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## HIGHLIGHTS

**Pg 3 ▶** Imposition of Vaccine Passports for air travel not in Africa's interest, African Ministers of Aviation tell ICAO, say the Proposal is against Chicago Convention

**Pg 5 ▶** Minister cautions Aviation Unions against issuing threats on Conditions of Service

**Pg 6 ▶** COVID-19: FG Releases Revised International Travel Protocol into Nigeria

**Pg 6 ▶** NCAT Licenses 52 Aircraft Engineers

**Pg 8 ▶** FG Assures of Improved Security at Nigerian Airports

**Pg 9 ▶** AIB-Nigeria to Assist AIB-Ghana on Accident Investigation

**Pg 10 ▶** Request For Qualification (RFQ) Deadline Close for the Nigeria Airports Concession Programme (NACP)

## FG BEGINS CONSTRUCTION OF WACHAKAL AIRSTRIP IN YOBE STATE



■ The Minister of Aviation, Sen. Hadi Sirika; Governor of Yobe State, HE Mai Mala Buni; Senate President, Ahmed Lawal and dignitaries commissioning the construction work of Wachakal airstrip in Yobe State.

**T**he Hon. Minister of Aviation, Senator Hadi Sirika alongside the governor of Yobe state and the Senate president has commissioned the construction of Wachakal airstrip in Yobe state, the contract which was awarded to China Engineering Construction Company (CECC) will be delivered in twelve

months.

At the foundation laying ceremony, the minister said "This project is not a fluke, it is not a coincidence, it is not something that was not done on purpose. It is part of the transportation agenda of Mr. President to frankly attach the quest for infrastructure to move our economy, to

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## ARCHITECTS INSTITUTE HONOURS HADI SIRIKA FOR UNPRECEDENTED INFRASTRUCTURE DEVELOPMENT



■ Aviation Minister, Hadi Sirika receives the Fellowship Award from the President of the Nigerian Institute of Architects, Sonny Echoro.

**M**inister of Aviation Sen. Hadi Sirika has received the Honorary Fellowship and Distinguished Service Award of the Nigerian Institute of Architects for the unprecedented infrastructural developments within the aviation sector under his leadership.

The Award was given to the Minister at the Institute's Architecture Annual Award 2021 in Abuja. According to the Institute, under his supervision, the Ministry of Aviation embarked upon 157 projects and delivered 134 to 100% completion, for the first time in the history of Nigerian Aviation.

It was noted that amongst the Minister's numerous landmark achievements which earned him the

*contd. in pg 3*

## ...FG BEGINS CONSTRUCTION OF WACHAKAL AIRSTRIP IN YOBE STATE

contd. from pg 1

secure our country to prosper in the wisdom of the Federal Government of Nigeria”.

Sirika said the Ministry of Aviation decided to resuscitate Wachakal airstrip in the location since it has been existing in the land for the importance of the airport which has now become a national security asset, adding that the fight against terrorism becomes very easy where air transportation is involved.

The Minister said “After this airport

has been constructed, it will change the dynamics, it will change the economic activities and the well being of the people that are in this particular location and by extension, Yobe state and Nigeria as a whole. So we are very proud of having the opportunity to be the ones doing this service to our people. The airport will be having around two thousand hundred (2,100) metres with thirty metres shoulders wide enough for the purpose of which it was intended”.

He further added that “During the tenure of Mohammadu Buhari, Aviation has become the fastest-growing sector of the Nigeria economy and this is the figure from Federal Ministry of Finance Budget and Planning as well as National Bureau for Statistics. It is this kind of activity that has made us become the fastest-growing sector. Today there are more airports, more companies, today there are more schools and more aircraft flying within the country”.

In his speech, the Governor of Yobe state, His Excellency, Mai Mala Buni commended the Federal Government’s commitment to execute the project and put it to use for the benefit of people in the State.

The Governor stated that “This airstrip when completed will ease transportation of goods and services in and out of the state, thereby increasing the volume of trades, creating employment opportunities and improving the economy of the people. There are huge potentials and opportunities in this project to our farmers, the business community and the people generally”.

“The airstrip will boost agricultural production and trade in the agricultural products especially rice, millet, sesame seed, live stocks for local and international. Let me use this opportunity to appreciate his Excellency, President Mohammadu Buhari GCFR, for his generous approval for this airstrip, this is indeed another dividend of democracy extended to the people of Yobe state”. He further added.

A representative of (CECC), the company handling the project, appreciated the Federal Government for having confidence in them and promised to deliver the project on schedule. He said “CECC has continued with steadfastness and commitment in project handling and this particular project will not be exempted. We are immensely grateful to the honourable minister for this opportunity and we look forward to more opportunities to partner with not only the Federal Ministry of Aviation but other Ministries and Agencies in the country”.



■ Senate President, Ahmed Lawal (left) discusses with the Minister of Aviation Hadi Sirika (right) at the foundation laying ceremony of Wachakal Airstrip, Yobe state.



■ Cross-section of dignitaries at the event

## ...ARCHITECTS INSTITUTE HONOURS HADI SIRIKA FOR UNPRECEDENTED INFRASTRUCTURE DEVELOPMENT *contd. from pg 1*

award were the completion of the international terminals at four (4) airports, namely the Nnamdi Azikiwe International Airport, Abuja, Murtala Mohammed Airport, Lagos, Port Harcourt International Airport, and the Malam Aminu Kano Airport which it described as architectural masterpieces.

The Institute also cited the rehabilitation of the runways of the Nnamdi Azikiwe International Airport, Abuja and the Akanu Ibiam International Airport, Enugu according to ICAO specifications which were not only delivered ahead

of schedule, but within budget.

