



International Civil Aviation Organization

MIDANPIRG World Cup 2022 Task Force

First Meeting (W2022 TF/1)
(Muscat, Oman, 26 – 27 September 2018)

Agenda Item 3: Regional Framework

NEEDS TO ESTABLISH REGIONAL COLLABORATIVE MECHANISM

(Presented by the State of Qatar)

SUMMARY

This paper focuses on the necessity to develop a Regional collaborative mechanism to effectively manage the demand against capacity during the World Cup 2022 event especially within major route networks and international hubs within the Gulf Area. The common challenges may provide an opportunity to collaborate and develop appropriate strategies to accommodate the expected high traffic demand.

1. INTRODUCTION

1.1 The MID Region area has seen a steep increase in the volume of air traffic over the last few years. As this trend is expected to continue, various hubs in the Region have forecast traffic movements to steadily increase between 4.7 % every year. Such increase in traffic volume and robust growth will lead to increasing complexity of the operating environment.

1.2 Meanwhile, it can be recognized that currently there is no implemented collaborative mechanisms to deal with such events (Expo 2020 - World Cup 2022) within the Region.

1.3 The phased implementation of the Global ATM Operational Concept (OCD) in the Region aimed to achieve an interoperable global Air Traffic Management System, for all users during all phases of flight, that meets agreed levels of safety, provides for optimum economic operations, is environmentally sustainable and meets national security requirements is yet to be initiated.

1.4 In addition, there is no established mechanism to give guidance on the seven interdependent concept components that will be integrated to form the future ATM system as follows:

- Airspace organization and management
- Aerodrome operations
- Demand and capacity balancing
- Traffic synchronization
- Conflict management
- Airspace user operations
- ATM service delivery management

1.5 It is noted that under the ATM service delivery management, ATM system design will have to be determined by collaborative decision making and system-wide safety and business case.

2. DISCUSSION

2.1 The proposed collaborative mechanism will:

- allow the concerned ANSPs to participate in ATM decisions that affect them during the preparation of the events;
- apply to all layers from long-term planning activities to real-time operations through collaboratively agreed procedures;
- enable any concerned party to propose a solution and will ensure that all concerned parties are included in all aspects of the airspace management; and
- support other demand/capacity balancing during the events.

2.2 This mechanism can be applied across the timeline of activities from strategic planning to real-time operations. This approach will enable the ATM community to reach the performance objectives of the processes it supports and are expected to be agreed upon collaboratively among the concerned ANSPs.

2.3 Although information sharing is an important enabler for the proposed mechanism, there is a need for predefined and agreed upon procedures and rules.

2.4 The development of the proposed concept will be in accordance with the following phases:

- The first phase is the identification of the need to apply collaborative mechanism to realize a performance improvement and should be applied and specify the current situation and the involved parties.
- The second phase will require further analysis from a collaborative mechanism perspective. The analysis should make clear what decisions are to be made, which parties are involved (or affected), which information is used and which process are followed, how such an improvement could contribute to better performance.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) consider the establishment of a common mechanism to give guidance on the seven inter-dependent concept components of the OCD that will be integrated to form the future ATM system;
- b) consider under the ATM service delivery management, will have to be determined by collaborative decision making and system-wide safety and business case for the ATM system design; and
- c) agree on the establishment of a common platform to support the implementation of the above proposal with a view to meet the challenges for the Expo 2020 and World Cup 2022 events.

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