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الهيئة العامة للطيران المدني  
GENERAL CIVIL AVIATION AUTHORITY



# ATM SG/11 & CNS SG/14

## MEETINGS

19-23 Oct. 2025 Abu Dhabi, UAE





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# **ATM SG/11 Meeting**

**Abu Dhabi, UAE (19 - 23 October 2025)**





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# Understanding FF-ICE through Scenarios

*(Presented by EUROCONTROL at  
ICAO APAC/MID ATFM-FF-ICE Seminar 2025)*





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# Flight Plan Version Number



## What is the operator flight plan version number and why needed?

- **Operator Flight Plan version:**

- Mandatory data item (Preliminary Flight Plan - PFP and Filed Flight Plan - eFPL).
- An incremental number (integer) assigned by the AU to each individual update of a given flight plan transmitted to ATM.

- **Purpose:**

- Assist in data synchronisation and in providing a reference for feedback.

- **OPS:**

- If provided to the pilot, would allow ATC and the pilot to verify they are using the same version of the flight plan.





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# Flight Plan Version Number

## How to use the operator version number?



- **eAU:**

- Increment by 1 and include the version number in all flight plan data updates provided to ATM systems.
- Continue the version numbering across the transition from Planning Service (Preliminary Flight Plan - PFP) to Filing Service (Filed Flight Plan - eFPL).

- **eASP:**

- Reference within feedback communications (Planning and Filing Status) the version to which they are responding.





- LFFF FIR
  - LFFF UIR
  - EDUU UIR
  - LSAS UIR
  - LOVV FIR
  - LJLA FIR
  - LHCC FIR
  - LRBB FIR
  - LBSR FIR
  - LTBB FIR
  - LTAA FIR
- } **eASP (NM)**
- 
- OIIX FIR
- **aASP**
- 
- OMAE FIR
- **eASP (UAE ANSP)**

-LFPG1000  
 -N0480F310 BUBLI2B BUBLI UG42 LUVAL UN491 DEGES UN871 GAPTO UT23  
 BIRGI DCT DIMLO DCT INVED M747 NEKUL P975 ARTAT UP975 ERGUN UL124  
 BONAM/N0479F350 L319 PARAS/N0478F370 L319 DASDO UL223  
 LAM/N0488F350 G666 LVA/N0455F270 G666 ORSAR B416 DESDI  
 -OMDB0605







