A Technical Report

On

Students’ Industrial Training Work Experience Scheme (SIWES) Training Program

(July 2019 – September 2019)

Carried Out At

Aero Contractors Company of Nigeria Ltd

Ikeja, Lagos, Nigeria

By

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**CHAPTER ONE**

* 1. HISTORY OF SIWES

At the early stages of the development of education in Nigeria, there was a problem of the gap between theory and practical skills of students. Therefore, there was a need to give students the opportunity to get real work experience.

The programme was created to give students experience in addition to theoretical learning. The industrial training policy was introduced by Federal Government of Nigeria in 1973. This project was necessary to improve practical skills of students.

SIWES has become a necessary pre-condition of graduation. The program is working with such disciplines as engineering, medical science, natural science, technology, agriculture, education, environment, applied science.

The duration of the program can be different, for the universities it’s six (6) or (3) months, and a year for college and polytechnics.

The programme is developed under the guidance of the Ministry of Education. This is an excellent bridge between theoretical and practical education. SIWES is working on designing proper programs for exposing students to the industrial workplace environment. It is all about the development of occupational competence.

* 1. OBJECTIVES OF SIWES
* To provide students with industrial skills and needed experience during the course of study.
* To create conditions and circumstances, which can be as close as possible to the actual workflow.
* To prepare specialists who will be ready for any working situations immediately after graduation.
* To teach students the techniques and methods of working with facilities and equipment that may not be available within the walls of an educational institution.
* To give students the ability to try and apply the given knowledge

The objectives of SIWES program are all about strengthening future employees. Such program is successful in attempting to help students to understand the underlying principles of their future work. After passing the programs, the student can concentrate on the really necessary factors of his or her work.

Referring to the feedback of students, the experience of participating in the program has become very useful for them. Employers also note a higher level of skills of such students.

* 1. SIWES IN BELLSTECH

SIWES in Bells University of Technology is effectively handled and coordinated by the Industrial Training Coordinating Unit (ITCU) of the university. SIWES is undertaken in 300 level by students with courses running for four (4) years and in 400 level by students with courses running for five (5) years.

During the period of the Industrial Training Programme, lecturers are assigned to each students from the school to visit them in their various places of assignment for supervisory and assessment purposes.

At the end of the programme, each student is evaluated and assessed. This overall assessment is usually based on: a technical report work, an oral presentation, grading by industry-based supervisor, university-based supervisor, reports and log book accounts.

**CHAPTER TWO**

Aero Contractors Company of Nigeria Limited, known as Aero Contractors or simply Aero, is a state-controlled Nigerian airline company based at Murtala Muhammed International Airport in Ikeja, Lagos State, Nigeria. Furthermore, it operates helicopter services and fixed wing domestic and international scheduled passenger services, air charter and third party aircraft operations, largely in support of Nigeria's extensive oil and gas industry. Aero Contractors was formed in 1959 and officially registered in Nigeria in 1960. At that time, it was a wholly owned by Schreiner Airways B.V. of the Netherlands.

It became a company with initially 40% Nigerian holding in 1973 and subsequently 60% in 1976, anticipating the requirements of the Nigerian Enterprises Promotion Decree of 1977, also known as the indigenization decree. In January 2004, Schreiner Airways was bought by CHC Helicopter (CHC), which acquired a 40% holding in Aero, while the 60% majority share remained within the Ibru family.

On 1 July 2010, CHC sold its interests in Aero for the consideration of 1 Nigerian naira,when Aero became wholly owned by the Ibru family.

In March 2013, industrial action grounded flights for 18 days, in a dispute over outsourcing and reduction in staff numbers. The strike, from 13–28 March, grounded Aero's active fleet of nine aircraft, and was reported to have cost the airline at least N10bn in ticket sales.

After financial intervention, the Asset Management Corporation of Nigeria (AMCON), an arm of the Federal Government of Nigeria, held 60% of Aero, and in August 2013 it was reported that AMCON had taken over the management of the carrier. Hugh Fraser was named as new CEO.

