

ICB

Industry Consultation Body

ANNUAL STATUS REPORT

2017





“The ICB is well prepared to move into 2018 and the new challenges of the year ahead.”



INTRODUCTION:

STRIVING FOR CONSENSUS

The ICB is looking back at another busy and productive year, with seven papers delivered to the Commission. It has also been a challenging year of striving for consensus, but the willingness of members to engage on practical, technical advice in short time frames has been appreciated by the Commission.

Coming to a consensus position on the form of the Performance and Charging Schemes for RP3 proved particularly challenging. It has been clear that even within membership organisations, views can be equally conflicting, adding to the challenge. This is not just limited to the ICB: the European Court of Auditors (ECA) special report on SES highlights the difficulty in reaching agreement between the Commission and Member States.

At the end of 2017, the ICB agreed to expand the membership to include Drone Manufacturer Alliance Europe (DMAE) as observers. This followed on from the ICB position paper developed earlier in 2017 on the impact of RPAS on ATM, recognizing the rapidly expanding drones market and its increasing influence on ATM.

The ICB will rise to the new challenges set by the Commission in 2018, which will have a renewed focus in light of the ECA special report on SES: *a changed culture, but not a single sky*. The ICB will also use this opportunity to revisit the ICB's Vision for SES, first published in January 2015, to set a refocussed agenda for the SES and corresponding ICB advice.



THE YEAR AT A GLANCE:

THE ICB
IN 2017

This Annual Status Report provides an overview of the main achievements of the ICB in 2017.

FORMAL PAPERS TO THE EUROPEAN COMMISSION

- PERFORMANCE AND CHARGING SCHEMES
- SHORT-TERM STEPS FOR THE NETWORK MANAGER
- PROPOSALS FOR NF IR AMENDMENTS
- INPUT ON THE EU NAVIGATION STRATEGY
- IMPACT OF RPAS ON ATM
- INDUSTRY DEVELOPMENTS IN ATM CYBERSECURITY
- INPUT TO THE COMMISSION DLS WORKSHOP

13



MEETINGS
OF THE ICB

(INCLUDING TSG
& ISG MEETINGS)

ON AVERAGE,
EACH MEETING
WAS ATTENDED BY

23

PEOPLE

(MEMBERS AND OBSERVERS)



ACROSS



ORGANISATIONS
(INCLUDING OBSERVERS)



FORMAL PAPERS
TO THE EC



LETTERS TO THE EC,
ACCOMPANYING THE PAPERS

Watch out for the [ATM Information Digests](http://www.icb-portal.eu/index.php/publications/atm-information-digest) and ICB Bulletins

Link: <http://www.icb-portal.eu/index.php/publications/atm-information-digest>



A YEAR IN BRUSSELS:

THE ICB
IN 2017

The work of the ICB is organized into two key streams: institutional topics (via the ISG), and technical challenges (via the TSG).

INSTITUTIONAL WORK

The ISG had a busy and productive 2017, focusing support to the Commission in informing preparations for RP3 - the update of the Performance and Charging Schemes, and the update to the Network Functions Implementing Regulation (NF IR).

The year kicked-off with a request from the Commission for the ICB to provide proactive advice ahead of the drafting of the updates to the **Performance and Charging** regulation for RP3. The advice presented consensus views on measures to simplify and clarify the schemes to improve transparency and reduce administrative burden. However, consensus was simply not possible in other areas, including the financial framework, so the differing member views were presented to inform the Commission of the basis for disagreement.

The ICB has also initiated a relationship with the new PRB. The new PRB Chair, Regula Dettling-Ott, attended the November plenary to discuss the alignment and future interaction between the work of the ICB and the PRB, which is set to develop over the course of 2018.

2017 saw the ISG develop two papers to support the Commission's update of the NF IR regulation, guided by the ICB's position on the long-term evolution of **Network Management** from 2016. The ICB's position papers on the short-term steps for the Network Manager, and the corresponding mapping of those steps to propose amendments to the NF IR, were published in August and December, respectively.

Advice focused on optimising the designation process, financing of the NM, the participation of third countries and the benefits of a separate legal entity. Whilst the majority of the position presented consensus views, the differing opinion of the ATM PSOs on the re-design and re-designation of the NM was highlighted. Over the course of this work, the ICB has had increasing interaction with the SSC, which has been welcomed by the Chairs and members, and has been valuable in providing a full picture of the challenges of progressing the SES.

