SUMMARY of
ICAO EUR/NAT FF-ICE Workshop
(Paris, 17-19 February 2026)

Abbas Niknejad

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INTERNATIONAL CIVIL AVIATION ORGANIZATION

Introduction

- ICAO EUR/NAT FF-ICE Workshop was held at the ICAO EUR/NAT Office in Paris, from 17 to 19 February 2026.
- The Workshop was attended by 67 participants from 20 EUR and NAT States and 8 Organizations/Industries.

European and North Atlantic Office

ICAO EUR/NAT FF-ICE Workshop

(Paris, France, 17-19 February 2026)

WORK PROGRAMME

(Version 2.2)

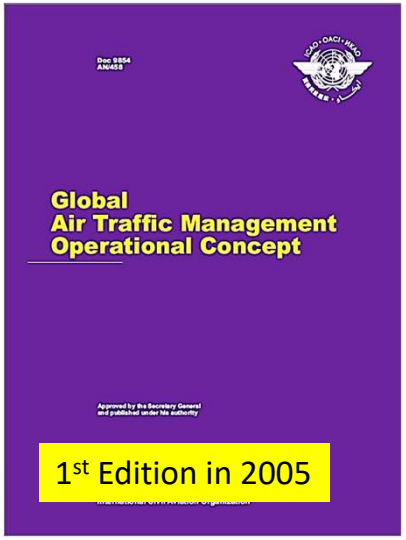
DAY 1 (17 February 2026)		
10:00	Session 1.1: Opening / Global provisions Opening/welcome notes FF-ICE Global Concept and Provisions	 Elkhan Nahmadov (ICAO) Crystal Kim (ICAO)
11:00	Coffee Break / Group photo	
11:30	Session 1.2: FF-ICE - relationship with SWIM and TBO How FF-ICE is related to other ICAO initiatives (SWIM, TBO, ATFM, etc.) European TBO Roadmap	 Crystal Kim (ICAO) Olivia Nunez (SESAR JU)
12:30	Lunch Break	
14:00	Session 1.2: FF-ICE - relationship with SWIM and TBO – Cont'd SWIM concept & implementation in EU Session 1.3: FF-ICE implementation FF-ICE CP1 Mandate	 Per Erland Andersen (SDM) Per Erland Andersen (SDM)
15:00	Coffee Break	
15:30	Session 1.4: FF-ICE implementation EUROCONTROL Network Manager's implementation of FF-ICE FF-ICE through scenarios Session 1.5: ANSPs ROMATSA FF-ICE implementation	 Donal Lalor (EUROCONTROL) Augustin Gheorghe (EUROCONTROL) Andreea Strat (Romania)
17:00	**END OF DAY 1**	

DAY 2 (18 February 2026)		
09:30	Session 2.1: ANSPs ANS of the Czech Republic SKEYES Belgium	 Vladimir Cizek (Czech Republic) Alexandros Kokkinolambos (Belgium)
11:00	Coffee Break	
11:30	Session 2.2: Operator perspective CFSP approach Airline approach	 Ekkehard Pfannenstiel (Lufthansa System) Thomas Eschenhagen (Lufthansa System) Samuel Eberle (Lufthansa Group - Swiss Air) Mateusz Kaminski (Lufthansa Group)
12:30	Lunch Break	
14:00	Session 2.2: Operator perspective – Cont'd IATA ARO approach Session 2.3: FIXM Data exchange model in support of FF-ICE (FIXM)	 Carlo Verelst (IATA) Stephane Dubet (France) Hubert Lepori (FIXM CCB)
15:30	Coffee Break	
16:00	Session 2.4: FF-ICE implementation planning FF-ICE Implementation Strategy (Regional Transition Planning) FF-ICE Implementation Planning (FF-ICE Implementation Roadmap)	 Crystal Kim (ICAO) Per Erland Andersen (SDM)
17:00	**END OF DAY 2**	

DAY 3 (19 February 2026)		
09:30	Session 3.1: States Roles, experience Experience and lessons learned from FF-ICE implementation EUR and NAT States' experience/opinion - Canada experience/opinion - EUR and NAT States discussion	 Donal Lalor / Ioana Coliban (EUROCONTROL) Jason Rossiter (Canada) All
11:00	Coffee Break	
11:30	Session 3.2: FPL2012 cessation – Next steps FPL2012 cessation provisions	 Crystal Kim (ICAO)
12:30	Lunch Break	
14:00	Session 3.3: FF-ICE TF TORs, wrap-up and closing FF-ICE TF TORs Wrap-up & closing	 Abbas Niknejad (ICAO) All / ICAO EUR/NAT
16:00	**END OF WORKSHOP**	

1) FF-ICE Global Concept and Provisions (ICAO)

01 vision



1st Edition in 2005

02 concept

Detailed concepts & performance framework

- CDM/ATFM (Doc 9971)
- FF-ICE (Doc 9965)
- SWIM (Doc 10039)
- TBO (TBD)
- Connected Aircraft (TBD)

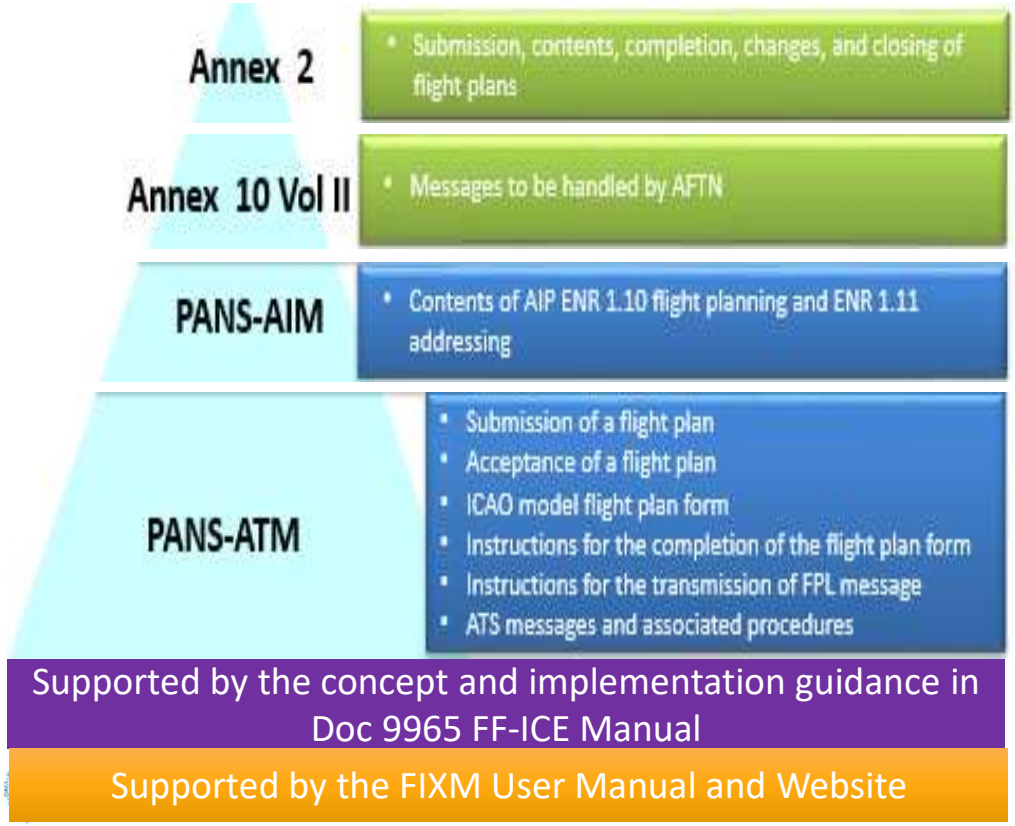
- ATM System Requirements (Doc 9882)
- Global Air Navigation System Performance (Doc 9883)

