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FF-ICE RELEASE 1 DEPLOYMENT

1. Introduction & Background

1.1 FF-ICE (Flight & Flow Information for a Collaborative Environment) is a concept from ICAO that is guided by the requirement to eliminate or reduce the limitations of the current ICAO flight plan format (also known as ICAO FPL 2012) and to enable and accommodate the future environment detailed in the Global ATM Operational Concept (Doc 9854)

1.2 FF-ICE refers to flight and flow information necessary for the notification, management, and coordination of flights between members of the ATM community within a worldwide collaborative environment.

1.3 FF-ICE/R1 (Release 1) primarily refers to pre-departure data and procedures. This is the first step towards full FF-ICE deployment and initiates the transition to the new types of information exchanges required by TBO (Trajectory Based Operations) and enabled SWIM (System Wide Information Management), being it the first stepstone but giving the ATM community the needed time to accommodate procedures, systems and practices required by this first release of FF-ICE.

1.4 The technical and operational requirements in this AIC derive from European Commission implementing regulation (EU) 2021/116 (Common Project One or CP1) and the SESAR Deployment Programme 2024 (SDP2024).

1.5 FF-ICE flight plan data will be used to enhance the quality of the planned trajectory information in all systems that currently use FPL 2012.

1.6 FF-ICE/R1 will therefore introduced as a requirement for stakeholders (ANSPs, airspace users, Network Manager) operating in the FIRs/UIRs of EU Member States plus Switzerland and Norway and the oceanic transition areas of Shanwick FIR, where flight planning is required for IFR flights.

1.7 The intention of this circular is to:

- a. notify airspace users of the FF-ICE requirements that will apply to them.
- b. provide airspace users with high level information on the means to comply with the FF-ICE requirements that apply to them.
- c. explain where and how to find additional information and support.

2. Benefits enabled by FF-ICE

2.1 FF-ICE Release 1 will help to overcome many limitations of FPL 2012, allowing ANSPs to optimize their resources, airspace users to fly closer to their preferred trajectories and is an enabler for future trajectory-based operations (TBO).

2.2 The implementation of the mandatory FF-ICE Filing Service for airspace users will allow them to share more detailed trajectory information with both EUROCONTROL as Network Manager (NM) and ANSPs. As a result, based on known constraints, airspace users will have earlier and more precise opportunities to optimize flight operations.

2.3 The implementation of the optional FF-ICE Trial Service will enable airspace users to explore alternative trajectories without commitment. This allows them to assess feasibility before making changes to their filled flight plans.

3. Requirements & recommendations for airspace users

3.1 FF-ICE flight plan data (being it one of the most value-adding features of FF-ICE) must be exchanged to enhance the quality of the planned trajectory information, thus enhancing flight planning and complexity assessments.

3.2 Airspace users shall consume the Filing Service provided by NM in support of information exchange of FF-ICE.

3.3 Airspace users are not mandated to consume the Trial Service but are recommended to upgrade their systems to be able to use it.

4. FF-ICE compliance requirements for airspace users

4.1 For airspace users, consumption of the Filing Service (mandatory for airspace users) using NM B2B services means:

- a. Use of the NM B2B Filing Service to file/update/cancel FF-ICE flight plans (also referred to as eFPLs) and to receive an immediate submission response and filing status.
- b. Use of the NM B2B Data Publication Service or the NM B2B Flight Data Request Service to ensure that submission response and filing status updates can be received, tailored to the needs that each stakeholder needs to cover.

4.2 For airspace users, consumption of the Trial Service (optional but recommended for airspace users) means use of the NM B2B Trial Service. This service is similar to the request/reply interface of the NM B2B Filing Service, with the exception that Trial Service data will not be retained by the NM system. Use of the NM B2B Trial Service by airspace users is therefore expected to be a straightforward and low cost development that will bring the opportunity to avoid updating flight plan on a trial and error based procedure.

5. Area of applicability

5.1 The FIRs/UIRs of EU Member States plus Switzerland and Norway and the oceanic transition

areas of Shanwick FIR, where flight Planning is required for IFR flights.

