

Aviation Security Personnel in Malaysia and Nigeria: Issues and Challenges in the Context of Aviation Security Law

Ismail Mustapha Adua, Ph.D

Abstract

One of the most important sections in the aviation sector is the aviation security department. The department is to implement aviation security provisions as contained in the Annex 17 to the international Convention on Civil Aviation 1944; national security programmes, and other aviation security provisions. The aim of this paper is to investigate the qualification, power and functions of the aviation security screening personnel in Malaysia and Nigeria. It will also proceed to answer the question: What are the challenges facing the Aviation Security personnel (AVSEC) in the performance of their duties in Malaysia and Nigeria airports? In answering the question, the paper will adopt qualitative approach comprising library materials and interview of the aviation security personnel in Malaysia and Nigeria. The paper finds that cost of providing aviation security, changing nature of aviation threat, and the use of obsolete equipment are the major challenges militating against proper implementation of Aviation security laws in the two countries. The paper suggests increase the allocation of aviation sectors to purchase modern day aviation security screening devices. Also AVSEC personnel should be sent to attend human resource developmental programmes to improve their knowledge and skill on the aviation security practices and procedures.

Keywords: Aviation security personnel, power, function, challenges, law

1.0 Introduction

Annex 17 to the International Convention on Civil Aviation 1994¹ is a constitution to all Aviation Security Providers across the world. The Annex obliged all the contracting states to provide and maintain aviation security for the purpose of preventing and suppressing the offences of unlawful interference with civil aviation.² Pursuant to this directive, each contracting member states is therefore, as a matter of urgency, to set up a department to implement the security provisions of the ICAO. The Aviation Security Department known by different names is a department delegated with power to implement aviation security provision of the ICAO, national security provisions and other related provisions on aviation security matters.

The department is expected to maintain high standard in the discharge of their duties to the international community. This is because they do not only represent their state operation, but the international community as a whole. To provide aviation security, there must be human resources to implementation the security provisions as contained in the ICAO International Standards and Recommended Practices specified in the Annex 17 to the Chicago Convention 1944. This paper will therefore investigate the qualifications, power and functions of the aviation security screening personnel in Malaysia and Nigeria. It will also proceed to answer the question: What are the challenges facing the Aviation Security personnel (AVSEC) in the performance of their duties in Malaysia and Nigeria airports.

Department of Business Law, Faculty of Law, University of Ilorin,
Email: ismailadua@gmail.com ismadua@yahoo.com

¹ Convention on International Civil Aviation 1944 adopted on 7 December 1944 and entered into force on 4 April 1947, ICAO Doc. 7300/9, Ninth Edition, 2006 [hereinafter referred to as the Chicago Convention 1944].

² Unlawful interference offences includes, aircraft hijacking, aircraft sabotage, and hostage-taking of passengers. Others include destruction of airport and its facilities, the use of aircraft as a weapon of mass destructions and cyber crime against civil aviation.

2.0 Issues in Aviation Security Department

Issues such as qualities, powers and functions of the Aviation Security Personnel (AVSEC) are germane to the appointment of person as an aviation security screening officer in Malaysia and Nigeria.

2.1 Qualities of Aviation Security Screening Personnel in Nigeria and Malaysia

The qualities of aviation security screening personnel in Nigeria and Malaysia include education, knowledge, experience, and good behaviour.

a. Educational Qualification

It is doubtful if a person will be able to undergo aviation security screening training without educational qualification. A person to be appointed as an aviation security screening personnel should be able to read, write and speak English as an official medium of communication in Nigeria and Malaysia.³ This is due to the fact that both countries are Commonwealth nations. Therefore, the minimum educational qualification for the aviation security screening personnel in Nigeria and Malaysia is secondary school certificate.⁴

