

# FF-ICE CFSP & AU Point of View

Experience and Challenges

Public

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# Agenda

- 01 FF-ICE Storyline (CFSP & AU)
- 02 Implementations Status Lufthansa Systems
- 03 Implementation Status @ LHG Airlines
- 04 Challenges & Concerns
- 05 Discussion

# 01 FF-ICE Storyline (CFSP & AU)

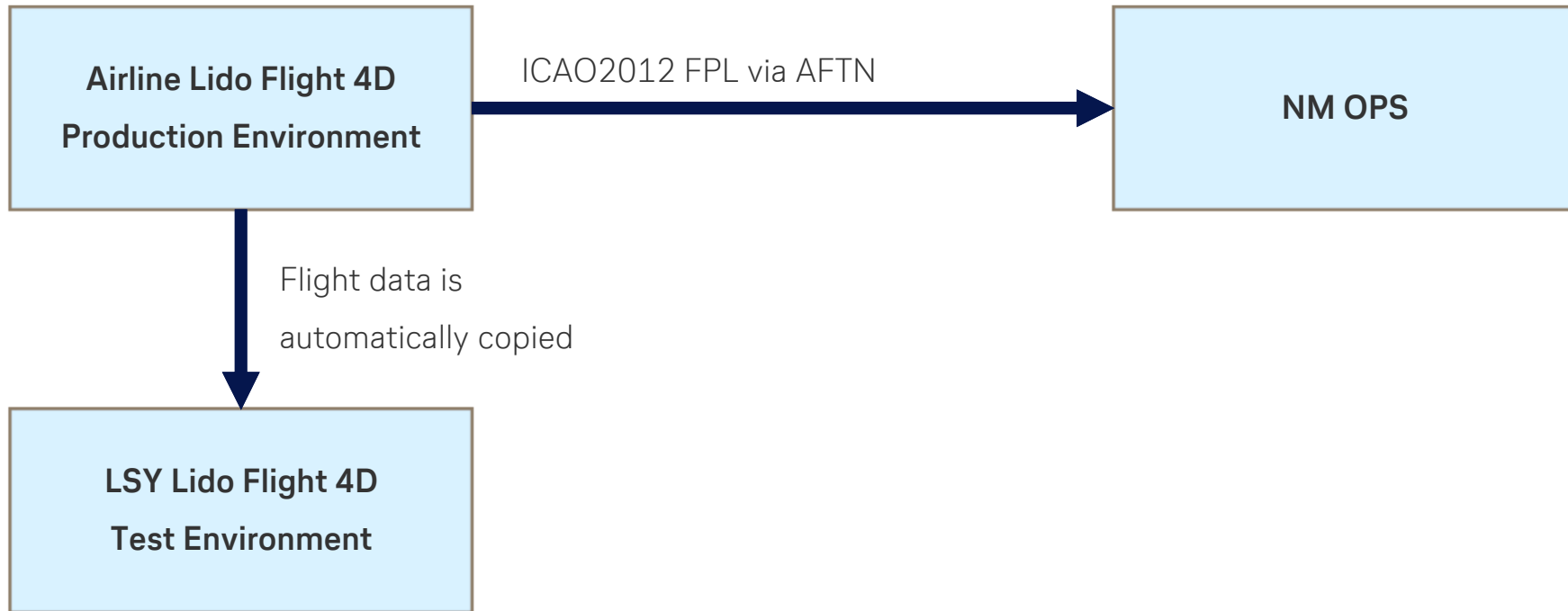
"Intellectuals solve problems; geniuses prevent them."

