

Ops Planning for the World Cup 2022

OPSGROUP Team
17 October, 2022



Here's some info on Qatar to help prepare if you're planning on heading there during the World Cup 2022.

UPDATE: *Bombardier are trying to negotiate support for Challengers and Globals / QAS just put their prices up*

The dates to know about.

The World Cup takes place from **November 20 to December 18**. So anytime during those dates (and probably a few days either end) it is going to be just a little bit busier.

Get parking requests, handling requests, and permit requests in early!

Before we get into it, I'm going to share [THIS LINK](#) because it takes you through to the full slot coordination page which has a lot of info on to you might need. Not just on slots, but on regulations, handling stuff, and all that jazz.



FIFA WORLD CUP QATAR 2022 FIXED WIND GENERAL AVIATION / BUSINESS AVIATION FLIGHT OPERATIONS

1 PRE-FLIGHT BRIEFING

1.1 All Business General and Business Aviation flights during FIC2022 will operate through Doha International Airport (DIA). For all ICAO flights it is mandatory to obtain a slot. The Slot Application process is in IAP SUP 19/2022 - <https://www.cdm.gov.qa>. Permission applies for non-addressed to the entire or parts of the slot process.

2 GROUND OPERATIONS

2.1 FOLLOWING OPERATIONAL PROCEDURES WILL BE APPLICABLE FOR ALL GENERAL AND BUSINESS AVIATION FLIGHTS:

2.1.1 **Passenger Handling:** Passengers will be processed through a dedicated facility. The facility is designated as the Premium Terminal.

2.1.2 **Start-up:** Turnaround (20 to 90 minutes ground time)

2.1.3 **Language:** A mix of over 80 various ground time requires prior approval of the Agent/Operator.

2.2 ARRIVAL PROCEDURES:

2.2.1 **Start-up:** Turnaround

a. Aircraft will be allocated to the designated parking positions around the Premium Terminal. Depending on demand, parking positions in the adjacent aprons may also be assigned. (Refer Airport www.cdm.gov.qa)

b. Follow the guidance and marshalling services IAP be provided by the Agent/Operator.

c. To facilitate aircraft availability, Operators are required to advise service requirements to the established Ground Handling Agent (GHA) (Refer to IAP Supplement 01/2022 during the Ground Handling Coordination business operations process via IAP SUP 19/2022). Late, or non-adherence of service requirements may result in denied or delayed aircraft services.

2.2.2 **Language:**

a. Aircraft will be allocated a parking position adjacent to the Premium Terminal on the West Apron.

b. Once passengers disembark, aircraft will be repositioned to a non-designated parking position in the East Apron. To facilitate the arrival, pilots must remain on board and the aircraft will not enter taxi paths in the East Apron. www.cdm.gov.qa

c. Follow the guidance is mandatory for aircraft repositioning and will be provided along with marshalling services by the Agent/Operator.

d. An aircraft servicing shall not operate on the temporary parking position on the West Apron. All ground services may be provided after the aircraft reposition or prior to the scheduled departure, whichever is more appropriate to meet servicing requirements. To ensure availability of ground resources, Operators are required to advise service requirements including maintenance and/or aircraft preparation for long hays to the established Ground Handling Agent (GHA) (Refer to IAP Supplement 01/2022 during the Ground Handling Coordination business operations process via IAP SUP 19/2022). Late, or non-adherence of service requirements may result in denied or delayed aircraft services.

e. For safety and security purposes, access to aircraft during long hays may be restricted. Once an aircraft is cleared the Ground Handling Agent to get exceptional approval in case access to the aircraft is required.

Click for the real deal

There is also a new **AIP SUP 32/2022** effective Nov 3 which contains , and if you still ain't sure then daily CDM conferences take place at 0800 UTC, with an ATFM Daily Plan published at 1000 UTC.

The airports to know about.

You have two choices if you want to actually fly to the World Cup – **OTHH/Doha International** (actually called Hamad) or **OTBD/Doha International** (actually called Doha).

You should probably also be aware of OTBH/AI Udeid Airbase because it is fairly close to the Double Dohas, has two big runways and has been known to confuse some people.

OTHH/Hamad is the **main international airport** in Qatar.

You will find:

- 2 giant runways (4250m and 4850m)
- All the runways are CAT II/III
- RFF 10

If you want to head in here, then bear in mind this is the main international airport for the country and it is already busy with scheduled airline traffic.