03 planning

04 standardization

SARPs, PANS, and Guidance materials

Overview of Provisions and Guidance



⇒ **To whom flight plan is submitted**

⇒ **Generation and use of GUFI**

⇒ **FF-ICE services availability**

⇒ **FF-ICE services in a mixed-mode environment**

SWIM Information Service

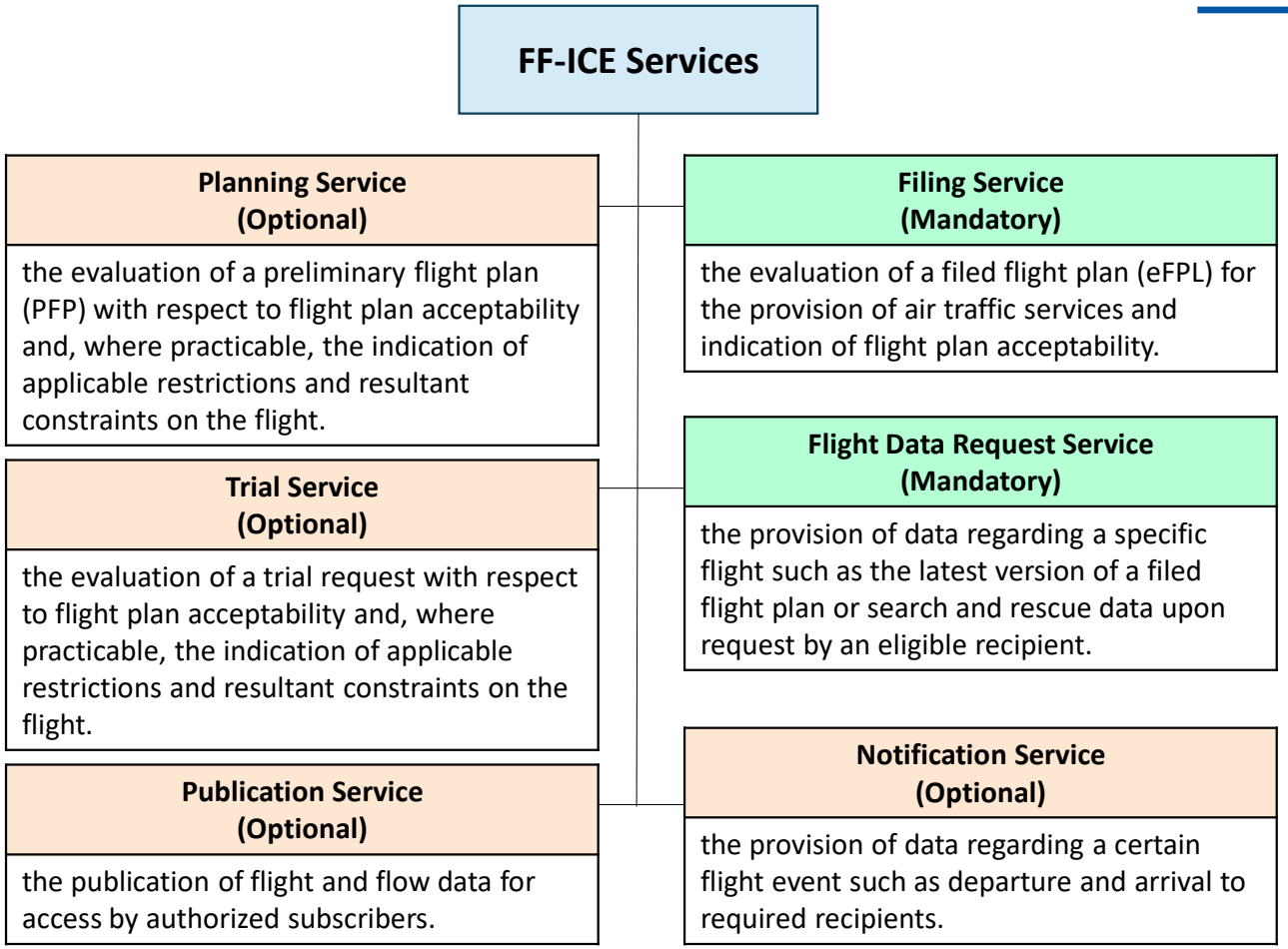
PANS-IM (Doc 10199)

SWIM Implementation Manual (Doc 10203)

Manual on Aviation Information Security (Doc 10204)

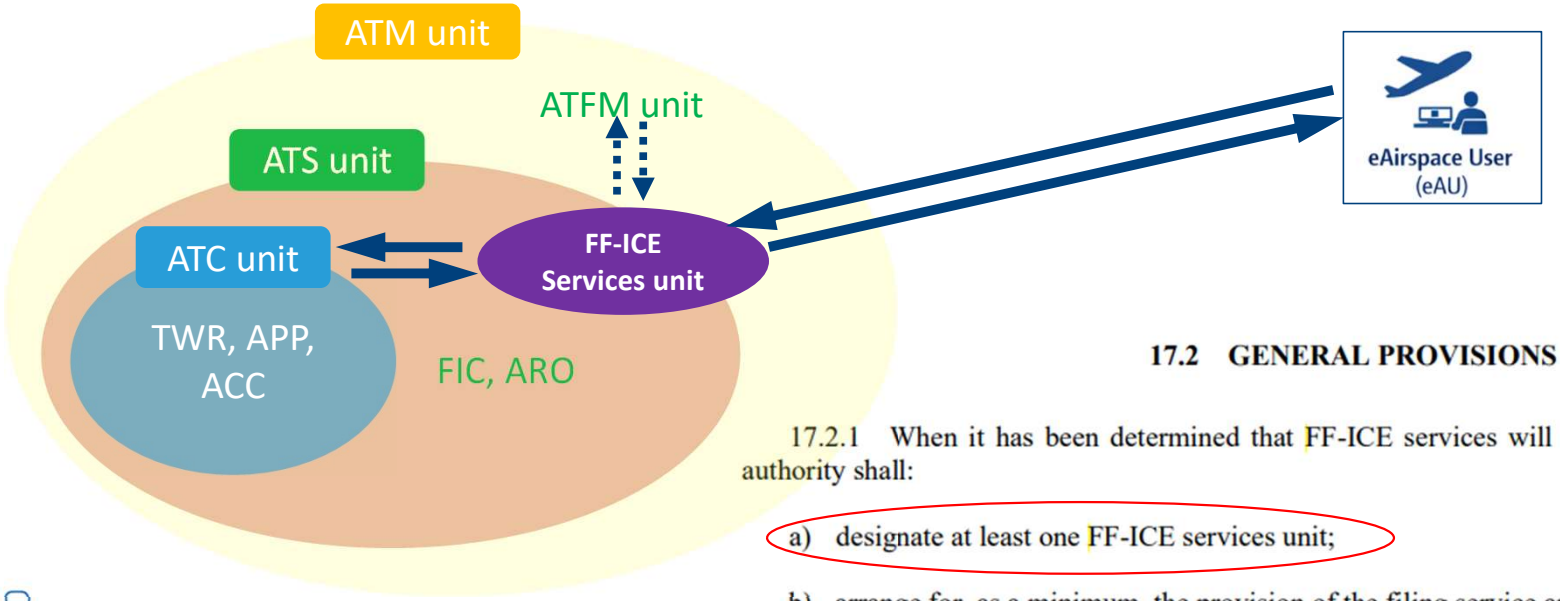
FF-ICE services

- **A set of services** established for the purposes of facilitating exchange of *FF-ICE*, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.



FF-ICE services unit

- A unit **designated by the appropriate ATS authority** for the provision of FF-ICE services.



17.2 GENERAL PROVISIONS

17.2.1 When it has been determined that FF-ICE services will be provided, the appropriate ATS authority shall:

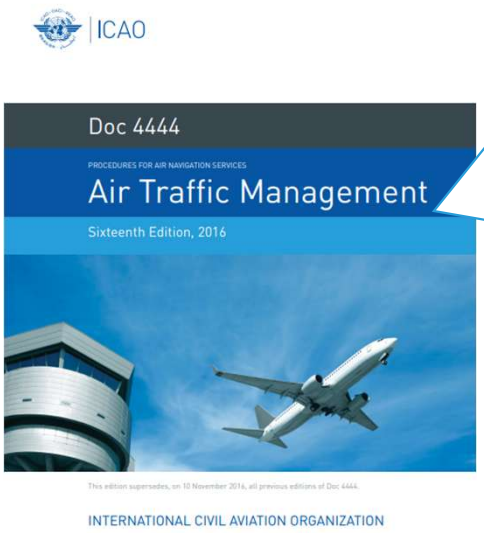
a) designate at least one FF-ICE services unit;

b) arrange for, as a minimum, the provision of the filing service and flight data request service;

c) ensure that the FF-ICE services unit(s) maintains the ability necessary to exchange ATS messages with operators and ATS units that have not implemented FF-ICE services, in accordance with provisions in Chapter 11; and

d) arrange for the promulgation of information on the availability of FF-ICE services, associated procedures and conditions in the Aeronautical Information Publications (AIP).

Flight plan submission/distribution - eFPL



17.4.3.2 Unless otherwise prescribed by the appropriate ATS authority, **an operator or its designated representative electing to use FF-ICE services shall submit**:

