



EUROPEAN PARLIAMENT

2009 - 2014

---

*Committee on Transport and Tourism*

---

**2011/0391(COD)**

17.9.2012

# **AMENDMENTS**

## **44 - 305**

**Draft report**  
**Giommaria Uggias**  
(PE491.255v01-00)

on the proposal for a Regulation of the European Parliament and of the Council  
on common rules for the allocation of slots at EU airports (recast)

Proposal for a regulation  
(COM(2011)0827 – C7-0458/2011 – 2011/0391(COD))

AM\912489EN.doc

PE496.307v01-00

**EN**

*United in diversity*

**EN**

AM\_Com\_LegReport

**Amendment 44**  
**Spyros Danellis, David-Maria Sassoli**

**Proposal for a regulation**  
**Recital 4**

*Text proposed by the Commission*

(4) The slot allocation system established in 1993 does not ensure the optimum allocation and use of slots and thus of airport capacity. In the context of growing airport congestion and the limited development of major new airport infrastructure, the slots are a rare resource. Access to such resources is of crucial importance for the provision of air transport services and for the maintenance of effective competition. To this end, the allocation and use of slots could be made more effective by introducing market mechanisms, by ensuring that the unused slots are made available to interested operators as soon as possible and in a transparent manner, and by reinforcing the underlying principles of the system with regard to the allocation, management and use of the slots. At the same time, ***although the historical slots meet the need for stability in schedules for the airlines, during the future assessment of the application of this Regulation, a gradual introduction of other market mechanisms could be envisaged, such as withdrawing and auctioning historical slots.***

*Amendment*

(4) The slot allocation system established in 1993 does not ensure the optimum allocation and use of slots and thus of airport capacity. In the context of growing airport congestion and the limited development of major new airport infrastructure, the slots are a rare resource. Access to such resources is of crucial importance for the provision of air transport services and for the maintenance of effective competition. To this end, the allocation and use of slots could be made more effective by introducing market mechanisms, by ensuring that the unused slots are made available to interested operators as soon as possible and in a transparent manner, and by reinforcing the underlying principles of the system with regard to the allocation, management and use of the slots. At the same time, ***concerns regarding efficient allocation of slots must continue to be balanced against the need to protect the external benefits of air transport services and in particular the value that they create for European regions.***

Or. en

*Justification*

*Primary auctioning of slots, as also to a certain extent secondary trading of slots, would benefit larger carriers and would favour more profitable long-haul routes. Until the capacity problem is addressed in a more comprehensive way, this will inevitably be at the expense of European regions' access to hubs and hub economies.*

**Amendment 45**  
**James Nicholson**

**Proposal for a regulation**  
**Recital 4**

*Text proposed by the Commission*

(4) The slot allocation system established in 1993 does not ensure the optimum allocation and use of slots and thus of airport capacity. In the context of growing airport congestion and the limited development of major new airport infrastructure, the slots are a rare resource. Access to such resources is of crucial importance for the provision of air transport services and for the maintenance of effective competition. To this end, the allocation and use of slots could be made more effective by introducing market mechanisms, by ensuring that the unused slots are made available to interested operators as soon as possible and in a transparent manner, and by reinforcing the underlying principles of the system with regard to the allocation, management and use of the slots. At the same time, although the historical slots meet the need for stability in schedules for the airlines, during the future assessment of the application of this Regulation, a gradual introduction of other market mechanisms could be envisaged, such as withdrawing and auctioning historical slots.

*Amendment*

(4) The slot allocation system established in 1993 does not ensure the optimum allocation and use of slots and thus of airport capacity. In the context of growing airport congestion and the limited development of major new airport infrastructure, the slots are a rare resource. Access to such resources is of crucial importance for the provision of air transport services and for the maintenance of effective competition. To this end, the allocation and use of slots could be made more effective by introducing market mechanisms, by ensuring that the unused slots are made available to interested operators as soon as possible and in a transparent manner, and by reinforcing the underlying principles of the system with regard to the allocation, management and use of the slots. ***In addition it is important that access to hub airports from regional airports should be maintained where such routes are essential to the economy of that region.*** At the same time, although the historical slots meet the need for stability in schedules for the airlines, during the future assessment of the application of this Regulation, a gradual introduction of other market mechanisms could be envisaged, such as withdrawing and auctioning historical slots.

