

Table Top Exercise Scenarios

Topics Covered in TTX

- 6 FF-ICE/R1 services
- Mixed Mode Environment
- Flight plan dissemination
- Translation from FF-ICE to FPL2012
- Flight plan update
- Re-evaluation process



TTX Tool (Google Sheet)

Group 1



<https://bit.ly/fficettx1>

Group 2



<https://bit.ly/fficettx2>

Group 3



<https://bit.ly/fficettx3>

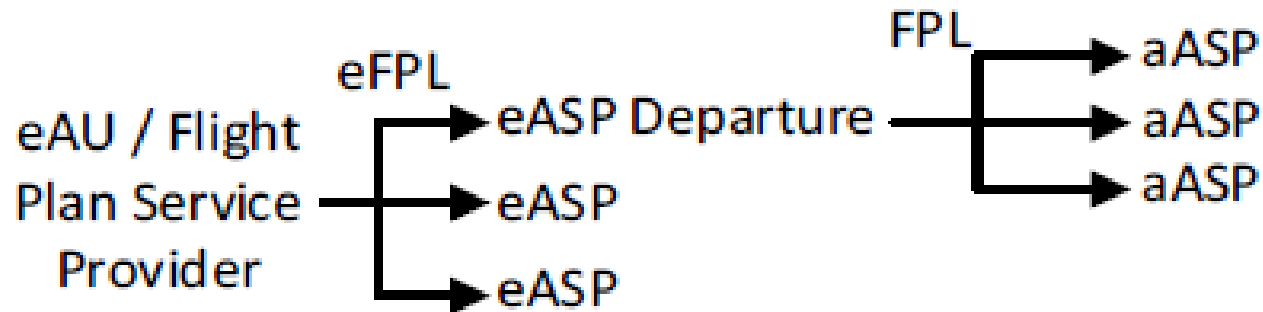
Group 4



<https://bit.ly/fficettx4>

Scenarios Assumption

1. All Airspace Users (AUs)- are FF-ICE capable (i.e. eAU)
2. For purpose of flight plan dissemination,
 - If departure ASP is FF-ICE capable, eAU will submit eFPL directly to departure eASP and all relevant eASPs. Departure ASP will translate eFPL to FPL2012 for dissemination to aASP.
 - If departure ASP is not FF-ICE capable, the eAU will submit eFPL directly to all relevant eASPs and submit FPL2012 to the departure ASP



TTX Scenarios (eAUs)

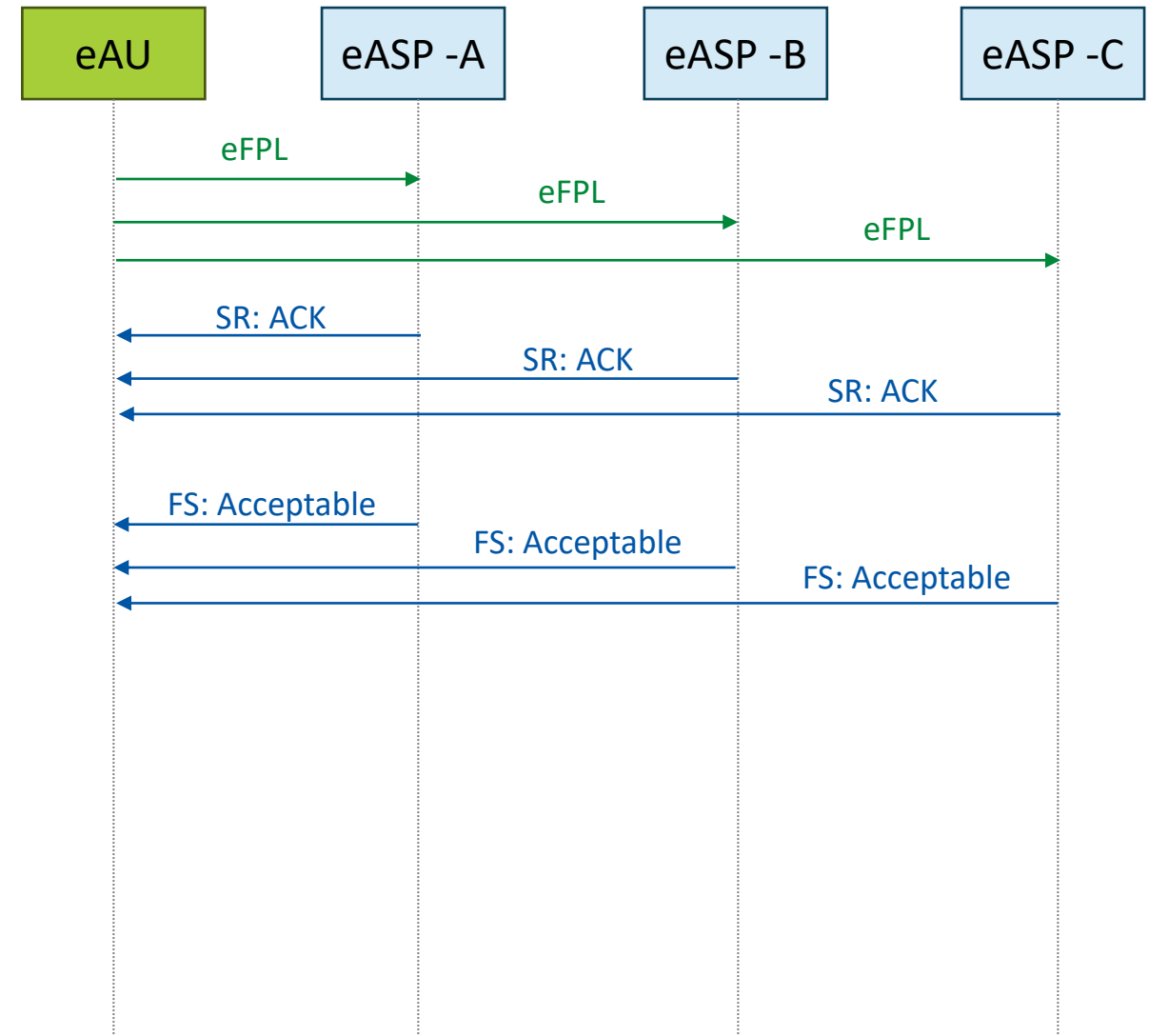
Full FF-ICE Mode (involving eASPs only)			
Scenario	Routing	R1 Services involved	Other features
F1	eASP A – eASP B – eASP C	<ul style="list-style-type: none"> Filing Service Flight Data Request Service Publication Service Notification Service 	<ul style="list-style-type: none"> Re-evaluation process
F2	eASP A – eASP B – eASP C	<ul style="list-style-type: none"> Planning Service Filing Service Publication Service Trial Service Notification Service 	<ul style="list-style-type: none"> Re-evaluation process Flight plan update
Mixed Mode (involving both eASPs and aASPs)			
	Routing	R1 Services involved	Other features
M1	eASP A – aASP 2 – eASP C	<ul style="list-style-type: none"> Planning Service Filing Service Publication Service Trial Service Notification Service 	<ul style="list-style-type: none"> Re-evaluation process Flight plan update

