

# **ATC sector capacity assessment and review - Oversight experience**

**ICAO Workshop in Abuja Nigeria**

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**Presented By: William James Mfuné**



# PRESENTATION OUTLINE

- 1. Introduction**
- 2. Oversight Roll**
- 3. Regulation**
- 4. Guidance Material**
- 5. Approval**



# INTRODUCTION

## What is Safety Oversight

- ICAO Doc 9734
- “a function by means of which States ensure effective implementation of the safety-related SARPs and associated procedures contained in the Annexes to the Convention on International Civil Aviation and related ICAO documents.”



# Introduction Cont'd



Doc 4444

PROCEDURES FOR AIR NAVIGATION SERVICES

## Air Traffic Management

Sixteenth Edition, 2016



This edition supersedes, on 10 November 2016, all previous editions of Doc 4444.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

As an operational ATFM function, it is appropriate that ATFM should be subject to the oversight of the responsible national or regional regulatory oversight body. Whereas ATFM does not have the same safety impact as ATC, it is nevertheless suggested that an appropriate level of regulatory oversight be established.



# Regulatory Framework

## Annex 11 – Air Traffic Services

- **Air traffic flow management (ATFM).** A service established with the objective of contributing to a safe, orderly, and expeditious flow of air traffic by ensuring that ATC capacity is utilized to the maximum extent possible and that the traffic volume is compatible with the **capacities declared** by the appropriate ATS authority.
- **3.7.5.1** Air traffic flow management (ATFM) shall be implemented for airspace where air traffic demand at times exceeds, or is expected to exceed, the **declared capacity** of the air traffic control services concerned.



# Regulatory Framework

- Lack of regulatory framework on AFTM in most states in the AFI region.
- Lack of National policies on the establishment of civil/military coordination in air traffic management
- Regulatory authorities are important stakeholders in ATFM. They therefore should be fully involved in the development and implementation of the ATFM process, from the project's conception



# Guidance Material

**ICAO Doc 9734 Part 1** States (CAA) shall provide technical guidance to the aviation industry on the implementation of relevant regulations. This includes Capacity Determination and ATFM.

## Why are CAAs not guiding the industry in this area

1. The main challenge has been a lack of expertise in to development of the TGMs by most CAAs
2. Lack of collaboration between the CAA and Industry in developing these systems including the Military.



# Approvals

Once the technical guidance has been provided to the aviation industry the State (CAA) must approve the declared Capacity and the AFTM system. However, this activity is linked to expertise, regulation, and guidance to the industry.







**THANK YOU**

