

ICB

Industry Consultation Body

The Industry Consultation Body (ICB) was established in 2014. The key achievement was the proactive development of an industry vision for achieving the Single European Sky. This vision was developed in a series of workshops and sub-group meetings that were characterised by open debate and willingness to compromise for the good of the industry. In 2015, we intend to build on this positive spirit to deliver detailed positions to the EC that are able to support policy decisions for the next steps in the modernisation of European ATM.

This Annual Status Report provides an overview of the main activities and achievements of the ICB in 2014 (Section 1), and the challenges for the ICB in 2015 (Section 2).

REVIEWING THE YEAR: THE ICB IN 2014

2.1 SES 2+

Progress on achieving the benefits of SES 2+ has been slow and further regulatory reform is required to accelerate implementation. The Commission proposal for SES2+ offers simplification and strengthening of the legislation, but in some areas go too far for the available evidence.

In 2014 it has become apparent that the Commission's SES 2+ proposal caused concern amongst the industry. The ICB was established in 2014 at a later stage when further consultation was needed. The ICB has a high level of political support from the industry and the Commission. The ICB's role is to provide a constructive market. In January 2014 the ICB was established. The ICB's role is to provide a constructive market. In January 2014 the ICB was established. The ICB's role is to provide a constructive market.

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In October 2014, in preparation for political discussions, the ICB was asked by the Commission to provide a more detailed input. A draft SES 2+ position paper was developed to highlight the main priorities for the industry that should be addressed in SES 2+. However, difficulties were encountered in finalising the position. The interests of individual stakeholders were too varied and a common position could not be found.

With the announcement of a general agreement by the Italian Presidency at the end of 2015, it became clear that the Commission needs to work in the "triad" process with the Council and the Parliament to adopt a package which supports the needs of all stakeholders.

Based on the SES Vision the ICB will strive to reach a consensus on SES2+ in 2015.

1 INTRODUCTION

The Industry Consultation Body took a bold new direction in 2014. The key achievement was the proactive development of an industry vision for achieving the Single European Sky. This vision was developed in a series of workshops and sub-group meetings that were characterised by open debate and willingness to compromise for the good of the industry. In 2015, we intend to build on this positive spirit to deliver detailed positions to the EC that are able to support policy decisions for the next steps in the modernisation of European ATM.

This Annual Status Report provides an overview of the main activities and achievements of the ICB in 2014 (Section 2), and the challenges for the ICB in 2015 (Section 3).

2 REVIEWING THE YEAR: THE ICB IN 2014

2.1 SES 2+

Progress on achieving the benefits of SES has been slow and further regulatory reform is required to accelerate implementation. The Commission proposals for SES2+ offer simplification and strengthening of the legislation; but in some areas go too far for the available evidence.

In 2014 it has become apparent that the Commission's SES 2+ proposals caused concern amongst Member States some preferring to go straight to SES III at a later stage when further evidence is available. Sadly this implies there is no high level political support driving the subject forward in a positive and constructive manner.

In January 2014 the ICB published a communication setting out general support for the SES 2+ process and the areas where the industry supports the Commission proposals and where further clarity or refinement should be sought.

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With the announcement of a general agreement by the Italian Presidency at the end of 2015, it became clear that the Commission needs to work in the "trilogue" process with the Council and the Parliament to adopt a package which supports the needs of all stakeholders.

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2.2 SESAR Deployment

The ICB has continued to provide advice on SESAR deployment throughout 2014. Following public consultation the European Commission adopted the Commission implementing regulation (EU) No 716/2014 on the establishment of the Pilot Common Project, which mandates the implementation of six ATM functionalities.

Prior to the mandate the ICB provided a position on the content of the PCP. This stated that the ICB supports the general principle of Common Projects setting mandatory requirements on ground and airborne investors to implement given functionalities. As the first Common Project, the PCP is an opportunity to accelerate the implementation of SESAR under the auspices of an industry-led Deployment Manager. The ICB supports the defined ATM functionalities as the most promising for early deployment, but notes that some stakeholders are concerned over the maturity of some sub-elements.

