

RECOMMENDATIONS

The Safety Board has formulated the following recommendations:

To: Air Traffic Control the Netherlands and Amsterdam Airport Schiphol

1. Assess the procedure for vehicles on take-off and landing runways at Amsterdam Airport Schiphol against the EAPPRI and ICAO recommendations.
2. Align the safety management systems of both organisations in areas where the parties each have inextricably linked tasks, such as the use of runways.
3. Conduct investigations into incidents at Amsterdam Airport Schiphol in such a manner that information is shared, and use this as a basis for determining joint conclusions and measures.

To: Air Traffic Control the Netherlands

4. Design the runway occupancy warning system such that the signals also indicate the number of vehicles or aircraft that occupy or continue to occupy the runway, and incorporate the procedure to be followed into the regulations.
5. Lay down unequivocally in the regulations when a runway-in-use should be considered 'active'.

To: Amsterdam Airport Schiphol

6. Structurally reduce the frequency of aircraft crossing Runway 24 midway by completing the postponed alternative aircraft route to and from the cargo apron without delay.
7. In consultation with Air Traffic Control the Netherlands, define clear parameters within which Bird Control may carry out the requisite runway inspections effectively.

To: the Schiphol Safety Platform

8. Ensure that investigations into incidents at Amsterdam Airport Schiphol are conducted in such a manner that parties share vital information, and use this as a basis for jointly determining conclusions and measures.

To: the Minister of Infrastructure and the Environment

9. Decisively fulfil government responsibility for overall aviation safety. Impose sanctions, for instance, if the parties fail to adequately control the risks identified and reduce them to a level that is as low as is reasonably practicable within an agreed time frame.