



2016/2062(INI)

13.10.2016

AMENDMENTS

1 - 335

Draft report
Pavel Telička
(PE589.131v01-00)

On an Aviation Strategy for Europe
(2016/2062(INI))

Amendment 1
Inés Ayala Sender

Motion for a resolution
Citation 2

Motion for a resolution

— having regard to the Treaty on the Functioning of the European Union, and in particular Articles 4(2)(g) and 16 and **Title VI** thereof,

Amendment

– having regard to the Treaty on the Functioning of the European Union, and in particular Articles 4(2)(**b**) **and** (g) and 16 and **Titles VI and X** thereof,

Or. es

Amendment 2
Notis Marias

Motion for a resolution
Citation 2 a (new)

Motion for a resolution

Amendment

- ***having regard to Protocol (No 1) of the Treaty on the Functioning of the European Union (TFEU) on the role of national Parliaments in the European Union,***

Or. el

Amendment 3
Notis Marias

Motion for a resolution
Citation 2 b (new)

Motion for a resolution

Amendment

- ***having regard to Protocol (No 2) to the Treaty on the Functioning of the European Union (TFEU) on the application of the principles of Subsidiarity and Proportionality,***

Amendment 4

Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution

Citation 4 a (new)

Motion for a resolution

Amendment

- *having regard to the Commission Decision of 20 December 2011 on the application of Article 106(2) of the Treaty on the Functioning of the European Union to State aid in the form of public service compensation granted to certain undertakings entrusted with the operation of services of general economic interest,*

Or. it

Amendment 5

Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution

Citation 4 b (new)

Motion for a resolution

Amendment

- *having regard to the Communication from the Commission – Guidelines on State aid to airports and airlines, 2014/C 99/03,*

Or. it

Amendment 6

Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution

Citation 4 c (new)

Motion for a resolution

Amendment

- ***having regard to the Commission Notice on the notion of State aid as referred to in Article 107(1) of the Treaty on the Functioning of the European Union (2016/C 262/01),***

Or. it

Amendment 7

Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution

Citation 4 d (new)

Motion for a resolution

Amendment

- ***having regard to the Draft Commission Regulation (EU) amending Regulation (EU) No 651/2014 declaring certain categories of aid compatible with the internal market in application of Articles 107 and 108 of the Treaty,***

Or. it

Amendment 8

Ramon Tremosa i Balcells, Izaskun Bilbao Barandica, Georges Bach, Dominique Riquet

Motion for a resolution

Citation 5

Motion for a resolution

Amendment

— having regard to its resolution of 11 November 2015 on aviation² ,

— having regard to its resolution of 11 November 2015 on aviation² , ***in particular paragraphs 6, 7 and 11 regarding the revision of Regulation (EC) No 868/2004 in order to safeguard fair competition in EU external aviation relations and reinforce the competitive position of the EU aviation industry, prevent unfair competition more effectively, ensure***

reciprocity and eliminate unfair practices, including subsidies and state aid awarded to all airlines from certain third countries that distort the market. Financial transparency in the fair competition clause is an essential element to guarantee this level playing field.

² Texts adopted, P8 TA(2015)0394.

² Texts adopted, P8 TA(2015)0394.

Or. en

Amendment 9

Ramon Tremosa i Balcells, Izaskun Bilbao Barandica, Dominique Riquet

Motion for a resolution

Citation 5 a (new)

Motion for a resolution

Amendment

- *having regard to the European Court of Auditors Special Report No 21/2014 "EU-funded airport infrastructures: poor value for money"^{1a},*

1a

<http://www.eca.europa.eu/en/Pages/DocItem.aspx?did=30441>

Or. en

Amendment 10

Pavel Telička, Izaskun Bilbao Barandica, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet

Motion for a resolution

Citation 14 a (new)

Motion for a resolution

Amendment

- *having regard to the Commission proposal of 7 December 2015 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,

Or. en

Amendment 11

Lucy Anderson, Christine Revault D'Allonnes Bonnefoy, Jens Nilsson, Miltiadis Kyrkos

Motion for a resolution

Citation 14 a (new)

Motion for a resolution

Amendment

- *having regard to the conclusions of the high-level conference "A Social Agenda for Transport" on 4 June 2015 in Brussels^{1a},*

1a

http://ec.europa.eu/transport/media/events/2015-06-04-social-agenda-for-transport_en.htm

Or. en

Amendment 12

Georges Bach

Motion for a resolution

Citation 14 a (new)

Motion for a resolution

Amendment

- *having regard to the conclusions of the high-level conference "A Social Agenda for Transport" on 4 June 2015 in Brussels,*

Or. en

Amendment 13
Salvatore Domenico Pogliese, Massimiliano Salini

Motion for a resolution
Citation 14 a (new)

Motion for a resolution

Amendment

- *having regard to its resolution of 4 February 2016 on the special situation of islands,*

Or. it

Amendment 14
Merja Kyllönen

Motion for a resolution
Citation 15 a (new)

Motion for a resolution

Amendment

- *having regard to the conclusions of the high-level conference "A Social Agenda for Transport" on 4 June 2015 in Brussels,[1]*

[1]
http://ec.europa.eu/transport/media/events/2015-06-04-social-agenda-for-transport_en.htm

Or. en

Amendment 15
Inés Ayala Sender

Motion for a resolution
Citation 15 a (new)

Motion for a resolution

Amendment

- *having regard to the conclusions of the High-Level Conference on ‘A Social Agenda for Transport’ of 4*

January 2016,

Or. es

Amendment 16

Andor Deli

Motion for a resolution

Citation 16 a (new)

Motion for a resolution

Amendment

- *having regard to the outcome of the 39th Session of the ICAO (International Civil Aviation Organization) Assembly in 2016;*

Or. hu

Amendment 17

Maria Grapini

Motion for a resolution

Recital A

Motion for a resolution

Amendment

A. whereas EU transport policy ultimately aims at serving the interests of European citizens and businesses by providing an ever-greater connectivity, the highest level of safety and barrier-free markets;

A. whereas EU transport policy ultimately aims at serving the interests of European citizens and businesses by providing an ever-greater connectivity, the highest level of safety *and security* and barrier-free markets;

Or. ro

Amendment 18

Notis Marias

Motion for a resolution

Recital A

Motion for a resolution

A. whereas EU transport policy ultimately aims at serving the interests of European citizens and businesses by providing an ever-greater connectivity, the highest level of safety *and barrier-free markets*;

Amendment

A. whereas EU transport policy ultimately aims at serving the interests of European citizens and businesses by providing an ever-greater connectivity *and* the highest level of safety;

Or. el

Amendment 19

Ramon Tremosa i Balcells, Izaskun Bilbao Barandica

Motion for a resolution

Recital A a (new)

Motion for a resolution

Aa. whereas the European Court of Auditors Special Report Number 21/2014 "EU-funded airport infrastructures: poor value for money"^{1a}, besides the specific cases of airports in remote areas, connectivity in Europe should be based on economic sustainability and all infrastructures such as airports must be supported by a positive Cost-Benefit-Analysis when they are submitted to the Commission for approval. Taxpayers' money should not be wasted in "ghost airports" that exist across Europe;

Amendment

1a

<http://www.eca.europa.eu/en/Pages/DocItem.aspx?did=30441>

Or. en

Amendment 20

Pavel Telička, Izaskun Bilbao Barandica, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet

Motion for a resolution
Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas the EU Single Aviation market is the most successful example of regional liberalisation of air transport that strongly contributed to unprecedented levels of air connectivity by broadening travel opportunities within and outside Europe while lowering prices;

Or. en

Amendment 21
Rolandas Paksas

Motion for a resolution
Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas EU air transport policy should be revised, moving from strict regulation in the field of internal competition and the role of ‘punisher’ to taking a dominant position in the global air transport market by assuming the role of development coordinator;

Or. lt

Amendment 22
Marie-Christine Arnautu

Motion for a resolution
Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas the legal constraints imposed by the European Union cause the European aviation sector to engage in forms of unfair competition, including

within the EU, which undermine its competitiveness;

Or. fr

Amendment 23
Davor Škrlec

Motion for a resolution
Recital A a (new)

Motion for a resolution

Amendment

Aa. whereas the aviation sector contributes significantly to climate change and measures to reduce GHG emissions are also necessary within this transport mode;

Or. en

Amendment 24
Ramon Tremosa i Balcells, Izaskun Bilbao Barandica

Motion for a resolution
Recital A b (new)

Motion for a resolution

Amendment

Ab. whereas in its 2014 report^{1b} The European Court of Auditors audited 20 airports in five Member States and found that EU funding is in many cases provided to airports in close proximity to each other: for 13 airports, significant overlaps exist with the catchment areas of neighbouring airports. This produced poor value for money and resulted in oversizing of the EU-funded infrastructures and in over-capacity. The Court also observes that the EU funding was not cost-effective and that seven of the airports examined are not profitable: these may need to be closed unless they receive continuous public financial

support. The EU funding of airports is not well coordinated at national level and, in particular as regards major projects and cohesion fund projects, insufficiently supervised by the Commission which generally does not know which airports receive funding, and how much they receive;

1b

<http://www.eca.europa.eu/en/Pages/DocItem.aspx?did=30441>

Or. en

Amendment 25
Maria Grapini

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth and jobs creation;

Amendment

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth, *trade* and jobs creation, *which has a significant impact on the EU's economy and the life and mobility of its citizens*;

Or. ro

Amendment 26
Enrico Gasbarra

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the aviation sector is a fundamental part of the European transport

Amendment

B. whereas the aviation sector is a fundamental part of the European transport

network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth and **jobs creation**;

network, indispensable to ensure connectivity within the EU and worldwide, and **is, for citizens**, a driver for **economic growth, social and territorial cohesion and a major source of employment**;

Or. it

Amendment 27
Deirdre Clune

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver **for growth and jobs creation**;

Amendment

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver **of job creation, growth, innovation, regional development and social cohesion**;

Or. en

Amendment 28
Pavel Telička, Izaskun Bilbao Barandica, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth and jobs creation;

Amendment

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity **and regional cohesion** within the EU and worldwide, and a driver **with multiplier effect** for growth and jobs creation;

Or. en

Amendment 29
Elissavet Vozemberg-Vrionidi

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth and jobs creation;

Amendment

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth and jobs creation ***and territorial cohesion***;

Or. el

Amendment 30
Inés Ayala Sender

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth ***and jobs creation***;

Amendment

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth, ***jobs creation and territorial cohesion***;

Or. en

Amendment 31
Karoline Graswander-Hainz

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the aviation sector is a

Amendment

B. whereas the aviation sector is a

fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth and **jobs** creation;

fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth and creation **of quality jobs**;

Or. en

Amendment 32

Lucy Anderson, Christine Revault D'Allonnes Bonnefoy, Jens Nilsson, Miltiadis Kyrkos

Motion for a resolution

Recital B

Motion for a resolution

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth and **jobs** creation;

Amendment

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth and creation **of quality jobs**;

Or. en

Amendment 33

Miltiadis Kyrkos

Motion for a resolution

Recital B

Motion for a resolution

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth **and jobs creation**;

Amendment

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, and a driver for growth, **jobs creation and regional cohesion**;

Or. en

Amendment 34
Bogusław Liberadzki

Motion for a resolution
Recital B

Motion for a resolution

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, ***and a driver for growth and jobs creation;***

Amendment

B. whereas the aviation sector is a fundamental part of the European transport network, indispensable to ensure connectivity within the EU and worldwide, ***job creation and regional cohesion;***

Or. en

Amendment 35
Claudia Schmidt

Motion for a resolution
Recital B a (new)

Motion for a resolution

Ba. whereas the aviation sector is an important pillar of the EU economy, adding high value to the Member states economies and having significant direct, indirect and inductive benefits for cities, regions and states;

Amendment

Or. en

Amendment 36
Rolandas Paksas

Motion for a resolution
Recital B a (new)

Motion for a resolution

Ba. Whereas EU policy with respect to all modes of transport should be uniform and should prevent the creation of conditions that are favourable to

Amendment

investments in certain areas and that restrict, to the greatest degree possible, investments in other areas, such as civil aviation;

Or. It

Amendment 37
Karoline Graswander-Hainz

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. whereas the aviation sector is an important pillar of the EU economy, adding high value to the Member States economies and having significant direct, indirect and induced benefits for cities, regions and states;

Or. en

Amendment 38
Marie-Christine Arnautu

Motion for a resolution
Recital B a (new)

Motion for a resolution

Amendment

Ba. whereas the world ranking of the EU's airports is under threat, and Europe's hubs are not as well connected internationally as the main hubs in the Persian Gulf and Turkey;

Or. fr

Amendment 39
Marie-Christine Arnautu

Motion for a resolution
Recital B b (new)

Motion for a resolution

Amendment

Bc. whereas several airlines benefit from interventionist policies, particularly in the Gulf countries;

Or. fr

Amendment 40
Marie-Christine Arnautu

Motion for a resolution
Recital B c (new)

Motion for a resolution

Amendment

Bc. whereas the European Union is currently guilty of discriminating against its own Member States by failing to extend the scope of the prudent investor rule to investment from third countries;

Or. fr

Amendment 41
Notis Marias

Motion for a resolution
Recital C

Motion for a resolution

Amendment

C. whereas the lack of proper implementation of EU legislation, and political unwillingness in the Council, prevent the aviation sector from unleashing its full potential, damage its competitiveness and lead to greater costs at the expense of businesses, passengers and the economy;

deleted

Or. el

Amendment 42
Ramon Tremosa i Balcells

Motion for a resolution
Recital C

Motion for a resolution

C. whereas the lack of proper implementation of EU legislation, and political unwillingness *in* the Council, prevent the aviation sector from unleashing its full potential, damage its competitiveness and lead to greater costs at the expense of businesses, passengers and the economy;

Amendment

C. whereas the lack of proper implementation of EU legislation, and political unwillingness *on the part of the Commission and the Council to treat Spain's issue with Gibraltar Airport as a matter of application of EU law*, prevent the aviation sector from unleashing its full potential, damage its competitiveness and lead to greater costs at the expense of businesses, passengers and the economy;

Or. en

Amendment 43
Isabella De Monte, István Ujhelyi, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution
Recital C

Motion for a resolution

C. whereas the lack of proper implementation of EU legislation, and political unwillingness *in* the Council, prevent the aviation sector from unleashing its full potential, damage its competitiveness and lead to greater costs at the expense of businesses, passengers and the economy;

Amendment

C. whereas the lack of proper implementation of EU legislation and political unwillingness, *on the part of the Commission and the Council, to treat Gibraltar Airport's issue as a matter of application of EU law*, prevent the aviation sector from unleashing its full potential, damage its competitiveness and lead to greater costs at the expense of businesses, passengers and the economy;

Or. en

Amendment 44
Daniela Aiuto

Motion for a resolution
Recital C a (new)

Motion for a resolution

Amendment

Ca. *whereas Communication 2014/C 99/03, concerning guidelines on State aid, defines the criteria and procedures for the granting of public financing to airports and airlines; whereas, however, there have constantly been infringements of the relevant rules by the regional authorities; whereas the Commission is therefore asked swiftly to prepare and implement an MEO (Market Economy Operator) test that is applicable to all Member States;*

Or. it

Amendment 45
Ramon Tremosa i Balcells, Georges Bach, Dominique Riquet

Motion for a resolution
Recital C a (new)

Motion for a resolution

Amendment

Ca. *notes that currently the signature of the EU-Ukraine Common Aviation Area Agreement is delayed by the Gibraltar issue; On the basis of a study, which was contracted by the Commission and concluded in December 2005, the annual economic impact of the non-signature of this Agreement is estimated around EUR 400 million;^{1a}*

1a

<http://www.europarl.europa.eu/sides/getAllAnswers.do?reference=E-2016-002690&language=EN>

Or. en

Amendment 46
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Recital C a (new)

Motion for a resolution

Amendment

Ca. *whereas the competitiveness of the aviation sector must not be emphasised to the detriment of safety, service quality and the working conditions and training of staff;*

Or. fr

Amendment 47
Andor Deli

Motion for a resolution
Recital C a (new)

Motion for a resolution

Amendment

Ca, *whereas regional and local airports play a significant role in the development and economic growth of the regions and in increasing their competitiveness whilst facilitating access for tourism;*

Or. hu

Amendment 48
Ramon Tremosa i Balcells, Dominique Riquet

Motion for a resolution
Recital C b (new)

Motion for a resolution

Amendment

Cb. *Deplores the fact that the Council does not have any data concerning the*

economic damage caused by the deadlock over Gibraltar ^{1a}

Calls European Commission and the Council should undertake an extensive and detailed study on the cost that the Gibraltar issue generates for EU consumers.