In August 2013 there was press speculation that the Federal Government will use Aero Contractors as the nucleus of a new national carrier, recapitalizing it through a N200 billion initial public offering (IPO). The new airline was allegedly to be known as 'Nigerian Eagle', several years after the liquidation of the defunct flag carrier Nigeria Airways, and that the airline would commence full operations before the end of the year (2013). The factual basis for this report was the repainting of tan Aero plane in the of the Nigeria national football team, the Super Eagles. The Ministry of Air Transport, however, clarified the repainting of the aircraft was only publicity related to the qualification of the National team for the 2014 World Cup.

Aero Contractors (NG, Lagos) has become the first official airline casualty of Nigeria's worsening economic crisis after it announced it would suspend all scheduled operations with effect from September 1, 2016.It resumed operations back in 2017 and Captain Addo Sanusi was appointed as the current CEO till date.

Aero has two divisions

Fixed wing – provides scheduled passenger services in Nigeria and western Africa but for now they operate only within Nigeria

Rotary Wing – provides helicopter services for the oil and gas industry in Nigeria.

Aero still has a technical partnership with CHC regarding its rotary wing division.

Aero serves the following destinations in Nigeria:

Abuja - Nnamdi Azikiwe International Airport

Asaba - Asaba International Airport

Benin City - Benin Airport

Calabar - Magaret Ekpo International Airport

Kaduna - Kaduna Airport

Kano - Aminu Kano Airport

Enugu - Akanu Ibiam International Airport

Lagos - Murtala Mohammed International Airport Hub

Owerri - Imo Airport

Port Harcourt - Port Harcourt International Airport

Uyo - Akwa Ibom Airport

Sokoto - Sadiq Abubakar III International Airport

2.2 MISION

To develop and profitably manage customer-centric airport facilities for safe, secure and efficient carriage of passengers and goods at world-class standards of quality.

2.3 VISION

To be amongst the best airport groups in the world.

2.4 REVENUE

The Act setting up FAAN statutorily empowers the organization to generate for services rendered. This makes up the Internal Generated Revenue (IGR) and it includes aeronautical and non-aeronautical sources of revenue.

AERONAUTICAL SOURCES

* Landing and parking fees – International & Domestic
* Avio-Bridge
* Passenger Service Charge (PSC) – International & Domestic
* Fuel surcharge (charged @ #2.50 per litre)
* Port Charge (Cargo)
* Common User Terminal Equip Charges

NON-AERONAUTICAL SOURCES

* VIP Lounge Services
* Rent/Ground Rent
* Electricity
* Service Recovery Charge (SRC)
* Car Park
* Access Gate (Toll Gate)
* Car Stickers
* Car Hire Service
* Concession Fee
* Airport Protocol
* Miscellaneous

2.5 EXPENDITURE

FAAN is also empowered to spend revenue collected on Internally Generated Revenue (IGR) Budget.

In addition to funds from Internally Generated Revenue, some capital projects of FAAN are also funded by Capital Appropriation Budget of the Federal Government of Nigeria.

2.6 SITUATION ANALYSIS

FAAN manages 22 airports nationwide with 5 International and 17 Domestic airports and are listed below:

INTERNATIONAL AIRPORTS

1. Murtala Muhammed International Airports, Lagos
2. Nnamdi Azikiwe International Airport, Abuja
3. Mallam Aminu Kano International Airport, Kano
4. Port-Harcourt International Airport, Port-Harcourt
5. Margaret Ekpo International Airport, Calabar

DOMESTIC AIRPORTS

1. Kaduna Airport
2. Enugu Airport
3. Makurdi Airport
4. Sultan Saddik Abubakar Airport, Sokoto
5. Yakubu Gowon Airport, Jos
6. Yola Airport
7. Sam Mbakwe Airport, Owerri
8. Katsina Airport
9. Minna Airport
10. Ilorin Airport
11. Ibadan Airport
12. Akure Airport
13. Benin Airport
14. Makurdi Airport – Military/Civil joint use
15. Zaria Airport
16. Warri Airport – Privately owned by Shell Oil Coy
17. Bauchi Airport – Bauchi State Owned

