



SAFE SKIES.
**SUSTAINABLE
FUTURE.**



ICAO APAC/MID ATFM-FF-ICE Seminar 2025

Dubai, UAE, 23 – 26 February 2025

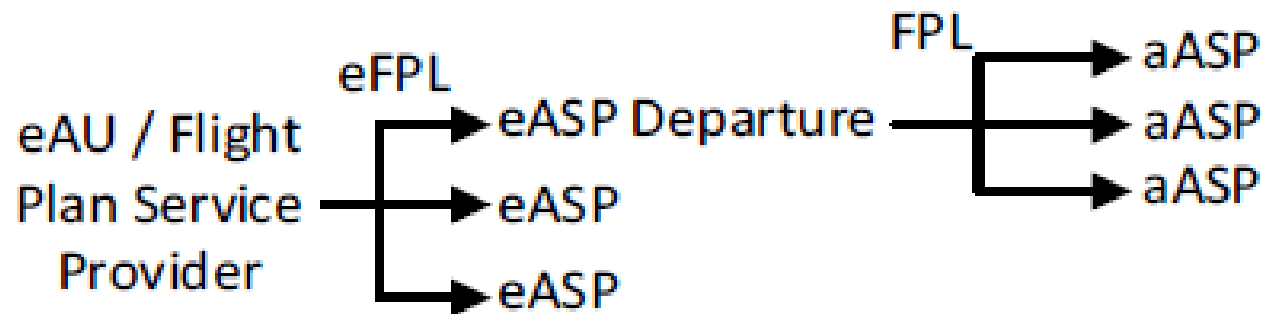
APAC Tabletop Exercise Scenarios

ICAO APAC FF-ICE Ad-Hoc Group Workshop with Tabletop Exercise
18 - 21 June 2024

Developed by AEROTHAI, CAAS, and FAA

Scenarios Assumption

1. All Airspace Users (AUs) are FF-ICE capable (eAU)
2. Flight plan dissemination
 - Departure ASP is FF-ICE capable
 - eAU will submit eFPL directly to departure eASP and all relevant eASPs
 - Departure ASP will translate eFPL to FPL2012 for dissemination to aASP



- Departure ASP is not FF-ICE capable
 - eAU will submit eFPL directly to all relevant eASPs and submit FPL2012 to the departure ASP

TTX Scenarios

Full FF-ICE Mode (involving eASPs only)

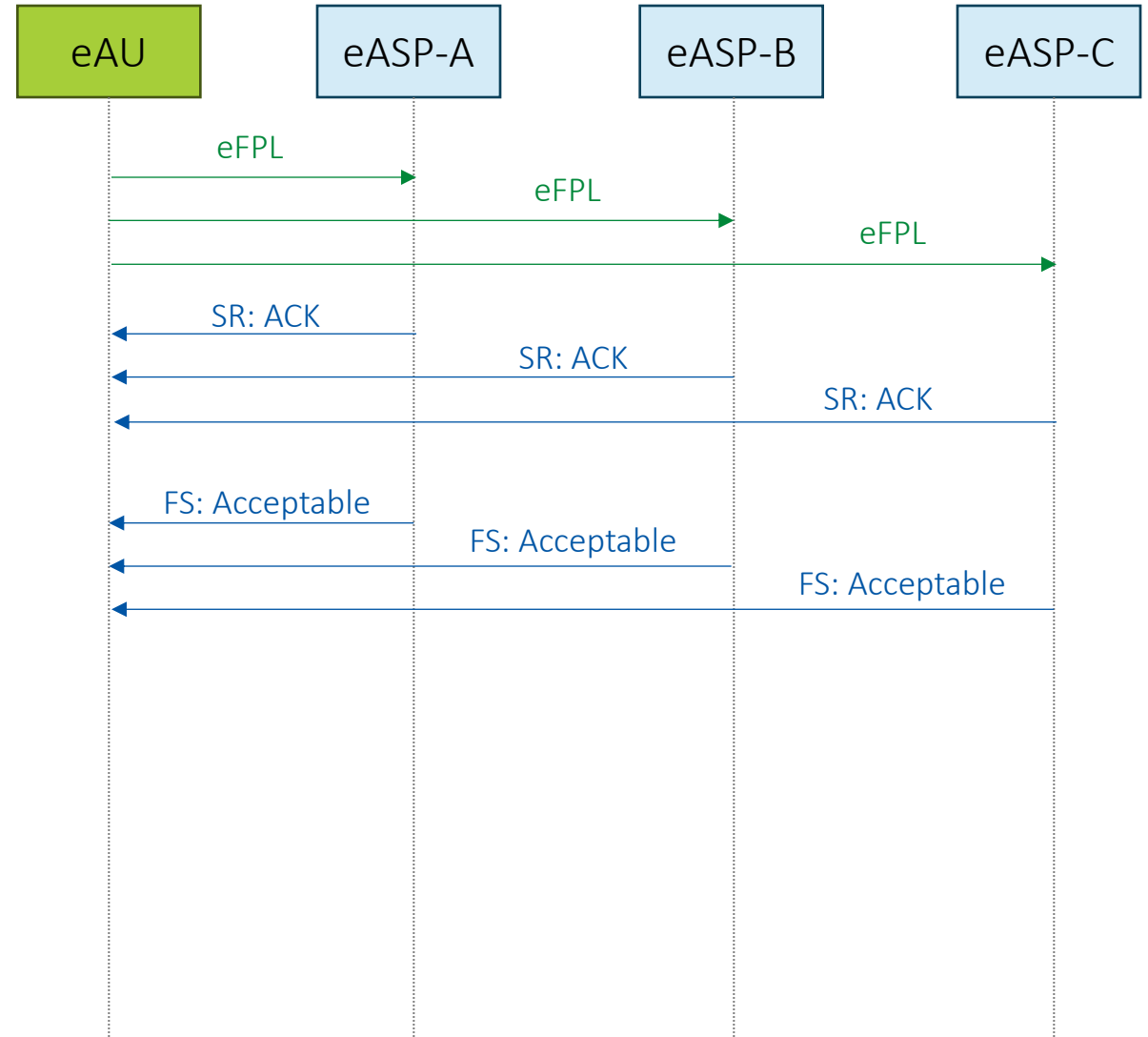
	Routing	FF-ICE/R1 Services Involved	Other Features
F1	eASP A – eASP B – eASP C	<ul style="list-style-type: none"> • Filing Service • Flight Data Request Service • Notification Service 	<ul style="list-style-type: none"> • Re-evaluation Service
F2	eASP A – eASP B – eASP C	<ul style="list-style-type: none"> • Planning Service • Filing Service • Trial Service • Notification Service 	<ul style="list-style-type: none"> • Re-evaluation Service • Flight Plan Update

