

# ICB

Industry Consultation Body

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ANNUAL REPORT  
2016



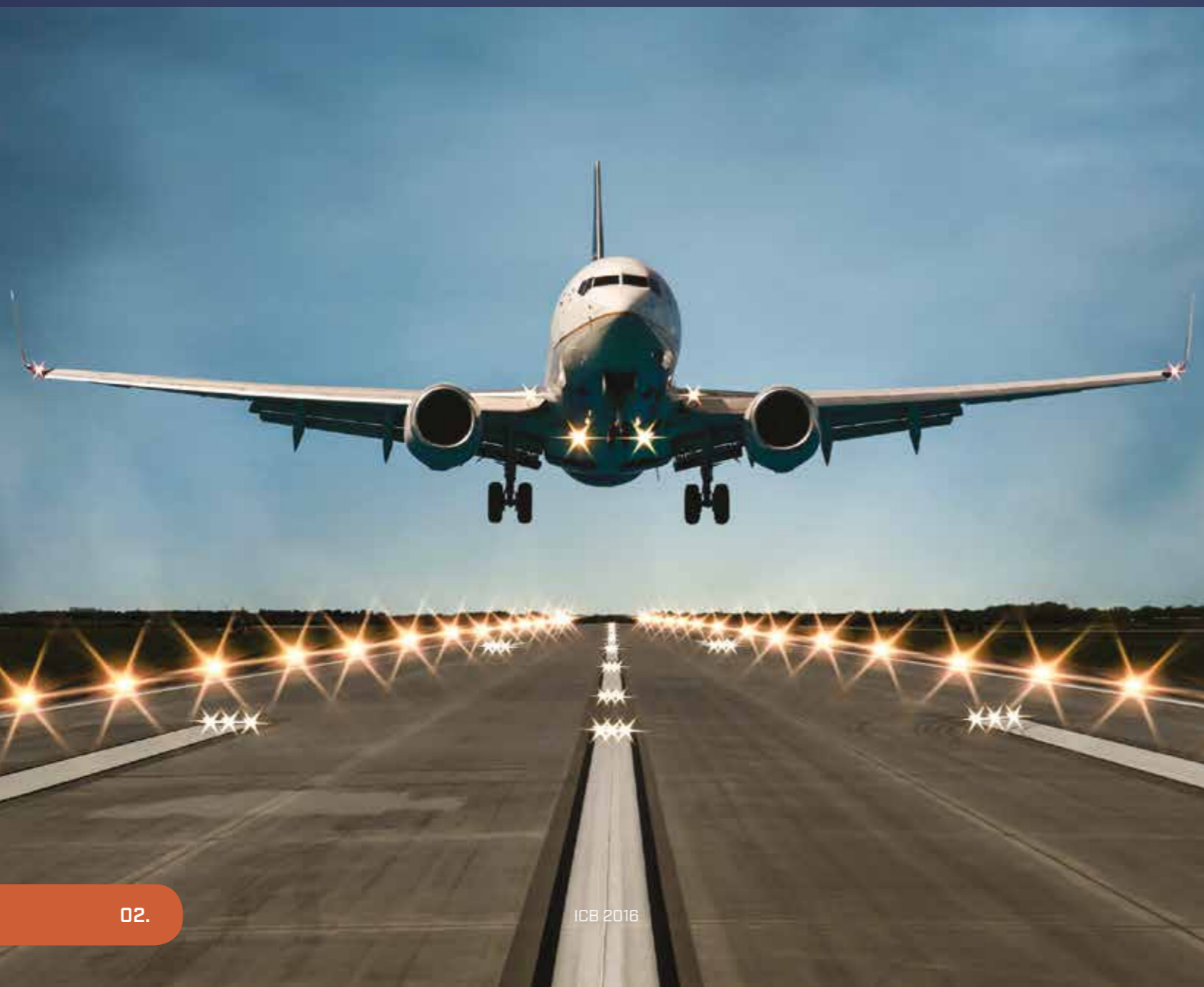


“With the continuing commitment of members to reaching meaningful consensus, the ICB is well prepared to move into 2017 and the new challenges of the year ahead.”