- Filing Service
- Publication Service
- Flight Data Request Service
- Notification Service
- Re-evaluation process

Scenario F1 – 1 eAU, 3 eASPs

- **Filing Service:** eAU submits eFPL to all eASPs
- eASPs respond with submission response ACK and filing status Acceptable

Aircraft callsign: AIR123
Operator Flight Plan Version: 001
Departure Aerodrome: ABCD
Arrival Aerodrome: EFGH
EOBT: 210624-10:05
Route Element Start Point: WP1
Route to Next Element: WP2 WP3 WP4 WP5

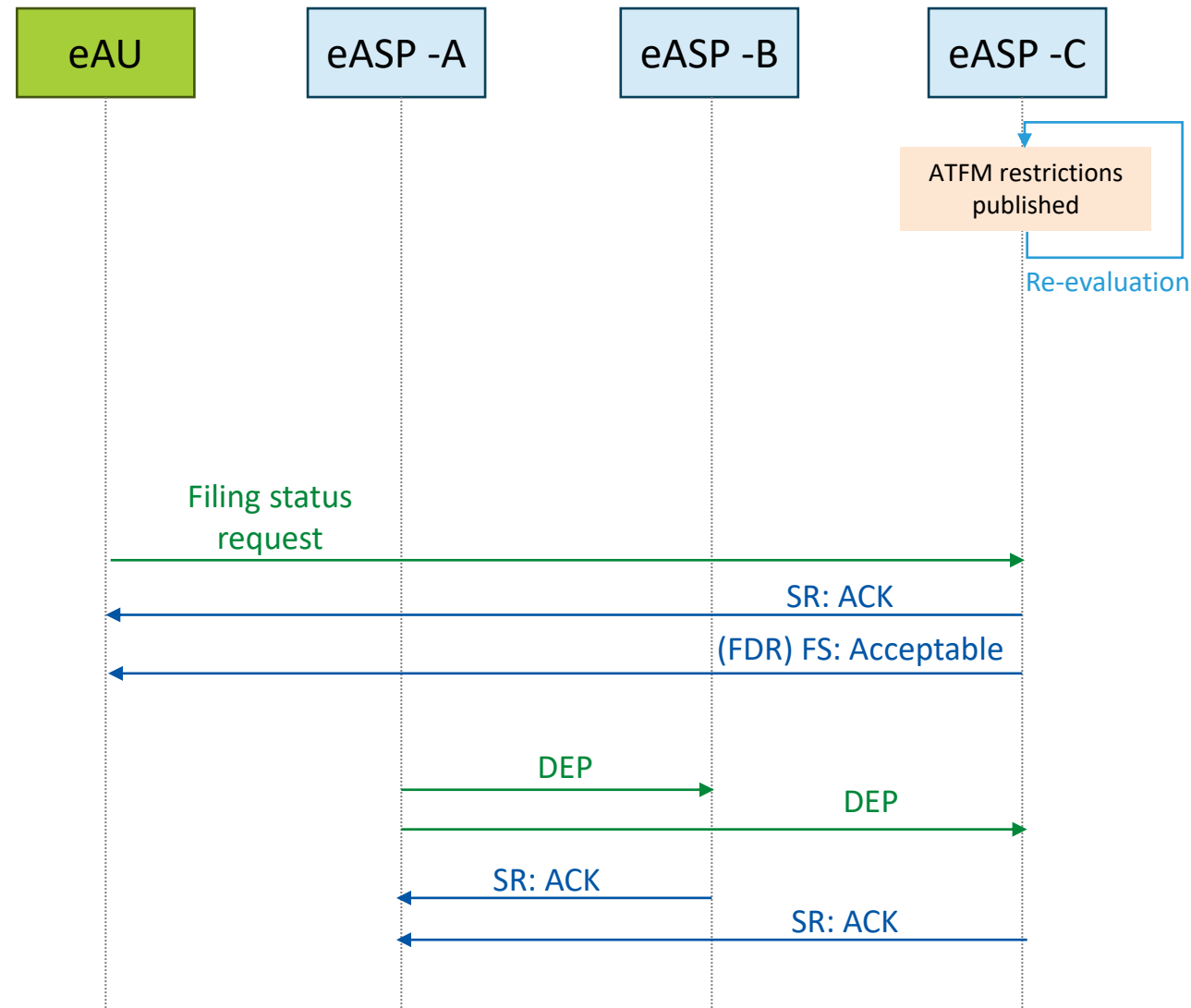


- Filing Service
- Publication Service
- Flight Data Request Service
- Notification Service
- Re-evaluation process

Scenario F1 (continued)

- **Publication Service:** Due to weather, ATFM GDP measures imposed by eASP C for flights departing from eASP A. ATFM restriction published.
