

APPLICATION FORM FOR AN AIRPORT IDENTITY BADGE



Safety & Security followed on the Ramp? yes / no
New / Rescreening Badge no.:

Finalised by:
Invoice:
Policy number:

Part 1: FOR THE APPLICANT

Applicant's name

Company:

Email:

Confirmation that the pre-training and pre-employment check was performed prior to the issue of an airport identification badge (Commission Regulation (EU) No. 185/2010 laying down detailed measures for the implementation of the common basic standards on aviation security and its implementation decrees):

I, the undersigned, person authorised by the company / institution, which employs the person applying for an airport identification badge providing unescorted access to the SRA and/or CPSRA, confirm that I have checked the training and employment of the person concerned regarding the past five years and any gap in this training or employment.

Applicant's signature

Date signed by Applicant

Applicant's company stamp

Received by the Security Control Room

Part 2: FOR THE BADGE HOLDER

Surname: First name:

Place of birth: Date of birth: / /

National registry no.:

Passport no.: Nationality:

Street: No.:

Postcode: City:

Country: Tel. / Mob.phone:

Email:

The applicant grants the person identified under PART 2 access to the following checkpoints:

Main building service entrance*		Vehicle gateway on the north side*		(*) Indicate what is applicable
Vehicle gateway on the south side*		Gateway for people on the north side*		
Gateway for people on the south side*		Other thoroughfare(s)		

Reason/motivation:

Flying licence no.:

Badge holder's statement:

I, the undersigned, grant permission for a background screening check to be performed for the purposes of allocating an airport identification badge. This permission also applies to any subsequent screening aimed at checking to establish whether the conditions required to be allowed to keep an airport identification badge are or are still to be satisfied. This permission can be withdrawn at any point in time by the person in question who no longer wishes to be subjected to security screening or to be holder of an airport identification badge. I also solemnly declare that the information stated in this document is correct and comprehensive and I undertake to spontaneously report any change or other security related information if the competent services were to request this. I declare that I received a copy of the memorandum to the airport users regarding access check to the airside and the access and security checks to the security restricted area (SRA) and the critical part of the security restricted area (CPSRA) of Antwerp International Airport.

Badges must always be worn in a clearly visible place when one is in the restricted area and on airside. The person wearing a badge releases the LEM/LOM from any responsibility during his or her stay in its institutions. He or she moves in the restricted areas and on airside at his or her own risk and is there only for the purposes of performing his or her job.

Permission by the person applying for the badge (Law of 11 December 1998 on classification and the security clearances)

In accordance with the applicable provisions of the European and National aviation security regulations, only persons who were subjected to a pre-employment background check can be employed in the secured areas of airport sites for international air traffic. This check dates back to a period of a minimum of five years, to be calculated from the day on which the application is made. The check must be repeated every five years. The person in question must agree to have this check done and take due note of the decision by the Director-General in DGLV dated 23 June 2009 (see Part 4).

Part 3: GENERAL INFORMATION

An administrative fee of EUR 25 is charged for the issue and/or rescreening for the purposes of the badge. A one-off guarantee sum of EUR 10 is charged for the issue of a new badge and this shall be refunded when the badge is returned, to the extent that it was subject only to normal wear and tear. Personnel employed by public authorities are exempt from payment.

These personal details are processed for security purposes in a government file, which is reported to the Commission for the Protection of Privacy and which is managed by the Antwerp International Airport. The persons in question can always consult their personal data with a view to taking due note of them and perhaps correcting them (Law of 8 December 1992).

Part 4: DECISION BY THE DIRECTOR-GENERAL OF THE DIRECTORATE-GENERAL FOR CIVIL AVIATION

Re: Security verification: Articles 22 *quinquies* and 22 *sexies* of the Law of 11 December 1998 concerning the classification and the security authorisations, security certificates and security advice.

One of the tasks of the Belgian State is to create a framework within which the aviation industry can exercise its various activities with the highest level of security and public safety.

Security has always been one of the most important themes in international aviation. The crimes committed in New York and Washington on 11 September 2001 illustrate that terrorism constitutes one of the greatest threats for the ideals of democracy, freedom and the values of peace.

The State must ensure that the safety of passengers, crews, ground personnel and the public are guaranteed in matters concerning protection against unlawful acts in civil aviation.

Protection against unlawful deeds in civil aviation is a key element of protecting the substantial interests of the State, such as inviolability of national sovereignty, the continuation of the democratic and constitutional order, the internal and external safety of the State, the scientific and financial potential of the country and the operation of its decision-making bodies.

Several European and international standards confirm that the most important objective of every State is to guarantee the safety of passengers, crews, ground personnel and the public in all matters concerning civil aviation security.

In this regard, an airport must be operated in a secure environment, where persons, vehicles and other objects entering the areas that are, in principle, not accessible by the users, are checked.

For these reasons, the international, European and Belgian standards (Convention on International Civil Aviation signed in Chicago on 7 December 1944; Appendix 17 regarding international civil aviation security, Regulations of the European Parliament and of the Council, (EC) no. 2320/2002 and no. 300/2008 on common rules in the field of civil aviation security and the Royal Decree of 3 May 1991 on the regulation of civil aviation security) **require** not only that an identification system and access measures be taken, but also that a *background check / security clearance* be performed for every person who is granted complete sole access to security restricted areas and personnel members who work at an airport and related buildings.

Consequently, attention is once again drawn to the fact that the background check and security clearance is one of the basic principles relating to the measures to protect civil aviation against unlawful acts and to combat any violation of the substantial interests of the State referred to in Articles 3 and 22 *quinquies* of the Law of 11 December 1998 concerning the classification and the security authorisations, security certificates and security advice.

I, the undersigned badge holder, hereby confirm that I have read the three pages and I also declare that I have enclosed a copy of my identity card with this form.

Badge Holder's Signature

Date on which badge holder signed

Name of the Security Inspector recipient

Date received by the Security Control Room

Approval confirmation by NVO (National Security Authority)

Date of approval by NVO (National Security Authority)

Application valid until:

Commander's signature