



# ICAO MID

ATFM TF/7  
20<sup>TH</sup> – 21<sup>ST</sup> September 2022

FIFA WORLD CUP  
Qatar 2022

دولة قطر  
State of Qatar





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# FWC2022 TF/7

Seventh Meeting of the FIFA World Cup 2022 Task Force





The opening match of the Tournament will be held on 20<sup>th</sup> November 2022 and will conclude with the final on 18th December 2022.

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



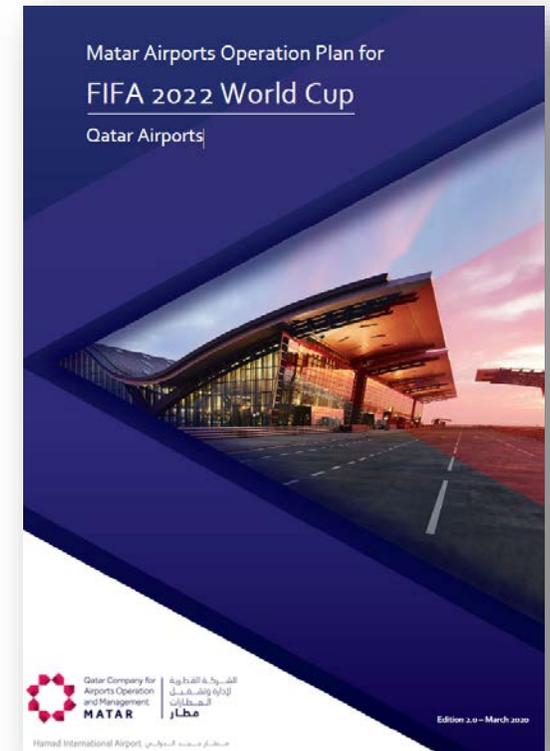


Doha has two airports available, with three (3) runways in operation, to handle the majority of visitors to the World Cup.

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

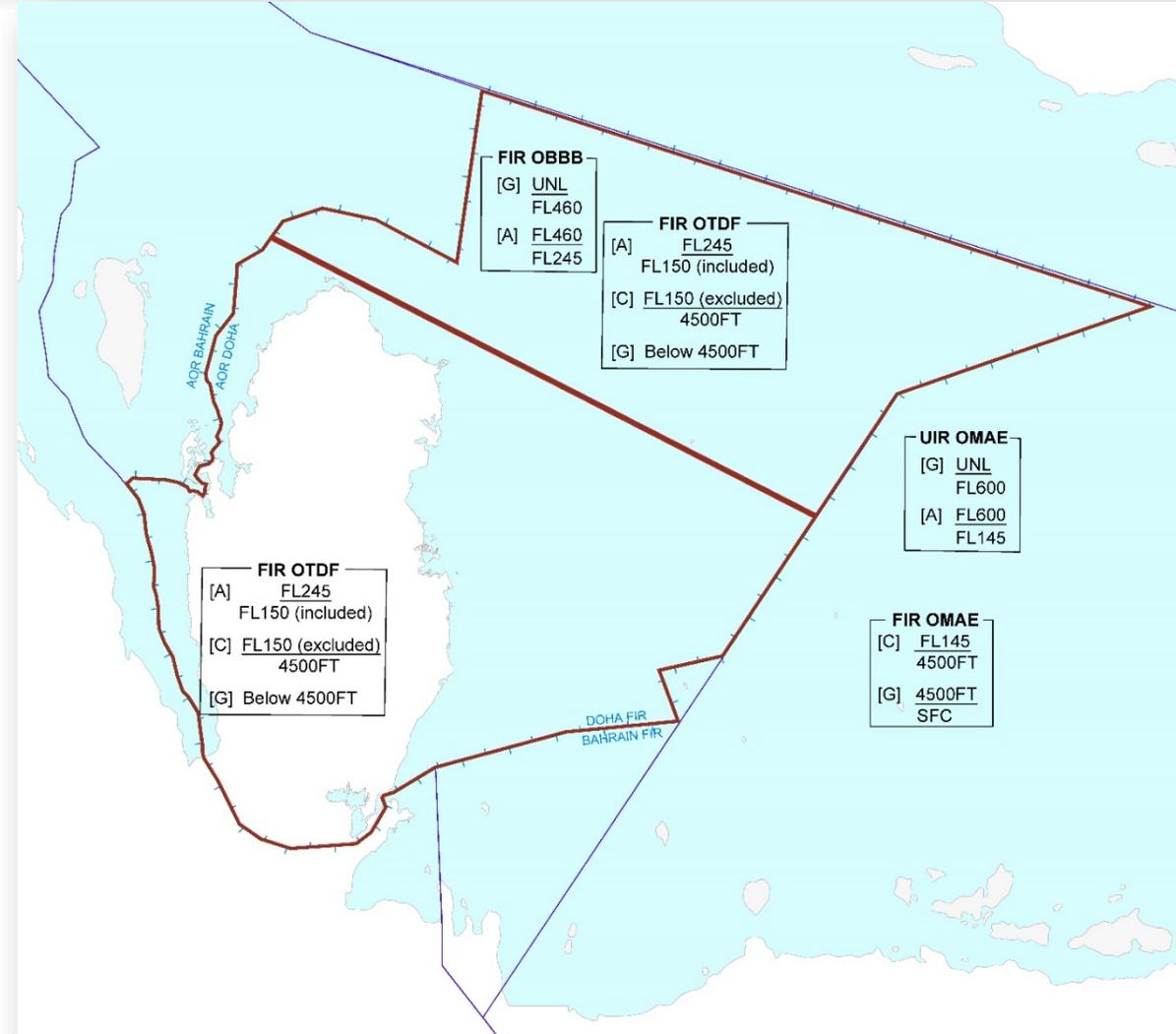
Operational Plan includes infrastructure developments and capacity enhancement initiatives.