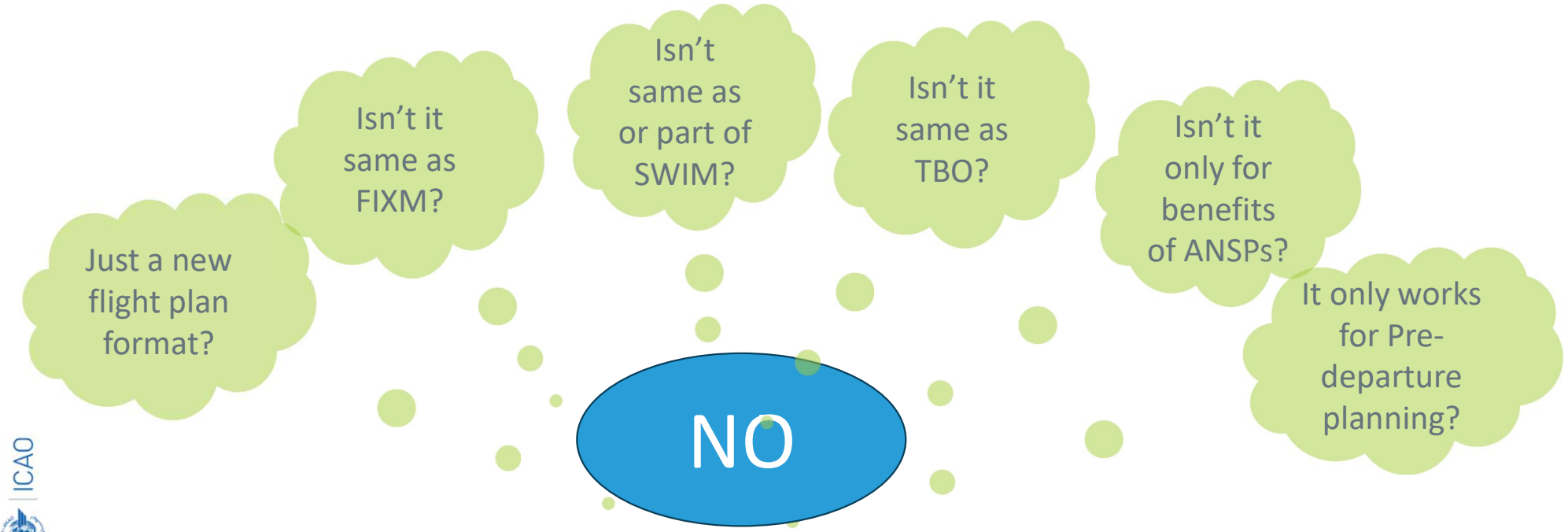
a) an eFPL to each FF-ICE services unit …..; and

b) an FPL to each ATS unit unable to process an eFPL….

Note 1. ***The FF-ICE services unit may assume responsibility for the provision*** *of the flight plan information and changes thereto in an appropriate format to all relevant units concerned along the route of flight….*

ICAO

Flight and Flow - Information for a Collaborative Environment



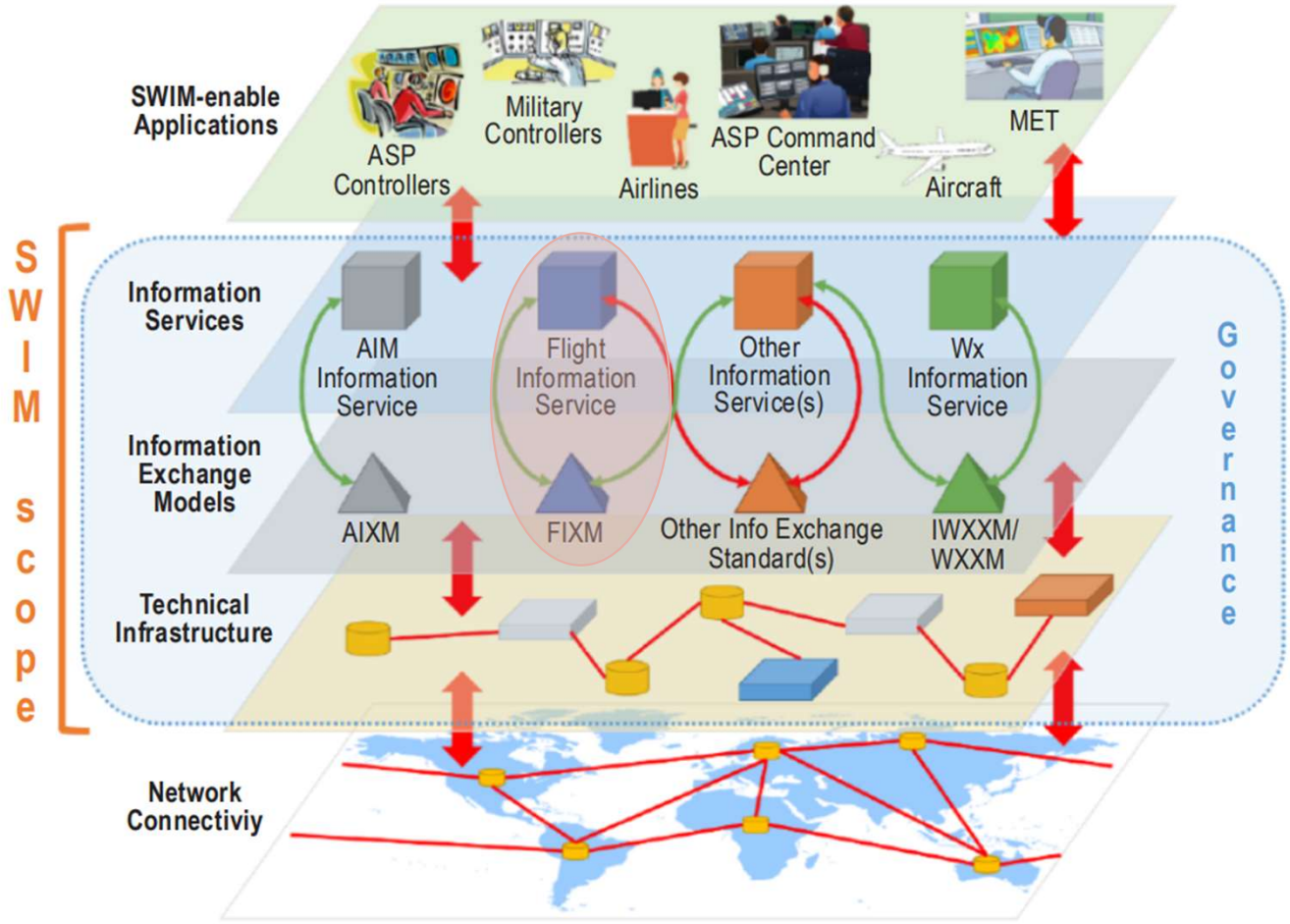
ICAO

2) How FF-ICE is related with SWIM and TBO
(ICAO)

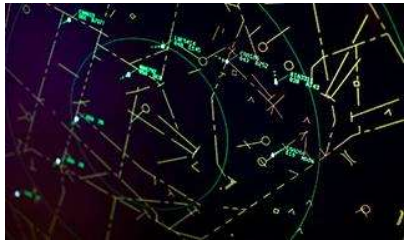
- SWIM enables FF-ICE (No SWIM = no system-wide digital information exchange)
- FF-ICE enables TBO (No FF-ICE = no shared, collaboratively optimized trajectory)
- FF-ICE enhances ATFM (ATFM can exist without FF-ICE, but with FF-ICE it becomes far more predictive and collaborative)

Subject	Depends on SWIM	Depends on FF-ICE
SWIM	-	NO
FF-ICE	Yes	-
ATFM (Basic)	No	No
ATFM (Advanced)	Yes	Yes (strongly enhanced)
TBO	Yes	Yes (essential)

SWIM enables global interoperability required for FF-ICE services



3) European TBO Roadmap
(SESAR JU)



NETWORK TBO

- **Initial FF-ICE Deployment**
- SWIM standard published by EUROCONTROL and used in operations
- **EU Mandate:** Airspace User uptake period 2024-2025