- **Re-evaluation process** performed by eASP C. Flight not impacted. Filing status unchanged.
- **Flight Data Request Service:** eAU submits request for filing status from eASP C to ensure flight remain acceptable.
- eASP C responds with submission response ACK and flight data response Filing Status: Acceptable
- **Notification Service:** Dep notification sent upon departure

Actual departure time: 10:40



- Planning Service
- Trial Service
- Flight plan update
- Filing Service
- Publication Service
- Notification Service
- Re-evaluation process

Scenario F2 – 1 eAU, 3 eASPs – inclusion of planning and trial service

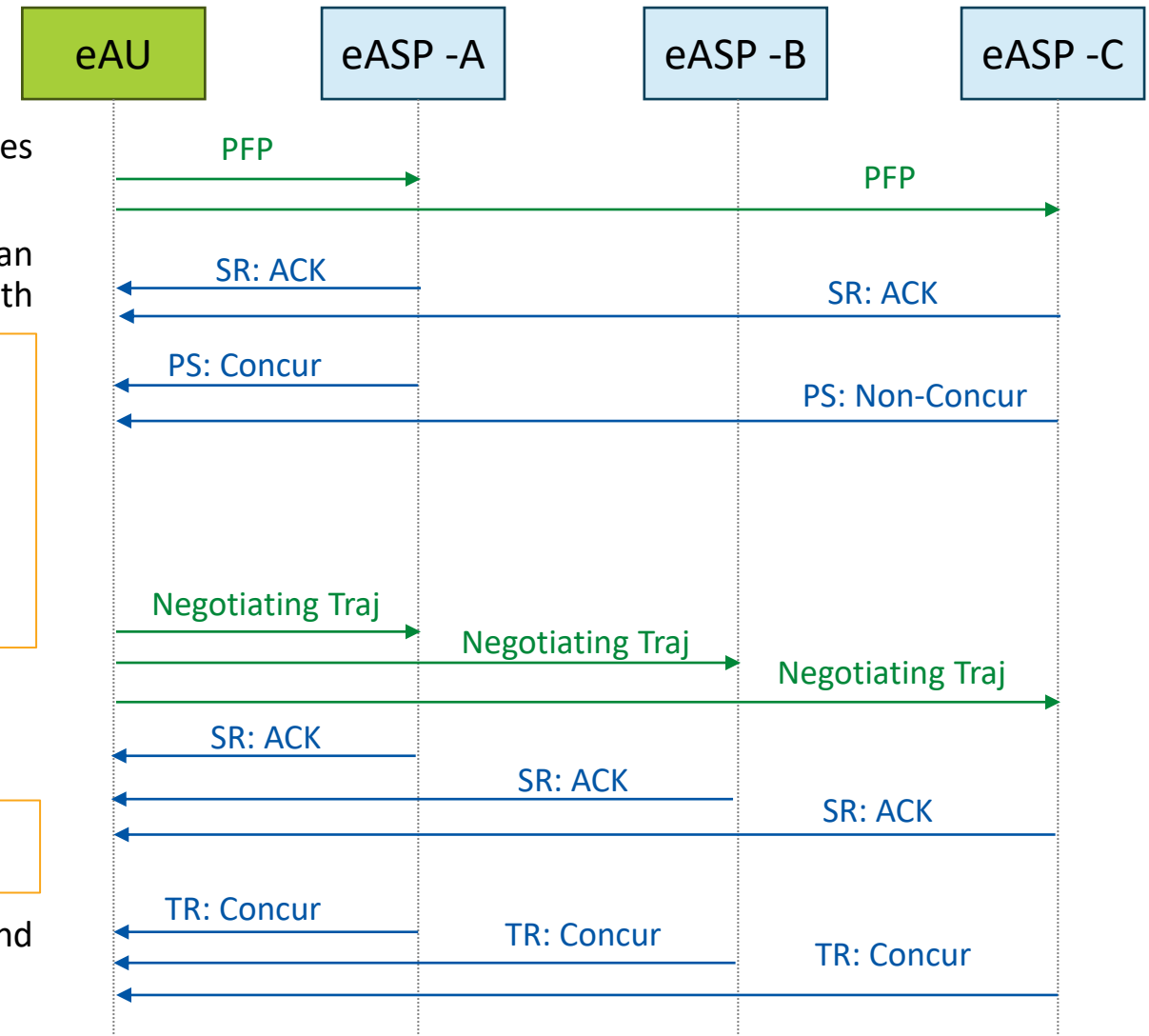
- **Planning Service:** eAU submits PFP to eASPs (eASP B does not provide planning service)
- eASPs respond with submission response. eASP C has an airspace restriction that is violated and responds with non-concur

