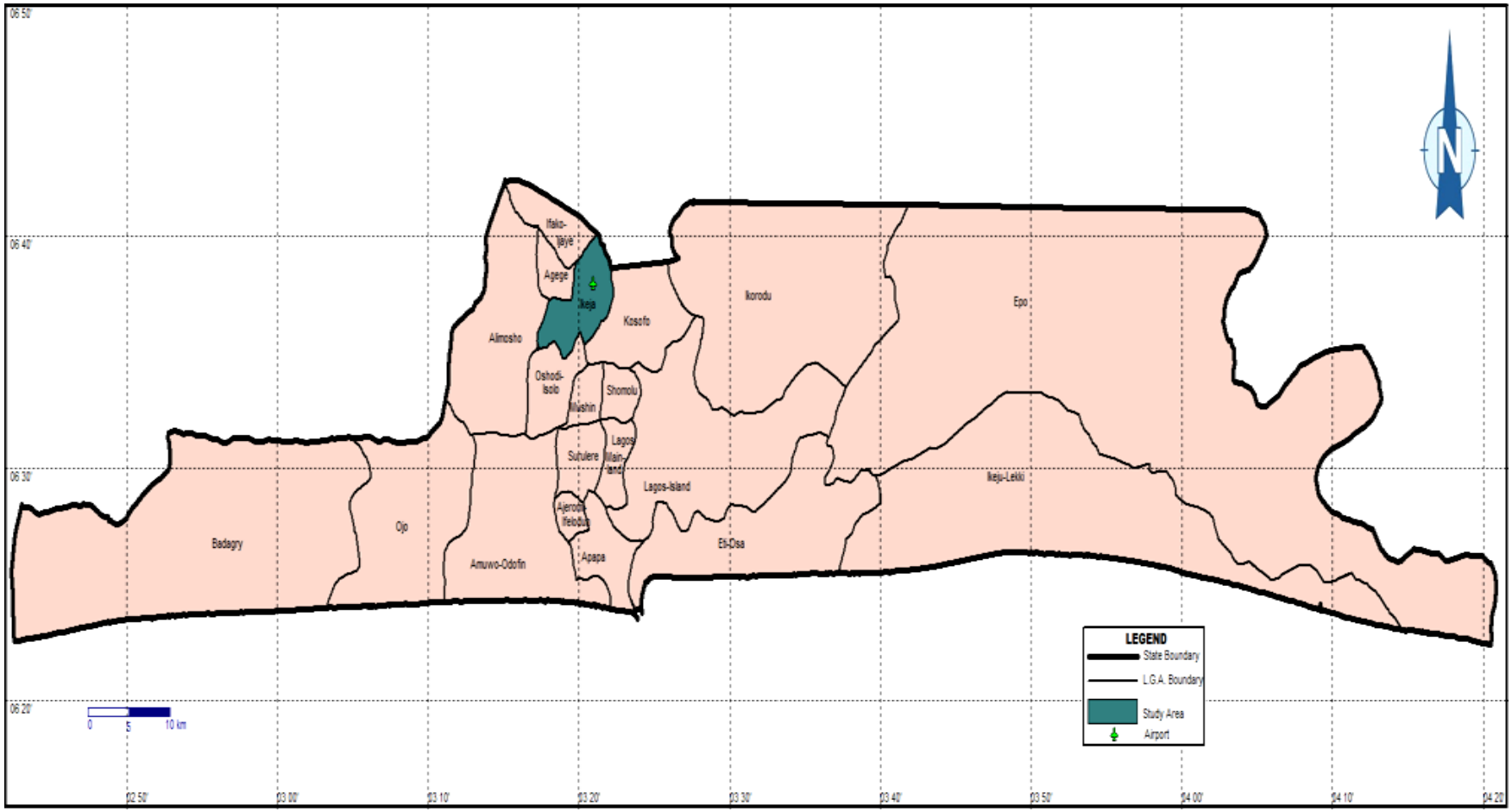

Fig 3: Map of Lagos State showing Murtala Muhammed International Airport.

3.2 (a) Climate and Vegetation of Lagos

Climate:

Lagos has a tropical wet and dry climate that borders on a tropical monsoon climate. Lagos experiences two rainy seasons, with the heaviest rain falling from April to July and a weaker rainy season in October and November. There is a brief relatively dry spell in August and September and a longer dry season from December to March. Monthly rainfall between May and July averages over 400 mm (15.7 in), while in August and September it is down to 200 mm (7.9 in) and in December as low as 25 mm (1.0 in). The main dry season is accompanied by harmattan winds from the Sahara Desert, which between December and early February can be quite strong. The highest maximum was 37.3 degrees Celsius and the minimum 13.9 degrees Celsius). During the wet season months, the southwest winds prevail as the front moves to the north. But as from October when the front moves southwards, the northeast wind sweep in the dry season. Lagos State, however, experiences predominantly southwesterly wind and sea breezes all year round (http://en.m.wikipedia.org/wiki/lagos).

Vegetation:

Vegetation simply defined, is the plant cover of the earth consisting of assemblages of plants. Together with physiography, it constitutes the most observable element of the landscape. Vegetation expresses and reflects environmental conditions particularly climate.

Two main vegetation types are identifiable in Lagos State: Swamp Forest of the coastal belt and dry lowland rainforest. The Swamp forests in the State are a combination of mangrove forest and coastal vegetation developed under the brackish conditions of the coastal areas and the swamp of the freshwater lagoons and estuaries. Red mangrove (sometimes attaining heights of 592meters), as well as mangrove shrubs,

stilt-rooted trees with dense undergrowths, raffia and climbing palms are characteristics of the swamp forest zone. Of course, on the seaward side of this zone, wide stretches of sand and beaches exist. Although a small amount of pit props and fuel material emanate from the swamp forest zone in Lagos State, it is of no significance in the Lumber economy of Nigeria.

Plate 1: Picture showing vegetation of Lagos.

Lying to the north of the swamp forests is the lowland (tropical) rainforest zone. This zone which stretches from the west of Ikeja through Ikorodu to an area slightly north of Epe area of the State where such economically valuable trees as teak, *topicchiton, seletrocylon* (Arere), *banclea, diderrichil* (opepe), and *terminahia* (Idibgo) are to be found. The creeks, lagoons, and rivers act as arteries which carry huge quantities of logs from outo-state sources to Lagos (www.onlinenigria.com/vegetation/lagos).

3.3 (a) Historical Background of Lagos

Murtala Muhammed International Airport, (MMIA) in Lagos State, is the airport at Ikeja built during the World War II. History has it that early efforts to develop

airports in Nigeria started in 1930 when the Air Ministry in London sent an official delegation to Nigeria to prepare feasibility for developing the landing fields used by the Royal Air Force (RAF) aircraft into airports (Ogundolapo, 2009:30).

The Murtala Muhammed International Airport, Lagos, modeled after the Schipol Airport in Amsterdam, at the time it was commissioned, was a cynosure of eyes. Beautiful and a delightful place to be, the airport was a befitting parting gift to Nigerians from the military government. It was a unique occasion as the airport was adjudged to be the best in the West Africa sub-region and the most modern in Black Africa. The airport was originally known as Lagos Airport but was renamed Murtala Muhammed Airport in 1976 after the former Head of State, General Murtala Muhammed who was assassinated in an abortive coup on February 13, 1976. The airport was officially opened on 15 March 1979. At the time the building was commissioned, it was 20 kilometres from the bourgeoning Lagos city, the irresistible commercial nerve centre of Nigeria and the federal capital then. The airport is the main base for Nigeriaôs flag carrier airlines, Aero and Arik Air (Ogundolapo, 2009:14).

Murtala Muhammed International Airport consists of an international and domestic terminal located about one kilometer from each other. Both terminals share the same runways. The domestic terminal used to be the old Ikeja Airport. International operations moved to the new international airport when it was ready, while domestic operations moved to the Ikeja Airport, which became the domestic airport. The domestic operations were relocated to the old Lagos domestic terminal in 2000 after a fire. A new domestic privately founded terminal known as MMIA2 has been constructed and was commissioned on the 7th April, 2007.

During the late1980s and 1990s, the international terminal had a reputation of being a dangerous airport. From 1992 through 2000, the US Federal Aviation Administration posted warning signs in all US international airports advising traveler that security conditions at Lagos Airport did not meet International Civil Aviation

Organization (ICAO) minimum standards. In 1993, the Federal Airport Authority (FAA) suspended air services between Lagos and the United States. During this period, security at LOS continued to be a serious problem. Travelers arriving in Lagos were harassed both inside and outside of the airport terminal by criminals. However, following the Olusegun Obasanjoôs democratic election in 1999, the security situation in Lagos began to improve. Airport police installed a ñshoot on sightò policy for anyone in the secure areas around runways and taxiways, stopping further airplane robberies. Police secured the inside of the terminal and the arrival areas outside. The FAA ended its suspension of direct flights to Nigeria in 2001 in recognition of these security improvements.

For Lagos, the extension to the existing international terminal building consisted of interim measures to tide over the period between the construction and the operational readiness of the new airport. These measures involved the enlargement of the Departure and Arrival Halls, waiting lounge and car parking facilities, the provision of covered area for well wishers and restaurant for visitors as well as improved baggage handling lay-out, customs and office facilities. And important aspect in the implementation of the Federal Military Governmentôs very ambitious airport programme for the entire country which is carried out by the Ministry of Civil Aviation, is the commissioning of Nigeria engineering and architerctural firms of Messrs Egbor and Associates, Adedokun, Adeyemi and Associates, Mc Gregor and Awani, Aderele, Omisore, Adebanjo Associates and Integrated Consultants to participate in the design and supervisory work of the airport buildings. The new Murtala Muhammed Airport was designed by the Netherlands Airport Consultants and the Nigerian architectural firm of Messrs Egbor and Associates. They also supervised its construction. The main contractor for the airport buildings, runways and taxiways, water supply station, power house and internal road network is the firm of Stragbag Bau A.G of West Germany and the main contractor for the access roads to the airport is Julius Berger Nigeria Limited (Ogundolapo, 2009:34).

In addition, Lagos State with its capital at Ikeja, was formed in May 27, 1967 by virtue of state creation and traditional Provisions Decree No. 14 of 1967, which restructured Nigeriaôs Federation into 12 States under the military regime of General Yakubu Gowon. Before this time, Lagos Municipality had been administered by Federal Government through the Federal Ministry of Lagos Affairs as the regional authourity while the Lagos City Council governed the city of Lagos. However, prior to the Portuguese name of Lagos being adopted, Lagos was originally called ñEkoò which stems from either Oko (Yoruba: Cassava farm) or Eko (War Camp) by its Bini conquerors. History has it that the Oba of Bini sent various trade expeditions to Ghana where spices were traded and one of these traders complained about the way she was being treated by the Aworiôs. The Oba of Bini on getting the information sent a trade expedition by sea in the evening when the people were either wading into the water or getting their boats ready to gather their catch. The leader of the expedition declined to engage them further and returned to what is now called Benin City where he reported to the Oba of Bini that they were attacked.

This prompted the Oba of Bini to constitute a war expedition led by Ado, a Bini Prince to go to Lagos and demand an explanation. This was over 650 years ago. However, on getting there, they were well received. The people were so enamored with Ado, they asked him to stay and lead them. He agreed on the condition that they have to surrender their sovereignty to the Oba of Bini to which they agreed. The Oba of Bini was told this and he gave his permission for the expedition to remain. The Oba of Bini later sent some of his chiefs including the Eletu Odibo, Obanikoro, and others to assist Ado in the running of Eko. Since then, all of Lagosôs Kings have been descendants of that first king, Ashipa and his son King Ado built the Obaôs Palace on Lagos Island. Then Adoôs successor, king Gabaro, went on to move the seat of government from Iddo to the Obaôs Palace in the 15th century (Williams, 2008:110). Moreover, modern day Lagosians have so intermingled that no single tribe or people can claim it even though the predominant language is Yoruba. The present day Lagos State has a higher percent group who

allegedly migrated to the area from Isheri along Ogun River. Until the coming of the Binis, Lagos geographic boundary was what is known now as Lagos Mainland. Lagos Island, the seat of the Oba of Lagos then consisted of a pepper farm and fishing posts. No one lived there though. The name ñEkoò was given to it by its first King Oba Ado during its early history, it also saw periods of rule by the Kingdom of Benin. ñEkoò was the land area now known as Lagos Island where the kingôs palace was built. Oba Ado and the warriors from Benin as well as some of the indigenous people who sought safety settled down in the southern part of Eko called ñIsale Ekoò. Isale literarily meaning ñbottomò, but must have been used to indicate downtown as in Downtown Lagos (Atanda, 1980:17).

In conclusion, before the 2006 census, Lagos was believed to be the largest city in Africa, with an estimated population of at least 13 million. Though it was completely unexpected, and still under serious debate, the 2006 census results for Lagos State came in at 9,013,354, while Kano State was put at 9,383,682, a difference of some 370,000. Officially Kano is bigger, though the census has been largely disputed. However, the United Nations estimates that Lagos has a population of between 13 and 17 million, which is likely to be more accurate than the 2006 census figure. This enormous population represents every socio-economic level-evident from the sprawling, overcrowded shanty towns that are home to a mass of humanity, to the spacious leafy mansions on Victoria Island housing the wealthy and privileged (Williams, 2008:109).

.3 .1 History of Air Travel

The history of air travel could be traced to the Wright Brothers, who enjoyed the hobby of gliding. They decided to fit an engine to one of their gliders with movable fins and wing-tip controls. To find an engine light enough, they had to build their own. In 1903, they tested their 13- horse power engine. On the first run it lifted the craft in the air for 12 seconds and covered a distance of 120 feet. From then on airplane design construction proceeded rapidly.

In 1909, an airplane was flown from across the English Channel (about 28 miles). And by 1919 scheduled air passenger service began between London and Paris. To be the first to attempt to cross the Atlantic Ocean, Charles Lindberg persuaded a group of St. Louis investors to fund construction of a new airplane. The spirit of Louis was built in 60 days. With 450 gallons of fuel on board (the tanks blocked this forward visibility), Lindberg made the first solo crossing of the Atlantic Ocean in 1927. The historic 28-hour flight was a major turning point in aviation history and was a catalyst for massive investment in the airline industry (Walker and Walker, 2011:19). In the United States, the first scheduled air service began in 1915 and travelled between San Diego and Los Angeles. Later in 1930, the Douglas Company in California introduced the DC-2, which could carry 14 passengers and fly at a speed of 213 miles per hour. The next was DC-3 which came into service in 1936, it was the workhorse of the airline industry for decades and still about 2,000 of them are flying to the present (Walker and Walker, 2011:20).

In addition, commercial flights became feasible in 1935, and airlines were able to make a profit without government subsidy for the first time. A few years later, PAN AM scheduled the first regular trans-Atlantic flights using a seaplane and resorting to multiple stops along the way. World War 11 had a great impact on the airline industry. During the war, every available plane was pressed into military service, familiarizing thousands of service men and women with travel by air. Pilots were trained, hundreds of airports were built and great advances were made in aircraft design. Boeing, Lockhead, and McDonnell Douglas employed large staff and developed facilities to satisfy the increasing demand for aircraft. Since then, airplanes and facilities have become more and more sophisticated and able to carry ever-increasing passenger loads. Commercial jet airplanes came into the market in the early 1950s with Boeing 707, one of the first long-range planes as well as others.

Of course, the evolution of air travel does not end here. The government of the United States and many other countries are developing supersonic planes with reduced noise and sonic boom systems to transport passengers and high-value cargo faster and more conveniently, for instance, to the Pacific Basin. Future developments of airplanes may include planes that have the capacity to carry more people, planes that are more environmentally friendly, and smaller aircrafts and airports customized for business and personal purposes (Walker and Walker 2011:20).

3.4(a) Socio-political Activities of Lagos

Lagos State especially the city of Lagos has always been the bedrock of Nigeria political life. Lagos Island for instance, hosted the first political party to be formed in 1923 by Herbert Macaulay; the Nigerian National Democratic Party (NNDP), when the elective principle was first introduced into the countryôs constitution. Out of the three Representatives, two came from Lagos and one other from Calabar. Other political parties that were formed made Lagos State their base. Also, early nationalists were people who were brought up in parts of Lagos State or those of the state origin. People like Dr. Teslim Elias, H.N Rhodes, Sapara Williams, Herbert Macaulay Otunba Payne, and Chief Emeka Ojukwu are people who had contributed a great deal to the socio-political development of Nigeria.

Parts of Lagos (Lagos Island) until 1931 were the seat of the Federal Capital of Nigeria which made it the administrative head of the State in Nigeria. It was on the Island of Lagos that the Federal Government took decisions that were binding on the other towns and cities up to 1990. Also, the Federal Ministries were situated in this region of the state. The Supreme Court of Lagos for instance, served for many years in the highest Court Appeal where unresolved legal tussles were finally put to rest. Also, the Defence Ministry and the Nigerian Police Headquarters which the state also housed for many years made the state to be significant in area of national security. At the same time, offices /chambers of the National Assemblies in the first and second Republic

were located in part of the state. In addition, most of the Embassies of foreign diplomats are located in parts of the state because of the temperate geographical environment and social amenities (Ajetumobi, 2010:4).

On the other hand, in terms of administration, Lagos is not a single municipality and has therefore no overall city administration. The urban area of Greater Lagos in fact comprises 16 of 20 separate municipalities which together comprises Lagos State which entity provides overall government for the metropolitan region. The municipality of Lagos, which covered Lagos Island, Ikoyi and Victoria Island as well as some Mainland territory, was managed by the Lagos City Council (LCC), but it was disbanded in 1976 and divided into several Local Government Area, (most notably Lagos Island L.G.A, Lagos Mainland L.G.A and Eti-osa L.G.A). The Mainland beyond the municipality of La

gos, on the other hand, comprised several separate forms and settlements such as Mushim, Ikeja and Agege. The history of Lagos is still evidenced in the layout of the LGAs which display the unique identities of the culture that creates them (Olowu, 1992:12).