1a

<http://www.europarl.europa.eu/sides/getAllAnswers.do?reference=E-2016-003709&language=EN>

Or. en

Amendment 49

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson

Motion for a resolution

Recital C b (new)

Motion for a resolution

Amendment

Cb. whereas air transport, which accounts for 13% of total CO₂ emissions generated by the EU transport sector, plays a crucial role in meeting the EU's climate objectives and those of the Paris Agreement.

Or. fr

Amendment 50

Davor Škrlec

Motion for a resolution

Recital D

Motion for a resolution

Amendment

D. whereas in a technology-driven sector that requires both ***large investment and a developed infrastructure***, the success of a strategy lies in its capacity to

D. whereas in a technology-driven sector that requires both ***coordination and cooperation between the different airports as well as with other more sustainable***

adopt a long-term vision with proper planned investment;

transport modes, the success of a strategy lies in its capacity to adopt a long-term vision with proper planned investment;

Or. en

Amendment 51
Maria Grapini

Motion for a resolution
Recital D

Motion for a resolution

D. whereas in a technology-driven sector that requires both large investment and a developed infrastructure, the success of a strategy lies in its capacity to adopt a long-term vision with proper planned investment;

Amendment

D. whereas in a technology, *research and innovation*-driven sector that requires both large investment and a developed infrastructure, the success of a strategy lies in its capacity to adopt a long-term vision with proper planned investment;

Or. ro

Amendment 52
Franck Proust, Maurice Ponga

Motion for a resolution
Recital D a (new)

Motion for a resolution

Da. whereas the remote and isolated position of the outermost regions leaves them no alternative to air transport, and it is therefore vital to take measures to ensure regular flights to and from these regions at affordable prices, thus promoting territorial cohesion and economic growth there;

Or. fr

Amendment 53
Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution
Recital D a (new)

Motion for a resolution

Amendment

Da. whereas the availability and variety of flight connections is extremely important for economic development, and whereas there is a very strong correlation between the level of air connectivity and GDP, since it is estimated that increasing air connectivity increases GDP per capita by 0.5%^{1a};

^{1a} Airport Industry Connectivity Report, Airport Council International, 2015.

Or. pl

Amendment 54
Daniela Aiuto

Motion for a resolution
Recital D a (new)

Motion for a resolution

Amendment

Da. whereas, even though the Single European Sky provides for the establishment of functional airspace blocks (FABs), the implementation of those FABs has, to date, been considerably delayed; whereas, therefore, the Commission has estimated that some EUR 5 billion per year are being lost because of the lack of progress in this regard;

Or. it

Amendment 55
Elissavet Vozemberg-Vrionidi

Motion for a resolution
Recital D a (new)

Motion for a resolution

Amendment

Da. whereas it should remain a key objective of EU action to pursue high standards of safety in air transport by improving the relevant regulatory framework.

Or. el

Amendment 56
Francesc Gambús

Motion for a resolution
Recital D a (new)

Motion for a resolution

Amendment

Da. whereas security is one of the challenges that the aviation industry faces most directly;

Or. es

Amendment 57
Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution
Recital D b (new)

Motion for a resolution

Amendment

Db. whereas the objective of supporting economic development in the Member States through increased air connectivity should be not only to expand the network of connections but also to ensure an appropriate quality of connectivity in terms of flight frequency,

*network range and convenience of
schedules;*

Or. pl

Amendment 58
Daniela Aiuto

Motion for a resolution
Recital D b (new)

Motion for a resolution

Amendment

*Db. whereas the social and economic
conditions of workers, and in particular of
pilots, are directly correlated to flight
safety issues;*

Or. it

Amendment 59
Francesc Gambús

Motion for a resolution
Recital D b (new)

Motion for a resolution

Amendment

*Db. whereas the volume of air traffic is
currently large and forecast to increase in
the next few years,*

Or. es

Amendment 60
Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution
Recital D c (new)

Motion for a resolution

Amendment

Dc. whereas economic growth

generates better results in the aviation sector, while air traffic growth promotes economic growth, confirming that air transport acts as a catalyst for a country's economic development;

Or. pl

Amendment 61

Pavel Telička, Izaskun Bilbao Barandica, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;

Amendment

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges *by developing modern regulatory frameworks (e.g. revised Basic Regulation for common rules in the field of civil aviation safety)*; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;

Or. en

Amendment 62

Inés Ayala Sender

Motion for a resolution

Paragraph 1

Motion for a resolution

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources to boost the sector by *finding* new market

Amendment

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources to boost the sector by *pinpointing* new

opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;

market opportunities and dismantling barriers ***and creating quality jobs in the aviation sector***, and for its proposals to meet and anticipate new challenges ***without in any way impinging on aviation security***; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;

Or. es

Amendment 63
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 1

Motion for a resolution

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;

Amendment

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced ***in order to give what is a necessary boost for a sustainable and competitive European aviation industry***;

Or. de

Amendment 64
Lefteris Christoforou

Motion for a resolution
Paragraph 1

Motion for a resolution

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources

Amendment

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources

to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;

to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges; ***considers it to be a significant development towards a common European view***; believes that, in a longer-term perspective, a further holistic and ***more*** ambitious approach should be embraced;

Or. en

Amendment 65

Lucy Anderson, Christine Revault D'Allonnes Bonnefoy, Jens Nilsson, Miltiadis Kyrkos

Motion for a resolution Paragraph 1

Motion for a resolution

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;

Amendment

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges ***while reinforcing the social agenda and creating high quality jobs in aviation***; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;

Or. en

Amendment 66 **Merja Kyllönen**

Motion for a resolution Paragraph 1

Motion for a resolution

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources

Amendment

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources

to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;

to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges ***while reinforcing the social agenda and creating high quality jobs in aviation***; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;

Or. en

Amendment 67
Georges Bach

Motion for a resolution
Paragraph 1

Motion for a resolution

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;

Amendment

1. Welcomes the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges ***while reinforcing the social agenda and creating high quality jobs in aviation***; believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;

Or. en

Amendment 68
Notis Marias

Motion for a resolution
Paragraph 1

Motion for a resolution

1. ***Welcomes*** the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources to boost the sector by finding new market

Amendment

1. ***Notes*** the Commission's Communication on an Aviation Strategy for Europe and its effort to identify sources to boost the sector by finding new market

opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges; ***believes that, in a longer-term perspective, a further holistic and ambitious approach should be embraced;***

opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges;

Or. el

Amendment 69
Marie-Christine Arnautu

Motion for a resolution
Paragraph 1

Motion for a resolution

1. ***Welcomes*** the Commission's Communication on an Aviation Strategy for Europe ***and its effort*** to identify sources to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges; believes that, in a longer-term perspective, a ***further holistic and ambitious approach should be embraced;***

Amendment

1. ***Notes*** the Commission's Communication on an Aviation Strategy for Europe; ***questions the relevance of the measures recommended*** to identify sources to boost the sector by finding new market opportunities and dismantling barriers, and for its proposals to meet and anticipate new challenges; believes that, in a longer-term perspective, a ***more ambitious approach should be embraced;***

Or. fr

Amendment 70
Inés Ayala Sender

Motion for a resolution
Paragraph 1 a (new)

Motion for a resolution

1a. Believes that aviation security should remain the guiding principle for the European Aviation Strategy and that there must be continued improvement in the safety indicators for the whole system; highlights the risk involved in a paradigm shift from prescriptive detailed rules to results-based rules, without there being a

Amendment

strong authority to supervise the process and transition that can adopt emergency measures to rectify any major security flaws; calls in this respect for both the national security agencies and the EASA to be equipped with sufficient resources and staff to ensure that this change in regulatory focus does not turn into a form of unsupervised deregulation detrimental to security;

Or. es

Amendment 71
Davor Škrlec

Motion for a resolution
Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Emphasises that the aviation strategy must be considered within a sustainable intermodal transport policy framework, corresponding to minimising external costs, the EU White Paper on Transport as well as its targets on climate protection, and improving rights and interests of the users and the employed workers as well as safety and security;

Or. en

Amendment 72
Marie-Christine Arnautu

Motion for a resolution
Paragraph 1 a (new)

Motion for a resolution

Amendment

1a. Calls for the simplification of rules and clarification of the powers entrusted to regional, national, European and international aviation authorities; takes

the view that simplification must not be used as a pretext to set up an oversized, inefficient and inflexible European system;

Or. fr

Amendment 73

Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet

Motion for a resolution

Paragraph 2

Motion for a resolution

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights **Regulation**;

Amendment

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); ***stresses that to provide legal clarity and certainty, although helpful, the publication of guidelines does not substitute the proper revision of existing regulations, in this respect*** urges the ***Council and the*** Member States finally to make progress on other essential dossiers such as ***the Recast of the Regulation on the Implementation of the Single European Sky and the*** revision of the Slot Regulation and the Passenger Rights **Regulations**;

Or. en

Amendment 74

Isabella De Monte, István Ujhelyi, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution

Paragraph 2

Motion for a resolution

2. Calls on the Commission to rethink on-going initiatives **and propose alternatives** to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation;

Amendment

2. Calls on the Commission to rethink on-going initiatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); **recalls that the Community law must be applied to all the territories of the Member States, even overseas, not observing for this purpose bilateral issues between the States as the case of Gibraltar International Airport**; urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation;

Or. en

Amendment 75
Maria Grapini

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation;

Amendment

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation **with a view to increased consumer protection**;

Or. ro

Amendment 76
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 2

Motion for a resolution

2. ***Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation;***

Amendment

2. ***Urges the Member States finally to make progress on establishing the Single European Sky and, within the Council, on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation, and states that, should no progress by the Council be visible by 2017, ongoing initiatives should be reconsidered and alternatives proposed;***

Or. de

Amendment 77
Franck Proust

Motion for a resolution
Paragraph 2

Motion for a resolution

2. **Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation;**

Amendment

2. **Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation, *which is currently deadlocked within the Council;***

Or. fr

Amendment 78
Kateřina Konečná

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation;

Amendment

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation *with a view to strengthening those rights*;

Or. cs

Amendment 79
Deirdre Clune

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights **Regulation**;

Amendment

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make *swift* progress on other essential dossiers such as *the* revision of the Slot Regulation and the Passenger Rights **Regulations**;

Or. en

Amendment 80
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission *to rethink on-going initiatives and propose alternatives* to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation;

Amendment

2. Calls on the Commission **and the Council** to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation;

Or. en

Amendment 81
Georges Bach

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation;

Amendment

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the **Air** Passenger Rights Regulation;

Or. en

Amendment 82
Bogusław Liberadzki

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights **Regulation**;

Amendment

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights **Regulations**;

Or. en

Amendment 83
Miltiadis Kyrkos

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights **Regulation**;

Amendment

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States finally to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights **Regulations**;

Or. en

Amendment 84
Notis Marias

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States *finally* to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation;

Amendment

2. Calls on the Commission to rethink on-going initiatives and propose *viable* alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the Member States to make progress on other essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation;

Or. el

Amendment 85
Marian-Jean Marinescu

Motion for a resolution
Paragraph 2

Motion for a resolution

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the *Member States* finally to make progress on *other* essential dossiers such as revision of the Slot Regulation and the Passenger Rights Regulation;

Amendment

2. Calls on the Commission to rethink on-going initiatives and propose alternatives to remove the deficiencies of the aviation sector resulting from the late and incomplete implementation of EU legislation such as the Single European Sky (SES); urges the *Council* finally to make progress on essential dossiers such as *SES2+ and* revision of the Slot Regulation and the Passenger Rights Regulation;

Or. en

Amendment 86
Ramon Tremosa i Balcells, Georges Bach, Dominique Riquet

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Calls the Council to do its utmost to overcome the deadlock over Gibraltar. Since 2012, the differing positions of Spain and the United Kingdom concerning the Gibraltar airport has been impeding progress in pending legislative proposals in the Council which have huge economic costs for European consumers. The aviation files concerned are: the Single European Sky 2+ Package, the Slots Regulation as well as the Air Passengers' Rights Regulation.^{1a}

Deplores the fact that the Council does not have any data concerning the economic damage caused by the deadlock over Gibraltar ^{1b} The European Commission and the Council should undertake an extensive and detailed study on the cost that the Gibraltar issue generates for EU consumers.

1a

<http://www.europarl.europa.eu/sides/getAllAnswers.do?reference=P-2016-004843&language=EN>

1b

<http://www.europarl.europa.eu/sides/getAllAnswers.do?reference=E-2016-003709&language=EN>

Or. en

Amendment 87
Inés Ayala Sender

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. *Deplores the fact that the Council is using the hold-ups in respect of these reports as a pretext for not moving forward the negotiations with Parliament and equipping the EU with an updated framework for the protection of airline passengers' rights and the regulations for implementing a Single European Sky; calls on the Commission and Council to take steps to move forward the negotiations on these files, given that a schedule already exists to resolve the stalemate;*

Or. es

Amendment 88

Knut Fleckenstein, Ismail Ertug, Gabriele Preuß

Motion for a resolution

Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. *Notes that the Commission announced an evaluation of the ground handling services Directive in its Communication on an Aviation Strategy for Europe; recalls its strong opposition of the previous Commission's proposal for a revision, which resulted in a formal withdrawal of the proposal by the Commission in December 2014; reiterates its view that a further liberalisation of ground handling services would lead to a deterioration of working conditions at Union airports;*

Or. en

Amendment 89

Matthijs van Miltenburg

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Calls on the Council to make progress on the aforementioned essential aviation dossiers by unblocking discussions related to the status of the Gibraltar Airport in line with the Ministerial Statement on Gibraltar Airport, agreed in Cordoba on 18 September 2006 during the first Ministerial meeting of the Forum of Dialogue on Gibraltar (the so-called Cordoba agreement);

Or. en

Amendment 90
Daniela Aiuto

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Calls on the Member States to complete the FABs without any further delay in order to complete the Single European Sky; calls on the Commission to implement in full Article 3 of Regulation 551/2004 and to implement European Free Routes within a rapid and certain time frame;

Or. it

Amendment 91
Rolandas Paksas

Motion for a resolution
Paragraph 2 a (new)

Motion for a resolution

Amendment

2a. Calls on the Commission and the Member States to reinforce the civil-military aviation coordination and cooperation;

Or. en

Amendment 92
Inés Ayala Sender

Motion for a resolution
Paragraph 2 b (new)

Motion for a resolution

Amendment

2b. Welcomes the progress made in the field of air traffic management aimed at increasing efficiency and reducing costs and emissions, despite the institutional log-jam, and calls for continued progress to be made in cooperation between the various FABs and for a good practices manual to be drawn up that reflects the progress made and facilitates further progress towards the Single European Sky;

Or. es

Amendment 93
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 2 b (new)

Motion for a resolution

Amendment

2b. Calls on the Commission and the Council to remove such deficiencies and make progress on these essential dossiers by applying EU law to Gibraltar Airport in accordance with Gibraltar's status

under the EU Treaties;

Or. en

Amendment 94

Pavel Telička, Gesine Meissner, Ramon Tremosa i Balcells, Jozo Radoš, Dominique Riquet

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;

Amendment

3. ***Welcomes the Commission's proposal to revise Regulation 868/2004 addressing unfair practices and to issue guidelines on ownership and control; stresses however that nor arising protectionism nor measures to ensure fair competition alone will guarantee the competitiveness of the EU aviation sector; believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets, such as, for example high safety standards, the role of EASA, geographical positioning, innovative industry, social and environmental goals; strongly believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model that has the potential to provide a unique and competitive response to the specificities of competitors;***

Or. en

Amendment 95

Franck Proust

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment, ***in which many foreign countries have used air transport as a strategic tool for international development***, by further building on and developing its assets; believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model; ***recalls that new agreements with third countries should include a fair competition clause, as stipulated in certain negotiating mandates; calls for the European Union to adopt investigative powers to shed light on the allegations of distortion of competition, under European rules (grants, indirect aid), favouring certain companies;***

Or. fr

Amendment 96

Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model; ***stresses that the Commission should take more decisive action to protect the European aviation sector from unfair competition from operators in third countries, particularly with regard to unlimited state aid, but points out that no action in this regard should lead to***

restrictions on the consumer's freedom to choose the best offer;

Or. pl

Amendment 97
Wim van de Camp

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model, ***underlines in this respect the importance of negotiating comprehensive air transport agreements with third countries to ensure a competitive fair playing field and calls on the Commission to substantively involve the European Parliament in these negotiations on a regular base and by way of mid-term reviews;***

Or. en

Amendment 98
Deirdre Clune

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries, if fair,

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; ***recalling that aviation is a strong driver of growth, jobs,***

should be seen as an opportunity to develop *further a* European aviation model;

trade and mobility for the world's economy and that the EU is facing increased pressure from new competitors, believes that competition from third countries, if fair, should be seen as an opportunity to *further develop an innovative and competitive* European aviation model;

Or. en

Amendment 99
Inés Ayala Sender

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries, *if fair*, should be seen as an opportunity to develop further a European aviation model;

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries should be seen as an opportunity to develop further a European aviation model, *provided that it is fair and ensures fair competition, respect ILO standards and complies with ICAO's CO₂ emissions reduction scheme;*

Or. es

Amendment 100
Christine Revault D'Allonnes Bonnefoy, Lucy Anderson

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; *believes that*

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; *stresses that the*

competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;

European aviation industry faces strong competition, particularly as a result of unfair practices and vast state subsidies to certain international airlines. Calls on the Commission to include a fair competition clause in comprehensive aviation agreements so as to ensure fair competition.

