

Subject: PIPER - PA34 registered SE-GIC, on 27/06/2015, at Malmö/Sturup Airport, ESMS - Sweden

Reply to Safety Recommendation SWED-2016-004 received on 02/09/2016

<p>Safety Recommendation:</p>	<p>EASA is recommended to investigate the conditions for the installation of operational CCTV cameras for investigative purposes at European commercial airports that are covered by EASA's regulations under Regulation (EC) 216/2008. (RL 2016:05 R2)</p>
<p>Final response:</p>	<p>In 2017, the European Union Aviation Safety Agency (EASA) conducted a survey amongst the competent authorities of states participating in the work of EASA (commonly referred to as 'EASA Member States') to acquire information regarding the presence of Closed-Circuit Television (CCTV) systems (also known as visual surveillance systems) at aerodromes falling within the scope of Commission Regulation (EU) No 139/2014 on aerodromes, and the way such systems are being used.</p> <p>In 2018, EASA conducted two more surveys: the first one amongst the operators of aerodromes falling within the scope of Commission Regulation (EU) No 139/2014, to collect information on the provision of CCTV, and the second one amongst the safety investigation authorities (SIAs) for feedback on the safety benefits of CCTV systems at aerodromes for investigative purposes.</p> <p>In the first survey, 75 aerodrome operators from 16 EASA Member States submitted replies. This accounts for approximately 20% of the aerodromes falling within the scope of Commission Regulation (EU) No 139/2014 from approx. 50% of the EASA Member States. While in the second survey, 13 SIAs submitted replies, accounting for approximately 40% for the EASA Member States.</p> <p>Overall, the majority of the respondents from both surveys saw a safety benefit from using the CCTV system for investigative purposes.</p> <p>In terms of the provision of CCTV systems, the results of the survey conducted amongst the aerodrome operators indicated that a high proportion of the respondents have already installed such systems, in most cases on a voluntarily basis. These CCTV systems cover one or more of the following areas: aprons, taxiways and runways, the approach and take-off paths and other areas of the aerodrome.</p> <p>Furthermore, there is an increasing number of initiatives amongst EASA Member States to replace conventional tower facilities and services with remote aerodrome air traffic services (ATS), commonly</p>

known as 'remote towers'. Remote towers are already deployed at several small aerodromes and they are under test at medium-sized aerodromes. In 2019, EASA published Executive Director Decision (ED Decision) 2019/004/R on 'Guidance Material (GM) on remote aerodrome air traffic services' – Issue 2' which includes the sets of technical enablers for the remote towers solutions. One of the technical enablers are cameras which allow the visual reproduction of the aerodrome environment. This GM recommends that, for the particular case of remote aerodrome ATS, the recording and retention of data should be extended to include constituents specific to remote aerodrome ATS, including the visual presentation, the binocular functionality and other technical support systems such as the aerodrome sound reproduction. Therefore, it is expected that the proportion of aerodromes where cameras are available for accident and incident investigation purposes will further increase with the introduction of the remote towers.

In addition, in accordance with point ADR.OPS.B.030 of Annex IV to Commission Regulation (EU) No 139/2014, the aerodrome operator shall ensure that a surface movement guidance and control system (SMGCS) is provided at the aerodrome. The system selected for an aerodrome needs to be appropriate for the operational environment of the aerodrome, ranging from the very simple ones to the advanced systems necessary at large aerodromes with heavy traffic operating in low visibility conditions. The advanced surface movement guidance and control system (A-SMGCS) is used in the routing, guidance and surveillance for the control aircraft and vehicles in order to maintain the declared surface movement rate under all weather conditions within the aerodrome visibility operational level while maintaining the required level of safety.

Although not providing a visual representation of the aerodrome environment in the same manner as a camera would do, the A-SMGCS has the capability to record and replay recorded data for accident and incident investigation purposes. Recorded data includes aircraft type, flight number, speed and direction information as well the capability to re-produce the whole sequence of events. Furthermore, according to point ADR.OPS.B.026 of Commission Regulation (EU) No 139/2014, introduced by Commission Delegated Regulation (EU) 2020/2148, vehicles that operate on the manoeuvring area of an aerodrome where A-SMGCS is provided, are obliged to have a transponder installed. In this way, vehicular information is also available. Additional information on the aerodromes located within EASA Member States where an A-SMGCS is provided can be found on SESAR's (Single European Sky ATM

	<p>Research) deployment website: https://www.atmmasterplan.eu/depl/essip_objectives/map.</p> <p>EASA acknowledges the potential safety benefits from using the CCTV system for investigative purposes and considers that the current proportion of aerodromes voluntarily fitted with CCTV systems, which is expected to further increase with the introduction of remote towers as well as A-SMGCS, should be able to adequately support the SIAs in their investigations of occurrences taking place at aerodromes.</p>
EASA Status:	Closed – Partial agreement