Table 1: **The 16 LGAs of Metropolitan Lagos**

The 16 LGAs of Metropolitan Lagos			
Local Government Area	**Land area[3] (in km²)**	**Population[4] (2006 Census)**	**Density (inh. per km²)**
Agege	11.2	459,939	41,071
Ajeromi-Ifelodun	12.3	684,105	55,474
Alimosho	185.2	1,277,714	6,899
Amuwo-Odofin	134.6	318,166	2,364
Apapa (home of the main port of Lagos)	26.7	217,362	8,153

Eti-Osa (home of one of Lagos's largest business centres and of the upscale communities of Victoria Island and Ikoyi, formerly the residence of the Nigerian federal government)	192.3	287,785	1,496
Ifako-Ijaiye	26.6	427,878	16,078
Ikeja	46.2	313,196	6,785
Kosofe	81.4	665,393	8,174
Lagos Island (the historical centre and commercial core of the Lagos agglomeration)	8.7	209,437	24,182
Lagos Mainland	19.5	317,720	16,322
Mushin	17.5	633,009	36,213
Ojo	158.2	598,071	3,781
Oshodi-Isolo	44.8	621,509	13,886
Somolu	11.6	402,673	34,862
Surulere	23.0	503,975	21,912
Metropolitan Lagos	**999.6**	**7,937,932**	**7,941**

Source: http://www.en.m.wikipedia.org/wiki/lagos.

Fig 4: **Map showing the 16 LGAs making up Metropolitan Lagos**

Source: http://www.en.m.wikipedia.org/wiki/lagos.

Note: The remaining four LGAs namely; Ikorodu, Badagry, Ibeju-Lekki, and Epe are within Lagos State but not part of the Metropolitan Lagos.

The process of political centralization and the evolution of stable political organization among the people of Lagos State is traceable to the activities of emigrants from the interior of Yoruba and from Benin. Most of the communities in the state derived their legal authority from Ife, Oyo or Benin. Many similiarities existed (and still exist) in the structure and operation of the traditional socio-political system of the people of Lagos State and those of the interior in spite of the great political influence of Benin. The political units were generally small between the Awori and the Ijebu unlike in the Central area of Yorubaland where before 1800 powerful centralized states were developed. The Yoruba of the interior were widely replicated on the coast. The degree of this non-Yoruba influences and the adoption of Benin socio-political features partly accounted for different typologies in the socio-political structures in Lagos State.

Three major typologies of socio-political organization appear discernable by 1900. First, was the socio-political organization of the State, which was that of dominant and more powerful immigrant group, which derived its identity, legitimacy and culture from the ancestral home as replicated in the ancestral socio-political system with little modification. This was the case of many Awori communities. The second was created by conquest, but where power was shared numerically by stronger landowners. The state thus had a dual cultural and political relations that is, that of the conqueror and the aboriginals. The Awori in this category demonstrated impressive adoption of Edo socio-political values and political language. This was well represented in the chieftaincy titles. The third type of socio-political organization is exemplified by states that were founded by powerful individuals and chiefs as extension rather than transfer of authority. The provincial village chiefs were given the opportunity to rule independently. However, the shared historic memory and socio-political structure in most of this chiefdom was mostly limited to the wishes of the colonial ruler of the

metropolitan chief who acted as the final authority. In all the typologies, the ruler whether by royal connection, colonial imposition or extension power, remained the highest conception of political organization. The legitimacy of the Oba was based on the traditional belief and culture rather than electoral process.

As Tinubu pointed out, the legitimacy of the Oba in Lagos was the consent of the majority through the established and commonly cherished traditions and beliefs, which often made the inhabitants to surrender their inalienable right to the Oba. As coastal dwellers, various settlers in the state worshipped sea gods and goddess such as Anyelala, Yemoja, Malokun, Olokun, Oluweri, Obatala. While a symbol of purity had long been associated with these deities and since most of the early rulers were priests, combining ritual and political power, the white cloth they occasionally used became a symbol of their authority in the period following the imposition of Benin rule.

Currently, the State owes its legal existence to the provisions of the constitution of the Federal Republic of Nigeria. As a state, it is constitutionally mandated to establish:

- An Executive arm of government headed by an elected Governor;
- A legislative arm of government whose members shall be drawn from constituencies defined in the constitution. Itôs activities are presided over by a Speaker elected by the members of the State House of Assembly which oversees the exercise of the Stateôs legislative energies;
- A judicial arm made up judges, magistrates and other officers that help in the administration of justice and related activities within the State. The judicial arm is headed by the Stateôs Chief Justice. Nonetheless, judicial pronouncement of the Statesôs tribunals are subject to the appellate review of the Court of Appeal and the Supreme Court of Nigeria, in that order;
- And maintain the Local Government level of governance. Presently, the Nigeria Constitution prescribes 21 Local Government Area for the State; and

❖ Mobilize the powers of the State, the institutions and resources of its arms and levels of government in order to secure a socio-economic environment for persons resident in the State and its other Stakeholders to pursue legitimate goals in dignity under the Stateôs justice administrative umbrella.

On the other hand, the Lagos State Legal System comprises:

❖ The compendium of constitutional provisions applicable to the State as one of the 36 States that constitute the Nigerian Federation;

❖ Laws made by the Federal Legislature applicable throughout the entire federation or specifically to Lagos State;

❖ Laws made (or deemed to have been made), by the Stateôs legislature;

❖ Laws made by Local Government Councils in the State;

❖ Law enforcement institutions, law enforcement officers, judges, legal practitioners, judiciary workers, other professionals and persons recognized at various levels as part of the justice administration complex of the State etc.

Legal System Include:

❖ The constitution of Nigeria (including its amendments and other laws it refers to expressly as having the same character as provision contained within the formal Constitutional document;

❖ Laws of the Federation of Nigeria;

❖ Legislations of the National Assembly applicable to Lagos State;

❖ Legislations of the State House of Assembly;

❖ Recognized customs of the people of Lagos State;

- Judicial precedents of courts with judicial authority over Lagos State;
- Local Government edicts (http://lawnigeria.com/lagos/htlm).

3.5 (a) Socio-Economic Activities of Lagos

Lagos State is Nigeriaôs largest commercial, financial and industrial hub. It has industrial zones around Ikeja, Apapa, Opebi, Ilupeju, Ogba, Matori, Oregun and Amuwo-Odofin with over 2,000 small, medium and large scale industries. The location of major regional ports in Apapa and Tin Can Island has contributed to the international significance of the State in West Africa. The formal economic sector in the State is largely dominated by the service and manufacturing sector with metropolitan Lagos holding a large share of Nigerian banking corporate entities. Most of them are headquartered in Lagos. Other sectors include building and construction, transport, utilities, and mining. By the beginning of 20th century, the economic history of Lagos has taken a new dimension with the introduction of colonial economy to the region (Ajetumobi 2010:3). Lagos is Nigeriaôs economic focal point generating a significant portion of the countryôs GNP. Most commercial and financial business is carried out in the central business district situated on the island. Lagos has one of the highest standards of living as compared to other cities in Nigeria as well as in Africa.

The Port of Lagos is Nigeriaôs leading port and one of the largest and busiest in Africa. It is administered by the Nigerian Port Authority and it is split into three main sections: Lagos Port, in the main channel next to Lagos Island, Apapa Port (site of the container terminal) and Tin Can Port both located in Badagry Creek, which flows into Lagos Harbour from the west. The Port also features a railhead. The Port has seen growing amounts of crude oil exported, with export figures rising between 1997 and 2000. Oil and petroleum products provide 14% of GNP and 90% foreign exchange earnings in Nigeria as a whole.

Additionally, with the introduction of colonial economy to the region, Lagos therefore became the centre of economic activities for the colonial government, a privilege they enjoyed till 1991 before the capital city was taken to Abuja. The economic factor was influential in the emergence of many settlements in parts of Lagos State from the earliest times to post independence. The Idumagbo Wharf had been the sight of occupational operation of Ijebu, but had been moved to Ebute-Ero due to population explosion. This group engaged in fishing and farming. The fishing activities of the early Lagos people thrived to the extent that Lagos exported fish to her neighbours like Ikorodu and received yams and vegetables in exchange (Ajetumobi, 2010:2). In other words fishing activities is very peculiar with the people.

In the same vein, the farming activities in the state yielded major products as pepper and vegetables. The tradition has it that the present Obaôs palace used to be the site of Aromireôs pepper farm. Mat weaving is another prominent occupation in Lagos state. During the dry season the people are engaged in mat-weaving, using the lfin reed (*Cyperus articulartus*) and ordinary grass (*Sarco phydrynium plant)* as the basic raw materials. In weaving the mat, the processed palm fronds-raffia are used for knitting. However, in the economic development of Lagos, market plays a great role in the socio-economic development of the society. It brings about inter-group relations among relations of different ethnic groups through which cultural acquisition and societal developments are achieved (Ajetumobi, 2010:2).

Conclusively, the State is a major manufacturing, commercial and financial centre in Nigeria and equally the most urbanized. The State links the coastal region with the interior of Nigeria through major land and rail road that provides easy access to all parts of Nigeria and West-Africa- sub-region. Lagos State is one of the developments of Nigeria (Ajetumobi, 2010:4).

3.6 (a) Socio-Cultural Activities of Lagos

Lagos is part of the Yoruba speaking South-Western part of Nigeria. Although the cityôs growth and structure were influenced by its status as a colonial capital, there were never a large number of British settlers, social life and the culture remained largely Nigerian. People from all over Nigeria streamed in as well as from other parts of West Africa, including repatriated slaves and their descendants, other returnee slaves known as Creoles, returned to Lagos from Brazil, the West Indies and Freetown in Sierra Leone, swelling the population of the city (Williams, 2008:111).

Lagos is known for its unique and colourful festivals which have assumed a major position in the life of the state as well as its own distinct live cultural characteristics which have been nurtured all along by its indigenous peoples. These festivals in a way are manifestations of the respect for traditions and also the socio-cultural festival on the other hand (Oyefolu, 2010:4). The arts and crafts of the people include pottery, sculpture, mat weaving, basket weaving, hair plaiting, and raffia works. The culture of the people is also reflected in certain types of masquerades which have particular times of the year for their festivals and some of which originate from ancient religious practices. Notable cultural festivals in Lagos include: Adamu Orisa play (Eyo masquerades) staged in Lagos Island alone, Eluku Festival which is peculiar in Ikorodu, Kayo-Kayo in Epe, Zamgbeto among the Ogu, Boat Regatta in Agbowa ï Eredo and coastal settlements of Lagos state, Odun Efe in Ayobo area of Alimosho, Ayobo, Oto-Awor, Egan Oke and Akesan, Orisha iroko in Badagry, Kareta and Egungun festival as well as other traditional Awori communities festivals are celebrated across the state (Oyefolu, 2010:4).

The Eyo festival in Lagos is perhaps the most famous cultural festival in Lagos state. This is partly because it developed in the heart of central Lagos which is Lagos Island. The festival was first staged in 1854 in honour of Late Oba Akintoye of Lagos and since that time on, it has become a prominent festival which seeks to celebrate the life and times of prominent Lagosians who are dead. (Oyefolu, 2010:5). A complete

paraphernalia of Eyo consists of white flowing gowns that covers the head and feet which symbolizes the spirit. An Eyo wears head gear called ñAgaò but with different colours to signify which group a particular Eyo belongs to. All preparations that leads to the grand procession of the Eyo festival are rooted in long standing tradition and no one dares to alter the sequence or denigrate any. The major music of the show is Korogun, consisting of Iya-Ilu, two Omele drums, konkolo and gong. Drumming and other musical equipments accompany the Eyo festival as they move around the street of Lagos during the festival. This also involves merry-making, feasting and dancing. The main cultural significance of Eyo festival to Lagos Island is its usage in the funeral ceremonies of the death of a king or a chief and a necessity of the crowning of a new chief or king (Williams, 2008:145).

Without the Eyo masquerade, there is no Eyo festival. But, there is more to choosing a date and watching the elegant and beautiful processions of the routines and dances. The Eyo masquerades (Eyo Orisha) are categorized into five various groups: Adimu (Eyo Orisha), Eyo Alaketepupa, Eyo Oniko, Eyo Ologede, and Eyo Agere. Within these different types of masquerades, there exists a hierarchical order. Asides from these hierarchical differences, they also have distinct physical characteristics and functions.

Eyo Orisha is the highest and most respected among the five Eyo groups. They are also referred to as Adimu Orisha, they are seen as the closest to the gods.

Eyo Alaketepupa is the second in the order of Eyo group. They are also called Iyu Oba Olori Eyo Alaketepupa which makes them believe they are the first Eyo cult groups in Lagos. People refer to them as Laba-the first. The Alaketepupa usually wears a red hat with white tappings around it.

Eyo Oniko: Is the third in the order and popularly recognized because of the long wooden stick it wields. Oniko wears a yellow hat with black tapings around it.

Eyo Ologede succeeds the Oniko, and can be identified by the stilts that make them tall, and their green hat tapped with yellow ribbons.

The last Eyo group is the ***Agere***. It can be identified by its purple hat with light purple ribbon tappings.

One of the main social function of the Eyo festival to the Lagos Island at the beginning was to pray for women who are barren and also pray for great harvest and sales of produce but besides all of these, the Eyo festival has also been used in warding off evil forces as well as boosting the economy of the people. It is believed that the blessings of the Eyo festival are very paramount to the society because the impact are being felt. There is always increase in sale and good harvest after the festival.

Conclusively, the festival on the Lagos Island holds some kind of high social discipline and taboos associated to the Eyo masquerade. During the festival no Eyo masquerade is permitted to cross the Lagos lagoon that surrounds the island. For the watchers that came to watch for the fun of it, certain rules must be observed and certain taboos that shouldnôt be broken include the wearing of shoes, glasses, smoking and using an umbrella. Women must not braid their hair in the traditional ñ***shuku***ò style, unless the ends of the braids are loosened. All cigarette and pipes must also be put away. There is a relative social significance of Eyo to the Lagos Island area (Oladipo, 2011:10).

Section B: Background Information of Port Harcourt.

3.1(b) Geographical Location of Port Harcourt.

Port Harcourt Airport

Port Harcourt International Airport is an airport located in Omagwa, a suburb of Port Harcourt City in Rivers State Nigeria. It lies between latitude $05^0$00ô55ò N and longitude $006^0$56ô58ò E. The airport consists of a single terminal with separate facilities

for international and domestic flights. The airport is the third busiest airport in Nigeria which served about 1,081,587 passengers in 2009. The International Air Transport Association (IATA) code is PHC while the International Civil Aviation Organisation (ICAO) code is DNPO. The airport is situated about 32 KM North-west of Port Harcourt City along Port Harcourt Owerri Express Road. The airport is a custom óAô status of the International categorization and is currently under remodeling to meet some vital standards (http:en.m.wikipedia.org/wiki/port-harcourt).

In addition, Port Harcourt is the capital of Rivers State, Nigeria. It lies along the Bonny River and is located in the Niger Delta. Port Harcourt lies on the geographical coordinates of $4^0$47ô21ò N latitude, $6^0$59ô54ò E longitude. Port Harcourt is the largest city after Lagos. It is referred to as the Garden City because of its numerous avenues and ornaments. It is located in the Niger Delta region lying along the Bonny River (an eastern distributor of the Niger River), 41 miles (66KM) upstream from the Gulf of Guinea. Port Harcourt is divided into the Urban Area with an estimated population of 2.7 million and the greater/ rural area which has a population of 3.7 million people (www.business-travel-nigeria.com).

The urban area of Port Harcourt is the Port Harcourt town in the Port Harcourt city Local Government Area, which is made up of old Government Reservation Area (GRA) and the new layout areas. The Port Harcourt urban area Port Harcourt Metropolis is made up of itself and parts of Obio/Akpor Local Government Area. It is highly congested as it is the only major city of the State. Port Harcourt City, as it is officially known have about span eight local government areas that include Port Harcourt, Okirika, Obio/ Akpor, Ikwere, Oyibo, Ogu/Bolo, Tai and Eleme.

Some of Port Harcourtôs major landmarks include: the Rivers State University of Science and Technology (RSUST), the eighteen storey Podium Block of Rivers State Secretariat, which is reputed to be the tallest building in the south/south and south/East Geopolitical zones, a region comprising 11 states. There is also the Port Harcourt

International Airport, the Cityôs two seaports F.O.T Onne and Port Harcourt Wharf, two stadia; Sharks Stadium and Liberation Stadium and two refineries; Eleme Refinery and the Port Harcourt Refinery (http://www.business-travel-nigeria.com/port-harcourt-nigeria.html).

