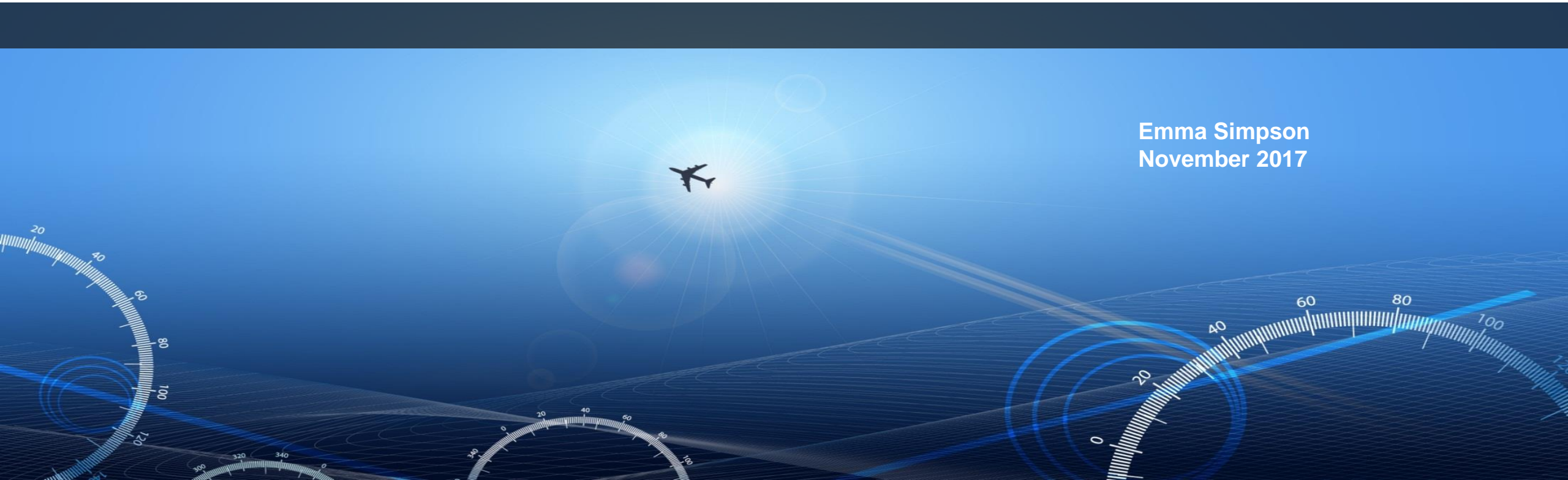


# UK CAA Cyber Oversight in Air Traffic Management

EASA High Level Cyber Security Conference

Emma Simpson  
November 2017

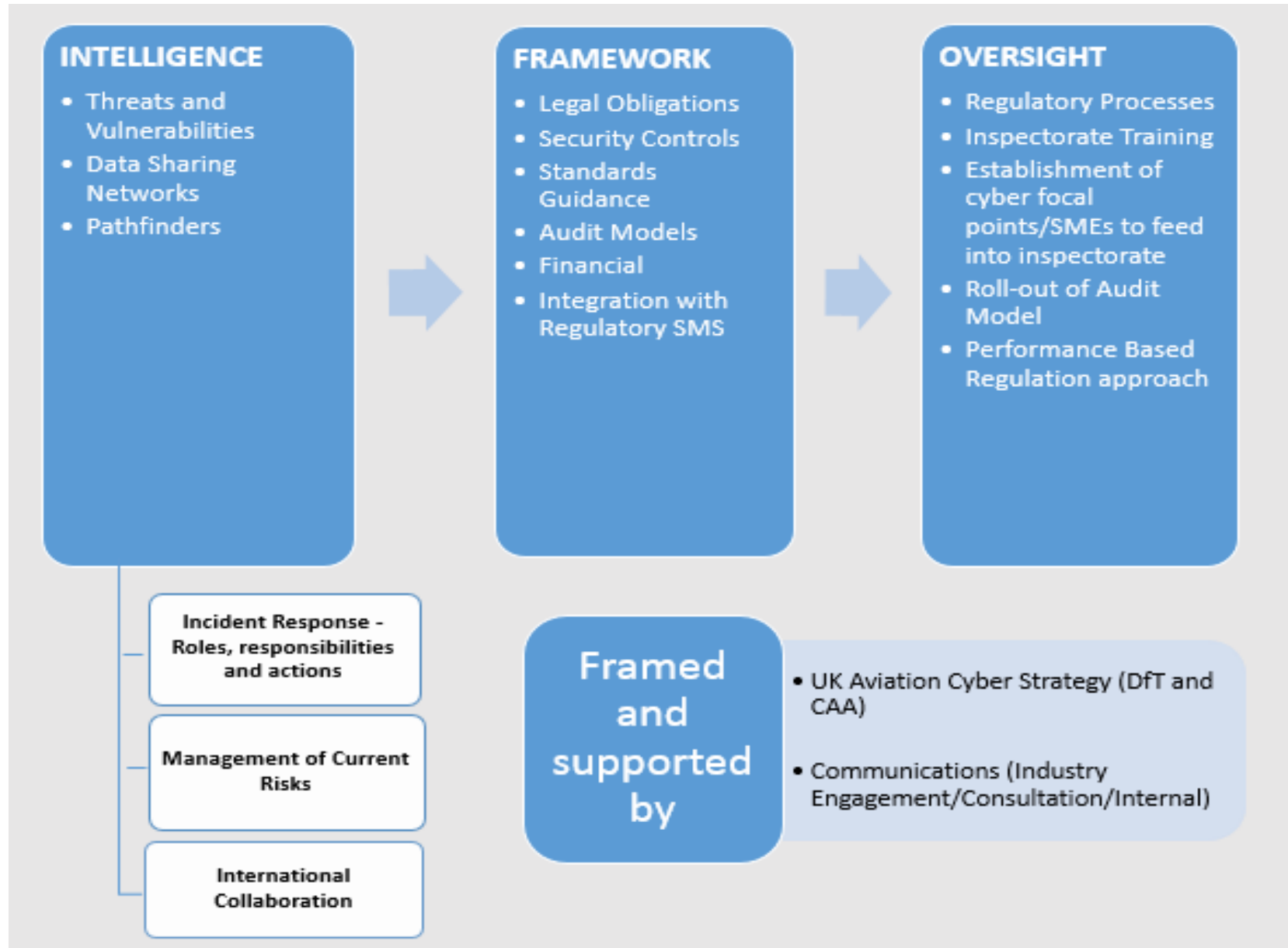


# UK CAA Cyber Oversight Project



- High Level Principles
- ATM Work to Date
- Initial Results of ATM Activities
- Initial Steps for Stakeholders
- What Comes Next...

# UK CAA Cyber Oversight Project Overview: Project Pillars



# UK CAA Cyber Oversight - ATM



## Work to Date

- A series of information flow based and 'Day In the Life Of' risk models have been developed that address all aviation domains including ATM and Airspace Management
- An initial vulnerabilities matrix has been developed to provide traceability between identified potential cyber induced aviation safety risks and security threats identified by ICAO and DfT
- We have published and consulted on a set of cyber security controls that specify the areas CAA would wish to see organisations actively controlling.
- We have developed a set of performance markers to support the cyber security controls that will help us apply oversight proportionately and consistently across the industry and to determine how well industry are performing.
- We have undertaken an ATM pathfinder exercise to validate our thinking with respect to ATM cyber risks.