Revised Forecast traffic figures estimate 1000 movements per day on average and on peak days a maximum of 1600 movements. (To be confirmed)



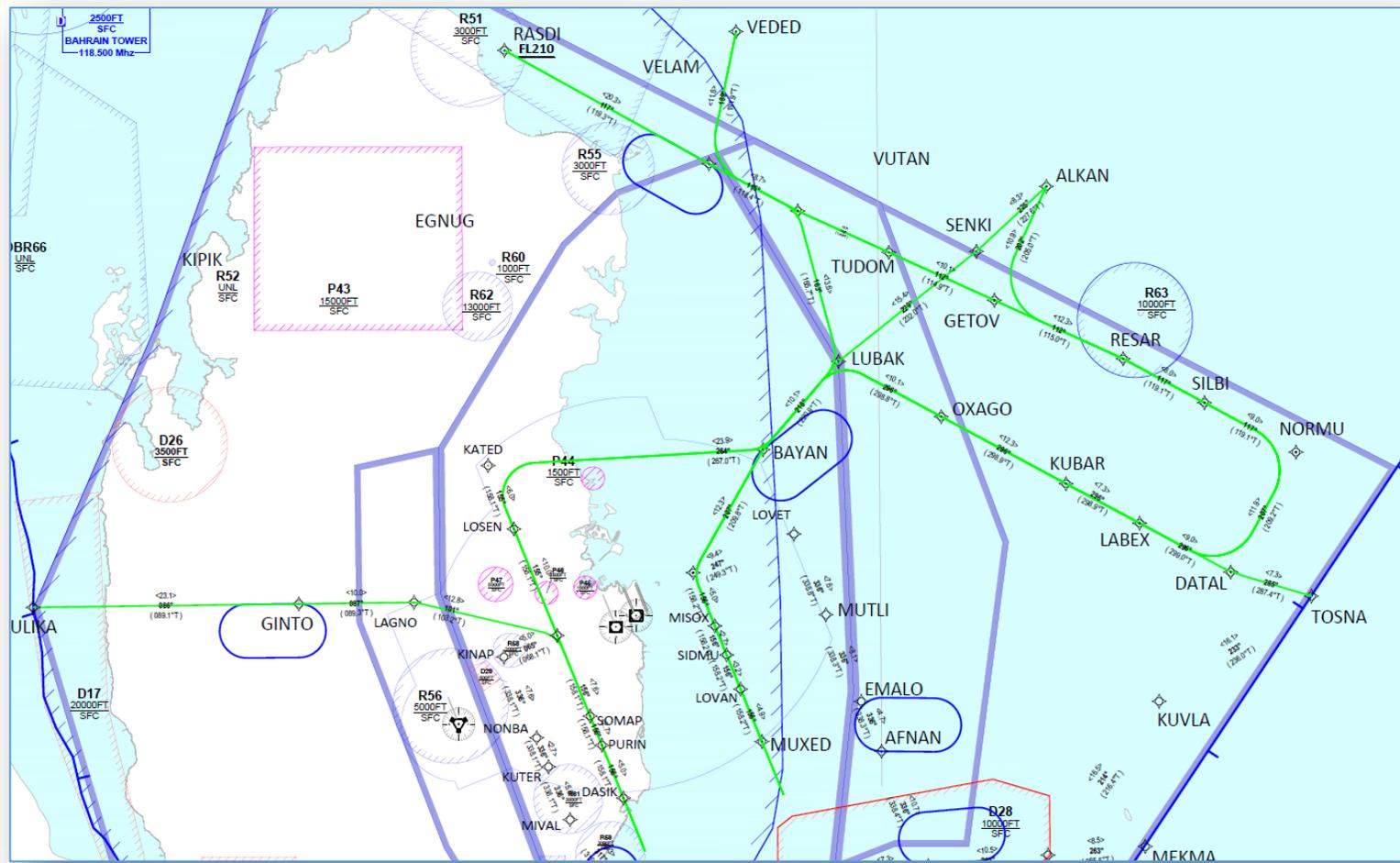


- Since Sept 8<sup>th</sup> Qatari airspace amended to accommodate increased traffic flows:
  - Entry/exits points remain the same
  - LoA levels remain the same
  - Use of lateral holding techniques (trombones) to manage traffic flows
  - Redesign of STARs to feed each runway at both OTHH and OTBD
  - STAR commencing at entry point and options for each runway
  - Peak-period SIDs to manage exceptional outbound flow