Finally, 2017 also saw the ISG begin to consider the concept of **European Airspace Architecture**, a topic which has arisen because of pressure from the European Parliament to address air traffic service continuity. A pilot study on the topic, mandated to the Commission by the European Parliament, is currently being undertaken by the SJU in cooperation with the Network Manager. The ICB has done some initial work on the topic to scope what a 'European Airspace Architecture' would consist of, and will follow the progress of the study over 2018 closely, providing further input where necessary.

TECHNICAL WORK

Within the TSG, the group finalised the position paper on the impact of **Remotely Piloted Aircraft Systems (RPAS)** on ATM as started in 2016, a crucial topic as RPAS become increasingly prevalent in European skies. The ICB identified principles to support the integration of RPAS in a safe and secure manner. The ICB also recommended that a vision for the technology and corresponding CONOPS should be established. Finally, as many RPAS issues are inter-related, the ICB recommended ongoing management with sufficient technical and operational expertise to address current and future issues.

As a direct result of the RPAS work, the ICB identified the need to engage with manufacturers of small civil drones. Interviews with pertinent associations were held with the aim to establish which association, if any, would add value to the ICB. Drone Manufacturers Alliance Europe (DMAE) were subsequently recommended by



the Chairs for ICB membership. ICB/65 agreed to invite DMAE as Observers, while UVS international, an association with a worldwide membership base, will be consulted on a case-by-case basis. The TSG will explore these collaborations, with the organisations participating in discussions in 2018.

Since the 2015 publication of the ICB position paper on the regulatory response to **Cybersecurity**, the TSG has been keenly tracking industry developments in this fast-moving environment. As part of this work, the TSG published an information paper in November 2017 summarising the latest developments in terms of legislative and regulatory changes, standardization activities and pan-European research and development. An update to the 2015 position paper is in progress and expected to follow early in 2018.

The TSG has also provided specific targeted input to the Commission on two key topics: EU **Navigation Strategy** and **Datalink**. The Commission held two workshops, one on each topic, and the TSG provided input to both by providing coordinated responses from the ICB members to specific questions posed by the Commission. These responses were developed through interactive workshops held with members, and were a key success factor in the provision of valuable advice.

Finally, TSG members have given a number of presentations throughout the year on subjects such as CNS strategy, to feed into the work of the TSG in 2018.

2017 also saw the TSG's work recognised more widely. The 2016 paper on the Regulation and Standardisation for SESAR solutions was attached by the European Commission to the mandates of the PCP Review (SDM) and the CP2 Proposal (SJU).

Over the course of 2017, the need to more closely coordinate the institutional and technical work streams has become apparent. The success of key technical concepts frequently depends on the institutional set-up, and ensuring alignment in the ICB's workstreams will support the development of more meaningful advice to the Commission.



PERKINS
SOUTHERN
TRADING



THE CHALLENGES AHEAD FOR 2018

THE ICB
IN 2018

CREATING A SINGLE SKY

2017 ended with the publication of the **European Court of Auditors report on SES**, which will set the tone for much of the work in 2018.

The title of the report, *'Single European Sky: a changed culture but not a single sky'* is indicative of the ongoing challenge facing the industry and the political players. To-date, the SES initiative is recognized to have led to a greater culture of efficiency but European ATM remains fragmented, and the SES policy has not yet been achieved. The report makes a number of recommendations to the European Commission and Member States to improve the effectiveness of the SES, including revising the High-Level Goals as part of a process to re-define the SES concept as a whole. This includes the key dimensions of airspace architecture, service provision and infrastructure.

A key focus for 2018 will be a **review of the ICB's vision for SES**, taking account of developments since the vision was published in 2015, including the ECA report and the European Airspace Architecture study. Re-visiting the vision will require exceptional coordination across the institutional and technical workstreams.

At the implementation level, **preparations for RP3** will continue after a very busy 2017. 2018 sees a full schedule for the SSC: the draft regulatory text updates to the performance and charging schemes, as well as for the Network Functions IR, are currently scheduled for opinion at the next meeting in March. The ICB will be at the disposal of the European Commission for any clarifications on the industry position.

