AN ANALYSIS OF THE ROLE OF NIGERIA CIVIL AVIATION AUTHORITY IN SAFETY AND SECURITY OF PASSENGER

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Abstract
Aviation industry plays a significant role in both national and global economy. Hence, the need for aviation safety and security is sacrosanct. The study examined the role of the Nigeria Civil Aviation Authority (NCAA) in Safety and Security of Passenger. The study employed a descriptive design of qualitative method of research solely relying on a review of literature through the secondary source of data. The study revealed that the industry has significantly improved in recent time. However, the study found factors such as lack of autonomy, outdated security equipment and facilities, poor finance, insufficient security personnel training, and limited legislative authority pose a threat to the safety and security role of the NCAA. The study called for autonomy of NCAA, embracing and investing in new security measures and modern devices, and given due attention to the training and retraining of airport security personnel. Formalisation of judicial powers of enforcement of NCAA and the availability of funds were also recommended.

Key words: *Air Transport, Aviation, Nigeria Civil Aviation Authority, Passenger, Safety, Security*

Introduction

Economies of countries and societies have changed as a result of the catalytic role played by transportation industry in the movement of people, products, and services (Adedeji, 2024). The extension, intensity, and circulation of products have been attributed to the development and diversification of the transportation system. A particular form of transportation has evolved and changed with each stage of evolution of human society (Nistor and Popa, 2014 cited in Nwasonuba and Okeudo, 2021). According to Tiwari and Prasad (2019), air transport is one of the public and private transportation options that cross international borders and the quickest way possible by saving on travel time, facilities, and passenger comfort. The aviation industry remains one of the most significant sectors in transportation business as a result of its ongoing development and advancements in technology. According to Omisore, et al. (2014), aviation is a globally technologically driven industry. Much progress has been made globally in the areas of social-economic development, politics, tourism, connection, logistics, and supply chain operations through aviation industry. Since it functions as a stimulant for passenger movement, cargo, and the local and international air transport

market, the demand for transport services has a stronger impact on the air transport industry in many nations as well as their economies overall (Nwaogbe, et al., 2013).

According to Cockbain (1994) cited in Paul and Ofuebe (2019), the aviation industry in Sub-Saharan Africa had grown in all segments throughout the early 1990s, with notable expansion in local, international, and intercontinental travel. Oghojafor and Alaneme (2014) contended that introduction of civil aviation in Nigeria served to expedite colonialism in Africa, given that Nigeria served as the headquarters of the British government. Notwithstanding, Nigerian civil aviation was established to facilitate modern transport system. Similar to other developing nations worldwide, Nigeria's aviation industry is of utmost importance and strategic significance, having facilitated global human mobility (NCAP, 2013). Since the collapse of the World Trade Centre twin Towers in New York on September 11, 2001 popularly called 9/11, safety and security risk analysis has become a paramount concern and necessity in international community (Hawila and Chirayath, 2018). In every sphere, security and safety are still the cornerstones of the aviation industry, and Nigeria is no exception (Ugwaja, 2015). Safety and security conscious and compliance in Nigeria airports should therefore be the beginning of wisdom.

Aviation safety and security are fundamental to Nigeria national security, protecting the industry from threats of terrorism, smuggling and bandit, safeguarding passengers, minimise risks and prevention of accidents in the industry, international reputation, economic growth, investment attraction, employment and human capital development, job security, and ensuring public trust Safety and security must therefore be among the highest priorities of aviation industry in Nigeria as life worth more than billions of dollars, and has no replacement once it is lost. There is an indication that international aviation is becoming safer in recent times, though this cannot be substantiated with concrete evidence. Despite this, Obadofin (2013) claimed that public confidence about the system is gradually being restored. Improvements in technology are also thought to be responsible for a large portion of that well-received favourable outcome, with improvements in the law being responsible for a larger portion (Akande and Ahmed, 2022). There is also a challenge of public impression of the system that needs to be addressed. While various works has been done on safety and security role Nigeria Civil Aviation Authority, hardy there is any of the study that evaluate the effectiveness of the role. In view of this, the study appraises the efficiency of the role of Nigeria Civil Aviation Authority in safety and security of passenger.

Objectives

The main objective of the study was to examine the role of the Nigeria Civil Aviation Authority (NCAA) in safety and security of passenger, while the specific objectives were to:

1. interrogate the interconnection between safety and security and development of aviation industry;

2. evaluate the effectiveness of safety and security measure of Nigeria Civil Aviation Authority;

3. identify challenges of Nigeria Civil Aviation Authority in Ensuing Safety and Security of Passenger; and

4. propose policy recommendations for effective discharge of safety and security roles of Nigeria Civil Aviation Authority.