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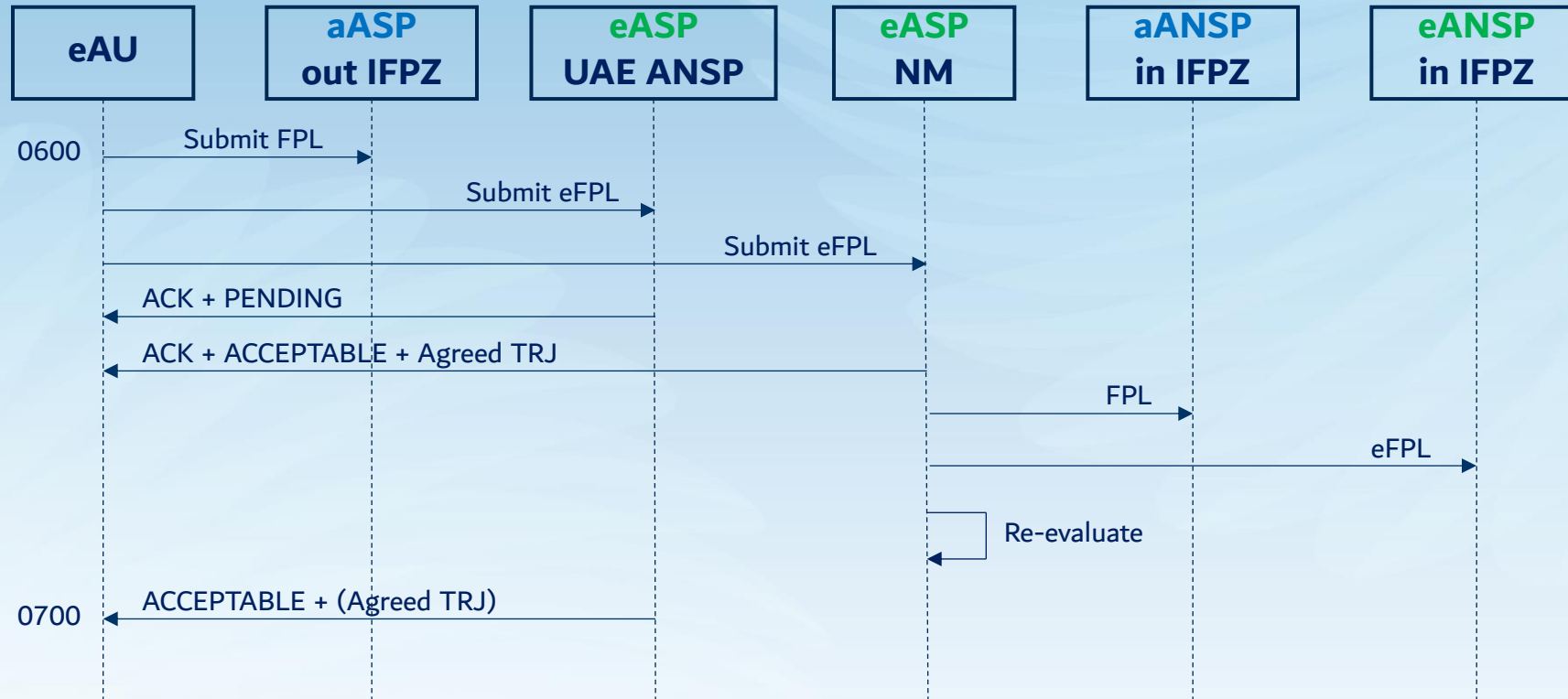
# Filing Service

