

In cooperation with



ICAO



AIRBUS



Introduction to cyber security policy for ATM

Confidential Data

Personal Data

Identity Card No

Passport No

Driving License

Income Tax No



ICAO



AIRBUS Agenda



✈ Introduction

- ✈ Security Benefits of Policy
- ✈ Documentation
- ✈ *Developments in Cybersecurity in ICAO*

✈ Introduction of Air Traffic Management Cybersecurity Policy Template

- ✈ Security policy template review
 - ✈ Goals
 - ✈ Content

✈ Use case example

In cooperation with
 ICAO  canso  AIRBUS

**Air Traffic
Management
Cybersecurity
Policy Template**



In cooperation with



ICAO



AIRBUS



Introduction



ICAO



AIRBUS



Security Benefits of Policy

How good security policy protects and defends



Have we just been lucky so far...

- There have been security incidents that have affected aviation, but no truly disruptive cyber event.
- Is that because we're "good", or because we've been "lucky"



⇒ The "Good"

- We have a culture of care and attention to support safety
- Our systems generally operate in an isolated environment (but this is changing...)
- Our processes and procedures are naturally defensive & cautious
- We have checklists of checklists

⇒ What if...

- ... our safety focus can be used to distract from other threats
- ... the systems we trust implicitly have been altered
- ... our caution stops us acting quickly when we need to
- ... our checklists & procedures make us predictable to an attacker
- ... a supplier we trust gets compromised



ICAO



AIRBUS



CASE STUDY: SOLARWINDS "SUNBURST" ATTACK

Probably the most publicised attack so far in 2021

In late 2020, SolarWinds discovered malicious code had been inserted into its Orion monitoring product.

The malicious code was distributed to customers around March 2020.

The attackers first accessed internal SolarWinds systems in Sept 2019.

Information taken from Microsoft Security's Deep Dive into Solorigate/SUNBURST¹⁾



Source:
1]

<https://www.microsoft.com/security/blog/2021/01/20/deep-dive-into-the-solorigate-second-stage-activation-from-sunburst-to-teardrop-and-raindrop>

WHY USE “POLICY” AS A SECURITY CONTROL?

But isn't security about technical protections, firewalls and keeping 10,000 unique passwords?

These technical protections need to build on a solid foundation:

Risk Management

Business is about **managing risk**, so this is about managing security in a way that is familiar and well understood.



Regulation

Aka **Governance** – independent oversight to help keep the right behaviours happening.



Maintenance

Protecting against **supply chain** attacks via maintenance partners



Comms Security

Protecting against **impersonation** and **being influenced** by anonymous attackers



Handling Incidents

Consider an incident might be an **intelligent attacker** rather than a statistical event.

Think about **Business Continuity**, maybe graceful degradation of service.

Also consider **Disaster Recovery** – how to rebuild from nothing.

Share knowledge and **work together** - even commercial competitors are on the same side against attackers.



New Systems

Design in **foundational security**, and make sure **procurement chains** are trustworthy and not compromised



Access Control

Both **physical** and **logical**, use of least privilege, etc.



Ops Security

Building good cyber into operational processes



Compliance

Maintaining **evidence packs** – a key part of Audit



Asset Management

Knowing what you have, and what vulnerabilities you might be exposed to



Policy stands as the foundation of good technical protections

In cooperation with



ICAO



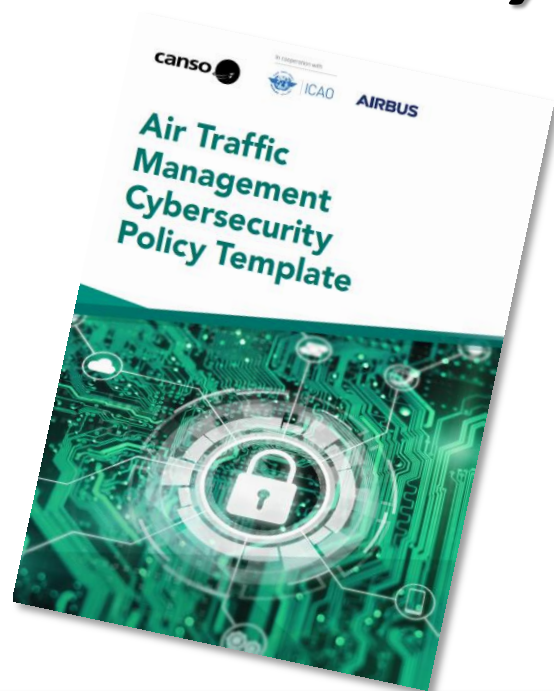
AIRBUS



Is There any Example For “Good” Policy

Of course! The “Air Traffic Management Cybersecurity Policy Template”

Developed in partnership by ICAO, CANSO and Airbus:





ICAO



AIRBUS



CONTEXT

Risk Management:

- Consider security throughout all risk management
- Have a methodical process to give justifiable decisions
- Integrate security across the entire lifecycle

Asset Management:

- Know what you have
- Control access and be proportionate to IT/OT/IACS/Comms
- Recognise the value of data as well as physical assets

Supply Chain:

- Map the entire end-to-end chain
- Start at adjacent links and work out
- Mitigate using Risk Management

Incident Response:

- Prepare and consider Informed Attackers
- Define priorities based on scenarios
- Share information with partners

OBJECTIVES

Risk Management & Governance

- Management [SECTION 7](#)
- Regulation [SECTION 8](#)
- Compliance [SECTION 20](#)

Protecting Assets

- Asset Management [SECTION 10](#)
- Operational Security [SECTION 13](#)
- Access Control [SECTION 11](#)
- Communication Security [SECTION 14](#)

Supply Chain

- Maintenance [SECTION 15](#)
- Acquisition [SECTION 15](#)
- Relationships [SECTION 16](#)

When things go wrong...

- Incident Management [SECTION 17](#)
- BC / DR [SECTION 18](#)
- Speaking out [SECTION 18](#)

In cooperation with



ICAO



AIRBUS

canso
civil air navigation services organisation



So What are the benefits

- Looking back over the how the ATM Cyber Policy Template requirements protect against an attack like the SolarWinds Orion attack...

*Access
Control*



*Comms
Security*



New Systems



Ops Security



Maintenance



*Handling
Incidents*





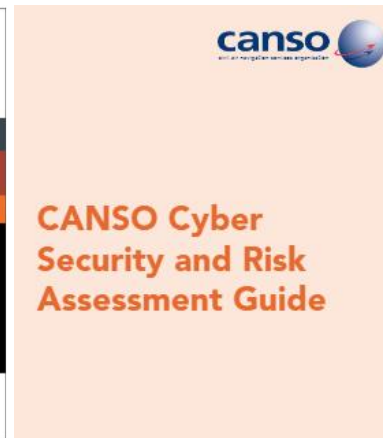
ICAO



AIRBUS



Documents





ICAO



AIRBUS



Documentation

- ✈ *Resolution A40-10: Addressing Cybersecurity in Civil Aviation*
- ✈ *Air Traffic Management Cybersecurity Policy Template.*
- ✈ *Safety Management Manual (SMM) (Doc 9859).*
- ✈ *ICAO Aviation Security Global Risk Context Statement (Doc 10108)*
- ✈ *Aviation Security Manual (Doc 8973)*
- ✈ *Annex 17: Security Provisions*



ICAO



AIRBUS



Documentation

- ✈ *Air Traffic Management Security Manual (Doc 9985)*
- ✈ *Annex 19; Safety Management.*
- ✈ *ICAO Aviation Cybersecurity Strategy*
- ✈ *CANSO Standard of Excellence in Cybersecurity*
- ✈ *ISO/IEC 27000-series comprises information security standards*
- ✈ *ICAO Cybersecurity Action Plan*



ICAO



AIRBUS



ISO/IEC 27000-series comprises information security standards

- ✈ Information about best practices to improve information security**
- ✈ ISO/IEC 27000 Information security management systems Overview and vocabulary
- ✈ ISO/IEC 27001 Information security management systems Requirements
- ✈ ISO/IEC 27002 Code of practice for information security management
- ✈ ISO/IEC 27003 Information security management system implementation guidance
- ✈ ISO/IEC 27004 Information security management Measurement
- ✈ ISO/IEC 27005 Information security risk management
- ✈ ISO/IEC 27006 Requirements for bodies providing audit and certification of information security management systems
- ✈ ISO/IEC 27010 Information technology -- Security techniques -- Information security management for inter-sector and inter-organizational communications.



ICAO



AIRBUS



ISO/IEC 27000-series comprises information security standards

- ✈ **Information about best practices to improve information security**
- ✈ ISO/IEC 27011 Information security management guidelines for telecommunications organizations based on ISO/IEC 27002
- ✈ ISO/IEC 27031 Guidelines for information and communications technology readiness for business continuity
- ✈ ISO/IEC 27033-1 Network security overview and concepts
- ✈ ISO/IEC 27033-3:2010 Network security - Part 3: Reference networking scenarios - Threats, design techniques and control issues
- ✈ ISO/IEC 27035 Security incident management
- ✈ ISO 27799 Information security management in health using ISO/IEC 27002



ICAO



AIRBUS



Cybersecurity must interface with other disciplines (safety, efficiency) similarly to what currently happens with “traditional” aviation security to ensure the accurate assessment of exposure to cybersecurity threats and ensure the development of effective and efficient risk-based cyber-protection strategies. Cybersecurity needs to build bridges between aviation security and safety as the multi-disciplinary nature of cybersecurity needs to benefit from security and Safety.