Mixed Mode (involving both eASPs and aASPs)

	Routing	FF-ICE/R1 Services involved	Other features
M1	eASP A – aASP 2 – eASP C	<ul style="list-style-type: none"> • Planning Service • Filing Service • Trial Service • Notification Service 	<ul style="list-style-type: none"> • Re-evaluation Service • Flight Plan Update

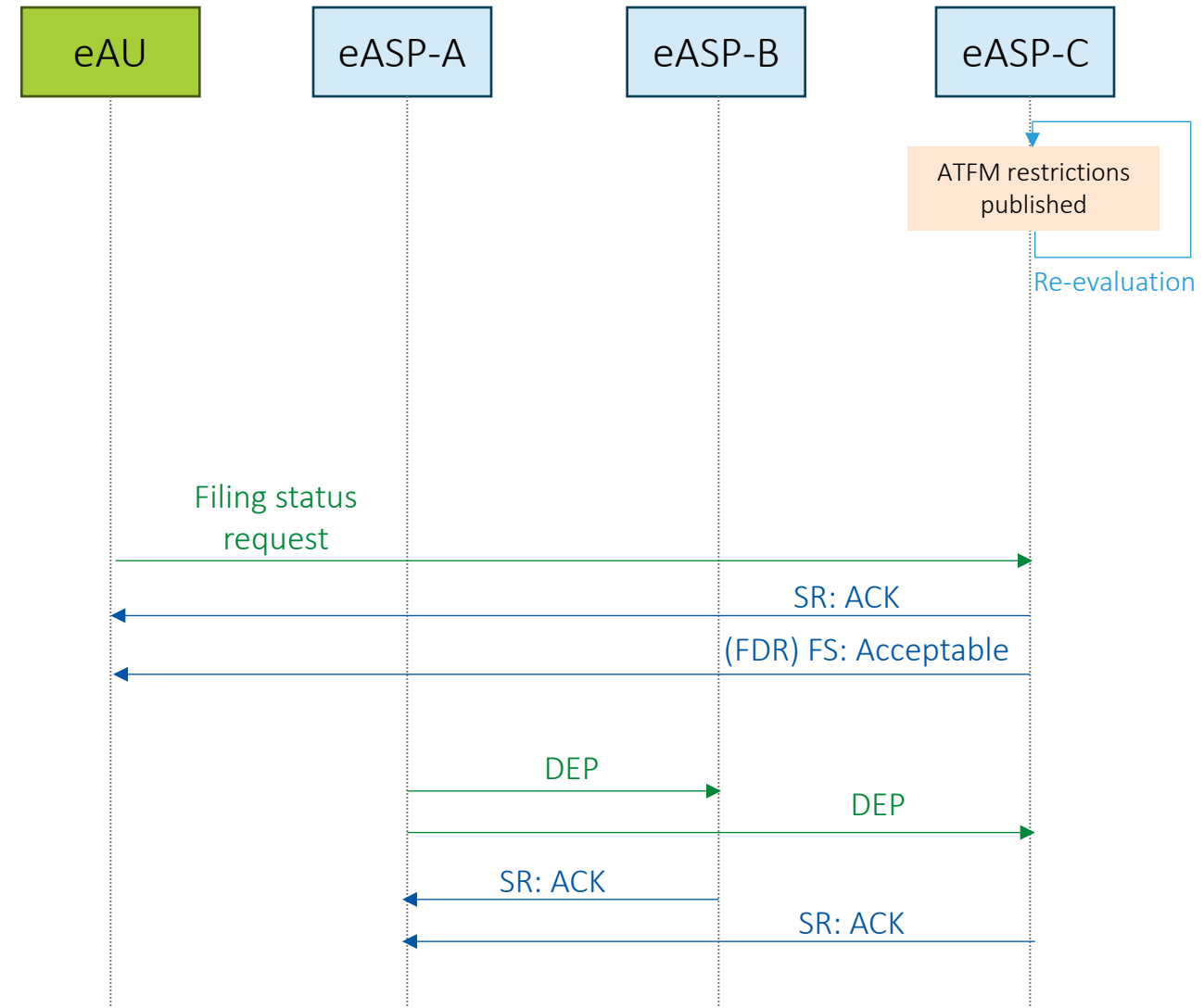
Scenario F1 – 1 eAu, 3 eASPs

- **Filing Service:** eAU submits eFPL to all eASPs.
- eASPs respond with submission response “ACK” and filing status “Acceptable”.



Scenario F1 (con't)

- Due to weather, ATFM GDP measures imposed by eASP C for flights departing from eASP A. ATFM restriction published.
- **Re-evaluation service** performed by eASP C. Flight not impacted. Filing status unchanged.
- **Flight Data Request Service:** eAU submits request for filing status from eASP C to ensure flight remain acceptable.
- eASP C responds with submission response “ACK” and flight data response “Filing Status: Acceptable”
- **Notification Service:** Dep notification sent upon departure.

