



**EASA**  
European Aviation Safety Agency

# Shared Trans-Organisational Risk Management

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**Your safety is our mission.**

An agency of the European Union 



# Where we are without Risk Management!





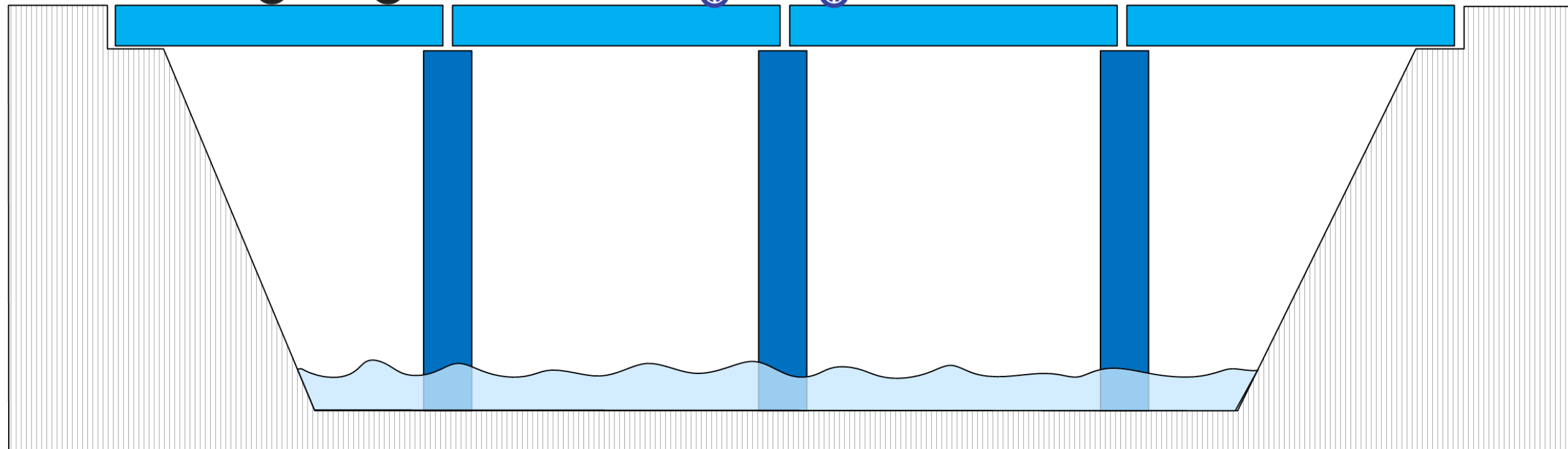
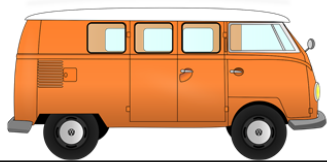


