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# NM21.5 OPT Instructions

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## Document Control

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### Approval Table

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1.000	NM SAT initial review	NM SAT Team	03 Aug 2017	Incorporated
	Domain Managers	WOO, SWE, NIA		
	Release Coordinator	PUI		

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# 1 Introduction

- (1) This Test Plan defines the purpose, scope, procedures and schedule of activities for the Operational Testing (OPT) of new software release of NM21.5
- (2) The intended audience of this Test Plan is all EUR region States, Airports, Aircraft Operators and all other ANSPs, Regions and Organisations.
- (3) The testing activities described in this document are intended to address the software changes introduced within the NM21.5 release.
- (4) This document describes only the testing activities involving external participation where stakeholders are encouraged to participate. It does not include the various NM internal testing activities i.e. Acceptance Testing, Regression Testing and Integration Testing.
- (5) The Operational Testing described in this document will permit participants to evaluate the impact of the modifications on their procedures and systems.  
The content for NM21.5 can be found in the NM Release notes which are published on the EUROCONTROL website:  
<http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/release-deployment/nm-release-notes-current.pdf?NoCache>
- (6) The presentation to Externals of NM21.5 (slides and recording) will be 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]=)
- (7) OPT session will take place from the 01/09/2017 08:00 UTC to the 13/10/2017 15:00 UTC.
- (8) The platform will be available 7/7 but assistance only during week days.

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## 2 Objectives

### 2.1 General Objectives

- (1) The overall objectives of NM 21.5 OPT testing are to:
  - a) Demonstrate the new software functionality;
  - b) Enable the new functionality to be tested against client systems;
  - c) Enable knowledge to be gained of new procedures;
  - d) Enable familiarisation of client staff and NM staff with the new functionality.

### 2.2 Main Functional Objectives

- (1) Demonstrate the ability of IFPS to correctly validate messages against the new NM software updates.
- (2) Demonstrate the ability of flight plan originators to create / validate flight plan and associated messages.
- (3) Demonstrate the ability of ATC units to accept messages received from NM 21.5 software.

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### 3 New functionalities

- (1) This section lists new functionality included in the NM 21.5 release for NM Systems that may be of interest to external users where they may feel the need to perform validation. For full scope of all functional requirements for each item impacting Externals, please consult the NM Release Notes.
- (2) Tests of these functionalities will be executed on the standalone SAT (System Acceptance Testing) test platform. They will not be executed on the NM operational platform.

#### 3.2 Functional Blocks

##### 3.2.1 FB805: Airborne Rerouting

This FB805 aims to support ANSPs on the implementation and coordination for ATFCM measures relying on NM B2B services.

It also includes necessary changes to support the maintenance of the scenario repository.

- **CR\_042552 - Query & Apply Scenario from Repository via B2B**

This CR will facilitate NM B2B access to NMOC scenario list and description details (measures and attributes) as well as NM B2B application of the measures to FMPs.

It will facilitate B2B access of the NMOC scenario list and description details to AOs.

Local and NMOC scenario information are not always completely synchronized. The objective of this CR is to facilitate alignment between both local and network information through the usage of one source of information: the NM Scenario Repository.

- **CR\_042553 - Query applicable Scenario for a TV via B2B**

Facilitate and support FMP in the identification of applicable scenarios to a given flight list or to off load a specific Traffic Volume.

- **CR\_042552 - Simulate Scenario from the Repository**

Enable the FMP to access simulations via B2B to get the expected impact of an ATFCM measure.

**Impact for external users:**

- Impact on procedures.
- Impact on Man-Machine interface.
- **Impact on clients' systems.**

##### 3.2.2 FB862: NM Airspace Model Evolutions

- CRs included in FB862 constitute the first wave of NM systems adaptations for the seamless data download from the future EAIMS and are part of the NM strategic objective No. 2. This FB contains CACD data model changes dedicated to the Aerodrome domain, with an intention to gradually roll out changes to this and other domains in the subsequent NM releases.
- **CR\_040552 - Accept AD with no ICAO and no IATA ID**
- Some world-wide Aerodromes have neither an ICAO Location Indicator, nor an IATA Identifier. This is typically the case for small VFR Aerodromes. Currently, in CACD one of the above is used as a primary key. To provide ability to store and reference all world-wide aerodromes in CACD the following solution is proposed. All Aerodromes will be identified by an UID, which is:
  - an ICAO Location Indicator, if it is not blank;
  - an IATA Identifier, if ICAO Location Indicator is blank;
  - 4 alphanumeric composed of Country Code plus 2 or 3 numeric characters, if ICAO Location Indicator and IATA Identifier are blank (e.g. EB01 for the Belgian Aerodrome or K123 for the US Aerodrome).
- This change will provide an ability to download all world-wide Aerodromes from the EAD and later on from the EAIMS. It will support an evolution of the world-wide FPL processing, validation and distribution capabilities in the NM systems, by allowing to refer to Aerodromes that have neither ICAO Location Indicator, nor an IATA Identifier, in FPL field 18 DEP/ or DEST/.
- **CR\_040564 - Runway Relative Position**



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- CACD allows L, R and C as an indication of the Runway Relative Position. To align with AIXM 5.1 model and to allow seamless data downloads from the EAIMS, all alphabetic characters will be accepted to indicate Runway Relative Position, e.g. T – for tarmac or G – for grass Runways. The CACD therefore will contain correct values of the Runway Relative Position, which will be included in the B2B export. The solution consists of the syntax check business rules adaptation in CACD.
- **CR\_041043 - Aerodrome type as a separate property**
- Currently in CACD heliports are characterised by a unique Runway of type 'Heli'. To align with AIXM 5.1 model, an Aerodrome type will be implemented as a separate property, which can have the following values:
  - "AD" - Aerodrome;
  - "AH" - Aerodrome Heliport;
  - "HP" - Heliport;
  - "LS" – Landing surface;
  - "OTHER"

**Impact for external users:**

- **Impact on clients' systems.**

### 3.2.3 FB866: Improved restriction model and ATFM processes

- This functional block is the continuation of a series of improvements on environment and flight planning services that started on release NM21.0.
- The extension of the environment model and the usage of additional fields of the flight plan will permit to set additional criteria when processing flight plans. This advanced service will satisfy ANSP requests that require accepting and/or accommodating traffic based on local operational needs.
- The NM21.0 release permitted to use CNS (Communication, Navigation, Surveillance) flight plan information and NM21.5 will permit to use the following information on the flight plan processing:
  - Flight Status (STS)
  - Code and Registration fields (CODE and REG)
  - Aircraft Operator id (AOOPR/ AOARCID)
  - **CR\_042606 - Exempt from IFPS restrictions aircraft with a particular status**
- Possibility to exempt from IFPS restrictions aircraft with a particular status. Flight planning shall be able to include a check based on flight status (STS) field present in the flight plan. The check will be done at flight plan submission and at flight plan re-validation, if based on the STS value present in the flight plan the flight shall or shall not be suspended. Possible STS value: ALTRV, SAR, HEAD, ATFMX, HOSP, HUM, STATE, FFR, NONRVSM, MEDEVAC, MARSAS, FLTCK, HAZMAT.
- **CR\_042607 - Control via IFPS the presence of REG and CODE**
- Control via IFPS the presence of REG and CODE. Flight Planning process shall check flights crossing a specific reference location based on the existing Code (24 bit aircraft address) and Registration mark fields of the flight plan. The presence of Code and Reg for flight plans is mandatory to cross specific reference locations (e.g. NAT region).
- The change will allow the ICAO NAT ANSPs to gain ready access to aircraft SATVOICE numbers. The change will also help, in the case of Aircraft address to identify an aircraft for the purpose of air-ground communications, navigation and surveillance, and would facilitate the implementation of ADS-B, ADS-C and CPDLC and simplify some CNS systems performance monitoring.
- Following checks will be performed:
  - Check the existence of the CODE and REG fields of the FPL if it is intending to fly through the ICAO NAT Region.
  - Check the existence of the REG field of the FPL if it is intending to fly through the RVSM Airspace (290FL to 410FL).
  - Check the existence of the REG field for ALL FPLs. Note: if this is activated, then the REG check in RVSM and NAT is implicitly done.
- **CR\_042331 - Mandatory aircraft registration in FPLs**