2.7 DIRECTORATES IN FAAN

* Directorate of Administration & HR
* Directorate of Airport Operations
* Directorate of Maintenance and Engineering
* Directorate of Commercial and Business Development
* Directorate of Finance and Accounts
* Directorate of Security Services
* Office of the Managing Director
* Planning
* Procurement
* Audit
* ICT
* Customer Service
* Safety
* Public Affairs

**CHAPTER THREE**

3.1 PLANNING DEPARTMENT

This department is primarily responsible for planning, Research & Statistics, Data Management and Multilateral Relations. The department carries out functions that are similar to those of Strategic Airport planning and Management Departments in other Airport Companies.

Planning department consists of Statistics unit. This unit has to do with all Aviation Statistics, Records and Information.

Daily statistics are recorded on a spread sheet which staff of planning/statistics unit tabulate or analyze.

3.2 FUNCTIONS

* Monitoring and Evaluation
* Research and Statistics
* Library Services
* Data Management
* Multilateral Relations

3.3 CORE RESPONSIBILITIES

1. Conduct capacity planning and development studies.
2. Develop and update individual Airport Master Plans in alignment with the system level Master plan.
3. Forecast trends in aviation activity and identify development needs of individual Airports.
4. Compile and analyze airport statistics and data.
5. Coordinate the development of plans for achieving integrated Airport Systems.
6. Monitor and evaluate airports’ performance to gather input for performance improved plans.
7. Manage multilateral relations by interfering with external bodies in the global Aviation Industry e.g. ACL, ICAO, IATA etc.
8. Monitor and evaluate capital project plans and their impact on all stakeholders as they are implemented.
9. Develop and drive the performance Management System (PMS).
10. Maintain the library for the Authority and ensure that the collections and activities are adequate and relevant to FAANs current and future operational plans.

3.4 ORGANIZATION SECTIONS AND FUNCTIONS

1. Planning Department – To coordinate all the inputs into the planning process and monitor plan advise on areas of adjustment.
2. Airport Operation Department – To provide and coordinate services to ensure secure removal of disabled aircraft.
3. Management Services – To improve the operation of the organization through continuous review of structure procedures, control method.
4. Commercial and Business Development – To set up and to coordinate all commercial activities and explore investment opportunities for the authority.
5. Mechanical Department – To develop, operate and maintain the mechanical facilities.
6. Civil Engineering – To meet the needs and comfort of the public and customers
7. Estate Surveying – To plan, determine the values of all description of property and other business assets in line with the trend in the property market.
8. Safety Services – To provide guidance for several airports in the performance of hazard identification.
9. Land, Water and Survey – To carry out perimeter and detailed survey of land within the airport frame work for the purpose of development and construction.
10. Environmental Services – To provide facilities maintenance.
11. Security Services – Control and manning of access point to airside, airports installations and provide identity card services.
12. Medical Clinics – To provide all staffs with comprehensive medical services internally and externally through a good referral system.
13. Human Resources and Administration – The body is in charge of staff recruitment in general, policy matters/reports, and salary administration.
14. Accounts Department – To prepare account reports for management information.
15. Store Department – Principally serves as FAAN stores and warehouses for goods.
16. ICT Department – They supply systems, WIFI connections and servicing of fault systems.
17. Legal Department – It exists basically to guide management in decision making in accordance with the extant provisions of Law with a view to minimizing legal liability.
18. Procurement Department – Is principally to purchase goods and services of the right quality, at the right quantity, at the right price, from the right source, at the right time to meet the objective of FAAN.
19. Corporate Communication Department – Supply of Newspapers to all departments and they also cover all events in the airport environment.
20. Budget Department – To advise FAAN on the economic, social, technical and operational implications of its plan and objectives.

3.5 SUMMARY OF WORK ACTIVITIES

The report is the highlight of my experience in the field (Planning Department). This report should be able to go a long way in making the reader have an insight into the nature of work and responsibilities I shouldered during my training period.

The major training provided by the establishment during my training period was Collation of data, Dispatching of Memos, Compilation of Quarterly reports, Extraction of information on passenger and Air – traffic statistics from ADR16 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017 & 2018 – (Aviation Data Record).

