

# ICB

Industry Consultation Body

## ICB Work Programme for 2017

|    |      |              |       |             |          |
|----|------|--------------|-------|-------------|----------|
| LH | 1822 | Lissabon     | 13:00 | 604         | Check-in |
| TP | 559  | Toulouse     | 13:05 | 616         | Check-in |
| LH | 2216 | Berlin (TXL) | 13:05 | H32         | Check-in |
| LH | 2038 | Düsseldorf   | 13:05 | 610         | Check-in |
| LH | 2010 | Sofia        | 13:10 | H19         | Check-in |
| LH | 1704 | Hamburg      | 13:10 | H38 402-408 | Check-in |
| LH | 1704 | Hamburg      | 13:10 | H34         | Check-in |
| LH | 1704 | Hamburg      | 13:15 | 626         | Check-in |

**Produced by the Industry Consultation Body  
February 2017**

This document sets out the work programme, priorities and working procedures for the ICB in 2017. The work programme reflects the ICB's desire to provide pro-active advice to the European Commission on all issues affecting the successful implementation of the Single European Sky.

For further information please visit <http://www.icb-portal.eu/>

## 1 Defining the ICB Work Programme

The ICB work programme provides a high-level overview of the main subjects and issues to be addressed by the ICB during the year, along with a description of the main working processes.

2016 was another productive year for the ICB, continuing to build on the strong foundation of the ICB's vision for SES. Seven formal papers were delivered to the Commission alongside numerous letters responding to short-term key issues.

The ICB's work covered:

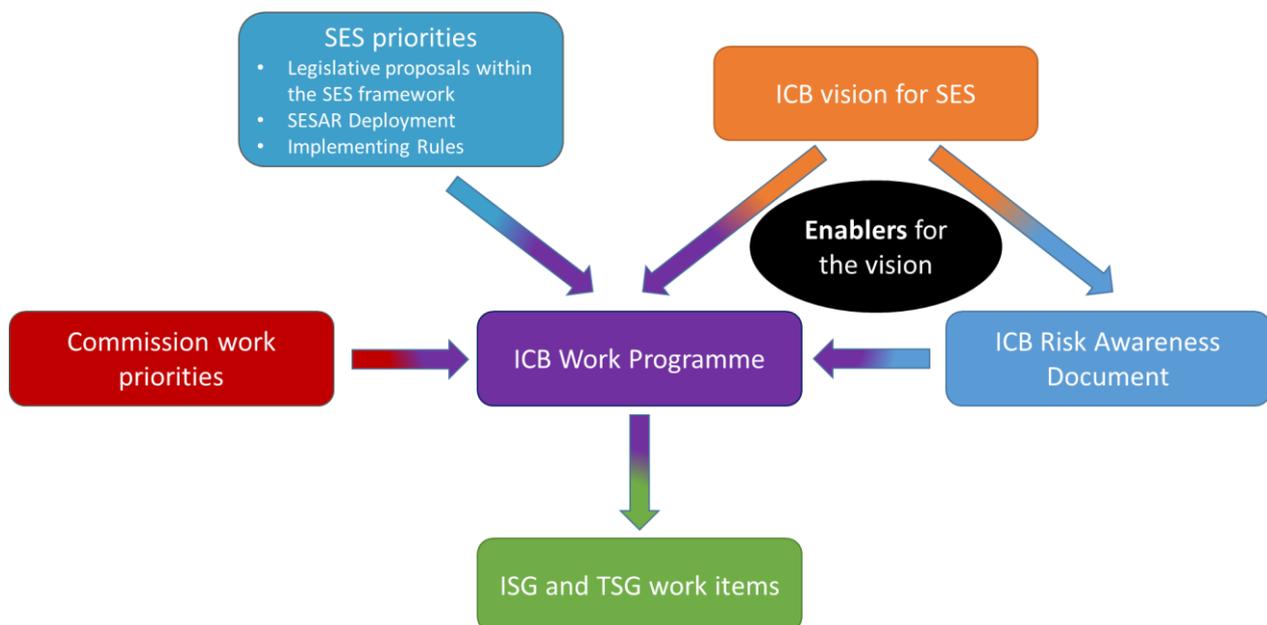
- Dedicating time to tackling big, ambitious topics that shape the core of the industry – eg the future designation of the Network Manager.
- Providing rapid response on high priority and short-turnaround items from the Commission – eg evolution of the PRB from 2017.
- Publishing position papers on key topics – eg SWIM, and the role of Regulation and Standards in SESAR solutions.