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- The ICAO EUR Regional Supplementary Procedures (Doc 7030) include a provision that make it mandatory to include the aircraft registration in flight plans for flights operating in RVSM airspace. The IFPS needs to be updated to make this check.
- As described in Doc. 7030 (2.1.5.1) The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form. Note: The insertion of the aircraft registration does not apply to submissions made using the repetitive flight plan (RPL) listing form.
- **CR\_042608 - Use in IFPS the aircraft operator ID to impose operational requests**
- Flight planning shall be able to check based on aircraft operator field. There are concrete operational scenarios that require flight planning checking based on aircraft operator. Two of them are:
  - Due to operational reasons NMOC should have the possibility to forbid certain Aircraft Operators from flying to specific reference locations. This should be coordinated between the relevant actors
  - Request from a country to forbid the overflying of their airspace by certain Aircraft Operators.
- The AOOPR field will be used if available and if it is not available then the AOARCID field will be used
- **CR\_042609 - Use in IFPS the alternate aerodrome**
- Flight planning will be able to check based on the alternate aerodrome (ALTN) field present in the flight plan. The check will be done at flight plan submission and at flight plan re-validation. There are several operational scenarios where there is a need to trigger a suspension based on the ALTN aerodrome value:
  - The aerodrome is not accessible as alternate aerodrome.
  - The alternate aerodrome is CLOSED (e.g. By NOTAM and not related to the normal opening schedule of the airport).

**Impact for external users:**

- Impact on procedures.
- Impact on Man-Machine interface.
- **Impact on clients' systems.**

### 3.2.4 FB864: IFPS Workload Evolutions

- The RAD has evolved to have Requested Flight Level (RFL) specified in the textual part of the checking, whereas the IFPS software continues to validate using the calculated FL which results in incorrect errors being raised. The IFPS operator has to manually check the RFL to ensure that the RFL has been set as described in the restriction. The IFPS system should not be causing these erroneous invalid messages.
- To stop the IFPS system from presenting erroneous invalid messages because of the use of RFL in the RAD, the model in NM backend systems will be improved to prevent this.
- With this change it will be possible to set the 'FL' or 'RFL' flag in a traffic flow restriction ENV. IFPS shall use the FL/RFL flag in a restriction when processing flight plan messages.

**Impact for external users:**

- Impact on procedures.
- **Impact on clients' systems.**

### 3.2.5 FB827: Flight Plan processing across AIRAC cycle

- When a flight is planned to operate over the AIRAC switch, the current IFPS processes the complete route against the environment data associated to AIRAC valid at the estimated departure time ('current AIRAC').
- This may create an unsafe situation when there are airspace closures that are after midnight in the 'next AIRAC', that are not visible in the current AIRAC.
- With this change, IFPS will check both sets of AIRAC data to be able to report the correct errors.

**Impact for external users:**

- Impact on procedures.

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- **Impact on clients' systems.**

### 3.2.6 FB852: Airspace Data Domain improvements

- For Restrictions with Dependent Applicability (DA) set to CDR(s) or RSA(s), the DA should be considered as valid even if traffic is not crossing the CDRs or RSAs used in the DA. In other words, for the purpose of reducing complexities in traffic management, RSA activation or CDR availability/unavailability should be able to re-route traffic not crossing the entities concerned.
- The FB852 will allow NMOC to have the same min/max as the RSA levels or any other min/max levels availability required.
- NMOC can't define DCT's as Nearby to a RSA: NMOC needs to define those requests in a restriction, but then the DCT availability is completely open/close instead of taking the same min/max levels as the RSA level availabilities.
- For objects other than route segments, NMOC will be able to input the following request in CACD: "Even if the flight profile is not crossing the RSA, this is not available when the area is active".
- And add eventually: "by the way, it is closed for the same level band as the RSA (s)".

#### **Impact for external users:**

- Impact on man machine interface
- **Impact on clients' systems.**

### 3.2.7 FB853: ATFCM Domain improvements

- **CR\_036503 – Forbid to the user the application of XCD/FCM/RVR regulation**
- The validation rules for B2B Regulation proposals for creation and modification of a Regulation will be changed to prevent a request for Regulation with RVR limit and FCM option selected at the same time. Potential operational issues of AOs possibly arising from a Regulation with XCD/RVR & FCM will be avoided. Clients' B2B application might be impacted.
- **CR\_042414 – ETFMS Improvements for regulation proposals**
- An unforced flight can benefit from system re-calculations (e.g. when Regulation is Deep Rectified). Operational stakeholders' procedures might need an update. MCDM state "acknowledged" will indicate that at least one MCDM Actor has updated the MCDM Approval state of a measure. MCDM state and MCDM Approval state terminology will be more harmonized. Clients' B2B application might be impacted.
- The introduction of MCDM state "Draft" for ATFM Regulations may have an impact on Clients' B2B application.

#### **Impact for external users:**

- Impact on procedures.
- **Impact on clients' systems.**

### 3.2.8 FB895: Cross-Domains activities

- The FB brings improvements to operational systems, particularly it will:
- **CR\_042339 - Allow to differentiate traffic departing from CDM airports.**
- The change will permit to display traffic departing from CDM airports in the CHMI → ATFCM → Traffic → Flow Counts display.
- The information will appear without the necessity to create associated flows in the reference location of the traffic volume. This information will be made available as part of the flow structure via NM B2B.
- **CR\_042526 - Help to identify the operational origin of the delay and the congested area when a traffic volume with a protected location is regulated.**
- The change will permit that the protected location will be displayed as the regulated location when a TFV with a protected location is subject to the ATFM measure. Note that today, instead of the protected location, the location presented is the reference location of the traffic
- CR\_042339 will provide the additional information on the CHMI and NM B2B.

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- CR\_042526 will have an impact in the NOP Portal maps (Current Network Situation Display Map and Initial Network Plan Map), where more accurate information of the actually congested areas will be shown. This CR has no impact on CHMI.

**Impact for external users:**

- Impact on procedures.
- **Impact on clients' systems.**

### 3.3 Testing of the CHMI

#### 3.3.1 For NM-managed PC

- (1) No registration is required.
- (1) The CHMI will be pushed on the PC on the 22/8/2017 & 29/8/2017 22h00 UTC (standard maintenance window).
- (2) As from the 01/09/2017 (10:00 UTC - start of the OPT session), to use the CHMI-OPT, please navigate through the Windows Start menu and launch:  
Start->All Programs->NM Applications->OPSTEST-CHMI 13.5.4 via Extranet
- (3) Read carefully the warning message ("You have selected the OPSTEST SATI shortcut [...]") and type "Y" and ENTER-key if you agree.
- (4) A second warning pop-up message will be displayed ("This CHMI version is for TEST and TRAINING purposes [...]"). Click "Continue" if you agree.

