

City and County of San Francisco

San Francisco International Airport

Airport Pre-Security Cameras

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Joyce Mamiya, Derek Phipps, Guy
Clarke – SFO

Technology Description – Pre-Security Cameras

Pre-Security Cameras support the Airport's mission and primary Objective: Safety and Security.

- SFO is committed to the Safety and Security of the Airport in the following ways:
 - Live monitoring of the Airport's Pre-Security space for incident monitoring and claims investigations.
 - Safety and Security of the public within the Airport.
 - Reviewing camera footage in the event of an incident that occurs Pre-Security.
- The technology includes:
 - Video Management Software (VMS)
 - Various types of camera technology
- The primary function is to record live video feed of various areas of Pre-Security at the Airport.

Authorized Use Cases

Airport Specific Use Cases include:

1. *Live monitoring.*
2. *Recording of video and images.*
3. *Reviewing camera footage in the event of an incident.*
4. *Providing video footage/images to law enforcement or other authorized persons following an incident or upon request.*

Pre-Security Cameras ST Policy – Change Summary

- The Authorized Use Cases did not change.
- Updates were made as follows:
 - To the prior ST Policy in two areas:
 - Data Sharing Section -Third Bullet Point:
 - “Redact names and ensure all PII is removed in accordance with the department’s data policies.”
 - The following NOTE was added: “The Airport’s camera software currently does not have the capability to “scrub faces.”
 - By adding specific information regarding:
 - the use of Video Cameras on the AirTrain vehicles and the SFO Shuttle Buses for business purposes only.
 - “live” video streaming provided from the BART CCTV system’s 50 cameras deployed around the Airport BART Station.



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Thank You

Updates: ST Policy

Airport ST Policy change/update:

Data Sharing Section -Third Bullet Point:

“Redact names and ensure all PII is removed in accordance with the department’s data policies.”

- The following NOTE was added:

“The Airport’s camera software currently does not have the capability to “scrub faces.”

External Data Sharing Section – Data Recipient:

- The following text was added: “Airport Tenants, Contractors and Sub-Contractors

Updates: AirTrain & SFO Shuttle Buses

- The closed-circuit television (CCTV) system security cameras on the AirTrain vehicles and the SFO Shuttle Buses captures and records video images of passengers for Airport business purposes only.
 - The AirTrain cameras provide video of the interior to an onboard Digital Video Recorder (DVR) which has a microSD card that stores video recordings for two-weeks and automatically rewrites after that time.
 - For viewing, the microSD card is removed with a key by AirTrain Administration personnel only and can be viewed on a password protected computer.
 - The Shuttle Bus cameras capture multiple interior and exterior views.
 - The footage is stored in an onboard DVR device located in a locked cabinet.
 - The DVRs overwrite footage every 30 days.
 - The only way to preserve footage is to remove the DVR, connect it to a secured computer in the Administrative Office, and save the images to this password protected computer.

Updates: BART Video Streaming

1. The BART CCTV system will provide “live” video streaming from 50 cameras deployed around the Airport BART Station to seven Airport workstations primarily at the Airport's Security Operations Center (SOC) using the VIDSYS Software Platform.
2. The Airport does not have direct access to the recordings of the BART video footage.
 - As BART is the owner of the cameras and the software, as well as, the custodian of the video images, the Airport is required to submit a formal Request to BART (including date, time frame and specific camera views) should a copy of video footage be needed.

Data Lifecycle: Data Collected

Data captured is classified as Level 3, Sensitive.

This data includes:

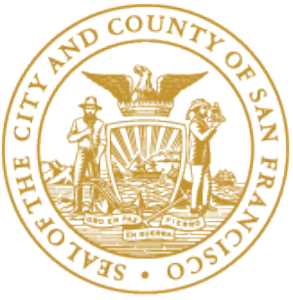
- *Level 3 Classification:*
 - Video and Images
 - Date & Time
 - Vehicle
- All data will be retained for:
 - Resolution of an incident investigation and/or law enforcement matters.
- AirTrain and SFO Shuttle Bus data is retained for 4.5 years, as required by the Airport's Executive Directive 18-05 Record Retention and Destruction Policy and discarded/deleted afterwards.

Data Lifecycle: Data Access

1. Written approval from AVSEC and/or TSA is required prior to release of Pre-Security Camera data. Data is reviewed for Sensitive Security Information.
2. For investigative purposes, Department access to live views and recorded footage is restricted to specific trained personnel. Recorded footage is accessed only in response to an incident.
3. Personnel with access belong to the following groups:
 - Security Ops Center
 - TSA – SSI Assessment
 - SFO Law Enforcement Partners
 - Communications Center

Data Lifecycle: Data Security

1. Pre-Security Cameras are owned and controlled by the Airport.
2. Wireless networks are required to be equipped with WPA2 security.
3. All forms of video footage, whether real-time or stored, must be password protected.
4. Written authorization from AVSEC required prior to release of data.



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Thank You