## Case 1 - Nominal case - all eASPs respond ACK

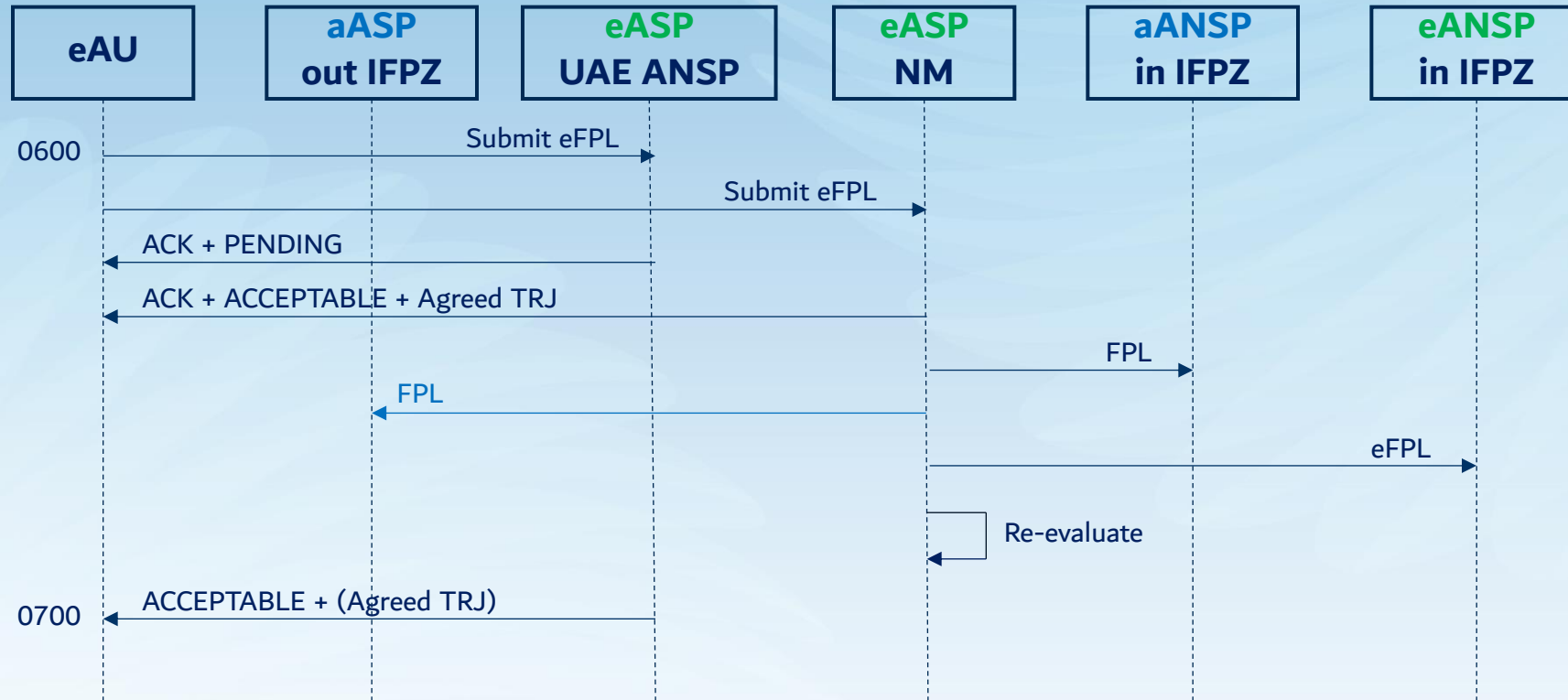


- An eFPL is submitted for a flight departing the IFPZ and going outside IFPZ.
- At least one non-FF-ICE capable ASP inside the IFPZ (aANSP) and one outside (aASP) the IFPZ are concerned by the flight.
- All other ASPs are FF-ICE capable i.e. capable to process FF-ICE flight plans.
- The submission of the equivalent FPL to aASP outside the IFPZ may either be performed by the eAU directly (Case 1a) or through the NM (Case 1b).
- The eFPL is accepted and corresponding Submission Responses and Filing Status are returned by NM and eASPs outside the IFPZ.
- The eFPL remains valid after re-evaluation.
- The flight is not regulated i.e. it receives no departure slot.











