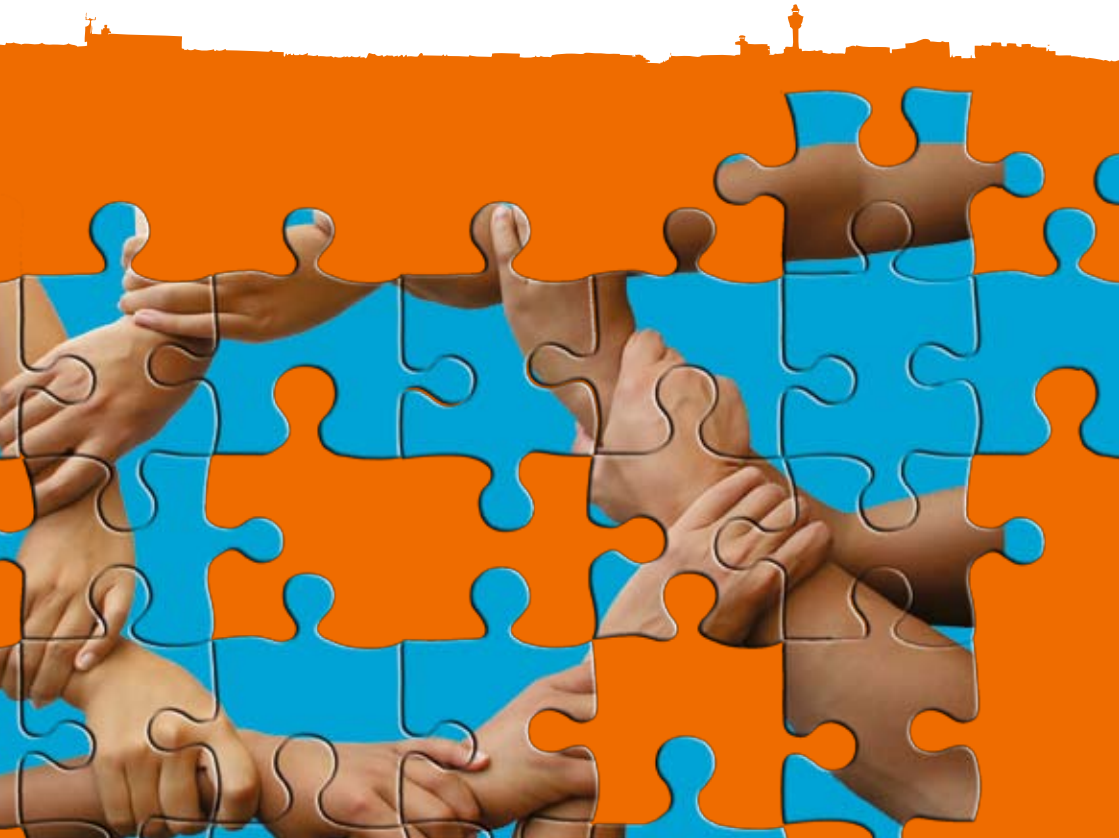


New method for inspections at and around Schiphol

Schiphol Airport Authority Covenant



New method for inspections at and around Schiphol

Starting 1 February 2010 the government is cooperating with Amsterdam Airport Schiphol on a number of inspection and supervision tasks. The agreements that were made have been ratified in the Schiphol Airport Authority Covenant. The aim behind it is to improve inspection. In effect, this means carrying out inspections more efficiently, keeping disruption to the operations of the companies being inspected to a minimum, and improving the enforcement of environmental, security and safety regulations. You can read about the changes in this leaflet.

For whom is this information relevant?

For all businesses operating at or around Schiphol Airport: from airlines to construction companies working in the area; all organisations that are inspected for compliance with environmental, security and safety regulations.

What will be happening?

Amsterdam Airport **Schiphol** has reached a cooperative agreement with three supervisory authorities: the Royal Netherlands **Marechaussee**, **Hoogheemraadschap Rijnland** (Waterboard) and the Transport and Water Management **Inspectorate**. They will be handing over some inspection tasks to Schiphol. On 29 January 2010 the parties signed a covenant to this effect and this came into force on 1 February 2010.

The covenant contains agreements on **safety**, **security** and the **environment**, at and around the airport. Most are new agreements but the covenant also includes a number of existing agreements that are hereby laid down officially. They are listed in the diagram on the following page.

This is an important step forward for the public-private partnership between these parties. In the future this partnership may be expanded to include new agreements or new partners (such as the customs service or the municipal authorities).

Why is this necessary?

The parties have decided on this new method in order to improve the inspection process and make it **more efficient**. Under the existing system, three separate organisations inspect businesses for compliance with environmental, security and safety regulations. Once Schiphol takes on this task, this will become the responsibility of a single organisation. Schiphol is the most suitable party to undertake this, as it is operational at the airport 24 hours a day, 7 days a week.



How will this be organised?

Inspection and supervision tasks will be carried out by **Schiphol Airport Authority** staff. Schiphol Airport Authority, a component of Amsterdam Airport Schiphol, was set up in July 2009 to carry out these tasks. Apart from the new tasks assigned to it under the covenant, this renewed part of the organisation will also take on the inspection tasks already being performed by Schiphol as operator and airport manager. Schiphol is, after all, already responsible for setting up and monitoring internal regulations on the airport site.

