

## 5 RECOMMENDATIONS

- 5.1 Technical facilities with regard to the protection of runway exits at Amsterdam Airport Schiphol should be identical to allow standard procedures for all runway crossings (in particular so with regard to exit 2 of runway 06/24). In the meantime movements to/from S-apron other than by taxiing aircraft should not be allowed during low visibility weather conditions (Amsterdam Airport Schiphol); In this connection it is recommended to follow up ICAO Annex 14 Standards as soon as possible.
- 5.2 Refresher training of procedures and radio communication should be provided to ATC Tower staff and platform employees (Air Traffic Control & Amsterdam Airport Schiphol);
- 5.3 A Tower Supervisor should not have additional duties (Air Traffic Control);
- 5.4 Checklists should be used when changing the Tower configuration (Air Traffic Control);
- 5.5 The control panels for stopbars and traffic lights should be redesigned and integrated geographically to avoid any ambiguity (Amsterdam Airport Schiphol & Air Traffic Control);
- 5.6 Add a logging device to the existing groundradar (Air Traffic Control);
- 5.7 Assistant Controller positions should be equipped with a multi-mode screen (Air Traffic Control);
- 5.8 Team resource management training should be implemented for Air Traffic Control staff (Air Traffic Control);
- 5.9 Re-evaluate present co-ordination and communication procedures between Air Traffic Control and Amsterdam Airport Schiphol (Air Traffic Control & Amsterdam Airport Schiphol);