

**CONTRIBUTION OF NON-AERONAUTICAL ACTIVITIES IN THE  
DEVELOPMENT OF NNAMDI AZIKIWE INTERNATIONAL AIRPORT  
ABUJA, NIGERIA**

**BY**

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**OCTOBER, 2016**

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**BY**

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**A DISSERTATION SUBMITTED TO THE SCHOOL OF POSTGRADUATE STUDIES,  
AHMADU BELLO UNIVERSITY, ZARIA NIGERIA, IN PARTIAL FULFILLMENT OF  
THE REQUIREMENTS FOR THE AWARD OF THE DEGREE OF MASTER OF  
SCIENCE IN TRANSPORT MANAGEMENT**

**DEPARTMENT OF GEOGRAPHY  
FACULTY OF SCIENCE  
AHMADU BELLO UNIVERSITY, ZARIA**

**OCTOBER, 2016**

## **DECLARATION**

I hereby declare that the work in this dissertation titled “**Contribution of Non-Aeronautical Activities in the Development of Nnamdi Azikiwe International Airport Abuja, Nigeria**” has been by Amin Baranzan, BAKAM under the supervision of Prof. I.J. Musa and Professor J.A. Ariyo. All information obtained from literature has been acknowledged in the text as well as the list of all references.

**Amin Baranzan BAKAM**

\_\_\_\_\_  
**Signature**

\_\_\_\_\_  
**Date**

## CERTIFICATION

This dissertation titled “**Contribution of Non-Aeronautical Activities in the Development of Nnamdi Azikiwe International Airport Abuja, Nigeria**” by Amin Baranzan, BAKAM meets the Regulations Governing Award of Degree for Masters in Science, in Ahmadu Bello University, Zaria. It is also approved for its input to knowledge and literary presentation.

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## **DEDICATION**

This dissertation is dedicated to memory of Late Mr. Philip Bakam Allahmagani (Uncle).

## **ACKNOWLEDGEMENTS**

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## ABSTRACT

This study examined the contribution of non-aeronautical activities in the development of Nnamdi Azikiwe International Airport Abuja, Nigeria. Among the objectives were to characterize the non-aeronautical activities, determine the revenue contribution of non-aeronautical activities to the airport, as well as the contribution of non-aeronautical activities to employment generation and assess the challenges associated with the operations of non-aeronautical activities in the airport. Random sampling was used to administer questionnaire to 97 operators of non-aeronautical activities out of 126 registered with the airport authority. Data were analyzed using frequency distribution tables, Student T-test and Wilcoxon Mann Whitney test in Statistical Package for Social Science (SPSS) and Microsoft Excel. The findings show that 44.44% of non-aeronautical activities in the airport were of general services with 19.05% and 15.87% representing food/beverages and freight forwards respectively. Majority (70%) of the non-aeronautical activities in the airport were located at the domestic wing of the airport of which 54.44% accounts those whose operational area was at the landside. Most (62.22%) of the operators were discovered to have concession contractual relationship with the airport authority while 33.33% were on rental. It was observed that year 2011 has the highest number of non-aeronautical activities (11.94%) with 12.53% revenue generation across the studied years. Regarding the revenue profile, the result reveals that year 2014 recorded the highest (77.63%) for aeronautical as against 27.38% for the non-aeronautical in year 2011. The paired t-test result (22.57, df = 9, p-value = 0.000) shows that there is a significant difference between the aeronautical and non-aeronautical revenue profile of the airport. The year 2012 recorded the highest number of people employed across the sampled years of which majority were males. About 54.55% of the operators could not meet their employment capacity due to limited office

space while 45.45% attributed its under-utilization to financial constraints. Regarding the constraints to non-aeronautical activities in the airport, 56.67% identified poor accessibility whereas 27.78% agreed that location of their business have limited the growth of their businesses. Also some of the operators of non-aeronautical activities further identified high rate of charges at the local wing of the airport and the indiscriminate rate of entry of informal food vendors within the airport have affected their patronage. The study recommended among others, provision of a temporary area for non-aeronautical activity operators who lost their business premises, use of modern security gargets like metal detectors, body scanners, and increase in space allocation for businesses and formalization of food vendor operations within the airport.



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