



2015/0277(COD)

15.6.2016

AMENDMENTS

243 - 560

Draft report
Marian-Jean Marinescu
(PE576.812v01-00)

Common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency

Proposal for a regulation of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and repealing Regulation (EC) No 216/2008 of the European Parliament and of the Council
(COM(2015)0613 – C8-0389/2015 – 2015/0277(COD))

Amendment 243
Karima Delli

Draft legislative resolution
Heading 1

Draft legislative resolution

on the proposal for a regulation of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Union Aviation **Safety** Agency, and repealing Regulation (EC) No 216/2008 of the European Parliament and of the Council

Amendment

on the proposal for a regulation of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Union Aviation Agency, and repealing Regulation (EC) No 216/2008 of the European Parliament and of the Council

Or. en

Amendment 244
Dieter-Lebrecht Koch

Draft legislative resolution
Citation 7 a (new)

Draft legislative resolution

Amendment

- *having regard to the European Parliament resolution of 29 October 2015 on safe use of remotely piloted aircraft systems (RPAS), commonly known as unmanned aerial vehicles (UAVs), in the field of civil aviation,*

Or. de

Amendment 245
Karima Delli

Proposal for a regulation
Title 1

Text proposed by the Commission

Amendment

Proposal for a
REGULATION OF THE EUROPEAN

Proposal for a
REGULATION OF THE EUROPEAN

PARLIAMENT AND OF THE COUNCIL

on common rules in the field of civil aviation and establishing a European Union Aviation *Safety* Agency, and repealing Regulation (EC) No 216/2008 of the European Parliament and of the Council

(Text with EEA relevance)

PARLIAMENT AND OF THE COUNCIL

on common rules in the field of civil aviation and establishing a European Union Aviation Agency, and repealing Regulation (EC) No 216/2008 of the European Parliament and of the Council

(Text with EEA relevance)

Or. en

Amendment 246

Karima Delli

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) A high and uniform level of civil aviation safety and environmental protection should be ensured at all times through the adoption of common safety rules and by measures ensuring that any goods, persons and organisations involved in civil aviation activity in the Union comply with such rules and with those adopted to protect the environment.

Amendment

(1) A high and uniform level of civil aviation safety and environmental protection should be ensured at all times through the adoption of common safety rules and by measures ensuring that any goods, persons and organisations involved in civil aviation activity in the Union comply with such rules and with those adopted to protect the environment ***and the climate, within the framework of the Paris Agreement aiming to reduce GHG emissions and thereby the impact of climate change by limiting the temperature increase on 1.5 degree Celsius.***

Or. en

Amendment 247

Daniela Aiuto

Proposal for a regulation

Recital 1

Text proposed by the Commission

(1) A high and uniform level of civil aviation safety and ***environmental*** protection should be ensured at all times through the adoption of common safety rules and by measures ensuring that any goods, persons and organisations involved in civil aviation activity in the Union comply with such rules and with those adopted to protect the environment.

Amendment

(1) A high and uniform level of civil aviation safety and ***of protection of the environment and the social dimension*** should be ensured at all times through the adoption of common safety rules and ***minimum social standards, and*** by measures ensuring that any goods, persons and organisations involved in civil aviation activity in the Union comply with such rules and with those adopted to protect the environment ***and the socioeconomic dimension***.

Or. it

Amendment 248
Marian-Jean Marinescu

Proposal for a regulation
Recital 1

Text proposed by the Commission

(1) A high and uniform level of civil aviation safety ***and environmental protection*** should be ensured at all times through the adoption of common safety rules and by measures ensuring that any goods, persons and organisations involved in civil aviation activity in the Union comply with such rules ***and with those adopted to protect the environment***.

Amendment

(1) A high and uniform level of civil aviation safety should be ensured at all times through the adoption of common safety rules and by measures ensuring that any goods, persons and organisations involved in civil aviation activity in the Union comply with such rules.

Or. en

Amendment 249
Lucy Anderson, Olga Sehnalová, Merja Kyllönen, Christine Revault D'Allonnes Bonnefoy, Stelios Kouloglou, Miltiadis Kyrkos

Proposal for a regulation
Recital 1

Text proposed by the Commission

(1) A high and uniform level of civil aviation safety and environmental protection should be ensured at all times through the adoption of common safety rules and by measures *ensuring that any* goods, persons and organisations involved in civil aviation activity in the Union comply with such rules *and with those adopted to protect the environment*.

Amendment

(1) A high and uniform level of civil aviation safety and environmental protection should be ensured at all times through the adoption of common safety *and environmental* rules *based on the precautionary principle* and by measures *guaranteeing that all* goods, persons and organisations involved in civil aviation activity in the Union comply with such rules.

Or. en

Amendment 250
Marian-Jean Marinescu

Proposal for a regulation
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) In addition, a high and uniform level of environmental protection should be ensured at all times by measures ensuring that any goods, persons and organisations involved in civil aviation activity in the Union comply with those rules adopted to protect the environment;

Or. en

Amendment 251
Karima Delli

Proposal for a regulation
Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) The Agency should promote through higher cross-border performance of ATM/ANS and based on the SES

regulations, saving energy consumption and reducing energy consumption, climate impact as well as noise and air polluting emissions.

Or. en

Amendment 252

Lucy Anderson, Isabella De Monte, Merja Kyllönen, Christine Revault D'Allonnes Bonnefoy, Stelios Kouloglou, Miltiadis Kyrkos

Proposal for a regulation

Recital 1 a (new)

Text proposed by the Commission

Amendment

(1a) Ambitious measures are required to ensure the aviation sector contributes to the objectives of the Paris Agreement on climate change.

Or. en

Amendment 253

Marian-Jean Marinescu

Proposal for a regulation

Recital 3

Text proposed by the Commission

Amendment

(3) It would not be appropriate to subject all aircraft to common rules. In particular, in light of their limited risk to civil aviation safety, aircraft that are of simple design or operate mainly on a local basis and those which are home-built or particularly rare or only exist in a small number should remain under the regulatory control of the Member States, without any obligation under this Regulation on other Member States to recognise such national arrangements.

(3) It would not be appropriate to subject all aircraft to common rules. In particular, in light of their limited risk to civil aviation safety, aircraft that are of simple design or operate mainly on a local basis and those which are home-built or particularly rare or only exist in a small number should remain under the regulatory control of the Member States, without any obligation under this Regulation on other Member States to recognise such national arrangements. ***The Commission should nevertheless facilitate the adoption of common airworthiness standards and***

guidance material to meet the objectives set out in Article 1(2)(a), (b), (c), (g) and (h) of this Regulation.

Or. en

Amendment 254

Notis Marias

Proposal for a regulation

Recital 4

Text proposed by the Commission

(4) ***However***, the possibility should be provided to apply certain provisions under this Regulation to certain types of aircraft which are excluded from the provisions of this Regulation, especially those which are produced in an industrial manner and which could draw benefits from free circulation within the Union. Therefore, organisations involved in the design of such aircraft should be allowed to request the Commission to decide that Union requirements regarding design, manufacture and maintenance of aircraft apply to new types of aircraft which are to be put on the market by such organisations.

Amendment

(4) The possibility should be provided to apply certain provisions under this Regulation to certain types of aircraft which are excluded from the provisions of this Regulation, especially those which are produced in an industrial manner and which could draw benefits from free circulation within the Union. Therefore, organisations involved in the design of such aircraft should be allowed to request the Commission to decide that Union requirements regarding design, manufacture and maintenance of aircraft apply to new types of aircraft which are to be put on the market by such organisations.

Or. el

Amendment 255

Michael Gahler

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) Member States should be allowed to exempt from the provisions of this Regulation aerodromes with low volumes of traffic, subject to a prior ***authorisation*** by the Commission, provided that the

Amendment

(6) Member States should be allowed to exempt from the provisions of this Regulation aerodromes with low volumes of traffic, subject to a prior ***notification of*** the Commission, provided that the

aerodromes concerned nevertheless meet the minimum common safety objectives laid down in the relevant essential requirements. When a Member State grants such exemptions, those exemptions should also apply to the equipment used at the aerodrome concerned and to the ***providers of ground handling and apron management services operating*** at the exempted aerodromes. Exemptions granted by Member States to aerodromes before the entry into force of this Regulation should remain valid, while it should be ensured that information about these exemptions is made available to the public.

aerodromes concerned nevertheless meet the minimum common safety objectives laid down in the relevant essential requirements. When a Member State grants such exemptions, those exemptions should also apply to the equipment used at the aerodrome concerned and to the apron management at the exempted aerodromes. Exemptions granted by Member States to aerodromes before the entry into force of this Regulation should remain valid, while it should be ensured that information about these exemptions is made available to the public.

Or. de

Amendment 256

Notis Marias

Proposal for a regulation

Recital 6

Text proposed by the Commission

(6) Member States should be allowed to exempt from the provisions of this Regulation aerodromes with low volumes of traffic, ***subject to a prior authorisation by the Commission***, provided that the aerodromes concerned nevertheless meet the minimum common safety objectives laid down in the relevant essential requirements. When a Member State grants such exemptions, those exemptions should also apply to the equipment used at the aerodrome concerned and to the providers of ground handling and apron management services operating at the exempted aerodromes. Exemptions granted by Member States to aerodromes before the entry into force of this Regulation should remain valid, while it should be ensured that information about these exemptions is made available to the public.

Amendment

(6) Member States should be allowed to exempt from the provisions of this Regulation aerodromes with low volumes of traffic, provided that the aerodromes concerned nevertheless meet the minimum common safety objectives laid down in the relevant essential requirements. When a Member State grants such exemptions, those exemptions should also apply to the equipment used at the aerodrome concerned and to the providers of ground handling and apron management services operating at the exempted aerodromes. Exemptions granted by Member States to aerodromes before the entry into force of this Regulation should remain valid, while it should be ensured that information about these exemptions is made available to the public.

Amendment 257**Notis Marias****Proposal for a regulation****Recital 7***Text proposed by the Commission*

(7) Member States may consider it preferable, ***notably*** with a view to achieving safety, ***interoperability or efficiency*** gains, to apply the provisions of this Regulation, instead of their national law, to state aircraft and air traffic management ('ATM') ***and air navigation services ('ANS') provided by the military.*** They should be allowed to do so. The Commission should be given the necessary implementing powers to decide on such requests. Member States making use of this possibility should cooperate with the European Union Aviation Safety Agency (hereinafter 'the Agency'), in particular by providing all the information necessary for confirming that the aircraft and activities concerned comply with the relevant provisions of this Regulation.

Amendment

(7) Member States may consider it preferable, with a view to achieving safety gains, to apply the provisions of this Regulation, instead of their national law, to state aircraft and air traffic management ('ATM') and air navigation services ('ANS') provided by the military. They should be allowed to do so. The Commission should be given the necessary implementing powers to decide on such requests. Member States making use of this possibility should cooperate with the European Union Aviation Safety Agency (hereinafter 'the Agency'), in particular by providing all the information necessary for confirming that the aircraft and activities concerned comply with the relevant provisions of this Regulation.

Or. el

Amendment 258**Marian-Jean Marinescu****Proposal for a regulation****Recital 8***Text proposed by the Commission*

(8) The measures taken in accordance with this Regulation to regulate civil aviation in the Union, including the delegated and implementing acts adopted on the basis thereof, should correspond to

Amendment

(8) The measures taken in accordance with this Regulation to regulate civil aviation in the Union, including the delegated and implementing acts adopted on the basis thereof, should correspond to

and be proportionate to the nature and risks associated with the different types of operations and activities they address. They should also, in as far as possible, be formulated in a manner which focuses on objectives to be achieved, while allowing different means of achieving those objectives. This should contribute to a more cost-efficient achievement of required safety levels and to stimulating technical and operational innovation. Use should be made of recognised industry standards and practices, where it has been found that they ensure compliance with the essential requirements set out in this Regulation.

and be proportionate to the nature and risks associated with the different types of **aircraft**, operations and activities they address. They should also, in as far as possible, be formulated in a manner which focuses on objectives to be achieved, while allowing different means of achieving those objectives **and a systemic approach to civil aviation, taking into account interdependencies between safety and other technical domains of aviation regulation, including cyber security**. This should contribute to a more cost-efficient achievement of required safety levels and to stimulating technical and operational innovation. Use should be made of recognised industry standards and practices, where it has been found that they ensure compliance with the essential requirements set out in this Regulation.

Or. en

Amendment 259

Notis Marias

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) The measures taken in accordance with this Regulation to regulate civil aviation in the Union, including the delegated and implementing acts adopted on the basis thereof, should ***correspond to and be proportionate to the nature and risks associated with the different types of operations and activities they address.*** ***They should also***, in as far as possible, be formulated in a manner which focuses on objectives to be achieved, while allowing different means of achieving those objectives. This should contribute to a more cost-efficient achievement of required safety levels and to stimulating technical and operational innovation. Use

Amendment

(8) The measures taken in accordance with this Regulation to regulate civil aviation in the Union, including the delegated and implementing acts adopted on the basis thereof, should, as far as possible, be formulated in a manner which focuses on objectives to be achieved, while allowing different means of achieving those objectives. This should contribute to a more cost-efficient achievement of required safety levels and to stimulating technical and operational innovation. Use should be made of recognised industry standards and practices, where it has been found that they ensure compliance with the essential requirements set out in this

should be made of recognised industry standards and practices, where it has been found that they ensure compliance with the essential requirements set out in this Regulation.

Regulation.

Or. el

Amendment 260
Jacqueline Foster

Proposal for a regulation
Recital 8

Text proposed by the Commission

(8) The measures taken in accordance with this Regulation to regulate civil aviation in the Union, including the delegated and implementing acts adopted on the basis thereof, should correspond to and be proportionate to the nature and risks associated with the different types of operations and activities they address. They should also, in as far as possible, be formulated in a manner which focuses on objectives to be achieved, while allowing different means of achieving those objectives. This should contribute to a more cost-efficient achievement of required safety levels and to stimulating technical and operational innovation. Use should be made of recognised industry standards and practices, where it has been found that they ensure compliance with the essential requirements set out in this Regulation.

Amendment

(8) The measures taken in accordance with this Regulation to regulate civil aviation in the Union, including the delegated and implementing acts adopted on the basis thereof, should correspond to and be proportionate to the nature and risks associated with the different types of operations and activities they address. They should also, in as far as possible, be formulated in a manner which focuses on objectives to be achieved, while allowing different means of achieving those objectives. This should contribute to a more cost-efficient achievement of required safety levels and to stimulating technical and operational innovation. Use should be made of recognised industry standards and practices, where it has been found that they ensure compliance with the essential requirements set out in this Regulation, ***specifically in fields where that has traditionally been the case, such as ground handling.***

Or. en

Justification

Common requirements for ground handling should be based on recognised industry standards and best practices, as recognised in the explanatory note to the Commission's

proposal.

Amendment 261

Merja Kyllönen

Proposal for a regulation

Recital 8

Text proposed by the Commission

(8) The measures taken in accordance with this Regulation to regulate civil aviation in the Union, including the delegated and implementing acts adopted on the basis thereof, should correspond to and be proportionate to the nature and risks associated with the different types of operations and activities they address. They should also, in as far as possible, be formulated in a manner which focuses on objectives to be achieved, while allowing different means of achieving those objectives. This should contribute to a more cost-efficient achievement of required safety levels and to stimulating technical and operational innovation. Use should be made of recognised industry standards and practices, where it has been found that they ensure compliance with the essential requirements set out in this Regulation.

Amendment

(8) The measures taken in accordance with this Regulation to regulate civil aviation in the Union, including the delegated and implementing acts adopted on the basis thereof, should correspond to and be proportionate to the nature and risks associated with the different types of **aircraft**, operations and activities they address. They should also, in as far as possible, be formulated in a manner which focuses on objectives to be achieved, while allowing different means of achieving those objectives. This should contribute to a more cost-efficient achievement of required safety levels and to stimulating technical and operational innovation. Use should be made of recognised industry standards and practices, where it has been found that they ensure compliance with the essential requirements set out in this Regulation.

Or. en

Amendment 262

Wim van de Camp

Proposal for a regulation

Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) It has to be ensured that the rules applying to a large number of existing heterogeneous commercial air transport

activities, are further developed at a technical level. Future legislation should provide for a wide range of operations, each subject to rules that are risk-proportionate with the particular operation or type of operations.

Or. en

Amendment 263

Deirdre Clune

Proposal for a regulation

Recital 8 a (new)

Text proposed by the Commission

Amendment

(8a) It has to be ensured that the rules applying to a large number of existing heterogeneous commercial air transport activities, are further developed at a technical level. Future legislation should provide for a wide range of operations, each subject to rules that are risk-proportionate with the particular operation or type of operations.

Or. en

Amendment 264

Matthijs van Miltenburg, Pavel Telička, Dominique Riquet

Proposal for a regulation

Recital 9

Text proposed by the Commission

Amendment

(9) Application of sound safety management principles is essential for continuous improvement of civil aviation safety in the Union, anticipating emerging safety risks, and making best use of limited technical resources. It is therefore necessary to establish a common framework for planning and implementing

(9) Application of sound safety management principles is essential for continuous improvement of civil aviation safety in the Union, anticipating emerging safety risks, and making best use of limited technical resources. It is therefore necessary to establish a common framework for planning and implementing

safety improvement actions. To that end a European Plan for Aviation Safety and a European Aviation Safety Programme should be drawn up at Union level. Each Member State should also draw up a National Aviation Safety Programme in accordance with the requirements contained in Annex 19 to the Chicago Convention. That programme should be accompanied by a plan describing the actions to be taken by the Member State to mitigate the identified safety risks.

safety improvement actions. To that end a European Plan for Aviation Safety and a European Aviation Safety Programme should be drawn up at Union level. Each Member State should also draw up a National Aviation Safety Programme in accordance with the requirements contained in Annex 19 to the Chicago Convention. That programme should be accompanied by a plan describing the actions to be taken by the Member State to mitigate the identified safety risks. ***The European Aviation Safety Programme and European Plan for Aviation Safety, as well as the National Aviation Safety Programmes and National Plans for Aviation Safety, shall be established with the involvement of relevant parties, affected by aviation safety.***

Or. en

Amendment 265
Jacqueline Foster

Proposal for a regulation
Recital 9

Text proposed by the Commission

(9) Application of sound safety management principles is essential for continuous improvement of civil aviation safety in the Union, anticipating emerging safety risks, and making best use of limited technical resources. It is therefore necessary to establish a common framework for planning and implementing safety improvement actions. To that end a European Plan for Aviation Safety and a European Aviation Safety Programme should be drawn up at Union level. Each Member State should also draw up a National Aviation Safety Programme in accordance with the requirements contained in Annex 19 to the Chicago Convention. That programme should be

Amendment

(9) Application of sound safety management principles is essential for continuous improvement of civil aviation safety in the Union, anticipating emerging safety risks, and making best use of limited technical resources. It is therefore necessary to establish a common framework for planning and implementing safety improvement actions. To that end a European Plan for Aviation Safety and a European Aviation Safety Programme should be drawn up at Union level. Each Member State should also draw up a National Aviation Safety Programme in accordance with the requirements contained in Annex 19 to the Chicago Convention. That programme should be

accompanied by a plan describing the actions to be taken by the Member State to mitigate the identified safety risks.

accompanied by a plan describing the actions to be taken by the Member State to mitigate the identified safety risks. ***The European Aviation Safety Programme and plans, as well as the State Safety Programmes, as described in Annex 19 to the Chicago Convention, shall be established with the close involvement of industry stakeholders.***

Or. en

Amendment 266

Daniela Aiuto

Proposal for a regulation

Recital 9 a (new)

Text proposed by the Commission

Amendment

(9a) there is a direct link between aviation safety and employees' health, and with the socioeconomic conditions in which they work;

Or. it

Amendment 267

Gabriele Preuß, Janusz Zemke, Karoline Graswander-Hainz, Lucy Anderson

Proposal for a regulation

Recital 10

Text proposed by the Commission

Amendment

(10) In accordance with the provisions laid down in Annex 19 to the Chicago Convention, Member States are to establish an acceptable level of safety performance in relation to the aviation activities under their responsibility. In order to assist the Member States in meeting this requirement in a coordinated manner, the European Plan for Aviation Safety should lay down ***an acceptable*** level of safety performance

(10) In accordance with the provisions laid down in Annex 19 to the Chicago Convention, Member States are to establish an acceptable level of safety performance in relation to the aviation activities under their responsibility. In order to assist the Member States in meeting this requirement in a coordinated manner, the European Plan for Aviation Safety should lay down ***a high uniform*** level of safety performance

for the Union in respect to the different categories of aviation activities. That acceptable level of safety performance should not have a binding character but express the ambition of the Union and of the Member States with regard to civil aviation safety.

for the Union in respect to the different categories of aviation activities. That acceptable level of safety performance should not have a binding character but express the ambition of the Union and of the Member States with regard to civil aviation safety.

Or. en

Amendment 268
Marian-Jean Marinescu

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) In accordance with the provisions laid down in Annex 19 to the Chicago Convention, Member States are to establish an acceptable level of safety performance in relation to the aviation activities under their responsibility. In order to assist the Member States in meeting this requirement in a coordinated manner, the European Plan for Aviation Safety should lay down ***an acceptable*** level of safety performance for the Union in respect to the different categories of aviation activities. That ***acceptable*** level of safety performance should not have a binding character but express the ambition of the Union and of the Member States with regard to civil aviation safety.

Amendment

(10) In accordance with the provisions laid down in Annex 19 to the Chicago Convention, Member States are to establish an acceptable level of safety performance in relation to the aviation activities under their responsibility. In order to assist the Member States in meeting this requirement in a coordinated manner, the European Plan for Aviation Safety should lay down ***a*** level of safety performance for the Union in respect to the different categories of aviation activities. That level of safety performance should not have a binding character but express the ambition of the Union and of the Member States with regard to civil aviation safety.

Or. en

Amendment 269
Notis Marias

Proposal for a regulation
Recital 10

Text proposed by the Commission

(10) In accordance with the provisions laid down in Annex 19 to the Chicago Convention, Member States are to establish an acceptable level of safety performance in relation to the aviation activities under their responsibility. In order to assist the Member States in meeting this requirement in a coordinated manner, the European Plan for Aviation Safety should lay down an acceptable level of safety performance for the Union in respect to the different categories of aviation activities. That acceptable level of safety performance should not have a binding character but express the ambition ***of the Union and*** of the Member States with regard to civil aviation safety.

Amendment

(10) In accordance with the provisions laid down in Annex 19 to the Chicago Convention, Member States are to establish an acceptable level of safety performance in relation to the aviation activities under their responsibility. In order to assist the Member States in meeting this requirement in a coordinated manner, the European Plan for Aviation Safety should lay down an acceptable level of safety performance for the Union in respect to the different categories of aviation activities. That acceptable level of safety performance should not have a binding character but express the ambition of the Member States with regard to civil aviation safety.

Or. el

Amendment 270

Gabriele Preuß, Markus Pieper

Proposal for a regulation

Recital 12

Text proposed by the Commission

(12) In line with standards and recommended practices set by the Chicago Convention, essential requirements applicable to aeronautical products, parts, non-installed equipment, aerodromes and the provision of ATM/ANS should be established. Furthermore, essential requirements applicable to persons and organisations involved in the operation of aircraft, the operation of aerodromes and in the provision of ATM/ANS, and essential requirements applicable to persons and products involved in the training and medical examination of aircrew and air traffic controllers should also be established.

Amendment

(12) In line with standards and recommended practices set by the Chicago Convention, essential requirements applicable to aeronautical products, parts, non-installed equipment, aerodromes and the provision of ATM/ANS should be established. Furthermore, essential requirements applicable to persons and organisations involved in the operation of aircraft, the operation of aerodromes and in the provision of ATM/ANS, and essential requirements applicable to persons and products involved in the training and medical examination of aircrew and air traffic controllers ***and air traffic safety electronics personnel*** should also be

established.

Or. en

Amendment 271
Marian-Jean Marinescu

Proposal for a regulation
Recital 12

Text proposed by the Commission

(12) In line with standards and recommended practices set by the Chicago Convention, essential requirements applicable to aeronautical products, parts, non-installed equipment, aerodromes **and the provision of ATM/ANS** should be established. Furthermore, essential requirements applicable to persons and organisations involved in the operation of aircraft, the operation of aerodromes and in the provision of ATM/ANS, and essential requirements applicable to persons and products involved in the training and medical examination of aircrew and air traffic controllers should also be established.

