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FWC2022 TF/7

Seventh Meeting of the FIFA World Cup 2022 Task Force



KINGDOM OF BAHRAIN
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FIFA WC Qatar 2022





This presentation provides essential information related to the recent forecasted traffic, capacity VS anticipated demand of the FIFA WC2022 traffic.

Key measures and arrangements under the current BAH-DOH LoA “Effective Oct 6th” reveals considerable flexibility and tractability for the expected fluctuations of the FIFA WC2022 traffic volumes.

- **Departure capacity rates per hour**
- **Arrival capacity rates per hour**
- **Key consideration factors for affective ATFM implementation**



**Arrival Capacity Rate = up to 100 per hour over
RASDI**



**Departure Capacity Rate = up to Approx. 68 per
hour**

(including inbound from Bahrain TMA and Bahrain Central Sector)



Arrivals - Bahrain Central Sector

*approximate based on usual speeds and spacing

L703 (FL230 and FL210 for structured deconfliction required at common point RASDI) **2 aircraft every 3 minutes = 40 per hour**

N318 (using only FL250) **1 aircraft every 3 minutes = 20 per hour**

Total capacity of inbound aircraft over RASDI without effecting surrounding FIRs is 60 per hour



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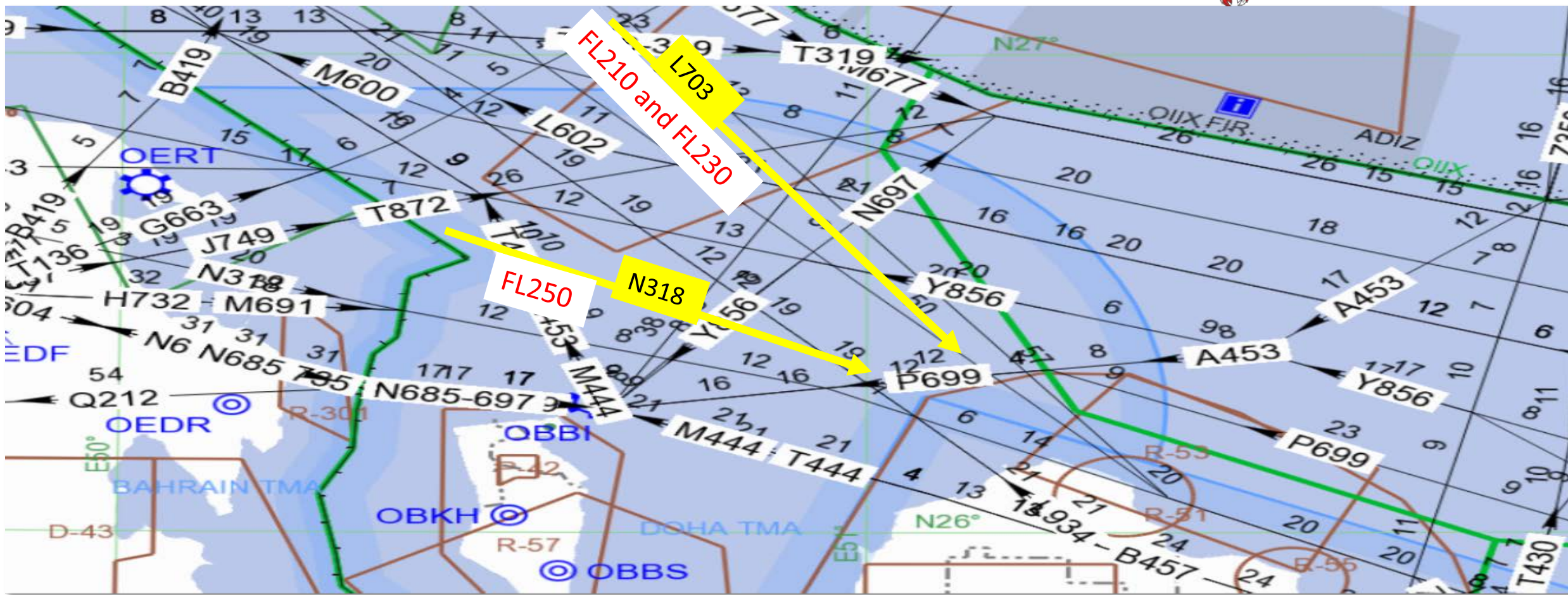
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Arrivals - Bahrain TMA

*approximate based on usual speeds and spacing

N318 (Dammam dep landing Doha) **1 aircraft every 3 minutes = 20 per hour**

N685 (OBXX dep landing Doha) **1 aircraft every 3 minutes = 20 per hour**

Total capacity of inbound aircraft over RASDI from the Bahrain TMA without effecting Dammam/Bahrain departures is 40 per hour.



