



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty Sixth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/26)

7 - 8 November 2023

Agenda Item 3: Implementation of air navigation goals, targets and indicators, including the priorities set in the Regional Air Navigation Plan
Preparation for the Implementation of the FF-ICE Flight Plan in the AFI Region
(Note presented by ASECNA)

SUMMARY	
This note provides an update on the progress of the ICAO ATMRPP Panel regarding FF-ICE, particularly the FF-ICE flight plan, which is set to replace the FPL2012 by 2032. It suggests that the meeting should consider taking appropriate actions to prepare the region for this transition.	
Follow-up actions:	
<ul style="list-style-type: none"> a) Acknowledge the need for coordinated action at the AFI region level for the implementation of the new flight plan with the required infrastructure. b) Take the appropriate steps to prepare the region for this change. 	
REFERENCE(S)	<ul style="list-style-type: none"> - Doc 9965 - Rapport ATMRPP WG42
Objectives Strategic	A: Safety - B: Air Navigation Capacity and Efficiency - E: Environmental Protection

1. INTRODUCTION

1.1 The ATMRPP Panel was established by ICAO in 1997 with the aim of developing new operational concepts to meet the evolving global air traffic management (ATM) needs. Under the authority of the Air Navigation Commission, the Panel consists of experts nominated by States, Air Navigation Service Providers (ANSPs), airlines, and the technical industry. South Africa (State) and ASECNA (ANSP) represent the AFI region as the two members of the Panel. The ATMRPP Panel has been working on the concept of "Flight and Flow Information for a Collaborative Environment (FF-ICE)" for several years.

1.2 The current flight planning system has limitations in supporting the needs of global ATM. These limitations include constraints related to the quantity of information, flexibility, interoperability among stakeholders, and the potential for collaborative decision-making, among other factors.

1.3 FF-ICE is designed to address these shortcomings by providing a collaborative environment that allows for the consistent and harmonized sharing of information across a broader range of participants before, during, and after the flight through a secure network. The goal is for the entire ATM community to have access to timely, high-quality information to optimize flight trajectories, including flight information, aeronautical data, and meteorological information.

2. ANALYSIS

2.1 The development work for the FF-ICE concept can be summarized in two phases: FF-ICE/Release 1 (pre-departure operations) and FF-ICE/Release 2 (post-departure operations).

2.2 FF-ICE/Release 1 includes six (06) services related to the flight plan: the planning service, the validation service, the flight plan filing service, the flight data request service, the notification service, and the publication service.

2.3 The development of FF-ICE/Release 1 has led to a new format of Doc 9965 on FF-ICE, which is divided into two volumes: Doc 9965 Vol I (FF-ICE Concept) and Vol II (FF-ICE Implementation Guide). Relevant annexes and documents from ICAO have been amended to accommodate the new flight plan format. These proposed amendments are expected to become effective on November 28, 2024.

2.4 FF-ICE is supported by SWIM (System Wide Information Management), which is a fundamental element for the harmonized exchange of aeronautical, meteorological, flight, and flow information through the respective models AIXM, iWXXM, FIXM, and FLXM. States are encouraged to implement FF-ICE/Release 1 via SWIM.

2.5 The implementation of FF-ICE/Release 1 will commence in 2025, and the scheduled retirement date for the current 2012 flight plan is set for the end of 2032 in the regions. The indicative timeline proposed to the Air Navigation Commission by the ATMRPP Panel is shown in the diagram at the end of this document. The implementation of FF-ICE/Release 1 services will not occur simultaneously across States; there will be a more or less extended period of operations in a mixed environment with both FPL 2012 and FF-ICE flight plans. States will need to adopt a harmonized transition plan that considers each state's adaptability to limit the duration and risks associated with mixed-mode operations and facilitate system interoperability during the transition phase.

2.6 Therefore, it seems necessary to initiate a discussion at the regional level to identify the actions required for a smooth and harmonized transition to this change. The region could benefit from the support of certain experts from the Panel.

3. CONCLUSION

The meeting is invited to:

- Take note of the information provided in this document;
- Take appropriate actions to harmonize knowledge about the forthcoming change; and
- Take the necessary actions to initiate a discussion on how to collectively guide the states of the region towards the implementation of the FF-ICE flight plan by 2032.

Indicative Timeline