# UK CAA Cyber Oversight - ATM



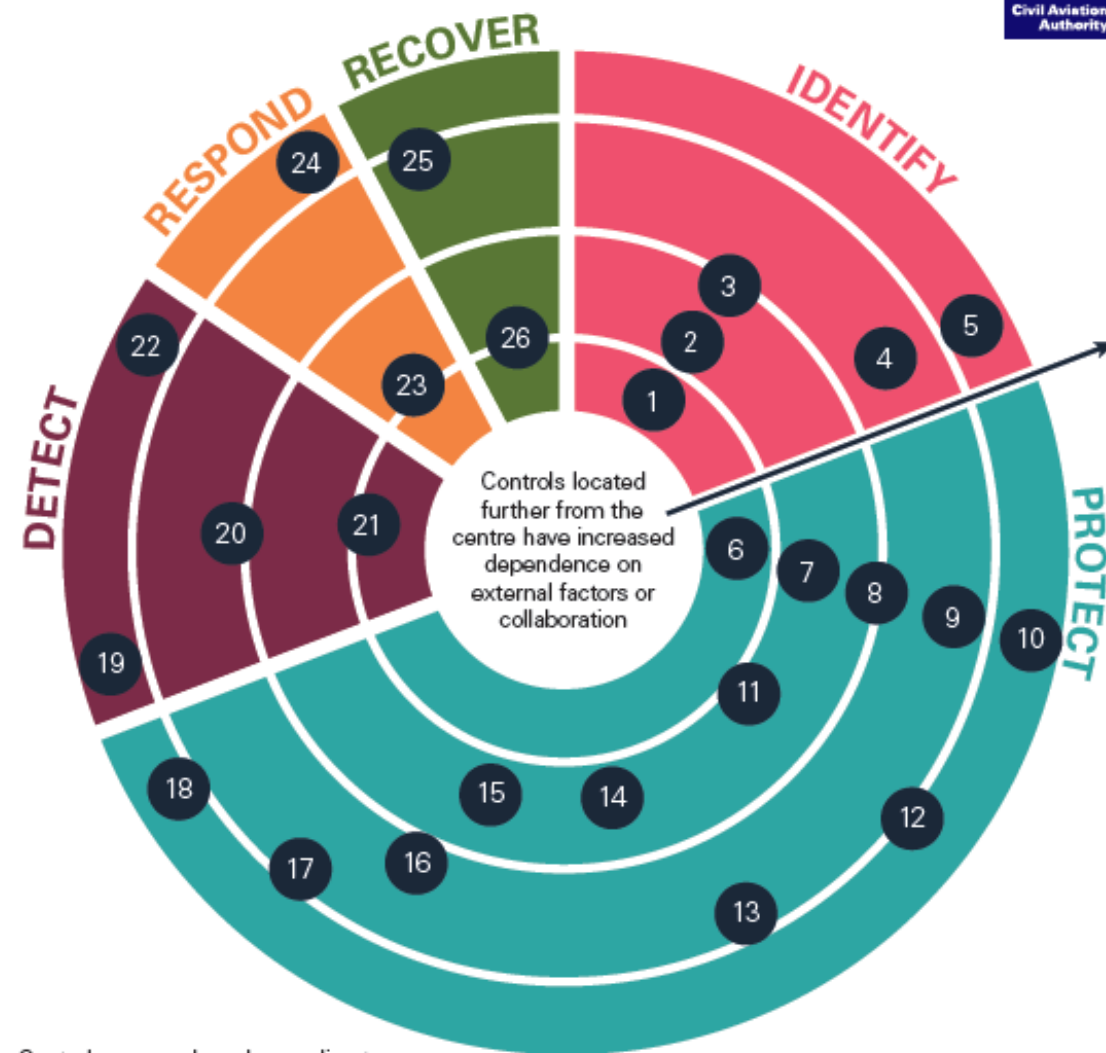
## Results of ATM Work

- The risk analyses for ATM show a number of areas where further work may be required to appropriately mitigate cyber risks.
- The ATM pathfinder has confirmed a number of issues the cyber oversight team were considering, e.g. the lack of communication between engineering teams and information security teams with respect to purchase/installation of new equipment and connectivity with data networks
- Feedback from industry indicates that the set of cyber security controls we have published will help organisations manage some of these issues.
- The current evidence suggests that some larger UK ANSPs are progressing well with this topic.
- The overall set of risk models have provided an indication of the most significant potential aviation safety risks and we will focus our initial ATM cyber oversight based on these risks.

# Initial Steps for Stakeholders:

26 Security Controls

Pilot Scheme roll out commenced August 2017



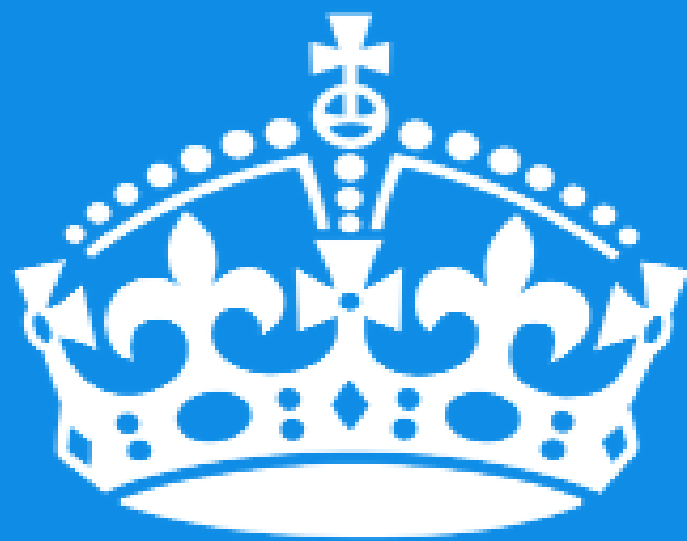
Civil Aviation Authority

Controls are numbered according to suggested order of implementation

# UK CAA Cyber Oversight – Next Steps



- We will continue to work with CAA specialists and industry to validate and improve the existing risk models
- We will use the combination of the risk models and the cyber controls to focus our interactions with the industry and to support the development of a Target Operating Model and supporting processes and inspector training.
- We will use the performance markers to enhance our understanding of industry competence and progress with respect to managing cyber security
- We will continue to work with UK DfT, NCSC, EASA and ICAO to develop our understanding of the necessary and practical mitigations for the wider set of cyber issues



KEEP  
CALM  
AND  
CARRY  
ON





Q&A

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