Or. fr

Amendment 101

Ramon Tremosa i Balcells, Izaskun Bilbao Barandica, Georges Bach, Dominique Riquet

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; *believes* that competition from third countries, *if fair*, should be seen as an opportunity to develop further *a* European aviation model;

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; *stresses* that competition from third countries *should be based on reciprocity and a level playing field; with a fair competition clause and financial transparency in the upcoming aviation agreements, competition* should be seen as an opportunity to develop *and strengthen* further *the* European aviation model;

Or. en

Amendment 102

Notis Marias

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and

developing its assets; *believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;*

developing its assets;

Or. el

Amendment 103

Motion for a resolution Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; *believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;*

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets;

Or. it

Amendment 104 Massimiliano Salini

Motion for a resolution Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; *takes the view, in this regard, that industrial aeronautical policy should promote competitiveness in the aviation sector;* believes, *in addition*, that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;

Amendment 105

Maria Grapini

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model ***which would contribute to the development of tourism and economic relations;***

Or. ro

Amendment 106

Gabriele Preuß, Ismail Ertug, Knut Fleckenstein

Motion for a resolution

Paragraph 3

Motion for a resolution

3. ***Believes*** that the European aviation sector ***can fit*** into a competitive global environment ***by further building on and developing its assets; believes that*** competition from third ***countries, if fair, should be seen as an opportunity to develop further a European aviation model;***

Amendment

3. ***Underlines*** that the European aviation sector ***fits*** into a competitive global environment; ***insists that the EU and its Member States take all necessary steps to defend the European aviation industry against unfair*** competition from third ***states and ensure a level playing field including respect to universally recognised ILO standards;***

Or. en

Amendment 107
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector **can** fit into a competitive global environment **by further *building* on and *developing its assets***; believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;

Amendment

3. Believes that the European aviation sector **should** fit into a competitive global environment **and its assets must therefore *be* further *built* on and *developed***; believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;

Or. de

Amendment 108
Marie-Christine Arnautu

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries, ***if fair, should be seen as an opportunity to develop further a European aviation model***;

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; believes that competition from third countries ***should encourage the EU and the Member States to establish a legal framework to protect the sector***;

Or. fr

Amendment 109
Merja Kyllönen

Motion for a resolution
Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; ***believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;***

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets ***while ensuring a level playing field and fair competition including respect to universally recognized ILO standards;***

Or. en

Amendment 110

Lucy Anderson, Christine Revault D'Allonnes Bonnefoy, Jens Nilsson

Motion for a resolution

Paragraph 3

Motion for a resolution

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets; ***believes that competition from third countries, if fair, should be seen as an opportunity to develop further a European aviation model;***

Amendment

3. Believes that the European aviation sector can fit into a competitive global environment by further building on and developing its assets, ***while ensuring a level playing field and fair competition including respect to universally recognized ILO standards;***

Or. en

Amendment 111

Ramon Tremosa i Balcells, Izaskun Bilbao Barandica, Georges Bach, Dominique Riquet

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

3a. Deplores the fact that Regulation (EC) No 868/2004 on protection against unfair pricing practices in the air transport sector has proved to be

Amendment

inadequate and ineffective in terms of scope; calls on the Commission to revise Regulation (EC) No 868/2004 in order to safeguard fair competition in EU external aviation relations and reinforce the competitive position of the EU aviation industry, ^{1a} prevent unfair competition more effectively, ensure reciprocity and eliminate unfair practices, including subsidies and state aid awarded to airlines from certain third countries that distort the market; stresses that the aim should be to improve the political strategy at European level in order to quickly resolve this conflict, based mainly on the application of a transparent 'fair competition' clause; calls also on the Commission to fully implement Article 4(f) of Regulation (EC) No 1008/2008 on the 'effective control' of airlines; ^{1b}

1a

<http://www.europarl.europa.eu/sides/getAllAnswers.do?reference=E-2015-013783&language=EN#def1>

^{1b} <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2008:293:0003:0020:en:PDF>

Or. en

Amendment 112
Maria Grapini

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. *Believes that the European aviation sector represents one of the most efficient parts of the European economy, since through the creation of a single market and its extension to other third countries, it will foster competition to the benefit of citizens; believes that*

consideration should be given to negotiating balanced agreements with other parts of the world on opening airspace, promoting technological progress and guaranteeing the implementation of high standards in relation to quality, security and environmental performance, making it possible to consolidate and develop the sector;

Or. ro

Amendment 113
Marie-Christine Arnautu

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. *Calls, with a view to combating unfair competition from third countries, for a review of Regulation (EC) No 1008/2008 of the European Parliament and of the Council on common rules for the operation of air services in the Community and of Regulation (EC) No 868/2004 concerning protection against subsidisation and unfair pricing practices causing injury to Community air carriers in the supply of air services from countries not members of the European Community;*

Or. fr

Amendment 114
Pavel Telička, Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Welcomes the initiative to negotiate at EU-level air transport agreements and bilateral aviation safety agreements with third countries representing emerging and strategic markets (China, Japan, ASEAN, Turkey, Qatar, the UAE, Armenia, Mexico, China, Bahrain, Kuwait, Oman and Saudi-Arabia) and encourages fast negotiations; calls on the Commission and the Council, in respect of Article 218 of the Treaty on the Functioning of the European Union, to fully involve and inform the European Parliament at all stages of negotiations;

Or. en

Amendment 115
Deirdre Clune

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Recognises the strategic importance of swift progress in negotiating EU level aviation agreements with China, ASEAN, Turkey, Saudi Arabia, the United Arab Emirates (UAE), Kuwait, Qatar, Bahrain, Oman, Mexico and Armenia that include balanced provisions on fair competition which can be applied and enforced in practice based on a regulatory framework that promotes EU values and standards;

Or. en

Amendment 116
Davor Škrlec

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Refers to the Eurovignette Directive that underlined that internalisation of external costs should be introduced for all transport modes and thus also for aviation; calls on the Commission to propose levies on flights, based on Greenhouse Gas (GHG) emissions, air pollution and noise criteria as well as taxation on kerosene and VAT on all European flight tickets;

Or. en

Amendment 117
Daniela Aiuto

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Calls on the Commission and the Member States to regulate the participation of capital from third countries in the European aviation market in order to avoid market distortions and unfair competition between companies in the internal market, in accordance with existing state aid legislation;

Or. it

Amendment 118
Inés Ayala Sender

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. *Calls on the Council to authorise global air agreements with third countries only when strong clauses on transparency, state aid, environment human and labour protection are put in place. Calls on the Commission to provide EASA with mechanisms for real monitoring and enforcement of these agreements;*

Or. en

Amendment 119
Marian-Jean Marinescu

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. *Welcomes the mandates and the negotiations for comprehensive aviation agreements with some third countries, and asks for a swift completion of the agreements in order to ensure a level playing field for European airlines and airports, ensure reciprocity and an effective fair competition clause;*

Or. en

Amendment 120
Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. *Stresses that air services agreements contribute to the implementation of the European*

Neighbourhood concept and aim to extend the EU Single Aviation Market; in this points out its importance for strengthening the Easterner Partnership cooperation;

Or. en

Amendment 121

Christine Revault D'Allonnes Bonnefoy, Lucy Anderson

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Calls on the Commission to amend Regulation 868/2004 to facilitate the adoption of retaliatory measures and sanctions in respect of airlines liable to benefit from subsidies undermining fair competition.

Or. fr

Amendment 122

Rolandas Paksas

Motion for a resolution

Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Takes notes of the inclusion of a comprehensive fair competition clause; recalls that all negotiations must produce a robust agreement with efficient provisions for enforcing financial transparency and fair;

Or. en

Amendment 123
Matthijs van Miltenburg

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Deplores the fact that Regulation (EC) No 868/2004 on protection against unfair pricing practices in the air transport sector has proved to be inadequate and ineffective;

Or. en

Amendment 124
Peter van Dalen

Motion for a resolution
Paragraph 3 a (new)

Motion for a resolution

Amendment

3a. Calls on the Commission to promote fair competition, in particular in negotiations on air transport agreements with third countries;

Or. nl

Amendment 125
Ramon Tremosa i Balcells, Dominique Riquet

Motion for a resolution
Paragraph 3 b (new)

Motion for a resolution

Amendment

3b. Recalls that the EU template fair competition clause states: "When a Contracting Party provides public subsidies or support [...] to an airline, it shall ensure the transparency of such measure through any appropriate means,

which may include requiring that the airline identifies the subsidy or support clearly and separately in its accounts. Transparency requirements should cover all airlines benefitting from the agreement irrespective of their ownership when a Contracting Party provides public subsidies or support [...] to an airline, it shall ensure the transparency of such measure through any appropriate means, which may include requiring that the airline identifies the subsidy or support clearly and separately in its accounts".^{1a}

Believes that there should be a link between accepting the fair competition clause and financial transparency elements in the future comprehensive aviation agreements, and continuing to operate in EU airspace with a licence granted by EU air carriers that third parties invested in. If an airline refuses to cooperate or to provide any information about public subsidies or financial support, the Commission should be able to freeze their traffic rights.

Calls the European Commission to address these issues in the new guidelines on the application of EU ownership and control rules that are due to be published by the end of 2016.

1a

<http://www.europarl.europa.eu/sides/getAllAnswers.do?reference=E-2016-001521&language=EN>

Or. en

Amendment 126
Inés Ayala Sender

Motion for a resolution
Paragraph 3 b (new)

Motion for a resolution

Amendment

3b. *Welcomes the opening of negotiations for bilateral comprehensive air agreements; recalls the Commission obligation to keep Parliament immediately and fully informed at all stages of negotiations and reminds both the Commission and Council of the importance of appropriate transparency procedures in negotiations;*

Or. en

Amendment 127
Matthijs van Miltenburg

Motion for a resolution
Paragraph 3 b (new)

Motion for a resolution

Amendment

3b. *Calls on the Commission to promptly submit a proposal to revise Regulation (EC) No 868/2004 in order to safeguard fair competition in EU external aviation relations by eliminating unfair competition more effectively and reinforce the competitive position of the EU aviation industry,*

Or. en

Amendment 128
Marie-Christine Arnautu

Motion for a resolution
Paragraph 3 b (new)

Motion for a resolution

Amendment

3b. *Demands that the Commission involve the Member States and their national parliaments fully in negotiations*

it has been mandated to conduct with third countries;

Or. fr

Amendment 129
Peter van Dalen

Motion for a resolution
Paragraph 3 b (new)

Motion for a resolution

Amendment

3b. *Calls on the Commission, in connection with fair competition on the part of countries with which it concludes air transport agreements, to insist on compliance with at least basic rights as laid down in ILO conventions;*

Or. nl

Amendment 130
Deirdre Clune

Motion for a resolution
Paragraph 3 b (new)

Motion for a resolution

Amendment

3b. *Believes that in keeping with Article 218 of the TFEU, the Commission and the Council should keep the Parliament fully informed concerning all stages of international aviation agreement negotiations;*

Or. en

Amendment 131
Marian-Jean Marinescu

Motion for a resolution
Paragraph 3 b (new)

Motion for a resolution

Amendment

3b. Calls on the Commission to strengthen the EASA's role on the international scene and to support its official recognition as a single EU voice within ICAO;

Or. en

Amendment 132
Peter van Dalen

Motion for a resolution
Paragraph 3 c (new)

Motion for a resolution

Amendment

3c. Calls on the Commission, during negotiations on air transport agreements with third countries, also to be on the lookout for state aid arrangements that would not be permissible under its own rules in the EU, and to enter into binding arrangements in this connection;

Or. nl

Amendment 133
Deirdre Clune

Motion for a resolution
Paragraph 3 c (new)

Motion for a resolution

Amendment

3c. Welcomes launching new aviation dialogues with other strategic aviation partners such as India;

Or. en

Amendment 134

Peter van Dalen

Motion for a resolution

Paragraph 3 d (new)

Motion for a resolution

Amendment

3d. Urges the Commission to ensure that workers in the European aviation sector who are not residents of the EU also comply with the safety requirements applicable under European law;

Or. nl

Amendment 135

Peter van Dalen

Motion for a resolution

Paragraph 3 e (new)

Motion for a resolution

Amendment

3e. Is concerned about certain employment practices within aviation, such as pay-to-fly schemes and zero-hours contracts; states that those practices are a potential threat to aviation safety in Europe;

Or. nl

Amendment 136

Marie-Christine Arnautu

Motion for a resolution

Paragraph 4

Motion for a resolution

Amendment

4. Recalls that air space is also part of the EU single market, and that any

deleted

fragmentation resulting from diverging national practices has an impact on the rest of the market and hampers EU competitiveness;

Or. fr

Amendment 137
Lucy Anderson

Motion for a resolution
Paragraph 4

Motion for a resolution

Amendment

4. Recalls that air space is also part of the EU single market, and that any fragmentation resulting from diverging national practices has an impact on the rest of the market and hampers EU competitiveness;

deleted

Or. en

Amendment 138
Franck Proust

Motion for a resolution
Paragraph 4

Motion for a resolution

Amendment

4. Recalls that air space is also part of the EU single market, and that any fragmentation resulting from diverging national practices has an impact on the rest of the market and hampers EU competitiveness;

4. Recalls that air space is also part of the EU single market, and that any fragmentation resulting from diverging national practices has an impact on the rest of the market and hampers EU competitiveness; ***considers it essential to draft, in each state, a report on the competitiveness of the aviation sector and solutions with which to support airlines and businesses; is convinced that one such solution is to impose a temporary tax and regulatory moratorium in a Member State or at European level (when possible)***

for the airlines hardest hit by international competition that is deemed to be unfair;

Or. fr

Amendment 139

Deirdre Clune

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Recalls that air space is also part of the EU single market, and that any fragmentation resulting from diverging national practices *has an impact on* the rest of the market and *hampers* EU competitiveness;

Amendment

4. Recalls that air space is also part of the EU single market, and that any fragmentation resulting from diverging national practices *causes longer flight times, delays, extra fuel burn, greater CO2 emissions in addition to negatively impacting* the rest of the market and *hampering* EU competitiveness;

Or. en

Amendment 140

Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Jozo Radoš, Dominique Riquet

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Recalls that air space is also part of the EU single market, and that any fragmentation resulting from diverging national practices has an impact on the rest of the market and hampers EU competitiveness;

Amendment

4. Recalls that air space is also part of the EU single market, and that any fragmentation resulting from diverging national practices (*e.g.: taxes, levies, etc.*) has an impact on the rest of the market and hampers EU competitiveness;

Or. en

Amendment 141

Ramon Tremosa i Balcells, Georges Bach, Dominique Riquet

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Recalls that air space is also part of the EU single market, and that any fragmentation resulting from diverging national practices has an impact on the rest of the market and hampers EU competitiveness;

Amendment

4. Recalls that air space is also part of the EU single market ***including Gibraltar airport***, and that any fragmentation resulting from diverging national practices has an impact on the rest of the market and hampers EU competitiveness;

Or. en

Amendment 142

Notis Marias

Motion for a resolution

Paragraph 4

Motion for a resolution

4. Recalls that air space is also part of the ***EU single market, and that any fragmentation resulting from diverging national practices has an impact on the rest of the market and hampers EU competitiveness***;

Amendment

4. Recalls that air space is also part of the ***exercise of sovereign rights of Member States and that the principle of subsidiarity must therefore be respected*** with regard to ***air space***;