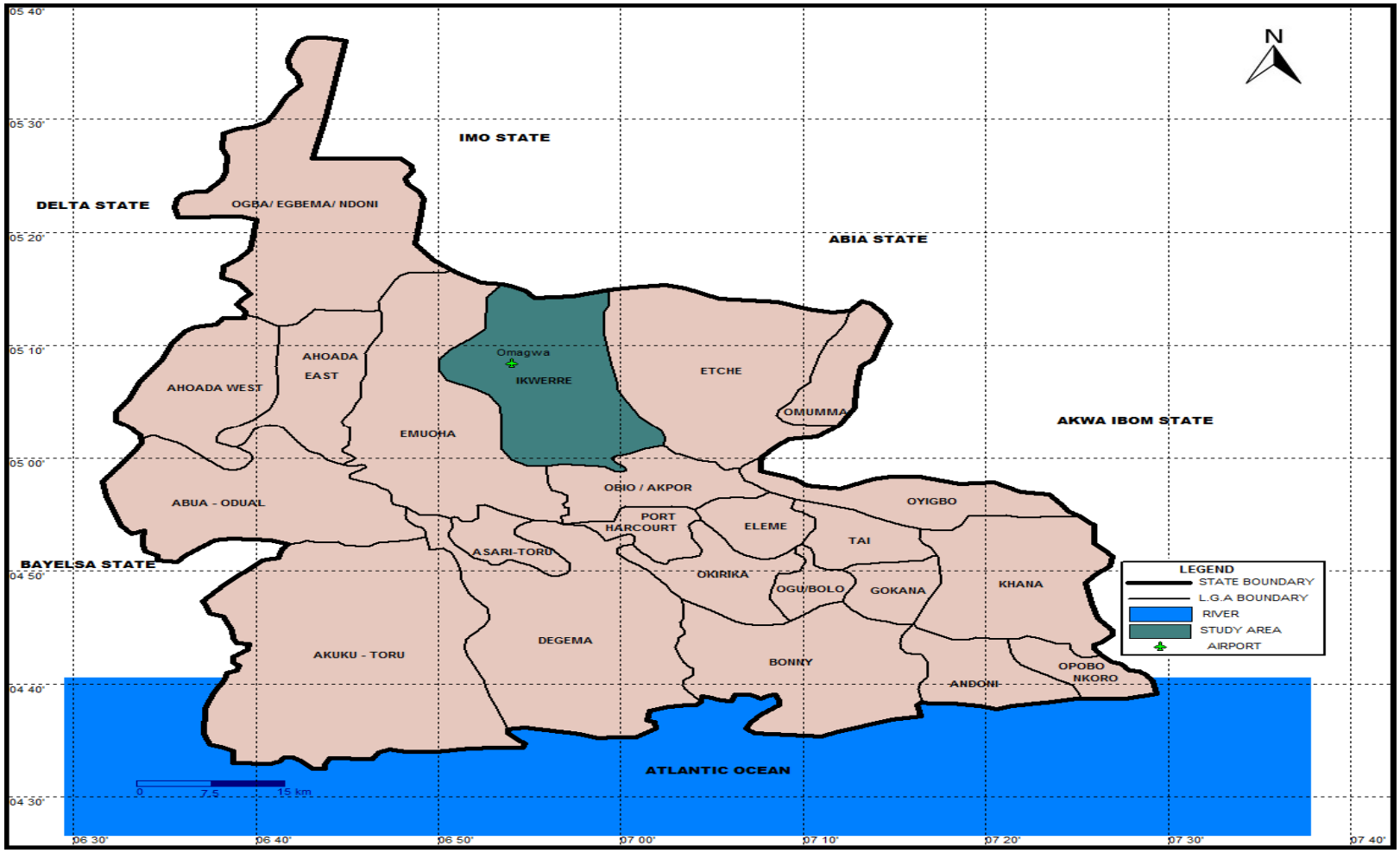

Fig 5: Map of Port Harcourt showing the Airport at Omagwa

3.2(b) Climate and Vegetation of Port Harcourt

Climate:

Port Harcourt features a tropical monsoon climate with lengthy and heavy rain seasons and very short dry seasons. Only the months of December and January truly qualifies a dry season month in the city. The harmattan, which climatically influences many cities in West Africa, is less pronounced in Port Harcourt. Port Harcourtôs heaviest precipitation occurs during September with an average of 370 mm of rain. December on the average is the driest month of the year; with an average rainfall of 20mm. Temperature throughout the year in the city is relatively constant, showing little variation throughout the course of the year. Average temperature is typically between 25°C ï 28^{0}C in the city (htpp://en.m.wikipedia.org/wiki/port_harcourt).

Rainfall in Rivers State is seasonal and heavy. Generally, south of latitude $05A^{0}$ N, rain occurs on the average every month of the year, but with varying durations. The State is characterized by high rainfall, which decreases from south to north. Total annual rainfall decreases from about 4,700mm on the coast to about 1,700 mm in extreme north of the State. It is 4,698 mm at Bonny along the coast and 1,862 mm at Degema.

Rainfall is adequate for all year round crop production in the State. The duration of the wet season is not less than 330 days, of which a great number is rainy days (days with 250 mm or more of rain). For Port Harcourt, rainy seasons are about 182. Mean maximum monthly temperatures range from 28 A^{0}C to $33A^{0}$C, while the mean maximum monthly temperatures are in the range of $17A^{0}$C to $24A^{0}$C. The mean monthly temperature is in the range of $25A^{0}$C to $28A^{0}$C. The mean annual temperature for the State is $26A^{0}$C. The hottest months are February to May. The difference between the dry season and wet season temperatures are only about $2A^{0}$C. Relative

humidity is high in the state throughout the year and decreases slightly in the dry season (www.onlinenigeria.com/vegetation/port-harcourt).

Vegetation:

The ñUplandò area was originally occupied by rainforest which has been drastically modified by human activities. In most places economic trees, particularly ñoil palm have been preserved and thus the sobriquet for this vegetation as ñoil pal bushò. The riverine area is divisible into three main hydro vegetation zones namely: the beachridge zone, the saltwater zone, and the freshwater zone.

The beachridge zone is vegetated mainly by fresh water swamp trees, palms and shrubs on the sandy ridges and mangroves in the intervening valleys or tidal flats. The salt water zone is the flat or swamps vegetated by the red stilt rooted mangrove (*Flhizophora racemosa*) and two other species of mangrove. The outliers of raised alluvial ground or coastal plain terrace within the swamps are vegetated by tall forest tree species and oil palm. The fresh water zone is mainly the Upper and Lower Delta flood plains of the Niger, having fresh water forest trees which are the edaphic variants of the rainforest. The Abura tree, oil palm, raffia palm, shrubs, lianas, ferns, and floating grasses and reeds are the typical vegetation (www.onlinenigeria.com/vegetation/port-harcourt).

Plate 2: Picture showing the vegetation of Port Harcourt, Rivers State

In addition, Rivers State lies on the recent coastal plain of the eastern Niger Delta, its surface geology consists of fluvial sediments. This includes the recent sediment transported by Niger River distributaries and other rivers, such as Andoni, Bonny and New Calabar. The materials deposited as regolith overburden of 30 km thickness are clays, pent, silts, sands and gravels. Furthermore, the land surface of Rivers State can be grouped into three main divisions: the fresh water, the mangrove swamps of Akutu Toru Abudalual, Asari Toru, Degema, Okirida, OguBolo, Bonny, Andoni and Opobo local government areas, and the coastal sand ridges zone. The fresh water zone is the plain that extends northwards from the mangrove swamps. This land surface is generally under 20m above sea level. Most water channels in the fresh water zone are bordered by natural leaves which are of great topographical interest and of great economic importance to the local people for settlements and crop cultivation.

Rivers State has recorded poor drainage, lowlying, with much surface water and a high rainfall of between 3,420 mm and 7,300 mm. Thus, almost all riverine LGAs are under water at one time of the year or another. However, some areas of the State are tidally flooded, while others are seasonally. The State is drained by two main river

systems i.e. fresh water system whose water originate either outside or wholly within the coastal lowlands, and tidal systems confined largely to the lower half of the State (www.onlinenigeria.com/vegetation/port-harcourt).

3.3(b) Historical Background of Port Harcourt

Facts on ground have shown that there are no valid and proper documentation with regards to the history of Port Harcourt International Airport (PHIA), Omagwa. According to Ola Ogundolapo, the HOD Public Affairs of the Federal Airport Authority of Nigeria (FAAN), who complained bitterly about the paucity of documentation has the assumption that the airport was built in 1975 and was commissioned in 1976. As a result of this uncertainty on the information obtained, the internet, however, seem to be more reliable which has it that the airport was commissioned in March 1979. And since its opening, it has acted as a gateway for journeys to central, eastern, and southern Africa in addition to several parts of Europe, Rome, Amsterdam and London (www.patachu.com/port-harcourt).

Port Harcourt International Airport (IATA: PHC, ICAO: DNPO) is an international airport located in Omagwa, a suburb of Port Harcourt city in Rivers State, Nigeria. The airport consists of a single terminal with separate facilities for international and domestic flights. In 2009, the airport served 1,081,587 passengers, making it the busiest airport in Nigeria. On August 18th 2006, the airport was closed for repairs. The Nigeria Civil Aviation Authority stated that, the emergency shutdown was in order to overhaul the runway and build a fence around the facility. Such maintenance had been in planning stages for several months, but an electrical fire in August 17, 2006 made immediate repairs imperative. All domestic flights were diverted to Sam Mbakwe Airport (Owerri), Akanu Ibiam International Airport (Enugu) and Margaret Ekpo International Airport (Calabar), while international flights were diverted to Nnamdi Azikiwe International Airport (Abuja) or Murtala Muhammed International Airport (Lagos). In December 2007, the airport was re-opened to a limited capacity. Operations

were restricted to day time until the first quarter of 2008, by which time the new CAT 111 lighting system became fully operational (http://en.m.wikipedia.org/wiki/port-harcourt).

In addition, Port Harcourt is a British colonial creation established on the Niger delta in Nigeria in 1913 to serve the European administrative, commercial, and industrial needs. The origin of Port Harcourt is rooted in the 1909 discovery of coal in the Udi Hills near Enugu. The name Port Harcourt was said to have been given after a British Marine Department navigator D.L. Harcourt in 1911, many still believed that the town was named after Sir Lewis Viscount Harcourt in August 1913 who was the then British Secretary of State for the colonies (Chuku, 2012:1).

During World War 1, Port Harcourt was used as a point for military operations against the Central Powers in German Kamerun. After the discovery of crude oil in Oloibiri in 1956, Port Harcourt exported the first shipload from Nigeria in 1958. Port Harcourt became the centre of the Nigeria oil economy and it subsequently reaped benefits of its associations with petroleum industry by undergoing modernization and urbanization. After the Republic of Biafra seceded from Nigerian forces in May 19, 1968, a 1968 social survey found that migrants made up 72 percent of Port Harcourtôs population (Izeogu, 1989:60).

The city was organized and administered according to European models, and by European personnel. It was the British Railway Department that built the port and the city, and laid the solid foundation that gives the town the distinction of being one of West Africaôs few well-planned cities. The residential areas, which are separated from the industrial and commercial areas, are the government reserved area, accommodating the cityôs expatriates and the Nigerian Upper Class; the section for the Middle Class population; and some squatter settlements.

Port Harcourt was populated primarily by culturally diverse rural immigrants. Apart from the Ijaw, Efik, and Ibibio, the initial immigrants that flooded the city were the Igbos. Other immigrants were the Hausa, Yoruba, and Edo of Nigeria. There were also European, Americans, and Asians. The city witnessed a rapid increase in population because of its commercial and industrial potentials. Today the city population is estimated at 288,900. Igbo hegemony over Port Harcourt was challenged by the Ijaw separatists, who in 1958 presented a case before the Willink Commission for the creation of a Rivers State with Port Harcourt as its capital and with the exclusion of the Igbo. Their desire was met at the eve of the Nigeria Civil War, when the Federal Military Government, under the States Creation Decree of May 27, 1967, created twelve states that included Rivers State (capital: Port Harcourt) and East Central State (capital: Enugu; the only Igbo state). It is widely believed that the oil politics and petroleum diplomacy that centered on Port Harcourt were instrumental in the outbreak of the civil war.

The postwar reconciliation between the Rivers and East Central States, especially as regard the issue of ñabandoned propertyò was embedded in Port Harcourt politics. The Igbo claimed they owned about 92 percent of buildings in Port Harcourt. They were denied access to these properties until November 1971, when the Rivers State government released a mere 1,000 ñabandonedò houses to their Igbo owners. The political focus has shifted to an intrastate issue between the Ikwerre-dominated up-land people and the Okirika-dominated riverine population. The Ikwerre called for a Port Harcourt State that would exclude the Okirika, which came to pass in 1997, when Bayelsa State was created out of Rivers State (www.patachu.com/port-harcourt).

3.4(b) Socio-Political Activities of Port Harcourt.

It is obvious that the Garden City of Nigeria has passed through many processes of transformation compared to what it was before its pronouncement as the political and administrative headquarters of Rivers State in 1967. The present Port Harcourt

municipality was created by the British colonial administration of Nigeria between 1912 and 1914 when Lord Lugard, the first Governor-General was planning the best ways of exploiting the resources of the country. Lord Lugard saw the need for a modern port to serve in the evacuation of the agricultural produce of Southeastern Nigeria and the minerals from the Plateau of Northeastern Nigeria and also to attract government installations, foreign business as well as workers and businessmen from many parts of Nigeria and West Africa. The government then began to construct a modern harbor and Port Harcourt became the eastern terminus of the Nigerian Railway in 1927. Several European trading firms formerly operating at Delta ports moved to Port Harcourt and commercial activities throughout the riverine areas began to be drawn towards Port Harcourt including workers in the colonial government establishments (Okpara, 2012:10).

By the end of 1912, the area of the present Port Harcourt metropolis was chosen in preference to sites at Okrika and Bonny and Lord Lugard had ruled that the city be named Port Harcourt, after the then British Secretary of State for the colonies, Lewis Harcourt. By the Hargrove Agreement of May 1913, a piece of land measuring about twenty-five square miles in extent was acquired from persons representing the Ikwerre communities of Diobu, Rumueme, Rumuomasi, Rumuobiakani and Oginigba and representatives of twenty-five Okrika villages. The government of Port Harcourt was run at the whims and caprices of a single British official for five years while the Township Advisory Board was established as part of the implementation of the Nigeria Townships Ordinance (NTO) passed in that year. The Advisory Board was empowered only to request and to recommend and not to decide or implement decisions.

To many from the hinterlands Port Harcourt became a strange social, economic and political environment because any trip to Port Harcourt at that time was regarded as a foreign trip to a communally heterogeneous and functionally specialised urban setting. Workers in the colonial government establishments, and in the private sector of

the British, French, Syria, Lebanon, Sierra Leone and Ghanaian civil servants, lawyers, doctors among others, Yoruba, Efik, Edo, Hausa, Ibo and members of other Nigerian groups inhabited the area. With the founding of Port Harcourtôs first newspaper, the Nigerian Observer in 1930 and with the inauguration of the African Community League in 1935, the ideological impetus was given to wrest political power from the European minority (Okpara, 2013:12).

Another stage of political development in Port Harcourt between 1944 and 1945 saw the transfer of local power from Europeans to Africans through two main factors, the increasing militancy of the African Community League and the introduction of the franchise, though there was no overt hostility against the European or colonial rulers. There was a state of political tranquility. During the period, the African Community League made some demands such as; that Port Harcourt be accorded representation in the Nigerian Legislative Council and that the city be elevated to the status of first class township with an elected and fully responsible town council with an elected majority, a request that was granted and inaugurated on June 15, 1949 (Okpara, 2013:14).

As stated by H. E. Wolpe, ñwith the elevation of Port Harcourtôs administrative status, the local centre of political gravity immediately shifted from the African Community League to the Town Council of which public offices were held by those who proved their popularity at the polls. The battle for the political control of Port Harcourt was between the Ibo and the non-Ibo elements of the Rivers Province. The position of Port Harcourt turned full when the Federal Military Government of Nigeria created twelve autonomous states in 1976, and at the end of the subsequent Civil War in 1970, there was established a Rivers State with Port Harcourt as headquarters.

However, since 1970, the political and administrative control of the city has been in the hands of indigenous Rivers people, and the population has remained cosmopolitan, reflecting the cityôs position as a national harbor and industrial centre. Its

new status as a state capital has attracted many more people to come to settle and work in it from all parts of Rivers State and beyond including foreigners. From 1970, Port Harcourt city witnessed various forms of development and changes in road network, traffic conditions, public transport, housing, port facilities, airport, public services such as education, health, recreation facilities, military bases and other facilities (Okpara, 2013:15). Port Harcourt began to witness its modern development in infrastructure during the military regime under the administration of Alfred Diette-Spiff, the first indigenous Military Governor of the Old Rivers State. Since then till-date, the Rivers State capital has a whole new network of roads, with pedestrian and standard drainage system and parking lanes. Most main roads of Port Harcourt that were very narrow have been expanded as traffic volumes increase. The Aba road which is trunk óAô has been upgraded just as the Ikwerre road. The East-West road from Calabar to Port Harcourt is currently under construction as well as the Old Airport road linking the Port Harcourt International Airport road.

Port Harcourt is in a unique position in that it is the only town in Nigeria beside Lagos, which has a port with a railway connection. Though the port and the railway were the elements around Port Harcourt when it was built, but the railway has, however, lost very much of its relative importance to other modes of transport as it no longer functions. After the civil war, Port Harcourt witnessed some favourable developments and has increased its share of the total international cargo through the Nigerian ports and also increased its capacity. A new port was planned for Port Harcourt in the Trans-Amadi area to complement the existing port but it was deemed not to be necessary now (Okpara, 2013).

3.5(b) Socio-Economic Activities of Port Harcourt

Port Harcourt City is a major industrial centre as it has a large number of multinational firms as well as other industrial concerns, particularly business related to the petroleum industry. It is the chief oil-refining city in Nigeria. River state is one of

the wealthiest State in Nigeria in terms of Gross Domestic Product (GDP) and foreign exchange revenue from the oil industry, crude oil being its main export earner.

Port Harcourt is the heart of Nigeriaôs oil industry with virtually all major multinational oil companies being represented there until recently, owing to security threats from Niger-Delta militants and cultists. The area is rich in oil and is the largest refining city in Nigeria. Palm kernels and oil are also found in the city as well as cocoa which were introduced by the British and Tin was also mined for export. They also have an abundance of fish which are consumed by the locals. Major multinational oil companies built their processing plants and oil companies built their processing plants and oil rigs in Port Harcourt to drill and refine oil for petroleum and gas for export. (Rivers State, 2013).

Rivers State is easily the second largest economy in Nigeria with a total GDP in excess of $21.bn and believed to be larger than most national GDPs in the African Continent. Port Harcourt major role in exploration, refining, and exportation of Nigeriaôs income backbone is -crude oil. Its oil activities have opened up great investment opportunities ranging from oil and gas, real estate and maritime.

Furthermore, Port Harcourt stands as one of the proud cities of the oil rich Niger-Delta and boasts of two major refineries, two major seaports, airports, and various industrial estates spread across the city. The city has been a very important port. It is also the largest port East of Nigeria. A railway system built in 1916 made it possible to transport goods and crops from various areas near Port Harcourt. It also had warehousing facilities capable of storing huge amounts of goods. From the South of Nigeria, this place is connected by water-filled creeks which also helped in the ferrying of goods using canoes and boats up to the Port. The city is rich in oil and is the largest refining city in Nigeria. Palm Kernels and oil are also found as well as cocoa which was introduced by the British. Tin was also mined for export and the local people also planted peanuts for consumption and also for sale. It has abundance of fish which are

consumed by the locals. Major multi-national oil companies built their processing plants and oil rigs in Port Harcourt to drill and refine oil for petroleum and gas for export. Tourism has also contributed in the socio-economic activities of the city.