Aviation security officer in Nigeria is required to undergo Aviation Security Training at the Federal Airport Authority of Nigeria Aviation Security Training School for 3-6 months depending on the type of training programme.⁵ The essence of the training is to acquire requisite knowledge and practical experiences on aviation security matters.⁶ On the other hand, it is obligatory for a person who is to be appointed as Aviation Security Personnel in Malaysia to undergo a four months police training programme at the Police School and a two months practical training at the Kuala Lumpur International Airport.⁷ The purpose of police training is to acquire knowledge of policing strategy at the airport.⁸

From the foregoing, it clear that the educational prerequisite in Malaysia and Nigeria is very important. However, the type of training for the Aviation Security Personnel in the two countries is different. While the Nigerian AVSEC acquired security training at the FAAN Security Training School for 3-6 months, the Malaysian AVSEC must undergo police training at the police college for 4 months and further 2 months airport training at the KLIA. It is submitted that the importance of aviation security knowledge needs not be doubted. Security of the entire civil aviation requires requisite knowledge.

b. Knowledge of the Aviation Security Provisions

Although, the requirement for the knowledge of aviation security provisions is not contained in the Malaysian Civil Aviation Regulations 1996, however, it is obligatory for an AVSEC Personnel

³ This is due to the fact that Nigeria and Malaysia are colonized by the British Colonial master. While Malaysia attained independence in 1956, Nigeria attained her own in 1960.

⁴ GM Aviation Security Department, Federal Airport Authority of Nigeria (FAAN), Aviation House, Ikeja, Lagos, interview conducted by the writers, through telephone, on 20 December 2013. Auxiliary Police, Malaysia Airport Holden Berhad, Kuala Lumpur International Airport, Selangor, Malaysia, on 1 December 2013.

⁵ Bello Abdulganiyu, AVSEC Officer, Ilorin International Airport, Ilorin, Kwara State, Nigeria, interview conducted by the writers, through telephone, on 20 December 2013.

⁶ GM Aviation Security Department, Federal Airport Authority of Nigeria (FAAN), Aviation House, Ikeja, Lagos, interview conducted by the writers, through telephone, on 20 December 2013.

⁷ Auxiliary Police, Malaysia Airport Holden Berhad, Kuala Lumpur International Airport, Selangor, Malaysia, on 1 December 2013.

⁸ Ibid. A typical example of this training programme has been demonstrated by the MAHB in the recent time when 504 auxiliary police officers were selected for training at the Police training school, Malaysia and then move to Kuala Lumpur International Airport to familiarise themselves with airport operations at the airport. See Koikye Lee, Beefing up Security: 504 auxiliary police for KLIA2, <<http://www.nst.com.my/nation/general/504-auxiliary-cops-for-klia2-1.257336>> (accessed 2 December 2013).

to adequately possess the knowledge of aviation security.⁹ In the light of the Nigerian Civil Aviation Regulations, 2012, the Aviation Security Screening Personnel must have knowledge of all the security provisions.¹⁰ The rationale for the requirement of knowledge of security provision is for the aviation security screening personnel to digest and implement all the security provisions required in the performance of his duty. It is through aviation security knowledge that security laws and regulations would certainly be applied to prevent and suppress any of the offences of unlawful interference with civil aviation. It is found that the requirement for the acquisition of knowledge in Malaysia and Nigeria is the same. However, it is suggested that such requirement should be expressly stated in the Malaysian Civil Aviation Regulation 1996.

c. Experience and Skill

Experience and skill are two sides of the same coin that go together. The aviation security screening personnel in Nigeria and Malaysia must possess experience and be skillful in the operation of screening devices and other methods such as profiling method, colour perception, and detection of unauthorised material(s). Thus, he must be able to distinguish colour produced by the imaging devices for the purpose of explaining and analyzing what each colour represents.¹¹ This quality will allow him to give quick judgement on the image produced on the screen. In this connection, the mental ability of the AVSEC must be sound.

