



INFORMATION PAPER

FIFTH MEETING OF THE ALLPIRG/ADVISORY GROUP

(Montreal, 23 – 24 March 2006)

Agenda Item 4: Aviation security

ATM SECURITY-RELATED ACTIVITIES IN EUROPE

(Presented by the European Organisation for the Safety of Air Navigation – EUROCONTROL)

SUMMARY

This paper describes the progress regarding ATM Security activities undertaken by EUROCONTROL in collaboration with its European partners.

Action by ALLPIRG is in paragraph 6.

1. INTRODUCTION

1.1 Aviation security within Europe is a political priority. ICAO has undertaken valuable work to safeguard against unlawful interference with aircraft. A complementary activity, focusing on measures to deal with an actual event of unlawful interference, has been jointly promoted by EUROCONTROL and the North Atlantic Treaty Organisation (NATO). This activity supports the strategic initiatives that were presented to the ICAO High-level, Ministerial Conference on Aviation Security in February 2002. EUROCONTROL is also actively contributing to other European projects in aviation security.

1.2 Co-ordination with the European Civil Aviation Conference (ECAC) on security related issues has been maintained.

1.3 Close co-operation with NATO has been achieved through the NATO/EUROCONTROL ATM Security Co-ordinating Group (NEASCOG). NEASCOG is studying possible improvements for ATM security, at minimum cost to airspace users.

1.4 This paper describes the progress regarding ATM Security activities undertaken by EUROCONTROL in collaboration with its European partners and provides an update to A35-WP/145.

2. NATO EUROCONTROL ATM SECURITY CO-ORDINATING GROUP (NEASCOG) WORK AREAS

2.1 The NATO/EUROCONTROL ATM Security Co-ordinating Group (NEASCOG) has been established to ensure the necessary close coordination on ATM Security activities.

2.2 The main areas of the NEASCOG Work Programme are:

- development of a joint ATM Security strategy;
- definition and reporting procedures in respect of Prolonged Loss of Communications (PLOC) and Communication Loss (COMLOSS);
- European Regional Renegade Information Dissemination System (ERRIDS) validation;
- development of a common security case methodology and a security management system; and
- review of the interception procedures.

2.3 It has been identified that there is a strong need to develop global provisions for security and safety reasons to address the situation that exists until it is established that an aircraft is experiencing radio communication failure or PLOC or COMLOSS. Currently an amendment proposal to PANS-ATM, Doc 4444 is under consideration by the relevant working group of EUROCONTROL. NEASCOG will consider the subject at its next meeting in March. A proposal for amendment will be made available for ICAO in due time.

2.4 A NEASCOG task force is working on the development of a common reporting template aiming to provide consistent means for reporting and tracking of losses of communication.

2.5 Interception procedures, including the material at ICAO Doc 9433, are under review and consultation by NEASCOG. Results of the review will be provided to ICAO in due course.

3. EUROPEAN REGIONAL RENEGADE INFORMATION DISSEMINATION SYSTEM (ERRIDS)

3.1 The Recommendations of the ICAO High Level Ministerial Conference on Aviation Security (2002) and the Resolutions of the ICAO 35th Assembly (2004) call for international, regional and sub-regional cooperation regarding the implementation of measures against international terrorism.

3.2 NEASCOG in close cooperation with ECAC Security Working Group and other international and national organisations is working on a low-cost, cross-border network called European Renegade Information Dissemination System (ERRIDS) aiming to share information on a need-to-know basis with organisations having responsibility in ATM security incident management.

3.3 The objectives of ERRIDS are:

- to provide the national decision makers with reliable, real time information about any security incident which might lead to a Renegade situation; and
- to create a European Regional Focal Point for dissemination of ATM security information.

3.4 The information that will be made available through ERRIDS will concern the aircraft, the flight threat assessment, identification and update of an incident and response actions, all being essential for situational awareness of the decision makers.

3.5 ERRIDS support functions are:

- decision support to State authorities: ERRIDS is interoperable and complementary to existing national and international systems;
- cross border coordination to ensure an adequate transfer of responsibility and exchange of essential information;
- incident information exchange between air traffic control (ATC), airline operation control centre (OCC) and Airports; and
- incident management function as support to national civil and military crisis centres.

ERRIDS validation

3.6 Based on a concept of operation an ERRIDS Demonstrator test bed has been established in 2004/05 focusing on a subset of the user requirements. From 2005 onward a series of simulation trials have been carried out with increasingly complex security scenarios and an expanded number of stakeholders, including civil and military authorities, their agencies, and NATO units.

3.7 The objective for 2006 is to further evaluate ERRIDS and demonstrate its operational benefits to European States.

3.8 In parallel an ERRIDS implementation plan will be developed based on the evaluation results.

4. EUROPEAN SECURITY REGULATIONS

4.1 The European Commission has published the Single European Sky (SES) regulation 'Common Requirements for the Certification of Air Navigation Service Providers (ANSPs)' to be implemented in the European Community by 2007. One aspect of the Common Requirements is addressing ATM security. EUROCONTROL has developed guidance material to help States to introduce this regulation, both for National Security Authorities (NSAs) and for ANSPs.

4.2 It is also planned to start further work on the regulatory environment for ATM Security in 2006. Material to support harmonising the approach of States to certification and common security requirements for information technology (IT) systems for ATM will be developed.

5. **OTHER EUROPEAN PROJECTS**

Single European Sky ATM Research (SESAR)

5.1 SESAR is a major project jointly funded by the European Commission and EUROCONTROL and will deliver the shared air transport industry ATM Master Plan.

5.2 Aviation security is part of SESAR and several subjects are related to ATM Security. EUROCONTROL actively provides furnished effort and expertise to ATM Security for all phases of SESAR.

Protection of Air Transportation and Infrastructure (PATIN)

5.3 The PATIN proposal has been launched as an EC funded project with EUROCONTROL as a partner (project start in early 2006). PATIN will focus on protection against terrorism and specifically the protection of the air transportation and infrastructure. It will study all aspects of air transport, including airport terminal buildings, airport operations, aircraft, and the communication network that connects all of the components.

5.4 EUROCONTROL contributes to the work packages related to operational concepts, the security case methodology and demonstration trials using ERRIDS.

Security of Aircraft in the Future European Environment (SAFEE)

5.5 Collaboration with the SAFEE project continues with workshops on the threat assessment methodology, the operational concepts and the requirements for an integrated air-ground security information system and the scenarios to be used for evaluation trials. A short trial is planned with ERRIDS to demonstrate how video and audio information from an aircraft could be used on the ground in the management of a security incident.

5.6 SAFEE aims at the construction of an advanced aircraft security system designed to prevent on-board threats. The main goal of this system is to ensure a fully secure flight from departure to arrival destination whatever the identified threats are.

6. **ACTION BY ALLPIRG**

6.1 The ALLPIRG/5 Meeting is invited to note the progress made on ATM security issues in Europe.

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