For 2017, tackling an ambitious set of topics in the lead up to RP3 and not overburdening members will be a priority. The ICB will continue to focus work items on developing proactive advice to the Commission where possible, to shape policy decisions in their development which is more productive for members. Furthermore, streamlined working arrangements to minimise burden on members will be coupled with a flexible approach such that key topics can be given the full consideration that Members feel necessary.

As in previous years, the ICB Plenary will be supported by two sub-groups:

- Technical Sub-Group (TSG)
- Institutional Sub-Group (ISG)

The inputs to the work programme are summarised in the following diagram.



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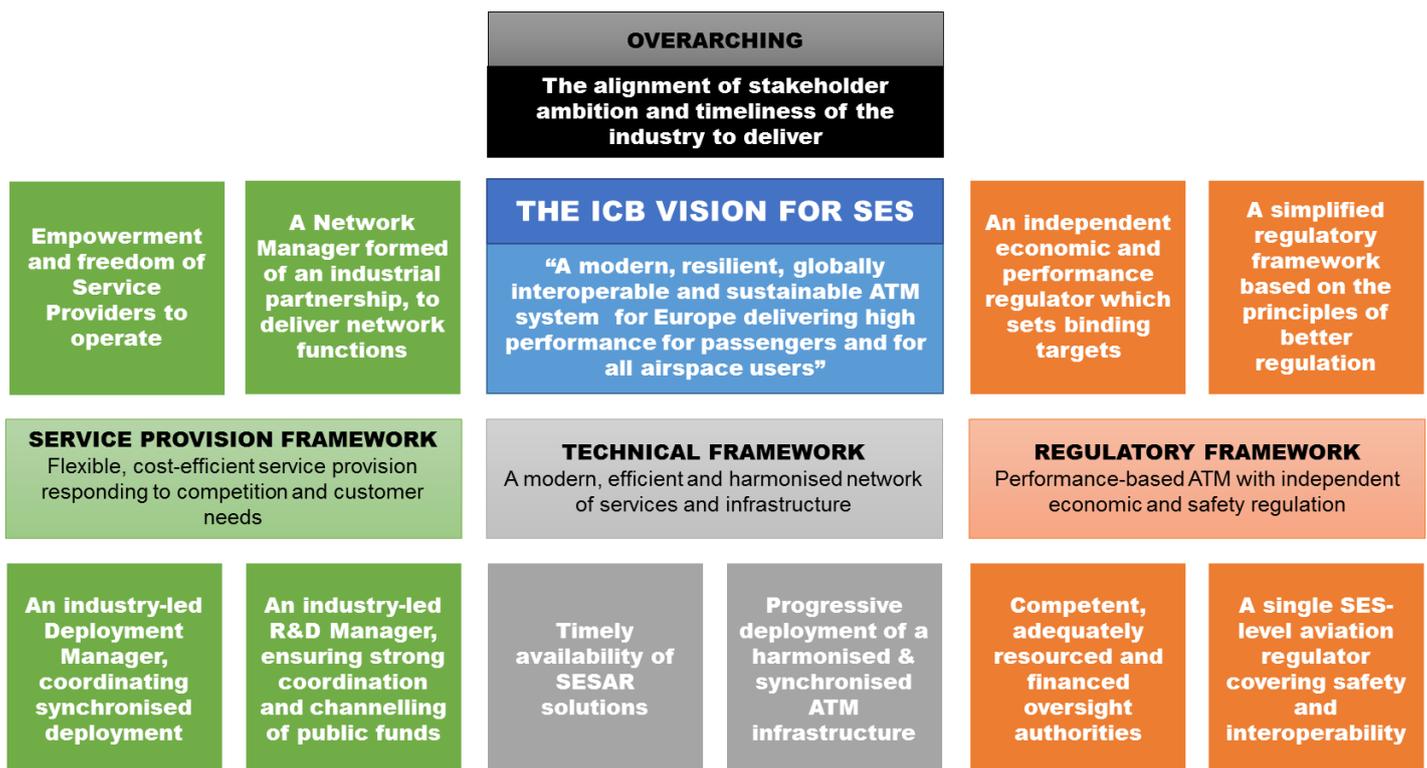
As ever, the Commission’s work priorities for 2017 (as presented in section 2 of Annex A) on which it has requested specific advice from the ICB are the key input to the ICB’s work programme.