Experience and skill are needed to display their professional training and knowledge of aviation security provisions. Inadequate experience and skill in the implementation of aviation security provisions usually result to improper application of the required aviation security procedure. For instance, proper application of profiling method requires the experience and skill of the profiler. Without experience and skill, a profiler will not be able to achieve the aim and objective of profiling as a method preventing and suppressing any of the unlawful interference with civil aviation.

d. Physical Qualities

The requirement of physical soundness, mental balance, good hearing and smelling organs are regarded as the basic tools for an Aviation Security Screening Personnel in the discharge of duties as security officers in the aviation industry.¹² Thus, an AVSEC Officer must not be a physically or mentally challenged person. The rationale behind this qualification is that aviation security screening is a physical exercise that requires all the sense organs to work together if the screener is to achieve good results. He must possess "ability to hear and respond to the spoken voice and to audible alarms generated by screening equipment in an active checkpoint environment".¹³ The sighting organ must equally be sharp and effective to identify unauthorized materials concealed in the passengers, and baggage. Thus, an aviation security screening personnel must possess "ability to distinguish each colour display on every type of screening

⁹ Auxiliary Police, Malaysia Airport Holden Berhad, Kuala Lumpur International Airport, Selangor, Malaysia, on 1 December 2013.

¹⁰ The knowledge includes but not limited to Regulations, security directive, aerodrome or aircraft security programmes, and circulars on the dissemination of security directives Nigerian Civil Aviation Regulations 2012, Part 17, Reg. 17.60.1. GM Aviation Security Department, Federal Airport Authority of Nigeria (FAAN), Aviation House, Ikeja, Lagos, interview conducted by the writers, through telephone, on 20 December 2013.

¹¹ GM Aviation Security Department, Federal Airport Authority of Nigeria (FAAN), Aviation House, Ikeja, Lagos, interview conducted by the writers, through telephone, on 20 December 2013. Auxiliary Police, Malaysia Airport Holden Berhad, Kuala Lumpur International Airport, Selangor, Malaysia, on 1 December 2013.

¹² Auxiliary Police, Malaysia Airport Holden Berhad, Kuala Lumpur International Airport, Selangor, Malaysia, on 1 December 2013. GM Aviation Security Department, Federal Airport Authority of Nigeria (FAAN), Aviation House, Ikeja, Lagos, interview conducted by the writers, through telephone, on 20 December 2013; and Bello Abdulganiyu, AVSEC Officer, Ilorin International Airport, Ilorin, Kwara State, Nigeria, interview conducted by the writers, through telephone, on 20 December 2013. See also Nigerian Civil Aviation Regulations 2012, Reg. 17.60.3(b).

¹³ Ibid, Reg. 17.60.3(b).

equipment and explain what each colour signifies”¹⁴ In addition, he must not be a handicap so that he will possess the ability to handle baggage subject to screening and conduct body search with his hand or using handheld wand metal detector.¹⁵

It is clear that possession of all the sense organs is for the effective performance and implementation of aviation security provisions, more so, the implementation of aviation security procedures and practices require the whole body system to be in perfect shape.

e. Good Behaviour

This quality relates to behavioural pattern of the aviation security screening personnel during the course of his duty. He is expected to obey the rules and regulations guiding the operation and performance of his duty. For proper compliance, he is therefore prohibited from taking alcoholic substance while on duty as a screener.¹⁶ The rationale behind absolute prohibition from taking alcohol is to enhance the natural judgement as against judgement under the delusion of alcohol. He is equally expected to be friendly to the passengers in the performance of his duty. He should neither intimidate the passengers nor use force to screen them, since he has power to invoke the principle of “no screen, no fly”.¹⁷

The qualifications of aviation security screening personnel are symbiotic in nature. Acquisition and possession of these qualities are very important and will enhance quality of decision making on the implementation of aviation security provisions in Nigeria and Malaysia. They will also serve as prerequisites in the prevention and suppression of unlawful interference with civil aviation. The exercise of power and functions of the aviation security screening personnel depend on all these qualifications.

