

VC POLICY

VIDEO MONITORING OF THE FLIGHT DECK

VC will always support every measure to increase flight safety and provide information on the causes of accidents.

However, VC does not support video monitoring of the flight deck for the following reasons:

1. Worldwide the protection of pilots and their dependents regarding their personal rights cannot be guaranteed.

Protection of flight deck crews and their dependents is of utmost importance particularly after an accident. It is impossible to guarantee that recordings would not be misused.

2. There is no worldwide legal certainty in the evaluation of video recordings.

The media already publish flight deck voice recordings today, in some cases even before the accident investigations have been completed.

Contrary to the recommendations of ICAO Annex 13, in some countries it is legal to market the results of an accident investigation commercially or to use them in legal proceedings.

3. It provides only a minimum of additional information.

On modern aircraft, the main flight details are already recorded on CVR/FDR and other technical recording equipment (FADEC/QAR etc.). In digital data transmission, it is not possible to change the data between the data bus and the display instrument, which means that only information of the data bus is displayed. The same data is also recorded by the FDR; even screen failures are noted.

4. Because it is not always possible to recognise the causality between an action and a reaction on video recordings.

Is the movement due to the pilot, the autopilot or the aircraft?

Example: has the joystick moved forward by itself, or is the pilot pushing it?

VC is strongly in favour of using video recorders to monitor safety-relevant aircraft areas and systems such as:

1. **engines** (fire, icing)
2. **undercarriage** (loss of or damage to tyres, fire)
3. **elevator/rudder** (icing, operation)
4. **holds** (smoke, fire)
5. **wings (icing, external interference)**

These systems significantly increase flight safety.