Or. en

**Amendment 46**  
**Dominique Riquet**

**Proposal for a regulation**

**Recital 4**

*Text proposed by the Commission*

(4) The slot-allocation system established in 1993 does not ensure the optimum allocation and use of slots and thus of airport capacity. In the context of growing airport congestion and the limited development of major new airport infrastructure, the slots are a rare resource. Access to such resources is of crucial importance for the provision of air transport services and for the maintenance of effective competition. To this end, the allocation and use of slots could be made more effective by introducing **market** mechanisms, by ensuring that the unused slots are made available to interested operators as soon as possible and in a transparent manner, and by reinforcing the underlying principles of the system with regard to the allocation, management and use of the slots. ***At the same time, although the historical slots meet the need for stability in schedules for the airlines, during the future assessment of the application of this Regulation, a gradual introduction of other market mechanisms could be envisaged, such as withdrawing and auctioning historical slots.***

*Amendment*

(4) The slot-allocation system established in 1993 does not ensure the optimum allocation and use of slots and thus of airport capacity. In the context of growing airport congestion and the limited development of major new airport infrastructure, the slots are a rare resource. Access to such resources is of crucial importance for the provision of air transport services and for the maintenance of effective competition. To this end, the allocation and use of slots could be made more effective by introducing **slot exchange** mechanisms, by ensuring that the unused slots are made available to interested operators as soon as possible and in a transparent manner, and by reinforcing the underlying principles of the system with regard to the allocation, management and use of the slots.

Or. fr

**Amendment 47**

**Christine De Veyrac, Michel Dantin**

**Proposal for a regulation**

**Recital 4**

*Text proposed by the Commission*

(4) The slot-allocation system established in 1993 does not ensure the optimum allocation and use of slots and thus of

*Amendment*

(4) The slot-allocation system established in 1993 does not ensure the optimum allocation and use of slots and thus of

airport capacity. In the context of growing airport congestion and the limited development of major new airport infrastructure, the slots are a rare resource. Access to such resources is of crucial importance for the provision of air transport services and for the maintenance of effective competition. To this end, the allocation and use of slots could be made more effective ***by introducing market mechanisms***, by ensuring that the unused slots are made available to interested operators as soon as possible and in a transparent manner, and by reinforcing the underlying principles of the system with regard to the allocation, management and use of the slots. ***At the same time, although the historical slots meet the need for stability in schedules for the airlines, during the future assessment of the application of this Regulation, a gradual introduction of other market mechanisms could be envisaged, such as withdrawing and auctioning historical slots.***

airport capacity. In the context of growing airport congestion and the limited development of major new airport infrastructure, the slots are a rare resource. Access to such resources is of crucial importance for the provision of air transport services and for the maintenance of effective competition. To this end, the allocation and use of slots could be made more effective by ensuring that the unused slots are made available to interested operators as soon as possible and in a transparent manner, and by reinforcing the underlying principles of the system with regard to the allocation, management and use of the slots.

Or. fr

#### *Justification*

*There is no justification whatsoever given for the introduction of secondary trading at a European level. The necessary guarantees for a market open to genuine competition have not been provided. A monetisation of trading is no answer to the issue of the congestion of the EU's airports.*

#### **Amendment 48** **David-Maria Sassoli**

#### **Proposal for a regulation** **Recital 6**

##### *Text proposed by the Commission*

(6) The allocation of slots at congested airports ***should*** continue to be based on neutral, transparent and non-discriminatory

##### *Amendment*

(6) The allocation of slots at congested airports ***must*** continue to be based on neutral, transparent and non-discriminatory

rules.

rules.