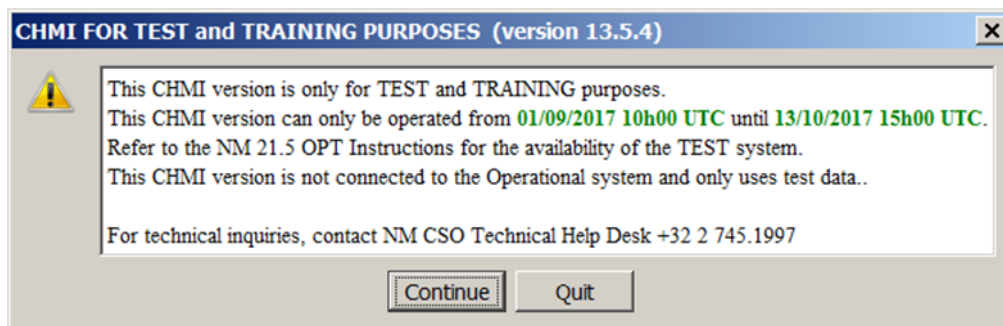


Figure 1: Second warning message

- (5) Log-in with your userID and token.
- (6) After a successful authentication, you will be connected to the OPT environment.

#### 3.3.2 For non NM-managed PC

- (7) No registration is required.
- (8) You need to install the CHMI first; installation documentation will be available as from the [23/08/2017 06/09/2017](#):  
[http://www.nm.eurocontrol.int/chmi\\_appsoft/CHMI/13.5.4/chmiaoinst13.5.4.pdf](http://www.nm.eurocontrol.int/chmi_appsoft/CHMI/13.5.4/chmiaoinst13.5.4.pdf)
- (9) Download and installation can be done as from the as from the 25/08/2017 at 10:00 UTC but access to the CHMI-OPT will be available only as from the 01/09/2017 (10:00 UTC - start of the OPT session).
- (10) As from the 01/09/2017 (10:00 UTC), access to the CHMI-OPT will be done via:
  - a) For Windows 7 64 bits c:\Program Files (x86)\Eurocontrol\NM Applications\13.5.4\bin\chmi\run\_CHMI\_13.5.4\_via\_test1sc.bat
  - b) For Windows 7 32 bits: c:\Program Files\Eurocontrol\NM Applications\13.5.4\bin\chmi\run\_CHMI\_13.5.4\_via\_test1sc.bat
- (11) Read carefully the warning message ("You have selected the OPSTEST SATI shortcut [...]") and type "Y" and ENTER-key if you agree.
- (12) Log-in with your userID and token.
- (13) After a successful authentication, you will be connected to the OPT environment.

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### 3.3.3 Check of the environment (OPT/OPS) used by the CHMI

- (14) To ensure that you are connected to the CHMI-OPT environment, check the “SAT/I” reference in the ATFCM Information window and in the CHMI title bar.

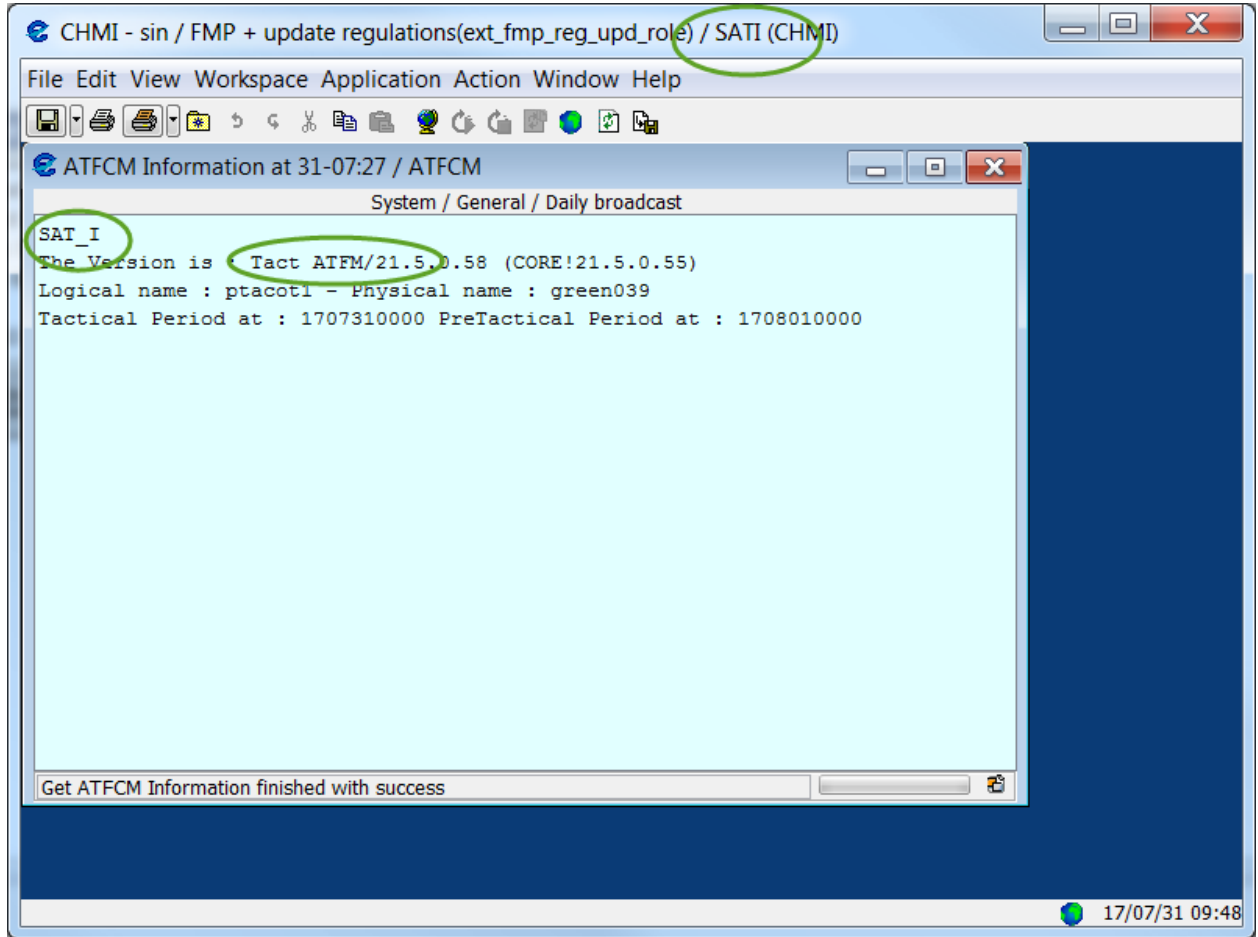


Figure 2: CHMI in OPT environment

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### 3.4 Testing of the NOP Portal

- (15) No registration is required.
- (16) As from the 01/09/2017 (08:00 UTC - start of the OPT session), please use the following URL to test the NOP Portal-OPT: <https://www.test1.nm.eurocontrol.int/PORTAL/gateway/spec/index.html>
- (17) Log-in with your userID and token.
- (18) After a successful authentication, you will be connected to the OPT environment.
- (19) To ensure that you are connected to the NOP Portal-OPT environment, check the “SAT/I” reference, under Network Headline News;

