

# ICB

Industry Consultation Body

Industry Consultation Body  
Annual Status Report  
2011

## 1 INTRODUCTION

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The Industry Consultation Body (ICB) consists of representatives of all stakeholders in the air traffic management (ATM) community, and was set up to provide the European Commission (EC) with strategic advice on the realisation of the Single European Sky (SES). The composition and scope of the ICB makes it a unique body with the potential to speak with a strong voice. By adopting common industry positions, the ICB makes a significant and constructive contribution to the achievement of the SES objectives.

2011 saw a change in the focus of the SES, and consequently of the ICB: following the adoption of the second package of SES legislation in early 2009, and the supporting secondary legislation in 2010, attention at last shifted to implementation.

The Member States expended significant effort developing performance plans for the first reference period of the SES Performance Scheme; EUROCONTROL was nominated as Network Manager; and work on functional airspace blocks (FABs) gathered pace with the approaching December 2012 deadline for their establishment. Furthermore, the effort to support the efficient and timely deployment of the SES ATM Research (SESAR) programme has been significantly increased in terms of planning for the Deployment Phase.

This Annual Status Report provides an overview of the main activities and achievements of the ICB in 2011, and highlights the challenges that await the ATM community, including the ICB, in 2012 and beyond.

## 2 REVIEWING THE YEAR: THE ICB IN 2011

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2010 saw several challenges for the ICB in terms of the number of parallel developments to be addressed and the speed with which most of these developments took place. Furthermore, the importance of the subjects under discussion, which set the foundation for the future ATM system in Europe, on occasions made it more difficult than before for various stakeholders to compromise on their individual views, which in turn made it challenging to achieve a common industry view.

To meet these challenges, and to improve the ICB's effectiveness, a number of changes to the ICB's working methods were agreed in early 2011. These focussed on:

- streamlining the ICB meeting schedule, reducing impact on members' time and improving efficient development of industry opinions;
- ensuring provision of ICB input into the Commission's processes at the right times;
- allowing, in exceptional circumstances, for alternatives to consensus-based ICB positions; and
- providing a more efficient dissemination of information relevant to the ICB.

### **Implementation of SES**

With the relevant legislation in place, implementation of the SES II package has taken up significant effort from all parties in 2011. These implementation-oriented activities are part of continuing processes that will run into 2012 and beyond, and furthermore, much of the work has taken place at national or FAB level.

As a result, the role of the ICB in this area has largely been to monitor progress. As no major issues have been identified, there has been limited need to develop and provide an industry opinion.

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For the performance scheme, in the first half of 2011 Member States were required to provide their national or FAB performance plans for the first reference period (RP1) of the scheme (2012-2014). The performance scheme is an important but difficult topic for the ICB. Industry continues to support the performance scheme as a means of promoting the performance of the European ATM system. Over the coming years, the performance scheme will increasingly become a driver for investment decisions in ATM, as relevant organisations are required to become more cost efficient whilst increasing capacity and continuing to provide a safe and environmentally sustainable service. With their different business perspectives, the ICB members have recognised that differences exist in opinions on timescales, priorities and ambition for the scheme.

The national/FAB performance plans were delivered to the Commission in June 2011 for evaluation by the Performance Review Body (PRB). This evaluation showed a shortfall in the aggregated national and FAB performance plans, compared to the EU-wide cost efficiency target, of 250 Million EUR in cost savings. The evaluation also showed that for the capacity target the aggregated plans would amount to an average delay of 0.76 minutes per flight in 2014, whereas an EU-wide target of 0.5 minutes per flight had been set in late 2010. A Commission recommendation, calling on States to review their performance plans in order to meet the EU-wide targets, was discussed and adopted by the SSC in October 2011. In response to this recommendation, States developed updated plans, which were to be delivered for further evaluation in early 2012 – with the first reference period already underway.

Development of performance plans is a national or FAB level activity, and the ICB's role is at a European level. However, the ICB has continued to follow the process with interest. The Commission have kept the ICB members up to date with progress, to ensure wide understanding of the steps being taken in preparation for RP1.

One specific area where the ICB has discussed the performance scheme was in the definition of the safety key performance indicators (KPIs). The performance Regulation identified three safety KPIs but did not require safety targets to be set for RP1. However, the performance Regulation did require the Commission to work with Member States, EASA and EUROCONTROL to define the safety KPIs in more detail. The ICB was regularly informed about progress, and supported the proposed amendment to the performance Regulation that dealt with the safety KPIs when it was put forward by the Commission for a vote by the SSC.

With respect to network management functions, 2011 saw the nomination of EUROCONTROL as the Network Manager, and the creation of the Network Management Board. At the same time, the development of the functional airspace blocks has continued. For both the network management functions and the FABs, 2012 will be an important year, with the work of the Network Manager starting to gather pace, and with the deadline for establishing FABs (4<sup>th</sup> December 2012) approaching fast.

