



# FWC2022 TF/6

The Sixth meeting of FIFA World Cup 2022 Task Force

7-8 February 2022

Virtual Meeting



## ICAO MID FIFA World Cup 2022 Task Force Sixth Meeting

## FWC 2022 TF/6

## Virtual, 7 – 8 February 2022



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## Provisional Agenda:

Agenda Item 1: Adoption of the Provisional Agenda

Agenda Item 2: Regional Framework and Action Plan:

- **Update from Qatar**
- Review and Update FWC 2022 Roadmap and Operational Plan
- Update the FWC 2022 Action Plan

Agenda Item 3: Future Work Programme

Agenda Item 4: Any other Business



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## Update from Qatar: Airspace Management

- Exceptional demand expected in November and December 2022. (16<sup>th</sup> Nov – 20<sup>th</sup> Dec).
- Estimated 1600 movements on peak days only, otherwise estimated at 1000 movements per day.
- Close co-ordination with neighbouring ANSPs essential.
- Regular briefings required.
- Resource and capacity planning.
- Flow measures and flow rates and periods of use to be agreed.



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## Update from Qatar: Airspace Management

- Use of temporary routes to alleviate excessive flows of traffic (i.e. outbounds after matches / Final day etc)
- Non-standard use of LoA agreements (i.e. conditional routes operating for longer hours)
- Request for use of neighbouring States' airports for overload parking (Drop-and-Go Policy)



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## Update from Qatar: Airspace Management

Contingency arrangements – due weather/incident etc

- Temporary airborne holds prior to Qatar's airspace – to be agreed
- Diversion to alternate Aerodromes
- Use of higher holding levels (above FL245)
- Temporary provision of ATS in Qatar's Airspace



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## Update from Qatar: Airspace Management

Amendments to existing Qatari airspace to accommodate increased traffic flows:

- Entry/exits points remain the same,
- LoA levels remain the same,
- Use of lateral holding techniques (trombones) to manage traffic flows,
- Redesign of STARs to feed each runway at both OTHH and OTBD,
- STAR commencing at entry point and options for each runway,
- Peak-period SIDs to manage exceptional outbound flow.

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- Existing routes to STARS via RASDI, VELEM and SENKI





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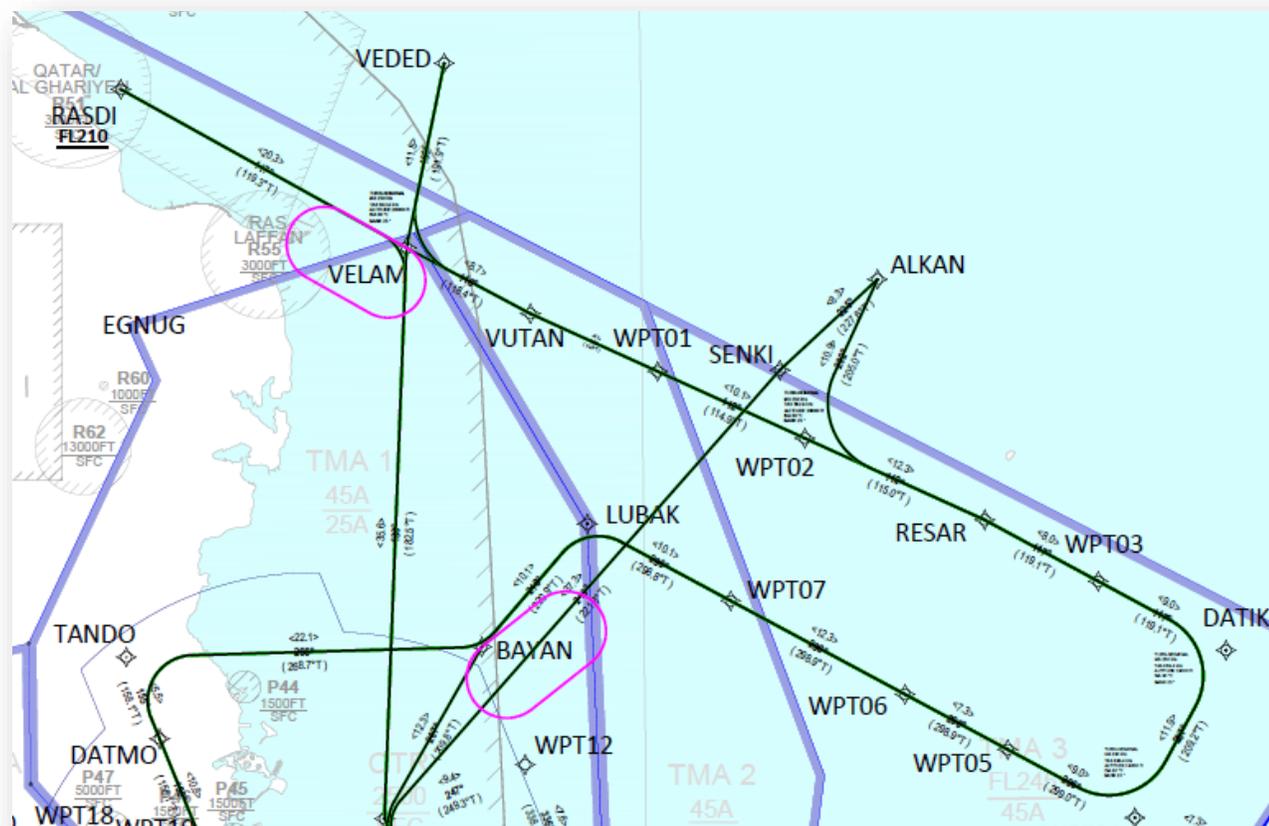
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- Addition of extended routing into trombone and fly-by turns from VEDED and ALKAN.