* Collation of monthly reports from other departments

Collation of work done by each department for a month for management use.

* Collation of inputs on capital project from other departments

We collect data from various departments with the use of MS Excel to input the data to be analyzed and interpreted.

* Extraction of information on passenger statistics from ADR16 (Aviation Data Record)

We make use of MS Excel for the extraction of data from all the airports – the number of passengers Arriving and Departing, both local and international. There are about twenty – two (22) airports in Nigeria coordinated by FAAN.

* Collation of monthly reports from directorate

Monthly reports were collected for analyzing and computing in the department for record keeping and also contain numbers of aircrafts arriving and departing in all airports in Nigeria either scheduled or unscheduled.

* Collation of Revenue performance of each airport

Each airport brings their revenue and it is our function to collate the revenue and compile it for the organization.

* Extraction of Aircraft movement from ADR16 (Aviation Data Record)

Collation of data on ADR16 is to determine the number of times and movement of aircraft from one destination to another.

* Extraction of information on Air – traffic from ADR16 (Aviation Data Record)

Extraction of information on the number of flights and passengers that are departing and arriving.

**CHAPTER FOUR**

4.1 DATA ANALYSIS OF AVIATION DATA RECORD (ADR16) OF PASSENGER TRAFFIC FOR 2018

Data representation of the passenger traffic of various airports for Jan – Dec 2018

PASSENGER TRAFFIC

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| |  |  |  | | --- | --- | --- | | **AIRPORTS** | **TOTAL** | **% PASSENGER TRAFFIC** | | ABUJA | 3,736,642 | 27.30 | | AKURE | 9,128 | 0.07 | | BENIN | 224,530 | 1.64 | | CALABAR | 216,904 | 1.58 | | ENUGU | 269,416 | 1.97 | | IBADAN | 48,100 | 0.35 | | ILORIN | 63,680 | 0.47 | | JOS | 56,808 | 0.42 | | KADUNA | 180,758 | 1.32 | | SOKOTO | 99,423 | 0.73 | | KANO | 418,353 | 3.06 | | MAIDUGURI | 94,377 | 0.69 | | MAKURDI | 1,442 | 0.01 | | MMIA | 6,703,389 | 48.97 | | PHC | 791,659 | 5.78 | | YOLA | 134,875 | 0.99 | | MINNA | 12,520 | 0.09 | | KATSINA | 12,125 | 0.09 | | OWERRI | 338,620 | 2.47 | | OSUBI | 277,305 | 2.03 | | TOTAL | 13,690,052 |  | |  | |  | | --- | |  | |  |  |  |  |  |  |  |  |  |  |

A pie chart representing the passenger traffic of various airports for 2018.

This shows that MMIA and ABUJA airport had the highest movement of passengers from Jan – Dec 2018 and has been known as the most popular airports in Nigeria.

4.2 MAKING PREDICTIONS WITH REGRESSION ANALYSIS

APPLICATION OF REGRESSION ANALYSIS

Linear Regression Analysis is a set of statistical processes for estimating the relationships among variables. It includes many techniques for modelling and analyzing several variables, when the focus is on the relationship between a dependent variable and one or more independent variable.

Parameters (X & Y)

X – Independent Variable

Y – Dependent Variable

Considering MMIA as a case study.

Using the Regression Analysis

Where

(5 Years Projection)

2019 – 2023

(DOMESTIC)

Using the Passenger Traffic for the past 11 years – 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017 & 2018 (MMIA)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| YEARS |  |  |  |  |
| 2008 | -5 | 25 | 3,360,149 | -16,800,745 |
| 2009 | -4 | 16 | 3,320,103 | -13,280,412 |
| 2010 | -3 | 9 | 3,864,478 | -11,593,434 |
| 2011 | -2 | 4 | 4,127,100 | -8,254,200 |
| 2012 | -1 | 1 | 3,875,585 | -3,875,585 |
| 2013 | 0 | 0 | 3,877,840 | 0 |
| 2014 | 1 | 1 | 4,349,371 | 4,349,371 |
| 2015 | 2 | 4 | 4,073,080 | 8,146,160 |
| 2016 | 3 | 9 | 3,748,833 | 11,246,499 |
| 2017 | 4 | 16 | 3,684,052 | 14,736,208 |
| 2018 | 5 | 25 | 3,828,059 | 19,140,295 |