# INTRODUCTION:

## A PRODUCTIVE YEAR



The ICB is looking back at a very busy and productive year, with seven formal papers delivered to the Commission along with numerous letters responding to short-term key issues. The advice has built on the strong foundation of the ICB's vision for SES.

The strategic decision taken in recent years to develop the ICB into a body which not only advises the Commission in a reactive way, but is also proactive in its advice, has paid off well. Shaping policy decisions in their development is considerably more powerful for the Commission, and more productive for members.

The working spirit of ICB members and the motivation to look for agreed positions which serve European ATM as a whole has grown in 2016, and the Commission highly values the advice it receives. In 2017 the Commission has requested advice in several key policy areas, which is shaping up to be another crucial year for SES.

# THE YEAR AT A GLANCE:

THE ICB 2016

## FORMAL PAPERS DELIVERED TO THE EUROPEAN COMMISSION

- REGULATORY RESPONSE TO SWIM
- [INFORMATION PAPER ON] GLOBAL AIRCRAFT TRACKING
- EVOLUTION OF THE PRB FROM 2017
- EVOLUTION OF THE SES PERFORMANCE SCHEME
- LONG-TERM EVOLUTION OF NETWORK MANAGEMENT
- [CONTEXT PAPER] ON THE ICB APPROACH TO NETWORK MANAGEMENT
- ROLE OF STANDARDS AND REGULATIONS IN SESAR DEPLOYMENT

14 MEETINGS  
OF THE ICB  
(INCLUDING TSG & ISG)

ON AVERAGE,  
EACH MEETING  
WAS ATTENDED BY

16 MEMBERS

ACROSS



ORGANISATIONS  
(INCLUDING OBSERVERS)



FORMAL PAPERS  
TO THE EC

12 LETTERS TO THE EC, INCLUDING...



Watch out for the [ATM Information Digests](#) and ICB Bulletins

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



# A YEAR IN BRUSSELS:

THE ICB  
IN 2016

## A NEW MEMBER FOR THE ICB

In 2016 the ICB welcomed Airlines for Europe (A4E), Europe's new airline association, as a member. The members of A4E account for nearly two-thirds of Europe's passenger journeys, and the active participation of A4E in ICB meetings is valued. Over the course of 2016 AEA and ELFAA ceased operations, so the airspace user representation in the ICB will again change in 2017.

## INSTITUTIONAL WORK

The work of the ICB is organized into two key streams: institutional topics (via the ISG), and technical challenges (via the TSG). The task of the ISG, because of the complex political nature of the topics, can be more difficult and significant time must often be devoted to developing advice on institutional topics.

An example of this is network management, taking nearly 18 months to reach an agreed position. In mid-2015 the ISG started work on developing the ICB view on the long-term (10-15 year) evolution of network management and implications for the future Network Manager from RP3. A scenario-based approach was selected for the development, a very new and demanding process for the ISG members<sup>1</sup>.

2016 started with an ICB-wide workshop to develop scenarios for the long-term evolution of network management. In the following months, further work was necessary to produce the inputs to the work – including ISG working sessions, plenary discussion and bilateral meetings with the current NM. Because of hard negotiations between stakeholders the timeline for delivery was extended by the Commission, for which the ICB was very grateful and a better output has been produced because of it. Finally, in November, the position paper was approved by members. It has been well received by the Commission to influence its work preparing for the designation of the NM for RP3, and the update of the NF IR.

The other topic of the ISG for the year was performance. Originally it was planned to complete advice on the development of an Independent Performance and Economic Regulator (IPER) in 2016. IPER, as a strategic subject, is mentioned in the Aviation Strategy, as well as in the ICB's Vision for SES. However, priorities changed in the year to focus on shorter-term matters, postponing the finalisation of the IPER work into 2017. Position papers were instead developed by the ISG on the new Performance Review Body and the evolution of the SES Performance Scheme, with the former being distributed to the SSC as a Filmsy.