The ICB’s vision for SES continues to set the direction for the work programme of the ICB. The ICB is currently supporting the realisation of its vision by linking the vision with its risk activities. The link is the identification of ‘**enablers**’ for the ICB’s vision, for each of the three frameworks.

These enablers form the basis of a living ‘**risk awareness**’ document where the existing and planned future ICB work items are mapped to the corresponding enablers to monitor the way in which the ICB is supporting the achievement of the SES vision:

- Are the current activities covering the priority topics for each enabler?
- Is there anything strategically missing from the activities to shape each enabler?
- What are the key risks being addressed by the activities at this time?

The risk awareness document aims to ensure that advice is provided to the Commission which supports the achievement of the ICB’s SES vision, highlighting the key risks and appropriate mitigating actions. The key enablers to the SES vision are presented in the diagram below. Section 3 of Annex A identifies the key strategic priorities highlighted as part of the ongoing risk awareness work.



The remainder of the work programme describes the ICB processes and working arrangements (Section 2) which can be implemented to tackle the identified work items (as described in Section 3). Annex A provides a summary of the strategic priorities arising from both the ICB’s Vision for SES, the Commission and the ICB Risk Awareness work.

## 2 ICB Processes

### 2.1 Tools of the ICB

The ICB has a number of ways of working at its disposal, ranging from facilitated workshops, sub-group working sessions, teleconferences, Quick Response Team, through to group mailings, ICB portal and the ATM Information Digest. These tools are described in the subsequent sections.

The following streamlining principles are in place to ensure the efficient working arrangements of the ICB, maximising member engagement:

- Written briefs and reports are disseminated via the ATM Information Digest (published twice a year) and ICB portal, reducing the need for verbatim reports during meetings.
- Facilitated workshops are run as part of ISG or TSG meetings, or as half a day of plenary. These are organised when required to gain focussed member input.
- Meeting days are extended where possible to make better use of the time available.
- Proactive items, where the starting point is from “blank paper”, are particularly suited to being addressed through facilitated workshops to encourage debate.
- The plenary is used for decision-making only, and is generally held on the same day as a topic workshop, reducing the number of meeting days.

### 2.2 ICB meetings

ICB plenary meetings are held approximately three times a year with the option to schedule additional plenary meetings on an ad hoc basis as required. The purpose of plenary meetings is to discuss and approve ICB positions and to establish future actions. Plenary meetings take the form of half day meetings, normally preceded by a half day workshop. The meeting agenda is organised as follows:

1. Discussion of strategic items on which an ICB position is required. Where appropriate the ICB Chairman will request the Commission, ICB Members, ICB Observers and external experts to provide input to support the ICB decision making process.
2. Discussion of standing items that require ICB input. This discussion will be based on written briefs and reports, provided in advance via electronic means (e.g. ICB Portal).
3. Briefing by the European Commission on SES developments and the proceedings of the Single Sky Committee.
4. Briefings from ICB sub-groups.

Approval of ICB position papers are by the unanimous agreement of the ICB plenary.

### 2.3 Sub-group meetings

To support the ICB, sub-group meetings are held to discuss and develop draft ICB positions for discussion and adoption by the ICB plenary. Sub-groups meet with varying frequency as required by on-going developments.

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The ICB Chairman also acts as Chairman of the *Institutional Sub-group*, and regularly liaises with the Chairman of the *Technical Sub-group* to monitor and inform each other of progress and activities. The *Technical Sub-group* is responsible for the selection of its own Chairman.

The sub-groups will address proactive and standing items as set out in Section 4.

### 2.4 Quick Response Team

The Quick Response Team process was formally incorporated into the ICB's Terms of Reference in 2016, and the procedure was extended to encompass the approval of formal positions (by exception, and with the approval of the plenary). The QRT process will only be invoked where urgent action is necessary, which is out of sync with the meeting cycles.

