

ICB

Industry Consultation Body

Industry Consultation Body
Annual Status Report
2013

1 INTRODUCTION

This Annual Status Report provides an overview of the main activities and achievements of the ICB in 2013, and highlights the challenges that await the ATM community, including the ICB, in 2014.

In January 2013, Mr Olaf Dlugi was elected Chairman of the ICB. Along with the existing vice-Chair, Mr Kurt Andreasen, and the European Commission, the new chair set out to transform the working practices of the ICB to provide more proactive advice to the Commission on topics of interest to ICB members. The work programme for 2013 was devised to 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. The standard working procedure is commenting.
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. These work items would be facilitated by workshops with open invitations intended to invigorate debate.

The key topics and achievements of 2013 are discussed in Section 2. The required transformation to provide proactive advice is ongoing. The work programme for 2014 starts with a SES Vision Workshop which is intended to provide a framework for on-going change both within the ICB and the industry at large.

2 REVIEWING THE YEAR: THE ICB IN 2013

2.1 Top 10 Risks

During 2013, the ICB developed a 'risk register' for the implementation of the Single European Sky. The central risk which underpins the paper is that the Single European Sky is not achieved; the ten top issues or barriers which prevent or slow SES implementation, for example by impacting the deployment of SESAR or the achievement of performance targets, are then prioritised.

Whilst these risks cannot be 'owned' by the ICB, it can take action on topics which are assessed as priority risks, for example by providing pro-active advice, support and monitoring. As the external environment changes, so too will the Top 10 risks that are a priority for the ICB. The initial version of the Top 10 Risks was adopted at ICB/50 and is summarised in Annex A.

Going forwards, the SES Top 10 Risks will be one of two main ICB management documents which will shape the ICB Work Programme, and inform the ICB's response to future initiatives (ie the future SES framework). The other management document is the industry long-term vision of SES which is under development (see section 3).

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2.2 SES2+

In 2013 Commissioner Kallas, along with many industry leaders, expressed his concern about the lack of progress made implementing SES:

“I think we all know that the main problem is that Europe's air traffic management systems are fragmented and inefficient. I firmly believe that we cannot afford to sit back and carry on in this way. We cannot continue without reform, otherwise we might as well forget the whole Single European Sky project”

Summer 2013 saw the launch of the Commission's proposals to accelerate SES implementation: the SES2+ package (see table) and further strengthening of the EASA Basic Regulation.

Policy Area	Description
Independence and resources of NSAs	<ul style="list-style-type: none">• NSAs to be structurally separate from ANSPs• NSA resource pool managed by EASA
Support Services	<ul style="list-style-type: none">• Introduction of competition for CNS, AIS, MET, etc.• Providers to be selected based on cost and QoS
Customer Focus	<ul style="list-style-type: none">• ANSPs to consult with airspace users and airport operators AUs to approve strategic investment plans
Performance scheme	<ul style="list-style-type: none">• Delegated acts to update IR and set EU-wide targets• Independent PRB; simpler processes• EU can apply sanctions if targets not met
FABs	<ul style="list-style-type: none">• FABs to be based on integrated provision of ATS based on industrial partnerships between ANSPs
Network Manager	<ul style="list-style-type: none">• Supports extension of the Network Manager role• Enable NM to provide Centralised Services
Institutional landscape	<ul style="list-style-type: none">• Removes overlaps between SES and the EASA BR• Network Manager to become an industrial partnership

Table 1: SES2+ policy areas

It is clearly difficult to reach industry-wide consensus on such a wide ranging set of proposed changes. The debate within the ICB has been equally wide ranging and resulted in a Communication to the Commission in which it calls on the Commission to work with Parliament and Council on a revised text which meets the needs of all stakeholders.

The ICB is supportive of most measures proposed by the Commission – including strengthening the Performance Scheme, Network Manager and FABs, as well as measures to reduce regulatory and institutional overlap. Concerns remain however, and further work is required to optimise the Commission decision-making processes (finding the balance between comitology and delegated acts) and how best to transform provision of support services.

