

Supporting  
European  
Aviation



# Presentation of NM26.0

## FB1170: FF-ICE/R1 services Correction & Tuning

v1.0



NETWORK  
MANAGER



## Questions from stakeholders (1)

- Q** What is the NM plan/intent (if any) with regards to the other FPL based messages that ANSPs currently send to NM such AFP/IAFP and FSA messages? Will equivalents for these messages for eFPLs be implemented in the scope of FF-ICE/R1 or is this something for later?
- R** The messages referred to are for aircraft already in flight – i.e. post-departure operations. FF-ICE/R1 addresses only flights in pre-departure phase. The FF-ICE/R1 developments provides equivalent ‘messages’ for all of the today’s *‘Filed flight plan and associated update messages’*, therefore the inclusion in ‘FF-ICE/R1 Notification Service’ of the equivalents for ARR and DEP.

## Questions from stakeholders (2)

- Q** Is “Aircraft Take-off Mass” limited to the element “takeoffMass” in the eFPL or does it include also the “weight” information that can be included at each trajectory element?
- R** It is limited to takeoffMass, the ‘weight’ information is not made available yet – possible subject for future developments.

## Questions from stakeholders (3)

- Q** Which services are meant with the statement: “will be accessible”? The performance profiles and the aircraft mass/weight data is accessible via different services. It is obvious that the FF-ICE FlightDataRequest service can provide this data. But the data is included also in the “IFPL” ADEXP messages that can be retrieved via the “retrieveFlight” operation of the FlightManagement service:
- In the case of “requestedFlightDatasets = flight” in the “operationalLog” elements of the “FlightRetrievalReply”
  - In the case of “requestedFlightDatasets = flightPlanHistory” in the “infos” elements of the “FlightRetrievalReply”
- R** The statement in the RN refers to FF-ICE services, as such Flight Data Request service will provide the data in question only to users with ANSP type certificate. However, by accessing the operational log and/or flight plan history, either via B2B or the NOP Portal, the FSPD and weight data is still visible. The flight plan history is not recommended for ops activities.

## Questions from stakeholders (4)

- Q** Is the eFPLs' Performance Profiles and Aircraft Take-off Mass still available for the eAU or the CFSP that sent the eFPL to NM? With other words: will be eAU or the CFSP still be able to retrieve its own information?
- R** Not through the use of FF-ICE Flight Data Request service with NM26 (Q/R or Pub/Sub). However, as indicated earlier, by accessing the operational log and/or flight plan history, either via B2B or the NOP Portal, the FSPD and weight data is still visible.

## Questions from stakeholders (5)

- Q** Is the DAA tool (Delegated Access Administration) also available for a CFSP (like Lufthansa Systems) to control the access to its eFPLs?
- R** The DAA details are explained in the NOP Portal On-line Help as provided with Release 19.5  
([https://www.nm.eurocontrol.int/HELP/webframe.html#DAA -  
\\_Delegated Access Administration.html](https://www.nm.eurocontrol.int/HELP/webframe.html#DAA_-_Delegated_Access_Administration.html)).
- The profile required for DAA is “AO Administrator”. CFSPs are not regarded as AOs and they normally have a different profile (i.e. ‘CFSP’).

## Questions from stakeholders (6)

- Q** Which criterion is used to decide to which organization (eAU or CFSP) an eFPL belongs to?
- R** This needs to be confirmed but we think that the message originator information is used.

## Questions from stakeholders (7)

- Q** Will the access control available at both NM platforms (PREOPS and OPS)? Would it be possible to have access control settings that are different at PREOPS and OPS?
- R** We'll get back later with a definite answer.