

# **NETWORK MANAGER RELEASE NOTES**

**PLANNED FOR IMPLEMENTATION IN  
2014-2015**



**EUROCONTROL**  
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## Table of Contents

<b>1. INTRODUCTION</b>	<b>3</b>
<b>2. RELEASES CONTENT</b>	<b>4</b>
2.1. Browser compatibility	5
2.2. Operating System compatibility	5
2.3. Important notices related to release migration	5
<b>3. EVOLUTION PROGRAMMES</b>	<b>6</b>
3.1. PROGRAMME NM-01: Free Route Airspace	6
3.2. PROGRAMME NM-02: Airspace Management and AFUA	6
3.3. PROGRAMME NM-05: NOP Information Services	6
3.4. PROGRAMME NM-08: Operations Improvements	6
3.4.1. Domains improvements	6
3.4.2. Call-Sign Similarities (CSST)	6
3.4.3. Aircraft Identification (CCAMS)	7
3.4.4. Alignment to Performance framework	7
3.5. PROGRAMME RD-02: Airspace Users Operations R&D	7
3.5.1. NM-FOS Prototype validation	7
3.6. PROGRAMME RD-03: DCB R&D	7
3.6.1. STAM	7
3.6.2. Flight Plan interoperability	8
<b>4. DEPLOYMENT</b>	<b>9</b>
4.1. Release 18.0 migration	9
4.1.1. Presentation of NM18.0 to externals	9
4.1.2. OPT session	9
4.2. Release 18.5 migration	9
4.2.1. Presentation of NM18.5 to externals	9
4.2.2. OPT session	9
4.2.3. Release NM18.5 Migration Plan	10
4.3. NM18.5.1 migration	10
4.3.1. NM18.5.1 OPT session	10
4.3.2. Presentation of NM18.5.1 to externals	10
<b>5. NETWORK MANAGER EVOLUTIONS</b>	<b>11</b>
5.1. Introduction	11
5.2. RELEASE 17.5.2	13
5.2.1. NM-05 - NOP Information Services	13
5.3. Release 18.0	14
5.3.1. NM-01 - Free Route Airspace	14
5.3.2. NM-02 - Airspace Management and AFUA	14
5.3.3. NM-05 - NOP Information Services	14
5.3.4. NM-08 - Operations Improvements	16
5.3.5. RD-02 - Airspace Users Operations R&D	27
5.3.6. RD-03 - DCB R&D	27
5.4. RELEASE 18.5	30
5.4.1. NM-01 - Free Route Airspace	30
5.4.2. NM-02 - Airspace Management and AFUA	31
5.4.3. NM-05 - NOP Information Services	32
5.4.4. NM-08 - Operations Improvements	33
5.4.5. RD-02 - Airspace Users Operations R&D	44
5.4.6. RD-03 - DCB R&D	45
5.4.7. Stand-alone CR	46
5.5. NOP INCREMENT 18.5.1	47
5.5.1. NM-05 - NOP Information Services	47
<b>6. DOCUMENTATION</b>	<b>49</b>
<b>7. ABBREVIATIONS</b>	<b>50</b>

## Document Changes Record

Ed.	Status	Date	Reason for change
1.0	Release	18/09/2013	-
1.1	Release	29/10/2013	FB510, Operations Improvements FBs
1.2	Release	15/11/2013	FB636, additional information on FBs
1.3	Release	19/12/2013	FB590, FB596-2 (format of RRP messages), FB592 (extension of transition period), deployment of FB576 and FB510, detailed FPL Domain improvements (FB617)
1.4	Release	28/01/2014	NM18.0 deployment plan, information on OPT, on browser policy and on several FBs
1.5	Release	17/02/2014	Updated Release deployment plan (incl. link to the "CHMI installation guide"). Information on OPT. Test cases for FB617 (Flight Planning Domain improvements). Additional information on several FBs.
2.0	Release	05/03/2014	Information on NM18.5 FBs, updates on some NM18.0 FBs, validation exercises table updated.
2.0.1	Release	07/03/2014	Minor update on the CUA migration dates. Minor additional information on FB592.
2.1	Release	13/05/2014	(§2.3) Important notices related to availability of "CFMU" URLs and availability of Restriction files on NM FTP server. (§4.2) NM18.5 Release migration high-level plan (incl. the audio-conference for externals, OPT organisation and migration schedule) Updated content of NM18.5 Functional Blocks.
2.2	Release	28/07/2014	NM18.5 Presentation to Externals, OPT information, NM18.5 Migration Plan, new Standalone CR_037441 (Serve filed registration mark in B2B flight list), updated content of NM18.5 Functional Blocks.
2.2.1	Release	09/09/2014	NM18.5: some updates in the migration plan, in OPT and in FBs descriptions.
2.3	Release	22/09/2014	NM18.5: Additional information on deployment of FB510. NM18.5.1: Content and deployment.
3.0	Release	24/10/2014	<a href="#">NM18.5: FB659 (ATFCM Domain improvements - CR_035917) FLS message modified following OPT comments.</a> <a href="#">Additional information on NM18.5.1 migration and content.</a>

## 1. INTRODUCTION

This document describes the **new** or **modified** functions that are delivered by the Network Manager as part of the Network Manager software Releases.

The objective of this document is to provide customers of the Network Manager Services with advance notice of modifications in order to anticipate any **impact** upon their operational procedures and/or systems.

The Network Manager Releases include many changes arising from different sources and coordinated through the Operations Coordination Group and its sub-groups. It allows the implementation of new functionalities to cope with Network Manager Directorate Business plans.

The Network Manager Release Notes document is organized as a rolling document describing the functions currently under development for future releases. Other functions considered for possible development but without reaching yet a maturity status allowing their presentation are not included in this paper.

To receive automatically by eMail the new versions of the Release Notes, please register at:

<http://www.eurocontrol.int/network-operations/self-registration-form>

(Choose "Subscribe to receive e-mail notifications when the NM Release Notes are updated" in the field "purpose of the request").

The current document is available at:

<http://www.eurocontrol.int/lists/publications/network-operations-library?type=3317&keyword=>

**Any questions or comments regarding the Releases shall be sent at:**

**[nm.releases@eurocontrol.int](mailto:nm.releases@eurocontrol.int)**

## 2. RELEASES CONTENT

Programme	Functional Block		NM 17.5.2	NM 18.0	NM 18.5	NM 18.5.1
<b>NM-01 - Free Route Airspace</b>		<b>§3.1</b>				
	FB576 FRA evolutions			-	5.4.1	
	FB580 <del>Free Route Evolution</del>				5.4.4	
<b>NM-02 - Airspace Management and AFUA</b>		<b>§3.2</b>				
	FB510 ASM interoperability level 2 - Live Updates			-	5.4.2	
<b>NM-05 - NOP Information Services</b>		<b>§3.3</b>				
	FB591 NOP access to event information consolidation - Phase 1 [c.f. below]		5.2.1			
	FB587 Access to Scenario editor via the NOP			5.3.3		
	FB592 Updating the CFMU URLs			5.3.3		
	FB630 NOP access to event information consolidation - Phase 2				5.4.3	
	CR_036906 Headline News (HN) by mail					5.5.1
	CR_037029 Provision (sharing) of REG in the Flight List table					5.5.1
<b>NM-08 - Operations Improvements</b>		<b>§3.4</b>				
	FB496 Improve CHMI Services			5.3.4		
	FB513 CSST improvements			5.3.4		
	FB590 Support to flight efficiency			5.3.4		
	FB596 ATFCM Domain improvements			5.3.4		
	FB597 CCAMS improvements			5.3.4		
	FB602 Airspace Data Domain improvements			5.3.4		
	FB617 Flight Planning Domain improvements			5.3.4		
	FB626 Provision of Departure data				5.4.4	
	FB636 NOP C&T			5.3.4		
	FB638 ASM monitoring				5.4.4	
	FB656 Airspace Data Domain improvements				5.4.4	
	FB657 CSST improvements				5.4.4	
	FB658 Post-Deployment CCAMS				5.4.4	
	FB659 ATFCM Domain improvements				5.4.4	
	FB660 Flight Planning Domain improvements				5.4.4	
	FB661 Improve CHMI Services				5.4.4	
	FB668 Performance Work Programme				5.4.4	
<b>RD-02 - Airspace Users Operations R&amp;D</b>		<b>§3.5</b>				
	FB571 Initial Flight Object Prototype - 2			5.3.5		
	FB619 Slot swapping process				5.4.5	
<b>RD-03 - DCB R&amp;D</b>		<b>§3.6</b>				
	FB570 Capture of flight trajectories (NewBridge)			5.3.6		
	FB625 STAM Decisions promulgation (proto) - 2			5.3.6		
	FB664 Enhance NMVP in real-time simulation mode				5.4.6	
<b>STANDALONE CRs</b>						
	CR_037441 Serve filed registration mark in B2B flight list				5.4.7	

v1.1: FB634 (Post-ops improvement) and FB579 (Performance Measurements) are internal NM development only. They have thus been removed from the Release Notes.

v1.5: FB510 (ASM interoperability level 2 - Live Updates) is postponed to NM18.5

v2.0: FB591 was developed in the scope of NM17.5.2 but could not be delivered to externals with Release NM17.5.2. It will be delivered along with NM18.0 (but it is not part of NM18.0).

v2.1: FB580 has been merged into FB576.

## 2.1. BROWSER COMPATIBILITY

The deliverables of NM18.0 and NM18.5 that require a browser (e.g. the NOP) are tested with the following browsers:

- Internet Explorer version 9 and 10.
- FireFox version 20 and 21.

Other types/versions of browsers might encounter functionality and/or performance issues.

For Portal to work on Internet Explorer 9 it is necessary to un-tick the two check boxes "Display intranet sites in Compatibility View" and "Display all websites in Compatibility View". The user can find these settings in the "Compatibility View Settings" dialogue, available under Tools -> Compatibility View Settings.

Regarding FireFox, by default and as a safety feature, this browser forbids scripts to raise windows and, subsequently, the Portal feature of bringing windows to the front cannot work. To overwrite this safety measure one has to open the options dialogue by selecting the menu entry Tools -> Options, select the Content tab, click on the Advanced button next to "Enable JavaScript" and ensure that the check box "Raise or lower windows" is selected.

## 2.2. OPERATING SYSTEM COMPATIBILITY

### **NM18.0 or NM18.5:**

CHMI is compatible and tested with Windows XP and Windows 7.

### **NM19.0:**

As from NM19.0, CHMI will only be tested on Windows 7. CHMI will not be compatible with Windows XP anymore.

## 2.3. IMPORTANT NOTICES RELATED TO RELEASE MIGRATION

1. The validity period of old "CFMU" URLs is extended from NM18.5 (September 2014) to NM19.0 (March 2015). Please refer to FB592 description (§5.3.3).
2. As already communicated, the eRestriction services (including the RAD files in AIXM 4.5) will no more be available on the NM FTP server as from NM18.5 (23 September 2014). The restriction information (including RAD) are available (in AIXM 5.1) via the NM B2B services. Please refer to the Migration Plan for the eRAD Service from EAD to NM B2B Service.

### **3. EVOLUTION PROGRAMMES**

You will find below a summarized description of each Programme that the Network Manager developments are serving.

#### **3.1. PROGRAMME NM-01: FREE ROUTE AIRSPACE**

The aim of the Programme is to adapt the FPL processing systems and processes to cope with the route network evolutions impacting the NM services, such as night DCTs, Week-end DCTs or Free Route Airspace Initiatives.

#### **3.2. PROGRAMME NM-02: AIRSPACE MANAGEMENT AND AFUA**

The Programme provides the frame for the further evolutions of the deliverables provided by the ASM Improvements Initiative that has introduced more dynamicity of the ASM/ATFCM processes during the last four years.

The Programme will aim at:

- Introducing performance driven operations based on the management of Airspace Configurations.
- Providing processes that support the use of more dynamic and flexible elements.
- Describing a seamless, CDM based process with an advanced real time management of Airspace Configurations as well as a continuous sharing of information among all ATM partners enabled by advanced technology.

The main Lines of Improvement of the Programme are:

- Airspace Configuration Definition and Operational Deployment.
- A Collaborative Decision Making Process (ASM/ATFCM/ATC integration).
- The Rolling Process.
- ASM solutions to improve network performance.
- ASM system support and data management.
- ASM post ops and performance planning.

#### **3.3. PROGRAMME NM-05: NOP INFORMATION SERVICES**

The NOP aims at building a consolidated interactive view of the network situation that incorporates the existing information and user requests on traffic demand and capacity plans, identifying bottlenecks and presenting the ATFCM and ASM measures foreseen to counterbalance them. The NOP will result from the integration of interdependent data including flight intentions, status of airspace, capacity, airport data and meteorological forecasts. NOP will also be updated taking into account the actual traffic situation and real time flow and capacity management.

#### **3.4. PROGRAMME NM-08: OPERATIONS IMPROVEMENTS**

This Programme includes any Correction and Tuning done to the NM operational systems or services.

##### **3.4.1. Domains improvements**

Each Release delivers Corrections and Tuning for the NM Domains:

- ATFCM Domain.
- Flight Planning Domain.
- Airspace Data Domain.

##### **3.4.2. Call-Sign Similarities (CSST)**

Air-Ground communication safety events are one of the biggest ATM safety priorities, forming 23% of all ATC safety reports. Today, 21% of all NM flights involve callsign similarity. Reliable mitigation for the risk imposed by similar callsigns (like 527F 527D or 361M 369M) can be achieved.

