



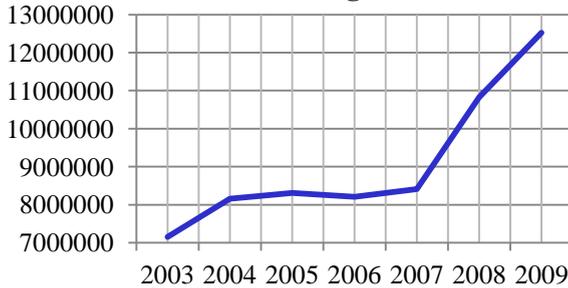
Nigeria Aviation Fact Sheet

United States Embassy in Nigeria

Recent Developments

- The aviation industry has grown rapidly in recent years and become heavily indebted because of heavy losses caused by low fares, high interest rates, and rising fuel costs.

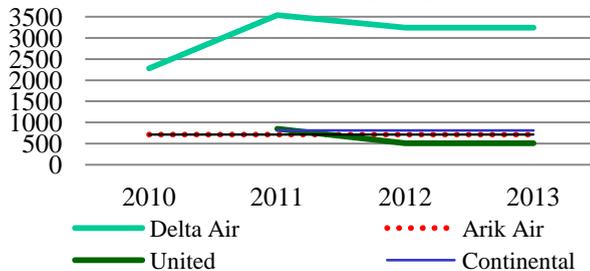
Total Passenger Traffic



- Accidents in 2005 spurred the adoption of the Civil aviation Act in 2006, the International Civil Aviation Organization (ICAO), Universal Safety Oversight Audit Program (USOAP) in 2006, and Category 1 status for Nigerian carriers to fly to the U.S. in 2010.
- There were 150 active Nigerian airlines in 2001, but are down to 19 in 2011 due to failure of airlines to meet the industry's policies and to achieve the mandatory Air Operators' Certificate.

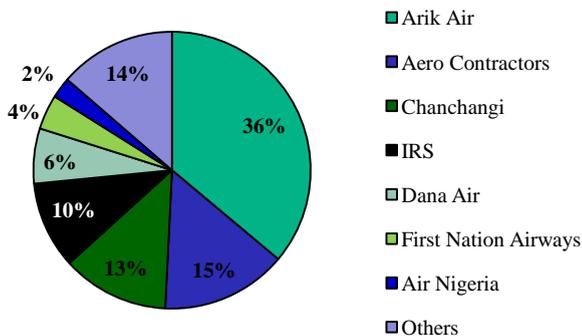
U.S.-Nigeria Aviation

U.S.-Nigeria Passenger Volume (in thousand passengers per week)



- Delta Airlines flies from Atlanta to Lagos and from Washington D.C. to Accra and Lagos.
- United Airlines began flying from Houston and Atlanta and to Lagos December 13, 2010.
- Continental began flying from Houston to Lagos November 17, 2011.

Total Airline Debt 2011



International Aviation Industry

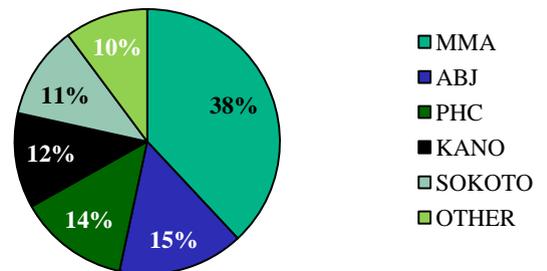
- Emirates offers 4,816 seats from Dubai to Nigeria each week.
- Royal Jordanian has announced interest in flying to Lagos with its A3300 equipment. Royal Jordanian would become the fourth Middle Eastern carrier to serve Nigeria, following Emirates, Qatar Airways, and Middle Eastern Airlines.
- Nigeria has no direct links to the growing markets of Asia. Middle Eastern carriers have a dominant position linking their powerful hubs.
- Airbus predicted that Lagos would become an "airline megacity" and transport 10,000 long-haul passengers per day within the next twenty years.
- There are 74 services per week from Western Europe to Nigeria and 21 per week link from the Gulf region.

Foreign Carriers' Nigerian Market Share (by Weekly Flight Frequencies)

Air lines	2000	2002	2004	2006	2007
British Airways	10	10	12	12	14
KLM	5	6	10	13	13
Lufthansa	3	3	7	10	9
Air France	3	4	7	9	10
Virgin Atlantic	3	3	4	7	7

- The United Kingdom is Nigeria's largest aviation market and home to a large Diaspora community, in part due to Nigeria's colonial history.

