

# ICB Interoperability Sub-Group – Draft Minutes of Meeting 6

3<sup>rd</sup> November 2006, Eurocontrol HQ, Brussels

## 1 Purpose

The meeting was held to re-assess the priorities of the remaining candidate Community Specifications, reassigning priorities where necessary and examining where new CSs might be required.

## 2 Attendance

Andries Verburgt	CANSO (Chairman)
Stephen Williams	CANSO
Klaus Dieter Ehrhardt	CANSO
Matthis Birenheide	ACI Europe
Michael Mowinski	ACI Europe
Nicole De Keyser	AVIMET
Jean-Luc Garnier	Eurocontrol
Luc Deneufchatel	ATMSCG
Paolo Tallini	ASD
David Bowen	Eurocae
Gavin Craik	ETSI
Larry Johnsson	ETSI
Sven Halle	EC
Eduardo Morere Molinero	EC
Andrew Ives	ICB Support
Paul Ravenhill	ICB Support

## 3 Discussion

### 3.1 Introduction by the Chairman

It was noted that the airline representatives had again been unable to attend the meeting. Apologies had been received from Gerry O'Connell and from Guenter Martis, of IATA. The consequence of there not being a full attendance was that this subgroup meeting would only make a draft proposal to ICB/13. The (draft) output of this meeting would be verified with the airspace users in time for the next meeting of the Interoperability Sub-group, where a final recommendation would be made to the ICB. The final results of the CS prioritisation would be communicated to the Commission after the ICB meeting currently scheduled for January 2007.

### 3.2 Minutes of the previous meeting

Changes to the minutes of the previous meeting were proposed by Jean-Luc Garnier and accepted by the members present. The new wording in both Section 3.2 and Section 4 would be "The process currently being followed for CS prioritisation, which took the form of discussion of candidate CSs in the ICB Interoperability Sub-group between the different standardisation bodies and interested industry stakeholders, was considered to be the most pragmatic one in

the current environment, without prejudice to further improvements which might be brought to the overall standardisation process in the future.”

Following a communication received from a military representative, it was decided to remove from the minutes of the previous meeting the reference to the non-attendance of military representatives at the meeting.

### **3.3 The Role of the Interoperability Sub-group in IR and CS development**

The Commission presented a slide showing the key role that the Interoperability Sub-group plays in initiating work on development of CSs and IRs. This slide showed the relationships to the ICB and to the Commission, and the associated relationships to the 98/34 Committee (with the TCAM group) and the Single Sky Committee, and to Eurocontrol, Eurocae, the ESOs, the ATMSCG and EASA. Also included were links to ICAO, RTCA, ARINC and NATO STANAG. The slide is shown in Annex A.

The Commission was asked about how feedback would be achieved from the various organisations involved in standardisation into the Interoperability Sub-group, as this process was not evident from the Commission’s slide. It was noted that the Interoperability Sub-group would not provide detailed technical feedback during the development of a CS. The participating organisations would have the option to comment during the formal public consultation phase for each CS. Participation by the experts in the development of the CS was important but it required sufficient resources to be available from, for example, the ANSPs.

The subgroup agreed that providing information to the members of the ICB in regard to ongoing standardisation activities was important and needed to be organised through this sub-group. Helios would put together a proposal on the process for this in time for the next sub-group meeting. As a first step, it was decided that there would be a regular item on the agenda (e.g. Status Overview of SES Standardisation Activities) for future sub-group meetings to allow the relevant standardisation organisations (e.g. Eurocontrol, Eurocae, and the ESOs) to provide regular updates on their activities.

**Action** on Helios to put together a proposal on the process for information exchange, including how information should be flowed back to the sub-group, in time for the next meeting.

**Action** to include a regular agenda item for the standardisation organisations to provide feedback on their ongoing activities.

### **3.4 Review of CS priorities following stakeholder comments received**

*Input papers:*

- Ref 1 – IOP M6 CS Status table in A3 format v0\_1
- Ref 2 – Overview of Remaining CSs v0\_1
- Ref 3 – ETSI TR 102 395-1: Inventory of existing standards and specifications in progress

#### **Input received from stakeholder organisations**

At the previous Interoperability Sub-group meeting it had been decided to ask the interested stakeholder organisations for written input prior to this meeting. Written input had been received from CANSO, Eurocontrol, Eurocae, and ACI Europe.

The various written inputs had been combined into a paper [Ref 1]. A presentation [Ref 2] had also been provided to the meeting as reference material. This provides a brief description on each remaining candidate CS.