Rigorous following of the published procedure (ICB Quick Response Procedure) is necessary to ensure full transparency in this process.

### 2.5 ATM Information Digest

The ATM Information Digest is released twice a year and is designed to provide ICB members with a quick reference on the main developments within the Single European Sky.

In 2016, the ATM Digest was expanded to cover the entirety of the SES Aquis, and is now also distributed to members of the NSA Coordination Platform and the Expert Group on the Human Dimension. The digest is accompanied by an *ICB Bulletin* which details the ongoing actions of the ICB and sub-groups in support of the key SES activities highlighted in the digest.

The content is organised by the five pillars of SES: Performance and Charging, Safety, Technology, Airports and Human Factors (with the latter pillar contained within the Technology section):

- **EU Policy** (aviation and ATM policy, funding and financing for ATM)
- **Performance** (performance and charging scheme, FABs, Network Functions)
- **Technology** (research programmes, SESAR deployment, interoperability, human factors)
- **Safety** (safety oversight, EASA basic regulation)
- **Airports** (European Observatory, current legislative proposals)
- Meeting calendar of important industry dates
- A list of ongoing and planned public consultations, ongoing legislative procedures, European Parliament Procedures, status of EASA rulemaking, results of CEF calls and extant SES legislation.

There is also a list of all current and relevant consultations.

### 2.6 ICB Portal

The ICB Portal represents a repository of all documents of interest to ICB members. The public page is shaped around the themes and content of the ATM Information Digest, while the members' area contains the key documentation such as meeting distributions and SSC documents.

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In 2016, the ICB Portal moved to a SharePoint platform to provide easier user access, improved document management, improved features and functionality and a more professional look and feel.

Written external briefings are provided via the ICB portal in order to reduce verbal briefing time during plenary meetings, with ad hoc briefings also provided on request. These will comprise the following as a minimum:

- Report by EASA on progress made on SES related rulemaking tasks.
- Report on the status of existing mandates by EUROCONTROL (SES activities) and EASCG (mandates given to the ESOs).

### 2.7 Commitment from ICB members

The development of a common position must never lose sight of value created for the industry as a whole. Individual interests must be considered in a wider context, which will be weighed in a give and take process. Paramount for the developed ICB positions is that the members commit themselves, which means:

- The ICB members make the position common knowledge internally.
- The ICB members do not lobby for an individual position which contradicts the ICB position; this would limit the usefulness of the ICB position to the Commission during discussions with the Member States.
- The ICB members ensure good attendance at meetings to ensure proactive discussions on work items.

### 2.8 Relationship with the Single Sky Committee

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 following arrangements are in place to ensure that the ICB and SSC are informed of each other's activities:

- The Commission provides a briefing of SSC activities at ICB plenary meetings, and SSC documents are distributed via the ICB Portal.
- ICB activities and work programme are presented to the SSC annually.

In addition, the ICB actively seeks:

