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Understanding FF-ICE through Scenarios



01

Flight Plan Version Number

02

Scenarios description

Filing Service

Planning Service



01

Flight Plan version Number

- What is the operator flight plan version
- Why an operator flight plan version
- How to use it

What is the operator flight plan version number and why needed

Operator Flight Plan version

- Mandatory data item (Preliminary Flight Plan and Filed Flight Plan)
- An incremental number (integer) assigned by the AU to each individual update of a given flight plan transmitted to ATM

Purpose

- Assist in data synchronisation and in providing a reference for feedback

OPS

- If provided to the pilot, would allow ATC and the pilot to verify they are using the same version of the flight plan

How to use the operator version number

eAU

- Increment by 1 and include the version number in all flight plan data updates provided to ATM systems
- Continue the version numbering across the transition from Planning Service (Preliminary Flight Plan -PFP) to Filing Service (Filed Flight Plan – eFPL)

eASP

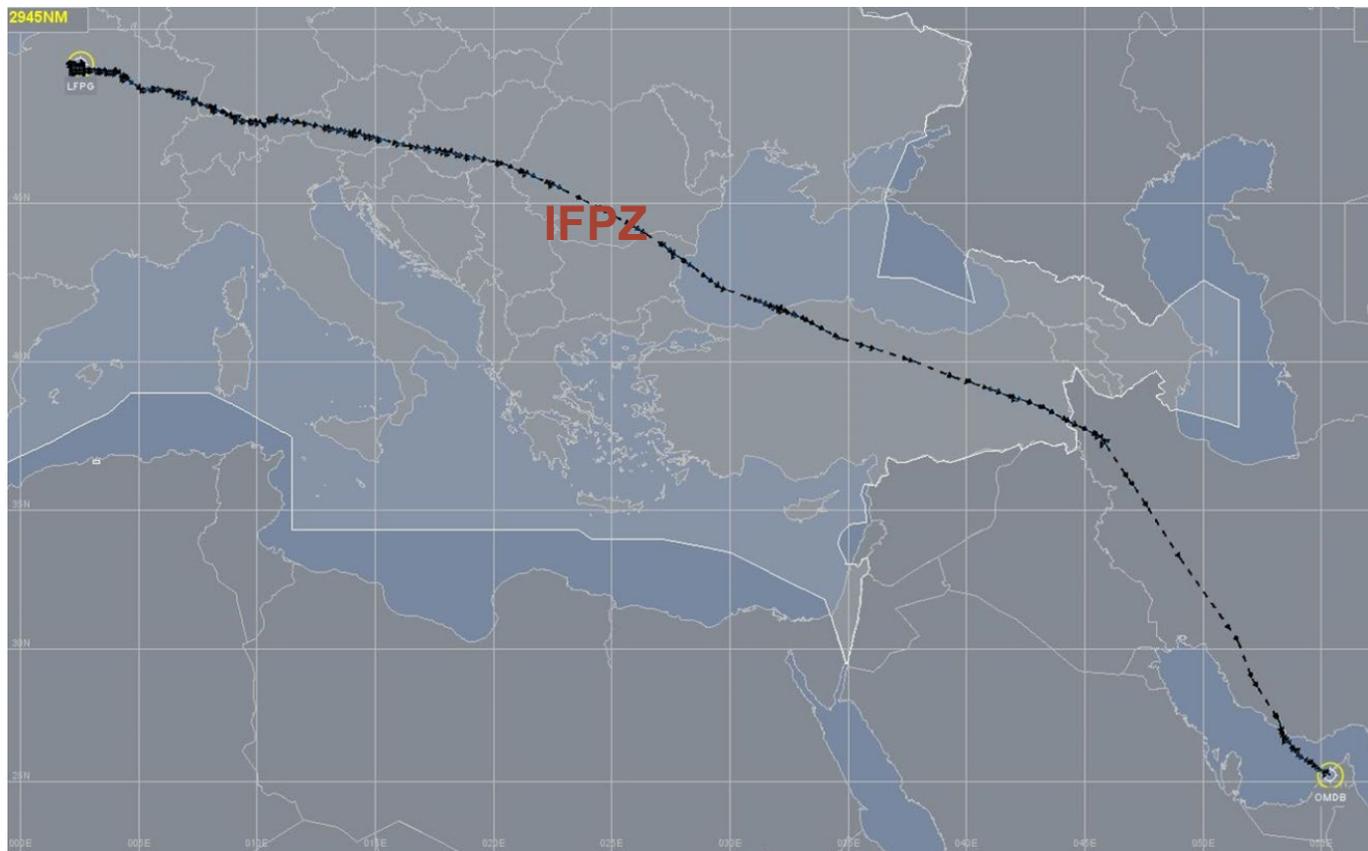
- Reference within feedback communications (Planning and Filing Status) the version to which they are responding