Aircraft callsign: AIR123
 Operator Flight Plan Version: 001
 Departure Aerodrome: ABCD
 Arrival Aerodrome: EFGH
 EOBT: 210624-10:05
 Route Element Start Point: WP1
 Route to Next Element: WP2 WP3 WP4 WP5
 Airspace restriction: NOTAM A1234/24

- **Trial Service:** eAU trials for an alternate route

Route Element Start Point: WP1
 Route to Next Element: WP2 WP6 WP7 WP5

- All eASPs respond with submission response ACK and trial response Concur



- Planning Service
- Trial Service
- Flight plan update
- Filing Service
- Publication Service
- Notification Service
- Re-evaluation process

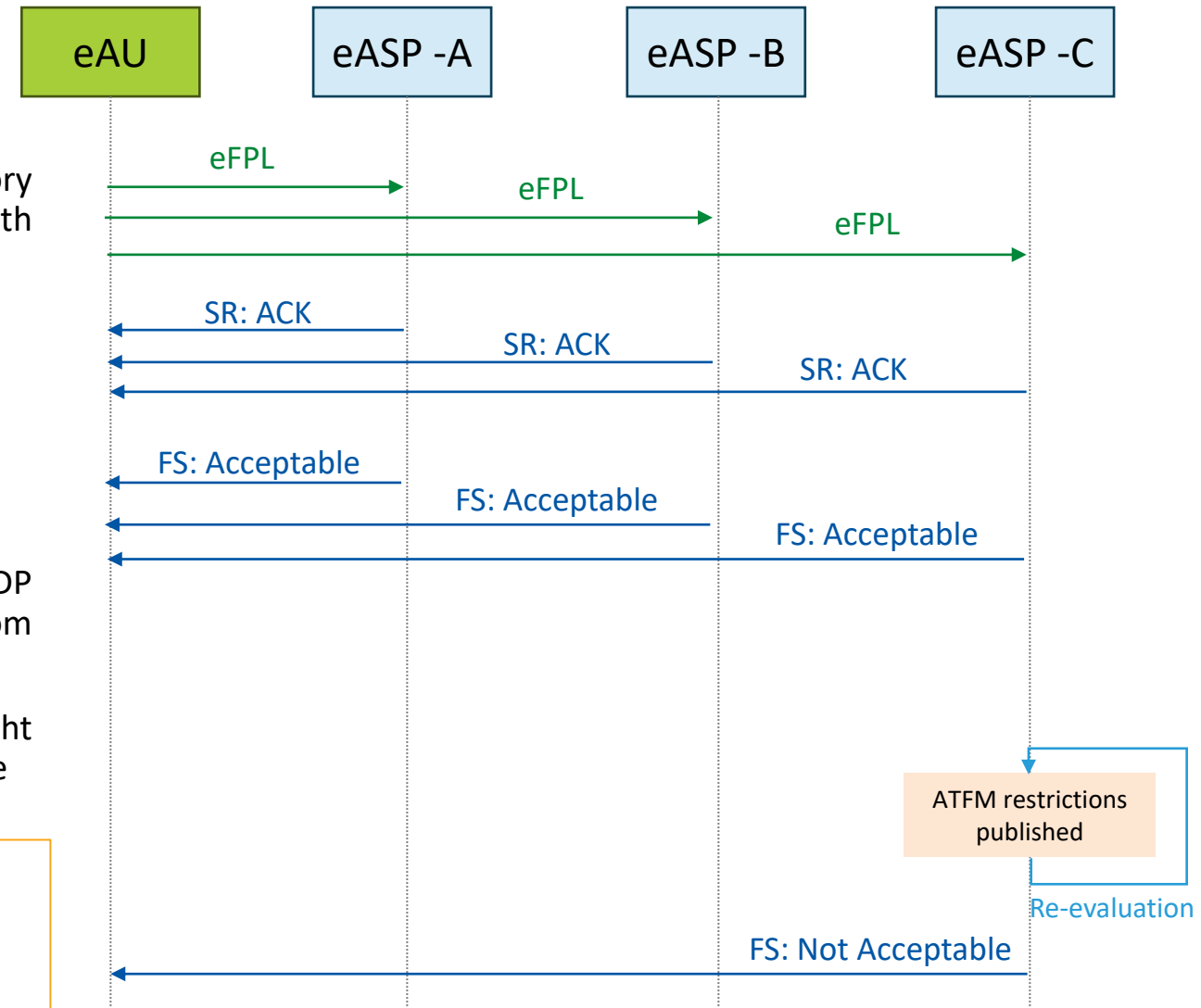
Scenario F2 (continued)