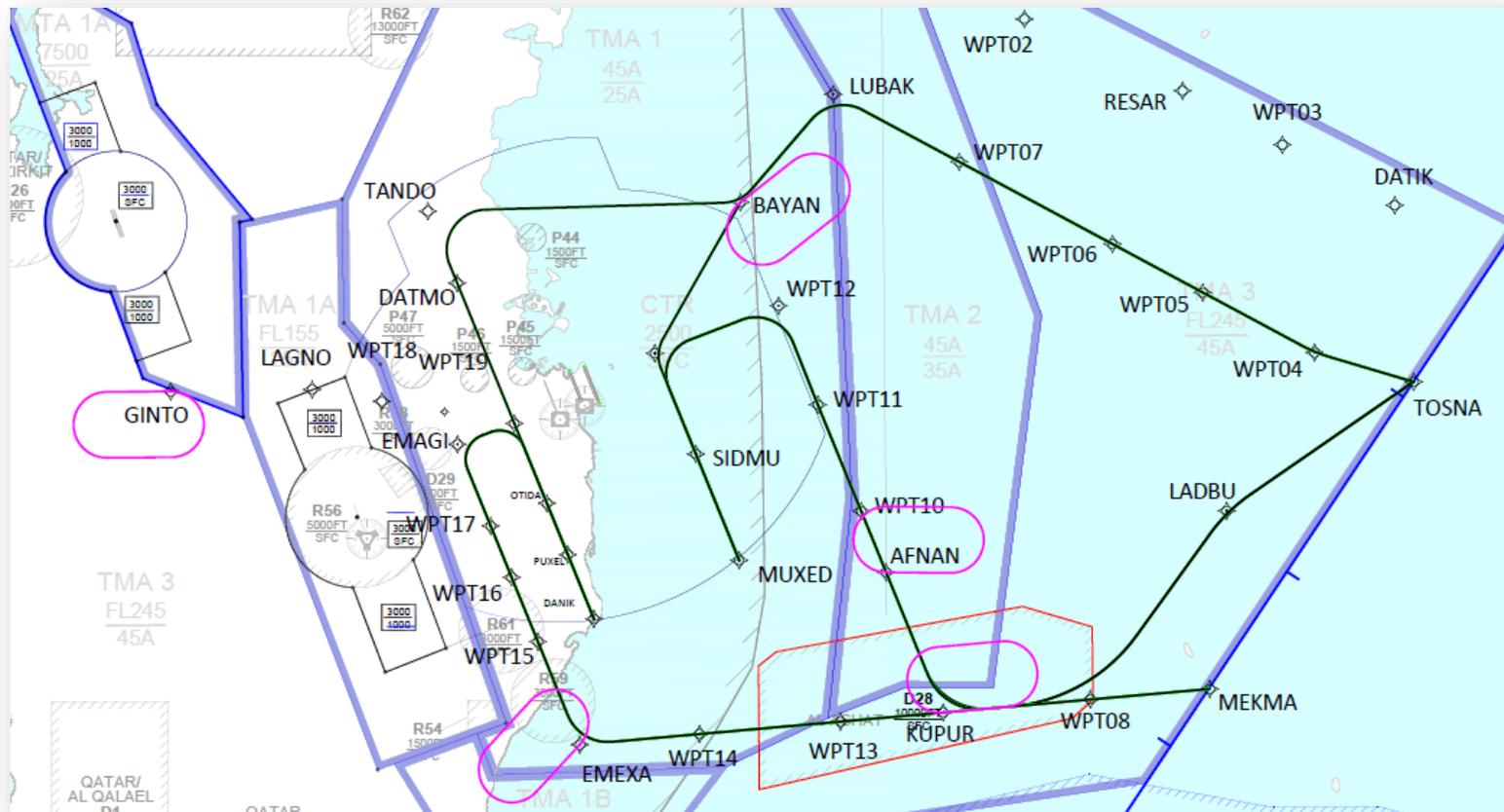


STAR routing from RASDI with additional route into trombone and fly-by turns from VEDED and ALKAN to feed the downwind legs.





