



International Civil Aviation Organization

MIDANPIRG FIFA World Cup 2022 Task Force

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



Agenda Item 3: Regional Framework

OUTCOME OF THE FWC2022 TF/1 MEETING

(Presented by Secretariat)

<p style="text-align: center;">SUMMARY</p> <p>This paper presents the outcome of the FWC2022 TF/1 meeting for the meeting review and appropriate action.</p> <p>Action by the meeting is at paragraph 3.</p>
<p style="text-align: center;">REFERENCES</p> <p>- FWC2022 TF/1 Summary of Discussions</p>

1. INTRODUCTION

1.1 The Provisional Agenda for the Second Meeting of the FIFA World Cup 2022 Task Force (FWC2022 TF/2) was forwarded to States and Organizations concerned, as an attachment to the State Letter Ref. ME 3/2.1.1 & AN 6/3.2-19/014– dated 20 January 2019.

2. DISCUSSIONS

2.1 The meeting may wish to recall that the MSG/6 (Cairo, Egypt, 3-5 December 2018), with a view to avoid confusion with other events related to World Cups, agreed that naming of World Cup 2022 Task Force be changed to FIFA World Cup 2022 task Force (FWC2022 TF).

2.2 The MSG/6 meeting through Decision 6/18 endorsed the FWC2022 TF Terms of Reference.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review the Summary of Discussions of the FWC2022 TF/1 at **Appendix A** and take action as appropriate.



INTERNATIONAL CIVIL AVIATION ORGANIZATION

MIDDLE EAST OFFICE

FIRST MEETING OF THE MIDANPIRG World CUP 2022 TASK FORCE

(W2022 TF/1)

(Muscat, Oman, 26 September 2018)

SUMMARY OF DISCUSSIONS

1. PLACE AND DURATION

1.1 The First Meeting of the World Cup 2022 Task Force (W2022 TF/1) was successfully held back-to-back with the Air Traffic Flow Management Task Force (ATFM TF/1) in Muscat, Oman on 26 September 2018. The meeting was gratefully hosted by the Public Authority for Civil Aviation (PACA), Oman.

2. OPENING

1.2 The Meeting was attended by a total of forty-one (41) participants from ten (10) States (Bahrain, Egypt, India, Iraq, Kuwait, Oman, Qatar, Saudi Arabia, UAE and USA) and seven (7) International Organizations/Industries (ACAO, AEROTHAI, CANSO, EUROCONTROL, IATA, MAAR and MIDRMA). The list of participants is at **Attachment A**.

1.3 The W2022 TF/1 and ATFM TF/1 meetings were opened by Mr. Anwar Al Raissi, Director General Civil Aviation Regulation, PACA, Oman, who extended a warm welcome to all participants to Oman and wished them successful meetings and a pleasant stay in Muscat. Mr. Al Raissi thanked ICAO for organizing these meetings in Oman and restated Oman's commitment to support the ICAO MID Regional Office activities.

1.4 In his opening remarks, Mr. Elie El Khoury, Regional Officer, Air Traffic Management and Search and Rescue (RO/ATM/SAR), ICAO Middle East Office, Cairo, welcomed the participants to Muscat. On behalf of the ICAO Middle East Office, he expressed ICAO's gratitude and appreciation to H.E. Dr. Mohammed Ben Nasser Ben Ali Al Za'abi, Chief Executive Officer of Public Authority for Civil Aviation (PACA) – Oman for hosting the ATFM TF/1 and World Cup 2022 TF/1 meetings in Oman. He extended special thanks to all the team who participated in the preparation and facilitation of this meeting for their good cooperation and for the excellent hospitality extended to the ICAO staff and all participants. Mr. El Khoury highlighted that Oman continuous support to the ICAO MID Office activities is an evidence of its active role and reflects Oman's commitment to enhance the overall safety and efficiency of air navigation in the Region, and to ensure the success of the regional projects/initiatives.

1.5 Mr. El Khoury highlighted that this meeting provides an opportunity to share experience and agree on the way forward with the implementation of a collaborative ATFM in the Region, which could not be achieved without collaboration, support and contribution from all stakeholders.

1.6 Mr. El Khoury extended ICAO appreciation to India, Thailand (AEROTHAI), USA, ACAO, CANSO, EUROCONTROL and IATA for being part of the ATFM Task Force and for accepting the invitation to actively participate in the meetings and share their experiences and views, which would support in achieving the ATFM and World Cup 2022 Task Forces' objectives.

1.7 In closing, Mr. Elie thanked the participants for their presence and wished the meeting every success in its deliberations.

3. OFFICERS AND SECRETARIAT

1.8 Mr. Elie El Khoury, Regional Officer, RO/ATM/SAR was the Secretary of the meeting.

AGENDA ITEM 1: ADOPTION OF THE PROVISIONAL AGENDA AND ELECTION OF CHAIRPERSON

1.9 Capt. Abdulrahman Al-Hammadi, Director of Air Safety Department, Qatar Civil Aviation Authority, chaired the meeting.

