



SUPPORTING  
EUROPEAN  
AVIATION

# Experience & Lessons Learned From FF-ICE Implementation

EUROCONTROL Network Manager

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19<sup>th</sup> February 2026



# Agenda

- Collaboration
- Testing
- Communication
- Change Management
- Awareness & Support
- B2B Services

# Collaboration as a key success factor



Early and continuous stakeholder engagement was essential to the successful implementation of FF-ICE

- Close collaboration between EUROCONTROL, CFSPs, aircraft operators, ANSPs, etc....
- Engagement initiated well ahead of operational deployment
- FPFDE subgroup established in 2017
- First FF-ICE flight plan processed operationally in December 2022

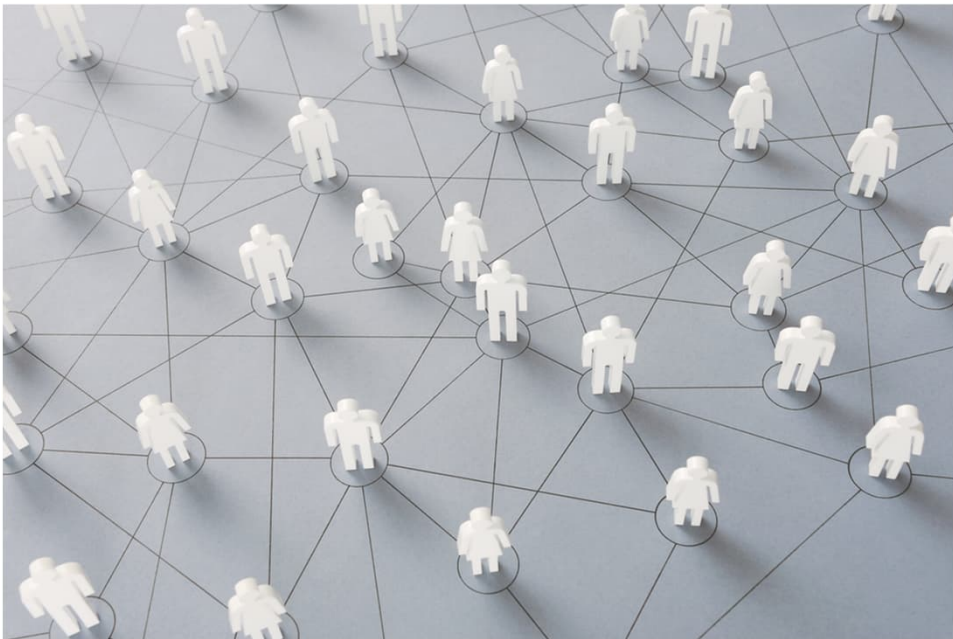
# The importance of testing



Early and often testing was critical to identifying issues and ensuring a stable FF-ICE deployment.

- B2B PRE-OPS platform provided a testing and development environment
- Parallel submission of eFPLs (PRE-OPS) and FPLs (OPS) informed necessary adjustments
- Early on, Lufthansa commenced submission of ~40 flight plans per day on selected city pairs

# The need for clear messaging



Clear and non-contradictory information is required

- Regulatory requirements need to be clearly communicated
- AIP Inconsistencies inside and outside the IFPZ:
  - Some AIPs prohibit inclusion of SIDs & STARs – full trajectory required in eFPL
  - Some AIPs outside the IFPZ require FPL only to be submitted at ADES
- Consistent, early and harmonised messaging is essential to avoid misinterpretation and operational friction

# Change is not easy

- Why is my FPL accepted but my eFPL is not?