Literature Review

Conceptual Analysis

The concept of safety and security is crucial to the functioning of the transportation system, particularly the air transport policy and a major component of the passenger experience. They are regarded as general terms in day to day business. Both of them are made to prevent harm to people and property as well as the taking of life, which is the most important thing that humans have. Though interdependent and related in activities, yet the two concepts are quite different. Conceptually, security is more driven by threats, whereas safety concentrates on dangers. A threat, as opposed to a danger, which is typically thought of as a physical circumstance, is an action or possible action that has the potential to result in death, property damage, or environmental harm (Yang and Qu, 2016; Anazodo, Ezenwile, Chidolue & Umetiti, 2014; Nwafor, Chukwueloka, Nwumeh & Umetiti, 2023). Safety measures indicate the possibility that someone will be in an accident, whereas security measures are the target of criminal activity. In view of these fundamental characteristics, modeling security risk with safety analysis approaches is more difficult since an action involves a higher degree of uncertainty and is typically more influenced by external sources (Yang, et al., 2009).

Security refers to the prevention of unauthorized interference with passengers and transportation infrastructure as well as providing users with confidence when using transportation, while safety refers to the strategies and actions taken to shield passengers from risks directly associated with and resulting from transportation (Safety and Security, 2014). Anukwa (2014) went on to characterize aviation safety as a multifaceted concept that encompasses the theory and application of flight inspection

as well as the regulation and training of accident avoidance.

Inadequate models to balance interrelated safety and security control measures make policymakers usually make an unenviable choice of sacrificing safety for security or vice versa (Branscomb, et al., 2012). Although safety and security risks in air transportation systems are assessed using similar likelihood and consequence severity characteristics, they are usually regarded independently and cannot be addressed holistically because of the following:

1) since transportation is highly risk-sensitive, safety studies focus on potential threats and systemic flaws, while security studies concentrate on acts that could have an impact;

2) the high data uncertainty of security analysis makes it difficult to integrate safety and security;

3) the safety model evaluates risks from system to components, whereas the security model starts with the misuse case and ends with failure effects; and

4) the error-oriented safety studies identify the vulnerabilities of the system and nodes, while the cyber-oriented security studies choose the most vulnerable areas as direct attacks or indirect ones as the intermediaries (Olojede, et al., 2017).

Furthermore, according to Gromule, et al. (2017), security risks arise from intentional attempts to compromise, while safety risks stem from inadvertent mistakes or errors. It also asserted that safety risks are primarily generated by internal reasons. However, security risks primarily stem from external sources, sometimes with inside assistance. As a result, security risks are often harder to control and manage than safety concerns (Yang and Qu, 2016). Security breaches frequently result in more severe damage and because their occurrences are unpredictable and frequently spiral out of control, people view them as more dangerous than safety problems (Coppola and Silvestri, 2020).

It is more important than ever to combine security and safety in order to create strong, resilient air transportation systems in the modern era. It is now undeniable that issues related to cyber security as well as physical security are garnering more and more attention. From the standpoint of multimodal transportation, airports' physical and cyber security standards ought to be the same as any weak point in the system could spread and have an impact on other areas.

Aviation safety is the condition of an aviation system in which risks related to operations directly supporting aircraft operation are minimized and regulated to a

manageable degree, whereas aviation security refers to the techniques and methods used to protect passengers, staff, aircraft, and airport properties from accidental/malicious harm crime and other threats (Akande and Ahmed, 2022). Aviation safety encompasses prevention of identified failures through regulation, education and training in relation to safety of air travels, while aviation security is a combination of human and material resources to safeguard civil aviation against unlawful interference (International Air Transport Association, 2018). Aviation security equally refers to measure taken to keep aircraft, passengers and crew members safe throughout air transportation exercise.

Background of Nigeria Civil Aviation Authority

Nigeria Civil Aviation Authority (NCAA) is a public service established by decree 49 of 1999, with the statutory responsibilities of civil aviation regulation of economic, airspace policy, consumer protection, reliability, and mostly vested with the responsibility of security and safety oversight of the aviation industry in accordance with all international conventions and agreements, government policies and ICAO Standards and Recommended Practices (SARPs) (Decker, 2008; Nigeria Civil Aviation Authority, 2022). It effectively commenced operations on 1st January, 2000. The agency has its head office (Corporate Headquarters) at the ground of Nnamdi Azikwe International Airport in the nation capital of Abuja.

