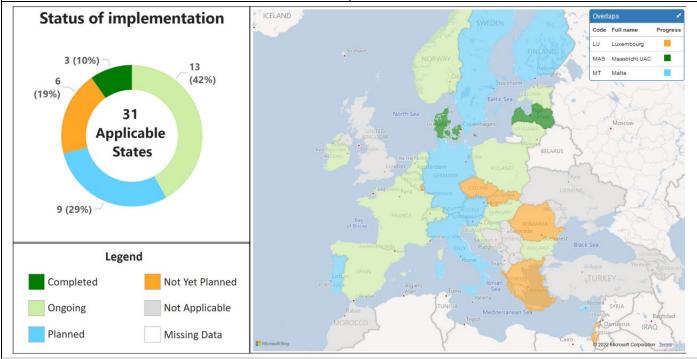


Solution #18 CTOT and TTA interconnected Solution #20 Collaborative NOP for step 1 network FCM₁₀ **Interactive rolling NOP ANSPs Stakeholders Expected Benefits** Airspace Users DOT NM Safety **FOC** 31/12/2023 OI Steps / Enablers DCB-0102, DCB-0208 **CP1 AF & SDP Family Estimated achievement** Not Available AF4 4.2.1 Status **Not Available ICAO ASBU** NOPS-B1/2, NOPS-B1/9 Completion Rate Evolution (%) **Progress among non-Completed Countries** 100% 77% = 0% 80% 14% 1% - 25% 60% 25% - 50% 40% 11% 54% 50% - 75% 16% 20% 10% 75% - 99% 14% 0% 2021 2023

negatively affect the estimated completion rate evolution.

Being a new objective, the completion rate is low (10%) but | The vast majority of States belong to the lowest quartile due to expected to increase by 2023. The "Not Yet Planned" States the "Planned" and "Not Yet Planned" reported statuses as well as to the States being in early deployment phases



- 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-CONECT 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.