Finally, Port Harcourtôs history is filled with success stories of foreign and local firms which opened plants such as motor vehicle assembly, food, cigarette and plants for the manufacturing of petroleum by-products like vehicle tires. Port Harcourt has grown into a city because of rich resources discovered in the late 1900s (Rivers State, 2013).

3.6(b) Socio-Cultural Activities of Port Harcourt

Port Harcourt like other parts of Rivers State practiced socio-cultural activities. These include:

Hozuzu: A socio-cultural heritage ñHozuzuò new yam festival. This is characterized by beliefs, customs, trado-religious norms as well as material institutional and philosophical elements of culture as would be demonstrated. Hozuzu is a social and cultural heritage which virtually pulls the indigenes of Ikwerre and other interested people from their places of sojourn abroad to their hometown every year. Symbiotically, it marks the beginning of harvesting of yam tubers and other agricultural products cultivated in the period of last farming seasons. Traditionally, during the Hozuzu festival, a night vigil holds known as ñUrieuteoduò during which the participantôs wrestling drums are played on this occasion. The participants involved dressed, wear circulatory dotted hair styles with heaver sacks. The rites are performed by kids tapping age-long skull of cow with knife, in the huts of the respective compound heads.

Port Harcourt could be said to be a multi-religious community. However, they believe in Western religion as well as African Traditional Religion. The African Traditional Religion is indigenous to the people and not foreign, rather it is a religion

that resulted from sustaining faith held by the present people of Port Harcourt which is still practicable today in various forms and intensities by large number of Port Harcourt people including some who claim to be Christains and Muslims. This religion has its own peculiarities and has no specific direction. The direction of sacrifices is towards the belief of a particular want.

For instance, in sacrifices to the river, it is purely directed to the river for fruitful bearing of river products (fishes), while in another direction there are sacrifices to the earth goddess for protection of the people, while in new yam festivals, they pay homage to the goddess of agricultural produce-ñTOLOFARIEò. However, there are people that do not rely on these but instead believe in the modern religious pattern in churches, mosque and others. But the African traditional religion is highly respected in the community since majority of the sacrifices are channeled to the water goddess which they claim to play a major role in the life of the people (Ofomata, 1978).

CHAPTER FOUR

DATA PRESENTATION AND ANALYSIS

4.1 Data Presentation

This chapter focuses on the presentation and analysis of data obtained from interviews during the course of this research as well as relevant materials to the research topic that were consulted. The general aim is to ascertain the influx of international tourists in Nigeria using statistical presentation, and how that can boost tourism. This however will be explored using a comparative approach with reference to Murtala Muhammed International Airport, Lagos, and Port Harcourt International Airport, Omagwa.

4.1.1 Organizational Structure of the Study Areas.

An organizational structure is the term used to define how employees of a company work together to achieve their desired goal and mission. The purpose is to clearly define roles and responsibilities in a given company or industry. Having said this, the organizational structure of the study areas will be described using report obtained from the two airports under study.

Murtala Muhammed International Airport (MMIA), Lagos.

The Federal Airport Authority of Nigeria (FAAN) organizational structure in MMIA is quite different from that of PHIA. The FAAN is made up of 10 Directorates which is headed by Directors. The 10 directorates reports to the Managing Directors/ Chief Executive Officer. The only change according to Mrs. Gladys Onuoha, the Human Resource from FAAN headquarters, which has been effected on the organogram is the DGM (AVM) now reports to DA (Director of Administration). Also, according to Mr. Sanni the Director General Manager of Human Resource (FAAN) head quarters, who reports to the General Manager (GM) HR, the new organizational structure reflects a

modern airport companyôs administrative structure and focuses the organization properly on executing its strategic objectives.

See the FAAN Organizational Structure from MMIA for more details in appendix 4.

Port Harcourt International Airport (PHIA), Omagwa.

The Federal Airport Authority of Nigeria, (FAAN) in PHIA has set in place an organizational structure that provides clear lines of control, roles, responsibilities, job descriptions as well as communications that will help run the airport effectively. In the organizational structure obtained during the research from the Human Resource Department, Mrs. Ulo, the Principal Executive Officer 1 (PEO1) indicates that the Regional General Manager monitors the airport and all the various Head of Departments and units who now report to her. She explained that, the Head of Department (HR) sees to the planning and forecasting staff requirements, managing recruitment and selection. They also examine the records/staff welfare and trainings. The Head of Operations monitors the operations of the airports, passengers and aircrafts movement. (**For more clarification, see the organogram in appendix 5 for more details).**

Additionally, the Nigerian Airspace Management Agency Corporation structure was also obtained during the research from the NAMA Manager, Mr. Joel Izu, in Port Harcourt International Airport. (See the NAMA corporate structure in appendix 6 for detail).

However, it is important to note here, that, though the Regional General Managers of both airports monitor and control the activities and operations of the airports, they still have to report to the higher person, the Director General who now reports to the Minister of Aviation. Examining the two organizational structures, it is clear that they are entirely different from each other. While the PHIA is showing the Regional General Manager and her subordinates, the MMIA is showing and indicating all the FAAN Directorates and

different Managers from different departments. This is an indication that, generally, the Federal Airport Authority of Nigeria is being controlled from the headquarters in MMA (Domestic terminal) in Lagos. And secondly, the Regional General Manager in PHIA and all the various departments under her, report to these Directorates and finally to the Director General, who finally reports to the Aviation Minister, Princess Stella Adaeze Odua. Having examined this, it is obvious that FAAN head quarters are situated in MMIA, Lagos including other parastatals like: NAMA and NCAA.

4.1.2 Airport / Terminal Facilities at the Study Areas.

This section explains the terminal and airport facilities of the study areas obtained in the course of the research.

MMIA Terminal /Airport Facilities.

For more than three decades (from 1979-2013), the Murtala Muhammed International Airport, Lagos no doubt has been the Nigeriaôs major airport, generating more revenue than others and boosting the highest passenger traffic in the country. The airport has long been abandoned and neglected with overstretched facilities that do not depict the name as an óInternationalô airport when compared to that of Heathrow Airport in United Kingdom and other airports in America, Hong Kong International Airport, or even the Schipol International airport that it was said to be modeled after, among others. The deteriorating state of these facilities and the constant complaints of passengers have finally pushed the present Administration and the Ministry of Aviation to work on our airports, by taking the óTransformation Agendaô to 11 airports out of the 22 airports in the country.

As note earlier in the previous chapters, the MMIA unlike PHIA consists of the international and domestic terminal. Both share the same runways and are located one kilometer away from each. According to Mrs. Felicia Olatunji, the AGM Operations (Acting General Manager) Operations Department, within the terminal building are

various businesses, but as a result of the renovation and remodeling of the airport, some of them are no longer operational until the airport is completed. However, the terminal / airport facilities include: the retail shops outside the airport terminal building, duty-free shops located at the departure screening area, banks, ATMs, and bureau de change in the Departure and Arrival halls, bar/food and beverages stands, bar and coffee shops. There are also communication outlets, car hire stand (the Avis and Hertz rentals), bookshops and newsstands, international hotel reservation and bus centre, post-office and medical facilities are also available including Air Traffic Control (ATC) and concessionaires.

Presently, the terminal can boast of a set of three new baggage carousels installed at both óEô and óDô wing of the airport. There has been the installation of three huge baggage conveyors which have the capacity to handle a total of six arrival flights at the same time. This has been added to the old eight conveyors belt shared equally between both the departure and arrival halls. The terminal which used to have 62 check-in counters and 34 counters for immigration and State Security Services (SSS), distributed into the departure and arrival hall, but as a result of the remodeling and transformation going-on, the terminal will have a total of 24 immigration counters and 20 security screening points which will enhance passenger facilitation at the terminal to give air travellers the comfort they deserve. Mrs. Olatunju believes that there would be an outstanding change at the end of the renovation. She added that the terminal also has avio bridges and 14 aircrafts stands, at the E finger are seven avio-bridges and one remote parking bay while the D finger has the same seven avio-bridges also.

In addition, the airport has the following ancillary buildings and facilities:

- Cargo building with a handling capacity of 100,000 tons of cargo per year complete with cargo apron and sufficient areas of future extension.
- Power House planned as a sub-station for the power supply and for housing the emergency power plant.

- Fire and Rescue building with seven bays for sophisticated up-to-date fire and rescue vehicles and equipment.
- Civil Aviation and Nigeria Airways Hangars and Workshops.
- Airport Hotel with a capacity of 500 rooms and a catering capable of providing 10,000 meats per day.
- Police Station.
- Petrol Filling Station.
- Central Building.
- Air ï Field Lighting Buildings.
- Receiver and Transmitter Building.
- Interface and Building
- Sodium Approach Lighting Building
- Meterological sub-station
- Maintenance Building
- Medical Centre
- Water Supply Station
- In-Flight Kitchen
- Fuel Farm and Hydrants
- Nigeria Airport Authority Fuel Dumps.

Other facilities provided at the terminal and airport include; the press provided near the VIP rooms, car parking spaces provided for passengers, staff and visitors. There are also

parking spaces for 450 cars underneath the terminal building and space for another 700 cars in front of the building.

PHIA Terminal / Airport Facilities

Port Harcourt International Airport, Omagwa, consist of a single terminal which serves both the domestic and international flights alike. The research carried out have shown that, the airport has quite a number of airport and terminal facilities which provides services and facilitate passenger and other airport users as well.

According to Mr. Edward Inighbedion of Operations Department and Mr. Ola Ogundolapo of Public Affairs Department (FAAN), the terminal and airport facilities include the following:

- Conducive and comfortable halls departure and arrival
- Comfortable chairs for sitting while waiting for oneôs flight
- Standard conveyor belt or carousels
- Toilet facilities that are sparkling
- Adequate security within and outside the terminal building
- Provision for Car Hire Services for passenger and other airport users
- Screening machines and screening Points
- Bus system from tarmac to the terminal or from terminal to the tarmac
- Trolley services
- Communication outlets
- Announcement room,
- VIP Lounge

- A court to try offender who flout aviation laws.

Among these facilities also include: hangar, flicker, baggage tag, tarmac, mobile staircase, tug (where passenger baggage are being loaded before off-loading to the conveyors belt), fuel bouncer (supplied by AP, Mobile, and Total), safety combs, toilet/water bouncer, power house, and fire and rescue building.

Findings have shown that most of the facilities at Murtala Muhammed International Airport and Port Harcourt International Airport are old and dilapidated. This has resulted into the action of changing some of the terminal/airport facilities at MMIA and PHIA which have just been installed following the on-going remodeling and renovation works. However, some of them like the banks, communication outlets, bookshops and the VIP lounge are no longer working now until the completion of the airport. Findings also revealed that Murtala Muhammed International Airport and Port Harcourt International Airports have a lot of disparities as international airports. The question is, what is the federal government doing to see that PHIA meets the standard of what MMIA can offer, and what is the Ministry of Aviation doing since they know that air travel or transport is directly dependent on them. Airports, airlines, air navigation services are the terms that describe the industry comprehensively (Ahmed, 2007:6).

However, the number of airlines operating MMIA is a lucid fact that the facilities on ground are more than that of PHIA. While PHIA uses mobile staircase, MMIA uses avio bridges which is an indication that the facilities MMIA provides are more sophisticated when compared with PHIA. This is an undisputable fact that in Nigeria, Lagos remain the most complex metropolitan centre of regional population and organization if credence would be lend on the number of airlines operating in the airport.

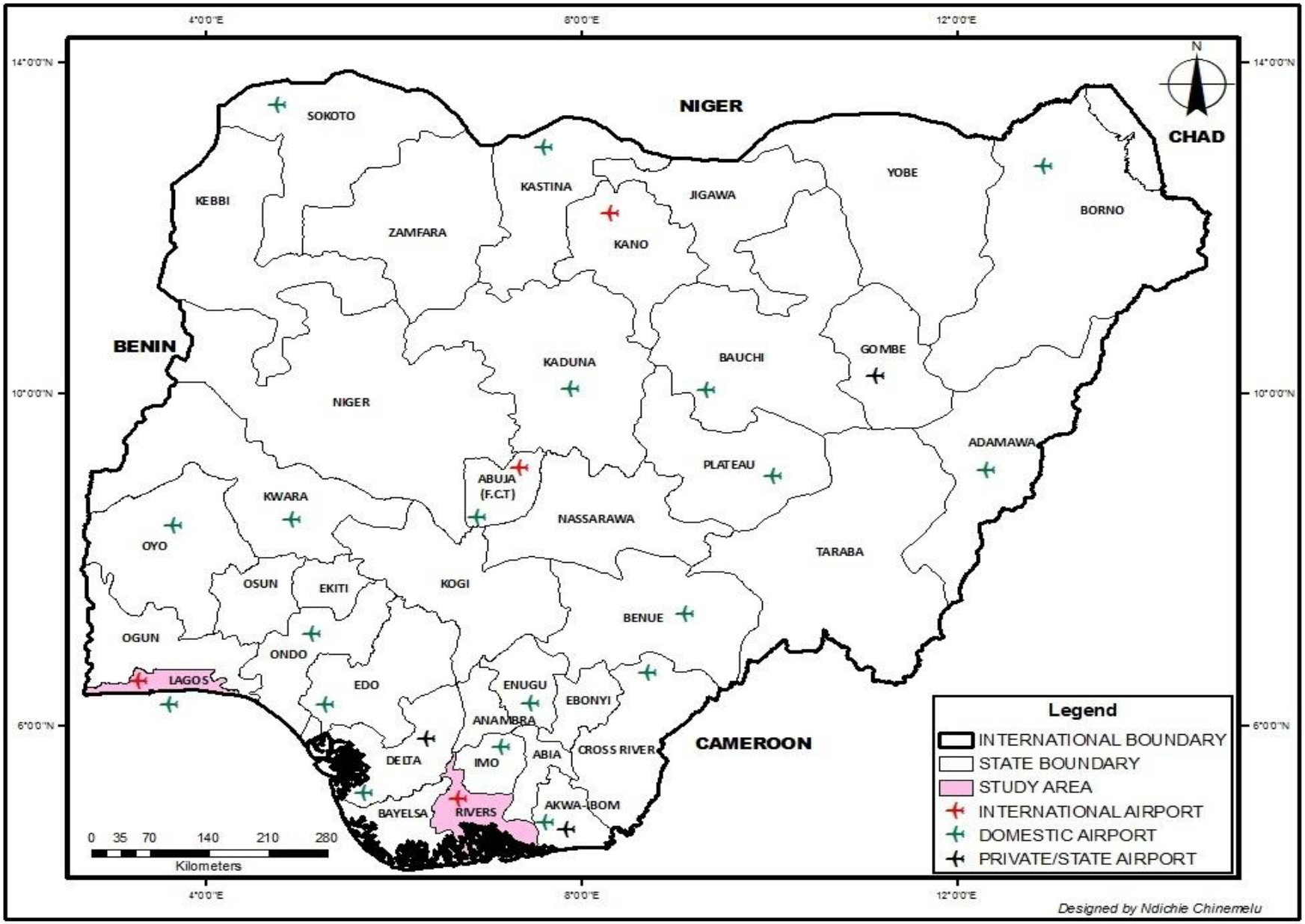

Fig 6: Map of Nigeria showing all the airports in various states

4.1.3 Travel Activities in Lagos and Port Harcourt.

This section will explore the various travel activities going on in MMIA and PHIA which include the number of airlines operating in the airports, particularly the international airlines. The number of days they operate as well as their various destinations.

Murtala Muhammed International Airport.

Lagos Airport which is popularly known by its International Air Transport Association (IATA) code as LOS Airport is no doubt the kingpin of all other airport in the country. According to Mrs. Olatunji, the travel activities are handled by multiple major airlines offering travelling in Nigeria. She said the travel activities of the airport have to do with airlines operation/flight operations and their services. These include; cargo movement, concessionaires, government agencies, customs, immigration, police, civil defence, accident investigation bureau, NAFDAC, nipost, banks, SSS, NDLEA etc. She added that the general motive is for security reasons and facilitation of passenger. In addition to this, Mrs. Olatunji and Mr. Chris of the Public Affairs Department, confirms that there are 24 international airlines operating in the airport and 2 new airlines is expected to start flying in July. However, the 24 international airlines include:

- British Airlines
- Virgin Atlantic Airways
- Kenya Airways
- Asky Airline
- Qatar Airways
- Ethiopia Airways
- Egypt Airways

- KLM Airline
- Arik Airline
- Iberia Air
- South Africa Airways
- Turkish Airline
- Delta Airways
- United Airline
- Air France
- Lufthansa
- Aero Contractor
- Royal Air Maroc
- Etihad Airways
- Emirate Airline
- Middle East Airline
- Camaco Air
- Rwand Air
- Alitalia Airline.

Although these airlines operate and render services to international airport users, the most frequently used among them are: the British Airways, Virgin Atlantic Airways, United Airline, Emirates, Lufthansa, KLM Airline, and Ethiopia which mostly fly twice a day in and out of the country. Other travel activities include a car hire service which is located

by the side of FAAN information desk on the arrival ground floor. According to Mrs. Olatunju, this service is the safest means of transportation to the passengerôs destination the moment they arrived at the airport. Visitors/Passenger is also advised to leave the airport using the registered car hire services. There are however, 23 different airlines operating at the MMA2 that is the domestic terminal.

Port Harcourt International Airport

Port Harcourt International Airport is also one of the busiest airports in Nigeria. The airport consists of a single terminal with separate facilities for both international and domestic flights, and is known by its International Air Transport Association (IATA) code as PHC. The airport also has travel activities that meet the need of the airport users. According to Mr. Edward Inighbedion, the Higher Operations Superintendent (FAAN), the travel activities at the airport deals with passengerôs facilitation and cargo movements which includes import and export. There are other activities that has to do with concessionaires, that is a lot of people doing various business like boutique, restaurant, car hire services, ticketing agents, customs, immigrations, bureau de change, banks among others. Edward added that the general travel activity centers on facilitation of passenger.