3.0 Power and Functions of Aviation Security Screening Personnel

To properly secure the aerodrome and aircraft against unlawful interference, the Aviation security screening personnel are empowered to exercise the following function and powers.

a. Implementation of Aviation Security Provisions

The major function of the AVSEC in Nigeria and Malaysia is to enforce aviation security provisions. This power is the mother of all other powers. It is the power that gives the aviation security screening personnel the *locus standi* to exercise the function to implement aviation security provisions. This power and function must be exercised diligently, and without fear and favour. It is the exercise of this power and function that actually determine the level of compliance of a particular state with the ICAO aviation security provisions. That is why it is necessary to provide aviation security personnel with a conducive environment for the proper implementation of the aviation security provisions.

b. Conduct Screening, Searching and Checking

In Nigeria and Malaysia, the AVSEC is empowered to conduct the screening, searching and checking of passengers, pilot, crew members, airport workers, and baggage.¹⁸ The purpose of this function is to detect the carriage of unauthorised materials that can be used to commit any of the

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ Auxiliary Police, Malaysia Airport Holden Berhad, Kuala Lumpur International Airport, Selangor, Malaysia, on 1 December 2013. GM Aviation Security Department, Federal Airport Authority of Nigeria (FAAN), Aviation House, Ikeja, Lagos, interview conducted by the writers, through telephone, on 20 December 2013; and Bello Abdulganiyu, AVSEC Officer, Ilorin International Airport, Ilorin, Kwara State, Nigeria, interview conducted by the writers, through telephone, on 20 December 2013.

¹⁷ Nigerian Civil Aviation Regulations, Reg. 17.30.1.

¹⁸ Nigerian Civil Aviation Regulations, Reg. 17.26.1; Reg. 17. 47; and Reg. 17. 50.1. AGC, Malaysian Airline System (MAS), interview conducted by the writers, Subang Airport, Selangor, Malaysia, on 19 May 2013.

offences of unlawful interference with civil aviation.¹⁹ That is why technological devices and traditional methods (such as Pat-down and profiling) are adopted both in Nigeria²⁰ and Malaysia²¹ to conduct the screening of passengers to detect the carriage of unauthorised material(s).

It is submitted that very fundamental to the airport and aircraft security is the prohibition of unauthorised materials into the airport and aircraft. These materials may be in form of liquid such as explosives liquid materials, or solid object such as gun, knife, axe and any other sharp objects that possessed dangerous characteristics. Liquid explosives have been used to sabotage quite a number of aircraft, for instance, the sabotage of Aircraft PAN AM 103 over the Lockerbie airspace in 1989.²² In addition, the use of object materials such as guns and knives has aided the commission of the offence of aircraft hijacking. Guns and knives were adopted as the means of hijacking of the Nigerian Airways Boeing A310 in 1993²³ and the hijacking of Malaysian Airlines Flight 653 in 1977.²⁴ The rationale behind the exercise of this power and function is to secure the aircraft and airport against the reoccurrence of any of the unlawful interference with civil aviation in Nigeria and Malaysia.²⁵ That is why aviation security personnel must be knowledgeable, experienced and skillful in the field of screening and checking of passengers and baggage. Thus, aviation security screening personnel needs to be provided with all necessary incentives such screening devices that is capable of detecting metallic and non-metallic unauthorised object within a conducive working environment. It is further submitted that the proper exercise of this power determines the level of the adequacy or otherwise of the implementation of aviation security provisions in Nigeria and Malaysia.

c. Power to Arrest

Aviation security personnel in Nigeria and Malaysia are empowered to arrest the unruly person(s) with or without a warrant of arrest.²⁶ The ground(s) upon which AVSEC in Nigeria can arrest is not stated in the Regulations 2012 or any other provision. It is not necessary that a person commits an offence before he could be arrested, an attempt to commit such an offence will suffice. A suspected person can also be arrested upon reasonable ground that he wants to commit or he is likely to behave in such way that is likely to affect the security of airport and aircraft. However, the power of the Aviation Security Personnel to arrest is limited to the

¹⁹ Offences such as hijacking, sabotage of aircraft, destruction of airport facilities, the use of aircraft as weapons of mass destruction and other offences as stated and defined in the 2010 Beijing Convention. See article 1.