The multilateral agreement that established the International Civil Aviation Organization (ICAO), the international regulatory body gave its quasi-legislative authority to promulgate standards and recommended practices as Annexes to the Chicago Convention (Akande and Ahmed, 2022). These standards are arguably binding upon all member states. The establishment of NCAA in 1999 as one of the six (6) parastatals of the ministry of aviation by the Federal Military Government became inevitable when the International Civil Aviation Organisation required all member states to establish an appropriate state organization to be known as the Civil Aviation Authority charged with necessary powers to ensure compliance with air navigation regulations promulgated by the state.

Nigerian Civil Aviation Authority became autonomous with the passing into law of the Civil Aviation Act 2006 by the National Assembly and assent of the President of the Federal Republic of Nigeria (Nigeria Civil Aviation Act, 2006). Part II of the Civil Aviation Act (2006) explicitly stated inter alia:

1. A body corporately known as the Nigerian Civil Aviation Authority (referred to as "the Authority" in this Act) is hereby established;

2. The Authority is a body corporate with perpetual succession and a common seal, may be sued in its corporate name; and may acquire, hold or dispose of property

whether movable or immovable.

Nigeria Civil Aviation Authority, which is governed by the Federal Ministry of Aviation is a parastatal of government. NCCA is primarily a tool for facilitating aviation safety and security compliance (Akande and Ahmed, 2022). As the highest regulatory organization in Nigeria, NCAA is in charge of all airports, airstrips, heliports, navigation aids, airline operations, and all service providers, such as pilots, engineers, and cabin personnel, as well as the airport authority, the air traffic service provider, and aviation training facilities.

NCAA regulates key area of aviation such as airline and other flying operations, aircraft maintenance organisations, airport air traffic with the sole aim of providing aviation safety, security and economic regulatory services in the most efficient, effective, quality and technological-driven manner (Decker, 2008). By virtue of Section 30(2) (h) Civil Aviation Act 2006, Nigerian Civil Aviation Authority has the overall responsibility for securing safety, efficiency and reliability of air navigation in Nigeria.

Theoretical Framework

Each profession has its own set of underlying beliefs that have evolved throughout a certain period of historical development. Theoretical rigour and methodological emphasis provide a better understanding of the discipline's progress. Hence, it is the theory that provides the broad framework for the interpretation of facts and the template of ideas that call for critical thought. Theoretical framework therefore provides wide interpretation to a research being under-taken (Idakwoji and Paul, 2014).

The study adopted the growth theory as its theoretical framework. National economic ideas about transportation investment and its effects on population change and economic growth have been evaluated using growth theory (Solow, 1956 referenced in Agbigbe, 2016). Solow viewed air transportation safety and security planning and implementation as distinct planning for economic development (Agbigbe, 2016). The theory supports the notion of safety and security investment in air transport. In applying Solow’s theory to this study, it is expected to find that investment in safety and security of passengers would have an economic impact on the developing nation such as Nigeria. Given that safety and security of passengers in aviation industry in Nigeria is paramount. It will definitely improve the industry resulting in more people patronizing air transport while income generation will be the outcome.

The statutory role of Nigeria Civil Aviation Authority is safety and security of the aviation industry. It therefore informs that effective discharge of this constitutional role will lead to the growth and development of the industry, and consequently impact positively on the economy of Nigeria. The theory therefore challenges government of

Nigeria in collaboration with stakeholders to pay more attention on this noble role of safety and security of the industry.

Methodology

The work adopted the qualitative method and it is therefore historical and descriptive in nature. In gathering of data for the study, the work utilized historical method of data collection which relied mainly on secondary data as its sources. This include but limited to the existing literature on the topic such as books, journals and conference papers. Others are reports from the various units of Aviation Security Enforcement of Nigeria Civil Aviation Authority, International Civil Aviation Organization documents, newspapers and other related documents.

The work was presented and analysed in accordance with the historical method in a chronological and thematic manner. In actuality, the topic of safety and security in aviation impacts various facets of social interactions, and has been studied. This illustrates how complicated vulnerability is in today's interconnected world. Therefore, this study incorporates ideas from the allied fields that had inquired into the subject of safety and security.

