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FIFA World Cup 2022 Task Force (FWC2022 TF)

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Why a Task Force was needed?



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- ❑ The FIFA World Cup in 2022 will have significant impact on the airspace capacity in the MID Region.
- ❑ The FIFA World Cup 2022 event will require the implementation of ATFM measures, which should 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.
- ❑ MIDANPIRG/16 meeting recognized the need for a collaborative action plan to accommodate the expected significant increase in air traffic, in a safe and efficient manner, with the participation of all concerned States and stakeholders, taking into consideration similar experiences, such as Brazil and South Africa World Cups, Athena Olympic Games, Hajj, etc.
- ❑ MIDANPIRG/16 meeting noted also that other major events are planned to be held in the Region, such as, the EXPO 2020 in UAE.



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MIDANPIRG/16 meeting through Decisions 16/18 established the FIFA World Cup 2022 Task Force to:

1. develop and follow-up the implementation of a collaborative action plan to accommodate the expected high increase in traffic, in a safe and efficient manner, taking into consideration similar experiences; and
 2. address other major events such as the EXPO 2020.
- The FWC2022 TF is composed of the MID States and supported by India, USA, AACO, ACAO, AEROTHAI, CANSO, EUROCONTROL, IATA and ICAO.
 - Brazil participated and shared their experience in the second meeting of the TF.



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The FIFA World Cup 2022 (FWC2022 TF) is working closely with the ATFM Task Force. Two meetings were held:

- FWC2022 TF/1 meeting (Muscat, Oman, 26 September 2018)
- FWC2022 TF/2 meeting (Casablanca, Morocco, 20 March 2019)
- The outcome of both meetings were reported to MIDANPIRG/17 meeting
- FWC2022 TF/3 meeting is scheduled for 12-13 January 2020.



Some key points should be considered during the preparation for major events such as:

- Collaborative Decision-Making (**CDM**)
- Airport and Airspace **Capacity**
- Ground Delay Programme (**GDP**)
- **Slot** allocation and adherence
- **Drop-and-Go** procedures
- **Security** (Temporary Reserved Airspaces) procedures at and around the airports and the venues
- **VIP/VVIP** and **State** flights
- Controllers **Staffing**
- Management Staffing
- Technical Operations Staffing
- **Contingency/Emergency** procedures
- Public **Transportation** options from all airports
- **Forecasts** of movement and passengers
- Designation of **main airports** for the event
- Airspace **Review – Enroute/TMA**
- **Safety** assessments
- **Publication** of procedures and rules
- **Training** for Airport Authority, Handling Agents, ATC, etc.
- **Weather**
- **Inter-regional coordination**
- Etc.



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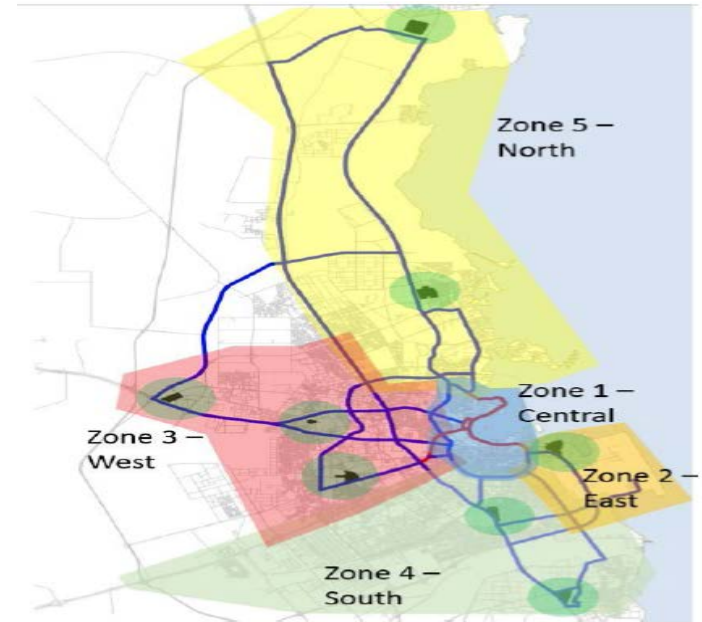
The MIDANPIRG/17 meeting:

- ✓ recognized that the MID Region may not be able to accommodate the expected increase in traffic during the FIFA World Cup 2022 without introducing improvements to the current ATS route structure and airspace management; increasing capacity and implementation of collaborative air traffic flow measures;
- ✓ Agreed to the Actions to be achieved before the FWC2022 TF3; and
- ✓ agreed, through Conclusion 17/24, that the MIDRMA to conduct assessment to the MID Region airspace structure based on the expected traffic movement from 1 November to 31 December 2022, in order to identify the peak periods, hotspots, bottle necks, etc. based on the FPL/traffic data that should be provided by Qatar.