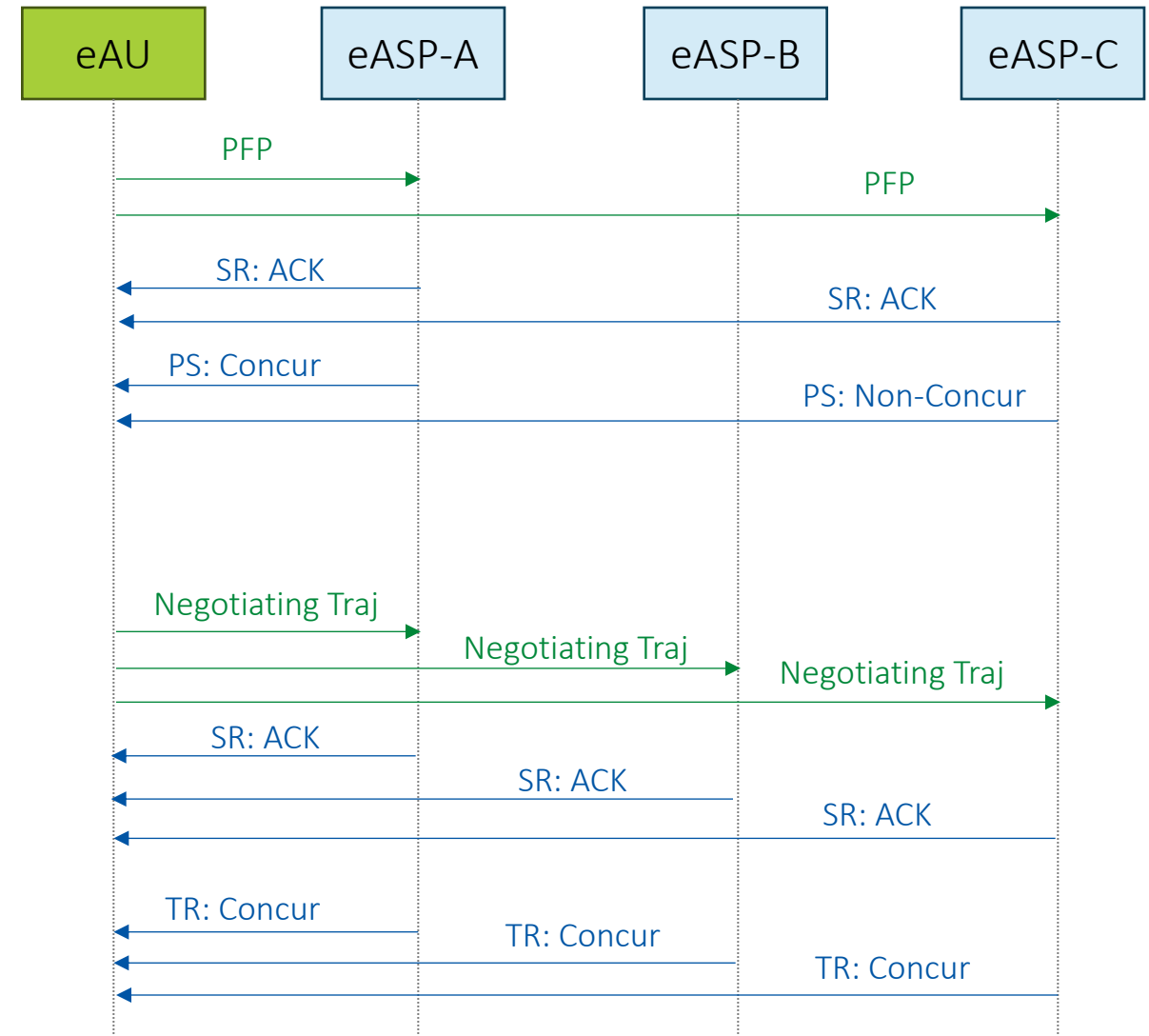


Scenario F2 – 1 eAU, 3 eASPs with Inclusion of Planning and Trial Service

- **Planning Service:** eAU submits PFP to eASPs (eASP B does not provide planning service).

Version: 1

- eASPs respond with submission response “ACK”. eASP C has an airspace restriction that is violated and responds with “Non-Concur”.
- **Trial Service:** eAU trials for an alternate route.
- All eASPs respond with submission response “ACK” and trial response “Concur”.

