



GOVERNANCE STRUCTURE OF AIR TRAFFIC CONTROL THE NETHERLANDS

General

Air Traffic Control the Netherlands (LVNL) has been an independent administrative body (ZBO) since 1 January 1993. Before that, LVNL was part of the Civil Aviation Authority Directorate General of the Ministry of Transport, Public Works and Water Management. As a ZBO, LVNL accounts for its performance to the State Secretary of Infrastructure and the Environment. The staff of LVNL are civil servants, within the meaning of the Central and Local Government Personnel Act. LVNL uses the Good Governance Code for Administrative Organisations as a guide. LVNL reports on the main points of its governance structure, in compliance with the principles of this code.

Observance of provisions

The regulations and procedures required by the Good Governance Code for Administrative Organisations have been adopted and are in effect at LVNL. For the Supervisory Board, these are the Supervisory Board Regulations, including the Code of Conduct for Board members, the Profile of the Supervisory Board and the Schedule for the resignation of Board members by rotation.

The LVNL Executive Committee uses the LVNL Organisational and Operational Regulations (LVNL Management Regulations), including the Code of Conduct for members of the Executive Committee and the Information Charter for the exchange of information between LVNL and the Ministry of Infrastructure and the Environment. LVNL also has a Complaints Procedure and Whistleblower Regulations.

On the basis of the International Civil Aviation Organisation (ICAO) obligations and with the aim of consulting clients on proposed decisions that are of importance to them, or offering clients the opportunity to provide unsolicited advice, LVNL organises 'user consultation meetings' at least once a year. In 2011, for the first time, such a consultation also took place at the Functional Airspace Block Europe Central (FABEC) level. The subject of the consultation was the FABEC Provisional Performance Plan. LVNL also conducts regular customer satisfaction surveys.

A business management system has been set up to monitor the safety, efficiency and environmental aspects of the primary processes. This ensures their internal safeguarding.

On its website at www.lvn.nl, the organisation has published the information that must be publicly accessible according to code.



Conflicts of interest

During the year under review, no situations arose involving conflicts of interest of members of the Supervisory Board or the Executive Committee, within the meaning of the Good Governance Code for Administrative Organisations.

Statutory tasks

The tasks of Air Traffic Control the Netherlands (LVNL) are laid down in the Aviation Act. Pursuant to this Act, LVNL is responsible for:

- Providing air traffic services within the Amsterdam flight information region;
- providing communication, navigation and positioning services;
- providing aeronautical information services and issuing aeronautical publications and maps;
- providing or outsourcing air traffic control training;
- advising the Minister of Infrastructure and the Environment and the Minister of Defence on air traffic control and air safety matters;
- the performance of other tasks assigned by or pursuant to the Aviation Act.

In principle, LVNL may outsource the tasks assigned to it to third parties. LVNL may also perform such work for other parties, including outside the Netherlands, if necessary.

Environmental task

The Airport Traffic Decree, a general administrative order based on the Aviation Act, lays down rules for the use of flight routes and runways with which LVNL must comply. The same decree also establishes responsibility for compliance with the limit values for noise, external safety and local air pollution. Handling air traffic within these limit values is a shared responsibility of LVNL, the airlines and the operator of Schiphol Airport.