The ICB has also stressed the need to ensure the transfer of responsibility to EASA is correctly managed – this includes transition arrangements for the processes used for ensuring interoperability of systems.

2.3 Centralised Services

Another key development during 2013 was EUROCONTROL's proposal for nine Centralised Services.

The ICB agrees that the proposed Centralised Services are technically feasible, and that the Single European Sky provides the correct legal framework for the deployment of the proposed Centralised Services that demonstrate they are of a genuinely centralised nature.

The ICB position paper, issued on 15th January 2014 and developed over 8 working group sessions, therefore supports the general concept of Centralised Services, but raises a number of issues that should be resolved in the demonstration phase, including establishing appropriate governance arrangements.

2.4 SESAR Deployment

Progress on SESAR deployment has been made; the Commission Implementing Regulation on deployment governance has been adopted and the public consultation on the contents of the first Common Project - the Pilot Common Project or PCP - is underway.

The ICB is working on a common position on the proposed content of the PCP in time for adoption at ICB/51 in February 2014. Early indications suggest that the industry supports the general scope defined. A primary concern is to create momentum for SESAR deployment to ensure optimum use of the public funds available through the Connecting Europe Facility (CEF) in the 2014 to 2020 financial perspective.

The industry therefore also continues to work on the establishment of the Deployment Manager. The ICB has considered information on the Framework Partnership Agreement which the Commission intend to use as the legal vehicle for the Deployment Manager. However, solid information on how the Commission intends to select the deployment manager, and who will be responsible for the management level of the SESAR deployment governance, is still unclear.

From an industry perspective, the Deployment Manager must be industry-led, 100% funded, and competent to define and optimise the Deployment Programme in line with the contents of the Pilot Common Project. The industry is ready to take up this role as a genuine partnership between the investing stakeholders.

2.5 The Interoperability Challenge

During 2013, it became clear that the level of compliance with the implementing rules of the interoperability Regulation was insufficient. In particular compliance with the data link services IR is extremely poor – however all rules have some level of non-compliance and further significant issues are expected with both the aeronautical data quality and surveillance performance and interoperability IRs. The ICB has expressed support for the Commission's proactive response to these issues and will continue to consider the available evidence in order to provide concrete advice.

The ICB has also expressed concern about the interoperability aspects of SES2+. Whilst agreeing with the policy objective of ensuring there is one process for rulemaking and operational approval for interoperability, the ICB is concerned that a failure to address the transition between SES and EASA BR for interoperability could hamper SESAR deployment. The ICB is continuing to develop detailed advice in this area.

3 THE CHALLENGES AHEAD

The ICB Work programme for 2014 is designed to continue the transformation of the ICB in order to provide proactive advice to the Commission to support the accelerated implementation of the Single European Sky.

The highlights include:

- a) A SES Vision Workshop – aimed at establishing a long-term industry vision for ATM.
- b) Continued evolution of the Top Ten Risks.
- c) Developing strong consensus positions on SESAR Deployment, both in terms of PCP content and Deployment Manager governance.
- d) Advice on the expansion of the Network Manager.
- e) Continuing work on SES2+ as revisions are proposed by Parliament and Council.

The ICB will continue to evolve. In 2013 the ICB established a Web-portal to provide access to the ICB and SES documents, and started publication of a quarterly Information Digest which summarises developments around the main topics the ICB is addressing. In 2014, the ICB Plenary sessions will involve more debate on the key issues to ensure that ICB positions offer the best possible advice to the Commission.

4 CONCLUSION

On reflection, 2013 was a year of debate; 2014 must be a year of action. The implementation of the Single European Sky is too slow; but policy makers need also to recognise that regulatory change, even where it is designed to accelerate implementation, can reduce momentum as stakeholders adjust to the new rules.