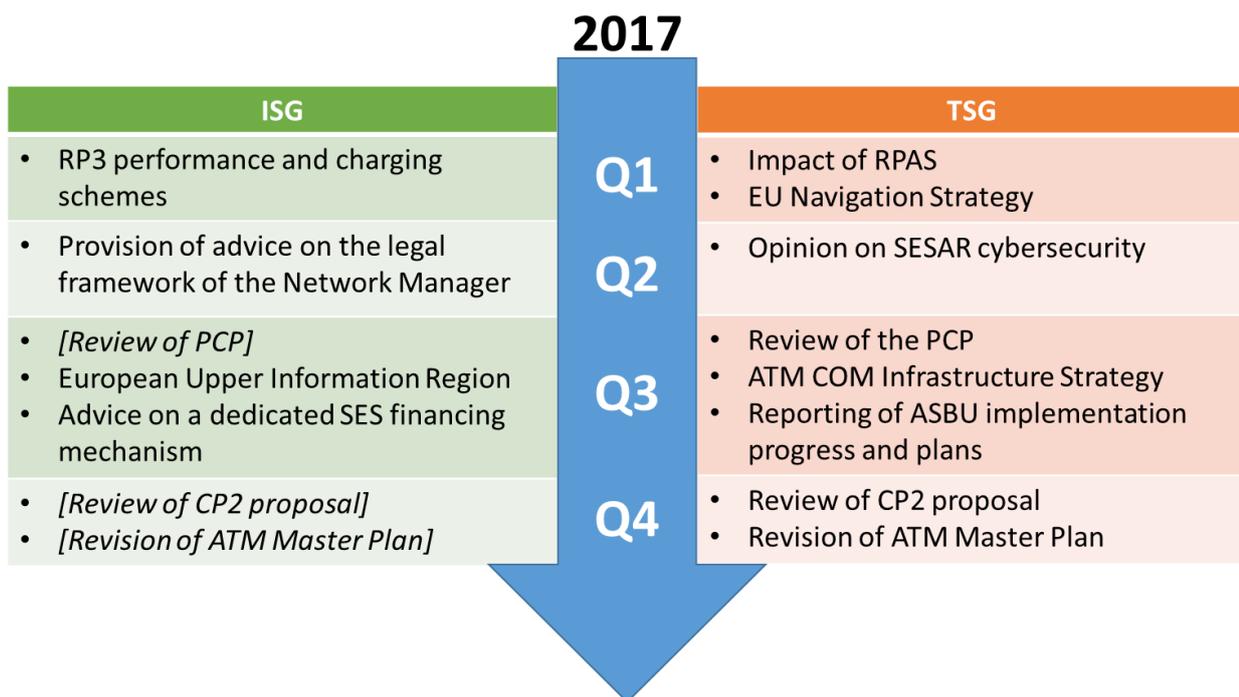
- Observer status at SSC, where topics are discussed for which the ICB has delivered a formal opinion.
- Involvement in SSC working groups, where topics are discussed for which the ICB has delivered a formal opinion.
- Joint working meetings with the SSC on topics of mutual interest.

## 3 Work Programme

### 3.1 Proactive Items

**Proactive Items** represent topics where the ICB should take a proactive role in establishing a mutual understanding and cross industry position prior to legislative proposals from the Commission. These work items will be facilitated by workshops within the ISG, TSG or plenary as appropriate.

The following proactive items are proposed (in line with the Commission’s work priorities for 2017 as presented in Annex A), alongside an indicative timeline indicating the target schedule for delivery of advice to the Commission:



Note that items are *italicised* where the alternative sub-group leads the response with supporting input from the rest of the ICB membership.

Alongside these proactive topic items, the ICB will also continue to review the ICB SES ‘Risk Awareness’ management document to monitor the way in which the activities are supporting the achievement of the ICB vision for SES.

## 3.2 Standing Items

The **standing items** represent work items within the normal course of ICB business. In particular, they include providing advice to the Commission on existing legislative proposals.

The following standing items are proposed which would come under the responsibility of the *Institutional Sub-group (ISG)*:

1. Provide advice on legislative proposals within the SES framework (for example SES2+ and existing IRs) and monitor their implementation.
2. Provide advice on SESAR deployment, including deployment funding and financing.
3. Monitor and, as necessary, stimulate change management activities (e.g. involvement of all stakeholders) to ensure the successful implementation of the SES in line with the industry's vision.
4. Monitor and, as necessary, stimulate the development of Just Culture across the SES (including adherence to ICAO principles).

The following standing items are proposed which would come under the responsibility of the *Technical Sub-group (TSG)*:

1. Provide advice on the need for further Implementing Rules (IRs), Means of Compliance (MoC) and Guidance Material (GM), and monitoring existing rules, eg on Common Projects to support SESAR deployment, IOP IRs and emerging EASA Rules.
2. Provide advice to the Commission as to the progress of regulatory and standardisation activities required for SESAR deployment.
3. Provide advice to the Commission on where changes to the process of standards development are required to support ATM interoperability.
4. Monitor EASA rulemaking activities in the SES area.