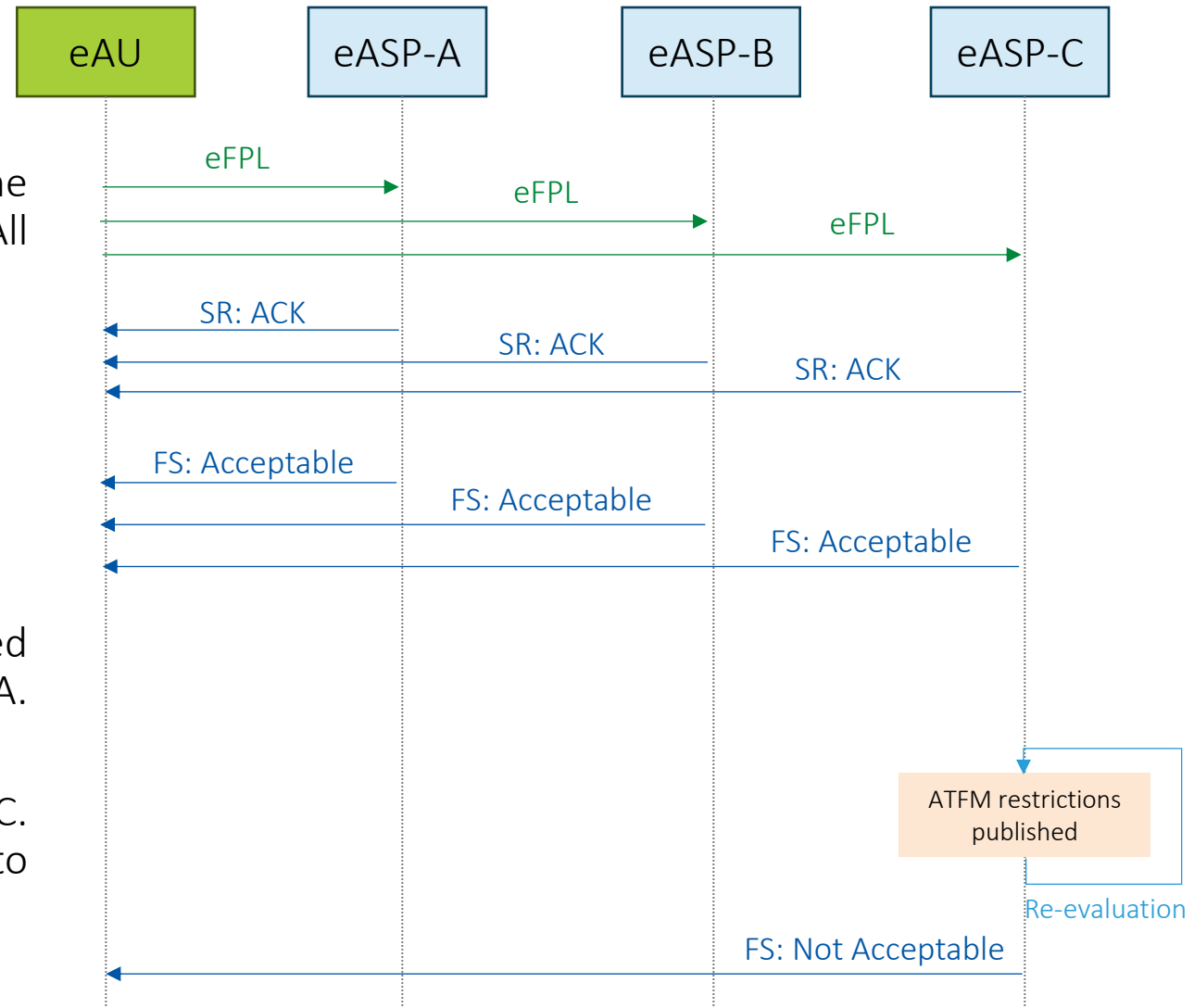


Scenario F2 (con't)

- **Filing Service:** eAU submits eFPL based on the trajectory submitted under Trial Service. All eASPs respond with “Acceptable”.

Version: 2

- Due to weather, ATFM GDP measures imposed by eASP C for flights departing from eASP A. ATFM restriction published.
- **Re-evaluation service** performed by eASP C. Flight impacted. eASP C updates filing status to “Not Acceptable”.