Or. it

**Amendment 49**

**Christine De Veyrac, Michel Dantin**

**Proposal for a regulation**

**Recital 7**

*Text proposed by the Commission*

*Amendment*

***(7) The current slot allocation system should be adapted to the development of the market mechanisms used in certain airports for transferring or exchanging slots. In its Communication to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the application of Regulation No 95/93 on common rules for the allocation of slots at Community airports, the Commission undertook to make an appropriate proposal if it became apparent that revision of the existing legislation was required for competition or other reasons.***

***deleted***

Or. fr

*Justification*

*There is no justification whatsoever given for the introduction of secondary trading at a European level. The necessary guarantees for a market open to genuine competition have not been provided. A monetisation of trading is no answer to the issue of the congestion of the EU's airports.*

**Amendment 50**

**Dominique Riquet**

**Proposal for a regulation**

**Recital 8**

*Text proposed by the Commission*

(8) Experience has shown that secondary trading, that is the exchange of slots for financial or other compensation, does not benefit from a uniform and consistent legislative framework, including guarantees of transparency and competitive safeguards. It is therefore necessary to regulate secondary trading in slots in the European Union.

*Amendment*

(8) Experience has shown that secondary trading, that is the exchange of slots for financial or other compensation, does not benefit from a uniform and consistent legislative framework, including guarantees of transparency and competitive safeguards. It is therefore necessary to regulate ***the exchange of slots and prohibit*** secondary trading in slots in the European Union.

Or. fr

**Amendment 51**  
**Christine De Veyrac, Michel Dantin**

**Proposal for a regulation**  
**Recital 8**

*Text proposed by the Commission*

***(8) Experience has shown that secondary trading, that is the exchange of slots for financial or other compensation, does not benefit from a uniform and consistent legislative framework, including guarantees of transparency and competitive safeguards. It is therefore necessary to regulate secondary trading in slots in the European Union.***

*Amendment*

***deleted***

Or. fr

*Justification*

*This recital provides not justification whatsoever for the introduction of secondary trading at a European level. The necessary guarantees for a market open to genuine competition have not been provided. A monetisation of trading is no answer to the issue of the congestion of the EU's airports.*



**Amendment 52**  
**James Nicholson**

**Proposal for a regulation**  
**Recital 12**

*Text proposed by the Commission*

(12) Situations where, owing to a lack of available slots, the benefits of liberalisation are unevenly spread and competition is distorted, should also be avoided.

*Amendment*

(12) Situations where, owing to a lack of available slots, the benefits of liberalisation are unevenly spread and competition is distorted should also be avoided. ***In such situations provision should be made for Member State intervention.***

Or. en

**Amendment 53**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Recital 12**

*Text proposed by the Commission*

(12) Situations where, owing to a lack of available slots, the benefits of liberalisation are unevenly spread and competition is distorted, ***should*** also be avoided .

*Amendment*

(12) Situations where, owing to a lack of available slots, the benefits of liberalisation are unevenly spread and competition is distorted, ***need*** also ***to*** be avoided .

Or. it

**Amendment 54**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Recital 12 a (new)**

*Text proposed by the Commission*

*Amendment*

***(12a) Non-scheduled air transportation contributes to regional cohesion and competitiveness. Where air carriers have regularly used slots for such***

*transportation at an airport falling within the scope of this regulation, even where these slots do not always involve the same routes, priority should be given to requests for continued usage of such slots.*

Or. en

*Justification*

*Non-scheduled air transportation plays a role in providing links to and from the less accessible regions of Europe and thus contributes to their development and this needs to be recognised.*