## A Strategic Priorities Arising From Each Strand

### A.1 ICB's Vision for SES

The key topics for further work arising from the ICB vision are:

- Measures to achieve a competitive market
- The evolution of the Performance Scheme and need for a single economic regulator

### A.2 Commission priorities

The topics on which the Commission has requested specific advice from the ICB during the course of 2017 are presented below, together with the Commission's rationale.

| Commission Priority                         | Date due and rationale   | ICB Actions  | Priority    |
|---|--|--|-------------|
| <b>RP3 performance and charging schemes</b> | <p><b>Q1 2017</b></p> <p>The Commission is currently carrying out an ex-post evaluation to assess the impact, effectiveness and scope of the SES Implementing Regulations (EU) No 390/2013 and (EU) No 391/2013 laying down the performance scheme and common charging scheme for air navigation services. The Commission is looking to amend the regulations ahead of RP3, taking account of stakeholder input. The updated regulation will be voted on by the SSC in early 2018.</p> | <p>The ISG will develop a position on the suggested amendments to the Performance and Charging schemes ahead of RP3.</p>   | <b>High</b> |
| <b>Impact of RPAS</b>                       | <p><b>Q1 2017</b></p> <p>During 2016 the SJU commissioned the SESAR Drones Outlook study to analyse the future RPAS market. Inputs from this study will feed into the EU ATM Master Plan level 2 which will become the "R&amp;D" part of the RPAS integration into airspace roadmap.</p>   | <p>Over the course of 2016, the TSG has been developing a position paper looking into the impact of RPAS on ATM.</p> <p>This position is now under finalisation within the TSG and will go for approval by the ICB during Q1 2017.</p> | <b>High</b> |

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| Commission Priority   | Date due and rationale   | ICB Actions  | Priority  |
|---|--|--|---|
| <b>Navigation Strategy</b>  | <p><b>Q1 2017</b></p> <p>Whilst there is general consensus that future NAV infrastructure should be PBN, a broader strategy would bring clarity to the overall operational and infrastructure network.</p> <p>The Commission plans to go to SSC/65 in June with legal text for the PBN IR and strategy text for commitment. This will address questions of timetable, regulatory approach and decision on reversionary capabilities. Member States have been consulted, and industry have an opportunity to inform the strategy.</p> | <p>The TSG had an initial discussion on NAV strategy at TSG/46, aiming to address the Commission's questions from the SSC/63 paper.</p> <p>The Commission has a workshop on 20<sup>th</sup> March and a TSG workshop has been organised for the 15<sup>th</sup> March to develop an industry perspective in advance.</p> | <b>High</b>   |
| <b>Provision of advice on the legal framework of the Network Manager.</b> | <p><b>Q2 2017</b></p> <p>The current EUROCONTROL designation as Network Manager runs until the end of RP2 (end of 2019).</p> <p>Considering the ICB's recent reflections on the future of network management, the Commission has asked for advice on the appropriate legal framework for the Network Manager.</p> <p>The Commission note that a formal position is not necessarily needed, but that highlighting the critical issues would be just as valuable.</p>  | <p>Over the course of 2015 and 2016, the ISG developed a position paper on the evolution of the Network Manager.</p> <p>Following on from this work, the ISG will develop advice to the Commission on the appropriate legal personality of the NM and the possibility of a NM unit rate (pros and cons).</p>             | <b>High</b><br><br>Clearer timescales and more information to be provided by the Commission |

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| Commission Priority                            | Date due and rationale   | ICB Actions  | Priority      |
|--|--|--|---------------|
| <b>Opinion on SESAR cyber-security</b>         | <p><b>Q2 2017</b></p> <p>In 2015, the SJU carried out a study looking specifically at how SESAR should respond to cyber-security concerns, and in particular how to strengthen the approach to cyber-security within the SJU's Research and Innovation activities. The Commission is now seeking an opinion on the way in which the recommendations are being implemented.</p> <p>TSG member advised that the activities of the SDM with regard to cyber-security should also be taken into account, thereby broadening the topic to SESAR cyber-security.</p> | <p>The TSG published their position on the regulatory response to ATM cyber-security in September 2015.</p> <p>In 2016, the TSG reviewed the status of ongoing cyber-security activities as part of an information paper.</p> <p>The TSG will develop an opinion on SESAR cyber-security in Q2 2017.</p> | <b>Medium</b> |
| <b>Opinion on the outcome of the FAB study</b> | <p><b>Q2 2017</b></p> <p>During 2016 the Commission launched a study on the further development of air traffic management in the area of Functional Airspace Blocks. The output of this study will be available at the end of Q1.</p>  | <p>Should the ISG have sufficient time and resource, the ISG will develop an opinion on the outcome of the FAB Study as part of its activities in Q2 2017.</p>   | <b>Low</b>    |
| <b>Review of the PCP</b>                       | <p><b>Q3 2017</b></p> <p>The Commission will lead a review of the PCP, which is due in October 2017. Industry therefore has an opportunity to guide and inform, and so the TSG will advise on the review.</p>  | <p>The TSG will look to provide proactive input to the Commission ahead and during the review.</p>   | <b>High</b>   |

