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Introduction

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ICAO



FWC2022 TF/3 (Amman, Jordan, 13-14 January 2020)



PROVISIONAL AGENDA

Agenda Item 1: Adoption of the Provisional Agenda

Agenda Item 2: Overview of Similar Experience

Agenda Item 3: Regional ATFM Framework

Agenda Item 3: Plan of Actions

Agenda Item 4: Future Work Programme

Agenda Item 5: Any other Business



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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 will 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, ACAO, AEROTHAI, CANSO, EUROCONTROL, IATA and ICAO.
 - Brazil participated and shared their experience in the second meeting of the TF.



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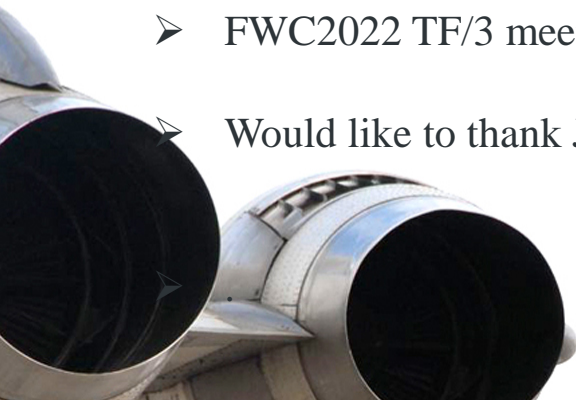
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The FIFA World Cup 2022 (FWC2022 TF) is working closely with the ATFM Task Force and 2 meetings were held:

- 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 (Amman, Jordan, 13-14 January 2020)
- Would like to thank Jordan, Oman and ACAO for hosting the above meeting, respectively.





Outcome of MIDANPIRG/17

- ✓ The meeting noted that the FWC2022 TF/2 meeting recognized the need for an effective coordination process between all stakeholders during special and major events.
- ✓ The meeting noted that the projected traffic to Qatar would reach 2000 movements per day during the FWC2022. Qatar has been working on making available the needed ground capacity. However, it was highlighted that diverting to airports in proximity to Doha might be required due to unforeseen circumstances such as weather, emergency, etc. Accordingly, the meeting agreed that this requires setting up a collaborative contingency procedure to cope with unforeseen circumstances
- ✓ The 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.



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Outcome of MIDANPIRG/17

- ✓ Based on the above, the meeting agreed 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. Accordingly, the meeting agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 17/24: ASSESSMENT OF THE MID REGION RVSM AIRSPACE STRUCTURE BASED ON THE EXPECTED TRAFFIC MOVEMENT FROM 1 NOVEMBER TO 31 DECEMBER 2022

That, the MIDRMA assess the MID Region RVSM airspace structure based on the expected traffic movement during FWC2022 to identify peak periods, Hotspots, Bottlenecks, etc. based on the FPL/traffic data provided by Qatar.



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Outcome of MIDANPIRG/17

- ✓ The meeting agreed that a **FWC2022 Roadmap** should be developed to include procedures and an action plan to address the issues associated with the expected increase of traffic during the FIFA World Cup 2022 and other major events, which would have significant impact on the traffic within and outside the MID Region. An action on the conduct of **safety assessment(s)** should be included for the agreed scenario(s).
- ✓ The meeting agreed to the actions to be achieved before the FWC2022 TF/3 meeting at **Appendix A.**





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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
- ✓ Safety assessments
- ✓ Publication of procedures and rules (aeronautical publication)
- ✓ Training for Airport Authority, Handling Agents, ATC, etc.
- ✓ Weather
- ✓ Inter-regional coordination
- ✓ Etc.



Action by the meeting

The meeting is invited to:

- a) adopt the Provisional Agenda at Slide 3
- b) review and update the Plan of Actions at **Appendix A**; and
- c) agree on the way forward to develop a FWC2022 Roadmap that should include procedures and an action plan to address the issues associated with the expected increase of traffic during the FIFA World Cup 2022 and other major events
- d) review the Terms of Reference of the ATFM TF at **Appendix B**, as necessary; and
- e) agree on the dates and venue of the next meeting.



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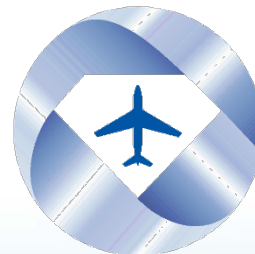


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(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
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	Completed
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	Completed
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		

**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 (GDP), 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.
- 2.9 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.

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