



ICAO MID

ATFM TF/7



Seventh Meeting of the MIDANPIRG Air Traffic Flow Management Task Force

ATFM TF/7

(Doha, Qatar, 8 – 9 February 2023)



ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



Provisional Agenda:

- Agenda Item 1: Adoption of the Provisional Agenda
- Agenda Item 2: Global Developments related to the ATFM**
- Agenda Item 3: Regional Framework:
- Follow-up on the MIDANPIRG/19 meeting outcomes
 - Outcomes of the FWC 2022 related to ATFM Implementation
 - National ATFM Implementation Checklist
 - States' Experience and Challenges
 - Outcomes of the MID ATFM Workshop
 - Review and update MID ATFM Implementation Action Plan
- Agenda Item 3: Future Work Programme
- Agenda Item 4: Any other Business



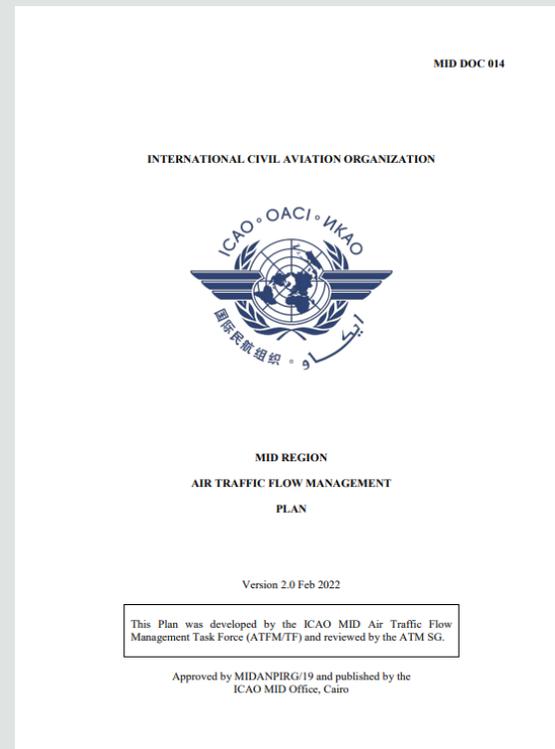
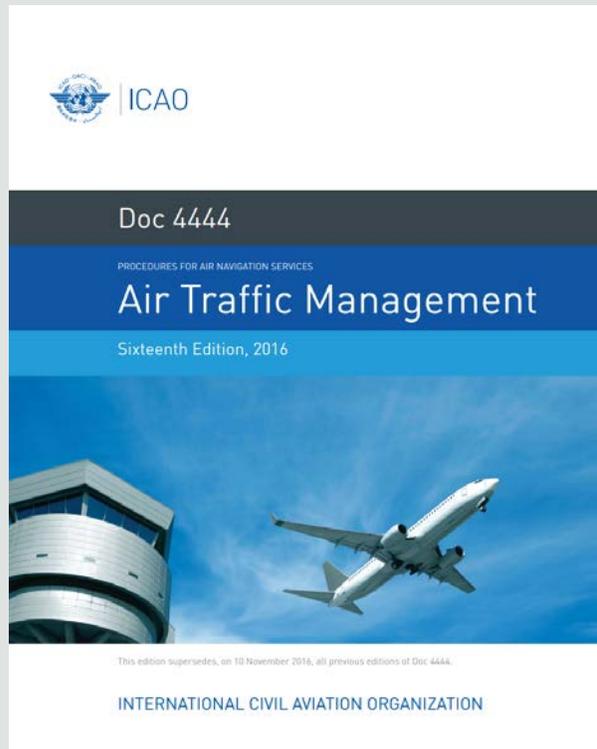
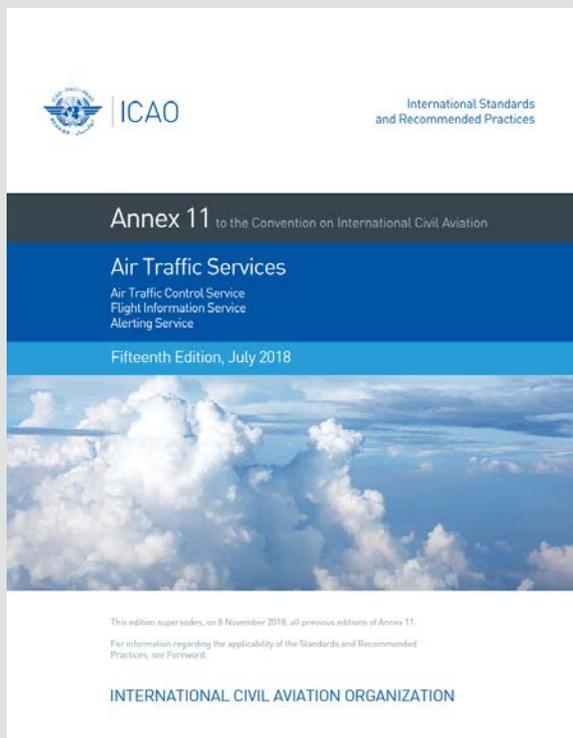
ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