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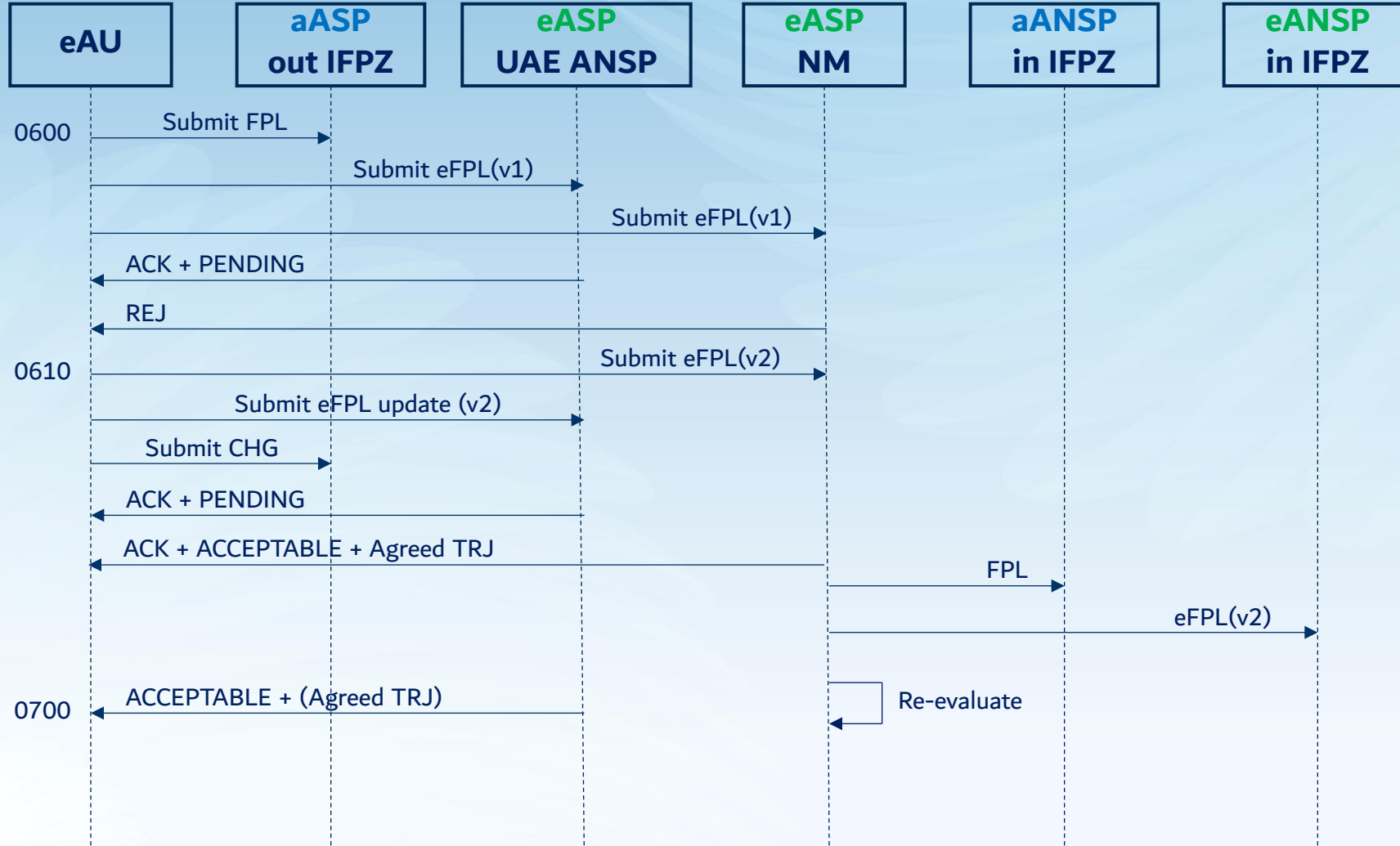
# Filing Service

## Case 2 - Non-Nominal case - One eASP REJ the eFPL



- An eFPL is submitted for a flight departing the IFPZ and going outside IFPZ.
- The flight, ASPs and their FF-ICE capabilities are the same as in Nominal case (as before).
- The FPL submission to the aASP outside the IFPZ is performed by the eAU directly.
- The eFPL is rejected by NM due to a restriction error but accepted by the eASP (UAE ANSP).
- A second version of the eFPL, correcting the error, is submitted to the NM.
- A corresponding eFPL update is submitted to the eASP (UAE ANSP).
- The case then continues as in the nominal case.