Amendment

(12) In line with standards and recommended practices set by the Chicago Convention, essential requirements applicable to aeronautical products, parts, non-installed equipment, aerodromes **including equipment and ATM/ANS systems** should be established. Furthermore, essential requirements applicable to persons and organisations involved in the operation of aircraft, the operation of aerodromes and in the provision of ATM/ANS, and essential requirements applicable to persons and products involved in the training and medical examination of aircrew and air traffic controllers should also be established.

Or. en

Amendment 272
Karima Delli

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) The essential requirements concerning environmental compatibility of the design of aeronautical products should address both aircraft noise as well as emissions, and allow the Union to set

Amendment

(13) The essential requirements concerning environmental compatibility of the design of aeronautical products should address both aircraft noise as well as emissions, and allow the Union to set

detailed technical standards which are necessary to protect the environment and human health from harmful effects of aviation operations. Those requirements should ***be based on*** the standards and recommended practices set by the Chicago Convention.

detailed technical standards which are necessary to protect the environment and human health from harmful effects of aviation ***and unmanned aircraft*** operations. Those requirements should ***take into account*** the standards and recommended practices set by the Chicago Convention, ***Annex 16, Volumes I and II, acknowledging the policy of the EU to set standards as required to ensure the highest level of safety, climate and environmental protection across the EU. Where new standards are introduced into the Chicago Convention which had not existed in EU law previously, for example a standard on aircraft and unmanned greenhouse gas (GHG) and non-CO2-emission, such as, but not limited to, water vapour, sulphate aerosol, soot aerosol and condensation linear contrails, as well as any non-technical amendment to the existing emissions standards, the Union rules shall be decided in accordance with Article 100(2) of the TFEU. Where Union rules differ from the minimum standards established by the Chicago Convention, Member States should notify the International Civil Aviation Organisation accordingly.***

Or. en

Amendment 273
Wim van de Camp

Proposal for a regulation
Recital 13

Text proposed by the Commission

(13) The essential requirements concerning environmental compatibility of the design of aeronautical products should address both aircraft noise as well as emissions, and allow the Union to set detailed technical standards which are necessary to protect the environment and

Amendment

(13) The essential requirements concerning environmental compatibility of the design of aeronautical products should address both aircraft noise as well as emissions, and allow the Union to set detailed technical standards which are necessary to protect the environment and

human health from harmful effects of aviation operations. Those requirements should be ***based on*** the standards and recommended practices set by the Chicago Convention.

human health from harmful effects of aviation operations. Those requirements should be ***set in alignment with*** the standards and recommended practices set by the Chicago Convention.

Or. en

Amendment 274

Michael Gahler, Herbert Reul

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) The essential requirements concerning environmental compatibility of the ***design*** of aeronautical products should address both aircraft noise as well as emissions, and allow the Union to set detailed technical standards which are necessary to protect the environment and human health from harmful effects of aviation operations. Those requirements should be ***based on*** the standards and recommended practices set by the Chicago Convention.

Amendment

(13) The essential requirements concerning environmental compatibility of the ***development*** of aeronautical products should address both aircraft noise as well as emissions, and allow the Union to set detailed technical standards which are necessary to protect the environment and human health from harmful effects of aviation operations. Those requirements should be ***in compliance with*** the standards and recommended practices set by the Chicago Convention.

Or. de

Amendment 275

Jacqueline Foster

Proposal for a regulation

Recital 13

Text proposed by the Commission

(13) The essential requirements concerning environmental compatibility of the design of aeronautical products should address both aircraft noise as well as emissions, and allow the Union to set detailed technical standards which are

Amendment

(13) The essential requirements concerning environmental compatibility of the design of aeronautical products should address both aircraft noise as well as emissions, and allow the Union to set detailed technical standards which are

necessary to protect the environment and human health from harmful effects of aviation operations. Those requirements should be ***based on*** the standards and recommended practices set by the Chicago Convention.

necessary to protect the environment and human health from harmful effects of aviation operations. Those requirements should be ***aligned with*** the standards and recommended practices set by the Chicago Convention.

Or. en

Amendment 276

Markus Pieper, Herbert Reul, Michael Gahler

Proposal for a regulation

Recital 14

Text proposed by the Commission

Amendment

(14) The Union should also lay down essential requirements for the safe provision of ground handling services.

deleted

Or. de

Amendment 277

Gabriele Preuß, Ismail Ertug, Karoline Graswander-Hainz, Knut Fleckenstein, Miltiadis Kyrkos, Lucy Anderson, Isabella De Monte

Proposal for a regulation

Recital 14

Text proposed by the Commission

Amendment

(14) The Union should also lay down essential requirements for the safe provision of ground handling services.

(14) The Union should also lay down essential requirements for the safe provision of ground handling services, *based on ground handling guidelines provided by existing rules and schemes provided by the industry on an international level.*

Or. en

Amendment 278
Dieter-Lebrecht Koch

Proposal for a regulation
Recital 14

Text proposed by the Commission

(14) The Union should also lay down essential requirements for ***the safe provision of*** ground handling services.

Amendment

(14) The Union should also lay down essential requirements for ***safety related*** ground handling services, ***based on existing rules and recognized industry standards on international level.***

Or. en

Amendment 279
Merja Kyllönen, Curzio Maltese, Kateřina Konečná, Stelios Kouloglou

Proposal for a regulation
Recital 14

Text proposed by the Commission

(14) The Union should also lay down essential requirements for the safe provision of ground handling services.

Amendment

(14) The Union should also lay down essential requirements for the safe provision of ground handling services, ***based on existing standards and guidelines.***

(identical to rapporteur's amendment 7.)

Or. en

Amendment 280
Karima Delli, Lucy Anderson

Proposal for a regulation
Recital 14 a (new)

Text proposed by the Commission

Amendment

(14a) The Agency should be able to limit indirect employment, such as zero-hour contracts, pay-to-fly and precarious independent status in order to avoid

adverse effects on safety levels as well as unfair intra- and intermodal competition.

Or. en

Amendment 281
Marian-Jean Marinescu

Proposal for a regulation
Recital 16

Text proposed by the Commission

(16) Aeronautical products, parts and non-installed equipment, aerodromes *and their* equipment, operators of aircraft and aerodromes, ATM/ANS systems and providers, as well as pilots, air traffic controllers and persons, products and organisations involved in their training and medical examination, should be certified or licensed once they have been found to comply with relevant essential requirements or, where relevant, the other requirements established in or pursuant to this Regulation. The Commission should be empowered to adopt the necessary detailed rules for the issuance of those certificates and where relevant, the declarations to be made to this effect, taking into account the objectives of the Regulation and the nature and risk of the particular activity concerned.

Amendment

(16) Aeronautical products, parts and non-installed equipment, aerodromes *including safety-related* equipment, operators of aircraft and aerodromes, ATM/ANS systems and *constituents, upon which safety or interoperability is dependent*, ATM/ANS providers, as well as pilots, air traffic controllers and persons, products and organisations involved in their training and medical examination, should be certified or licensed once they have been found to comply with relevant essential requirements or, where relevant, the other requirements established in or pursuant to this Regulation. The Commission should be empowered to adopt the necessary detailed rules *based on a proportionate approach to different types of aircraft and operations*, for the issuance of those certificates and where relevant, the declarations to be made to this effect, taking into account the objectives of the Regulation and the nature and risk of the particular activity concerned.

Or. en

Amendment 282
Andor Deli

Proposal for a regulation
Recital 16

Text proposed by the Commission

(16) Aeronautical products, parts and non-installed equipment, aerodromes and their equipment, operators of aircraft and aerodromes, ATM/ANS systems and providers, as well as pilots, air traffic controllers and persons, products and organisations involved in their training and medical examination, should be certified or licensed once they have been found to comply with relevant essential requirements or, where relevant, the other requirements established in or pursuant to this Regulation. The Commission should be empowered to adopt the necessary detailed rules for the issuance of those certificates and where relevant, the declarations to be made to this effect, taking into account the objectives of the Regulation and the nature and risk of the particular activity concerned.

Amendment

(16) Aeronautical products, parts and non-installed equipment, aerodromes and their equipment, operators of aircraft and aerodromes, ATM/ANS systems and providers, as well as pilots, air traffic controllers and persons, products and organisations involved in their training and medical examination, should be certified or licensed once they have been found to comply with relevant essential requirements or, where relevant, the other requirements established in or pursuant to this Regulation. The Commission should be empowered to adopt the necessary detailed rules for the issuance of those certificates and where relevant, the declarations to be made to this effect, taking into account the objectives of the Regulation and the nature and risk of the particular activity concerned, ***while ensuring that it will not lead to additional administrative burden or increase in costs, thus reducing competitiveness.***

Or. en

Amendment 283

Gabriele Preuß, Markus Pieper

Proposal for a regulation

Recital 16

Text proposed by the Commission

(16) Aeronautical products, parts and non-installed equipment, aerodromes and their equipment, operators of aircraft and aerodromes, ATM/ANS systems and providers, as well as pilots, air traffic controllers and persons, products and organisations involved in their training and medical examination, should be certified or licensed once they have been found to comply with relevant essential

Amendment

(16) Aeronautical products, parts and non-installed equipment, aerodromes and their equipment, operators of aircraft and aerodromes, ATM/ANS systems and providers, as well as pilots, air traffic controllers, ***air traffic safety electronics personnel*** and persons, products and organisations involved in their training and medical examination, should be certified or licensed once they have been found to

requirements or, where relevant, the other requirements established in or pursuant to this Regulation. The Commission should be empowered to adopt the necessary detailed rules for the issuance of those certificates and where relevant, the declarations to be made to this effect, taking into account the objectives of the Regulation and the nature and risk of the particular activity concerned.

comply with relevant essential requirements or, where relevant, the other requirements established in or pursuant to this Regulation. The Commission should be empowered to adopt the necessary detailed rules for the issuance of those certificates and where relevant, the declarations to be made to this effect, taking into account the objectives of the Regulation and the nature and risk of the particular activity concerned.

Or. en

Amendment 284
Marian-Jean Marinescu

Proposal for a regulation
Recital 17

Text proposed by the Commission

(17) The possibility should be given to the organisations involved in the design and manufacture of aeronautical products and parts to declare the compliance of the design of products and parts with the relevant industry standards, where this is considered to ensure an acceptable level of safety. This possibility should be limited to products used in light and sport aviation, and under appropriate limitations and conditions to ensure safety.

Amendment

(17) The possibility should be given to the organisations involved in the design and manufacture of aeronautical products and parts to declare the compliance of the design of products and parts with the relevant industry standards, where this is considered to ensure an acceptable level of safety. This possibility should be limited to products used in light and sport aviation, and under appropriate limitations and conditions to ensure safety. ***The Commission should nevertheless facilitate the adoption of common airworthiness standards and guidance material to meet the objectives set out in Article 1(2)(a), (b), (c), (g) and (h) of this Regulation.***

Or. en

Amendment 285
Gabriele Preuß, Karoline Graswander-Hainz

Proposal for a regulation
Recital 17

Text proposed by the Commission

(17) The possibility should be given to the organisations involved in the design and manufacture of aeronautical products and parts to declare the compliance of the design of products and parts with the relevant industry standards, where this is considered to ensure *an acceptable* level of safety. This possibility should be limited to products used in light and sport aviation, and under appropriate limitations and conditions to ensure safety.

Amendment

(17) The possibility should be given to the organisations involved in the design and manufacture of aeronautical products and parts to declare the compliance of the design of products and parts with the relevant industry standards, where this is considered to ensure *a high uniform* level of safety. This possibility should be limited to products used in light and sport aviation, and under appropriate limitations and conditions to ensure safety.

Or. en

Amendment 286
Dieter-Lebrecht Koch

Proposal for a regulation
Recital 18

Text proposed by the Commission

(18) Since unmanned aircraft also operate within the airspace alongside with traditional aircraft, this Regulation should cover such aircraft, regardless of their operating mass. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are proportionate to the risk of the particular operation or type of operations.

Amendment

(18) Since unmanned aircraft also operate within the airspace alongside with traditional aircraft, this Regulation should cover such aircraft, regardless of their operating mass. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are proportionate to the risk of the particular operation or type of operations, *although model aircraft which are operated solely in the context of sport and leisure activities, should be excluded from the scope of this Regulation in view of their good safety record.*

Or. de

Amendment 287
Karima Delli

Proposal for a regulation
Recital 18

Text proposed by the Commission

(18) Since unmanned aircraft also operate within the airspace alongside with traditional aircraft, this Regulation should cover such aircraft, regardless of their operating mass. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are proportionate to the risk of the particular operation or type of operations.

Amendment

(18) Since unmanned aircraft also operate within the airspace alongside with traditional aircraft, this Regulation should cover such aircraft, regardless of their operating mass. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are ***compatible with the current airspace, ensure vertical and horizontal separation and are*** proportionate to the risk of the particular operation or type of operations.

Or. en

Amendment 288
Dominique Riquet

Proposal for a regulation
Recital 18

Text proposed by the Commission

(18) Since unmanned aircraft also operate within the airspace alongside with traditional aircraft, this Regulation should cover such aircraft, ***regardless of their operating mass***. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are proportionate to the risk of the particular operation or type of operations.

Amendment

(18) Since unmanned aircraft also operate within the airspace alongside with traditional aircraft, this Regulation should cover such aircraft. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are proportionate to the risk of the particular operation or type of operations.

Or. fr

Amendment 289
Georges Bach, Lucy Anderson

Proposal for a regulation
Recital 18

Text proposed by the Commission

(18) Since unmanned aircraft also operate within the airspace alongside with **traditional** aircraft, this Regulation should cover such aircraft, regardless of their operating mass. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are proportionate to the risk of the particular operation or type of operations.

Amendment

(18) Since unmanned aircraft also operate within the airspace alongside with **manned** aircraft, this Regulation should cover such aircraft, regardless of their operating mass. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are proportionate to the risk of the particular operation or type of operations.

Or. en

Amendment 290
Inés Ayala Sender

Proposal for a regulation
Recital 18

Text proposed by the Commission

(18) Since unmanned aircraft also operate within the airspace alongside with **traditional** aircraft, this Regulation should cover such aircraft, regardless of their operating mass. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are proportionate to the risk of the particular operation or type of operations.

Amendment

(18) Since unmanned aircraft also operate within the airspace alongside with **manned** aircraft, this Regulation should cover such aircraft, regardless of their operating mass. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are proportionate to the risk of the particular operation or type of operations.

Or. en

Amendment 291
Marian-Jean Marinescu

Proposal for a regulation
Recital 18 a (new)

Text proposed by the Commission

Amendment

(18a) Unmanned aircraft operating rules should be clear, enforceable, and harmonised across Member States, in order to ensure a safe operation of unmanned aircraft and a culture of compliance amongst operators.

Or. en

Amendment 292
Marian-Jean Marinescu

Proposal for a regulation
Recital 19

Text proposed by the Commission

Amendment

(19) The rules regarding unmanned aircraft should ***as much as possible*** contribute to achieving compliance with relevant rights guaranteed under Union law, in particular the right to respect for private and family life, as set out in Article 7 of the Charter of Fundamental Rights of the European Union, and with the right to protection of personal data, as set out in Article 8 of that Charter and in Article 16 of the Treaty on the Functioning of the European Union ('TFUE') and as regulated in Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data¹¹.

(19) The rules regarding unmanned aircraft should contribute to achieving compliance with relevant rights guaranteed under Union law, in particular the right to respect for private and family life, as set out in Article 7 of the Charter of Fundamental Rights of the European Union, and with the right to protection of personal data, as set out in Article 8 of that Charter and in Article 16 of the Treaty on the Functioning of the European Union ('TFUE') and as regulated in Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data¹¹.

¹¹ Directive 95/46/EC of the European Parliament and the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data (OJ

¹¹ Directive 95/46/EC of the European Parliament and the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data (OJ

Or. en

Amendment 293
Jacqueline Foster

Proposal for a regulation
Recital 20

Text proposed by the Commission

(20) For some types of unmanned aircraft, the application of the provisions of this Regulation related to certification, oversight and enforcement, as well as the provisions regarding the Agency is not necessary for the purpose of reaching adequate levels of safety. Market surveillance mechanisms provided by Union product harmonisation legislation should be made applicable to those cases.

Amendment

(20) For some types of unmanned aircraft, the application of the provisions of this Regulation related to certification, oversight and enforcement, as well as the provisions regarding the Agency is not necessary for the purpose of reaching adequate levels of safety. Market surveillance mechanisms provided by Union product harmonisation legislation should be made applicable to those cases.
Care should be taken that relevant national specifications are duly taken into account when regulating the operations of unmanned aircraft, specifically for these types.

Or. en

Justification

While a certain level of European regulation is needed even for the lowest end of unmanned aircraft operations, in this case due account should be taken of national approaches and specificities. It is also important to ensure continuity and a smooth transition from the national system to the European system.

Amendment 294
Marian-Jean Marinescu

Proposal for a regulation
Recital 20

Text proposed by the Commission

(20) For some types of unmanned aircraft, the application of the provisions of this Regulation related to certification, oversight and enforcement, as well as the provisions regarding the Agency is not necessary for the purpose of reaching adequate levels of safety. Market surveillance mechanisms provided by Union product harmonisation legislation should be made applicable to those cases.

Amendment

(20) For some types of unmanned aircraft, the application of the provisions of this Regulation related to **registration**, certification, **identification**, oversight and enforcement, as well as the provisions regarding the Agency is not necessary for the purpose of reaching adequate levels of safety. Market surveillance mechanisms provided by Union product harmonisation legislation should be made applicable to those cases.

Or. en

Amendment 295
Dominique Riquet

Proposal for a regulation
Recital 20 a (new)

Text proposed by the Commission

Amendment

(20a) For reasons of security and control, every owner of an unmanned aircraft should be issued with an owner's number by means of which these aircraft can be identified. This number should be displayed on all the unmanned aircraft operated by that owner and appear in a European unmanned aircraft register maintained by the EASA, which should be easily accessible and should comply with EU rules on data protection.

Or. fr

Amendment 296
Renaud Muselier, Franck Proust

Proposal for a regulation
Recital 20 a (new)

(20a) Unmanned aircraft operators required to register their aircraft should be able to do so at low cost and in a European database; this registration should be easy and fast, in an easily accessible system, and should result in a unique number being allocated to each owner which must appear on each of the aircraft being operated;

Or. fr

Amendment 297
Peter van Dalen

Proposal for a regulation
Recital 22

(22) The Agency and the national competent authorities should work in partnership in order to better detect unsafe conditions and take remedial measures as appropriate. Member States should in particular be able to transfer to each other or to the Agency the responsibilities under this Regulation related to certification, oversight and enforcement, especially where that is necessary for enhanced safety or more efficient use of resources. It is also necessary, according to the case, to support the Member States in performing those tasks, in particular cooperative and cross-border oversight, by establishing an efficient framework for pooling and sharing of aviation inspectors and other specialists with relevant expertise.

(22) The Agency and the national competent authorities should work in partnership in order to better detect unsafe conditions and take remedial measures as appropriate. Member States should in particular be able to transfer to each other or to the Agency the responsibilities under this Regulation related to certification, oversight and enforcement, especially where that is necessary for enhanced safety or more efficient use of resources. It is also necessary, according to the case, to support the Member States in performing those tasks, in particular cooperative and cross-border oversight, by establishing an efficient framework for pooling and sharing of aviation inspectors and other specialists with relevant expertise. ***This pooling however, shall in no way lead to any additional burden or charges for the aviation industry. The pool also shall not lead to an initiative to increase charges or financial benefits by 'harmonizing to the highest value'.***

Amendment 298
Marian-Jean Marinescu

Proposal for a regulation
Recital 22

Text proposed by the Commission

(22) The Agency and the national **competent** authorities should work in partnership in order to better detect unsafe conditions and take remedial measures as appropriate. Member States should in particular be able to transfer to each other or to the Agency the responsibilities under this Regulation related to certification, oversight and enforcement, especially where that is necessary for enhanced safety or more efficient use of resources. It is also necessary, according to the case, to support the Member States in performing those tasks, in particular cooperative and cross-border oversight, by establishing an efficient framework for pooling and sharing of aviation inspectors and other specialists with relevant expertise.

Amendment

(22) The Agency and the national **aviation** authorities should work in partnership in order to better detect unsafe conditions and take remedial measures as appropriate. Member States should in particular be able to transfer to each other or to the Agency the responsibilities under this Regulation related to certification, oversight and enforcement, especially where that is necessary for enhanced safety or more efficient use of resources. ***With the same objectives, organisations subject to this regulation should also be given the possibility to request the Agency to take the responsibility for certification, oversight and enforcement of their activity.*** It is also necessary, according to the case, to support the Member States in performing those tasks, in particular cooperative and cross-border oversight, by establishing an efficient framework for pooling and sharing of aviation inspectors and other specialists with relevant expertise.

Or. en

Amendment 299
Dominique Riquet

Proposal for a regulation
Recital 22

Text proposed by the Commission

(22) The Agency and the national competent authorities should work in partnership in order to better detect unsafe conditions and take remedial measures as appropriate. Member States should in particular be able to transfer to each other or to the Agency the responsibilities under this Regulation related to certification, oversight and enforcement, especially where that is necessary for enhanced safety or more efficient use of resources. It is also necessary, according to the case, to support the Member States in performing those tasks, in particular cooperative and cross-border oversight, by establishing an efficient framework for pooling and sharing of aviation inspectors and other specialists with relevant expertise.

Amendment

(22) The Agency and the national competent authorities should work in partnership in order to better detect unsafe conditions and take remedial measures as appropriate. Member States should in particular be able to transfer to each other or to the Agency the responsibilities under this Regulation related to certification, oversight and enforcement, especially where that is necessary for enhanced safety, ***improved interoperability*** or more efficient use of resources. It is also necessary, according to the case, to support the Member States in performing those tasks, in particular cooperative and cross-border oversight, by establishing an efficient framework for pooling and sharing of aviation inspectors and other specialists with relevant expertise.

Or. fr

Amendment 300

Michael Gahler

Proposal for a regulation

Recital 22

Text proposed by the Commission

(22) The Agency and the national competent authorities should work in partnership in order to better detect unsafe conditions and take remedial measures as appropriate. Member States should in particular be able to transfer to each other ***or to the Agency*** the responsibilities under this Regulation related to certification, oversight and enforcement, especially where that is necessary for enhanced safety or more efficient use of resources. It is also necessary, according to the case, to support the Member States in performing those tasks, in particular cooperative and cross-

Amendment

(22) The Agency and the national competent authorities should work in partnership in order to better detect unsafe conditions and take remedial measures as appropriate. Member States should in particular be able to transfer to each other the responsibilities under this Regulation related to certification, oversight and enforcement, especially where that is necessary for enhanced safety or more efficient use of resources. It is also necessary, according to the case, to support the Member States in performing those tasks, in particular cooperative and cross-

border oversight, by establishing an efficient framework for pooling and sharing of aviation inspectors and other specialists with relevant expertise.

border oversight, by establishing an efficient framework for pooling and sharing of aviation inspectors and other specialists with relevant expertise.

Or. de

Amendment 301
Notis Marias

Proposal for a regulation
Recital 23

Text proposed by the Commission

Amendment

(23) An emergency oversight mechanism, to be activated by the Commission when verified evidence points to a serious and persisting inability of a Member State in effectively ensuring certain or all of its certification, oversight and enforcement tasks under this Regulation, should be established. Accordingly, where such situation endangers safety and is not adequately resolved by the Member State concerned, the Agency should be able to temporarily exercise the responsibility for the tasks in question.

deleted

Or. el

Amendment 302
Notis Marias

Proposal for a regulation
Recital 30

Text proposed by the Commission

Amendment

(30) Directive 95/46/EC of the European Parliament and the Council applies to the processing of personal data carried out in application of this Regulation. Pursuant to that Directive,

deleted

Member States may provide for exemptions and restrictions in respect of some of the rights and obligations provided for therein, including as regards the processing of medical and health data. The processing of personal data, and in particular medical and health data, in the context of the repository pursuant to Article 63 of this Regulation is necessary to enable effective cooperation between the Member States in certification and oversight of medical fitness of pilots. Exchange of personal data should be subject to strict conditions, and limited to what is absolutely necessary for achieving the objectives of this Regulation. In view of the above, the principles set out in Directive 95/46/EC should be supplemented or clarified in this Regulation, where necessary.