Within Schiphol Airport Authority the department of **Airport Authority Operations** is responsible for enforcement and inspection. The Operations officials are the first point of contact for airport customers. Airport Authority Office supports Operations when it comes to matters such as drawing up inspection plans or dealing with violations and incidents.

The **final responsibility** for inspection remains unchanged. As laid down by law, this remains the responsibility of the Ministers of Justice and Transport, Public Works and Water Management and the Chairman of the Water Board Council, depending on the regulation in question. This means that the government will carry out spot-check audits to check that Schiphol is carrying out its inspection tasks properly. In this way, compliance with the agreements set down in the covenant is safeguarded.

	Sub-covenants:	Agreement between Schiphol and:	Werkwijze:
Safety	1. Inspection of obstacles at and around the airport (two processes)	Transport and Water Management Inspectorate	Existing and new
	2. Supervision of aircraft ground handling	Transport and Water Management Inspectorate	New
	3. Enforcement of traffic safety on the airport site (airside)	Royal Netherlands Marechaussee	Existing
Security	4. Enforcement of traffic safety on the approach roads (landside)	Royal Netherlands Marechaussee	Existing
Environment	5. Acting as the eyes and ears with regard to the recovery of de-icing fluids	Hoogheemraadschap Rijnland (Waterboard)	New

What exactly does the covenant contain?

Five sub-covenants have been negotiated: two between Schiphol and the Transport and Water Management Inspectorate, two between Schiphol and the Royal Netherlands Marechaussee and one between Schiphol and Hoogheemraadschap Rijnland (Waterboard). We have listed the sub-covenants below.

1. Inspection of **obstacles** at and around the airport: Schiphol will be overseeing compliance with maximum height regulations with regard to cranes and other objects. Is the existing practice in accordance with the permits issued? This method is already being used for inspections at the airport itself; from now on it will apply to the area surrounding the airport as well. The Transport and Water Management Inspectorate will retain responsibility for issuing the necessary permits.
2. Supervision of **aircraft ground handling**: Schiphol will perform inspection activities at the aircraft parking area, using extensive checklists covering the various handling processes. The Transport and Water Management Inspectorate will be carrying out system supervision on the basis of information supplied by Schiphol. Apart from this, the Inspectorate's tasks are limited to the statutory audits and inspections of airlines and Schiphol. With this in mind, Schiphol has adapted its access regulations and introduced a compulsory quality certificate*.
3. Enforcement of **traffic safety** on the airport site: Schiphol is responsible for supervising the safe and efficient handling of checks and accidents involving airside road traffic. Schiphol informs the Royal Netherlands Marechaussee in the case of suspected criminal acts and serious injuries or significant damages. This agreement is motivated by a common interest: guaranteeing safety. Schiphol is responsible for traffic safety on the road sections belonging to the airport site that are not part of the public highway. The Royal Netherlands Marechaussee retains responsibility for policing tasks at the airport.

* There is a range of quality certificates, including those issued by IATA, the International Airport Transportation Association: ISO (International Organization for Standardization), IOSA (IATA Operational Safety Audit) and ISAGO (IATA Safety Audit for Ground Operations).

4. Enforcement of traffic safety on the **approach roads**: Schiphol inspects parking on the roads on the landside, the approach roads. The airport has appointed special investigating officers (BOAs) for this task. These are deployed to prevent traffic stagnation on the approach roads. The Royal Netherlands Marechaussee (Schiphol district) and Amsterdam Airport Schiphol have coordinated this with the Public Prosecution Service and the Municipality of Haarlemmermeer: the Marechaussee (Police & Security brigade) in accordance with its responsibility for enforcing traffic regulations, and Schiphol with its responsibility for safety and order at the airport (free flow of traffic on the approach and departure route).
5. Acting as the eyes and ears with regard to the recovery of **de-icing fluids**: Schiphol Airport Authority will be supervising the implementation of an improvement plan for reducing the discharge of de-icing fluids** to a minimum. Schiphol has been granted a permit by Hoogheemraadschap Rijnland (Waterboard). This permit is issued on the condition that the airport implements improvements to combat water pollution. Inspection will be carried out by Schiphol Airport Authority in collaboration with the Hoogheemraadschap Rijnland (Waterboard). Hoogheemraadschap Rijnland (Waterboard) will remain the primary supervisory body, but Authority officials will work as the eyes and ears of the district water control board, carrying out inspections and reporting the results. Schiphol Airport Authority will integrate this inspection in its daily supervision activities at the airport.

**The de-icing procedure involves freeing aircraft of wintry precipitation and keeping them ice-free until take-off. This process leads to contaminated liquid (the de-icing fluids, glycols) entering the surface water.

How will these changes affect you?

You will have fewer supervisory bodies to deal with at the abovementioned sites. This will provide a better and clearer overview and limit the frequency of interruptions to your business operations by inspections, as Schiphol can check on several issues at once during a single inspection. For you, this will result in greater **continuity**. The supervisory body, Schiphol Airport Authority, is also available and operational 24/7. The procedures for requesting and receiving permits will remain unchanged.

Any questions?

For more information regarding environmental, security and safety inspection at and around Schiphol Airport please go to www.inspectieloket.nl/schiphol.

Inspection Reforms: Greater efficiency, less inconvenience.

Central government inspectorates and other supervisory bodies are working together within the inspection reform programme to improve inspections and reduce the burden of inspection for businesses and institutions.

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