

INFO TECH n. 12/2016

Dipartimento Tecnico – 16 dicembre 2016

(english text at the bottom)

Cari Associati, di seguito le ultime notizie più rilevanti dell'attività del Dipartimento Tecnico ANPAC.

Note sintetiche dai Safety Meeting aeroportuali in Italia

Come sapete ANPAC con la sua struttura AGE partecipa ai Safety Meeting dei più importanti aeroporti italiani, in queste situazioni operative viene ascoltato e richiesto il nostro qualificato intervento tecnico.

Riportiamo di seguito i dettagli più rilevanti degli ultimi meeting.

Roma FCO

Da gennaio 2017 iniziano i lavori per il collettore acque reflue a FCO. Poiché tali lavori interesseranno alcuni piazzali ma principalmente porteranno alla chiusura, dal 16 gennaio 2017, della pista 16R/34L per almeno 42 giorni.

Durante queste giornate: per 18 giorni non sarà possibile alcun utilizzo della suddetta pista, mentre nei restanti potrebbe essere utilizzata, con preavviso di 48 ore per allestimento segnaletica e rimozione mezzi di cantiere, con una lunghezza ridotta a 2450 mt, con soglia 34L all'altezza del raccordo AV.

Durante tali lavori si provvederà anche alle operazioni di rifacimento del manto superficiale della pista 16R/34L.

Sulla chiusura della pista 16R/34L ANPAC ha espresso forte perplessità sull'impatto che potrebbe avere sui voli di L/R in special modo per l'a/m B777 sui voli che partono per il sud America con pesi elevati, in quanto l'utilizzo della pista 25 per il decollo presenterebbe problemi prestazionali, mentre l'utilizzo della 16L/34R avrebbe problemi di rullaggio molto lunghi che impatterebbero sui tempi di volo complessivi.

Venezia VCE

E' stata implementata la procedura di sghiacciamento/antighiaccio, il nostro rappresentante ha segnalato una piccola imprecisione sui liquidi Killfrost usati che immediatamente è stato chiarita dalla società di gestione aeroportuale.

Milano Linate LIN

Il rappresentante ANPAC ci segnala che nelle riunioni CASO è emersa una problematica di rullaggio che si verifica nei pressi dell'area di sghiacciamento ICE1. In assenza di aerei parcheggiati nelle piazzole 72 e 73, alcuni piloti percorrono

arbitrariamente la ICE 1, violando, di fatto, le istruzioni di rullaggio che richiedono di percorrere la D identificata dalla linea gialla.

Si fa notare che, la presenza di veicoli che percorrono le vie a loro riservate, interferisce con la ICE 1 e che in condizioni normali potrebbe creare di fatto una minaccia di collisione a terra. Si raccomanda pertanto di seguire scrupolosamente le istruzioni di rullaggio e la segnaletica al suolo e rullare con prudenza nei pressi dell'area citata.

Simulazione Emergenza aeroportuale a Fiumicino

Nella notte tra il 5 e il 6 di dicembre si è svolta all'aeroporto di Fiumicino una simulazione di emergenza che ha visto la partecipazione di decine di figuranti e di tutti i mezzi di soccorso aeroportuali. In questa edizione è stata proposta una situazione di un a/m MD80 in crash landing/fuoripista/incendio avvenuto sulla pista 16R e uscito presso il raccordo A e vicino alla testata pista 34L. Il Dipartimento Tecnico ANPAC, grazie anche all'ottimo lavoro di coordinamento dei nostri colleghi Roberto Taras e Gianluca Carpino e su invito della sezione SMS di AdR, ha potuto presenziare in qualità di osservatori. L'esercitazione complessivamente si è svolta bene ma a nostro avviso si possono migliorare alcune tempistiche d'intervento.

Da ringraziare i numerosi colleghi pensionati ANPAC per aver dato la disponibilità come figuranti nell'esercitazione. Per la prossima esercitazione lanceremo l'invito a partecipare anche a tutti i colleghi disponibili perché vi garantisco che è molto istruttivo osservarla.

Bollettino IFALPA "Cyber threats"

In allegato, troverete il bollettino IFALPA, "Cyber threats", relativo alla minaccia di potenziali attacchi informatici da parte di organizzazioni terroristiche.

IFALPA mette in evidenza come i crescenti attacchi informatici a carattere generale perpetrati da organizzazioni terroristiche o singoli attentatori possano nel breve futuro essere indirizzati anche verso obiettivi aeronautici.

Il timore è quello che il comparto aereo nelle sue diverse ramificazioni possa essere oggetto di azioni di disturbo, dagli aerei, alle ground facility sino alle infrastrutture di controllo più critiche.

Il suggerimento è quello di realizzare regole comuni di contrasto da questa emergente minaccia, attraverso il coinvolgimento e lo scambio di informazioni tra tutti i settori cruciali del trasporto aereo (industria aeronautica, Aerolinee e organizzazioni aeroportuali) e le autorità proposte.

Seguirà un Info Tech specifico sullo stato dell'arte della cyber security.

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Per ogni osservazione o feedback è gradita un'email a: dt@Anpac.it

Dear Members,
below the latest relevant news of the Technical Department ANPAC.

Brief notes Airport Safety Meetings in Italy

The AGE group of ANPAC Technical Department is present in Safety Meetings of the most important Italian airports in this context the opinion of the pilots is heard and consulted. Following are the most significant details of the last meetings.

Rome FCO

On January 2017, will begin works for a drainage collector. These works will affect a few parking area but mostly will led to the closure, from 16 January 2017, of the runways 16R / 34L for at least 42 days.