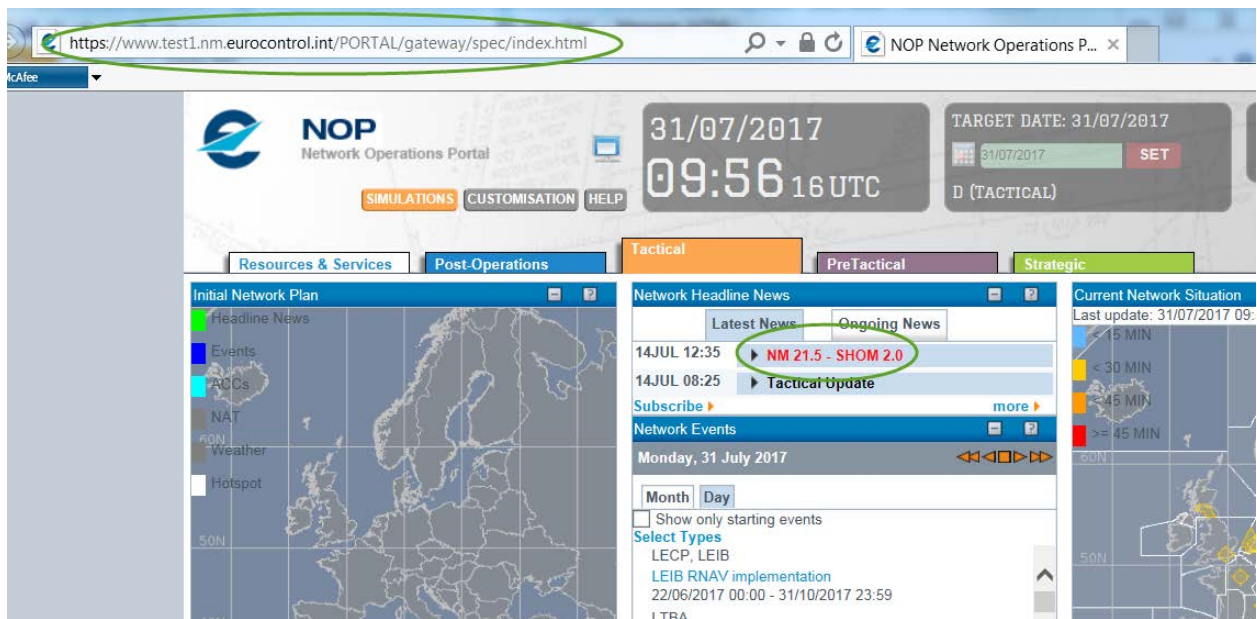


Figure 3: NOP in OPT environment

### 3.5 Testing of the NM B2B Services

- (20) No registration is required. NM21.5 B2B Pre-ops platform will be available as from [48/09/2017 26/09/2017 14:00 UTC](#)
- (21) Draft documentation for NM21.5 **preops** will be available (in pdf and HTML format) in a dedicated folder containing “NM21.5” in its title on the OneSkyTeam web site: <https://ost.eurocontrol.int/sites/B2BWS/Shared%20Documents/Forms/AllItems.aspx>



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## 4 How to participate

The testing session will take place weekdays from the 01/09/2017 to the 13/10/2017

### 4.1 Messages exchange

- (22) If you want to receive a message exchange between systems via AFTN or SITA for TACT IFPS please send registration form on §9 with the following information to [nm.opt@eurocontrol.int](mailto:nm.opt@eurocontrol.int)

- a) Full Name
- b) Company/Organisation
- c) Business Email Address
- d) Phone Number
- e) Token number (like p0abc) (if applicable)
- f) Indicate the address from which you will send messages to the IFPS/ETFMS Test system

*Note: If this address is your operational address, then double ORMs will be received for all Operational messages (as these are copied to the IFPS test system). Care should be taken to ensure that the ORMs from the IFPS/ETFMS test system are NOT used operationally.*

### 4.2 Test message exchange on OPT

- (23) Go to the Internet (NM Portal) - Test platform) to connect to IFPUV:  
<https://www.public.test1.nm.eurocontrol.int/PUBPORTAL/gateway/spec/index.html>
- (24) The IFPUV is on the lower right hand side of the portal)  
**Note:** depending upon your browser settings the IFPUV application may not appear, particularly if you are using Internet Explorer versions 8 & 9. If this happens you will need to enable 'Compatibility mode', via the 'Tools' tab of your browser, and then re-start your browser session. If this does not resolve the problem please contact the NM Technical Helpdesk at: +32 2 7451997

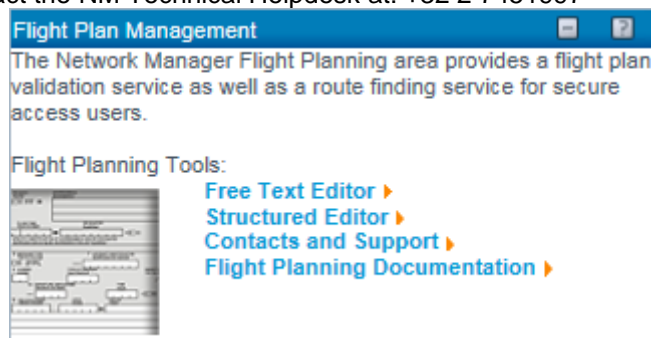


Figure 4: IFPUV in the NOP

- (25) NOP AFTN Address: EUCHZMFV
- (26) NOP SITA Address: BRUEY7X
- (27) OPT participants that wish to communicate with the NM via the AFTN/SITA test platforms must ensure that they communicate to NM the AFTN/SITA test address that will be used to receive messages sent by IFPS/ETFMS.
- (28) Test messages may be sent directly to the Acceptance test systems using the following addresses:

<b>IFPS Test</b>	<b>:</b>	<b>AFTN: EUCHZMFT</b>	<b>SITA: ANREP7X</b>
<b>ETFMS</b>	<b>:</b>	<b>AFTN: EUCHZMTT</b>	<b>SITA: ANREA7X</b>

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## 5 Participant Configuration & Setup

- (1) The settings described below will be automatically maintained over AIRAC cycles and will therefore last until the end of all OPT testing or until otherwise modified in accordance with the registration data provided for a subsequent OPT session.

### 5.2 Participant Address Data

- (1) Participants to the OPT testing sessions can provide, via mail to [nm.opt@eurocontrol.int](mailto:nm.opt@eurocontrol.int), an indication of:
- a) For flight plan originators (Aircraft Operators, AROs, CFSPs):
    - i) The address from which test flight plans will be sent to IFPS;
    - ii) Willingness to receive the resultant ACK, MAN, REJ at the address specified under 1 above;
  - b) For ATC Units:
    - i) The operational unit or entity for which messages are requested to be received e.g. Amsterdam ACC, Brussels TWR, etc.
    - ii) The test address to be used i.e. the test address that IFPS will assign to the unit specified
- (2) Details should be sent via the registration process described.

### 5.3 Outside IFPS area

- (1) ANSPs located outside the IFPS area of operations and flight plan originators (Aircraft Operators, Flight Plan Service Providers, and AROs) can participate in the exchange of flight plan data. The only constraint is that the flights must have at least one portion of route within the IFPS area of operations.



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## 6 OPERATIONAL TESTING (OPT)

- (1) On-line testing via normal networks: using the dedicated NM test platform which will be supported by the SAT test team.
- (2) The OPT test sessions enable the complete suite of messages (FPL, CHG, CNL, DEP, DLA, RQP, RQS, AFP, APL, ACH, ACK, MAN, REJ) to be tested involving both flight plan originators (AOs, AROs, CFSPs) and ATS units (ACCs, UACs, APPs, TWRs, AROs).

### 6.2 Messages stored within the Test platform

- (1) The test platform is a mirror of the operational platform. The system has a copy of the ops feed however there will be limited manual processing of messages on the test platform so the ops database and the test platform database will not be fully aligned. Since the automatic pass rate is above 90% the Test platform database will still have a high volume of flights. For information on manual processing please see section 6.5.

### 6.3 Non-EUR Participation

#### 6.3.1 Flight Plan Originators / Aircraft Operators

- (1) Flight Plan originators not normally operating into the IFPS or European region can participate but should be aware of the following:
  - a) flight plans must contain at least one portion of the route within the IFPS area of operation;
  - b) the result of the IFPS processing of each test message is provided via the appropriate ACK, MAN or REJ messages (see the IFPS User Manual for details) and will be returned to the address from which the test message was received.

