



## Safety Information Bulletin

### Aerodromes

SIB No.: 2018-09

Issued: 16 May 2018

**Subject: Non Recognition of Aeroplanes by Advanced Visual Docking Systems at Aerodromes**

#### Ref. Publications:

- Commission Regulation (EU) No [139/2014](#) dated 12 February 2014, on the requirements and administrative procedures related to aerodromes.
- EASA ED Decision 2017/021/R amending Certification Specifications and Guidance Material for Aerodrome Design, [Annex CS-ADR-DSN](#), Issue 4.

#### Applicability:

Competent authorities and aerodrome operators.

#### Description:

The intent of this SIB is to raise awareness at competent authorities and aerodrome operators about the non-identification of aeroplanes by advanced visual docking guidance systems (A-VDGS). In the context of a recent investigation of an occurrence, where the engine of an aeroplane that was entering a contact stand collided with the passenger-bridge, the Safety Investigation Authority (SIA), identified that the A-VDGS on the stand did not recognise the manoeuvring aeroplane.

The investigation report established that the A-VDGS did not recognise the aeroplane, because of its dark colour. In the same report, it is stated that the air operator whose aeroplanes was involved in the event had encountered similar problems due to the dark colour of that aeroplane. Moreover, the reports state that the air operator after this occurrence, found that similar occurrences have happened around the world. In addition, EASA has been informed that other aerodrome operators in Europe have also encountered cases, where the A-VDGS did not recognise a manoeuvring aeroplane, due to its dark colour.

#### Discussion:

The reported occurrences seem to involve more than one type of A-VDGS. The related EASA certification specifications (CS ADR-DSN.M.760) reflect the relevant Annex 14 provisions regarding A-VDGS. From the available information, it is shown that some aerodrome operators and competent authorities are already aware of the issue, and that relevant mitigating operational procedures have been established by the aerodrome operators concerned. However, there have been cases, where the personnel involved in the docking procedure were not always informed of the already established mitigating measures. Moreover, there seem to be cases of aerodrome operators and competent authorities that are not aware of this issue.

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This is information only. Recommendations are not mandatory.



In any case, the applicable certification specifications address the case to initiate an immediate halt, in case of need, to the aeroplane docking procedure by the personnel responsible for operational safety of the affected aeroplane stand.

At this time, the safety concern described in this SIB does not warrant the issuance of a safety measure under Regulation (EU) [139/2014](#), Annex II, ADR.AR.A.040.

### Recommendation(s):

EASA recommends:

(a) The aerodrome operators to:

- determine if the A-VDGS available at their aerodromes may encounter problems in identifying aeroplanes due to their colour;
- publish relevant information about the type and the displayed guidance of the A-VDGS available at their aerodromes in the Aeronautical Information Publication, including any possible issue related to the recognition of aeroplanes due to their colour;
- ensure that operational procedures to be applied in the event of an A-VDGS malfunction are clearly communicated to all personnel involved;
- report any malfunction or relevant condition regarding their A-VDGS to their competent authority and the responsible design organisation, in accordance with ADR.OR.C.030 (b).

(b) The aerodrome competent authorities to take into account the above recommendations during their oversight activities.

### Contact(s):

For further information contact the EASA Safety Information Section, Certification Directorate.

E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

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