During this period for 18 days rwys 16R/34L will be closed, while in the remaining days could be used, with 48 hours of notice (for construction signs and removal of trucks), with a reduced length to 2450 meters, and a 34L displaced threshold near AV taxiway. During these works will be resurfaced the rwy.

On the closure of the runway 16R / 34L ANPAC expressed strong concerns about the impact that could have on the Long range flights especially for the B777 aircraft on flights to South America with heavy weights, because the use of the rwy 25 for the take-off would present problems in performance, while the use of 16L / 34R could take effects on taxi time e overall blocks times.

Venice VCE

It was implemented the de-icing / anti-icing procedure, our representative has reported a small inaccuracy on used KILFROST fluid definition that was immediately clarified by the airport management.

Milan Linate LIN

ANPAC representative reported that a/p meetings revealed a taxiway problem often occurs near the area of de-icing bay ICE1. In the absence of aircrafts parked on the stands 72 and 73, some pilots arbitrarily move through the ICE 1, in fact infringed, taxiing instructions that require to take the D identified by the yellow line.

To take in consideration that, the presence of vehicles that run the roads reserved for them, interferes with the ICE 1 and could in fact create a threat of ground collision.

Therefore is recommended to carefully follow the taxiway instructions signs on the ground and taxing with care in the vicinity of mentioned area.

Airport Emergency simulation in Fiumicino Airport

During the night between 5 and 6 December there was an emergency simulation at Fiumicino airport, which saw the participation of dozens of extras and all airport rescue and emergency systems. In this edition has been proposed a situation of a / m MD80 crash landing / overrun 16R/ and fire that broke out on the rwy at the junction

A and near the runway 34L. Technical Department ANPAC, thanks to the excellent coordination work of our colleagues Roberto Taras and Gianluca Carpino and the invitation of the section of ADR SMS, could attend as observers. The exercise was held well overall but we believe we can improve some intervention timing. Thanks to many colleagues members of retired ANPAC group for giving availability as extras in the emergency simulation. For the next occasion we will launch an invitation to participate to all the available colleagues, we guarantee that it is very instructive to observe it.

Bulletin IFALPA "Cyber threats"

Enclosed to this Info Tech you will find the IFALPA bulletin, "Cyber threats" regarding the potential threat of cyber attacks by terrorist organizations. IFALPA highlights how the growing cyber attacks in general perpetrated by terrorist organizations or individual terrorists in the near future may also be directed to air transport targets. The fear is that the air transport sector in its various ramifications may be subject to attack, to aircrafts, to ground facility through to the most critical control infrastructure. The suggestion is to create contrast common rules to this emerging threat, through the involvement and exchange of information between all the crucial sectors of the air transport (aviation industry, Airlines and airport organizations) and proposals authorities. An Info Tech will follow on specific info o the state of cyber security.

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For any comments or feedback is welcome by emailing us at: dt@Anpac.it

Cyber Threats

The IFALPA Security Committee has identified the possibility of a cyber-attack against an aircraft, ground facility, or other critical infrastructure to be a significant threat that may cause unsafe situations or ultimately even loss of life. The purpose of this paper is to articulate this threat, and suggest ways in which it might be addressed.

OUR CONCERN

The typical commercial flight operation, whether passenger or cargo, generates and requires a large amount of data that is critical to the safe operation of the aircraft. Much of the technology currently in use was developed at a time when aircraft were relatively unconnected to the outside world, and therefore most of the systems are not designed to protect the information they carry. Furthermore, most communications between systems cannot be checked for integrity and completeness.

Cyber-attacks in society in general are very frequent. They can be carried out from virtually anywhere by anyone with sufficient knowledge, using low-budget methodologies. The goal of these attacks can be to obtain confidential, critical or sensitive information, to manipulate or erase information and/or to control or destroy systems or services. In many cases the compromised system may have not even been targeted but is taken down as a result of an attack elsewhere; in other words, it is a victim of “collateral damage”.

Therefore, cyber security should be considered throughout all aviation communications pathways and applications. This cannot be done by single entities for their own systems only. Due to the interdependencies in the realm of aviation, cyber security must be a shared responsibility of aircraft manufacturers, airlines, airports and air traffic control organisations together with their suppliers. Since public safety is at stake, States have the responsibility to make sure all parties involved take that responsibility.

REGULATIONS

States should establish regulations to set the minimum requirements that the aviation industry should meet. These could be specific technical cyber security measures, but preferably they would be outcome-based. Unlike physical security, cyber security techniques provide many ways to measure security performance, therefore a risk-based strategy is certainly an option.

Such regulations should not only provide technical requirements. Contingency planning is a very important aspect as well and should include proper training of all personnel that use safety critical systems to be able to detect actual cyber-attacks and act accordingly. Compliance should be audited by the authorities.

INFORMATION SHARING

In other industries information sharing has proven to be essential in the protection of critical infrastructure. In some countries structures have already been set up also for the aviation industry as well. If parties share information on security breaches, detected attacks and best practices the security of the system in total will benefit greatly. To be able to do that, confidentiality is key. Partners must be able to trust that the information will not be made public, until appropriate countermeasures have been implemented.

States should consider establishing a mandatory reporting system on aviation related cyber security incidents, again keeping confidentiality in mind. This would help in finding trends in threats, so appropriate measures can be taken when needed. It would also help in making sure all players in the aviation industry participate in the information sharing effort.

CONCLUSION

IFALPA considers the cyber issue to be a significant threat to the safety of aviation. It should be addressed in a coordinated manner without delay, both by the industry and by the regulators.

IFALPA BRIEFING LEAFLET ON CYBER THREATS

More detailed considerations about this subject can be found in a separate briefing leaflet published by IFALPA.

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