



**ICAO AFI Aviation Week- Botswana, Gaborone
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Presented by boni dibate: Director Africa Affairs**

Thank you very much to ICAO for inviting CANSO as your partner to this important event. Also thanks to Botswana CAA who is an active member of CANSO

CANSO views on Aviation Security

Let me start by briefly talk about CANSO as there are still people who do not know who CANSO is. CANSO – the Civil Air Navigation Services Organisation – is the global voice of air traffic management (ATM) worldwide. CANSO Members support over 85% of world air traffic. Members share information and develop new policies, with the ultimate aim of improving air navigation services (ANS) on the ground and in the air. CANSO represents its Members' views to a wide range of aviation stakeholders, including the International Civil Aviation Organization, where it has official Observer status. CANSO has an extensive network of Associate Members drawn from across the aviation industry.

CANSO has five regions, each with a Region Director. The task of each region is to support CANSO's Members in the region; promote and implement CANSO's global vision of seamless and harmonised airspace globally; implement CANSO's global policies and initiatives at a regional level; and develop tailored regional plans and solutions to improve ATM performance in that region.

Each Region's work is guided by a CEO Committee that meets regularly to define and implement regional goals and objectives.

The CANSO Regions work in close partnership with equivalent regional organisations representing industry stakeholders including ICAO, airlines, airports and others.

The current trend in air traffic management (ATM) both at the international level as well as within individual air navigation services providers (ANSP's), is towards increased sharing of information and creating a common situational awareness for a

wide spectrum of aviation stakeholders. While this enhances the efficiency of operations and raises productivity, it also opens up the potential for security specifically cyber-attack. The vulnerabilities are growing because current and next generation systems demand more information sharing through increased use of commercially available information technology, shared network and computing infrastructures and operations.

This trend is not only unique to ATM; most industries are applying information technology to improve the efficiency of existing operations as well as to enable new modes of operation. Benefits are achieved by allowing information to be rapidly shared among humans and systems, wherever and whenever it is needed. Unfortunately these benefits come with risks. Increased use of information technology means greater exposure to security and cyber-attack.

As we all know, the threat is both very real and very serious. ANSP's must develop and execute security strategies and plans to ensure continued mission operations despite this threat. If we are to transform global ATM performance and achieve safe, efficient and seamless airspace globally, the global ATM system must meet clear security requirements and expectations. The global air Traffic Management Operational Concept (ICAO Doc 9854) speaks to this and defines the security expectation of an integrated interoperable and globally harmonised system as:

"The protection against threats that stem from intentional acts (e.g. terrorism) or unintentional (e.g. human error, natural disasters) affecting aircraft, people or installations on the ground. Adequate security is a major expectation of the ATM community and of citizens. The ATM system should therefore contribute to security and the ATM system as well as ATM- related information should be protected against security threats. Security risk management should balance the needs of the members of the ATM community that requires access to the system, with the need to protect the ATM system. In the event of threats to aircraft or threats using aircraft, ATM shall and should provide the authorities responsible with appropriate assistance and information.

ANSP management needs to be able to assess the impact of security and the lack of security on the net-centric aviation system performance. This include:

- Performing cost benefit analysis due to the introduction or the absence of security functions.
- Suitable policies, procedures and processes need to be determined.
- Detection mechanisms need to be put in place to identify the presence of threat and decision support tools are needed for threat evaluation and mitigation.



- An approach is needed that uses standardised mitigations and scopes each threat to a minimum risk manageable, based on established policies, rules, processes and procedures.

In conclusion CANSO proposes a plan model with four pillars i.e. Protect, Detect, Respond and then planning.

Finally CANSO has produced a cyber-security and Risk Assessment Guide which provides our members with an introduction to cyber security in ATM. You can access that in our website www.canso.org.

Thank you