In June, following the PCP mandate, the Commission launched a "Call for the Deployment Manager". The Commission nominated the SESAR Deployment Alliance as the Deployment Manager and the framework partnership agreement was signed on the 5th of December 2014. The Preliminary Deployment Programme was published on the same day.

2015 is promising year for SESAR; the Deployment Phase will have started and the Development Phase will be renewed with new funding, new work programme and importantly a new remit to get closer to deployment through large scale demonstrations.

The ICB will continue to monitor the process and express views on future Common Projects, evolution of the Deployment Manager, and deployment funding and financing in line with the SES Vision.

SES VISION:

"All deployment actions will be industry-led and enable operational harmonisation and performance improvement at SES level. A clear distinction is required between harmonised and synchronised deployment."

"Evolution of coordination functions: The responsible entities (SJU, DM, NM) will evolve over time, learning from experience and adjusting to the changing requirements, including streamlining of the institutional arrangements, for their specific role."

2.3 The Interoperability Challenge

During 2014 the European Commission has been reviewing the SES Interoperability Implementing rules (IRs). The ICB is concerned that in the past IRs have been drafted without fully considering their implementation, leading to the current difficulties. The ICB supported the Commission by contributing positions on revisions to the following Implementing Rules:

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Data Link Services IR: The European Commission, supported by EASA and the SJU, have initiated a series of actions to investigate the current situation with data link deployment in Europe. Preliminary results on technical issues are provided in an EASA report. In December 2014 the ICB adopted a position on the revision of the DLS IR, supported by an Information Paper in response to the EASA report.

The ICB considers that data link remains a cornerstone of the future of ATM and the SESAR programme. It is therefore crucial that confidence is re-built in this critical infrastructure. The ICB recognises that it is necessary to suspend the obligation requirements until a validated technical solution is available, but it emphasizes that the management of the process is important. Momentum has to be maintained and consensus on the validated solution has to be ensured. The ICB is continuing to develop detailed advice in this area.

Surveillance Performance and Interoperability IR: A workshop was held on 7 March 2014 where various concerns with the IR were tabled. The Commission principally proposed a delay to airborne equipage dates and a more detailed review is intended at a later date. The ICB supported this approach to the revision in a position produced in June and the SSC voted positively on the legislation at SSC/54. The SJU are investigating the current status of surveillance as part of a preliminary investigation and the report is expected in January. The Commission is planning a workshop in 2015 on a clearer strategy for surveillance. The ICB will continue to support the Commission in this area.

Aeronautical Data Quality IR: As part of their on-going review, the European Commission has recognised that issues with implementation of the ADQ IR may require amendment to the existing legislation. As a first step the Commission proposed minor updates limited to references alignment. A position paper, which was agreed in June 2014, was positively received at SSC/54. The ICB supports the proposed amendments to the ADQ IR but believes that further revisions are still necessary. The Commission should strive to ensure a single regulatory approach is taken to the provision of ADQ and that appropriate means of compliance exist. The ICB will continue to support the Commission in this regard.

Network Functions IR: After a formal review of the effectiveness of the implementation of the NF IR in 2013 the Commission invited the ICB to consider the need for revision to the NF IR. The ICB issued a position in March 2014, recommending the Commission undertake a short-term revision of the NF IR with regard to the budgetary planning process and timescales. It proposed that the Commission should provide a detailed assessment of the NF IR, including a full stakeholder consultation, before launching the revision process in-line with the evolving regulatory environment.

2.4 Centralised Services

The ICB finalised a position paper on Centralised Services (CS) in January 2014. The ICB continues to monitor related activities after coming to the conclusion that the CS' are supported under the provision that their technical feasibility and benefits to the ATM community are demonstrated, and that they are provided under appropriate governance arrangements.