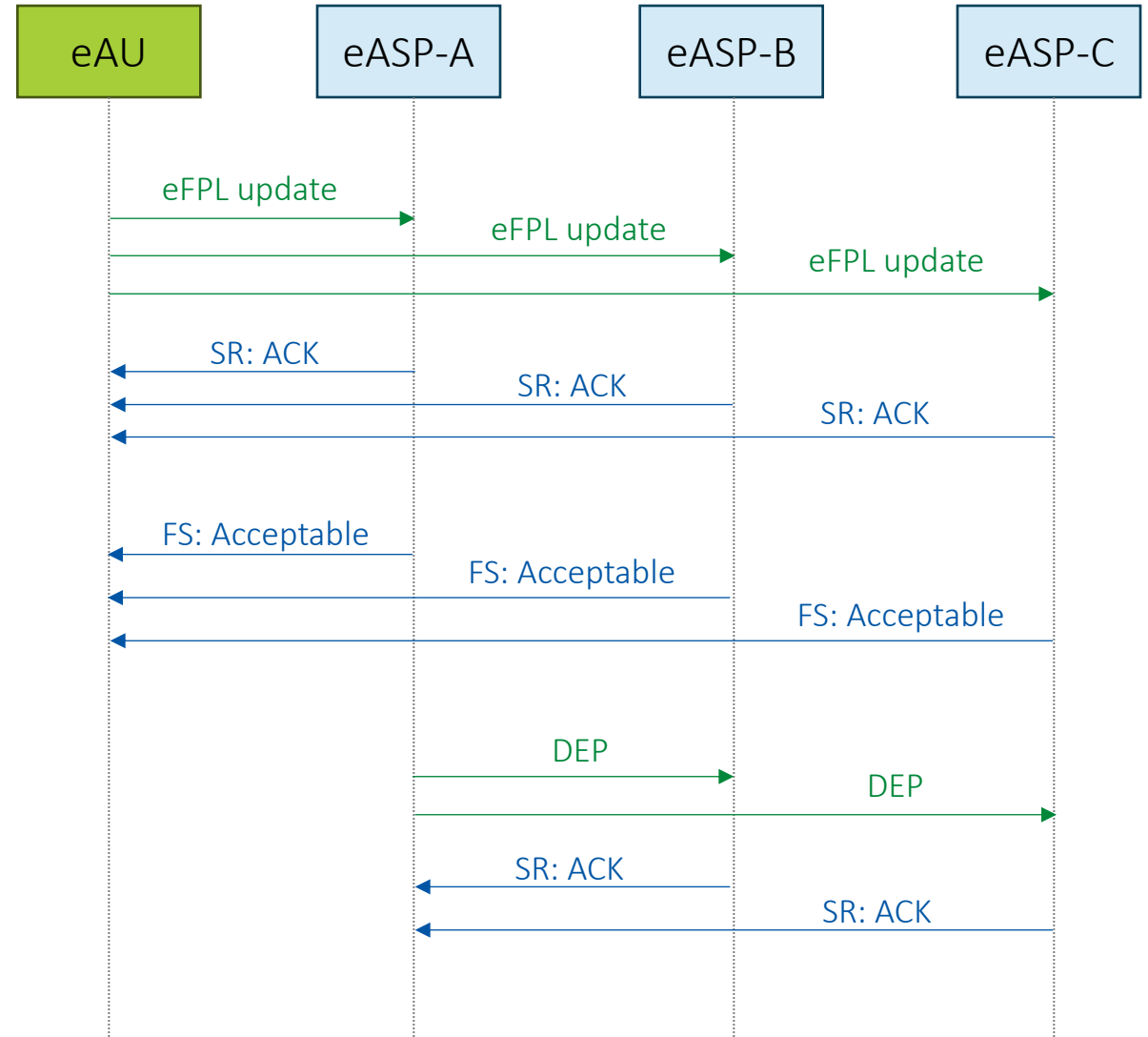


Scenario F2 (con't)

- eAU **updates flight plan** with the new take-off time (constraint imposed due ATFM). All eASPs responded with filing status “Acceptable”.

Version: 3