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| Commission Priority                                  | Date due and rationale   | ICB Actions  | Priority      |
|--|--|--|---------------|
| <b>European Upper Information Region</b>             | <p><b>Q3 2017</b></p> <p>The phrase 'motorways of the sky' comes from Regulation 551/2004 (organisation and use of airspace in SES) and the report on an Aviation Strategy for Europe by the TRAN committee, adopted by the European Parliament on the 26<sup>th</sup> January 2017.</p> <p>The Commission are seeking advice on the feasibility of a contiguous airspace block above FL 350 as a way to improve capacity.</p> | <p>The ISG will develop a position on this in Q3 2017, but further work is required to agree on the best form of advice to provide.</p>  | <b>High</b>   |
| <b>Advice on a dedicated SES financing mechanism</b> | <p><b>Q3 2017</b></p> <p>The Commission is considering the set-up of a dedicated Union programme for SES under the new Multi-annual Financial Framework starting in 2021. The new programme would potentially aim to consolidate existing SES mechanisms and also to address new topics such as governance, architecture and associate a dedicated funding mechanisms and budget.</p>  | <p>The ISG will deliver a position on this in Q3 2017.</p> <p>The work will be started in Q2 with a workshop at ICB/64.</p>  | <b>Medium</b> |
| <b>ATM COM Infrastructure Strategy</b>               | <p><b>Q3 2017</b></p> <p>The Commission is developing an ATM COM Infrastructure Strategy since there is a need for a long term view beyond VHF Datalink Mode 2.</p> <p>The Commission will be producing a paper by the end of the year, and continues to welcome industry contributions.</p>   | <p>The TSG addressed datalink, and wider COM Infrastructure, on a number of occasions in 2016, culminating in a letter to the Commission following their workshop in November.</p> <p>The TSG will continue to actively address COM through discussion and review of Commission materials.</p> | <b>High</b>   |

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| Commission Priority  | Date due and rationale  | ICB Actions   | Priority    |
|--|---|---|-------------|
| <b>Reporting of ASBU implementation progress and plans</b> | <p><b>Q3 2017</b></p> <p>At the request of TSG members, a discussion on the reporting of implementation progress and plans was considered worthwhile, particularly in the context of ATM Master Plan updates.</p>   | The TSG will discuss ICAO monitoring and ASBUs implementation.  | <b>Low</b>  |
| <b>Review of CP2 proposal</b>                              | <p><b>Q4 2017</b></p> <p>Similarly to the PCP review, the Commission aims to have an initial CP2 proposition by the end of 2017. Both reviews are expected to have significant consultation with industry and so the ICB can play a key role.</p>   | <p>A position paper on the role of regulations and standards was produced in 2016. This sets out a number of principles that are applicable to CP2.</p> <p>The TSG will actively discuss approaches to, and content of, CP2, and then review draft CP2 proposals.</p> | <b>High</b> |
| <b>Revision of ATM Master Plan</b>                         | <p><b>Q4 2017</b></p> <p>The ATM Master Plan is due for a major update in 2018, and it is understood that ICB views would be useful in 2017 on the two main preparatory activities currently being undertaken, namely work on RPAS/Drones and on a strategy/roadmap for CNS and spectrum.</p> | The TSG will lead the ICB's response to the revision of the ATM Master Plan in Q4 2017.   | <b>High</b> |

## A.3 ICB Risk Awareness Document

As described in Section 1, a mapping of the existing and planned future work items of the ICB has been done against the ICB Risk Awareness enablers to provide a view of how the ICB is supporting the achievement of the SES vision. This mapping is shown in the diagram below.