Albert Einstein

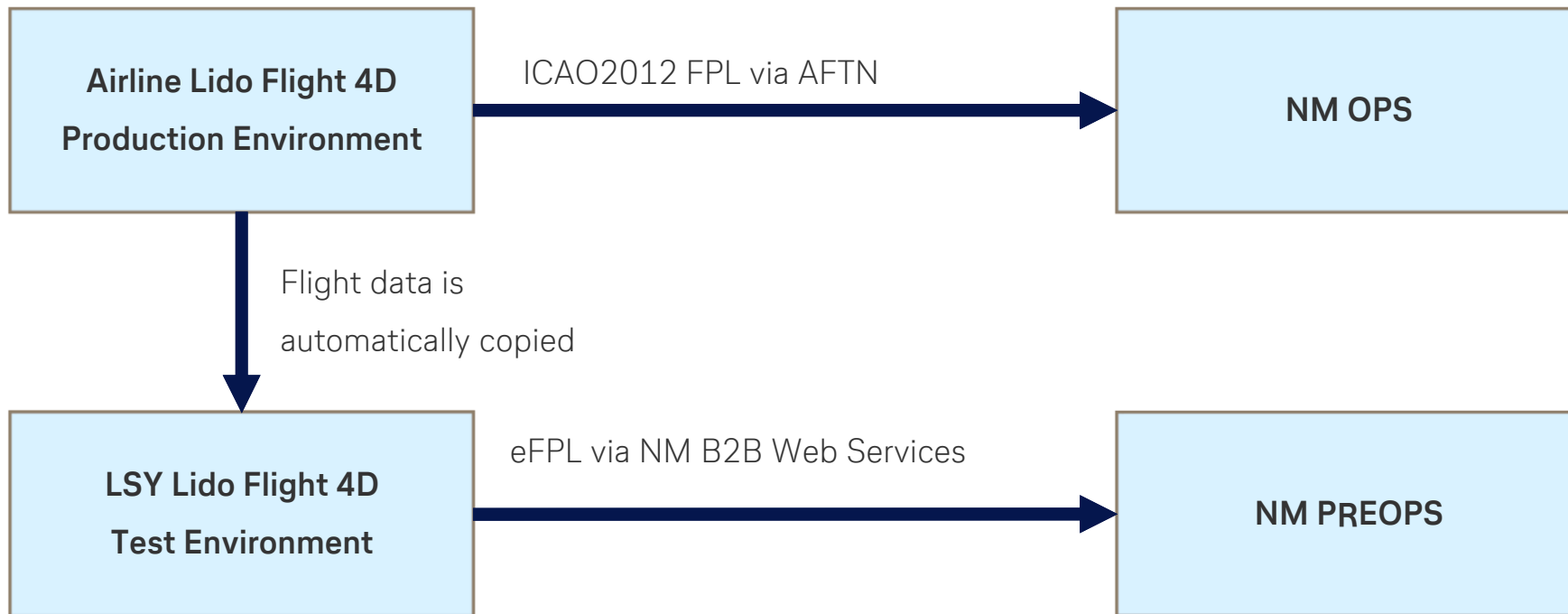
## Test Scheme with the Network Manager



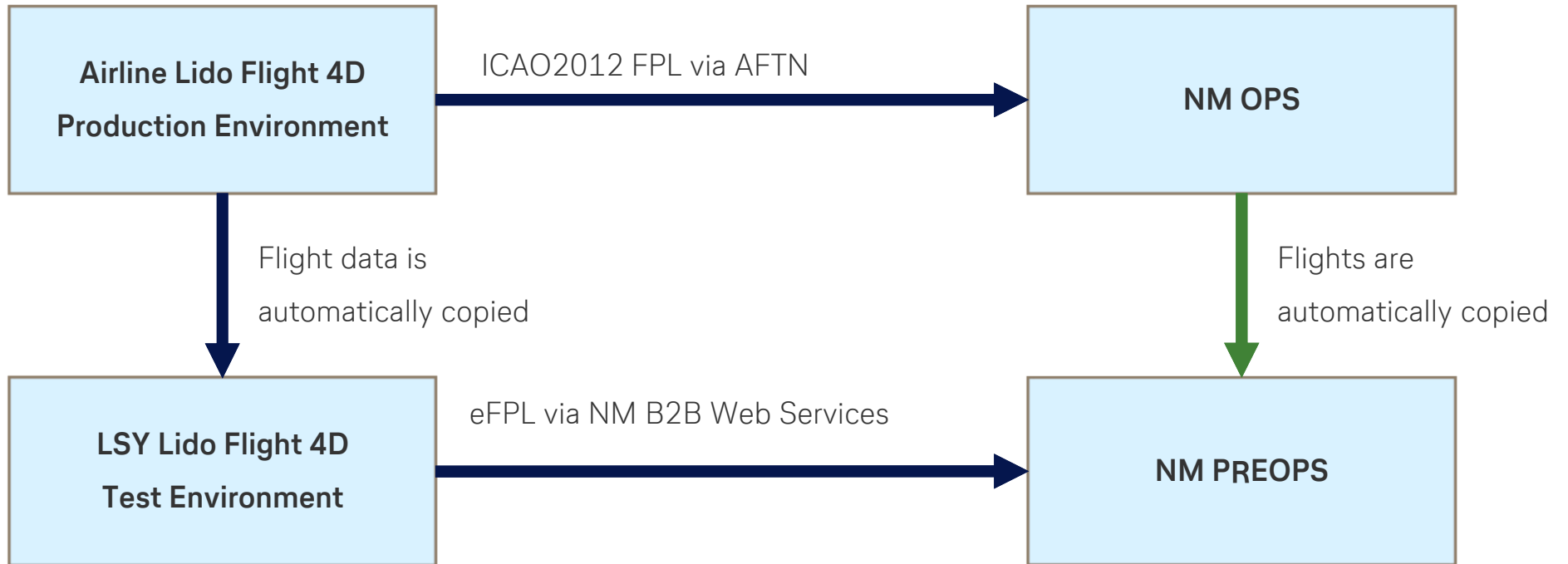
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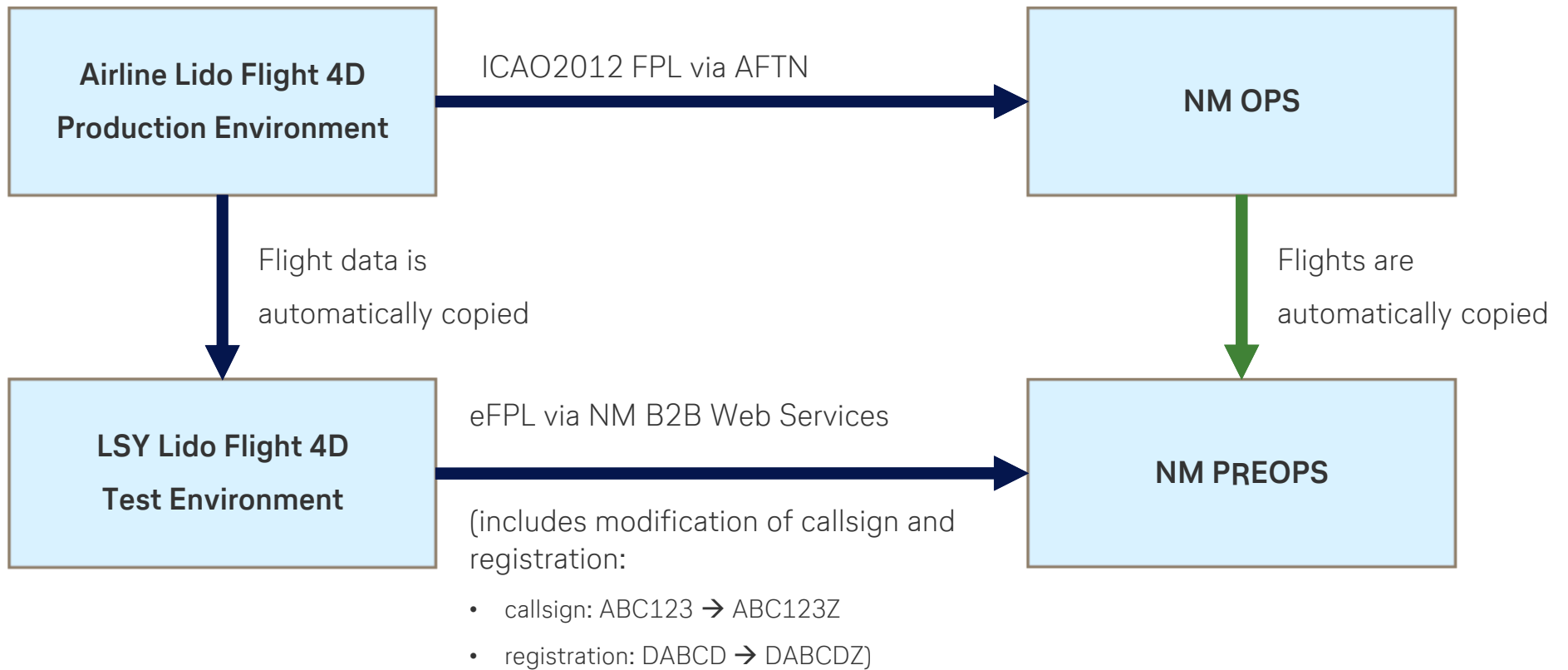
## Test Scheme with the Network Manager



