

iN	ATM interconnected network	Solution #18 CTOT and TTA Solution #20 Collaborative NOP for step 1			
FCM10		Interactive rolling NOP			
Stakeholders	ANSPs Airspace Users NM	Expected Benefits	Capacity	Operational efficiency	Cost efficiency
			Safety	Environment	Security
FOC	31/12/2023	OI Steps / Enablers	DCB-0102, DCB-0208		
Estimated achievement	Not Available	CP1 AF & SDP Family	AF4	4.2.1	
Status	Not Available	ICAO ASBU	NOPS-B1/2, NOPS-B1/9		
Completion Rate Evolution (%)		Progress among non-Completed Countries			
Being a new objective, the completion rate is low (10%) but expected to increase by 2023. The “Not Yet Planned” States negatively affect the estimated completion rate evolution.		The vast majority of States belong to the lowest quartile due to the “Planned” and “Not Yet Planned” reported statuses as well as to the States being in early deployment phases			
Status of implementation Legend Completed (Green), Ongoing (Light Green), Planned (Blue), Not Yet Planned (Orange), Not Applicable (Grey), Missing Data (White)					
<ul style="list-style-type: none"> • CHMI variants and the NOP portal will remain the main source for Network situation awareness. Some applications like RAD and CAL are already available via the NES (n-CONNECT Eco System) platform and the remaining applications (flight, flow and airspace data) will be migrated to NES in the coming period. • Ops stakeholders need to develop local procedures for the usage of CHMI and NOP portal (in most cases already done) and align them with the migration of the NM applications to NES. • Airspace Users need to develop procedures and processes to communicate to the pilots the Target Time information received via SAM/SRM messages. • ANSPs need to adapt the systems, processes and procedures to communicate the Target Time information to ATCOs. 					