Results

Statutory Roles of Nigeria Civil Aviation Authority in Safety and Security of Passenger

The Act that created the Nigeria Civil Aviation Authority (NCAA) has provided the agency to fundamentally ensure the comfortability, security and safety of the airline, persons, goods, vehicles and equipment at all airports in the country. The agency has been empowered statutorily to do anything, which in its opinion is deemed to facilitate the carrying out of its duties effectively (Omisore, Eri and Paul, 2014).

Comprehensively, the role of Nigeria Civil Aviation Authority in ensuring passenger safety and security is carried out through Aviation Security Enforcement of the International Civil Aviation Organization (ICAO) standards and recommended practices. The aim and objectives of Aviation Security Enforcement is to ensure safety and security of aircraft, crew, passenger, ground personnel and facilities of airports. However, NCAA also has an engagement with Nigeria Police Force to provide arm support to Aviation Security Enforcement, as well as prosecute offenders on behalf of Aviation Security Enforcement for NCAA.

To aid the Aviation Security Enforcement in safety and security role, Nigeria Civil Aviation Authority approved six security agencies of the federal government to interface with passengers at Nigeria airports' terminal. It is to be noted that NCAA approval was in compliance with the provisions of the Executive Order approved by

the Presidency. According to Eze (2017), the security agencies are under-listed

a) Nigeria Immigration Services (NIS);

b) The Nigeria Customs Services (NCS);

c) National Drug Law Enforcement Agency (NDLEA);

d) State Security Services (SSS);

e) Explosive Ordinance Disposal Unit (EOD); and

f) Nigerian Agricultural Quarantine Services (NAQS).

For effective discharge of Aviation Security Enforcement unit, NCAA assigned agencies into respective areas of duties at the airports in accordance with the table underneath:

Table 1: Security Agencies with Their Areas of Responsibility in Nigeria Airports

SN	**Area Of Duties**	**Agencies**
01	Arrival and Departure halls	Nigerian Immigration Services (NIS) and National Drug Law Enforcement Agency (NDLEA)
02	Arrival Hall	Nigeria Customs Services (NCS)
03	Cargo Terminals	State Security Services (SSS) and Nigerian Agricultural Quarantine Services (NAQS)
04	Baggage hall	Explosive Ordinance Disposal Unit, (EOD)

Source: Eze (2017)

In addition, for monitoring and supervising of the agencies, NCAA mandated all the agencies to be on uniform while on duty and be fully kitted at all times with their name tags conspicuously visible as required by law (Eze, 2017). The agencies were also instructed to stay within the parameters of their roles, and the corresponding management was required to guarantee that the instruction was strictly followed. NCAA plays a variety of roles, including but not limited to the following:

1. NCAA is expected to screen, inspect, and monitor every passenger to ensure that the highest standards of safety and security are maintained by the airport security officers, who are in charge of limiting access for persons and objects to every aircraft and its operations (Nigeria Civil Aviation Authority, 2015).

2. ICAO encouraged member states to promote global harmonization of national rules for the implementation of the Standards and Recommended Practices (SARPs) and the use of national regulations, member states must review and implement national legislations and obligations related to safety oversight procedures to ensure effective implementation. In order to make compliance easier, ICAO published multiple manuals that provide member states with guidance on how to comply (Akinkuotu, 2017). NCAA's statutory responsibility is to carry out these international legal aviation safety duties.

3. **Enforcing Aviation Safety and Security**: Aviation enforcement is when states that have signed international responsibilities adhere to the procedural standards contained in those agreements. Aviation business is among the most regulated in the world as result of its complexity. All technical staff, airports, and equipment need to be certified and inspected by capable regulatory bodies called Civil Aviation Authorities (CAA). The ICAO and other international organizations evaluate each country's CAA in turn for effectiveness.

4. **Coordinated Safety Procedures**: A number of efficiently coordinated procedures are used by NCAA to control the industry. The Authority establishes safety requirements, grants staff and service providers' licenses and operating certificates, and uses a variety of surveillance techniques to keep an eye on compliance. It is the responsibility of NCAA to implement strict corrective measures and enforce compliance, which may involve sanctions, when safety regulations are broken (National Bureau of Statistics, 2016). Furthermore, NCAA bears full accountability for the safety and security of both the airline and the lives and properties of its passengers.