The NM has established a Call Sign Management Cell (CSMC) to develop a centralized Service. One key element in providing the Service is the publication of agreed Call Sign Similarity Rules. These Rules are at the heart of the Call Sign Similarity Tool (CSS Tool). Development of the CSS



Tool and its specifications by EUROCONTROL is closely coordinated with a Call Sign Similarity User Group (CSSUG), which includes representations from AOs, ANSPs and other aviation organizations (e.g. ICAO and IATA).

### **3.4.3. Aircraft Identification (CCAMS)**

In line with PC/32 decision to organise unambiguous and continuous identification of aircraft through down linked aircraft identification for IFR GAT in ECAC, the three elements CCAMS, ORCAM and Mode S ELS have been brought together to form one Programme named AirCraft Identification Programme.

The current ORCAM system is reaching its limits and SSR Code Conflicts already occur regularly today. The final goal is to have Mode S operational in the whole area but it is not being implemented fast enough to solve the problems at short term. Therefore CCAMS is implemented in some but not all states to overcome those shortages on a temporary basis, until Mode S is implemented everywhere.

### **3.4.4. Alignment to Performance framework**

The aim of this Programme is to align NM post-ops services (including datawarehouse and NMIR) to the NM performance IR. This includes a wide variety of activities such as the adaptation of databases, modification of interfaces graphical identity, new reports following users' requests, etc.

## **3.5. PROGRAMME RD-02: AIRSPACE USERS OPERATIONS R&D**

### **3.5.1. NM-FOS Prototype validation**

The NM-FOS addresses the systems and operations evolution towards interoperability/flight data sharing amongst all partners involved in the flight. The fundamental idea is that a single logical entity, the FO (Flight Object) is kept up to date by all parties sharing information about a flight. As such, all systems have the most up to date, accurate and consistent view of the flight data and plans. This single logical FO is physically distributed over a network of 'FO Servers (FOS)', each FOS being associated with an FDPS. Each FOS holds physical copies of the FOs of interest to its clients. The network of FOSs, not the clients, is responsible for ensuring that the different physical copies of the FO are kept consistent.

In the pre-departure phase, the FO enables Communicating and Synchronising flight data and agreed trajectories (including strategic and tactical constraints, e.g. TSA closure/opening, TTA/TTO, etc.). When the flight is airborne, up to date FO improves not only the Network view available to controllers, but also allows ATC to participate to the implementation of ATFCM measures. In other words the FO is the opportunity for a better integration of ATFCM and the ATC. The FOS is an enabler not only for the Time Based Operations but also for further evolution to Trajectory Based Operations.

## **3.6. PROGRAMME RD-03: DCB R&D**

### **3.6.1. STAM**

The responsibilities and supporting procedures between NM and the ANSP for the execution of Tactical ATFCM are currently under review to cope with the evolutions of the roles and responsibilities in ATFCM. The Programme will also improve the support to the NM stakeholders (helpdesk, AOLO, etc.) and the access to the NM services in particular for the FMPs (CIFLO, Web services, etc.)

In order to close the gap between ATC and ATFCM, Short-Term ATFCM Measures (STAM) shall be developed requiring dynamic coordination between more than one ACC, the AOs and NM. The objective of STAMs is to prevent sector overloading, whilst reducing delays, by using air traffic flow management techniques, close and during real time operations.

Even if some STAMs measures already exist, they are often limited to solving specific local problems and they do not consider the Network. No standardized tool or procedures exist today to manage STAMs and the role of NM within STAMs processes must be clarified.

The awareness on flight progress shall be improved by getting additional sources of flight data from the Aircraft Operators and the service providers, and by sharing the consolidate information with the partners.

**3.6.2. Flight Plan interoperability**

This Programme will enhance the flight plan data exchange between AOs/CFSPs and the Network Manager during the pre-filing phase, in order to improve the accuracy and consistency between 4D flight trajectories maintained by the different stakeholders.

It will re-enforce the validity and consistency of the flight trajectory with the airspace availabilities and constraints, at least until the end of the pre-flight phase.

The Programme will prepare for the further transmission by NM of acquired 4D trajectory information to ATC/ANSP. It will also pave the way to the implementation of the SESAR trajectory concept.

## 4. DEPLOYMENT

Deployment Plan	2014												2015											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
<b>Release NM18.0</b>																								
Presentation of NM18.0 to externals	10																							
OPT		■																						
Start of migration			11																					
<b>Release NM18.5</b>																								
Presentation of NM18.5 to externals							9																	
OPT									■															
Start of migration								23																
<b>NOP Increment NM18.5.1</b>																								
Presentation of NM18.5.1 to externals												3												
Start of migration													2											

### 4.1. RELEASE 18.0 MIGRATION

The migration of NM systems from NM17.5 to NM18.0 started on the 11<sup>th</sup> of March 2014 and lasted one week.

#### 4.1.1. Presentation of NM18.0 to externals

An audio conference took place on the 10<sup>th</sup> of January 2014. The aim was to present each FB of the NM18.0 that would impact external users.

The recording and the slides of the presentation are available at:

<http://www.eurocontrol.int/sites/default/files/publication/files/20140110%20Presentation%20of%20NM18.0%20to%20Externals%20v1.0.pdf>

#### 4.1.2. OPT session

The NM18.0 OPT took place from the 17<sup>th</sup> of February 2014 to the 2<sup>nd</sup> of March 2014.

### 4.2. RELEASE 18.5 MIGRATION

The migration of NM systems from NM18.0 to NM18.5 will start on the 23<sup>rd</sup> of September 2014 and last around one week.

#### 4.2.1. Presentation of NM18.5 to externals

An audio conference took place on the 9<sup>th</sup> of July 2014. The aim was to present each NM18.5 FB that would impact external users. The presentation was public, no registration was required.

The Slides and Recording of the presentation are available at:

<http://www.eurocontrol.int/sites/default/files/publication/files/20140709-presentation-of-nm-18.5-to-externals.pdf>

#### 4.2.2. OPT session

An OPT session is a testing session on specific Functional Blocks that belong to the new Release. It always involves externals and aim at assessing impacts on their operations.

NM18.5 OPT session took take place from the 01/09/2014 to the 12/9/2014.

During this session, users were able to test:

- The new CHMI – no registration is required
- The new NOP Portal – no registration is required
- The new NOP B2B (via the pre-ops environment) – no registration is required

Users were also able to test the CR\_036021 (New 'Delay Threshold' regulation), FB660 (FPL Domain) new features and FB510 (B2B - ASM interoperability) new features. Registration was mandatory.

#### 4.2.3. Release NM18.5 Migration Plan

The migration of NM systems from NM18.0 to NM18.5 took place from the 23<sup>rd</sup> of September 2014 to the 30<sup>th</sup> of September 2014.

### 4.3. NM18.5.1 MIGRATION

NM18.5.1 is not a NM Release but a **NM NOP Increment**. Changes brought by a NOP Increment do not impact the Back-End systems (ETFMS, IFPS, etc.) neither the CHMI.

A NOP Increment may impact:

- The NOP Portal (public or protected).
- The NOP B2B services.

**No new version of the CHMI will be delivered with NM18.5.1.**

The migration of the NOP to NM18.5.1 will occur the 2<sup>nd</sup> of December 2014.

On the 02/12/2014 from 22:00UTC until 23:00UTC:

- The NOP Portal (Public and Protected) will be unavailable.
- NM B2B PREOPS will be unavailable.
- NM B2B OPS will not be impacted.

#### 4.3.1. NM18.5.1 OPT session

There will be no OPT session organized for NM18.5.1.

#### 4.3.2. Presentation of NM18.5.1 to externals

A public audio conference will take place on the 3<sup>rd</sup> of November 2014. The aim will be to present the new features of the NM18.5.1 that would impact external users.

Invitation (URL to connect and Agenda) to the audio conference has been sent to Users and is available on request at [nm.releases@eurocontrol.int](mailto:nm.releases@eurocontrol.int).

The presentation will be recorded and available at:

[http://www.eurocontrol.int/lists/publications/network-operations-library?title=&field\\_term\\_publication\\_type\\_tid=252&year\[value\]\[year\]=](http://www.eurocontrol.int/lists/publications/network-operations-library?title=&field_term_publication_type_tid=252&year[value][year]=)

## 5. NETWORK MANAGER EVOLUTIONS

### 5.1. INTRODUCTION

Each Functional Block is described in a table with the following fields. All descriptions are focused from an external NM point of view.

<b>FBxxx: Number and name of the Functional Block</b>	
	<b>(optional) Internal NM</b>
	“Internal NM” means that the Functional Block has no direct impact for external NM users (on procedures, interfaces or systems). The Functional Block may have an indirect impact by improving the quality of the service delivered by NM.
Users impacted	<p>The categories of NM Users which are impacted by the new features of the Functional Block:</p> <ul style="list-style-type: none"> <li>U1. Flow Manager (FMP)</li> <li>U2. Airspace Manager (AMC)</li> <li>U3. Airspace User (Civil)</li> <li>U4. Airspace User (Military)</li> <li>U5. ENV data provider</li> <li>U6. Management (eg crisis management, performance management)</li> <li>U7. Post-ops analyst</li> <li>U8. AO or CFSP</li> <li>U9. CAA, EASA</li> <li>U10. Non-CDM Airport</li> <li>U13. CDM-Airport</li> <li>U11. ARO</li> <li>U12. Internal NM</li> <li>U14. Air Navigation Service Provider (ANSP)</li> <li>U0. Other (specify):</li> </ul>
Application impacted	<p>The NM application(s) or service(s) that will be impacted by the Functional Block:</p> <ul style="list-style-type: none"> <li>A1. CHMI</li> <li>A2. CIFLO, CIAO</li> <li>A3. CIAM</li> <li>A4. CACD</li> <li>A5. Flow management systems (Predict, ETFMS)</li> <li>A6. FPL (IFPS)</li> <li>A7. Datawarehouse (NMIR)</li> <li>A8. CCAMS</li> <li>A9. CSST</li> <li>A10. NOP Portal</li> <li>A11. NOP B2B</li> <li>A12. ASM Tools</li> <li>A13. NMVP</li> <li>A0. Others (specify):</li> </ul>
Objective	Operational objectives of the Functional Block.
Description	Description of the main features delivered to external NM users.

	Some FBs (mostly the ones belonging to “NM-08 - Operations Improvements”) may content the CR (Change Request) number of the new features (like CR_XXXXXX). Please refer to this CR number when requesting information to NMD.
Impact for external users	Technical or operational impact the Functional Block may have on the external users. I0. No impact. I1. Impact on procedures. I2. Impact on Man-Machine interface. I3. Impact on clients’ systems.
Impact description	Description of the impact for the external users.
Service reference	Hyperlink toward the NM activity(ies), service(s) and product(s) that will be impacted by this Functional Block. The global catalogue is available at the following address: <a href="http://www.eurocontrol.int/nm-services-catalogue">http://www.eurocontrol.int/nm-services-catalogue</a>
Safety assessment	Output of the <u>initial</u> safety assessment carried out by NMD for the Functional Block: S1. FB decreases Safety S2. FB has no impact on Safety S3. FB increases Safety S4. Safety assessment to be performed or on-going S5. FB is not Safety related S6. FB is Safety related
Operational deployment plan	The way the Functional Block will be deployed: D1. FB will be deployed in Operation along with the release migration. FBs deployed as D1 normally do not include new or changed ATFCM procedures. D2. FB will be subject to a Pilot Phase (Operational Trial) followed by a Go/NoGo decision for ops deployment after Release Migration. New ATFCM procedures or changed ATFCM procedures are normally only issued as a result of D2 deployment. These are issued via Ops Instructions after the consultation process agreed with ODSG. D3. FB will be subject to R&D ops validation (e.g. SESAR).
Users’ validation	Depending on the Operational deployment plan: <ul style="list-style-type: none"> <li>• If D1: Is an OPT planned for this FB?</li> <li>• If D2 or D3: provide additional information on the activities that will take place (pilot phase, ops validation phase, etc.)</li> </ul>
Documentation publication	The documentations that will be updated following the deployment of the Functional Block.
Training sessions	Training sessions, i.e. the training dates, and the related links for access.

**5.2. RELEASE 17.5.2**

The following FB was developed in the scope of NM17.5.2 but could not be delivered to externals with this Release. It will be delivered along NM18.0 (but it is not part of NM18.0).

The description below supersedes the description of FB591 in the NM17 Release Notes.

**5.2.1. NM-05 - NOP Information Services**

<b>FB591: NOP access to event information consolidation - Phase 1</b>	
Users impacted	U10. Non-CDM Airport U13. CDM-Airport U12. Internal NM U14. Air Navigation Service Provider (ANSP)
Application impacted	A10. NOP PORTAL
Objective	Publication of all the Network related Events in a single location to: <ul style="list-style-type: none"> <li>• Improve the visibility of the complete set of data on events information.</li> <li>• Increase efficiency of data-collection and dissemination (cost reduction).</li> <li>• Reduce data duplication and increase data consistency.</li> <li>• Improve the quality of data management.</li> <li>• Earlier access to any NM known event.</li> <li>• Set the basis for supporting the rolling nature of events information.</li> </ul>
Description	At a high level, from the NM perspective, an event is an activity that may have an impact on network operations shaping either demand or capacity or both. A tool is developed to provide access to all the Network related Events, via the NOP Portal, including following functionalities: <ul style="list-style-type: none"> <li>• Regular loads of information from sources, including estimation of impact.</li> <li>• Data management and publication via lists (including calendar).</li> <li>• Automatic Notification of Suggested duplicates or Issues with data source interfaces: duplicates could come from different sources, from different users on the same source, from forgetful users on the same source, etc. In phase 1, sources are airport corner, ERNIP and possibly "manual" input.</li> <li>• Publication of Events and Events updates.</li> <li>• Initial set of reports on events taking place in specified geographical areas and/or during a specified period.</li> <li>• Querying and free text searching.</li> <li>• Display in calendar or list view.</li> </ul>
Impact	I1. Impact on procedures. I2. Impact on Man-Machine interface.
Impact description	The aim is to evolve towards a single point of access "ATM Events repository" for all Network information; it will be a new dedicated area into the NOP Portal, which replaces the current ATFCM Events. This will require associating the different planning and coordination processes with events at network and local level.
Service reference	<u>ID P348 - Network Operations Portal</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.