The meeting discussed each candidate CS in turn. A CANSO proposal to differentiate the Priority 2 CSs into Priority 2a, 2b, and 2c, meaning CSs to be started at the beginning, middle, and end of 2007 respectively, was accepted.

### **3.5 Interoperability CSs to be developed in 2007**

The meeting agreed that development of the following interoperability CSs should begin in 2007.

#### **Priority 2a: CSs to be developed at the start of 2007**

- ATS Message Handling System (AMHS)
- Ground-Based Augmentation Systems (CAT I only).

#### **Priority 2b: CSs to be developed from mid-2007**

- Telephone used for ATC purposes in the EATMN
- UHF for use by civil ATC.

### **3.6 Interoperability CSs to await development of an associated IR**

It was agreed that development of a number of the CSs was dependent on prior development of a related IR. In particular, it was agreed that all the surveillance-related CSs should await the forthcoming IR on Surveillance Requirements. It was reported that this IR would be ready at around June of next year. However there was some concern expressed that production of an IR should not cause unnecessary delay to development of related CSs.

The list of CSs that were assigned Priority 2 and found to be dependent on an associated IR is provided below:

- Link Baseline 1 DL Services over ATN/VDLM2 in Continental Airspace
- DL Services over FANS-1/A in ATN Continental Airspace
- DL Services over ACARS in continental airspace
- Surveillance Performance
- Ground-based primary radar equipment for use in the EATMN
- Multilateration Equipment for use in the EATMN
- Surveillance Data Exchange (ASTERIX protocol)<sup>1</sup>
- Surveillance services using ADS-B
- ADS-B Equipment (including VDL Mode 4 and Extended Squitter)
- Ground-based secondary radar systems for use in the EATMN

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<sup>1</sup> This CS has been renamed, following a suggestion by CANSO, to indicate that it refers to a CS on the ASTERIX protocol.

- AIS Generic data process & principles
- Integrity of Aeronautical Information - Data Origination
- Integrity of Aeronautical Information - Data Publication
- Aeronautical Information Exchange (AIXM 5.0)<sup>2</sup>

### 3.7 CSs for which a decision was delayed

#### **AMAN and DMAN**

For the CSs on Arrival Management and Departure Management, there was discussion as to whether or not these CSs should be merged into one CS. It was decided that there was a need to research the likely content of these CSs prior to making a decision. It was agreed that a paper describing the expected content of these CSs would be prepared by Eurocontrol.

**Action** on Eurocontrol to prepare a paper describing the expected content of the AMAN and DMAN CSs

#### **Meteorological Information Exchange**

The CSs involved are:

- Airport and ATS - Systems and Procedures for the Use of Meteorological Information<sup>3</sup>
- Meteorological Information Exchange (replacement of ASCII by eg XML).

The first of the above CSs has been renamed following a suggestion by CANSO. The second is a new CS proposed by CANSO.

It was decided to delay decision on the two CSs associated with Meteorological Information until the next meeting. There was a need to collate the available information regarding the issues that needed to be addressed. It was agreed that this would be achieved through coordination with AVIMET.

**Action** on Helios and AVIMET to work to produce a paper on the issues surrounding the meteorological CSs, for submission to the next meeting.

#### **UAV Command Link**

CANSO proposed a new CS on the UAV Command Link. The meeting agreed that at the present time it was not necessary to have this as a separate CS in addition to the CS on UAV Systems Operation. It was decided to reject this CS as it would jeopardise the current UAV System approach of EASA, FAA, and EUROCAE WG-73.

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<sup>2</sup> This CS has been renamed, following a suggestion by CANSO, to indicate that it refers to a CS on AIXM version 5.0.

<sup>3</sup> Original name: Systems and Procedures for the Use of Meteorological Information.

### **3.8 Interoperability CSs for systems affected by the R&TTE Directive**

On the 20<sup>th</sup> October 2005, R&TTE Directive requirements became applicable to ground based ATM equipment. The legislation had previously exempted aviation ground equipment.

The development of European Norm (EN) specifications addressing R&TTE requirements is due to be initiated very shortly by ETSI. Many of these specifications are likely to be complete by mid-2007. The R&TTE specifications will not address interoperability. However the Commission felt that there would be an expectation that interoperability aspects would need to be addressed for systems for which an R&TTE specification was also being produced.