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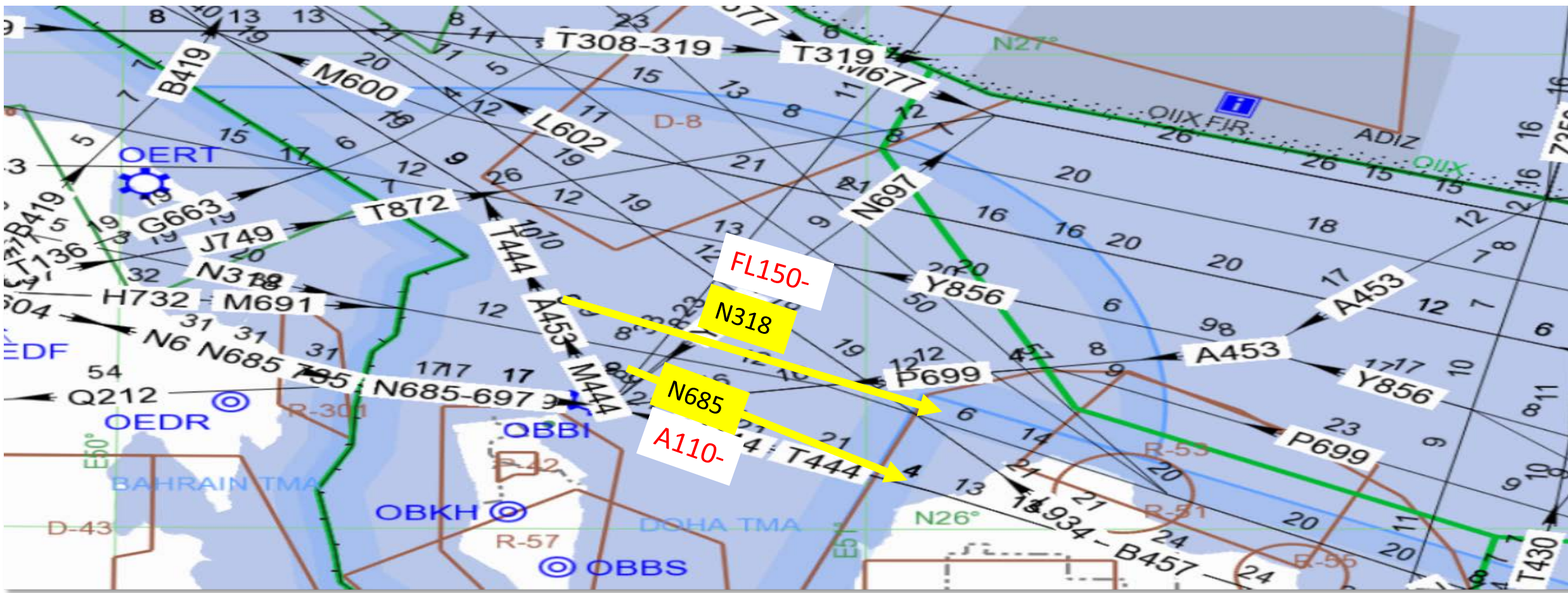
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Departures - Central Sectors and TMA

*approximate based on usual speeds and spacing

1 aircraft every 2.5 minutes via L934 (LUBET FL180+) **24 per hour (overflying BAH FIR)**

1 aircraft every 2.5 minutes via B457 (TULUB FL180+) **24 per hour (overflying BAHFIR)**

1 aircraft every 3 minutes via B457 (TULUB FL160-) **20 per hour (landing Bahrain/Dammam)** *10 miles spacing required into Dammam TMA

