



International Civil Aviation Organization

MIDANPIRG FIFA World Cup 2022 Task Force

Second Meeting (FWC2022 TF/2)
(Casablanca, Morocco, 20 March 2019)



Agenda Item 5: Future Work Programme

OUTCOME OF THE FWC2022 TF/2 MEETING

(Presented by Secretariat)

SUMMARY

The aim of this paper is to review the terms of reference of the World Cup 2022 Task Force, as deemed necessary, and agree on the tentative dates and venue for the next meeting.

Action by the meeting is at paragraph 3.

REFERENCES

- FWC2022 TF ToRs.

1. INTRODUCTION

1.1 The World Cup 2022 Task Force (W2022 TF) is expected to review and update, as necessary, its Terms of Reference and to decide on the dates and venue of its next meeting.

2. DISCUSSIONS

2.1 The meeting may wish to recall that the MSG/6 (Cairo, Egypt, 3-5 December 2018) through Decision 6/18 endorsed the Terms of Reference of the FWC2022 TF.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and update, as deemed necessary, the ATFM Task Force terms of reference at **Appendix A**; and
- b) agree on the proposed dates and venue of the next meeting.

**TERMS OF REFERENCE (TOR) OF THE
MIDANPIRG WORLD CUP 2022 TASK FORCE
(W2022 TF)**

1. OBJECTIVES AND SCOPE

1.1 The Task Force will be expected to apply the performance-based approach through a collaborative manner to address the most strategic decisions to reach the following:

- a) A sufficient coordination between the Air Navigation Service Providers (ANSPs), airports, airspace users and regulators;
- b) A sufficient coordination at local, regional and inter-regional levels to accommodate safely and efficiently the expected significant increase of traffic; and
- c) A defragmented approach from an operational perspective to achieve (gate-to-gate, city pairs, and an oriented track system) which leads to more than optimum flight and airport operations efficiency.

1.2 The Task Force shall support the MID Region ATFM System once established.

2. TERMS OF REFERENCE OF THE TASKFORCE

2.1 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.

2.2 Address other major events such as the EXPO 2020 and develop action plan(s) to accommodate the changes in traffic flows as required.

2.3 Define explicit and implicit strategic objectives (e.g. improved safety, increased air traffic capacity, improved efficiency, and mitigation of airspace congestion impact).

2.4 Identify operational and technical requirements including proposals for airspace management changes and amendment to the MID ATS Route Network to accommodate the air traffic through the establishment of temporary routes as required.

2.5 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.

2.6 Suggest methods for increased interaction between airspace providers in order to make sure that the network effects of any trajectory selection are properly incorporated in the decisions.

2.7 Develop collaborative regional mechanism for the implementation of ATFM solutions/measures such as Ground Delay Program (RGDP), which would be implemented for departures from airports in the region.

2.8 Assess the operational performance of the ATM network by its capability to accommodate demand through realistically modeled network nodes, i.e. airports and airspace volumes.

3. COMPOSITION

3.1 The World Cup 2022 Task Force is composed of experts from:

- a) MIDANPIRG Member States;
- b) India, FAA, AACO, ACAO, AEROTHAI, CANSO, EUROCONTROL and IATA;
and
- c) other representatives from States, Organizations and Industry may be invited on ad hoc basis, when required.

3.2 ICAO MID Office will act as the Secretary of the Task Force.

4. WORKING PROCEDURES

4.1 Qatar shall act as the Chairman of the Task Force.

4.2 In order to effectively perform its tasks and responsibilities, the Task Force will meet as required in order to achieve its objectives.

4.3 Coordination will be carried out among the Task Force members and with concerned State(s) through correspondence and teleconferences and, if required, face-to-face meetings with stakeholders on case-by-case basis.

4.4 A Core Team might be established to follow-up with the concerned State(s) and air operators the conduct of safety and operational assessments and provide support as appropriate.

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