Or. el

Amendment 143

Francesc Gambús

Motion for a resolution

Paragraph 5

Motion for a resolution

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to

Amendment

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to

form a ‘Trans-European Motorway of the Sky’, to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project;

form a ‘Trans-European Motorway of the Sky’, to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project; ***calls on the Commission to set up a European-level public aviation management body to facilitate a reduction in airspace congestion owing to the lack of open control points in area control centres in the Member States;***

Or. es

Amendment 144
Kosma Zlotowski, Tomasz Piotr Poręba

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to form a ‘Trans-European Motorway of the Sky’, to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project;

Amendment

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to form a ‘Trans-European Motorway of the Sky’, to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project; ***reminds that one of the biggest challenges associated with the deployment of SESAR is its management structure or architecture that identifies the relevant entities and processes.***

Or. en

Amendment 145
Marian-Jean Marinescu

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to form a 'Trans-European Motorway of the Sky', to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project;

Amendment

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to form a 'Trans-European Motorway of the Sky', to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project ***including by restoring the original Connecting Europe Facility (CEF) budget, affected by the establishment of the European Fund for Strategic Investments (EFSI)***;

Or. en

Amendment 146
Andor Deli

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to ***implement the concept of a European upper flight information region, which is to form a 'Trans-European Motorway of the Sky', to*** overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project;

Amendment

5. Calls on the Commission to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project;

Amendment 147

Franck Proust

Motion for a resolution

Paragraph 5

Motion for a resolution

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to form a ‘Trans-European Motorway of the Sky’, to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project;

Amendment

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to form a ‘Trans-European Motorway of the Sky’, to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project; ***points out that the SESAR project needs to be allocated an ambitious budget for its implementation;***

Or. fr

Amendment 148

Lucy Anderson

Motion for a resolution

Paragraph 5

Motion for a resolution

5. ***Calls on the Commission to implement the concept of a European upper flight information region, which is to form a ‘Trans-European Motorway of the Sky’, to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the***

Amendment

5. ***Rejects the idea of minimum services and calls on the Commission to genuinely support the European social dialogue in order to reduce the risk of industrial conflicts; insists that the Sectoral Social Dialogue Committee for Civil Aviation should be consulted by the EU institutions on any initiative concerning the aviation sector;***

Amendment 149
Inés Ayala Sender

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to form a ‘Trans-European Motorway of the Sky’, to overcome the difficult implementation of SES, in particular the functional airspace blocks, ***and to allow continuity of air services in the most vulnerable parts of the air space***, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project;

Amendment

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to form a ‘Trans-European Motorway of the Sky’, to overcome the difficult implementation of SES, in particular the functional airspace blocks, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project;

Amendment 150
Deirdre Clune

Motion for a resolution
Paragraph 5

Motion for a resolution

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to form a ‘Trans-European Motorway of the Sky’, to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while

Amendment

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to form a ‘Trans-European Motorway of the Sky’, to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while

ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project;

ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project *in the interest of achieving global interoperability*;

Or. en

Amendment 151 **Notis Marias**

Motion for a resolution **Paragraph 5**

Motion for a resolution

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to form a ‘Trans-European Motorway of the Sky’, to overcome the difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project;

Amendment

5. Calls on the Commission to implement the concept of a European upper flight information region, which is to form a ‘Trans-European Motorway of the Sky’, to overcome the *increasingly* difficult implementation of SES, in particular the functional airspace blocks, and to allow continuity of air services in the most vulnerable parts of the air space, while ensuring a proper deployment of the Single European Sky ATM Research (SESAR) project;

Or. el

Amendment 152 **Pavel Telička, Izaskun Bilbao Barandica, Matthijs van Miltenburg, Jozo Radoš,** **Dominique Riquet**

Motion for a resolution **Paragraph 5 a (new)**

Motion for a resolution

Amendment

5a. *Strongly believes that the aviation sector should fully rely on European satellite-based technologies, such as EGNOS and Galileo, which allow safer and more efficient navigation and approach procedures while enabling the*

full deployment of SESAR; Therefore insists on the need for a wide implementation of these technologies;

Or. en

Amendment 153

Ramon Tremosa i Balcells, Georges Bach, Dominique Riquet

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as the main indicator when assessing and planning actions in the sector;

Amendment

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as the main indicator when assessing and planning actions in the sector;

Connectivity within Europe should be based on projects supported by a positive cost benefit analysis approved by the European Commission in order to avoid tax payers money is lost in non-viable projects. In the interest of public finances and the environment, particular attention should be given to airports in close proximity to each other and the catchment areas of neighbouring airports.^{1a}

1a

<http://www.eca.europa.eu/en/Pages/DocItem.aspx?did=30441>

Or. en

Amendment 154

Pavel Telička, Urmas Paet, Izaskun Bilbao Barandica, Gesine Meissner, Jozo Radoš, Dominique Riquet

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as the main indicator when assessing and planning actions in the sector;

Amendment

6. ***Acknowledges the existing connectivity gap within the EU and the importance of regional connectivity;*** Believes that many of the limits to growth, both in the air and on the ground (*e.g. capacity crunch, under and over utilization of infrastructures, different ANSP or limited investments*), can be addressed by taking connectivity as the main indicator when assessing and planning actions in the sector;

Or. en

Amendment 155

Franck Proust

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as the main indicator when assessing and planning actions in the sector;

Amendment

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as the main indicator when assessing and planning actions in the sector; ***recalls that connectivity must be taken to be at all levels: national, European and international (short- and medium-haul)***;

Or. fr

Amendment 156

Henna Virkkunen

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that many of the limits to

Amendment

6. Believes that many of the limits to

growth, both in the air and on the ground, can be addressed by taking connectivity as the main *indicator* when assessing and planning actions in the sector;

growth, both in the air and on the ground, can be addressed by taking connectivity **and the efficient use of airport capacity and airspace** as the main *indicators* when assessing and planning actions in the sector;

Or. fi

Amendment 157
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as the main indicator when assessing and planning actions in the sector;

Amendment

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by **increasing efficiency and** taking connectivity as the main indicator when assessing and planning actions in the sector;

Or. de

Amendment 158
Claudia Schmidt

Motion for a resolution
Paragraph 6

Motion for a resolution

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as the main indicator when assessing and planning actions in the sector;

Amendment

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity **and capacity** as the main indicator when assessing and planning actions in the sector;

Or. en

Amendment 159

Notis Marias

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as the main indicator when assessing and planning actions in the sector;

Amendment

6. Believes that many of the **significant** limits to growth, both in the air and on the ground, can be addressed by taking connectivity as the main indicator when assessing and planning actions in the sector;

Or. el

Amendment 160

Inés Ayala Sender

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as **the main indicator** when assessing and planning actions in the sector;

Amendment

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as **one of the main indicators** when assessing and planning actions in the sector;

Or. es

Amendment 161

Deirdre Clune

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as the main **indicator** when assessing and

Amendment

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as **one of the main indicators** when assessing

planning actions in the sector;

and planning actions in the sector;

Or. en

Amendment 162

Karoline Graswander-Hainz

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as the main *indicator* when assessing and planning actions in the sector;

Amendment

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity *and capacity* as the main *indicators* when assessing and planning actions in the sector;

Or. en

Amendment 163

Miltiadis Kyrkos, Lucy Anderson

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as *the main* indicator when assessing and planning actions in the sector;

Amendment

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as *a key* indicator when assessing and planning actions in the sector;

Or. en

Amendment 164

Bogusław Liberadzki

Motion for a resolution

Paragraph 6

Motion for a resolution

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as ***the main*** indicator when assessing and planning actions in the sector;

Amendment

6. Believes that many of the limits to growth, both in the air and on the ground, can be addressed by taking connectivity as ***a key*** indicator when assessing and planning actions in the sector;

Or. en

Amendment 165

Deirdre Clune

Motion for a resolution

Paragraph 6 – subparagraph 1 (new)

Motion for a resolution

Amendment

Calls on the Commission and the Member States to ensure the full and correct implementation of the Airport Charges Directive (2009/12/EC) that strikes a balance between providing adequate investment in airport infrastructure, while at the same time ensuring that passengers and European airlines benefit from efficient, safe, well-connected airports, which is vital for a more competitive EU aviation sector and welcomes transparent market based approaches in this regard in conjunction with effective airline/airport consultation;

Or. en

Amendment 166

Elissavet Vozemberg-Vrionidi

Motion for a resolution

Paragraph 6 a (new)

Motion for a resolution

Amendment

6a. Maintains that the better a city,

region or country is connected by air to other destinations in Europe and other parts of the world, the greater the positive impact it has on the travelling public, enterprises and the economy in general.

Or. el

Amendment 167

Pavel Telička, Gesine Meissner, Jozo Radoš, Dominique Riquet

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Considers that connectivity should not only be limited to number, frequency and quality of air transport services, but should also be assessed within an integrated transport network and extended to other criteria, such as time, affordability and environmental cost, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;

Amendment

7. Considers that connectivity should not only be limited to number, frequency and quality of air transport services, but should also be assessed within an integrated transport network and extended to other criteria, such as time, ***network integration increases***, affordability and environmental cost, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices ***and the exploratory work already carried out by Eurocontrol and the Airport Observatory***;

Or. en

Amendment 168

Inés Ayala Sender

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Considers that connectivity should not only be limited to number, frequency and quality of air transport services, but

Amendment

7. Considers that connectivity should not only be limited to number, frequency and quality of air transport services, but

should also be assessed within an integrated transport network and extended to other criteria, such as time, affordability and environmental cost, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;

should also be assessed within an integrated transport network and extended to other criteria, such as time, ***accessibility and the other transport alternatives available***, affordability and environmental cost, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;

Or. es

Amendment 169

Ramon Tremosa i Balcells, Izaskun Bilbao Barandica, Dominique Riquet

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Considers that connectivity should not only be limited to number, frequency and quality of air transport services, but should also be assessed within an integrated transport network and extended to other criteria, such as time, affordability and environmental cost, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;

Amendment

7. Considers that connectivity should not only be limited to number, frequency and quality of air transport services, but should also be assessed ***based on a cost-benefited analysis and*** within an integrated transport network and extended to other criteria, such as time, affordability and environmental cost, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;

Or. en

Amendment 170

Salvatore Domenico Pogliese, Massimiliano Salini

Motion for a resolution

Paragraph 7

Motion for a resolution

7. Considers that connectivity should

Amendment

7. Considers that connectivity should

not only be limited to number, frequency and quality of air transport services, but should also be assessed within an integrated transport network and extended to other criteria, such as time, affordability and environmental cost, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;

not only be limited to number, frequency and quality of air transport services, but should also be assessed within an integrated transport network and extended to other criteria, such as time, affordability, ***territorial continuity*** and environmental cost, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;

Or. it

Amendment 171
Enrico Gasbarra

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Considers that connectivity should not only be limited to number, frequency and quality of air transport services, but should also be assessed within an integrated transport network and extended to other criteria, such as time, affordability ***and*** environmental cost, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;

Amendment

7. Considers that connectivity should not only be limited to number, frequency and quality of air transport services, but should also be assessed within an integrated transport network and extended to other criteria, such as time, affordability, environmental cost ***and security***, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;

Or. it

Amendment 172
Notis Marias

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Considers that connectivity should

Amendment

7. Considers that connectivity should

not only be limited to number, frequency and quality of air transport services, but should also be assessed within an integrated transport network and extended to other criteria, such as time, affordability and environmental cost, in order to reflect the actual added value of a route; *calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;*

not only be limited to number, frequency and quality of air transport services, but should also be assessed within an integrated *modern* transport network and extended to other criteria, such as time, affordability and environmental cost, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;

Or. el

Amendment 173
Claudia Schmidt

Motion for a resolution
Paragraph 7

Motion for a resolution

7. Considers that connectivity should not only be limited to number, frequency and quality of air transport services, but should also be assessed within an integrated transport network and extended to other criteria, such as time, *affordability and environmental cost*, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;

Amendment

7. Considers that connectivity should not only be limited to number, frequency and quality of air transport services, but should also be assessed within an integrated transport network and extended to other criteria, such as time, in order to reflect the actual added value of a route; calls, therefore, on the Commission to explore the possibility of developing an EU indicator based on other existing indices;

Or. en

Amendment 174
Roberts Zile

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. *Recalls that European*

Commission identified in the Aviation Strategy for Europe the issue of significant connectivity gaps between EU13 and EU15 (the connectivity of EU13¹ is 7.5 times lower than of EU15²); therefore stresses that the connectivity index should also address the gaps in the air connectivity between the different regions within the EU, especially in EU13, and considers that the Commission should develop further proposals aimed at reducing these gaps in the air transport services and guaranteeing sufficient connectivity for all Member States.

[1] Estonia, Lithuania, Latvia, Poland, Czech Republic, Slovakia, Hungary, Romania, Slovenia, Bulgaria, Croatia, Malta, Cyprus

[2] SWD(2015)261 Commission Staff Working Document accompanying the Communication from the Commission "An Aviation Strategy for Europe"

Or. en

Amendment 175
Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution
Paragraph 7 a (new)

Motion for a resolution

Amendment

7a. Stresses the vital importance of the aviation sector for the development of tourism in the European Union; notes that the number and quality of air connections is a factor in the growth in the number of tourists visiting Europe and increases the diversity of tourism on offer; stresses the particular importance of regional and local airports for increasing the accessibility to tourists of mountainous and hard-to-reach regions;

Amendment 176

Pavel Telička, Gesine Meissner, Ramon Tremosa i Balcells, Jozo Radoš, Dominique Riquet

Motion for a resolution**Paragraph 8***Motion for a resolution*

8. Believes that such a type of connectivity index, without undermining the EU objective of territorial cohesion, can serve the overall strategic planning by distinguishing economically viable opportunities from unprofitable projects and by identifying intermodal and cost-efficient solutions;

Amendment

8. Believes that such a type of connectivity index, without undermining the EU objective of territorial cohesion ***to be enhanced by the forthcoming interpretative guidelines on the Public Service Obligations' rules***, can serve the overall strategic planning by distinguishing economically viable opportunities from unprofitable projects, ***in order to favour for instance profitable specialisation of airports and to avoid ghost airports***, and by identifying intermodal and cost-efficient solutions;

Or. en

Amendment 177

Ramon Tremosa i Balcells, Izaskun Bilbao Barandica, Dominique Riquet

Motion for a resolution**Paragraph 8***Motion for a resolution*

8. Believes that such a type of connectivity index, without undermining the EU objective of territorial cohesion, can serve the overall strategic planning by distinguishing economically viable opportunities from unprofitable projects and by identifying intermodal and cost-efficient solutions;

Amendment

8. Believes that such a type of connectivity index, without undermining the EU objective of territorial cohesion, can serve the overall strategic planning by distinguishing economically viable opportunities ***supported by a cost benefit analysis approved by the European Commission*** from unprofitable ***non-viable*** projects and by identifying intermodal and cost-efficient solutions;

Amendment 178
Inés Ayala Sender

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Believes that such a type of connectivity index, without undermining the EU objective of territorial cohesion, can serve the overall strategic planning by distinguishing economically viable opportunities from unprofitable projects and by identifying intermodal and cost-efficient solutions;

Amendment

8. Believes that such a type of connectivity index, without undermining the EU objective of territorial cohesion **and public service obligations**, can serve the overall strategic planning by distinguishing economically viable opportunities from unprofitable projects and by identifying intermodal and cost-efficient solutions;

Or. en

Amendment 179
Enrico Gasbarra

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Believes that such a type of connectivity index, without undermining the EU objective of territorial cohesion, can serve the overall strategic planning by distinguishing economically viable opportunities from unprofitable projects and by identifying intermodal and cost-efficient solutions;

Amendment

8. Believes that such a type of connectivity index, without undermining the EU objective of territorial cohesion, can serve the overall strategic planning by distinguishing economically viable opportunities from unprofitable projects and by identifying intermodal and cost-efficient solutions, **also in terms of environmental sustainability**;

Or. it

Amendment 180
Roberts Zile

Motion for a resolution
Paragraph 8

Motion for a resolution

8. Believes that such a type of connectivity index, without undermining the EU objective of territorial cohesion, can serve the overall strategic planning **by distinguishing economically viable opportunities from unprofitable projects and** by identifying intermodal and cost-efficient solutions;

Amendment

8. Believes that such a type of connectivity index ***should look on air connections in a wide perspective and***, without undermining the EU objective of territorial cohesion, can serve the overall strategic planning by identifying intermodal and cost-efficient solutions;

Or. en

Amendment 181
Cláudia Monteiro de Aguiar, Luis de Grandes Pascual

Motion for a resolution
Paragraph 8 – subparagraph 1 (new)

Motion for a resolution

Amendment

Notes the importance of connectivity for the development of small and regional airports within the Union, as the drivers for growth, jobs creation and regional cohesion, especially at the Outermost Regions as specified in Article 349 of the TFEU; recalls that over the last years, small regional airports have tended to be more affected than other airports by losses of direct connectivity; Highlights the role on which small and regional airports might play within the Union as another way to decongest larger and hub airports through indirect connections; asks the European Commission, jointly with the Member-States, to present an EU long-term strategic plan addressing the challenges and opportunities of regional airports inside the EU context;

Or. en

Amendment 182

Deirdre Clune

Motion for a resolution

Paragraph 8 – subparagraph 1 (new)

Motion for a resolution

Amendment

Maintains that many secondary airports would not be economically viable without public money and stresses the importance of making the regions more competitive and promote their integration and connectivity with other regions and believes that there should be careful consideration given to maintaining EU citizens access to such essential services as market based solutions will not deliver air transport services to certain regions; calls on the Commission and the Member States to develop a long term strategy that addresses the challenges and opportunities for these airports;

Or. en

Amendment 183

Karoline Graswander-Hainz

Motion for a resolution

Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Calls on the Commission to address the problem of a capacity crunch with a special focus on airports in regard of currently having a number of congested airports while some regions have over-capacities on the ground; highlights that not only the annual, but also the peak hour capacity of airports is a crucial criterion;

Or. en

Amendment 184
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Calls the European Commission to come up with a public list of ghosts airports in Europe ^{1a}; This would improve transparency of EU funded projects, contribute to limit the negative impact on the environment, avoid tax payers money is wasted and built trust with European citizens. ^{1b}

1a

<http://www.europarl.europa.eu/sides/getAllAnswers.do?reference=P-2015-011981&language=EN>

1b

<http://www.eca.europa.eu/en/Pages/DocItem.aspx?did=30441>

Or. en

Amendment 185
Inés Ayala Sender

Motion for a resolution
Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Note that to overcome single airport viability, airports working in a network or clusters with regional airports can offer synergies, reduce costs and season-dependence, promote efficiency and should be encouraged as they help to mitigate congestion and provide connectivity to a large number of citizens.