²⁰ Ismail Adua Mustapha, Observation made at Murtala Muhammed International Airport, Ikeja, Lagos, Nigeria, on 30 October 2013.

²¹ Ismail Adua Mustapha, Observation made at Kuala Lumpur International Airport, Selangor, Malaysia on 30 June 2013.

²² AbdulGhafur Hamid @Khin Maung Sein, "Public International Law: A Practical Approach, 2nd Edition, Malaysia: Prentice Hall, Pearson Malaysia Sdn berhad, 2007, 164. See also Jonathan B.S, "Dealing with a "Rogue State": The Libya Precedent", Vol. 101, AJIL (2007) 556 at 559. See also Mohammed Naqib Ishan Jan, "Public International Law: A Modern Approach, Malaysia: IIUM Press, Kuala Lumpur, 2009, 138-139.

²³ Richard Ogunderu, "Our June 12 Plane Hijack Story", Sahara Reporter, 21 June 2009; See also US Department of State: pattern of global terrorism, 1992, Department of State Publication 10136, 1994.

²⁴ Aviation Safety Network: ANS Aircraft accident Boeing 737-2H6 9M< <http://aviationsafety.net/database/record.php?id=19771204-0> (accessed on 5 November, 2013).

²⁵ Auxiliary Police, Malaysia Airport Holden Berhad, Kuala Lumpur International Airport, Selangor, Malaysia, on 1 December 2013; First Flight Officer, AirAsia, interviewed by the writers at LCCT, 20 May 2013; and GM Aviation Security Department, Federal Airport Authority of Nigeria (FAAN), Aviation House, Ikeja, Lagos, interview conducted by the writers, through telephone, on 20 December 2013.

²⁶ Auxiliary Police, Malaysia Airport Holden Berhad, Kuala Lumpur International Airport, Selangor, Malaysia, on 1 December 2013. GM Aviation Security Department, Federal Airport Authority of Nigeria (FAAN), Aviation House, Ikeja, Lagos, interview conducted by the writers, through telephone, on 20 December 2013; and Bello Abdulganiyu, AVSEC Officer, Ilorin International Airport, Ilorin, Kwara State, Nigeria, interview conducted by the writers, through telephone, on 20 December 2013. See also Nigerian Civil Aviation Regulations, Reg. 17.26.4.

aviation security matters. It is found that in Nigeria and Malaysia, the power of AVSEC to arrest is similar, with the limitation to prosecute the alleged offender(s).

d. Prohibition of Unauthorised Access to the Airport and Aircraft

The related power and function that is very germane to the aircraft security is the prohibition of unauthorised access to the aircraft.²⁷ This power and function is performed by guarding and guiding of the parked aircraft on the ground as directed by the International Standard and Recommended Practices as stated in the Annex 17 to the Chicago Convention 1944.²⁸

In Nigeria and Malaysia persons are prohibited from accessing the apron and hangers where the aircraft are parked. The rationale behind this prohibition is to secure the aircraft against the placement of unauthorised materials such as explosives, guns, knives and others that can be used to commit the offence of unlawful interference with the civil aviation. That is why the aircraft access is restricted to the aviation engineers whose duties required such access.²⁹ In this respect, the two states are complying with the provision of Annex 17 to the Chicago Convention 1944 on the ground security of aircraft.

However, it is doubtful if these powers and functions are fully exercised because of the challenges facing the AVSEC in Malaysia and Nigeria. These challenges are quickly examined hereunder.