- **Filing Service:** eAU submits eFPL based on the trajectory submitted under trial service. All eASPs responded with Acceptable

Operator flight plan version: 002

- **Publication Service:** Due to weather, ATFM GDP measures imposed by eASP C for flights departing from eASP A. ATFM restriction published.
- **Re-evaluation process** performed by eASP C. Flight impacted. eASP C updates filing status to not acceptable

ATFM restriction: EFGH_202440621_3
 Negotiating Route/Trajectory Group:
 Designator: ABCD
 Time constraint: 11:30
 Trajectory Point Property: WHEELS_OFF



- Planning Service
- Trial Service
- Flight plan update
- Filing Service
- Publication Service
- Notification Service
- Re-evaluation process

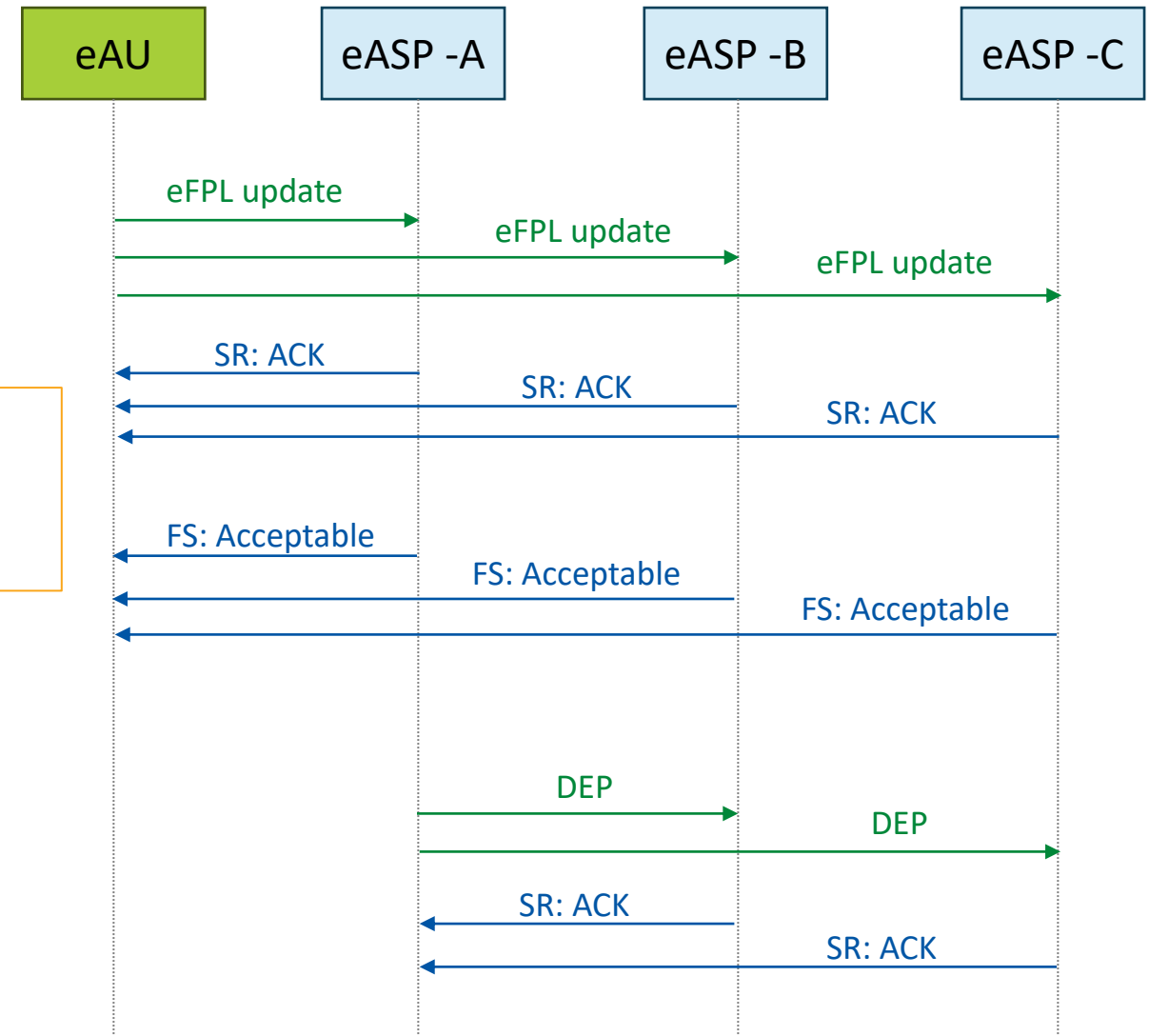
Scenario F2 (continued)