Or. el

Amendment 303
Marie-Christine Arnautu

Proposal for a regulation
Recital 32

Text proposed by the Commission

(32) The Agency has been established by Regulation (EC) No 1592/2002 of the European Parliament and the Council¹³ within the Union's existing institutional structure and balance of powers, is independent in relation to technical matters and has legal, administrative and financial autonomy. The Agency has received further competences in accordance with Regulation (EC) No 216/2008. Certain adjustments should be made in its structure and functioning in order to better accommodate the new tasks conferred on it by this Regulation.

Amendment

(32) The Agency has been established by Regulation (EC) No 1592/2002 of the European Parliament and the Council¹³ within the Union's existing institutional structure and balance of powers, is independent in relation to technical matters and has legal, administrative and financial autonomy. The Agency has received further competences in accordance with Regulation (EC) No 216/2008. Certain adjustments should be made in its structure and functioning in order to better accommodate the new tasks conferred on it by this Regulation *and better define the sharing of competences between the Agency, the national competent*

*authorities and international
organisations such as Europol and ICAO.*

¹³ Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, (OJ L 240, 7.9.2002, p. 1).

¹³ Regulation (EC) No 1592/2002 of the European Parliament and of the Council of 15 July 2002 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, (OJ L 240, 7.9.2002, p. 1).

Or. fr

Amendment 304

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson

Proposal for a regulation

Recital 32 a (new)

Text proposed by the Commission

Amendment

(32a) With regard to liability of the staff of the Agency when carrying out the tasks assigned to the Agency, Protocol No 7 on the privileges and immunities of the European Union should apply. The application of that Protocol should not lead to undue delays or the imposition of unjustified restrictions on the conduct of national judicial proceedings. In the event of judicial proceedings involving the staff of the Agency, in which a member of the staff is requested to appear before a national court, the Management Board should decide without undue delay to waive that member of the staff's immunity, provided that such waiver will not compromise the interests of the Union.

Or. fr

Amendment 305

Michael Gahler, Herbert Reul

Proposal for a regulation
Recital 33

Text proposed by the Commission

(33) Under the institutional system of the Union, implementation of Union law is primarily the responsibility of the Member States. Certification, oversight and enforcement tasks required by this Regulation, and by the delegated and implementing acts adopted on the basis thereof, should therefore in principle be carried out at national level by one or more competent authorities of the Member States. In certain *clearly defined cases, however, the Agency should also be empowered to conduct those tasks as specified in this Regulation. In those* cases the Agency should also be allowed to take the necessary measures related to the operation of aircraft, the qualification of aircrew or the use of third-country aircraft, where this is the best means to ensure uniformity and facilitate the functioning of the internal market.

Amendment

(33) Under the institutional system of the Union, implementation of Union law is primarily the responsibility of the Member States. Certification, oversight and enforcement tasks required by this Regulation, and by the delegated and implementing acts adopted on the basis thereof, should therefore in principle be carried out at national level by one or more competent authorities of the Member States. In certain *well-defined* cases the Agency should also be allowed to take the necessary measures related to the operation of aircraft, the qualification of aircrew or the use of third-country aircraft, where this is the best means to ensure uniformity and facilitate the functioning of the internal market.

Or. de

Amendment 306
Marian-Jean Marinescu

Proposal for a regulation
Recital 33

Text proposed by the Commission

(33) Under the institutional system of the Union, implementation of Union law is primarily the responsibility of the Member States. Certification, oversight and enforcement tasks required by this Regulation, and by the delegated and implementing acts adopted on the basis thereof, should therefore in principle be carried out at national level by *one or more competent authorities* of the Member

Amendment

(33) Under the institutional system of the Union, implementation of Union law is primarily the responsibility of the Member States. Certification, oversight and enforcement tasks required by this Regulation, and by the delegated and implementing acts adopted on the basis thereof, should therefore in principle be carried out at national level by *the national authority* of the Member States. In certain

States. In certain clearly defined cases, however, the Agency should also be empowered to conduct those tasks as specified in this Regulation. In those cases the Agency should also be allowed to take the necessary measures related to the operation of aircraft, the qualification of aircrew or the use of third-country aircraft, where this is the best means to ensure uniformity and facilitate the functioning of the internal market.

clearly defined cases, however, the Agency should also be empowered to conduct those tasks as specified in this Regulation. In those cases the Agency should also be allowed to take the necessary measures related to the operation of aircraft, the qualification of aircrew or the use of third-country aircraft, where this is the best means to ensure uniformity and facilitate the functioning of the internal market.

Or. en

Amendment 307

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson

Proposal for a regulation

Recital 33 a (new)

Text proposed by the Commission

Amendment

(33a) The Agency should cooperate loyally with the national judicial authorities, in particular in cases in which the involvement of the Agency is necessary on the grounds that the Agency has exercised its tasks related to certification, oversight and enforcement. Where the Agency or a member of its staff is requested to provide information in the context of relevant national proceedings, the Agency should ensure that such request for information or, if necessary, participation in proceedings, is handled with due diligence and within a reasonable period of time. To that end, the Management Board should adopt appropriate procedures to be used in such cases.

Or. fr

Amendment 308

Daniela Aiuto

Proposal for a regulation
Recital 34

Text proposed by the Commission

(34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist, where appropriate, the Member States and industry in its implementation. It should be able to issue certification specifications and guidance material and to make technical findings and issue certificates or register declarations as required.

Amendment

(34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist, where appropriate, the Member States and industry in its implementation, ***after consulting workers' representatives, particularly in regard to safety and to protecting health and social conditions***. It should be able to issue certification specifications and guidance material and to make technical findings and issue certificates or register declarations as required.

Or. it

Amendment 309
Dieter-Lebrecht Koch

Proposal for a regulation
Recital 34

Text proposed by the Commission

(34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist, ***where appropriate***, the Member States and industry in its implementation. It should be able to issue certification specifications and guidance material and to make technical findings and issue certificates or register declarations as required.

Amendment

(34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist the Member States and industry, ***including SMEs***, in its implementation. It should be able to issue certification specifications and guidance material and to make technical findings and issue certificates or register declarations as required.

Or. en

Amendment 310
Georges Bach, Lucy Anderson

Proposal for a regulation
Recital 34

Text proposed by the Commission

(34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist, *where appropriate*, the Member States and industry in its implementation. It should be able to issue certification specifications and guidance material and to make technical findings and issue certificates or register declarations as required.

Amendment

(34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist the Member States and industry in its implementation. It should be able to issue certification specifications and guidance material and to make technical findings and issue certificates or register declarations as required.

Or. en

Amendment 311
Claudia Schmidt

Proposal for a regulation
Recital 34

Text proposed by the Commission

(34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist, *where appropriate*, the Member States and industry in its implementation. It should be able to issue certification specifications and guidance material and to make technical findings and issue certificates or register declarations as required.

Amendment

(34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist the Member States and industry in its implementation. It should be able to issue certification specifications and guidance material and to make technical findings and issue certificates or register declarations as required.

Or. en

Amendment 312
Marie-Christine Arnautu

Proposal for a regulation
Recital 35

Text proposed by the Commission

(35) Global navigation satellite systems, and in particular the Union Galileo programme, will play a pivotal role in the implementation of a European air traffic management system. In this regard, the Agency should be empowered to develop the necessary technical specifications and to certify organisations providing pan-European ATM/ANS to ensure a high, uniform level of safety, interoperability and operational efficiency.

Amendment

(35) Global navigation satellite systems, and in particular the Union Galileo programme, will play a pivotal role in the implementation of a European air traffic management system. In this regard, the Agency should be empowered, ***after consulting the European Space Agency and the national competent authorities***, to develop the necessary technical specifications and to certify organisations providing pan-European ATM/ANS to ensure a high, uniform level of safety, interoperability and operational efficiency.

Or. fr

Amendment 313
Marian-Jean Marinescu

Proposal for a regulation
Recital 35

Text proposed by the Commission

(35) Global navigation satellite systems, and in particular the Union Galileo programme, will play a pivotal role in the implementation of a European air traffic management system. In this regard, the Agency should be empowered to develop the necessary technical specifications and to certify organisations providing pan-European ATM/ANS to ensure a high, uniform level of safety, interoperability and operational efficiency.

Amendment

(35) Global navigation satellite systems, and in particular the Union Galileo programme, will play a pivotal role in the implementation of a European air traffic management system. In this regard, the Agency should be empowered to develop the necessary technical specifications and to certify ***ATM/ANS systems and*** organisations providing pan-European ATM/ANS to ensure a high, uniform level of safety, interoperability and operational efficiency.

Or. en

Amendment 314
Jacqueline Foster

Proposal for a regulation
Recital 36

Text proposed by the Commission

(36) Regulation (EC) **No 2111/2005** of the European Parliament and of the Council¹⁴ imposes a duty on the Agency to communicate all information that could be relevant for the updating of the list of air carriers which, for safety reasons, are subject to an operating ban in the Union. The Agency should also assist the Commission in the implementation of Regulation (EC) **No 2111/2005**, by conducting the necessary evaluations of third country operators and authorities responsible for their oversight, and making appropriate recommendations to the Commission.

¹⁴ Regulation (EC) No 2111/2005 of the European Parliament and of the Council of 14 December 2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and on informing air transport passengers of the identity of the operating air carrier (OJ L 344, 27.12.2005, p. 15).

Amendment

(36) Regulation (EC) **No 2111/2005** of the European Parliament and of the Council¹⁴ imposes a duty on the Agency to communicate all information that could be relevant for the updating of the list of air carriers which, for safety reasons, are subject to an operating ban in the Union. The Agency should also assist the Commission in the implementation of Regulation (EC) **No 2111/2005**, by conducting **all** the necessary **safety** evaluations of third country operators and authorities responsible for their oversight, and making appropriate recommendations to the Commission.

¹⁴ Regulation (EC) No 2111/2005 of the European Parliament and of the Council of 14 December 2005 on the establishment of a Community list of air carriers subject to an operating ban within the Community and on informing air transport passengers of the identity of the operating air carrier (OJ L 344, 27.12.2005, p. 15).

Or. en

Justification

EASA should be in charge of the technical evaluation related to the implementation of Regulation (EC) No 2111/2005. This reflects already existing practice, and reflects the fact that EASA is the body which possesses most expertise for this activity.

Amendment 315
Karima Delli, Lucy Anderson

Proposal for a regulation
Recital 39 a (new)

Text proposed by the Commission

Amendment

(39a) *The Agency should focus on integrating research and innovation on safe and environmentally friendly unmanned aircraft into the above mentioned programmes.*

Or. en

Amendment 316
Marie-Christine Arnautu

Proposal for a regulation
Recital 40

Text proposed by the Commission

Amendment

(40) *Having regard to the existing interdependencies between safety and security in civil aviation, the Agency should take part in the cooperation concerning the area of aviation security, including cyber-security. It should contribute its expertise to the implementation, by the Commission and by Member States, of Union rules in that area.*

deleted

Or. fr

Justification

It would seem more appropriate for the Agency to focus on security tasks rather than becoming involved in safety issues. The Member States should be left the freedom to determine their own safety policy, which remains a sensitive area, given that there is nothing to stop the Member States from making arrangements to cooperate with one another where they consider it necessary.

Amendment 317
Michael Gahler, Herbert Reul

Proposal for a regulation
Recital 40

Text proposed by the Commission

(40) Having regard to the existing interdependencies between safety and security in civil aviation, the Agency should take part in the cooperation concerning the area of **aviation security, including** cyber-security. It should contribute its expertise to the implementation, by the Commission and by Member States, of Union rules in that area.

Amendment

(40) Having regard to the existing interdependencies between safety and security in civil aviation, the Agency should take part in the cooperation concerning the area of cyber-security. It should contribute its expertise to the implementation, by the Commission and by Member States, of Union rules in that area.

Or. de

Amendment 318
Marie-Christine Arnautu

Proposal for a regulation
Recital 41

Text proposed by the Commission

(41) The Agency should, on request, assist the Member States and Commission in the field of international relations relating to matters covered by this Regulation, in particular as regards the harmonisation of rules and the mutual recognition of certificates. It should be entitled to establish the appropriate relations, through working arrangements, with the authorities of third countries and international organisations competent in matters covered by this Regulation, subject to the **Commission's** prior approval. In order to promote safety at the worldwide level, in light of the high standards applied within the Union, the Agency should be allowed to engage, within its field of competence, in ad hoc technical cooperation, research and assistance projects with third countries and international organisations. **The Agency**

Amendment

(41) The Agency should, on request, assist the Member States and Commission in the field of international relations relating to matters covered by this Regulation, in particular as regards the harmonisation of rules and the mutual recognition of certificates. It should be entitled to establish the appropriate relations, through working arrangements, with the authorities of third countries and international organisations competent in matters covered by this Regulation, subject to the **Council's** prior approval, **after consultation with the national competent authorities**. In order to promote safety at the worldwide level, in light of the high standards applied within the Union, the Agency should be allowed to engage, within its field of competence, in ad hoc technical cooperation, research and assistance projects with third countries and

should also assist the Commission in the implementation of Union legislation in other technical domains of civil aviation regulation, such as security or the Single European Sky, where the Agency has the relevant expertise.

international organisations.

Or. fr

Amendment 319
David-Maria Sassoli

Proposal for a regulation
Recital 41

Text proposed by the Commission

(41) The Agency should, *on request*, assist the Member States and Commission in the field of international relations relating to matters covered by this Regulation, in particular as regards the harmonisation of rules and the mutual recognition of certificates. It should *be entitled to* establish the appropriate relations, through working arrangements, with the authorities of third countries and international organisations competent in matters covered by this Regulation, *subject to the Commission's prior approval*. In order to promote safety at the worldwide level, in light of the high standards applied within the Union, the Agency *should be allowed* to engage, within its field of competence, in ad hoc technical cooperation, research and assistance projects with third countries and international organisations. The Agency should also assist the Commission in the implementation of Union legislation in other technical domains of civil aviation regulation, such as security or the Single European Sky, where the Agency has the relevant expertise.

Amendment

(41) The Agency should assist the Member States and Commission in the field of international relations relating to matters covered by this Regulation, in particular as regards the harmonisation of rules and the mutual recognition of certificates. It should establish the appropriate relations, through working arrangements, with the authorities of third countries and international organisations competent in matters covered by this Regulation. *In particular, it should act as, and be granted the privileges of, a Regional Safety Oversight Organisation under the Chicago Convention.* In order to promote safety at the worldwide level, in light of the high standards applied within the Union, the Agency *needs* to engage, within its field of competence, in ad hoc technical cooperation, research and assistance projects with third countries and international organisations. *In order to better address the needs of European industry, the Agency should open local offices in the territory of third countries.* The Agency should also assist the Commission in the implementation of Union legislation in other technical domains of civil aviation regulation, such as security or the Single European Sky,

where the Agency has the relevant expertise.

Or. en

Amendment 320
Jacqueline Foster

Proposal for a regulation
Recital 41

Text proposed by the Commission

(41) The Agency should, ***on request***, assist the Member States and Commission in the field of international relations relating to matters covered by this Regulation, in particular as regards the harmonisation of rules and the mutual recognition of certificates. It should be entitled to establish the appropriate relations, through working arrangements, with the authorities of third countries and international organisations competent in matters covered by this Regulation, ***subject to the Commission's prior approval***. In order to promote safety at ***the worldwide*** level, in light of the ***high*** standards applied within the Union, the Agency should ***be allowed to*** engage, within its field of competence, in ad hoc technical cooperation, research and assistance projects with third countries and international organisations. The Agency should also assist the Commission in the implementation of Union legislation in other technical domains of civil aviation regulation, such as security or the Single European Sky, where the Agency has the relevant expertise.

Amendment

(41) The Agency should assist the Member States and Commission in the field of international relations relating to matters covered by this Regulation, in particular as regards the harmonisation of rules and the mutual recognition of certificates. It should be entitled to establish the appropriate relations, through working arrangements, with the ***competent*** authorities of third countries and international organisations competent in matters covered by this Regulation. In order to promote safety at ***a global*** level, ***and*** in light of the ***stringent safety*** standards applied within the Union, the Agency should engage, within its field of competence, in ad hoc technical cooperation, research and assistance projects with third countries and international organisations. ***In order to better address the needs of European industry, the Agency should, where appropriate, open local offices in the territory of third countries.*** The Agency should also assist the Commission in the implementation of Union legislation in other technical domains of civil aviation regulation, such as security or the Single European Sky, where the Agency has the relevant expertise.

Or. en

Justification

The nature and scope of the tasks of the Agency clearly call for its international presence in support of EU industry. EASA should be given flexibility to open regional offices where needed by industry. Recent examples of locations where this would be desirable include Singapore and Dubai. The costs of these offices would be fully covered by fees and charges, so there would be no impact on subsidy.

Amendment 321

Marie-Christine Arnautu

Proposal for a regulation

Recital 44

Text proposed by the Commission

(44) The Member States and the Commission should be represented within the Management Board of the Agency in order to effectively control its functions. That Management Board should be entrusted with the necessary powers notably to appoint the Executive Director, and to adopt the consolidated annual activity report, the programming document, the annual budget, and the financial rules applicable to the Agency.

Amendment

(44) The Member States and the Commission should be represented within the Management Board of the Agency in order to effectively control its functions. That Management Board should be entrusted with the necessary powers notably to appoint the Executive Director, and to adopt the consolidated annual activity report, the programming document, the annual budget, and the financial rules applicable to the Agency. *The Member States, who are responsible for aviation security within their airspace, should be strongly represented on the Management Board so as to be able to efficiently assess the relevance of the decisions taken by the Agency with regard to security and to ensure that Member States' interests are respected, particularly in the area of certification.*

Or. fr

Amendment 322

Lucy Anderson, Isabella De Monte, Christine Revault D'Allonnes Bonnefoy, Stelios Kouloglou

Proposal for a regulation

Recital 45

Text proposed by the Commission

(45) In the interests of transparency, interested parties should be given observer status within the Management Board of the Agency.

Amendment

(45) In the interests of transparency, interested parties, ***including civil society and trade union representatives***, should be given observer status within the Management Board of the Agency.

Or. en

Amendment 323
Marie-Christine Arnautu

Proposal for a regulation
Recital 46

Text proposed by the Commission

(46) In order for the Management Board to properly fulfil its tasks, it should be assisted by an Executive Board, which should notably prepare decisions of the Management Board and advise the Executive Director of the Agency on the implementation of those decisions.

Amendment

(46) In order for the Management Board to properly fulfil its tasks, it should be assisted by an Executive Board, which should notably prepare decisions of the Management Board and advise the Executive Director of the Agency on the implementation of those decisions. ***The Executive Board should be composed of at least one representative of each Member State.***

Or. fr

Amendment 324
Marian-Jean Marinescu

Proposal for a regulation
Recital 48

Text proposed by the Commission

(48) It is necessary to ensure that parties affected by decisions made by the Agency enjoy the necessary remedies in a manner which is suited to the special character of the field of aviation. Therefore, an

Amendment

(48) It is necessary to ensure that parties affected by decisions made by the Agency enjoy the necessary remedies in a manner which is suited to the special character of the field of aviation. Therefore, an

appropriate appeal mechanism should be set up so that decisions of the Agency can be subject to appeal to a *specialised* Board of Appeal, the decisions of which can be subject to action before the Court of Justice of the European Union (the 'Court of Justice') in accordance with the TFEU.

appropriate appeal mechanism should be set up so that decisions of the Agency can be subject to appeal to a Board of Appeal, the decisions of which can be subject to action before the Court of Justice of the European Union (the 'Court of Justice') in accordance with the TFEU.

Or. en

Amendment 325

Karoline Graswander-Hainz

Proposal for a regulation

Recital 50

Text proposed by the Commission

(50) When the Agency develops draft rules of a general nature to be implemented by national authorities, Member States should be consulted. Furthermore, where rules could have important social implications, stakeholders, including Union social partners, should be appropriately consulted when the Agency prepares corresponding draft rules.

Amendment

(50) When the Agency develops draft rules of a general nature to be implemented by national authorities, Member States should be consulted. Furthermore, where rules could have important *occupational health and safety and/or* social implications, stakeholders, including Union social partners, should *will* be appropriately consulted *and the implications should be properly addressed in the Regulatory Impact Assessment* when the Agency prepares corresponding draft rules.

Or. en

Amendment 326

Georges Bach, Lucy Anderson

Proposal for a regulation

Recital 50

Text proposed by the Commission

(50) When the Agency develops draft rules of a general nature to be implemented by national authorities, Member States

Amendment

(50) When the Agency develops draft rules of a general nature to be implemented by national authorities, Member States

should be consulted. Furthermore, where rules could have **important** social implications, stakeholders, including Union social partners, should be appropriately consulted when the Agency prepares corresponding draft rules.

should be consulted. Furthermore, where rules could have **occupational health and safety and/or** social implications, stakeholders, including Union social partners, should be appropriately consulted **and the implications should be properly addressed in the Regulatory Impact Assessment** when the Agency prepares corresponding draft rules.

Or. en

Amendment 327

Ismail Ertug

Proposal for a regulation

Recital 50

Text proposed by the Commission

(50) When the Agency develops draft rules of a general nature to be implemented by national authorities, Member States should be consulted. Furthermore, where rules could have **important** social implications, stakeholders, including Union social partners, should be appropriately consulted when the Agency prepares corresponding draft rules.

Amendment

(50) When the Agency develops draft rules of a general nature to be implemented by national authorities, Member States should be consulted. Furthermore, where rules could have **occupational health and safety and/or** social implications, stakeholders, including Union social partners, should be appropriately consulted **and the implications should be fully considered in the Regulatory Impact Assessment** when the Agency prepares corresponding draft rules.

Or. en

Amendment 328

Karima Delli

Proposal for a regulation

Recital 50

Text proposed by the Commission

(50) When the Agency develops draft rules of a general nature to be implemented

Amendment

(50) When the Agency develops draft rules of a general nature to be implemented

by national authorities, Member States should be consulted. Furthermore, where rules could have *important* social implications, stakeholders, including Union social partners, should be appropriately consulted when the Agency prepares corresponding draft rules.

by national authorities, Member States should be consulted. Furthermore, where rules could have *occupational health, safety or* social implications, stakeholders, including Union social partners, should be appropriately consulted *and the implications should be properly addressed through an impact assessment* when the Agency prepares corresponding draft rules.

Or. en

Amendment 329
Inés Ayala Sender

Proposal for a regulation
Recital 50

Text proposed by the Commission

(50) When the Agency develops draft rules of a general nature to be implemented by national authorities, Member States should be consulted. Furthermore, where rules could have *important* social implications, stakeholders, including Union social partners, should be appropriately consulted when the Agency prepares corresponding draft rules.

Amendment

(50) When the Agency develops draft rules of a general nature to be implemented by national authorities, Member States should be consulted. Furthermore, where rules could have social implications *and/or occupational health and safety*, stakeholders, including Union social partners, should be appropriately consulted when the Agency prepares corresponding draft rules.

Or. en

Amendment 330
Cláudia Monteiro de Aguiar

Proposal for a regulation
Recital 50

Text proposed by the Commission

(50) When the Agency develops draft rules of a general nature to be implemented by national authorities, Member States should be consulted. Furthermore, where

Amendment

(50) When the Agency develops draft rules of a general nature to be implemented by national authorities, Member States should be consulted. Furthermore, where

rules could have **important** social implications, stakeholders, including Union social partners, should be **appropriately** consulted when the Agency prepares corresponding draft rules.

rules could have social implications, stakeholders, including Union social partners, should be consulted when the Agency prepares corresponding draft rules.

Or. en

Justification

As the Commission is proposing to consult social partners when drafting rules which have social impact, the use of expressions such as “important social implications” and “appropriately consulted” should not be used, in order to achieve a much clearer statement.

Amendment 331 **Inés Ayala Sender**

Proposal for a regulation **Recital 50 a (new)**

Text proposed by the Commission

Amendment

(50a) The Agency should be able to limit the use of certain indirect employment contracts used with pilots, aircrew and other staff dealing with safety operations in the interest of safety and security.