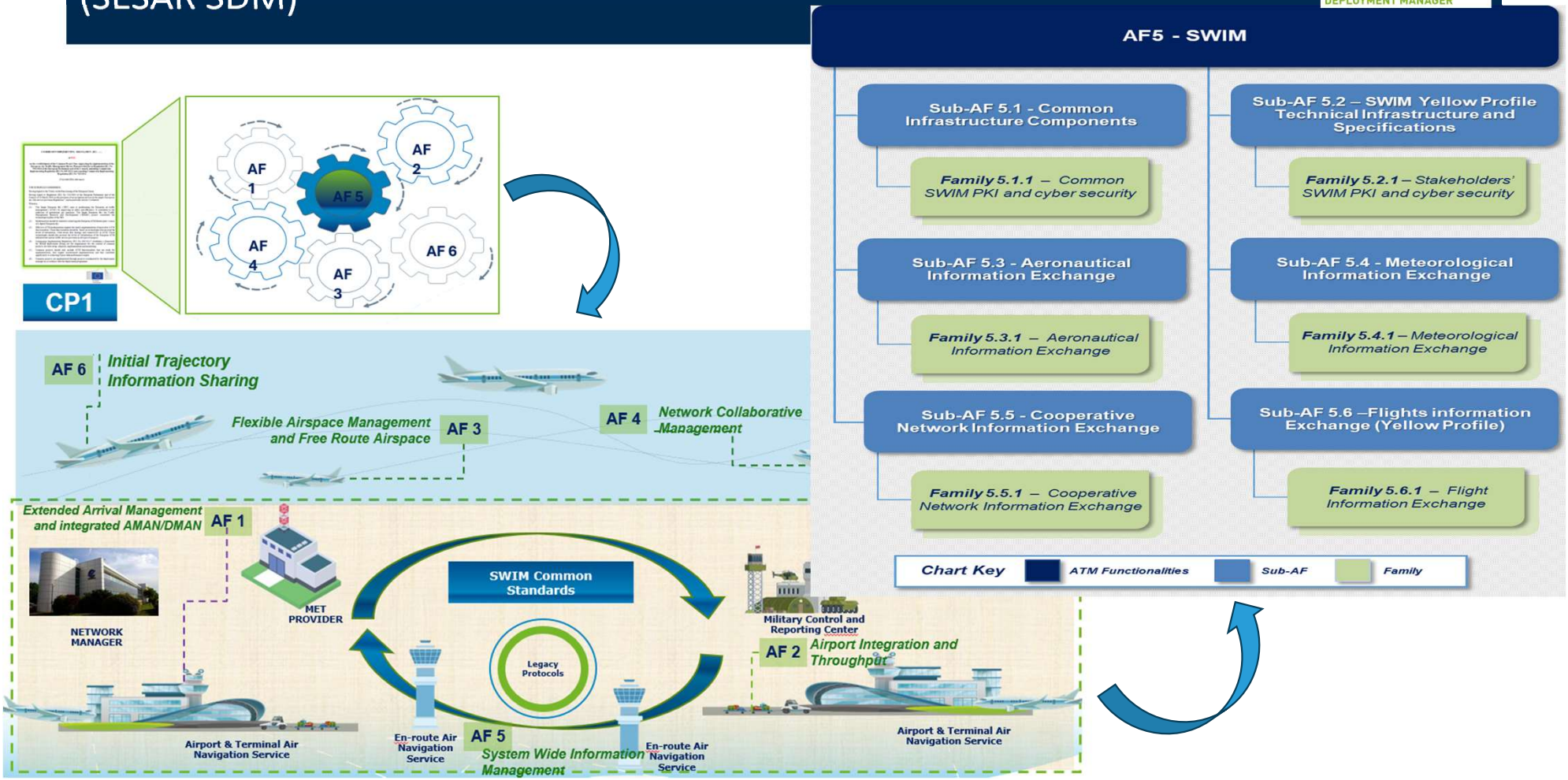
ATC TBO

- EPP/initial trajectory information sharing
- Already operational in 1 ACC (Maastricht)
- EU NM/ANSP uptake period 2024-2027
- **EU Mandate:** all new aircraft must be equipped from 2028

REGIONAL TBO

- Intra-European trajectory synchronisation for enhanced ground-ground messages
- Supporting NM/airport connectivity
- **EU mandat**e: ASD-C used to improve NM trajectory (in addition to radar data) by 2028

4) EU SWIM Implementation Programme
(SESAR SDM)



5) CP1 SWIM Regulatory Requirements
(SESAR SDM)

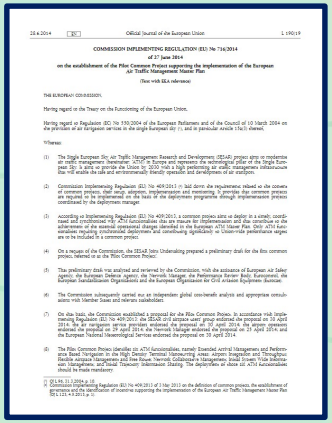
Developed and consulted by all stakeholders

ATM MASTER PLAN

Vision for EU Digital Sky

Essential Operational Changes

PILOT COMMON PROJECT REG. (EU) N.716/2014



COMMISSION IMPLEMENTING REGULATION (EU) No 716/2014
of 27 June 2014
on the establishment of the Pilot Common Project supporting the implementation of the European Air Traffic Management Master Plan
(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (1), and in particular Article 15a(3) thereof,

Whereas:

(1) The Single European Sky Air Traffic Management Research and Development (SESAR) project aims to modernise air traffic management (hereinafter 'ATM') in Europe and represents the technological pillar of the Single European Sky; it aims to provide the Union by 2020 with a high performing air traffic management infrastructure that will enable the safe and environmentally friendly operation and development of air transport.

(2) Commission Implementing Regulation (EU) No 409/2013 (2) laid down the requirements related to the content of common projects, their setup, adoption, implementation and monitoring. It provides that common projects are required to be implemented on the basis of the deployment programme through implementation projects coordinated by the deployment manager.

(3) According to Implementing Regulation (EU) No 409/2013, a common project aims to deploy in a timely coordinated and synchronised way ATM functionalities that are mature for implementation and that contribute to the achievement of the essential operational changes identified in the European ATM Master Plan. Only ATM functionalities requiring synchronised deployment and contributing significantly to Union-wide performance targets are to be included in a common project.

(4) On a request of the Commission, the SESAR Joint Undertaking prepared a preliminary draft for the first common project, referred to as the 'Pilot Common Project'.

(5) This preliminary draft was analysed and reviewed by the Commission, with the assistance of European Air Safety Agency, the European Defence Agency, the Network Manager, the Performance Review Body, Eurocontrol, the European Standardisation Organisations and the European Organisation for Civil Aviation Equipment (Eurocae).

(6) The Commission subsequently carried out an independent global cost-benefit analysis and appropriate consultations with Member States and relevant stakeholders.

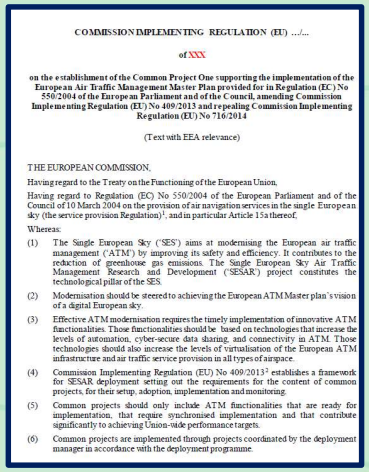
(7) On this basis, the Commission established a proposal for the Pilot Common Project. In accordance with Implementing Regulation (EU) No 409/2013 the SESAR civil aviation users' group endorsed the proposal on 10 April 2014, the air navigation service providers' endorsed the proposal on 25 April 2014, the airport operators endorsed the proposal on 28 April 2014, the Network Manager endorsed the proposal on 25 April 2014, and the European National Meteorological Services endorsed the proposal on 30 April 2014.

(8) The Pilot Common Project identifies two ATM functionalities: 'Extended arrival Management and Performance Based Navigation in the High Density Terminal Manoeuvring Areas' 'Airport Integration and Throughput' 'Flexible airspace Management and Free Route' 'Network Collaborative Management' 'Initial Trajectory Information Sharing'. The deployments of these six ATM functionalities should be made mandatory.

(1) OJ L 96, 31.3.2004, p. 10.
(2) Commission Implementing Regulation (EU) No 409/2013 of 3 May 2013 on the definition of common projects, the establishment of governance and the identification of incentives supporting the implementation of the European Air Traffic Management Master Plan (OJ L 123, 4.5.2013, p. 1).

2014 - 2021

COMMON PROJECT ONE REG. (EU) N.116/2021



COMMISSION IMPLEMENTING REGULATION (EU) .../...
of XXX
on the establishment of the Common Project One supporting the implementation of the European Air Traffic Management Master Plan provided for in Regulation (EC) No 550/2004 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) No 409/2013 and repealing Commission Implementing Regulation (EU) No 716/2014
(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (the service provision Regulation)[1], and in particular Article 15a thereof,

Whereas:

(1) The Single European Sky ('SES') aims at modernising the European air traffic management ('ATM') by improving its safety and efficiency. It contributes to the reduction of greenhouse gas emissions. The Single European Sky Air Traffic Management Research and Development ('SESAR') project constitutes the technological pillar of the SES.

(2) Modernisation should be steered to achieving the European ATM Master plan's vision of a digital European sky.

(3) Effective ATM modernisation requires the timely implementation of innovative ATM functionalities. Those functionalities should be based on technologies that increase the levels of automation, cyber-secure data sharing, and connectivity in ATM. Those technologies should also increase the levels of virtualisation of the European ATM infrastructure and air traffic service provision in all types of airspace.

(4) Commission Implementing Regulation (EU) No 409/2013[2] establishes a framework for SESAR deployment setting out the requirements for the content of common projects, for their setup, adoption, implementation and monitoring.

(5) Common projects should only include ATM functionalities that are ready for implementation, that require synchronised implementation and that contribute significantly to achieving Union-wide performance targets.

(6) Common projects are implemented through projects coordinated by the deployment manager in accordance with the deployment programme.