Some information related to FIFA World Cup 2022 that were discussed by the FWC2022 TF

- ❖ **First** FIFA World Cup in the Middle East Region
- ❖ First in history where all **64 games** are played in small geographical area
- ❖ Only 55kms between most distant stadiums
- ❖ The anticipated daily movement rate is **2000 aircraft** from **D-7 until D+2**
- ❖ FIFA forecast passenger numbers are **110,000 per day** in this period.
- ❖ Other traffic **peaks** will be experienced during the **knockout** phase and for the day of the **Final** (18 December 2022)





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Some information related to FIFA World Cup 2022 (Cont'd)



FIFA Tournament Time Demand Model (TTDM) forecasts indicate that upwards of **1.7 million** people could visit Qatar during the Tournament with approximately **500,000** visitors in the country on the **busiest** days.

The opening match of the Tournament will be held on **21st November 2022** and will conclude with the final on **18th December 2022**.



Some information related to FIFA World Cup 2022 (Cont'd)

With stadium capacities ranging from 40,000 to 80,000 spectators, on the peak operations days, there will be in excess of **200,000** spectators travelling to matches.

Over the course of the Tournament, **3.08 million** tickets is expected to be sold in the region.





Some information related to FIFA World Cup 2022 (Cont'd)

Hamad International airport and **Doha** International Airport will be utilised for the Tournament.

These airports are adjacent to each other and have a total of **three runways**.



The runway capacity will be **90 total movements** per **hour** for a 3-runway system, but potential to increase this figure subject to system and procedural changes.



Conclusion

The DGCA-MID/5 meeting is invited to:

- a) commend the work carried out till today by all the experts supporting the ATFM TF, ATFM Core Team and FWC2022 TF;
- b) urge States to take necessary measures to ensure the establishment of ATFM service at the national level, including the promulgation of the required regulations, organizational structure, human and financial resources, training, etc. and
- c) encourage States and Organizations to continue their collaboration and provide further support in order to prepare the MID Region to accommodate the significant increase of traffic due to the FIFA World Cup 2022 or any other major events in a safe and efficient manner.



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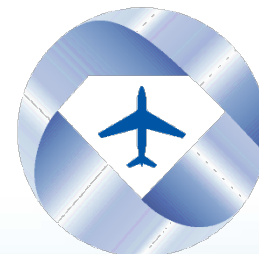
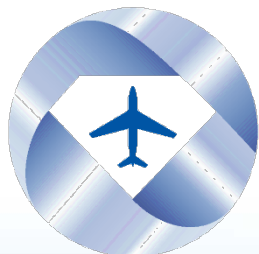
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Bangkok



THANK YOU

Actions to be achieved before the FWC2022 TF/3 meeting

Action		Target date	Deliverable	Champion	Supported by	Status
No	Description					
1.	Prepare a working paper on the outcome of the FWC2022 to MIDANPIRG/17	30 Mar 2019	WP to MIDANPIRG <i>Combined with ATFM WP</i>	Secretariat	Chairman	
2.	Task the MIDRMA to carry out an airspace assessment for the MID Region based on the anticipated traffic flow during the FWC2022.	18 Apr 2019	MIDANPIRG Conclusion	MIDANPIRG	ICAO	
3.	Provide the projected Qatar FPL/Traffic data to the MIDRMA using the excel sheet template	30 May 2019	Qatar FPL/Traffic data for 15 Nov – 25 Dec 2022	Qatar	MIDRMA ICAO	
4.	Assess the airspace using the projected Traffic Data	15 Aug 2019	Airspace assessment	MIDRMA		
5.	Present the results of the airspace assessment to the ATM SG/5 meeting	8-11 Sep 2019	WP to ATM SG/5	MIDRMA	ICAO	
6.	Presentation to the DGCA-MID/5 meeting for appropriate action	4-6 Nov 2019	WP to DGCA-MID/5	Chairman	ICAO MIDRMA	
7.	Conduct familiarization visit(s) to State(s) or Organizations that would be managing major events	TBD	Familiarization visit(s)	Qatar and Members of FWC2022 TF, as required	FAA EUROCONTROL CANSO AEROTHAI	
8.	Prepare an initial FWC2022 Roadmap to be presented to FWC2022 TF/3 that includes all required procedures, action plan, contingency measures, etc.	13 Jan 2020	Initial FWC2022 Roadmap	Chairman ICAO	CANSO FAA EUROCONTROL	
9.	Provide update from Qatar to FWC2022 TF/3	13 Jan 2020	Update from Qatar	Qatar		