ICAO



AIRBUS

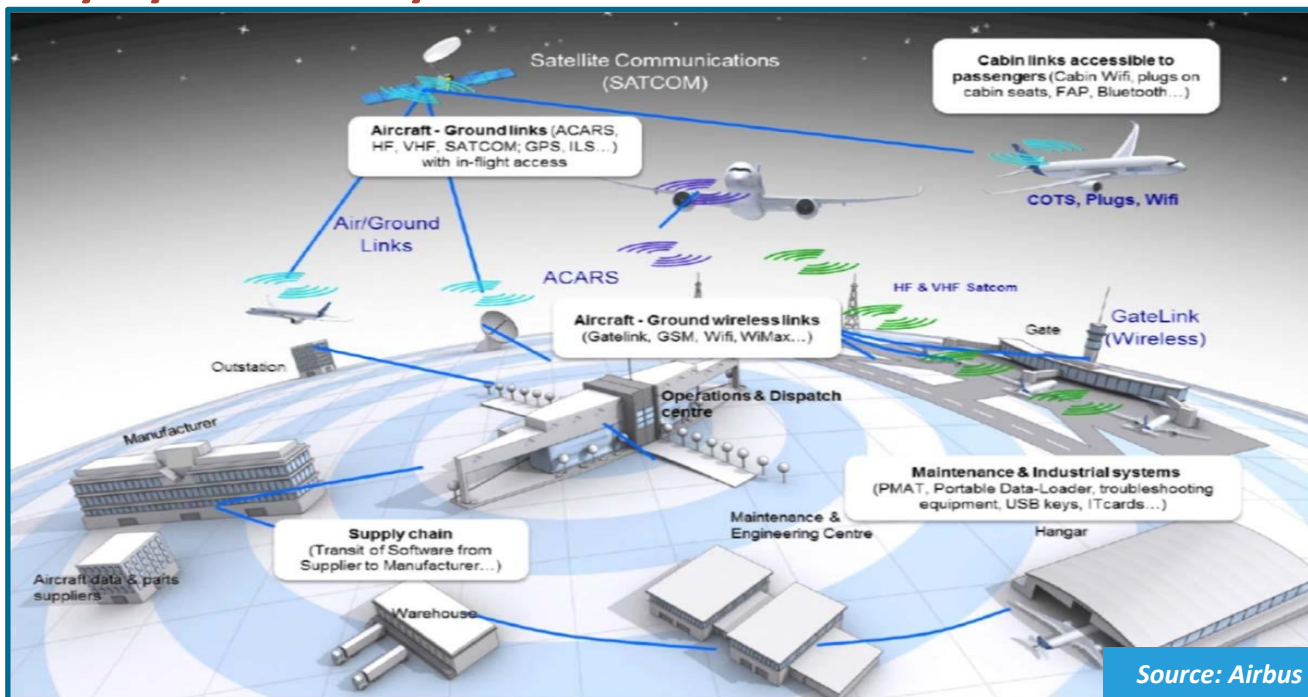


Developments in Cybersecurity in ICAO





Why Cybersecurity in Civil Aviation?



Source: Airbus

Inter-connection & Inter-operability of Digital Systems between Aviation Stakeholders Expands the Cyber Threat Landscape

In cooperation with



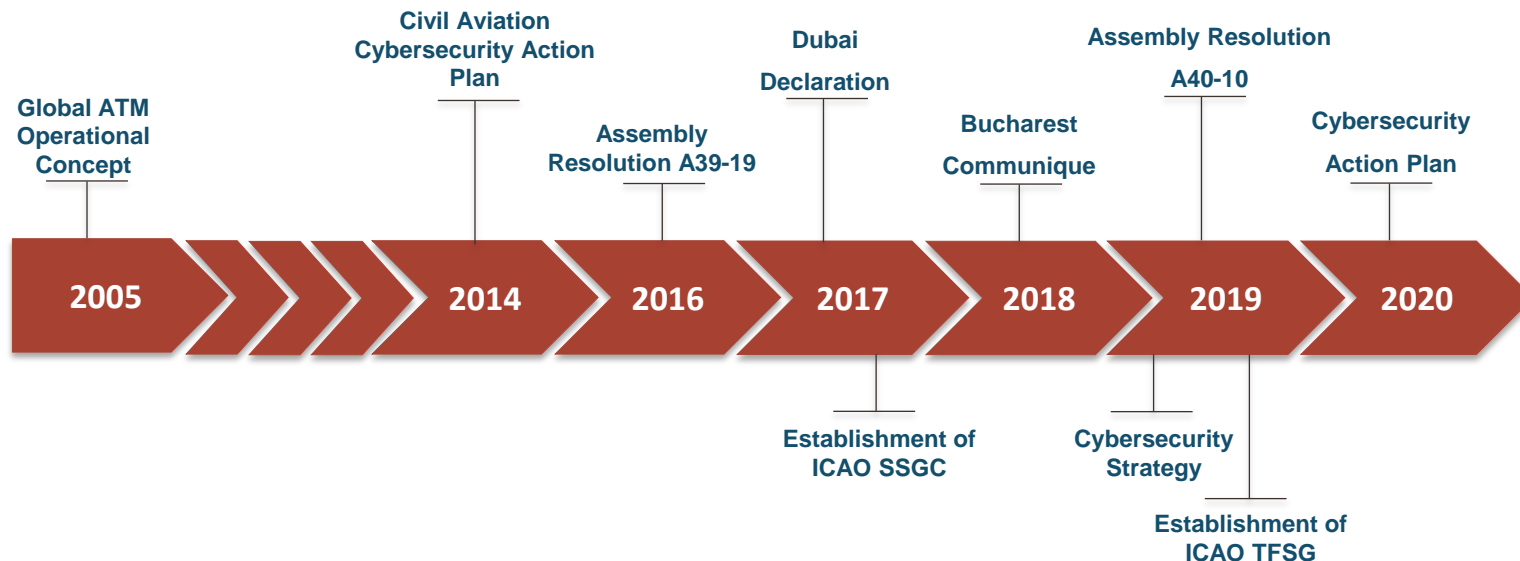
ICAO



AIRBUS



ICAO Cybersecurity Timeline





ICAQ



AIRBUS



ICAO's Work on Cybersecurity

- **Legal Instruments:**
 - The Beijing Convention and The Beijing Protocol of 2010
- **Assembly Resolutions:**
 - A39-19 and A40-10 Resolutions on Cybersecurity
- **Standards and Recommended Practices:**
 - Annex 17 – *Security*: Standard 4.9.1 and Recommended Practice 4.9.2
- **Guidance Material:**
 - Procedures for Air Navigation Services – PANS
 - Doc 8973 – *Aviation Security Manual*
 - Doc 9985 – *ATM Security Manual*
 - Aviation Cybersecurity Strategy
 - Cybersecurity Action Plan
- **Training**
 - Cybersecurity Training Roadmap
 - Training Courses





ICAO



AIRBUS



Training

■ Training Courses in the Pipeline:

- ✓ Foundations of Aviation cybersecurity Leadership and Technical Management
 - ✓ Developed in Partnership between ICAO and Embry-Riddle Aeronautical University
 - ✓ Two Tracks: Leadership & Technical Management
- ✓ Managing Security in ATM
 - ✓ Developed in Partnership between ICAO and EuroControl
 - ✓ Covers Traditional ATM Security as well as Cyber.





ICAO



AIRBUS



Expert Groups within ICAO Addressing Cybersecurity in their Work

■ Secretariat Study Group on Cybersecurity – SSGC

- ✓ Research Sub-Group on Legal Aspects
- ✓ Working Group on Airline and Aerodromes
- ✓ Working Group on Air Navigation Systems
- ✓ Working Group on Cybersecurity for Flight Safety

■ Trust Framework Study Group – TFSG

- ✓ Trust Reciprocity Operational Needs Working Group
- ✓ Digital Identity Working Group
- ✓ Global Resilient Aviation Interoperable Network Working Group



ICAO



AIRBUS



Feasibility Study on the Mechanism to Address Cybersecurity in ICAO

- Work began in 2018.
- First Draft Presented to Council in 2020.
- Small Working Group (SWG)
 - Established on 30 October 2020
 - Met 15 times between in less than two months
 - Developed 3 Options, Evaluated them, and Recommended a preferred option for Council's Consideration