Amendment 186

Daniela Aiuto

Motion for a resolution

Paragraph 8 a (new)

Motion for a resolution

Amendment

8a. Regrets that some airlines provide for bonuses for those who consume the least fuel and calls on the Commission to investigate this kind of behaviour;

Or. it

Amendment 187

Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution

Paragraph 9

Motion for a resolution

Amendment

9. Believes that the benefits of the complementarity of all modes of transport should be unleashed to improve mobility and achieve a resilient transport network; points out that intermodality is the only way to assure the dynamic and sustainable development of a competitive EU aviation sector; underlines that intermodality allows a more efficient use of infrastructure, by expanding airport catchment areas, which would also free up slots and contribute to creating a favourable environment for trade, tourism and cargo operations;

9. Believes that the benefits of the complementarity of all modes of transport should be unleashed to improve mobility and achieve a resilient transport network; points out that intermodality is the only way to assure the dynamic and sustainable development of a competitive EU aviation sector; underlines that intermodality allows a more efficient use of infrastructure, by expanding airport catchment areas, which would also free up slots and contribute to creating a favourable environment for trade, tourism and cargo operations; ***stresses, in particular, the benefits of complementarity between air and rail transport in raising the level of transport services, and recognises the successes achieved in this field in the integration of rail and air infrastructure, as well as examples of joint offers and integrated***

ticketing by airlines and rail operators;

Or. pl

Amendment 188

Davor Škrlec

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Believes that the benefits of the complementarity of all modes of transport should be unleashed to improve mobility and achieve a resilient transport network; points out that intermodality is the only way to assure the dynamic and sustainable development of a competitive EU aviation sector; underlines that intermodality allows a more efficient use of infrastructure, by ***expanding airport catchment areas***, which would also ***free up slots and*** contribute to creating a favourable environment for trade, tourism and cargo operations;

Amendment

9. Believes that the benefits of the complementarity of all modes of transport should be unleashed to improve mobility and achieve a resilient transport network; points out that intermodality ***and a consequent modal shift towards more sustainable modes*** is the only way to assure the dynamic and sustainable development of a competitive EU aviation sector; underlines that intermodality allows a more efficient use of infrastructure, by ***improving railway connections between the different airports***, which would also contribute to creating a favourable ***climate and*** environment for trade, tourism and cargo operations;

Or. en

Amendment 189

Massimiliano Salini

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Believes that the benefits of the complementarity of all modes of transport should be unleashed to improve mobility and achieve a resilient transport network; points out that intermodality is the only way to assure the dynamic and sustainable

Amendment

9. Believes that the benefits of the complementarity of all modes of transport, ***including helicopters and vertical take-off aircraft***, should be unleashed to improve mobility and achieve a resilient transport network; points out that intermodality is

development of a competitive EU aviation sector; underlines that intermodality allows a more efficient use of infrastructure, by expanding airport catchment areas, which would also free up slots and contribute to creating a favourable environment for trade, tourism and cargo operations;

the only way to assure the dynamic and sustainable development of a competitive EU aviation sector; underlines that intermodality allows a more efficient use of infrastructure, by expanding airport catchment areas, which would also free up slots and contribute to creating a favourable environment for trade, tourism and cargo operations;

Or. it

Amendment 190

Notis Marias

Motion for a resolution

Paragraph 9

Motion for a resolution

9. Believes that the benefits of the complementarity of all modes of transport should be unleashed to improve mobility and achieve a resilient transport network; ***points out that intermodality is the only way to assure the dynamic and sustainable development of a competitive EU aviation sector; underlines that intermodality allows a more efficient use of infrastructure, by expanding airport catchment areas, which would also free up slots and contribute to creating a favourable environment for trade, tourism and cargo operations;***

Amendment

9. Believes that the benefits of the complementarity of all modes of transport ***without exception*** should be unleashed to improve mobility and achieve a resilient transport network; points out that intermodality is the only way to assure the dynamic and sustainable development of a competitive EU aviation sector; underlines that intermodality allows a more efficient use of infrastructure, by expanding airport catchment areas, which would also free up slots and contribute to creating a favourable environment for trade, tourism and cargo operations;

Or. el

Amendment 191

Francesc Gambús

Motion for a resolution

Paragraph 9 a (new)

Motion for a resolution

Amendment

9a. *Sees a need for strategic planning for the European airport system that can identify current capacities, predicted demand, current bottlenecks and future infrastructure needs at European level; this planning should include not only transport and connectivity considerations but also assess, via cost-benefit analyses, the impacts of this activity on the territory's economy in terms of tourism, business competitiveness and the ability to attract investment; all this should be reflected in the implementation of the White Paper on Aviation in Europe 2050;*

Or. es

Amendment 192

Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution

Paragraph 9 a (new)

Motion for a resolution

Amendment

9a. *Stresses that the region of Central and Eastern Europe is characterized by a lower number and poorer quality of air connections compared to Western part of the EU. These connectivity gaps were identified by an independent analysis conducted by PricewaterhouseCoopers (PwC) at the request of the European Commission^{1a} as well as analysis conducted by ACI Europe^{1b};*

^{1a} *Overview of Air Transport and Current and Potential Air Connectivity Gaps in the CESE Region, PwC, December 2014.*

^{1b} *Airport Industry Connectivity Report, Airport Council International, 2015.*

Amendment 193
Francesc Gambús

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Reiterates that the TEN-T corridors are the backbone for the development of multimodal options where airports are core hubs; regrets that multimodal initiatives across Europe are fragmented and limited in number; calls on both the Commission and the Member States to give greater priority to the multimodal objective within the TEN-T corridors; calls on the Commission promptly to present its proposal for a multimodal approach to transport, with the aviation sector fully integrated;

Amendment

10. Reiterates that the TEN-T corridors are the backbone for the development of multimodal options where airports are core hubs; regrets that multimodal initiatives across Europe are fragmented and limited in number; calls on both the Commission and the Member States to give greater priority to the multimodal objective within the TEN-T corridors; calls on the Commission promptly to present its proposal for a multimodal approach to transport, with the aviation sector fully integrated; ***believes that the intermodal connection of ports, airports and the main TEN-T corridors should be viewed as a priority for EU economic growth, and to that end calls on the Commission to promote such interconnections using the financial instruments at its disposal, especially in those Member States with the highest rates of unemployment;***

Or. es

Amendment 194
Franck Proust

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Reiterates that the TEN-T corridors are the backbone for the development of multimodal options where airports are core

Amendment

10. Reiterates that the TEN-T corridors are the backbone for the development of multimodal options where airports are core

hubs; regrets that multimodal initiatives across Europe are fragmented and limited in number; calls on both the Commission and the Member States to give greater priority to the multimodal objective within the TEN-T corridors; calls on the Commission promptly to present its proposal for a multimodal approach to transport, with the aviation sector fully integrated;

hubs; *further recalls in this context the importance of regional airports, given the positive externalities their activity generates for the EU (in respect of maintenance, tourism, services and opening up access to isolated regions)*; regrets that multimodal initiatives across Europe are fragmented and limited in number; calls on both the Commission and the Member States to give greater priority to the multimodal objective within the TEN-T corridors; calls on the Commission promptly to present its proposal for a multimodal approach to transport, with the aviation sector fully integrated;

Or. fr

Amendment 195
Andor Deli

Motion for a resolution
Paragraph 10

Motion for a resolution

10. Reiterates that the TEN-T corridors are the backbone for the development of multimodal options where airports are core hubs; regrets that multimodal initiatives across Europe are fragmented and limited in number; calls on both the Commission and the Member States to give greater priority to the multimodal objective within the TEN-T corridors; calls on the Commission promptly to present its proposal for a multimodal approach to transport, with the aviation sector fully integrated;

Amendment

10. Reiterates that the TEN-T corridors are the backbone for the development of multimodal options where airports are core hubs; regrets that multimodal initiatives across Europe are fragmented and limited in number; calls on both the Commission and the Member States to give greater priority to the multimodal objective within the TEN-T corridors; calls on the Commission promptly to present its proposal for a multimodal approach to transport, with the aviation sector fully integrated, *and calls on the Member States to develop fast, efficient and user-friendly rail or bus links between conurbation centres and airports, in line with their multimodality objectives*;

Or. hu

Amendment 196

Pavel Telička, Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Reiterates that the TEN-T corridors are the backbone for the development of multimodal options where airports are core hubs; regrets that multimodal initiatives across Europe are fragmented and limited in number; calls on both the Commission and the Member States to give greater priority to the multimodal objective within the TEN-T corridors; calls on the Commission promptly to present its proposal for a multimodal approach to transport, with the aviation sector fully integrated;

Amendment

10. Reiterates that the TEN-T corridors are the backbone for the development of multimodal options where airports are core hubs; regrets that multimodal initiatives across Europe are fragmented and limited in number; calls on both the Commission and the Member States to give greater priority to the multimodal objective within the TEN-T corridors ***while removing bottlenecks***; calls on the Commission promptly to present its proposal for a multimodal approach to transport, with the aviation sector fully integrated;

Or. en

Amendment 197

Dieter-Lebrecht Koch

Motion for a resolution

Paragraph 10

Motion for a resolution

10. Reiterates that the TEN-T corridors are the backbone for the development of multimodal options where airports are core hubs; regrets that multimodal initiatives across Europe are fragmented and limited in number; calls on ***both the Commission and the Member States to give greater priority to the multimodal objective within the TEN-T corridors***; calls on the Commission promptly to present its proposal for a multimodal approach to transport, with the aviation sector fully integrated;

Amendment

10. Reiterates that the TEN-T corridors are the backbone for the development of multimodal options where airports are core hubs; regrets that multimodal initiatives across Europe are fragmented and limited in number; calls on the Commission promptly to present its proposal for a multimodal ***and interoperable*** approach to transport, with the aviation sector fully integrated;

Amendment 198
Inés Ayala Sender

Motion for a resolution
Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. *Considers that in order to boost intermodal transport across Europe, new booking and single ticketing solutions need to be deployed and implemented to effectively offer consumers real time information on multimodal choices with one single ticket (through phone application and other telematics supports) that combines air transport with other modes, including urban transport. Calls on the Commission in cooperation with the service providers to come forward with concrete proposals for booking and single-ticketing solutions and make reality traveling across the TEN-T corridors with one single ticket before 2020;*

Or. en

Amendment 199
Marian-Jean Marinescu

Motion for a resolution
Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. *Reiterates the importance of small and regional airports within the Union for regional connectivity; calls on the Commission to present a long-term EU strategic plan to address the challenges and opportunities for regional airports within the EU context, including state-aid rules for transport infrastructure and*

implementation of the Airport Charges Directive as their role in ensuring cohesion among EU regions should be promoted and become one of the pillars of the EU's growth and jobs strategy

Or. en

Amendment 200

Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution

Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. Appreciates that European Commission identified the issue of gaps in connectivity in recently developed Aviation Strategy for Europe. However, since the proposed solutions are of a limited potential, encourages the European Commission to monitor the air connectivity within the EU, especially in the CEE region, and to develop further proposals aimed at reducing the gaps in the access to air transport services;

Or. en

Amendment 201

Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution

Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. Stresses the particular importance of regional airports for increasing the connectivity of Europe's poorly developed regions; points out that many of these airports have been modernised using EU funds, and that their potential has been taken into account by including them in

the TEN-T network;

Or. pl

Amendment 202

Notis Marias

Motion for a resolution

Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. Stresses the economic importance of air transport for the outermost regions and calls on the Commission to guarantee adequate funding for such services in island regions and especially in the Aegean islands;

Or. el

Amendment 203

Daniela Aiuto

Motion for a resolution

Paragraph 10 a (new)

Motion for a resolution

Amendment

10a. Highlights the need to allocate specific financial resources for the support and growth of airports located in geographical areas that are excluded from the TEN-T networks, so as not to penalise the millions of citizens who live in those areas;

Or. it

Amendment 204

Daniela Aiuto

Motion for a resolution
Paragraph 10 b (new)

Motion for a resolution

Amendment

10b. Calls on the Commission and the Member States to financially support those regional airports which are having difficulty in balancing their books, in order to prevent financial support for this infrastructure from weighing almost exclusively on the coffers of local authorities;

Or. it

Amendment 205
Davor Škrlec

Motion for a resolution
Paragraph 11

Motion for a resolution

Amendment

11. Believes that transport operators and service providers will engage in finding intermodal and multimodal solutions if, through a EU regulatory framework, clarification and legal certainty are provided as concerns passenger rights, liability, delays, security services and open data;

11. Believes that transport operators and service providers will engage in finding intermodal and multimodal solutions if, through a EU regulatory framework, clarification and legal certainty are provided as concerns ***a fast review of legislation towards better intermodal passenger rights, PRMs' accessibility and interests including but not limited to the barrier-free mobility, liability, cancellations, delays, security services information*** and open data;

Or. en

Amendment 206
Cláudia Monteiro de Aguiar, Luis de Grandes Pascual

Motion for a resolution
Paragraph 11

Motion for a resolution

11. Believes that transport operators and service providers will engage in finding intermodal and multimodal solutions if, through a EU regulatory framework, clarification and legal certainty are provided as concerns passenger rights, liability, delays, security services and open data;

Amendment

11. Believes that transport operators and service providers will engage in finding intermodal and multimodal solutions if, through a EU regulatory framework, clarification and legal certainty are provided as concerns passenger rights, liability, delays, security services and open data; ***recalls the need to ensure adequate air traffic services in case of disruption to air traffic, as underlying in the SES and at ICAO guidance;***

Or. en

Amendment 207

Rolandas Paksas

Motion for a resolution

Paragraph 11

Motion for a resolution

11. Believes that transport operators and service providers will engage in finding intermodal and multimodal solutions if, through a EU regulatory framework, clarification and legal certainty are provided as concerns passenger rights, liability, delays, security services and open data;

Amendment

11. Believes that transport operators and service providers will engage in finding intermodal and multimodal solutions if, through a EU regulatory framework, clarification and legal certainty are provided as concerns passenger rights, liability, delays, security services and open data; ***notes that cargo specific issues should be accorded equal importance, given the essential nature of air cargo to the European economy;***

Or. en

Amendment 208

Claudia Schmidt

Motion for a resolution

Paragraph 11

Motion for a resolution

11. Believes that transport operators and service providers will engage in finding intermodal and multimodal solutions if, through a EU regulatory framework, clarification and legal certainty are provided as concerns passenger rights, liability, delays, security services and open data;

Amendment

11. Believes that transport operators and service providers will engage in finding intermodal and multimodal solutions if, through a EU regulatory framework, clarification and legal certainty are provided as concerns passenger rights, liability, delays, security services and open data; ***calls on the Commission and the Member States to actively support such solutions;***

Or. en

Amendment 209
Olga Sehnalová

Motion for a resolution
Paragraph 11

Motion for a resolution

11. Believes that transport operators and service providers will engage in finding intermodal and multimodal solutions if, through a EU regulatory framework, clarification and legal certainty are provided as concerns passenger rights, liability, delays, security services and open data;

Amendment

11. Believes that transport operators and service providers will engage in finding intermodal and multimodal solutions if, through a EU regulatory framework, clarification and legal certainty are provided as concerns passenger rights, ***accessibility for persons with disabilities,*** liability, delays, security services and open data;

Or. cs

Amendment 210
Inés Ayala Sender

Motion for a resolution
Paragraph 11 a (new)

Motion for a resolution

Amendment

11a. Considers necessary to guarantee

that the information available for consumers on the Internet on different air travel services, including price and auxiliary services, needs to be accurate, transparent and neutral to allow comparison and informed choices by consumers on the different travel possibilities. Calls on the Commission to monitor new comers offering these services to comply with these principles of neutral information and propose a reinforced regulatory framework if needed;

Or. en

Amendment 211

Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution

Paragraph 11 a (new)

Motion for a resolution

Amendment

11a. Considers that a strong competitive environment must allow consumers to compare online offers and make informed choices. To maintain this competition they must be able to compare offers in a neutral and transparent environment. Transparency would also be a catalyst for the positive development of multimodal transport.