## Test Scheme with the Network Manager



# Test Scheme with the Network Manager



## Improvement Process

 **Test started November 2019**

**Several airlines participate in the test**

**Number of eFPL triggered by flight plan related messages (FPL, CHG, DLA, CNL)**

**Actually: ~4500-7500 per day**  
**During covid crises: ~75-150 per day**

## Improvement Process



**Pass rate = percentage of VALID messages (response might contain warnings)**

**Initial pass rate: ~ 15%-20%**

**Several improvements (LSY and NM) increased pass rate step-by-step**

**Actual pass rate: up to 98%**



# 02 Implementation Status Lufthansa Systems

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There is progress among our relevant customers

- **Majority** started OPS validation process
- **Over 50%** completed OPS validation
- **Not all** have been validated yet
- **Not all** started validation progress



## Still topics to be clarified for FF-ICE and Implementation

- e.g. DLA from different systems
- Performance Data Details
- SID / STAR publications
- and more



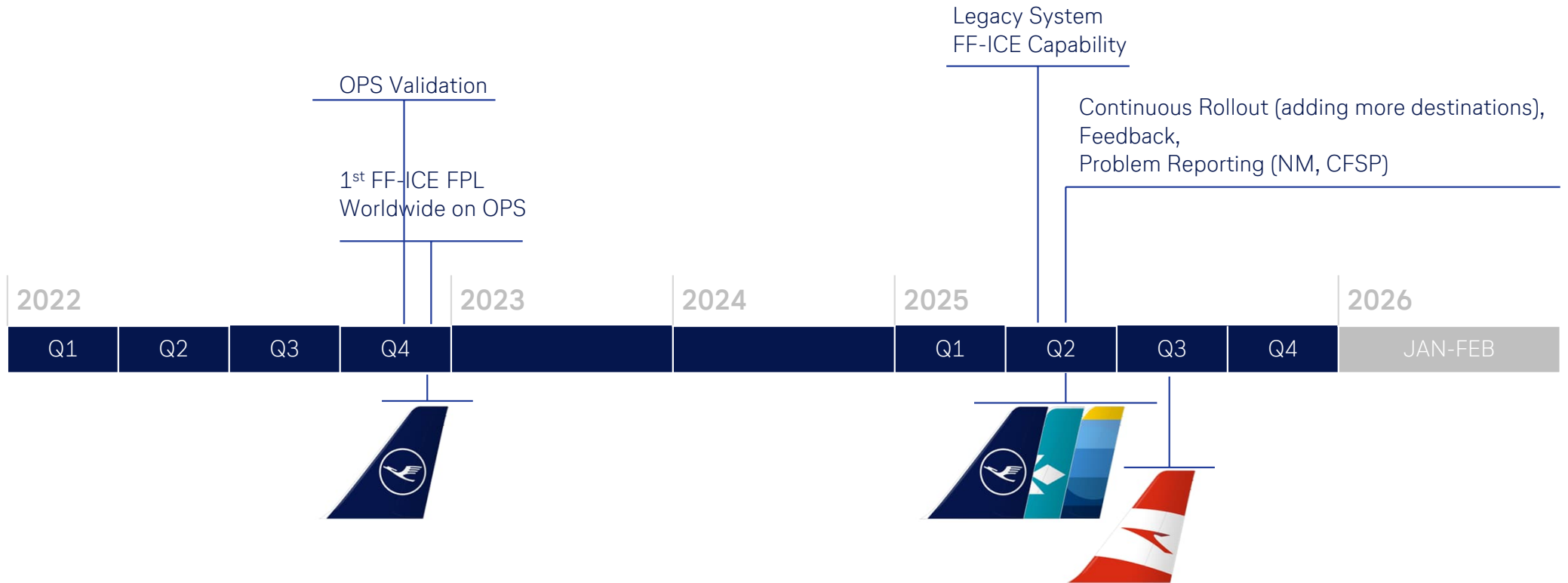
# 03 Implementation Status @ LHG Airlines