Or. en

Amendment 332 **Michael Gahler, Herbert Reul**

Proposal for a regulation **Recital 53**

Text proposed by the Commission

Amendment

(53) In order to guarantee the full autonomy and independence of the Agency, it should be granted an autonomous budget principally funded from a contribution from the Union and from fees and charges paid by the users of

(53) In order to guarantee the full autonomy and independence of the Agency, it should be granted an autonomous budget principally funded from a contribution from the Union and from fees and charges paid by the users of

the European aviation safety system. Any financial contribution received by the Agency from Member States, third countries, or other entities or persons should not compromise its independence and impartiality. The Union budgetary procedure should be applicable as far as the Union contribution and any other subsidies chargeable to the general budget of the European Union are concerned, while the auditing of accounts should be carried out by the Court of Auditors. In order to enable the Agency to participate in all relevant future projects, it should be provided with the possibility to receive grants. ***The revenue of the Agency should include charges paid in accordance with Regulation (EU) No XXXX/XXXX on the implementation of the Single European Sky, so as to reflect the 'user pays' principle.***

the European aviation safety system. Any financial contribution received by the Agency from Member States, third countries, or other entities or persons should not compromise its independence and impartiality. The Union budgetary procedure should be applicable as far as the Union contribution and any other subsidies chargeable to the general budget of the European Union are concerned, while the auditing of accounts should be carried out by the Court of Auditors. In order to enable the Agency to participate in all relevant future projects, it should be provided with the possibility to receive grants.

Or. de

Amendment 333
Jacqueline Foster

Proposal for a regulation
Recital 53

Text proposed by the Commission

(53) In order to guarantee the full autonomy and independence of the Agency, it should be granted an autonomous budget principally funded from a contribution from the Union and from fees and charges paid by the users of the European aviation safety system. Any financial contribution received by the Agency from Member States, third countries, or other entities or persons should not compromise its independence and impartiality. The Union budgetary procedure should be applicable as far as the Union contribution and any other subsidies chargeable to the general budget of the

Amendment

(53) In order to guarantee the full autonomy and independence of the Agency, it should be granted an autonomous budget principally funded from a contribution from the Union and from fees and charges paid by the users of the European aviation safety system. Any financial contribution received by the Agency from Member States, third countries, or other entities or persons should not compromise its independence and impartiality. The Union budgetary procedure should be applicable as far as the Union contribution and any other subsidies chargeable to the general budget of the

European Union are concerned, while the auditing of accounts should be carried out by the Court of Auditors. In order to enable the Agency to participate in all relevant future projects, it should be provided with the possibility to receive grants. ***The revenue of the Agency should include charges paid in accordance with Regulation (EU) No XXXX/XXXX on the implementation of the Single European Sky, so as to reflect the 'user pays' principle.***

European Union are concerned, while the auditing of accounts should be carried out by the Court of Auditors. In order to enable the Agency to participate in all relevant future projects, it should be provided with the possibility to receive grants.

Or. en

Justification

EASA should not be funded through charges levied for the implementation of Single European Sky. Pursuant to international law, route charges may only include costs related to air navigation services, and, in particular, navigation services specifically provided to the company actually paying a charge.

Amendment 334
Marian-Jean Marinescu

Proposal for a regulation
Recital 54 a (new)

Text proposed by the Commission

Amendment

(54a) It is absolutely necessary to ensure the timely availability even in real time of safety relevant information allowing its analysis and dissemination without unnecessary delay. For this purpose, the Agency should coordinate at Union level the gathering, exchange and analysis of information on matters falling within the scope of this Regulation including secured flight data and cockpit voice recordings downloaded to a ground database in real time. For that purpose, the Agency may enter into administrative arrangements with legal and natural persons subject to this Regulation, or associations of such persons, on

information gathering, exchange and analysis. The arrangements should provide, as far as possible, existing channels, avoiding additional burden.

Or. en

Amendment 335
Notis Marias

Proposal for a regulation
Recital 57

Text proposed by the Commission

Amendment

(57) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹⁵.

deleted

¹⁵ *Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).*

Or. el

Amendment 336
Lucy Anderson, Merja Kyllönen, Stelios Kouloglou

Proposal for a regulation
Recital 57

Text proposed by the Commission

Amendment

(57) In order to ensure uniform

(57) Before adopting a delegated act,

conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹⁵.

¹⁵ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

the Commission should consult the Agency, the experts from the voting States represented on the Management Board and the advisory body established under Article 85. It should take into account the opinion expressed by those consultative bodies and refrain from adopting a delegated act in cases where a majority of the experts and the Agency object.

¹⁵ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

Or. en

Amendment 337

Merja Kyllönen

Proposal for a regulation

Recital 59

Text proposed by the Commission

(59) In order to take into account technical, scientific, operational or safety needs, by amending or supplementing the provisions on airworthiness, environmental protection, air crew, air operations, aerodromes, ATM/ANS, air traffic controllers, third-country operators, unmanned aircraft, oversight and enforcement, flexibility provisions, fines and periodic penalty payments, and fees and charges, as well as requirements set out in annexes to this Regulation, the power to adopt acts in accordance with Article 290 of the TFEU should be delegated to the Commission. It is of particular importance that the Commission carries out appropriate consultations during

Amendment

(59) In order to take into account technical, scientific, operational or safety needs, by amending or supplementing the provisions on airworthiness, environmental protection, air crew, air operations, aerodromes, ATM/ANS, air traffic controllers, third-country operators, unmanned aircraft, oversight and enforcement, flexibility provisions, fines and periodic penalty payments, and fees and charges, as well as requirements set out in annexes to this Regulation, the power to adopt acts in accordance with Article 290 of the TFEU should be delegated to the Commission. It is of particular importance that the Commission carries out appropriate consultations during

its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council. ***The Commission shall also ensure a proportionate, tailored approach to different types of aircrafts and operations.***

Or. en

Amendment 338
Gabriele Preuß, Markus Pieper

Proposal for a regulation
Recital 59

Text proposed by the Commission

(59) In order to take into account technical, scientific, operational or safety needs, by amending or supplementing the provisions on airworthiness, environmental protection, air crew, air operations, aerodromes, ATM/ANS, air traffic controllers, third-country operators, unmanned aircraft, oversight and enforcement, flexibility provisions, fines and periodic penalty payments, and fees and charges, as well as requirements set out in annexes to this Regulation, the power to adopt acts in accordance with Article 290 of the TFEU should be delegated to the Commission. It is of particular importance that the Commission carries out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Amendment

(59) In order to take into account technical, scientific, operational or safety needs, by amending or supplementing the provisions on airworthiness, environmental protection, air crew, air operations, aerodromes, ATM/ANS, air traffic controllers, ***air traffic safety electronics personnel***, third-country operators, unmanned aircraft, oversight and enforcement, flexibility provisions, fines and periodic penalty payments, and fees and charges, as well as requirements set out in annexes to this Regulation, the power to adopt acts in accordance with Article 290 of the TFEU should be delegated to the Commission. It is of particular importance that the Commission carries out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

Amendment 339
Marian-Jean Marinescu

Proposal for a regulation
Recital 59 a (new)

Text proposed by the Commission

Amendment

(59a) Different airspace users shall be granted fair access to airspace. In the interest of safety of air navigation and to facilitate the right of access to airspace, each Member State should ensure the continuity of ATM/ANS provision in the airspace under its responsibility, while maintaining a high and uniform level of safety and minimize service disruptions to uninvolved third parties, also in the event of unforeseen circumstances. This should include the definition of a minimum level of service that aircraft operators can rely on.

Or. en

Amendment 340
Michael Gahler

Proposal for a regulation
Recital 61 a (new)

Text proposed by the Commission

Amendment

(61a) The changes brought about by this Regulation have an impact on the implementation of other Union legislation. Regulation (EC) No 552/2004 of the European Parliament and of the Council should therefore be repealed.

Or. de

Amendment 341
Notis Marias

Proposal for a regulation
Recital 64

Text proposed by the Commission

(64) Since the objectives of this Regulation, namely establishing and maintaining a high **uniform** level of civil aviation safety, while ensuring a high uniform level of environmental protection, cannot be sufficiently achieved by the Member States because of the largely transnational nature of aviation and its complexity, but can rather, by reason of the Union-wide scope of this Regulation, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the TEU. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives,

Amendment

(64) Since the objectives of this Regulation, namely establishing and maintaining a high level of civil aviation safety, while ensuring a high uniform level of environmental protection, cannot be sufficiently achieved by the Member States because of the largely transnational nature of aviation and its complexity, but can rather, by reason of the Union-wide scope of this Regulation, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the TEU. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve those objectives,

Or. el

Amendment 342
Gabriele Preuß, Ismail Ertug, Karoline Graswander-Hainz, Gesine Meissner

Proposal for a regulation
Recital 64 a (new)

Text proposed by the Commission

Amendment

(64a) Since there is a high amount of different commercial air transport activities, it has to be ensured that rules applying to this sector are further elaborated at a technical level; a detailed act should be valid for wide range of operations, each subject to rules that are according to the risk of particular operations or types of operations.

Or. en

Amendment 343

Lucy Anderson, Isabella De Monte, Christine Revault D'Allonnes Bonnefoy

Proposal for a regulation

Recital 64 a (new)

Text proposed by the Commission

Amendment

(64a) The Agency should be able to limit the use of indirect employment for safety and security reasons in line with principles set in Article 25(1)(g), 28(1)(g), 34(1)(k), 39(1)(h) or 44(1)(f)

Or. en

Justification

From ETF - EASA should get the competence to ban the worst forms of atypical employment and/or limit other forms having adverse effect on safety levels, such as zero-hours contracts, excessive outsourcing or bogus self-employment

Amendment 344

Daniela Aiuto

Proposal for a regulation

Article 1 – paragraph 1

Text proposed by the Commission

Amendment

1. The principal objective of this Regulation is to establish and maintain a high uniform level of civil aviation safety in the Union, while ensuring a high uniform level of environmental protection.

1. The principal objective of this Regulation is to establish and maintain a high uniform level of civil aviation safety in the Union, while ensuring a high uniform level of environmental protection **and that workers' social dimension is respected, through the adoption of minimum common safety and social standards.**

Or. it

Amendment 345
Claudia Schmidt

Proposal for a regulation
Article 1 – paragraph 1

Text proposed by the Commission

1. The principal objective of this Regulation is to establish and maintain a high uniform level of civil aviation safety in the Union, ***while ensuring a high uniform level of environmental protection.***

Amendment

1. The principal objective of this Regulation is to establish and maintain a high uniform level of civil aviation safety in the Union.

Or. de

Amendment 346
Michael Gahler

Proposal for a regulation
Article 1 – paragraph 1

Text proposed by the Commission

1. The principal objective of this Regulation is to establish and maintain a high uniform level of civil aviation safety in the Union, ***while ensuring a high uniform level of environmental protection.***

Amendment

1. The principal objective of this Regulation is to establish and maintain a high uniform level of civil aviation safety in the Union.

Or. de

Amendment 347
Karima Delli, Lucy Anderson

Proposal for a regulation
Article 1 – paragraph 1

Text proposed by the Commission

1. The principal objective of this Regulation is to establish ***and maintain a*** high uniform level of civil aviation safety

Amendment

1. The principal objective of this Regulation is to establish, ***maintain and enforce*** high uniform level of civil aviation

in the Union, while ensuring a high uniform level of environmental protection.

safety in the Union, while ensuring a high uniform level of environmental **and climate** protection.

Or. en

Amendment 348

Karima Delli

Proposal for a regulation

Article 1 – paragraph 1

Text proposed by the Commission

1. The principal objective of this Regulation is to establish and maintain a high uniform level of civil aviation safety in the Union, while ensuring a high uniform level of environmental protection.

Amendment

1. The principal objective of this Regulation is to establish and maintain a high uniform level of civil aviation safety in the Union, while ensuring a high uniform level of **climate and** environmental protection.

Or. en

Amendment 349

Marie-Christine Arnautu

Proposal for a regulation

Article 1 – paragraph 2 – point a

Text proposed by the Commission

(a) contributing to the wider Union aviation policy and to the improvement of the overall performance of the civil aviation sector;

Amendment

(a) contributing to the wider Union aviation policy, **with the agreement of the Member States**, and to the improvement of the overall performance of the civil aviation sector;

Or. fr

Amendment 350

Dennis de Jong

Proposal for a regulation
Article 1 – paragraph 2 – point b

Text proposed by the Commission

(b) facilitating, in the fields covered by this Regulation, the free movement of goods, persons, services and capital, providing a level playing field for all actors in the internal aviation market, and improving the competitiveness of the Union's aviation industry;

Amendment

(b) facilitating, in the fields covered by this Regulation, the free movement of goods, persons, services and capital, providing a level playing field for all actors in the internal aviation market, and improving the competitiveness of the Union's aviation industry, ***whilst safeguarding the highest level of aviation safety***;

Or. en

Amendment 351
Dieter-Lebrecht Koch

Proposal for a regulation
Article 1 – paragraph 2 – point c

Text proposed by the Commission

(c) promoting cost-efficiency and effectiveness in the regulatory and certification processes as well as an optimal use of resources at national and Union level;

Amendment

(c) promoting cost-efficiency, ***inter alia by avoiding duplication***, and effectiveness in the regulatory and certification processes as well as an optimal use of resources at national and Union level;

Or. de

Amendment 352
Karima Delli

Proposal for a regulation
Article 1 – paragraph 2 – point c

Text proposed by the Commission

(c) promoting cost-efficiency and effectiveness in the regulatory and certification processes as well as an

Amendment

(c) ***minimising social and environmental costs***, promoting cost-efficiency and effectiveness in the

optimal use of resources at national and Union level;

regulatory and certification processes as well as an optimal use of resources at national and Union level;

Or. en

Amendment 353
Dieter-Lebrecht Koch

Proposal for a regulation
Article 1 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(d) contributing, in the fields covered by this Regulation, to establishing and maintaining a high uniform level of civil aviation security;

(Does not affect the English version.)

Or. de

Justification

Applies only to the German version.

Amendment 354
Daniela Aiuto

Proposal for a regulation
Article 1 – paragraph 2 – point d a (new)

Text proposed by the Commission

Amendment

(da) promoting social sustainability, looking at the correlation between safety-related factors and socioeconomic ones;

Or. it

Amendment 355
Karima Delli, Lucy Anderson

Proposal for a regulation
Article 1 – paragraph 2 – point f

Text proposed by the Commission

(f) promoting, worldwide, the views of the Union regarding civil aviation standards and civil aviation rules by establishing appropriate cooperation with third countries and international organisations;

Amendment

(f) promoting, worldwide, the views of the Union regarding civil aviation ***practices***, standards and civil aviation rules by establishing appropriate cooperation with third countries and international organisations, ***with the purpose of improving safety, security, social and health standards, environmental and climate protection***;

Or. en

Amendment 356
Karima Delli, Lucy Anderson

Proposal for a regulation
Article 1 – paragraph 2 – point f a (new)

Text proposed by the Commission

Amendment

(fa) intensifying cooperation and coordination with Eurocontrol, mainly in the fields of safety, security, climate and environmental protection, with the aim of increasing sustainability, efficiency and saving money;

Or. en

Amendment 357
Karima Delli, Lucy Anderson

Proposal for a regulation
Article 1 – paragraph 2 – point g

Text proposed by the Commission

(g) promoting research and innovation, amongst others in regulatory and certification processes;

Amendment

(g) promoting research and innovation, amongst others in ***sustainability***, regulatory and certification processes;

Amendment 358

Marian-Jean Marinescu

Proposal for a regulation

Article 1 – paragraph 2 – point g

Text proposed by the Commission

(g) promoting research and innovation, amongst others in regulatory **and certification** processes;

Amendment

(g) promoting research and innovation, amongst others in regulatory, **certification and oversight** processes;

Or. en

Amendment 359

Karima Delli, Lucy Anderson

Proposal for a regulation

Article 1 – paragraph 2 – point h

Text proposed by the Commission

(h) promoting, in the fields covered by this Regulation, technical and operational interoperability.

Amendment

(h) promoting, in the fields covered by this Regulation, **administrative**, technical and operational interoperability.

Or. en

Amendment 360

Gabriele Preuß, Ismail Ertug, Karoline Graswander-Hainz, Miltiadis Kyrkos, Lucy Anderson, Isabella De Monte

Proposal for a regulation

Article 1 – paragraph 2 – point h – indent 1 (new)

Text proposed by the Commission

Amendment

- (i) **addressing interdependencies between aviation safety and socio-economic factors, as well as identifying measures to prevent socio-economic risks**

to aviation safety.

Or. en

Amendment 361

Georg Mayer, Harald Vilimsky

Proposal for a regulation

Article 1 – paragraph 2 – subparagraph 1 (new)

Text proposed by the Commission

Amendment

taking into account interactions between air safety and socio-economic factors, as well as increasing safety threats linked to complex new business models and the consequent use of atypical employment conditions in civil aviation;

Or. de

Amendment 362

Karima Delli

Proposal for a regulation

Article 1 – paragraph 2 – point h a (new)

Text proposed by the Commission

Amendment

(ha) promoting social sustainability and addressing interdependencies between aviation safety and socio-economic factors, including complex new business set-ups and atypical employment forms in aviation.

Or. en

Amendment 363

Lucy Anderson, Olga Sehnalová, Georges Bach, Miltiadis Kyrkos

Proposal for a regulation

Article 1 – paragraph 2 – point h a (new)

Text proposed by the Commission

Amendment

(ha) supporting passenger confidence in the safety, security and efficiency of civil aviation within a framework of effective passenger rights legislation.

Or. en

Amendment 364

Merja Kyllönen, Curzio Maltese, Kateřina Konečná, Stelios Kouloglou

Proposal for a regulation

Article 1 – paragraph 2 – point h a (new)

Text proposed by the Commission

Amendment

(ha) promoting social sustainability and addressing interdependencies between aviation safety and socio-economic factors

Or. en

Amendment 365

Michael Gahler

Proposal for a regulation

Article 1 – paragraph 2 – point h a (new)

Text proposed by the Commission

Amendment

(ha) contributing to a high uniform level of environmental protection;

Or. de

Amendment 366

Claudia Schmidt

Proposal for a regulation

Article 1 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. ensuring a high uniform level of environmental protection;

Or. de

Justification

Safety should remain the sole main objective of the Regulation. There already exist a number of international and European institutions and legal frameworks that focus on a high level of environmental protection.

However, as part of the EASA's further tasks, it is important that it be involved in efforts to protect the environment in order to ensure a high uniform level of environmental protection.

Amendment 367

Marian-Jean Marinescu

Proposal for a regulation

Article 1 – paragraph 3 – point b

Text proposed by the Commission

Amendment

(b) ensuring that the declarations and certificates issued in accordance with this Regulation and its delegated and implementing acts are valid throughout the Union, without any additional requirements;

(b) ensuring that the declarations and certificates issued in accordance with this Regulation and its delegated and implementing acts are valid, ***recognised and applied*** throughout the Union, without any additional requirements;

Or. en

Amendment 368

Karima Delli, Lucy Anderson

Proposal for a regulation

Article 1 – paragraph 3 – point b

Text proposed by the Commission

Amendment

(b) ensuring that the declarations and certificates issued in accordance with this Regulation and its delegated and implementing acts are valid throughout the

(b) ensuring that the declarations, ***licenses*** and certificates issued in accordance with this Regulation and its delegated and implementing acts are valid

Union, without any additional requirements;

throughout the Union, without any additional requirements;

Or. en

Amendment 369
Dieter-Lebrecht Koch

Proposal for a regulation
Article 1 – paragraph 3 – point c

Text proposed by the Commission

(c) the development, with the involvement of standardisation and other industry bodies, of detailed technical standards to *be used* as *means of* compliance with this Regulation and the delegated and implementing acts adopted on the basis thereof, *where appropriate*;

Amendment

(c) the development, with the involvement of standardisation and other industry bodies, of detailed technical standards to *serve* as *verification procedures for* compliance with this Regulation and the delegated and implementing acts adopted on the basis thereof;

Or. de

Amendment 370
Karima Delli

Proposal for a regulation
Article 1 – paragraph 3 – point d

Text proposed by the Commission

(d) the establishment of an independent European Union Aviation *Safety* Agency (the 'Agency');

Amendment

(d) the establishment of an independent European Union Aviation Agency (the 'Agency');

Or. en

Amendment 371
Merja Kyllönen, Curzio Maltese, Kateřina Konečná, Stelios Kouloglou

Proposal for a regulation
Article 1 – paragraph 3 – point g a (new)

Text proposed by the Commission

Amendment

(ga) identifying measures to mitigate, where is the case, socio-economic risks to aviation safety

Or. en

Amendment 372

Marian-Jean Marinescu

Proposal for a regulation

Article 1 – paragraph 3 – point g a (new)

Text proposed by the Commission

Amendment

(ga) identifying measures to mitigate, where is the case, socio-economic risks to aviation safety

Or. en

Amendment 373

Dominique Riquet

Proposal for a regulation

Article 2 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) the design and production of aircraft by a natural or legal person under the oversight of the Agency or a Member State;

(a) the design and production of ***all or parts of*** aircraft by a natural or legal person under the oversight of the Agency or a Member State;

Or. fr

Amendment 374

Marian-Jean Marinescu

Proposal for a regulation

Article 2 – paragraph 1 – point a

Text proposed by the Commission

Amendment

(a) the design and production of aircraft ***by a natural or legal person under the oversight of the Agency or a Member State;***

(a) the design and production of aircraft, ***as well as associated products, parts and non-installed equipment, by:***

Or. en

Amendment 375

Marian-Jean Marinescu

Proposal for a regulation

Article 2 – paragraph 1 – point a – point i (new)

Text proposed by the Commission

Amendment

(i) ***a natural or legal person under the oversight of the Agency or a Member State;***

Or. en

Amendment 376

Marian-Jean Marinescu

Proposal for a regulation

Article 2 – paragraph 1 – point a – point ii (new)

Text proposed by the Commission

Amendment

(ii) ***a third country natural or legal person, intended to be registered or operated, and respectively used, in the territory to which the Treaties apply;***

Or. en

Amendment 377

Marian-Jean Marinescu

Proposal for a regulation

Article 2 – paragraph 1 – point b – point i

Text proposed by the Commission

(i) registered in a Member State, unless and to the extent that the Member State has transferred its responsibilities pursuant to the Chicago Convention to a third country and the aircraft is operated by a third country operator;

Amendment

(i) ***registered or intended to be*** registered in a Member State, unless and to the extent that the Member State has transferred its responsibilities pursuant to the Chicago Convention to a third country and the aircraft is operated by a third country operator;

Or. en

Amendment 378

Marian-Jean Marinescu

Proposal for a regulation

Article 2 – paragraph 1 – point b – point ii

Text proposed by the Commission

(ii) registered in a third country and operated by an operator established, residing or with a principal place of business in the territory to which the Treaties apply;

Amendment

(ii) ***registered or intended to be*** registered in a third country and operated by an operator established, residing or with a principal place of business in the territory to which the Treaties apply;

Or. en

Amendment 379

Markus Pieper, Herbert Reul, Michael Gahler

Proposal for a regulation

Article 2 – paragraph 1 – point d

Text proposed by the Commission

(d) the ***design, production, maintenance and operation of aerodrome equipment*** used or intended for use at the aerodromes referred to in ***point (e) and the provision of ground handling services and apron management services at those***

Amendment

(d) the ***provision of apron management services*** used or intended for use at the aerodromes referred to in (e) ;

aerodromes;

Or. de

Amendment 380

Claudia Schmidt

Proposal for a regulation

Article 2 – paragraph 1 – point d

Text proposed by the Commission

(d) the *design, production, maintenance and operation of aerodrome equipment used or intended for use at the* aerodromes referred to in point (e) *and the provision of ground handling services and apron management services at those aerodromes;*

Amendment

(d) the *provision of ground handling services and apron management services at those* aerodromes referred to in point (e);

Or. en

Justification

Provisions for aerodrome equipment have been included in the Regulation since it entered into force in 2008 and the Agency has not proposed implementing rules, indicating that this is not a prioritised issue involving significant safety risks. An airport operator's Safety Management System (SMS) provides adequate means of managing any related risks and a framework for mitigating action where necessary. Considering additionally that a large part of equipment at aerodromes is already certified under different certification schemes, another costly certification requirement would be disproportionate and inconsistent with performance-based regulation.