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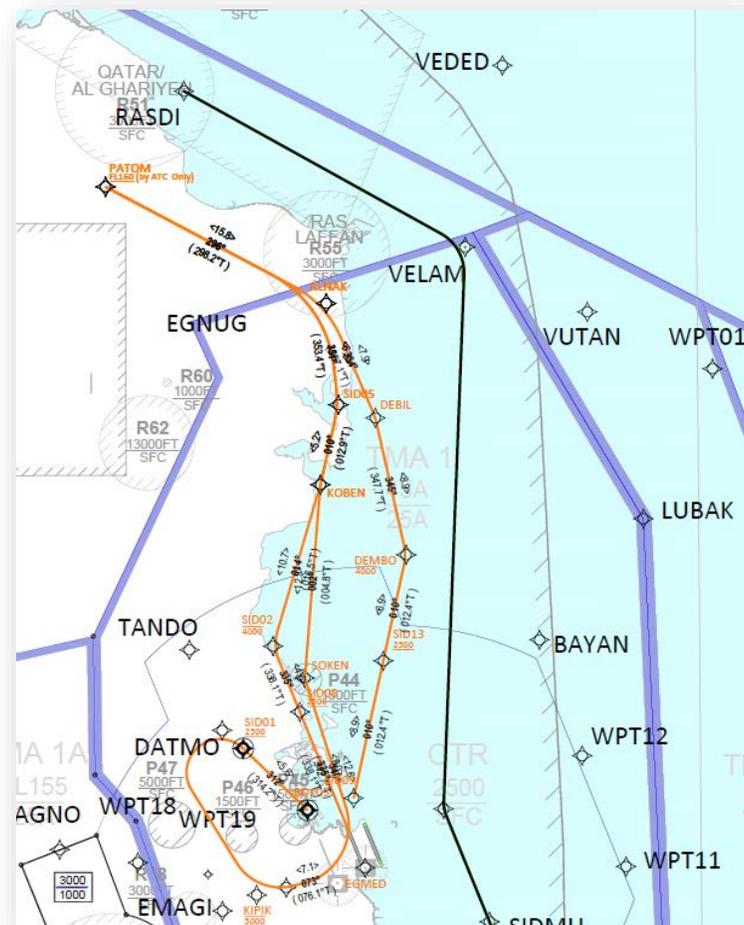
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- Standard outbound SID via PATOM (split towards TULUB & LUBET)
- Standard inbound STAR via RASDI



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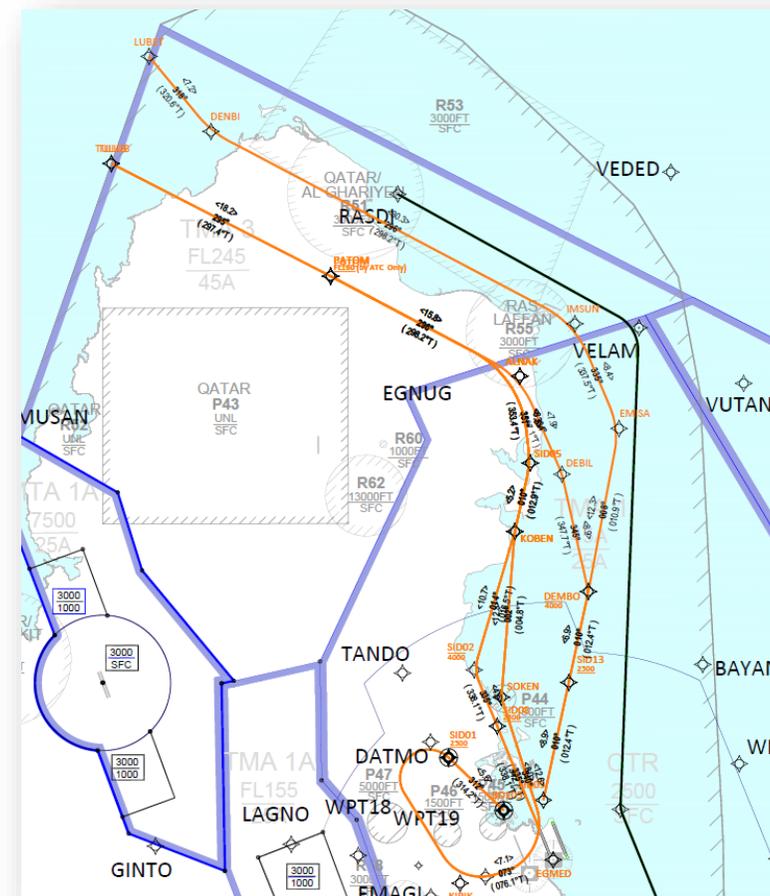
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- Peak period only (outbound flow) circa. 0800 – 0930 LT
- Traffic presented at both TULUB and LUBET 10NM in trail (same amount as now)
- Any inbound traffic via RASDI is vertically separated