ICAO 2012

LUMAS DCT

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FF-ICE

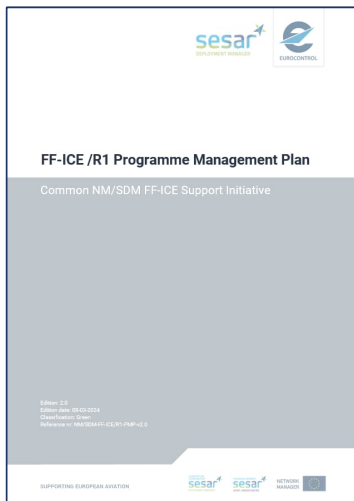
# Change is not easy



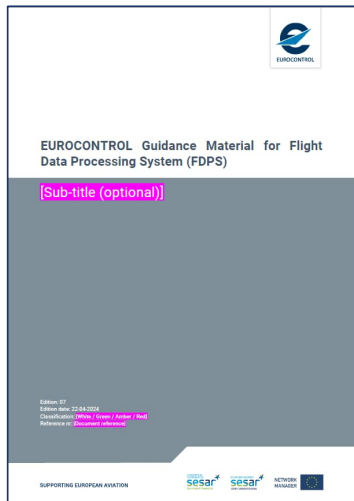
- Many operators are filing eFPLs, but continuing to send FPL messages (DLA, CHG, CNL etc...), but impacts flight plan version and trajectory
- Transition enabled by mixed mode operations, but the sooner we move away from transition the better

# FF-ICE Common Support Initiative

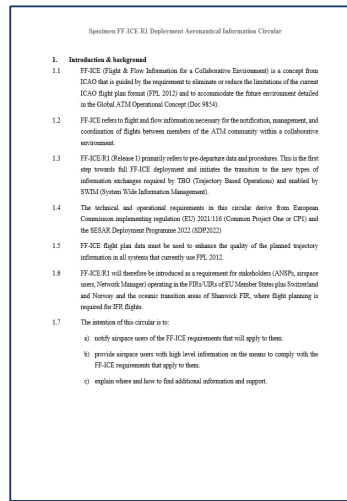
- Common initiative launched by EUROCONTROL & SESAR DM in March 2023
- Objective: Ensure awareness of the CP1 FF-ICE mandate, provide necessary support to stakeholders and coordinate implementation, with a realistic plan



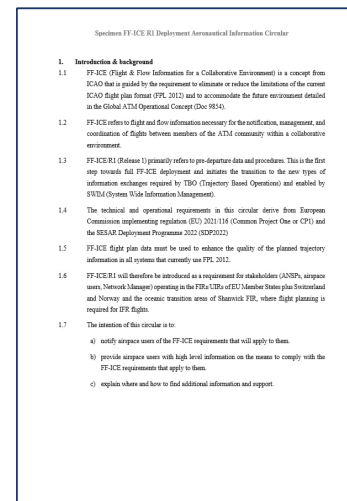
PMP



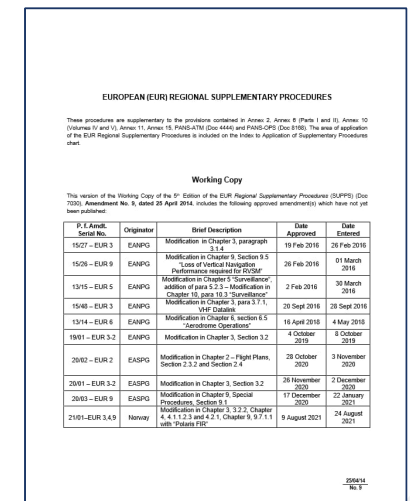
FDPS  
Guidance Material



AIP ENR 1.10 & 1.11  
Specimen Text



Specimen AIC



Amendment  
to EUR Doc 7030



# Awareness & support



- FF-ICE is a paradigm change from ICAO 2012 flight plan – not just a format change
- Awareness of and training for FF-ICE is vital
- EUROCONTROL provides support and information, including an extensive FAQ section through [www.eurocontrol.int/ffice](http://www.eurocontrol.int/ffice)