#### 6.3.2 ANSPs / ATC Units

- (1) An ANSP or ATC Unit located outside the IFPS area of operation can participate to an OPT session however in order to ensure that IFPS will send the resultant message to the unit concerned the test flight plan data must be submitted making use of the 'Re-addressing' feature of IFPS.

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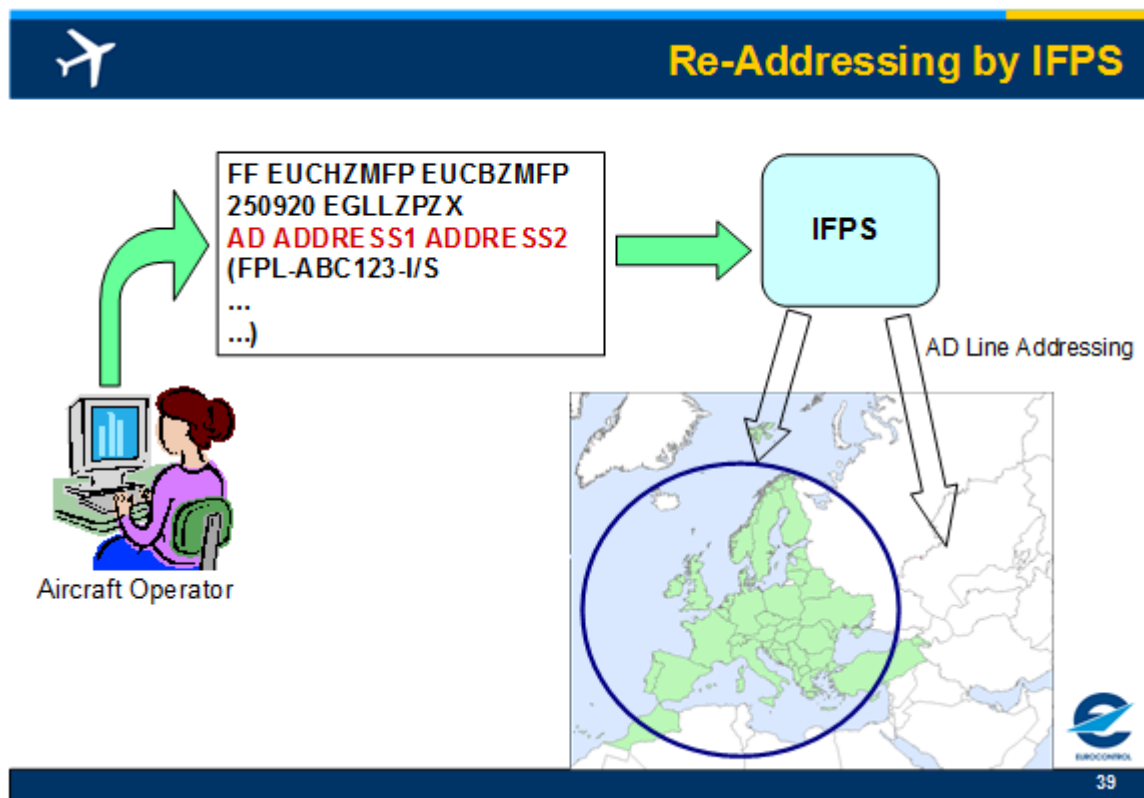


Figure 3: IFPS Re-Addressing Function (AD Line addressing)

For example: If Hong Kong ATC wishes to participate, using the test address 'VHHHZQZT' they should ensure test FPLs are submitted such as;

```

FF EUCHZMFT                               ← IFPS test address
AD VHHHZQZT                                ← Hong Kong test address provided via re-addressing mechanism
(FPL-VHH01XX-IS                            ← callsign using 'XX' to identify it as a test message
-B744/H-SXDE1GHIJ4J5RWYZ/SB2             ← 'New' format
-EGLL1125                                  ← relevant to IFPS
-N0480F310 BPK7F BPK M185 CLN UL620 ARNEM UP147 RKN UL980
PENEK UM994 DENKO UN858 OSKUD/N0488F330 UN858 LAVAR UM874
ASKIL/K0902S1010 B102 UK R11 FV G3 AL B365 BK B923
GUTAN/K0888S1010 A368 URL G3 AKB A360 NALIK/K0880S1110 A360
ERULA/K0883S1130 A360 REVKI A460 KCA L888 SADAN Y1 OMBON B330
POU R473 SIERA
-VHHH1110 ZGSZ
-PBN/B2B3B4B5L1D2D3D4 NAV/RNVD1E2A1 EET/EHAA0021 EDVV0041 EDUU0100 EPWW0115
EYVL0154 UMMV0205 UJWV0228 UWPP0318 UWWW0340 UATT0359 UACC0454 UAAA0538 ZWUQ0633
ZLHW0732 ZPKM0851 ZGZU0957 VHHK1043
SEL/ADHJ REG/BHOT)

```

- (2) To assist with the creation of test messages which are relevant to the ATC unit concerned, it is highly recommended that an ATC unit participates together with its local Aircraft Operators and/or ARO.
- (3) It should however be noted that:
  - a) Flight plans must contain at least one portion of the route within the IFPS area of operation;
  - b) The result of the IFPS processing of each test message is provided via the appropriate ACK, MAN or REJ messages (see the IFPS User Manual for details) and will be returned to the address from which the test message was received. If these messages are not needed or cannot be received this must be indicated via the Registration Form.

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## 6.4 Test Flight Plans Identification

- (1) Test flight plans should be clearly identifiable so that IFPS Operators and recipient addressees can quickly identify them as such and identify their source.
- (2) It is strongly recommended that the callsign is modified to reflect the test nature of the message and the test participant. The following logic is proposed:

firstly: ICAO three letter designator of the AO or a three letter designator that is not one of the ones already allocated by ICAO (see ICAO Doc 8585) for an ATS participant (ARO)

followed by: a two digit reference number

followed by: the letters 'XX'

E.g.

DLH01XX 01st test FPL from Lufthansa

DDW14XX 14th test FPL from ARO Bremen

- (3) By following this rule test messages should not accidentally associate to either operational messages copied from the operational system or to other test messages.

## 6.5 Test Purpose Indication

- (1) It is highly recommended that an indication is made in Field 18 of the feature being tested e.g. RMK/PBN TEST or RMK/ SYNTAX TEST. This will assist the Test Team, who will be monitoring the invalid queue of messages, to know whether a particular error may be integral to the test or whether it is irrelevant to the test and could therefore be manually corrected.

## 6.6 Manual Message Processing

- (1) The IFPS test system will not be manned to the same level as the operational system. SAT Testers will give priority to the treatment of test messages, identified by the call sign.
- (2) SAT Testers will reject the message when an error is encountered which is considered to be the main purpose of the test but will correct any other errors considered to be incidental. In this way the originator of the message can 'see' the system reaction through the error message received.
- (3) It should be noted that IFPO correction logic will, therefore, not be the same as under operational conditions. Telephone co-ordination will not normally be initiated and more manual rejections will result.

## 6.7 IFPS Output

- (1) The distribution of messages by IFPS (ACK, MAN, REJ to flight plan originators and FPL, CHG, etc. messages to ATC units) shall be limited to those having indicated their willingness to participate in the testing through completion of the registration process.
- (2) Participants shall consider all messages that carry the IFPS test address (EUCHZMFT) as originator as having a non-operational status.