## Implementation Status @ LHG Airlines

- Two Platforms with Three Flight Planning Systems
- 15.12.2022 Flight LH2070/DLH5RM - MUC to HAM, departing 15:10 local / 14:10 UTC has been filed with EUROCONTROL Network Manager.  
First FF-ICE Flight Plan Worldwide through OPS Systems (Lido Flight 4D IFS).
- Continuous collaboration and open exchange (EC/FPFDE SG/CFSP/SDM/FAA/AO)
- 

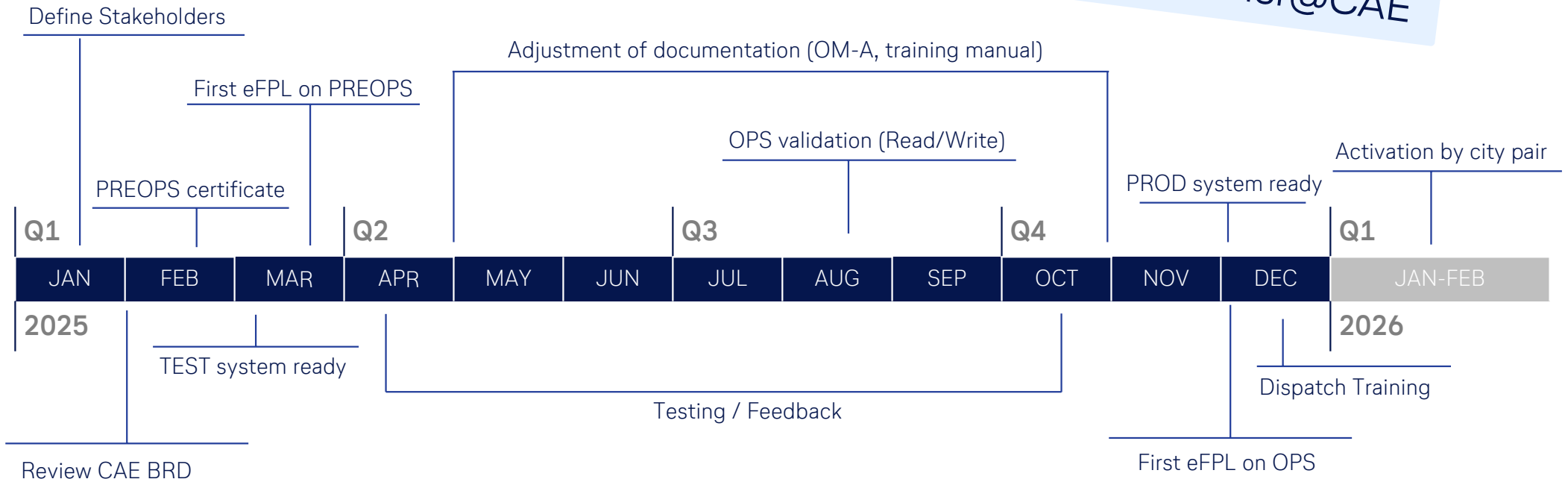
[First flight supported by pre-flight 4D-trajectory data exchange performed by Lufthansa in the European Network | EUROCONTROL](#)

# Implementation @ LHG (DLH/CLH/LHX/GEC/AUA/OCN/DLA)



# Implementation @ LHG (SWR/BEL/EDW)

#LaunchCustomer@CAE



# 04 Challenges & Concerns



## Airlines Perspective – Challenges & Concerns

- Integration in NM tools
- Data Issues (NM, CFSP)
- ANSPs readiness
- Agreed Trajectory
- Planning Service
- Trial Service (e.g. missing proposed routes)
- Legacy messages (e.g. DLA/CNL) from external tools (e.g. Ops Control application)
- Customer procedures (e.g. adjustments of waypoints in SID/STAR)
- Mixed-mode filing (ICAO2012 sent to NM from ANSPs outside IFPZ)
- Warnings without ORM\* (e.g. OBJECT\_EXISTS, OBJECT\_NOT\_FOUND)
- Activation by operator and city-pairs (e.g. different filing method per OPR/FIR)