Or. en

Amendment 212

Kosma Zlotowski, Tomasz Piotr Poręba

Motion for a resolution

Paragraph 11 a (new)

Motion for a resolution

Amendment

11a. Stresses the need to address the

issue of clogged transport links between airports and urban centres; notes the need for close integration of the public transport network and the aviation infrastructure;

Or. pl

Amendment 213
Wim van de Camp

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law, *calls on the Commission to enforce compliance with the ownership and control provisions as laid down in EU Regulation 1008/2008 by strengthening its supervision and to actively take action in the event non-EU carriers are by-passing or contravening the effective control provisions, stipulates that present ownership and control rules shall be strictly applied and not amended or softened as long as there is no effective reciprocity in place regarding EU investors in third countries;*

Or. en

Amendment 214
Francesc Gambús

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law; ***calls therefore for a clear framework to be established in the field of airport management tariffs and models that promotes the development of management models which prevent inter-regional asymmetries and increase the efficiency of the European airports system;***

Or. es

Amendment 215
Jacqueline Foster

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law; ***considers that the current 49% limit on foreign investment in EU airlines may be hampering airlines' ability to attract inward investment in order to succeed globally, and therefore calls for a review of EU rules on ownership and control of airlines;***

Or. en

Amendment 216
Salvatore Domenico Pogliese

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law; ***observes that special tax regimes may be granted in certain cases so as to ensure compliance with the principle of territorial continuity and offset the natural disadvantages faced by islands and outlying areas in the EU;***

Or. it

Amendment 217
Gabriele Preuß, Knut Fleckenstein

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law; ***recognises the importance of non-aeronautical revenue in financing aviation infrastructure, through which European airports are able to provide services and facilities to passengers and ensure air travel remains affordable and accessible;***

Amendment 218

Franck Proust

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law; ***specifically asks the Commission to make the exemptions granted to regional airports in the guidelines a lasting fixture so as to protect these springboards for economic development;***

Or. fr

Amendment 219

Notis Marias

Motion for a resolution

Paragraph 12

Motion for a resolution

12. ***Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry;*** recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. recalls that all financing must respect EU state aid guidelines and competition law;

Or. el

Amendment 220
Massimiliano Salini

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; ***recalls that all financing must respect EU state aid guidelines and competition law;***

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry;

Or. it

Amendment 221
Merja Kyllönen

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law; ***maintains that when granting public support it has to be ensured that the investment in question will be cost-effective and fit for purpose;***

Or. fi

Amendment 222
Inés Ayala Sender

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our *aviation* industry, **and to create quality jobs and ensure maximum security**; recalls that all financing must respect EU state aid guidelines and competition law;

Or. es

Amendment 223

Deirdre Clune

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. Notes that public and private financing in the aviation sector, **including non-aeronautical revenue**, is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Or. en

Amendment 224

Georges Bach

Motion for a resolution

Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster

innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

innovation, ***create quality jobs*** and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Or. en

Amendment 225
Merja Kyllönen

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation, ***create quality jobs*** and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Or. en

Amendment 226
Lucy Anderson, Jens Nilsson, Miltiadis Kyrkos

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation, ***create quality jobs*** and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Or. en

Amendment 227
Karoline Graswander-Hainz

Motion for a resolution
Paragraph 12

Motion for a resolution

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation, ***create quality jobs*** and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Or. en

Amendment 228
Elissavet Vozemberg-Vrionidi

Motion for a resolution
Paragraph 12 a (new)

Motion for a resolution

12a. Notes that public and private financing in the aviation sector is vital to guarantee territorial cohesion, foster innovation and maintain or regain European leadership of our industry; recalls that all financing must respect EU state aid guidelines and competition law;

Amendment

12a. Notes in particular that the ongoing privatisation of EU airports together with the new guidelines on state aid mean that the larger European airports will have to finance their own infrastructure development. In this context, a supportive regulatory regime should, therefore, be able to attract and mobilise the necessary private investment;

Or. el

Amendment 229
Deirdre Clune

Motion for a resolution
Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. *Believes that while ownership and control rules (Regulation 1008/2008) are important owing to investors having an influence on the direction or the priorities of European airlines and that as a first priority, these rules should be strictly enforced, however, calls on the Commission to assess the 'control' criteria so that European airlines may have the possibility to access foreign investment to innovate and remain competitive;*

Or. en

Amendment 230
Rolandas Paksas

Motion for a resolution
Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. *Feels that small airports should become an EU priority; urges, therefore, the Commission to devote particular attention to small airports and provide the Member States with a greater number of effective financial tools and instruments that help them to preserve small regional airports, particularly those situated in peripheral areas, and that make it possible for Member States to invest in the airport infrastructure that they administer;*

Or. It

Amendment 231
Miltiadis Kyrkos

Motion for a resolution
Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. *Notes in particular that the on-going privatization of EU airports combined with the new State Aid Guidelines suggests that Europe's larger airports would have to finance their own infrastructural development and that a supportive and sound regulatory regime should, therefore, be in place to attract and mobilise necessary private investments;*

Or. en

Amendment 232

Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution
Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. *Stresses the vital role of duty free and travel retail industry as an integral part of the travelling experience, which represents a key source of income for airports as well as an important source of job creation; acknowledges the link between non-aeronautical revenues and long term commercial viability of airports in Europe;*

Or. en

Amendment 233

Pavel Telička, Izaskun Bilbao Barandica, Ramon Tremosa i Balcells, Jozo Radoš, Dominique Riquet

Motion for a resolution
Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. *Considers that the Commission's evaluation of the Airport Charges Directive should help clarifying whether the current provisions are an effective tool to promote competition against the risk of abuse of monopoly power and to further the interests of European consumers and promote competition, or whether a reform is needed;*

Or. en

Amendment 234

Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution

Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. *Stresses that, in terms of European planning and sustainable growth, regional airports play a key role in promoting territorial cohesion, social inclusion and economic growth while contributing to the decongestion of the main European airports;*

Or. it

Amendment 235

Matthijs van Miltenburg

Motion for a resolution

Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. *Welcomes the innovation and economic development which can be fostered by the further development of the civil use of remotely piloted aircraft*

systems (RPASs); underlines the fact that innovation is a prerequisite for competitive European industries in the field of manned and unmanned aviation;

Or. en

Amendment 236
Daniela Aiuto

Motion for a resolution
Paragraph 12 a (new)

Motion for a resolution

Amendment

12a. Urges the Commission to ensure that recommendations issued by Member States for transposition of Commission guidelines regarding state aid comply with the Communication 2014/ C 99/03;

Or. it

Amendment 237
Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution
Paragraph 12 b (new)

Motion for a resolution

Amendment

12b. recognizes the need for public funding and other measures to support regional airports with limited commercial traffic that are therefore unable to compete with other European airports; calls for an increase in the threshold for exemption from the notification requirement in respect of state aid to regional airports in the form of public service compensation based on the average annual passenger numbers;

Or. it

Amendment 238

Daniela Aiuto

Motion for a resolution

Paragraph 12 b (new)

Motion for a resolution

Amendment

12b. Believes that the aviation and non-aviation revenues should be merged for the purposes of airport financial management, so as to reduce airport fees in line with recital 25 of Directive 2014/23/EU on the award of concession contracts;

Or. it

Amendment 239

Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution

Paragraph 12 c (new)

Motion for a resolution

Amendment

12c. Welcomes the Commission communication concerning the scope of state aid under Article 107 (1) TFEU (2016 / C 262/01), observing that public funding for small airports providing mainly local services is unlikely to affect trade between Member States;

Or. it

Amendment 240

Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution

Paragraph 12 d (new)

Motion for a resolution

Amendment

12d. Stresses the need to extend the scope of Regulation (EU) No 651/2014 to investment and operational aid for small airports;

Or. it

Amendment 241

Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution

Paragraph 12 e (new)

Motion for a resolution

Amendment

12e. Hopes that the review of the Commission communication entitled ‘Guidelines on State aid to airports and airlines’ (2014/C 99/03), will take account of the needs and particularities of remote areas;

Or. it

Amendment 242

Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution

Paragraph 12 f (new)

Motion for a resolution

Amendment

12f. Stresses the need to refine the concept of overlapping catchment areas between different European airports so as to take account of distances and travel times from outlying catchment areas to the airports;

Or. it

Amendment 243

Deirdre Clune

Motion for a resolution

Paragraph 13

Motion for a resolution

13. Believes that the whole aviation value chain has the potential to be a strategic sector for investments, which needs to be further exploited by setting long-term objectives and by granting incentives to smart initiatives fulfilling those objectives; invites the Commission and the Member States to look into further measures to promote such initiatives, including through the use of the European Fund for Strategic Investments;

Amendment

13. Believes that the whole aviation value chain has the potential to be a strategic sector for investments, which needs to be further exploited by setting long-term objectives and by granting incentives to smart initiatives fulfilling those objectives; ***emphasises that the aeronautics industry is a major contributor to EU growth and jobs and is closely linked to competitiveness in the EU aviation sector, lending strong support to the promotion of cleaner technologies and supporting SESAR deployment***; invites the Commission and the Member States to look into further measures to promote such initiatives, including through the use of the European Fund for Strategic Investments;

Or. en

Amendment 244

Pavel Telička, Izaskun Bilbao Barandica, Gesine Meissner, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet

Motion for a resolution

Paragraph 13

Motion for a resolution

13. Believes that the whole aviation value chain has the potential to be a strategic sector for investments, which needs to be further exploited by setting long-term objectives and by granting incentives to smart initiatives fulfilling those objectives; invites the Commission and the Member States to look into further measures to promote such initiatives,

Amendment

13. Believes that the whole aviation value chain has the potential to be a strategic sector for investments, which needs to be further exploited by setting long-term objectives and by granting incentives to smart initiatives fulfilling those objectives ***such as greener airports or aircrafts, noise reduction, connection between airport facilities and public***

including through the use of the European Fund for Strategic Investments;

transport; invites the Commission and the Member States to look into further measures to promote such initiatives, including through the use of the European Fund for Strategic Investments, ***and to continue promoting and financing programmes such as Clean Sky and SESAR***;

Or. en

Amendment 245
Massimiliano Salini

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Believes that the whole aviation value chain has the potential to be a strategic sector for investments, which needs to be further exploited by setting long-term objectives and by granting incentives to smart initiatives fulfilling those objectives; invites the Commission and the Member States to look into further measures to promote such initiatives, including through the use of the European Fund for Strategic Investments;

Amendment

13. Believes that the whole aviation value chain has the potential to be a strategic sector for investments, which needs to be further exploited by setting long-term objectives and by granting incentives to smart initiatives fulfilling those objectives; invites the Commission ***to continue funding for the Clean Sky and Sesar programmes*** and ***urges*** the Member States to look into further measures to promote such initiatives, including through the use of the European Fund for Strategic Investments;

Or. it

Amendment 246
Notis Marias

Motion for a resolution
Paragraph 13

Motion for a resolution

13. Believes that the whole aviation value chain has the potential to be a

Amendment

13. Believes that the whole aviation value chain has the potential to be a

strategic sector for investments, which needs to be further exploited by setting long-term objectives and by granting incentives to smart initiatives fulfilling those objectives; invites the Commission and the Member States to look into further measures to promote such initiatives, including through the use of the European Fund for Strategic Investments;

strategic sector for investments, which needs to be further exploited by setting long-term objectives and by granting incentives to smart initiatives fulfilling those objectives; invites the Commission and the Member States to look into further measures to promote such initiatives, including through the effective use of the European Fund for Strategic Investments;

Or. el

Amendment 247
Dominique Riquet

Motion for a resolution
Paragraph 13 – point 1 (new)

Motion for a resolution

Amendment

(1) stresses that Europe's capacity to deploy the SESAR project is also of strategic importance, since establishing it as a global standard will boost the European aviation industry;

Or. fr

Amendment 248
Elissavet Vozemberg-Vrionidi

Motion for a resolution
Paragraph 13 a (new)

Motion for a resolution

Amendment

13a. Takes the view that, by adopting an ambitious external air transport policy through the negotiation of comprehensive agreements and a clear focus on growth markets, the EU can contribute to improving access to the market, investment opportunities for European aviation and increasing Europe's international connectivity, while at the

same time ensuring transparent market conditions for EU airlines.

Or. el

Amendment 249

Daniela Aiuto

Motion for a resolution

Paragraph 13 a (new)

Motion for a resolution

Amendment

13a. welcomes ‘Just Culture’ practices and calls for a commitment by the Member States to continue to implement and improve them;

Or. it

Amendment 250

Salvatore Domenico Pogliese, Massimiliano Salini

Motion for a resolution

Paragraph 14

Motion for a resolution

Amendment

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission’s intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission’s Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission’s intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission’s Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within

airports should be encouraged;

airports should be encouraged; ***calls on the Commission to submit to Parliament an annual report on sustainability, in terms of airport and airspace congestion , resulting from the increase of around 50% in the number of flights by between 2012 and 2035, as indicated in the communication entitled ‘A new Aviation Strategy for Europe’;***

Or. it

Amendment 251

Franck Proust, Maurice Ponga

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission’s intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission’s Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

Amendment

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission’s intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); ***stresses the importance of maintaining beyond 31 December 2016 the derogation granted under the ETS to emissions from flights to or from an airfield in an outermost region as defined in Article 349 of the Treaty on the Functioning of the EU;*** is of the opinion that, in view also of the Commission’s Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

Or. fr

Amendment 252

Pavel Telička, Izaskun Bilbao Barandica, Jozo Radoš, Dominique Riquet

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Takes note of the CO₂ emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO₂ emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions *of* operational activities from, to and within airports should be encouraged;

Amendment

14. Takes note of the CO₂ emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both *technically* by developing alternative fuels and lighter aircraft, and *politically* by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO₂ emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives *aiming at increasing environmental capacity and at reducing emissions and noise from* operational activities from, to and within airports should be encouraged, *for example by labelling "green airport" and "green way-to-airports" and by achieving the most efficient logistics management;*

Or. en

Amendment 253

Davor Škrlec

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Takes note of the *CO₂ emissions generated by the aviation sector*; stresses the wide range of actions *already* taken to achieve *carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to*

Amendment

14. Takes note of the *outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO), being a meager and long term deal*; stresses the wide range of actions *taken and to be* taken to achieve *a reduction CO₂*

international agreements; welcomes the Commission's intention to *review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO)*; is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

emissions as well as all relevant Greenhouse Gas (GHG) emissions generated by the aviation sector as defined in the targets of the EU as well as agreed within the Paris climate agreements; welcomes the Commission's intention to *further develop alternative fuels and lighter aircraft, to improve cross-border Air Traffic Management (ATM) within the review of the Single European Sky (SES 2) better regulation*; is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

Or. en

Amendment 254
Cláudia Monteiro de Aguiar

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

Amendment

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); ***recalls to take into consideration the characteristics of the outermost regions as specified in article 349^o of the TFEU***; is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within

airports should be encouraged;