In cooperation with



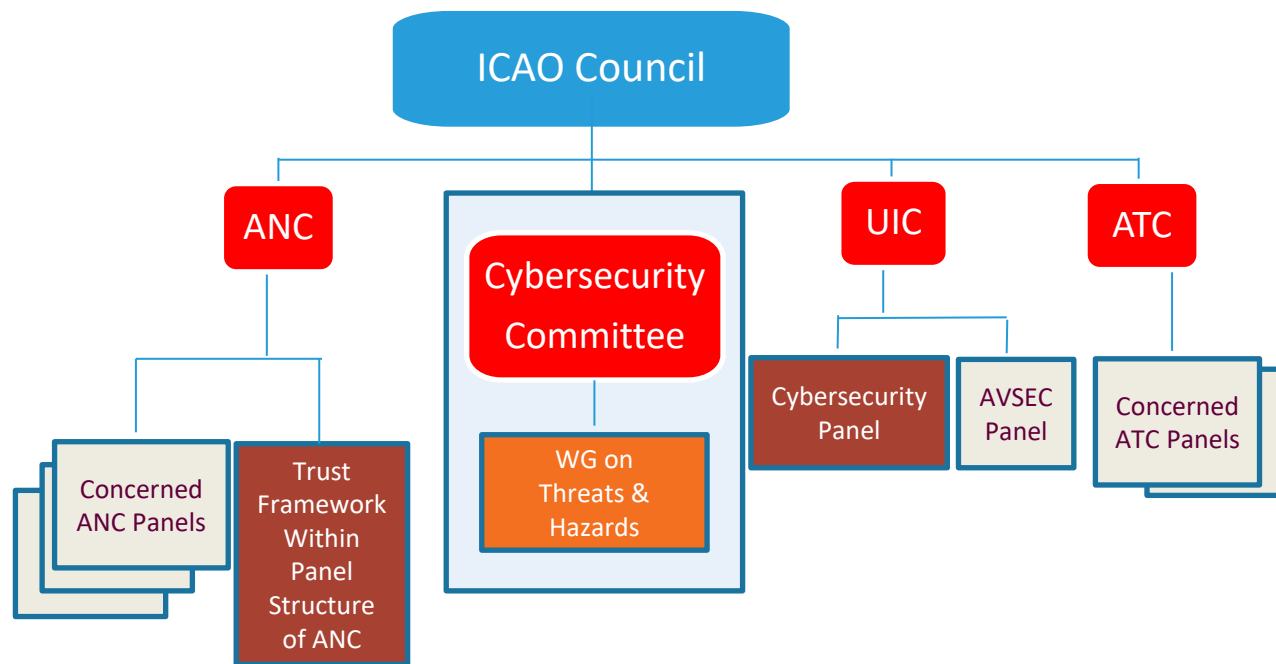
ICAO



AIRBUS



Council's Decision on the Mechanism to Address Cybersecurity in ICAO



In cooperation with



ICAO



AIRBUS



Aviation Cybersecurity Strategy





ICAO



AIRBUS



Cybersecurity Action Plan

- Published in November 2020.
- **TLP Green.**
- **Provides the Foundation** for ICAO, States and stakeholders to work together, and proposes a **Series of Principles, Measures, and Actions** to achieve the objectives of the Cybersecurity Strategy's seven pillars.
- **Develops the Seven Pillars** of the Aviation Cybersecurity Strategy into **29 Priority Actions**, which are further broken down into **54 Tasks** to be Implemented by ICAO, States, and Stakeholders.



ICAO



AIRBUS



Cybersecurity Action Plan (Example)

Priority Outcome		Pillar 3: DEVELOP EFFECTIVE LEGISLATION AND REGULATIONS					
Priority Actions		<ul style="list-style-type: none">Ensure that appropriate regulation and legislation are in place for cybersecurity;Develop appropriate guidelines for States and Industry in implementing cybersecurity related provisions;Ensure that international legal instruments provide appropriate measure for the prevention, timely reaction to, and prosecution of cyber-incidents.					
Actions							
Action #	By	Traceability to the Cybersecurity Strategy	Traceability in Action Plan	Specific Measures/Tasks	Indicators	Maturity	Target
CyAP 3.1	Member States	3.3	8.4	Member States to ratify Beijing instruments.	Number of States having ratified Beijing instruments	Low	ongoing
CyAP 3.2	ICAO	3.3	8.3	Analysis of international air law instruments	Report and update plan	N/A	2020
CyAP 3.3	ICAO and Member States	3.3	8.2	Analysis of existing international and national legislation in the cybersecurity field and identify gaps, including criminal law.	Promote ratification of instruments to incriminate unlawful cyber acts.	Medium	2022 - 2023
CyAP 3.4	ICAO, Member States and Industry	3.3	8.1	Review existing ICAO security standards to identify need for potential cybersecurity updates	Regulatory gap analysis	High	2021
CyAP 3.5	ICAO	3.2	5.4	Create, review and amend guidance material related to implementing cybersecurity requirements	Accepted and agreed cybersecurity guidance material	High	2021-2022

In cooperation with



ICAO



AIRBUS



Introduction of Air Traffic Management Cybersecurity Policy Template

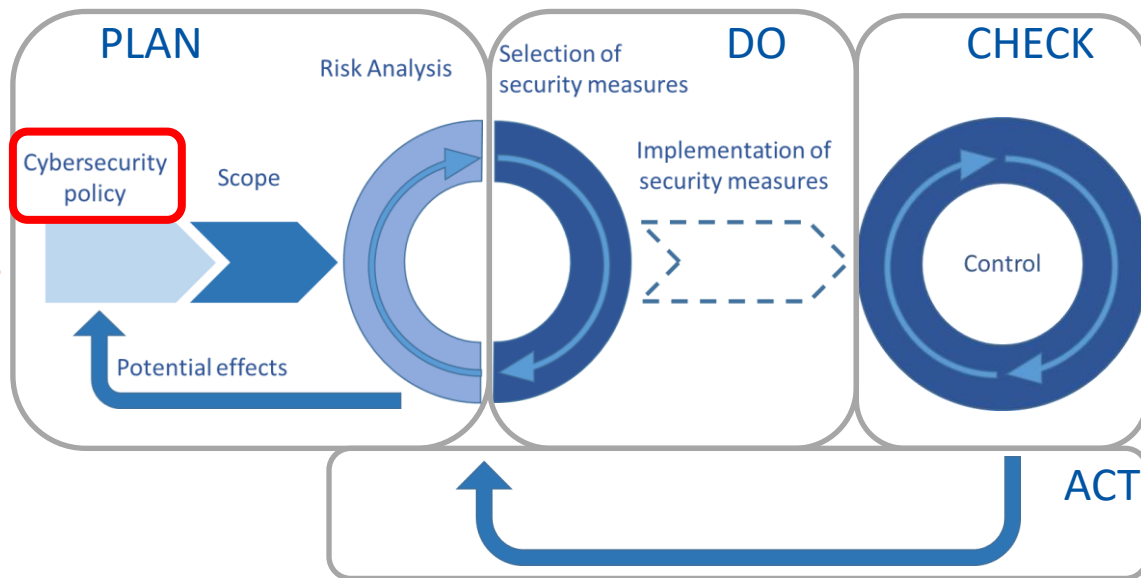




Information Security Management system (ISMS) approach

ISMS provides a systematic approach for managing an organization's information security.

- ✈ With the objectives to:
- ✈ Comply with **safety constraints**
 - ✈ Provide **resilience**
 - ✈ Ensure **reliability**
 - ✈ Support ATM **business model**





Cybersecurity policy for setting up ISMS

Requirement ATMSP-001-01

Based on this security policy, an information security management system shall be **defined, implemented and maintained** based on a **risk management approach**.

NB: ISO27001 and ISO27002 Standards provide approved process and best practices for ISMS Benefits from Airbus Aircraft Security Management System principles

→ in addition: achieving maturity enables reducing too many changes to System and Information Systems under safety regulation constraints (Cost driven)



Cybersecurity policy objectives

✈ Focused on 2 key objectives

✈ Safety

✈ Business continuity

✈ Based on ISO27001 and IEC62443 (industrial systems) key principles

✈ Benefits from Airbus Aircraft Security Management System principles

➔ To provide consistent end-to-end security: “security by design from ground to air”





Scope & Objectives

✈ Address the whole ATM:

- ✈ Actors, employees, partners and suppliers
- ✈ Services and related information systems
- ✈ Infrastructures (IT, OT, IACS)

✈ With the objective to provide resilience

- ✈ Based on criticality regarding safety and operability





ICAO



AIRBUS



Infrastructures (IT, OT, IACS)

IT Infrastructure

IT infrastructure are the components required to operate and manage enterprise IT environments.
hardware, software, networking components, an operating system (OS), and data storage.

OT & IACS Infrastructure

Operational Technology (OT) and Components Cybersecurity Certification Scheme; Industrial Automation & Control Systems (IACS).
Critical element for cybersecurity



Cyber security Risk Management



Requirement ATMSP-002-01:

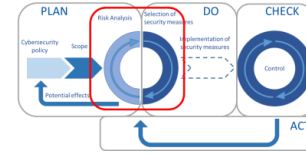
ATM security shall be **intelligence** led, **threat** based and **risk** managed.

Requirement ATMSP-003-01:

Information security risk management shall be considered as an integral part of the **overall system life cycle process**.



Cyber security Risk Management



Requirement ATMSP-004-01:

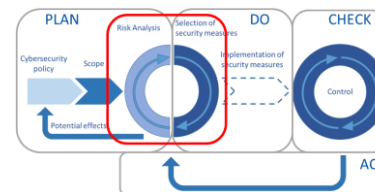
All ATM assets (data, systems, personnel...) shall have defined ownership.

Requirement ATMSP-005-01:

Defense in depth principles as defined in 5 – Security architecture objective, shall be part of the information security management.



Cyber security Risk Management



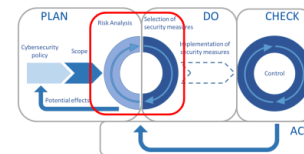
Requirement ATMSP-006-01:

ATM Security Risk based approach shall implement **technical security** measures and **operational security** measures (policies and processes) to reduce risk to an acceptable level regarding:

- (Intentional) Successful cyber-attack,
- Human error,
- Accident or incident,
- Impact from natural disaster.



Cyber security Risk Management



Requirement ATMSP-007-01:

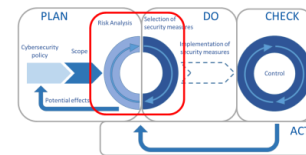
The organization in charge of physical or information ATM security shall ensure efficient and coordinated treatment of security risk.

Requirement ATMSP-008-01:

ATM information security risks shall be reviewed and monitored on a regular basis.



Cyber security Risk Management



✈ Reduce risk to acceptable level

✈ Based on criticality regarding safety and operability

✈ Likelihood based on systems' resilience to the Attack

✈ Architecture principles

✈ No single nor common point of vulnerabilities





ICAO



AIRBUS



Let discuss about *Information Security Management system (ISMS)*





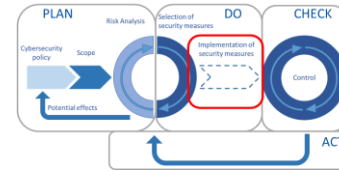
ICAO



AIRBUS



Security Governance and Organisation



Requirement ATMSP-009-01:

CAA shall designate the **Appropriate Authority (AA)** responsible for the overall ATM security.