Users' validation	None
Documentation publication	NOP Portal help module
Training sessions	Training sessions will take place in March and April 2014.

### 5.3. RELEASE 18.0

#### 5.3.1. NM-01 - Free Route Airspace

##### **FB576: FRA evolutions**

**This FB is postponed to NM18.5**

#### 5.3.2. NM-02 - Airspace Management and AFUA

##### **FB510: ASM interoperability level 2 - Live Updates**

**This FB is postponed to NM18.5**

#### 5.3.3. NM-05 - NOP Information Services

##### **FB587: Access to Scenario editor via the NOP**

Users impacted	U1. Flow Manager (FMP)
Application impacted	A5. Flow management systems (Predict, ETFMS) A10. NOP PORTAL
Objective	Improve subsidiarity by enabling FMPs to propose pre-tactical (predict) regulations directly to NMOC. FMPs will no more depend upon telephone, email and fax.
Description	The FB will deliver: <ul style="list-style-type: none"> <li>• NOP portal with predict regulation editor tool to create or modify regulation proposals.</li> <li>• NOP portal tool to send regulation proposals to NMOC (Predict)</li> <li>• NOP portal tool to create and apply regulations to an open Predict Simulation (SIMEX)</li> </ul>
Impact for external users	I1. Impact on procedures. I2. Impact on Man-Machine interface.
Impact description	FMPs participating to the pilot phase will have to use NOP portal to: <ul style="list-style-type: none"> <li>• Propose pre-tactical (Predict) regulations to NMOC.</li> <li>• Create simulated regulations on an open Predict-SIMEX.</li> </ul>
Service reference	<u>ID S315 - Load and capacity management</u>
Safety assessment	S4. Safety assessment to be performed or on-going
Operational deployment plan	D2. FB will be subject to a Pilot Phase (Operational Trial) followed by a Go/NoGo decision for ops deployment after Release Migration.
Users' validation	A pilot phase followed by limited deployment is anticipated before wider FMP take-up later on. The Go/No Go will be subject to ODSG decision.
Documentation publication	Documentation will be produced for the pilot phase participants
Training sessions	To be decided.



FB592: Updating the CFMU URLs	
Users impacted	<p>U1. Flow Manager (FMP)            U2. Airspace Manager (AMC)            U3. Airspace User (Civil)            U4. Airspace User (Military)            U5. ENV data provider            U6. Management (eg crisis management, performance management)            U7. Post-ops analyst            U8. AO or CFSP            U9. CAA, EASA            U10. Non-CDM Airport            U13. CDM-Airport            U11. ARO            U12. Internal NM            U0. Other (specify): any users of the NOP or B2B services</p>
Application impacted	<p>A7. Datawarehouse (NMIR)            A8. CCAMS            A9. CSST            A10. NOP PORTAL            A11. NOP B2B            A13. NMVP</p>
Objective	<p>Replace CFMU acronym by NM where it is "visible" to end users, in applications, documentation and URLs that are delivered by NTS in the NM Release.</p>
Description	<p><b>The URL to access to B2B services will change:</b></p> <ul style="list-style-type: none"> <li><a href="http://www.cfm.eucontrol.int">http://www.cfm.eucontrol.int</a> will be changed into <a href="http://www.nm.eucontrol.int/">http://www.nm.eucontrol.int/</a></li> <li><a href="http://www.contingency.cfm.eucontrol.int">http://www.contingency.cfm.eucontrol.int</a> will be changed into <a href="http://www.contingency.nm.eucontrol.int">http://www.contingency.nm.eucontrol.int</a></li> </ul> <p><b>The NOP PUBLIC Portal address will change from:</b>  <a href="https://www.public.cfm.eucontrol.int/PUBPORTAL/gateway/spec/index.htm">https://www.public.cfm.eucontrol.int/PUBPORTAL/gateway/spec/index.htm</a>            to:  <a href="https://www.public.nm.eucontrol.int/PUBPORTAL/gateway/spec/index.html">https://www.public.nm.eucontrol.int/PUBPORTAL/gateway/spec/index.html</a></p> <p><b>The NOP PROTECTED Portal address will change from:</b>  <a href="https://www.cfm.eucontrol.int/PORTAL/gateway/spec/index.html">https://www.cfm.eucontrol.int/PORTAL/gateway/spec/index.html</a>            to:  <a href="https://www.nm.eucontrol.int/PORTAL/gateway/spec/index.html">https://www.nm.eucontrol.int/PORTAL/gateway/spec/index.html</a></p> <p><b>All addresses containing www.cfm.eucontrol will be changed into www.nm.eucontrol (the rest of the address remains unchanged).</b></p> <p>Please note that this includes the modification of the RAD address from <a href="http://www.cfm.eucontrol.int/RAD/index.html">http://www.cfm.eucontrol.int/RAD/index.html</a> to <a href="http://www.nm.eucontrol.int/RAD/index.html">http://www.nm.eucontrol.int/RAD/index.html</a>.</p> <p><u>The URLs of the following services/systems are also impacted:</u></p> <ul style="list-style-type: none"> <li><a href="#">PORTAL - CSST</a></li> <li><a href="#">NMIR</a></li> <li><a href="#">CCMS (Central Claim Management System)</a></li> <li><a href="#">NMVP</a></li> </ul> <p>Old "cfm" URLs will continue to work for three six months (until the deployment of NM18.5) after the Release migration.</p>

	Old "cfmu" URLs will continue to work until NM19.0 migration (planned in March 2015). A more complete list of URLs impacted is available on request at <a href="mailto:nm.releases@eurocontrol.int">nm.releases@eurocontrol.int</a> .
Impact for external users	I1. Impact on procedures. I3. Impact on clients' systems.
Impact description	The impact is linked to the change of the NOP and B2B URL: everywhere this URL is mentioned (procedures, bookmarks, development codes, B2B developments) the URL will have to be changed.
Service reference	The FB is linked to any service using the CHMI, NOP or the B2B function.
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No dedicated OPT will be organised for this FB. Nevertheless, the changes provided by this FB will be available during the OPT.
Documentation publication	The B2B Reference Manual will be updated following the deployment of the Functional Block:
Training sessions	None

#### 5.3.4. NM-08 - Operations Improvements

##### FB496: Improve CHMI Services - 1

Users impacted	U1. Flow Manager (FMP) U7. Post-ops analyst						
Application impacted	A1. CHMI A2. CIFLO A7. Datawarehouse (NMIR)						
Objective	<del>Deviating flights in Archive</del>						
Description	<p>If a flight list comparison is required with another Traffic Type, the <del>Compare</del> checkbox must be checked.</p> <p>When the <del>Compare</del> checkbox is unchecked, the <del>With</del> dropdown is disabled.</p> <p>When the <del>Compare</del> checkbox is checked:</p> <ul style="list-style-type: none"> <li>a) The <del>With</del> dropdown is accessible</li> <li>b) The content of the <del>With</del> dropdown is automatically adjusted every time the TFC Type is adjusted as follows:</li> </ul> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: left;"><del>Selected TFC Type</del></td> <td style="text-align: left;"><del>Contents of With dropdown</del></td> </tr> <tr> <td style="text-align: left;">Traffic Load</td> <td style="text-align: left;">Traffic Demand (TD)</td> </tr> <tr> <td style="text-align: left;">Traffic Demand</td> <td style="text-align: left;">Traffic Load (TL)</td> </tr> </table> <p>Query result:</p> <p>If the <del>Compare</del> checkbox in the query was checked, the system creates a comparison flight list from the same query parameters as those used to create the displayed flight list similarly to the existing display on current ATFCM.</p>	<del>Selected TFC Type</del>	<del>Contents of With dropdown</del>	Traffic Load	Traffic Demand (TD)	Traffic Demand	Traffic Load (TL)
<del>Selected TFC Type</del>	<del>Contents of With dropdown</del>						
Traffic Load	Traffic Demand (TD)						
Traffic Demand	Traffic Load (TL)						
Impact for external users	I2. Impact on Man-Machine interface.						
Impact description	New feature added to the CHMI.						

Service reference	<del>ID P349 - CHMI (Collaboration Human Machine Interface) Applications</del>
Safety assessment	<del>S2. FB has no impact on Safety</del>
Operational deployment plan	<del>D1. FB will be deployed in Operation along with the release migration. Due to issues with the datawarehouse this feature will be candidate for NM18.5.</del>
Users' validation	<del>The FB is planned to be part of the OPT session.</del>
Documentation publication	<del>The ATFCM USER Reference Guide will be updated.</del>
Training sessions	<del>The new feature will be added to the CHMI training and refresher course.</del>

The above functionality is candidate for NM18.5.

**FB496: Improve CHMI Services - 2**

Users impacted	U1. Flow Manager (FMP)
Application impacted	A1. CHMI A2. CIFLO
Objective	New ATFCM property for Workspace
Description	<p>A new ATFCM property "Restore Absolute Time" will be added to Workspace: When <b>saving</b> the workspace:</p> <ul style="list-style-type: none"> <li>if the property = "Relative Time" (default), the current functionality is used and the WEF and/or UNT offsets are saved.</li> <li>if the property = "Absolute Time", the actual WEF and/or UNT values are saved</li> </ul> <p>When <b>restoring</b> a workspace, WEF and/or UNT values will be restored according to the "Restore Absolute Time" property: Relative Time (default) or Absolute Time.</p>
Impact for external users	I2. Impact on Man-Machine interface.
Impact description	<p>New feature added to the CHMI. For users who will use the default value for the property (Relative Time), there will be no change compare to NM17.5.x.</p>
Service reference	ID P349 - CHMI (Collaboration Human Machine Interface) Applications
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	The FB is planned to be part of the OPT session.
Documentation publication	The ATFCM USER Reference Guide will be updated.
Training sessions	The new feature will be added to the CHMI training and refresher course.

**FB496: Improve CHMI Services - 3**

Users impacted	U1. Flow Manager (FMP) U2. Airspace Manager (AMC)
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Application impacted	A1. CHMI A2. CIFLO U8. AO or CFSP
Objective	New AUP/UUP features in the CHMI
Description	<p><u>New "EXCL" (exclude) option in AUP/UUP printouts:</u></p> <p>- The operational context: In many cases, when a Restricted Airspace is activated in the AUP, the GAT traffic planned through that airspace is managed tactically (depending on the local procedures, the nature of the activities, etc.) The CDR1s/ATS routes through the concerned area remain open for flight planning, and the flights will either stay on their planned route or be re-routed/radar vectored tactically. In such cases most of the AMCs just do not mention the CDR1s/ATS routes as closed in their AUP, but in CIAM they also have the possibility to mention them as closed with the 'EXCL' box selected, which indicates that the closures are in fact excluded from the EAUP (former CRAM) and they actually remain open for flight planning.</p> <p>- The new feature: In an AUP/UUP, it is possible for an AMC to exclude a CDR closure from publication in EAUP/EUUP by selecting the "EXCL" flag in front of the concerned CDR. This also means that the concerned route actually remains available for flight planning, as the closure is managed tactically (radar vectoring if necessary). This flag is however not visible in AUP/UUP printouts, resulting in no distinction between routes closed for flight planning and routes remaining available for flight planning. This flag will be included in the AUP/UUP printout for specific users who publish a printed copy of the AUP for local users.</p> <p><u>Users with AO CHMI profile to plot AUP in the CHMI:</u> CHMI users with the "AO_CHMI" profile will have the possibility to view and plot the AUP/UUPs.</p>
Impact for external users	I2. Impact on Man-Machine interface.
Impact description	New feature added to the CHMI.
Service reference	<u>ID P349 - CHMI (Collaboration Human Machine Interface) Applications</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	The FB is planned to be part of the OPT session.
Documentation publication	The ATFCM USER Reference Guide will be updated.
Training sessions	The new feature will be added to the CHMI training and refresher course.

**FB496: Improve CHMI Services - 4**

Users impacted	U1. Flow Manager (FMP)
Application impacted	A1. CHMI
Objective	WEF and UNT will be editable in CHMI preferences.

Description	<p>Values of WEF and UNT are currently defined as follow:</p> <ul style="list-style-type: none"> <li>• WEF = &lt;current date-time&gt; + x</li> <li>• UNT = WEF + y</li> </ul> <p>The improvement will be to make x and y definable by the user (in the CHMI preferences) with defaults value as currently defined in the CHMI.</p>
Impact for external users	I2. Impact on Man-Machine interface.
Impact description	New feature added to the CHMI.
Service reference	<u>ID P349 - CHMI (Collaboration Human Machine Interface) Applications</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	The FB is planned to be part of the OPT session.
Documentation publication	The ATFCM USER Reference Guide will be updated.
Training sessions	The new feature will be added to the CHMI training and refresher course.