# Where we are with stove piped risk management





# The functional chain



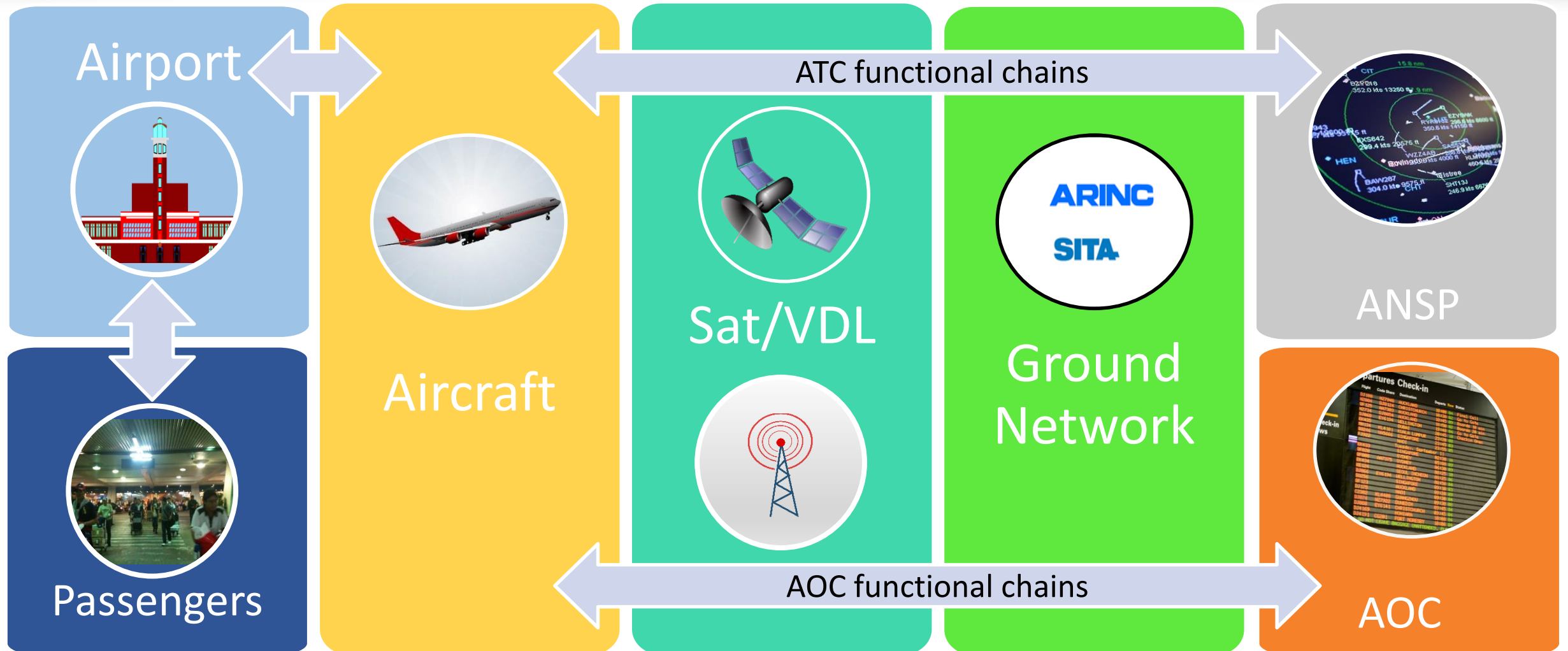


# The functional chain in aviation





# The global landscape – Combined perspective







# Where are we standing

## 4 meetings organised between March and September 2018

- Revealed the variety of risk management approaches
- Highlighted the necessity of finding convergence strategy

## The way to convergence

- Adoption of a statement of work
- Defining two sub-groups to deliver risk assessment foundations
- Demonstrate capacity to communicate on shared (safety) risks



# STORM sub groups

## SG1

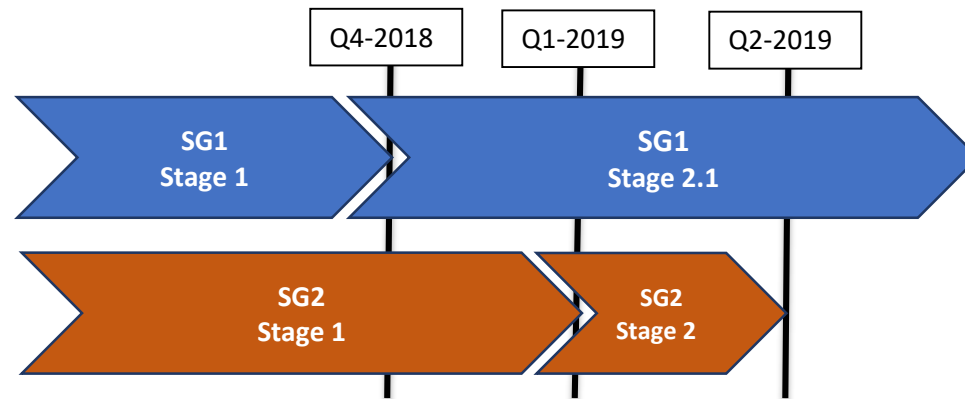
Define the risk assessment baseline

- Common terminology and comparability criteria
- Unified impact, risk, threat level scales
- Leveraging commonalities in existing standards

