



International Civil Aviation Organization

MIDANPIRG FIFA World Cup 2022 Task Force

FWC2022 TF/4

(Virtual Meeting, 22 – 23 September 2020)

Agenda Item 2: Regional FWC2022 TF Framework and Plan of Actions

**MID REGION FIFA WORLD CUP 2022 AIR TRAFFIC MANAGEMENT ROADMAP
AND IMPLEMENTATION PLAN**

(Presented by the State of Qatar)

SUMMARY

This working paper presents the draft MID Region FIFA World Cup 2022 Air Traffic Management Roadmap and Operational Plan by the State of Qatar to be reviewed by MID ATFM Core Team and endorsed on the upcoming MIDANPIRG/18.

ACTION:

The meeting is invited to:

- a) take note of the information presented in this working paper; and
- b) to present the FWC2022 Roadmap and the Operational plan to the MID ATM SG for review to be presented to MIDANPIRG/18 for endorsement.

1. INTRODUCTION

1.1 Follow-up on MIDANPIRG Conclusion 17/24: assessment of the mid region RVSM airspace structure based on the expected traffic movement from 1 November to 31 December 2022 That, the MIDRMA assess the MID Region RVSM airspace structure based on the expected traffic movement during FWC2022 to identify peak periods, Hotspots, Bottlenecks, etc. based on the FPL/traffic data provided by Qatar.

1.2 Follow-up on MIDANPIRG/17 & MSG/7 Conclusion and Decision related to FWC2022 TF That, MSG meeting Urged Qatar to provide forecasted FPL/Traffic data to be provided to MIDRMA for the analysis with the required details and format, and to provide FWC2022 Roadmap and Operational Plan to be shared with ATFM Core Team that includes all required procedures, action plan, contingency measures, etc...;as soon as possible to allow time for the MIDRMA and ATFM TF analysis.

1.3 Delivery of the tournament takes place over three phases. The preparation phase begins with the award of hosting rights for the tournament to the host country and continues until the start of the exclusive use period. The staging phase occurs for the duration of the exclusive use period, during which all or some constituent groups have exclusive access rights and use of a FIFA World Cup™ sites. The post-tournament phase takes place following the end of the exclusive use period until all temporary structures have been dismantled and the final tournament sustainability report has been published.

1.4 The World Cup 2022 event will require the implementation of ATFM measures which will be based on a collaborative decision making that allows all members of the ATM Community to participate in the decision-making process, in particular the adjacent States.

1.5 The FWC2022 Task Force (TF) will apply a performance-based approach through a collaborative manner to address the most strategic decisions to reach sufficient coordination at local, regional and inter-regional levels with Air Navigation Service Providers (ANSPs), airports, airspace users and regulators to accommodate safely and efficiently the expected significant increase of traffic.

1.6 The FWC2022 Task Force (TF) will develop and follow-up the implementation of an action plan to accommodate the expected high increase of traffic, in a safe and efficient manner, taking into consideration similar experiences from other regions.

1.7 The FWC2022 Task Force (TF) will identify operational and technical requirements including proposals for temporary routes as required and will Develop the concept of collaborative decision-making at the strategic, tactical and pre- tactical levels, which would be implemented before and during the World Cup event.

1.8 As Chair of the FWC2022 Task Force and being the Host Country, it was requested by the ICAO MID Region that the State of Qatar provide a Roadmap or Implementation plan for the activities related to ATFM for the FIFA World Cup 2022™ competition.

2. DISCUSSION

2.1 The need for ATFM implementation within the MID Region has already been identified as necessary to manage the efficient flow of traffic forecast in the Region over the next number of years. During the FWC 2022™ it is essential as the predicted demand will almost certainly reach the capacity levels, not only at State level within Qatar but also at a regional level.

2.2 The FWC 2022 ATFM Task Force is committed to work closely with the MID region ATFM Task Force, which has already determined that the region will adopt a Regional cross-border multi-nodal model for ATFM.

2.3 Adequate resources to be acquired. This relates not only to ATFM systems and communication infrastructure but also on the development of procedures, through formal letters of agreements with neighboring ANSPs.

2.4 Training is a key factor of success. Stakeholder agreement is crucial to successful ATFM implementation, so education and awareness programmes need to be established. Operational

training for all those involved in ATFM procedures and systems will also be established and recurrent, familiarization training will be continuous.

2.5 Any ATFM system should be supported by formal international, regional and national agreements (i.e. letters of agreement) in accordance with the recommendation in Annex 11 and aeronautical information published in accordance with Annex 15.

2.6 Operational implementation should adopt the principles of a project management programme, which includes detailed testing and validation prior to operational service.

2.7 The state of Qatar has developed FWC2022 Roadmap to include the procedures and action plan to address the issues associated with the expected increase in traffic during the FWC2022™ competition which will have a significant impact on the traffic within and outside the MID Region.

2.8 A roadmap is generally a high-level, graphical overview of the plan with the deliverables presented on a timeline. During this timeline each of the proposed items will progress through several stages which are listed below:

- a) Documentation & publications
- b) Capacity & capacity management
- c) Airspace structures
- d) Flexible use of airspace (FUA)
- e) ATFM system
- f) Inter-State and Inter-regional co-ordination / CDM

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) take note of the information presented in this working paper; and
- b) to present the FWC2022 Roadmap and the Operational plan to the MID ATM SG for review to be presented to MIDANPIRG/18 for endorsement.