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ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



GANP/ASBU and ANP Relation

The screenshot shows the ICAO GANP Portal interface. At the top, there is the ICAO logo and the text 'ICAO GANP PORTAL'. Below this is a navigation bar with 'Back to Portal', 'ASBUs', 'Performance Framework', and a 'Login' button. The main content area is titled 'ASBU ELEMENTS' and features a filter section with 'Edit Filters', 'NOPS', and 'FICE' buttons. There are also 'Change Request' and 'Generate PDF' buttons. Below the filters, a table lists ASBU elements under the 'FICE' category:

FICE		
FICE-B0/1	Automated basic inter facility data exchange (AIDC)	Information
FICE-B2/1	Planning Service	Information
FICE-B2/2	Filing Service	Information

[Link to: GANP Portal](#)



ATFM TF/7

8 – 9 February 2023, Doha, Qatar



GANP/ASBU and ANP Relation

NOPS							
	B0/1	Initial integration of collaborative airspace management with air traffic flow management	1	2015			
FICE							
FICE	B0/1	Automated basic inter facility data exchange (AIDC)	1	2014	CNS SG ATM SG		

[Link to: MID AN Strategy](#)



ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



GANP/ASBU and ANP Relation

FICE					
FICE B0/1	Automated basic inter facility data exchange (AIDC)	According to the MID Region AIDC/OLDI Priority 1 Applicability Area at Attachment A	Indicator*: % of priority 1 AIDC/OLDI Interconnection have been implemented Supporting metric: Number of AIDC/OLDI interconnections implemented between adjacent ACCs	70%	Dec 2020

MID Region Air Navigation Strategy - 11 - February 2021

NOPS					
NOPS B0/1	Initial integration of collaborative airspace management with air traffic flow management	Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, UAE	Indicator*: % of States implementing ASM/ATFM techniques, procedures and tools for the initial establishment of an integrated collaborative airspace management and air traffic flow and capacity management process Supporting metric: number of States implementing ASM/ATFM techniques, procedures and tools for the initial establishment of an integrated collaborative airspace management and air traffic flow and capacity management process.	50%	Dec 2022

* As per the applicability area

[Link to: MID AN Strategy](#)



ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



FF-ICE development

Proposals for the amendment concerning the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services.

The amendment is proposed to of Annexes 2, 10 Volume II, PANS-ATM (Doc 4444), PANS-AIM (Doc 10066).

And consequential amendments to Annexes 1, 6 (Parts I, II and III), 9, 11, 16 Volume IV, PANS-OPS, Volume III (Doc 8168), and PANS-ABC (Doc 8400)



ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



FF-ICE development

The Air Navigation Commission (ANC), at the sixth, meeting of its 221st Session held on 29 November 2022, considered proposals developed by the fourth meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP/4) to amend:

- Annex 2 — Rules of the Air,
- Annex 10 — Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS status,
- The Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444),
- The Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066)

and consequential amendments to:

- Annex 1 — Personnel Licensing,
- Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, Part II — International General Aviation — Aeroplanes and Part III — International Operations — Helicopters,
- Annex 9 — Facilitation, Annex 11 — Air Traffic Services,
- Annex 16 — Environmental Protection, Volume IV — Carbon offsetting and Reduction Scheme for International Aviation (CORSA),
- The Procedures for Air Navigation Services — Aircraft Operations, Volume III — Aircraft Operating Procedures (PANS-OPS, Doc 8168) and
- The Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC, Doc 8400)



ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



FF-ICE development

OBJECTIVES, SCOPE, AND GUIDING PRINCIPLES

- The flight and flow — information for a collaborative environment (FF-ICE) concept was intended to address limitations and constraints of the current flight planning mechanism and enable the transition to a fully collaborative environment where a flight trajectory is shared and optimized during all phases of a flight (i.e. trajectory-based operations (TBO) environment).
- The FF-ICE concept has been transposed into ICAO provisions as six defined services (planning service, filing service, trial service, flight data request service, notification service and publication service), which can be implemented incrementally and on a voluntary basis. Each service is to be supported by an associated set of harmonized procedures and standardized messages.



ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



FF-ICE development

The proposals focus primarily on interactions prior to departure as envisioned in the FICE thread of the Aviation System Block Upgrades (ASBU) framework, they are intended to cover broad areas of applicability in a lifecycle of a flight, and allow for successive incremental additions to the provisions to cater for the evolution of the FF-ICE services. As to an appropriate document for hosting new requirements or procedures, the current structure of provisions related to “flight plans” and “flight planning” was used as a reference. Accordingly, the main proposals for amendment are made to Annex 2, Annex 10, Volume II, PANS-ATM (Doc 4444) and PANS-AIM (Doc 10066).



ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



FF-ICE development

The major changes introduced to the flight plan provisions with the applicability date of November 2012 were meant to be an interim measure pending transitioning to implementing the FF-ICE concept. Therefore, no further intermediary investment related to the existing flight planning system is recommended. In this regard, the proposed amendment intends to ensure no impact on airspace users and air traffic services (ATS) providers unless they elect to provide and/or use the FFICE services, to avoid the intermediary system modification that would generate significant cost and could delay transitioning to the implementation of the FF-ICE services.



ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



FF-ICE development

FLIGHT PLAN DEFINITIONS

The introduction of the FF-ICE services required a new term “preliminary flight plan”, which can be submitted prior to filing a flight plan for a collaborative flight planning between a unit providing FF-ICE planning service and an operator or designated representative.

Considering this new type of flight plan is not necessarily provided to an ATS unit, the proposal amends the definition of “flight plan” to make it generic about to whom the information is provided to accommodate the anticipated filing of flight plans using FF-ICE services.



ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



FF-ICE development

The proposal takes account of the flight plan evolving into different types (operational, preliminary, filed and current flight plan), each of which has a specific audience and purpose, as this is an essential foundation for the FF-ICE and TBO concepts. In addition, the proposal intends to clarify the difference between the existing terms “filed flight plan” and “current flight plan”, which often led to different interpretations among controllers and pilots.



ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



FF-ICE development

CONSEQUENTIAL AMENDMENTS

All provisions concerning “flight plan” and “flight planning” contained in Annexes and PANS were reviewed and consequential amendments are proposed to Annexes 1, 6, Parts I, II and III, 9, 11, 16, Volume IV, PANS-OPS, Volume III (Doc 8168) and PANS-ABC (Doc 8400).

These amendments were proposed as deemed necessary to support the mixed-mode operation where the existing flight planning mechanism and FF-ICE services co-exist and ensure the correct use of the term “flight plan” and when applicable, specific types of the flight plan.



ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



FF-ICE development

New definitions:

Current flight plan (CPL). The flight plan, including changes, if any, brought about that reflects changes to the filed flight plan, if any, by subsequent ATC clearances.

...

Filed flight plan (FPL or eFPL). The latest flight plan as filed with an ATS unit submitted by the pilot, an operator or a designated representative, without any subsequent changes for use by ATS units.

Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.

...

Flight plan. Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Note 1.— The term flight plan may be prefixed by the words “preliminary”, “filed”, “current” or “operational” to indicate the context and different stages of a flight.

Note 2.— When the word “message” is used as a suffix to this term, it denotes the content and format of the flight plan data as transmitted.



ICAO MID

ATFM TF/7

8 – 9 February 2023, Doha, Qatar



FF-ICE development



International Civil Aviation Organization
 Organisation de l'aviation civile internationale
 Organización de Aviación Civil Internacional
 Международная организация гражданской авиации
 منظمة الطيران المدني الدولي
 國際民用航空組織

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Ref: AN 13/1.8, AN 7/63.1.2, AN 13/2.5, AN 2/33.1-23/108 29 December 2022

Subject: Proposals for the amendment of Annexes 2, 10, Volume II, PANS-ATM (Doc 4444), PANS-AIM (Doc 10066) and consequential amendments to Annexes 1, 6, Parts I, II and III, 9, 11, 16, Volume IV, PANS-OPS, Volume III (Doc 8168), and PANS-ABC (Doc 8400) concerning the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services

Action required: Comments to reach Montréal by 29 June 2023

Sir/Madam,

1. I have the honour to inform you that the Air Navigation Commission (ANC), at the sixth meeting of its 21st Session held on 29 November 2022, considered proposals developed by the fourth meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP-4) to amend Annex 2 — Rules of the Air, Annex 10 — Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS status, the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444), the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066) and consequential amendments to Annex 1 — Personnel Licensing, Annex 6 — Operation of Aircraft, Part 1 — International Commercial Air Transport — Aeroplanes, Part II — International General Aviation — Aeroplanes and Part III — International Operations — Helicopters, Annex 9 — Facilitation, Annex 11 — Air Traffic Services, Annex 16 — Environmental Protection, Volume IV — Carbon offsetting and Reduction Scheme for International Aviation (CORSA), the Procedures for Air Navigation Services — Aircraft Operations, Volume III — Aircraft Operating Procedures (PANS-OPS, Doc 8168) and the Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC, Doc 8400) concerning the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services. The Commission authorized their transmission to Contracting States and appropriate international organizations for comments.

2. Background information on the aforementioned amendment proposals is provided in Attachment A. The proposed amendment to Annex 2, Annex 10, Volume II, PANS-ATM (Doc 4444) and PANS-AIM (Doc 10066) are contained in Attachments B, C, D and E, respectively. The consequential amendments proposed to Annexes 1, 6, Parts I, II and III, 9, 11, 16, Volume IV, PANS-OPS, Volume III

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Thank you



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