



Transportministeriet

Transportministeren

Transportudvalget
Folketinget

28. april 2022

2022-2483

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Transportudvalget har i brev af 4. april 2022 stillet mig følgende spørgsmål (TRU alm. del), som jeg hermed skal besvare. Spørgsmålet er stillet efter ønske fra Hans Christian Schmidt (V).

Spørgsmål nr. 412:

Vil ministeren oplyse, om der har været foretaget en konkret granskning af banelyssagen af Det Europæiske Luftfartssikkerhedsagentur (EASA), der har muliggjort, at EASA's eksperter har kunnet lavet en så klar konklusion, som det fremgår af transportministerens nyhed "EASA finder ikke fejl i sagerne om løsrevne banelys i Københavns Lufthavn" af 17. december 2021 (www.trm.dk/nyheder/2021/easa-finder-ikke-fejl-i-sagerne-om-loesrevne-banelys-ikoebenhavns-lufthavn)? Og kan ministeren fremlægge dokumentation herfor, f.eks. i form af en rapport fra EASA, hvor EASA's eksperter blåstempler de substantielle spørgsmål i lufthavnens og Trafikstyrelsens håndtering af banelyssagen, eller er der alene tale om et brev fra EASA's afdelingschef Jesper Rasmussen som svar til ministerens departementschef?

Svar:

Trafikstyrelsen har i forbindelse med besvarelse af en aktindsigtsanmodning været i dialog med EASA's omkring offentliggørelse af dele af EASAs endelige rapport fra december 2021 omkring den samlede inspektion af Trafikstyrelsens flyvepladsområde.

I denne forbindelse oplyste EASA, at den samlede rapport fortsat er underlagt fortrolighed, men at den del af rapporten som omhandler banelyssagen kunne udleveres. Transportordførerne blev oplyst herom på mail af 1. februar 2022, dog blev det relevante uddrag af rapporten ikke medsendt i forbindelse med orienteringen.

EASAs vurdering af banelyssagen fremgår af side 13-14 i rapporten fra december 2021 og EASA skriver følgende:

"3.10 Additional relevant information



Already in March 2021, EASA had received a letter from the Danish Ministry of Transport in which they were asking EASA to conduct the standardisation inspection of Denmark earlier than initially planned, and especially it was requested to assess the performance of the DCARA and the aerodrome operator with regard to specific occurrences reported at Copenhagen Airport, Kastrup during the years 2018 and 2019. The occurrences were about FOD identified in different parts of the manoeuvring area of the aerodrome. These FOD items were related to the Aeronautical Ground Lighting (AGL) system used at the aerodrome.

The Agency responded positively to the request in the letter and committed itself to further assess the FOD events during the standardisation inspection. It was also highlighted that EASA's mandate in the ADR domain does not allow to go beyond assessing the DCARA compliance with the EU regulations. Due to continuing COVID-19 restrictions in spring and summer, the date of the inspection was not changed forward but took place as planned.

Because this inspection was the first comprehensive standardisation inspection of Denmark in the ADR domain, it was important not to compromise the scope of the inspection itself and instead, to integrate the case of the FOD occurrences with their major contributing areas (e.g. SMS, maintenance programme, FOD programme etc.) into the regular standardisation activity.

During the standardisation inspection, the FOD case was investigated by EASA through the standard working methods used for EASA's standardisation inspections and was discussed with DCARA and Copenhagen Airports A/S with focus on the relevant requirements of the aerodrome regulation (Reg. (EU) 139/2014) but also having in mind the general process for the handling of and reaction to occurrences and identified safety issues described in Regulation (EU) 376/2014.

While pursuing this approach the inspection team did not identify any significant issues regarding the performance of DCARA and/or the aerodrome operator related to the specific FOD cases which happened in 2018 and 2019 at Copenhagen Airport.

The DCARA is invited to take due note of the observations included in the specific Critical Elements paragraphs above for further improvement, even if they are not classified as findings.”



Side 3/3

Med venlig hilsen

Trine Bramsen

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