## SG2

Identify the safety related functional chains and corresponding threat scenarios

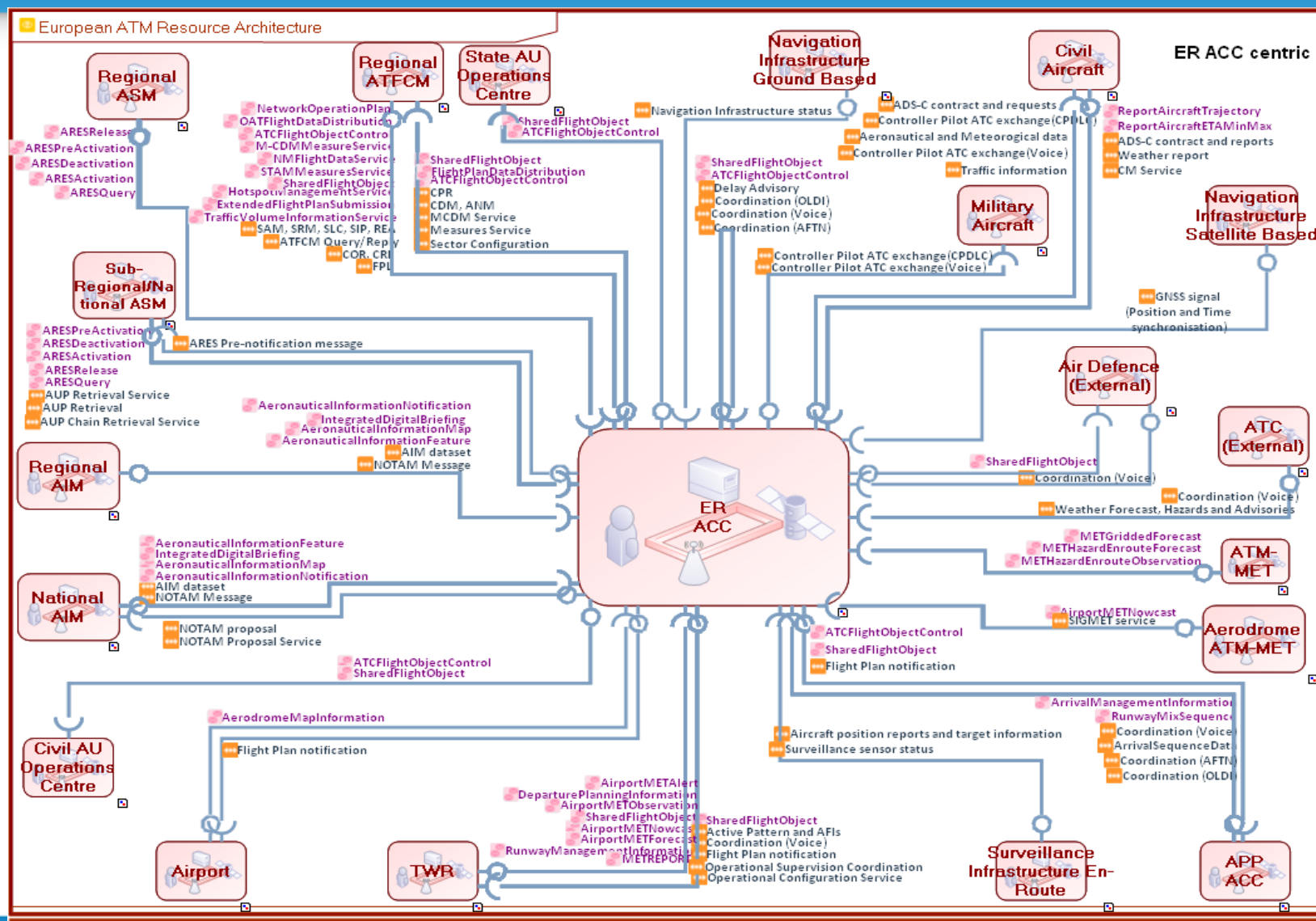
- Use EATMA
- Threat modelling
- Map output from SG1 to assets