3 THE CHALLENGES AHEAD

2014 was a year of many important activities for the ICB, with the development of the Vision for achieving the SES at the forefront of the year's achievements. It establishes a long-term industry vision for ATM and is a huge step towards building a basis for a more structured ICB work programme.

2014 also saw extensions to the use of the ICB web-portal to provide access to ICB and SES documents and the development of an Information Digest, which summarises developments around the main topics the ICB is addressing. The ICB will continue to support the positive dissemination of information.

As in 2014, the work programme for 2015 will consist of:

1. **The standing items** representing work items within the normal course of ICB business. In particular they include providing advice to the Commission on existing legislative proposals including finalisation of SES2+ and revision of the interoperability rules.
2. **Items for proactive discussion** representing topics where the ICB could take a proactive role in establishing a mutual understanding and cross industry position prior to legislative proposals from the Commission being produced. These work items will be facilitated by workshops with open invitations intended to invigorate debate. In 2015, the work will build on the SES vision by considering:
 - a. The future role of EUROCONTROL
 - b. The evolution of the Performance Scheme
 - c. Measures to achieve a competitive market
 - d. Role of standards in supporting deployment

The ICB is committed to delivering detailed positions of value to the European Commission; but recognizes that stakeholder resources are scarce and consultation mechanisms plenty.

The ICB will therefore start 2015 by looking to streamline and prioritise its own work programme and working methods but also to develop advice on improving stakeholder consultations in general.

4 CONCLUSION

The ICB reached a number of our goals and the ICB stakeholders demonstrated a cooperative attitude which allowed us to develop common positions of value. These positions went into as much detail as possible for the ICB. However the ICB Leadership will continue to push the Commission to use the ICB more as a partner in developing policy ideas rather than commenting on detailed proposals.

The ICB aims to maintain a close relationship with the Single Sky Committee to ensure that the ICB can contribute in a timely and efficient manner to the deliberations of the SSC. The exchange of agendas between the ICB and SSC and the briefing provided by the Commission on SSC activities at each meeting has proven to be a successful arrangement.

However there are still improvements to be made, including:

- ICB observer status at the SSC, where topics are discussed for which the ICB has delivered a formal opinion.
- Involvement in SSC working groups, where topics are discussed for which the ICB has delivered a formal opinion.
- Joint working meetings with the SSC on topics of mutual interest. The Vision meeting in 2015 will hopefully be the first step.

The development of the SES Vision and the accompanying risk register to develop ICB positions is a positive step in the right direction - towards a more structured and proactive approach.

The target for the ICB remains: **That the development of a common position must never lose sight of the value created for the industry at large.** Individual interests must be considered in a wider context, and weighed against the greater good.

A ICB ACTIVITIES IN 2014

A.1 Deliverables

During 2014, the ICB produced the following deliverables.

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|---|--------------------------------|
| ▪ ICB Position on Centralised Services | 15 th January 2014 |
| ▪ ICB Communication on SES 2+ | 28 th January 2014 |
| ▪ ICB Position on revision of the NF IR | 3 rd March 2014 |
| ▪ ICB position on the contents of the PCP CIR | 13 th March 2014 |
| ▪ ICB Position on the interoperability implications of SES2+ | 4 th June 2014 |
| ▪ ICB Position on the update to ADQ IR | 4 th June 2014 |
| ▪ ICB Position on the update to the SPI IR | 24 th June 2014 |
| ▪ ICB Communication on the revision of the DLS IR | 30 th October 2014 |
| ▪ SES Vision | 16 th December 2014 |
| ▪ In addition ICB Information Digests were produced in July, October and December | |

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A.2 Meetings

During 2013, the ICB held the following meetings:

Plenary meetings

- ICB/51 25th February 2014
- ICB/52 3rd June 2014
- ICB/53 4th September 2014
- ICB/54 12th December 2014

Institutional Sub-group meetings

- ISG 55 22nd January 2014
- ISG 56 9th May 2014
- ISG 57 22nd July 2014
- ISG 58 29th September 2014