"Airports under his watch were certified (Abuja and Lagos). It is also on record that Aviation has become the fastest-growing sector in the Nigerian economy Pre-Covid 19 passenger grew from 8 to 18 million and similarly all allied businesses have grown tremendously" the citation stated.

Receiving the award, Senator Hadi Sirika, also a Fellow of the Royal Aeronautical Society, expressed his appreciation to the Institute for recognising his modest achievements in the aviation sector,

even though he was not an architect by profession.

He said he had been invited to receive numerous awards honours fellowships and even honorary doctorate degrees, numbering about 390 all of which he declined.

According to him, he had to make an exception for the Nigerian Institute of Architects award because of the integrity of the institution.

"I am more than glad to accept this, I cherish it, I will keep it, I will nurse it and I will carry it to one of my sons or daughters who will be an architect".



■ Group photography of NIA's awardees after receiving the awards

## IMPOSITION OF VACCINE PASSPORTS FOR AIR TRAVEL NOT IN AFRICA'S INTEREST, AFRICAN MINISTERS OF AVIATION TELL ICAO, SAY THE PROPOSAL IS AGAINST CHICAGO CONVENTION

**A**frican Ministers of Aviation have described the much-touted proposal to impose vaccine passports for air travellers as unacceptable as it is tantamount to discrimination against certain groups of the population, especially on the African Continent which still has a considerable number of its citizens who are yet to receive the vaccines.

They also described the proposal as going against the intent of the

Chicago Convention on the need to preserve friendship and understanding, reduce the threat to general security and establish international air transport based on an equal opportunity, operated soundly and economically.

The African Ministers Delegation's position was made known on Wednesday in a presentation to the ongoing International Civil Aviation Organization (ICAO) High-Level Conference on Covid-19 by Nigeria's

Minister of Aviation, Senator Hadi Sirika.

Rather than imposing vaccine passports, the African delegation recommended that States party to the Convention on international civil aviation should continue to minimize the risks during travel by ensuring compliance with existing multinational treaties, international frameworks, guidelines, and recommendations.

Sirika, on their behalf, also

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## **...IMPOSITION OF VACCINE PASSPORTS FOR AIR TRAVEL NOT IN AFRICA'S INTEREST, AFRICAN MINISTERS OF AVIATION TELL ICAO, SAY THE PROPOSAL IS AGAINST CHICAGO CONVENTION**

*contd. from pg 3*



■ Minister of Aviation  
Sen. Hadi Sirika

recommended that Human rights, regional/continental/global health security, economic growth, social cohesion, and good international relations, and use of innovation and technology worldwide to harmonize requirements should be promoted, while transmission of critical information across borders related to public health issues such as COVID-19 and coordination among key players should also be considered. He also stated that African nations frowned at States imposing unilateral measures of global nature related to public health and asked such states to refrain from such practices and instead take measures that would facilitate the reopening and reconnection of the world. "There is a clear onus on both public and private stakeholders, to take the full measure of the dire circumstances now facing the air transport sector, and to ensure sufficient operational sustainability. These actions are critical to making sure that the world is adequately reconnected, as aviation plays a critical role in the global economic recovery and achieve the realization of the goals of both AU Agenda 2063

and UN Agenda 2030 for sustainable development".

On the general strategies for recovery, Sirika said: "the global distribution of emergency and humanitarian supplies including the vaccines will no doubt depend on an economically viable aviation system. Aviation is also capable of stimulating recovery and growth of the global economy by acting as an enabler and multiplier of economic activity".

"Considering that the global aviation industry operates as an interconnected ecosystem, it is therefore imperative that all the States of the world implement the ICAO Council Aviation Recovery Taskforce (CART) recommendations and guidance, which are based on the latest development of the COVID-19. ICAO, in collaboration with relevant stakeholders, is required to bring to maturity in short term a consensual modality for establishment and deployment of a global health passport as well as the specification of infrastructure (soft/hard) and training of professionals".

"As well captured by the Preamble of the Convention on International Civil Aviation (Chicago Convention, 1944), there is an important need to develop international civil aviation to preserve friendship and understanding, reduce the threat to general security and establish international air transport based on an equal opportunity, operated soundly and economically.

"It is worth noting that the WHO Strategic Advisory Group of Experts on Immunization (SAGE) Roadmap for Prioritizing the use of COVID-19 Vaccines in the Context of Limited Supply, acknowledges that there is still a limited supply of vaccines and puts forward seven key assumptions regarding vaccines. This further strengthens the fact that vaccines are still not widely available to all world regions, particularly Africa".

"It is also important to note that the African Union-led initiative of Safe Reopening of Borders to Save Lives, Economies and Livelihoods in Africa has conducted detailed work

including a call to action that recognizes that the COVID-19 vaccine rollout will be uneven in all its Member States, while conscious of the progress made in science on the same".

He also disclosed that two continental joint meetings of African ministers responsible for health, ICT and transport have been so far organized, with the second joint meeting rolling out the African campaign Against COVID-19: Saving Lives, Economies and Livelihoods endorsed on 20 August 2020 by the Bureau of the Assembly of the African Union Heads of State and Government with chairpersons of the Regional Economic Communities of the African Union.

The meetings, according to him, charged African countries to work together towards harmonizing travel entry and exit requirements, and to increase mutual recognition and cross-border information exchange for enhanced surveillance.

