



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group**

**Sixteenth Meeting (MIDANPIRG/16)
(Kuwait, 13 – 16 February 2017)**

Agenda Item 5.2.2: Specific Air Navigation issues

WORLD CUP 2022 TASK FORCE

(Presented by Qatar)

SUMMARY

The paper presents a proposal for the establishment of a World Cup 2022 Task Force to address ATFM and ATS route planning and implementation in the ICAO MID Region.

Action by the meeting is at paragraph 3.

REFERENCES

- ATM Operational Concept
- ATFM CDM Manual Second Edition
- ATM SG/2 Final Report
- GANP Document 9750 4th edition including Aviation System Block Upgrades ASBU
- MIDANPIRG/15 Final Report

1. INTRODUCTION

1.1 The State of Qatar will be hosting the World Cup tournament in 2022 and this event will have an impact on the airspace capacity in the region. There is a need to develop a plan with the participation of all concerned States and stakeholders with a view to ensure optimum use of airspace.

1.2 A Collaborative Decision-Making (CDM) focused on how to decide on a course of action between two or more member States is recognized. The ATM community members will thus have to share information both at strategic and tactical levels with a view to optimize the decision making process and ensure safety and efficiency of operations.

1.3 The overall objective is to improve the performance of the ATM and Air space system and as a whole while balancing the expected highly air traffic demand and volume.

1.4 The need for the task force is to coordinate and support the implementation of ATFM procedures and Airspace utilization at a regional (or sub-regional) level.

1.5 The meeting may note that the subject of ATFM was addressed in ATM SG/2 under WP/12 presented by the Secretariat. The meeting noted that a project related to regional/sub-regional ATFM system was endorsed as one of the MAEP projects. It was however agreed that the project implementation could be initiated after 2017, provided that all the enablers/pre-requisites are implemented, taking into consideration the initiatives taken by States.

2. DISCUSSION

2.1 The World Cup 2022 event needs to implement ATFM measures which will be based on a collaborative decision making that allows all members of the Air Traffic Management (ATM) community to participate in ATM decisions that affect them, especially that as the CDM is not limited to any specific domain, such as an airport or en-route, it may apply to all layers of decision making from long-term planning activities to real-time operations and can be applied through collaboratively agreed procedures.

2.2 The proposed World Cup 2022 Task Force will lay down the framework for the establishment of an "ATFM project" in the region for the interest of safety and capacity, especially that ATFM is one of the ICAO priorities under Global Air Navigation Plan (GANP). The ATFM is an enabler of Air Traffic Management (ATM) efficiency and effectiveness. It contributes to the safety, environmental sustainability, efficiency and cost-effectiveness of an ATM system. ATFM aims at enhancing safety by ensuring the delivery of safe densities of traffic and by minimizing traffic surges. Its purpose is, when needed, to balance traffic demand and available capacity.

2.3 The proposed 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:

2.3.1 A sufficient coordination between the Air Navigation Service Providers (ANSP's), airports and regulators.

2.3.2 A sufficient coordination at local, regional and global levels.

2.3.3 A defragmented approach from an operational perspective to achieve (gate-to-gate and en- route to en-route) which leads to more than optimum flight and airport operations efficiency.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) consider the establishment of the World Cup Task Force; and
- b) the Terms of Reference of the Task Force will be developed by the ATM/SG.