Hence,

Prediction for 2019:

Prediction for 2020:

Prediction for 2021:

Prediction for 2022:

Prediction for 2023:

(INTERNATIONAL)

Using the Passenger Traffic for the past 11 years – 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017 & 2018 (MMIA)

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| YEARS |  |  |  |  |
| 2008 | -5 | 25 | 2,688,594 | -13,442,970 |
| 2009 | -4 | 16 | 2,304,469 | -9,217,876 |
| 2010 | -3 | 9 | 2,409,087 | -7,227,261 |
| 2011 | -2 | 4 | 2,619,190 | -5,238,380 |
| 2012 | -1 | 1 | 3,197,929 | -3,197,929 |
| 2013 | 0 | 0 | 3,383,338 | 0 |
| 2014 | 1 | 1 | 3,243,008 | 3,243,008 |
| 2015 | 2 | 4 | 3,092,667 | 6,185,334 |
| 2016 | 3 | 9 | 2,945,914 | 8,837,742 |
| 2017 | 4 | 16 | 2,869,099 | 11,476,396 |
| 2018 | 5 | 25 | 2,875,330 | 14,376,650 |

Hence,

Prediction for 2019:

Prediction for 2020:

Prediction for 2021:

Prediction for 2022:

Prediction for 2023:

4.3 STATISTICS ON PASSENGER TRAFFIC 1ST QUARTER 2019

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| AIRPORT | JANUARY | FEBRUARY | MARCH | TOTAL |
| ABUJA | 281,323 | 264,598 | 81,468 | 627,389 |
| AKURE | 619 | 1,319 | 307 | 2,245 |
| BENIN | 14,306 | 15,414 | 18,086 | 47,806 |
| CALABAR | 11,298 | 11,415 | 12,364 | 35,077 |
| ENUGU | 27,120 | 23,663 | 22,205 | 72,988 |
| IBADAN | 3,036 | 3,892 | 3,057 | 9,985 |
| ILORIN | 4,481 | 4,874 | 4,034 | 13,389 |
| JOS | 2,465 | 2,892 | 3,057 | 8,414 |
| KADUNA | 8,265 | 8,662 | 108,069 | 124,996 |
| SOKOTO | 1,776 | 3,290 | 4,866 | 9,932 |
| KANO | 29,582 | 30,551 | 32,703 | 92,836 |
| MAID | 9,912 | 8,713 | 8,821 | 27,446 |
| MAKURDI |  |  |  |  |
| MMIA | 506,505 | 451,907 | 489,646 | 1,448,058 |
| P.H. | 71,884 | 68,826 | 69,479 | 210,189 |
| YOLA | 9,791 | 8,244 | 10,136 | 28,171 |
| MINNA | 552 | 262 | 551 | 1,365 |
| KATSINA | 243 | 98 | 169 | 510 |
| OWERRI | 35,332 | 28,429 | 24,147 | 87,908 |
| OSUBI | 11,398 | 9,036 | 10,409 | 30,843 |

A pie chart representing the passenger traffic of various airports for 2019 1ST Quarter.

This shows that MMIA and ABUJA airport had the highest movement of passengers from Jan – Mar 2019 and has been known as the most popular airports in Nigeria.