"It is worthy to also note that at Regional level Nigeria hosted on the 17th of March 2021 Nigeria hosted a virtual High- Level Ministerial Meeting on Enhancing Air Transport Connectivity and Growth in West Africa. The event, which was organized with support from International Partners for Aviation Development, Innovation and Sustainability, (iPADIS) ICAO Dakar Regional Office and the Economic Community of West African States (ECOWAS) was meant to reimagine, revitalize and retool the aviation system in the region to meet present and future challenges, within the context of the impact of COVID-19 pandemic".

According to Sirika, the outcome of this high-level Ministerial meeting in Nigeria, which also reassessed the role and contribution of civil aviation to the region's economic growth, social progress, and integration, as well as the overall sustainable development, was the development of a Plan of Action.

He, therefore, called on ICAO to support the African region in the implementation of this Plan of Action.

## MINISTER CAUTIONS AVIATION UNIONS AGAINST ISSUING THREATS ON CONDITIONS OF SERVICE

**M**inister of Aviation Hadi Sirika has cautioned aviation unions against issuing threats and carrying out industrial actions over issues bordering on conditions of service. Speaking during the third national delegate conference of the Air Transport Services Senior Staff Association (ATSSSAN), held in Ijebu Ode, Ogun State.

The Minister who was represented by the Commissioner of the Accident Investigation Bureau (AIB), Akin Olateru, said the serious challenge posed by COVID-19 demands that all stakeholders work together to fashion out a viable pathway to a strong and healthy aviation industry that will offer everybody, including workers the desired dividends.

He said the forecast growth for the Nigeria Air Transport market was 174% in the next 20 years and if met, would have supported approximately \$4.7 billion of GDP and over 555,000 jobs. But however, the pandemic hit and aviation became one of the major casualties of COVID-19 and that in an industry that is known for low margins, especially the airline sector where labour is one of the largest costs, lowering labour costs is very attractive.

He said the sector is in a period of recovery, so this is not the time for threats and spate of industrial actions which he insists will only further inhibit the growth the industry so badly needs.

'IATA records show that as of 2018, air transport in Nigeria supported 241,000 jobs with a gross value added to GDP of US \$1.7b. The forecast growth for the Nigeria Air Transport market was 174% in the next 20 years. If met, this would support approximately \$4.7 billion of GDP and over 555,000 jobs.

'However, sadly and unpredictably, the pandemic hit and aviation became one of the major casualties of COVID-19, which all but paralysed the world and its economies between 2020 and 2021.

'The serious challenge posed by COVID-19 demands that all stakeholders work together to fashion out a viable pathway to a strong and healthy aviation industry



■ Sen. Hadi Sirika, Minister of Aviation

that will offer everybody, including workers the desired dividends. The unions have a critical role to play in the growth and sustenance of the aviation industry, as their members constitute the majority of the workers who toil day and night to ensure the smooth running of the industry.

'It is agreed that unions exist to serve the interests of their members. However, in an industry that is known for low margins, especially the airline sector where labour is one of the largest cost, lowering labour costs becomes very attractive and unions will always kick. Yet, the industry needs labour just as labour needs the industry.

'We are in a period of recovery, so this is not the time for threats and spate of industrial actions which will only further inhibit the growth the industry so badly needs.

'The government, employers and labour must work together for the best interest of the aviation industry. This is what can guarantee job security and prosperity for

stakeholders. In 2020, at the peak of the pandemic, the International Transport Workers Federation (ITF) representing aviation and other transport workers worldwide, joined forces with the International Air Transport Association (IATA), which represents aviation employers, to chart a course for the future of aviation.

'We must all first work together to save aviation and keep the global supply chains going. Our unions and aviation management should prioritise collaborative dialogue to ensure the industry's financial health and the consequent preservation and growth which will eventually enable aviation employers to provide acceptable conditions of service to their workers.

'We shall continue to carry labour along in policies and strategic moves to reposition the industry. We also expect the unions to reciprocate this gesture with a bit more consideration and support in the best interest of the aviation sub-sector,' Sirika said.

## COVID-19: FG RELEASES REVISED INTERNATIONAL TRAVEL PROTOCOL INTO NIGERIA

**T**ravellers arriving in Nigeria are now compulsorily required to present a negative COVID-19 PCR test result conducted not more than 72 hours before boarding.

This forms part of the just revised travel protocol into Nigeria effective Monday, 25th October, 2021, released by the Chairman of Presidential Steering Committee/ Secretary to the Government of the Federation, Boss Mustapha.

According to him, other travel protocol include that:

- Unvaccinated and partially vaccinated in-bound passengers will be required to observe a mandatory 7-day self-isolation in

addition to a COVID-19 PCR test on days 2 and 7 after arrival,

- Fully vaccinated in-bound passengers will not be required to observe the mandatory 7-days self-isolation but will be required to do a COVID-19 PCR test on day 2 of arrival;
- Persons arriving on "Business" trip or on official duty staying less than 7 days in Nigeria must
- be fully vaccinated
- produce negative COVID-19 PCR result 72 hours before boarding; and
- conduct a PCR test on day 2 of their arrival.



It would be recalled that the PSC Chairman, Boss Mustapha, had during the national briefing, promised that a revised travel protocol would be published.

The review of the protocol is based on science, national experience, and global developments.

## NCAT LICENSES 52 AIRCRAFT ENGINEERS

**T**he Nigerian College of Aviation Technology (NCAT), Zaria in Kaduna state has certified and licensed 52 aircraft maintenance engineers having completed their 120 weeks training programme in Standard Airframe and Power plant Course 31, 32 and 33, respectively.

Declaring the young engineers qualified at their combined graduation ceremony held at the college, the rector, Capt. Alkali Mahmud Modibbo, said "the power confirmed by the Governing Board of Nigerian College of Aviation Technology, Zaria, on me as the rector of the college, I hereby declare you as NCAT's graduates and aircraft maintenance engineers.