2021-2027

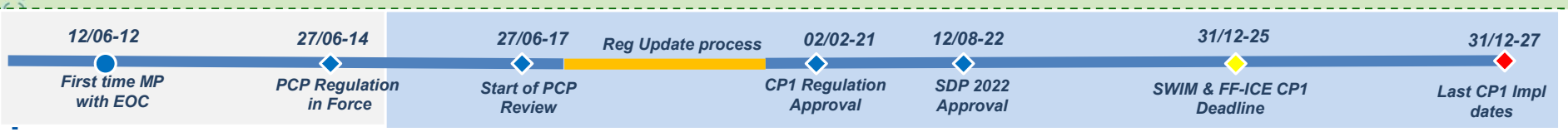
SESAR DEPLOYMENT PROGRAMME (SDP)

SESAR Deployment Programme 2024

Final Version

13th September 2024

Workplan for CP1 Deployment



6) EUROCONTROL NM FF-ICE Implementation
(EUROCONTROL)

FF-ICE Services

Planning Service
- Operator share early flight intent
- Assist operator determine optimal route/trajectory

Not yet implemented by EUROCONTROL

Trial Service
- Evaluate eFPL before submission
- Evaluate alternative
- "What-if"investigations

Publication Service
- Obtain information relevant to operations and maintain awareness of changes

Services implemented by EUROCONTROL

Filing Service
- Flight plan submit
- Flight plan update
- Flight plan cancellation

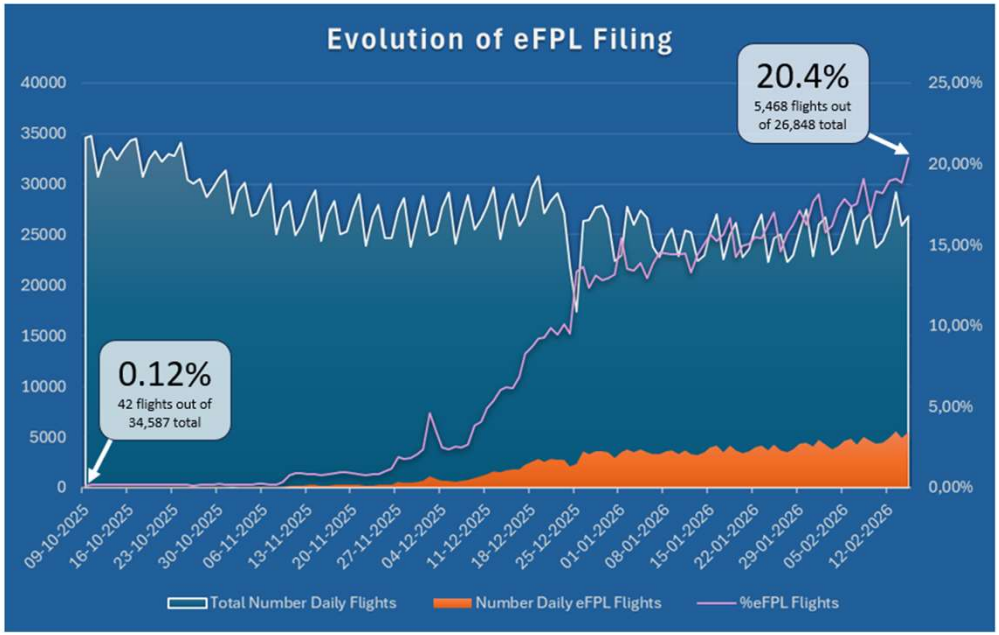
Flight Data Request Service
- Request specific flight data
- Equiv. to RQP & RQS

Notification Service
- Notify flight events
- Arrival & Departure notifications

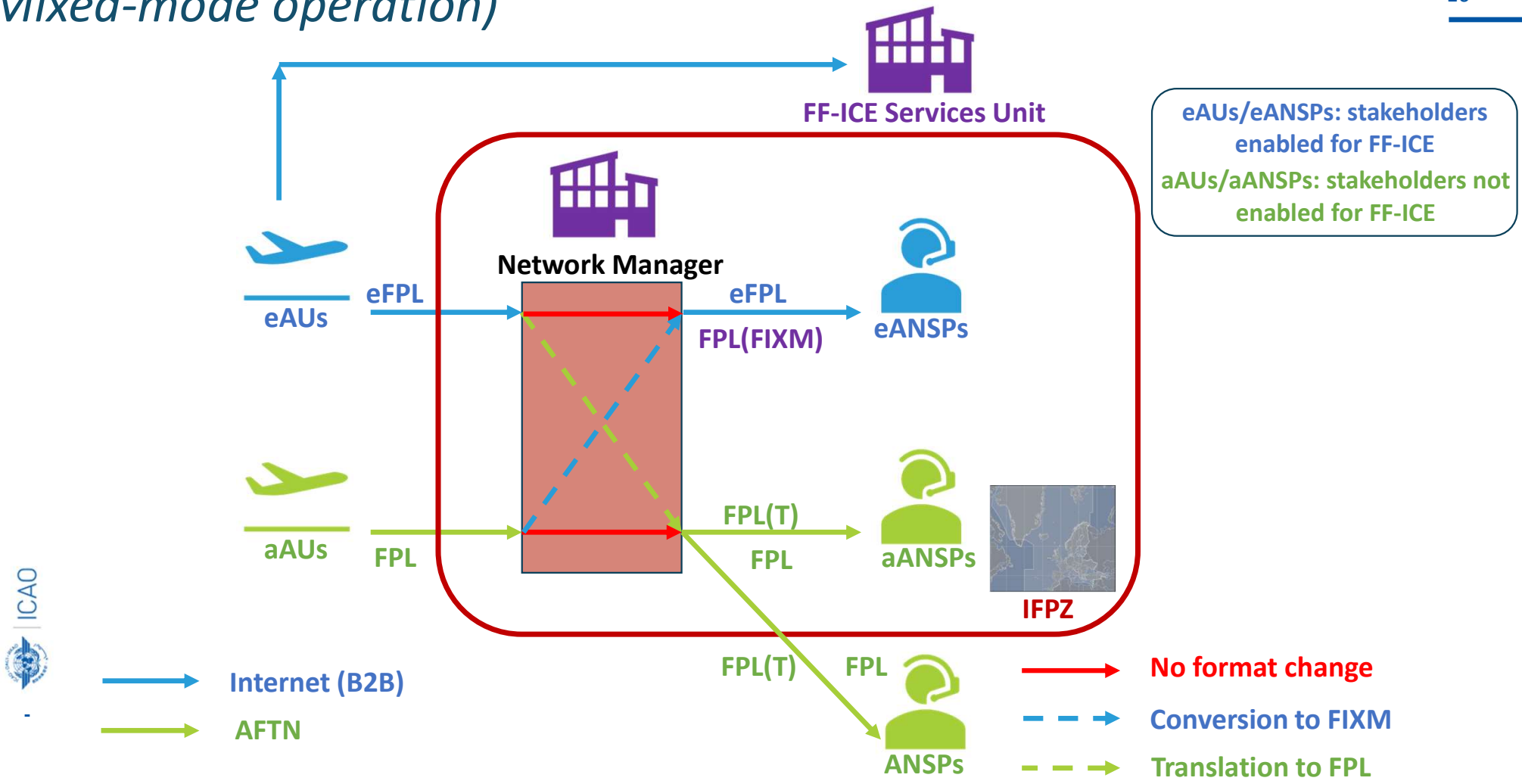
Services implemented by EUROCONTROL

FF-ICE new information

- Operator Flight Plan Version
- Flight Specific Performance Data
  - Climb & descent speed schedule
  - Climb & descent performance profiles
- Take-off Mass
- 4D Trajectory



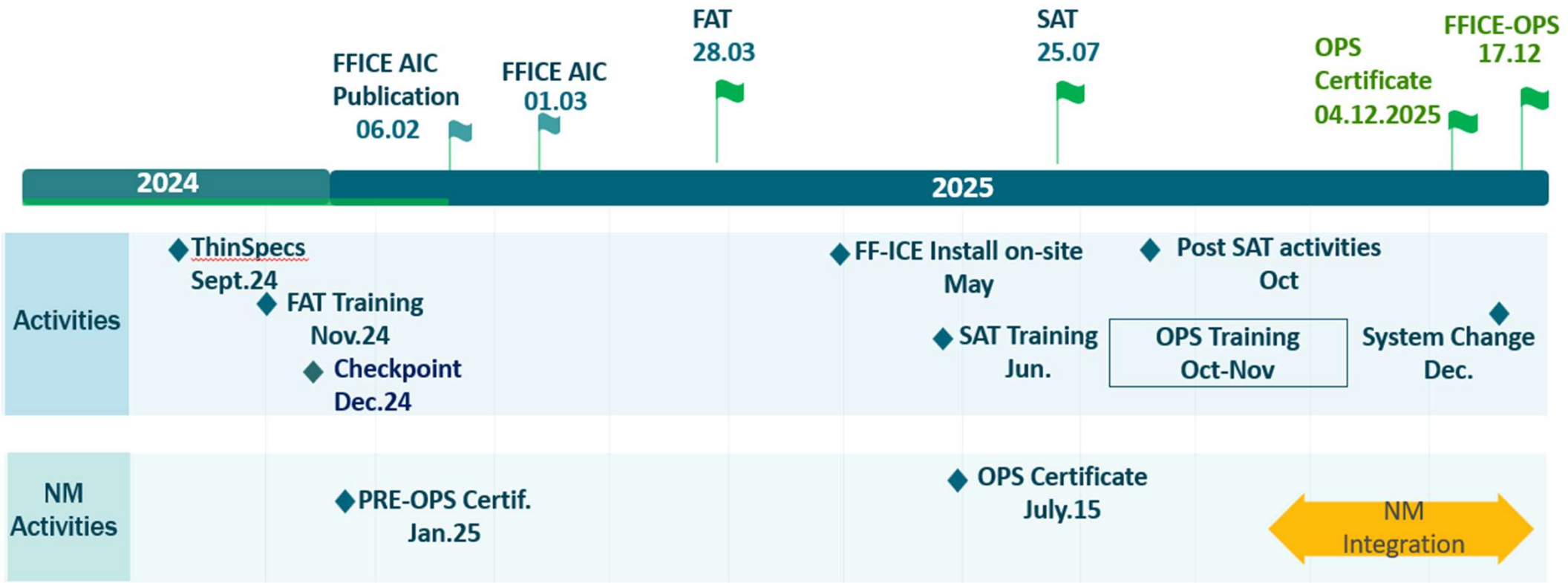
Transition from FPL2012 to FF-ICE (Mixed-mode operation)