4.0 Challenges Facing AVSEC Personnel in Nigeria and Malaysia on the Implementation of Aviation Security Law

The challenges facing the AVSEC in Nigeria and Malaysia on the implementation of aviation security provisions include the cost of providing aviation security, the changing nature of aviation threat, and the media challenge. Others include the use of obsolete equipment, inadequate knowledge and skill, and language barrier. While the specific challenges to the AVSEC in Nigeria include incessant power supply and lack of aviation security screening maintenance expert.³⁰

The cost of providing security at the airport and the aircraft includes the cost of purchase of modern technology devices, payment of salaries and emoluments of aviation security personnel, and the maintenance cost of the security devices. All these involved a huge fund from the aviation security practitioner.³¹ The inadequacy of fund results to inadequacy of human

²⁷ GM Aviation Security Department, Federal Airport Authority of Nigeria (FAAN), Aviation House, Ikeja, Lagos, interview conducted by the writers, through telephone, on 20 December 2013; and Bello Abdulganiyu, AVSEC Officer, Ilorin International Airport, Ilorin, Kwara State, Nigeria, interview conducted by the writers, through telephone, on 20 December 2013. See also Nigerian Civil Aviation Regulations, Regulation 17.53.1; and Flight Crew, Malaysian Airline System, interviewed by the writers, at the LCCT, Malaysia, 20 May, 2013; Ground Operation Personnel, interviewed by the writers, at the Subang Airport, Selangor, Malaysia, 19 May 2013. See also Civil Aviation Regulations 1996, Regulations 20-23 and 27-28.

²⁸ See Appendixes A and B, ICAO Resolution A17-10 (1970): Protection of Aircraft on the ground and ground installations and facilities, paragraphs 5 and 3.

²⁹ GM Aviation Security Department, Federal Airport Authority of Nigeria (FAAN), Aviation House, Ikeja, Lagos, interview conducted by the writers, through telephone, on 20 December 2013; and Bello Abdulganiyu, AVSEC Officer, Ilorin International Airport, Ilorin, Kwara State, Nigeria, interview conducted by the writers, through telephone, on 20 December 2013. See also Nigerian Civil Aviation Regulations, Regulation 17.53.1; and Flight Crew, Malaysian Airline System, interviewed by the writers, at the LCCT, Malaysia, 20 May, 2013; Ground Operation Personnel, interviewed by the writers, at the Subang Airport, Selangor, Malaysia, 19 May; and First Flight Officer, AirAsia, interviewed by the writers at LCCT, Selangor, Malaysia, 20 May 2013.

³⁰ GM Aviation Security Department, Federal Airport Authority of Nigeria (FAAN), Aviation House, Ikeja, Lagos, interview conducted by the writers, through telephone, on 20 December 2013; and Bello Abdulganiyu, AVSEC Officer, Ilorin International Airport, Ilorin, Kwara State, Nigeria, interview conducted by the writers, through telephone, on 20 December 2013. Auxiliary Police, Malaysia Airport Holden Berhad, Kuala Lumpur International Airport, Selangor, Malaysia, on 1 December 2013.

³¹ Ibid.

resources and infrastructural facilities such as modern day security screening devices required to maintain the security of civil aviation.

The changing nature of aviation threat affects the level of preventive measures to combat the existing threat. For instance, the nature of aviation threat before 9/11 was the threat of aircraft sabotage and aircraft hijacking. On 9/11 and thereafter, the nature of threat changes to the use of aircraft as weapons of mass destruction, cyber terrorism, and the use of air transport to spread anthrax which causes diseases.³² This poses a greater challenge on which and specific measure to be adopted to combat the new threats.

Lack of modern day aviation security screening devices is another concern of the aviation security departments in the two countries.³³ The existing aviation security devices are either old type or are in bad condition. They do not meet the present era of aviation security machines that can easily detect explosives of any kind, and hidden dangerous weapons that can be used to commit any of the offences of unlawful interference with the civil aviation.³⁴

In Nigeria, the so called obsolete security equipments are not even adequate. That is why the airline passengers will have to wait on the queue for a very long time waiting for the screening of their baggage.³⁵ The effect of this on one hand is that it creates inconveniences and discomforts to the passengers, and on the other hand, it consumes the time of the airliners on the provision of essential services to the passengers.