## TECHNICAL WORK

Turning to the TSG, the group covered many topics over the year and had full meeting agendas. This included Global Aircraft Tracking, Cyber-Security, Data Link and the ELSA Study, Conformity Assessment, RPAS, SWIM and SESAR deployment.

Two position papers were developed, the first being on the Regulatory Response to SWIM, which is recognized as central to building the future European ATM system. The ICB urged the Commission to ensure that a strategic, integrated roadmap for SWIM deployment, is developed with the involvement of all stakeholders.

The second TSG position on Regulation and Standardisation for SESAR Solutions was approved in Q4. Work commenced in July with a well attended workshop, welcoming a diverse set of ~30 industry stakeholders. The resulting position paper contains twelve recommendations for the Commission, addressing, amongst other things, future Common Projects, coordination between institutions and the use of regulatory tools in concert.



It should also be mentioned that an Information Paper was developed by the TSG on Global Aircraft Tracking. The ICB recognizes this as an important initiative requiring full industry support, and encouraged the Commission to continue to support the initiative at the ICAO level.

Several short-term issues also arose throughout the year which the TSG responded to via letters to the Commission. For example, a letter was sent to the Commission urging the expedited initiation of the EASA RMT on Conformity Assessment following its removal from the EASA Rule-Making programme. Data Link implementation has also been the subject of two letters – firstly welcoming the output of the ELSA Study and urging detail of the implementation framework, and secondly providing further input following the Commission's Data Link workshop in November.

The TSG will also continue to develop its position on the impact of RPAS into 2017. Technology advances have seen rapid proliferation of RPAS, with regulation lagging and inconsistent. There are safety, cybersecurity and spectrum usage concerns associated with the increasing usage, if unmitigated.

Finally, the TSG is keenly tracking industry developments in ATM cyber-security; it will proactively intervene in the topic if required in the future.

<sup>1</sup> The description of the process is contained within the "Context Paper Long-term evolution of the Network Manager: [http://www.icb-portal.eu/phocadownload/ISG\\_Positions/Supporting%20Context%20Paper%20Evolution%20of%20Network%20Management%20Issue.pdf](http://www.icb-portal.eu/phocadownload/ISG_Positions/Supporting%20Context%20Paper%20Evolution%20of%20Network%20Management%20Issue.pdf)





# THE CHALLENGES AHEAD FOR 2017

THE ICB IN 2017

## A CRUCIAL YEAR AHEAD

Whilst every year can be billed as 'crucial' in the implementation of SES, 2017 is already gearing up to be just that in terms of policy decisions to shape the future. The Commission has set some challenging requirements on which the ICB must deliver.

Following the publication of the Commission's Aviation Strategy in late 2015, a draft Parliament TRAN report from September 2016 calls on the Commission to "rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the SES". It also recalls that "air space is also part of the EU single market, and that any fragmentation resulting from diverging national practices has an impact on the rest of the market and hampers EU competitiveness". This draft report will be finalised in early 2017.

The validity of SES2+ is now being questioned. The SES2+ interim update has been stuck in the legislative process since June 2013, and the Commission can seek to withdraw proposals that are obsolete or do not advance in the legislative process. Furthermore, in the summer the European court of auditors will publish its report on the performance of the SES which will likely trigger significant political response.

At implementation level, preparations for RP3 will ramp up this year including the update of the performance and charging scheme, and the Network Functions IR. The ICB will be involved in giving proactive advice on the update of these regulations. Q1 and Q2 will be particularly important for the ICB, with these updates scheduled for the SSC in October.

Regarding the EASA Basic Regulation, negotiations in the Council Aviation Working Group (AWG) on the proposal for a revision of the EASA BR commenced in January 2016. Trilogue on the proposal for a revision of the EASA Basic Regulation is expected to begin under the Maltese Presidency early in 2017.