According to him, the college will liaise with the Federal Ministry of Aviation on the possibility of absorbing the graduates by airlines even if it is on temporary jobs.

In a separate interaction with journalists, the rector thanked the Kaduna state government and the state's Urban Planning Development Authority for the roles they played for the college to reclaim its encroached land.

He said reclaiming the encroached land would now expand its runway to pave the way for enhanced training "and if possible for commercial purposes, especially domestic operations."



■ Combined Graduation Ceremony of Standard Airframe and Powerplant Course No. 31, 32 and 33 (AP 31, AP 32 and AP 33)

# PHOTO STORY

The newly deployed Permanent Secretary to the Ministry of Aviation, Abel Olumuyiwa Enitan has assumed duty. Below are some photographs taken during the handover which took place at the Ministry's Conference Room.



## FG ASSURES OF IMPROVED SECURITY AT NIGERIAN AIRPORTS

**T**he Minister of Aviation, Sen. Hadi Sirika has assured that the Federal Government was ready to expand infrastructures in the aviation sector to improve safety and security.

Sirika gave the assurance in his opening speech at the 2021 Nigerian Airports' Security Week under the theme: "Promoting security culture at Nigerian airports."

The minister was represented at the event by Capt. Musa Nuhu, the Director-General, Nigerian Civil Aviation Authority (NCAA).

Sirika noted that the Federal Airports Authority of Nigeria (FAAN) and the Airports Council International (ACI) organized the event to collaborate with all industry stakeholders, to promote security that gave civil aviation its uniqueness.

According to him, the federal government had deliberated on prioritising security with adequate funding so as to assure continuous security improvement.

"The Federal Government, under the leadership of President Muhammadu Buhari, and particularly the Federal Ministry of Aviation under my watch, will ensure the building, sustaining and continual improvement of the state of security at our airports as a key priority.

"We have continued to place enormous value on the security of passengers, crew, and airport workers across stakeholders' operation, including the renewal, modernisation and expansion of all infrastructures that will guarantee the safety and security of every single



■ The Hon. Minister of Aviation Sen. Hadi Sirika Represented by the DG Nigerian Civil Aviation Authority (NCAA) Capt. Musa Nuhu Declared Open ACI/FAAN Airports Security Week 2021 with the theme "Promoting Security Culture in Nigerian Airports",

life.

"Also, every aircraft in-flight or on-ground, including the protection of critical national infrastructures and assets tied to civil aviation," he said.

"The much-needed investments in the entire value chain of air transportation in Nigeria will be a mirage without an enabling environment where security is accorded primacy".he added.

The minister stated the significance of a security culture, supported and maintained by risk-resilient organisations and mitigated against both internal and external threats.

Sirika said the ministry had sustained the training and capacity development of security and non-security personnel despite setbacks caused by COVID-19, in a bid to

guarantee a safe, secure and seamless restart after lockdown.

"Our commitment to the security of Nigeria's aviation industry has been demonstrated in unprecedented ways.

"Quite recently, the Federal Executive Council approved the deployment of nine (9) security apparatuses at the nation's airports following the minister's presentation.

"This is expected to upscale the safeguards of national and international civil aviation against acts of unlawful interference in limits yet to be recorded in Nigeria's history. Contributing, FAAN Managing Director, Capt. Rabiuladun Yusuf, said efforts would be made to strengthen the establishment of positive security practices among employees and align security to the core business goals of the aviation sector.

The primary objectives of the roadmap designed and approved in November 2020, are to enable effective engagement of the various sectors of the airport system and drive the implementation of ICAO's vision for the Year of Security Culture (YOSC), Yusuf said.

"The roadmap covers nine (9) key areas that include: awareness workshop/ seminar/symposium; policy and process articulation; enhance security reporting system; community relations; security



■ A panel discussion at the Nigeria Airports Security Week 2021

*contd. in pg 9*

## ...FG ASSURES OF IMPROVED SECURITY AT NIGERIAN AIRPORTS *contd. from pg 8*

communication; and standardized/structured security awareness programme.

"Also, signage, poster and announcements; increase in the number of AVSEC instructors; and

functional training schedule/programme and background checks," he added.

SPECIAL PHOTO CAPTION: The Hon. Minister of Aviation Sen. Hadi Sirika Represented by the DG

Nigerian Civil Aviation Authority (NCAA) Capt. Musa Nuhu Declared Open ACI/FAAN Airports Security Week 2021 with the theme "Promoting Security Culture in Nigerian Airports",



■ Group photograph of Head of Aviation agencies and Directors at the Airports Security Week 2021

## AIB-NIGERIA TO ASSIST AIB-GHANA ON ACCIDENT INVESTIGATION

The Commissioner of Accident Investigation Bureau in Nigeria (AIB-Nigeria), Mr Akin Olateru, has said AIB-Nigeria would assist its new counterpart in Ghana to acquire relevant knowledge in accident investigation.

Olateru made this known in Abuja after a four-man team from Ghana inspected AIB-Nigeria facilities on a fact-finding mission.

He noted that such technical know-how that the AIB-Nigeria set to offer a year-old Accident Investigation Bureau in Ghana (AIB-Ghana) would greatly advance its effectiveness and efficiency.

"What we have today is a fact-finding mission. AIB-Ghana is new and they want to learn from Nigeria. They want to learn from our mistakes and from the things we've done very well.

"They came to inspect our facilities and what we have done so far to take them round to also inspect our equipment. They have met with a lot of our investigators and almost all the heads of units," he said.