After providing industry opinions on the Implementing Rules for both network management functions and FAB information requirements in late 2010, the ICB has taken a monitoring role. Similar to the performance scheme work, the ICB members are following progress in both areas with interest, and the Commission is making sure that the ICB is kept up to date.

### **Deployment of SESAR**

With the Commission required to propose a strategy for the governance and financing of the deployment of SESAR before the end of 2011, much effort has been put into

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the development of this strategy during the year, specifically: the SESAR Deployment Task Force in the first months of the year; a Commission consultation paper and workshop in September; and a Commission Communication in December.

There was no industry representation present in the SESAR Deployment Task Force, but the ICB was invited to nominate experts from airspace users, air navigation service providers and airports to take part in the Expert Group supporting the task force. With the participation of industry representatives, the Expert Group developed a report based on extensive analysis, which was added to the task force report as an annex.

Following the conclusion of the work of the task force, the ICB proactively started discussions of industry's views on SESAR deployment governance. Although the industry stakeholders were eventually unable to agree on the details of the governance strategy, the related discussions have been important in shaping the opinions of all involved.

The Commission initiated a consultation in early September regarding the developing views on financing and governance structures for SESAR deployment. The ICB participated in the consultation workshop, and provided a written response to the consultation, highlighting the main open issues for successful deployment.

The year ended with the release of a Commission Communication on governance and incentive mechanisms for SESAR deployment. This Communication will form an important input for the work of the ICB in 2012.

Whereas the Communication considers the SESAR programme as a whole, in 2011 specific and separate attention was still given to the deployment of the first Implementation Package of SESAR, IP1. The IP1 Steering Group had been set up in early 2010, with participation from all parties involved: Commission, Member States, European institutions, industry and the military. Despite the work of the IP1 Steering Group, there were significant concerns about the state of IP1 deployment in early 2011. A delegation of ICB members was invited to two meetings of the SSC to discuss the actions required to address the critical situation in which IP1 deployment was considered to be. These discussions have led to a renewed commitment from all involved to IP1 deployment, and to an update of the IP1 Steering Group Terms of Reference. In the update process, the Steering Group has also been merged into the overall SESAR deployment governance strategy, and will now continue to function as a test bed for the future governance arrangements under the new name of Interim Deployment Steering Group.

### **Interoperability**

In parallel to the institutional elements of SES implementation and SESAR, the ICB has continued to support work on the interoperability of the European ATM system. Specifically, the ICB provided opinions on the aircraft identification (ACID) and surveillance performance and interoperability (SPI) Implementing Rules. The ICB also recommended the development of a performance based navigation (PBN) IR.

The ICB's interoperability sub-group is following the update process of the European ATM Master Plan with interest, an activity that will continue into 2012.

### **Relationship with the Commission and other SES bodies**

2011 saw a change of leadership in areas within air transport and SES at the Commission with the appointments of Mr Baldwin as the Commission's Director for Air Transport and Mr Castelletti as the Head of the SES Unit. Both have met with the ICB

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Chairman and Vice Chairman, and have attended ICB meetings to introduce themselves and their initial views on SES.

When a need is identified to discuss a topic with the Commission outside the normal meeting cycles, the ICB Chairman will often approach the Commission on behalf of the industry to propose a dedicated meeting. In early 2011, such a meeting was held between an ICB delegation led by the Chairman, and Mr Margus Rahuoja, Senior Advisor to VP Kallas, to discuss the topic of Just Culture.

EUROCONTROL, the SJU and ATMSCG continue to brief the ICB at all plenary meetings on their SES related work. Furthermore, ACI Europe provides a brief on the work of the Airport Observatory. In 2011, EASA was added to this list and now also provides regular progress updates of its work. The ICB also continues to invite representatives from bodies linked to SES implementation including the PRB Chairman and representatives of NextGen. The FAB Coordinator will address the ICB in 2012.

### 3 THE CHALLENGES AHEAD: THE ICB IN 2012

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The shift in focus from definition of SES to implementation will continue in 2012, in particular: it is the first year of the first reference period of the performance scheme, and Member States are now expected to deliver on their plans; it is also the first full year in which the Network Manager is active; and by the end of 2012, all Member States are required to have established a FAB. Furthermore, important steps will already be taken in 2012 in the preparation for the second reference period of the performance scheme, which will start in 2015.

However, the main area of work for the ICB in the first half of 2012 will be on SESAR deployment. The Commission's Communication sets the framework for developing guidance material to support the establishment of the proposed governance and funding mechanisms. The Commission has urged the ICB to develop a common view on SESAR deployment, refining the principles drawn from initial discussions held by the ICB in spring of 2011 and focusing on industry's role and organisation within the management level. ICB consensus would be an important signal with respect to industry's ability and willingness to work together to ensure the deployment of SESAR.