STAR routings from TOSNA and MEKMA feed into trombone and downwind legs

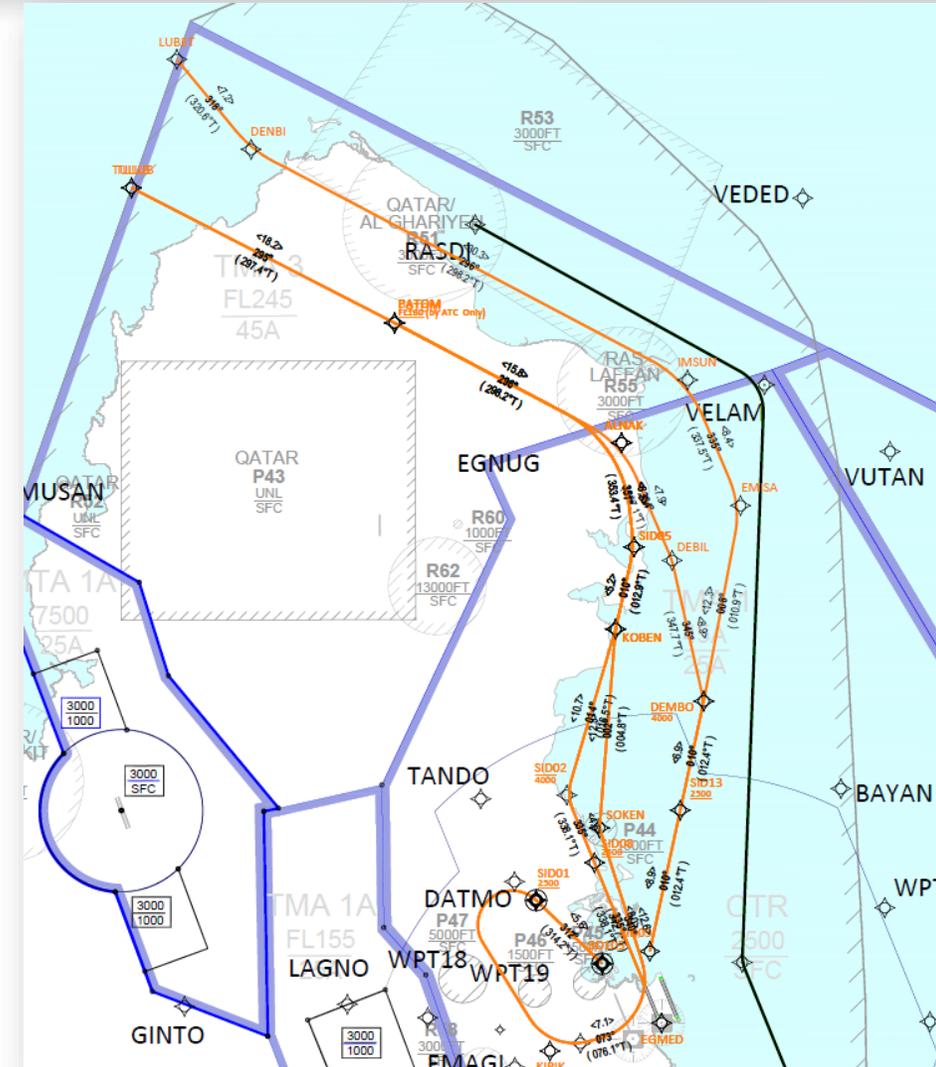




Peak period only (outbound flow) circa. 0800 - 0930 LT

Traffic presented at both TULUB and LUBET 8nm in trail with speed of 300kts

Any inbound traffic via RASDI is vertically separated





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## FWC 2022 requirements:

- Close co-ordination with neighbouring ANSPs essential.
- Regular briefings required.
- Resource and capacity planning (dynamic for each day)
- Flow measures and flow rates and periods of use to be agreed (D-1)
- Agreement of use of Airports outside of Qatar for parking/diversion
- Airborne holding fixes outside of Qatar for contingency
- A request for Temporary changes to existing LoA terms (from 30<sup>th</sup> October until 25<sup>th</sup> December)



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## Kingdom of Bahrain - 1

- Bahrain and Dammam overflights as per current LoA.
- Bahrain Airport inbound to Doha Airports - traffic ↑ to be at A11,000ft (if possible) by LUBET, max speed 250kts. Route to follow RASDI STAR.
- Doha Airports inbound to Bahrain - traffic ↑ to be at A12,000ft by TULUB.
- Potential overflow route from OTHH/OTBD via ALVEN - ALTOM for L602 - heavy outbound European flow