Requirement ATMSP-010-01:

CAA designated ATM security responsible shall define at a minimum:

- Roles and responsibilities for ATM security risk management;
- Process for risk management;
- Processes for incident, crisis and business continuity management.

Requirement ATMSP-011-01:

Skills and competencies of personnel appointed to ATM security roles and responsibilities shall be kept up to date.



ICAO



AIRBUS



Security Governance and organization

- ✈ Think cybersecurity on long term perspective
 - ✈ Cybersecurity policy in place and applicable
 - ✈ Cybersecurity identified as core stake of the organization (as for safety)
- ✈ Define Roles and Responsibilities
 - ✈ Formal nomination
 - ✈ Detailed description of responsibilities

In cooperation with



ICAO

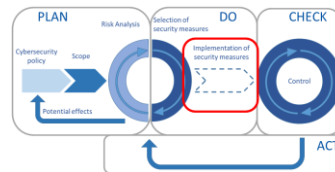


AIRBUS





Policy in details



- ✈ Human resources
- ✈ Asset management
- ✈ Access control
- ✈ Physical and environment security
- ✈ Operation security
- ✈ Communication security

- ✈ System Acquisition, Development and Maintenance
- ✈ Suppliers and partners
- ✈ Security Incident Management
- ✈ Business continuity
- ✈ Personal data
- ✈ Compliance



ICAO



AIRBUS



Human resources

- ✈ Background check before employment
- ✈ Security culture and training during employment
- ✈ De-provisioning and commitments reminders after employment



ICAO



AIRBUS



Human resources

Requirement ATMSP-012-01:

Personnel shall be part of ATM security during all employment phases:

- Before employment: through measures such as background checks in accordance with local regulations;
- During employment: by developing a security culture through regular training and raising awareness; and
- After employment: by ensuring the respect of the de-provisioning process and reminding staff of non-disclosure commitments.



Human resources

Requirement ATMSP-013-01:

Security personnel shall ensure that **individuals** with access to ATM facilities, controlled areas and ATM sensitive data **do not constitute an unacceptable risk** (as per Chapter 7 Risk Management).



In cooperation with



ICAO



AIRBUS



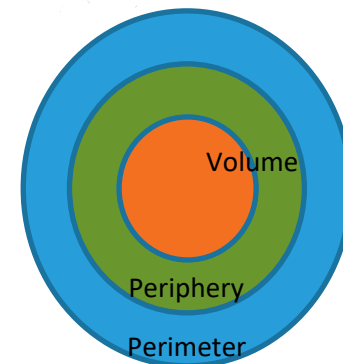
security background checks





Asset management

- ✈ Set up and maintain asset inventory
- ✈ Include criticality (regarding safety and operability) in assets' categorization
- ✈ Ensure consistency between
 - Logical and physical access
 - Access and zoning





Asset management

Requirement ATMSP-014-01:

An inventory of ATM assets shall be developed and kept up to date.

Requirement ATMSP-015-01:

ATM shall **classify** (categorize) its assets **according to their criticality** in order to implement appropriate means of protection.



Asset management

Requirement ATMSP-016-01:

ATM data shall be by default classified with adequate level of classification.

Additional information: please refer to applicable national regulation

Requirement ATMSP-017-01:

ATM data shall be **protected** during **storage**, **processing** and **exchange**, in line with its sensitivity profile.

In cooperation with



ICAO



AIRBUS



Let talk about cybersecurity asset



ICAO



AIRBUS



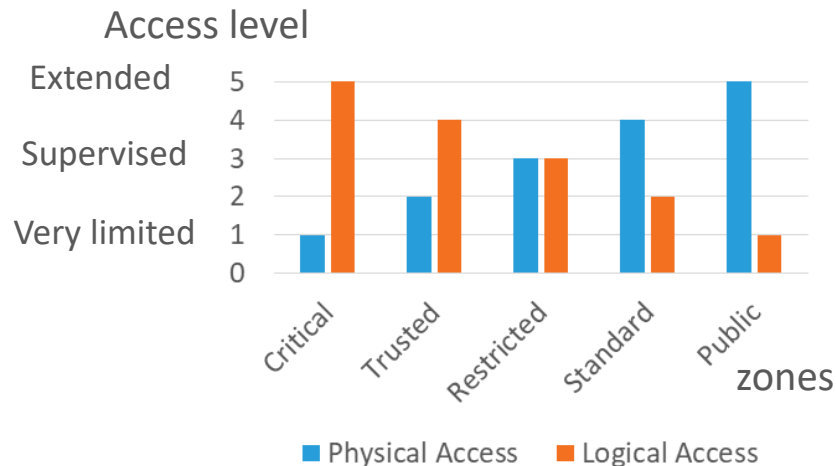
Logical zoning

✈ Zoning is a logical design approach used to control and restrict access and data communication flows only to those components and users as per security policy.



Access control & Physical and Environmental Security

- ✈ Pay attention to the balance between physical and logical access control
- ✈ Ensure consistency of logical and physical zones
- ✈ Monitor and adapt to changes
 - Regular checks and revisions
 - Disposal & decommissioning





Access control & Physical and Environmental Security

Requirement ATMSP-018-01:

Access to any ATM assets shall be granted on:

The verification of **absence of unacceptable risk**
(as per Chapter 7 Risk Management);
need-to-know basis).





Access control & Physical and Environmental Security

Requirement ATMSP-019-01:

ATM physical security shall safeguard IT, OT, IACS and CNS/ATM infrastructure, against unlawful interference and unauthorized access.

Requirement ATMSP-020-01:

ATM physical security shall identify zones hosting CNS/ATM assets according to their criticality regarding safety and operability.



Access control & Physical and Environmental Security

Requirement ATMSP-021-01:

ATM physical security measures shall protect the CNS/ATM from unlawful or intentional interruption of services and operations.

Requirement ATMSP-022-01:

ATM physical security shall **protect incoming and outgoing flows** from storage zones and data centers.

In cooperation with



ICAO



AIRBUS



Cybersecurity zones





Operation Security

- ✈ Operate security from trusted zone
- ✈ Efficiency of security measures based on robustness of security processes
- ✈ Apply vulnerability management process (including monitoring, qualification and mitigation)





ICAO



AIRBUS



Operation Security

Requirement ATMSP-023-01:

ATM cybersecurity organization shall ensure the coordination of security operations, monitoring and continuous improvement of information processing.

Requirement ATMSP-024-01:

ATM cybersecurity operations shall include IT, OT, IACS and CNS/ATMs infrastructure in the scope of security operations.



Operation Security

Requirement ATMSP-025-01:

ATM cybersecurity operations shall **maintain** the **effectiveness** of security measures throughout their lifecycle.

Requirement ATMSP-026-01:

ATM cybersecurity shall be operated from **dedicated zones** having dedicated physical and logical security perimeter.



Operation Security

Requirement ATMSP-027-01:

ATM cybersecurity shall **prevent** the exploitation of **technical vulnerabilities** on IT, OT, IACS and CNS/ATM infrastructure.

Requirement ATMSP-028-01:

ATM cybersecurity shall **forbid** the use of **personal** mobile **devices** for CNS/ATM activities.



Operation Security

Requirement ATMSP-029-01:

ATM cybersecurity shall ensure that professional mobile devices do not constitute an **unacceptable risk** to security (as per Chapter 7 Risk Management).



In cooperation with



ICAO



AIRBUS



Cybersecurity Management





Communication Security

- ✈ Keep control on connections & connectivity
- ✈ Ensure consistency of logical and physical zones (Assets)
- ✈ Implement defense in depth based on asset criticality regarding safety and operability





Communication Security

Requirement ATMSP-030-01:

ATM cybersecurity shall maintain an up to date **mapping of networks and their interconnections**.

Requirement ATMSP-031-01:

ATM networks shall be logically or physically **segregated** based on their criticality regarding safety and operability.



ICAO



AIRBUS



Communication Security

Requirement ATMSP-032-01:

ATM cybersecurity shall ensure that **wireless** technologies and access to the Internet **do not constitute an unacceptable risk** to safety and security (as per Chapter 7 Risk Management).





ICAO



AIRBUS



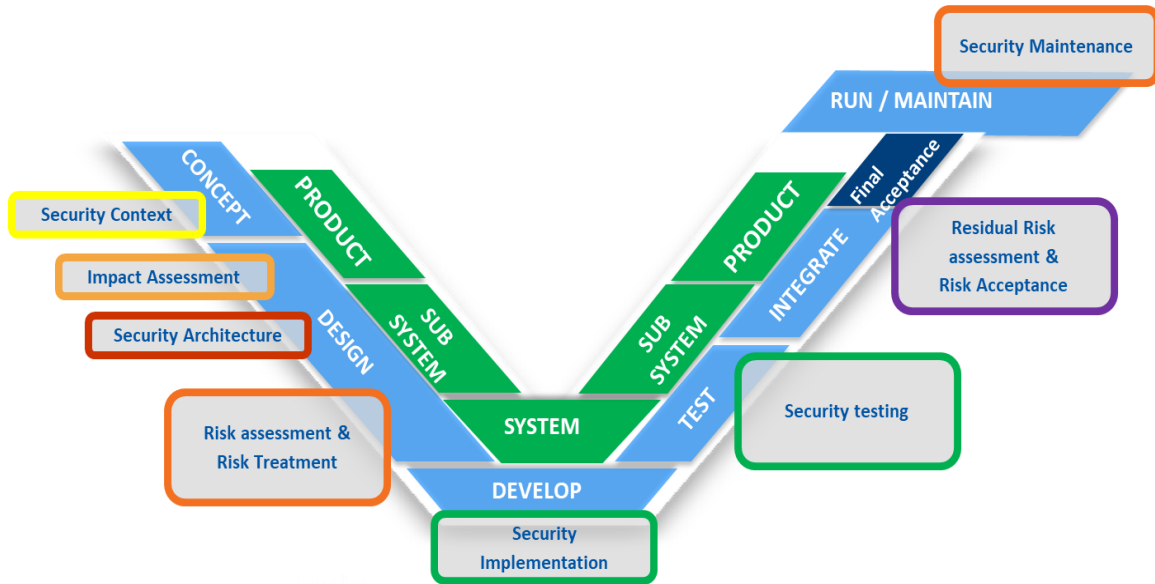
Network segregation





System Acquisition, Development and Maintenance

- ✈ Integrate security to development life cycle
- ✈ Based on risk management
- ✈ And Vulnerability management at any time





System Acquisition, Development and Maintenance

Requirement ATMSP-033-01:

ATM cybersecurity shall ensure that information **security** is an integral part of CNS/ATM information systems **throughout the entire lifecycle**.

