# Impact Analysis Report / RFC-Proposal

**Section 1: Meta-data**

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| **RFC ID** | **RFC\_NCTS\_0109** (RTC-52567) |
| **Related Incident ID** | IM399420 |
| **RFC Initiator / Organization** | NA-BE |
| **CI** | NCTS-P5 (DDNTA-5.14.1-v1.00 - Main Document) |
| **Type of Change** | **Standard** **Emergency** |
| **Nature of Change** | Justification for Evolutive   |  | | --- | |  | |
| **RFC Source** | |  |  | | --- | --- | | **Legal & Policy Change**  **Organisational Changes** | **Business Change**  **IT Change** | |
| **Review by Business User recommended?** | **Yes No** |

***Change Summary***

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| **DDNTA-5.14.1-v1.00 (Main Document): Figure 129: State Transition at Office of Exit for Transit - IE181 on the status 'Movement stopped' to be deleted** |
| **Deletion** of the **self-transition** of the **IE181** message under the status **‘Movement stopped’** in Figure 129: **State Transition at Office of Exit for Transit**. |

**Section 2: Problem statement**

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| The Appendix N of DDNTA incorrectly includes:    In the Main Document, the message IE181 is incorrectly depicted as a self-transition under thestatus ‘**Movement stopped’** in the **Figure 129: State Transition at Office of Exit for Transit**:    The self-transition of the IE181 under the status 'Movement stopped' at the Office of Exit for Transit needs to be deleted.  Indeed, as soon as the movement is put in final state (‘Movement stopped’) at the Office playing the role of **Office of Exit for Transit**, this office becomes the **Actual Office of Destination**, which can only register Incidents, but it is not applicable to receive IE181 messages. |

**Section 3: Description of proposed solution**

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| The following update will be performed into the **DDNTA-5.14.1-v1.00 (Main Document)** (changes are depicted in red colour):   1. **In section III.V.4 Office of Exit for Transit STD, the following paragraph will be updated as follows:**   Under the state “AXR Created” ~~or “Movement stopped”~~, the ‘Forwarded Incident Notification to CD’ C\_INC\_FWD (IE181) can be received when incidents occur in the common domain. In case an incident is registered, through the ‘Incident Notification’ C\_INC\_NOT (IE180) message in that Office before the dispatch of the ‘Arrival Advice’ C\_ARR\_ADV (IE006), no ‘Forwarded Incident Notification to CD’ C\_INC\_FWD (IE181) needs to be sent by the Office of Departure to that same Office from where the Incident Registration occurred.   1. **The diagram of the Figure 129: State Transition at Office of Exit for Transit will be updated to delete the self-transition of the IE181 message under the status ‘Movement stopped’.**   **The Appendix N will be corrected accordingly.**  **IMPACT ASSESSMENT**  **No impact on External Domain.**  This RFC-Proposal is considered as a ***mainly* documentary improvement** of the DDNTA-5.14.1-v1.00 (Main Document) and assumed to have limited implementation impact for the NAs. The Functional Specification (FSS/BPM) also needs to be adapted to this change.  This RFC-Proposal may require a correction of the NTA(NCTS-P5). It is considered that the change proposed has no impact on business continuity and can therefore be deployed in a **flexible way**.  More specifically:   * If the NTA(NCTS-P5) at the Office of Exit for Transit is not aligned with this RFC-Proposal,   Then the IE181 can be received but this message should – normally - never arrive from the Office of Departure if the movement was correctly registered by OoDep as final at the Office of Exit for Transit.  **Proposed** date of applicability in Operations (T-Ops): If applicable, at latest 1.12.2023  **Proposed** date of applicability in CT (T-CT): N/A  **Expected** date of approval by ECCG (T-CAB): January 2022  **Impact on transition P4-P5**: None  **Consequence of not approving the RFC-Proposal**: Possible confusion for Business Analysts.  **Risk of not implementing the change**: None.  Impacted IEs:   * None   Impacted CI Artefacts:   * **Functional Specifications (FSS/BPM)-v5.30: Yes;** * **DDNTA-5.14.1-v1.00 (Main Document): Yes;** * **DDNTA-5.14.1-v1.00 (Appendix N): Yes;** * UCC IA/DA Annex B: No; * DDCOM-20.3.0-v1.00: No; * DDNTA-5.14.1-v1.00 (Appendix Q2\_R\_C, PDFs): No; * CSE-v51.6.0: No; * DMP Package-5.6.0 SfA-v1.00: No (incl. update of file Rules and Conditions\_v0.43): No; * CTS-5.6.1-v1.00: No; * ACS - v5.5.0 & ACS-Annex-NCTS: 5.5.0: No; * NCTS\_CTP-5.7.0-v1.00: No; * NCTS\_TRP-5.7.5: No; * ieCA 1.0.1.0: No; * CRP-5.5.0-v1.00: No; * CS/MIS2\_DATA: No; * CS/RD2\_DATA: No; * AES-P1 and NCTS-P5 Long-Lived “Legacy” (L3) Movements Study v1.40: No. |

**Impact on CI artefacts**

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| **DDNTA-5.14.1-v1.00** | Cosmetic  Low  Medium  High  Very High  Short description   |  | | --- | | **Main Document: As described in Section 3 - Proposed Solution**  **Appendix N: sheet TRA-OoExtTra** | |
| **Functional Specifications (FSS/BPM)** | Cosmetic  Low  Medium  High  Very High  Short description   |  | | --- | | **The update of the state machine of the Office of Exit for Transit described in the Section 3 will be also transposed to the text of the *FSS-UCC NCTS Section I-BUSINESS PROCESS THREADS FOR CORE BUSINESS* and to the state machine of the BPM.** | |

**Estimated impact on National Project**

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| Cosmetic  Low  Medium  High  Very High  Short description   |  | | --- | | **Likely a limited impact** (maybe an update of the translated DDNTA Main Document or a minor impact for the Office of Exit for Transit)**.** | |

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| **Document History** | | | |
| **Version** | **Status** | **Date** | ***Comment*** |
| v0.10 | Draft by CUSTDEV | 24/11/2021 |  |
| v0.11 | SfR to NPMs | 26/11/2021 |  |
| v1.00 | SfA to NPMs | 25/02/2022 | *SfA to NPM* |