In his words, there are just two international airlines and four active domestic airlines that operate in the airport. The international airlines are: Air France and Lufthansa while that of domestic airlines operating at the moment are: Bellview Airline, Arik Air, Aero Contractor, and Dana Airline. He added that, Air France flys everyday while Lufthansa operations are four times a week ï Tuesdays, Wednesdays, Thursdays, and Saturdays. There are also chattered International flights which are usually unscheduled. He said they are unscheduled because they donôt announce or inform the FAAN before their arrival, however, the controllers are the only people that they disclose their time of arrival and departure. The words of Seth and Bhat (2003:104) has it that the non-scheduled or chatter airlines fly only when there is a demand and most tourist

chatters are operated by such carriers. He added that the fast growth of tourism has been made possible due to the inexpensive tour packages provided by chatter airlines to popular destinations in Europe like Spain and Portugal.

Having examined the travel activities of the two airports, it is pertinent to say that the PHIA and MMIA have a wide disparity between them. Comparing them according to Mr. Tony the Regional General Manager South/East of SAHCOL in PHIA, is like comparing the Lagos airport with Heathrow. The findings have clearly shown that, the number of international and domestic flights operating in MMIA is more than the number of flights operating in PHIA. It is so appalling even to mention that PHIA has only two international airlines operating there and yet it is assumed to be referred to as ñInternational Airportò. It suffices to say that facts obtained from PHIA shows that the requirements for establishing international airport are actually met, but because of the present condition of the airport, it has reduced the number of both the international and domestic airline operators to an appalling number. The question that still need to be asked ñWhat is the hope of PHIA for economic and tourism growth in Nigeriaò.

Data collected shows that MMIA is benefitting more than PHIA though they were commissioned the same year. Confirming this Mr. Edward admitted this but believe that soon PHIA would get there if government should implement the necessary law and enforcement. Thus, the government and the aviation ministry should give the airport adequate support they need, to increase the number of the international flights as well as the domestic operating in PHIA.

4.1.4 Statistical Presentation of Tourists Arrival and Departure at the Study Area.

It is imperative to state here that the number of airlines in both MMIA and PHIA is showing a huge gap between them which actually made one of my informants to comment that comparing PHIA with MMIA is most likely comparing Lagos with Heathrow airport in London. That notwithstanding, the statistics will be presented and

analyzed using 2010 ï 2012 passenger movement to ascertain the disparity. This would probably give us the number of visitors or tourists per say that visited the country within the said years, as well as visitors that travelled out of the country within that period. The 2011 aircraft movement will also be presented while additional information on aircraft movement of MMIA for 2010 -2012 will be seen in appendix as this was not obtained in PHIA.

Table 2: Passenger Movement in PHIC 2010 – 2012.

YEAR	ARRIVAL	DEPARTURE	TOTAL
2010	602973	610341	1,213,314
2011	680222	668605	1,348,828
2012	568187	565594	1,133,781

Table 3: Passenger Movement in MMIA 2010 – 2012.

YEAR	ARRIVAL	DEPARTURE	TOTAL
2010	1,217,374	1,217,374	2,434,749
2011	1,285,957	1,270,359	2,556,316
2012	1,407,586	1,442,845	2,850,431

Note: The above table shows the all year number of passengers that passed through MMIA and PHIA from 2010 ï 2012. This simply shows that, passenger in MMIA were more than that of PHIA which is an indication that tourists or visitors were more frequent in Lagos than Port Harcourt though the motive for their visit were not ascertained.

Table 4: 2011 Aircraft Movement for PHIA

QUARTER	ARRIVAL	DEPARTURES	TOTAL
1st QUARTERS	3,059	2,998	6,057
2nd QUARTERS	2,886	2,842	5,728
3rd QUARTERS	2,901	2,606	5,507
4th QUARTERS	3,204	3,200	6,404
TOTAL	12,050	11,646	23,696.

Table 5: 2011 Aircraft Movement for MMIA (International)

QUARTER	ARRIVALS	DEPARTURES	TOTAL
1st QUARTER	2,475	2,480	4,955
2nd QUARTER	2,644	2,627	5,271
3rd QUARTER	2,598	2,628	5,226
4th QUARTER	2,750	2,731	5,481
TOTAL	10,467	10,466	20,933

Table 6: 2011 Aircraft Movement in MMA (Domestic).

QUARTER	ARRIVAL	DEPARTURE	TOTAL
1st QUARTER	7,340	7,379	14,719
2nd QUARTER	6,527	6,551	13,078
3rd QUARTER	6,690	6,743	13,433
4th QUARTER	6,640	6,609	13,249
TOTAL	27,197	27,282	54,479

From the above data, one can deduce that the disparity between MMIA and PHIA is quite much in their aircraft and passenger movement. With 24 international airlines operating in MMIA and just two airlines in PHIA, and also with just 4 domestic airlines operating in PHIA and about 26 in Domestic terminal in MMA1 implies that Lagos is actually the kingpin in the sector in Nigeria.

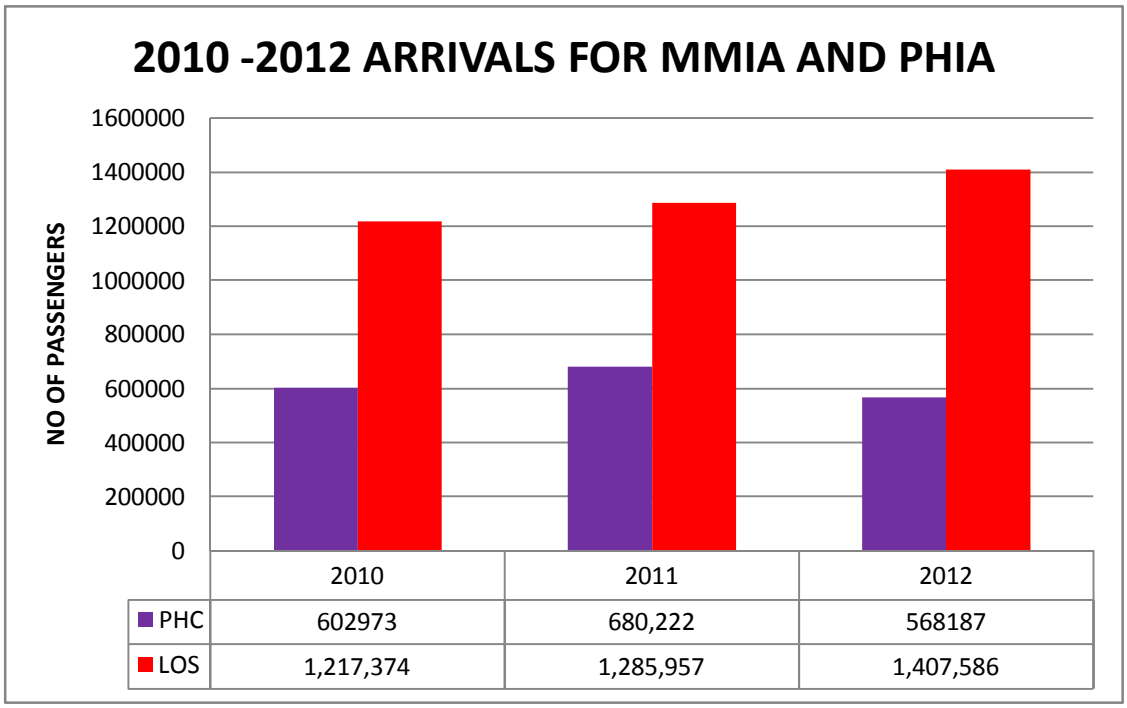

Fig 7: Arrival Passenger Movement.

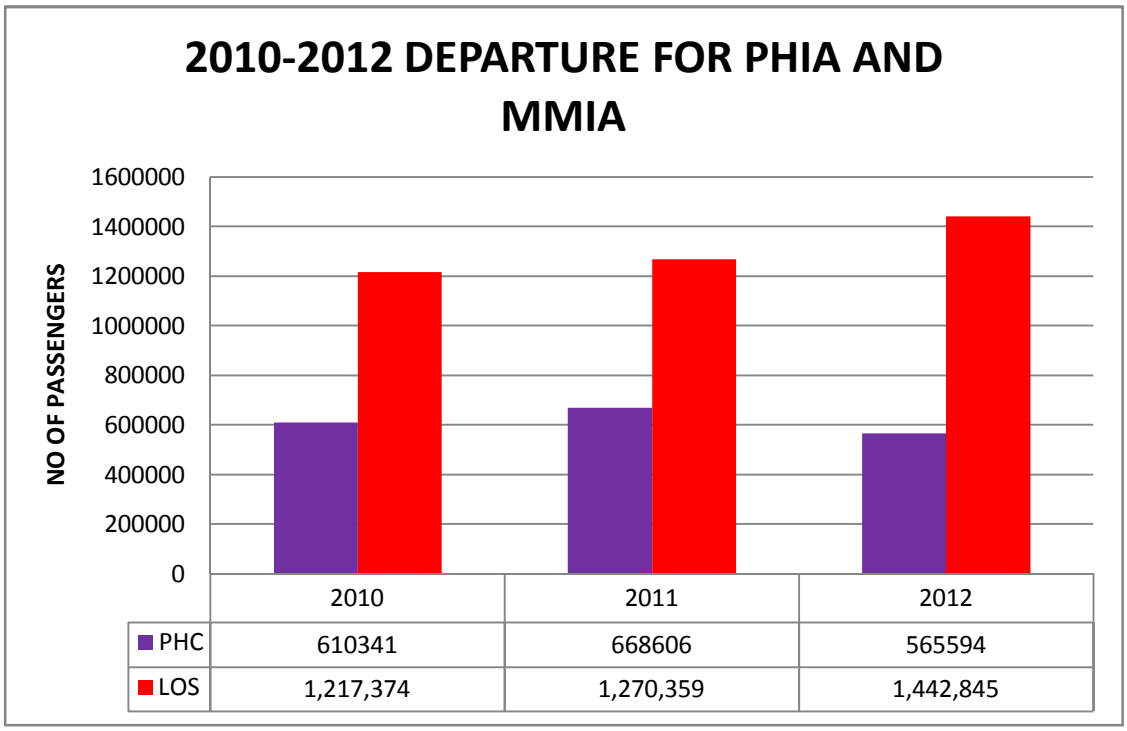

Fig 8: Departure Passenger Movement.

4.1.5 A Comparative Study of Air Travel in Nigeria

Tourism is about travelling and being in another place using different modes of transportation. Prior to that, the first question that comes to mind is why am I travelling? There are numerous reasons behind travelling such as recreation, visiting friends and family, natural and cultural attractions, visiting historic places, religion purposes, and curiosity among others. Whatsoever be the reason of travelling, people need some mode of transportation for movement. This leads to the next question which is, what mode of transportation? The answer probably will depend on choice, time saving, convenience, safety and affordability. Therefore, air travel is the only mode of transportation which meet most of the above questions, hence the speed and convenience.

Tourism in the words of Ahmed (2007:2) is known as the collective activities and services that facilitate and attract tourists and shaped within their participation. He also noted that these services industries include transportation services such as airlines, cruise ships, rail, taxis and any other mode of transportation. With this, it is glaring that transport plays an important role in the tourism system, because tourism simply means travel predominantly for recreation, event, or leisure purposes. However, tourism and travel go hand in hand and as well connotes the same meaning, in fact their relationship basically depend on each other to survive.

Majority of people who travel, be it in-bound, out-bound do it on different purposes, thus, tourism demand has stirred up the speed development of transportation world-wide. As Westlake and Robbins (2005) cited in Cooper at el (2005:461) rightly observed, millions of tourists expect to be transported safely, quickly, and comfortably to their destination at a reasonable cost. As a result, the transportation industry had therefore, adjusted in order to accommodate the flow and increase by providing more sophisticated vehicles with improved speeds and efficiency, through modernization and development. This has also resulted in the provision and development of the latest double deck aircraft- Airbus 380, that has more speed and lesser noise in the environment.

Although there are four major different modes of transportation which include, road, water, rail and air, therefore, it could be said say that air travel has taken over the transportation due to its faster and more convenient nature. According to Page (2005:3) transport is acknowledged as one of the most significant factors to have contributed to the international development of tourism. This simply implies that, air travel is no doubt one mode of transportation that has notably contributed to the growth of international tourism. It also contributes to sustainable development not only by facilitating tourism and trade, but also generates economic growth and provides job, and has made distant locations seem much closer (Ahmed 2007:3, Walker and Walker, 2011:13). By air, Africa and Europe, Lagos and Port Harcourt, are only but a few hours away.

The importance of air travel in tourism is definitely one area that cannot be over emphasized. Apparently the decision for choice on the mode of transportation is dependent on the reason for travelling. On that note, people or tourists who can afford it usually choose convenience and speed over cost. Air transport which obviously has become an integral factor in the travel and tourism industry has actually boosted the growth of other related tourism sectors like: accommodation sector, car rental agencies, attractions, recreation entertainment, sports, festivals etc. This is an indication that ñtourism industryò is the industry that focuses on the implementation of different components of service industries collectively geared towards satisfying the need and demand of tourists. However, the tourism model by Walker and Walker is a typical example. (**See Fig 2**).

Furthermore, Westlake and Robbin in Cooper et al (2005:480) believe that travelling by air is probably the most important innovation of the twentieth century. Presently, everybody whether old or young, rich or poor, wants to travel by air notwithstanding the occasional tragic experience with it. It has significantly gained a share in the transport market. Holloway (2006:303) added that air travel over the past four decades has made medium-and-long-range destinations accessible. Hence, it has

substantially contributed to the phenomenon of mass-market international tourism. On the other hand, global tourism has become much wider because people could actually travel to other countries to appreciate their culture and learn new things. Therefore, tourism does not start and end only in our surroundings (in-bound/domestic) but has metamorphosed or spread beyond our surroundings (out-bound/international) through the development of air travel, thereby allowing people to visit from anywhere in the world which however, has resulted in mass tourism to countries which provides or contribute their economic sector. However, air travel has allowed people to make their holidays to every part of the world.

Conclusively, it could be implied that, air travel and tourism complement each other. This is because tourism depends on transportation to bring visitors from every part of the world; transportation industry depends on tourism to generate demand for its services. The growth in tourism industry directly reflects onto the air transportation. This is because over the years, the number of international tourists has grown globally because air transport is the main mode of international tourism. In relating this to my work, it is obvious that the international passenger movements are greater than the domestic passengers. This however, shows that transport is the cause and the effect of the growth of tourism. Having noted that, the researcher can say that air travel has stimulated tourism, and the expansion of tourism has stimulated air travel.

4.1.6 Comparative Study of Air travel Activities in the Study Areas

This section will explore the various activities of the airports including the role of FAAN, NAMA, SAHCOL, and also NAHCOL. It will also acquaint us with certain procedures that will facilitate passenger through the Murtala Muhammed International Airport and Port Harcourt International Airport. It is pertinent to note here that, the two airports will be discussed together; hence the procedures are the same.

Airports are busy places and there are many things passenger and tourists must do in order to embark on their flights. From check-in and boarding passes to dropping off checked luggage, go through security, find the departure gate, and then board the plane. However, the following are the procedures and air travel activities in MMIA and PHIA. They include:

DEPARTURE PROCEDURES

a. Visa and Passport: One of the important procedures to know is the obtaining of passport and visa. Before one becomes an international tourist, you must have to own an international passport from any immigration office located in your country. For instance in Nigeria, there are quite a number of immigration offices located across the country ï Enugu, Lagos, Port Harcourt, Abuja, Kano among others. After this, the next stage is obtaining your visa from the Embassy, which depends on the country of oneôs choice or destination. Visa are issued depending on the type of visit, on the other hand domestic airlines donôt require visas.

b. Ticketing: This is a printed or written paper that is obtained from an airline to indicate its owner, price, and nature including other relevant information, which gives a passenger access or passage to an airline. This, however, could be obtained manually or online. The online ticket might as well be referred to E-ticket which is usually provided online. There are also ticket agents who work at an airport ticket counters using computers to provide customer service to incoming passenger. They assist passenger with tagging luggage and baggage, check-in, make or change reservations, seat assignment or positions, answer inquiries about flight schedules and fares, verifies reservations by phones, figures fares and handles payments. Ticketing may also be obtained at the airport, through an airline ticket office located in towns or in a hotel. Ticket counters usually operates 24 hours a day at the airport, and offer a wide variety of work schedules.

c. Departure Procedure: Departure procedures according to Mr. Ola Ogundolapo are handled by airlines. The procedure entails a passenger presenting his or her passport and boarding pass to acknowledge his or her presence on a flight.

d. Airport Check-in: In handling air travellers, most airlines open their check-in counters at least three hours to boarding time. There are a few others also which open or begin their check-in procedure between six to eight hours before boarding time. Passenger usually hand over any baggage that they do not wish or are not allowed to carry on the aircrafts cabin. They also receive a boarding pass before they can move to board their flights. Usually it is the first procedure for a passenger when he or she arrived at the airport from home.

e. Online Check-in: Before your flight, check-in is an essential step in confirming your presence for your flights, choosing your seat and also obtaining a boarding pass. Thus online check-in is the confirmation of your presence on a flight through the internet. Most international airlines render this service and hours could differ from one airline to another. It is usually done 24 to 30 hours before your flight. There online you can confirm your presence on your flight, choose your seat online through the airline website or even on your mobile phones. At the end of the check-in process, you will receive your boarding pass with which you need to board your flight. This procedure is available in the two airports under study.

f. Customs Formalities: Immediately after check-in, Customs officials are required by law to examine your luggage to ensure that you do not leave the country with forbidden properties such as historical or cultural artifacts (Ogundolapo, 2009:43).

g. Immigration Formalities: Having gone through the customs formalities, intending passengers who obtained their Passenger Service Charge tickets joins any of the queues to fulfill their immigration and security screening as well as baggage screening. During the immigration formalities, the officials will demand for the

passengersô passport as well as your departure card. However, the passenger is free to make request of seeing the supervising immigration official in case of any complaints.

h. Boarding Pass: Boarding pass is a ticket or document that gives you permission to your flight. With it you are identified, your flight number, date as well as scheduled time for departure are made known. Even passenger that checked-in online print theirs themselves for easy passage and identification. In fact, it is simply your identity.

i. Baggage Restriction: Here the passenger hand over checked baggage to the airport security at the time of check-in. also, anything that is above a certain weight limit, or something that is not allowed to be carried by the passenger into the aircraft cabin is usually handed over to airline staff during the time of check-in. However, some airlines normally provide baggage allowance, therefore, if a passenger have excess loads, there usually will be an additional or extra fee to be paid. Sometimes this baggage restriction is usually based on the class the passenger is travelling on.

j. Change of Reservations: Although this was mentioned in the ticketing procedure, however, there are some important things to know about change of reservations. It is pertinent to note that situation that is very well best known to the passenger may lead or prompt this. This may involve changing of itinerary, changing to an earlier flight, or even later flight, it may also involve upgrading class of travel or even cancellation of flight. No matter what the situation, there are some fees that the passenger will have to be made. But most importantly, the charges are subject to the conditions of the ticket issued to the passenger.

k. Waiting Lounge: As passenger wait to board their flights, there are various lounges at MMIA, but only one in PHIA provided and designed for maximum comfort. In MMIA, the Economy class waiting lounge is on the same floor as the

duty free shops, while the Club class and First class waiting lounges are accessed through two stair case on both ends of the economy class waiting lounges. The VIP lounges provide hospitality and courtesy that can be compared to the best in any part of the world. Meanwhile in PHIA, as a result of the renovations, the lounges are no longer available.

l. Boarding: Boarding times actually vary and tend to be important so that you would not mix up with those on a different flight. Following announcements which is usually done by the public address system provided at each airport, the said passenger is expected to go to his or her boarding gate that is indicated on the boarding pass. In addition, passenger may also be screened by a male or female FAAN security staff; this depends on the gender of the passenger. This is done to detect any dangerous or metallic objects. In line with international civil aviation and security regulations, a body search may equally be conducted on a passenger. After all these final checks, passenger will now move to the relevant gates for final boarding into the aircraft or their flights.