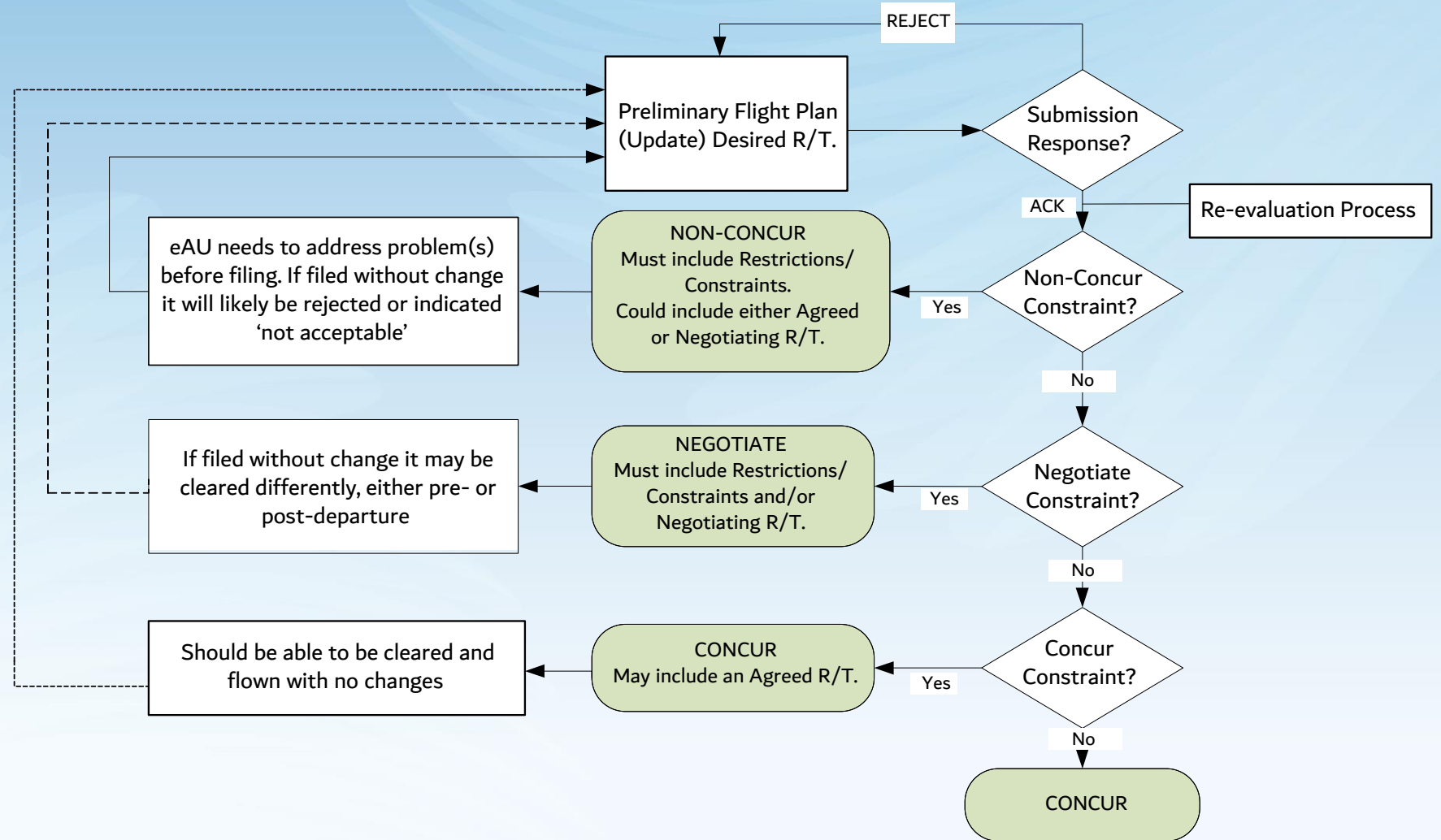
### Submission

### Response -

Immediate response =  
ACK, MAN or REJ

### Planning Status -

result of operational  
