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5 October 2015

DOCUMENT

AC/92(NEASCOG)D(2015)0001
EUROCONTROL(NEASCOG)D(2015)0001

Silence Procedure ends:
16 Oct 2015 16:00

**NATO/EUROCONTROL ATM SECURITY COORDINATING GROUP
(NEASCOG)**

ATM Security Policy

Note by the Secretaries

Reference: (a) AC/92(NEASCOG)WP(2015)0001
EUROCONTROL(NEASCOG)WP(2015)0001
(b) AC/92(NEASCOG)R(2015)0001
EUROCONTROL(NEASCOG)R(2015)0001

1. The NEASCOG at its meeting in April 2015 endorsed the ATM Security Policy at reference (a) and agreed to issue it as a “D” paper under a short silence procedure with an additional paragraph 2.5., as requested at the meeting (reference (b)).
2. Accordingly, NEASCOG members are invited to endorse the attached ATM Security Policy as agreed at the NEASCOG/36 meeting by COB 16 October 2015.
3. Following endorsement the Document will be submitted to the NEASCOG parent bodies for notation.

(Signed) M. Kalivoda
A. Nogueras

Annex: 1

ATM SECURITY POLICY

1. INTRODUCTION

- 1.1 The ATM Security Policy shall be the framework for further development and implementation of ATM security.
- 1.2 Guidance material in support of the implementation of the ATM Security Policy shall be developed.

2. SCOPE

- 2.1 ATM security shall address both the self-protection of the ATM system and the collaborative support of ATM to aviation security, civil and military authorities responsible for national security and defence and law enforcement.
- 2.2 ATM security is a constituent of the overall aviation security and as such, shall be part of the National Civil Aviation Security Programme (NCASP).
- 2.3 ATM security shall be coordinated with aviation security, critical infrastructure protection, cyber defence and military.
- 2.4 ATM security shall be coordinated at international level.
- 2.5 The implication of any ATM security measure on safety shall be considered appropriately.

3. SECURITY OBJECTIVES

- 3.1 The overall objective of ATM Security is to ensure the resilience, integrity and availability of the ATM infrastructure and ATM services and provide the required support to civil aviation security, national security and defence, and law enforcement.

4. RISK MANAGEMENT

- 4.1 ATM security shall be intelligence led, threat based and risk managed.
- 4.2 Security risk management shall be considered as an integral part of the of the overall system life cycle process.
- 4.3 All ATM data and systems shall have ownership.
- 4.4 Defence in depth principle shall be part of the security management.

5. FUTURE ATM NETWORK SECURITY GOVERNANCE AND ORGANISATION

- 5.1 The focal point for ATM security in every State shall be the Civil Aviation Authority (CAA), who shall appoint the Appropriate Authority (AA) responsible for the overall aviation security, where ATM security belongs to.
- 5.2 Security management of the ATM Network shall clearly define:
- security roles and responsibilities;
 - Processes for incident and crisis management.

6. SECURING CNS/ATM SYSTEMS

- 6.1 Redundancy shall be an enabler of CNS/ATM security.
- 6.2 CNS/ATM systems shall be subjected of a security accreditation process.

7. ATM DATA SECURITY

- 7.1 ATM data shall be by default non-classified.
- 7.2 ATM data shall be protected during storage and transmission, in line with its sensitivity profile.

8. SOFTWARE SECURITY

- 8.1 Software used in ATM shall ensure compliance with the security objectives.
- 8.2 Identity and access management for ICT resources shall be part of the security management.

9. HARDWARE SECURITY

- 9.1 Hardware used in ATM shall ensure compliance with the security objectives.
- 9.2 Supply chain end to end security shall be part of the security management.

10. PHYSICAL SECURITY

- 10.1 Physical security shall be part of ATM security.
- 10.2 Physical security shall safeguard people and ATM infrastructure, facilities, equipment, material and documents from security incidents, unlawful interference and unauthorised access.

11. PERSONNEL SECURITY

- 11.1 Personnel security shall be part of ATM security.
- 11.2 Personnel security shall ensure that individuals getting access to ATM facilities, controlled areas and ATM sensitive data do not constitute an unacceptable risk to security.

12. AIRCRAFT DESIGN AND OPERATION

- 12.1 Aircraft design and operation shall ensure compliance with the security objectives.
- 12.2 Aircraft shall be subjected of an Airworthiness Security Process (AWSP) to ensure that, when subjected to unauthorized interaction, the aircraft will remain in a condition for safe operation, in accordance with the regulatory airworthiness criteria.

13. INCIDENT/CRISIS MANAGEMENT

- 13.1 Incident management shall enable the overall ATM security objective.
- 13.2 Safety and business continuity shall be the main outcome of ATM security incident management.

14. SECURITY CULTURE

- 14.1 An education, awareness, training and exercises plan shall be an integral part of ATM security management.
- 14.2 ATM security management shall be enabled by security information sharing and intelligence.
- 14.3 Security management shall be fully coordinated with safety management.
- 14.4 ATM security shall be cost-effective and sustainable.