Amendment 381

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a regulation

Article 2 – paragraph 1 – point e – introductory part

Text proposed by the Commission

(e) the design, maintenance and operation of aerodromes located in the territory to which the Treaties apply, which

Amendment

(e) the design, maintenance and operation of aerodromes located in the territory to which the Treaties apply,

are:

which:

Or. en

Amendment 382

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a regulation

Article 2 – paragraph 1 – point e – point i

Text proposed by the Commission

Amendment

(i) open to public use;

(i) **are** open to public use;

Or. en

Amendment 383

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a regulation

Article 2 – paragraph 1 – point e – point iii

Text proposed by the Commission

Amendment

(iii) *serve operations using instrument approach or departure procedures; and*

deleted

Or. en

Amendment 384

Jacqueline Foster

Proposal for a regulation

Article 2 – paragraph 1 – point e – point iii

Text proposed by the Commission

Amendment

(iii) *serve operations using instrument approach or departure procedures; and*

deleted

Or. en

Justification

The requirement as drafted brings any aerodrome that introduces any instrument procedures into scope. This could have an adverse effect on small general aviation aerodromes which can implement instrument procedures without having an instrument runway. Bringing such aerodromes within scope of the requirements could deter them from adopting instrument procedures.

Amendment 385 **Jacqueline Foster**

Proposal for a regulation **Article 2 – paragraph 1 – point e – point iv**

Text proposed by the Commission

(iv) have a paved runway of 800 metres or more, or exclusively serve helicopters;

Amendment

(iv) have a paved ***instrument*** runway of 800 metres or more, or exclusively serve helicopters;

Or. en

Justification

The requirement as drafted brings any aerodrome that introduces any instrument procedures into scope. This could have an adverse effect on small general aviation aerodromes which can implement instrument procedures without having an instrument runway. Bringing such aerodromes within scope of the requirements could deter them from adopting instrument procedures.

Amendment 386 **Tomasz Piotr Poręba, Kosma Złotowski**

Proposal for a regulation **Article 2 – paragraph 1 – point e – point iv**

Text proposed by the Commission

(iv) have a paved runway of 800 metres or more, ***or exclusively serve helicopters;***

Amendment

(iv) have a paved, ***instrument*** runway of 800 metres or more

Or. en

Amendment 387

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson

Proposal for a regulation

Article 2 – paragraph 3 – point a

Text proposed by the Commission

(a) **state aircraft**, and their **products**, parts and non-installed equipment, and the personnel and organisations involved in the activities and services performed by **state** aircraft;

Amendment

(a) **aircraft** and their **engines**, **propellers**, parts and non-installed equipment, **when carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services under the control and responsibility of a Member State, undertaken in the public interest by a body vested with public authority powers**, and the personnel and organisations involved in the activities and services performed by **these** aircraft;

Or. fr

Amendment 388

Marian-Jean Marinescu

Proposal for a regulation

Article 2 – paragraph 3 – point d – paragraph 1

Text proposed by the Commission

the design, production, maintenance and operation of aircraft the operation of which involves low risk for aviation safety, as listed in Annex I, and to the personnel and organisations involved therein.

Amendment

the design, production, maintenance and operation of aircraft the operation of which involves low risk for aviation safety, as listed in Annex I, and to the personnel and organisations involved therein. **However, Member States shall recognize without further requirements or evaluations national certificates issued to these aircraft and their pilots when these aircraft and pilots are involved in cross border flights for the purpose of maintenance, repair, tests, modifications or participation in aerial sports and displays, for a maximum period of 60 days during a calendar year.**

Amendment 389

Gabriele Preuß, Ismail Ertug, Gesine Meissner

Proposal for a regulation

Article 2 – paragraph 3 – point d – paragraph 1

Text proposed by the Commission

the design, production, maintenance and operation of aircraft the operation of which involves low risk for aviation safety, **as listed in Annex I**, and to the personnel and organisations involved therein.

Amendment

the design, production, maintenance and operation of ***the aircraft listed in Annex I***, aircraft the operation of which involves low risk for aviation safety, and to the personnel and organisations involved therein, ***unless the aircraft has been issued, or deemed to have been issued, with a certificate in accordance with Regulation (EC) No 216/2008.***

Or. en

Amendment 390

Karima Delli

Proposal for a regulation

Article 2 – paragraph 3 – point d – paragraph 1

Text proposed by the Commission

the design, production, maintenance and operation of aircraft the operation of which involves low risk for aviation safety, as listed in Annex I, and to the personnel and organisations involved therein.

Amendment

the design, production, maintenance and operation of aircraft the operation of which involves low risk for aviation safety ***as well as reduction of noise, GHG emissions and air pollution***, as listed in Annex I, and to the personnel and organisations involved therein.

Or. en

Amendment 391

Gabriele Preuß, Gesine Meissner

Proposal for a regulation

Article 2 – paragraph 3 – point d – paragraph 3 – point ii

Text proposed by the Commission

(ii) the weight, speed, and hot air volume limits referred to in points (e), (f), (g), (h), (i) and (j) of that Annex.

Amendment

(ii) the weight, speed, and hot air volume limits referred to in points (e), (f), (g), (h), (i) and (j) of that Annex; **and**

Or. en

Amendment 392

Gabriele Preuß, Gesine Meissner

Proposal for a regulation

Article 2 – paragraph 3 – point d – paragraph 3 – point ii – indent 1 (new)

Text proposed by the Commission

Amendment

- ***the criteria set out in points (b) and (c) of that Annex.***

Or. en

Amendment 393

Marian-Jean Marinescu

Proposal for a regulation

Article 2 – paragraph 3 – point d – paragraph 3 – point ii a (new)

Text proposed by the Commission

Amendment

(***ii***a) ***the criteria set out in points (b) and (c) of that Annex.***

Or. en

Amendment 394

Marian-Jean Marinescu

Proposal for a regulation

Article 2 – paragraph 5

Text proposed by the Commission

5. Without prejudice to Article 8 of Regulation (EU) No XXX/XXXX on the implementation of the Single European Sky (recast), Member States shall ensure that the military facilities referred to in paragraph 3(b) of this Article that are open to general air traffic and the ATM/ANS referred to in paragraph 3(c) of this Article that are provided or made available by the military to general air traffic offer a level of safety that is equivalent to that resulting from the application of the essential requirements set out in Annexes VII and VIII of this Regulation.

Amendment

5. Without prejudice to Article 8 of Regulation (EU) No XXX/XXXX on the implementation of the Single European Sky (recast), Member States shall ensure that the military facilities referred to in paragraph 3(b) of this Article that are open to general air traffic and the ATM/ANS referred to in paragraph 3(c) of this Article that are provided or made available by the military to general air traffic offer a level of safety **and interoperability with civilian systems**, that is equivalent to that resulting from the application of the essential requirements set out in Annexes VII and VIII of this Regulation.

Or. en

Amendment 395
Jacqueline Foster

Proposal for a regulation
Article 2 – paragraph 5

Text proposed by the Commission

5. Without prejudice to Article 8 of Regulation (EU) No XXX/XXXX on the implementation of the Single European Sky (recast), Member States shall ensure that the military facilities referred to in paragraph 3(b) of this Article that are open to **general air traffic** and the ATM/ANS referred to in paragraph 3(c) of this Article that are provided or made available by the military to **general air traffic** offer a level of safety that is equivalent to that resulting from the application of the essential requirements set out in Annexes VII and VIII of this Regulation.

Amendment

5. Without prejudice to Article 8 of Regulation (EU) No XXX/XXXX on the implementation of the Single European Sky (recast), Member States shall, **so far as practicable**, ensure that the military facilities referred to in paragraph 3(b) of this Article that are open to **public use** and the ATM/ANS referred to in paragraph 3(c) of this Article that are provided or made available by the military to **the public** offer a level of safety that is equivalent to that resulting from the application of the essential requirements set out in Annexes VII and VIII of this Regulation.

Or. en

Justification

The amendment to the Regulation should not impose any additional obligations in respect of civil aviation. Military aircraft can fly as general air traffic and it should therefore be clarified that the Article refers to civilian general air traffic. Furthermore, as military and civil facilities and services are operated under different requirements, it can be difficult to ensure an exact equivalent level of safety. Member States should therefore be required to ensure an equivalent level of safety to the extent that this is practicable.

Amendment 396

Marian-Jean Marinescu

Proposal for a regulation

Article 3 – paragraph 1 – point 5 a (new)

Text proposed by the Commission

Amendment

(5a) "ATM/ANS systems and constituents upon which safety or interoperability" means any of the ATM/ANS systems and constituents which are necessary for the safety of the provision of air traffic and air navigation services.

Or. en

Amendment 397

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a regulation

Article 3 – paragraph 1 – point 6

Text proposed by the Commission

Amendment

(6) 'certification' means any form of recognition in accordance with this Regulation, based on an appropriate assessment, that an organisation or person, product, part, non-installed equipment, aerodrome, **aerodrome equipment**, ATM/ANS system, ATM/ANS constituent or flight simulation training device complies with the applicable requirements of this Regulation and of the delegated and

(6) 'certification' means any form of recognition in accordance with this Regulation, based on an appropriate assessment, that an organisation or person, product, part, non-installed equipment, aerodrome, ATM/ANS system, ATM/ANS constituent or flight simulation training device complies with the applicable requirements of this Regulation and of the delegated and implementing acts adopted

implementing acts adopted on the basis thereof, through the issuance of a certificate attesting such compliance;

on the basis thereof, through the issuance of a certificate attesting such compliance;

Or. en

Amendment 398

Marian-Jean Marinescu

Proposal for a regulation

Article 3 – paragraph 1 – point 13

Text proposed by the Commission

(13) ‘aerodrome equipment’ means any equipment, apparatus, appurtenance, software or accessory that is used or intended to be used to contribute to the operation of aircraft at an aerodrome;

Amendment

(13) '**safety related** aerodrome equipment' means any equipment, apparatus, appurtenance, software or accessory that is used or intended to be used to contribute to the **safe** operation of aircraft at an aerodrome;

Or. en

Amendment 399

Marian-Jean Marinescu

Proposal for a regulation

Article 3 – paragraph 1 – point 13 a (new)

Text proposed by the Commission

Amendment

(13a) "safety critical aerodrome equipment" means any equipment, apparatus, appurtenance, software or accessory whose failure or malfunction could endanger safety or aircraft operation at an aerodrome.

Or. en

Amendment 400

Markus Pieper, Herbert Reul, Michael Gahler

Proposal for a regulation
Article 3 – paragraph 1 – point 22

Text proposed by the Commission

Amendment

(22) *‘ground handling service’ means any service provided at aerodromes comprising safety related activities in the areas of ground administration and supervision, passenger handling, baggage handling, freight and mail handling, ramp handling, aircraft services, fuel and oil handling, aircraft maintenance, flight operations and crew administration, surface transport and catering;* *deleted*

Or. de

Amendment 401
Bogusław Liberadzki

Proposal for a regulation
Article 3 – paragraph 1 – point 22

Text proposed by the Commission

Amendment

(22) *‘ground handling service’ means any service provided at aerodromes comprising safety related activities in the areas of ground administration and supervision, passenger handling, baggage handling, freight and mail handling, ramp handling, aircraft services, fuel and oil handling, aircraft maintenance, flight operations and crew administration, surface transport and catering;* *deleted*

Or. en

Amendment 402
Gabriele Preuß, Ismail Ertug, Knut Fleckenstein

Proposal for a regulation
Article 3 – paragraph 1 – point 22

Text proposed by the Commission

(22) ‘ground handling service’ means any service provided at aerodromes ***comprising safety related activities*** in the areas of ground administration and supervision, passenger handling, baggage handling, freight and mail handling, ramp handling, aircraft services, fuel and oil handling, aircraft maintenance, flight operations and crew administration, surface transport and catering;

Amendment

(22) ‘ground handling service’ means any ***safety-related*** service provided at aerodromes in the areas of ground administration and supervision, passenger handling, baggage handling, freight and mail handling, ramp handling, aircraft services, fuel and oil handling, aircraft maintenance, flight operations and crew administration, surface transport and catering;

Or. en

Amendment 403
Claudia Schmidt

Proposal for a regulation
Article 3 – paragraph 1 – point 23

Text proposed by the Commission

(23) ‘commercial air transport’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration between two different aerodromes;

Amendment

(23) ‘commercial air transport’ (***CAT***) means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration between two different aerodromes; ***whereas CAT A means transportation in regular scheduled services and/or mass transport CAT N means transportation in non-regular, non-scheduled, non-mass transport;***

Or. en

Amendment 404
Markus Pieper, Herbert Reul, Michael Gahler, Gesine Meissner

Proposal for a regulation
Article 3 – paragraph 1 – point 23

Text proposed by the Commission

(23) ‘commercial air transport’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration between two different aerodromes;

Amendment

(23) ‘commercial air transport’ (**CAT**) means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration between two different aerodromes; **whereas CAT A means transportation in regular scheduled services and/or Mass transport CAT N means transportation in non-regular, non-scheduled, non-mass transport:**
(SME)

Or. en

Amendment 405
Inés Ayala Sender

Proposal for a regulation
Article 3 – paragraph 1 – point 23

Text proposed by the Commission

(23) ‘commercial air transport’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration between two different aerodromes;

Amendment

(23) ‘commercial air transport’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration, **including any flight publicly advertised**, between two different aerodromes;

Or. en

Justification

Principles for measures under this Regulation. This amendment seeks to clarify the definition of a commercial air transport following ICAO annex VI and the FAA interpretation to avoid that shared private flights might be excluded from the obligations of this regulation

Amendment 406
Gabriele Preuß, Karoline Graswander-Hainz, Gesine Meissner, Lucy Anderson, Isabella De Monte

Proposal for a regulation
Article 3 – paragraph 1 – point 23

Text proposed by the Commission

(23) ‘commercial air transport’ means an aircraft operation *to transport passengers, cargo or mail for remuneration or other valuable consideration between two different aerodromes*;

Amendment

(23) ‘commercial air transport’ means an aircraft operation *open to the public, where remuneration or other valuable consideration is given or promised for the transport of passengers, cargo or mail*;

Or. en

Amendment 407
Deirdre Clune

Proposal for a regulation
Article 3 – paragraph 1 – point 23

Text proposed by the Commission

(23) ‘commercial air transport’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration *between two different aerodromes*;

Amendment

(23) ‘commercial air transport’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;

Or. en

Amendment 408
Jacqueline Foster

Proposal for a regulation
Article 3 – paragraph 1 – point 23

Text proposed by the Commission

(23) ‘commercial air transport’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration *between two different aerodromes*;

Amendment

(23) ‘commercial air transport’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;

Or. en

Justification

The current text excludes commercial helicopter operations which use ad hoc landing sites. There are also some A to A flights carried out by AOC holders that are currently treated as commercial air transport (CAT). Examples include experience flights for nervous passengers and trips to see the northern lights. There is no clear justification for excluding such flights from the scope of CAT and consequently the CAT requirements.

Amendment 409 **Wim van de Camp**

Proposal for a regulation **Article 3 – paragraph 1 – point 23**

Text proposed by the Commission

(23) ‘commercial air transport’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration *between two different aerodromes*;

Amendment

(23) ‘commercial air transport’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;

Or. en

Amendment 410 **Matthijs van Miltenburg, Pavel Telička, Dominique Riquet**

Proposal for a regulation **Article 3 – paragraph 1 – point 23**

Text proposed by the Commission

(23) ‘commercial air transport’ means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration *between two different aerodromes*;

Amendment

(23) ‘commercial air transport’ means an aircraft operation to transport passengers, cargo or mail, for remuneration or other valuable consideration;

Or. en

Amendment 411 **Karima Delli**

Proposal for a regulation
Article 3 – paragraph 1 – point 26 a (new)

Text proposed by the Commission

Amendment

(26a) 'climate protection and environmental target' means decided, planned or intended objectives for complying with the climate and environmental, such as noise and air pollution reduction, performance indicators over a given period of time;

Or. en

Amendment 412
Jacqueline Foster

Proposal for a regulation
Article 3 – paragraph 1 – point 28

Text proposed by the Commission

Amendment

(28) 'non-installed equipment' means any equipment carried on board *of* an aircraft **but not installed in the aircraft and which may have an impact on safety;**

(28) 'non-installed equipment' means any **instrument**, equipment, **mechanism, apparatus, appurtenance, software or accessory** carried on board an aircraft **by the operator, which is not a part, and is used or intended to be used in operating or controlling an aircraft, supports the occupants' survivability, or could impact the safe operation of the aircraft;**

Or. en

Justification

The meaning of equipment is broad enough to capture any kind of instrument, mechanism etc. that might be used in respect of the operation of an aircraft. Moreover, Annex IX identifies equipment to remotely control unmanned aircraft as non-installed equipment. Therefore, the definition cannot be restricted to equipment which is carried on board aircraft,

Amendment 413
Gabriele Preuß, Ismail Ertug, Janusz Zemke, Dieter-Lebrecht Koch, Karoline

Proposal for a regulation

Article 3 – paragraph 1 – point 29

Text proposed by the Commission

(29) ‘unmanned aircraft’ means any aircraft operated or designed to be operated without a pilot on board;

Amendment

(29) ‘unmanned aircraft’ means any aircraft operated or designed to be operated without a pilot on board, ***other than those used in model flying.***

Or. en

Amendment 414

Marian-Jean Marinescu

Proposal for a regulation

Article 3 – paragraph 1 – point 29 a (new)

Text proposed by the Commission

Amendment

(29a) ‘remote pilot’ means a person operating an unmanned aircraft or surveying the operation of an automated unmanned aircraft;

Or. en

Amendment 415

Christine Revault D'Allonnes Bonnefoy

Proposal for a regulation

Article 3 – paragraph 1 – point 32

Text proposed by the Commission

Amendment

(32) ‘state aircraft’ means aircraft when carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services under the control and responsibility of a Member State, undertaken in the public interest by a body vested with public authority powers;

deleted

Amendment 416
Jacqueline Foster

Proposal for a regulation
Article 3 – paragraph 1 – point 32

Text proposed by the Commission

(32) ‘state aircraft’ means aircraft when carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services under the control and responsibility of a Member State, undertaken in the public interest by a body vested with public authority powers;

Amendment

(32) ‘state aircraft’ means aircraft when carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services under the control and responsibility of a Member State, undertaken in the public interest by, ***or on behalf of***, a body vested with public authority powers;

Or. en

Justification

In some Member States, a number of state activities are contracted out to private companies rather than being undertaken by the public authority itself. This amendment would ensure this could continue.

Amendment 417
Dieter-Lebrecht Koch

Proposal for a regulation
Article 3 – paragraph 1 – point 32

Text proposed by the Commission

(32) ‘state aircraft’ means aircraft when carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services under the control and responsibility of a Member State, undertaken in the public interest by a body vested with public authority powers;

Amendment

(32) ‘state aircraft’ means aircraft when carrying out military, customs, police, search and rescue, firefighting, coastguard or similar activities or services under the control and responsibility of a Member State, undertaken in the public interest by ***or on behalf of*** a body vested with public authority powers;

Amendment 418

Gabriele Preuß, Janusz Zemke, Dieter-Lebrecht Koch, Karoline Graswander-Hainz, Gesine Meissner, Miltiadis Kyrkos, Isabella De Monte

Proposal for a regulation

Article 3 – paragraph 1 – point 34 – indent 1 (new)

Text proposed by the Commission

Amendment

- *'model flying' means a sports and recreational activity undertaken by members of a model flying organisation recognised by the national competent authority and taking place within unaided line of sight conditions for the purpose of control and safe separation from other traffic.*

Or. en

Amendment 419

Dominique Riquet

Proposal for a regulation

Article 3 – paragraph 1 – point 34 a (new)

Text proposed by the Commission

Amendment

(34a) 'European unmanned aircraft register' means an online platform established and managed by EASA, which lists the numbers given to owners of unmanned aircraft operated in the European Union;

Or. fr

Amendment 420

Marian-Jean Marinescu

Proposal for a regulation
Article 4 – paragraph 1 – point a

Text proposed by the Commission

(a) reflect the state of the art and best practices in the field of aviation, and take into account worldwide aviation experience and scientific and technical progress in the respective fields;

Amendment

(a) reflect the state of the art and best practices in the field of aviation, and take into account worldwide aviation experience and scientific and technical progress in the respective fields; ***in this respect the Agency shall modify the previous acts to be in line with the updated conditions;***

Or. en

Amendment 421
Marian-Jean Marinescu

Proposal for a regulation
Article 4 – paragraph 1 – point a a (new)

Text proposed by the Commission

Amendment

(aa) take in account the different types of aircraft and operations;

Or. en

Amendment 422
Daniela Aiuto

Proposal for a regulation
Article 4 – paragraph 1 – point d

Text proposed by the Commission

Amendment

(d) take into account interdependencies between the different domains of aviation safety, and between aviation safety and other technical domains of aviation regulation;

(d) take into account interdependencies between the different domains of aviation safety, and between aviation safety and other technical domains of aviation regulation, ***without prejudice to the different regulatory and operational roles;***

Or. it

Amendment 423
Marian-Jean Marinescu

Proposal for a regulation
Article 4 – paragraph 1 – point d

Text proposed by the Commission

(d) take into account interdependencies between the different domains of aviation safety, and between aviation safety and other technical domains of aviation regulation;

Amendment

(d) take into account interdependencies between the different domains of aviation safety, and between aviation safety, **cyber security** and other technical domains of aviation regulation;

Or. en

Amendment 424
Georg Mayer, Harald Vilimsky

Proposal for a regulation
Article 4 – paragraph 1 – point e

Text proposed by the Commission

(e) *lay down, where possible, requirements in a manner which focuses on objectives to be achieved, while allowing different means of achieving compliance with these objectives;*

Amendment

deleted

Or. de

Amendment 425
Karima Delli, Lucy Anderson

Proposal for a regulation
Article 4 – paragraph 1 – point e

Text proposed by the Commission

(e) *lay down, where possible, requirements in a manner which focuses on objectives to be achieved, while*

Amendment

deleted

allowing different means of achieving compliance with these objectives;

Or. en

Amendment 426

Gabriele Preuß, Ismail Ertug

Proposal for a regulation

Article 4 – paragraph 1 – point e

Text proposed by the Commission

(e) lay down, where possible, requirements in a manner which focuses on objectives to be achieved, while ***allowing*** different means of achieving compliance with these objectives;

Amendment

(e) lay down, where possible ***and appropriate***, requirements in a manner which focuses on objectives to be achieved, while ***laying down conditions for organisations to allow them making use of defined*** different means of achieving compliance with these objectives. ***In preparing and enacting such measures, the Member States, the Commission and the Agency shall:***

(a) assess the system maturity at European, national and organisation level, prior to implementing a performance-based scheme;

(b) ensure that the safety culture of the organisations concerned is assessed by an independent external body, including the organisation's adherence to Just Culture principles and the full involvement of front-end safety professionals;

(c) ensure that the organisations concerned allocate adequate resources in terms of safety management and reporting systems;

(d) ensure that the competent authority concerned allocates adequate resources to guarantee effective performance-based oversight;

(e) ensure that a compliance-based prescriptive scheme is in place at all times in order to set a floor of sufficient, clear

and strict standards for all organisations;
(f) ensure that an effective mechanism is in place to remedy failures that may occur within the performance-based regulation and oversight system.

Or. en

Amendment 427

Merja Kyllönen, Curzio Maltese, Kateřina Konečná, Stelios Kouloglou

Proposal for a regulation

Article 4 – paragraph 1 – point e

Text proposed by the Commission

(e) lay down, where possible, requirements in a manner which focuses on objectives to be achieved, while ***allowing*** different means of achieving compliance with these objectives;

Amendment

(e) lay down, where possible ***and appropriate***, requirements in a manner which focuses on objectives to be achieved, while ***laying down conditions for organizations to allow them making use of defined*** different means of achieving compliance with these objectives; ***In preparing and enacting such measures, the Member States, the Commission and the Agency shall:***

- assess the system maturity at European, national and organisation level, prior to implementing a performance-based scheme;***
- ensure that the safety culture of the organisations concerned is assessed, including the organisation's adherence to Just Culture principles and the full involvement of front-end safety professionals;***
- ensure that the organisations concerned allocate adequate resources in terms of safety management and reporting systems and that the competent authority concerned allocates adequate resources to guarantee effective performance-based oversight;***

Or. en

Amendment 428
Jacqueline Foster

Proposal for a regulation
Article 4 – paragraph 1 – point e

Text proposed by the Commission

(e) lay down, where possible, requirements in a manner which focuses on objectives to be achieved, while allowing different means of achieving compliance with *these* objectives;

Amendment

(e) lay down, where possible, requirements in a manner which ***are performance based and*** focuses on objectives to be achieved, while allowing different means of achieving compliance with ***those performance based*** objectives;

Or. en

Justification

All regulatory interventions should be evidence and risk-based, proportionate to the risk and allow for different means of compliance whilst being clear about the objectives to be achieved.