01

Scenarios description

- Filing Service
 - Nominal case – ACK eFPL (Case 1)
 - One eASP REJ the eFPL (Case 2)
- Planning Service
 - Parallel approach
 - Serial approach

Scenario Flight Details



- LFFF FIR
 - LFFF UIR
 - EDUU UIR
 - LSAS UIR
 - LOVV FIR
 - LJLA FIR
 - LHCC FIR
 - LRBB FIR
 - LBSR FIR
 - LTBB FIR
 - LTAA FIR
- } eASP (NM)
- OIIX FIR - aASP
- OMAE FIR - eASP (UAE ANSP)

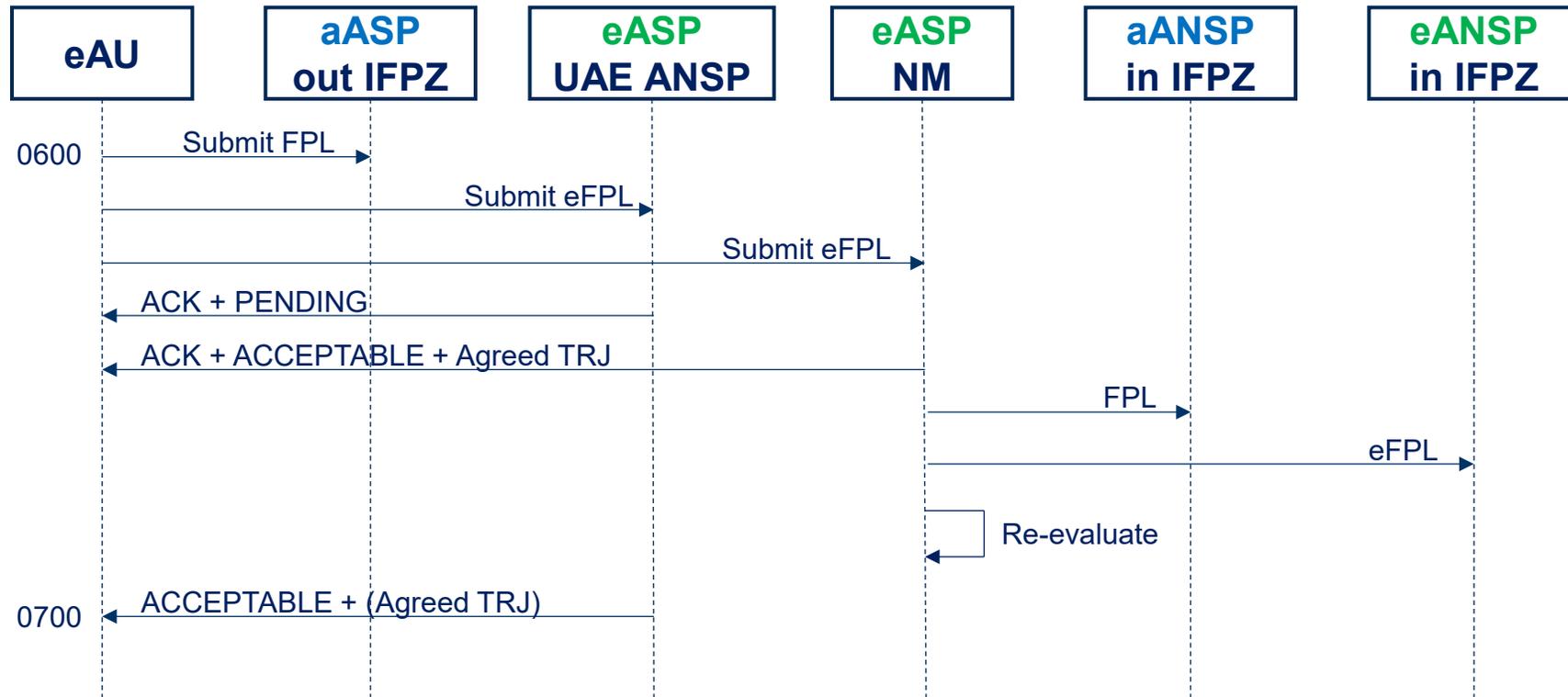
-LFPG1000
 -N0480F310 BUBLI2B BUBLI UG42 LUVAL UN491 DEGES UN871 GAPTO UT23
 BIRGI DCT DIMLO DCT INVED M747 NEKUL P975 ARTAT UP975 ERGUN UL124
 BONAM/N0479F350 L319 PARAS/N0478F370 L319 DASDO UL223
 LAM/N0488F350 G666 LVA/N0455F270 G666 ORSAR B416 DESDI
 -OMDB0605