- eAU **updates flight plan** with the new take off time (constraint imposed due ATFM). All eASPs responded with Filing Status Acceptable

Operator flight plan version: 003
 Desired Route/Trajectory Group:
 Designator: : ABCD
 Time constraint: 11:30
 Trajectory Point Property: WHEELS_OFF

- **Notification Service:** Dep notification sent upon departure.

Actual departure time: 12:00



- *Mixed Mode*
- *Translation and delivery service*
- Planning Service
- Trial Service
- *Flight plan update*
- Filing Service
- Publication Service
- Notification Service
- *Re-evaluation process*

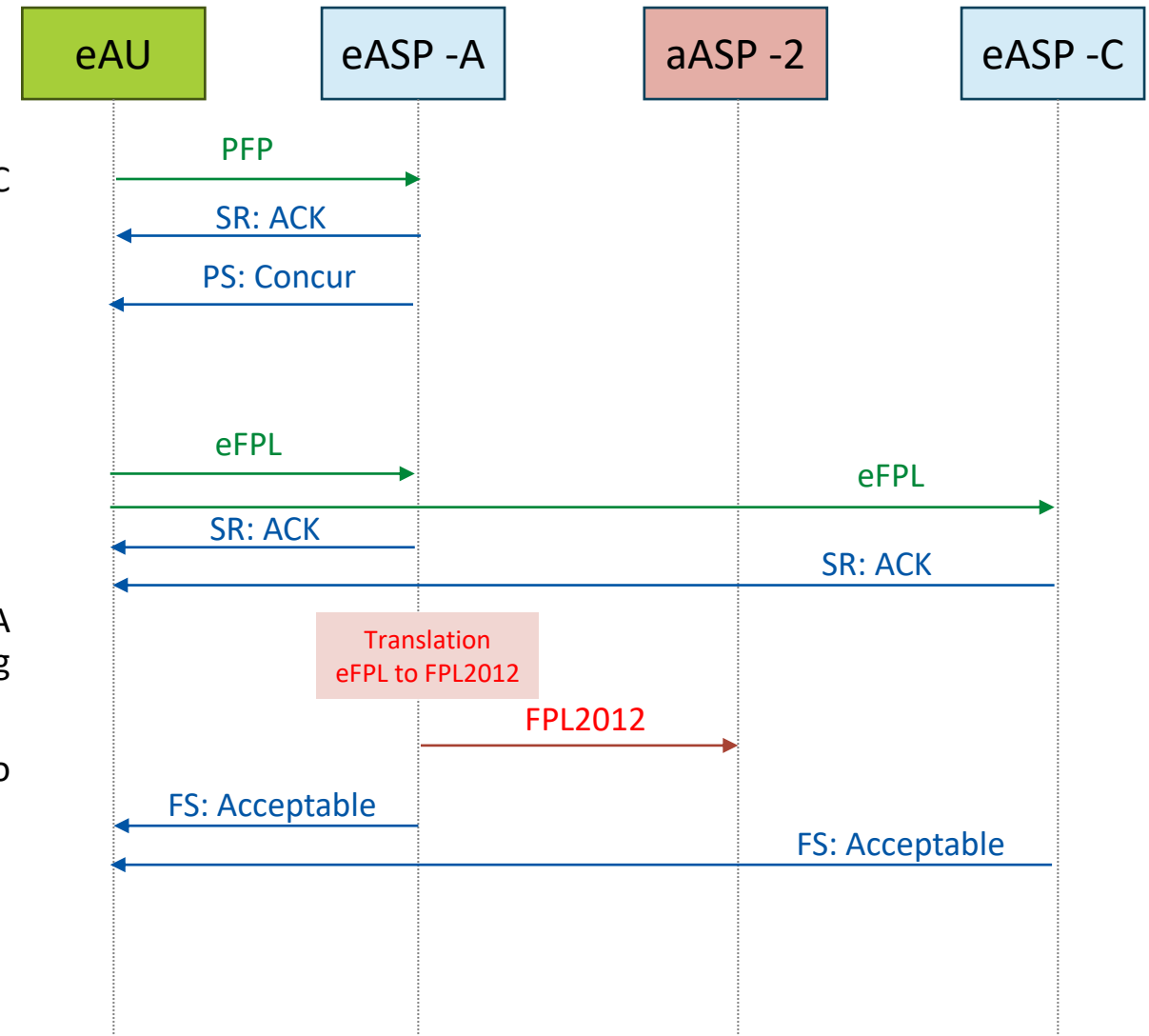
Scenario M1 – 1 eAU, 2 eASPs, 1 aASP

- **Planning Service:** eAU submits PFP to eASP A (eASP C does not provide planning service). eASP A concurs

*Aircraft callsign: AIR123
Departure Aerodrome: ABCD
Arrival Aerodrome: EFGH
EOBT: 210624-10:05
Route Element Start Point: WP1
Route to Next Element: WP2 WP3 WP4 WP5*

- **Filing Service:** eAU files eFPL based on PFP to eASP A and eASP C. Both responded with Acceptable filing status
- **Translation:** eASP A translates eFPL to FPL2012 to disseminate to aASP 2.