5. **Imposition of Penalties:** NCAA is required by the Constitution to establish procedures for the imposition of penalties for a variety of offenses against the regulations, such as the suspension or revocation of licenses, certificates, and authorization as well as fines of different kinds and jail sentences for violating safety and security regulations (Civil Aviation Act, 2006). With the approval of the Attorney General of the Federation, the agency is also entitled to bring legal action against any individual for any offenses committed in violation of the Act or its regulations. The goal of NCAA's enforcement and compliance efforts is to encourage adherence to legal and regulatory obligations.

6. **Strict Compliance with Safety Standards**: Aviation security and safety rely on compliance with legislative standards. By encouraging regulated individuals to voluntarily disclose sufficient information about their violations and the circumstances surrounding them, NCAA's compliance and enforcement program aims to increase compliance and promote safety and security (Akande and Ahmed,

2022). To increase overall safety and security, corrective actions are taken. Enforcement agents for the NCAA do educate regulated individuals about the legal and regulatory obligations. Education is also encouraged through public awareness campaigns, seminars and workshops.

7. **Strict Adherence to Procedural Rules of Enforcement**: The Federal Republic of Nigeria's Constitution (1999), Chapter IV, provides essential human rights, such as the presumption of innocence and the right to a fair trial. For NCAA compliance and enforcement efforts to be successful, the authority must be reasonable and fair. Though, air travel safety and security demand quick response, the suspect must be given the chance to be heard. It does include the right to a fair trial for an alleged violator and the authority's good faith attempts to ascertain the suspect's side of the story while taking into account all relevant facts before taking final action (Akande and Ahmed, 2022). Prompt action is imperative, to avoid detrimental impacts on the efficacy of the authority's compliance and enforcement program. Primarily, a delay could allow a harmful state to persist. However, the length of time required for processing and inquiry varies based on how complicated each case is.

8. In addition, a variety of measures are available for resolving apparent infractions, including enforcement action against defaulters, certificate actions, and referral for criminal prosecution. The severity of safety and security risk associated with noncompliance are among the factors that the agency enforcement staff consider when deciding what action to take (Yung, 2012; Okwudiri, Nwafor & Umetiti, 2025; Nwafor & Umetiti, 2025). Investigators need to conduct prompt investigations for the sake of safety and security of life, while all facts are accurately and objectively reported.

Challenges of Nigeria Civil Aviation Authority in Ensuing Safety and Security of Passenger

Nigeria Civil Aviation Authority has been saddled with responsibility of managing the nation airports safety and security services. However, this statutory role is been challenged by a number of threats amongst:

1. **Lack of Autonomy:** One of the difficulties in guaranteeing total safety and security in the aviation sector is the lack of autonomy for NCAA (Paul and Ofuebe, 2019). NCAA still receives instruction from the ministry of aviation before making decisions that have an impact on the industry. In this process, power play can come into existence which may delay the decision, whereas security and safety issue need timely intervention. On many occasions, late decision taking has been reported to lead to security and safety breach which has led to death of many

innocent passengers.

2. **Moribund Security Facilities and Equipment**: Many modern global standard security innovations are yet to be seen and employed in most of Nigerian airports (Adedeji, 2024). The available ones are not enough to serve the airport safety and security need efficiently. A good example of this is the availability of unserviceable and old fire tenders in almost all Nigeria airports. This in no measure adversely affects the status of the fire cover as recommended by the International Civil Aviation Organisation. With very few exceptions, the majority of water hydrants at Nigerian airports are no longer functional. This has impacted the regular flow of water to firefighting hydrants and terminals. This has really manifested during firefighting operations of the plane crash which has seen burnt beyond repair.

3. Inadequate training of security and safety staff coupled with the paucity of experts and professional is another compelling challenge confronting the agency. The agency is unable to deliver one of her core functions due to human capital deficiency (Daramola, 2014). Airport security in Nigeria does not always display the high standard of professionalism that is expected of them. Few training seasons organised are not adequate to meet up with the dynamic nature of global insecurity.

4. **Weak Statutory Power of Nigeria Civil Aviation Authority**: The statutory powers of NCAA of the Civil Aviation Act to conduct oversight functions in enforcing safety and security regulations in compliance with international standard is weak (Adedeji, 2024). It is more of paper work without adequate power. It is unclear if section 6 of the 1999 constitution or any other Act of the National Assembly constitutes the authority to enforce laws and inflict sanctions based on the seriousness of offenses, in the sense that the Minister of Aviation may unilaterally override this oversight authority at will.