acceptability





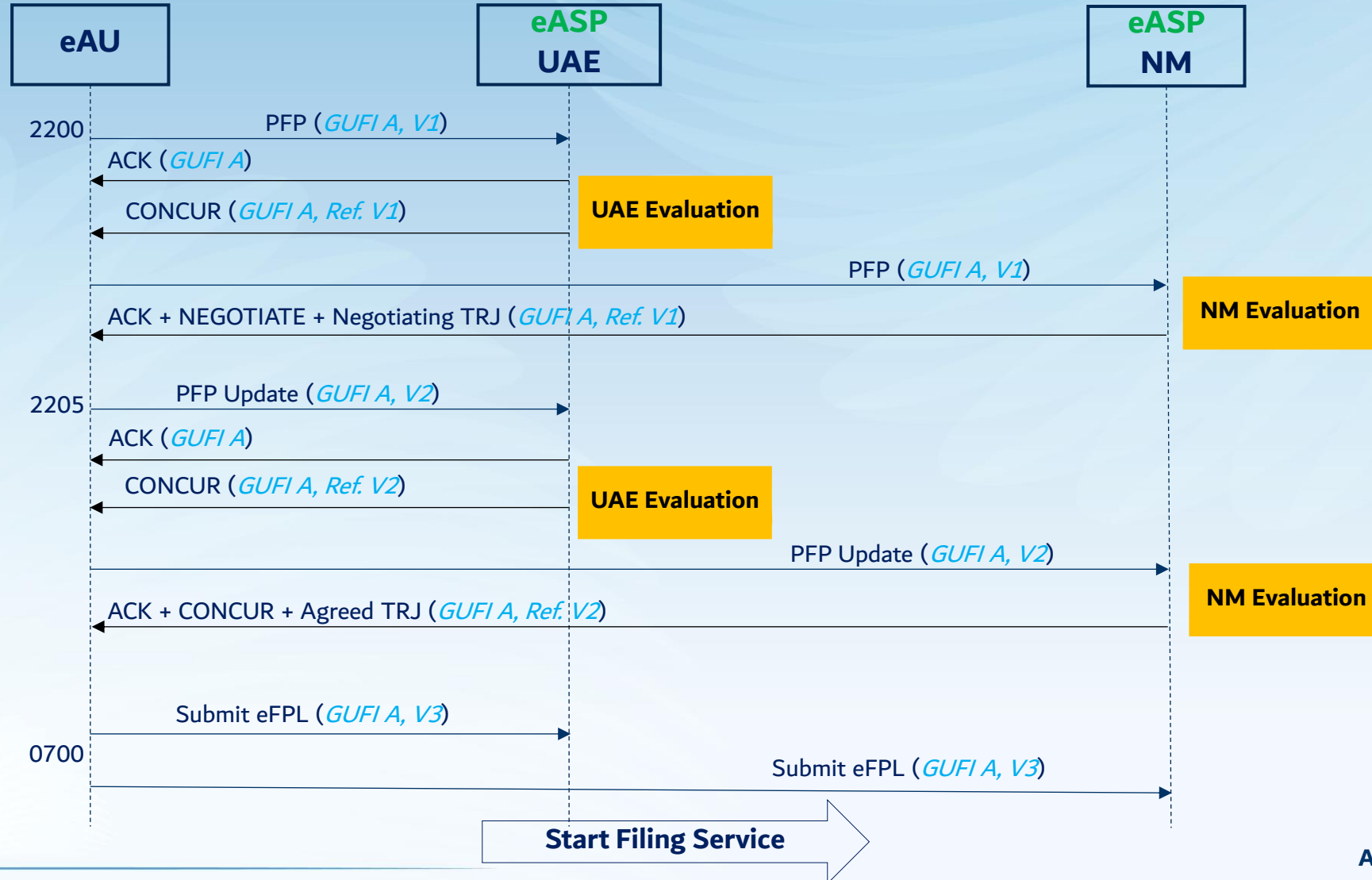
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# Planning Service Scenario Overview