Additional information: This also includes the requirements for information systems which provide ATM services over public networks.



System Acquisition, Development and Maintenance

Requirement ATMSP-034-01:

ATM cybersecurity shall ensure that CNS/ATM information systems are designed based on the following principles (list not exhaustive):

- No single, nor common point of vulnerability;
- Definition and implementation of security coding rules;
- Vulnerability management on COTS software and hardware;
- Implementation of industry standards and recommendations (NIST, OWASP, ...).



ICAO



AIRBUS



When you development projects....





ICAO



AIRBUS



Suppliers and Partners (S & P)

- ✈ Define your security expectations: S & P security requirements
- ✈ Assess S & P's security maturity
- ✈ Monitor and follow-up S & P
- ✈ Include procurement in security team

The diagram illustrates a supplier security management process. It begins with a linear sequence of three blue chevron arrows pointing right: 'Supplier Marketing', 'Supplier Selection', and 'Supplier onboarding'. From 'Supplier onboarding', the process enters a circular loop of four blue chevron arrows: 'Supplier design' (top), 'Tests' (right), 'Supplier development' (bottom), and back to 'Supplier design'. Finally, a blue chevron arrow points right from the circular loop to 'Supplier delivery'. Surrounding these stages are seven orange boxes with red borders, each containing a security-related activity: 'Security requirements' (above Supplier Marketing), 'Self Security Assessment' (above Supplier Marketing), 'Contractual Security' (above Supplier onboarding), 'Security capability Assessment' (below Supplier Selection), 'Project Security organization' (below Supplier onboarding), 'Security follow-up' (above Supplier design), and 'Security on change and maintenance' (below Supplier delivery).

```

graph LR
    SM[Supplier Marketing] --> SS[Supplier Selection]
    SS --> SO[Supplier onboarding]
    SO --> SD[Supplier design]
    SD --> T[Tests]
    T --> SDV[Supplier development]
    SDV --> SD
    SD --> SDL[Supplier delivery]
    
    SR[Security requirements] --- SM
    SSA[Self Security Assessment] --- SM
    CS[Contractual Security] --- SO
    SCA[Security capability Assessment] --- SS
    PSO[Project Security organization] --- SO
    SFL[Security follow-up] --- SD
    SCM[Security on change and maintenance] --- SDL
  
```



Suppliers and partners

Requirement ATMSP-035-01:

ATM cybersecurity shall provide **End-to-End security from supply chain to partners** in the scope of CNS/ATM cybersecurity management system.

Requirement ATMSP-036-01:

ATM cybersecurity shall ensure relationships with **external entities** do not constitute an **unacceptable risk** (as per Chapter 7 Risk Management).





ICAO



AIRBUS



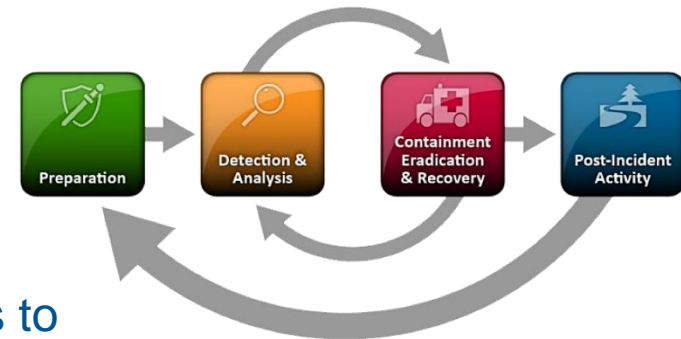
Talk about suppliers....





Security Incident Management

- ✈ Be prepared: by training, regular tests, serious game play, ...
- ✈ Define communication rules and identify key decision makers (escalation process)
- ✈ Connect incident with crisis and Business Continuity Management
- ✈ Ensure to collect logs in a consistent way between Security, Safety and Operability (critical asset focused)
- ✈ Ensure consistency of incident detection with risks to improve incident accuracy and priority





Security Incident Management

Requirement ATMSP-037-01:

ATM cybersecurity shall ensure a **consistent and effective** approach to the management of CNS/ATM security incidents, including communication on security events and weaknesses.

Requirement ATMSP-038-01:

Safety and Business Continuity shall be the main priorities of ATM security incident management.



ICAO



AIRBUS



Cybersecurity incidents and procedures...





Business Continuity

✈ Identify triggering criteria

- ✈ From Business Continuity to Disaster Recovery
- ✈ From Business Continuity to Crisis

✈ Reconsider Business Continuity including malicious act and supply chain security

- ✈ Review alternatives sites based on criticality and security
- ✈ Consider security in relocation to alternative business sites
- ✈ Include security in Test of shifting and recovery procedures





ICAO



AIRBUS



Business Continuity

Requirement ATMSP-039-01:

ATM Business continuity shall be designed in accordance with **Risk Management** outcomes.

Requirement ATMSP-040-01:

ATM cybersecurity shall establish a consistent, effective and common strategy to manage CNS/ATM security and safety through **integration of all Stakeholders** with common efforts, sharing information, to complete their operational objectives.

In cooperation with



ICAO



AIRBUS



Business Continuity Plan (BCP)





ICAO



AIRBUS



Personal Data

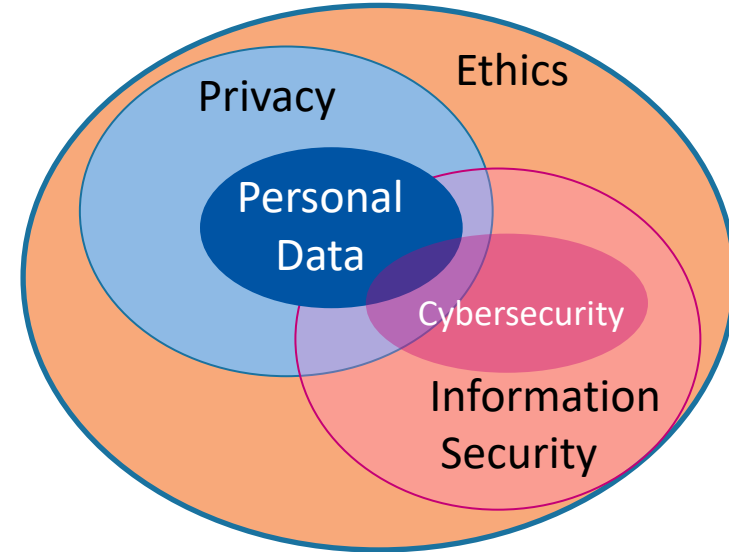
Requirement ATMSP-041-01:

ATM cybersecurity shall ensure the **privacy and protection of personally identifiable information** in accordance with applicable **regulations**.



Personal Data

- ✈ Establish and maintain personal data processing inventory and perform privacy impact assessment
- ✈ Nominate the DPO and establish personal data governance (policy and procedures)
- ✈ Pay attention to legal aspect of exchange of data with US (Privacy Act) and EU (GDPR)
- ✈ Implement minimized data collection and avoid data interconnection
- ✈ Check data duration storage and implement data purging





ICAO



AIRBUS



Compliance

- ✈ Perform Third party Security audit and deliver formal statement
- ✈ Check compliance to regulation
- ✈ Verify consistency of governance and organization
- ✈ Evaluate Efficiency of security controls
- ✈ Perform Intrusion test
- ✈ Support continuous improvement



Regulations

- Law
- External requirements / Standards



Governance & Organization

- Policies
- Processes
- Roles and Responsibilities

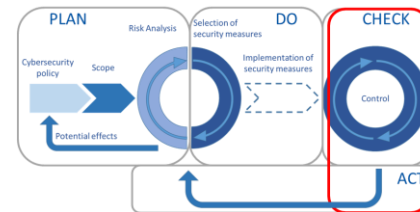


Implementation

- Cyber Security: Architecture & Configuration (Best practices)
 - Equipments & softwares
 - Accounts network, ...
- Physical Security: Protection & Detection
 - Physical controls and detection
 - Video Protection and CCTV



Compliance



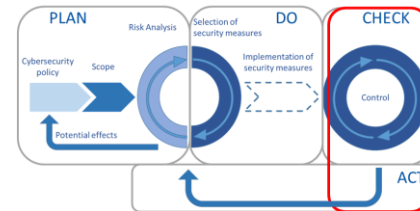
Requirement ATMSP-042-01:

CNS/ATM information systems shall receive **recognized security validation qualification** before entry into service in compliance with ED 205 Process standard for Air Traffic Management / Air Navigation Services (ATM/ANS) ground systems security aspects of certification / declaration.

