

ICB Bulletin

December 2016 Issue

Page 1 summarises ICB progress on the work programme and associated meeting activities.

Page 2 details the ICB Actions by topic and includes supporting context.

The complete ICB Work Programme and ICB SES Vision can be found on the [ICB Portal](#).

November	December	January
16 – ISG/66 17 – RP1 ex-post evaluation stakeholder workshop 22 – TSG/45 24 – Commission DL Workshop	12 – ICB/62 13/14 – SSC/63 14 – RP3 hearing	17 – RP3 Performance Workshop 24 – TSG/46
February	March	April
28 – ISG/67	7-9 – World ATM Congress	
May	June	July

ICB 2016 Work Programme Summary

Adopted:

- No papers were adopted at ICB/60 or ICB/61
- Evolution of Network Management (ISG) – *adopted via QRT 15th November*

Papers under development:

- Role of regulations and standards (TSG) – *due Q4 2016*
- Impact of RPAS on ATM (TSG) – *due Q1 2017*
- ICB SES Risk Awareness Framework (joint ISG and TSG) – *due Q1 2017*

Future ISG Topics: opinion on ex-post impact consultation on RP1, review of Performance and Charging schemes for RP3, opinion on FAB Study, risk awareness.

Future TSG Topics: datalink, opinion on SJU results of SESAR 1, PCP review, cybersecurity.

ICB/60 (July) and ICB/61 (October)

ICB/60 officially welcomed Airlines 4 Europe (A4E) as the newest member of the ICB, as well as the announcement of the retirement of the ICB Vice-Chair, Kurt Andreasen.

The main topic of discussion was the ISG paper on the evolution of Network Management. Members agreed to defer the topic back to the ISG (see below, ISG/65) to enhance the maturity of the paper.

ICB/61 was therefore organised specifically to focus on finalising and approving the NM position paper. Whilst good progress was made with the position at the ICB, approval was deferred to QRT held on the 15th November. The QRT finalised and approved the outstanding comments, and the paper was forwarded to the Commission as an ICB position.

TSG W/S (Jul), TSG/44 (Sept), TSG/45 (Nov)

The TSG held a workshop in July on how regulatory tools and standards can be better used in developing and deploying SESAR solutions. Members reviewed the existing processes and discussed potential improvements, the output of which was discussed further at TSG/44. A draft position paper was discussed at TSG/45 and will go to ICB/62 in December for approval.

TSG/44 and TSG/45 also continued to develop the position paper on the impact of RPAS. The wide-ranging discussion will be incorporated into the draft ahead of TSG/46 before aiming for approval at ICB/63.

Finally, following the publication of the ELSA Study, TSG/44 voiced approval of the recommendations while TSG/45 agreed upon the key questions to ask during the Commission workshop on the 24th Nov.

ISG/65 (Sept) and ISG/66 (Nov)

Following strategic guidance from the plenary at ICB/60, the ISG/65 focussed on progressing the position paper on Network Management.

Following approval of the NM paper by QRT, ISG/66 looked forward to 2017 and discussed an initial key priorities proposal by the Commission. Performance was highlighted as a key topic, particularly with the review of the Performance and Charging regulation for RP3. A performance workshop was scheduled for January to cover the key topics. Furthermore, the ISG agreed to deprioritise IPER, instead consolidating the AU/CANSO positions into a status paper which can be revisited at a later date.

ISG/66 also agreed to link the work programme activities to the SES vision enablers within risk awareness to move away from the formal recording of risks, creating an evolving working document.

ICB Actions by Topic

EU Policy

Edition 3 of the **European ATM Master Plan** was approved by the SJU Administrative Board on 15 December 2015. As part of its 2016 Work Programme, the ICB intended to provide advice to the Commission on how the process to update the ATM Master Plan could be improved as part of a wider reflection on SESAR1 (see **Technology** below). This is now likely to be delayed to 2017.

The 3rd Transport Call for Proposals for CEF funds opened on 13 October 2016, and the deadline for the submission of proposals is 7 February 2017. €400 million has been made available for SES/SESAR projects within the Multi-Annual Work Programme (€100 million of which for Cohesion). Through its Risk Awareness framework the ICB is monitoring the **funding and financing** available to support SESAR Deployment.

Performance

The ISG remains committed to producing a paper on the potential role of an Independent Performance and Economic Regulator but the topic has been overtaken by short-term performance priorities. The ICB adopted its position on Evolution of the **SES Performance Scheme** following ICB/59, and in June delivered an ICB Position on the **evolution of the PRB** from 2017, following the proposal from the Commission on the establishment of an independent group of experts. Moving forward, the ISG will develop advice for the **review of the performance and charging schemes for RP3** and is holding a workshop in January to kick-start the work. This will follow the RP3 Hearing which the Commission is hosting on 14 December. As part of this work, the ISG will also prepare an opinion on the output of the **RP1 ex-post impact consultation** study once published in Q4 2016/Q1 2017. A **stakeholder workshop** was held on 17th November in Brussels as part of this study.

The Commission is in the process of a two-step review of the **Network Function** Implementing Regulation (NF IR) in preparation for the future designation of the next Network Manager as of 2020. In June 2016, the **Review of the Single European Sky Network Manager** was published by the Commission. The ISG has been working on the long term evolution of the Network Functions IR since Q3 2015; following discussion at ICB/61 (October) a final ICB position was approved by the QRT in November and has been forwarded to the Commission.

Technology

Research and Development Projects under the first round of SESAR (**SESAR 1**) are due to complete by 31 December 2016. The SJU will release a paper at the end of the year on the final results of SESAR 1. The ICB will provide an opinion on this paper to the Commission during Q1 2017.

Discussions have been launched on the next **Common Project** within the European Commission. The ICB Work Programme 2016 outlines the ICB's intention to provide a view on the definition of the next Common Project (CP2) as well as the TSG's action to support the Commission's review of the PCP CIR. This is now delayed to 2017.

Following the **VDL Mode 2 ELSA study** the SDM has been appointed Data Link Services Implementation Project Manager and published an associated **recovery plan**. A Commission workshop on the future of data link was held on the 24 November. The TSG have stated their approval of the outcomes and recommendations from the ELSA study and developed an industry perspective at TSG/45 to voice at the workshop. Further work is likely to support the EU's ATM COM Infrastructure Strategy.

Given the importance of SESAR solutions in achieving SES aims and performance goals, it is crucial that the underlying processes of solution development and deployment work well. In support of this, the TSG is developing a position on the **Role of Regulations and Standards** in SESAR for delivery Q4 2016.

The ICB's position paper on the regulatory response to **ATM Cybersecurity** was adopted in Q3 2015. However, cyber-security is a fast-moving topic and since then a number of developments have taken place such as the publishing of the CR-O IR (common requirements for service providers and oversight) in August 2016. The TSG are monitoring recent developments in ATM cybersecurity.

With a rapidly increasing number of **Remotely Piloted Aircraft Systems** (RPAS), their safe integration into the European Aviation network is a key priority. The TSG is developing a position on the impact of RPAS on ATM with recommendations to the Commission on a way forward for RPAS integration in Europe for delivery Q1 2017.

Safety

The TSG receives a regular report on the status of ATM activities undertaken by **EASA**, and has an action to monitor EASA activities with an ATM impact.