Olateru stated that the team had gone through some of AIB-Nigeria documentations and regulation among others.

According to him, the visit is an attestation to the fact that AIB-Nigeria staff are doing something right.



■ The staff of AIB Nigeria and AIB Ghana after the inspection of facilities at the AIB N headquarters in Abuja

"This is not the first nation to call on us for assistance. We have had such calls from the Republic of Benin, which has ceded all their investigation to AIB-Nigeria."

"Human capital development is critical and this is a basic area that AIB-Nigeria will be very useful to Ghana. Nigeria's safety lab will be used to assist the neighboring nations till they can fund theirs," he said.

Earlier, AIB-Ghana Commissioner, Mr Akwesi Prempeh, who led the Ghanaian team to Nigeria, said the objective of the visit was to acquire knowledge on key policies, regulations, procedures and structure of the Nigerian bureau.

Prempeh said Ghana is ready to

learn from Nigerian on investigation regarding accidents and incidents in aviation industry.

"We have the opportunity to visit your safety laboratory, training centre, command and control centre and the Nigeria Civil Aviation Authority (NCAA).

"Apart from that, we are looking for how to finance our bureau because it is a new establishment. We are also requesting for more in the areas of technical assistance, institutional development, equipment and logistics," he added.

According to him, the Ghanaian government will bring some members of its workforce to Nigeria for accident investigation training shortly.

# REQUEST FOR QUALIFICATION (RFQ) DEADLINE CLOSE FOR THE NIGERIA AIRPORTS CONCESSION PROGRAMME (NACP)

The Federal Ministry of Aviation, in line with the Infrastructure Concession Regulatory Commission (establishment, etc.) Act, 2005, and global best practice, hereby informs all stakeholders, local and international, development partners, and members of the media, that the Request for Qualifications (RfQ) phase of the Nigeria Airport Concessions programme (NACP), has come to a close at 15:00HRS Local Time (Nigeria), October 25th 2021. This deadline, announced on September 13, 2021, after close deliberations with ICRC and the transaction advisers, allowed for a four (4) week extension in response to numerous requests from would-be bidders.

The Ministry of Aviation, the Transaction Advisers and the Project Steering Committee, have duly notified the ICRC of this milestone, and have now stopped receiving

submissions in response to the published RFQ.

The Minister, Senator Hadi Sirika, would like to use this opportunity to thank all those who participated in the process for their interest and respective submissions.

According to Sirika

"The amount of response to the request for pre-qualification by highly reputable international airport operators across the globe is indicative of the level of confidence that people have in our concession programme, and, by extension, the nation's long-term prospects under the administration of President Muhammadu Buhari.

"Like we promised from the onset, we remain committed to ensuring the highest level of transparency and accountability till the end of the process. This is because we believe that the programme is in the best interest of Nigerians as a people, and

Nigeria as a nation".

Next steps

The Ministry of aviation reminds all stakeholders that this is a multistage programme and that RFQ stage will be followed with a Request For Proposal (RFP) which shall be published and sent directly to qualified bidders for their response.

Qualified bidders shall be announced once the bid opening committee has received, opened and reviewed each submission based on the detailed Terms of reference (TOR) and RFQ guidelines contained in the RFQ bidders package (available on [www.nacp.aviation.gov.ng](http://www.nacp.aviation.gov.ng)).

The Ministry encourages all participants who have responded to the RFQ to ensure that they continue to refer to the NACP website – [www.nacp.aviation.gov.ng](http://www.nacp.aviation.gov.ng), where all updates and relevant documentation, including updated FAQ can be found.

## Frequently Asked Questions (FAQs) About Airport Concession

### 1. Why concession these airports?

The delivery of this project helps Nigeria achieve its objective in terms of air transport value chain growth by developing and profitably managing customer-centric airport facilities for safe, secure and efficient carriage of passengers and goods at world-class standards.

Nigeria is Africa's largest economy and most populous nation, with a broad range of investment and tourism opportunities. Investing in and continuously developing the asset up for concession is key to unlocking these opportunities. Our airports have huge potential, but they are currently operating at a suboptimal level due to a myriad of factors that will be addressed through their concession.

### 2. Why are you not concessioning all the airports?

Infrastructure concessions are very complex and sensitive programmes. They often requiring years of planning and preparation to secure the requisite inputs and approvals from the relevant regulatory bodies. We are starting with the most strategic assets because successful delivery of this concession programme will give all stakeholders the confidence required to consider

other possibilities in the sector.

### 3. What parts or sections of the 'airport' are to be concessioned?

The concession applies to the non-aeronautic assets of the airports located in the Passenger and Cargo terminals. They are thus comprised of the assets from the entry door of the airport to the point of embarking a plane, and from deplaning to the exit doors. This space commonly referred to as the Passenger terminal is comprised of retail spaces, waiting and seating areas, airport and airline lounges, baggage collection, check-in counters as well as administrative offices. The Cargo terminals are comprised of the facilities between the point of entry and up to loading and offloading points, including administrative offices within said facilities.

### 4. Are you selling the airports?

No, there shall be no change in the ownership structure of the airports involved in this programme. What has been mandated by the Federal Executive Council is a Concession programme. A concession is governed by a concession agreement whereby two parties – A private sector investor and a Public sector owner of an asset enter

into an agreement that gives the Private sector investor the right to operate said asset for a specific business and within the Governments jurisdiction, subject to certain terms that are agreed upon by both parties during the negotiation and contracting phase. It is thus a form of Public-Private Partnership whereby there is no transfer of equity between the contracting parties.