Additional information: recognized accreditation process is to be defined at national level and made applicable for critical infrastructures.



Compliance



Requirement ATMSP-043-01:

CNS/ATM information systems security validation shall be **controlled on a regular basis**.

Requirement ATMSP-044-01:

ATM cybersecurity shall ensure that any **deviation**, detected through the validation process, does not constitute an **unacceptable risk** (as per Chapter 7 Risk Management).





ICAO



AIRBUS



External Requirements



In cooperation with



ICAO



AIRBUS



Use Case example & Cyber security kick off activities

Confidential Data

Identity Card No

Passport No

Driving License

Income Tax No



ICAO



AIRBUS



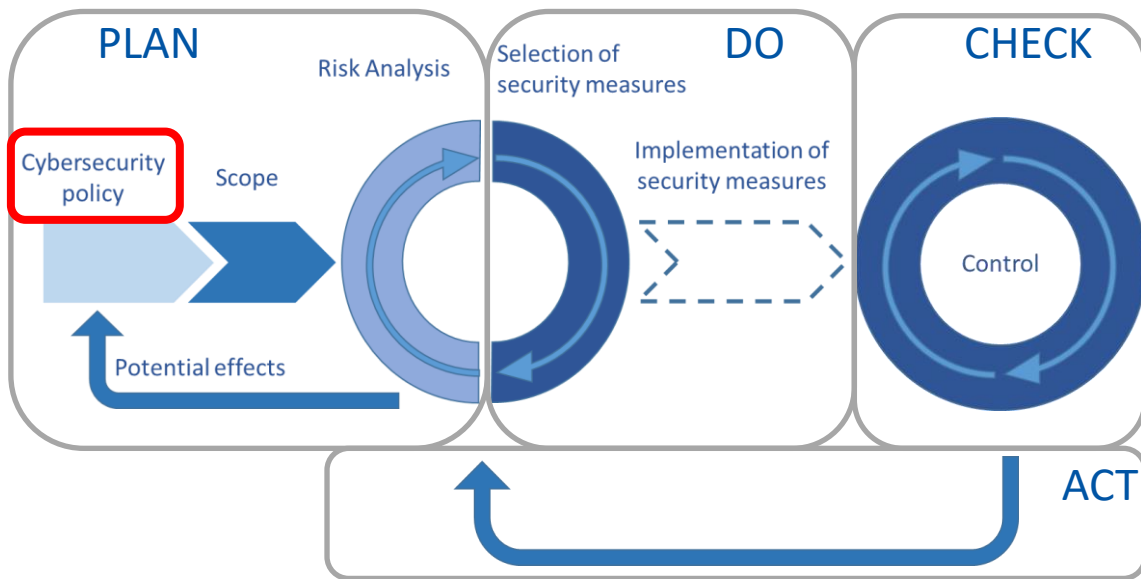
Agenda

- ✈ Start your ATM Security Management System
- ✈ Cybersecurity policy commitment
- ✈ Expected activities
- ✈ Use case example Communication System
 - ✈ Description
 - ✈ Architecture
 - ✈ Functional Impact identification
 - ✈ Samples of traceability and justification with the security policy
- ✈ Conclusion
- ✈ Q&A



Start your ATM Security Management System

- ✈ Customize this cyber security policy to your own context
- ✈ Check compliance with regulation
- ✈ Make it applicable and communicate





ICAO



AIRBUS



Cybersecurity policy commitment

✈ Empower the organization

- ✈ Nominate key people
- ✈ Assign roles and responsibilities

✈ Lead implementation of ISMS (Top-Down communication)



ICAO



AIRBUS



Expected activities

- ✈ Implement Security baseline, based on standards & best practices (ISO 27002, NIST, IEC 62443) and begin implementation.
- ✈ Start working using a process-based method
- ✈ Introduce ISMS in organization's processes
- ✈ Evaluate risk and make risk mitigation decisions
- ✈ Follow-up on risk mitigation implementation until acceptance
- ✈ Monitor risks and set up threat intelligence analysis
- ✈ Check the effectiveness (Auditing & pen testing)
- ✈ Repeat the above



Use case: Communication System

- ✈ The system in charge of all communications between controller and aircraft (voice and data)
- ✈ It manages the frequencies and enable the pilots
 - ✈ To be aware other aircraft in the same zone
 - ✈ Collect and manage route instructions
- ✈ Switched from circuit based to **software and voice over IP**



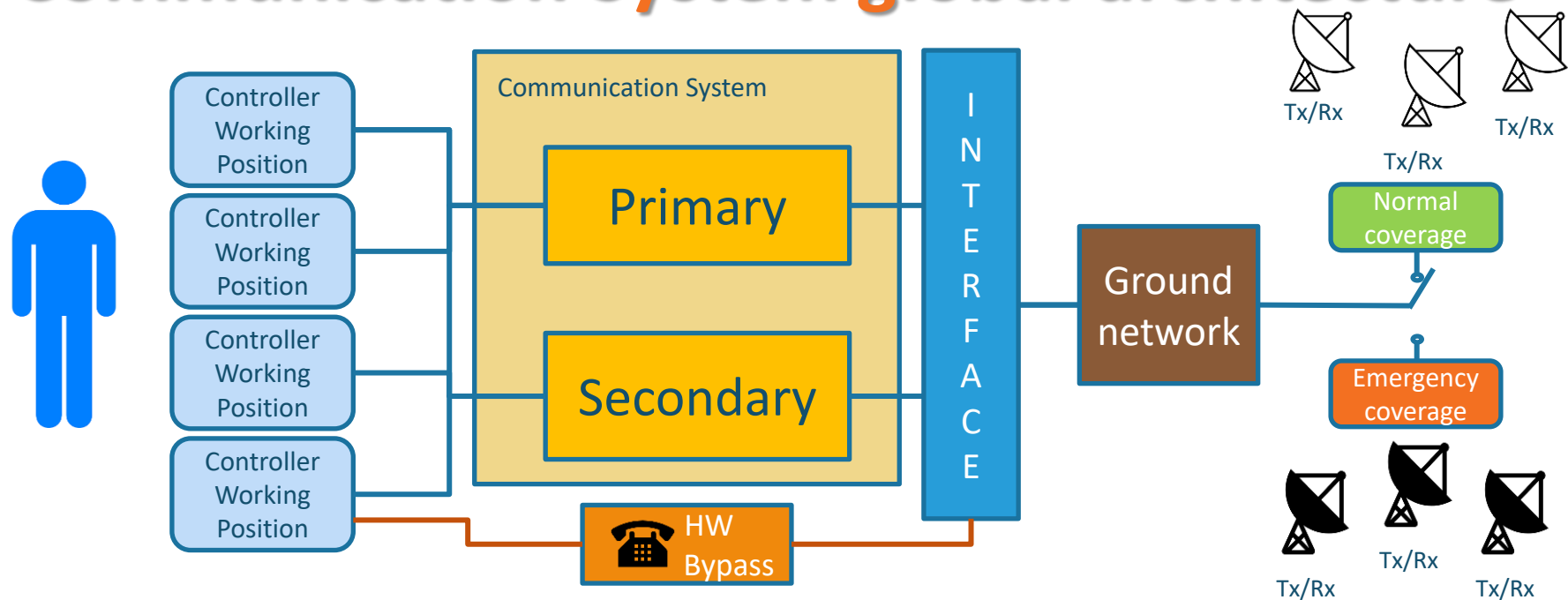
Cybersecurity functional impact

✈ Consequences evaluation:

Phase	Impact description	Impact Level (Safety)
Ground / Taxi	Loss of data transmission: controller overload, capacity limitation on Take-off and Landing	Major to Hazardous
	Loss of communication: Delays, AoG	Minor to Major
Climb / Approach	Loss of communication: Closure of controller position / ATC Zone closure / « Clear the sky » procedure	Hazardous to Catastrophic
Cruise	Loss of communication: High capacity limitation	Hazardous to Catastrophic

