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Data Protection & Cyber: Threat Landscape to Civil Aviation

“What we must **protect**”



Photos

For internal use or
for social networks



CCTV

Everyone should
be informed about
why they are
being filmed



PAX and ecosystem data

Data may be
necessary but you
must inform where
you store it and
for what purpose



Web o intranet

Proper
management of
information
security

REAL CASE



"We're currently experiencing a technical issue with all American Airlines flights. Your safety is our utmost priority, once this is rectified, we'll have you safely on your way to your destination"

AA

24DEC2024

BIOMETRICS



COVID-19

Self-Service
Identificación
check-in (paperless)

Identity fraud
Open AI

The Authority (Peru) has not made much of a statement on the matter but has been monitoring the issue (ex. financial sector)

- A) Verify the need to use it (proportionality test) to determine whether it should really be used under the circumstances. If it doesn't pass the test, it should only be done with consent.
- B) If necessary, proceed to a storage analysis. The Authority says it shouldn't be used because you have especial Authority (in Perú is RENIEC), and you should only do it with it.



OACI

Normas y métodos
recomendados internacionales

Anexo 17 al Convenio sobre Aviación Civil Internacional

Seguridad de la aviación

Protección de la aviación civil internacional
contra los actos de interferencia ilícita

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4.9 Measures relating to cyber threats

4.9.1 Each Contracting State shall ensure that relevant entities identify critical ICT (information and communication technology) systems and data used in civil aviation and based on risk assessment, implement appropriate measures to protect them from unlawful interference.

Reputation

Our passengers and users must feel that their data is protected.

INTERBANK: What could be behind the extortion and the leak of customer data by the "hacker"?



Reputation

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The Authority requires diligence. You must monitor employees to ensure that internal labor standards, procedures, and protocols are being followed. It's not enough to simply have the document if there are no follow-up measures.

- International recommendations must apply to each situation.
- Data Protection and cybersecurity is non-negotiable. While there are significant benefits to using technological tools to improve passenger processing, there is also a significant risk in the mismanagement of this information
- Technological development in civil aviation must be consistent with regulations. Laws provide us with a standard of compliance, but it's the people in charge who must make it a reality
- Security is not static. Civil aviation (industry, authorities, experts and stakeholders) must evolve with it

Thank you.

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