Operator flight plan version: 002



- *Mixed Mode*
- *Translation and delivery service*
- Planning Service
- Trial Service
- *Flight plan update*
- Filing Service
- Publication Service
- Notification Service
- *Re-evaluation process*

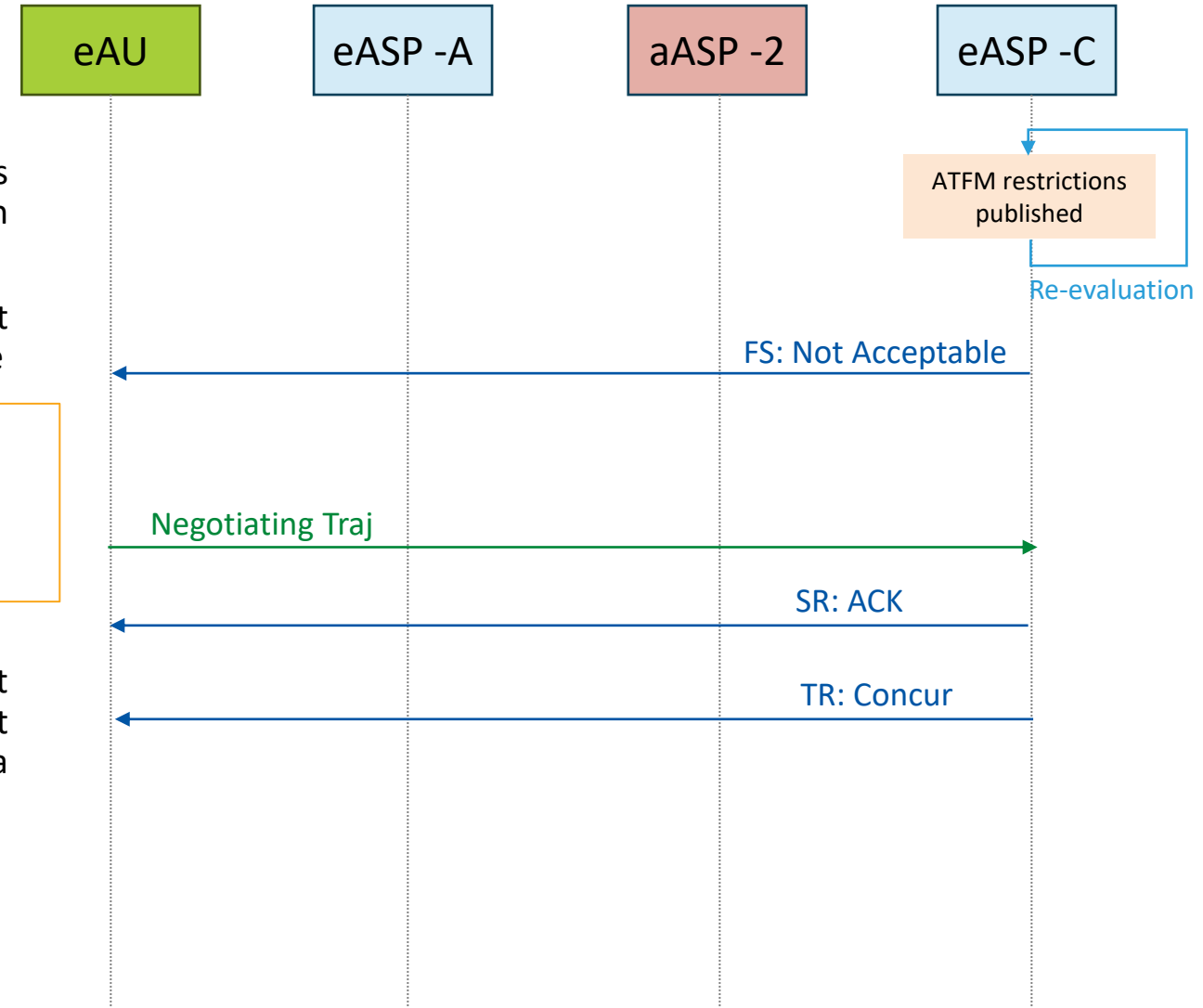
Scenario M1 – (continued)

- **Publication Service:** Due to congestion, ATFM measures imposed by eASP C for flights arriving via a certain route. ATFM restriction published.
- **Re-evaluation process** performed by eASP C. Flight impacted. eASP C updates filing status to not acceptable

