



FOURTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 26 August to 6 September 2024

Agenda Item 3: Air Navigation System Performance Improvement
3.2: Phasing out legacy systems

**SUPPORTING REGIONS, STATES AND ATM STAKEHOLDERS BY PROVIDING THEM
WITH APPROPRIATE SUPPORT AND GUIDELINES FOR EFFICIENT PLANNING AND
SMOOTH IMPLEMENTATION OF THE TRANSITION TO FF-ICE SERVICES**

(Presented by the Agency for Air Navigation Safety in Africa and Madagascar (ASECNA) on behalf of its
18 African Member States²)

EXECUTIVE SUMMARY

This paper, while recognizing the importance and challenges of a smooth transition to the flight and flow — information for a collaborative environment (FF-ICE) and the sunset of the 2012 flight plan, aims to draw the Conference's attention to the need for ICAO to provide the necessary support to ensure that sufficient, comprehensive and adequate preparation of States and air traffic management (ATM) stakeholders from all ICAO regions has taken place in order to foster a safe, harmonized and universal transition.

In this regard, the paper invites the Fourteenth Air Navigation Conference to agree to the actions recommended in section 3 and detailed below.

Actions: The Conference is invited to:

- a) encourage the States of the regions to pool their resources where possible and to collaborate where necessary to identify their needs and opportunities for safe and efficient transition to FF-ICE;

Request ICAO to:

- b) develop appropriate guidelines and documents to assist regions, States and industry stakeholders to develop and implement coherent planning for the transition to FF-ICE in a harmonized and efficient manner, in order to ensure the safe, continuous and efficient operations of air traffic worldwide upon the cessation of FPL 2012;
- c) provide States, ATM service providers and stakeholders with the necessary support in terms of awareness-raising and capacity-building, as appropriate, through workshops

¹ English and French versions provided by ASECNA.

² Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Gabon, Equatorial Guinea, Guinea-Bissau, Madagascar, Mali, Mauritania, Niger, Rwanda, Senegal, Togo.

- and seminars, with a view to facilitating the effective engagement of these stakeholders in the transition to FF-ICE; and
- d) conduct periodic assessment of the implementation of the transition to FF-ICE services to enable the civil aviation community to determine the level of readiness of the air navigation system for an effective cessation of FPL 2012, at the suggested deadline.

1. INTRODUCTION

1.1 The implementation of the flight and flow — information for a collaborative environment (FF-ICE) is known to be one of the foundations for the evolution of the global air traffic management (ATM) system, in line with the Global Air Navigation Plan (GANP) Aviation System Block Upgrade (ASBU) methodology.

1.2 With the adoption of new ICAO Standards and Recommended Practices (SARPs) for the progressive implementation of FF-ICE services, a crucial step has been taken in the evolution towards a flight planning mechanism capable of supporting the evolution of ATM systems, as envisaged by the GANP.

1.3 As the FF-ICE is aimed at becoming the sole mechanism used by global aviation for flight planning and related functions in the future, it is essential that the steps leading to its full implementation, including those of the envisaged transition phase, are conducted in such a way as to ensure that no ATM region or stakeholder is left behind.

2. DISCUSSION

2.1 ATM systems around the world have different profiles in terms of traffic volume and constraints, organizational and institutional conditions, resources and level of equipment, even though they all contribute to the performance of the global air navigation system to the satisfaction of the human community. As a result, major transitions in ATM, such as the introduction of FF-ICE for flight planning, require a gradual, controlled, harmonized and inclusive approach that considers the pace of adaptation of each stakeholder.

2.2 It is therefore important that the players and entities making up the ATM systems, as well as the States and regional planification and implementation groups are properly informed, prepared and are in full control of the changes to be made as part of this transition to FF-ICE. This will enable them to provide the ATM services and functions concerned in conditions and with results that will meet the performance requirements. All these would require the implementation of capacity-building activities and the redefinition or adaptation of procedures and work tools, as appropriate.

2.3 ICAO provisions and related guidelines and guidance material are important and indispensable resources for the successful implementation of FF-ICE by the relevant stakeholders. These resources should timely be made available to States and ATM stakeholders as the ICAO requirements become applicable, in order to serve the stakeholders concerned and facilitate their task in defining, developing, and conducting their activities to implement the new services in the required conditions.

2.4 The various potential scenarios for operational transition to FF-ICE discussed, as well as those listed in the ICAO *Manual on Flight and Flow — Information for a Collaborative Environment (FF-ICE)* (Doc 9965), reveal various degrees of complexity which could constitute levels of difficulty that ATM stakeholders and partners will need to be able to identify and overcome, in time, to ensure the safe and

secure implementation of ATM flight planning information processing services and functions, both during and after the transition phase.

2.5 A smooth and safe transition to FF-ICE can only be better guaranteed if ATM service providers, aircraft and airport operators, other users and stakeholders, as well as regulators in States across all regions, are sufficiently aware and knowledgeable of the needs and changes to be introduced in terms of operational procedures, configuration of systems and equipment for processing and routing flight plan data. It is very likely that a large-scale involvement in this transition will require States and all other stakeholders to commit substantial resources to making the necessary adjustments to their ATM systems.

2.6 The transition to FF-ICE, followed by the cessation of Flight Plan 2012, represents a significant operational change at a global scale, as did the implementation of reduced vertical separation minimum (RVSM) and Flight Plan 2012. The success of this transformation will require the participation of all ATM organizations, which will have to face challenges of diverse levels and magnitudes depending on their profiles and regions. It is therefore important to ensure that in all ICAO regions, this operation is surrounded by all the necessary support from ICAO in terms of guidelines, training, awareness -raising, evaluation, mobilization of resources and various forms of support, so that no player is left behind. In addition, it is important that a framework for periodic assessment of the level of implementation of the FF-ICE be defined and put in place by ICAO, during the transition phase, with a view to determining whether the appropriate level of readiness has been achieved to enable the FPL 2012 to cease, at the suggested deadline.

3. CONCLUSION

3.1 The Conference is invited to:

- a) encourage regional States of the regions to pool their resources where possible and to work together to identify regional needs and opportunities for safe and efficient transition to the flight and flow — information for a collaborative environment (FF-ICE);
- b) request ICAO to develop appropriate guidelines and documents to assist regional planning groups, States, ATM providers, operators and all industry stakeholders to develop and implement coherent, harmonized and effective planning for the transition to FF-ICE, in order to ensure the safety, continuity and efficiency of air traffic operations worldwide upon the cessation of FPL 2012;
- c) request ICAO to mobilize resources to ensure support to States and ATM providers in the regions in terms of awareness raising and capacity building through workshops and seminars, with a view to facilitating stakeholder engagement in the transition to FF-ICE; and
- d) request ICAO to conduct a periodic assessment of progress in implementing the transition to FF-ICE services to enable the civil aviation community to determine whether the global air navigation system is ready for the cessation of FPL 2012 by 2034.