Beyond these issues, other developments in early 2012 of importance to the ICB are:

- the proposed update of the European ATM Master Plan;
- the Commission's Airports Package, released in December 2011; and
- preparations for the 12<sup>th</sup> ICAO Air Navigation Conference.

### 4 CONCLUSIONS

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2011 was an interesting year for the ICB as the SES moved from definition to implementation – a trend which will continue in 2012. The work of the ICB continues to be essential in ensuring that the voice of industry is heard. The ICB offers a forum to debate issues of common importance, and the strength of speaking with a common voice should be recognised by all industry stakeholders.

As a final point, the ICB owes thanks to Mr Steve James who stepped down as ICB Vice Chairman in December 2011 after three years in this role. Over this period, Mr James has played an important role in maintaining the central position of the ICB in advising the European Commission on the implementation of the Single European Sky.

## A ICB ACTIVITIES IN 2012

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### A.1 Main outputs

The following formal positions were agreed during 2011:

- ICB position on SPI Implementing Rule
- ICB position on ACID Implementing Rule
- ICB position on SESAR deployment
- ICB position on safety KPIs

### A.2 Meetings

During 2011, the ICB held the following meetings:

#### Plenary meetings

- ICB/38 31<sup>st</sup> January 2011
- ICB/39 22<sup>nd</sup> March 2011
- ICB/40 23<sup>rd</sup> May 2011
- ICB/41 5<sup>th</sup> September 2011
- ICB/42 8<sup>th</sup> December 2011

#### Institutional Sub-group meetings

- Institutional Sub-group 42 14<sup>th</sup> March 2011
- Institutional Sub-group working session 11<sup>th</sup> April 2011
- Institutional Sub-group 43 10<sup>th</sup> May 2011
- Institutional Sub-group 44 18<sup>th</sup> July 2011
- Institutional Sub-group 45 3<sup>rd</sup> November 2011

#### Interoperability Sub-group meetings

- Interoperability Sub-group 22 26<sup>th</sup> January 2011
- Interoperability Sub-group 23 20<sup>th</sup> April 2011
- Interoperability Sub-group 24 31<sup>st</sup> August 2011
- Interoperability Sub-group working session 8<sup>th</sup> November 2011
- Interoperability Sub-group 25 25<sup>th</sup> November 2011

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## B ICB MEMBERS AND OBSERVERS FOR 2011

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### B.1 Leadership

Mr Per Arne Watle	Chairman
Mr Steve James	Vice Chairman

### B.2 Members

#### Airports (2 members)

Airports are represented by ACI. The members are:

Ms Lucy Hodgson	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 Vincent De Vroey	AEA
Ms Kathrin Blau	AEA
Mr Pedro Vicente Azua	EBAA
Mr John Hanlon	ELFAA
Mr Mike Ambrose	ERAA
Ms Sylviane Lust	IACA
Mr Martin Robinson	IAOPA
Mr Robert Tod	IATA

#### ATSPs (4 members)

ATSPs are represented by CANSO. The members are:

Mr Guenter Martis	Director European Affairs CANSO
Mr Michel Rocca	DSNA
Mr Alastair Muir	NATS
Mr Alessandro Ghilari	ENAV

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## CNS Service Providers (2 members)

CNS Service Providers are represented by Communication and Navigation Service Providers.

Communication Service Providers are represented by SITA:

Mr Patrick Geurts            SITA

The member for the Navigation Service Providers seat (one member) will be nominated once there is a certified service provider.

## 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 Eric Stefanello            Airbus/ASD

## Meteorological Service Providers (1 member)

Meteorological Service Providers are represented by the Aviation Meteorology Group. The member is:

Mr Klaus Sturm              EUMETNET/AVIMET

## Professional staff associations (5 members)

Professional staff associations are represented by 5 members:

Mr Joel Cariou                ATCEUC  
Mr Paul Vissers                ECA  
Mr Olivier Joffrin              ETF  
Mr Paul Neering                IFATCA  
Mr Luc Veroft                  IFATSEA

## **B.3 Observers**

### EUROCONTROL (1 member)

EUROCONTROL is represented by:

Mr Bo Redeborn                EUROCONTROL

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## Non-European Interests (2 members)

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

Mr Chris Benich                      AIA

Mr Christopher Barks                FAA

## Military (1 member)

Military interests are represented by MilHAG. The member is:

LtCol Jos Laarhoven                      MilHAG

## Research Establishments (1 member)

The interests of research establishments are represented by EATRADA. The member is:

Mr Maria Mas                              EATRADA

## Standardisation Bodies (1 member)

The Standardisation bodies are represented by ATMSCG. The member is:

Mr Terry Dunford                      ATMSCG

## EASA (1 member)

EASA is represented by:

Mr Eric Sivel                              EASA

## SESAR JU (1 member)

The SESAR JU is represented by:

Ms Fiona McFadden                      SESAR JU