<b>FB513: CSST improvements</b>	
Users impacted	<p>U3. Airspace User (Civil)</p> <p>U8. AO or CFSP</p> <p>U12. Internal NM</p>
Application impacted	A9. CSST
Objective	Improve user friendliness and further enhancements to mitigate Call Sign Similarity incidents
Description	<p>The application will be more users friendly. It will meet the user expectations concerning the capture of Call Sign conflicts.</p> <p><u>User Interface:</u></p> <ol style="list-style-type: none"> <li>1. New Button to fast-track workflow combined with fewer “clicks” during creation of View.</li> <li>2. Allow Users to see and select new rules in already created seasons.</li> </ol> <p><u>Operational Function:</u></p> <ol style="list-style-type: none"> <li>3. Refine capture of parallel characters rule when call-sign1 is length 2, call-sign 2 is length 4 and call-sign 2 contains the block (digits and letter) of call-sign 1. Example: 2J versus 22JP</li> <li>4. Reordering of columns CFN and ATC Flight ID in downloaded conflict list. (Column CFN will precede ATC Flight ID).</li> <li>5. Improve/correct the logic of Undo auto-deconfliction</li> </ol>
Impact for external users	<p>I1. Impact on procedures.</p> <p>I2. Impact on Man-Machine interface.</p>
Impact description	<p><u>Impact on procedures:</u></p> <p>The change in the user interface may require adaptations in users' procedures</p> <p><u>Impact on Man-Machine interface:</u></p> <p>The workflow feature will be modified as well as the downloaded conflict list.</p>

Service reference	<u>ID S321 - CSS Service - Call Sign Similarity Service</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	<ul style="list-style-type: none"> <li>• Normal formal System Acceptance Testing (OPT) for the release</li> <li>• Some possible AO validation</li> </ul>
Documentation publication	CSST User Guide will be updated
Training sessions	Ad hoc training sessions on request of users

**FB590: Support to Flight Efficiency**

Users impacted	U3. Airspace User (Civil) U8. AO or CFSP U12. Internal NM
Application impacted	A1. CHMI A7. Datawarehouse (NMIR)
Objective	Improve the quality output of the GRRT and the post-ops monitoring and reporting.
Description	<p>The FB aims at supporting the effort from NMD to reach the flight efficiency targets on the RTE extension for RP1 and RP2.</p> <p>The objective is to improve current NMOC assistance to airspace users (when filling their flight plans) by taking benefit during the day of the best possible network utilization.</p> <p>This FB improves NMD quality of assistance by enhancing the format of the proposals and the quality of the computation of the route.</p> <p>It allows as well a better targeting of the clients: the RRP proposed will be adapted to the type of aircraft, the city pair, etc.</p>
Impact for external users	I1. Impact on procedures.
Impact description	Operationally, this might lead to some changes on the utilization of the CHMI or NOP in order to better follow-up the proposals.
Service reference	<u>ID A211 - European Route Network Improvement Plan (ERNIP)</u>
Safety assessment	S4. Safety assessment to be performed or on-going
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT session is planned for this FB.
Documentation publication	None
Training sessions	Case to case with AO.

**FB596: ATFCM Domain improvements - 1**

Users impacted	U1. Flow Manager (FMP)
Application	A5. Flow management systems (Predict, ETFMS)

impacted	
Objective	D-2 and D-1 NAT automatic substitution
Description	This permits to automatically process on NM side the NAT forecast data that is sent by NATS to enrich PREDICT demand.
Impact for external users	I0. No impact.
Impact description	-
Service reference	<u>ID S315 - Load and capacity management</u>
Safety assessment	S3. FB increases Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT is planned for this feature.
Documentation publication	None
Training sessions	No training session considered.

**FB596: ATFCM Domain improvements - 2**

Users impacted	U8. AO or CFSP
Application impacted	A1. CHMI A5. Flow management systems (Predict, ETFMS) A0. Others: All applications using RRP message
Objective	Include the Validity Period of a proposal in the RRP message
Description	ETFMS calculates the validity period for of the TOT of the proposals sent. Aircraft operators will be informed via RRP message of the validity period. The RRP message format will thus evolve to include the validity period. The new RRP message format will have an additional line: <b>-TOTLIMIT -VALPERIOD FromDateTime ToDateTime</b> FromDateTime and ToDateTime will be formatted as follow: YYYYMMDDHHMM
Impact for external users	I3. Impact on clients' systems
Impact description	The RRP message format will evolve to include the validity period.
Service reference	<u>ID S315 - Load and capacity management</u>
Safety assessment	S3. FB increases Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT is planned for this feature.
Documentation publication	ATFCM Users Manual will be updated accordingly.
Training sessions	No training session considered.

<b>FB596: ATFCM Domain improvements - 3</b>	
Users impacted	U1. Flow Manager (FMP) U2. Airspace Manager (AMC) U3. Airspace User (Civil) U4. Airspace User (Military) U5. ENV data provider U7. Post-ops analyst U8. AO or CFSP U10. Airport U11. ARO U0. Other: any receivers of NM operational messages
Application impacted	A0. Others: any applications sending messages to the externals
Objective	Change CFMU to NMOC in all mails sent to externals
Description	The title or content of mails sent by NMOC containing "CFMU" will be updated to "NMOC". It concerns the following messages: CDR_Opportunity, XCD_Airport, FL_Scenario, AR_Opportunity, Airport_Airspace closure, RR_Scenario, Zero_Rate, RR_FL_Cap_Scenario
Impact for external users	I1. Impact on procedures I3. Impact on clients' systems
Impact description	The title or content of messages containing "CFMU" will be updated to "NMOC". It may have an impact on procedures or systems filtering messages with the keyword "CFMU".
Service reference	<u>ID S315 - Load and capacity management</u>
Safety assessment	S3. FB increases Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT is planned for this feature.
Documentation publication	None
Training sessions	No training session considered.

<b>FB597: CCAMS improvements</b>	
	<b>Internal NM</b>
Users impacted	U7. Post-ops analyst U12. Internal NM
Application impacted	A4. CACD A5. Flow management systems (Predict, ETFMS) A6. FPL (IFPS) A8. CCAMS
Objective	<ul style="list-style-type: none"> <li>Facilitate easier and safer changes of CCAMS restrictions</li> <li>Hide confusing and obsolete data in the ETFMS flight list</li> <li>Facilitate reporting to EU</li> <li>Remove incorrect Mode S IFP indicator</li> </ul>



	<ul style="list-style-type: none"> <li>Facilitate Mode S live trials</li> <li>Facilitate airspace simulations for new Mode S candidates</li> <li>Assign discrete code in case A1000 is not possible</li> </ul>
Description	No new feature will be delivered to external users but the FB will contribute to enhance the CCAMS service.
Impact for external users	I0. No impact.
Impact description	No impact.
Service reference	<u>ID S143 - CCAMS (Centralised SSR Code Assignment and Management System)</u>
Safety assessment	S4. Safety assessment to be performed or on-going
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT will be organised for this FB.
Documentation publication	The following documents will be updated: <ul style="list-style-type: none"> <li>ENV User Manual.</li> <li>IFPS User Manual.</li> <li>SIMEX online help.</li> </ul>
Training sessions	No training session will be organised.

**FB602: Airspace Data Domain improvements**

Users impacted	U8. AO or CFSP
Application impacted	A1. CHMI A2. CIFLO, CIAO A3. CIAM A4. CACD A7. Datawarehouse (NMIR) A11. NOP B2B
Objective	Airspace Data Domain Improvements
Description	Allow DependentApplicability in FlowRestrictions to add or remove time from a dependent Airspaces' TimeTable
Impact for external users	I2. Impact on Man-Machine interface. I3. Impact on clients' systems.
Impact description	View of Restrictions changes in CHMI. B2B AIXM 5.1 export of Restriction data will change to adopt new data fields to adapt TimeTable. AIXM 4.5 files available on ftp will not include this data.
Service reference	<u>ID S334 - Airspace Data Management</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	The FB will be part of the Release OPT.
Documentation	The following documents will be updated:

publication	<ul style="list-style-type: none"> <li>• B2B documentation:</li> <li>• ADR Extension UML</li> <li>• Airspace Services Documentation</li> <li>• eRestrictions Conceptual Guidelines (to states that DependentApplicability may be incomplete).</li> </ul>
Training sessions	No training session will be organised.

**FB617: Flight Planning Domain improvements**

Users impacted	<p>U3. Airspace User (Civil)          U4. Airspace User (Military)          U8. AO or CFSP          U11. ARO          U12. Internal NM          U14. ANSP</p>
Application impacted	<p>A1. CHMI          A6. FPL (IFPS)          A10. NOP PORTAL</p>
Objective	To ensure continuous evolution of the ATM Access Gateway Services
Description	<p><b>1- Allow extra-addressing with ADEXP format flight plan messages</b>          The IFPS allows for extra addresses to be added to a messages submitted in ICAO format.          With this change, when an incoming IFPL message is received in ADEXP format with one or more -FAC addresses contained within the -EXTADDR field, the address(es) will be stored as extra addresses. The -FAC addresses can only be AFTN addresses.</p> <p><b>2- Allow the update of the EOBT and EOBD with ADEXP format CHG messages</b>          The IFPS currently allows for the update of the EOBT and EOBD submitted in ICAO format CHG messages, the change to EOBT and EOBD will now be allowed in ADEXP format ICHG message as follows:          When an incoming ICHG message is received in ADEXP format <b>and</b> the ICHG message contains the EOBTOLD field, the EOBTOLD field will be used for association where the IFPLID is not supplied, and the value contained within the EOBT field will be treated as a change to the previous EOBT value stored in IFPS. The IFPS will output both the EOBTOLD and EOBT fields when the EOBT has changed.          When an incoming ICHG message is received in ADEXP format <b>and</b> the ICHG message contains the EOBDOLD field, the EOBDOLD field will be used for association where the IFPLID is not supplied, and the value contained within the EOBD field will be treated as a change to the previous EOBD value stored in IFPS. The IFPS will output both the EOBDOLD and EOBD fields when the EOBD has changed.          EOBTOLD or EOBDOLD are only output if the EOBT/EOBD changes. Thus the EOBDOLD could be supplied (along with an EOBTOLD) but if it doesn't differ from the EOBD it won't be output.          The change to the EOBT/EOBD cannot be negative and cannot exceed 20 hours. (As per the IFPS user manual). As the EOBT cannot be changed by more than 20 hours, it is not possible to have an change to the EOBD without a change to the EOBT.          More information on the format of the EOBTOLD and EOBDOLD can be</p>

	<p>found in the ATS Data Exchange Presentation specification.</p> <p><b>3- Pilot/ATC flight plan consistency</b></p> <p>There are occasions where the initial originator of a FPL is not aware of a subsequent update made by another origin (e.g. ATC).</p> <p>With this change, flight plan originators will receive a copy of ACK messages for subsequent updates to a flight. When a DLA, CNL or CHG message is acknowledged in IFPS, a copy of the ACK will be sent to the originator of the initial FPL if the originator address is different.</p> <p><b>4- Change IFPS error number from EFPM309</b></p> <p>The error EFPM309 (MESSAGE ASSOCIATES TO TERMINATED FLIGHT, etc.) is required to be systematically rejected in IFPS. In order to enable the systematic rejection the error number will be changed to EFPM241.</p> <p>Test cases for this FB are available at (§4.):  <a href="http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/release-deployment/opt-18-ifps-etfms-scenarios-and-test-cases-v1.pdf">http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/release-deployment/opt-18-ifps-etfms-scenarios-and-test-cases-v1.pdf</a></p>
Impact for external users	<p>I1. Impact on procedures.</p> <p>I2. Impact on Man-Machine interface.</p> <p>I3. Impact on clients' systems.</p>
Impact description	<p>ANSP flight plan data processing systems that receive IFPS messages in ADEXP format may need to be upgraded to process correctly the change to EOBT/EOBD.</p> <p>AO flight planning systems that send IFPS messages in ADEXP format may need to be upgraded for the change to EOBT/EOBD or to include extra addressing.</p> <p>Flight plan originator procedures/MMI/systems may need to be updated to process the ACK messages for subsequent updates to a flight, and the change to the error EFPM309.</p>
Service reference	<p><u>ID S323 - Flight Plan pre-validation</u></p> <p><u>ID S325 - Flight Plan Processing and Distribution</u></p>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	An OPT will be planned for this FB.
Documentation publication	IFPS User manual will be updated
Training sessions	None

**FB636: NOP C&T**

Users impacted	<p>U2. Airspace Manager (AMC)</p> <p>U3. Airspace User (Civil)</p> <p>U4. Airspace User (Military)</p> <p>U5. ENV data provider</p> <p>U8. AO or CFSP</p> <p>U10. Non-CDM Airport</p> <p>U13. CDM-Airport</p> <p>U11. ARO</p> <p>U12. Internal NM</p>
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	U0. Other (specify): All NM B2B Services consumers
Application impacted	A11. NOP B2B A12. ASM Tools A13. NMVP
Objective	Improve the NM B2B Services integrating Customers, OPS and Support feedback
Description	<p><b>1. Improve overload protection mechanism for B2B requests</b> Implementation of a mechanism to control the number of requests a user can send per specified time period. The mechanism will not be active on the deprecated (NM17) environment. The maximum number of messages allowed is:</p> <ul style="list-style-type: none"> <li>• Maximum number of messages during a period: 600.</li> <li>• A period is 600 seconds (10 minutes).</li> </ul> <p>If a user makes more than 600 calls during a period of 10 mins, this user will receive during 10 mins a specific message containing the status "OVERLOAD".</p> <p><b>2. Cleanup ICAO 2012 NOP services</b> Reference to ICAO2012 has no use anymore as previous format is no longer handled by the NM B2B Services. As such, the ICAO2012 interface is renamed and do not refer to ICAO2012 any more: FlightServices The <i>B2BFlightServicesReferenceManual2012.doc</i> is renamed <i>B2BFlightServicesReferenceManual.doc</i> and replace the existing one. The document is cleaned up to remove the reference to ICAO2012 migration. The warning in the IFPUV portal is removed.</p> <p><b>3. Improve object referencing in the B2B interface for ASM (internal NM)</b> Objects reference will be improved to avoid faced problems. <b>(Postponed to NM18.5 - FB510) 4. <del>Simpler ADR extension regarding time information</del></b> <del>Two evolutions:</del> <del>-CodeWeekDayType and CodeSpecialDayType already part of the core AIXM, not needed anymore.</del> <del>-TimeTable implemented as an extension of Timesheet (PropertiesWithSchedule no longer needed).</del></p>
Impact for external users	I3. Impact on clients' systems.
Impact description	<p><b>Impact of:</b></p> <p><b>1. Improve overload protection mechanism for B2B requests</b> è Customers to implement a rate limitation into their querying mechanism</p> <p><b>2. Cleanup ICAO 2012 NOP services</b> è Renaming of URL to be reached for concerned B2B Services (See B2B Release Note)</p> <p><b>3. Improve object referencing in the B2B interface for ASM (internal NM)</b> è Software accessing ASM B2B services could benefit with new referencing mechanism.</p> <p><b>(Postponed to NM18.5 - FB510) 4. <del>Simpler ADR extension regarding time information</del></b> è <del>Software accessing objects part of ADR Extension to be updated accordingly.</del></p>