Filing Service

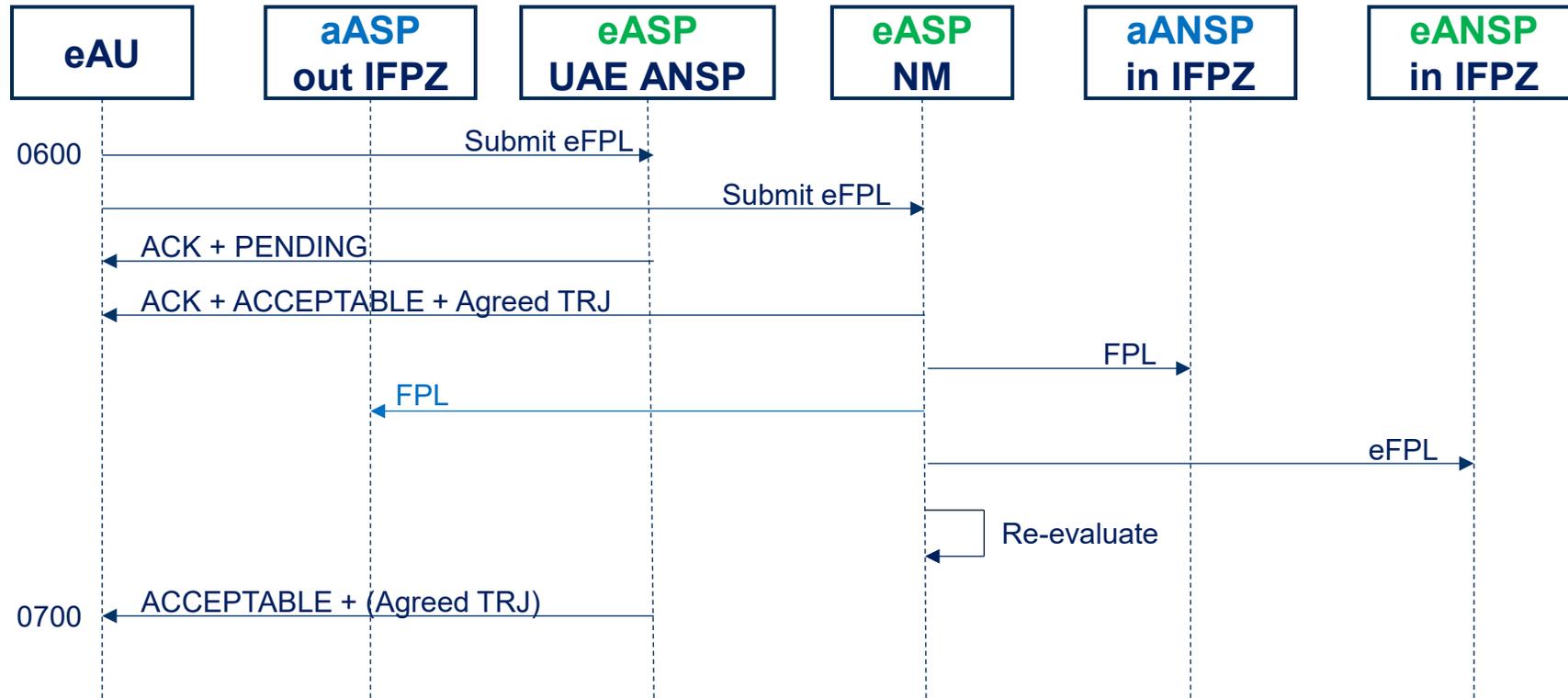
Nominal case – all eASPs respond ACK

- An eFPL is submitted for a flight departing the IFPZ and going outside IFPZ
- At least one non-FF-ICE capable ASP inside the IFPZ (aANSP) and one outside (aASP) the IFPZ are concerned by the flight
- All other ASPs are FF-ICE capable i.e. capable to process FF-ICE flight plans
- The submission of the equivalent FPL to aASP outside the IFPZ may either be performed by the eAU directly (Case 1a) or through the NM (Case 1b)
- The eFPL is accepted and corresponding Submission Responses and Filing Status are returned by NM and eASPs outside the IFPZ
- The eFPL remains valid after re-evaluation
- The flight is not regulated i.e. it receives no departure slot

