

**Question for written answer E-005556/2016
to the Commission**

Rule 130

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Subject: Safety risk at Florence Airport

In Florence an environmental assessment is currently being conducted regarding an airport project¹ for which doubts have arisen as to its safety. In judgments 06199/2015 and 06374/2015 of the Council of State, ENAC, the Italian Civil Aviation Authority, confirmed the principle of the protection of surrounding areas (A/B/C/D) and the need to avoid crowded neighbouring areas (sports facilities, shopping centres, conference centres, etc.). In Florence this has been disregarded. A short distance from the new runway are the Science Hub (Polo Scientifico), the Marescialli dei Carabinieri training institute and motorway toll booths. The Case Passerini incinerator, the new stadium for ACF Fiorentina football club, the Esselunga logistics centre and the third lane of the A11 motorway are also being planned in the area. The 2014-2029 airport Master Plan states that 'there are no crowded buildings' and gives an unreal runway utilisation coefficient in unidirectional mode (97.5%), which would imply hardly any overflights of Florence. Such a coefficient is not scientifically feasible due to the local land relief and atmospheric conditions and will probably be disregarded, with overflights and/or diversions over the city making things worse than they are today.

Can the Commission therefore clarify the following:

- In its opinion, should the EASA, the agency responsible for the safety of airports and flights, not ask ENAC to account for such inconsistencies?
- If the EASA fails to monitor the work of ENAC, what could the Commission do?

¹ (<http://www.va.minambiente.it/it-IT/Oggetti/Info/1530>)