## 6.8 Support during OPT Sessions

- (1) Test participants may contact the SAT Testers (Test Team) during a test session for assistance when needed. As the Test Team may be very busy participants are encouraged to resolve their issues and only contact the Test Team as a last resort, for example, when several corrections and re-submissions fail to provide the desired result. If you find an issue you cannot resolve the please contact the SAT team via [nm.opt@eurocontrol.int](mailto:nm.opt@eurocontrol.int)

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## 6.9 Contacts during the OPT

- (1) **Technical issues during the OPT:**  
 During the OPT, if you have technical issues, please contact the NM Customer Service Desk and System Operation (CSO).  
**Important: Please mention that your issue concerns the OPT environment.**
- a) Telephone: +32 2 745 19 97
  - b) Fax: +32 2 729 90 23
  - c) eMail: [NM.cso.help-desk@eurocontrol.int](mailto:NM.cso.help-desk@eurocontrol.int)
- (2) For Airspace structure and airspace availability B2B services tests:
- a) System Acceptance Test B2B tester: Benjamin QUEVAL
  - b) E-mail: [benjamin.queval@eurocontrol.int](mailto:benjamin.queval@eurocontrol.int)
  - c) Telephone: +32 2 729 98 62
- (3) Any other testing issues related queries and requests:
- a) System Acceptance Test Manager: Gerard Mulholland
  - b) E-Mail: [nm.opt@eurocontrol.int](mailto:nm.opt@eurocontrol.int),
  - c) Telephone: +32 2 729 97 85

## 6.10 Important notifications related to NM21.5

- **NM21.5 - Browsers compatibility**  
 In NM21.5 the following browsers are recommended:  
*Internet Explorer 11*  
*Firefox 52 ESR*
- **NM21.5 - Operating Systems compatibility**  
 In NM21.5, Windows versions other than *Windows 7* are not supported for CHMI.
- **NM21.5 - NM B2B web service:**  
*NM21.5 - NM B2B: Unavailability of version NM19.5*  
 It is reminded to the NM B2B users that a NM B2B version remains available during two years after its deployment (“NOP/B2B Reference Manuals - Essentials” documentation, available on the NM B2B OneSky Team website).  
 As a consequence, NM19.5 will no more be available (OPS and PREOPS) after NM21.5 migration.

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## 7 Documentation

### Network Operations handbook

Network Operations library	<a href="http://www.eurocontrol.int/lists/publications/network-operations-library">http://www.eurocontrol.int/lists/publications/network-operations-library</a>
ATFCM Users Manual	<a href="http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/atfcm-users-manual-next.pdf">http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/atfcm-users-manual-next.pdf</a>
ATFCM Operations Manual	<a href="https://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ATFCM-Operations-Manual-next.pdf">https://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ATFCM-Operations-Manual-next.pdf</a>
NM B2B documentation	<a href="https://ost.eurocontrol.int/sites/B2BWS/default.aspx">https://ost.eurocontrol.int/sites/B2BWS/default.aspx</a> <a href="mailto:NM.servicerequests@eurocontrol.int">Registration required - contact NM.servicerequests@eurocontrol.int</a>
CCAMS User Manual	<a href="http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ccams-user-manual-next.pdf">http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ccams-user-manual-next.pdf</a>
IFPS Users Manual	<a href="http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ifps-users-manual-next.pdf">http://www.eurocontrol.int/sites/default/files/content/documents/nm/network-operations/HANDBOOK/ifps-users-manual-next.pdf</a> <a href="https://contentzone.eurocontrol.int/fpl/default.aspx">https://contentzone.eurocontrol.int/fpl/default.aspx</a>
Flight Plan Guide and IFPS errors guide	<a href="https://contentzone.eurocontrol.int/fpl/default.aspx">https://contentzone.eurocontrol.int/fpl/default.aspx</a>

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## 8 Suggested Scenarios

- (1) The following scenarios are not exhaustive and are designed to give you a starting point from which to test the new functionality contained in the upcoming release.
- (2) The scenarios will be updated before the OPT commences.

### 8.1 FB862: NM Airspace Model Evolutions

Functionality	Description	Test
<b>FB805 - Airborne Rerouting</b>		
This FB805 will improve services regarding Scenario Management (continuation of FB731 in NM21.0) FB805 also provides FMPs with NM B2B services in order to perform the following actions:	<p><b>CR_042552 - Query &amp; Apply Scenario from Repository via B2B</b></p> <p>This CR will facilitate NM B2B access to NMOC scenario list and description details (measures and attributes) as well as NM B2B application of the measures to FMPs.</p> <p>It will facilitate B2B access of the NMOC scenario list and description details to AOs.</p> <p>Local and NMOC scenario information are not always completely synchronized. The objective of this CR is to facilitate alignment between both local and network information through the usage of one source of information: the NM Scenario Repository.</p>	<p>This CR will allow users to:</p> <ul style="list-style-type: none"> <li>• Access to the list of scenarios in the Scenario Repository via B2B</li> <li>• Query Scenario Repository to obtain: <ul style="list-style-type: none"> <li>○ Scenario Attributes</li> <li>○ Scenario Measures (including measure attributes)</li> </ul> </li> <li>• Apply scenario from the Scenario Repository via NM B2B</li> </ul>
	<p><b>CR_042553 - Query applicable Scenario for a TV via B2B</b></p> <p>Facilitate and support FMP in the identification of applicable scenarios to a given flight list or to off load a specific Traffic Volume</p>	<p>This CR will allow users to:</p> <ul style="list-style-type: none"> <li>• Query applicable scenarios for a TV flight list via NM B2B</li> <li>• Query applicable scenarios from a TV count display via NM B2B</li> </ul>
	<p><b>CR_042552 - Simulate Scenario from the Repository</b></p> <p>Enable the FMP to access simulations via B2B to get the expected impact of an ATFCM measure</p>	<p>This CR will allow users to:</p> <ul style="list-style-type: none"> <li>Access simulation tool in ETFMS/PREDICT via B2B</li> <li>• Start and stop a simulation of a selected scenario via B2B</li> <li>• Query accessible simulation results via B2B</li> </ul>

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Functionality	Description	Test
<b>FB862: NM Airspace Model Evolutions</b>		
Align CACD model to allow seamless data download from the EAIMS	<p><b>CR_040552 - Accept AD with no ICAO and no IATA ID</b> Some world-wide Aerodromes have neither an ICAO Location Indicator, nor an IATA Identifier. This is typically the case for small VFR Aerodromes. Currently, in CACD one of the above is used as a primary key. To provide ability to store and reference all world-wide aerodromes in CACD the following solution is proposed. All Aerodromes will be identified by an UID, which is:</p> <ul style="list-style-type: none"> <li>• an ICAO Location Indicator, if it is not blank;</li> <li>• an IATA Identifier, if ICAO Location Indicator is blank;</li> <li>• 4 alphanumeric composed of Country Code plus 2 or 3 numeric characters, if ICAO Location Indicator and IATA Identifier are blank (e.g. EB01 for the Belgian Aerodrome or K123 for the US Aerodrome)</li> </ul>	<p>This change will provide an ability to download all world-wide Aerodromes from the EAD and later on from the EAIMS. It will support an evolution of the world-wide FPL processing, validation and distribution capabilities in the NM systems, by allowing to refer to Aerodromes that have neither ICAO Location Indicator, nor an IATA Identifier, in FPL field 18 DEP/ or DEST/.</p> <p>External users may need to modify their systems in order to be able to benefit from the FB862 improvements. In particular, CR41043 implementation would require external systems to accommodate for all Aerodrome types defined by the AIXM 5.1 model.</p>
	<p><b>CR_040564 - Runway Relative Position</b> CACD allows L, R and C as an indication of the Runway Relative Position. To align with AIXM 5.1 model and to allow seamless data downloads from the EAIMS, all alphabetic characters will be accepted to indicate Runway Relative Position, e.g. T – for tarmac or G – for grass Runways. The CACD therefore will contain correct values of the Runway Relative Position, which will be included in the B2B export.</p>	<p>The solution consists of the syntax check business rules adaptation in CACD.</p> <p>External users may need to modify their systems in order to be able to benefit from the FB862 improvements. In particular, CR41043 implementation would require external systems to accommodate for all Aerodrome types defined by the AIXM 5.1 model.</p>
	<p><b>CR_041043 - Aerodrome type as a separate property</b> Currently in CACD heliports a characterized by a unique Runway of type 'Heli'. To align with AIXM 5.1 model, an Aerodrome type will be implemented as a separate property, which can have the following values:</p> <ul style="list-style-type: none"> <li>• "AD" - Aerodrome;</li> <li>• "AH" - Aerodrome Heliport;</li> <li>• "HP" - Heliport;</li> <li>• "LS" - Landing surface;</li> </ul>	<p>The Runway of type 'Heli' will be removed.</p> <p>This change aims to facilitate a correct data download from the EAIMS system and allows a correct depiction of Aerodrome map symbols for the benefit of the n-CONECT map.</p> <p>External users may need to modify their systems in order to be able to benefit from the FB862 improvements. In particular, CR41043 implementation would</p>