Case 1a – Sequence diagram



Case 1b - Sequence diagram

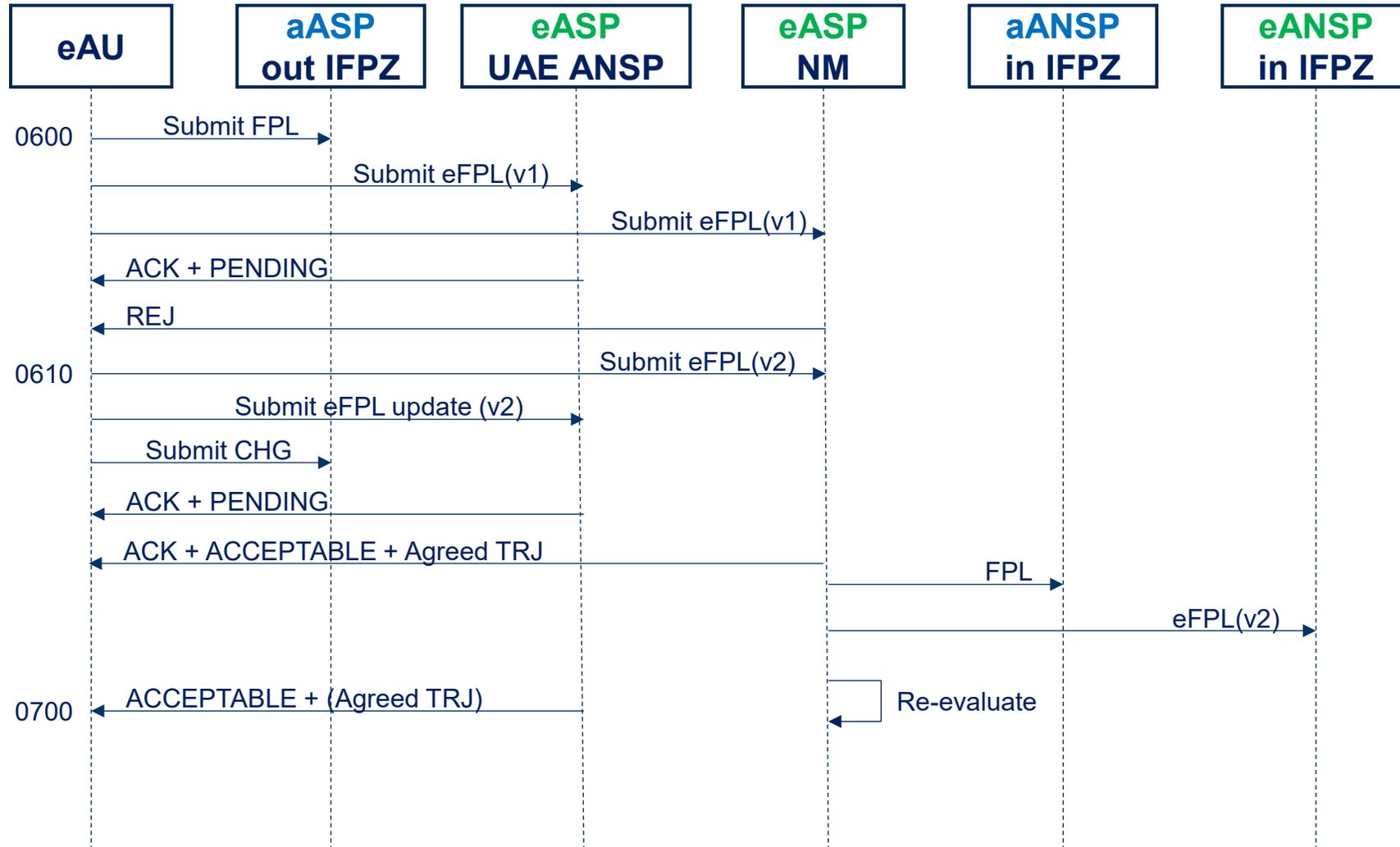


Filing Service

Non-Nominal case – One eASP REJ the eFPL

- An eFPL is submitted for a flight departing the IFPZ and going outside IFPZ
- The flight, ASPs and their FF-ICE capabilities are the same as in Nominal case (as before)
- The FPL submission to the aASP outside the IFPZ is performed by the eAU directly
- The eFPL is rejected by NM due to a restriction error but accepted by the eASP (UAE ANSP)
- A second version of the eFPL, correcting the error, is submitted to the NM
- A corresponding eFPL update is submitted to the eASP (UAE ANSP)
- The case then continues as in the nominal case