7) FF-ICE through scenarios
(EUROCONTROL)

- EUROCONTROL presented scenarios on mixed-mode environment (eASPs, aASPs)
- Take aways:
  - FF-ICE lay the groundwork for collaboration – no more ‘fire and forget’
  - The first Filed Flight Plan may not be version “1”
  - AUs are recommended to use Trial before any eFPL or eFPL Update submission
  - Mixed mode can be challenging

8) ROMATSA FF-ICE Implementation
(Romania)



9) ANS of Czech Republic FF-ICE Implementation
(Czech Republic)

Air Navigation Services of the Czech Republic

What is needed for ANSP FF-ICE implementation in Europe – under NMOC umbrella

- Local ATM system upgrade
  - To receive/send FF-ICE data – to be able to use NMOC B2B FF-ICE services
    - Publication – distribution of FF-ICE flight plans
    - Notification – new services for DEP, ARR provision
    - Data Request – RQP replacement + new FPL download functionality
  - Data processing (FDPS, HMI)
    - To modify local FDPS to be able to process FIXM flight plans (both converted FPL2012 into FIXM and eFPL), together with processing of legacy FL2012 AFTN data
    - FDPS modifications (e.g. trajectory algorithm, HMI changes)
- NMOC support for FF-ICE implementation - ANSP:
  - FF-ICE B2B services
  - Transition period support – conversion/translations between FF-ICE flight plans and ICAO2012 flight plans
  - PREOPS platform support – features for test and development

ICAO

Two formats of NMOC distribution to ANSP:

- **eFPL (Electronic Flight Plans)** - include detailed data like 4D trajectory and performance metrics – filed as FF-ICE flight plan by AO.
- **FIXM converted FPL2012** – includes FPL2012 items + NMOC calculated trajectory - filed as FPL2012 by AO

Lessons learned (Czech Republic)

- Test and validation against PREOPS started during Spring 2025, detailed operational tests started from Nov 25 (first OPS certificate), results:
  - Completeness of OPS FFICE messages against legacy flight plan messages - correct (nearly 100 percent after Jan 17, after we made last subscription update, small non-blocking problems with DEP events)
  - Issues have been identified within contents of FIXM messages, not consistent with legacy AFTN messages (ICAO od ADEXP format). Communicated with NMOC, workaround was found for all of them
  - Some issues which exist today (hopefully will be fixed in future) and have to be managed manually via FDO – higher load on FDO position
- Data request services need improvement; we will temporarily use AFTN RQP messages.
- Systems have to be able to process both – FFICE and FPL2012 messages, it makes architecture more complicated
- Implementation of new technology – not all our activities were done optimally, also sometimes it was not easy to understand NMOC requirements
- PENS capacity limits => not on the same level as communication via internet, issue mainly for FlightData service
- All findings/issues were communicated with NMOC (B2B and FFICE Teams), thanks them for their support
- Current score of flight plans filed as FFICE eFPL flying over ANS CR airspace increased from 15 to 20 percent during last 3 months:
  - Dec 3:1722 FPLs/50 eFPLs,
  - Jan 3:1977 FPLs/287 eFPLs,
  - Feb 3: 1485 FPLs/294 eFPLs

10) SKEYES FF-ICE Implementation
(Belgium)

FF-ICE UPGRADE

INFRASTRUCTURE

SWIM INFRASTRUCTURE

- **Technical Infrastructure:** The SWIM TI is a collection of software and hardware used to allow the provision of information services.
- **Information Exchange Models:** The exchange of FF-ICE data is done via the Flight Information Exchange Model (FIXM).
- **Information Services:** The FF-ICE services, including the Data Publication Service, Flight Data Request Service, Notification Service are provided by the NM.
- **SWIM Services:** The FF-ICE services are registered, defined and described in the SWIM Registry.

Elaboration of SWIM Infrastructure

EXCHANGE MODELS

FLIGHT INFORMATION EXCHANGE MODEL

- **FIXM Core:** FIXM Core version 4.3.0 provides globally harmonized data structures, supplemented by FIXM Extensions and restricted by FIXM Applications.
- **FIXM FF-ICE Application:** FIXM Applications, such as the, the FF-ICE Application version 1.1.0 are specific flight data structures used for specific contexts.
- **NM Extension:** The *NM Extension* is an extension to FIXM that provides the elements exchanged regionally in Europe.
- **TopSky-ATC One Extension:** Enables the export of specific data by the TopSky-ATC One system.

Elaboration of FF-ICE Data Exchanges

SYSTEM UPGRADES

FF-ICE SERVICES

- **System Identification:** The systems requiring upgrades or deployment to ensure FF-ICE capability have been identified. These include the main ATC system, the TWR system, and the Traffic Complexity Tool.
- **FF-ICE Data Consumption:** The FF-ICE services to be consumed by each system have been defined in accordance with the CP1 Regulation and aligned with the specific functional requirements of each system.
- **FF-ICE Data Processing:** The FF-ICE data items to be consumed, processed and used for operational purposes by each system have been detailed and elaborated.

TECHNICAL INFRASTRUCTURE
SWIM Infrastructure

DATA EXCHANGES
Core, Applications, and Extensions

FF-ICE DATA
Data Elaboration

Risks and challenges (Belgium)

TECHNICAL AND OPERATIONAL CONCERNS

- **Complexity of Mixed Mode Operations**: The ATM system must simultaneously process both FF-ICE and legacy data during the transition period, increasing system and operational complexity.
- **Absence of Route Information in eFPL**: In cases where the eFPL does not contain a Route Text, the method for route decoding and subsequent handling by the FDO remains unclear.
- **FDO Workload and eFPL Decoding**: The process for decoding and presenting eFPLs to FDOs may introduce additional workload, especially when modifying routes or issuing Flight Data Requests without a GUFI, leading to multi-step retrieval processes.
- **Pre-OPS Validation**: Clarification is needed on whether the Pre-OPS environment provides sufficient end-to-end testing before OPS activation and if it receives representative OPS flight plans to support validation and shadow operations.
- **Contingency Use of Legacy Capabilities**: Analysis is required on whether TWR and Traffic Complexity systems will retain legacy message-handling capabilities and whether legacy fallback channels will remain available.

11) CFSPs and AUs perspective
(Lufthansa Group)

Challenges and 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)

Technical Harmonization
(SWIM-related / FF-ICE-related)

Business Harmonization

12) IATA Perspective
(IATA)

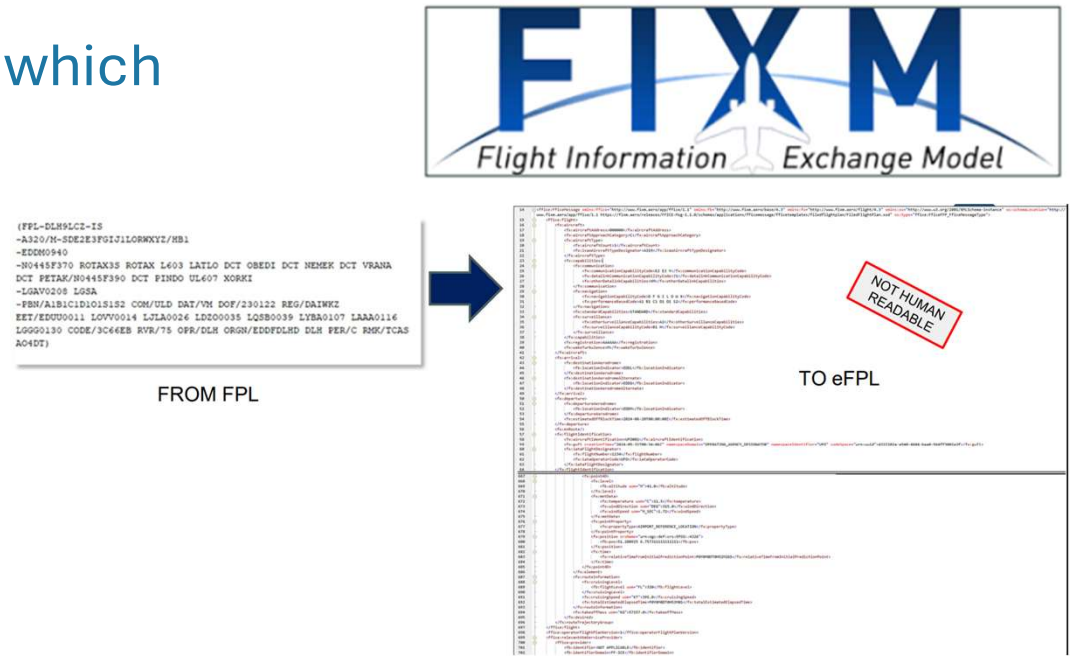
- IATA position: *"Strong support for FF-ICE"*
  - *Key enabler for TBO; addresses FPL2012 shortcomings; consistency Aus/ATM; pre-requisite for post-departure trajectory negotiations*
- IATA supports FPL2012 cessation by 2034
- IATA highlighted the importance of SWIM and digital data exchange
- Favors large-scale implementation of FF-ICE
- IATA will support FF-ICE implementation