\* Operational Reply Messages

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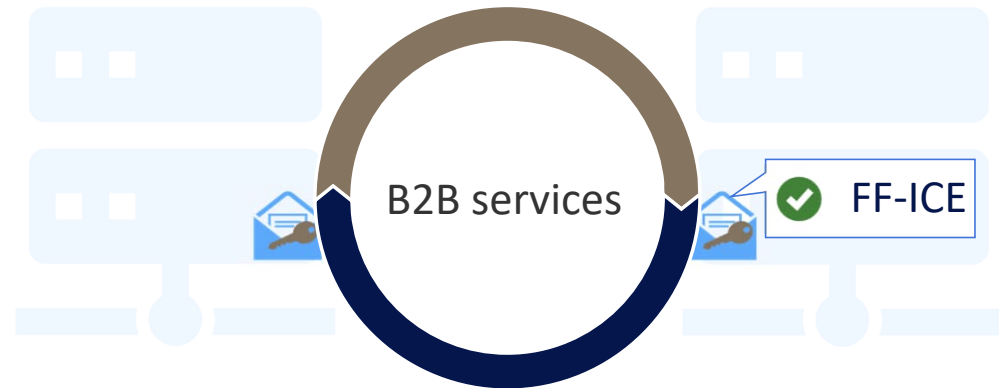
# Harmonization is key

## 1. Technical Harmonization

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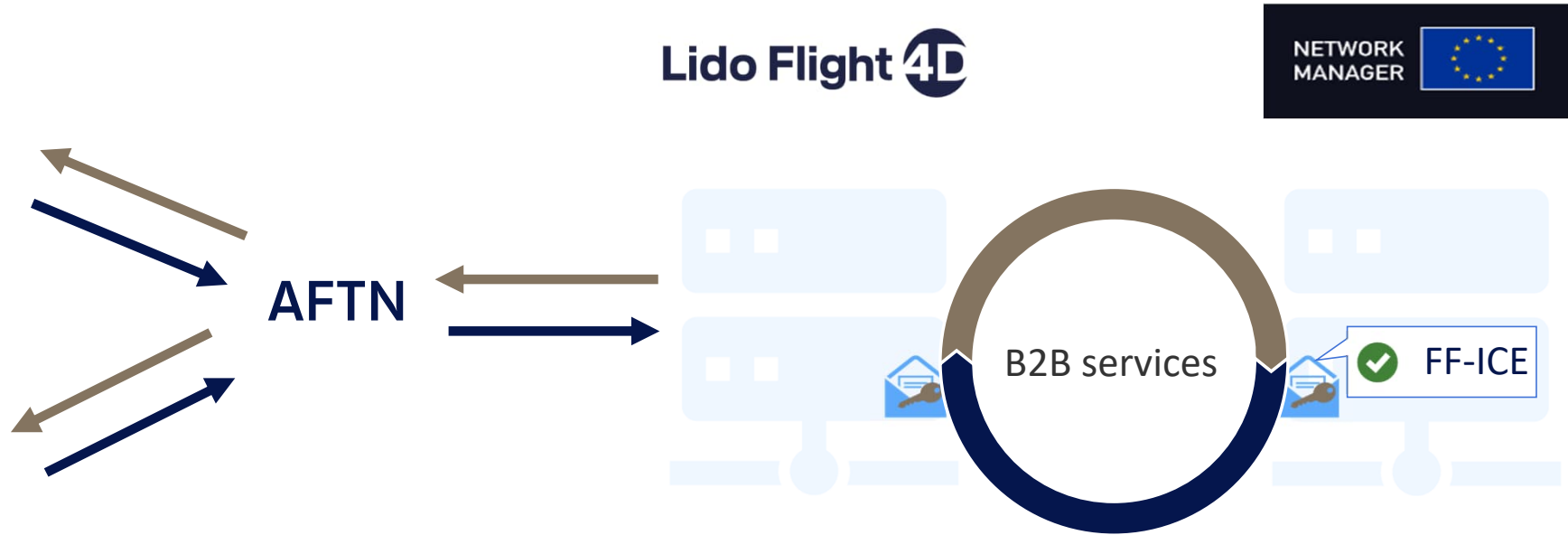
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Lido Flight 