5.2 Upper airspace: Amsterdam FIR (EHAA), Barcelona UIR (LECB), Bratislava FIR (LZBB), Brindisi UIR (LIBB), Brussels UIR (EBUR), Bucuresti FIR (LRBB), Budapest FIR (LHCC), Canarias UIR (GCCC), FIR Praha (LKAA), France UIR (LFFF), Hannover UIR (EDVV), Hellas UIR (LGGG), Helsinki FIR (EFIN), Koebenhavn FIR (EKDK), Lisboa FIR (LPPC), Ljubljana FIR (LJLA), Madrid UIR (LECM), Malta UIR (LMMM), Milano UIR (LIMM), Nicosia FIR (LCCC), Polaris FIR (ENOR), Rhein UIR (EDUU), Riga FIR (EVRR), Roma UIR (LIRR), Shannon UIR (EISN), Sofia FIR (LBSR), Sweden FIR (ESAA), Switzerland UIR (LSAS), Tallinn FIR (EETT), Vilnius UIR (EYVL), Warszawa FIR (EPWW), Wien FIR (LOWV), Zagreb FIR/UIR (LDZO).

5.3 Lower airspace: Amsterdam FIR (EHAA), Athinai FIR (LGGG), Barcelona FIR (LECB), Bordeaux (LFBB), Bratislava FIR (LZBB), Brest (LFRR), Bremen FIR (EDWW), Brindisi FIR (LIBB), Brussels FIR (EBBU), Bucuresti FIR (LRBB), Budapest FIR (LHCC), Canarias FIR (GCCC), FIR Praha (LKAA), Helsinki FIR (EFIN), Koebenhavn FIR (EKDK), Langen FIR (EDGG), Lisboa FIR (LPPC), Ljubljana FIR (LJLA), Madrid FIR (LECM), Malta FIR (LMMM), Marseille (LFMM), Milano FIR (LIMM), Muenchen FIR (EDMM), Nicosia FIR (LCCC), Paris FIR (LFFF), Polaris FIR (ENOR), Reims (LFEE), Riga FIR (EVRR), Roma FIR (LIRR), Shannon FIR (EISN), Sofia FIR (LBSR), Sweden FIR (ESAA), Switzerland FIR (LSAS), Tallinn FIR (EETT), Vilnius FIR (EYVL), Warszawa FIR (EPWW), Wien FIR (LOWV), Zagreb FIR/ UIR (LDZO).

5.4 Shanwick FIR: NOTA (Northern Atlantic Transition Area), SOTA (Shannon Oceanic Transition Area) and BOTA (Brest Oceanic Transition Area).

5.5 For flights operated in other FIRs/UIRs within the IFPZ (Integrated Initial Flight Plan Processing System Zone) in addition to those listed above, the EUROCONTROL Network Manager will continue to support FPL 2012 format and will provide an eFPL to FPL 2012 translation service for the FIRs/UIRs that are not listed above, where FF-ICE/R1 is not mandated to be implemented or until full implementation by the concerned states.

6. Applicable airspace users

6.1 The requirements for airspace users set out in paragraph 4 apply to all GAT (General Air Traffic) operating under IFR (Instrument Flight Rules) in the area of applicability, including non-EU based airspace users.

6.2 This includes military GAT but does not include OAT (Operational Air Traffic).

7. Date of applicability

7.1 The requirements set out in this circular shall be applicable from 31 December 2025.

8. Exemptions

8.1 The following are exempt from the requirements of this circular:

- a. VFR flights.

b. OAT flights.

9. Reference documentation

9.1 European SWIM Registry.

9.2 EUROCONTROL Network Manager IFPS Users Manual.

9.3 EUROCONTROL NM B2B Reference Manual.

9.4 Commission Implementing Regulation (EU) 2021/116 (Common Project One).

9.5 SESAR Deployment Programme.

10. Further Information

10.1 For further information on FF-ICE, please contact EUROCONTROL FF-ICE Support by email:

Office@eurocontrol.int

Or check <https://www.eurocontrol.int/concept/flight-and-flow-information-collaborative-environment>

10.2 Further information on the policy, planning and implementation of FF-ICE Release 1 in Spain can be obtained from:

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