

ICB recommendations on Annex to the draft ESO mandate on air traffic management interoperability for the ATM Master Plan

On 9th January 2013, the IOP sub-group held a workshop to develop recommendations on the contents of the Annex to the ESO mandate for CS development. The recommendation were approved by the ICB using a written procedure and delivered to the Commission on 11th February 2013.

ICB

Industry Consultation Body

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8 March, 2013

Subject: ICB recommendation on the Annex to the draft ESO mandate on air traffic management interoperability for the ATM Master Plan

Dear Mr Castelletti,

At its 45th meeting on 17th September 2012 the ICB agreed to the European Commission's proposed Standardisation mandate to European standardisation organisations (ESOs) on air traffic management (ATM) interoperability for the ATM Master Plan. At that time the ICB agreed to hold a workshop to discuss the draft Annex. I am pleased to inform you that this workshop was held on the 9th January 2013 and that the purpose of this letter is to provide you with the results of this workshop.

The intent of holding the workshop was to ensure that the finally mandated Community Specifications (CSs) are the result of stakeholder consultation and benefit from stakeholder support. The timing of the workshop was chosen to take into account any new elements, focussing on the Step 1 Essential Improvements, for the update of the SESAR Regulatory and Standardisation Roadmaps, which should be delivered in March. The intent is to select CSs to support the foreseeable initial deployment of SESAR. The ICB note however that a definition of the Pilot Common Project is currently being developed by the SESAR Joint Undertaking and that the results of this activity may require further adjustments to the mandated CSs.

The ICB would like to highlight that CSs should be developed to support agreed implementation of an operational capability. It is also important that CSs are only developed when validation activities by SESAR indicate they are sufficiently mature and where the subject forms an essential enabler of the next Step of the European ATM Master Plan.

The ICB recommends that the following topics are included in the Annex:

- Support to DLS IR: Provisions for additional PM-CPDLC messages, multi-frequency VDL Mode 2 and accommodation of FANS 1/A aircraft. The need for such new revisions to existing CS should be investigated prior to detailed action.

- Next generation datalink services: Support for the introduction of i4D/CTA and other data link services in line with the ATM Master Plan.

The ICB further recommends that the following topics should also be included in the Annex but that the detailed work should only be initiated when the SESAR programme confirms adequate maturity and link to an essential enabler of the European ATM Master Plan:

- Airport Data Link
- SWIM
- Meteorological Services.

The ICB recommends that the other proposed elements are at this stage immature or not appropriate for development of CS.

Justifications for each of our recommendations are provided as an appendix to this letter including an indication of the baseline standards that could be considered as inputs in developing the CS.

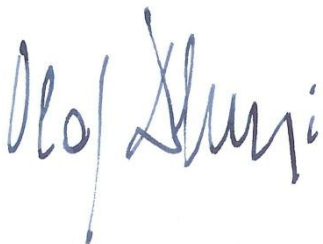
I would also like to advise you that the ICB considers that future updates to the Annex should also be based on stakeholder consultation designed to ensure:

- Alignment of the IR and CS development timelines with the SESAR Standardisation and Regulatory Roadmaps where preferably CSs should be available prior the endorsement of an IR.
- Sufficient flexibility in the timing of CS development activities, to accommodate changes in those Roadmaps (e.g. from an update to the ATM Master Plan).

The ICB therefore suggests that its Interoperability Sub-group review the Annex annually on the basis of updates of the SESAR Standardisation and Regulatory Roadmaps.

Should you require any further information on the ICB's recommendation, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Olaf Dlugi', written in a cursive style.

Olaf Dlugi
Chairman,
Industry Consultation Body

Appendix - detailed justifications for ICB recommendations

European Standard from Annex to ESO Mandate	Estimated Publication Date of EUROCAE Document	EUROCAE Working Group and Document	ICB Conclusion	Rationale for ICB Conclusion
i4D + Controlled Time of Arrival (Step 1): Protected Mode (PM) ADS-C services for i4D	2014	WG78 SC214 SPR	Input to CSs for next generation datalink services	Recommended since i4D/CTA is one of the essentials of the SESAR concept.
i4D + Controlled Time of Arrival (Step 1): Performance based navigation for enhanced Controlled Time of Arrival (CTA)	2014	WG85 ED75B ED 75C	Input to CSs for next generation datalink services	Recommended since i4D/CTA is one of the essentials of the SESAR concept.
System interoperability with air-ground data sharing (Step1): Aligning PM-ADS and PM-FIS with PM-CPDLC	2013	WG78 SC214 ICAO Doc 9880	Input to CSs for next generation datalink services	PM-ADS and PM-FIS are required to support the next generation datalink services in particular PM-ADS is required for i4D.
System interoperability with air-ground data sharing (Step1): New messages in D-ATIS services for Departure Clearance (DCL), Taxi-routing (D-TAXI), Clearances in approach and ITP	2013	WG78 SC214 SPR & INTEROP	Input to CSs for next generation datalink services	The precise nature of the additional services to be included should be validated through the SESAR programme.
System interoperability with air-ground data sharing (Step1): Optimised CPDLC message set including oceanic and new continental needs	2014	WG78 SC214 ICAO Doc 4444	Input to CSs for next generation datalink services	To be included in the proposed DLS II CS but requiring further validation by SESAR.