- Notification Service:** Dep notification sent upon departure.



Scenario M1 – 1 eAU, 2 eASPs, 1 aASP

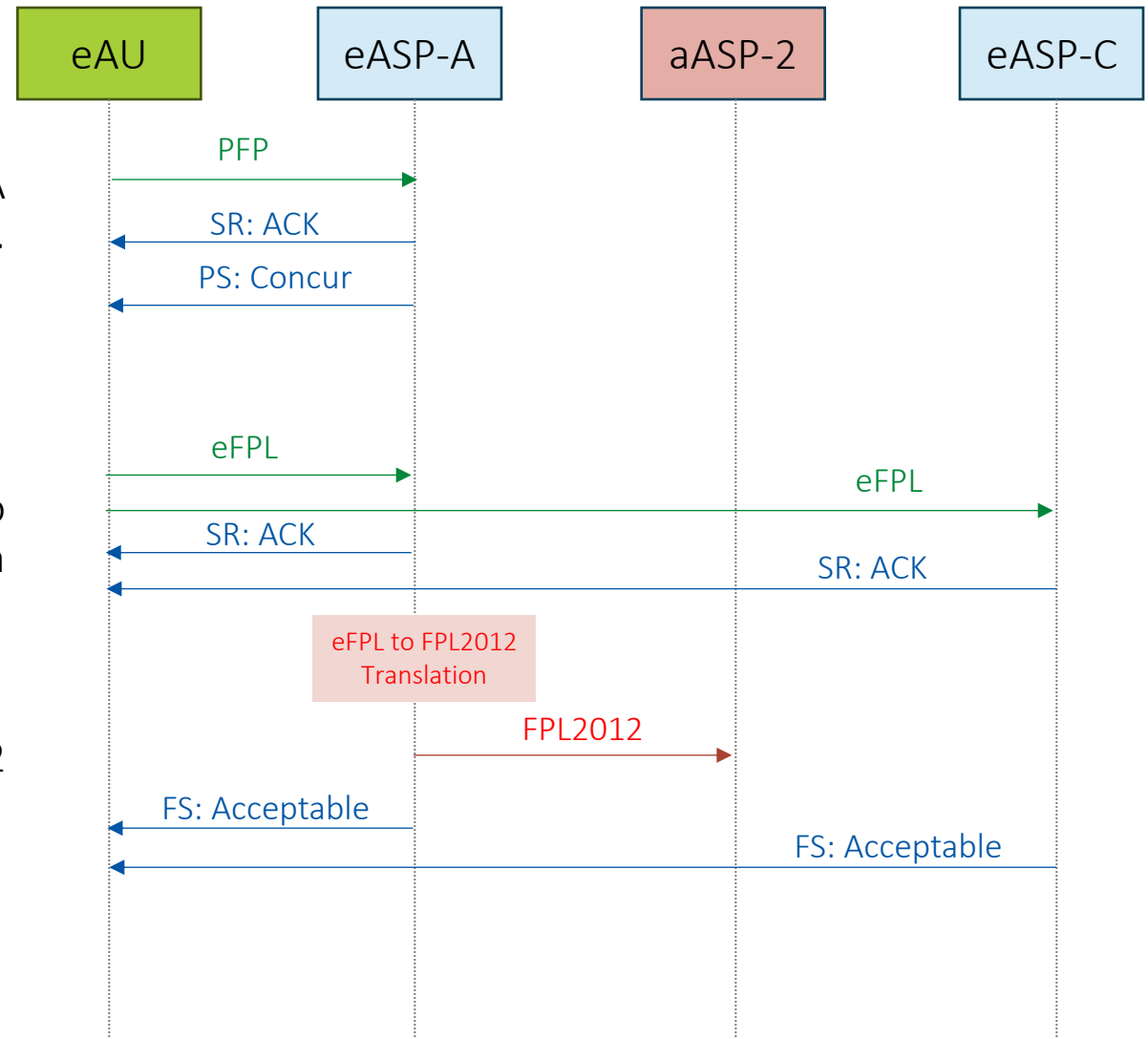
- **Planning Service:** eAU submits PFP to eASP A (eASP C does not provide planning service). eASP A concurs.

