



DGP/27-IP/13
12/9/19

DANGEROUS GOODS PANEL (DGP)

TWENTY-SEVENTH MEETING

Montréal, 16 to 20 September 2019

Agenda Item 10: Other business

UPDATE ON FLIGHT AND FLOW INFORMATION FOR A COOPERATIVE ENVIRONMENT (FF-ICE)

(Presented by the Secretary of the Air Traffic Management Requirements and
Performance Panel (ATMRPP))



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Update on Flight and Flow Information for a Cooperative Environment (FF-ICE)

Presented to Dangerous Goods Panel (DGP)
On 12 September 2019

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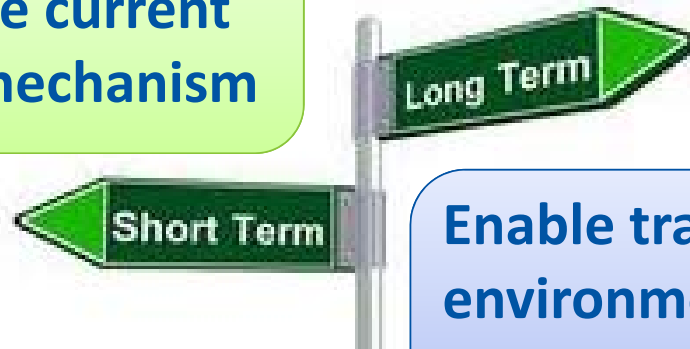
Content

- Recap of previous discussions
- Recent developments
- Next steps



Why FF-ICE ?

Address limitations and constraints of the current flight planning mechanism



Enable transitioning to an environment where a flight trajectory is constantly optimized during all phases of a flight



Why FF-ICE ?



- Information content (additional information)
- Interactions between stakeholders (more coordination/negotiation)
- Mechanism to exchange information (IP-based, using exchange models, SWIM)



How to roll out ?

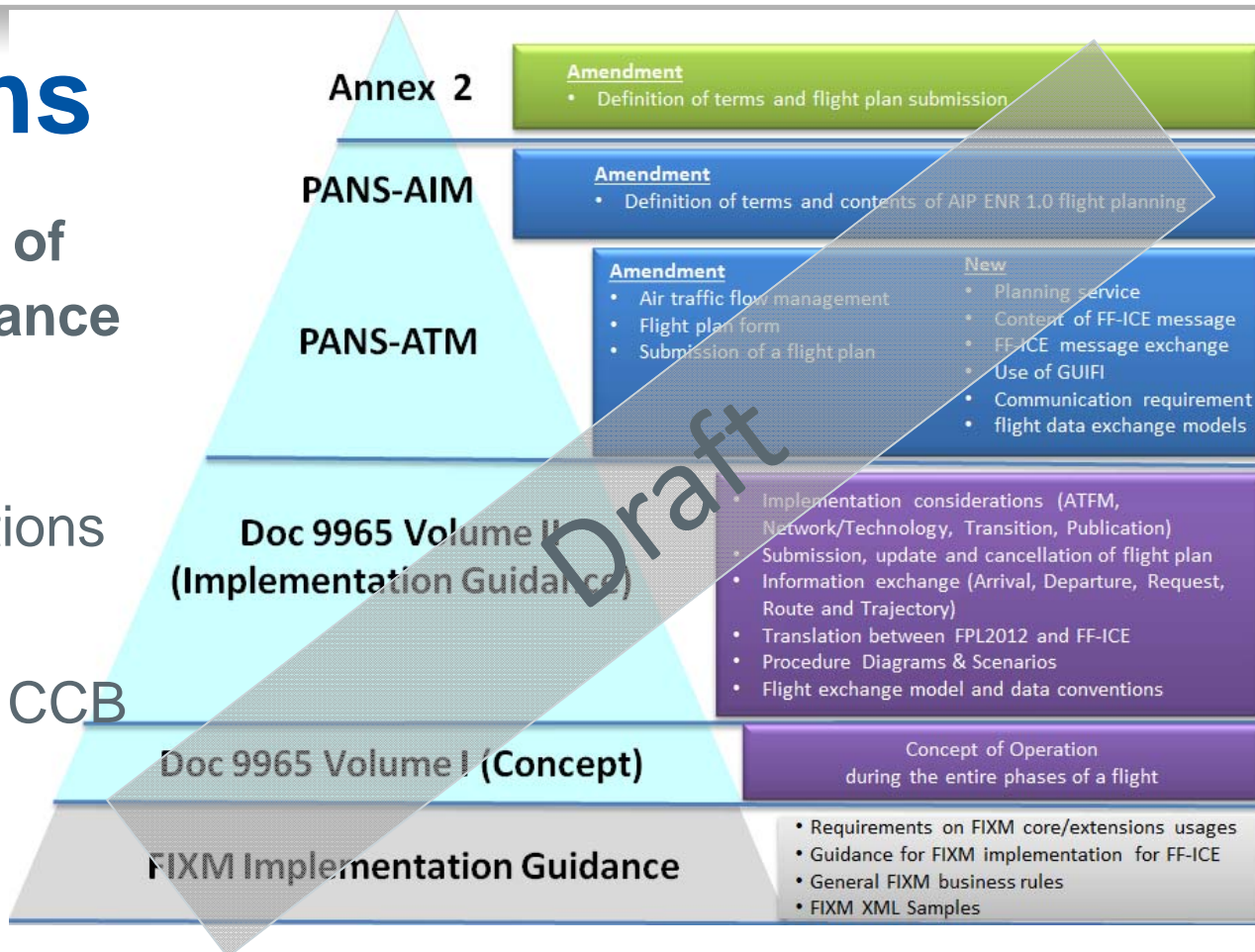
- Primarily **focus on interactions prior to departure (FF-ICE/R1)**, but allow for successive increments to address the evolution of FF-ICE
- Introduce FF-ICE implementation **on a voluntary basis**, but in a **standardized manner** and accommodate **the co-existence** of FPL2012 and FF-ICE
- **Sunset FPL2012** when sufficient experience is gained and all necessary tools for deployment of full FF-ICE in place