2018 will also see the next update of the **European ATM Master Plan**, the campaign for which was launched in November 2017. The edition will explore and address the challenges and opportunities in a new digital era of aviation, the role of SESAR in driving the digitalization agenda forward, and the synergies between the European ATM Master Plan and the EU's aviation strategy. The ICB will support this process as part of their 2018 work programme.

Regarding the **EASA Basic Regulation**; interinstitutional negotiations led to a provisional agreement between the Council and Parliament on 29th November 2017, which was endorsed by the Permanent Representatives Committee on 22nd December. Before publication, the agreed text must be formally approved first by the Parliament and then by the Council, which is expected to be completed in Spring 2018. The reform includes the first EU-wide rules for civil drones, allowing remotely piloted aircraft of all sizes to fly safely in European airspace. The Technical Sub-Group will take a particular interest in this development off the back of their position on the impact of RPAS on ATM, and will monitor the implementation of the EU-wide rules with interest.

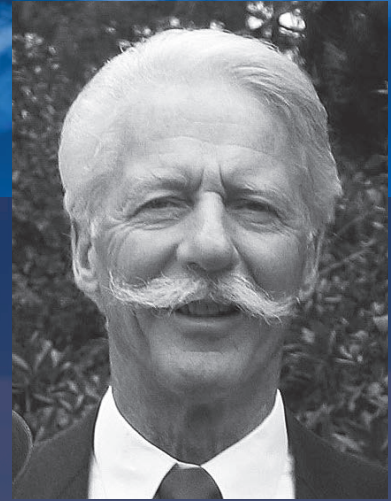
2018 will also see the following activities that the ICB will respond to: review of the **Pilot Common Project** (PCP), and **CP2 proposal** for SESAR deployment, discussion of a **Financial Instrument** and funding priorities for the next Multi-Annual Financial Framework (MFF), review of the regulation on the **set-up of the SJU** on the back of a Commission study to be launched in 2018. The ICB will also look to tackle emerging concepts such as end-to-end ATM system certification, and the role and risks of Artificial Intelligence in ATM.

Finally, since the creation of the ICB in 2004, the role of industry in the implementation of the SES has evolved, but the basic working processes of the ICB have not changed. The role of **the ICB must also continue to evolve** with the institutional environment to maximise value and impact. Member views will be sought in 2018 on how both the processes and work of the ICB can be updated in line with the changing environment. This workstream also goes towards ensuring full transparency of ICB processes to the advantage of all members.

Look out for the full ICB Work Programme for 2018 which will be proposed for adoption during Q1.



A FINAL WORD FROM THE CHAIR



Looking back at 2017 with some pride, I would like to take the liberty to develop some very personal thoughts. It has been a very busy and productive year for the ICB as we once again strived to produce meaningful advice to the Commission. This can be a significant challenge in a working environment where individual stakeholder interests can be hard to overcome to reach consensus. However, with the continuing commitment of members, and new addition of DMAE as an observer, the ICB is well prepared to move into 2018 and the new challenges of the year ahead.

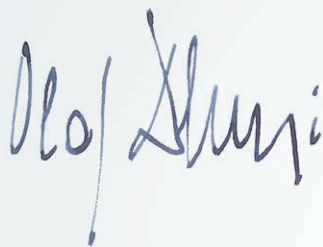
Echoing Sir Winston Churchill's words 'However beautiful the strategy, you should occasionally look at the results', the recent ECA Special Report on the progress of the Single European Sky has highlighted the magnitude of the remaining task to achieve the SES initiative. Churchill also stated 'Life can either be accepted or changed. If it is not accepted, it must be changed'. For the ICB, we cannot accept the status quo and must continue to fight for a safe, performance-driven and environmentally-friendly European ATM system.

On that last environmental point; at the recent UN Climate Change Conference in Bonn, heads of European States stated the urgency of the situation, calling on all countries to combine forces to achieve the Paris Agreement. It was agreed that local and regional governments are key

to reaching the global objectives of the Paris Agreement as they hold the levers to accelerate action.

Implementing the SES is surely an easy way to enable European aviation to contribute to a better environment, where the existing monopolistic service provision and fragmentation hinders the achievement of substantial performance and environmental benefits.