Plate 3: Port Harcourt International Airport (PHIA).

Plate 4: Murtala Muhammed International Airport (MMIA)

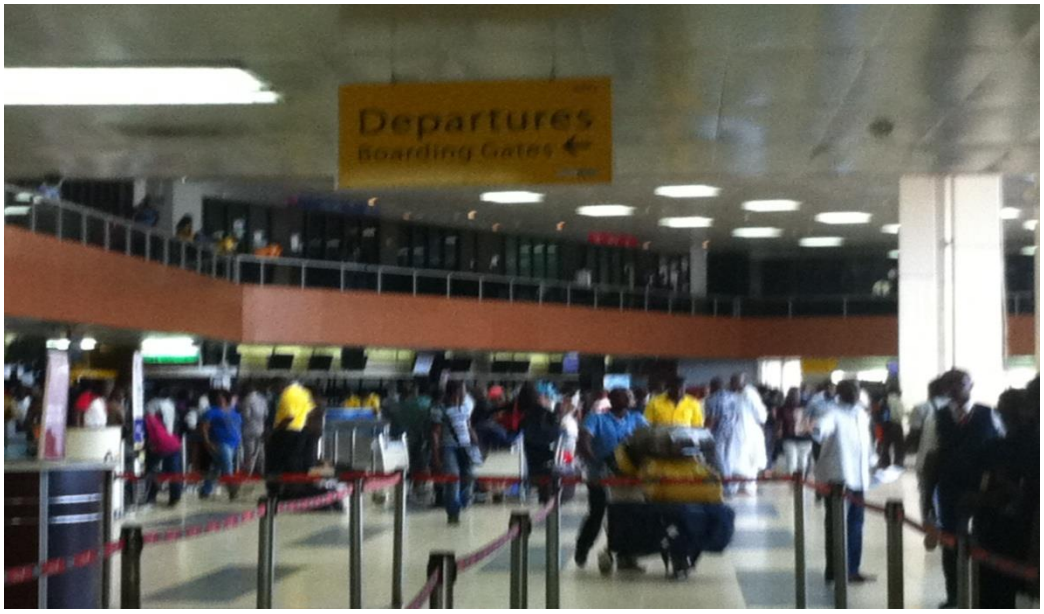

Plate 5: Passenger checking-in at the departure hall of MMIA

Plate 6: Picture showing a signpost for terminal remodeling by (FAAN) in MMIA.

ARRIVAL PROCEDURES

a. Arrival Procedure: In Lagos airport, there are two fingers and 14 avio bridges at the International terminal. Seven of the avio bridges, D31 and D44, are located on the East Wing of the airport, while E52 to E62 are located on the West Wing. Passenger from the E-finger move straight to the end of the walkway, and walk down a flight of stairs into the immigration area. Passengers coming from the D finger are expected to move through the walkway using travellators. In Port Harcourt airport, the arrival procedure is not the same thing. This is due to the fact that the airport consist a single terminal. However, there are no avio bridges or bridge in this airport rather they use what is called a mobile step or stairs from the parking bay, and then a bus takes them to the arrival hall.

b. Immigration Formalities: There are three main sections at the immigration are, they are: (1) foreign arriving passenger (non Nigerians), (2) Nigerians Passengers; and (3) ECOWAS Passenger. Each of them has separate queues.

An immigration desk is provided for a very senior Immigration Officer in the event of any problem. Therefore, at the queue of non-Nigerians, it is therefore, the responsibility of a passenger to give his or herself in for interview by an immigration officer at the port of entry, present his documents which include not just a passport but a valid one, valid visa and also a return ticket. The passenger must equally provide evidence indicating sufficient funds for sustenance while in the country and must also complete an arrival card. He/she will also be placed on a pass which allows visiting or transit pass that will serve the duration which determines how long he/she is allowed to stay.

c. Offences: There are some offences which an immigrant or expatriate are not allowed to, these include:

   - ❖ Anyone on Tourist Visa or visitorôs visa is not allowed to take up any form of employment or do business of any sort.
   - ❖ A Temporary Work Permit (TWP) is not supposed to do any kind of business or take any job beside the one specified in the application before the issuance of visa.
   - ❖ They are not also allowed to stay longer than necessary that is being specified at the time of entry.
   - ❖ The person can only stay longer on the basis of a valid entry visa or else he will not be allowed into the country.

d. Baggage Reclaim: Here, passenger with luggage are expected to pick up a trolley and wait for their luggage after all immigration formalities have been fulfilled. When luggage is being retrieved, the passenger proceeds to the exit points where he or she will meet the Custom Officials. In addition, missing luggage is taken care of by the airline or flight the passenger flew in with. Should there be damages also, there are clearly an airline contract term to take

care of loses and damages. Representative of the airlines will take the passenger through the process of seeking redress.

e. Customs Formalities: At MMIA, the dual channel system of passenger clearance is operated at Lagos, it can also be found in Abuja international airport but not so in PHIA. Choosing a specifically designated exit, the traveller declares either if he/she is carrying dutiable or restricted articles, or that he/she is not carrying such articles. There are two designated exits and a passenger goes through one of the exits with all his/her luggage loaded on a trolley. The two exits are:

   Green Exit- where a passenger who is satisfied that he/she is not carrying dutiable or restricted goods are to pass declaring ñNOTHING TO DECLAREò by a regular octagon.

   Red Exit- here a passenger who has with him or her dutiable goods beyond the baggage concessions granted or restricted good is to pass through this channel with the words ñGOODS TO DECLAREò. By choosing this channel a passenger is by implication declaring the contents of his/her accompanied baggage as required by section 72(1) of the Nigerian Custom and Excise Management Act Cap 84 of 1990, Laws of the Federation of Nigeria.

f. Handling Services: There are two ground handling agents or companies in operation at both MMIA and PHIA. They are: the Nigerian Aviation Handling Company (NAHCO) and the Skypower Aviation Handling Company (SAHCOL). The two undertake check in procedure for passenger and cargo on behalf of operating airlines as well as ramp services.

g. Security: A few several security agencies are provided for the safety of passenger, luggage, equipment and facilities. These security agencies include: FAAN security, the Nigerian Immigration Services (NIS), the Nigerian

Customs Service (NCS), the Nigeria Drug Law Enforcement Agency (NDLEA), Plant Quarantine Service, the Nigeria Air Force (NAF), the Nigerian Police Force (NPF), State Security Service (SSS) among others (Ogundolapo, 2009:102).

Plate 7: Showing Arrival Hall (Front View) still under remodeling in MMIA.

The above picture is an indication that the arrival hall is still under remodeling. This is why the sign showing the ñArrival Hallò has been removed, but will be replaced the moment the terminal building is completed.

4.1.7 THE ROLE OF FAAN, NAMA, NCAA, SAHCOL, AND NAHCO

This section will be explored based on the information and findings from my informants in both Lagos and Port Harcourt Airports respectively. Their names are: Edward, Chris, Victor, Ola, Joel, Olatunji, and Tony.

FAAN: This is an acronym for the Federal Airport Authority of Nigeria. They are simply referred to as the managers or the land lords of all the airports in Nigeria. In fact, they are called the owners of airports in Nigeria. In all of these 22 airports and airstrips in Nigeria, they have the Regional General Managers who oversees the activities in the airport.

Under the Regional General Manager of MMIA are: the Domestic terminal, terminal managers of Hajj, GAT-General Aviation Manager. He has under him all the heads of departments in the airport. The PHIA Regional General Manager (South/East) also has under her all the heads of departments in the airport. (**See the Organizational Structure in appendix 5 for more Clarification).**

In addition, the Federal Airport Authority of Nigeria (FAAN) is a service organization statutorily charged to manage all commercial Airports in Nigeria, as well as to providing service to both passenger and airlines. Their general function is to create conditions for the development, in the most economic and efficient manner of air transport and services connected with it. Other functions entrusted in their hands include:

a. To develop, provide and maintain airports, necessary services and facilities for safe, orderly, expeditions and economic operation of air transport.

b. To provide adequate conditions under which passenger and goods may be carried by air and under which aircraft may be used for other gainful purposes and prohibiting the carriage by air goods such as classes as may be prescribed.

c. To charge the services provided by the authority at airports.

d. To develop and provide facilities for surface transportation within airports

e. To provide accommodation and other facilities for the effective handling of passengers and freight, among others.

NAMA: This is also the acronym for the Nigeria Airspace Management Agency. It was created vide Act No 48 of 1999 of the Federal Republic of Nigeria, to develop the Nigeria Airspace to be consistent with the requirements of the ICAO (International Civil Aviation Organization), Standards and Recommended Practices (SARPSs). According to Mr. Joel the Manager in Port Harcourt International Airport, they are committed to provide safe, efficient, effective and economic Air Navigation services to passenger. He

said their main duty is to provide safe and functional air navigation services that will meet international standards. Suffice it to say that since the establishment of NAMA in January 2000, there has been a huge success both in Air Traffic Management (ATM) maintenance of high safety standards, procurement and installation of air navigation infrastructure at a pace that has never been witnessed before. However, some of their functions include:

- To provide air traffic services in Nigeria, including air traffic control, visual and non-visual aids, aeronautical telecommunication services and electricity suppliers relating there- to, to enable public transport, private business and military aircraft fly, as far as practicable and safety as possible.
- To secure the safety, efficiency and regularity of air navigation.
- To ensure an effective co-ordination in the use of the Nigeria Airspace in line with established standards and procedure,
- To provide adequate facilities and personnel for effective security of air navigational aids outside the airport parameters.
- To procure, install and maintain adequate communication, navigation and surveillance and air traffic management (CNS/ATM) facilities at all airports in Nigeria among others. In fact NAMA control the airspace.

NCAA: This is the Nigerian Civil Aviation Authority, the civil aviation authority of Nigeria and the regulatory body for aviation in Nigeria. They are responsible for all aspect of aviation in Nigeria, including safety, training, licensing, registration, and airport operations. Their general function is to determine what happens at every airport. In November 2006, a law was signed into a new Civil Aviation Act that established the Nigerian Civil Aviation Authority as an autonomous safety regulator. Autonomy for the NCAA effectively protects it from political interference, enabling it to act without favour

and provides effective oversight of the aviation industry in Nigeria. However, their new lift for ensuring safety includes:

- Total commitment to safety
- Fleet renewal
- Non-punitive reporting system
- Zero accidents
- Zero fatalities
- Zero tolerance to violation of safety regulations.

NAHCO: This is the Nigerian Aviation Handling Company Plc which provides comprehensive ground handling services covering aircraft handling, passenger and baggage handling, cargo handling through customs bonded warehouses and mail handling through postal authorities. NAHCO render services to more than 32 domestic and international airlines operating in the country through its stations at Abuja, Lagos, Kano and Port Harcourt. They have remained committed to exploring ways to providing bench mark services to its stakeholders and by implication, contributing to the development of the Nigerian Aviation Industry (Ogundolapo, 2009:101).

SAHCOL: This is the acronym for Skyway Aviation Handling Company formerly called Skypower Aviation Handling Company was carved out of the liquidated Nigeria Airways Limited (NAL) as part of the Federal Ministry of Aviationôs reforms in 1996. On October 1st 1991, SAHCOL was granted operational autonomy, thus becoming a company administratively and financially independent of the then Nigerian Airways Limited. SAHCOL is a 100% government owned parastatal incorporated as an Aviation Ground Handling Service Provider under the Nigerian Company and Allied Matters acts of 1990, they are fully responsible to the Federal Ministry of Aviation. According to Mr. Tony

Okeiyi, the Regional General Manager (South/East) in Port Harcourt Airport, SAHCOL provides first class Ramp Handling Services, aircraft loading/offloading, baggage sorting, cabin cleaning, crew transport, unit load device control, water/toiler services, air starter unit, air conditioning unit, baggage/cargo scanning and passenger steps. He added that though their head quarter is in Lagos, their significant presence in all the operated airports across the country is indeed wide and efficient.

Plate 8: Tow tug for loading passenger luggage in PHIA.

Plate 9: Showing passenger step attached to the aircraft during arrival and departure time in PHIA.

Plate 10: Water/Toilet Bouncer for supplying water/flushing toilet from the aircraft in PHIA

Plate 11: The conveyor belt (very old) in PHIA.

Plate 12: Main Deck Loader (For loading luggage in the aircraft) in PHIA.

4.2 Data Analysis

This section will analyze the data collected in the course of the research and also look at the requirements and criteria for establishing an international airport in Nigeria. This would help the researcher to know if MMIA and PHIA meet those requirements, and if they did, then no analysis will be made.

4.2.1 **Requirements For Obtaining Airline Permit In Nigeria**.

This section will outline the Airline Operating Permit (AOP) to all commercial airlines operating in Nigeria. It applies to the carriage of passenger, mail and cargo by air and reward in public transport.

- No person shall use any aircraft in Nigeria for hire and reward in public transport category to non-scheduled or charter air service unless such a person holds an Air Travel Licensing (ATL) or Airline Operating Permit (AOP).
- Application for the grant or renewal of an AOP shall be made in writing to the Authority and shall contain such information as specified in IS:18.2.3 to these regulations or such other information as may be published by the Authority from time to time.
- The Authority if satisfied that the application has met and complied with the requirements for the grant or renewal of an AOP shall grant or renew the permit.
- An AOP shall be valid for a period of three (3) years and subject to renewal every 3 years on such terms and conditions as may be specified by the authority from time to time.
- An AOP not utilized at the expiration of its validity period shall not be renewed by the Authority; notwithstanding, the holder of the AOP may apply for a fresh issuance.

- The holder of a permit granted by the Authority under this regulation shall at all time begin a position to demonstrate the ability to meet the conditions as set forth in the AOP.
- Each holder of an AOP shall submit to the Authority, at such times as the Authority may deem fit, a list showing the names of its shareholders or any person(s) holding more than five percent (5%) shareholding in the company together with the names of any person on whose behalf such shares are held.
- Each holder of an AOP shall file with the Authority, a true copy of every contract or agreement affecting air transportation or modification or cancellation thereof, between the air carrier and other air carrier or other bodies. The Authority may disapprove of such contract or agreement whether or not previously approved if found to be in violation of these regulations, rules and orders made by the Authority or against public interest (Source: Federal Airport Authority of Nigeria, MMIA, 2013).

Although this is a written document that applies to any airline operating in Nigeria, it is obvious that over the years, the government establishes laws or decrees and fail to adhere strictly to them. If the airlines both domestic and international will be permitted to operate and the Authorities responsible to check and monitor them properly do not do what they suppose to do, what then is the hope and the future of the aviation sector in Nigeria? It is therefore pertinent to say that, there are loopholes and lack of good practices and lackadaisical attitude in the National Civil Aviation Policy (NCAP) in the aviation sector from the outset and by all indication; it has affected every sector in one way or the other nationally and internationally. Apparently, they are just interested in their share and not in the lives of passenger, nationally and internationally. If the AOP is valid for just three years, why wonôt the Authorities also check and examine the aircraft that the various airlines operating in Nigeria are using within a given period of time in

order to save lives, rather than applying the ad hoc method each time there is air mishap or similar incident alike.

4.2.2 **Criteria for Establishing International Airport in Nigeria.**

A. The following criteria along with general facility establishment standards must be met before an airport can qualify for an ATCT:

- The airport whether publicly or privately owned, must be open to and available for use by the public as defined in the Airport and Airway Improvement Act if 1982;
- The airport must be recognized by and contained within the National Plan of Integrated Airport Systems;
- The airport owners/authorities must have entered into appropriate assurances and covenants to guarantee that the airport will continue in operation for a long enough period to permit the authorization of the ATCT investment;
- The NCAA must be furnished with appropriate land without cost for construction of the ATCT;
- The airport must meet the benefit-cost ratio criteria specified herein utilizing three consecutive NCAA annual counts and projections of future traffic during the expected life of the tower facility. (An NCAA annual count is a fiscal year activity summary, where actual traffic counts are unavailable or not recorded, adequately documented FAA estimates of the scheduled and non-scheduled activity may be used).