**5. Is there a conflict between this concession programme and the terms of the EXIM Bank loan agreement entered into between the FG and the Peoples Republic of China which has seen CCECC build new passenger terminals in Lagos, Abuja, Kano, Port Harcourt and Enugu Airport?**

There is no conflict. China Civil Engineering Construction Corporation (CCECC) was contracted to deliver a number of infrastructure projects throughout Nigeria in 2013. The Passenger Terminal development works are a small part of this, and the Federal Government has every intention to service its obligation.

**6. Why are you concessioning as opposed to selling or fully privatising these facilities?**

The Passenger and Cargo terminals of each airport, although separated for the purpose of the concession programme, are within the various federal airport complexes and as such, are of tremendous national importance from an economic and security perspective. We believe it remains in Nigeria's best interest to maintain ownership for this reason. Furthermore, as is often the case with large, multifaceted infrastructure developments, the scale of investment required to build the airport complexes envisaged in the aviation sector roadmap will require the support of the Sovereign Wealth Fund in a way that an outright privatisation will not allow at this time.

**7. Why concession only the passenger terminals?**

We are not. The cargo terminals for all the four (4) airports will also be part of the programme.

**8. Who are the ideal concessionaires/ partners?**

We are looking for partners who have the financial, technical and operational capabilities to manage these assets profitably and responsibly.

**9. How will you select the successful bidders?**

The Infrastructure Concession Regulatory Commission (ICRC) – the institution that oversees all concession and Public-Private-Partnerships in Nigeria has clearly laid out processes governing a transaction like this. The Transaction Advisors – a coalition of independent and reputable organisation have been mandated by the Ministry of Aviation (having received approval from the Bureau of Public Procurement for their appointment) to drive this process transparently, ensuring that regulations laid out by the ICRC are followed whilst also ensuring that Nigeria gets the best partner(s) and deal

possible given the unique attributes of the assets to be concessioned.

**10. When will the public procurement process go live?**

We now have OBC Certificates of Compliance from the Infrastructure Concession Regulatory Commission. We are currently finalizing the documents required for the procurement phase, after which we will commence the next stage of the process, i.e. publishing a Request for Qualifications (RFQ) – a critical phase of the public procurement process. The RFQ will give interested parties, local and international, ample time to prepare their submissions. Once the deadline for submission has been crossed, we will then begin the pre-qualification process. Only Pre-qualified parties will be invited to respond to a Request for Proposal (RFP), which will also be published as per ICRC guidelines and general best practice in Public Procurement.

**11. Will you invite foreign firms to participate?**

We are looking for partners who have the financial, technical and operational capabilities to manage these assets profitably and responsibly. We envisage a competitive process and as such we will be advertising broadly. All qualified companies or consortiums shall be allowed to submit proof of relevant qualifications once we have published a request for qualifications (RFQ).

**12. What is the tenure of the concession?**

Infrastructure concessions of this nature come with a significant financial obligation which any responsible concessionaire will no doubt be keen to recoup. To this end we envisage a minimum of twenty (20) to thirty (30) years for the programme, which may be extended depending on performance and Nigeria's best interests. That said – the duration is not set in stone and will be subject to negotiation and then final approval by the Federal Executive Council.

**13. How might issues related to the MM2 concession affect this process?**

These are two entirely independent concession programmes and as such we are not at liberty to comment or join issues. We do however hope that all stakeholders appreciate that the concession programme we are focused on right now operates in an environment of enhanced Governance with enabling structures and processes. At the time the MM2 Concession programme was initiated on there was no ICRC. We are now operating in a much more evolved and mature environment as regards governance related to infrastructure concession programmes.

**14. How much does the FG intend to generate through this process?**

A typical airport concession transaction might rely on a deal structure comprised of an investment commitment by the concessionaire for a minimum duration, an annual concession fee and a share of net operating income.

These are prized aviation assets and as such we expect to generate a significant amount of direct investment in what we intend to be an equitable deal for all parties. That said, the initial or short-term objective is to deliver significant cost savings to the Federal Government. FAAN will no longer be solely responsible for maintenance, investments and day to day management into these airports.

#### **15. Is this concession programme legal?**

The concession programme, its stakeholders and the Transaction advisors appointed to deliver it have followed all relevant laws and procedures. The Infrastructure Concession Regulatory Commission (ICRC) – the institution that regulates all infrastructure concession programmes and Public-Private-Partnerships in Nigeria has clearly laid out processes governing a transaction like this. The Transaction Advisors – a coalition of independent and reputable organisation have been mandated by the Ministry of Aviation (having received approval from the Bureau of Public Procurement for their appointment) to drive this process transparently, ensuring that procedures prescribed out by the ICRC are followed to the letter. The Ministry of Aviation has also supported the process by consulting widely with all stakeholders, paying particular attention to organised labour who are a critical stakeholder group and very much supportive of this process.

#### **16. Can the Ministry of Aviation / FAAN procure PPPs directly?**

In Nigeria, all Federal Government Ministries, Departments and Agencies (MDAs) as well as State Governments can legally procure PPP projects.

#### **17. Has the National Council on Privatisation (NCP) approved this programme? OR Is there overlapping jurisdiction with BPE?**

The National Council on Privatisation, which is chaired by His Excellency, Vice-President Yemi Osinbajo, is a policymaking and advisory council enabled by the Public Enterprise (Privatisation and Commercialisation) Act of 1999. It operates through a secretariat - the Bureau of Public Enterprise (BPE). BPE's function is thus to implement the NCP's policies on privatisation and commercialisation. This programme is a concession programme that follows the principles of Public-Private-Partnerships (PPP). This model will see concessionaires sign contracts for the management, development, operation and maintenance of these airports with the Federal Government of Nigeria. There will be no change in the ownership structure of the assets to be concessioned.

