

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

**Agenda Item 2: Safety and security in air traffic management
(ATM)**

**2.5 Safety and security of the ATM infrastructure
:**

ATM SECURITY ISSUES

(Presented by the European Organisation for the Safety of Air Navigation – EUROCONTROL, on behalf of its Member States and those of ECAC¹)

SUMMARY

The EUROCONTROL Organisation, in co-ordination with European Civil Aviation Conference (ECAC), has developed a joint work programme with North Atlantic Treaty Organisation (NATO) to address ATM security issues.

A key feature of this joint work programme is the avoidance of duplication of resources, thus ensuring that cost-benefit ratio for the aviation industry will be optimised. The sharing of ATM information between authorised parties in a secure manner is also a key issue.

¹ The ECAC Member States are: **Albania**, Armenia, **Austria**, Azerbaijan, **Belgium**, Bosnia and Herzegovina, **Bulgaria**, **Croatia**, **Cyprus**, **the Czech Republic**, **Denmark**, Estonia, **Finland**, **France**, **Germany**, **Greece**, **Hungary**, Iceland, **Ireland**, **Italy**, Latvia, Lithuania, **Luxembourg**, **Malta**, **Moldova**, **Monaco**, **the Netherlands**, **Norway**, Poland, **Portugal**, **Romania**, Serbia and Montenegro, **the Slovak Republic**, **Slovenia**, **Spain**, **Sweden**, **Switzerland**, **The former Yugoslav Republic of Macedonia**, **Turkey**, Ukraine **and the United Kingdom**).

The 31 Member States of EUROCONTROL appear in **bold**.

* French, Spanish and Russian versions provided by EUROCONTROL.

1. INTRODUCTION

1.1 Since 11 September 2001 an issue of paramount concern has been the continuing need to develop measures aimed at restoring public confidence in the air transport industry, through enhanced security measures, thereby assisting its economic recovery.

1.2 Extensive measures have already been implemented by the aviation industry, including enhanced airport security and strengthened cockpit doors.

1.3 However, there are emerging threats to the aviation communications infrastructure, including ground, air and space components, which need urgent attention.

1.4 In view of the dramatically changed security situation, the EUROCONTROL Organisation developed a set of strategic initiatives focused on how Air Traffic Management security could be improved. These were presented to the ICAO High Level Ministerial Conference on Aviation Security held in Montreal on 19-20 February 2002.

1.5 Development of the strategic initiatives involved consultations among Member States of EUROCONTROL, and with the European Civil Aviation Conference (ECAC), the Commission of the European Communities (CEC), airspace users, the military, the International Federation of Airline Pilots Associations (IFALPA), and the International Federation of Air Traffic Controllers' Associations (IFATCA).

2. STRATEGIC INITIATIVES

2.1 The EUROCONTROL Organisation's strategic initiatives are:

- a) establish processes to optimise the sharing of Civil Air Traffic Control (ATC) and Military (ATC/Air Defence) radar information;
- b) create a European Regional Focal Point for Air Traffic Management information, involving civil and military interests;
- c) give priority to the validation of a high-capacity air-ground communications capability for the transmission of encrypted cockpit voice, flight data and on-board video information; and
- d) ensure that both civil and military ATC procedures and training, relating to hijack and other emergency situations, are reviewed and harmonised.

2.2 Implicit in these initiatives are:

- a) overall requirement to develop means to ensure availability of information on position and altitude of an aircraft at all times;

- b) need to compare any dedicated focal point with the establishment of improved direct co-ordination procedures between ATC units and the Eurocontrol Central Flow Management Unit (CFMU);
- c) need for the most beneficial solution before implementing any enhanced communications system; and
- d) need to avoid unnecessary duplication.

3. **WORK PROGRAMME**

3.1 For the development of the work programme, a NATO/EUROCONTROL Air Traffic Management (ATM) Security Co-ordinating Group (NEASCOG) has been established.

3.2 A joint work programme has been prepared based upon the four key strategic initiatives. The resulting eight key actions are listed at Appendix A. Close co-ordination with ICAO will ensure that the deliverables directly contribute to the ICAO Plan of Action, as called for by the ICAO High Level Ministerial Conference on Aviation Security, and in order that duplication of effort will be avoided.

3.3 This work programme has already delivered a set of ATM Security Policy Guidelines, reproduced at Appendix B. These guidelines have already been endorsed by the appropriate civil and military authorities.

— — — — —