# Experience and lessons learned from FF-ICE implementation



PROCEDURAL – OPERATIONAL  
VALIDATION



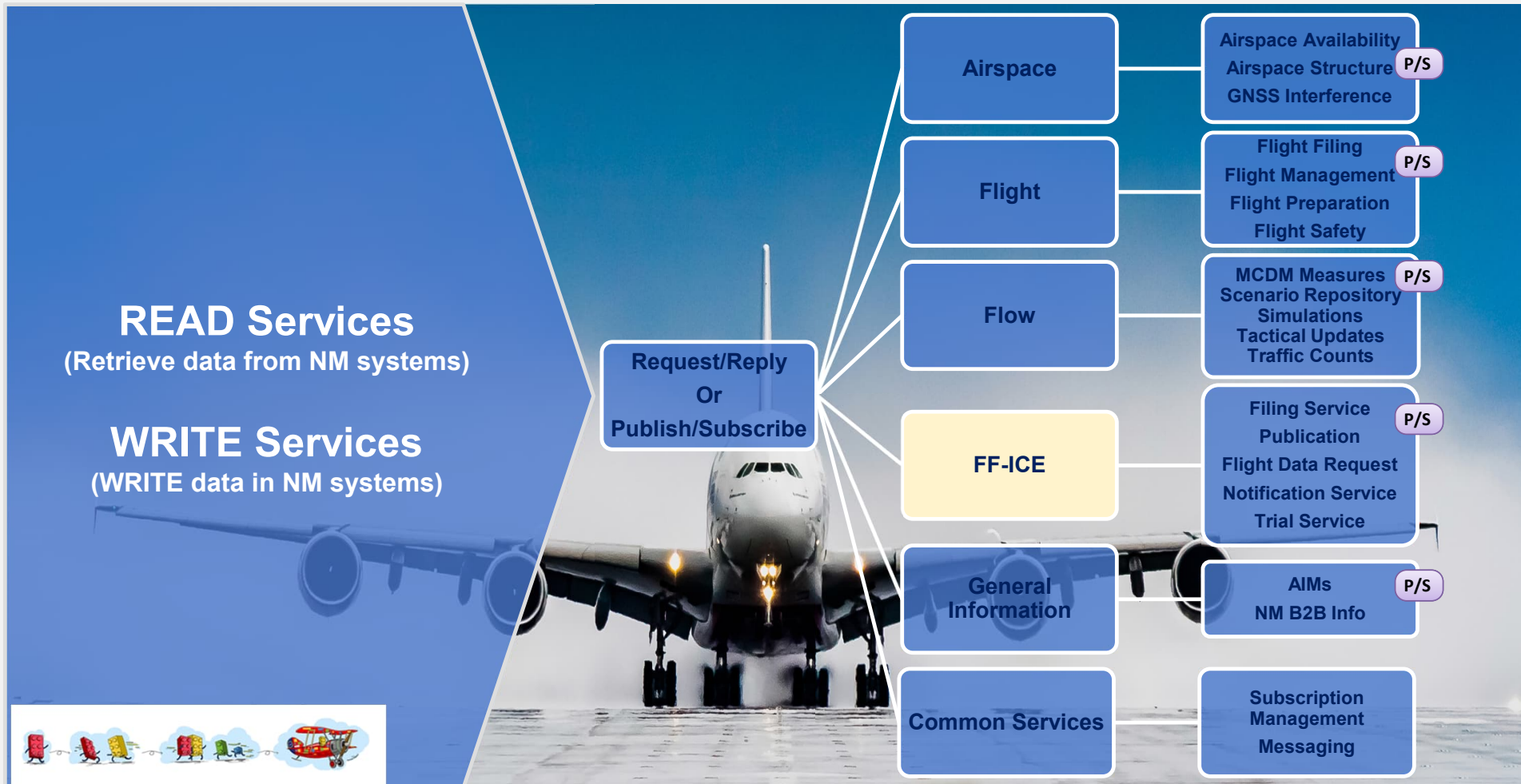
TECHNICAL – PROTECTION TO THE  
NETWORK MANAGER INTEGRATED  
FLIGHT&FLOW SYSTEM



TEAMWORK

# NM B2B Services

👉 In short: NM B2B is how external systems talk digitally and securely to the Network Manager





### Procedural – Operational Validation

#### Agreement Governance

*Verification that all stakeholders (AO, CFSP) have formally an Agreement with Eurocontrol/Network Manager on NM B2B.*

*Alignment with regulatory requirements (e.g., EASA, local regulations) for OPS validation.*

*Ensuring the DoU accurately reflects the operational scope and usage of the system.*

#### Declaration of Use

*Verification that the DoU identifies the responsible Aircraft Operator(s) for compliance.*

*Legal implications: confirming DoU coverage aligns with regulatory or contractual requirements.*

#### Workflow Operational Validation

*Clear definition of end-to-end process from the request to NM B2B services to OPS validation and OPS certificate.*

*Metrics to track validation success (e.g., ACK rate, error rate).*

#### Monitoring & Reporting

*Regular reporting mechanisms to stakeholders.*



the  
**Protect NETWORK**  
the your  
**TO Protect BUSINESS**

Technical – protect the  
Network Manager Integrated  
Flight&Flow system

Moving from AFTN to  
B2B

*is not a simple transport  
change; it is a behavioral  
change that requires  
technical safeguards to  
protect Network Manager  
Integrated Flight&Flow  
system, ensure data  
consistency, and preserve  
operational safety.*