- Use of Bahrain Airports for parking/diversion - to be confirmed



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## Kingdom of Bahrain - 2

- Use of En-route holds outside of Qatar
  - suggest L703 RIKET
  - N318 GOLKO - above FL220 ??
- Use of BAYAN hold above FL245.



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## United Arab Emirates

- Request additional levels via ALSEM/ASTOG
  - Destination OMAA - FL210
  - Destination other Emirates airports (OMDB/OMDW/OMSJ/OMFJ/OMRK/OMDM) - FL190 & FL170
- Use of En-route holds outside of Qatar
  - suggest P899 KUMSI and M430 RORON (levels above FL220??)
- Confirmation of alternate aerodromes available for diversion - where/how many/ what size?



## Kingdom of Saudi Arabia

- Use of L564 (BATHA route) for longer hours (H24?) - subject to Military approval
- Request lower levels via BATHA-DENSI-DATRI (FL210/200??)
- Use of En-route holds outside of Qatar
  - suggest L564 BAT (BATHA) VOR
- Use of M430 (SALWA/ULIKA) for longer hours -subject to Military approval
- Request OTHH/OTBD outbounds an additional lower level via SALWA (FL180??)
- Use of Saudi Airports for diversion/parking - Al Ahsa (OEAH/HOF) & Dammam (OEDF/DMM) to be confirmed - - where/how many/ what size?



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# Thank You