**Amendment 55**

**Michael Gahler, Markus Ferber**

**Proposal for a regulation**

**Recital 13**

*Text proposed by the Commission*

*Amendment*

*(13) The progress made in implementing the Single European Sky has a major impact on the slot allocation process. The imposition of performance plans, which make the airports, the air navigation service providers and airspace users subject to performance improvement and monitoring measures, and the network management function, based on the establishment of a European network of routes and a central air traffic management, means it is necessary to update the slot allocation rules. It is therefore necessary to create an adequate framework allowing the network manager, the performance review body and the national supervisory authorities to participate in the procedure of setting the airport capacity and coordination parameters. A new category of airports of importance to this network should also be created with a view to allowing the network to react better in crisis situations.*

*deleted*

**Amendment 56**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Recital 13**

*Text proposed by the Commission*

(13) The progress made in implementing the Single European Sky has a major impact on the slot allocation process. The imposition of performance plans, which make the airports, the air navigation service providers and airspace users subject to performance improvement and monitoring measures, and the network management function, based on the establishment of a European network of routes and a central air traffic management, means it is necessary to update the slot allocation rules. It is therefore necessary to create an adequate framework allowing the network manager, the performance evaluation body and the national supervisory authorities to participate in the procedure of setting the airport capacity and coordination parameters. *A new category of airports of interest for this network should also be created with a view to allowing the network to react better in crisis situations.*

*Amendment*

(13) The progress made in implementing the Single European Sky has a major impact on the slot allocation process. The imposition of performance plans, which make the airports, the air navigation service providers and airspace users subject to performance improvement and monitoring measures, and the network management function, based on the establishment of a European network of routes and a central air traffic management, means it is necessary to update the slot allocation rules. It is therefore necessary to create an adequate framework allowing the network manager, the performance evaluation body and the national supervisory authorities to participate in the procedure of setting the airport capacity and coordination parameters. *To that end an inter-airport information exchange system should be introduced between airports with no designation or coordinators and the coordinators themselves in order to enhance air traffic management and planning.*

Or. it

**Amendment 57**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Recital 13**

*Text proposed by the Commission*

(13) The progress made in implementing the Single European Sky has a major impact on the slot allocation process. The imposition of performance plans, which make the airports, the air navigation service providers and airspace users subject to performance improvement and monitoring measures, and the network management function, based on the establishment of a European network of routes and a central air traffic management, means it is necessary to update the slot allocation rules. It is therefore necessary to create an adequate framework allowing the network manager, the performance review body and the national supervisory authorities to participate in the procedure of setting the airport capacity and coordination parameters. ***A new category of airports of importance to this network should also be created with a view to allowing the network to react better in crisis situations.***

*Amendment*

(13) The progress made in implementing the Single European Sky has a major impact on the slot allocation process. The imposition of performance plans, which make the airports, the air navigation service providers and airspace users subject to performance improvement and monitoring measures, and the network management function, based on the establishment of a European network of routes and a central air traffic management, means it is necessary to update the slot allocation rules. It is therefore necessary to create an adequate framework allowing the network manager, the performance *review* body and the national supervisory authorities to participate in the procedure of setting the airport capacity and coordination parameters.

Or. en

*Justification*

*There is no need to create a new category of airports in addition to coordinated and schedules facilitated airports.*

**Amendment 58**  
**James Nicholson**

**Proposal for a regulation**  
**Recital 14**

*Text proposed by the Commission*

(14) The flight plans and the slots should be better matched to better exploit airport capacity and improve flight punctuality.

*Amendment*

(14) The flight plans and the slots should be better matched to better exploit airport capacity and improve flight punctuality

*insofar as this does not restrict access to hub airports from regional airports.*

Or. en

## **Amendment 59**

**Carlo Fidanza, Antonio Cancian, Michael Gahler**

### **Proposal for a regulation**

#### **Recital 14**

*Text proposed by the Commission*

(14) The flight plans and the slots should be better matched to better exploit airport capacity and improve flight punctuality.