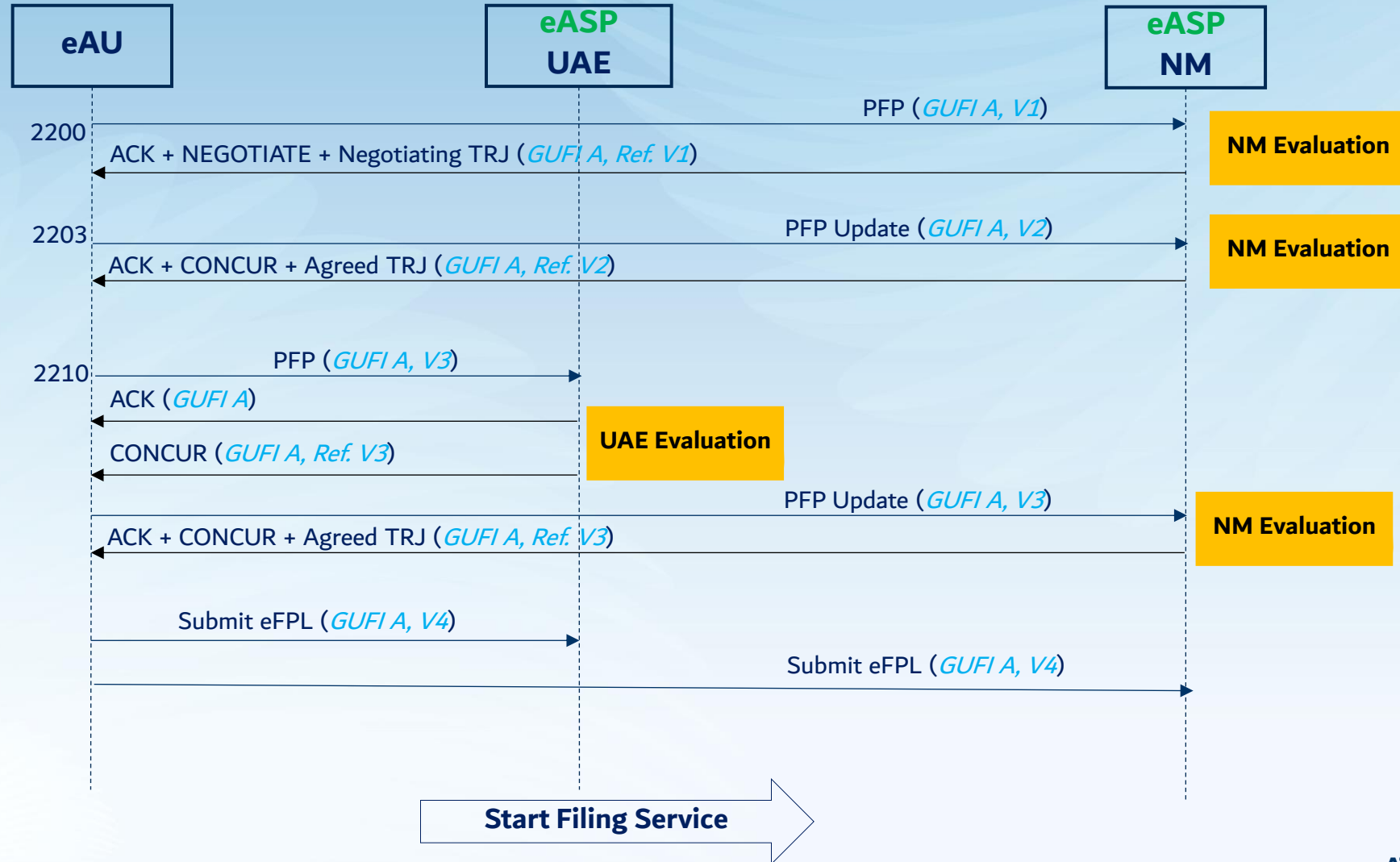


- Flight details are as before.
- NM provides 'Planning Service' for the IFPZ.
- UAE ANSP provides 'Planning Service'.
- eAU performs planning both with NM and UAE ANSP:
  - Parallel approach - Case 3a.
  - Individual ad-hoc or serial - Case 3b.
- The flight is not regulated i.e. it receives no departure slot.
- The PFP remains 'valid' after re-evaluation.









- **Planning:**

- The first Preliminary Flight Plan received by an eASP may not be version “1” (individual or serial approach).