ICRC and BPE share information and collaborate regularly (The Director-General, ICRC, is a member of the NCP's Technical Committee). Infrastructure concession programmes are complex transactions involving several stakeholders. In this particular case there is no overlapping jurisdiction with the BPE. The BPE

implements the privatisation and commercialisation policies of the National Council on Privatisation. This is not a privatisation project because we are not transferring any ownership of equity in these airports. The mandate is to deliver private sector participation in the management, development, operation and maintenance of the Passenger and Cargo terminals of airports that will remain under the ownership and overall management of the Federal Airports Authority of Nigeria. The Infrastructure Concession Regulatory Commission (ICRC) Act 2005 is the Act of law governing Public-Private-Partnerships involving infrastructure in Nigeria. The ICRC's enabling act permits Government Ministries, Departments and Agencies, under the guidance of the ICRC, to engage private sector organisations for the development, financing and operation of infrastructure assets. This Act, being a more recent and specific law created especially for the purpose of regulating infrastructure concessions, supersedes the Public Enterprise (Privatisation and Commercialisation) Act of 1999.

#### **18. What potential issues do you foresee based on the FAAN Act 2004, provisions of the Act No. 52 of 1999 (Amended) and Decree No.9 of 1996?**

There are no limitations placed on the intended outcomes of this concession process vis-à-vis the FAAN Act 2004 and subsequent amendments.

#### **19. Are there any plans to amend FAAN's enabling legislation to unbundle the organisation as has been proposed by some lawmakers?**

We are aware of some proposals to this effect that consider unbundling FAAN with a view to repositioning it as an asset manager. We are unable to comment further at this stage.

#### **20. Have there been broad-based stakeholder consultations?**

The Ministry has from the very start worked in partnership with all relevant stakeholders within and outside of government. ICRC's process allows the Ministry some discretion as regards participation of external stakeholders and this was exercised at the Honourable Ministers request when he invited organised labour to participate in the Project Delivery Team. The decision to bring Labour into the Project Delivery Team came about as a result of a deep appreciation of role Labour has to play in delivering the best possible outcome for the Nation. The Ministry continues to engage proactively with all relevant stakeholders in spite of the challenges caused by the ongoing COVID-19 global pandemic.

#### **21. Is the FMA handling the process?**

The process is driven by the Transaction advisor who are comprised of independent and reputable private sector companies appointed by the Ministry of Aviation, having gone through a rigorous process as laid out by the Bureau

of Public Procurement (BPP). The Transaction advisor has been mandated to manage the technical aspects of the process – working with key stakeholders such as ICRC, FAAN and the Ministry of Aviation to design and deliver the concession programme. The Transaction advisor will continue to work independently with oversight from the Ministry of Aviation and ICRC. Their recommendations will then be submitted to ICRC and the Ministry of Aviation before being forwarded for review and final approval by the Federal Executive Council.

**22. What role will FEC, ICRC, BPP and the Presidency play in this process?**

**FEC** – The Federal Executive Council is the final approving body for this programme.

**ICRC** – The ICRC regulates all infrastructure concessions and public-private-partnerships involving infrastructure in Nigeria and as such has oversight of this process in partnership with the Ministry of Aviation.

**BPP** – The Bureau of Public Procurement has no role to play at this point having concluded its role by having oversight of the public procurement process that led to the appointment of the Transaction advisor.

**BPE** – The Bureau of Public Enterprise has no role to play in this process as there will be no change in the ownership structure of the assets involved in this concession programme.

**The Presidency** – President Muhammadu Buhari (GCFR) chairs the Federal Executive Council.

**National Council on Privatisation** – The NCP implements its policies through the BPE, which has no role to play in this process as this is a Concession / Public-Private-Partnership and not Privatisation. There will be no change in the ownership structure of these assets.

**23. Will preference be given to indigenous investors?**

We are focused on driving a transparent and competitive process that will deliver the very best long-term partner(s) and outcomes for Nigeria. There are not many companies with the qualifications, experience and financial resources required to run assets like the ones up for concession so whilst we do expect Nigerian companies, or consortiums comprised of groups of Nigerian investors, we expect the process to receive significant attention from the international community, perhaps in partnership with qualified and capable local companies and investors.

**24. What role will FAAN play once the assets are handed over to Private sector management?**

The Federal Airport Authority of Nigeria (FAAN) remains responsible for overseeing the management of Nigeria's airports. FAAN will continue to play this role broadly.

**25. Will the FG continue to invest in these airports?**

The concessionaires will be responsible for the day-to-

day management of the airport passenger and cargo terminals. The FGN, as the owner and partner to the concessionaires will make strategic investments in these assets alongside others from the private sector and development finance sector. Any investment contributions made by the FGN will be based on robust medium to long-term investment and expenditure plans to be developed by the concessionaires with oversight from the Ministry of Aviation.

**26. Will the airports be concessioned to one or several private sector partners?**

We envisage a competitive process and our focus is on partnering with the right organisation(s).

**27. Will this process affect incumbent operators and tenants within the affected facilities?**

All tenants within the assets subject to the concession have entered into legal agreements with FAAN. FAAN will ensure that it respects and acts within the rules articulated in agreements with tenants and operators within the assets.

**28. What are the implications of this process for national security?**

There are no national security implications. The Federal Airports Authority, Nigerian Civil Aviation Authority, Nigerian Aerospace Management Agency and all other public authorities tasked with collaborating with the Nations security apparatus will continue to perform their duties in close collaboration with the concessionaires. All relevant agencies have been carried along including the National Security Advisor.