Service reference	<u>ID P3410 - NM B2B</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	This FB is part of the NM18.0 OPT session.
Documentation publication	The technical documentation will be available in the dedicated One Sky Teams shared space (named "NM B2B Services"): - Log into : <a href="https://ost.eurocontrol.int">https://ost.eurocontrol.int</a> - Select "NM B2B Services" under "My Teams" - Select "Library"
Training sessions	None

**5.3.5. RD-02 - Airspace Users Operations R&D**

<b>FB571: Initial Flight Object Prototype - 2</b>	
Users impacted	U0. Other: Participants to the SESAR FOS trial
Application impacted	A13. NMVP
Objective	The prototype developed for this exercise will address the following areas of improvement: <ul style="list-style-type: none"> <li>• Communication of planning constraints and derived measures (TTA, TTO,CTOT)</li> <li>• Network 4D trajectory enriched with IOP ATSU calculations and constraints</li> <li>• Network flight data predictability improvement</li> </ul>
Description	Description of the main features delivered to external NM users.
Impact for external users	I0. No Impact
Impact description	No impact for externals.
Service reference	<u>ID P3411 - Data distribution</u>
Safety assessment	S4. Safety assessment to be performed or on-going
Operational deployment plan	D3. FB will be subject to R&D ops validation (e.g. SESAR).
Users' validation	Internal to the trial team.
Documentation publication	Internal to the trial team.
Training sessions	None

**5.3.6. RD-03 - DCB R&D**

<b>FB625: STAM Decisions promulgation (proto) - 2</b>	
Users impacted	U1. Flow Manager (FMP) U3. Airspace User (Civil) U8. AO or CFSP U13. CDM-Airport

	U12. Internal NM
Application impacted	A5. Flow management systems (Predict, ETFMS) A13. NMVP
Objective	This FB aims at developing a Prototype that will not be used on NM operational platform but on the NMVP platform. Based on Hotspot flight list, FMP shall be able to select amongst a pre-defined set of STAM cherry-picking options locally applicable, a specific type of STAM cherry-picking to be applied to a flight selected by FMP. FMP shall use a CDM tool to coordinate the STAM Measures with the Actors concerned (below referred to as M-CDM process).
Description	<u>STAM editor and supporting functionalities:</u> <ul style="list-style-type: none"> <li>Enhanced STAM Measures like Local Rerouting for non-airborne and airborne, includes changing SID and STAR</li> <li>Traffic Counts: Improve Hotspot HMI definition, Indicate "Proposal" count level on top of Normal count bar, linked filtering of flights in Hotspot Flight List when selecting 1 Hotspot count</li> <li>New information added to Flight Lists, like Flight M-CDM state, new filtering capabilities</li> <li>Measure Editor Display per measure type (Delay measure, Rerouting measure, M-CDM measure)</li> <li>Lists all Measures linked to a Hotspot (or a Measure Set)</li> </ul> <u>Collaboration dashboard: development of the timeline, list and view</u> <ul style="list-style-type: none"> <li>Timeline: The timeline resumes ongoing relevant STAM M-CDM and highlight upcoming due times.</li> <li>dDCB M-CDM list: The dDCB M-CDM list allows filtering quickly the STAM M-CDM relevant to the connected actor with an immediate view on milestones and states.</li> <li>dDCB M-CDM view: A dDCB M-CDM view allowing to display full details and participate to the M-CDM process.</li> </ul> The FB will implement the user interface for the STAM editor and the Coordination tool developed in NM17.5 (FB140).
Impact	I1. Impact on procedures I2. Impact on Man-Machine interface.
Impact description	Draft procedures will be in Operational handbook Man-Machine interface prototype in New NOP infrastructure
Service reference	<u>ID S315 - Load and capacity management</u>
Safety assessment	S2. FB has no impact on Safety Safety assessment made in context of VP522 (Safety assessment on-going for the cherry-picked regulation).
Operational deployment plan	D3. FB will be subject to R&D ops validation (SESAR). This FB will be implemented on NMVP.
Users' validation	Validation on NMVP V3 during VP522 planned in May 2014
Documentation publication	VP522 will develop operational Handbook for the Validation Exercise.
Training sessions	Training sessions for external users will be planned as part of VP522 exercise.

**FB570: Capture of flight trajectories (NewBridge)**

<b>Internal NM</b>	
Users impacted	U12. Internal NM
Application impacted	A5. Flow management systems (Predict, ETFMS)
Objective	The main goal for the NMD in NewBridge is to improve its Flight Data predictability with post-departure 4D trajectories received from airborne flights and as such to improve the network traffic prediction.
Description	Expected main features delivered to external NM users consist in the improvement of the traffic predictions by using aircraft downlinked information. The FB will use already existing messages that ETFMS receives. This means that no modification to ETFMS will be done.
Impact for external users	I0. No impact
Impact description	No impact for external users.
Service reference	<u>ID S315 - Load and capacity management</u>
Safety assessment	S4. Safety assessment to be performed or on-going
Operational deployment plan	D3. FB will be subject to R&D ops validation (e.g. SESAR).
Users' validation	This is part of a SJU integrated demonstration.
Documentation publication	Results of the demonstration to be reported after the exercise as SESAR deliverable.
Training sessions	None.

**5.4. RELEASE 18.5**

**5.4.1. NM-01 - Free Route Airspace**

<b>FB576: FRA evolutions</b>	
Users impacted	U3. Airspace User (Civil) U4. Airspace User (Military) U5. ENV data provider U8. AO or CFSP U12. Internal NM
Application impacted	A4. CACD A6. FPL (IFPS)
Objective	Tuning of NM Systems to facilitate improved FRA operations
Description	Improvement to free route operations: The aim of the FB is to prevent flight planning of a DCT route which is between published points aligned with operational airspace i.e. FIR/UIR boundary. This is currently mitigated by some States publishing a significant number of RAD restrictions to prevent this practice. Such restrictions could be withdrawn once this new function is implemented. Remove Border Clipping feature: IFPS currently accepts FPL re-entering into a Free-Route Airspace when length outside the FRA is 15 NM or less (this feature is named "border clipping"). This creates more problems than it solves. This length will thus be set to 0 NM so that border clipping is completely disallowed.
Impact for external users	I1. Impact on procedures.
Impact description	IFPS will identify and reject a flight plan where a flight files a DCT route between published points aligned with the operational airspace i.e. FIR, UIR, ACC or UAC boundaries.
Service reference	<u>ID A211 - European Route Network Improvement Plan (ERNIP)</u> <u>ID S334 - Airspace Data Management</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No external validation by users is foreseen
Documentation publication	<ul style="list-style-type: none"> <li>Free Route Airspace Concept and generic procedures</li> <li>Possibly the IFPS User Manual</li> </ul>
Training sessions	No training will be organised for this FB.
<b>FB580: Free Route Evolution</b>	
<b>Part of FB580 has been integrated into FB576</b>	
Users impacted	U3. Airspace User (Civil) U4. Airspace User (Military) U5. ENV data provider U8. AO or CFSP



	<del>U12. Internal NM</del>
Application impacted	<del>A4. CACD A6. FPL (IFPS)</del>
Objective	<del>Reduce RAD restrictions and ANSP workload</del>
Description	<del>No fly DCTs or specific DCTs have been created by a number of ANSPs to mitigate the effects of the current 15nm rule. This rule accepts flights planned to exit and then re-enter free route airspace if the distance is 15nm or less. The FB will negate this requirement.</del>
Impact for external users	<del>I1. Impact on procedures.</del>
Impact description	<del>The change will save workload for ANSPs and airspace users and will result in a simplification of procedures for RAD creation as there will be less RAD restrictions.</del>
Service reference	<del><a href="#">ID A211 - European Route Network Improvement Plan (ERNIP)</a> <a href="#">ID S334 - Airspace Data Management</a></del>
Safety assessment	<del>S3. FB increases Safety</del>
Operational deployment plan	<del>D1. FB will be deployed in Operation along with the release migration.</del>
Users' validation	<del>Inclusion of FB in OPT session is under assessment</del>
Documentation publication	<del> <ul style="list-style-type: none"> <li>Free Route Airspace Concept and generic procedures</li> <li>Possibly the IFPS User Manual</li> </ul> </del>
Training sessions	<del>No training will be organised for this FB.</del>

#### 5.4.2. NM-02 - Airspace Management and AFUA

<b>FB510: ASM interoperability level 2 - Live Updates</b>	
Users impacted	U2. Airspace Manager (AMC) U3. Airspace User (Civil) U4. Airspace User (Military) U8. AO or CFSP U12. Internal NM
Application impacted	A1. CHMI A2. CIFLO, CIAO A4. CACD A7. Datawarehouse (NMIR) A10. NOP PORTAL A11. NOP B2B A12. ASM Tools A13. NMVP
Objective	Enhance the existing B2B ASM facilities. Finalise all necessary functionality for enabling interoperability with local ASM Tools.
Description	<ul style="list-style-type: none"> <li>Provide access to CACD dynamic updates in AIXM 5.1 format: Mid-AIRAC updates to the CACD will be available to the AirspaceServices clients such as: <ul style="list-style-type: none"> <li>AIP data corrections,</li> <li>NOTAM and AUP impact on Airspace activation data</li> <li>NOTAM and AUP impact on RouteAvailability data</li> </ul> </li> </ul>

	<p>PERM_DELTAs will now be available as opposed to only full BASELINES</p> <ul style="list-style-type: none"> <li>Eliminate extraneous Airspace data from B2B.</li> </ul> <p>Currently CACD contains a number of Airspaces which are used for testing operational scenarios and other non ASM, non Flight Planning related activities. This data will be removed from B2B until such time as accurate NM Service and data descriptions are available (currently not timetabled).</p> <ul style="list-style-type: none"> <li>Complete ADR data content in the B2B for existing data domains i.e. NAT Tracks data.</li> </ul> <p>NAT Track data (Identifier, Track and Activation periods) can now be made available.</p> <ul style="list-style-type: none"> <li>AIXM 5.1 ADR Extension time information is adapted.</li> </ul> <p>Format change to make more effective use of the AIXM core model together with ADR extension.</p>
Impact for external users	<p>I1. Impact on procedures. I2. Impact on Man-Machine interface.</p>
Impact description	Possible impact on external clients procedures and systems due to access to more up to date data and more sophisticated NM B2B services.
Service reference	<u>ID A221 - Airspace Management (ASM) Processes</u>
Safety assessment	<p><del>S4. Safety assessment to be performed or on-going</del> S6. FB is Safety related</p>
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	<p><del>The organisation of an OPT for this FB is under assessment.</del> The FB will be part of the OPT on the NM B2B Pre-ops platform.</p>
Documentation publication	<p>The following documents will be updated:</p> <ul style="list-style-type: none"> <li>B2B Reference manuals.</li> <li>ADR AIXM extension UML documentation.</li> </ul> <p>There will be a dedicated LARA deployment plan</p>
Training sessions	No training planned.