Total approximate capacity via LUBET/TULUB = 68 per hour



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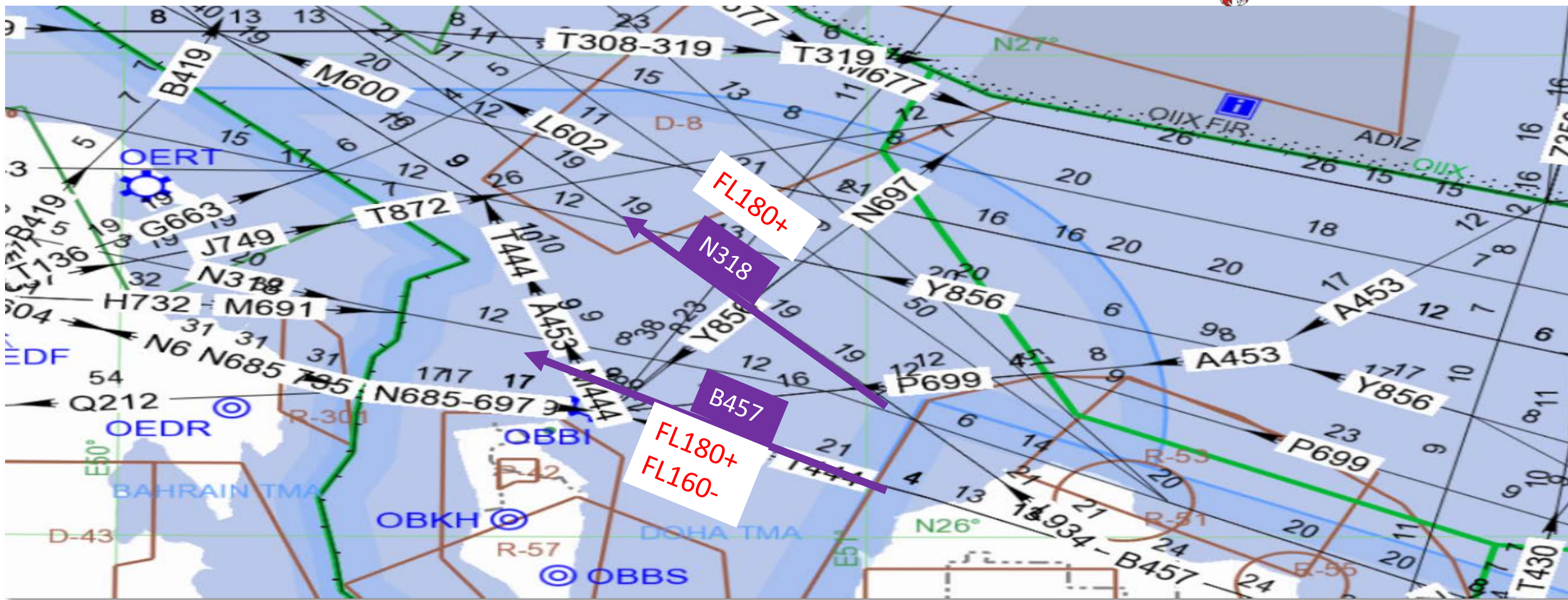
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Possible Contingency Routing Offered to Doha

L703 KOBOK P559 ROSAN R659 VELAM ...to join the RASDI STAR (FL250 released for descent on R659 into the Doha FIR)

This route was used in previous years for these purposes and has been safety assessed within the Bahrain SMS Change Management Procedures.

To be discussed for acceptance and agreement on usage (tactical or otherwise)



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Key Factors for a proactive approach

- The limitation of the provided data/information are detrimental at this stage.
- VVIP, Non-scheduled & Military flights
- Weather deviations
- Flight planning and fuel endurance



Summary

- BAH-DOH Current LoA (Oct 6th) has considerable flexibility for fluctuations in traffic volumes during the FIFA WC 2022
- Departure Capacity Rate = up to Approx. 68 per hour
- Arrival Capacity Rate = up to 100 per hour over RASDI (including inbound from Bahrain TMA and Bahrain Central Sector)
- Bahrain continues to request Doha procedures to ensure communication of tactical flow requirements through RASDI on a timely basis “dynamic holds accommodated within Bahrain FIR” and projected departure rates through LUBET and TULUB.
- The contents of this PPT are key bilateral discussions points



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THANK YOU