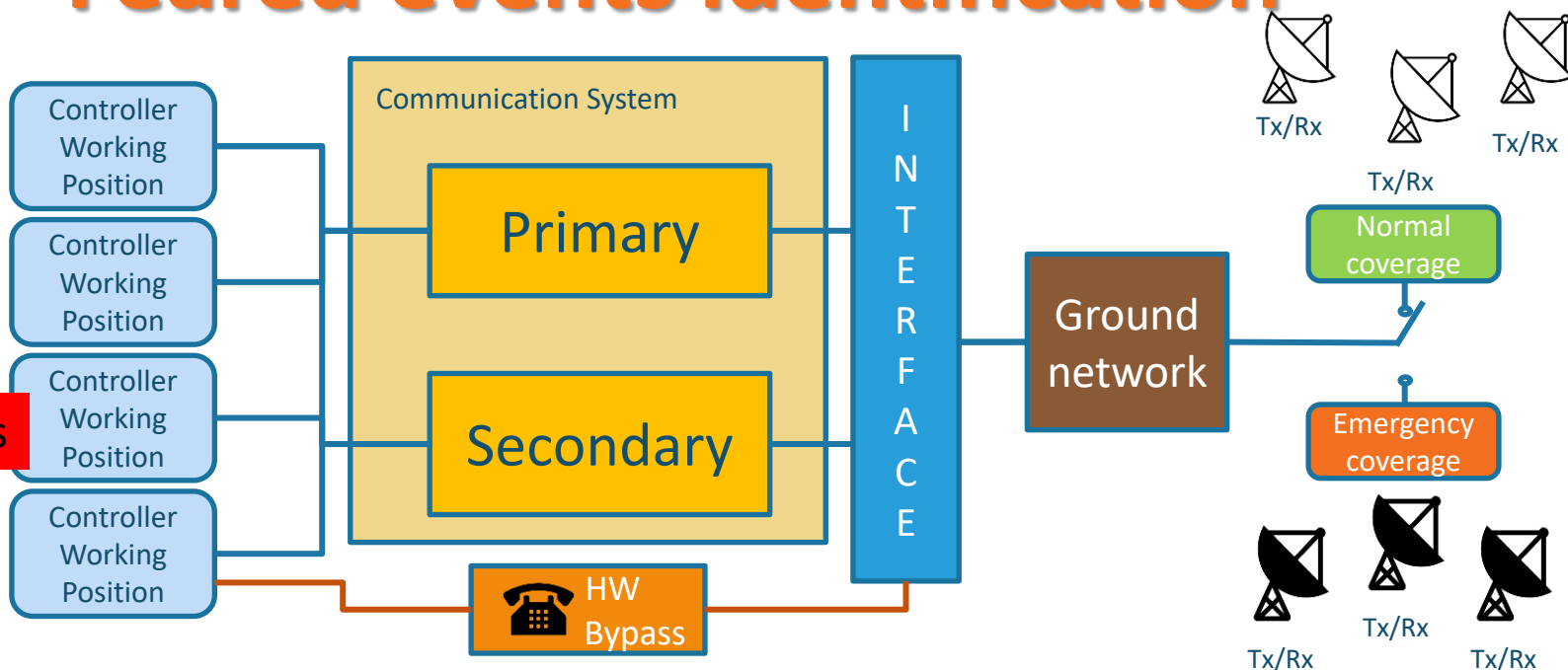


Communication System global architecture





Feared events identification





Staff & users

Requirement ATMSP-012-01:

Personnel shall be part of ATM security during all employment phases:

- Before employment: through measures such as background checks in accordance with local regulations;
- **During employment: by developing a security culture through regular training and raising awareness; and**
- After employment: by ensuring the respect of the de-provisioning process and reminding staff of non-disclosure commitments.

Requirement ATMSP-013-01:

Security personnel shall ensure that **individuals** with access to ATM facilities, controlled areas and ATM sensitive data **do not constitute an unacceptable risk** (as per Chapter 7 Risk Management).



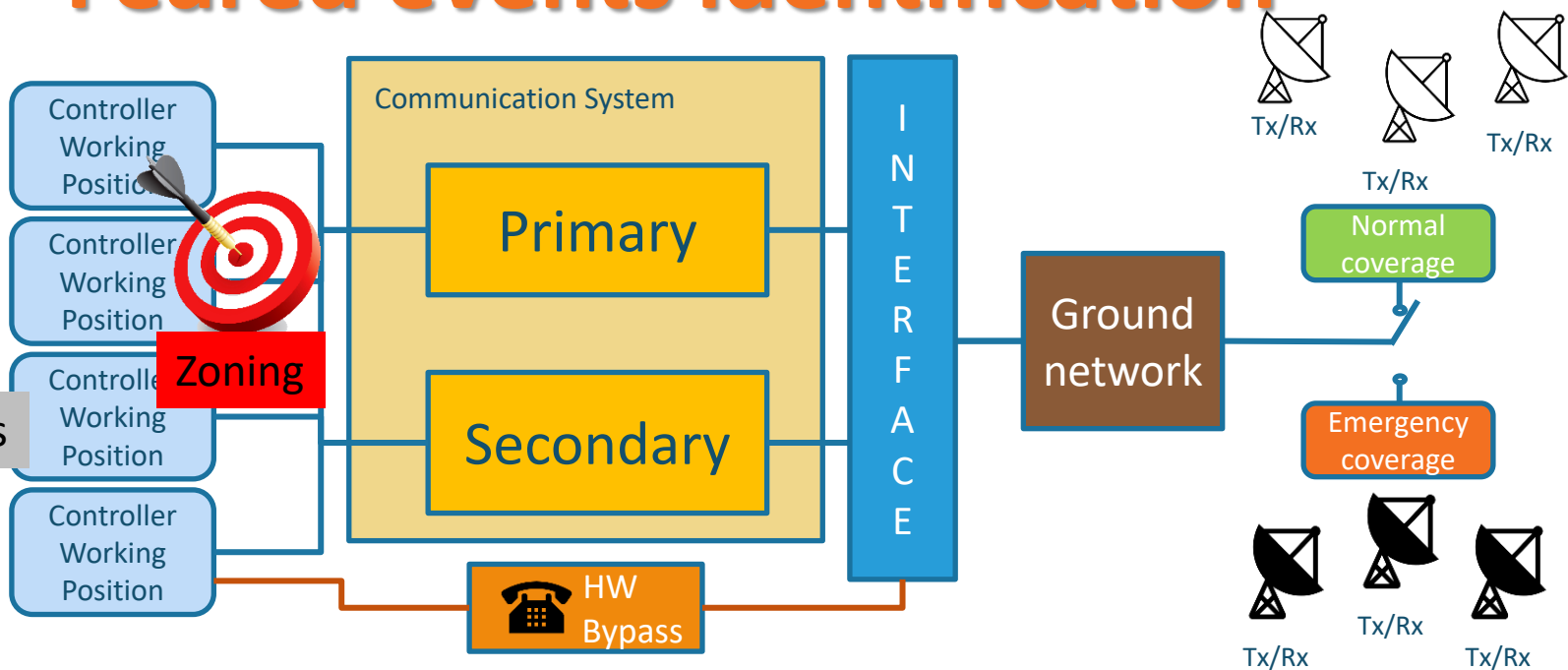


Staff and users

- ✈ Extend background checks to all employees including those outside airport zones
- ✈ Define cyber security training plan
- ✈ Establish connections with authorities
- ✈ Implement strict decommissioning of users accounts and rights

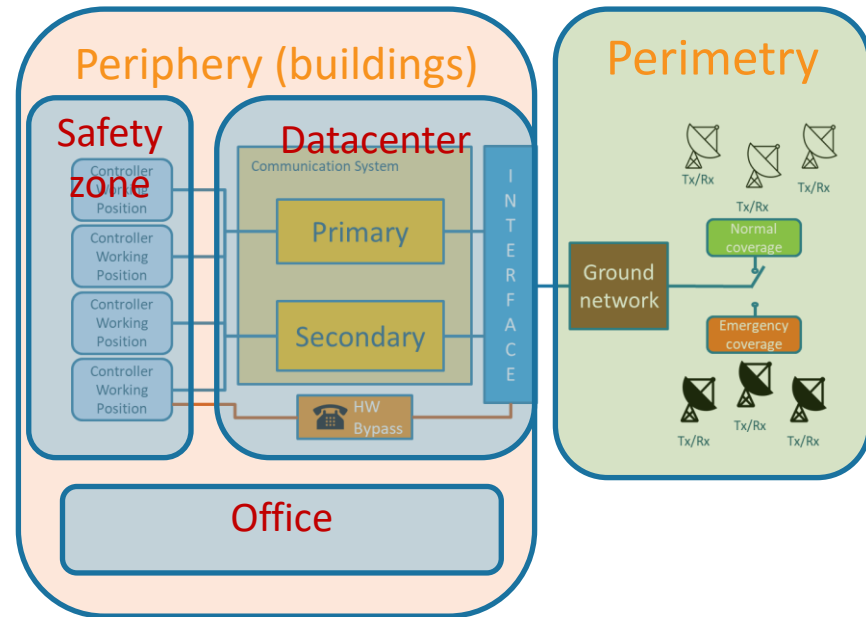
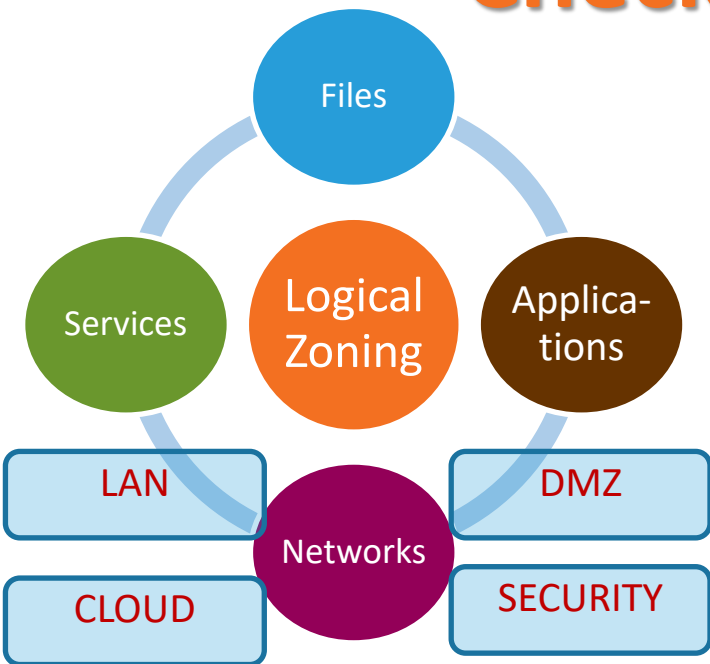


Feared events identification





Check zoning consistency





Access control & Physical and Environmental Security

Requirement ATMSP-019-01:

ATM physical security shall safeguard IT, OT, IACS and CNS/ATM infrastructure, against unlawful interference and unauthorized access.

Requirement ATMSP-020-01:

ATM physical security shall identify zones hosting CNS/ATM assets according to their criticality regarding safety and operability.