**29. Why has the FMA decided to maintain direct control and management of the aeronautical assets of the airports?**

At this time, we feel it is best to focus on the non-aeronautical assets of the airports.

**30. What are the timelines for completion of this process?**

From the date of publication of the Request for Qualifications (RFQ) we envisage 6 – 8 months to transaction close.

**31. Will the Government bundle Tier 2 airports into this deal at any stage?**

ICRC has issued OBC Certificates of Compliance for four (4) assets only. These airports are Murtala Mohammed International Airport - Lagos, Nnamdi Azikiwe Airport – Abuja (International & Domestic), Port Harcourt Airport (International & Domestic) and Mallam Aminu Kano Airport (International & Domestic). Our scope is thus limited to these specific airports.

**32. What is the current status of the dispute involving Bi-Courtney?**

This programme is exclusively focused on the concession effort at hand. If you have specific questions about this particular concession programme we would be happy to answer them.

**33. Does the FG intend to dissolve FAAN?**

No, the FAAN will continue to play its role as statutorily required. Any material changes to FAAN will need to come via an act of law.

**34. Who are the transaction advisors for this programme?**

The Transaction advisors (TAs) is comprised of a team of seasoned executives put forward by Dentons (a multinational law firm with global operations), Infrata (a global infrastructure investment advisory firm), Proserve Energy and Infrastructure Consulting Services (an indigenous advisory firm focusing on energy and infrastructure projects), Templars (a leading law firm headquartered in Nigeria) and Rebel Group (a global leader in infrastructure, transportation and mobility advisory services).

**35. How were the transaction advisors recruited?**

The Transaction advisors, comprised of independent and reputable private sector companies, were appointed by the Ministry of Aviation, having gone through a rigorous process as laid out by the Bureau of Public Procurement (BPP). BPP's laid down process for good governance in public procurement is available on their website.

**36. Do the transaction advisors have the requisite experience to drive this programme?**

All members of the Transaction advisory team have a proven track record of delivering positive outcomes in complex infrastructure projects. Their credentials were rigorously interrogated by the Ministry of Aviation, BPP, ICRC and the FEC. The international partners who form a core part of the team have deep aviation sector experience spanning several countries.

**37. Why is FMA working with foreign transaction advisors?**

The international partners who form a core part of the transaction advisory team have deep aviation sector experience spanning several countries. Their vast network of relationships is comprised of some of the most credible investors and operators of major infrastructure assets, which includes airports, anywhere in the world.

**38. Have there been expressions of interest prior to the formal launch of this process?**

There has always been some level of interest in these assets.

**39. How does the FMA aim to demonstrate transparency and good governance?**

The FMA has thus far demonstrated that it places great emphasis in transparency and good governance. FMA widely publicised its intention to seek approval to concession these airports as far back as 2017. It also went through BPP's rigorous public procurement process which culminated in the appointment of the Transaction advisors. FMA's intention to deliver the most transparent infrastructure concession programme to date is also evidenced by the extensive stakeholder engagement carried out prior to making its OBC submission to ICRC. FMA also publicised the issuance and handover of the OBC Compliance Certificates to the Ministry by the ICRC. FMA is briefing you right now and will continue to brief you as we approach and achieve key milestones. We invite you to visit [www.faan.gov.ng](http://www.faan.gov.ng) for regular updates.

**40. How much does the FG think it can generate through this process?**

We expect to generate significant cost savings and operating income over the period of the concession. Airports continue to be prized assets in the global logistics sector which is projected to grow.

**41. Will the Central Bank give these new investors assurances for capital importation and repatriation?**

The Federal Government of Nigeria will work closely with the successful bidders to ensure that they have access to whatever resources and support required to successfully run these assets on behalf of Nigeria.

**42. Where can we go to find up to date information on this programme?**

We invite you to visit [www.faan.gov.ng](http://www.faan.gov.ng) for regular updates.

**43. What is the prescribed process for Infrastructure concessions in Nigeria?**

Each sector will have its own peculiarities; however, the broad process is as follows:

There are 4 phases: Project Identification, Project Development and Preparation, Procurement and Implementation.

**I. PPP Project Identification**

- i. ICRC receives a concept note from a government Ministry, Department or Agency (MDA)
- ii. If approved, a Steering Committee, Project Delivery Team and PPP Project officer are set up
- iii. The project is put into the pipeline for approval for the Federal Executive Council (FEC)

**II. PPP Project Development and Preparation**

- i. Initiating organization approaches BPP, begins the process of recruiting Transaction Advisers through a public procurement process regulated by BPP
- ii. Transaction advisors approved and receive their mandate
- iii. Outline Business Case (OBC) is drafted
- iv. ICRC reviews the OBC and issues a certificate of

- compliance
- v. Ministry of Finance assesses risk and liabilities

### III. PPP Procurement

- i. Publishing a Request for Qualifications (RFQ)
- ii. Pre-qualification
- iii. Tendering process - Request for Proposal (RFP) and Bid submission
- iv. Bid evaluation and recommendations
- v. Negotiate concession agreements and other documentation
- vi. The submission of the Full Business Case (FBC) to the ICRC and issuance of the certificate

- vii. Full Business Case certificate presented to the FEC for approval
- viii. Signing of the PPP Contract

### IV. PPP Implementation

- i. Financial Close is achieved and work begins with regular inspections of the project by the ICRC and MDA in accordance to law.

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## MINISTRY OF AVIATION ENSURING BETTER FLYING ENVIRONMENT







# MINISTRY OF AVIATION



## Aviationnews

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