Version: 1

- **Filing Service:** eAU files eFPL based on PFP to eASP A and eASP C. Both responded with “Acceptable” filing status.

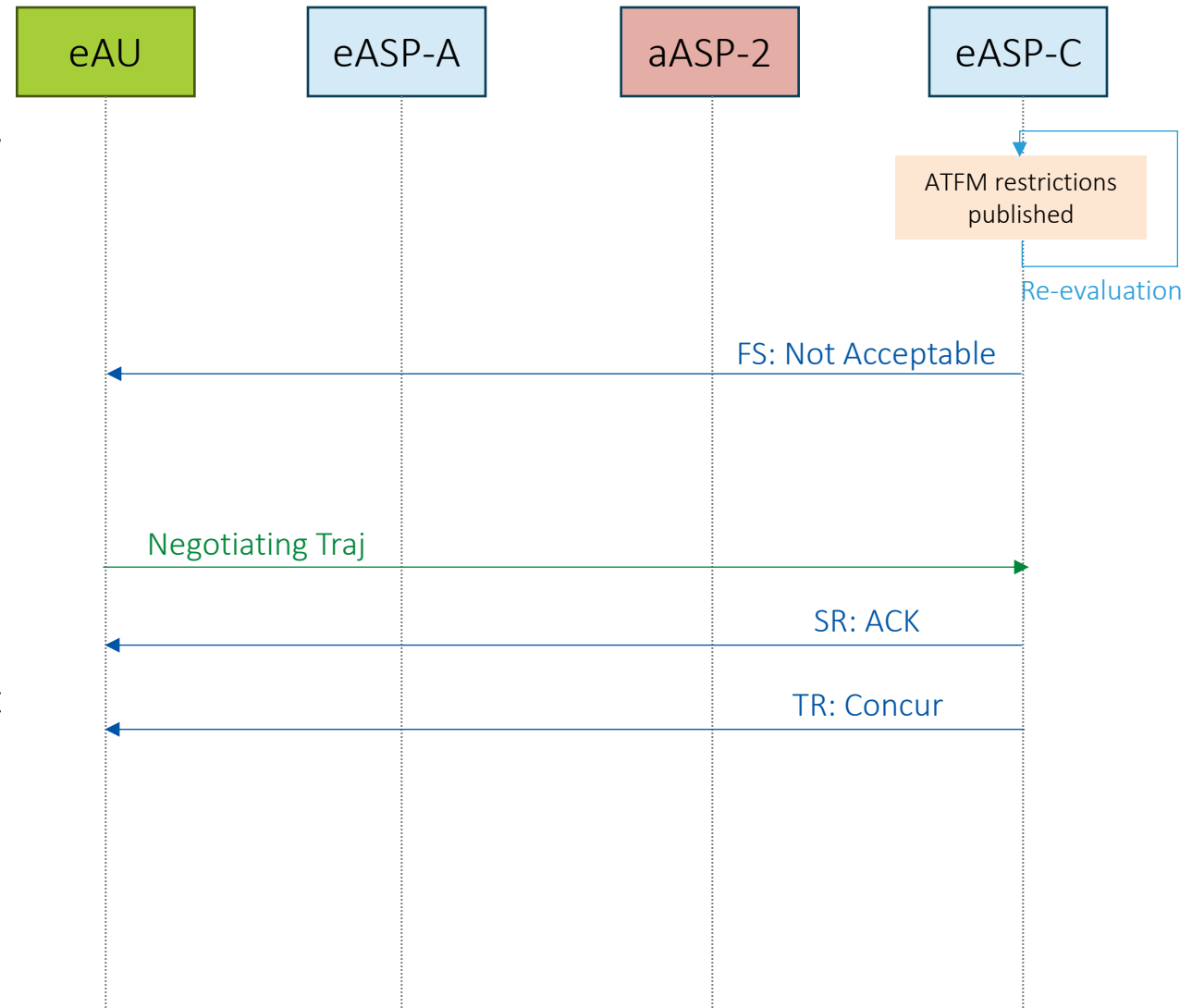
Version: 2

- **Translation:** eASP A translates eFPL to FPL2012 to disseminate to aASP 2.



