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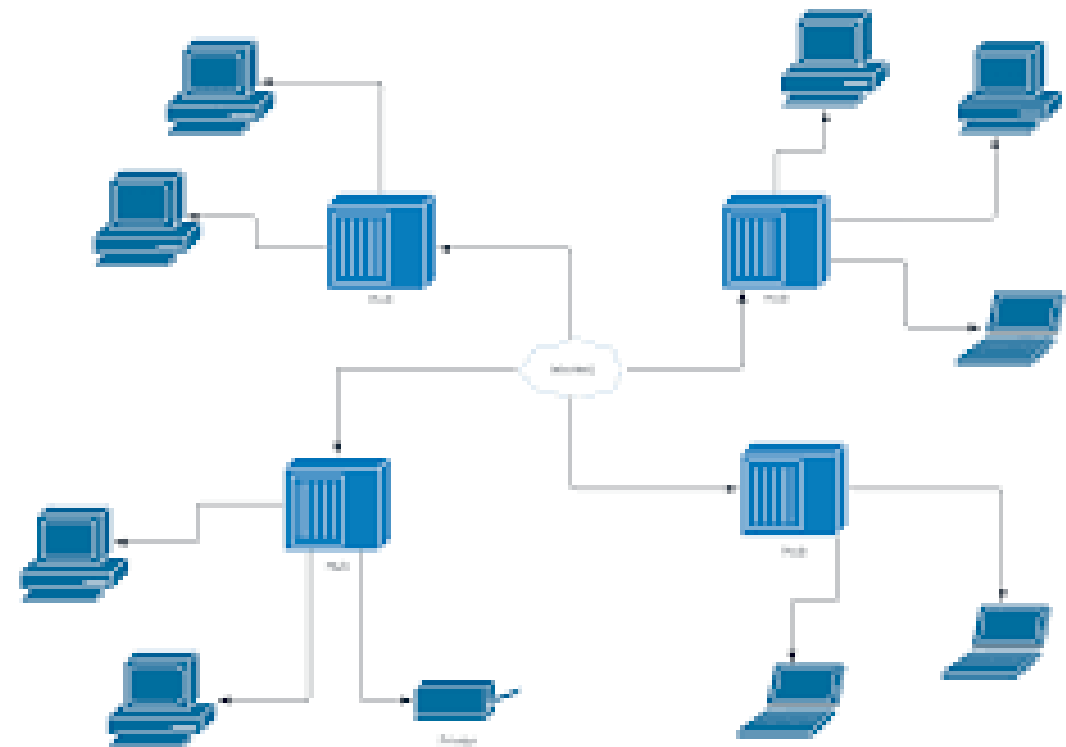
FF-ICE: Airline Perspectives

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Understanding FF-ICE?

- The exchange of information via FF-ICE services is intended to provide the best possible integrated picture.
- New data communication infrastructure may cause financial hurdles, but this is not the only challenge.
- FF-ICE benefits can only be fully achieved in a SWIM environment. It is thus important to complete trials as a support to a robust cost benefit analysis (CBA), and to ensure that all potential technical and operational challenges and advantages are thoroughly evaluated.



Understanding FF-ICE?



- A mandate for SWIM or FF-ICE reduces the likelihood that an operator will be required to submit the flight plan in both the FPL2012 and FF-ICE formats. However mandates themselves also create unintended issues.
- ICAO FF-ICE provisions favour a flight plan distribution done by the airspace users, which means all negotiations related to the route and altitudes etc., will be done with each individual ANSP.
- The goal should be to develop and implement a plan where States transition together from the FPL2012 format, following validation of a CBA.

Benefits from FF-ICE – Airline Perspective

- Address the shortcomings of FPL2012
- Support future concepts, such as TBO
- Provide ANSPs with more data to better accommodate operator interests, increasing schedule predictability through trajectory coordination
- Contain a wide range of data supporting airspace capacity and flexibility enhancements
- Facilitate smoother coordination between operators and ANSPs improving flight efficiencies





Airline Reported Challenges & Expectations

- Regional/fragmented implementation
- Third parties required to be involved in flight plan filings
- Regional FF-ICE requirements different (stricter) from ICAO
- Moving to FF-ICE while using the “obsolete” AFTN network is counterproductive.
- Access to real-time data would support an integration system that provides live updates
- Predictive tools can help airlines optimize their operations