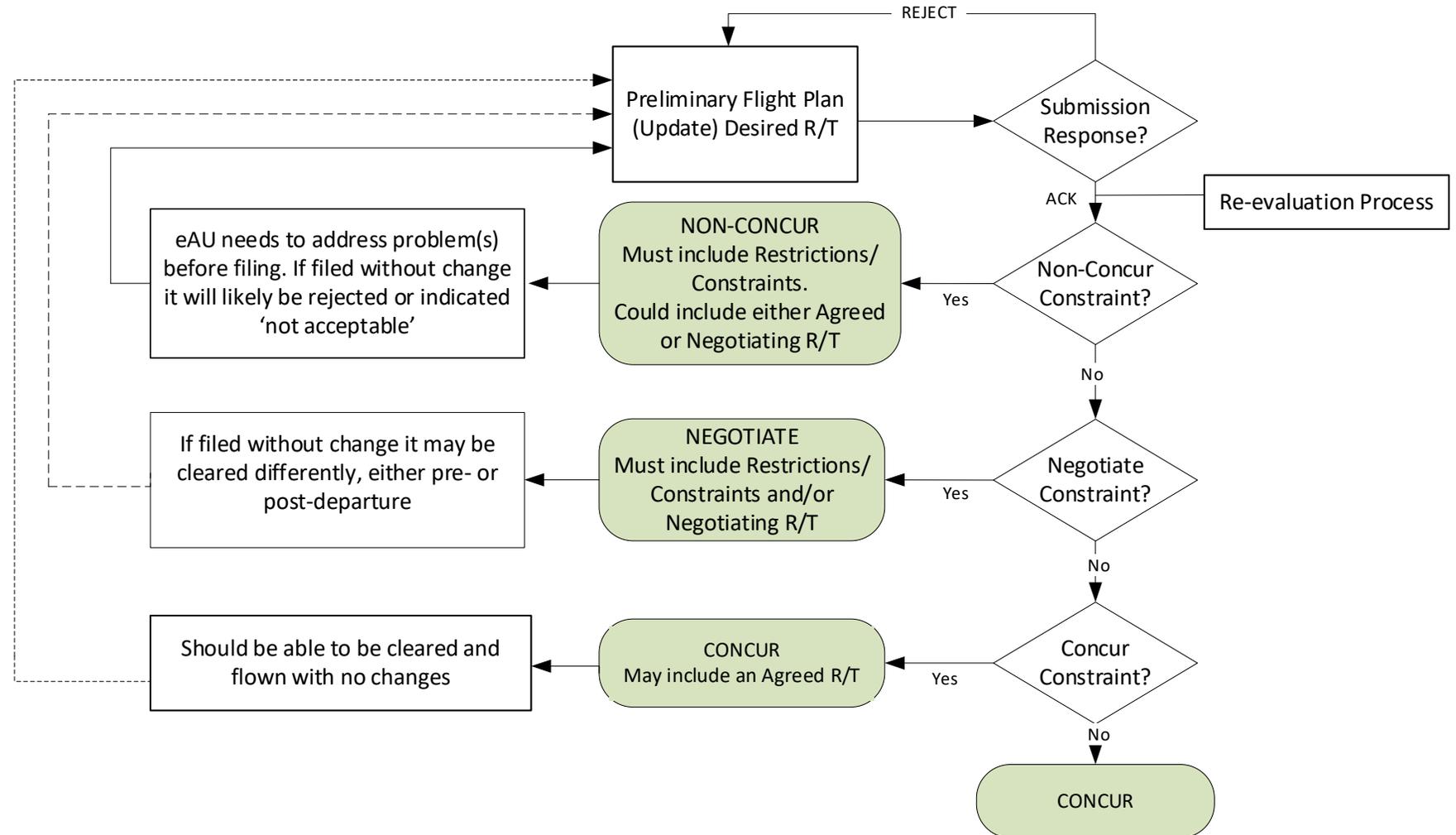
Case 2 – Sequence diagram



Planning Service - Planning Status & Response Procedure

Submission Response
– Immediate response
= ACK, MAN or REJ

Planning Status –
result of operational
acceptability

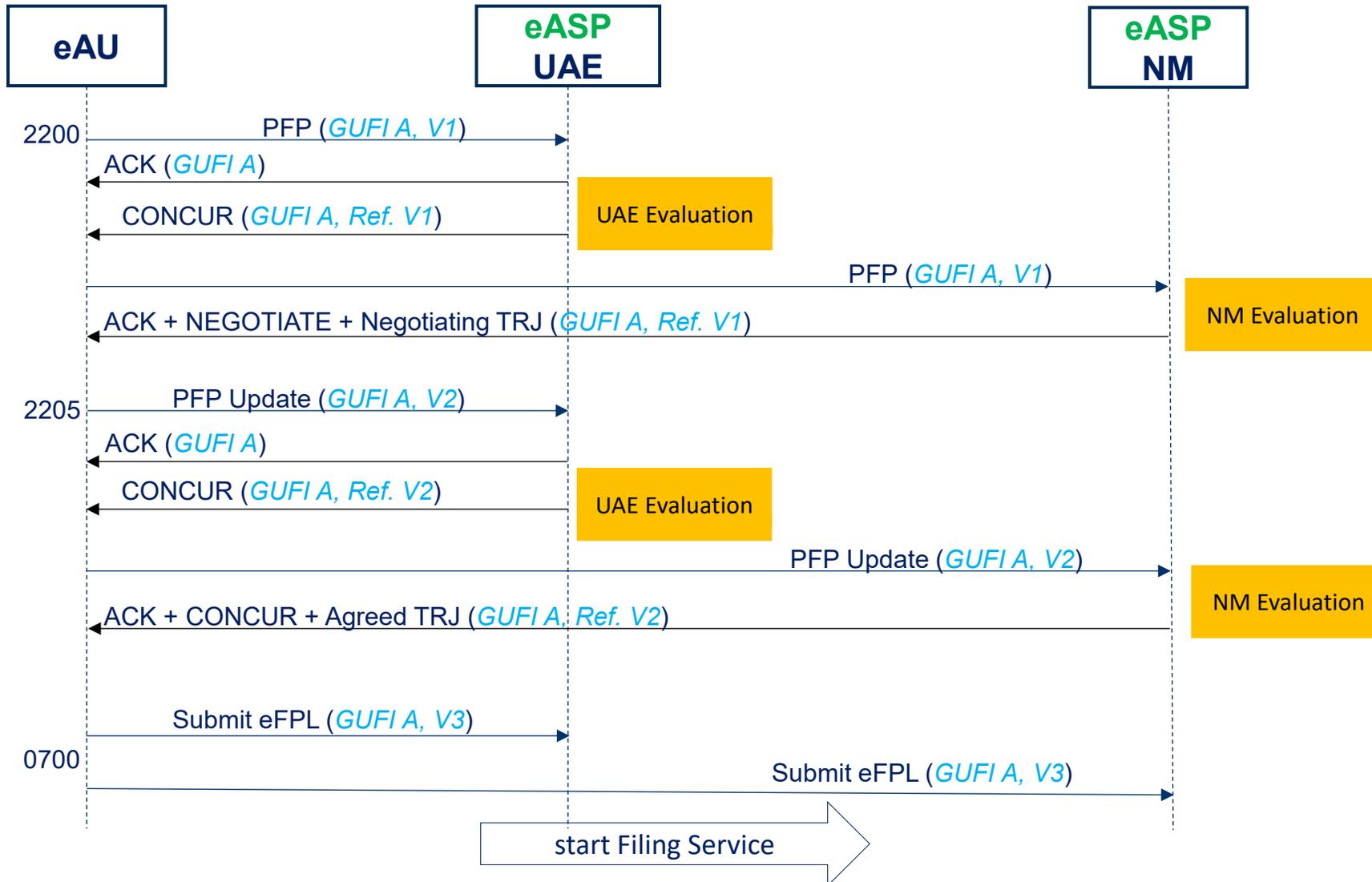


Planning Service

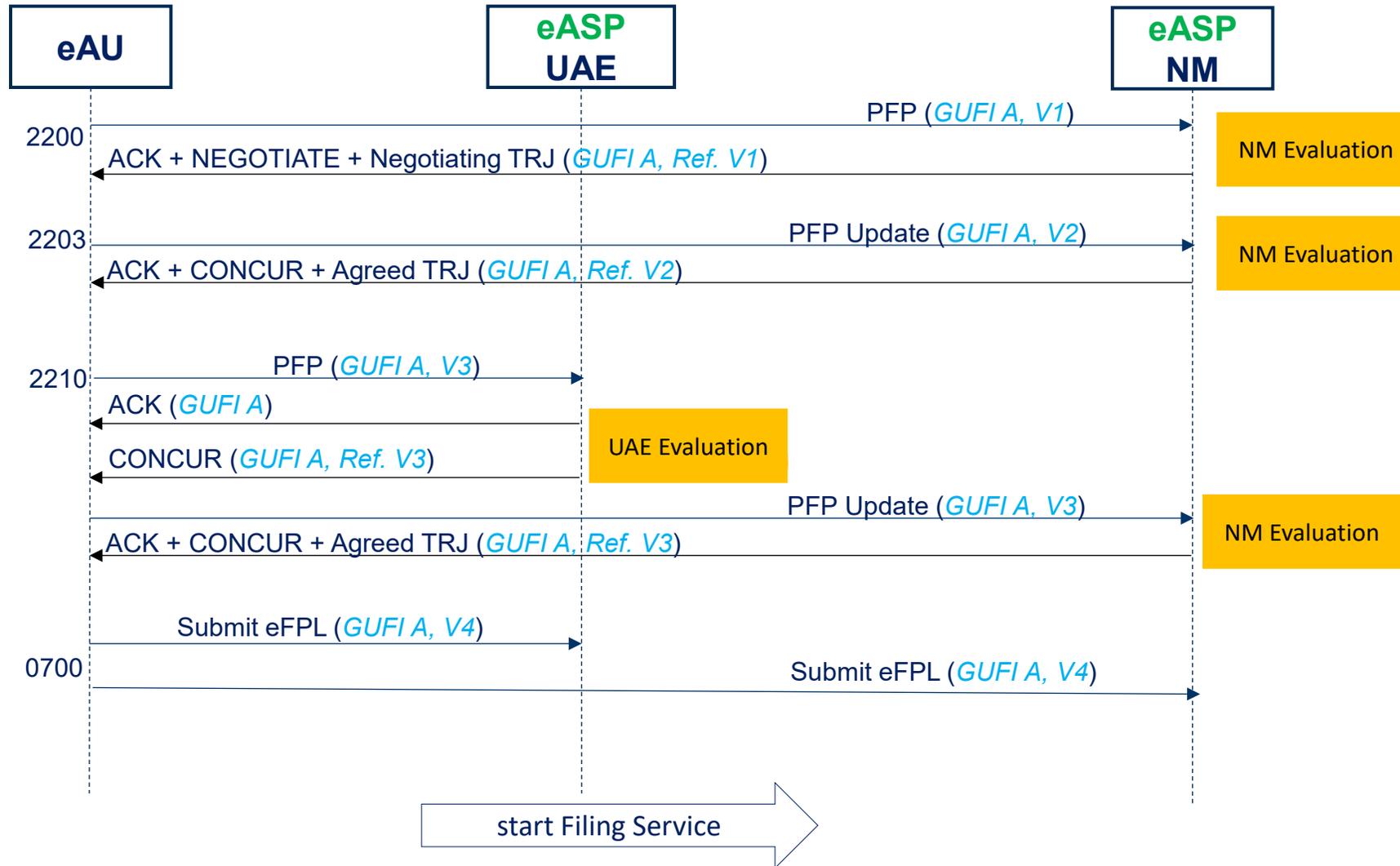
Scenario Overview