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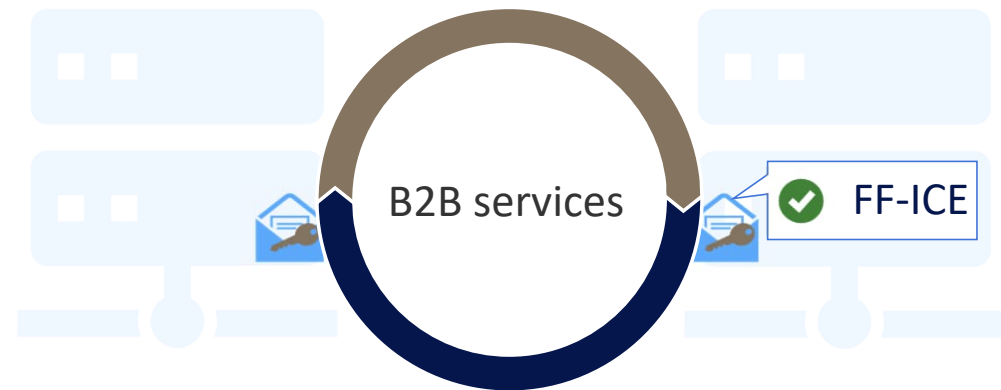
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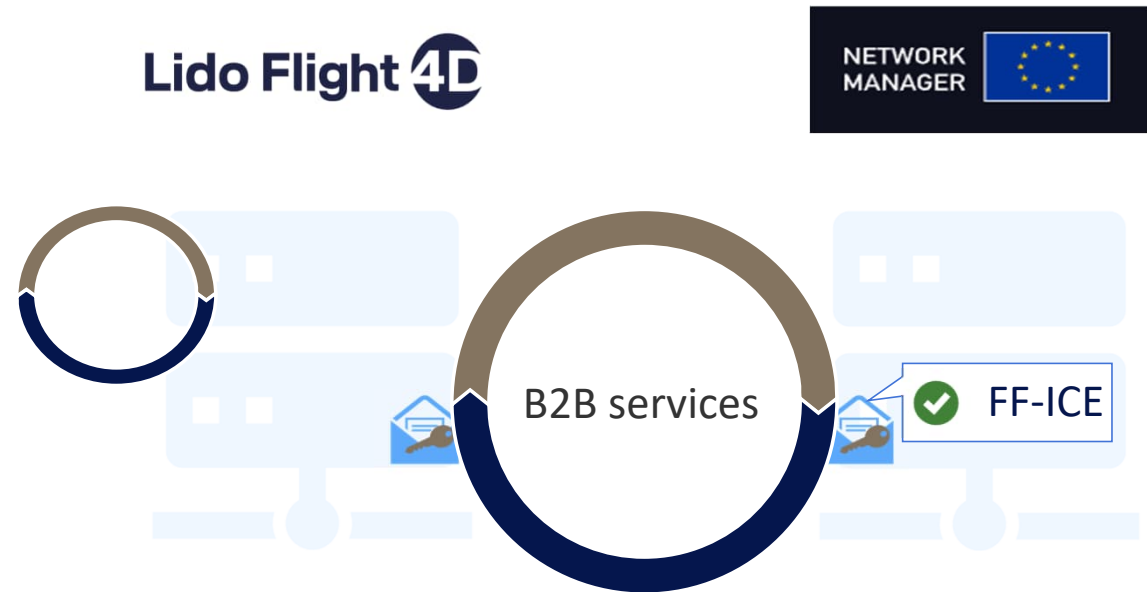
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Lido Flight 4D