International Airports (by International Passenger Use)



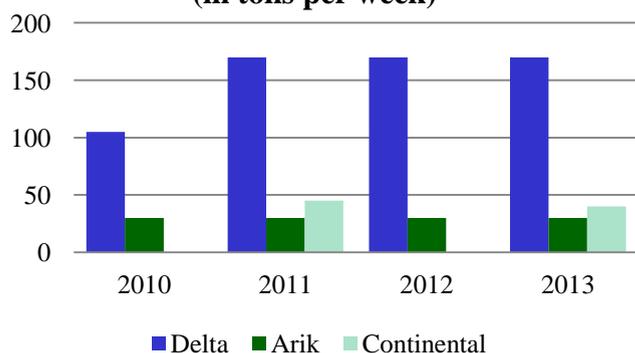
International Airline Strategies

- Emirates leads with two flights per day.
- Virgin Atlantic has an effective pricing strategy, transit visa and chauffeur services.
- Delta and United refuel in Accra.

Air Cargo

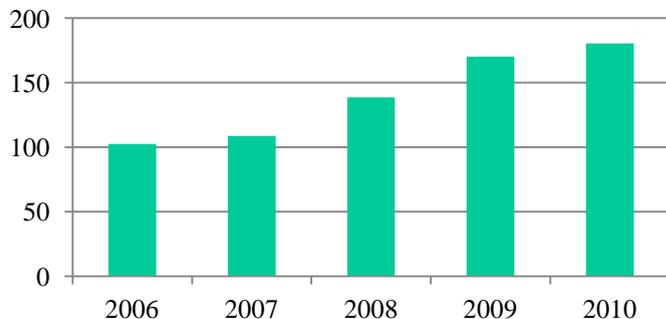
- Federal Airport Authority of Nigeria (FAAN) reported that 1.5 million tons of cargo passed through 19 airports between 1993 and 2009.
- Lagos cleared 78,423 tons domestically and 1.2 million tons for international transport between 1993 to 2009.
- Abuja cleared 1,584 tons domestically and 44,391 for international transport between 1993 to 2009.
- An estimated 350 tons of cargo on ten cargo aircraft go through the Murtala Muhammed International Airport in Lagos each day.
- These aircraft do not take cargo back from Nigeria.

**U.S.-Nigeria Cargo Capacity
(in tons per week)**



- Commercial cargo holds are filled with goods when travelers fly from the U.S. to Nigeria but are near-empty when flying from Nigeria to the U.S.
- Commercial cargo from Nigeria to the U.S. could benefit from the African Growth Opportunity Act (AGOA).
- Delta does not carry air cargo on its flights to and from Abuja.

**International Cargo Traffic
(in millions)**

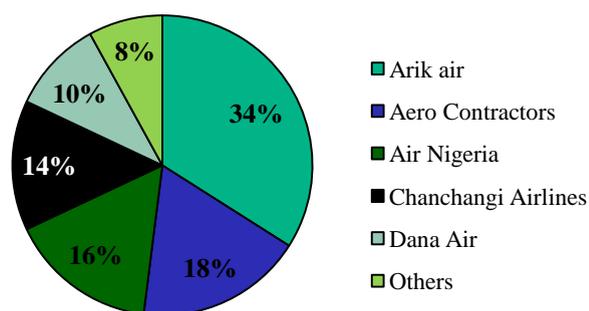


- FAAN explains that larger aircraft account for the more rapid growth of passenger movement relative to aircraft movement.

Domestic Aviation Industry

- Nigerian airlines owed a combined \$59.5 million to the FAAN when the Central Bank Of Nigeria (CBN) announced a \$3.3 billion bail-out for domestic carriers in 2010.
- As of the bail out, there were 21 registered operators with valid air operations certificates, 10 of which were commercial. Three of the 10 were grounded, and seven were still in operation: Arik Air, Aero Contractors, Associated Aviation, Chanchangi Airlines, Dana Air, IRS Airlines, and Overland Airways.
- Arik Air is the dominant player in the domestic market.

2009 Domestic Aviation Market Shares



- 94% of total passenger traffic for Lagos was local, while 6% was transfer traffic in 2009.