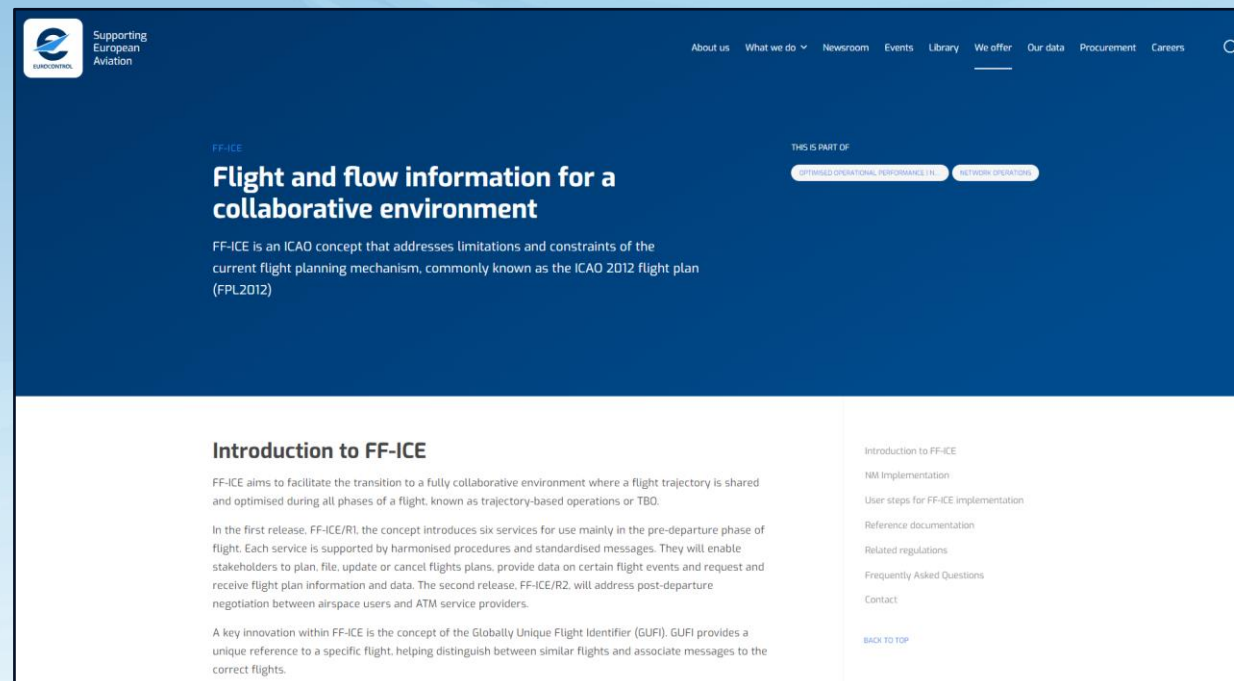
- **Filing:**

- The first Filed Flight Plan may not be version “1”.
- Each new version received from the operator as an update is expected to be a single increment above the previous version.
- A missed sequence number should therefore raise an error and the error should trigger the operator to respond by sending the latest version as a complete Preliminary Flight Plan or Filed Flight Plan.



- EUR expected provisions:
  - An EU mandate requiring operators operating in EU airspace to submit FF-ICE flight plans to EUROCONTROL Network Manager (NM) from the **1<sup>st</sup> of January 2026**.
- The Issue:
  - Current requirement that departing operators send their flight plans to the ARO at the departure aerodrome only.
  - Raised at the EUROCONTROL FPFDE subgroup by Lufthansa Systems on behalf of their customer Qatar Airways.
- MID States AIPs:
  - AIP Qatar (Effective 02 OCT 2025), ENR 1.10 FLIGHT PLANNING (Restriction, limitation or advisory information), 1. Procedures for the submission of a flight plan, 1.3 Submission of flight plan, 1.3.1 **Flight plans shall be submitted via AFTN to OTDFIFPS and OTBDYWYX.**
  - AIP Oman (Effective 27 NOV 2025), ENR 1.10 FLIGHT PLANNING, 1. REQUIREMENT FOR THE SUBMISSION OF A FLIGHT PLAN, 1.5 Place of submission, a) **Flight plans shall be submitted via the Air Traffic Services Reporting Office (ARO) at the departure aerodrome.**
- Possible MID States Action:
  - Similarly to Europe, to modify State AIP to allow the airspace users to submit directly to the NM an eFPLs (FF-ICE flight plans) and to require only the FPLs to be submitted to their ARO (at the maximum).





EUROCONTROL FF-ICE Webpage  
<https://www.eurocontrol.int/ffice>



Contact us: [ffice@eurocontrol.int](mailto:ffice@eurocontrol.int)





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# THANK YOU