### 5.4.3. NM-05 - NOP Information Services

<b>FB630: NOP access to event information consolidation - Phase 2</b>	
Users impacted	<p>U1. Flow Manager (FMP) U3. Airspace User (Civil) U4. Airspace User (Military) U10. Non-CDM Airport U13. CDM-Airport U12. Internal NM U14. Air Navigation Service Provider (ANSP)</p>
Application impacted	A10. NOP
Objective	Corrections and tuning following NET Phase 1 deployment in NM Release 17.5.2 (FB591) and some improvements
Description	<p><b>CR_037112:</b> Improve the event list view (query, result set display and CSV download contents). More fields are included in the query results on screen and in csv file. The formatting of some fields has been modified to improved usability.</p> <p><b>CR_037113:</b> Improve the event viewer style. The CR brings improvements to</p>

	<p>the usability of viewer, such as order of information presented, text formatting, etc.</p> <p><b>CR_037114:</b> Improve the location model (support FABs). This CR allows location definition by selection of FAB values.</p> <p><b>CR_037115:</b> Improve the event editor. several sub-functions in event editor have been improved:</p> <ul style="list-style-type: none"> <li>• History formatting and accessibility.</li> <li>• Error flows and messages.</li> <li>• Scenario list ordered.</li> <li>• Event Activities sorting both in Draft and Viewer.</li> <li>• Delete function for the resource table.</li> <li>• Validation of non-existing scenario ID.</li> <li>• Event creation by copy (include by copy of deleted event).</li> <li>• Emphasize restricted fields.</li> </ul> <p><b>CR_037116:</b> Improve the subscriptions and notified reports. This CR allows the selection of subscriptions/notifications by user role.</p>
Impact for external users	<p>I1. Impact on procedures.</p> <p>I2. Impact on Man-Machine interface</p>
Impact description	The FB will slightly modify the interface of the tool and bring new features: this could lead to some modifications in the users' procedures or way of working.
Service reference	<u>ID P348 - Network Operations Portal</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT is planned for this FB.
Documentation publication	Under assessment
Training sessions	Under assessment

**5.4.4. NM-08 - Operations Improvements**

<b>FB626: Provision of Departure data</b>	
Users impacted	<p>U3. Airspace User (Civil)</p> <p>U8. AO or CFSP</p> <p>U13. CDM-Airport</p> <p>U12. Internal NM</p>
Application impacted	<p>A1. CHMI</p> <p>A2. CIFLO, CIAO</p> <p>A5. Flow management systems (Predict, ETFMS)</p> <p>A7. Datawarehouse (NMIR)</p> <p>A10. NOP PORTAL</p> <p>A11. NOP B2B</p>
Objective	Improve operations of AOs by providing them situational awareness when their flights are at an outstation CDM Airport.
Description	<p>Display the TOBT and TSAT on the CHMI and NOP portal.</p> <p>TOBT and TSAT will also be available via NM B2B.</p>
Impact for	I0. No impact.

external users	
Impact description	No impact; the FB will display new data on the CHMI and on the NOP Portal.
Service reference	<u>ID A432 - Airspace Management (ASM) Processes</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT is planned for this FB.
Documentation publication	NOP on-line help and CHMI User Guide will be updated
Training sessions	None

<b>FB638: ASM monitoring</b>	
Users impacted	<p>U3. Airspace User (Civil)          U4. Airspace User (Military)          U6. Management (eg crisis management, performance management)          U7. Post-ops analyst          U9. CAA, EASA          U12. Internal NM          U14. Air Navigation Service Provider (ANSP)</p>
Application impacted	A7. Datawarehouse (NMIR)
Objective	<p>The Network Manager established in Article 6 of Regulation (EC) No 551/2004 (1) and Article 3 of Commission Regulation (EU) No 677/2011 shall carry out the following tasks in relation to the performance scheme:</p> <p>(a) shall support the Commission by providing relevant input for the preparation of Union-wide performance targets <b>before the reference periods and for monitoring the achievement of the performance targets during the reference period</b>. In particular, the Network Manager shall draw the Commission's attention to any significant and persistent drops in operational performance;</p> <p>(c) shall support functional airspace blocks and their air navigation service providers in reaching their performance targets during reference periods by ensuring consistency between performance plans, the Network Strategy Plan and the Network Operations Plan;</p> <p>(d) shall draw up a performance plan, the Network Performance Plan, in accordance with Article 5(1) and Article 16(1)(a) of Regulation (EU) No 677/2011, which shall be submitted to the Commission at the latest six months before the beginning of each reference period and adopted by the Commission before the beginning of each reference period. This performance plan shall be public and shall:</p> <ul style="list-style-type: none"> <li>(i) contain performance targets for all key performance areas and for all indicators, consistent with the Union-wide performance targets for the entire reference period, with the use of annual values for monitoring purposes;</li> <li>(ii) contain a description of the actions aimed at reaching the targets;</li> <li>(iii) contain, where necessary or where decided by the Commission, <b>additional key performance indicators and targets</b>.</li> </ul>

Description	<p>To support the above the following requirements remain to be completed from work started in FB601 in Release 17.5.2:</p> <ul style="list-style-type: none"> <li>• Compute the ASM FUA KPIs for Free Route Operations Airspace (FRA) as they are described in the updated version of the ASM Handbook - Section 7</li> <li>• Improve the algorithm for calculating the alternate flights for a given CDR. This improved algorithm will take into consideration the geographical coordinates of the points to calculate distances and directions of routes which is mandatory for the fully correct and stable assessment of the FUA KPIs.</li> </ul>
Impact for external users	I0. No impact.
Impact description	None
Service reference	<u>ID A221 - Airspace Management (ASM) Processes</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT is planned for this FB.
Documentation publication	None
Training sessions	None

**FB656: Airspace Data Domain improvements**

Users impacted	<p>U1. Flow Manager (FMP)          U2. Airspace Manager (AMC)          U3. Airspace User (Civil)          U4. Airspace User (Military)          U5. ENV data provider          U6. AO or CFSP          U7. Air Navigation Service Provider (ANSP)</p>
Application impacted	<p>A1. CHMI          A2. CIAM          A3. CACD          A4. B2B          A5. ASM Tools</p>
Objective	Improvements in Airspace Data Domain.
Description	<p>Technical analysis of <b>CR_036825</b>: A new RAD Annex 7 is created to publish FUA Restrictions in order to gather all information about restrictions in a unique place, this allowing more clarity and data completeness.</p> <p>Due to its complexity, the technical analysis of CR_036825 will be delivered in NM18.5. The feature stemming from the CR is planned to be delivered with NM19.0.</p> <p>Technical analysis of <b>CR_036826</b>: To provide clear information on how to file FPLs around reserved/restricted airspace, the new FBZ concept enables an harmonized approach as well as a standardized publication through AUPs/UUPs.</p>

	<p>Due to its complexity, the technical analysis of CR_036826 will be delivered in NM18.5. The feature stemming from the CR is planned to be delivered with NM19.0.</p> <p><b>CR_032186:</b> Distance calculation different at ADS and IFPS/RPL makes impossible to implement some DCTs. The CR will allow the creation of forbidden DCTs that are impossible to create under NM18.0.</p> <p><b>CR_032186</b> has been partially implemented: ENV uses now the great circle distance but its implementation for TACT/IFPS encountered performance issues. Its implementation for TACT/IFPS is planned for NM19.0.</p> <p>The other CRs of the FB are for internal NM usage and are not part of the NM Release Notes.</p>
Impact for external users	<p>I1. Impact on procedures.</p> <p>I2. Impact on Man-Machine interface.</p>
Impact description	Exhaustive description of FUA Restrictions in RADAN 7 gives best clarity. FBZ concept enables a harmonized approach for flight planning around reserved/restricted airspace.
Service reference	<p><del>ID S323 - Flight Plan pre-validation</del></p> <p><del>ID S325 - Flight Plan Processing and Distribution</del></p> <p><u>ID S334 - Airspace Data Management</u></p>
Safety assessment	S3. FB increases Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	<p><del>An OPT is planned for this FB.</del></p> <p>No OPT is planned for this FB.</p>
Documentation publication	Under assessment.
Training sessions	None.

<b>FB657: CSST improvements</b>	
Users impacted	U8. AO or CFSP
Application impacted	A9. CSST
Objective	Extend usability and usefulness of CSST to clients. Changes will lead to an increase in clients
Description	<p>Transformation rule will report no solutions as NSA (No Solution Automatic). The idea behind the transformation rule is that the user wants to keep a link as far as possible between CFN and Flight ID.</p> <p>Current behavior is that CSST tries to find a solution according to the transformation rule (drop first or last digit and add a letter). Where it finds no solution, CSST proposes a solution which is NOT according to the transformation rule. The user would prefer that, when no solution is found using transformation rule, these are marked as "No Solution Found (Automatic)". The user can then analyse these conflicts separately.</p>
Impact for external users	<p>I1. Impact on procedures.</p> <p>I2. Impact on Man-Machine interface.</p>
Impact description	Interface will report to user those conflicts which cannot be resolved using the transformation rule.
Service reference	<u>ID S321 - CSS Service - Call Sign Similarity Service</u>

Safety assessment	S4. Safety assessment to be performed or on-going S6. FB is Safety related
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT is planned for this FB.
Documentation publication	CSST user guide will be updated.
Training sessions	Not required.

**FB658: Post-Deployment CCAMS**

Users impacted	U14. Air Navigation Service Provider (ANSP)
Application impacted	A8. CCAMS
Objective	This functional block will further decrease code changes in the network, improve some addressing issues and removes unused post ops reports. In addition there is a correction in the assigning logic for mixed mode operations as preparation for such scenario (expected next year).
Description	Nota: this feature is available only to users that have a SLA for CCAMS. The FB will provide the possibility of extended retention of codes. In case a non-CCAMS unit changes the CCAMS code and in-between a COR (Code Request) with this changed code is receive, CCAMS will try to retain that code rather than re-sending the original CAM (Code Allocation Message) resulting in an unnecessary code change.
Impact for external users	I3. Impact on clients' systems.
Impact description	Less code changes
Service reference	<u>ID S143 - CCAMS (Centralised SSR Code Assignment and Management System)</u> <u>ID S334 - Airspace Data Management</u>
Safety assessment	S3. FB increases Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT planned
Documentation publication	None
Training sessions	None

**FB659: ATFCM Domain improvements - CR\_035917**

Users impacted	U8. AO or CFSP
Application impacted	A5. Flow management systems (Predict, ETFMS)
Objective	<b>CR_035917 - Change the text in the FLS/COMMENT</b> The objective of the change is to provide more accurate information in the suspension message sent by ETFMS for exceptional regulations. The change aligns the information presented in the suspension message and the associated AIM.

Description	<p>The change will replace in the flight suspension message due to exceptional regulations the FLS/COMMENT from "CLOSURE" to "<b>NOT AVAILABLE</b>" "<b>AERODROME OR AIRSPACE OR POINT NOT AVAILABLE</b>".</p> <p>This increases the operational awareness and avoids confusion to airspace users.</p> <p>In case of airport non availability periods, there is no indication from the AIM and ANM that the airport is closed but the FLS message contains the COMMENT: "CLOSURE" for XCD zero rate regulations. This creates confusion to external stakeholders as the FLS information does not match the AIM information.</p>
Impact for external users	I3. Impact on clients' systems.
Impact description	The comment field of the suspension message sent by ETFMS for XCD regulations changes from "CLOSURE" to " <b>NOT AVAILABLE</b> " " <b>AERODROME OR AIRSPACE OR POINT NOT AVAILABLE</b> ".
Service reference	ID S315 - Load and capacity management
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	This FB is planned to be part of the NM18.5 OPT session.
Documentation publication	To be decided.
Training sessions	Part of usual Release trainings for externals.

**FB659: ATFCM Domain improvements - CR\_036021**

Users impacted	U6. Management (eg crisis management, performance management) U8. AO or CFSP
Application impacted	A1. CHMI A10. NOP Portal A5. Flow management systems (Predict, ETFMS)
Objective	<p><b>CR_036021 - New Zero Rate XCD 'confirmation' option New 'Delay Threshold' regulation</b></p> <p>The objective of the change is to give to the airspace users delay information and time of reaction before suspending a flight that is crossing a <del>exceptional</del> regulation giving significant delays due to exceptional operational situations (strike, weather and/or very heavy regulations). The slot of the flight will be booked for a period of 20 min. Only after this period and if the flights are not confirmed, the flight will <del>be suspended</del> loose the slot.</p>
Description	<p>New suspension mechanism in case a flight is affected by <del>exceptional</del> heavy regulations and the delay is above a pre-defined threshold. The new mechanism provides additional data and reaction time to help airspace users in their decision making process.</p> <p>Today flights crossing <del>exceptional</del> heavy regulations (strike, scenarios) are suspended (flights receive a FLS). They have to confirm (send a FCM) to operate. The objectives of the confirmation process are:</p> <ol style="list-style-type: none"> <li>1 - Inform of the closure.</li> <li>2 - Give airspace users the possibility to confirm/cancel.</li> <li>3 - Improve predictions and free capacity.</li> </ol>



	<p>The limitations of the process are:</p> <ol style="list-style-type: none"> <li>1 - No routes alternatives given.</li> <li>2 - No delay information in the suspension message</li> <li>3 - Sequence based on confirmation time stamp instead of ETO.</li> <li>4 - There is no procedure to cope with high delay situations.</li> </ol> <p>The existing limitations lead to a high percentage of flights confirmed that are finally cancelled. Therefore prediction and capacity improvements are not maximized.</p>
Impact for external users	<p>I1. Impact on procedures. I3. Impact on clients' systems.</p>
Impact description	<p><del>The format of the suspension message sent by ETFMS for this new type of suspension will include an additional line presenting the calculated delay. The external interfaces (CHMI and NOP Portal) will present flights that are affected by this kind of suspension.</del></p> <p>Before SIT1 (EOBT-2h), flight affected by these regulations will present the expected delay in the flight lists to support monitoring.</p> <p>At SIT1 (EOBT-2h), the flight will be suspended, and a new suspension message will be sent (see below) but the slot will be booked for a period of 20 minutes. During this time period, the flights can be confirmed for the heavy regulation. A SAM message will be sent. In case the flight is not confirmed, the booked slot will be lost and the flight will remain suspended.</p> <p>The flight will be suspended at the moment the regulation is created if this happens after SIT1 (EOBT-2h).</p> <p>The external interfaces (CHMI and NOP Portal) will present flights that are affected by this kind of suspension. Note that flights affected by this regulation that present delays above the threshold will be identified in the flight lists. The delay column will present an additional character 'D' for such flights. The affected flights and the associated delays can be monitored in CHMI before SIT1 (under normal load), during the response by time (under proposal load) and after the booking is lost (only under demand or suspended flight lists).</p> <p>The format of the suspension message sent by ETFMS for this new type of suspension will include additional lines (see <u>underlined lines</u> below) indicating the calculated delay and the time to respond by. A new text will be presented in the comment field. An example of an FLS format is presented below:</p> <pre>11-06:10 AFR8788 - LFFAPVPX @AFTN Message : Sent to: LFFAPVPX @AFTN YKTESTCA @AFTN GMMMZQZX @AFTN TLSMDAF @SITA LFPOZPZX @AFTN LFPOYEYX @AFTN. Message description:-TITLE FLS -ARCID AFR8788 -IFPLID AA00002595 -ADEP LFPO -ADES GMMN -EOBD 981111 -EOBT 0810 -PTOT 1000 -RESPBY 0630 -REGUL DTS9811 -COMMENT <u>SUSPENDE</u><u>DUE TO DELAY EXCEEDING CONFIRMATION</u><u>THRESHOLD</u></pre>