You can find info on the general fees for operating here in the AIM.

The official FBO is Qatar Executive reachable at request@qatarexec.com.qa or +974 4022 1700

All their rates and fees are available here. There may be different charges for operating during the World Cup though so get in touch with them soon!

We discovered this updated fee list from QAS. It has jumped up just a little during the World Cup period so don't rely on old fees...

OTBD/Doha is the older international airport and was pretty much decommissioned for a while there. It

looks like it will be used for charter and private stuff, and some airline overflow traffic.

You have:

- One runway - RWY 15/33
- 4570m / 14,993'
- CAT I ILS 15 / CAT II/III ILS 33
- RFF 9

FIFA WORLD CUP 2022
Nov 20 - Dec 18

The infographic provides detailed information for several airports and general services:

- UAE GMT+3:**
 - OMSJ/Sharjah:** Runways: 12/30, Length: 4060m, Distance: 210nm. CONTACTS: GULFWINGS emad.fahem@gulfwings-fe.com, GAMA fbo.shj@gamaaviation.com.
 - OMDB/Dubai:** Runways: 12L/30R, 12R/30L, Length: 4000m, Distance: 204nm. CONTACTS: EXECJET fbo.omdb@execjet-me.com, EFS efs@dubaiairports.ae, JET AVIATION pah@jetaviation.ae.
 - OMDW/AI Maktoum:** Runways: 12/30, Length: 4500m, Distance: 215nm. CONTACTS: DC AVIATION ops@dc-aviation.ae, JETEX fbo-dwc@jetex.com, FALCON fbo@falconaviation.ae.
- SAUDI ARABIA GMT+3:**
 - OERK/Riyadh:** Runways: 15L/33R, 15R/33L, Length: 4205m, Distance: 275nm. CONTACTS: ARABASCO ops.rnh@arabasco.aero, HAS EXEC fbo.zerh@hasexecjet.com, JET AVIATION pah@jetaviation.com.sa.
 - OEDF/Dammam:** Runways: 16L/34R, 16R/34L, Length: 4000m, Distance: 121nm. CONTACTS: SAUDI PRIVATE fbo@sps.sa.
- Qatar GMT+3:**
 - OTHH/Hamad:** Runways: 16L/34R, 16R/34L, Length: 4850m, Distance: 0nm. CONTACTS: QATAR EXEC request@qatarexec.com.qa.
 - OTBD/Doha:** Runways: 15/33, Length: 4572m, Distance: 0nm. CONTACTS: QATAR EXEC request@qatarexec.com.qa.
- KUWAIT GMT+3:**
 - OKBK/Kuwait:** Runways: 15L/33R, 15R/33L, Length: 3500m, Distance: 315nm. CONTACTS: ROYAL AV kwicr@royal-aviation.com.kw.
- UAE GMT+3:**
 - OMAD/AI Bateen:** Runways: 13/31, Length: 3200m, Distance: 165nm. CONTACTS: DHABIJET fbo@munawala.ae.
- GENERAL INFORMATION:**
 - PRIMARY FBO: request@qatarexec.com.qa, +974 4022 1700
 - QATAR COORDINATION: http://www.qatarcoordination.com.qa/downloads.html
 - FLIGHT CLEARANCES/PERMITS: doha.comm@caa.gov.qa / khalid.alsiri@caa.gov.qa / rakesh.attavar@caa.gov.qa / airlines.affairs@caa.gov.qa or AFTN: OTBDYAYX / AFTN: OTBDYFYX
- OTHER SERVICES:**
 - PENALTIES:** ON DAY CANCELLATION/NO SHOW: \$5000 deposit PLUS; PASSENGER CHARTER: \$100/seat; BIZAV/GENAV: \$20,000; CARGO CHARTER: \$30,000. SLOT MISUSE: FLIGHT SHRS OR LESS: \$5000 +/- 20 mins slot time; FLIGHT MORE THAN SHRS: \$5000 +/- 35mins slot time. CHANGE TO PLANNED TYPE: ICAO LEVEL HIGHER: \$5000.
 - SLOT PENALTY EXEMPTIONS:** CIRCUMSTANCES BEYOND CONTROL: Aircraft Damage, Weather, Air Traffic Management Issues, Industrial Action, Mandatory Security.
 - DROP & GO:** OTHH/HAMAD, OTBD/DOHA, PARKING, QATAR, SAUDI ARABIA, UAE, BAHRAIN, KUWAIT.