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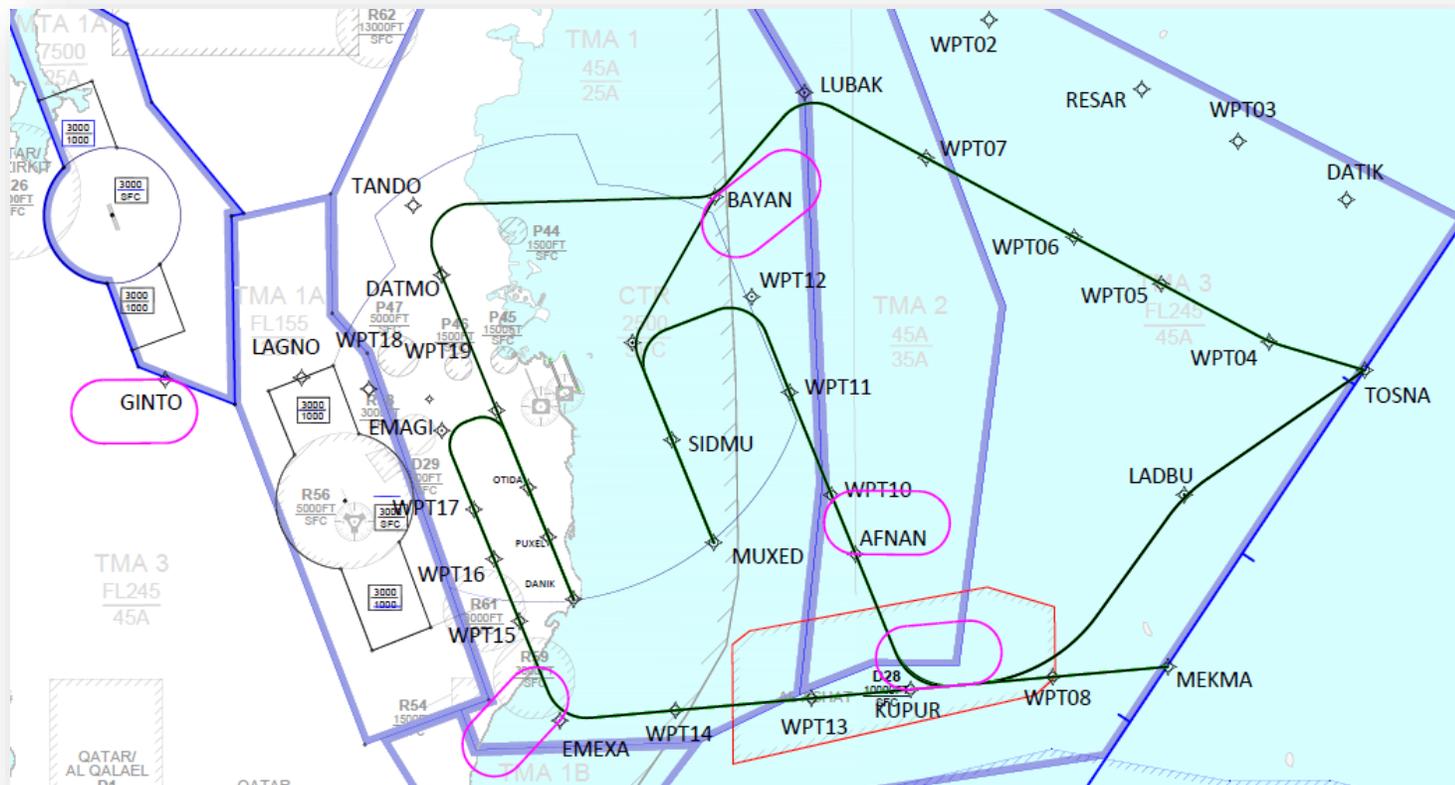
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- STAR routings from TOSNA and MEKMA





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Questions

THANK YOU