B. An airport meets the establishment criteria when it satisfies paragraphs

(a) (1) through (a) (5) of this section and its benefit-cost ratio equals or exceeds one of this part.

C. The satisfaction of all the criteria listed in this section does not guarantee that the airport will receive an ATCT.

It is pertinent to note that the following are also included in the criteria:

- A virgin land that will house the terminal buildings and others needed for the running of an airport.
- The land will be enough to take the runway, taxi way, tarmac, apron, etc.
- It will also be enough where car parks can be located.
- There will also be competent manpower and enough land to accommodate airlines (Source: FAAN, PHIA. 2013).

Having noted the above criteria in establishing airport in Nigeria, the researcher discovered in the course of the research that, this is a written document which the Federal Airport Authority of Nigeria, (FAAN) and the Federal Government have put in place to establish any airport in Nigeria. However, the Murtala Muhammed International Airport, Lagos and Port Harcourt International Airport, Omagwa met these criteria and requirements. But the researcher was able to deduce that the NCAA does not follow these criteria strictly. This can be seen in number 5 where the annual count fiscal year was meant to give a summary of activity on the ATCT. Consequently, this has affected the expansion of the MMIA and PHIA over the years. Because if proper and adequate adherence to these criteria were being met in the past years considering the air traffic the two airports had experienced, the terminal and its facilities would not have been left in the dilapidated state they were before.

Furthermore, for an airport that has not undergone any expansion since inception and yet continues to witnessed increased traffic yearly, until the transformation agenda was introduced recently by the President- Goodluck Jonathan and the Aviation Minister, Princess Stella Odua, it means that our aviation sector will go a long way to boost and

yield economic growth if the Federal Government will do more to ameliorate their present state. The decay before now could also be attributed to the lack of policy adherence, best practice and seriousness, as well as lack of maintenance in all sector in Nigeria**.**

Conclusively, findings have shown that an aviation legislation and regulatory framework which centres on review and amendment of African Common Civil Aviation Policy (AFCAP) has been put in place. Hence one of the policy statements is that member states should establish effective and sustainable regulatory oversight systems to strengthen it through optimization of resources (Aviation and Allied Business Journal, 2013:32). The aviation is a highly dynamic and complex international industry so policies may not have been designed to be a static document. In that light, level of adherence should be monitored.

4.2.3 Statistical analysis of tourist Arrival and Departure in MMIA and PHIA

Having known the statistics of passenger and cargo movement in both airports, it is obvious that MMIA is indeed the kingpin and the busiest airport in Nigeria. With the number of international flights operating at the moment and just two operating in PHIA, it is glaring that the passenger/cargo movement is 80% higher than Port Harcourt. Having said that, we can attribute the disparity or gap to the fact that Lagos was one time the Political Capital of Nigeria until 1991 when it was moved to Abuja. Consequently, it was constructed at that time for the purpose of expanding our economic growth and developing the nation. If we checked correctly, multinational companies and most national companies as well have their head quarters based and located in Lagos including most airlines. Therefore, Lagos airport has been the main hub for both domestic and international passenger across the country.

Although the four major international airports in Nigeria including Akanu Ibiam International Airport are under the transformation agenda going on, findings have shown

that Murtala Muhammed International Airport unlike Port Harcourt International Airport is receiving more attention than the others, not because it is the oldest of all but because it attract more visitor/passenger than the rest. However, the terminals will still benefit from the world-class international standard, though for me they still cannot be compared with MMIA. The revolutionary plan towards providing the terminals with modern facilities as discussed in the modernization and development theory, that will meet the international standard and best practices will surely provide Nigerians and visitors, especially the international tourist/passenger with a luxurious airport even though we are only trying to meet up with the foreign counterparts.

Furthermore, the government should do something to salvage the Port Harcourt International Airport in order to meet up with its Lagos counterpart. Port Harcourt is one of the oil states in Nigeria, therefore, government should expedite the transformation process and make it a hub where not only planes take off and land but also an airport that will provide some economic impetus which will increase tourism and in turn boost the economic activities and create an economic hub for the country. Having said that, the researcher in the course of this research noted that, Murtala Muhammed International Airport is Nigeriaôs principal airport for intercontinental passenger traffic, because a lot of people always want or prefer to fly through Lagos. It offers Nigerian residents, tourists, and even businesses a better access to more destinations at a higher frequency and lower priced fares to boost its international tourists.

4.2.4 Importance of Air Travel to Tourism Development in Nigeria.

Travelling over the years has been the nature of man. It has been an important feature in human beings. From time immemorial man has travelled from one destination to another. As time went on and as transportation became more reliable, travelling became a routine activity taking place in an environment. Therefore, the demand for more convenient and safer mode of transportation with a sophisticated infrastructure and facilities have motivated people to travel in an efficient and probably faster and reliable

mode. With that in mind, transport is the cause of the growth of tourism (Ahmed 2007:2; Rodrigue, 2013:70). To begin with, the improved facilities stimulated tourism, and the expansion of tourism has also stimulated transport.

On the other hand, tourism entails the practice of travelling temporarily out of oneôs permanent place of abode to another for not more than a year. The International Association of Scientific Experts in Tourism sees tourism in terms of particular activities selected by choice and undertaken outside the home environment (Ahmed 2007:2). However, tourism focuses on the real life situation that brings about development in the national and international levels. Tourism is an economic activity characterized by a high level of elasticity. Therefore accessibility is the main function behind the basics of tourism transport (Rodrigue 2013:71). In order to access the areas that are mainly aimed, tourists will use any mode of transportation and however, air transport could be the actual mode. Tourism is all about travelling, so the importance of air travel in its development is vital not just to the developed countries but also to developing countries such as Nigeria.

The following have been considered as the importance of air travel to tourism development in Nigeria by the researcher. They include:

- Economic Growth: Aviation provides the only world-wide transportation network which makes it essential for global business and tourism. This plays an important role in facilitating economic growth not just in the developed countries but also in the developing countries like Nigeria. With the influx of tourists in the country, the tourism sector will grow tremendously if proper measures of maintaining and development of infrastructure through the aviation sector is achieved.

- Social Benefit: Air travel improves quality of life by broadening peopleôs leisure and cultural experiences. Air travel provides a wide choice of tourists destinations around the world and Nigeria will actually benefit from that through our diversified natural and cultural activities and heritage across the country. With the

international tourists as well as the domestic tourists visiting these places, Nigeria can gain enormous benefits from social interaction based on the experiences that tourism provides.

- Cultural Benefit: It has been noted earlier that travel and tourism complement each other. Through air travel, tourists will appreciate the rich and cultural diversity that Nigeria as a country can offer. This will restitute respect for Nigeria as the ógiant of Africaô and the dignity of life to the entire nation. It is important to note that, tourism contributes to the preservation and development of the worldôs cultural and natural heritage (Walker and Walker, 2011:21). With this in mind, air travel and its importance to tourism development in Nigeria is needed.

- Employment Opportunities: By facilitating tourism, air travel helps on alleviating poverty by providing employment opportunities, increasing revenues from taxes and also career development for people. For instance, in MMIA alone, there are 24 international airlines and about 23 domestic airlines operating, with this and more coming, there will be job opportunities that will improve the quality of life and helps to improve living standards in Nigeria. Air travel is quite unavoidable for tourism.

- Sustainable Development: Air travel contributes to sustainable development not only to the developed countries but could be achieved in the developing countries also. Air transport makes a major contribution to sustainable development by supporting and promoting international tourism. It fosters the development of and conservation of protected areas and the environment. In effect, protecting the environment attracts tourism and the development of the tourism industry, which makes it possible to finance the protection of nature and cultural heritage; thereby increasing the benefits of protected areas of Nigeria. Globally, air transport has become the engine for sustainable economic development and growth (Aviation and Allied Business Journal, 2013:32). It is being done through tourism and trade,

generation of jobs, improvement of living standards, alleviation of poverty and increasing of revenue generation.

Plate 13: Researcher with a SAHCOL staff in PHIA

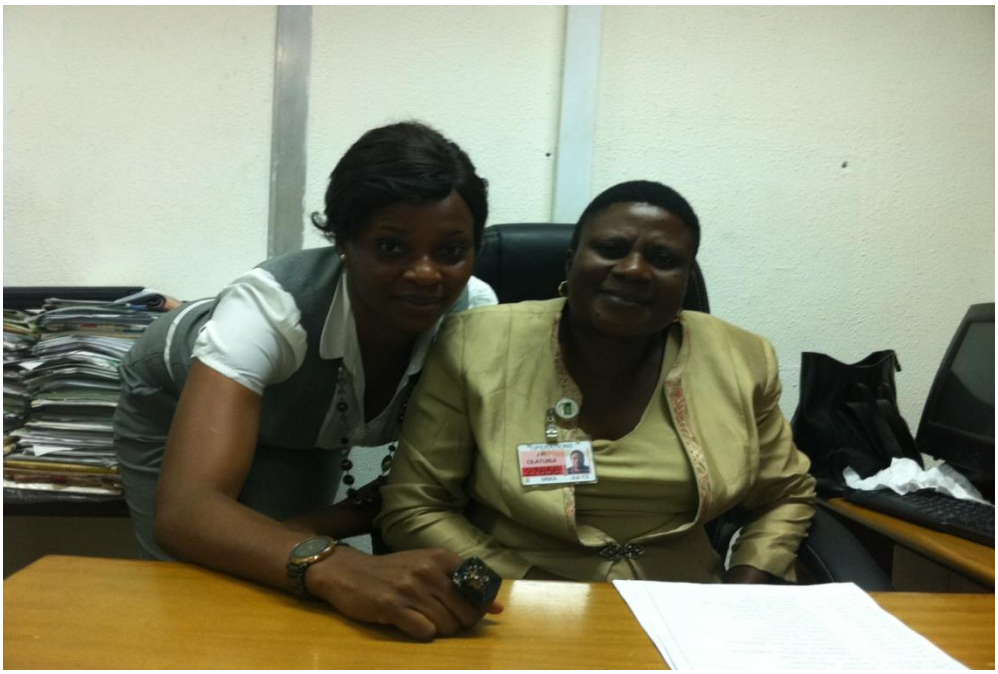

Plate14: Researcher with one of her informants Mrs. Olatunji in MMIA.

Plate 15: Researcher in PHIA during the research.

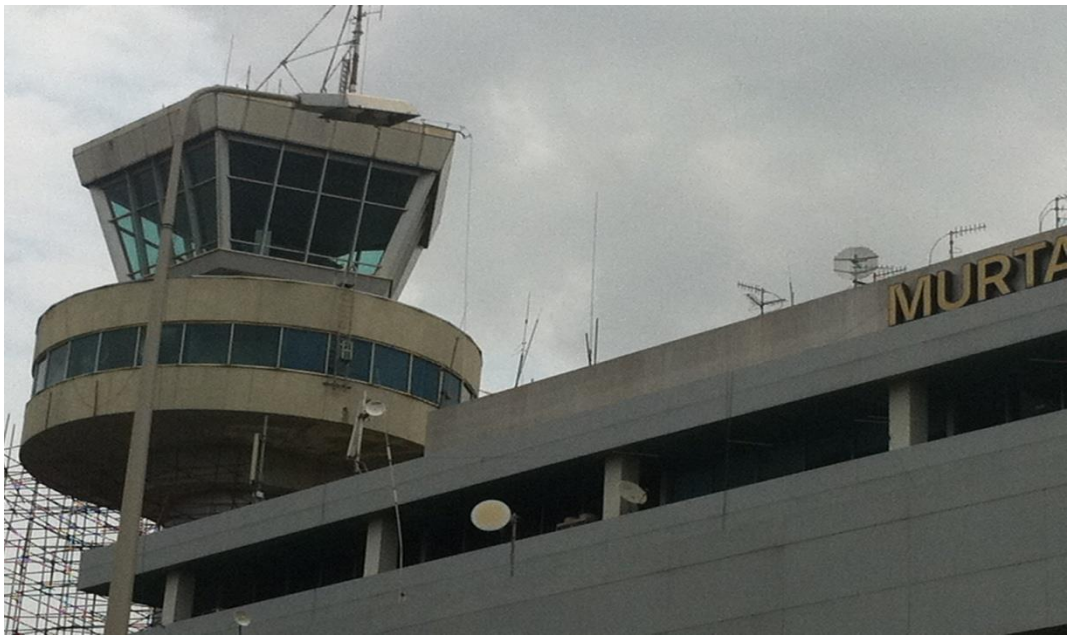

Plate 16: Picture showing the Control Tower in MMIA.

Plate 17: Picture showing what passenger declares during check-in in PHIA.

4.2.5 Problems and Prospects of Air Travel in Nigeria.

There are quite a number of problems associated with air travel in Nigeria. This section will explain the problems of air travel and as well proffer the solution which will help in the future of the aviation sector in Nigeria.

Problems of Air Travel in Nigeria

* Airport Facilities: The Federal Airport Authority of Nigeria (FAAN) has been tasked to brace up to the challenges as the airport is indeed the first port of call for foreigners. Facts on ground revealed that airport users have suffered the dilapidated state of the facilities and infrastructure for long. However, the remodelling going on now should have been carried out before now and maintenance culture adopted. It also revealed that facilities at both MMIA and PHIA are very much old and over used considering the time they were commissioned over 30 years ago and need to be changed as quickly as possible. In view of this, the MMIA and the PHIA, and other airports across the country are going through the transformation agenda process which was introduced by the Federal Government and the aviation minister in Nigeria to replace the facilities.

* Air Transport Safety: Nigeria has over the years been facing some good number of challenges and problems regarding air transport safety. Some of them have been described, by the researcher as their non-challant attitudes towards technical over sight, lack of maintenance, lack of best practices, trainings, review in the laws, policies and procedure of the regulatory bodies, and in fact, lack of knowledge in the Health and Safety issue. All these problems have really affected the safety of air transport in Nigeria. This has in one way or the other affected the country nationally and internationally.

* Loss of confidence in Aviation Sector: The aviation sector has been faced with several mishaps and challenges for few years now. With the frequent plane crashes, many people have lost confidence in the aviation industry in Nigeria. In fact, fear seem to grip people because of the unpredictable nature of mishaps in the sector and the lackadaisical attitude

by the government each time such incident take place. Mr. Joel of NAMA, explaining the current air mishap of Dana Air, commented that, if proper measures were taken, there would not have been that crash at all. If the NCAA should be grounding any airline that does not meet the safety measures, several plane crashes would not have taken place in Nigeria. However we look at it, safety remains prime, as it is important for surveillance, licensing and certification procedure.

* Access Roads to the Airports: Both the MMIA and PHIA have been an eyesore for many years. According to my informants, while Mr. Edward said, there have been accidents on the road to the airport which has been one of the major problems and challenges faced by the airport users and air travellers in Nigeria especially in Port Harcourt International Airport. Mrs. Olatunji confirms that air travellers want traffic lights installed on the road for safety reasons in Murtala Muhammed International Airport. It was observed during the research that there were usually traffic congestions to the airport road that links up to the AP Petrol Station along airport road. It was also observed that, the on-going renovation at the main entrance of MMA1 (domestic terminal) contributes to the traffic congestion along the airport road.

* Non-Construction of Perimeter Fencing: It was noted that at the time these airports were built in the late 70s, there was not much building or villages around them or near the perimeter fence. But now, the environment has attracted businesses and people among other things. The airport authorities though had stressed the need to build solid perimeter fences at all the airports in Nigeria to prevent further influx of animals on the runways and also within the airport premises. But the problem is, how long will it take and how serious are they about these innovations. Though findings have shown that to some extent, there has been improvement in this area at Abuja, Kano, Lagos, and Port Harcourt. Another major problem in the perimeter fencing is that while the work is still on, people living around the airport break the fences in order to have access to the airport.

The authorities however, claimed to have put in the necessary measures in place to address and avoid the issues.

* Addressing Passenger Complaints: It has been noted that air travel and tourism work in pari passu, their relationship is more like ôbutter and breadô or better still like what Cooper et all referred to as ôchicken and eggô in (pg 303). This also should be the case with airlines and their passenger. Passenger have observed that when they do not turn up on time for their flights, they get bad treatment from the airlines; but when flights are cancelled or delayed, the airlines do nothing about it. They usually show a non-challant attitude towards them and seem to forget that without these passenger or even the tourists among them, they will not operate. However, these incessant and constant harassment and ill-mannered treatment by airline operators to passenger is now being addressed. The NCAA has taken steps in informing passenger that there are now complaint units across the airports, thereby establishing complaint Protection Units in all the airports. In MMIA the unit is located in front of the Departure Hall and equally operates for 24 hours. The Port Harcourt Airport is yet to start at the completion of the terminal building.

* Climatic Changes: This has become our new reality because it brings with it changes in weather pattern that can have serious problems for all of us, as well as upsetting seasonal cycle, causing flood here and there and affecting food production and air craft activities, among other things. Sometimes it seems as though forecasting the weather in Nigeria should be very simple because itôs usually sunny and rains occasionally at a certain period of the year. Surprisingly, itôs not quite as simple as that. It has been observed that weather forecasting is a complex exercise that is vital for the safe operation of aircraft, ships, and other mode of transport. However, the effects of weather condition are felt at all level of air operation in Nigeria. From the construction of the runways to the trip en route as well as take-off and landing. For instance during the dry season, harmattan dust can spread extensively and dust storms are the menace in the northern part of the country. During the rainy season, the line squall and the local thunderstorm with rain and low

cloud will cause a hazard despite modern technology. In fact, storms are dangerous to aircraft, be it thunderstorm from stormy weather or the striking lightnings. Indeed weather continues to play a significant role in several air mishaps in Nigeria.