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	<ul style="list-style-type: none"> <li>• “OTHER”.</li> </ul>	require external systems to accommodate for all Aerodrome types defined by the AIXM 5.1 model.
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## 8.2 FB866: Improved restriction model and ATFM processes

Functionality	Description	Test
<b>FB866: Improved restriction model and ATFM processes</b>		
<p>This functional block is the continuation of a series of improvements on environment and flight planning services that started on release NM21.0. The extension of the environment model and the usage of additional fields of the flight plan will permit to set additional criteria when processing flight plans. This advanced service will satisfy ANSP requests that require to accept and/or accommodate traffic based on local operational needs. The NM21.0 release permitted to use CNS (Communication, Navigation, Surveillance) flight plan information and NM21.5 will permit to use the following information on the flight plan processing:</p> <ul style="list-style-type: none"> <li>• Flight Status (STS)</li> <li>• Code and Registration fields (CODE and REG)</li> <li>• Aircraft Operator id (AOOPR/ AOARCID)</li> </ul>	<p><b>CR_042606 - Exempt from IFPS restrictions aircraft with a particular status</b></p> <p>Possibility to exempt from IFPS restrictions aircraft with a particular status. Flight planning shall be able to include a check based on flight status (STS) field present in the flight plan. The check will be done at flight plan submission and at flight plan re-validation, if based on the STS value present in the flight plan the flight shall or shall not be suspended. Possible STS value: ALTRV, SAR, HEAD, ATFMX, HOSP, HUM, STATE, FFR, NONRVSM, MEDEVAC, MARSAS, FLTCK, HAZMAT</p>	<p>All change requests described (except CR_042609) will impact the restriction model, the Human Machine Interfaces and the AIXM data consumed by B2B users will be impacted.</p> <p>The CHMI, CIFLO, CIAO, CIAM, CACD interfaces will be improved to re-structure and enrich the combination possibilities of the conditions defined. Therefore, any CHMI, CIFLO, CIAO, CIAM, CACD user will be impacted by the changes in scope.</p> <p>For these reasons, the new AIXM format and an early draft of the NM B2B Reference Manual will be made available for external users as from 13/07/2017. From this date until 17/10/2017 external users will be able to evaluate the impact and adapt their HMI and/or client systems accordingly</p>
	<p><b>CR_042607 - Control via IFPS the presence of REG and CODE</b></p> <p>Control via IFPS the presence of REG and CODE. Flight Planning process shall check flights crossing a specific reference location based on the existing Code (24 bit aircraft address) and Registration mark fields of the flight plan. The presence of Code and Reg for flight plans is mandatory to cross specific reference locations (e.g. NAT region). The change will allow the ICAO NAT ANSPs to gain ready access to aircraft SATVOICE numbers.</p>	<p>Following checks will be performed:</p> <ul style="list-style-type: none"> <li>• Check the existence of the CODE and REG fields of the FPL if it is intending to fly through the ICAO NAT Region.</li> <li>• Check the existence of the REG field of the FPL if it is intending to fly through the RVSM Airspace (290FL to 410FL).</li> <li>• Check the existence of the REG field for ALL FPLs. Note: if this is activated, then the REG check in RVSM and NAT is implicitly done.</li> </ul>



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	The change will also help, in the case of Aircraft address to identify an aircraft for the purpose of air-ground communications, navigation and surveillance, and would facilitate the implementation of ADS-B, ADS-C and CPDLC and simplify some CNS systems performance monitoring.	
	<b>CR_042331 - Mandatory aircraft registration in FPLs</b> The ICAO EUR Regional Supplementary Procedures (Doc 7030) include a provision that make it mandatory to include the aircraft registration in flight plans for flights operating in RVSM airspace. The IFPS needs to be updated to make this check	As described in Doc. 7030 (2.1.5.1) The aircraft registration shall be inserted in Item 18 of the ICAO flight plan form. Note: The insertion of the aircraft registration does not apply to submissions made using the repetitive flight plan (RPL) listing form
	<b>CR_042608 - Use in IFPS the aircraft operator ID to impose operational requests</b> Flight planning shall be able to check based on aircraft operator field. There are concrete operational scenarios that require flight planning checking based on aircraft operator.  <ul style="list-style-type: none"> <li>• Due to operational reasons NMOC should have the possibility to forbid certain Aircraft Operators from flying to specific reference locations. This should be coordinated between the relevant actors</li> <li>• Request from a country to forbid the overflying of their airspace by certain Aircraft Operators.</li> </ul>	The AOOPR field will be used if available and if it is not available then the AOARCID field will be used
	<b>CR_042609 - Use in IFPS the alternate aerodrome</b> Flight planning will be able to check based on the alternate aerodrome (ALTN) field present in the flight plan. The check will be done at flight plan submission and at flight plan re-validation. There are several operational scenarios where there is a need to trigger a suspension based on the ALTN aerodrome value:	The aerodrome is not accessible as alternate aerodrome. <ul style="list-style-type: none"> <li>• The alternate aerodrome is CLOSED (e.g. By NOTAM and not related to the normal opening schedule of the airport).</li> </ul>

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Note:	<p>All change requests described above (except CR_042609) will impact the restriction model, the Human Machine Interfaces and the AIXM data consumed by B2B users will be impacted.</p> <p>The CHMI, CIFLO, CIAO, CIAM, CACD interfaces will be improved to re-structure and enrich the combination possibilities of the conditions defined. Therefore, any CHMI, CIFLO, CIAO, CIAM, CACD user will be impacted by the changes in scope.</p> <p>For these reasons, the new AIXM format and an early draft of the NM B2B Reference Manual will be made available for external users as from 13/07/2017. From this date until 17/10/2017 external users will be able to evaluate the impact and adapt their HMI and/or client systems accordingly</p>	
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### 8.3 FB864: IFPS Workload Evolutions

<b>FB864: IFPS Workload Evolutions</b>		
<p>The RAD has evolved to have Requested Flight Level (RFL) specified in the textual part of the checking, whereas the IFPS software continues to validate using the calculated FL which results in incorrect errors being raised. The IFPS operator has to manually check the RFL to ensure that the RFL has been set as described in the restriction. The IFPS system should not be causing these erroneous invalid messages</p>	<p>To stop the IFPS system from presenting erroneous invalid messages because of the use of RFL in the RAD, the model in NM backend systems will be improved to prevent this.</p> <p>With this change it will be possible to set the 'FL' or 'RFL' flag in a traffic flow restriction ENV. IFPS shall use the FL/RFL flag in a restriction when processing flight plan messages.</p>	<p>Client systems that use the RAD model will be impacted by the change to add the FL/RFL flag. The change may impact the validity of messages filed to IFPS.</p>