Simply put - industry reform, as required by the SES, needs *consensus* as well as regulation. Consensus is required both from those who are required to invest in the change and the staff that will be impacted by the change. Consensus needs strong and positive consultation during the development of proposals. Consultation should not be seen as a means of gaining support for a predetermined path.

In 2013, the ICB expressed disappointment with the use of the existing consultation processes. Both the SES2+ and Centralised Services proposals appeared as *fait accomplis* rather than through debate with the industry; the originally proposed consultation period for the PCP was far too short.

The ICB is ready to support the Commission to achieve change, and is committed to the more proactive work programme defined for 2014. As agreed by the Commission last year, support is needed from the Commission to ensure that industry's voice is heard early in the process, so that regulatory proposals are built on the strength of consensus that only a partnership approach can bring. The ICB is awaiting the necessary change management in the organisation of work within the Commission to achieve this.

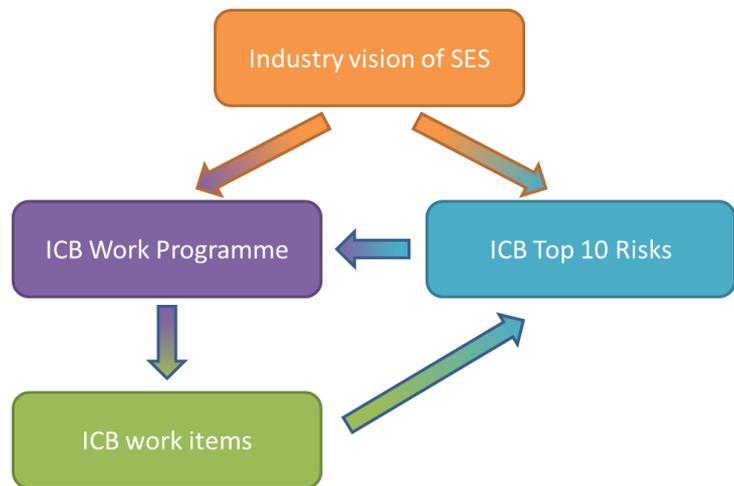
A TOP TEN RISKS

Over the course of 2013, the ICB developed a SES Top 10 Risks document which presents the Top 10 Risks to achieving the SES that are a priority for the ICB to proactively act upon via the ICB Work Programme. This is a 'living' document which will be periodically updated as the external environment changes. The initial version of the document was adopted at ICB/50 in December 2013.

Going forwards, the SES Top 10 Risks will be one of two main ICB management documents which will shape the ICB Work Programme, and inform the ICB's response to future initiatives (ie the future SES framework).

The other management document is the industry long-term vision of SES which is under development.

The Work Programme should be influenced by the topics, and related actions, highlighted in the SES Top 10 Risks. Both the Work Programme and SES Top 10 Risks should be conducted in line with the SES industry vision, once it is available.



The central risk which underpins the paper is that the Single European Sky is not achieved; the top 10 risks presented will contribute to this, for example by impacting the deployment of SESAR or the achievement of performance targets. The current top ten risks are:

- Lack of agreement on SES vision and high level goals
- Regulatory procedures do not lead to industry consensus
- Airlines are unable to finance avionics in line with the European ATM Master Plan
- IR implementation is delayed through insufficient supporting material
- FABs do not deliver the expected level of performance
- Implementation of SESAR technologies is fragmented
- Poor management of human and social factors
- PCP and DM roles are not adequately defined
- Single European Sky does not achieve global interoperability
- Lack of Just Culture

The ICB cannot 'own' the risks identified, but it can take action on topics which are assessed as priority risks, for example by providing pro-active advice, support and monitoring. As the external environment changes, so too will the Top 10 risks that are a priority for the ICB.

B ICB ACTIVITIES IN 2013

B.1 Deliverables

During 2013, the ICB produced the following deliverables.