1.10 ICAO provided an overview related to the establishment of the W2022 TF by MIDANPIRG through Decision 16/18. The meeting recalled that the main objective of the W2022 TF is to 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.

1.11 The meeting adopted the following Agenda:

- Agenda Item 1: Adoption of the Provisional Agenda
- Agenda Item 2: Overview of Similar Experience
- Agenda Item 3: Regional Framework
- Agenda Item 4: Plan of Actions
- Agenda Item 5: Future Work Programme
- Agenda Item 6: Any other Business

1.12 The documentation, working papers and Presentations delivered during the Meeting are available at the ICAO MID Regional Website:

<https://www.icao.int/MID/Pages/2018/World%20Cup2022.ASPX.aspx>

AGENDA ITEM 2: OVERVIEW OF SIMILAR EXPERIENCE

1.13 With respect to Europe experience, the meeting was apprised by EUROCONTROL of the procedures that ensure effective coordination between all stakeholders during special and major events. It was noted that even the events outside the EUR Region are taking into consideration due to their impact on the EUR traffic, this includes EXPO 2020 and World Cup 2022 events.

1.14 USA/FAA shared their experience related to the preparation and management of the traffic for the Super Bowl game planned for February 2019, highlighting the required pre-requisites, challenges as well as the key points for success.

1.15 CANSO provided an overview of South Africa experience with the FIFA World Cup 2010 highlighting the lessons learned and how they approached the events with effective advance planning and putting necessary procedures in place include training of personnel as well as the management of slot allocation.

1.16 The meeting recognized that some key points should be considered during the preparation for major events such as:

- Collaborative Decision-Making (CDM)
- Airport capacity
- Airspace capacity
- Slot allocation and adherence including reservation system
- 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 (equipment maintenance)
- Contingency/Emergency procedures
- Public Transportation options from all airports supporting event
- Forecasts of movement and passengers
- Designation of main airports for the event
- Airspace Review – Enroute/TMA
- Publication of procedures and rules (aeronautical publication)
- Training for Airport Authority, Handling Agents, ATC, etc.
- Weather
- Inter-regional coordination
- Etc.

AGENDA ITEM 3: REGIONAL FRAMEWORK

1.17 The subject was addressed in WP/2 and PPT/4 presented by Qatar. The meeting recognized the need to establish regional collaborative mechanism to address the issues associated with expected increase of traffic during the World Cup 2022 and other major events, which would have major impact on the traffic within and outside the MID Region. Qatar highlighted the following:

- Phased implementation of the Global ATM Operational Concept 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.
- 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:
 1. Airspace organization and management
 2. Aerodrome operations
 3. Demand and capacity balancing
 4. Traffic synchronization
 5. Conflict management
 6. Airspace user operations
 7. ATM service delivery management
- ATM service delivery management, ATM system design will have to be determined by collaborative decision making and system-wide safety and business case.

1.18 Qatar proposed the establishment of a collaborative mechanism that would:

- 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.

1.19 The 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.

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

1.21 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.

AGENDA ITEM 4: PLAN OF ACTIONS

1.22 Based on the discussions and the foregoing, the meeting agreed to following actions to be undertaken till the W2022 TF/2 meeting:

- a) Qatar to carry out a study and collect necessary information related to World Cup 2022 to be presented to the next meeting.
- b) Preparation of an overview/outline of the foreseen collaborative mechanism/common platform to support meeting the challenges for the Expo 2020 and World Cup 2022 events in coordination with ATFM TF as required.

AGENDA ITEM 5: FUTURE WORK PROGRAM

1.23 The meeting agreed that the World Cup 2022 TF/2 meeting to be held from 26 to 27 February 2019 back-to-back with the ATFM TF/2 meeting. The venue will be the ICAO MID Regional Office in Cairo, unless a State is willing to host the meeting.

1.24 The meeting recalled Qatar offer to host the ATFM TF/2 back-to-back with the World Cup 2022 TF/2 meetings in Doha on the agreed dates.

1.25 The meeting reviewed and updated the terms of reference of the W2022 TF as at **Appendix A**. The meeting agreed that effective coordination should be carry out between the W2022 TF and ATFM TF.

AGENDA ITEM 6: ANY OTHER BUSINESS

1.26 Nothing has been discussed under this Agenda Item.

4. CLOSING

1.27 In closing, Mr. Elie El Khoury, Regional Officer, ATM/SAR, thanked the participants for their presence and excellent cooperation and contribution to the meeting.

1.28 The participants thanked ICAO for organizing such an important Meeting as well as PACA – Oman for hosting, and commended the regional efforts exerted to make this meeting a success.

**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.

2.82.9 The Task Force shall work in close coordination with the ATFM TF to avoid duplication of efforts.

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.

LSIT OF PARTICIPANTS

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