*Amendment*

(14) The flight plans and the slots should be better matched to better exploit airport capacity and improve flight punctuality.  
***The flight plans can be rejected in a "no slot" situation.***

Or. en

## **Amendment 60**

**Christine De Veyrac, Michel Dantin**

### **Proposal for a regulation**

#### **Recital 15**

*Text proposed by the Commission*

(15) The Member State responsible for the schedules facilitated or coordinated airport should ensure the appointment of a schedules facilitator or a coordinator whose neutrality should be unquestioned. To this end, the coordinators' role should be enhanced. Provision should be made for the legal, organisational, decision-making and financial independence of the coordinators with regard to stakeholders, the Member State and bodies subordinate to that State. To prevent the coordinator's activity suffering from a lack of financial, technical or human resources or expertise, Member States should ensure that the

*Amendment*

(15) The Member State responsible for the schedules facilitated or coordinated airport should ensure the appointment of a schedules facilitator or a coordinator whose neutrality should be unquestioned. To this end, the coordinators' role ***and that of the schedules facilitators*** should be enhanced. Provision should be made for the legal, organisational, decision-making and financial independence of the coordinators with regard to stakeholders, the Member State and bodies subordinate to that State. To prevent the coordinator's activity ***and that of the schedules facilitator*** suffering from a lack of

coordinators have all the resources needed for their work.

financial, technical or human resources or expertise, Member States should ensure that the coordinators have all the resources needed for their work.

Or. fr

#### *Justification*

*It would seem useful, with a view to creating the position of European coordinator, to clarify and strengthen the role of the coordinators and schedules facilitators. In addition, better interaction between those players will smooth the way for the establishing of a European-scale coordinator.*

#### **Amendment 61** **David-Maria Sassoli**

#### **Proposal for a regulation** **Recital 16**

##### *Text proposed by the Commission*

(16) Additional obligations should be introduced for air carriers with regard to sending information to the coordinators. Provision should be made for additional penalties for omitting information or sending false or misleading information. For *network* airports, the air carriers should have the obligation to communicate their flight intentions or other relevant information requested by the coordinator or schedules facilitator.

##### *Amendment*

(16) Additional obligations should be introduced for air carriers with regard to sending information to the coordinators. Provision should be made for additional penalties for omitting information or sending false or misleading information. For airports *with no specific designation*, the air carriers should have the obligation to communicate their flight intentions or other relevant information requested by the coordinator or schedules facilitator.

Or. it

#### **Amendment 62** **Christine De Veyrac, Michel Dantin**

#### **Proposal for a regulation** **Recital 16**

*Text proposed by the Commission*

(16) Additional obligations should be introduced for air carriers with regard to sending information to the coordinators. Provision should be made for additional penalties for omitting information or sending false or misleading information. For network airports, the air carriers should have the obligation to communicate their flight intentions or other relevant information requested by the coordinator or schedules facilitator.

*Amendment*

(16) Additional obligations should be introduced for air carriers with regard to sending information to the coordinators **and schedules facilitators**. Provision should be made for additional penalties for omitting information or sending false or misleading information. For network airports, the air carriers should have the obligation to communicate their flight intentions or other relevant information requested by the coordinator or schedules facilitator.

Or. fr

*Justification*

*It would seem useful, with a view to creating the position of European coordinator, to clarify and strengthen the role of the coordinators and schedules facilitators. In addition, better interaction between those players will smooth the way for the establishing of a European-scale coordinator.*

**Amendment 63**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Recital 17**

*Text proposed by the Commission*

(17) The Union should facilitate cooperation between the coordinators and schedules facilitators to allow them to exchange best practices with a view to the establishment of a European coordinator **in due course**.

*Amendment*

(17) The Union should facilitate cooperation between the coordinators and schedules facilitators to allow them to exchange best practices with a view to the establishment of a European coordinator **at the earliest opportunity and in line with the implementation of a Single European Sky**.

Or. it

**Amendment 64**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Recital 17**

*Text proposed by the Commission*

(17) The Union should facilitate cooperation between the coordinators and schedules facilitators to allow them to exchange best practices ***with a view to the establishment of a European coordinator in due course.***

*Amendment*

(17) The Union should facilitate cooperation between the coordinators and schedules facilitators to allow them to exchange best practices.