Amendment 429
Jacqueline Foster

Proposal for a regulation
Article 4 – paragraph 1 – point f a (new)

Text proposed by the Commission

Amendment

(fa) ensure separation between regulatory tasks and service provision activities

Or. en

Justification

This founding principle of the clear separation between regulation and service provision should be integrated into the recast of the EASA Regulation.

Amendment 430
Lucy Anderson, Jens Nilsson

Proposal for a regulation
Article 4 – paragraph 1 – point g

Text proposed by the Commission

Amendment

(g) *take non-binding measures, including safety promotion actions, where possible;*

deleted

Or. en

Amendment 431
Daniela Aiuto

Proposal for a regulation
Article 4 – paragraph 1 – point g

Text proposed by the Commission

Amendment

(g) *take non-binding measures, including safety promotion actions, where possible;*

(g) *take measures to promote and improve safety standards;*

Or. it

Amendment 432
Gabriele Preuß, Ismail Ertug, Jens Nilsson, Karoline Graswander-Hainz, Miltiadis Kyrkos, Lucy Anderson, Christine Revault D'Allonnes Bonnefoy, Isabella De Monte

Proposal for a regulation
Article 4 – paragraph 1 – point h – indent 1 (new)

Text proposed by the Commission

Amendment

- *take into account interdependencies between aviation safety and socio-economic factors;*

Or. en

Amendment 433

Merja Kyllönen, Curzio Maltese, Kateřina Konečná, Stelios Kouloglou

Proposal for a regulation

Article 4 – paragraph 1 – point h a (new)

Text proposed by the Commission

Amendment

*(ha) take into account
interdependencies between aviation safety
and socio-economic factors in aviation;
(To be a new point e;)*

Or. en

Amendment 434

Inés Ayala Sender

Proposal for a regulation

Article 4 – paragraph 2 – point a

Text proposed by the Commission

Amendment

*(a) whether persons other than flight
crew are carried on board, and in
particular whether the operation is open to
members of the public;*

*(a) whether the operation is open to
members of the public;*

Or. en

Justification

*This amendment aims to include Cargo operations that with the original proposal could
become subject to lighter safety legislation than passenger operations*

Amendment 435

Marian-Jean Marinescu

Proposal for a regulation

Article 4 – paragraph 2 – point c

Text proposed by the Commission

Amendment

*(c) the complexity **and performance** of*

*(c) the complexity, **performance and***

the aircraft involved;

specific needs of the aircraft involved;

Or. en

Amendment 436

Matthijs van Miltenburg, Pavel Telička, Dominique Riquet

Proposal for a regulation

Article 4 – paragraph 2 – point c

Text proposed by the Commission

Amendment

(c) the complexity and performance of the aircraft involved;

(c) ***the type***, the complexity and performance of the aircraft involved;

Or. en

Amendment 437

Merja Kyllönen

Proposal for a regulation

Article 4 – paragraph 2 – point c

Text proposed by the Commission

Amendment

(c) the complexity and performance of the aircraft involved;

(c) the ***type***, complexity and performance of the aircraft involved;

Or. en

Amendment 438

Marian-Jean Marinescu

Proposal for a regulation

Article 4 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(d) the purpose of the flight and type of airspace used;

(d) the purpose of the flight, ***the type of aircraft*** and type of airspace used;

Or. en

Amendment 439

Markus Pieper, Dieter-Lebrecht Koch, Herbert Reul, Michael Gahler, Gesine Meissner

Proposal for a regulation

Article 4 – paragraph 2 – point e a (new)

Text proposed by the Commission

Amendment

(ea) ensuring the distinction between regulatory tasks and service activities;

Or. de

Amendment 440

Inés Ayala Sender

Proposal for a regulation

Article 4 – paragraph 2 – point f

Text proposed by the Commission

Amendment

(f) the extent to which the persons affected by the risks involved in the operation are able to assess and exercise control over those risks; **deleted**

Or. en

Justification

The original wording could imply that passenger operations – which carry numerous persons affected by the risk but not controlling them – would need stricter rules than cargo operations. The amendment seek to have the same level of safety for cargo and passenger operations.

Amendment 441

Daniela Aiuto

Proposal for a regulation

Article 5 – paragraph 1

Text proposed by the Commission

1. The Commission shall, after consulting the Agency, adopt, publish and update as required a document describing the functioning of the European aviation safety system, containing the rules, activities and processes which are used to manage the safety of civil aviation in the Union in accordance with this Regulation (the 'European Aviation Safety Programme').

Amendment

1. The Commission shall, after consulting the Agency ***and other stakeholders (unions)***, adopt, publish and update as required a document describing the functioning of the European aviation safety system, containing the rules, activities and processes which are used to manage the safety of civil aviation in the Union in accordance with this Regulation (the 'European Aviation Safety Programme').

Or. it

Amendment 442

Daniela Aiuto

Proposal for a regulation

Article 5 – paragraph 2 – point c a (new)

Text proposed by the Commission

Amendment

(ca) protection of health and social standards for aviation safety at European level;

Or. it

Amendment 443

Maria Grapini

Proposal for a regulation

Article 5 – paragraph 2 – point d – paragraph 2

Text proposed by the Commission

Amendment

The European Aviation Safety Programme shall also describe the process for the development, adoption, update and implementation of the European Plan for Aviation Safety referred to in Article 6, which shall closely involve the Member

The European Aviation Safety Programme shall also describe the process for the development, adoption, update and implementation of the European Plan for Aviation Safety referred to in Article 6, which shall closely involve the Member

States and relevant stakeholders.

States and relevant stakeholders, *and in particular airlines*.

Or. ro

Amendment 444

Gabriele Preuß, Karoline Graswander-Hainz

Proposal for a regulation

Article 6 – paragraph 3

Text proposed by the Commission

3. The European Plan for Aviation Safety shall specify, taking into account the objectives set out in Article 1, *an acceptable* level of safety performance in the Union, which the Member States, the Commission and the Agency shall jointly aim at achieving.

Amendment

3. The European Plan for Aviation Safety shall specify, taking into account the objectives set out in Article 1, *a high uniform* level of safety performance in the Union, which the Member States, the Commission and the Agency shall jointly aim at achieving.

Or. en

Amendment 445

Marian-Jean Marinescu

Proposal for a regulation

Article 6 – paragraph 3

Text proposed by the Commission

3. The European Plan for Aviation Safety shall specify, taking into account the objectives set out in Article 1, *an acceptable* level of safety performance in the Union, which the Member States, the Commission and the Agency shall jointly aim at achieving.

Amendment

3. The European Plan for Aviation Safety shall specify, taking into account the objectives set out in Article 1, *the* level of safety performance in the Union, which the Member States, the Commission and the Agency shall jointly aim at achieving.

Or. en

Amendment 446

Cláudia Monteiro de Aguiar

Proposal for a regulation
Article 6 – paragraph 3

Text proposed by the Commission

3. The European Plan for Aviation Safety shall specify, taking into account the objectives set out in Article 1, ***an acceptable*** level of safety performance in the Union, which the Member States, the Commission and the Agency shall jointly aim at achieving.

Amendment

3. The European Plan for Aviation Safety shall specify, taking into account the objectives set out in Article 1, ***the*** level of safety performance in the Union, which the Member States, the Commission and the Agency shall jointly aim at achieving.

Or. en

Justification

In order to achieve a clear framework the word “acceptable” may be deleted

Amendment 447
Peter van Dalen

Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

1. Each Member State shall establish a national aviation safety programme for the management of civil aviation safety in relation to the aviation activities under its responsibility (the 'National Aviation Safety Programme'). That programme shall be commensurate with the size and the complexity of those activities and shall be consistent with the European Aviation Safety Programme.

Amendment

1. Each Member State shall, ***in cooperation with relevant industry stakeholders***, establish a national aviation safety programme for the management of civil aviation safety in relation to the aviation activities under its responsibility (the 'National Aviation Safety Programme'). That programme shall be commensurate with the size and the complexity of those activities and shall be consistent with the European Aviation Safety Programme.

Or. en

Amendment 448
Jacqueline Foster

Proposal for a regulation
Article 7 – paragraph 1

Text proposed by the Commission

1. Each Member State shall establish **a national aviation** safety programme for the management of civil aviation safety in relation to the aviation activities under its responsibility (the '**National Aviation** Safety Programme'). That programme shall be commensurate with the size and the complexity of those activities and shall be consistent with the European Aviation Safety Programme.

Amendment

1. Each Member State shall establish **and maintain a State** Safety Programme for the management of civil aviation safety in relation to the aviation activities under its responsibility (the **State** Safety Programme'). That programme shall be commensurate with the size and the complexity of those activities and shall be consistent with the European Aviation Safety Programme.

Or. en

Justification

States are already required under ICAO Annex 19 to have a State Safety Programme and the Commission's proposed National Aviation Safety Programme appears to be a duplication of that requirement under a different name, which could cause unnecessary confusion.

Amendment 449
Jacqueline Foster

Proposal for a regulation
Article 7 – paragraph 2 – introductory part

Text proposed by the Commission

2. The **National Aviation** Safety Programme shall include, at least, **the following components:**

Amendment

2. The **State** Safety Programme shall include at least **the State Safety Programme elements described in Annex 19 to the Chicago Convention.**

Or. en

Justification

States are already required under ICAO Annex 19 to have a State Safety Programme and the Commission's proposed National Aviation Safety Programme appears to be a duplication of

that requirement under a different name, which could cause unnecessary confusion.

Amendment 450
Jacqueline Foster

Proposal for a regulation
Article 7 – paragraph 2 – point a

Text proposed by the Commission

Amendment

*(a) aviation safety policy, objectives
and resources;* *deleted*

Or. en

Justification

States are already required under ICAO Annex 19 to have a State Safety Programme and the Commission's proposed National Aviation Safety Programme appears to be a duplication of that requirement under a different name, which could cause unnecessary confusion.

Amendment 451
Jacqueline Foster

Proposal for a regulation
Article 7 – paragraph 2 – point b

Text proposed by the Commission

Amendment

(b) aviation safety risk management; *deleted*

Or. en

Justification

States are already required under ICAO Annex 19 to have a State Safety Programme and the Commission's proposed National Aviation Safety Programme appears to be a duplication of that requirement under a different name, which could cause unnecessary confusion.

Amendment 452
Jacqueline Foster

Proposal for a regulation
Article 7 – paragraph 2 – point c

Text proposed by the Commission

Amendment

(c) *aviation safety assurance;* *deleted*

Or. en

Justification

States are already required under ICAO Annex 19 to have a State Safety Programme and the Commission's proposed National Aviation Safety Programme appears to be a duplication of that requirement under a different name, which could cause unnecessary confusion.

Amendment 453
Jacqueline Foster

Proposal for a regulation
Article 7 – paragraph 2 – point d

Text proposed by the Commission

Amendment

(d) *aviation safety promotion.* *deleted*

Or. en

Justification

States are already required under ICAO Annex 19 to have a State Safety Programme and the Commission's proposed National Aviation Safety Programme appears to be a duplication of that requirement under a different name, which could cause unnecessary confusion.

Amendment 454
Jacqueline Foster

Proposal for a regulation
Article 7 – paragraph 3

Text proposed by the Commission

Amendment

3. The *National Aviation* Safety Programme shall specify, taking into account the objectives set out in Article 1

3. The *State* Safety Programme shall specify, taking into account the objectives set out in Article 1, *the aviation activities*

and the acceptable level of safety performance referred to in Article 6(3), an acceptable level of safety performance to be achieved at national level in respect of the aviation activities under the responsibility of the Member State concerned.

under the responsibility of the Member State concerned that are to be performed in order to achieve the target level of safety performance referred to in Article 6 (3).

Or. en

Justification

Setting an "acceptable level of safety performance" to be achieved at national level is not appropriate because it would make not achieving the target illegal, and therefore drive the wrong behaviours, e.g. reducing reporting of safety incidents.

Amendment 455

Lucy Anderson

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

3. The National Aviation Safety Programme shall specify, taking into account the objectives set out in Article 1 *and the acceptable level of safety performance referred to in Article 6(3), an acceptable level of safety performance to be achieved at national level in respect of the aviation activities under the responsibility of the Member State concerned.*

Amendment

3. The National Aviation Safety Programme shall specify, taking into account the objectives set out in Article 1 *the aviation activities under the responsibility of the Member State concerned that are to be performed in order to achieve the target level of safety performance referred to in Article 6(3).*

Or. en

Amendment 456

Gabriele Preuß, Karoline Graswander-Hainz

Proposal for a regulation

Article 7 – paragraph 3

Text proposed by the Commission

3. The National Aviation Safety Programme shall specify, taking into account the objectives set out in Article 1 and the ***acceptable*** level of safety performance referred to in Article 6(3), an acceptable level of safety performance to be achieved at national level in respect of the aviation activities under the responsibility of the Member State concerned.

Amendment

3. The National Aviation Safety Programme shall specify, taking into account the objectives set out in Article 1 and the ***high uniform*** level of safety performance referred to in Article 6(3), an acceptable level of safety performance to be achieved at national level in respect of the aviation activities under the responsibility of the Member State concerned.

Or. en

Amendment 457

Peter van Dalen

Proposal for a regulation

Article 8 – paragraph 1

Text proposed by the Commission

1. The National Aviation Safety Programme shall be accompanied by a National Plan for Aviation Safety. Based on the assessment of relevant safety information, each Member State shall identify in that plan the main safety risks affecting its national civil aviation safety system and set out the necessary actions to mitigate those risks.

Amendment

1. The National Aviation Safety Programme shall be accompanied by a National Plan for Aviation Safety. Based on the assessment of relevant safety information, each Member State, ***in cooperation with relevant industry stakeholders***, shall identify in that plan the main safety risks affecting its national civil aviation safety system and set out the necessary actions to mitigate those risks.

Or. en

Amendment 458

Maria Grapini

Proposal for a regulation

Article 8 – paragraph 1

Text proposed by the Commission

1. The National Aviation Safety Programme shall be accompanied by a National Plan for Aviation Safety. Based on the assessment of relevant safety information, each Member State shall identify in that plan the main safety risks affecting its national civil aviation safety system and set out the necessary actions to mitigate those risks.

Amendment

1. The National Aviation Safety Programme shall be accompanied by a National Plan for Aviation Safety. Based on the assessment of relevant safety information ***and in consultation with stakeholders in the sector***, Each Member State shall identify in that plan the main safety risks affecting its national civil aviation safety system and set out the necessary actions to mitigate those risks.

Or. ro

Amendment 459
Jacqueline Foster

Proposal for a regulation
Article 8 – paragraph 1

Text proposed by the Commission

1. The ***National Aviation*** Safety Programme shall be accompanied by a ***National*** Plan for Aviation Safety. Based on the assessment of relevant safety information, each Member State shall identify in that plan the main safety risks affecting its national civil aviation safety system and set out the necessary actions to mitigate those risks.

Amendment

1. The ***State*** Safety Programme shall ***include or*** be accompanied by a ***State*** Plan for Aviation Safety. Based on the assessment of relevant safety information, each Member State shall identify in that plan the main safety risks affecting its national civil aviation safety system and set out the necessary actions to mitigate those risks.

Or. en

Justification

It should be made clear that Plans can include risk and action not covered in the European Plan for Aviation Safety. Moreover, this will become a requirement under ICAO Annex 19 in the near future.

Amendment 460
Renaud Muselier, Franck Proust

Proposal for a regulation
Article 8 a (new)

Text proposed by the Commission

Amendment

Article 8a

***European system for the registration of
unmanned aircraft***

- 1. Anyone in the European Union wishing to operate an unmanned aircraft above a certain level of risk defined by EASA shall be subject to compulsory registration;***
- 2. A registration system shall be developed for this purpose by EASA and shall allocate a unique number to each owner of an unmanned aircraft;***
- 3. Each owner shall be obliged to write the number allocated to him on each unmanned aircraft that he operates;***
- 4. By registering, every owner is obliged to acknowledge that he is aware of the provisions in force concerning safety and security;***
- 5. The registration system must be easily accessible and involve minimum cost;***
- 6. The registration system shall comply with the provisions in force on the protection of data and privacy;***

Or. fr

Amendment 461
Karima Delli, Lucy Anderson

Proposal for a regulation
Chapter 3 – section 1 – title

Text proposed by the Commission

Amendment

Airworthiness and environmental
protection

Airworthiness, ***climate*** and environmental
protection

Or. en

Amendment 462
Jacqueline Foster

Proposal for a regulation
Article 9 – paragraph 1

Text proposed by the Commission

Aircraft referred to in Article 2(1)(a) and (b) and their engines, propellers, parts and non-installed equipment shall comply with the essential requirements for airworthiness set out in Annex II and, as regards noise and emissions, the essential requirements for the environmental compatibility of products set out in Annex III.

Amendment

Aircraft referred to in Article 2(1)(a) and (b) and their engines, propellers, parts and non-installed equipment shall comply with the essential requirements for airworthiness set out in Annex II and, as regards noise and emissions, the essential requirements for the environmental compatibility of products set out in Annex III ***and the environmental protection requirements contained in Annex 16 to the Chicago Convention as applicable, except for the Appendices to Annex 16.***

Or. en

Justification

Article 6 of the current Regulation 216/2008 refers to compliance with ICAO Annex 16 as applicable. This wording has been dropped from the Commission proposal, yet it is important for there to be underlying compliance with ICAO Standards and Recommended Practices, particularly in the field of environmental protection.

Amendment 463
Karima Delli

Proposal for a regulation
Article 9 – paragraph 1

Text proposed by the Commission

Aircraft referred to in Article 2(1)(a) and (b) and their engines, propellers, parts and non-installed equipment shall comply with the essential requirements for airworthiness set out in Annex II and, as regards noise ***and*** emissions, the essential requirements for the environmental compatibility of

Amendment

Aircraft referred to in Article 2(1)(a) and (b) and their engines, propellers, parts and non-installed equipment shall comply with the essential requirements for airworthiness set out in Annex II and, as regards noise, ***greenhouse gas (GHG) and air polluting*** emissions, the essential requirements for

products set out in Annex III.

the environmental compatibility of products set out in Annex III **and according to the relevant international rules.**

Or. en

Amendment 464

Gabriele Preuß, Christine Revault D'Allonnes Bonnefoy

Proposal for a regulation

Article 9 – paragraph 1

Text proposed by the Commission

Aircraft referred to in Article 2(1)(a) and (b) and their engines, propellers, parts and non-installed equipment shall comply with the *essential* requirements *for airworthiness set out in Annex II and, as regards noise and emissions, the essential requirements for the environmental compatibility of products set out in Annex III.*

Amendment

Aircraft referred to in Article 2(1)(a) and (b) and their engines, propellers, parts and non-installed equipment shall comply with the *environmental protection* requirements *contained in Amendment 8 of Volume I and in Amendment 5 of Volume II of Annex 16 to the Chicago Convention as applicable on 24 November 2005, except for the Appendices to Annex 16.*

Or. en

Amendment 465

Marian-Jean Marinescu

Proposal for a regulation

Article 9 – paragraph 1

Text proposed by the Commission

Aircraft referred to in Article 2(1)(a) and (b) and their engines, propellers, parts and non-installed equipment shall comply with the essential requirements for airworthiness set out in Annex II and, as regards noise and emissions, the essential requirements for the environmental compatibility of products set out in Annex III.

Amendment

Manned aircraft referred to in Article 2(1)(a) and (b) and their engines, propellers, parts and non-installed equipment shall comply with the essential requirements for airworthiness set out in Annex II and, as regards noise and emissions, the essential requirements for the environmental compatibility of products set out in Annex III.

Amendment 466
Marian-Jean Marinescu

Proposal for a regulation
Article 10 – paragraph 2

Text proposed by the Commission

2. As regards aircraft referred to in Article 2(1)(a) and their engines, propellers and parts, compliance with Article 9 shall be ensured in accordance with Articles 11, 12 and Article 15(1).

Amendment

2. As regards aircraft referred to in Article 2(1)(a) and their engines, propellers and parts, compliance with Article 9 shall be ensured in accordance with Articles 11, 12, **13, 14** and Article 15(1).

Or. en

Amendment 467
Michael Gahler, Herbert Reul

Proposal for a regulation
Article 11 – paragraph 1

Text proposed by the Commission

The **design** of a product shall be subject to certification and shall be issued with a type certificate. Changes to that type certificate shall also be subject to certification and shall be issued with a certificate of changes, including supplemental type certificates. Repair designs shall be subject to certification and shall be issued with an approval.

Amendment

The **development** of a product shall be subject to certification and shall be issued with a type certificate. Changes to that type certificate shall also be subject to certification and shall be issued with a certificate of changes, including supplemental type certificates. Repair designs shall be subject to certification and shall be issued with an approval.

Or. de

Amendment 468
Michael Gahler, Herbert Reul

Proposal for a regulation
Article 11 – paragraph 2

Text proposed by the Commission

That type certificate, that certificate of changes and that approval of repair designs shall be issued upon application when the applicant has demonstrated that the ***design*** of the product complies with the type-certification basis established in accordance with the delegated act referred to in Article 18(1)(a)(i) and that ***the design of the product has no feature or characteristic making it environmentally incompatible or unsafe for operation.***

Amendment

That type certificate, that certificate of changes and that approval of repair designs shall be issued upon application when the applicant has demonstrated that the ***development*** of the product complies with the type-certification basis established in accordance with the delegated act referred to in Article 18(1)(a)(i) and that it ***can be safely operated.***

Or. de

Amendment 469

Michael Gahler, Herbert Reul

Proposal for a regulation

Article 11 – paragraph 3

Text proposed by the Commission

That type certificate, that certificate of changes and that approval of repair design may be also issued without such application, by an organisation approved in accordance with Article 15 which has been granted the privilege to issue those certificates or approvals in accordance with the delegated act referred to in Article 18(1)(k), when that organisation has determined that the ***design*** of the product complies with the conditions established in the second subparagraph.

Amendment

That type certificate, that certificate of changes and that approval of repair design may be also issued without such application, by an organisation approved in accordance with Article 15 which has been granted the privilege to issue those certificates or approvals in accordance with the delegated act referred to in Article 18(1)(k), when that organisation has determined that the ***development*** of the product complies with the conditions established in the second subparagraph.

Or. de

Amendment 470

Michael Gahler, Herbert Reul

Proposal for a regulation

Article 11 – paragraph 4

Text proposed by the Commission

No separate type certificate shall be required for the **design** of engines and propellers that have been certified as part of the **design** of an aircraft in accordance with this Article.

Amendment

No separate type certificate shall be required for the **development** of engines and propellers that have been certified as part of the **development** of an aircraft in accordance with this Article.

Or. de

Amendment 471
Marian-Jean Marinescu

Proposal for a regulation
Article 12 – paragraph 3

Text proposed by the Commission

That certificate may be also issued without such application, by an organisation approved in accordance with Article 15 which has been granted a privilege to issue those certificates in accordance with the delegated act referred to in Article 18(1)(k), when that organisation has determined that the design of the part complies with the certification basis established in accordance with Article 18(1)(a)(ii).

Amendment

That certificate may be also issued without such application, **for its own design work**, by an organisation approved in accordance with Article 15 which has been granted a privilege to issue those certificates in accordance with the delegated act referred to in Article 18(1)(k), when that organisation has determined that the design of the part complies with the certification basis established in accordance with Article 18(1)(a)(ii).