ICAO Provisions

➤ Continuous Improvement of draft provisions and guidance

- Tabletop exercises
- Local or regional validations
- Inter-panel coordination
- Coordination with FIXM CCB





DG Information

➤ DGP-WG/16 in 2016 and RFF-WG/14 in 2017

- Briefed on the work of ATMRPP related to FF-ICE, specifically on the need for additional information related to dangerous goods
- Both DGP-WG and RFF-WG confirmed that any requirements for dangerous goods information in the flight plan should be limited to the content of NOTOC in accordance with Doc 9284



DG Information

➤ FF-ICE Implementation Guidance (v0.93, 2019)

12.3 DANGEROUS GOODS

- 12.3.1 The FF-ICE flight plan includes the possibility for the operator to provide additional detail concerning the carriage of dangerous goods. The information that can be provided is the same information that is required to be provided to the pilot-in-command via the NOTOC form, as described in B-2.8.
- 12.3.2 The information is intended to be used by the appropriate services in case of need, providing quick reference to the relevant information.
- 12.3.3 It is anticipated that the dangerous goods information will sometimes be provided as a late update to the filed flight plan given that the final manifest is often known at short notice.



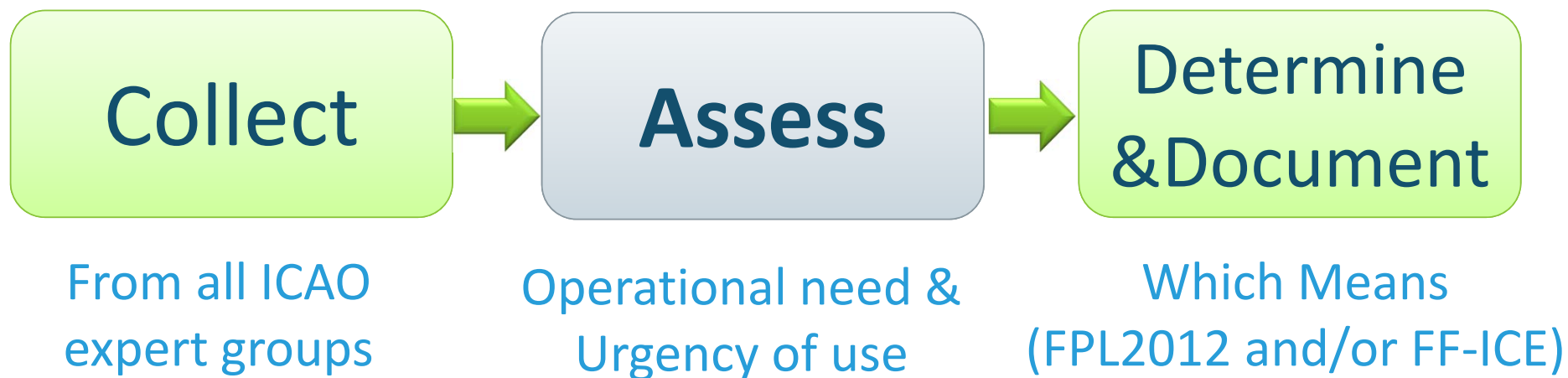
ATMRPP On-going Discussion

- How to accommodate additional information needs ?
- Will FPL2012 be sun-setting eventually, if so when ?





Additional Information Needs





Considerations for Sun-setting FPL2012

1. FF-ICE availability
2. Incremental implementation of FF-ICE services
3. SWIM availability and interoperability



Approaches to Sunsetting FPL2012



Global
Regional
Local/national





Next Steps

➤ **By Q1 2020**

- Finalize proposed amendment to Annexes and PANS
- Finalize implementation strategy

➤ **By Q1 2022**

- Continue local & regional validation and trials
- Finalize the FF-ICE Implementation guidance
- Finalize FF-ICE implementation strategy



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