### 8.4 FB827: Flight Plan processing across AIRAC cycle

<b>FB827: Flight Plan processing across AIRAC cycle</b>		
<p>When a flight is planned to operate over the AIRAC switch, enable IFPS to identify route problems associated to the new AIRAC data.</p>	<p>When a flight is planned to operate over the AIRAC switch, the current IFPS processes the complete route against the environment data associated to AIRAC valid at the estimated departure time ('current AIRAC').</p> <p>This may create an unsafe</p>	<p>With this change, IFPS will check both sets of AIRAC data to be able to report the correct errors</p> <p>Airspace Users will see flight plan messages being rejected for errors found in two sets of AIRAC data.</p>

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	situation when there are airspace closures that are after midnight in the 'next AIRAC', that are not visible in the current AIRAC.	
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## 8.5 FB852: Airspace Data Domain improvements

<b>FB852: Airspace Data Domain improvements</b>		
<p>Objectives of the FB are:</p> <ul style="list-style-type: none"> <li>• To use the RSA(s) as reference location taking into account the time and optionally the level definitions set by the RSA(s) activation.</li> <li>• To use other entities than the RSA(s) as reference location but taking in account the time (as it is now) and optionally the level definition set by the RSA(s) activation. By optional it is meant that it must be possible for the user to take in account the level information or not.</li> </ul>	<p>For Restrictions with Dependent Applicability (DA) set to CDR(s) or RSA(s), the DA should be considered as valid even if traffic is not crossing the CDRs or RSAs used in the DA. In other words, for the purpose of reducing complexities in traffic management, RSA activation or CDR availability/unavailability should be able to re-route traffic not crossing the entities concerned.</p> <p>The FB852 will allow NMOC to have the same min/max as the RSA levels or any other min/max levels availability required. NMOC can't define DCT's as Nearby to a RSA: NMOC needs to define those requests in a restriction, but then the DCT availability is completely open/close instead of taking the same min/max levels as the RSA level availabilities.</p> <p>For objects other than route segments, NMOC will be able to input the following request in CACD: "Even if the flight profile is not crossing the RSA, this is not available when the area is active". And add eventually: "by the way, it is closed for the same level band as the RSA (s)"</p>	<p>The FB will decrease manual workload internally in NMOC. No impact for externals on procedures is foreseen. Impact for externals on interfaces and systems is under assessment.</p>

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## 8.6 FB853: ATFCM Domain improvements

<b>FB853: ATFCM Domain improvements</b>		
Overall improvement of existing ATFCM services	<p><b>CR_036503 – Forbid to the user the application of XCD/FCM/RVR regulation</b></p> <p>The ATFCM Operations manual (section 7) states that when implementing a Regulation, the FCM option shall not be used at the same time when an RVR limit is set.</p>	<p>The CR will effectively prevent the possibility to implement such a Regulation by changes to the Measures Editor on the NOP Portal and changing the validation rules for B2B Regulation proposals for creation and modification of a Regulation.</p> <p>The validation rules for B2B Regulation proposals for creation and modification of a Regulation will be changed to prevent a request for Regulation with RVR limit and FCM option selected at the same time. Potential operational issues of AOs possibly arising from a Regulation with XCD/RVR &amp; FCM will be avoided. Clients' B2B application might be impacted.</p>
	<p><b>CR_042414 – ETFMS Improvements for regulation proposals</b></p> <p>There are several improvements relative to Regulation proposals via B2B with potential impact on externals:</p>	<p>When a flight is removed from the list of already forced flights of a Mandatory Cherry Pick (MCP) Regulation by a B2B proposal to modify, the flight will be automatically enforced.</p> <ul style="list-style-type: none"> <li>• The MCDM state “coordinated” and MCDM Approval state “stand-by” will be re-named “acknowledged” to ensure state harmonization.</li> <li>• The ATFM Regulation will include the MCDM state “Draft”.</li> </ul> <p>An unforced flight can benefit from system re-calculations (e.g. when Regulation is Deep Rectified). Operational stakeholders' procedures might need an update.</p> <ul style="list-style-type: none"> <li>• MCDM state “acknowledged” will indicate that at least one MCDM Actor has updated the MCDM Approval state of a measure. MCDM state and MCDM Approval state terminology will be more harmonized. Clients' B2B application might be impacted.</li> <li>• The introduction of MCDM state “Draft” for ATFM Regulations may have an impact on Clients' B2B application.</li> </ul>

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	<p><b>CR_042635 – ETFMS to differentiate between an update to a Regulation proposal and proposal to modify a Regulation</b></p> <p>ETFMS will be able to distinguish between an update to a Regulation proposal and a proposal to modify a Regulation.</p> <p>Presently, when the B2B user creates an update to a Regulation proposal but there is no Regulation proposal to update, the system creates a proposal to modify a Regulation. Or when a Regulation proposal was rejected and the B2B user creates an update to the rejected Regulation proposal, the update is not rejected. This system behaviour will be avoided. A proposal to update a non-existing Regulation proposal will be rejected and a proposal to update a rejected Regulation proposal will as well be rejected</p>	<p>Clients' B2B application might be impacted to take into account the ETFMS ability to distinguish an update to a Regulation proposal and a proposal to modify a Regulation</p>
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## 8.7 FB895: Cross-Domains activities

<b>FB895: Cross-Domains activities</b>		
<p>Operational improvements to the NM systems, including:</p> <ul style="list-style-type: none"> <li>• Provision of information to external stakeholders regarding the CDM departing traffic.</li> <li>• Display accurate information on the delay to external stakeholders regarding the original source of ATFM delays when protected locations are used.</li> </ul> <p>Note: Certain traffic volumes with reference locations based on airspaces are designed for airfield restriction purposes (protected location). These traffic volumes need to report their delay characteristics as aerodrome, rather than en-route, to improve accuracy of statistics.</p>	<p>The FB brings improvements to operational systems, particularly it will:</p> <p><b>CR_042339 - Allow to differentiate traffic departing from CDM airports.</b></p> <p>The change will permit to display traffic departing from CDM airports in the CHMI → ATFCM → Traffic → Flow Counts display.</p> <p>The information will appear without the necessity to create associated flows in the reference location of the traffic volume. This information will be made available as part of the flow structure via NM B2B.</p>	<p>will provide the additional information on the CHMI and NM B2B.</p>

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	<p><b>CR_042526 - Help to identify the operational origin of the delay and the congested area when a traffic volume with a protected location is regulated.</b></p> <p>The change will permit that the protected location will be displayed as the regulated location when a TFV with a protected location is subject to the ATFM measure. Note that today, instead of the protected location, the location presented is the reference location of the traffic volume used.</p>	<p>will have an impact in the NOP Portal maps (Current Network Situation Display Map and Initial Network Plan Map), where more accurate information of the actually congested areas will be shown. This CR has no impact on CHMI.</p>
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## 9 Registration Request (OPT)

A) State:

B) ATS Unit:

C) Contact Person Name :

Telephone :

Fax :

E-mail:

D) Token number (like p0abc) (if applicable):

E) Indicate the session(s)/dates during which you wish to participate.

Test Session/dates	State the Functionality to be tested

F) Indicate the address where flight planning messages from the IFPS Test system are requested to be received:

G) If the address given in E) is a test address, indicate the operational address(es) or unit(s) it replaces or simulates for the purpose of testing:

H) If you intend to send test messages to the IFPS test address indicate the address you will use i.e the address from which IFPS will receive these messages:

Do you wish to receive ACK, MAN, REJ messages? Yes  / No

I) Indicate the address from which you will send messages to the ETFMS Test system ( if applicable):

J) Indicate if you require B2b token access to OPT chain Yes  / No

K) CHMI application: No registration is required see detailed instructions in **section 3.3**

L) B2B: No registration is required. NM21.5 B2B Pre-ops platform will be available as from as from 18/09/2017 14:00 UTC