Interoperability/Technical Sub-group meetings

- IOP 33 4th February 2014
- IOP 34 29th April 2014
- TSG 35 13th June 2014
- TSG ad-hoc 22nd July 2014
- TSG 36 30th September 2014
- TSG 37 3rd December 2014

Workshops

- SES Vision workshop 1 24th February 2014
- SES Vision workshop 2 8th July 2014

SESAR Deployment Task Force meetings

- SDTF 10 22nd January 2014
- SDTF 11 4th April 2014

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B ICB MEMBERS AND OBSERVERS FOR 2014

B.1 Leadership

Mr Olaf Dlugi	Chairman
Mr Kurt Andreassen	Vice-Chairman
Mr Steve Williams	IOP/TSG Sub-group chair

B.2 Members

Airports (2 members)

Airports are represented by ACI. The members are:

Mr Mark Burgess	BAA plc/ACI Europe
Mr Rolf Felkel	Fraport/ACI Europe

Airspace Users (8 members)

Airspace users are represented by IATA, AEA (2 members), IACA, ERAA, ELFAA, EBAA and IAOPA. The members are:

Mr Anthony Van der Veldt	AEA
Ms Mildred Troegeler	AEA
Mrs Vanessa Ruillier	EBAA
Mr John Hanlon	ELFAA
Mr Keith Hanrahan	ERAA
Ms Sylviane Lust	IACA
Mr Martin Robinson	IAOPA
Mr Peter Curran	IATA

ATSPs (4 members)

ATSPs are represented by CANSO. The members are:

Mr Guenter Martis	Director European Affairs CANSO
Mr Gudrun Held	DFS/CANSO
Mr Per Harald Pedersen	Avinor/CANSO
Mr Robert Schneeberger	Austrocontrol/CANSO

CNS Service Providers (2 members)

Communication Service Providers are represented by ARINC and SITA alternately:

Mr Patrick Geurts	SITA
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Manufacturing Industry (4 members)

Manufacturing industry is represented by ASD. The members are:

Mr Pierre Bachelier	ASD
Mr Luc Lallouette	Thales/ASD
Mr Stefano Porfiri	SELEX/ASD
Mr Marc Hamy	Airbus/ASD

Meteorological Service Providers (1 member)

Meteorological Service Providers are represented by the Aviation Meteorology Group. The member is:

Mr Steve Noyes	EUMETNET/AVIMET
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Professional staff associations (5 members)

Professional staff associations are represented by 5 members:

Mr Alfonso Guerrero	ATCEUC
Mr Loic Michel	ECA
Mr Olivier Joffrin	ETF
Mr Paul Neering	IFATCA
Mr Luc Veroft	IFATSEA

B.3 Observers

EASA (1 observer)

EASA is represented by:

Mr Jussi Myllarniemi	EASA
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EUROCONTROL (2 observers)

EUROCONTROL holds two observer seats; one for a representative of the Agency, and one for a representative of the Network Manager(NM).

EUROCONTROL is represented by:

Mr Philippe Merlo	EUROCONTROL (DSS)
Mr Pascal Dias	EUROCONTROL (NM)

European Defence Agency (1observer)

The observer is:

Maria Masrueda	EDA
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Military (1 observer)

Military interests are represented by MilHAG. The member is:

LtCol Alessandro Reghellin MilHAG

Non-European Interests (3 observers)

Non-European Interests are represented by the FAA, AIA and GAMA. The members are:

Mr Courtney Robinson AIA

Mr Jens Hennig GAMA

Ms Maria DIPASQUANTONIO FAA

Research Establishments (1 observer)

The interests of research establishments are represented by EATRADA. The member is:

Nicolás Suárez EATRADA

SESAR JU (1 observer)

The SESAR JU is represented by:

Ms Fiona McFadden SESAR JU

Standardisation Bodies (1 observer)

The Standardisation bodies are represented by ATMSCG. The member is:

Mr Terry Dunford ATMSCG