* Regulation/Legislation: One of the problems of Nigerians is that things are not taken seriously, from the top down to the bottom. And this has affected a lot of industries and projects in the country. The researcher would reiterate here that the Dana Air mishaps really awaken the aviation sector but not as expected. For instance, the on-going renovations and remodelling has taken longer than necessary to complete. All of this will be narrowed down to the non challant attitude on the regulatory body, the Nigerian Civil Aviation Authority (NCAA) and alleged poor compliance on the side of the airlines as well as poor maintenance on most of the aircraft.

If the regulation and legislation of the Nigerian aviation sector are strong and being adhered to, most of these incidents should not have happened. It has also affected not only the domestic airlines but also the international because many passenger really abandoned the airport especially the domestic terminal. They have also abandoned Nigerian airlines because as long as Nigeria is in charge, the situation is foreboding. In this regard, Nigeria aviation sector need a change of reputation.

Prospects of Air Travel in Nigeria

Findings have shown that massive construction work is noticeable in the terminal buildings of MMIA and PHIA, including Nnamdi Azikiwe International Airport, Kano and Margaret Ekpo. Other airports undergoing remodelling, are: Benin Airport, Akanu Ibiam International Airport, Enugu, Sam Mbakwe Airport, Owerri, Yola Airport, and Yakubu Gowon Airport, Jos. With a new dynamism driving the reform agenda, no other transport sector comes close in terms of potential for fostering economic growth.

- The growing middle class in Nigeriaôs population of nearly 170 million represents enormous potential, while the flourishing tourist industry and ever-growing business travel are also good prospects (Jetlife, 2012:32).

- Airport Safety and Security: For the first time in the history of Nigeria aviation, MMIA in Lagos, and PHIA including Kano has been equipped with low-level wind shear alert systems, this is a major requirement in the International Civil of Aviation Organisation (ICOA) audit. However, in Abuja, Doppler Weather Radar (DWR) has been installed and also commissioned by the Honorable Minister of Aviation. This will enable the Nigeria Meteorological Agency (NIMET) to track hazardous weather around Nigeriaôs airport, thereby enhancing their ability to provide Early Warning System for the aviation sector (Jetlife 2012:31).

- Airport and Climate Improvement: There is now the procurement and installation of lightning and thunderstorm detectors which are now currently in Yola, Kano, Ibadan, Owerri, Port Harcourt and Kaduna. There is also what is called the Aeronautical Information System (AIS) which provides regular weather briefings that all airline operators and pilots are required to obtain before start-up and take-off. This is meant to guide pilots on destination weather and equally assist them in making informed decisions on whether to take off or not from one point to another.

- Modern Facilities: No doubt there are significant work going on in all the airports in Nigeria especially in MMIA and PHIA. With these renovations and new modern facilities being put in place, there is obvious growth in the sector in the nearest future which will in turn boost our economy and create jobs in Nigeria. This will also increase the number of passenger especially the international ones in the country. By all indication, the future of aviation industry in Nigeria is very bright if accurate maintenance and good practices will be observed.

- Findings have shown that the aviation sector in Africa has been identified as a key driving factor for growth and development of the continent. This is the submission of the Director General of the International Air Transport Association (IATA), Mr. Tony Tyler, who was speaking recently at the IATA Aviation Day held in Addis Ababa, Ethiopia. He noted that about 6.7 million African jobs and nearly $68 billion in African GDP are supported by air transport. He posits that the significant role of aviation-enabled connectivity far outweighs what these impressive figures indicate (Aviation and Allied Business Journal, 2013:30). This simply remind us, that the entire public, the industry, including the government the value that aviation brings. That way, the entire sector would work together and focus on the challenges and solutions that aviation needs in order to support growth and development.

CHAPTER FIVE

SUMMARY, RECOMMENDATIONS, AND CONCLUSION

5.1 **Summary:**

It is now important to note that, air travel and tourism cannot be over-emphasized. The fact is that without tourism, there will be no transport, and without transport, there will be no tourism. This is simply because they work hand in hand and dependent on each other for maximum growth. With that, we can say that tourism and travel are as old as time; because from time immemorial man has travelled from one place to the other using different modes of transportation. However, the expansion of travel and tourism has an impact on air transportation. Thus, they complement each other. The expansion of international tourism has a large impact on air travel, hence the growth in tourism industry reflects on the air transformation.

The tourism sector as noted is now a major player in growing the economy of any country hence, Nigeria as a country is an ideal destination for all kinds of tourism - eco tourism, cultural tourism, religious tourism, business tourism, health tourism among others. With this in mind, it is then important to maintain an international standard in the aviation sector that will make Nigeria Airports, particularly MMIA and PHIA a world ï class aviation hub. This is because airports have grown beyond the concept of a place where passenger and cargo are boarded and lands. Rather they have become the main focal point of growth for the economy of a nation, which also contributes huge chunks to their Gross Domestic Products (G.D.P) Jetlife (2011:32). This, however, will give and improve the nationôs image and perception around the world, though such an image has been long overdue. Having said that, the on-going remodelling and reconstruction will improve safety at the aviation sector, but there is need to create ways to support and maintain it in the future.

As a result of this growth, there has been improved facilities and new technology on modes of transport which can accelerate the movement of tourist from one choice of destination to another. Air travel or transport has become that one mode of transportation which/that can meet or fill this gap. It plays a dominant role in inter-regional movement of tourists, which usually entails long-haul travel and routes. Therefore, to achieve this, airports have a major role to play because it is seen as the gateway of a nation and the first point of contact to international or domestic tourists,

Aviation sector provides the only and trusted world-wide transportation network, which makes it absolutely necessary for tourism and global business. And Nigeria aims to have a world-class aviation sector that is self-sustaining and pivotal to socio-economic growth (Jetlife 2012:34). With MMIA and PHIA, and the transformation going on, that has put in place modern facilities it will eventually facilitate the movement of tourist and give them the comfort they deserve. With this image being projected globally and the volume of work at these airports, including best practice in the end, Nigeria airports will surely meet the international standards of foreign airports. Having noted that, air travel contributes to sustainable development not only by facilitating tourism; it also generates economic growth and broadens peopleôs leisure and cultural experiences.

Additionally, the administration of President Goodluck Jonathan and the Aviation Minister Princess Stella Oduah, have the following as the aviation master plan in the industry:

- Institutionalize world-class safety and security standards.
- Development of Infrastructure.
- Reformation of institutions, develop capacity and increase professionalism.
- Transformation key airports into a network of domestic and international hubs.
- Growth of domestic airlines and create financial stability.

- Development of airport cities (Aerotropolis) to transform airports into major centres of employment, shopping, trading and business leisure and ;
- Creation of national carriers (Source: FAAN News Track, 2013).

5.2 Recommendations

Given the comparative study of air travel and tourism, using Murtala Muhammed International Airport and Port Harcourt International Airport as case studies, and having seen the non-challant attitude of government towards the aviation sector, it is appropriate if the following recommendations will be maintained to salvage the industry for a better future. They include:

- Safety and Security: Airports across the country as well as airlines operators (domestic and international) should embrace safety and security standards to meet up to international standard. There should be installation of CCTV cameras all over the airports that will be able to monitor people for safety reasons. There also should be sniffing dogs, 3D scanning machines, and all other modern security equipment. The government should endeavour to put all the security measures that our foreign counterparts are using to enable us meet their standard. Recently, the African Civil Aviation Policy (AFCAP) has mapped out their strategic objectives policy to include the enhancement of civil safety and security and also strengthen the Rule of Law in African Aviation (Aviation and Allied Business Journal, 2013:32).
- Technological Improvement is likely to boost international tourists and increase the growth of the nationôs 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.

- Tourism has increasingly been viewed as a promising area of economic activity that could become a structural part of alleviating poverty and sustainable development. Therefore, Nigeria government should not dawdle in boosting the tourism sector through the aviation sector since it has been noted that the two work in pari passu. They should also maintain an air transport regulatory frame work.

- The quantum of deaths experienced in our aviation industry has seriously affected Nigeria in one way or the other. Therefore, government and the aviation ministry should try to regularly check the operators of all the airlines both domestic and international, the age of those aircrafts and their technical maintenance and updates them regularly. They also need regular checks and must be examined by aviation authorities before taking off and landing. Those who are not capable of running the business should be banned out of the business so the sector will have a new leaf and remain more focused and maintain professionalism.

- Training is another part in the aviation sector that has been neglected for too long. Probably we do not do trainings in Nigeria or it could be attributed to not attaching importance to anything. Therefore, the pilots, crew members, weather forecasters, engineers, various airline and airport staff-NAMA, FAAN, NCAA, meteorologists among others needs regular trainings. There also should be bodies to monitor the expiration of any training they should undergo and consequently keep updating them. The trainings should be mandatory and properly scrutinized and checked to maintain best practice. In fact, we need to get things right because itôs been long overdue. In this light, the dynamism and recent innovations in civil aviation are fundamental factors that make innovative training a priority for air transport in Africa today (Ohaeri, 2013:24) in Aviation and Allied Business Journal, 2013.

- The regulatory bodies and parastatals like FAAN, NAMA, and NCAA should also maintain their focus and take every aspect of their job titles and job descriptions seriously to avoid unnecessary loop-holes on the industry generally. The research

feels that some of these bodies do not really know or better understand their job titles and descriptions. The conduct of best practice and professionalism should be adopted and maintain to give Nigeria a place in the face of our foreign competitors.

- MMIA is the commercial nerve centre of the country and also the Nigeriaôs vibrant international airport transforming to make Nigerians proud. The government should extend this concept also to PHIA so that the number of the both international and domestic airlines that operates in Lagos should at least close to equal in Port Harcourt.

5.3 Conclusion

Nigeria aviation industry over the years has been slow to change, but the recent transformation agenda has heralded a new dawn. Though these changes and renovations have been long overdue, the drive for change has seen an evolution from old faces of our airports to new faces. Consequently, the drive to join the moving train of other countries has yielded at least 50% of improvement in the sector. Perhaps the drive for modernity and development as well as the interrelated nature of the aviation industry and tourism industry, is beginning to give the airports in Nigeria a new lease of life into making them efficient, profitable, self-sustaining, secure and to be comfortable hubs.

Following this new concepts and recent development across the country, particularly in Murtala Muhammed and Port Harcourt International Airports where the study is limited to, basically, some international companies that have ignored the country in the past years, could re-affirm their partnership in this regard thus increasing the number of international tourists to be on a high increase. Once the international tourists or travellers begin to appreciate the modern facilities and opportunities that Nigeria will offer, it will lead to greater passenger numbers and then create an improved economic development in both the tourism and travel sector.

Comparing the MMIA and PHIA have shown that more work is being carried out in Lagos airport than in Port Harcourt, and have also revealed that the two airports cannot in any way be compared in terms of terminal and airport facilities as well as the number of airlines operating internationally and domestically. Thus their statistical presentation means that government should buckle up to ameliorate and expedite the PHIA construction and operations. However, the disparity between the airports has shown lack of best practice and professionalism at all levels in the aviation industry. But if the government should understand the importance of air travel and tourism, and also understand the important role our airports play to boost tourism activities in the country, therefore all the recommendations should be considered to make them perfect hubs to attract visitors.

Furthermore, the role and contribution of the regulatory bodies and parastatals like FAAN, NAMA, and NCAA to the aviation sector in Nigeria were ascertained. It suffices to say that, they should regularly maintain their policy, update them if/when need be, and also monitor both local and international airline operators. Once these best practices are put in place, it will ensure safety and reduce fear from passenger within and outside Nigeria. Their policy will definitely serve as a major tool towards refocusing and transforming the entire Nigeria aviation sector in becoming the domestic and international hub that Africa and the world truly deserves once it is responsive. It is noted that the best of policies without adequate skilled manpower implementers would remain a mirage (Ohaeri, 2013:24). Therefore, the aviation training centers in Nigeria will serve as an engine room and nerve centres for the realization and actualization of lofty goals and achievements for the industry.

Aviation is a global business with a goal standards geared towards the safety of lives and engine for sustainable economic development and growth. The theories used in the course of this work have shown that, remodelling of the airports particularly the Murtala Muhammed International Airport, Lagos and the Port Harcourt International

Airport, Omagwa, is a practical reality which is aimed at not only giving them new faces or looks, but also aimed at enhancing the safety standards and providing the best security to thousands of international tourists/ passenger, and the domestic passenger alike including their luggage.

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Appendix **1**

SECTION A: BIO DATA

- Place of Interview
- Name of Respondent
- Age/Sex
- Designation

SECTION B: ORGANIZATIONAL STRUCTURE

- How is the organogram of this airport like?
- How many department do you have?
- How can you grade your airport?
- Who is in-charge of this airport?

SECTION C: FUNCTIONS

- Explain the functions of the various units
- Do you engage the services of contract staff (yes/no)?
- Generally, are your workerôs salary based on commission or monthly basis?
- What are the qualifications required of your staff?
- Is there any marginalization with regards to your preference for staff employment?
- Do workers have fringe benefits?
- If yes, what are the impacts on the workers performance?
- What is the work schedule of this airport as well as the hours you open to the public?

SECTION D: ACTIVITIES OF THE AIRPORT

- Can you please explain the activities of this airport?
- How many airlines do you operate with? Please name them.
- Can you give the most frequently used?
- Have you ever experienced crash?
- Are you also into cargo and baggage handling?
- Have you ever experienced missing luggage and how often?
- Do you operate with international and local airlines?
- Have you ever had any delay in flight schedule and for what reasons?

SECTION E: AIRPORT/CLIENT RELATIONSHIP

- Can your estimate the number of client/airlines that patronize this airport?
- Is it mostly domestic or international?
- What is the working relationship between you and the airlines?
- What is your peak period of receiving them?

- Do you have any means of publicizing your airport?
- Do you normally have incentive for your clients?

SECTION F: AIRPORT/OTHER ORGANIZATIONAL RELATIONSHIP

- Do you have any connection with immigration office, FAAN, custom, tour operators, or any other organizations?
- Does the airport have any body (organization) that oversees them?
- If yes, please can you name them/it?
- Is this airport a member?

SECTION G: AIR TRAVEL AND TOURISM

- Have you heard of tourism?
- Do you have any relationship with any tourism organization? If yes please explain?
- Can you give the relationship between air travel and tourism?
- How has tourism imparted on this airport?
- How can you rate the operational standard of this airport towards fulfilling the needs of tourists?
- Are there any additional services available for tourists upon arrival/departure?

SECTION H: PROBLEMS AND PROSPECTS

- Are there problems encountered in the management of this airport? If yes please name them.
- How do you intend to resolve them?
- How bright is the future of this airport?
- Explain briefly

Appendix 2

LIST OF INFORMANTS

S/N	NAME	SEX	AGE	DESIGNATION	AIRPORT	DATE
1	MR Victor C. Arisa	M	A	DGM (Public Affairs	MMIA	12.06.13
2	Mr Chris .I.	M	A	AGM, (Corporate Affairs. (FAAN)	MMIA	11.06.13
3	Mrs F. Olatunji	F	A	AGM (FAAN)	MMIA	10.06.13
4	Mr Ola Ogundolapo	M	A	HOD, Corporate Affairs (FAAN)	PHIA	08.05.13
5	Mr Edward Inighbedion	M	A	HOS (FAAN)	PHIA	06.05.13
6	Dr. Joel Izu	M	A	Manager (NAMA)	PHIA	07.05.13
7	Mr Tony Okeiyi	M	A	RGM (SAHCOL)	PHIA	06.05.13
8	Mrs. Ulo .A. N.	F	A	PEO 1(FAAN)	PHIA	08.05.13
9	Mrs Gladys .Onuoha	F	A	HR (FAAN)	MMIA	13.06.13
10	Mr Sanni	M	A	DGM (HR) (FAAN)	MMIA	13.06.13

Appendix 3

Comprehensive List of Airports in Nigeria.

Nigeria as a country has quite a number of both national and international airports scattered across the country which render services to the nation as well as foreigners. They include:

1. Murtala Muhammed International Airport, Ikeja, Lagos
2. Mallam Aminu Kano International Airport, Kano
3. Nnamdi Azikiwe International Airport, Abuja
4. Port Harcourt International Airport, Omagwa
5. Margaret Ekpo Airport, Calabar, Cross River State
6. Sultan Abubakar 111 Airport, Sokoto, Sokoto State
7. Yakubu Gowon Airport, Jos, Plateau State
8. Akanu Ibiam International Airport, Enugu, Enugu State
9. Yola Airport, Yola, Adamawa State
10. Maidugiri Airport, Maidugiri, Borno State
11. Kaduna Airport, Kaduna State
12. Benin Airport, Edo State
13. Minna Airport, Niger State
14. Ilorin Airport, Kwara State
15. Akure Airport, Ondo State

16. Ibadan Airport, Oyo State
17. Sam Mbakwe Airport, Owerri, Imo State
18. Katsina Airport, Katsina State
19. Bauchi Airport, Bauchi State
20. Makurdi Airport, Benue State
21. Zaria Airport, Kaduna State (Training Centre)
22. Osubi Airstrip, Warri (Owned by Shell)
23. Asaba International Airport, Delta State
24. Gombe Airport, Gombe (State-owned)
25. Akwa Ibom Airport, Uyo (State-owned).

ACCROYNMS

MMIA - Murtala Muhammed International Airport

PHIA - Port Harcourt International Airport

IATA ï International Air Transport Association

FAAN - Federal Airport Authority of Nigeria

NAMA ï Nigeria Airspace Management Agency

NCAA ï Nigeria Civil Aviation Authority

NAHCO **-** Nigerian Aviation Handling Company

SAHCOL**:** Skyway Aviation Handling Company

AOP - Airline Operating Permit

ATL - Air Travel Licensing

AIS - Aeronautical Information System

NCAP - National Civil Aviation Policy

ATCT ï Air Traffic Control Tower

ICOA - International Civil of Aviation Organization

CNS - Communication, Navigation and Surveillance

ATM - Air Traffic Management

SARPSs - Standards and Recommended Practices

NIS ï Nigerian Immigration Services

NCS ï Nigerian Customs Services

NDLEA ï Nigerian Law Enforcement Agency

SSS ï State Security Services

NIMET - Nigeria Meteorological Agency

DWR ï Doppler Weather Radar