13) Evolution of ARO
(France)

- AROs in current environment are the ANSP PoC for pilots
- AROs and their processes will be significantly impacted by FF-ICE implementation.
- Future of AROs in full FF-ICE environment … TBD & up to States decisions within the future FF-ICE and ATFM network

14) FIXM Update
(EUROCONTROL / FIXM CCB)

- eFPL → Machine-readable (not human-readable)
- FIXM is the exchange model which supports FF-ICE
  - FIXM v.4.3.0
  - FF-ICE Message v.1.1.0



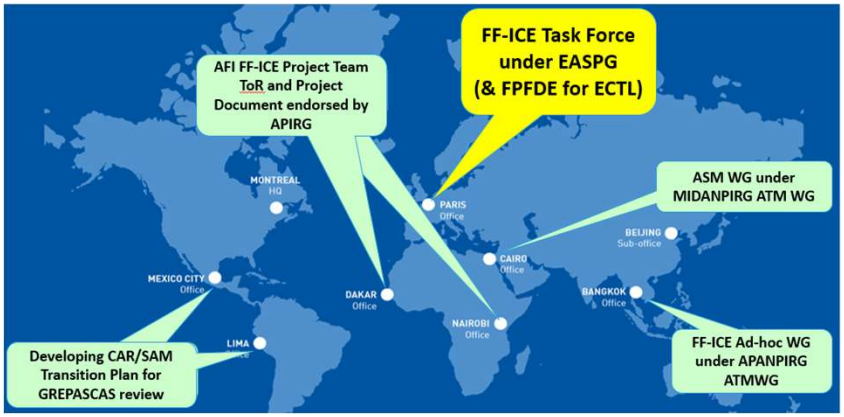
15) FF-ICE Implementation Strategy
(ICAO)

Top Down

- Engage and raise awareness all stakeholders
- Deliver ICAO provisions and guidance both for FF-ICE and SWIM
- No more changes to FPL2012 requirements
- Set the global target date for sunsetting FPL2012

- In-depth national/regional engagements and demonstrations/tabletop
- National/regional Implementation/transition plan

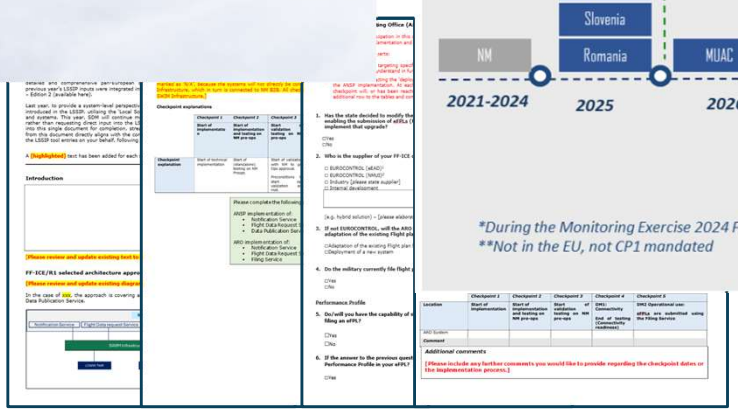
Bottom Up

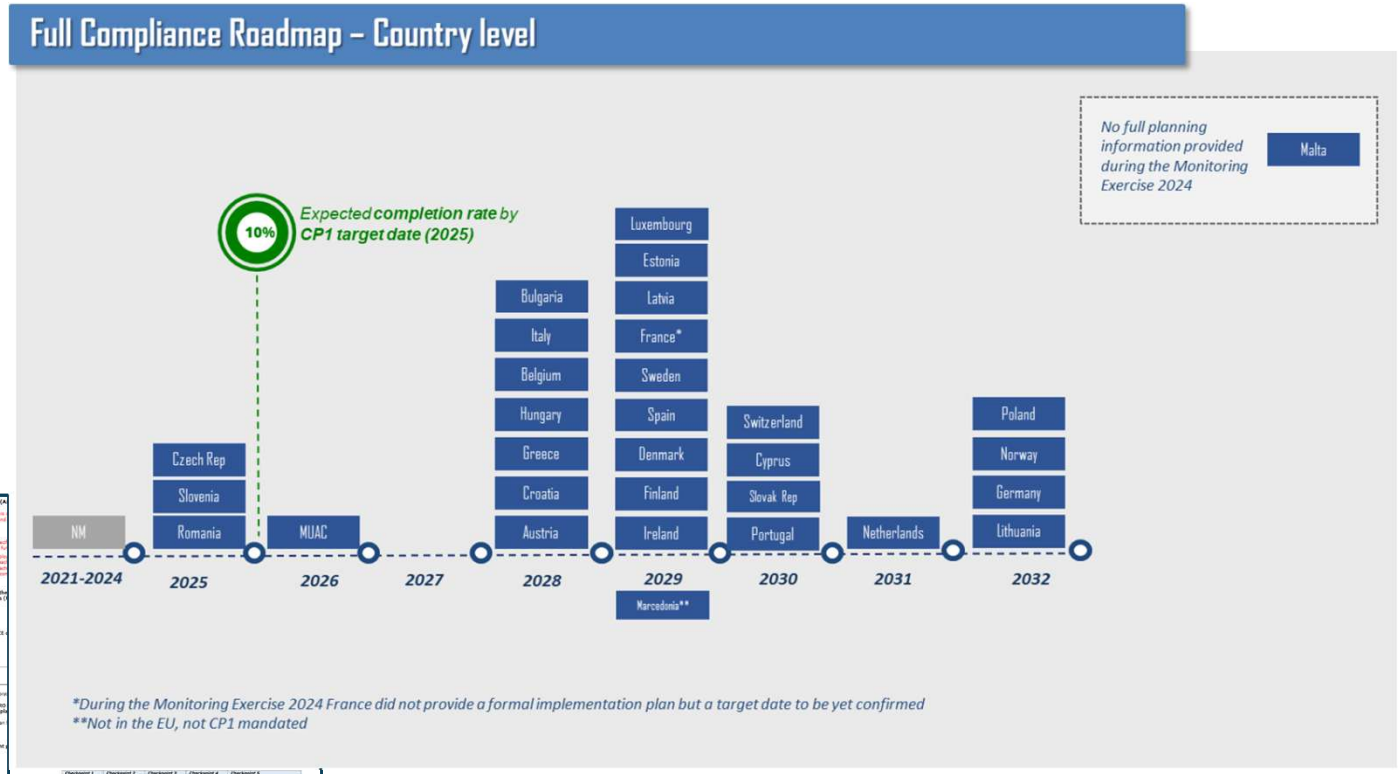


Regional Planning Considerations

- ✓ **FF-ICE Services Unit**
- Cross-Regional, Regional, Sub-regional, National
- Separate, or combined with other functions
- ✓ **Involve airspace users and their services providers from the get-go**
- ✓ **Interfaces and interaction between FF-ICE services unit and ATS units**
- ✓ **Technical and operational standardization on global or regional levels**
- ✓ **Strategy and timeline to use translation and conversion capabilities**
- ✓ **Funding and timelines to upgrade relevant systems**

16) EU FF-ICE/R1 Implementation Plan
(SESAR SDM)





17) Experience and lessons learned from FF-ICE implementation
(EUROCONTROL)

- Collaboration – Regional groups and stakeholders
- Importance of testing
- Communication/information; regulatory requirements, AIP, etc.
- Managing the change/transition and the challenges of mixed-mode operation
- Awareness and support
- NM B2B provides secure communication channel to external systems
- ECTL developed specimen for AIP ENR 1.10, 1.11 and AIC
- ECTL initiated PfA to the ICAO EUR Supplementary Procedures to EASPG/6
- *FF-ICE is a paradigm change not a flight plan format change*

18) Canada's FF-ICE Implementation
(NAV CANADA)

- NAV CANADA plans for TBO, airspace modernization and Digital Facilities (DAATS)
- Canada's FF-ICE transition timeline is 2029, with FPL2012 sunset 2032
- FF-ICE/R1 implementation in the domestic airspace is more mature than the Canada's NAT oceanic airspace
- FF-ICE services in R1: filing service, trial service and flight data request service
- eAUs desired route trajectory is evaluated against: restrictions, flight constraints and ATFM measures

NAV CANADA's FF-ICE in the NAT Oceanic area

(NAV CANADA)

Implementation Status:

- FF-ICE integration under beginning stages of development planning.
- GAATS+ not within scope of current centralized Canadian iTEC FDP development.
- FIXM support not available/required for R1/R2.
- Central FDP will translate FF-ICE FPLs to FP2012 and transmit to oceanic GAATS+ FDP.

North Atlantic (NAT) FF-ICE Use Cases

In each of these cases, FF-ICE SERVICES would be utilized to support:

1. Notification to users for pre-departure flights via re-evaluation process,
2. Publication to ATCO to support airborne implementation (early R2 process),
3. Publication to downstream users (i.e. EC NM).