Or. en

Amendment 472
Marian-Jean Marinescu

Proposal for a regulation
Article 13 – paragraph 3

Text proposed by the Commission

That certificate may be also issued without such application, by an organisation approved in accordance with Article 15 which has been granted a privilege to issue

Amendment

That certificate may be also issued without such application, **for its own design work**, by an organisation approved in accordance with Article 15 which has been granted a

those certificates in accordance with the delegated act referred to in Article 18(1)(k), when that organisation has determined that the design of the non-installed equipment complies with the certification basis established in accordance with Article 18(1)(a)(ii).

privilege to issue those certificates in accordance with the delegated act referred to in Article 18(1)(k), when that organisation has determined that the design of the non-installed equipment complies with the certification basis established in accordance with Article 18(1)(a)(ii).

Or. en

Amendment 473
Bogusław Liberadzki

Proposal for a regulation
Article 16 – paragraph 2

Text proposed by the Commission

That licence shall be issued upon application, when the applicant has demonstrated its capability to discharge the responsibilities associated with its privileges in accordance with the essential requirements referred to in Article 9. The licence shall specify the privileges granted to the personnel and the scope of the licence.

Amendment

That licence shall be issued upon application, when the applicant has demonstrated its capability to discharge the responsibilities associated with its privileges in accordance with the essential requirements referred to in Article 9. The licence shall specify the privileges **and responsibilities** granted to the personnel and the scope of the licence.

Or. en

Amendment 474
Peter van Dalen

Proposal for a regulation
Article 18 – paragraph 1 – introductory part

Text proposed by the Commission

1. For the aircraft referred to in Article 2(1)(a) and (b) and their engines, propellers, parts and non-installed equipment, the Commission shall be empowered to adopt **delegated** acts in accordance with Article 117 to lay down detailed rules with regard to:

Amendment

1. For the aircraft referred to in Article 2(1)(a) and (b) and their engines, propellers, parts and non-installed equipment, the Commission shall be empowered to adopt **implementing** acts in accordance with Article 117 to lay down detailed rules with regard to:

Amendment 475

Karima Delli

Proposal for a regulation

Article 18 – paragraph 1 – point a – point iii

Text proposed by the Commission

Amendment

(iii) *the specific airworthiness and environmental compatibility specifications applicable to aircraft eligible for a restricted certificate of airworthiness or restricted noise certificate referred to in Article 17(2)(a);* **deleted**

Or. en

Amendment 476

Karima Delli

Proposal for a regulation

Article 18 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) *the conditions for issuing and disseminating mandatory information by the Agency, in accordance with Article 66, to ensure the continuing airworthiness and environmental compatibility of products and conditions for approval of alternative means of compliance to that mandatory information;* **deleted**

Or. en

Amendment 477

Marian-Jean Marinescu

Proposal for a regulation

Article 18 – paragraph 1 – point c

Text proposed by the Commission

Amendment

(c) the specific conditions for compliance of aircraft referred to in **Article 2(1)(b)(ii)** with the essential requirements referred to in Article 9;

(c) the specific conditions for compliance of aircraft referred to in **Articles 2(1)(a)(ii) and 2(1)(b)(ii)** with the essential requirements referred to in Article 9;

Or. en

Amendment 478

Karima Delli

Proposal for a regulation

Article 18 – paragraph 1 – point d – point iii

Text proposed by the Commission

Amendment

(iii) the conditions for the issuing and use of the restricted certificates of airworthiness and restricted noise certificates referred to in Article 17(2)(a);

deleted

Or. en

Amendment 479

Karima Delli

Proposal for a regulation

Article 18 – paragraph 1 – point l

Text proposed by the Commission

Amendment

(l) the conditions for acceptance of certificates, continuing airworthiness information and other airworthiness related documentation, issued in accordance with the laws of a third country, for the purpose of applying Article 57.

deleted

Or. en

Amendment 480
Marian-Jean Marinescu

Proposal for a regulation
Article 18 – paragraph 1 – point l

Text proposed by the Commission

Amendment

(l) the conditions for acceptance of certificates, continuing airworthiness information and other airworthiness related documentation, issued in accordance with the laws of a third country, for the purpose of applying Article 57. *deleted*

Or. en

Amendment 481
Gabriele Preuß, Ismail Ertug, Karoline Graswander-Hainz

Proposal for a regulation
Article 18 – paragraph 2

Text proposed by the Commission

Amendment

2. As regards the airworthiness and environmental compatibility of aircraft referred to in Article 2(1)(a) and (b), and their engines, propellers, parts and non-installed equipment, the Commission shall be empowered, by means of delegated acts adopted in accordance with Article 117, to amend or supplement Annex II and Annex III, where necessary for reasons of technical, operational or scientific developments or evidence in the field of airworthiness or environmental compatibility, in order and to the extent required to achieve the objectives laid down in Article 1. *deleted*

Or. en

Amendment 482
Peter van Dalen

Proposal for a regulation
Article 18 – paragraph 2

Text proposed by the Commission

2. As regards the airworthiness and environmental compatibility of aircraft referred to in Article 2(1)(a) and (b), and their engines, propellers, parts and non-installed equipment, the Commission shall be empowered, by means of **delegated** acts adopted in accordance with Article 117, to amend or supplement Annex II and Annex III, where necessary for reasons of technical, operational or scientific developments or evidence in the field of airworthiness or environmental compatibility, in order and to the extent required to achieve the objectives laid down in Article 1.

Amendment

2. As regards the airworthiness and environmental compatibility of aircraft referred to in Article 2(1)(a) and (b), and their engines, propellers, parts and non-installed equipment, the Commission shall be empowered, by means of **implementing** acts adopted in accordance with Article 117, to amend or supplement Annex II and Annex III, where necessary for reasons of technical, operational or scientific developments or evidence in the field of airworthiness or environmental compatibility, in order and to the extent required to achieve the objectives laid down in Article 1.

Or. en

Amendment 483
Marian-Jean Marinescu

Proposal for a regulation
Article 18 – paragraph 2

Text proposed by the Commission

2. As regards the airworthiness and environmental compatibility of aircraft referred to in Article 2(1)(a) and (b), and their engines, propellers, parts and non-installed equipment, the Commission shall be empowered, by means of delegated acts adopted in accordance with Article 117, to amend **or supplement** Annex II and Annex III, where necessary for reasons of technical, operational or scientific developments or evidence in the field of airworthiness or environmental compatibility, in order and to the extent

Amendment

2. As regards the airworthiness and environmental compatibility of aircraft referred to in Article 2(1)(a) and (b), and their engines, propellers, parts and non-installed equipment, the Commission shall be empowered, by means of delegated acts adopted in accordance with Article 117, to amend Annex II and Annex III, where necessary for reasons of technical, operational or scientific developments or evidence in the field of airworthiness or environmental compatibility, in order and to the extent required to achieve the

required to achieve the objectives laid down in Article 1.

objectives laid down in Article 1.

Or. en

Amendment 484
Marian-Jean Marinescu

Proposal for a regulation
Article 18 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. When adopting the rules referred to in paragraph 1, the Commission shall ensure, in particular, that use is made, as appropriate, of the international standards and recommended practices contained in Annex 8 and 16 to the Chicago Convention.

The certificates issued by the Agency and national aviation authorities and the declarations made by the legal and natural persons subject to the provisions of this Regulation shall be exclusively in conformity with the rules, conditions and procedures provided in Article 18.

Or. en

Amendment 485
Bas Eickhout

Proposal for a regulation
Article 18 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. New environmental standards beyond the Chicago Convention Annex 16, Volumes I and II, including aircraft greenhouse gas or other emissions standards or any non-technical amendment to the existing emissions standards, shall be implemented in

accordance with Article 100(2) of the TFEU.

Or. en

Amendment 486
Inés Ayala Sender

Proposal for a regulation
Article 20 – paragraph 1

Text proposed by the Commission

1. *Unless otherwise established by delegated acts adopted pursuant to Article 25*, pilots shall be subject to certification and shall be issued with a pilot licence and a pilot medical certificate appropriate to the operation to be performed.

Amendment

1. Pilots shall be subject to certification and shall be issued with a pilot licence and a pilot medical certificate appropriate to the operation to be performed. *A delegated act pursuant to article 25 may exceptionally limit this requirement for some categories of leisure pilots as far as they do not put into compromise the safety of whole the aviation system.*

Or. en

Amendment 487
Dominique Riquet

Proposal for a regulation
Article 20 – paragraph 1

Text proposed by the Commission

1. Unless otherwise established by delegated acts adopted pursuant to Article 25, pilots shall be subject to certification and shall be issued with a pilot licence and a pilot medical certificate appropriate to the operation to be performed.

Amendment

1. Unless otherwise established by delegated acts adopted pursuant to Article 25, pilots shall be subject to certification and shall be issued with a pilot licence and a pilot medical certificate appropriate to the operation to be performed *and attesting the pilots' physical and mental fitness to perform this activity.*

Or. fr

Amendment 488

Merja Kyllönen, Curzio Maltese, Kateřina Konečná, Stelios Kouloglou

Proposal for a regulation

Article 20 – paragraph 1

Text proposed by the Commission

1. *Unless otherwise established by delegated acts adopted pursuant to Article 25*, pilots shall be subject to certification and shall be issued with a pilot licence and a pilot medical certificate appropriate to the operation to be performed.

Amendment

1. Pilots shall be subject to certification and shall be issued with a pilot licence and a pilot medical certificate appropriate to the operation to be performed.

Or. en

Amendment 489

Peter van Dalen

Proposal for a regulation

Article 21

Text proposed by the Commission

Article 21

Cabin crew

Cabin crew involved in commercial air transport operations shall be subject to certification and shall be issued with an attestation.

Where the delegated acts adopted pursuant to Article 25 so provide, cabin crew involved in operations other than commercial air transport shall also be subject to certification and shall be issued with an attestation.

Those attestations shall be issued upon application, when the applicant has demonstrated that he or she complies with the rules established by delegated acts adopted pursuant to Article 25 to ensure compliance with the essential

Amendment

deleted

requirements referred to in Article 19 on theoretical knowledge, practical skill and medical fitness.

Or. en

Amendment 490

Daniela Aiuto

Proposal for a regulation

Article 21 – paragraph 1

Text proposed by the Commission

Cabin crew involved in commercial air transport operations shall be subject to certification and shall be issued with ***an attestation.***

Amendment

Cabin crew involved in commercial air transport operations shall be subject to certification and shall be issued with ***a licence by the competent authority.***

Or. it

Amendment 491

Merja Kyllönen, Curzio Maltese, Kateřina Konečná, Stelios Kouloglou

Proposal for a regulation

Article 21 – paragraph 1

Text proposed by the Commission

Cabin crew involved in commercial air transport operations shall be subject to certification and shall be issued with ***an attestation.***

Amendment

Cabin crew involved in commercial air transport operations shall be subject to certification and shall be issued with ***a certificate.***

(Identical to rapporteur's amendment 64.)

Or. en

Amendment 492

Georges Bach, Lucy Anderson

Proposal for a regulation

Article 21 – paragraph 1

Text proposed by the Commission

Cabin crew involved in commercial air transport operations shall be subject to certification and shall be issued with ***an attestation***.

Amendment

Cabin crew involved in commercial air transport operations shall be subject to certification and shall be issued with ***a license***.

Or. en

Amendment 493
Inés Ayala Sender

Proposal for a regulation
Article 21 – paragraph 1

Text proposed by the Commission

Cabin crew involved in commercial air transport operations shall be subject to certification and shall be issued with ***an attestation***.

Amendment

Cabin crew involved in commercial air transport operations shall be subject to certification and shall be issued with ***a license***.

Or. en

Justification

The current cabin crew certificate does not facilitate mobility of workers between Member States and operators as operators insist on a complete initial training and not just conversion of other previous training performed in another company.

Amendment 494
Daniela Aiuto

Proposal for a regulation
Article 21 – paragraph 2

Text proposed by the Commission

Where the delegated acts adopted pursuant to Article 25 so provide, cabin crew involved in operations other than commercial air transport shall also be subject to certification and shall be issued

Amendment

Where the delegated acts adopted pursuant to Article 25 so provide, cabin crew involved in operations other than commercial air transport shall also be subject to certification and shall be issued

with *an attestation*.

with *a licence by the competent authority*.

Or. it

Amendment 495

Merja Kyllönen, Curzio Maltese, Kateřina Konečná, Stelios Kouloglou

Proposal for a regulation

Article 21 – paragraph 2

Text proposed by the Commission

Where the delegated acts adopted pursuant to Article 25 so provide, cabin crew involved in operations other than commercial air transport shall also be subject to certification and shall be issued with *an attestation*.

Amendment

Where the delegated acts adopted pursuant to Article 25 so provide, cabin crew involved in operations other than commercial air transport shall also be subject to certification and shall be issued with *a certificate*.

(Identical to rapporteur's amendment 65.)

Or. en

Amendment 496

Merja Kyllönen, Curzio Maltese, Kateřina Konečná, Stelios Kouloglou

Proposal for a regulation

Article 21 – paragraph 3

Text proposed by the Commission

Those *attestations* shall be issued upon application, when the applicant has demonstrated that he or she complies with the rules established by delegated acts adopted pursuant to Article 25 to ensure compliance with the essential requirements referred to in Article 19 on theoretical knowledge, practical skill and medical fitness.

Amendment

Those *certificates* shall be issued upon application, when the applicant has demonstrated that he or she complies with the rules established by delegated acts adopted pursuant to Article 25 to ensure compliance with the essential requirements referred to in Article 19 on theoretical knowledge, practical skill and medical fitness.

(Identical to rapporteur's amendment 66.)

Or. en

Amendment 497
Georges Bach, Lucy Anderson

Proposal for a regulation
Article 21 – paragraph 3

Text proposed by the Commission

Those **attestations** shall be issued upon application, when the applicant has demonstrated that he or she complies with the rules established by delegated acts adopted pursuant to Article 25 to ensure compliance with the essential requirements referred to in Article 19 on theoretical knowledge, practical skill and medical fitness.

Amendment

Those **licences** shall be issued upon application, when the applicant has demonstrated that he or she complies with the rules established by delegated acts adopted pursuant to Article 25 to ensure compliance with the essential requirements referred to in Article 19 on theoretical knowledge, practical skill and medical fitness.

Or. en

Justification

Although the provisions of Annex 4 (4) are equivalent to those of a license, the word 'certification' is being used. Cabin crew as safety professionals and first-responders to emergencies must have a full license issued by the National Aviation Authority or EASA.

Amendment 498
Inés Ayala Sender

Proposal for a regulation
Article 21 – paragraph 3

Text proposed by the Commission

Those **attestations** shall be issued upon application, when the applicant has demonstrated that he or she complies with the rules established by delegated acts adopted pursuant to Article 25 to ensure compliance with the essential requirements referred to in Article 19 on theoretical knowledge, practical skill and medical fitness.

Amendment

Those **licences** shall be issued upon application, when the applicant has demonstrated that he or she complies with the rules established by delegated acts adopted pursuant to Article 25 to ensure compliance with the essential requirements referred to in Article 19 on theoretical knowledge, practical skill and medical fitness.

Or. en

Amendment 499

Daniela Aiuto

Proposal for a regulation

Article 21 – paragraph 3

Text proposed by the Commission

Those **attestations** shall be issued upon application, when the applicant has demonstrated that he or she complies with the rules established by delegated acts adopted pursuant to Article 25 to ensure compliance with the essential requirements referred to in Article 19 on theoretical knowledge, practical skill and medical fitness.

Amendment

Those **licences** shall be issued upon application, when the applicant has demonstrated that he or she complies with the rules established by delegated acts adopted pursuant to Article 25 to ensure compliance with the essential requirements referred to in Article 19 on theoretical knowledge, practical skill and medical fitness.

Or. it

Amendment 500

Peter van Dalen

Proposal for a regulation

Article 22

Text proposed by the Commission

Article 22

Training organisations and aero-medical centres

Unless otherwise established by the delegated acts adopted pursuant to Article 25, pilot and cabin crew training organisations and aero-medical centres shall be subject to certification and shall be issued with an approval.

That approval shall be issued upon application, when the applicant has demonstrated that it complies with the rules established by the delegated acts adopted pursuant to Article 25 to ensure compliance with the essential

Amendment

deleted

requirements referred to in Article 19.

The approval shall specify the privileges granted to the organisation.

Or. en

Amendment 501
Inés Ayala Sender

Proposal for a regulation
Article 22 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

Pilot and Aircrew training organisations shall not receive financial revenues from the trainee when providing training on aircraft carrying passengers or cargo.

Or. en

Justification

This amendment seeks to limit the possibilities of pay-to-fly schemes

Amendment 502
Georges Bach, Lucy Anderson

Proposal for a regulation
Article 22 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

Aircrew Training Organisations shall not receive Financial revenue from the trainee when providing training on aircraft carrying passengers or cargo.

Or. en

Justification

This addition should oppose pay-to-fly schemes and pay-to-work schemes.

Amendment 503
Bogusław Liberadzki

Proposal for a regulation
Article 23 – paragraph 1

Text proposed by the Commission

Unless otherwise established by the delegated acts adopted pursuant to Article 25, each flight simulation training device used for the training of pilots shall be subject to certification and shall be issued with a certificate.

Amendment

Unless otherwise established by the delegated acts adopted pursuant to Article 25, each flight simulation training device used for the training of pilots shall be subject to certification and shall be issued with a certificate *for an adequate period of time*.

Or. en

Amendment 504
Peter van Dalen

Proposal for a regulation
Article 24

Text proposed by the Commission

Article 24

Instructors and examiners

Unless otherwise established by the delegated acts adopted pursuant to Article 25, persons responsible for providing flight training, flight simulation training or cabin crew training, or for assessing pilots' or cabin crew's skill, as well as aero-medical examiners, shall be subject to certification and shall be issued with a certificate.

That certificate shall be issued upon application, when the applicant has demonstrated that he or she complies with the rules established by the delegated acts adopted pursuant to Article 25 to ensure compliance with the essential

Amendment

deleted

requirements referred to in Article 19.

The certificate shall specify the privileges granted.

Or. en

Amendment 505

Bogusław Liberadzki

Proposal for a regulation

Article 24 – paragraph 1

Text proposed by the Commission

Unless otherwise established by the delegated acts adopted pursuant to Article 25, persons responsible for providing flight training, flight simulation training or cabin crew training, or for assessing pilots' or cabin crew's skill, as well as aero-medical examiners, shall be subject to certification and shall be issued with a certificate.

Amendment

Unless otherwise established by the delegated acts adopted pursuant to Article 25, persons responsible for providing flight training, flight simulation training or cabin crew training, or for assessing pilots' or cabin crew's skill, as well as aero-medical examiners, shall be subject to certification and shall be issued with a certificate *for an adequate period of time*.

Or. en

Amendment 506

Peter van Dalen

Proposal for a regulation

Article 25 – paragraph 1 – introductory part

Text proposed by the Commission

1. For pilots and cabin crew involved in the operation of aircraft referred to in Article 2(1)(b), as well as flight simulation training devices, persons and organisations involved in the training, testing, checking or medical assessment of those pilots and cabin crew, the Commission shall be empowered to adopt *delegated* acts in accordance with Article 117 to lay down detailed rules with regard to:

Amendment

1. For pilots and cabin crew involved in the operation of aircraft referred to in Article 2(1)(b), as well as flight simulation training devices, persons and organisations involved in the training, testing, checking or medical assessment of those pilots and cabin crew, the Commission shall be empowered to adopt *implementing* acts in accordance with Article 117 to lay down detailed rules with regard to:

Amendment 507

Karima Delli

Proposal for a regulation

Article 25 – paragraph 1 – point b

Text proposed by the Commission

Amendment

(b) the conditions for recognition of training and experience on aircraft not subject to this Regulation for the purposes of obtaining pilot licences referred to in Article 20(2); *deleted*

Or. en

Amendment 508

Karima Delli

Proposal for a regulation

Article 25 – paragraph 1 – point e

Text proposed by the Commission

Amendment

(e) the conditions for issuing, maintaining, amending, suspending or revoking licences, ratings, medical certificates, approvals, attestations and certificates referred to in Articles 20, 21, 22, 23 and 24, including the conditions for situations in which, with a view to achieving the objectives set out in Article 1 and while taking account of the nature and risk of the particular activity concerned, such licences, ratings, medical certificates, approvals, attestations and certificates shall be required or shall not be required, as applicable; *deleted*

Or. en

Amendment 509
Marian-Jean Marinescu

Proposal for a regulation
Article 25 – paragraph 1 – point f

Text proposed by the Commission

Amendment

(f) *the conditions for the acceptance of pilot licences, pilot medical certificates and cabin crew attestations, issued in accordance with the laws of a third country, for the purpose of applying Article 57;* *deleted*

Or. en

Amendment 510
Karima Delli

Proposal for a regulation
Article 25 – paragraph 1 – point g

Text proposed by the Commission

Amendment

(g) *the conditions under which the activities regulated in this Section shall be prohibited, limited or subject to certain conditions in the interest of safety.* *deleted*

Or. en

Amendment 511
Daniela Aiuto

Proposal for a regulation
Article 25 – paragraph 2

Text proposed by the Commission

Amendment

2. *As regards pilots and cabin crew involved in the operation of aircraft referred to in Article 2(1)(b), as well as flight simulation training devices, persons and organisations involved in the* *deleted*

training, testing, checking or medical assessment of those pilots and cabin crew, the Commission shall be empowered, by means of delegated acts adopted in accordance with Article 117, to amend or supplement Annex IV, where necessary for reasons of technical, operational or scientific developments or safety evidence related to aircrew, in order and to the extent required to achieve the objectives laid down in Article 1.

Or. it

Amendment 512
Georges Bach

Proposal for a regulation
Article 25 – paragraph 2

Text proposed by the Commission

Amendment

2. *As regards pilots and cabin crew involved in the operation of aircraft referred to in Article 2(1)(b), as well as flight simulation training devices, persons and organisations involved in the training, testing, checking or medical assessment of those pilots and cabin crew, the Commission shall be empowered, by means of delegated acts adopted in accordance with Article 117, to amend or supplement Annex IV, where necessary for reasons of technical, operational or scientific developments or safety evidence related to aircrew, in order and to the extent required to achieve the objectives laid down in Article 1.* *deleted*

Or. en

Amendment 513
Gabriele Preuß, Ismail Ertug, Karoline Graswander-Hainz

Proposal for a regulation
Article 25 – paragraph 2

Text proposed by the Commission

Amendment

2. As regards pilots and cabin crew involved in the operation of aircraft referred to in Article 2(1)(b), as well as flight simulation training devices, persons and organisations involved in the training, testing, checking or medical assessment of those pilots and cabin crew, the Commission shall be empowered, by means of delegated acts adopted in accordance with Article 117, to amend or supplement Annex IV, where necessary for reasons of technical, operational or scientific developments or safety evidence related to aircrew, in order and to the extent required to achieve the objectives laid down in Article 1.

deleted

Or. en

Amendment 514
Marian-Jean Marinescu

Proposal for a regulation
Article 25 – paragraph 2

Text proposed by the Commission

Amendment

2. As regards pilots and cabin crew involved in the operation of aircraft referred to in Article 2(1)(b), as well as flight simulation training devices, persons and organisations involved in the training, testing, checking or medical assessment of those pilots and cabin crew, the Commission shall be empowered, by means of delegated acts adopted in accordance with Article 117, to amend **or supplement Annex IV, where necessary for reasons of technical, operational or scientific developments or safety evidence related to aircrew, in order and to the extent required to achieve the objectives**

2. As regards pilots and cabin crew involved in the operation of aircraft referred to in Article 2(1)(b), as well as flight simulation training devices, persons and organisations involved in the training, testing, checking or medical assessment of those pilots and cabin crew, the Commission shall be empowered, by means of delegated acts adopted in accordance with Article 117, to amend Annex IV, where necessary for reasons of technical, operational or scientific developments or safety evidence related to aircrew, in order and to the extent required to achieve the objectives laid down in

laid down in Article 1.

Article 1.

Or. en

Amendment 515
Peter van Dalen

Proposal for a regulation
Article 25 – paragraph 2

Text proposed by the Commission

2. As regards pilots and cabin crew involved in the operation of aircraft referred to in Article 2(1)(b), as well as flight simulation training devices, persons and organisations involved in the training, testing, checking or medical assessment of those pilots and cabin crew, the Commission shall be empowered, by means of ***delegated*** acts adopted in accordance with Article 117, to amend or supplement Annex IV, where necessary for reasons of technical, operational or scientific developments or safety evidence related to aircrew, in order and to the extent required to achieve the objectives laid down in Article 1.