Or. en

*Justification*

*The Commission's proposal introduces a new concept of a European coordinator, which is not defined anywhere and makes this provision extremely unclear. It will be a bureaucratic, expensive and unnecessary body. Therefore, it should be deleted.*

**Amendment 65**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Recital 21**

*Text proposed by the Commission*

(21) The period of validity for a series of slots should be limited to the schedule planning period for which the series is granted. The priority for allocating a series of slots, even historical slots, should come from the allocation or confirmation by the coordinator.

*Amendment*

(21) The period of validity for a series of slots should be limited to the schedule planning period for which the series is granted. The priority for allocating a series of slots, even historical slots, should come from the allocation or confirmation by the coordinator ***and should be based on compliance with all the rules under this Regulation governing slot allocation and enabling that slot allocation to continue into the next scheduling season.***

Or. it



**Amendment 66**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Recital 21**

*Text proposed by the Commission*

*Amendment*

**(21) The period of validity for a series of slots should be limited to the schedule planning period for which the series is granted. The priority for allocating a series of slots, even historical slots, should come from the allocation or confirmation by the coordinator.** **deleted**

Or. en

*Justification*

*The historical rights are not obtained from the allocation but from the previous use of slots according to the Regulation. The coordinator should only execute the legally defined rules.*

**Amendment 67**  
**James Nicholson**

**Proposal for a regulation**  
**Recital 22**

*Text proposed by the Commission*

*Amendment*

**(22) It is necessary to retain special provisions, *under limited circumstances*, for the maintenance of adequate domestic air services *to regions of the Member State or Member States concerned when a public service obligation has been imposed.***

**(22) It is necessary to retain special provisions, *such as PSOs imposed on routes between regional and hub airports*, for the maintenance of adequate domestic air services *within a* Member State.**

Or. en

**Amendment 68**  
**Dominique Riquet, Michel Dantin**

**Proposal for a regulation**  
**Recital 23**

*Text proposed by the Commission*

*Amendment*

***(23) Since the environmental aspects may be taken into account in the coordination parameters and regional connectivity can also be fully ensured in the context of the public service obligations, experience has not shown that local rules are useful. Furthermore, it cannot be excluded that such rules do not lead to discrimination in allocating slots. Consequently, the option of resorting to local rules should be restricted. All the technical, operational, performance and environmental constraints that should be applied by the coordinators or the facilitators should be defined in the coordination parameters. The resort to local rules would also be reduced to supervising the use of slots and the possibility of reducing the length of the series of slots in the cases provided for by this Regulation. With a view to promoting better use of airport capacity, two basic principles in slot allocation should be reinforced, namely the definition of the series of slots and the calculation of historical slots. At the same time, the flexibility given to air carriers should be better regulated with a view to preventing distortions during the application of this Regulation in the Member States. Therefore, better use of airport capacity should be encouraged.***

***deleted***

Or. fr

*Justification*

*Local rules offer a worthwhile means of flexibility and responsiveness which the Commission should continue to handle so that it can ensure overall consistency.*

**Amendment 69**  
**Eva Lichtenberger**

**Proposal for a regulation**  
**Recital 23**

*Text proposed by the Commission*

(23) Since the environmental aspects may be taken into account in the coordination parameters and regional connectivity can also be fully ensured in the context of the public service obligations, experience has not demonstrated the usefulness of local rules. Furthermore, it cannot be excluded that such rules do not lead to discrimination in allocating slots. Consequently, the option of resorting to local rules should be restricted. All the technical, operational, performance and environmental constraints that should be applied by the coordinators or the facilitators should be defined in the coordination parameters. Recourse to local rules would also be reduced to monitoring the use of slots and the possibility of reducing the length of the series of slots in the cases provided for by this Regulation. With a view to promoting better use of airport capacity, two basic principles in slot allocation should be reinforced, namely the definition of a series of slots and the calculation of historical slots. At the same time, the flexibility given to air carriers should be better regulated with a view to preventing distortions in the application of this Regulation in the Member States. Therefore, better use of airport capacity should be encouraged.