4.4 STATISTICS ON PASSENGER TRAFFIC 2ND QUARTER 2019

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| AIRPORT | APRIL | MAY | JUNE | TOTAL |
| ABUJA | 116,695 | 311,933 | 29,716 | 458,344 |
| AKURE | 386 | 1,022 | 834 | 2,242 |
| BENIN | 17,592 | 19,863 | 19,950 | 57,405 |
| CALABAR | 12,027 | 13,185 | 11,822 | 37,034 |
| ENUGU | 24,672 | 25,815 | 24,351 | 74,838 |
| IBADAN | 3,822 | 4,906 | 5,518 | 14,246 |
| ILORIN | 5,027 | 7,537 | 6,397 | 18,961 |
| JOS | 4,967 | 5,153 | 4,531 | 14,651 |
| KADUNA | 99,229 | 14,114 | 15,691 | 129,034 |
| SOKOTO | 5,013 | 6,170 | 5,984 | 17,167 |
| KANO | 40,373 | 38,103 | 40,282 | 118,758 |
| MAID | 9,730 | 12,358 | 11,064 | 33,152 |
| MAKURDI |  |  |  |  |
| MMIA | 530,395 | 531,449 | 489,669 | 1,551,513 |
| P.H. | 71,739 | 74,471 | 73,053 | 219,263 |
| YOLA | 11,119 | 11,914 | 9,702 | 32,735 |
| MINNA | 1,007 | 1,802 | 38 | 2,847 |
| KATSINA | 283 | 343 | 118 | 744 |
| OWERRI | 30,149 | 30,346 | 28,204 | 88,699 |
| OSUBI | 11,269 | 13,690 | 14,286 | 39,245 |

A pie chart representing the passenger traffic of various airports for 2019 2ND Quarter.

This shows that MMIA and ABUJA airport had the highest movement of passengers from Apr – Jun 2019 and has been known as the most popular airports in Nigeria.

4.5 STATISTICS ON PASSENGER TRAFFIC 3RD QUARTER 2019

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| AIRPORT | JULY | AUGUST | SEPTEMBER | TOTAL |
| ABUJA | 358,533 | 391,583 | 354,837 | 1,104,953 |
| AKURE | 1,125 | 3,000 | 3,781 | 7,906 |
| BENIN | 22,147 | 25,560 | 25,786 | 73,493 |
| CALABAR | 14,094 | 15,004 | 14,191 | 43,289 |
| ENUGU | 27,360 | 31,327 | 28,069 | 86,756 |
| IBADAN | 7,015 | 7,152 | 5,837 | 20,004 |
| ILORIN | 9,901 | 16,269 | 14,835 | 41,005 |
| JOS | 5,280 | 5,479 | 5,308 | 16,067 |
| KADUNA | 17,092 | 28,793 | 29,723 | 75,608 |
| SOKOTO | 7,743 | 16,670 | 14,424 | 38,837 |
| KANO | 34,181 | 42,440 | 43,036 | 119,657 |
| MAID | 12,580 | 18,525 | 16,522 | 47,627 |
| MAKURDI |  |  |  |  |
| MMIA | 563,559 | 613,554 | 570,352 | 1,747,465 |
| P.H. | 83,028 | 96,928 | 18,195 | 198,151 |
| YOLA | 11,188 | 17,031 | 15,757 | 43,976 |
| MINNA | 314 | 421 | 196 | 931 |
| KATSINA | 676 | 4,472 | 4,713 | 9,861 |
| OWERRI | 30,816 | 38,855 | 34,802 | 104,473 |
| OSUBI | 14,803 | 16,120 | 13,646 | 44,569 |

A pie chart representing the passenger traffic of various airports for 2019 3RD Quarter.

This shows that MMIA and ABUJA airport had the highest movement of passengers from July – Sept 2019 and has been known as the most popular airports in Nigeria.

CHAPTER FIVE

5.1 SUMMARY

I did my Industrial Training (IT) at Federal Airports Authority of Nigeria, Murtala Muhammad Airports, Ikeja. The agency is headed by Capt. Rabiu Yadudu who is the MD/CEO. I worked in the Airports planning & technical services department, precisely the Planning, Research and Statistics unit headed by the General Manager- Engr. Ngwu Hycienth E.

I learned how to use the Microsoft Excel which was the major tool in the computation of Aviation statistics.

5.2 CONCLUSION

The period of my Industrial Training at FAAN was really enlightening. It introduced to a lot of new things. I learnt work ethics and how things are done in the work environment. I also to got to understand that it is not only about what you have studied in school, it’s all about you can personally contribute to the growth of the company you worked for and how you interact with people.

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