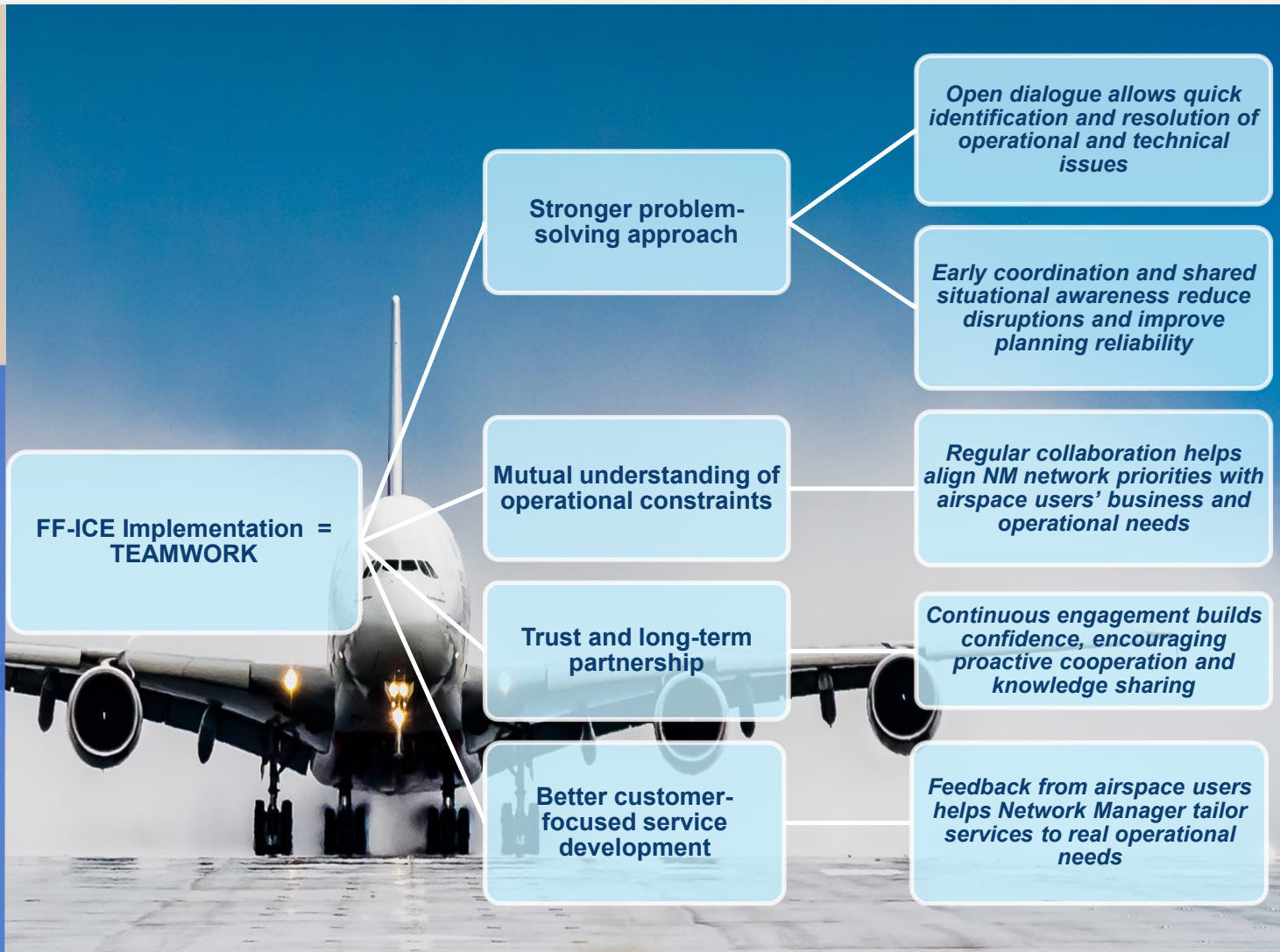
Environment –  
PREOPS

*FF-ICE filing compared with  
OPS legacy filings*

*There is no MANaul ORM  
for FF-ICE processing*

Profiles &  
Capabilities Matching

*Mapping user profiles to  
application capabilities  
(e.g., who can submit FF-  
ICE FPLs)*





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# Thank you!

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NETWORK  
MANAGER