*Amendment*

(23) Since the environmental aspects may be taken into account in the coordination parameters and regional connectivity can also be fully ensured in the context of the public service obligations, experience has not demonstrated the usefulness of local rules. Furthermore, it cannot be excluded that such rules do not lead to discrimination in allocating slots. Consequently, the option of resorting to local rules should be restricted. All the technical, operational, performance and environmental constraints that should be applied by the coordinators or the facilitators should be defined in the coordination parameters. Recourse to local rules would also be reduced to monitoring the use of slots and the possibility of reducing the length of the series of slots in the cases provided for by this Regulation. With a view to promoting better use of airport capacity, two basic principles in slot allocation should be reinforced, namely the definition of a series of slots and the calculation of historical slots. At the same time, the flexibility given to air carriers should be better regulated with a view to preventing distortions in the application of this Regulation in the Member States. Therefore, better use of airport capacity should be encouraged. ***The integration of air and rail tickets for shorter rail connections between airports shall be supported.***

Or. en

**Amendment 70**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Recital 23**

*Text proposed by the Commission*

(23) Since the environmental aspects may be taken into account in the coordination parameters and regional connectivity can also be fully ensured in the context of the public service obligations, experience has not shown that local rules are useful. Furthermore, it cannot be excluded that such rules do not lead to discrimination in allocating slots. Consequently, the option of resorting to local rules should be restricted. All the technical, operational, performance and environmental constraints that should be applied by the coordinators or the facilitators should be defined in the coordination parameters. The resort to local rules would also be reduced to supervising the use of slots and the possibility of **reducing** the length of the series of slots in the cases provided for by this Regulation. With a view to promoting better use of airport capacity, two basic principles in slot allocation should be reinforced, namely the definition of the series of slots and the calculation of historical slots. At the same time, the flexibility given to air carriers should be better regulated with a view to preventing distortions during the application of this Regulation in the Member States. Therefore, better use of airport capacity should be encouraged.

*Amendment*

(23) Since the environmental aspects may be taken into account in the coordination parameters and regional connectivity can also be fully ensured in the context of the public service obligations, experience has not shown that local rules are useful. Furthermore, it cannot be excluded that such rules do not lead to discrimination in allocating slots. Consequently, the option of resorting to local rules should be restricted. All the technical, operational, performance and environmental constraints that should be applied by the coordinators or the facilitators should be defined in the coordination parameters. The resort to local rules would also be reduced to supervising the use of slots and the possibility of **increasing** the length of the series of slots in the cases provided for by this Regulation. With a view to promoting better use of airport capacity, two basic principles in slot allocation should be reinforced, namely the definition of the series of slots and the calculation of historical slots. At the same time, the flexibility given to air carriers should be better regulated with a view to preventing distortions during the application of this Regulation in the Member States. Therefore, better use of airport capacity should be encouraged.

Or. it

**Amendment 71**  
**Christine De Veyrac**

**Proposal for a regulation**  
**Recital 23**

*Text proposed by the Commission*

***(23) Since the environmental aspects may be taken into account in the coordination parameters and regional connectivity can also be fully ensured in the context of the public service obligations, experience has not shown that local rules are useful. Furthermore, it cannot be excluded that such rules do not lead to discrimination in allocating slots. Consequently, the option of resorting to local rules should be restricted. All the technical, operational, performance and environmental constraints that should be applied by the coordinators or the facilitators should be defined in the coordination parameters. The resort to local rules would also be reduced to supervising the use of slots and the possibility of reducing the length of the series of slots in the cases provided for by this Regulation.*** With a view to promoting better use of airport capacity, two basic principles in slot allocation should be reinforced, namely the definition of the series of slots and the calculation of historical slots. At the same time, the flexibility given to air carriers should be better regulated with a view to preventing distortions during the application of this Regulation in the Member States. Therefore, better use of airport capacity should be encouraged.