Besides the deployment of technical and operational enablers to improve European ATM, if we are to achieve the SES, the complete commitment of the States is necessary. The aviation industry, and the citizens of the European Union whom it serves, expects governments finally overcome their inaction and act accordingly.



Below: L-R: Patricia Bier Vice-Chairwoman, Steve Williams TSG Chair and Michael Mowinski TSG Vice-Chairman.



ANNEX A:

ICB ACTIVITIES IN 2017

A.1 DELIVERABLES

During 2017, the ICB produced the following deliverables:

- ICB Position Paper on the Performance and Charging Schemes (Issue)
- ICB Position Paper on the short-term steps for the Network Manager (Issue)
- ICB Position Paper on proposals for NF IR amendments (Issue)
- ICB Position Paper on the Impact of RPAS on ATM (Issue)
- Minutes of the TSG Nav Workshop (Issue)
- Industry Developments in ATM Cyber-Security (Issue)
- ICB Input to the Commission DLS workshop (Issue)

A.2 MEETINGS

During 2017, the ICB held the following meetings:

Plenary meetings

- ICB/63 – 28th March 2017
- ICB/64 – 29th June 2017
- ICB/65 – 22nd November 2017

Institutional Sub-group meetings

- ISG/67 – 28th February 2017
- ISG/68 – 9th May 2017
- ISG/69 – 29th June 2017
- ISG/70 – 29th September 2017

Technical Sub-group meetings

- TSG/46 – 24th January 2017
- TSG/47 – 2nd May 2017
- TSG/48 – 14th September 2017
- TSG/49 – 5th December 2017

Workshops

- ISG RP3 Performance Workshop (17th January 2017)
- TSG Navigation Workshop (15th March 2017)

ANNEX B:

ICB MEMBERS AND OBSERVERS FOR 2017

B.1 LEADERSHIP

- Mr Olaf Dlugi | Chairman and ISG Chair
- Ms Patricia Bier | Vice-Chairwoman
- Mr Steve Williams | TSG Chair
- Mr Michael Mowinski | TSG Vice-Chairman

B.2 MEMBERS

Airports (2 members)

Airports are represented by ACI. The members are:

- Mr Luc Laveyne – ACI Europe
- Mr Panos Spiliotis – ACI Europe

Airspace Users (8 members)

Airspace users are represented by IATA (2), AIRE, ERA, EBAA, IAOPA, A4E (2).

The members are:

- Mr Choorah Singh - A4E
- Mrs Vanessa Ruillier - EBAA
- Mr Russel Dudley - ERA

- Ms Sylviane Lust - AIRE
- Mr Michael Erb - IAOPA
- Mr Rory Sergison - IATA

ANSPs (4 members)

ANSPs are represented by CANSO. The members are:

- Mr Guenter Martis – Director European Affairs CANSO
- Mr Owen Davies – NATS/CANSO
- Mr Per Harald Pedersen – Avinor/CANSO
- Mr Danilo Pisciotto – Manager European Regulatory and Social Affairs CANSO

CNS Service Providers (2 members)

Communication Service Providers are represented by ARINC and SITA alternately:

- Mr Patrick Geurts – SITA
- Mr Bjorn Syren – ARINC

Manufacturing Industry (4 members)

Manufacturing industry is represented by ASD. The members are:

- Mr Yoann Viaouet – 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 Eric Petermann – EUMETNET/AVIMET

Professional staff associations (5 members)

Professional staff associations are represented by 5 members:

- Mr Jean-Denis Larrere – ATCEUC
- Mr Loic Michel – ECA
- Mr Daniel Liebhart – ETF
- Mr Paul Neering – IFATCA
- Mr Robert Schneebeuer – IFATSEA

B.3 OBSERVERS

EASA (1 observer)

EASA is represented by:

- Mr Bryan Jolly – EASA

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 (DATM)
- Mr Pascal Dias – EUROCONTROL (NM)

European Defence Agency (1 observer)

The observer is:

- Lt Col Denis Bouvier – EDA

Military (1 observer)

Military interests are represented by MilHAG. The member is:

- Lt Col Gert Jan Van Kralingen – 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 EASCG. The member is:

- Mr Christian Schleifer – EASCG

ICB

Industry Consultation Body