2017 will also see the following activities that the ICB will respond to: review of the Pilot Common Project (PCP) for SESAR deployment, progression of Datalink implementation, discussion of a dedicated SES funding stream to complement to established CEF and Horizon2020 funding instruments, and completion of a Commission study to analyse the implementation of FABs.

Look out for the full ICB Work Programme for 2017 which will be proposed for adoption at the Q1 ICB plenary in March.

The following themes will be important for the work of the ICB in 2017:

## STRIVING FOR VALUABLE ADVICE

As ever, the challenge will be to develop advice that adds value to the work of the Commission – with consensus as the goal, but, where this is not possible, the reasoning behind differing views.

As noted previously, the two ICB work groups (TSG and ISG) tackle very different content, which naturally results in different challenges to reach common positions. In the TSG the political aspect is less prominent, enabling greater agreement on solution-oriented proposals.

With the political challenges of the ISG, it is crucial that our members are willing, and able, to look at real change and compromise. The strength of the ICB is its ability to bring together a wide range of stakeholders representing diverse interests and roles within SES.

The difficulties that our members have in reaching positions in their own organisations, often with a diverse set of stakeholders themselves, is appreciated.

Taking account of this range of opinion, ICB discussions can inform internal debate and drive the arguments forward.



## A FEEDBACK LOOP

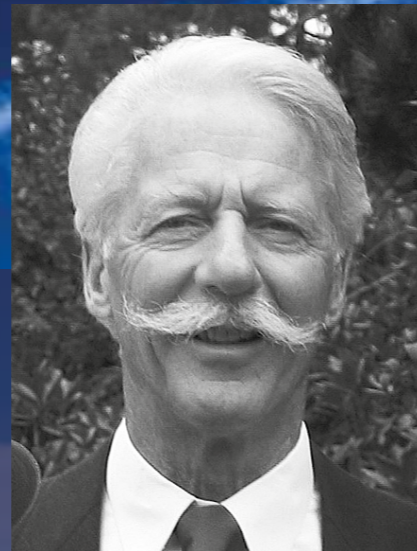
The ICB strives to develop advice for the Commission which they can use in the most productive way, carefully considering the most appropriate form, and timeliness, of the advice. Part of the feedback loop is the response from the Commission to the advice received, and in 2017 the Chairs will aim to encourage detailed feedback from the Commission to guide future work.

## TRANSPARENCY IN ICB PROCESSES

It is important for members that there is transparency in the ICB processes, particularly as new members and representatives come on board. Furthermore, with the incorporation of the Quick Response Team process into the ICB ToR, and the extension of the procedure to encompass the approval of formal positions (by exception), rigorous following of procedure is necessary. The Chairs, with the help of the Commission and ICB Support, will help ensure the transparency of processes for the advantage of all members.



# A FINAL WORD FROM THE CHAIR



I am delighted that I was re-elected by our members for a further year of chairmanship. There are still many challenges close to my heart that I would like to help the ICB deliver advice on in the coming year, and I will lead with passion and enthusiasm for finding solutions.

I would like to say a few words about the ICB Vice Chair, Kurt Andreasen, who retired at the end of 2016. His deep knowledge of not only ATM but the Aviation Industry as a whole, his personality and dedication, his ability to sketch compromises were of great help for the work of the ICB. We thank him for this and we wish him all the best for his retirement.

And finally, welcome to Patricia Bier, of CANSO and LVNL, who will be taking over from Kurt. Patricia is a long-standing member of CANSO's delegation in the ICB and is well placed to take on this role. I look forward to working with her!

A handwritten signature in blue ink that reads "Olaf Dlugi". The signature is written in a cursive, flowing style.

It should be stressed that in 2016 the well-attended meetings, the steady strengthening of our ability to collaborate, and the willingness of ICB members to help make SES happen was evident throughout the year.