5. **Poor Funding**: Poor economic situation of the Federal Government of Nigeria which automatically translates to inadequate funding of the agency makes it difficult for the establishment of comprehensive air navigation and safety agencies across the country's airport. The few that were established lack sufficient funding; hence it hinders the agency to properly fulfill her mandate. Until Goodluck Jonathan administration, civil Aviation has not been receiving the attention which government gives to other ministries and agencies that are deemed more important (Adedeji, 2024).

6. **Corruption:** Corruption is endemic in all spheres of Nigeria institution**s.** Fund allocates for development of our father's land has been termed as national cake which the government officials must cut as the opportunity comes or manifests (Umetiti & Nwafor, 2025). There is nothing to show for the yearly budget of

aviation ministry since independence which has been to the tune of billions of dollar. It is a pathetic situation for plane to crash as a result of improper service due to corruption (Salami and Soile, 2018).

Conclusion

It has been observed that the aviation sector contributes significantly to the world economy. The study examined the function of NCAA and its propensity to guarantee a sufficient degree of passenger safety and security in the running of Nigerian air transport. Without a doubt, it is acknowledged that the NCAA is a governmental institution that was established to do peculiar and crucial tasks for the country and beyond. It should be noted that the NCAA has yielded significant gains in terms of improved productivity and successful safety and security service provision in the Nigerian aviation industry.

The study has noted that the agency is been hindered by a numbers of threats such as lack of professionalism, outdated security infrastructure and tools, and insufficient security equipment. The conclusion from the study would indicate that the airport in Nigeria is expanding, though she is not quite there in terms of security, but there is potential and hope for a better future. The goal of using the aviation sector to transform Nigerian economy for sustainability along with the intended outcomes of its vision and mission will be accomplished, if a set of priority policies and programs recommended are put into place.

Recommendations

In order to ensure passenger safety, airport security and safety must be handled with the utmost seriousness and unwavering devotion. Hence, base on the findings and conclusion of this study, the following recommendations were deemed necessary;

1) Level of autonomy is a necessity for effective discharge of Nigeria Civil Aviation Authority statutory role. Modus Operandi of the enforcement mechanism of the NCAA needs to be synchronized and endowed with independent powers to make autonomous decisions free from directions from the Minister of Aviation when the need arises. Provision of law should be accordingly amended to reflect the autonomy and independence of the NCAA to carry out her statutory role

2) NCAA should support and invest in new security protocols and cutting-edge technology designed to thwart terrorists more sophisticated and well-thought-out schemes. Various security forces of aviation sector should be empowered by the agency with necessary modern equipment to carry out their task. Technological innovation of the security sector should be the focused of this 21st century.

3) The Nigerian government in collaboration with aviation industry must pay adequate attention to the training and retraining of airport security staff, as this would help to mold the mindset of the staff toward security awareness and vigilance. In addition, professional and security experts should be sought for, and employ to manage the security unit of the entire airports in the nation effectively. Effort should be made towards constant recruiting and training of security personnel to meet up the high level of professionalism required of the sector.

4) The judicial powers exercised by the NCAA in its enforcement mechanisms' need to be formalized through further legislation to empower the enforcement of the personnel the judicial powers without judicial technicalities to hear and decide on aviation matters bordering on enforcement of safety and security mechanisms within the purview of Section 6 of the 1999 Constitution (as amended). In addition safety and security standards put in place by the NCAA as condition guarantee issuing of licenses and permits to operators of air transport should be further strengthened to ensure strict compliance with terms and conditions attached.

5) Funds should be made available as at when due for NCAA to carry out their constitutional responsibility. The federal government of Nigeria should increase the budget of aviation industry to meet up with the financial challenge of the sector. Special fund can also be sought for from international donor, Non-Governmental Organisation, or the sector partner.

6) There is need to engage stakeholder for airport safety and security as it will foster communication, trust and collaboration among airlines and regulators, consequently enabling comprehensive understanding of the terrain which will lead to more effective safety and security measures.

7) It is also necessary that NCAA collaborate with international aviation industry for effectiveness of safety and security approach. Through global cooperation, Nigeria aviation industry will benefit from intelligence sharing, standardization and best practices, enhance security threats, aid emergency response, and resource and technology optimization.

8) The government should put in place mechanism to curb corruption in the sector. People of integrity should be appointed to be at the helm of affairs for proper and effective management of the allocation of the sector. Yearly budget of aviation ministry must be properly monitored and judiciously spent to meet up with the 21st century challenge of the sector. Timely auditing of account of the sector is also recommended, while culprits should be made to face the wrath of the law devoid of sentiment.

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