Access control & Physical and Environmental Security

Requirement ATMSP-018-01:

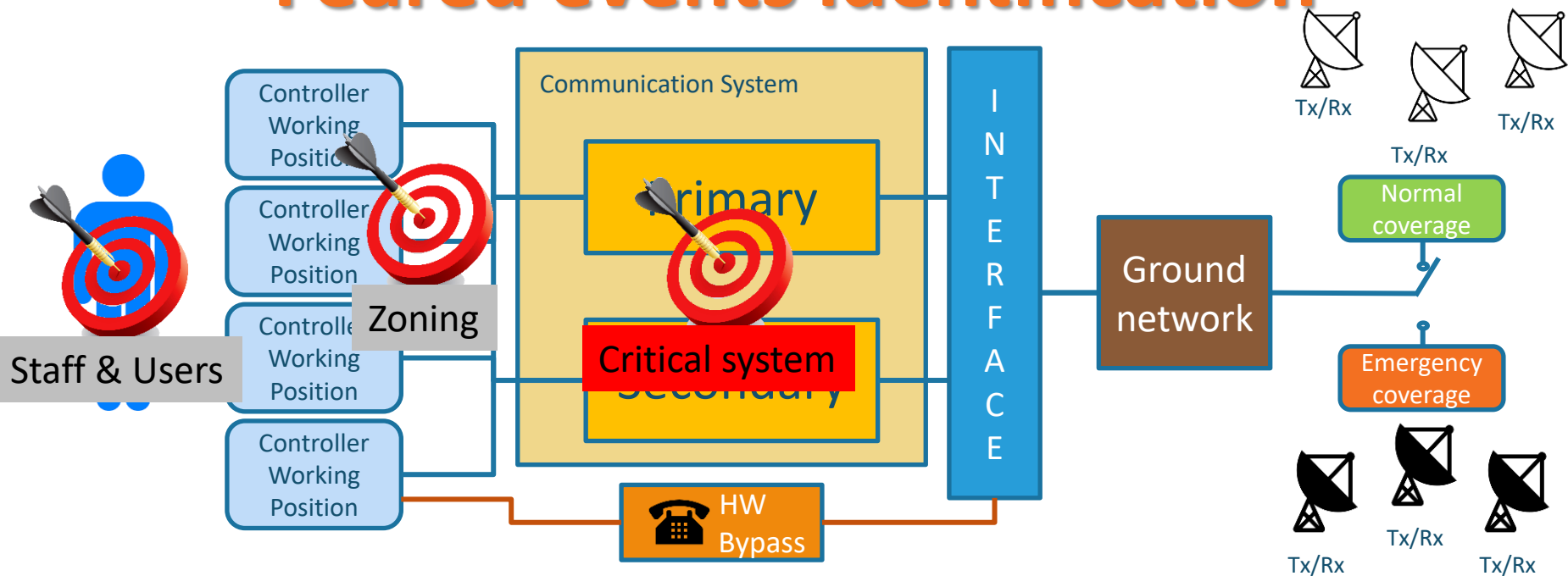
Access to any ATM assets shall be granted on:

The verification of **absence of unacceptable risk**
(as per Chapter 7 Risk Management);
need-to-know basis).





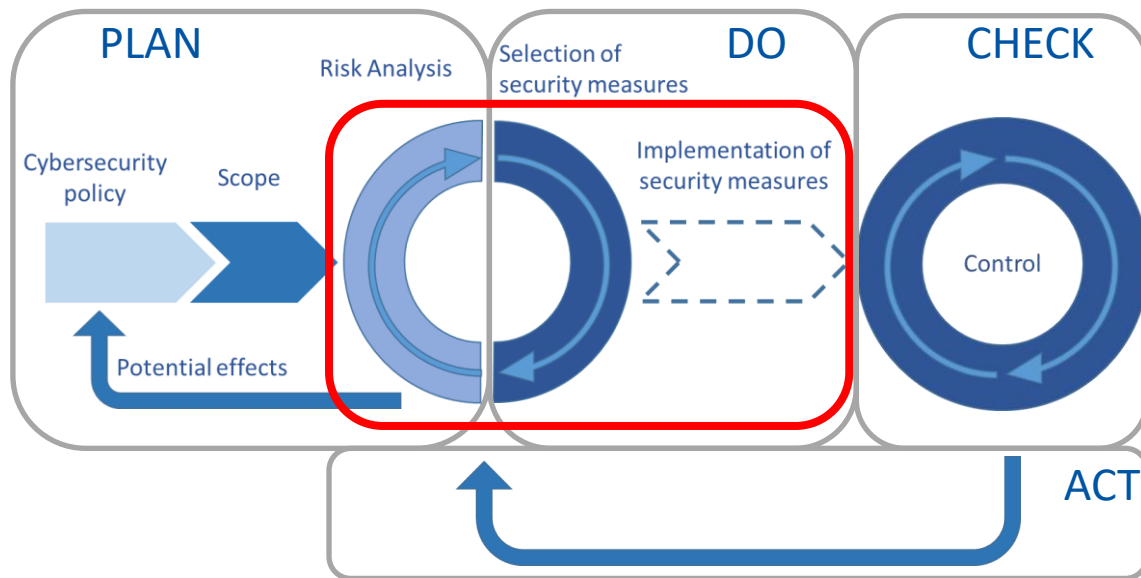
Feared events identification





Manage risks on critical systems

- ✈ Implement best security practices (ISO 27002, NIST)
- ✈ Identify evaluate & reduce unacceptable risks
- ✈ Accept residual risk **ONLY** when mitigation plan is implemented





Cyber security Risk Management

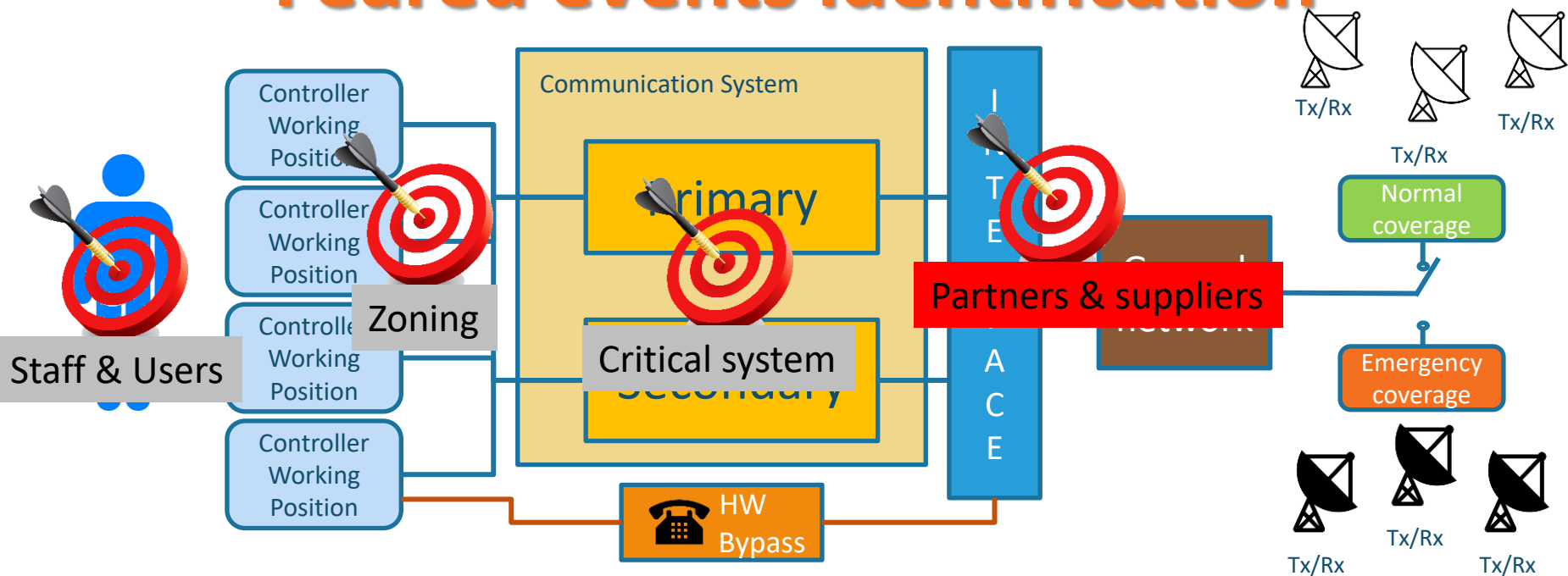
Requirement ATMSP-006-01:

ATM Security Risk based approach shall implement **technical security** measures and **operational security** measures (policies and processes) to reduce risk to an acceptable level regarding:

- (Intentional) Successful cyber-attack,
- Human error,
- Accident or incident,
- Impact from natural disaster.



Feared events identification





Suppliers and partners

Requirement ATMSP-035-01:

ATM cybersecurity shall provide **End-to-End security from supply chain to partners** in the scope of CNS/ATM cybersecurity management system.

Requirement ATMSP-036-01:

ATM cybersecurity shall ensure relationships with **external entities** do not constitute an **unacceptable risk** (as per Chapter 7 Risk Management).





ICAO



AIRBUS



Suppliers and partners

- ✈ Make sure you integrate **ALL** your suppliers and partners in cyber security risk management process
- ✈ Define security objectives to be achieved on project, people, deliverables, interconnections ...
- ✈ Ensure strict follow-up of security process

In cooperation with



ICAO



AIRBUS



What do you have?





Conclusion

- ✈ **“The supreme art of war is to subdue the enemy without fighting”** Sun Tzu – The art of war
- ✈ Manage risks and put in place security controls to deter and prevent cyberattacks
- ✈ Be prepared to react in case cyber security risk materializes:
 - Business continuity plan
 - Incident & crisis management



ICAO



AIRBUS



Thanks for your attention

Q&A

In cooperation with



ICAO



AIRBUS