	<p>-TAXITIME 0010 -REGCAUSE CE 81</p> <p>The EFD message presents a new event type (CDC - CASA Delay Confirmation) in case of suspension for this type of regulation in (see below). 11-06:10 AFR8788 -</p> <p>Message :</p> <p>Sent to: none. Message description:-TITLE EFD</p> <p>-TIMESTAMP 981111061000</p> <p>-EVENT CDC</p> <p>-EVENTCLASS REG</p> <p>-FLTSTATE SU</p> <p>-IFPLID AA00002595</p> <p>-ARCID AFR8788</p> <p>-EOBD 981111</p> <p>-EOBT 0810</p> <p>-EDA 981111</p> <p>-ETA 1103</p> <p>-ADEP LFPO</p> <p>-ADES GMMN</p> <p>-MODEL TYP EST</p> <p>-ARCTYP B733</p>
Service reference	<u>ID S315 - Load and capacity management</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	<del>This FB is planned to be part of the NM18.5 OPT session.</del> A dedicated OPT session (registration required) will be organized beginning <del>September 2014 (date to be confirmed)</del> from the 01/09/2014 to the 12/09/2014. To participate, please send an eMail to <a href="mailto:nm.releases@eurocontrol.int">nm.releases@eurocontrol.int</a> .
Documentation publication	To be decided.
Training sessions	Part of usual Release trainings for externals.

**FB660: Flight Planning Domain improvements**

Users impacted	<p>U3. Airspace User (Civil)</p> <p>U4. Airspace User (Military)</p> <p>U8. AO or CFSP</p> <p>U11. ARO</p> <p>U12. Internal NM</p> <p>U14. Air Navigation Service Provider (ANSP)</p>
Application impacted	<p>A1. CHMI</p> <p>A6. FPL (IFPS)</p> <p>A10. NOP PORTAL</p>

	A11. NOP B2B
Objective	To ensure continuous evolution of the flight planning services.
Description	<p><b>CR_033624 - Include field 15 in an ACH resulting from an AFP for a change of flight level</b></p> <p>Currently, when an AFP only changes the flight level, the field 15 is not inserted in the resulting ACH.</p> <p><i>Change description:</i></p> <p>When the change of flight level in the AFP generates an error in the rest of the route, the field 15 will be repeated in the ACH sent to ATC Units.</p> <p>CR_033624 only apply to ICAO format ACH messages because the ADEXP format IACH messages already contain full data.</p> <p><b>CR_036651 - ACH message shall respect the field 18 rules for output</b></p> <p>Following ICAO 2012, the ACH message is the only message that does not respect the correct field 18 output format. The output of Field 22 does not contain all the field 18 information as it should, but only the DOF/, SRC/ and ORGN/ indicators.</p> <p><i>Change description:</i></p> <p>The output in an ACH of Field 18 shall contain complete Field 18 content.</p> <p>CR_036651 only apply to ICAO format ACH messages because the ADEXP format IACH messages already contain full data.</p> <p><b>CR_033322 - Modify PROF201 error message for better clarity</b></p> <p>The PROF201 error when related to an undefined route reads: PROF201 CANNOT CLIMB OR DESCEND ON MTL A3 EVALA IN FL RANGE CLOSED, BECAUSE OF UNAVAILABLE LEVELS ON A3.</p> <p>The "CLOSED" is misleading.</p> <p><i>Change description:</i></p> <p>In the case of PROF201 error when related to an undefined route, the word 'CLOSED' shall not be used.</p> <p><b>CR_035119 - Enhancement of IFP indicators feature</b></p> <p>Two new IFP indicators are required, one for invalid equipment and one to identify when the routing has been coordinated with ATC</p> <p><i>Change description:</i></p> <p>Two new Message Error Flags will be available that may be manually inserted into field 18 of an invalid FPL by IFPS Staff:</p> <ul style="list-style-type: none"> <li>- IFP/ERREQPT with the comment: "An error in EQPT has been corrected by adding or deleting data in the message".</li> <li>- IFP/ERRRTECOORD with the comment: "The filed route has been coordinated with ATC".</li> </ul> <p>Please note that the ADEXP field -IFP already exists. The change will deliver two new values ERREQPT and ERRRTECOORD that may be inside the -IFP field.</p> <p><b>CR_023755 - Check that an EOBT update does not create a duplicate flight plan</b></p> <p>One of the IFPS fundamental rules is that no two flight plans with the same call sign should be allowed to exist within the IFPS Zone for flights where the calculated profiles overlap in time. This rule is enforced by IFPS for FPL messages. This rule is currently not enforced when an CHG/DLA updates the EOBT that may cause two flight plans with the same call sign to overlap in time.</p> <p><i>Change description:</i></p> <p>IFPS will identify flight plan associated messages (DLA &amp; CHG) that update the EOBT of a stored flight and cause two flights with the same call sign</p>

	<p>stored in IFPS to become overlapped in time and output a warning message in the ACK message of the flight plan associated message.</p> <p><b>CR_035120 - Integration of IFPS users manual into NOP Portal</b></p> <p>This CR supports the future electronic publication of the IFPS Users manual.</p> <p><i>Change description:</i></p> <p>When an error is presented on the IFPS Validation (IFPUV) interface on the NOP Portal, the User will be able to hyperlink to the relevant page if the IFPS Users Manual where requirements, explanation and procedures are detailed.</p> <p>The other CRs of the FB are for internal NM usage and are not described in the NM Release Notes.</p>
Impact for external users	<p>I1. Impact on procedures.</p> <p>I2. Impact on Man-Machine interface.</p> <p>I3. Impact on clients' systems.</p>
Impact description	<p>ANSP flight plan data processing systems that receive IFPS messages may need to be upgraded to process correctly the change to the ACH message and the new IFP/ indicators.</p> <p>Flight plan originator procedures, MMI and systems may need to be updated to correctly handle the ACK messages for DLA/CHG messages that overlap, and the change to the text of the PROF201 error.</p>
Service reference	<p><u>ID S323 - Flight Plan pre-validation</u></p> <p><u>ID S325 - Flight Plan Processing and Distribution</u></p> <p><u>ID P3410 - NM B2B</u></p>
Safety assessment	<p><del>S4. Safety assessment to be performed or on-going</del></p> <p>CR_033624: S6. FB is Safety related</p> <p>CR_036651: S6. FB is Safety related</p> <p>CR_033322: S6. FB is Safety related</p> <p>CR_035119: S6. FB is Safety related</p> <p>CR_023755: S6. FB is Safety related</p> <p>CR_035120: S6. FB is Safety related</p>
Operational deployment plan	<p>D1. FB will be deployed in Operation along with the release migration.</p>
Users' validation	<p>The organization of an OPT is under assessment.</p>
Documentation publication	<p>The IFPS User's Manual will be updated</p>
Training sessions	<p>None</p>

**FB661: Improve CHMI Services**

Users impacted	<p>U1. Flow Manager (FMP)</p> <p>U5. ENV data provider</p> <p>U7. Post-ops analyst</p> <p>U12. Internal NM</p>
Application impacted	<p>A2. CIFLO</p> <p>A5. Flow management systems (Predict, ETFMS)</p> <p>A7. Datawarehouse (NMIR)</p> <p>A10. NOP PORTAL</p> <p>A11. NOP B2B</p> <p>A13. NMVP</p>
Objective	<p>Improve access to NM archived data for Post Ops analysis.</p>

Description	<p>Occupancy Counts are becoming the primary tool used by FMPs for traffic monitoring. OTMVs are archived but occupancy counts cannot be queried on DWH.</p> <p>FB661 is giving access to Occupancy Counts (<b>CR_031145 - development of a prototype for validation</b>), Occupancy Flow Counts (<b>CR_031146</b>) and OTMVs on Archived data similar to current Tactical access (<b>CR_033641</b>).</p> <p>Pilot FMPs willing to participate to the test of the prototype delivered with CR_031145 can send their requests to <a href="mailto:nm.releases@eurocontrol.int">nm.releases@eurocontrol.int</a>.</p> <p>As CR_031145 is a prerequisite to CR_031146 (Occupancy Counts) and will be delivered as prototype, CR_031146 is postponed to NM19.0.</p> <p>For the time being no post-ops analysis is supported by CHMI on STAM procedures. This is needed in order to monitor the correctness of OTMVs and perform STAM post-ops analysis.</p> <p>The Monitoring of flight profile are becoming of primary importance for the analysis of traffic complexity that need to be investigated in post-ops in the context of STAM. FB661 is giving access to PTRs (<b>CR_035841</b>) and Intruders on Archived data (<b>CR_031123 - analysis</b>).</p> <p>Due to its complexity, an in-depth analysis of CR_031123 is required and will be delivered with NM18.5. Pilot FMPs willing to participate to the review of the analysis can send their request to <a href="mailto:nm.releases@eurocontrol.int">nm.releases@eurocontrol.int</a>.</p> <p>Following the output of this analysis, the CR_031123 is planned to be operational for NM19.0.</p>
Impact for external users	I0. No impact.
Impact description	The FB will improve post-ops capabilities of CHMI with new data available.
Service reference	<u>ID P349 - CHMI (Collaboration Human Machine Interface) Applications</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	This FB will be part of the OPT of the Release.
Documentation publication	The documentations that will be updated following the deployment of the Functional Block.
Training sessions	Training sessions, i.e. the training dates, and the related links for access.

**FB668: Performance Work Programme**

Users impacted	U0. Other (specify): EU Member states
Application impacted	A7. Datawarehouse (NMIR)
Objective	Provide weekly flight data to the EU member states in the scope of the ATFM Compliance
Description	<p>3 New NMIR reports dedicated to the ATFM Compliance :</p> <ul style="list-style-type: none"> <li>• ATFM Compliance - Slot Tolerance: Weekly slot adherence Monitoring.</li> <li>• ATFM Compliance - Departure Tolerance: Weekly Departure tolerance monitoring</li> <li>• ATFM Compliance - Flight Plan Suspension: Weekly Flight Plan suspension monitoring</li> </ul>
Impact for	I0. No impact.

external users	
Impact description	Description of the impact for the external users.
Service reference	<u>ID A121 - Network Operations Monitoring</u>
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT is planned for this FB
Documentation publication	None
Training sessions	None

**5.4.5. RD-02 - Airspace Users Operations R&D**

<b>FB619: Slot swapping process</b>	
Users impacted	<b>Only the users participating to the validation exercise; among them:</b> U3. Airspace User (Civil) U8. AO or CFSP U12. Internal NM
Application impacted	A11. NOP B2B
Objective	For Airspace Users, some flights are more important than others (connecting passengers, VIPs, etc ...). In case of delays the Airspace Users need some flexibility with regards to the ATFM slots to be able to improve their important flights.  Slot-swapping is considered very useful but it doesn't cover all Airspace Users' needs. Some requirements have been identified to allow for more flexibility in the Slot-swapping process, such as: Multi-swapping, Pre-allocated slot-swapping, Slot reservation on cancellation, A-CDM Most Penalising Delay, Slot-swapping partners Display, One-click slot-swap request.  The FB focuses on delivering -via B2B- information on Regulations for all users (not only participants to the validation exercise).
Description	<del>The main features delivered to external NM users will be a "one click" slot-swap request device directly via the flight list, instead of AO having to copy manually all the flights data (callsign, DEP, etc...). It also implement an automatic assessment of the Slot-swapping request.</del> The FB will provide: <ul style="list-style-type: none"> <li>• <b>CR_037237</b> (includes and replaces CR_037027 and CR_037136): Provide the regulations' list and details via B2B: Regulation id, Applicability period, Regulation state, Regulation reason, Cherry picked (or not), Location (TV id, TV description (as in ANM), TV flight levels, reference location), Regulation rates per time period (normal, pending, equipment, supplementary as in CHMI or NOP Portal), Remark (as in ANM), autolink (or not) and linked regulations, No delay window (around ETO).</li> <li>• <del><b>CR_037236</b>: Provide Slot swap period in B2B's flight list for the validation exercise.</del></li> </ul> The CR_037236 is not needed as another test (CTO >= end time regulation) can be used.
Impact for external users	I0. No impact.