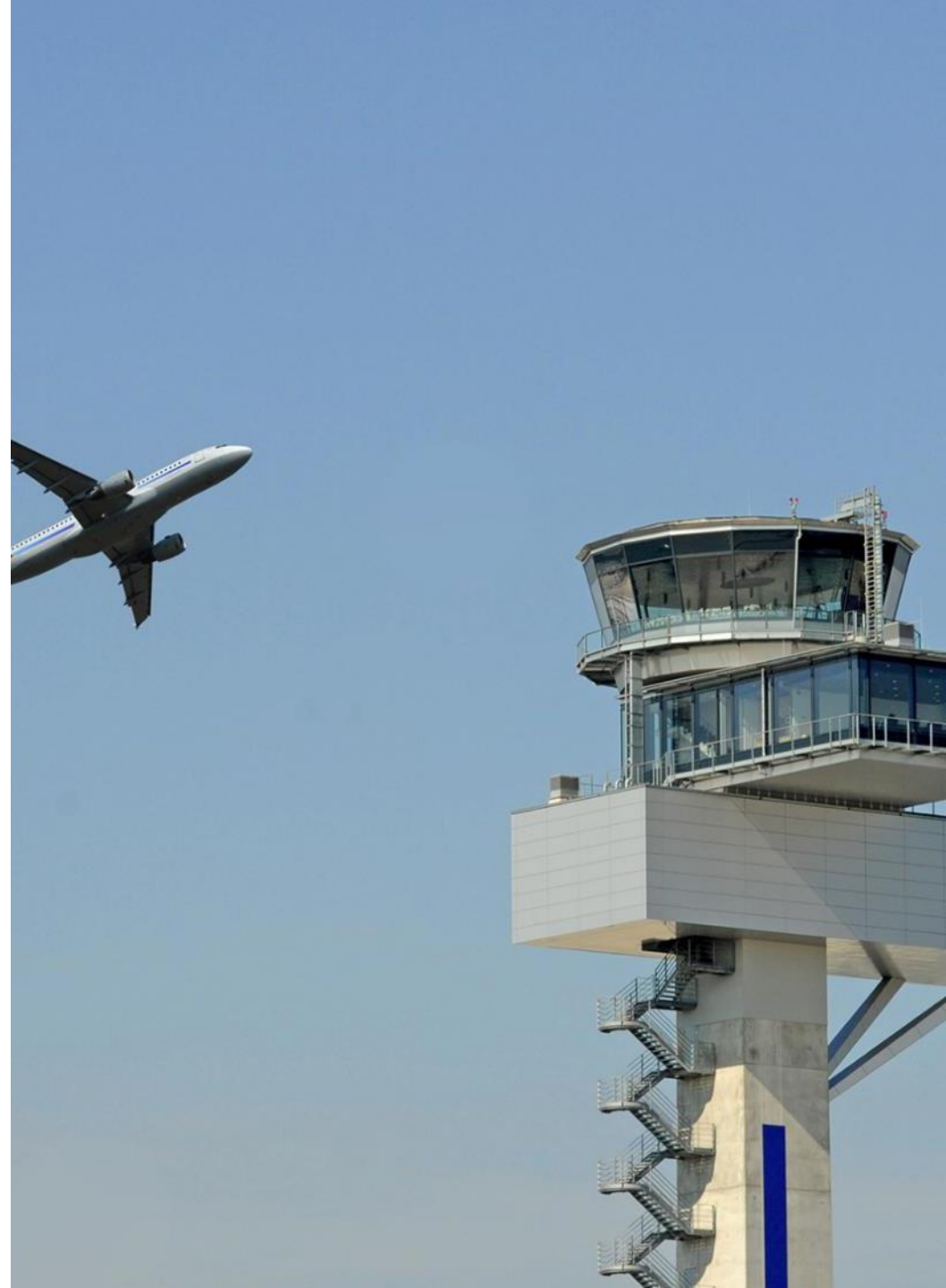


- Enhanced collaboration between stakeholders leads to a more integrated approach to air traffic management
- Flexibility in scheduling/route planning can help airlines adjust to real-time conditions.
- Expected that ANSPs will use the information shared for FF-ICE in their airspace management/ATFM planning to ensure that airspace and airport resources are utilized efficiently.
- Clear communication of profile validation needed (ACK/REJ) to ensure issues are addressed immediately
- Once the initial move to FF-ICE/R1 is complete, there must a strong push to implement R2.

IATA Position:

IATA supports FF-ICE conditional on the following:

- A SWIM infrastructure, enabling the deployment of FF-ICE services, will be required.
- An appropriate transition plan from FPL2012 to FF-ICE is required
- When an airline migrates to FF-ICE, the ANSP will translate from FF-ICE to FPL2012 if it is not FF-ICE capable yet.
- Contingency backup procedures and processes should be developed as part of the global standard
- Benefits will be limited if ANSPs do not adapt their automation systems to make use of the additional information.
- An appropriate dynamic change of ASM and capacity improvements utilizing flight plan information will be required.



Thank You