Thus for a number of the candidate CSs under consideration during this meeting, it was found that there was a need for development of the interoperability CS because of parallel development of ENs on the same systems to satisfy the R&TTE requirements. This would change considerably the priority as agreed by the ICB. It was agreed that the ICB should be informed about this development and asked for approval to go ahead, when needed, with this activity. A paper describing the issues would help to inform the ICB.

**Action** on Helios to prepare a short paper on the R&TTE issue.

Based on the CANSO proposal, the interoperability CSs that need to be developed because of development by ETSI of an associated R&TTE EN are listed below. This list remains to be validated with the actual TCAM Mandate Annex:

#### **Priority 2a: CSs to be developed at the start of 2007**

- Ground and mobile stations in the aeronautical mobile service (AM radio telephone installations) operating in the VHF range 117.975 – 137 MHz
- Distance measuring ground equipment (DME)
- Omni-directional radio range ground equipment (VOR, D-VOR).

#### **Priority 2b: CSs to be developed from mid-2007**

- Instrument Landing System ground equipment
- Microwave Landing System
- Non-directional beacon (NDB) ground equipment
- VHF Marker Beacon ground equipment.

### **3.9 Discussion of APV as an area taken forward from the Gap Analysis**

It was agreed to postpone discussion of APV until the next Interoperability Sub-group meeting, due to the fact that the airline representatives, the stakeholder group with the most interest in the discussion, were not present.

### **3.10 AOB - Conformity Assessment in respect of the interoperability regulations**

The interoperability regulations require conformity assessment to be undertaken on ATM systems and/or constituents. It was noted by CANSO that various ANSPs and equipment manufacturers were realising very different interpretations of the interoperability regulations in respect of the required conformity assessment. There was confusion over the interpretation to be applied to the legislation. The

confusion resulting from the differences in interpretation could delay the implementation of new systems or of constituents, and increase the costs for ANSPs and manufacturers to certify their systems and products. DFS were having particular difficulties in trying to interpret the legislation.

The Commission had previously produced a guidance document which aimed to answer questions that had been put to the Commission by the ANSPs. However, CANSO said that the document provided had been of little practical use and they asked for further clarification to be provided including worked examples of how the legislation should be applied in a range of different situations.

It was agreed that a more in-depth explanatory document was needed, which would include simple practical examples of how the interoperability legislation should be applied in Member States. The Commission agreed to discuss this again at the next subgroup meeting. In the meantime, the Commission would provide its guidance document again for circulation to members of the sub-group.

**Action** on Helios to distribute the Conformity Assessment guidance document to the sub-group members once provided by the Commission.

## 4 Decisions taken

The following decisions were taken during the meeting:

- It was noted that airline representatives were again not present at the meeting. The Interoperability Sub-group asks the ICB to ensure adequate attendance from their members at future sub-group meetings in order to properly support the future work of the sub-group.
- The results of this meeting to be verified by the airspace users.
- It was noted that there was a need to increase awareness in the ICB, and in the aviation community in general, of the important work being carried out by the Interoperability Sub-group as part of its role as the initiator of interoperability regulations.
- There was also a need to look at how information on the progress on the standardisation activities in relation to the interoperability regulations should be flowed back to the Interoperability Sub-group.
- The meeting reviewed the full list of remaining candidate CSs. The meeting either affirmed or reassigned the priorities of all the candidate CSs, with the exception of four CSs, AMAN and DMAN, and the two MET CSs, where further information would be sought prior to a decision being taken on the priority in the next meeting.
- For AMAN and DMAN, it was agreed that the likely content of the CSs would be researched prior to the next meeting by Eurocontrol. For the MET CSs, it was agreed that a paper would be produced highlighting the main issues that needed to be addressed, and that this would be achieved through coordination with AVIMET.
- It was agreed that the EC would come back at the next subgroup meeting on the subject of Conformity Assessment. The sub-group asks the Commission for much greater clarity on the interpretations to be applied to the interoperability regulations in practical situations, with the Commission providing examples of interpretation where that may be useful.

- The next Interoperability Sub-group meeting will be held on Wednesday the 20<sup>th</sup> of December 2006 at Eurocae premises in Paris, starting at 10.00 am.

## 5 Document Status

Version	Date	Comments
0.A	07/11/06	Initial draft for review by Chairman
0.1	10/11/06	Draft for sub-group review

## A Role of Sub-group in IR and CS development

The following slide shows the role that the Interoperability Sub-group takes in the initiation of development work on IRs and CSs.