Or. en

Amendment 255
Elissavet Vozemberg-Vrionidi

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Takes note of the CO₂ emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, **both** by developing alternative fuels and lighter aircraft, **and** by abiding to international agreements; **welcomes the Commission's intention to review EU measures to reduce CO₂ emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;**

Amendment

14. Takes note of the CO₂ emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, by developing alternative fuels and lighter aircraft, by abiding to international agreements **and by reducing airport emissions within the framework of the Airport Carbon Accreditation programme;** welcomes the Commission's intention to review EU measures to reduce CO₂ emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO);

Or. el

Amendment 256
Henna Virkkunen

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Takes note of the CO₂ emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020,

Amendment

14. Takes note of the CO₂ emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon-neutral growth from 2020,

both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO₂ emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO₂ emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, ***measures for the adoption of renewable aviation fuel and*** further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

Or. fi

Amendment 257
Merja Kyllönen

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Takes note of the CO₂ emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO₂ emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

Amendment

14. Takes note of the CO₂ emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO₂ emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged; ***acknowledges that biofuels use in aviation need further incentives;***

Or. en

Amendment 258

Notis Marias

Motion for a resolution

Paragraph 14

Motion for a resolution

14. ***Takes note of the*** CO2 emissions ***generated by the aviation sector***; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view ***also*** of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

Amendment

14. ***Expresses concern that*** CO2 emissions ***from international aviation are projected to be seven times higher in 2050 than in 1990***; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

Or. el

Amendment 259

Matthijs van Miltenburg

Motion for a resolution

Paragraph 14

Motion for a resolution

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; ***welcomes the Commission's intention to review EU***

Amendment

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; ***invites the Commission to assess*** the outcome of the

measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

Or. en

Amendment 260
Jacqueline Foster

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

Amendment

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, ***thanks to EU research programmes such as CleanSky and SESAR***, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

Or. en

Amendment 261
Miltiadis Kyrkos, Lucy Anderson

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, **both** by developing alternative fuels and lighter aircraft, **and** by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the **39th** Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, **further** initiatives reducing emissions of operational activities from, to and within airports should be **encouraged**;

Amendment

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, by developing alternative fuels and lighter aircraft, by abiding to international agreements **and by reducing emissions at airports under the programme Airport Carbon Accreditation**; welcomes the Commission's intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the **39th** Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, initiatives reducing emissions of operational activities from, to and within airports should be **maintained**;

Or. en

Amendment 262
Andor Deli

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the

Amendment

(Does not affect the English version.)

opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports should be encouraged;

Or. hu

Amendment 263
Peter van Dalen

Motion for a resolution
Paragraph 14

Motion for a resolution

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports *should be encouraged*;

Amendment

14. Takes note of the CO2 emissions generated by the aviation sector; stresses the wide range of actions already taken to achieve carbon neutral growth from 2020, both by developing alternative fuels and lighter aircraft, and by abiding to international agreements; welcomes the Commission's intention to review EU measures to reduce CO2 emissions from aviation in light of the outcome of the 39th Assembly of the International Civil Aviation Organisation (ICAO); is of the opinion that, in view also of the Commission's Circular Economy Package, further initiatives reducing emissions of operational activities from, to and within airports *are necessary*;

Or. nl

Amendment 264
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

14a. Deplores the repeated industrial actions of air traffic controllers that too often paralyse passengers and damage

Amendment

the EU economic activity. Between 2010 and 2015 the EU air transport system suffered from almost 170 days of Air Traffic Control (ATC) strikes, causing a loss of some €9.5bn to EU GDP, as calculated by PwC in a study commissioned earlier this year.^{1a} In 2016 alone, France's skies have been disrupted 14 times already.

Calls the European Commission together with Members States to guarantee a minimum service in case of strike at least for overflights or sufficient advance notification periods for Unions and for individual controllers so as to improve the predictability of the level of disruption.

^{1a} <https://a4e.eu/wp-content/uploads/2016/06/A4E-ATC-Strikes-Economic-Impact-Final-Summary-slides-160628.pdf>

Or. en

Amendment 265
Inés Ayala Sender

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. Believes that the aviation sector in the EU, including airports and ground services, should also help achieve the objectives of the circular economy and at the same time lead the field in aircraft dismantling and recycling technologies; calls on the Commission to develop, in conjunction with the industry, and prior to the point in the next few years when a large number of aircraft are due to reach the end of their life cycle, an efficient system for environment-friendly certified recycling and re-use; calls on the Commission to actively promote within

the ICAO the widespread adoption of these practices;

Or. es

Amendment 266
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. *Calls on the Commission to make negotiating air transport agreements with third countries dependent on high safety standards, appropriate labour and social standards and participation in the market-based climate change instrument for air transport emissions and, in air transport agreements, to ensure equal market access, equal ownership conditions and a level playing field based on reciprocity;*

Or. de

Amendment 267
Daniela Aiuto

Motion for a resolution
Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. *Urges the Commission and Member States to monitor strictly the new procedures in force from June 2016 to reduce noise and ultrafine particles in exhaust gas emissions from aircraft taking off from airports close to cities and populated hubs, so as to improve the quality of life and especially air quality;*

Or. it

Amendment 268

Davor Škrlec

Motion for a resolution

Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. Encourages the Commission to propose efficient measures to reduce noise and ultra-fine particulates (UFP) emissions at airports near to densely populated areas and thereby improve quality of life and health for the citizens concerned as well as create fair competition between the EU airports;

Or. en

Amendment 269

Andor Deli, Deirdre Clune

Motion for a resolution

Paragraph 14 a (new)

Motion for a resolution

Amendment

14a. Welcomes the first ever global agreement to address CO2 emissions of aviation and the commitment of 65 states to participate at the voluntary phase already in the first phase until 2027 which means that around 80% of emissions above 2020 levels will be offset by the scheme until 2035;

Or. en

Amendment 270

Ramon Tremosa i Balcells

Motion for a resolution

Paragraph 14 b (new)

14b. *Welcomes the landmark agreement reached by the International Civil Aviation Organisation (ICAO) on 6th October 2016, with the adoption of a Global Market-Based Measure (GMBM) to reduce international aviation emissions. The European Union and its Member States played an instrumental role in brokering this deal, which constitutes the first-ever agreement to reduce CO2 emissions in a global sector. Days after the ratification of the Paris Agreement by the EU, this new multilateral deal shows that the EU is committed to keep global warming well below 2°C.*

ICAO needs to develop all the remaining elements and implementation tools to allow the GMBM to become operational in 2021. Participating states are expected to take all necessary steps to develop relevant implementing measures at domestic level. The EU should closely monitor the concrete steps and application of this agreement.

The Commission should make a proposal to review the scope of the European Union Emissions Trading System, with due consideration to be given to the necessary consistency to EU 2030 climate objectives and policy.

Or. en

Amendment 271

Daniela Aiuto

Motion for a resolution

Paragraph 14 b (new)

14b. *Calls on the Commission to*

propose measures to discourage airlines from selecting flight plans with longer routes in a bid to save on route charges, since this has a major impact on CO2 emissions, in direct conflict with one of the fundamental objectives the Single European Sky;

Or. it

Amendment 272

Pavel Telička, Urmas Paet, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Amendment

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges, ***including cybersecurity***, posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates, ***in this respect welcomes the Commission's proposal for a EU certification system for aviation security screening equipment; insist on the need for a consistent implementation of the existing regulation regarding staff recruitment and training;*** calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems; ***also underlines that security concerns arising from non-cooperative military flights with no active transponders and from conflict zones overflight must continue to be***

addressed;

Or. en

Amendment 273
Francesc Gambús

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Amendment

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems; ***notes the need for the EASA to assume executive powers in security matters and to establish a uniform framework applicable in all the EU Member States, hence preventing the asymmetries that might arise when action is taken by competent national aviation security agencies;***

Or. es

Amendment 274
Karoline Graswander-Hainz

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Amendment

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems; ***points out that imposing new landside security schemes is not improving the level of security, but merely shifting the risk without reducing it, while hampering the throughput on airports;***

Or. en

Amendment 275
Franck Proust

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an improvement of the security of airports' facilities so that they can adapt

Amendment

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an improvement of the security of airports' facilities so that they can adapt

to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the *one-stop* security concept, **and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening**; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the security concept; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Or. fr

Amendment 276

Gabriele Preuß, Ismail Ertug, Knut Fleckenstein

Motion for a resolution

Paragraph 15

Motion for a resolution

15. **Acknowledges the substantial costs spent on security measures**; stresses that security challenges posed to the aviation sector will **only be greater in the future, requiring an immediate** shift to a more intelligence-based **and reactive** security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats **without requiring constant updates**; calls on the Commission to look into the possibility of deepening the one-stop security concept, **and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening**; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security **systems**;

Amendment

15. Stresses that **ongoing** security challenges posed to the aviation sector will **require sufficient and well-trained security personnel, a** shift to a more intelligence-based security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats; calls on the Commission to look into the possibility of deepening the one-stop security concept **and to tackle emerging threats like cyber-attacks**; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport **and aviation** security;

Or. en

Amendment 277
Enrico Gasbarra

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more **intelligence-based and** reactive security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Amendment

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more reactive security system **based on new environmental protection and personal safety technologies and European intelligence data sharing**, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Or. it

Amendment 278
Massimiliano Salini

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an improvement of the security

Amendment

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector, **such as threats to cyber security**, will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an

of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Or. it

Amendment 279
Deirdre Clune

Motion for a resolution
Paragraph 15

Motion for a resolution

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more ***intelligence-based and*** reactive security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Amendment

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more ***intelligence and risk-based,*** reactive security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Or. en

Amendment 280

Notis Marias

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Acknowledges the *substantial* costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Amendment

15. Acknowledges the *particularly high* costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Or. el

Amendment 281

Dieter-Lebrecht Koch

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and *reactive* security system, *and an improvement of* the security of airports' facilities *so that they can* adapt to evolving threats without

Amendment

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and *risk-based* security system *that improves* the security of airports' facilities *and makes it possible to* adapt to evolving threats without

requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

constantly responding with new measures; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Or. de

Amendment 282

Christine Revault D'Allonnes Bonnefoy

Motion for a resolution

Paragraph 15

Motion for a resolution

15. Acknowledges the substantial costs spent on security measures; stresses that security challenges posed to the aviation sector will only be greater in the future, requiring an immediate shift to a more intelligence-based and reactive security system, and an improvement of the security of airports' facilities so that they can adapt to evolving threats without requiring constant updates; calls on the Commission to look into the possibility of deepening the one-stop security concept, and of developing a EU pre-check system allowing pre-registered EU travellers to go through a lighter and faster screening; urges the Member States to commit to share intelligence systematically and to exchange best practices on airport security systems;

Amendment

(Does not affect the English version.)

Or. fr

Amendment 283

Deirdre Clune, Andor Deli

Motion for a resolution
Paragraph 15 – subparagraph 1 (new)

Motion for a resolution

Amendment

Takes note of the High Level Report on Conflict Zones and calls on the Commission and member states to ensure that its recommendations are implemented including the sharing of information to ensure the development of an EU risk assessment and the ability to share information in a speedy manner;

Or. en

Amendment 284
Daniela Aiuto

Motion for a resolution
Paragraph 15 a (new)

Motion for a resolution

Amendment

*15a. Deplores the working conditions of many airline pilots who are forced to fly continuously for long periods without adequate breaks for rest and recuperation;
notes that this is dangerous in terms of flight safety and may also detract from the general quality of service; urges that compliance with minimum social standards regarding working conditions be kept under constant review by the Commission and Member States;*

Or. it

Amendment 285
Elissavet Vozemberg-Vrionidi

Motion for a resolution
Paragraph 15 a (new)

Motion for a resolution

Amendment

15a. Underlines that the EU should pursue policies aimed at improving investment and trade conditions relating to the aviation industry and to improving the regulatory framework, while maintaining the highest European aviation safety standards.

Or. el

Amendment 286
Deirdre Clune

Motion for a resolution
Paragraph 15 a (new)

Motion for a resolution

Amendment

15a. Welcomes the review of the EASA Basic Regulation (EC) No 216/2008, the aim of which is to work towards the highest level of safety in aviation , among others through the establishment of a comprehensive risk and evidence based Safety Management System;

Or. en

Amendment 287
Notis Marias

Motion for a resolution
Paragraph 15 a (new)

Motion for a resolution

Amendment

15a. Urges that a precise EU framework be set up restricting the use of electric, remotely piloted aircraft systems and drone operations;

Amendment 288
Deirdre Clune, Andor Deli

Motion for a resolution
Paragraph 15 b (new)

Motion for a resolution

Amendment

15b. Recognising that there is an ever growing threat to the aviation system from cyber incidents, therefore calls on the commission to step up its efforts to strengthen cyber resilience and to ensure that there is a coherent approach to raising awareness to such issues as well as encouraging a risk management approach amongst member states based on common principles;

Or. en

Amendment 289
Deirdre Clune

Motion for a resolution
Paragraph 16

Motion for a resolution

Amendment

16. Notes that relative to other transport modes, the aviation sector is already well ahead in putting the benefits of digitalisation, information and communication technologies, and open data to use, and encourages the sector to continue to take a lead in this process, while ensuring interoperability; welcomes the Commission's proposal for an aviation big data project and asks for clarification on its implementation;

16. **Considers that innovation is a prerequisite for a competitive European aviation industry and** notes that relative to other transport modes, the aviation sector is already well ahead in putting the benefits of digitalisation, information and communication technologies, and open data to use, and encourages the sector to continue to take a lead in this process, while ensuring interoperability; welcomes the Commission's proposal for an aviation big data project and asks for clarification on its implementation;

Amendment 290

Pavel Telička, Izaskun Bilbao Barandica, Matthijs van Miltenburg, Jozo Radoš, Dominique Riquet

Motion for a resolution**Paragraph 16***Motion for a resolution*

16. Notes that relative to other transport modes, the aviation sector is already well ahead in putting the benefits of digitalisation, information and communication technologies, and open data to use, and encourages the sector to continue to take a lead in this process, while ensuring interoperability; welcomes the Commission's proposal for an aviation big data project and asks for clarification on its implementation;

Amendment

16. Notes that relative to other transport modes, the aviation sector is already well ahead in putting the benefits of digitalisation, information and communication technologies, and open data to use, and encourages the sector to continue to take a lead in this process, while ensuring interoperability ***of systems and neutrality and transparency of access to information for consumers***; welcomes the Commission's proposal for an aviation big data project and asks for clarification on its implementation;

Or. en

Amendment 291

Notis Marias

Motion for a resolution**Paragraph 16***Motion for a resolution*

16. Notes that relative to ***other*** transport modes, the aviation sector is already well ahead in putting the benefits of digitalisation, information and communication technologies, and open data to use, and encourages the sector to continue to take a lead in this process, while ensuring interoperability; ***welcomes*** the Commission's proposal for an aviation big data project and asks for clarification

Amendment

16. Notes that relative to ***the various*** transport modes, the aviation sector is already well ahead in putting the benefits of digitalisation, information and communication technologies, and open data to use, and encourages the sector to continue to take a lead in this process, while ensuring interoperability; ***Notes*** the Commission's proposal for an aviation big data project and asks for clarification on its

on its implementation;

implementation;

Or. el

Amendment 292
Kosma Zlotowski, Tomasz Piotr Poręba

Motion for a resolution
Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Notes that affordability of air transport is an important factor in the development of this sector, and that increasing passenger numbers are the best assurance for the success of investments in this area; stresses that any action taken at European level must not lead to a significant increase in the prices of air services;

Or. pl

Amendment 293
Gesine Meissner

Motion for a resolution
Paragraph 16 a (new)

Motion for a resolution

Amendment

16a. Recalls when regulating the aviation sector to take into account the specific needs of General Aviation which provides for individual air transport solutions and air sports activities;

Or. en

Amendment 294
Merja Kyllönen

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices **contribute to** the sustainability of the aviation sector; **acknowledges the necessity** to bring clarity on the ‘home base’ criterion, and welcomes the Commission’s decision to have guidelines issued on the applicable labour law and competent courts;

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining **and enhancing** decent working conditions and preventing unfair practices **is a precondition of** the sustainability of the aviation sector; **calls on the Commission to support the European social dialogue in order to reduce the risk of industrial conflicts and to present concrete proposals in order** to bring clarity on the ‘home base’ criterion and **the definition of ‘principal place of business’, as well as ensuring equal treatment of third-country nationals on board of EU-registered airplanes**; welcomes the Commission’s decision to have guidelines issued on the applicable labour law and competent courts; **insists on the need to fight any forms of social dumping and forum shopping**;