European Standard from Annex to ESO Mandate	Estimated Publication Date of EUROCAE Document	EUROCAE Working Group and Document	ICB Conclusion	Rationale for ICB Conclusion
System interoperability with air-ground data sharing (Step1): Multi-frequency VDL Mode 2	2013	WG78 SC214 ED 92A	Input for CSs on current datalink services	CS and standards should reviewed to ensure that a clear legal basis exists for the implementation of multi-frequency VDL Mode 2 within the current IR.
System interoperability with air-ground data sharing (Step1): ATN Baseline II - Ground system providing service to FANS-1/A aircraft	2013	WG78 SC214	Input to CSs for current and next generation datalink services	A CS on harmonised approach to FANS accommodation within the current implementation programme should be developed. Full accommodation for FANS aircraft should be achieved when implementing the next generation of services.
System interoperability with air-ground data sharing (Step1): Down link of trajectory data	2013	WG78 SC214 SPR & INTEROP	Input to CSs for next generation datalink services	The precise nature of the additional services to be included should be validated through the SESAR programme.
System interoperability with air-ground data sharing (Step1): Airport surface data communication based on IEEE 802.16, WIMAX	2014	WG82	CS on Airport Data Link	Subject to confirmation as part of future SESAR Deployment Packages and to validation by SESAR.
System Wide Information Management (SWIM): Environmental definition for AIS and MET Data Link Services	2013	WG76 206 OSED ED 151 ED 175 ED 176	CS on Meteorological Services	Support from stakeholders for inclusion in a CS but there is currently insufficient stability of requirements.

European Standard from Annex to ESO Mandate	Estimated Publication Date of EUROCAE Document	EUROCAE Working Group and Document	ICB Conclusion	Rationale for ICB Conclusion
System Wide Information Management (SWIM) (Step1): Business rules and requirements for Airport Mapping Database	2013	WG44 ED 99C ED 119B ICAO Annex 15	Input to the development of CS to support the ADQ IR	Considered part of the current activity for development of CS supporting implementation of the ADQ IR (M/510).
System Wide Information Management (SWIM) (Step1): ATC to ATC flight data exchange updated following validation results	2013	WG59 ED 133	Input to CS on SWIM	<p>A SWIM CS should support the implementation of SWIM and be based on the latest developments within SESAR on the approach to SWIM standardisation. This item should be confirmed as part of future SESAR Deployment Packages, subject to validation by SESAR.</p> <p>Note: ED-133 is already covered by the FDP CS work item under M/390. Additional work will be required when the FOIPS specification is mature. The new mandate should be used to implemented SWIM rather than FDP functionality.</p>
System Wide Information Management (SWIM) (Step2): New MET services (e.g. customized sea, land mountain)	2020	WG76 SC206 ED 151 ED 175 ED 176	CS on Meteorological Services	Support from stakeholders for inclusion in a CS but there is currently insufficient stability of requirements.
System Wide Information Management (SWIM) (Step3): New MET services 4D Weather Data Cube	2020	WG76 SC206	CS on Meteorological Services	Support from stakeholders for inclusion in a CS but there is currently insufficient stability of requirements.

European Standard from Annex to ESO Mandate	Estimated Publication Date of EUROCAE Document	EUROCAE Working Group and Document	ICB Conclusion	Rationale for ICB Conclusion
Surface management integrated with arrival and departure (Step1): Update of minimum performance standard for airborne head up display for Enhanced Vision (EV)	2012	WG79 ED 179B	Not suitable for CS	AMC for EV should be developed within the EASA framework.
Surface management integrated with arrival and departure (Step2): Update of minimum performance standard for airborne Synthetic Vision (SV)	2015	WG79 ED 179B	Not suitable for CS	AMC for SV should be developed within the EASA framework.
Airport safety nets (Step1): Enhanced traffic situational awareness on the airport surface with indications and alerts (SURF IA)	2013	WG51 ED 165	Not suitable for CS	AMC for SURF-IA should be developed within the EASA framework. Stakeholders agreed that there was a need to maintain the A-SMGCS CS to ensure its validity with the ATM Master Plan and SESAR timeline.