The year was not without its challenges, particularly on reaching consensus on institutional topics such as network management, but even this was achieved. One has to realize that, especially on regulatory and institutional subjects, it is not easy for CANSO to agree on common positions within the organization because of the diversity of the members. Staff association and union members prioritize safety and service continuity, as do all other members, but this can make them nervous about change. Airspace users are under constant pressure of market forces and can be much more explicit in describing their position, but are undergoing change in their associations and are currently resource limited.

With the continuing commitment of members to reach meaningful consensus, the ICB is well prepared to move into 2017 and the new challenges of the year ahead. It is important to note that the ICB was strengthened by A4E joining as a new member this year.



Above: The ICB Vice Chair Kurt Andreasen and Chair Olaf Dlugi in 2016.



Below: Old and new Chairs. L-R: Patricia Bier the new Vice Chair, Kurt Andreasen the retiring Vice Chair, Olaf Dlugi ICB Chair, Steve Williams TSG Chair



# ANNEX A:

## ICB ACTIVITIES IN 2016

### A.1 DELIVERABLES

During 2016, the ICB produced the following deliverables:

- ICB Position Paper on the regulatory response to SWIM (Issue)
- ICB Information Paper on Global Aircraft Tracking (Issue)
- ICB Position Paper on the evolution of the PRB from 2017 (Issue)
- ICB Position Paper on the Evolution of the SES Performance Scheme (Issue)
- ICB Position on the Evolution of the Network Manager (Issue)
- Supporting Context Paper Evolution of Network Manager (Issue)
- ICB Position Paper Regulations and Standards of SESAR solutions (Issue)

### A.2 MEETINGS

During 2016, the ICB held the following meetings:

#### Plenary meetings

- ICB/59 – 6th April 2016
- ICB/60 – 13th July 2016
- ICB/61 – 25th October 2016
- ICB/62 – 12th December 2016

#### Institutional Sub-group meetings

- ISG/63 – 29th February 2016
- ISG/64 – 12th May 2016
- ISG/65 – 21st September 2016
- ISG/66 – 16th November 2016

#### Technical Sub-group meetings

- TSG/42 – 29th February 2016
- TSG/43 – 11th May 2016
- TSG/44 – 20th September 2016
- TSG/45 – 22nd November 2016

#### Workshops

- Evolution of network management (2 day workshop, 25th-26th January 2016)
- Role of regulations and standards in SESAR deployment (1 day workshop, 6th July 2016)

# ANNEX B:

## ICB MEMBERS AND OBSERVERS FOR 2016

### B.1 LEADERSHIP

- Mr Olaf Dlugi | Chairman and ISG Chair
- Mr Kurt Andreasen | Vice-Chairman
- Mr Steve Williams | TSG chair

### 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, AEA, A4E, IACA, ERA, ELFAA, EBAA and IAOPA. The members are:

- Mr Athar Khan – AEA
- Miss Stefanie Erdmann – A4E
- Mrs Vanessa Ruillier – EBAA
- Mr John Hanlon – ELFAA

- Mr Russel Dudley – ERAA
- Ms Sylviane Lust – IACA
- Mr Martin Robinson – IAOPA
- Mr Anthony Van Der Veldt – IATA

Please note that ELFAA and AEA ceased operations within 2016, and the reorganisation of AU representation for 2017 is in discussion.

#### ANSPs (4 members)

ANSPs are represented by CANSO. The members are:

- Mr Guenter Martis – Director European Affairs CANSO
- Mr Gudrun Held – DFS/CANSO
- Ms Patricia Bier – LVNL/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 Bart Nicolai – 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 Schneebauer – 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:

- LtCol Denis Bouvier – EDA

#### **Military (1 observer)**

Military interests are represented by MilHAG. The member is:

- Col Christophe Vivier – MilHAG

#### **Non-European Interests (3 observers)**

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

- Mr Cortney 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



The strength of the ICB is its ability to bring together a wide range of stakeholders representing diverse interests and roles within SES.



# ICB

Industry Consultation Body