19) FPL2012 cessation provisions
(ICAO)

Two Streams of Activities for FF-ICE Provision Update

(Ongoing within an ICAO expert group – ATMRPP)

Cessation of FPL2012

- Refine FF-ICE/R1 provisions based on the lessons learned, as necessary
- Defining the mandatory services to enable cessation of FPL2012
- Remove the requirements related to mixed mode operations

Post Departure FF-ICE Services (FF-ICE/R2)

- Identify the need for changes to the FF-ICE services or messages
- Determine the level of standardization required (right balance between flexibility vs uniformity)

Cessation of FPL2012 – Guiding principles (ATMRPP)

(ICAO)

1. **After 2034,** the use of Repetitive Flight Plan is decommissioned.
2. **After 2034,** exclusive use of FF-ICE R1 services and eFPL format means that:

i) FF-ICE service units are designated by all Member States and information related to those services are published in State's AIPs.

ii) Those designated FF-ICE service units have implemented the following list of FF-ICE R1 services as a minimum **(Filing Service, Flight Data Request Service, and Notification Service).**

iii) Current flight plan format (FPL2012) is decommissioned.

iv) FF-ICE R1 services implementation (e.g. message exchanges between, eAU and FF-ICE services unit) have been thoroughly tested, including degraded and error modes.

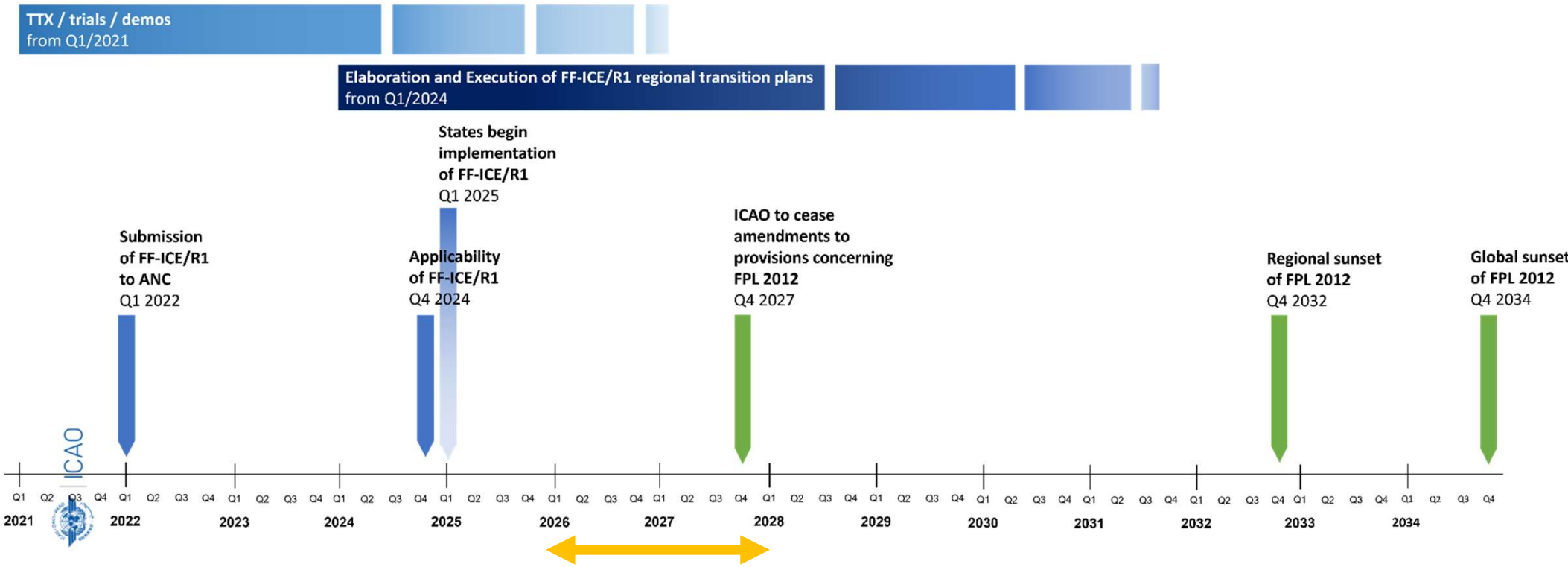
3. Impact of FPL2012 cessation on ATS messages:

i) Notification Service provisions are upgraded to convey ALR and RCF information.

ii) FPL, CHG, CNL, DLA, RQP, RQS, SPL, DEP, ARR, ALR and RCF have equivalence in FFICE R1 services and are decommissioned.

iii) CPL, EST, CDN, ACP, LAM and other AIDC messages don't have equivalence in FF-ICE R1 services and need to remain in operational use, together with current supporting systems.

Indicative Timelines



20) ICAO FF-ICE Task Force TORs
(ICAO)

Flight and Flow – Information for a Collaborative Environment (FF-ICE) Task Force (TF)

Establishment **2025** – EASPG Conclusion 6/3

Objective

The ICAO EUR FF-ICE TF is established by the European Aviation System Planning Group (EASPG) with the primary objective to support the planning for implementation of Flight and Flow – Information for a Collaborative Environment - Release 1 (FF-ICE/R1) (provision and consumption). The ICAO EUR FF-ICE TF will work in close collaboration with the EUROCONTROL Network Manager Flight Plan and Flight Data Evolutions Sub-Group - FPFDE SG).

The Task Force aims to ensure regional interoperability, harmonization, and alignment with the ICAO Global Provisions, as well as coordination with EUROCONTROL, SESAR Deployment Manager (SDM), EASA, and other Regions to meet the target date of 2034 for FF-ICE/R1 implementation.

Terms of Reference

- Monitor developments in ICAO global provisions related to FF-ICE/R1 and keep abreast of the developments in FF-ICE implementation in other regions (i.e. APAC, AFI, MID, etc.).
- Work in close collaboration with the EUROCONTROL Flight Plan and Flight Data Evolution Subgroup (FPFDE SG), SDM and other relevant European bodies/groups to ensure a harmonized approach to FF-ICE/R1 implementation in the EUR Region.
- Through a common initiative with the FPFDE SG, maintain the regional roadmap for FF-ICE/R1 implementation.
- Monitor and assist the FF-ICE TF Members, in developing national FF-ICE/R1 implementation plans, ensuring alignment with the regional roadmap.
- Address interoperability issues within the EUR Region and with other ICAO Regions (APAC, AFI and MID) through joint workshops, as necessary.
- Foster collaboration among FF-ICE TF Members (ANSPs, airspace users (AUs), and other stakeholders) to ensure coordinated implementation.
- When needed, recommend updates to the ICAO EUR Supplementary Procedures (Doc 7030) and the Regional Air Navigation Plan (ANP).
- Regularly review implementation progress of the FF-ICE/R1 by the EUR States, identify challenges, and propose corrective measures to ensure the regional roadmap is on track.
- Ensure that FF-ICE/R1 implementation supports and aligns with the ICAO Trajectory-Based Operations (TBO);
- Ensure timely development and implementation of System-Wide Information Management (SWIM) in support of FF-ICE/R1 services; and
- Facilitate knowledge-sharing and when required, plan and support Regional and Interregional workshops, seminars and trainings to promote and foster FF-ICE/R1 implementation.

Working Arrangements

The Task Force will conduct its work by consensus.

Meetings will generally be held twice annually, with additional meetings or teleconferences arranged as needed. The meetings will be held conjointly with the EUROCONTROL Network Manager FPFDE SG to ensure consistency.

Temporary project teams may be established by the Task Force, if needed, to address specific tasks, with defined timelines. These teams will be dissolved upon completion of their work.

The Chairperson of the FF-ICE TF will be elected according to EASPG guidelines.

The Task Force will report to the PCG and EASPG, providing regular updates on progress, challenges, and recommendations for FF-ICE/R1 implementation.

Composition

Experts nominated by relevant EUR States (Albania, Algeria, Armenia, Azerbaijan, Belarus, Bosnia and Herzegovina, Georgia, Iceland, Israel, Kazakhstan, Kyrgyzstan, Moldova, Montenegro, Morocco, North Macedonia, Russian Federation, Serbia, Tajikistan, Tunisia, Turkiye, Turkmenistan, Ukraine, United Kingdom and Uzbekistan), Canada, United States, Organizations (SESAR Deployment Manager (SDM), EUROCONTROL, EASA, IATA, CANSO), Data Houses (Lufthansa Systems, Jeppesen and NAVBLUE) and other relevant stakeholders.

Drafted by EASPG PCG/07 (Larnaca, 27-29 May 2025)

Next steps
(ICAO)

- Discussion on the outcomes of the FF-ICE Workshop by the relevant EASPG and NAT SPG contributory bodies;
  - EUR ANSISG, EASPG PCG
  - NAT Vision Workshop/NAT IMG, POG and TIG
  - Interregional EUR/NAT and MID SWIM Seminar (Tbilisi, 23-25 June 2026)
- Keeping pace with the upcoming global developments-ATMRPP on FPL2012 sunset and FF-ICE/R2
- When appropriate, State Letter on National Plans of FF-ICE implementation to EUR and NAT States
- Continued collaboration with Flight Plan and Flight Data Evolution Subgroup (FPFDE SG)
- Kick-off the ICAO FF-ICE TF, when initial steps are mature

Presentations of the ICAO EUR/NAT FF-ICE

https://www.icao.int/EURNAT/meetingdocs?fid=15804

Thank You

ICAO