



**Network Manager**  
nominated by  
the European Commission



# NM B2B Services Policies

NM B2B Web Services Technical Forum 5.0  
11/12 June 2018

# Context



Service Policy

Transition Policy

Interoperability Strategy

## Policy



A policy is a deliberate system of principles to guide decisions and achieve rational outcomes. A policy is a statement of intent, and is implemented as a procedure or protocol. [Wikipedia](#)

# Transition to SWIM Policy

- Provides principles to be applied by NM to guide the transition from current technologies into SWIM
  - In support of the NM Interoperability Strategy, the ATM Master Plan and the ICAO Global Air Navigation Plan
  - In support of the PCP IR implementation
  - NM cost efficiency
- **Approved** by NDOP in March 2018

# Transition to SWIM Policy

- **Implement** PCP IR exchanges in advance of the PCP IR deadlines, in compliance with the EUROCONTROL SWIM Specifications
- **Decommission** old technologies for message exchanges that are not in scope of ICAO Specifications
- **Support** the provision of existing services via old technologies to the existing users of those services, for a duration to be agreed with the stakeholders
- **New NM services** will **only** be provided via NM B2B (and HMI)
- **New users** of an existing NM service will only be provided the NM B2B option (and HMI)

# Service Policy

- Provides principles to be applied on the access and usage of the NM B2B Services
  - Clear rules – **who, what & how**
  - NM cost efficiency
  
- In accordance with European Regulations, in particular
  - Service Provision IR (550/2004) (Article 13)
  - ATFM IR (255/2010)
  - Network Function IR (677/2011)

*Article 13*

**Access to and protection of data**

1. In so far as general air traffic is concerned, relevant operational data shall be exchanged in real-time between all air navigation service providers, airspace users and airports, to facilitate their operational needs. The data shall be used only for **operational purposes**.

- Draft status, to be submitted for approval to NM Governance

# Service Policy

- General usage rule: ATM Context only
  
- **Access principles**
  - **Generally granted to**
    - Operational stakeholders and organisations working on their behalf
    - Judicial / safety related institutions for own use
  
  - **Limited access**
    - Non operational stakeholders and only for non commercial use
  
- For commercial use, we will consider the application of cost recovery mechanisms (investment, development, support, etc.)

# Service Policy

- **Transferability** principles
  - ATM context only still applies
  - On a per service basis
  - Three cases
    - **Non-transferable**: internal use only
    - **Transferable with conditions**, e.g., confidentiality, type of user, etc.
    - **Transferable with no conditions**

# Service Policy

- **Need-to-know** principle
  - Via B2B a stakeholder can **ONLY** access to the data and services that he needs in order to execute his function
  - Access capabilities via the NM HMI are not changed
  
- **Examples:**
  - An Airport only has access to flight data of flights arriving/departing from his airport
  - An FMP is not allowed to change the sector configurations of a neighbour FMP
  - An AO has only access to the flight data of its own flights



# Service Policy

- **Service Package** principle
  - A package reflects obligations of data exchange between NM and a given stakeholder
  - Access to a service that is part of a package implies the obligation to implement the whole package in an agreed timeframe
    - Note: some exchanges of a package maybe achieved via the NM HMI
  
- Examples (very draft...):
  - ANSP package
    - FPL and Flight data, measures, counts
    - ATFCM tactical updates, Flight updates



SHOOT

ME

NOW!