Or. en

Amendment 295
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on the ‘home base’ criterion, **and welcomes** the Commission’s decision to have guidelines issued on the applicable

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on the ‘home base’ criterion. **Asks the Commission to provide a precise definition of the concept of ‘principal**

labour law and competent courts;

place of business' with a view to combating abusive practices based on complex models of recruitment whereby companies employ flight crews under labour rules applicable in countries in which they do not reside so as to minimise labour costs. Welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;

Or. fr

Amendment 296
Salvatore Domenico Pogliese

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; ***acknowledges the necessity to bring clarity on the 'home base' criterion, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;***

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; ***recommending that the Commission's examination of the 'home base' criterion gives due attention to the competitiveness and job-creation benefits of the multiplicity of employment models in aviation; takes note that where employment models are demonstrated to be consistent with international aviation rules and compliant with the relevant national and EU employment, social security and taxation laws, there should be no a priori assumption that practice should conform to a traditional model;***

Or. en

Amendment 297
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; **acknowledges the necessity to bring clarity on** the 'home base' criterion, **and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;**

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; **recommends that the Commission's examination of** the 'home base' criterion **gives due attention to the competitiveness and job-creation benefits of the multiplicity of employment models in aviation; takes note that where employment models are demonstrated to be consistent with international aviation rules and compliant with the relevant national and EU employment, social security and taxation laws, there should be no a priori assumption that practice should conform to a traditional model;'**

Or. en

Amendment 298
Georges Bach

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices **contribute to** the sustainability of the aviation sector; **acknowledges the necessity** to bring clarity on the 'home base' criterion, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining **and enhancing** decent working conditions and preventing unfair practices **is a precondition of** the sustainability of the aviation sector; **Calls on the Commission to present concrete proposals in order** to bring clarity on the 'home base' criterion, and **the definition of 'principal place of business', as well as ensuring equal**

treatment of third-country nationals working on board of EU-registered airplanes, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts; ***insists on the need to fight any forms of social dumping and forum shopping;***

Or. en

Amendment 299

Karoline Graswander-Hainz

Motion for a resolution

Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices ***contribute to*** the sustainability of the aviation sector; ***acknowledges the necessity*** to bring clarity on the 'home base' criterion, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining ***and enhancing*** decent working conditions and preventing unfair practices ***is a precondition of*** the sustainability of the aviation sector; ***Calls on the Commission to present concrete proposals in order*** to bring clarity on the 'home base' criterion ***and the definition of 'principal place of business', as well as ensuring equal treatment of third-country nationals working on board of EU-registered airplanes,*** and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts; ***insists on the need to fight any forms of social dumping and forum shopping;***

Or. en

Amendment 300

Lucy Anderson, Jens Nilsson, Ismail Ertug, Gabriele Preuß, Miltiadis Kyrkos

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices **contribute to** the sustainability of the aviation sector; **acknowledges the necessity** to bring clarity on the 'home base' criterion, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining **and enhancing** decent working conditions and preventing unfair practices **is a precondition of** the sustainability of the aviation sector; **calls on the Commission to present concrete proposals in order** to bring clarity on the 'home base' criterion **and the definition of 'principal place of business', as well as ensuring equal treatment of third-country nationals working on board of EU-registered airplanes**, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts; **insists on the need to fight any forms of social dumping**;

Or. en

Amendment 301
Wim van de Camp

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on the 'home base' criterion, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; **calls on the Commission to ensure a strict implementation of and compliance with all fundamental ILO Conventions by third countries party to the negotiations regarding the comprehensive air transport agreements**; acknowledges the necessity to bring clarity on the 'home base' criterion,

and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;

Or. en

Amendment 302
Davor Škrlec

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on the 'home base' criterion, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices, *such as social exploitation and low cost through direct and indirect subsidies*, contribute to the sustainability of the aviation *as well as the entire transport* sector; acknowledges the necessity to bring clarity on the 'home base' criterion, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;

Or. en

Amendment 303
Notis Marias

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector;

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector;

acknowledges the necessity to bring clarity on the ‘home base’ criterion, *and welcomes the Commission’s decision to have guidelines issued on the applicable labour law and competent courts;*

acknowledges the necessity to bring clarity on the ‘home base’ criterion;

Or. el

Amendment 304
Marie-Christine Arnautu

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on the ‘home base’ criterion, and *welcomes* the Commission’s decision to *have* guidelines *issued* on the applicable labour law and competent courts;

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on the ‘home base’ criterion, and *takes the view that* the Commission’s decision to *limit its action to issuing* guidelines on the applicable labour law and competent courts *is unsatisfactory; calls on the Member States to do away with non-standard forms of employment;*

Or. fr

Amendment 305
Enrico Gasbarra

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that maintaining decent working conditions, *upholding workers’ rights in terms of social*

sustainability of the aviation sector; acknowledges the necessity to bring clarity on the ‘home base’ criterion, and welcomes the Commission’s decision to have guidelines issued on the applicable labour law and competent courts;

protection and preventing unfair **market** practices contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on the ‘home base’ criterion, and welcomes the Commission’s decision to have guidelines issued on the applicable labour law and competent courts;

Or. it

Amendment 306
Olga Sehnalová

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that ***maintaining*** decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on ***the*** ‘home base’ ***criterion***, and welcomes the Commission’s decision to have guidelines issued on the applicable labour law and competent courts;

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that ***ensuring*** decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on ***certain problematic provisions such as*** ‘home base’ ***and*** ‘***principal place of business***’, and welcomes the Commission’s decision to have guidelines issued on the applicable labour law and competent courts;

Or. cs

Amendment 307
Isabella De Monte, Massimo Paolucci, Enrico Gasbarra

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the

creation of jobs; believes that *maintaining decent working conditions* and preventing unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on the 'home base' criterion, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;

creation of jobs; believes that *the social protection of workers* and preventing unfair *business practices such as atypical employment contracts* contribute to the sustainability of the aviation sector acknowledges the necessity to bring clarity on the 'home base' criterion, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;

Or. it

Amendment 308
Inés Ayala Sender

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that *maintaining* decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on the 'home base' criterion, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that *guaranteeing* decent working conditions and preventing unfair practices contribute to the sustainability *and safety* of the aviation sector; acknowledges the necessity to bring clarity on the 'home base' *and 'principal place of business'* criterion, and welcomes the Commission's decision to have guidelines issued on the applicable labour law and competent courts;

Or. en

Amendment 309
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the

creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to **bring clarity on** the ‘home base’ criterion, and welcomes the Commission’s decision to have guidelines issued on the applicable labour law and competent courts;

creation of jobs; believes that maintaining decent working conditions and preventing unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to **review** the ‘home base’ criterion, **and apply it consistently**, and welcomes the Commission’s decision to have guidelines issued on the applicable labour law and competent courts;

Or. de

Amendment 310
Kateřina Konečná

Motion for a resolution
Paragraph 17

Motion for a resolution

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that **maintaining** decent working conditions and **preventing** unfair practices contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on the ‘home base’ criterion, and welcomes the Commission’s decision to have guidelines issued on the applicable labour law and competent courts;

Amendment

17. Insists that the aviation sector is contributing, directly and indirectly, to the creation of jobs; believes that **it is necessary to maintain** decent working conditions and **to prevent** unfair practices, **as this will** contribute to the sustainability of the aviation sector; acknowledges the necessity to bring clarity on the ‘home base’ criterion, and welcomes the Commission’s decision to have guidelines issued on the applicable labour law and competent courts;

Or. cs

Amendment 311
Inés Ayala Sender

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Notes with concern the

proliferation in new atypical forms of employment in the aviation sector (bogus self-employed workers, replacement of crews with third-country nationals, 'pay-to-fly' contracts and training) which, inter alia, lead to distortions in competition and tax evasion and to a deterioration in the working conditions and rest periods for pilots and crews, and which can ultimately impact on aviation quality and security; calls on the Commission to instruct the European Aviation Security Agency to prevent these new atypical forms of employment in respect of staff performing critical security tasks and where these jeopardise aviation safety;

Or. es

Amendment 312
Michael Gahler, Markus Ferber

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Notes that the Commission announced, in its Aviation Strategy published in December 2015, an evaluation of the Council Directive 96/67/EC on ground handling services at EU airports; recalls its rejection at lead committee level of the previous Commission proposal for a revision, which led to a formal withdrawal of the proposal by the Commission in December 2014; reiterates its view that a further liberalisation of ground handling services would lead to a further deterioration of service quality and punctuality as well as working conditions at Union airports;

Or. en

Amendment 313
Francesc Gambús

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. *Considers that given the important and responsible roles played by aviation sector workers, all occupational health checks, but primarily those conducted in airline companies, should be more tightened up; calls on the Commission to bring forward a joint proposal with the European Aviation Safety Agency to remedy the inconsistencies that can exist between public or private general practitioners and specialists, and works doctors;*

Or. es

Amendment 314
Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. *Stresses the particular importance and social role of affordable air transport for the efficient functioning of the free movement of persons in the EU; notes that the dynamic growth of this sector in recent years and the steady increase in passenger numbers has been connected, among other things, with labour migration within the EU, which has contributed to an increase in economic growth rates in many Member States;*

Or. pl

Amendment 315
Maria Grapini

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Stresses the need to have sufficient, well-trained staff, and considers it necessary to improve the professional training system for all the professions needed in the aviation sector, also taking account of the constraints linked to the capacity of European airports to accommodate around 2 million flights in 2035;

Or. ro

Amendment 316
Merja Kyllönen

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Calls on the Commission to strengthen its analysis of the new business models in aviation and their possible effects on safety, including precarious and atypical employment forms such as two-tier employment contracts, agency work, zero-hour contracts, bogus self-employment, pay-to-fly or public flight cost sharing;

(to be a new paragraph 18)

Or. en

Amendment 317
Ramon Tremosa i Balcells

Motion for a resolution
Paragraph 17 a (new)

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Motion for a resolution

Amendment

17a. *Calls on the Commission and the Member States to increase their efforts to guarantee fair competition and better quality of services in the management of airport networks, particularly where their management is a central government monopoly; stresses that competition does not necessarily entail privatisation of the existing services.*

Or. en

Amendment 318

Marie-Christine Arnautu

Motion for a resolution

Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. *Calls on the Commission and the Member States to ban certain unfair and potentially dangerous practices for passenger security, such as bogus self-employment, zero-hour contracts, pay-to-fly schemes and 'letterbox' companies;*

Or. fr

Amendment 319

Lucy Anderson, Jens Nilsson, Miltiadis Kyrkos

Motion for a resolution

Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. *Calls on the Commission to strengthen its analysis of the new business models in aviation and their possible effects on safety, including precarious and atypical employment forms such as*

two-tier employment contracts, agency work, zero-hour contracts, bogus self-employment, pay-to-fly or public flight cost sharing.

Or. en

Amendment 320
Karoline Graswander-Hainz

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Calls on the Commission to strengthen its analysis of the new business models in aviation and their possible effects on safety, including precarious and atypical employment forms such as two-tier employment contracts, agency work, zero-hour contracts, bogus self-employment, pay-to-fly or public flight cost sharing.

Or. en

Amendment 321
Jacqueline Foster

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Underlines the urgency of a swift adoption of a clear, proportionate, harmonised, and risk-based regulatory framework for RPAS in order to stimulate investment and innovation in the sector and to fully exploit its enormous potential for job creation;

Or. en

Amendment 322
Inés Ayala Sender

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Supports the inclusion of ground handling in to the scope of EASA with the aim to cover the whole aviation safety chain. Insists on the need to extend Directive 2001/23 to ground handling in case of calls for tenders or partial loss of activity;

Or. en

Amendment 323
Dieter-Lebrecht Koch

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Calls on the Commission and the Member States to expand dual training models in aeronautical engineering and extend them through international cooperation too;

Or. de

Amendment 324
Christine Revault D'Allonnes Bonnefoy

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. Calls on the Commission to combat the various types of atypical

employment, such as bogus self-employment, that fuel unfair competition in the internal market.

Or. fr

Amendment 325
Olga Sehnalová

Motion for a resolution
Paragraph 17 a (new)

Motion for a resolution

Amendment

17a. (new) Recalls that high-quality training and adherence to rules on rest periods for aircrew contribute to aviation safety;

Or. cs

Amendment 326
Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution
Paragraph 17 b (new)

Motion for a resolution

Amendment

17b. Notes that the market for remotely piloted aircraft (RPAS) is growing rapidly, and that such aircraft are increasingly used for private purposes, in commercial activities and by public authorities in the performance of their prerogatives; stresses that this market may support the creation of jobs and be a source of innovation and economic growth in the coming years; highlights the dangers posed by the improper use of drones for air transport and stresses the need to address this problem in the design of the infrastructure;

Or. pl

Amendment 327
Inés Ayala Sender

Motion for a resolution
Paragraph 17 b (new)

Motion for a resolution

Amendment

17b. Expresses its concern at the social impact of unregulated opening-up of the aviation sector to third countries, with the accompanying risk of the use of flags of convenience, forum shopping and social dumping; urges the Commission, the EASA and the Member States to promote, within the ICAO and in conjunction with the ILO, a legal framework applicable to mobile workers in the aviation industry covering minimum compliance standards and applicable labour law and courts, etc.;

Or. es

Amendment 328
Marie-Christine Arnautu

Motion for a resolution
Paragraph 17 b (new)

Motion for a resolution

Amendment

17b. Considers that EU passenger rights legislation, although ambitious, is damaging European airlines since they, unlike third-country carriers operating in the EU, are obliged to compensate passengers in the event of delay; calls, therefore, for third-country airlines to abide by the same rules on passengers' rights as European companies when operating in Europe;

Or. fr

Amendment 329

Lucy Anderson, Christine Revault D'Allonnes Bonnefoy, Jens Nilsson

Motion for a resolution

Paragraph 17 b (new)

Motion for a resolution

Amendment

17b. Supports the inclusion of ground handling into the scope of the European Aviation Safety agency with the aim to cover the whole aviation safety chain; insists on the need to extend the benefits of Directive 2001/23 to ground handling workers in case of call for tenders or partial loss of activity;

Or. en

Amendment 330

Karoline Graswander-Hainz

Motion for a resolution

Paragraph 17 b (new)

Motion for a resolution

Amendment

17b. Supports the inclusion of ground handling into the scope of the European Aviation Safety agency with the aim to cover the whole aviation safety chain; insists on the need to extend the benefits of Directive 2001/23 to ground handling workers in case of call for tenders or partial loss of activity;

Or. en

Amendment 331

Olga Sehnalová

Motion for a resolution

Paragraph 17 b (new)

Motion for a resolution

Amendment

17b. (new) Calls on the Commission and the Member States to monitor and ensure the proper enforcement of applicable social legislation and collective agreements for airlines operating on EU territory;

Or. cs

Amendment 332

Kosma Zlotowski, Tomasz Piotr Poręba

Motion for a resolution

Paragraph 17 c (new)

Motion for a resolution

Amendment

17c. Notes that the idea of creating at European level a uniform legal framework to regulate civil use of RPAS, and in future the use of remotely piloted aircraft in non-segregated airspace, deserves support; notes, however, that not all the rules operating in traditional aviation can be applied directly to unmanned aviation;

Or. pl

Amendment 333

Lucy Anderson, Jens Nilsson, Georges Bach, Ismail Ertug, Miltiadis Kyrkos

Motion for a resolution

Paragraph 17 c (new)

Motion for a resolution

Amendment

17c. Recalls the importance of supporting passenger confidence in the safety, security and efficiency of civil aviation within a framework of effective passenger rights legislation; calls upon the Member States to progress current

legislative proposals and a common strategy on Air Passengers Rights as soon as possible;

Or. en

Amendment 334
Inés Ayala Sender

Motion for a resolution
Paragraph 17 c (new)

Motion for a resolution

Amendment

17c. Stresses the importance of social dialogue in preventing, averting and resolving industrial disputes in the aviation sector, and urges the Commission to consult the European Social Dialogue Committee for the civil aviation industry on proposals affecting the aviation sector and aviation workers;

Or. es

Amendment 335
Kosma Złotowski, Tomasz Piotr Poręba

Motion for a resolution
Paragraph 17 d (new)

Motion for a resolution

Amendment

17d. [Notes that the Galileo and Copernicus satellite programmes offer a new development perspective for innovative EU businesses, and that entrepreneurs involved in satellite applications, the scientific community and the services sector working on the development of satellite technologies offer development potential for the EU, increase its independence in terms of the security and safety of citizens and access to information and help to create a stable system for providing a return on investment and increasing the

competitiveness of the European economy.

Or. pl