SES

- [Top 10 Risks](#)
- [Draft ICB Communication on SES 2+](#)

SESAR Deployment

- [ICB Recommendations on draft Implementing Regulation on Guidance Material for Common Projects](#)
- [ICB Position on proposed cap on on-board equipment within the Connecting Europe Facility](#)
- [ICB response on the Amendment to the Connecting Europe Facility](#)
- [ICB response to the funding restrictions for SESAR deployment in the Connecting Europe Facility Legislation](#)
- [Letter from ICB Chairman on Framework Partnership Agreement](#)
- [TEN-T Information paper](#)
- [Why SESAR needs public funding](#)

Interoperability

- [IOP ESO Mandate Workshop Report](#)
- [ICB Recommendations on Annex to the draft ESO mandate on Air Traffic Management Interoperability for ATM Master Plan](#)
- [Information Paper on the Process for Development of Community Specifications](#)
- Requirements for future Community Specifications
- [ICB Position on DLS IR](#)

Centralised Services

- [ICB Position on Centralised Services](#)

General

- [ICB Work Programme for 2014](#)
- [ICB Information Digests were produced in July, October and December](#)

All ICB Deliverables are available on the ICB Portal.

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B.2 Meetings

During 2013, the ICB held the following meetings:

Plenary meetings

- ICB/47 25th March 2013
- ICB/48 25th June 2013
- ICB/49 19th September 2013
- ICB/50 27rd November 2013

Institutional Sub-group meetings

- ISG 50 28th January 2013
- ISG 51 21st May 2013
- ISG 52 10th July 2013
- ISG 53 21st October 2013
- ISG 54 12th December 2013
- ISG 55 22nd January 2014

Interoperability Sub-group meetings

- ESO Mandate Workshop 9th January 2013
- IOP 29 2nd May 2013
- IOP 30 23rd July 2013
- IOP 31 6th November 2013
- IOP 32 11th December 2013

SESAR Deployment Task Force meetings

- SDTF 06 17th January 2013
- SDTF 07 26th June 2013
- SDTF 08 10th July 2013
- SDTF Ad-Hoc 12th December 2013
- SDTF 09 22nd January 2014

C ICB MEMBERS AND OBSERVERS FOR 2013

C.1 Leadership

Mr Olaf Dlugi	Chairman
Mr Kurt Andreasen	Vice-Chairman
Mr Steve Williams	IOP Sub-group chair

C.2 Members

Airports (2 members)

Airports are represented by ACI. The members are:

Mr Mark Burgess	BAA plc/ACI Europe
Dr 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 Horst Bittlinger	AEA
Ms Mildred Troegeler	AEA
Mr Pedro Vicente Azua	EBAA
Mr John Hanlon	ELFAA
Mr Simon McNamara	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 Gonzalo Pacheco	AENA/CANSO
Mr Per Harald Pedersen	Avinor/CANSO
Mr Robert Schneebauer	Austrocontrol/CANSO

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CNS Service Providers (2 members)

Communication Service Providers are represented by ARINC and SITA alternately:

Mr Patrick Geurts SITA

Manufacturing Industry (4 members)

Manufacturing industry is represented by ASD. The members are:

Mr Patrick de Prevaux 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 Alfonso Guerrero ATCEUC

Mr Álvaro Gammicchia ECA

Mr Olivier Joffrin ETF

Mr Paul Neering IFATCA

Mr Luc Veroft IFATSEA

C.3 Observers

EASA (1 observer)

EASA is represented by:

Mr Emanuil Radev EASA

EUROCONTROL (2 observers)

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

EUROCONTROL is represented by:

Mr Bo Redeborn EUROCONTROL (DSS)

Mr Pascal Dias EUROCONTROL (NM)

European Defence Agency (1observer)

Observer Status was granted at ICB/44. The observer is:

Maria Masrueda EDA

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 Cortney Robinson AIA

Mr Jens Hennig GAMA

Ms Tricia Stacey 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