Impact description	<del>No impact as it is to be used for a Validation exercise</del> The FB will deliver additional data via B2B. Users may decide to use them or not.
Service reference	<u>ID P3410 - NM B2B</u>
Safety assessment	<del>S4. Safety assessment to be performed or on-going</del> S6. FB is Safety related
Operational deployment plan	<del>D3. FB will be subject to R&amp;D ops validation (e.g. SESAR).</del> D1. FB will be deployed in Operation along with the release migration.
Users' validation	Validation exercise planned for Q4-2014. AOs that would like to participate can contact <a href="mailto:nm.releases@eurocontrol.int">nm.releases@eurocontrol.int</a> for more information.
Documentation publication	<del>None</del> NM B2B documentation will be updated
Training sessions	None

**5.4.6. RD-03 - DCB R&D**

<b>FB664: Enhance NMVP in real-time simulation mode</b>	
Users impacted	U0. Other (specify): Any participant to Validation exercise
Application impacted	A13. NMVP
Objective	NMVP in real-time simulation mode
Description	<p>The NMVP in real-time simulation mode replaying recorded and prepared scenario is lacking to cope with the planned SESAR validation exercises in the coming years.</p> <p>The shadow mode is very useful to perform V3 validations with partners and in a context very close to operations it's nonetheless not always suitable in terms of traffic, ATFCM situation and special events. It does not allow evaluating different simulation scenarios based on the same initial reference. The validation exercise has to cope with the current ATM situation that may diverge a lot from the expectation.</p> <p>In order to control the validation scenario and replay with different validation objectives, a platform in real-time simulation mode enables to realize performance assessment and comparisons of KPI with and without the new concepts.</p> <p>The main objective of this NMVP in real-time simulation mode is to perform simulations:</p> <ul style="list-style-type: none"> <li>• with prepared scenario (based on recordings)</li> <li>• with prototyped client applications</li> </ul>
Impact for external users	I0. No impact.
Impact description	None
Service reference	None
Safety assessment	S2. FB has no impact on Safety
Operational deployment plan	D3. FB will be subject to R&D ops validation (e.g. SESAR).
Users' validation	None
Documentation	None

publication	
Training sessions	None

5.4.7. Stand-alone CR

<b>CR_037441: Serve filed registration mark in B2B flight list</b>	
Users impacted	U0. Other (specify): Any B2B user
Application impacted	A11. NOP B2B
Objective	Provide via B2B the filed registration mark in flight list
Description	A new field will be created in the Flight service named <i>filedRegistrationMark</i> . It will provide the aircraft registration mark as it was filed in the flight plan messages. Please note that the registration mark can be provided or updated later via DPI messages.
Impact for external users	I0. No impact.
Impact description	The CR will deliver an additional data (the registration mark) via B2B. Users may decide to use them or not.
Service reference	<u>ID P3410 - NM B2B</u>
Safety assessment	S5. FB is not Safety related
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	The CR will be available on the Pre-ops environment.
Documentation publication	CR description will be part of the NM18.5 B2B documentation available on the NM B2B OneSky team.
Training sessions	No training planned.



5.5. NOP INCREMENT 18.5.1

5.5.1. NM-05 - NOP Information Services

CR_036906: <b>Headline News (HN) by mail</b>	
Users impacted	U1. Flow Manager (FMP) U2. Airspace Manager (AMC) U3. Airspace User (Civil) U4. Airspace User (Military) U5. ENV data provider U6. Management (eg crisis management, performance management) U7. Post-ops analyst U8. AO or CFSP U9. CAA, EASA U10. Non-CDM Airport U13. CDM-Airport U11. ARO U12. Internal NM U14. Air Navigation Service Provider (ANSP) U0. Other (specify): This change will be visible for, and therefore would impact all the users of the NOP <b>Protected</b> (token holders)
Application impacted	A10. NOP Portal
Objective	This change intends to improve and enhance the way that the Headline News that publishes NM in the NOP reaches the aviation community.
Description	A user of the Protect NOP (token holder) will be able to receive an email after the publication of a Headline News <b>or an AIM</b> in the NOP. In order to receive it, the user will have to provide the email details through the NOP Headline News portlet. The current main view of the Headline News portlet will be slightly modified to add a link that will allow the user willing to do it, to provide mail details to receive Headline News in the provided email address.
Impact for external users	I1. Impact on procedures.
Impact description	The product of this change (email) may be taken into account into external users procedures.
Service reference	<a href="#">ID A121 - Network Operations Monitoring</a> <a href="#">ID A131 - EACCC - European Aviation Crisis Coordination Cell</a> <a href="#">ID P348 - Network Operations Portal</a>
Safety assessment	S5. FB is not Safety related
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT is planned for this CR.
Documentation publication	NOP Portal Users Guide (On-Line help)
Training sessions	Users' awareness and a first view of the mechanism that would permit to receive Headline News by mail will be provided during the NM18.5.1 presentation to externals (cf. 4.3).

CR_037029: Provision (sharing) of REG in the Flight List table	
Users impacted	U1. Flow Manager (FMP) U2. Airspace Manager (AMC) U3. Airspace User (Civil) U4. Airspace User (Military) U5. ENV data provider U6. Management (eg crisis management, performance management) U7. Post-ops analyst U8. AO or CFSP U9. CAA, EASA U10. Non-CDM Airport U13. CDM-Airport U11. ARO U12. Internal NM U14. Air Navigation Service Provider (ANSP) U0. Other (specify): Any users of the NOP Protected (token holders)
Application impacted	A10. NOP Portal
Objective	Enhance the information provided in the Flight List.
Description	A user of the Protect NOP (token holder) entitled to see the Flight List information will be able to see the REG as one additional column in the current table.
Impact for external users	I0. No impact.
Impact description	-
Service reference	<u>ID P348 - Network Operations Portal</u>
Safety assessment	S5. FB is not Safety related
Operational deployment plan	D1. FB will be deployed in Operation along with the release migration.
Users' validation	No OPT is planned for this CR.
Documentation publication	NOP Portal Users Guide (On-Line help)
Training sessions	The feature will be part of the NM18.5.1 presentation to externals (cf. 4.3).

## 6. DOCUMENTATION

Network Operations handbook	
ATFCM Users Manual	<a href="http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/atfcm-users-manual-current.pdf">http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/atfcm-users-manual-current.pdf</a>
ATFCM Operating Procedures for FMP	<a href="http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/atfcm-ops-procedures-fmp-current.pdf">http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/atfcm-ops-procedures-fmp-current.pdf</a>
CCAMS User Manual	<a href="http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ccams-user-manual-current.pdf">http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ccams-user-manual-current.pdf</a>
IFPS Users Manual	<a href="http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ifps-users-manual-current.pdf">http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ifps-users-manual-current.pdf</a>
IFPS Users Manual (annex) Generated errors	<a href="http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ifps-annex-generated-errors-current.pdf">http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ifps-annex-generated-errors-current.pdf</a>

## 7. ABBREVIATIONS

ACC	Area Control Centre or Area Control
A-CDM	Airport-Collaborative Decision Making
ACH	ATC flight plan Change
ACK	IFPS Acknowledgement Message
ADEP	Aerodrome of Departure
ADES	Aerodrome of Destination
ADEXP	ATS Data Exchange Presentation
ADR	Airspace Data Repository
ADS	Airspace Data Service
AFTN	Aeronautical Fixed Telecommunication Network
AFUA	Advanced Flexible Use of Airspace
AIM	Air Traffic Flow Management Information Message
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information, Regulation and Control
AIXM	Aeronautical Information Exchange Model
AMC	Airspace Management Cell
ANM	Air Traffic Flow Management Notification Message
ANSP	Air Navigation Service Provider
AO	Aircraft Operator
AOLO	Aircraft Operators Liaison Officer
ARCID	Aircraft Identification
ARCTYP	Aircraft Type
ARO	Air Traffic Services Reporting Office
ASM	Airspace Management
ATC	Air Traffic Control
ATFCM	Air Traffic Flow and Capacity Management
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management
ATS	Air Traffic Services
ATSU	Air Traffic Services Unit
AUP	Airspace Use Plan
B2B	Business-to-Business
BIS	Business Intelligence System
C&T	Correction and Tuning
CAA	Civil Aviation Authority
CACD	Central Airspace and Capacity Database (new name of ENV)
CAM	Computer Aided Manufacturing
CASA	Computer Assisted Slot Allocation
CCAMS	Centralised SSR Code Allocation & Management
CCMS	Central Claim Management System
CDC	CASA Delay Confirmation
CDM	Collaborative Decision Making
CDR	Conditional Route
CDS	Complete Data Set
CE	Central Europe
CFMU	Central Flow Management Unit
CFN	Commercial Flight Number
CFSP	Computerised flight plan service provider
CHG	Modification Message
CHMI	Collaboration Human Machine Interface
CIAM	Collaboration Interface for AMCs
CIAO	Collaboration Interface for AO
CIFLO	Collaboration Interface for Flow management position
CIR	CFMU Interactive Reporting (now NMIR)
CNL	Cancellation Message
COR	Code Request
CPA	Collaboration Portal Application
CR	Change Request
CRAM	Conditional Route Availability Message
CSMC	Call-Sign Management Cell
CSS	Call-Sign Similarities
CSST	Call-Sign Similarities Tool
CSSUG	Call-Sign Similarity User Group
CSV	Comma-Separated Value
CTO	Calculated Time Over

CTOT	Calculated Take-Off Time
CUA	Common User Access
DCB	Demand and Capacity Balancing
DCT	Direct Route
DEP	Departure message
DLA	Delay or Delay Message
DOF	Date of Flight
DPI	Departure Planning Information
DWH	Data Warehouse system
EACCC	European Aviation Crisis Coordination Cell
EAD	European AIS Database
EASA	European Aviation Safety Agency
EAUP	European Airspace Use Plan
EC	European Commission
ECAC	European Civil Aviation Conference
EDA	Estimated Date of Arrival
EFD	ETFMS Flight Data
EFPM	Extended Flight Plan Message
ELS	Elementary Surveillance
ENV	NM Environment System (former name of CACD)
EOBD	Estimated Off Block Date
EOBT	Estimated Off Block Time
EQPT	Equipment
eRAD	Electronic Route Availability Document
ERNIP	European Route Network Improvement Plan
ERS	ENV Reporting System
EST	Estimate/ICAO Estimated Message
ETA	Estimated Time of Arrival
ETFMS	Enhanced Tactical Flow Management System
ETO	Estimated Time Over
EU	European Union
EUROCONTROL	European Organization for the Safety of Air Navigation
EUUP	European Update airspace Use Plan
EXCL	EXCLUDE flag (CHMI)
FAAS	Flight Assessment and Alert System
FAB	Functional Airspace Block
FAC	Facilities
FB	Functional Block
FBZ	FPL Buffer Zone
FCM	Flight Confirmation Message
FDPS	Flight Data Processing System
FIR	Flight Information Region
FL	Flight Level
FLS	Flight Suspension Message
FMP	Flow Management Position
FO	Flight Object
FOS	Flight Object Server
FPL	Flight Plan message (ICAO format)
FRA	Free Route Airspace
FTP	File Transfer Protocol
FUA	Flexible Use of Airspace
GAT	General Air Traffic
GRRT	Group Re-Routing Tool
HMI	Human-Machine Interface
HN	Headline News
IACH	Individual ATC Flight Plan Change
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
ICHG	Individual Change
ID	Identifier
IDS	Incremental Data Set
IFP	Keyword from IFPS used in Field 18 to provide a warning
IFPL	IFPS Internal Flight Plan
IFPLID	Individual Flight Plan Identity code
IFPS	Integrated Initial Flight Plan Processing System
IFPUV	IFPS Unit for Validation
IFR	Instrument Flight Rules
IOP	InterOperability

IR	Implementing Rule
KPI	Key Performance Indicator
LARA	Local And Regional Airspace management system
MMI	Man Machine Interface
NAT	North Atlantic Traffic
NATS	National Air Traffic Services (UK)
NM	Network Manager
NMD	Network Manager Directorate
NMIR	NM Interactive Reporting (former CIR)
NMOC	Network Manager Operations Centre
NMVP	Network Manager Validation Platform
NOP	Network Operations Plan
NOTAM	Notice to Airmen
NSA	National Supervisory Authority
NTS	Network Technical Systems (DNM)
ODSG	Operations and Development Sub-Group
OPS	Operations
OPT	Operational testing
ORCAM	Originating Region Code Assignment Method
ORGN	Originator
OTMV	Occupancy Traffic Monitor Values
PC	Personal Computer
PC	Provisional Council
PTOT	Provisional Take-off Time
PTR	Profile Tuning Restriction
R&D	Research and Development
RAD	Route Availability Document
RADAN	Route Availability Document Annex
RD	Research and Development
REG	Registration
REGUL	Regulation
RESPBY	Respond by (time to give a response)
RP1	Reporting Period 1
RP2	Reporting Period 2
RPL	Repetitive Flight Plan
RRP	Rerouting Proposal Message
RTE	Route
SAFA	Safety Assessment of Foreign Aircraft (Programme)
SAM	Slot Allocation Message
SESAR	Single European Sky ATM Research
SID	Standard Instrument Departure
SIMEX	SIMulation and EXperiment (NM tool)
SIT1	Slot Issue Time 1
SITA	Societe Internationale de Telecommunications Aeronautiques
SJU	SESAR Joint Undertaking
SLA	Service Level Agreement
SRC	Safety Regulation Commission
SSR	Secondary Surveillance Radar
STAM	Short-Term ATFM Measures
STAR	Standard Terminal Arrival Route
SU	Suspended
TACT	Tactical System (predecessor of ETFMS)
TD	Traffic Demand
TFC	Traffic
TITLE	Message Name
TL	Traffic Load
TOBT	Target Off Block Time
TOT	Takeoff Time
TSA	Temporary Segregated Area
TSAT	Target Start-Up Approval Time
TTA	Target Time of Arrival
TTO	Target Time-Over
TV	Traffic Volumes
UAC	Upper Area Control Centre
UIR	Upper Flight Information Region
UML	Unified Modeling Language
UNT	Until
URL	Uniform Resource Locator

UTC	Coordinated Universal Time
UUP	Updated Airspace Use Plan
VIP	Very Important Person
WEF	With Effect From
XCD	Exceptional Conditions