Industry Consultation Body

Role of the Interoperability sub-group

18th December 2008

ETSI
The Industry Consultation Body

- Created in 2004 by the SES Framework Regulation (Article 6, 549/2004):
  - Without prejudice to the role of the Committee and of Eurocontrol, the Commission shall establish an ‘industry consultation body’, to which air navigation service providers, associations of airspace users, airports, the manufacturing industry and professional staff representative bodies shall belong. The role of this body shall be solely to advise the Commission on technical aspects of the implementation of the single European sky.
Composition includes all ATM stakeholders

- Air traffic service providers;
- Communication, navigation and surveillance (CNS) service providers;
- Meteorological service providers;
- Airspace users;
- Manufacturing industry;
- Airports;
- Professional staff representative bodies.

Observers include:
- Eurocontrol
- FAA
- ATMSCG (ESOs and EUROCAE)
Role of IOP Sub-group

- Provide advice to the Commission on:
  - The need for Commission mandates, for:
    - Implementing Rules
    - Community Specifications
  - Regulatory Roadmap for SESAR Deployment
  - Changes to the process for standards development in support of ATM interoperability
  - Progress of IR and CS development by Eurocontrol and the ESOs
  - Global standardisation activities including those of ICAO
ICB-IOP Positions
General Principles for IRs

• All Commission mandates for CS and IR developments have been supported by advice from the ICB

• The ICB established general principles for IRs in March 2005 (ICB/4/4):
  • Over regulation should be avoided
  • CBA required to ensure solution is safe and cost-effective
  • Appropriate balance required between cost benefit and service improvement
  • Full consistency must be assured with ICAO
  • Establish a “level playing field” – uniform application by states
ICB-IOP Position
Standardisation – More standards required

• The Interoperability sub-group considers that current arrangements for standardisation will require strengthening to ensure that sufficient standards are available to support deployment of the SESAR operational concept.

• They also note that the activities of the SESAR Development Phase will support this process, in particular:
  • The existence of an ATM Master Plan will, for the first time, allow for a comprehensive ‘top-down’ assessment of the need for standards.
  • The R&D work conducted by the SESAR JU members will support the technical development of accurate standards.
ICB-IOP Position
Standardisation – Standards Roadmap Required

• The ICB recognise and supports a task currently being performed by the EUROCONTROL Regulatory Unit to develop a process for establishing a Standardisation Roadmap within the context of the SESAR JU task to maintain the ATM Master Plan.

• The ICB considers that:
  • The Standardisation Framework must be consistent with the legal basis created by the Single European Sky legislation.
  • In developing a Standardisation Framework, the SESAR JU must ensure that the results of the R&D are made available to the standardisation process.

• The IOP sub-group will review the process at its next meeting in January
ICB-IOP Position
Standardisation – CS development

• The process for developing Community Specifications (CSs) should be as pragmatic as possible.
• A CS should draw on aviation standards developed by the traditional processes (eg EUROCAE).
• The development of CSs should only be commenced when the technical input standards are mature.
ICB-IOP Position
Standardisation – Lack of resources

• The Interoperability sub-group has noted the issue of lack of resources and recognises that a solution is required, particularly as the ATM industry is relatively small and the number of experts limited.

• A potential solution to the lack of resources would be to fund the standardisation process.

• It is clear however, that part of the success of the existing arrangements is that the voluntary nature has assured strong commitment of the industry to the development of standards.

• In developing funding solutions, it is important that the use of volunteers is maintained to ensure as wide a review as possible of the material.

• Funding should therefore be restricted to the development of core material and the administration of the process.
Thank you for your attention

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