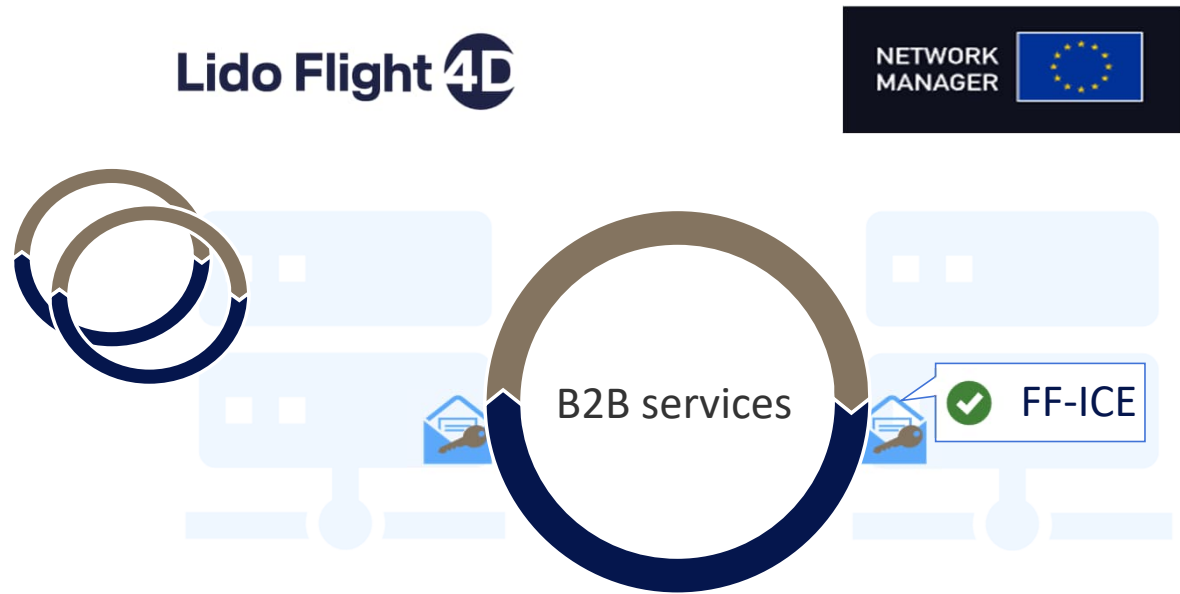
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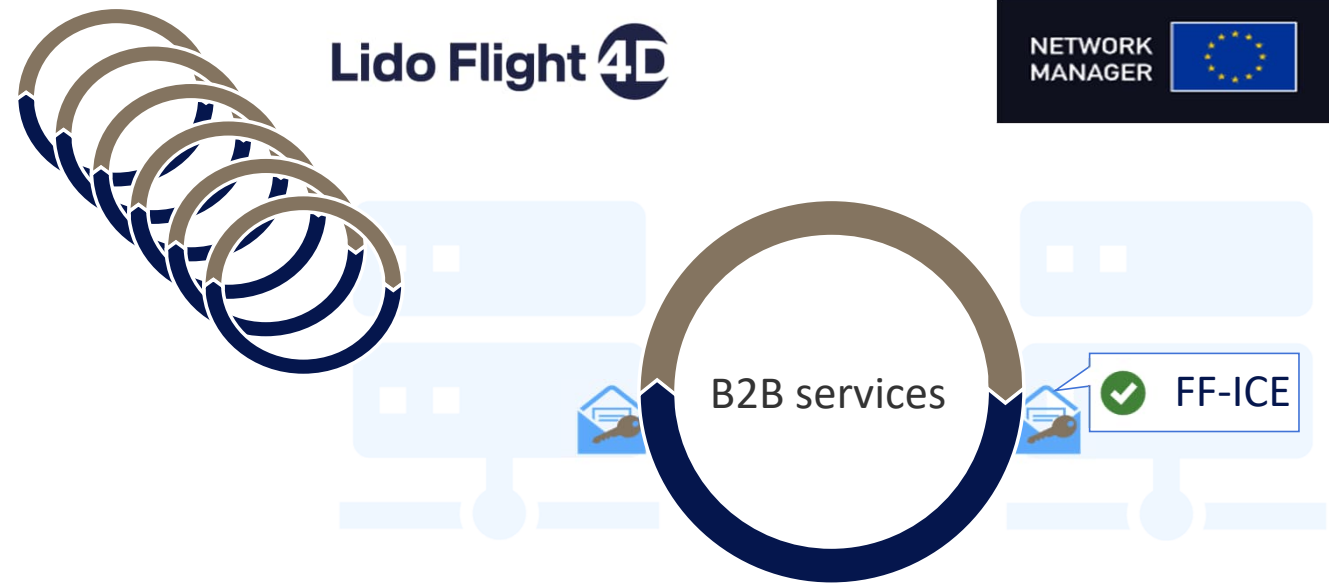
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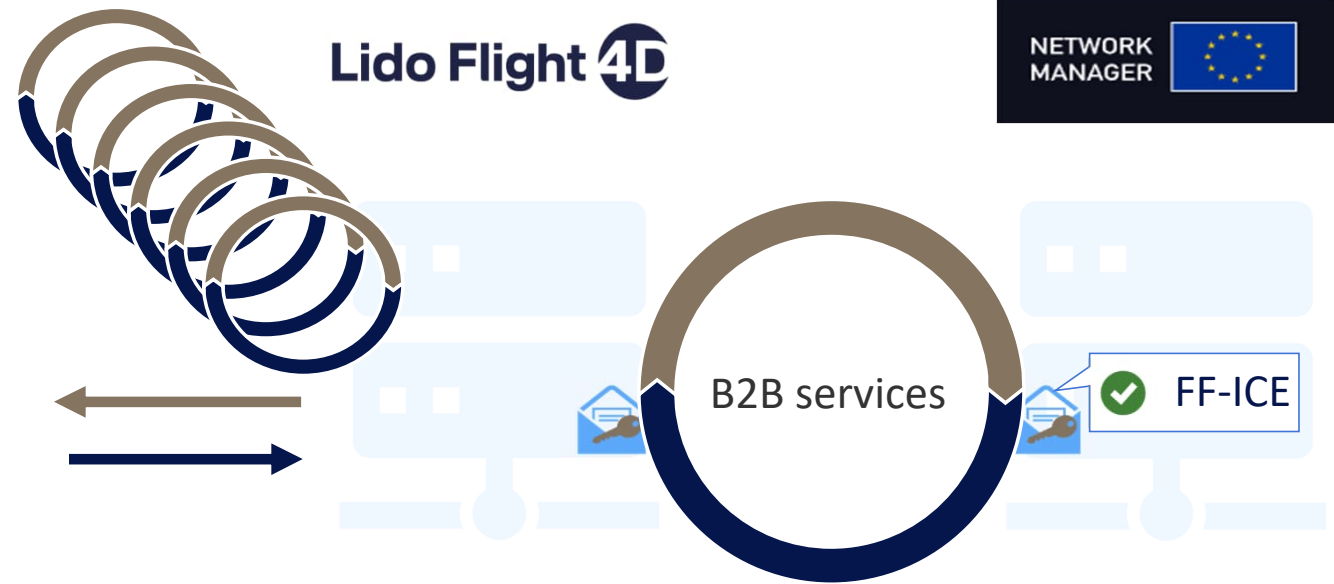
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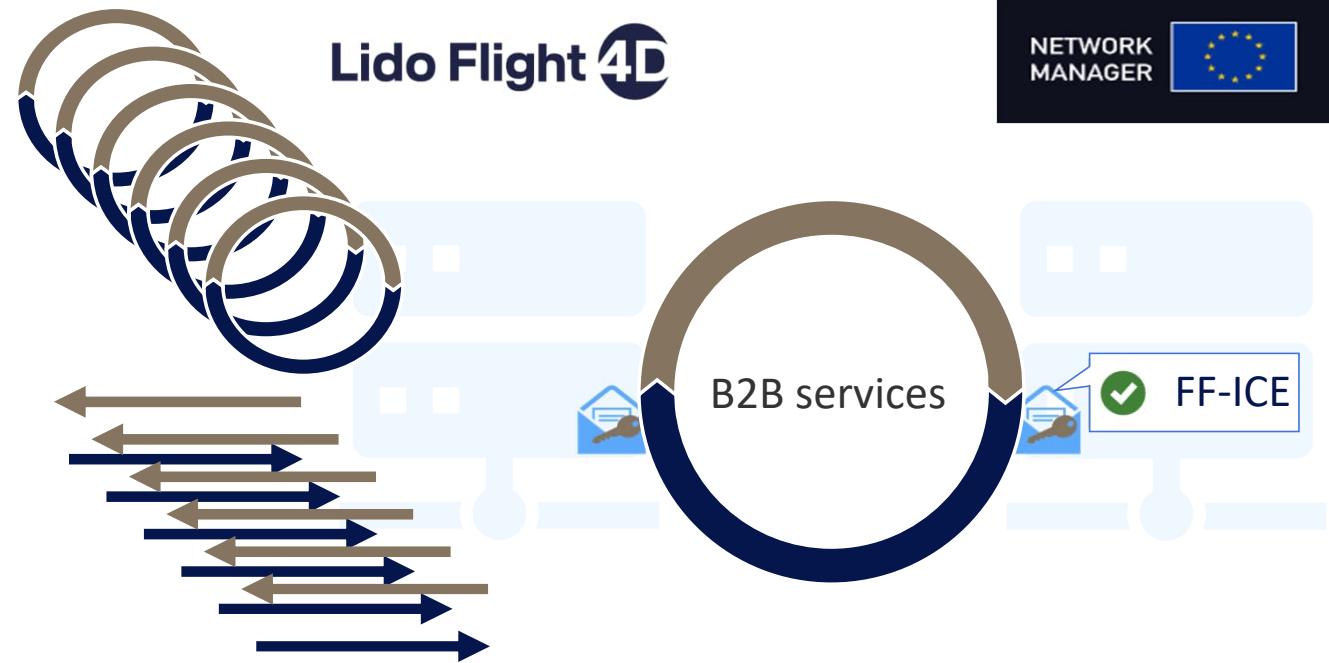
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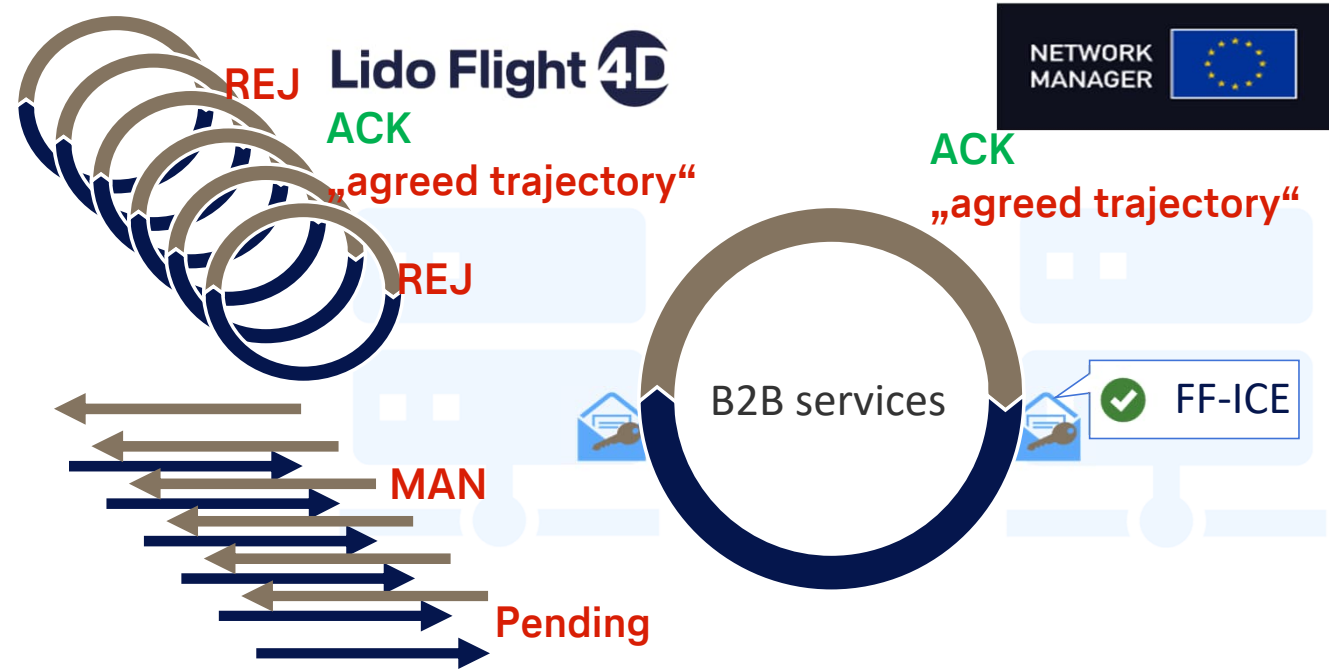
# Harmonization is key

## 1. Technical Harmonization



# Harmonization is key

## 2. Business Harmonization



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## Regular Exchange of all Stakeholders is required



“Coming together is a beginning [...] working together is success.”

Henry Ford

# 05 Discussion

Thank you for your  
attention!