Click for PDF

A quick bit on Slots, because they are quite a big deal.

Slots are already filling up fast. And they are mandatory. And there is an official process for requesting them which you can read about here.

If you haven't already organised it then **get on this fast**. I can't stress that enough. Do it now!

There are a few things to know:

- You will need to pay a **5000USD deposit**
- The deposit will be deducted from airport charges

- There will be hefty penalties applied for:
 - No shows or Go shows
 - Misuse (seriously late aircraft)
 - Using a different aircraft type to the one mentioned in the slot request
 - Cancelling on the day

There are exceptions to the penalties. Basically for anything outside the operator's control:

- If your airplane gets damaged (presumably not through your own fault)
- If the weather is particularly adverse
- Delays due to issues with Air Traffic management
- Industrial action
- Security related stuff (of the mandatory sort)

What sort of penalties are you looking at?

- If you cancel on the day or don't show up then on top of losing the slot booking deposit, you can expect the following penalties:
 - 100USD per seat (per flight) if you're a passenger charter flight
 - 20,000USD if you're a GA/BA flight
 - 30,000USD if you're a charter cargo flight
- If you just 'misuse' your slot then they'll fine you the following:
 - 5,000 USD for arrivals more than 20 minutes outside the approved slot time, for flights 5 hours or less
 - 5,000USD for arrivals outside 35 minutes of the slot, for flights longer than 5 hours
- Finally, if you take a different type in then expect a 5,000USD fine for each higher ICAO category than the one approved.

We got all this info from here - the official local slot rule spot.

If you sort it all out, get your slot, and plan to use it properly, then on the day, you'll need to do this:

Operators need to mention the Slot ID produced by the Qatar Slot Coordinator at their Flight Plan

- ▶ Operators on the day of scheduled operation should file the Flight plan along side with the unique Slot ID.
- ▶ Operators must file flight plans matching the slot approved as per below:
 - FIELD 18 - RMK/ASLOTHHXXX0130
 - ASL = Airport Slot
 - OTHH = Airport concerned
 - A = Arrival (D for Dep)
 - XXX0130 = Flight number or Slot ID

On the day.

If you don't want to stick around in Qatar...