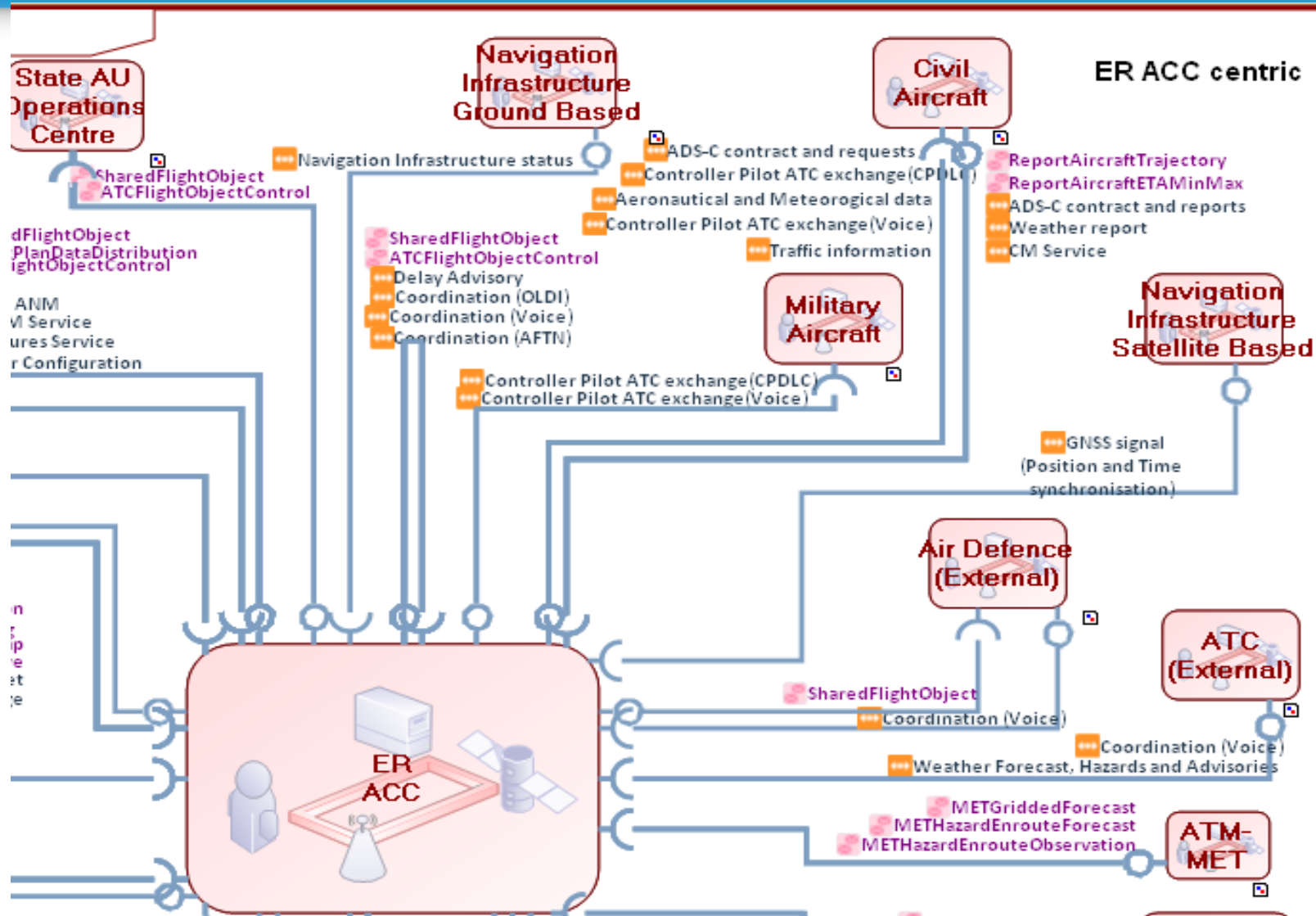


# EATMA example: En Route ACC and associated services





# ER ACC ↔ Civil aircraft





# The challenge of risk management in Civil Aviation

1

## The **Coherence** of Risk Assessments

- Coherence of vocabulary
- Coherence of metrics (impact, risk scales,...)
- Coherence of risk definitions

2

## The **Comparability** of Risk Evaluation

- Being able to compare risk levels
- Important for regulators and authorities
- Crucial for airlines and manufacturers

3

## The **Commonality** of Risk Acceptability and Sharing

- Risks induced by interfaces
- Common approach to risk treatment
- Sharable risks are safety risks
- Residual risks