ATFM restriction: EFGH_202440621_3
 Negotiating Route/Trajectory Group:
 Designator: ABCD
 Time constraint: 11:30
 Trajectory Point Property: WHEELS_OFF

- **Trial Service:** Instead of taking the time constraint imposed by eASP C, the eAU decided to test a different routing within eASP C's controlled airspace. eAU trials a different trajectory with eASP C only. eASP C concurs

Route Element Start Point: WP1
 Route to Next Element: WP2 WP3 WP10 WP5



- *Mixed Mode*
- *Translation and delivery service*
- Planning Service
- Trial Service
- *Flight plan update*
- Filing Service
- Publication Service
- Notification Service
- *Re-evaluation process*

Scenario M1 – (continued)

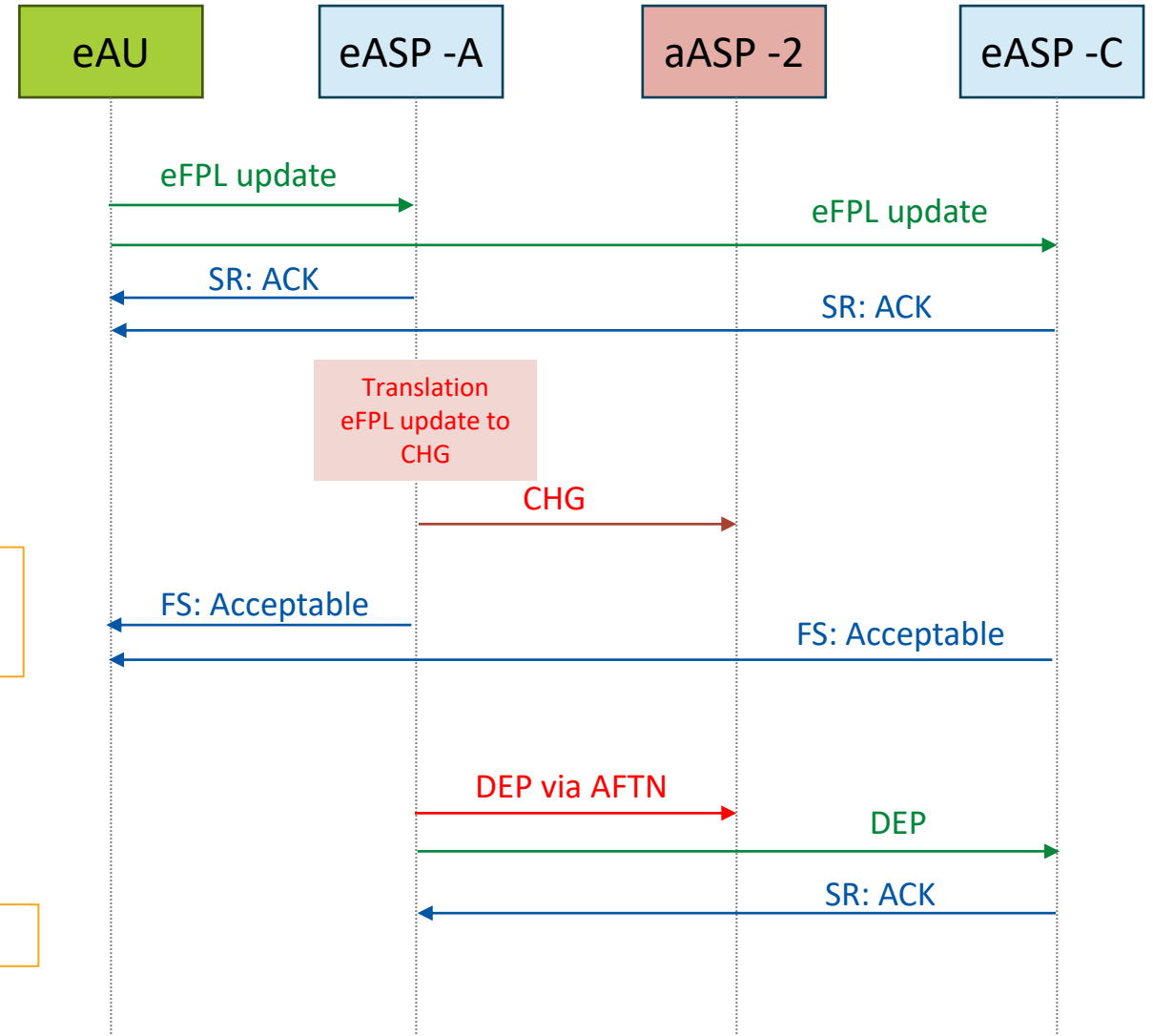
- eAU **updates flight plan** to include trajectory that was used in trial service and send to eASP A and C. Both provide FS Acceptable.

- **Translation:** eASP A translates into a CHG msg to send to aASP 2

*Operator flight plan version: 003
Route to Next Element: WP2 WP3 WP10 WP5*

- **Notification Service:** Dep notification sent upon departure.

Actual departure time: 10:40





Thank You