- Flight details are as before
- NM provides 'Planning Service' for the IFPZ
- UAE ANSP provides 'Planning Service'
- eAU performs planning both with NM and UAE ANSP
 - Parallel approach – Case 3a
 - Individual ad-hoc or serial – Case 3b
- The flight is not regulated i.e. it receives no departure slot
- The PFP remains 'valid' after re-evaluation

Case 3a (parallel approach) – Sequence diagram



Case 3b (Ad-hoc, individual or serial approach) – Sequence diagram

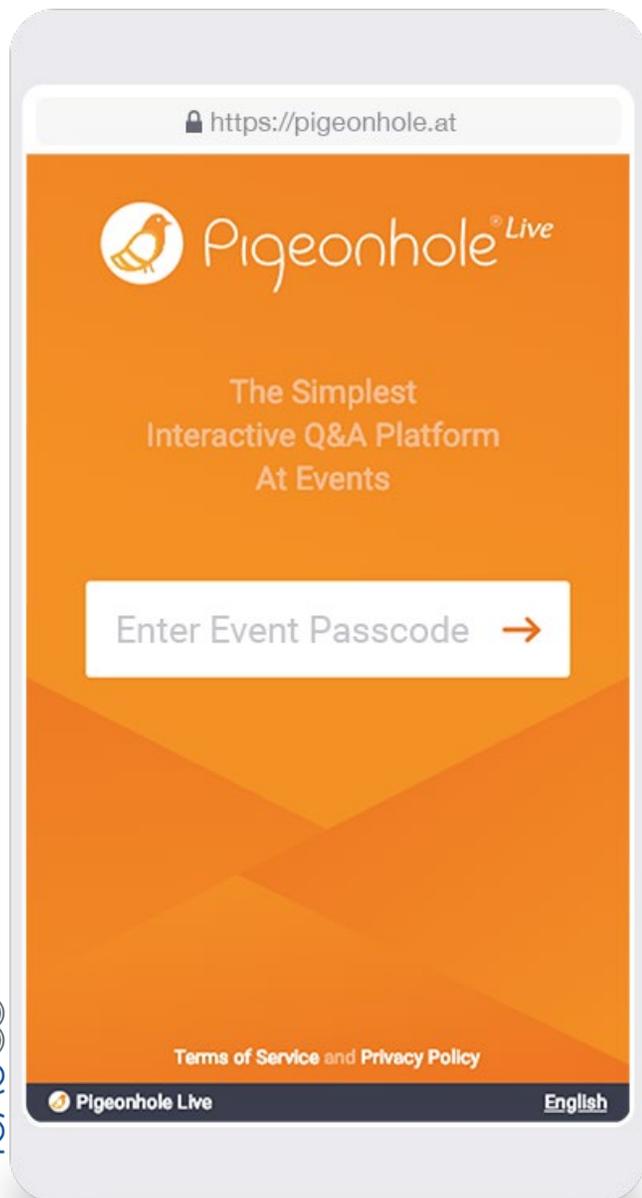


- Planning
 - The first Preliminary Flight Plan received by an eASP may not be version “1” (individual or serial approach)
- Filing
 - The first Filed Flight Plan may not be version “1”
 - Each new version received from the operator as an update is expected to be a single increment above the previous version
 - A missed sequence number should therefore raise an error and the error should trigger the operator to respond by sending the latest version as a complete Preliminary Flight Plan or Filed Flight Plan

For Questions

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