

# FIFA WORLD CUP 2022™

## FIFA World Cup 2022™ Mission Statement

*“To provide safe, secure, functional, reliable, accessible and seamless mobility for all constituent groups during the 2022 FIFA World Cup Qatar™ and associated events”*



# FIFA WORLD CUP 2022™

## Introduction

The FIFA World Cup 2022 will have many firsts, including being the first World Cup in the Middle East and a single-host city.

All 64 games with 32 teams are played in small geographical area in 8 stadiums with only 55kms between most distant stadiums

FIFA Tournament Time Demand Model (TTDM) forecasts indicate that upwards of 1.5 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.



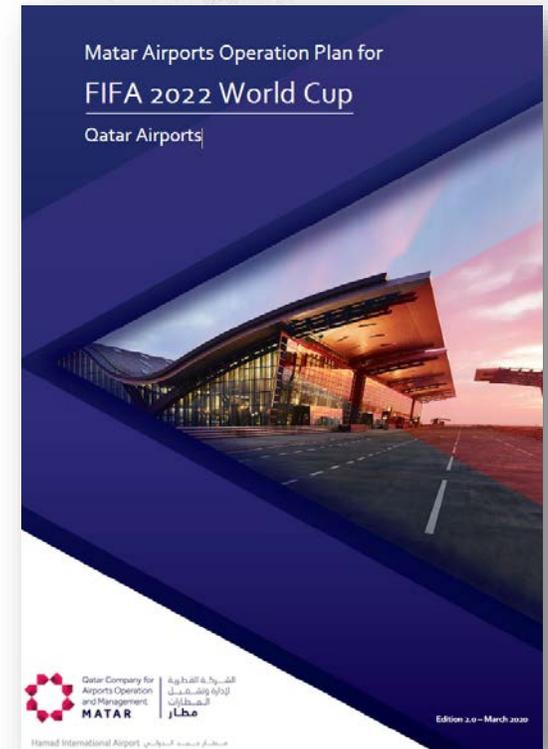
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## Operational Plan

Doha has two airports available, Hamad International & Doha International with three (3) runways in operation, to manage the majority of visitors to the World Cup competition.

The demand across both airports will be managed via the IATA Level-3 Slot Coordination Principles from 30 October 2022 to 25 December 2022.

Operational Plan includes infrastructure developments and capacity enhancement initiatives.



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## Infrastructure Initiatives



In progress:

- ✓ HIA Terminal Expansion
- ✓ Aircraft parking expansion
- ✓ DIA Terminal Re-habilitation
  
- ✓ 8 Stadiums (7 completed)
- ✓ Road & Metro development

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## Capacity

The forecast normal daily movement rate at HIA in November 2022 will be 950 movements.

The anticipated daily movement rate for HIA and DIA for D-3 to D-0 will be approx 1600 movements with a maximum of 2000 movements in the airspace per day.



FIFA forecast passenger numbers are 110,000 per day between D-5 to D-0

Other traffic peaks will be experienced during the knockout phase and for the day of the Final (18th December 2022).

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## Capacity Initiatives

The runway capacity will be 100 total movements per hour for a 3-runway system (HIA & DIA) - but potential to increase this figure subject to system and procedural changes.

Current airspace structure and arrangements cannot sustain this movement rate due to the limited routes available.

Revisions to existing airspace in testing phase (RTS)

Temporary airspace structures may be required for short periods on certain days



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## Capacity Initiatives

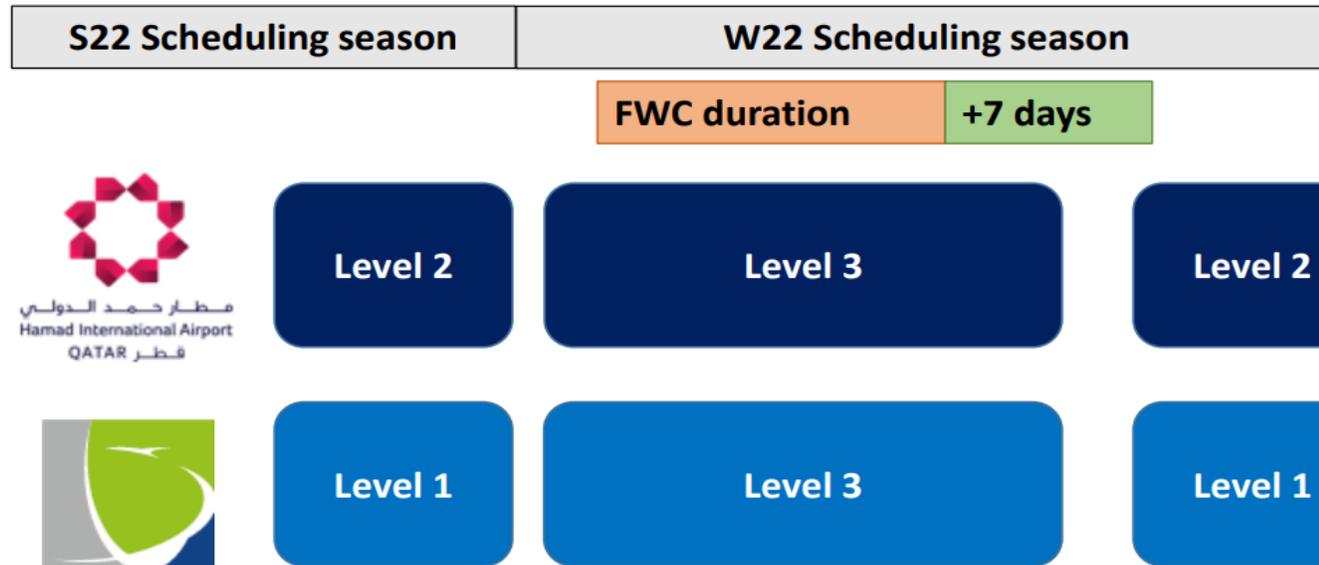
In progress:

- ✓ TMA Airspace Re-design
- ✓ FWC 2022™ Special Airspace (CDR & Temporary Holds)
- ✓ Civil-Military Co-operative Plans
- ✓ Implementation of FUA principles
- ✓ ATC Systems Upgrades
- ✓ ATC Procedures and System tools for capacity enhancement
- ✓ Capacity studies for runways and airspace
- ✓ Impact on adjacent Regional airspace (MIDRMA review)
- ✓ ATC Contingency systems upgrade
- ✓ ATFM Introduction
- ✓ Airline Slot Co-ordination



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## Airline Slot Co-ordination



**Level 3 Slot coordination** will remain effective for one week after the end of FWC (25 Dec 2022)

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Thank you!

