

# FF-ICE OPERATOR PERSPECTIVE IATA

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FEBRUARY 18, 2026



# IATA POSITION

- **STRONG SUPPORT FOR FF-ICE**
  - Key enabler for TBO (operator efficiency, airspace capacity)
  - Addresses FPL2012 shortcomings (granularity, predictability, efficiency)
  - Meant to increase flight profile consistency between AUs and ATM
  - Pre-requisite to post-departure trajectory negotiation
- **WP PRESENTED AT ANConf 14 PUSHING FOR FPL2012 CESSATION BEFORE 2034**
  - Reduce transition time that complicates AU trajectory management across multiple FIRs
  - Minimize period with limited benefits for AUs

# IATA VIEWS

- **IMPORTANCE OF SWIM AS THE INFORMATION SHARING ENABLER** (improve data distribution and accessibility vs point-to-point exchange)
  - IP based to support the publish/subscribe exchange mechanism
  - Relies on FIXM as the interoperability information exchange model
- **NEED TO BE SUPPORTED BY AIM AND MET INFORMATION SHARED IN DIGITAL FORMAT TO ALLOW AUs BETTER PLAN THEIR FLIGHT** (data accuracy for automation, aeronautical data consistency)
- **FF-ICE SERVICES UNITS SHOULD HAVE ATFM FUNCTIONALITIES SO THAT CONSTRAINTS ALONG THE TRAJECTORY CAN BE SHARED AND CONSIDERED BY AUs DURING FLIGHT PLANNING**
- **AUs PREFER TO DISTRIBUTE THE FLIGHT PLAN TO ALL FIRs AFFECTED BY THE TRAJECTORY AND DIRECTLY RECEIVE INDIVIDUAL FEEDBACK**

# IATA VIEWS (CONT'D)

- DURING THE PRE-DEPARTURE TRAJECTORY NEGOTIATION AUs PREFER TO RECEIVE CONSTRAINTS RATHER THAN ALTERNATE TRAJECTORIES AS STATES/ANSPs DO NOT HAVE THE KNOWLEDGE OF ALL AU OPERATING POLICIES
  - Advocate implementation of the planning service to accommodate trajectory negotiation
- FAVOR A LARGE-SCALE (GLOBAL/REGIONAL) IMPLEMENTATION RATHER THAN A LOCAL OR PIECEMEAL ONE THAT WOULD PROVIDE TOO LIMITED OR NO BENEFITS

# IATA ACTIVITIES

- **IATA HAS BEEN INVOLVED IN ATMRPP SINCE THE FF-ICE INCEPTION**
  - Helped shape the definition and content of the different FF-ICE services
  - Advocated to include the FF-ICE planning service in the initial set of mandatory services (and continue to push to demonstrate its benefits)
  - Remains actively involved in table-top exercises organized by ATMRPP or ICAO regional offices to provide AU input collected via internal and external airline feeds (e.g. next FF-ICE/R2 tabletop in May)
  - Push for a coordinated and simultaneous implementation of the necessary SWIM elements (e.g. IP infrastructure, SWIM registry, and FF-ICE information services)
  - Contribute to the ICAO TBO Guidance material being developed

# IATA ACTIVITIES (CONT'D)

- **IATA WILL SUPPORT ANY GLOBAL/REGIONAL WORK AIMING AT IMPLEMENTING FF-ICE**
  - Created an FF-ICE focus group composed of experts from AUs, CFSPs, and ANSPs :
    - To ensure successful (interoperable/harmonized) implementation of FF-ICE
    - To provide input/clarification regarding AU needs
    - Support workshops, seminars, and webinars
    - Contribute to educating FF-ICE stakeholders
    - Share experience from early adopters