Amendment

2. As regards pilots and cabin crew involved in the operation of aircraft referred to in Article 2(1)(b), as well as flight simulation training devices, persons and organisations involved in the training, testing, checking or medical assessment of those pilots and cabin crew, the Commission shall be empowered, by means of ***implementing*** acts adopted in accordance with Article 117, to amend or supplement Annex IV, where necessary for reasons of technical, operational or scientific developments or safety evidence related to aircrew, in order and to the extent required to achieve the objectives laid down in Article 1.

Or. en

Amendment 516
Marian-Jean Marinescu

Proposal for a regulation
Article 25 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. The certificates issued by the Agency and national aviation authorities and the declarations made by the legal and natural persons subject to the provisions of this Regulation shall be exclusively in conformity with the rules,

conditions and procedures provided in this Article.

Or. en

Amendment 517
Jacqueline Foster

Proposal for a regulation
Article 27 – paragraph 1 – subparagraph 2

Text proposed by the Commission

That certificate shall be issued upon application, when the applicant has demonstrated that it complies with the rules established by the *delegated* acts adopted pursuant to Article 28 to ensure compliance with the essential requirements referred to in Article 26. The certificate shall specify the privileges granted to the operator and the scope of the operations.

Amendment

That certificate shall be issued upon application, when the applicant has demonstrated that it complies with the rules established by the *implementing* acts adopted pursuant to Article 28 to ensure compliance with the essential requirements referred to in Article 26. The certificate shall specify the privileges granted to the operator and the scope of the operations.

Or. en

Justification

There is a need to address the operational specificities of each segment, in particular, business aviation, rotorcraft and lighter general aviation. Future act(s) should be developed to define proper implementing rules for each type of commercial air transport activities.

Amendment 518
Jacqueline Foster

Proposal for a regulation
Article 27 – paragraph 2 – subparagraph 1

Text proposed by the Commission

Where the *delegated* acts adopted pursuant to Article 28 so provide, operators established, residing or with a principal place of business in the territory to which the Treaties apply and engaged in

Amendment

Where the *implementing* acts adopted pursuant to Article 28 so provide, operators established, residing or with a principal place of business in the territory to which the Treaties apply and engaged in

operations other than commercial air transport shall be subject to certification and be issued with a certificate.

operations other than commercial air transport shall be subject to certification and be issued with a certificate.

Or. en

Amendment 519
Jacqueline Foster

Proposal for a regulation
Article 27 – paragraph 2 – subparagraph 2

Text proposed by the Commission

That certificate shall be issued upon application, when the applicant has demonstrated that it complies with the rules established by the ***delegated*** acts adopted pursuant to Article 28 to ensure compliance with the essential requirements referred to in Article 26. The certificate shall specify the privileges granted to the operator and the scope of the operations.

Amendment

That certificate shall be issued upon application, when the applicant has demonstrated that it complies with the rules established by the ***implementing*** acts adopted pursuant to Article 28 to ensure compliance with the essential requirements referred to in Article 26. The certificate shall specify the privileges granted to the operator and the scope of the operations.

Or. en

Amendment 520
Jacqueline Foster

Proposal for a regulation
Article 27 – paragraph 2 – subparagraph 3

Text proposed by the Commission

By way of derogation from the first subparagraph, where the ***delegated*** acts adopted pursuant to Article 28 so provide, operators established, residing or with a principal place of business in the territory of the Member States to which the Treaties apply and engaged in operations other than commercial air transport shall be permitted to declare their capability and the availability of the means to discharge the responsibilities associated with the

Amendment

By way of derogation from the first subparagraph, where the ***implementing*** acts adopted pursuant to Article 28 so provide, operators established, residing or with a principal place of business in the territory of the Member States to which the Treaties apply and engaged in operations other than commercial air transport shall be permitted to declare their capability and the availability of the means to discharge the responsibilities associated with the

operation in compliance with the essential requirements referred to in Article 26.

operation in compliance with the essential requirements referred to in Article 26.

Or. en

Amendment 521
Marian-Jean Marinescu

Proposal for a regulation
Article 27 – paragraph 3 a (new)

Text proposed by the Commission

Amendment

3a. Where the delegated acts adopted pursuant to Article 28 so provide, large aircraft used in commercial air transport operations shall be equipped with a means to recover flight recorder data and make it available in a timely manner for the purpose of accident investigation and prevention.

Or. en

Amendment 522
Jacqueline Foster

Proposal for a regulation
Article 28 – title

Text proposed by the Commission

Amendment

Delegated powers

Implementing acts

Or. en

Amendment 523
Peter van Dalen

Proposal for a regulation
Article 28 – paragraph 1 – introductory part

Text proposed by the Commission

1. For the operation of aircraft referred to in Article 2(1)(b), the Commission shall be empowered to adopt ***delegated*** acts in accordance with Article 117 to lay down detailed rules with regard to:

Amendment

1. For the operation of aircraft referred to in Article 2(1)(b), the Commission shall be empowered to adopt ***implementing*** acts in accordance with Article 117 to lay down detailed rules with regard to:

Or. en

Amendment 524
Jacqueline Foster

Proposal for a regulation
Article 28 – paragraph 1 – introductory part

Text proposed by the Commission

1. For the operation of aircraft referred to in Article 2(1)(b), the Commission shall ***be empowered to adopt delegated*** acts in accordance with Article ***117*** to lay down detailed rules with regard to:

Amendment

1. For the operation of aircraft referred to in Article 2(1)(b), the Commission shall ***prepare implementing*** acts in accordance with Article ***116*** to lay down detailed rules with regard to:

Or. en

Amendment 525
Karima Delli

Proposal for a regulation
Article 28 – paragraph 1 – point d

Text proposed by the Commission

(d) the conditions to be met by the operators referred to in Article 27(1) and (2) and their aircrew members with regard to flight and duty time limitations, as well as rest requirements for aircrew members;

Amendment

deleted

Or. en

Amendment 526

Gabriele Preuß, Ismail Ertug, Karoline Graswander-Hainz

Proposal for a regulation

Article 28 – paragraph 1 – point g – indent 1 (new)

Text proposed by the Commission

Amendment

- *the conditions under which, taking into account the principles of Article 4, operations shall be subject to, or exempted from, the requirements applicable to commercial air transport in this Regulation and the measures taken under this Regulation, notwithstanding the definition in Article 3(23).*

Or. en

Amendment 527

Marian-Jean Marinescu

Proposal for a regulation

Article 28 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) the conditions under which an aircraft shall be required to be equipped with a means to recover flight recorder data, and the conditions for the secure transmission, storage and utilization of that data, for the purpose of Article 27(3a). These conditions shall be consistent with the existing Union legislation on air accident investigations;

Or. en

Amendment 528

Jacqueline Foster

Proposal for a regulation
Article 28 – paragraph 1 – point g a (new)

Text proposed by the Commission

Amendment

(ga) the conditions under which, taking into account the principles of Article 4, operations shall be subject to, or exempted from, the requirements applicable to commercial air transport in this Regulation and the measures taken under this Regulation, notwithstanding the definition in Article 3 paragraph 23.

Or. en

Justification

There is a need to address the operational specificities of each segment, in particular, business aviation, rotorcraft and lighter general aviation. Future act(s) should be developed to define proper implementing rules for each type of commercial air transport activities.

Amendment 529
Deirdre Clune

Proposal for a regulation
Article 28 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. the conditions under which, taking into account the principles of Article 4, operations shall be subject to, or exempted from the requirements applicable to commercial air transport in this Regulation and the measures taken under this Regulation, notwithstanding the definition in Article 3(23).

Or. en

Amendment 530
Wim van de Camp

Proposal for a regulation
Article 28 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

1a. the conditions under which, taking into account the principles of Article 4, operations shall be subject to, or exempted from the requirements applicable to commercial air transport in this Regulation and the measures taken under this Regulation, notwithstanding the definition in Article 3(23).

Or. en

Amendment 531
Daniela Aiuto

Proposal for a regulation
Article 28 – paragraph 2

Text proposed by the Commission

Amendment

2. As regards the operation of aircraft referred to in Article 2(1)(b), the Commission shall be empowered, by means of delegated acts adopted in accordance with Article 117, to amend or supplement Annex V and, if applicable, Annexes VII and VIII, where necessary for reasons of technical, operational or scientific developments or safety evidence related to air operations, in order and to the extent required to achieve the objectives laid down in Article 1.

deleted

Or. it

Amendment 532
Gabriele Preuß, Ismail Ertug, Karoline Graswander-Hainz

Proposal for a regulation
Article 28 – paragraph 2

Text proposed by the Commission

Amendment

2. *As regards the operation of aircraft referred to in Article 2(1)(b), the Commission shall be empowered, by means of delegated acts adopted in accordance with Article 117, to amend or supplement Annex V and, if applicable, Annexes VII and VIII, where necessary for reasons of technical, operational or scientific developments or safety evidence related to air operations, in order and to the extent required to achieve the objectives laid down in Article 1.*

deleted

Or. en

Amendment 533

Peter van Dalen

Proposal for a regulation

Article 28 – paragraph 2

Text proposed by the Commission

Amendment

2. As regards the operation of aircraft referred to in Article 2(1)(b), the Commission shall be empowered, by means of *delegated* acts adopted in accordance with Article 117, to amend or supplement Annex V and, if applicable, Annexes VII and VIII, where necessary for reasons of technical, operational or scientific developments or safety evidence related to air operations, in order and to the extent required to achieve the objectives laid down in Article 1.

2. As regards the operation of aircraft referred to in Article 2(1)(b), the Commission shall be empowered, by means of *implementing* acts adopted in accordance with Article 117, to amend or supplement Annex V and, if applicable, Annexes VII and VIII, where necessary for reasons of technical, operational or scientific developments or safety evidence related to air operations, in order and to the extent required to achieve the objectives laid down in Article 1.

Or. en

Amendment 534

Marian-Jean Marinescu

Proposal for a regulation
Article 28 – paragraph 2

Text proposed by the Commission

2. As regards the operation of aircraft referred to in Article 2(1)(b), the Commission shall be empowered, by means of delegated acts adopted in accordance with Article 117, to amend ***or supplement*** Annex V and, if applicable, Annexes VII and VIII, where necessary for reasons of technical, operational or scientific developments or safety evidence related to air operations, in order and to the extent required to achieve the objectives laid down in Article 1.

Amendment

2. As regards the operation of aircraft referred to in Article 2(1)(b), the Commission shall be empowered, by means of delegated acts adopted in accordance with Article 117, to amend Annex V and, if applicable, Annexes VII and VIII, where necessary for reasons of technical, operational or scientific developments or safety evidence related to air operations, in order and to the extent required to achieve the objectives laid down in Article 1.

Or. en

Amendment 535
Marian-Jean Marinescu

Proposal for a regulation
Article 28 – paragraph 2 a (new)

Text proposed by the Commission

Amendment

2a. The certificates issued by the Agency and national aviation authorities and the declarations made by the legal and natural persons subject to the provisions of this Regulation shall be exclusively in conformity with the rules, conditions and procedures provided in this Article.

Or. en

Amendment 536
Franck Proust

Proposal for a regulation
Article 29 – paragraph 1

Text proposed by the Commission

Aerodromes, aerodrome equipment, the operation of aerodromes and the provision of ground handling services and apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII.

Amendment

Aerodromes, aerodrome equipment, the operation of aerodromes and the provision of ground handling services and apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII. ***These essential requirements must comply with the principles of:***

- subsidiarity, in terms of respecting the division of competences established in each Member State,***
- degree of responsibility, in terms of identifying the responsibilities that are clearly incumbent upon aerodrome operators (duties included in the certificate issued by the competent authority) on the one hand, and upon third parties on the other, in the event of a failure to correctly carry out measures and duties on the same aerodromes.***

Or. fr

Justification

This amendment clarifies the scope of these essential requirements.

Amendment 537

Markus Pieper, Herbert Reul, Michael Gahler

Proposal for a regulation

Article 29 – paragraph 1

Text proposed by the Commission

Aerodromes, ***aerodrome equipment***, the operation of aerodromes and the provision of ***ground handling services and*** apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII.

Amendment

Aerodromes, the operation of aerodromes and the provision of apron management services at aerodromes shall comply with the essential requirements set out in Annex VII; and, if applicable, Annex VIII; ***it is not the purpose or objective of the essential requirements to alter the division of responsibilities in Member States; in the event of the incorrect implementation***

*of the measures by third parties they shall have no effect on the liability of the airport operator;
whose responsibilities are set out in the operator certificate issued by the competent authority;*

Or. de

Amendment 538

István Ujhelyi

Proposal for a regulation

Article 29 – paragraph 1

Text proposed by the Commission

Aerodromes, aerodrome equipment, the operation of aerodromes and the provision of ground handling services and apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII.

Amendment

Aerodromes, aerodrome equipment, the operation of aerodromes and the provision of ground handling services and apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII.

Member States should take the necessary measures to ensure that organisations have the adequate administrative means to exercise the responsibilities bestowed on them by the essential requirements, especially those concerning activities of organisations and personnel other than their own.

Or. en

Amendment 539

Bogusław Liberadzki

Proposal for a regulation

Article 29 – paragraph 1

Text proposed by the Commission

Aerodromes, aerodrome equipment, the operation of aerodromes *and the provision*

Amendment

Aerodromes, aerodrome equipment, the operation of aerodromes shall comply with

of ground handling services and apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII.

the essential requirements set out in Annex VII and, if applicable, Annex VIII.

Or. en

Amendment 540

Karima Delli

Proposal for a regulation

Article 29 – paragraph 1

Text proposed by the Commission

Aerodromes, aerodrome equipment, the operation of aerodromes and the provision of ground handling services and apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII.

Amendment

Aerodromes, aerodrome *safety, security, climate and environment protection* equipment, the operation of aerodromes and the provision of ground handling services and apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII.

Or. en

Amendment 541

Georges Bach, Lucy Anderson

Proposal for a regulation

Article 29 – paragraph 1

Text proposed by the Commission

Aerodromes, aerodrome equipment, the operation of aerodromes and the provision of ground handling services and apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII.

Amendment

Aerodromes, aerodrome equipment, the operation of aerodromes, *personnel involved in* and the provision of ground handling services and apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII.

Or. en

Justification

All personnel involved in ground handling service and apron management must comply with the essential requirements including certification.

Amendment 542 **Inés Ayala Sender**

Proposal for a regulation **Article 29 – paragraph 1**

Text proposed by the Commission

Aerodromes, aerodrome equipment, the operation of aerodromes and the provision of ground handling services and apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII.

Amendment

Aerodromes, aerodrome equipment, the operation of aerodromes and ***personnel in*** the provision of ground handling services and apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII.

Or. en

Amendment 543 **Tomasz Piotr Poręba, Kosma Złotowski**

Proposal for a regulation **Article 30 – paragraph 1 – subparagraph 1**

Text proposed by the Commission

Aerodromes shall be subject to certification and shall be issued with a certificate.
Changes to that certificate shall be also subject to certification and shall be issued with a certificate of changes.

Amendment

Aerodromes shall be subject to certification and shall be issued with a certificate.

Or. en

Amendment 544 **Tomasz Piotr Poręba, Kosma Złotowski**

Proposal for a regulation
Article 30 – paragraph 1 – subparagraph 2

Text proposed by the Commission

That certificate *and that certification of changes* shall be issued upon application, when the applicant has demonstrated that the aerodrome complies with the aerodrome certification basis set out in paragraph 2 and that the aerodrome has no feature or characteristic making it unsafe for operation.

Amendment

That certificate shall be issued upon application, when the applicant has demonstrated that the aerodrome complies with the aerodrome certification basis set out in paragraph 2 and that the aerodrome has no feature or characteristic making it unsafe for operation.

Or. en

Amendment 545
Daniela Aiuto

Proposal for a regulation
Article 30 – paragraph 1 – subparagraph 3

Text proposed by the Commission

Those certificates shall cover the aerodrome and its safety-related equipment.

Amendment

Those certificates shall cover the aerodrome, *its staff* and its safety-related equipment *and shall be an essential requirement for permission to operate in airports, including ground-handling services and apron management.*

Or. it

Amendment 546
Tomasz Piotr Poreba, Kosma Złotowski

Proposal for a regulation
Article 30 – paragraph 1 – subparagraph 3

Text proposed by the Commission

Those certificates shall cover the aerodrome *and its safety-related equipment.*

Amendment

Those certificates shall cover the aerodrome.

Or. en

Amendment 547

Markus Pieper, Herbert Reul, Michael Gahler

Proposal for a regulation

Article 31

Text proposed by the Commission

Amendment

Article 31

deleted

Safety-critical aerodrome equipment

1. Where the delegated acts adopted pursuant to Article 34 so provide, safety-critical aerodrome equipment used or intended for use at aerodromes subject to this Regulation shall be subject to certification and shall be issued with a certificate.

The certificate for such equipment shall be issued upon application, when the applicant has demonstrated that the equipment complies with the detailed specifications established in accordance with Article 34 to ensure compliance with the essential requirements referred to in Article 29.

2. By way of derogation from paragraph 1, where the delegated acts adopted pursuant to Article 34 so provide, organisations involved in the design, manufacture and maintenance of safety-critical aerodrome equipment shall be permitted to declare the compliance of that safety-critical equipment with the essential requirements referred to in Article 29.

Or. de

Amendment 548

Deirdre Clune

Proposal for a regulation

Article 31

Text proposed by the Commission

Amendment

Article 31

deleted

Safety-critical aerodrome equipment

1. Where the delegated acts adopted pursuant to Article 34 so provide, safety-critical aerodrome equipment used or intended for use at aerodromes subject to this Regulation shall be subject to certification and shall be issued with a certificate.

The certificate for such equipment shall be issued upon application, when the applicant has demonstrated that the equipment complies with the detailed specifications established in accordance with Article 34 to ensure compliance with the essential requirements referred to in Article 29.

2. By way of derogation from paragraph 1, where the delegated acts adopted pursuant to Article 34 so provide, organisations involved in the design, manufacture and maintenance of safety-critical aerodrome equipment shall be permitted to declare the compliance of that safety-critical equipment with the essential requirements referred to in Article 29.

Or. en

Amendment 549
Wim van de Camp

Proposal for a regulation
Article 31

Text proposed by the Commission

Amendment

Article 31

deleted

Safety-critical aerodrome equipment

1. Where the delegated acts adopted

pursuant to Article 34 so provide, safety-critical aerodrome equipment used or intended for use at aerodromes subject to this Regulation shall be subject to certification and shall be issued with a certificate.

The certificate for such equipment shall be issued upon application, when the applicant has demonstrated that the equipment complies with the detailed specifications established in accordance with Article 34 to ensure compliance with the essential requirements referred to in Article 29.

2. By way of derogation from paragraph 1, where the delegated acts adopted pursuant to Article 34 so provide, organisations involved in the design, manufacture and maintenance of safety-critical aerodrome equipment shall be permitted to declare the compliance of that safety-critical equipment with the essential requirements referred to in Article 29.

Or. en

Amendment 550

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a regulation

Article 31

Text proposed by the Commission

Amendment

Article 31

deleted

Safety-critical aerodrome equipment

1. Where the delegated acts adopted pursuant to Article 34 so provide, safety-critical aerodrome equipment used or intended for use at aerodromes subject to this Regulation shall be subject to certification and shall be issued with a certificate.

The certificate for such equipment shall be issued upon application, when the applicant has demonstrated that the equipment complies with the detailed specifications established in accordance with Article 34 to ensure compliance with the essential requirements referred to in Article 29.

2. By way of derogation from paragraph 1, where the delegated acts adopted pursuant to Article 34 so provide, organisations involved in the design, manufacture and maintenance of safety-critical aerodrome equipment shall be permitted to declare the compliance of that safety-critical equipment with the essential requirements referred to in Article 29.

Or. en

Amendment 551

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a regulation

Article 31 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Amendment

Where the delegated acts adopted pursuant to Article 34 so provide, safety-critical aerodrome equipment used or intended for use at aerodromes subject to this Regulation shall be subject to certification and shall be issued with a certificate.

deleted

Or. en

Amendment 552

István Ujhelyi

Proposal for a regulation

Article 31 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Where the delegated acts adopted pursuant to Article 34 so provide, safety-critical aerodrome equipment used or intended for use at aerodromes subject to this Regulation shall be subject to certification and shall be issued with a certificate.

Amendment

Where the delegated acts adopted pursuant to Article 34 so provide ***safety data demonstrates that an equipment type used or intended for use at aerodromes subject to this Regulation poses a safety risk,*** safety-critical aerodrome equipment used or intended for use at aerodromes subject to this Regulation shall be subject to certification and shall be issued with a certificate. ***The Agency should take appropriate action through safety promotion and Recommendations so that appropriate mitigation measures are put in place.***

Or. en

Amendment 553
Wim van de Camp

Proposal for a regulation
Article 31 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Where *the delegated acts adopted pursuant to Article 34 so provide, safety-critical aerodrome* equipment used or intended *for use* at aerodromes subject to this Regulation shall *be subject to certification and shall be issued with a certificate*.

Amendment

Where ***safety data demonstrates that an equipment type*** used or intended ***to be used*** at aerodromes subject to this Regulation, ***poses a safety risk, the Agency*** shall ***take appropriate measures by promoting safety and making recommendations so appropriate and proportionate measures shall be adopted.***

Or. en

Amendment 554
Deirdre Clune

Proposal for a regulation
Article 31 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Where *the delegated acts adopted pursuant to Article 34 so provide, safety-critical aerodrome equipment* used or intended *for use* at aerodromes subject to this Regulation shall *be subject to certification and shall be issued with a certificate*.

Amendment

Where *safety data demonstrates that an equipment type* used or intended *to be used* at aerodromes subject to this Regulation *poses a safety risk, the Agency* shall *take appropriate measures by promoting safety and making recommendations so appropriate and proportionate measures shall be adopted*.

Or. en

Amendment 555

Gabriele Preuß

Proposal for a regulation

Article 31 – paragraph 1 – subparagraph 1

Text proposed by the Commission

Where *the delegated acts adopted pursuant to Article 34 so provide, safety-critical* aerodrome equipment used or intended for use at aerodromes subject to this Regulation shall be subject to certification and shall be issued with a certificate.

Amendment

Where *data proves that* aerodrome equipment used or intended for use at aerodromes subject to this Regulation *is to be categorised as safety-critical this equipment* shall be subject to certification and shall be issued with a certificate.

Or. en

Amendment 556

Deirdre Clune

Proposal for a regulation

Article 31 – paragraph 1 – subparagraph 2

Text proposed by the Commission

The certificate for such equipment shall be issued upon application, when the applicant has demonstrated that the equipment complies with the detailed specifications established in accordance

Amendment

deleted

with Article 34 to ensure compliance with the essential requirements referred to in Article 29.

Or. en

Amendment 557

Tomasz Piotr Poręba, Kosma Złotowski

Proposal for a regulation

Article 31 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

The certificate for such equipment shall be issued upon application, when the applicant has demonstrated that the equipment complies with the detailed specifications established in accordance with Article 34 to ensure compliance with the essential requirements referred to in Article 29. **deleted**

Or. en

Amendment 558

István Ujhelyi

Proposal for a regulation

Article 31 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

The certificate for such equipment shall be issued upon application, when the applicant has demonstrated that the equipment complies with the detailed specifications established in accordance with Article 34 to ensure compliance with the essential requirements referred to in Article 29. **deleted**

Or. en

Amendment 559
Wim van de Camp

Proposal for a regulation
Article 31 – paragraph 1 – subparagraph 2

Text proposed by the Commission

Amendment

The certificate for such equipment shall be issued upon application, when the applicant has demonstrated that the equipment complies with the detailed specifications established in accordance with Article 34 to ensure compliance with the essential requirements referred to in Article 29.

deleted

Or. en

Amendment 560
István Ujhelyi

Proposal for a regulation
Article 31 – paragraph 2

Text proposed by the Commission

Amendment

2. By way of derogation from paragraph 1, where the delegated acts adopted pursuant to Article 34 so provide, organisations involved in the design, manufacture and maintenance of safety-critical aerodrome equipment shall be permitted to declare the compliance of that safety-critical equipment with the essential requirements referred to in Article 29.

deleted

Or. en