Scenario M1 (con't)

- Due to congestion, ATFM measures imposed by eASP C for flights arriving via a certain route. ATFM restriction published.
- **Re-evaluation service** performed by eASP C. Flight impacted. eASP C updates filing status to “Not Acceptable”.
- **Trial Service**: Instead of taking the time constraint imposed by eASP C, the eAU decided to test a different routing within eASP C’s controlled airspace. eAU trials a different trajectory with eASP C only. eASP C concurs.



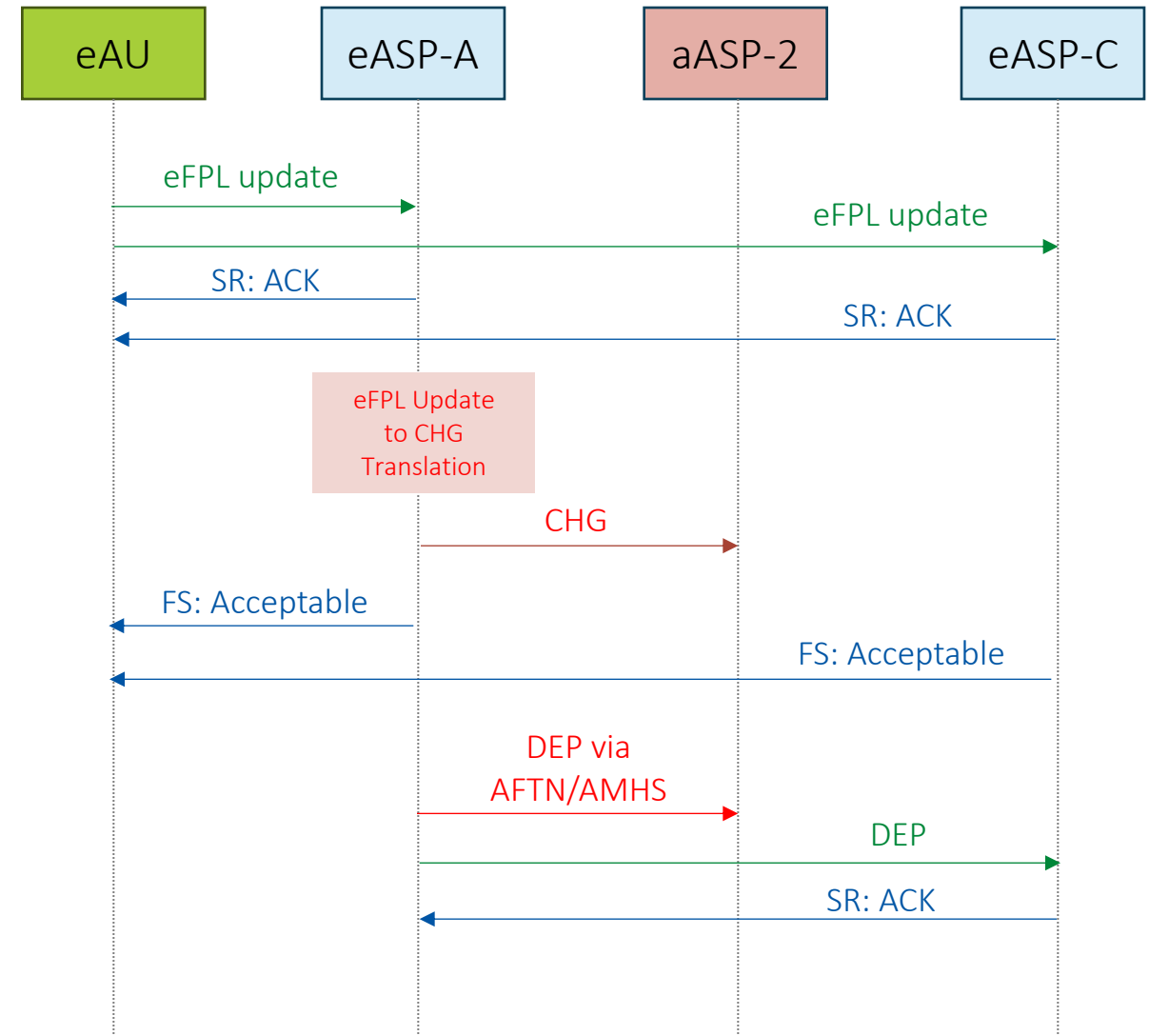
Scenario M1 (con't)

- eAU updates flight plan to include trajectory that was used in trial service and send to eASP A and C. Both provide filing status "Acceptable".

Version: 3

- Translation: eASP A translates into a CHG msg to send to aASP 2.

- Notification Service: Dep notification sent upon departure.



Thank You