Major Airports and their conditions

State	Lagos	Abuja
Size	Inadequate	Adequate
Physical Condition	Poor	Average
Use of technology	Low	Low
Regional Trends	High Traffic	Low Traffic

- Kerosene is regulated and subsidized while jet fuel is unregulated and unsubsidized and sold at market price even though jet fuel and kerosene are the same product. The result is that subsidized kerosene is sometimes used as jet fuel.
- The Nigerian domestic aviation industry consumes 2.5 million liters (660,430 gallons) of jet fuel each day.
- The price of aviation fuel has risen from N80-N100 (\$.53-.67) to N190-N220 per liter (\$1.26 to \$1.47) per gallon.
- The average cost of a one-hour domestic flight has risen from N14,000 (\$93) in 2010 to N30,000 (\$200) in 2011.
- Alternatives to air travel such as rail and water transportation are not well-developed.



Nigeria Aviation Fact Sheet

United States Embassy in Nigeria

NIGERIA AVIATION FACT SHEET

Recent Developments

- The aviation industry has grown rapidly in recent years and become heavily indebted because of heavy losses caused by low fares, high interest rates, and rising fuel costs.

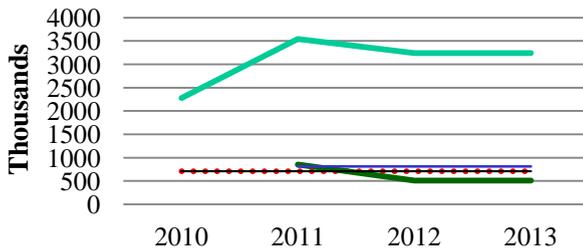
Total Passenger Traffic



- Accidents in 2005 spurred the adoption of the Civil aviation Act in 2006, the International Civil Aviation Organization (ICAO), Universal Safety Oversight Audit Program (USOAP) in 2006, and Category 1 status for Nigerian carriers to fly to the U.S. in 2010.

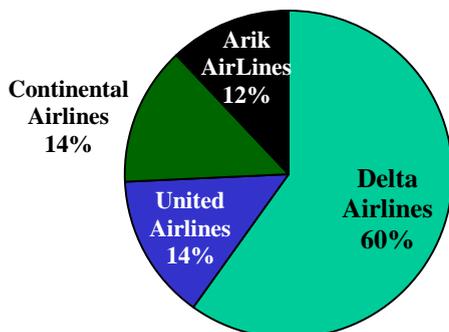
U.S.-Nigeria Aviation

U.S.-Nigeria Passenger Volume (Passengers per Week)



- Delta Airlines flies from Atlanta to Lagos and from Washington D.C. to Accra and Lagos.
- United Airlines began flying from Houston and Atlanta and to Lagos December 13, 2010.
- Continental began flying from Houston to Lagos November 17, 2011.

U.S.-Nigeria Passenger Distribution 2011



International Aviation Industry

- Emirates offers 4,816 seats from Dubai to Nigeria each week.
- Royal Jordanian has announced interest in flying to Lagos with its A3300 equipment. It would become the fourth Middle Eastern carrier to serve Nigeria, following Emirates, Qatar Airways, and Middle Eastern Airlines.
- Nigeria has no direct links to the growing markets of Asia. Middle Eastern carriers have a dominant position linking their powerful hubs.
- Airbus predicted that Lagos would become an "airline megacity" and transport 10,000 long-haul passengers per day within the next twenty years.
- There are 74 services per week from Western Europe to Nigeria and 21 per week link from the Gulf region.

Foreign Carriers' Nigerian Market Share (by Weekly Flight Frequencies)

Air lines	2000	2002	2004	2006	2007
British Airways	10	10	12	12	14
KLM	5	6	10	13	13
Lufthansa	3	3	7	10	9
Air France	3	4	7	9	10
Virgin Atlantic	3	3	4	7	7

- The United Kingdom is Nigeria's largest aviation market and home to a large Diaspora community, in part due to Nigeria's colonial history.
- Dominant: Emirates (55% of passenger lifting)
- Leading: Air France, British Airways, KLM, Lufthansa, Virgin Atlantic Airlines
- Average: United Airlines, Delta Airlines, Ethiopian Airlines, South African Airways
- Fringe: Arik Air, Egypt Air, Royal Air Moro

International Airline Strategies

- Emirates leads with two flights per day.
- Virgin Atlantic has an effective pricing strategy, transit visa and chauffeur services.
- Delta and United refuel in Accra.