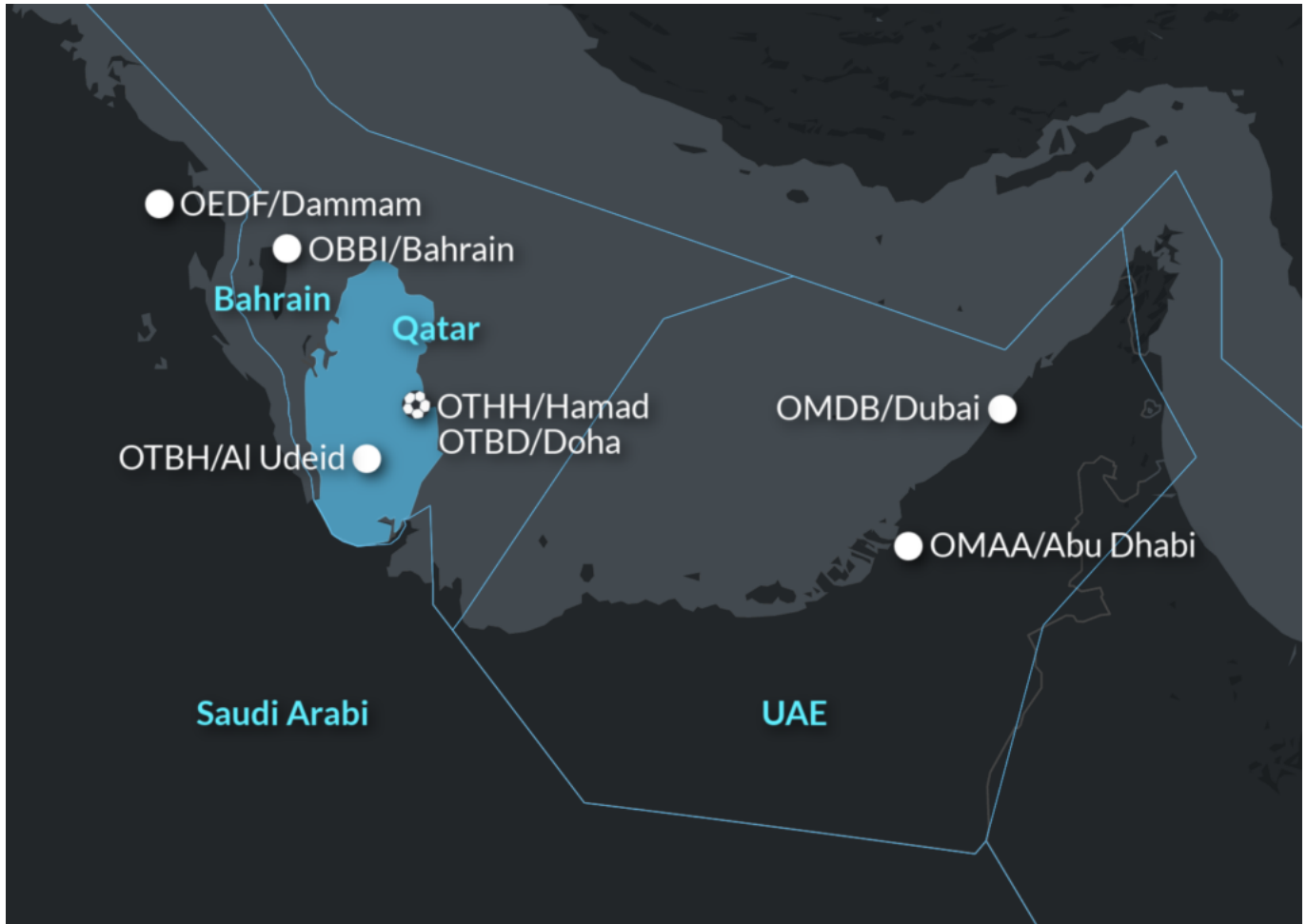
There are some handy and fairly close other places which you might want to consider using instead (if you can't get parking in Doha). These are probably what you'll file as your alternates for Doha anyway, given the size and airport numbers in Qatar (2).

Next to Qatar you have Bahrain and **OBBI/Bahrain International**. A very good alternate, *although we are currently checking whether flights direct between the two countries are possible.*

Just past Bahrain you have Saudi Arabia, and **OEDF/Dammam International**. This is a good alternate, although not as good as OBBI. A little bit further into Saudi and you have OERK/Riyadh.

On the other side of Qatar you have some water and then the UAE with **OMAA/Abu Dhabi, OMDB/Dubai, OMDW/Another Dubai** are all good alternates. We also heard that **OMSJ/Sharjah** FBO Gama Aviation is offering 7 days free parking there.

Head north and you'll find **OKBK/Kuwait**. Also a good alternate. I forgot to put it on the map, it is up there just outside the edge of the picture though.



A few useful ones to know about.

Some things to know about the country.

You need permits for both landings and overflights. To get all your flight clearances stuff, try these folk at the Civil Aviation Authority Qatar: doha.comm@caa.gov.qa / khalid.alnsiri@caa.gov.qa / rakesh.attavar@caa.gov.qa / airlines.affairs@caa.gov.qa or AFTN: OTBDYAYX / AFTN: OTBDYFYX

Their AIP is available online, for free, if you need it. You can find it here.

They have a **new airspace**. Yes indeed. Read about that here.

You really, really **can't take alcohol into Qatar**. Or a lot of medication (anything containing Codeine will get you into trouble. Anything else, just carry a prescription for it).

Because Qatar is fairly small and **hotel rooms fairly limited**, most are requiring tickets to the game so you might have trouble finding space for your crew if they're overnighing.

It will be **mandatory to have a maintenance agreement in place with your ground handling agent** if you are operating into Qatar, or else you'll have to carry your own engineer/maintenance person with you onboard - even for a drop and go.

- *Bombardier are negotiating with Qatar Executive for them to provide support for the Challenger and Global series of aircraft. It's not been finalised yet, but hopefully will all be in place before things 'kick off' (if you'll pardon the pun).*

Some Covid stuff.

As of at the moment, **Air Crew can enter Qatar for 96 hours.** To do this, you need a vaccination certificate and a PCR taken in Qatar within 72 hours of your arrival. **Unvaccinated crew will not be allowed in.**

A quick definition.

Football = Soccer (if you're American).