The issue of incessant power outages as a phenomenal is a serious concern to the aviation security personnel in Nigeria. This phenomenal has forced the aviation security personal to conduct security screening of passengers and baggage manually using torch lights. For instance on 6 March 2013 there was a power outage at the MMIA when the Emirate Airlines Flight EK 781 was about to land at the airport. The incident forced the pilot to divert to Lome, Togo.³⁶ Similarly on 26 September 2013, another power outage which was lasted for 48 hours was reported.³⁷ This has seriously affected the level of compliance with the ICAO international standards and recommended practices on aviation security in such a way that all the security activities were conducted by the use of torch lights when the backup generators were pack up. This event further caused a lot of inconveniences and discomfort to the passengers when they are boarding the flight in darkness and rowdiness of departure lounge with the presence of large number of stranded passengers.³⁸

5.0 Conclusion

The issues in aviation security such as education qualification, training, knowledge and experience, and physical qualities of the AVSEC personnel must not be compromised. They are the requisites for the proper functioning of aviation security department of the respective states. It is obvious that aviation security personnel across the world face various challenges on the implementation of aviation security provisions including but not limited to the ICAO

³² Huang, J. "New Features of the Beijing Instruments", Vol. 66 (1) ICAO Journal (2011), 7.

³³ GM Aviation Security Department, Federal Airport Authority of Nigeria (FAAN), Aviation House, Ikeja, Lagos, interview conducted by the writers, on 12 January 2013, and through telephone, on 20 December 2013; and Bello Abdulganiyu, AVSEC Officer, Ilorin International Airport, Ilorin, Kwara State, Nigeria, interview conducted by the writers, through telephone, on 20 December 2013. Auxiliary Police, Malaysia Airport Holden Berhad, Kuala Lumpur International Airport, Selangor, Malaysia, on 1 December 2013.

³⁴ Ibid.

³⁵ Ismail Adua Mustapha, observation made at the Murtala Muhammed International Airport, Ikeja, Lagos Nigeria on 12 January 2013, 30 April 2013 and 30 October 2013.

³⁶ Simon Ateba, "International Flight Endangered as Power Gens Pack Up At Murtala Muhammed International Airport In Lagos". Sahara Reporter, an Online Newspaper, 6 March 2013. See also The Punch Editorial Board, "Electricity Problem at Nigeria Airport", The Punch 26 March 2013.

³⁷ Shola Adekola "Power Outage Disrupts Activities at Lagos Airport", The Nigerian Tribune, 26 September 2013. See also Daniel Etegehe, "Power Outage Hits Lagos International Airport", The Vanguard, 26 September 2013.

³⁸ Udemé Ekwere and Gbenro Adeoye, "Temper Rise as Outage Cripples Flight Operations at MMIA", The Punch, 19 October 2013.

international standards and recommended practices on aviation security (Annex 17 to the Chicago Convention 1944) and national civil aviation security provisions of the respective states as examined above. While in the case of Nigeria, the serious challenge, apart from the general problem which it also shares, is the challenge of interrupted electricity power supply that cripples operation in all the Nigerian airports.

It is hereby suggested that Nigeria should generate power through solar energy. This is more reliable than any other source of electricity power generation. The Nigerian and Malaysian government should increase the allocation of aviation sectors so that the sector would be able to purchase modern day aviation security screening devices. The AVSEC personnel should be sent to attend human resource developmental programmes such as conference, seminar and other aviation security training programmes to develop their knowledge, skill and experience in the field of aviation security. These will reduce the challenges that have been facing the AVSEC personnel in Nigeria and Malaysia.