*Amendment*

(23) With a view to promoting better use of airport capacity, two basic principles in slot allocation should be reinforced, namely the definition of the series of slots and the calculation of historical slots. At the same time, the flexibility given to air carriers should be better regulated with a view to preventing distortions during the application of this Regulation in the Member States. Therefore, better use of airport capacity should be encouraged.

Or. fr

*Justification*

*Applying local guidelines enables the specific needs of airports to be satisfied and hence maximises infrastructure capacity use in the most efficient manner possible. Besides this, although it would be preferable to maintain the length of five-slot series, these should be extendable in order to enable a response to local traffic characteristics.*

**Amendment 72**  
**Eva Lichtenberger**

**Proposal for a regulation**  
**Recital 23 a (new)**

*Text proposed by the Commission*

*Amendment*

***(23a) Auctioning slots in a framework of environmental criteria should be proposed by the Commission.***

Or. en

**Amendment 73**  
**Petra Kammerevert**

**Proposal for a regulation**  
**Recital 24**

*Text proposed by the Commission*

*Amendment*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a larger part of the scheduling period, the Commission should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority in allocating the same series for the following scheduling period even if the **85%** rate has not been met.

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a larger part of the scheduling period, the Commission should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority in allocating the same series for the following scheduling period even if the **80%** rate has not been met.

Or. de

**Amendment 74**  
**Vilja Savisaar-Toomast**

**Proposal for a regulation**  
**Recital 24**

*Text proposed by the Commission*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a larger part of the scheduling period, the Commission should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority in allocating the same series for the following scheduling period even if the 85% rate has not been met.

*Amendment*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a larger part of the scheduling period, the Commission should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority in allocating the same series for the following scheduling period even if the 80% rate has not been met.

Or. et

**Amendment 75**  
**James Nicholson**

**Proposal for a regulation**  
**Recital 24**

*Text proposed by the Commission*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a larger part of the scheduling period, *the Commission* should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority *for the allocation of* the same series for the following scheduling period even if the 85% rate has not been met.

*Amendment*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a larger part of the scheduling period, *Member States* should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority *in allocating* the same series for the following scheduling period even if the 85% rate has not been met.

Or. en

**Amendment 76**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Recital 24**

*Text proposed by the Commission*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a larger part of the scheduling period, the Commission should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority in allocating the same series for the **following** scheduling period **even if the 85% rate has not been met.**

*Amendment*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a larger part of the scheduling period, the Commission should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow **the Commission to lower the time slot use threshold to under 85%, thereby enabling** air carriers to retain priority in allocating the same series for the scheduling period **following that in which they reach the aforesaid threshold.**

Or. it

**Amendment 77**  
**Dominique Riquet**

**Proposal for a regulation**  
**Recital 24**

*Text proposed by the Commission*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a larger part of the scheduling period, the Commission should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority in allocating the same series for the following scheduling period even if the

*Amendment*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a larger part of the scheduling period, the Commission should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority in allocating the same series for the following scheduling period even if the



85% rate has not been met.

80% rate has not been met.

Or. fr

**Amendment 78**

**Christine De Veyrac, Michel Dantin**

**Proposal for a regulation**

**Recital 24**

*Text proposed by the Commission*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a larger part of the scheduling period, the Commission should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority in allocating the same series for the following scheduling period even if the 85% rate has not been met.

*Amendment*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a larger part of the scheduling period, the Commission should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority in allocating the same series for the following scheduling period even if the 80% rate has not been met.

Or. fr

*Justification*

*Raising the slot series usage rate to 85% seems excessive and is not an appropriate answer to congestion problems. This rate would also lead to carriers 'flying empty' in order not to lose their series allocation, which is hardly in keeping with the overriding need to address the environmental impact of this mode of transport. The rate would therefore seem to be of little economic or environmental benefit. An 80-20 ratio should therefore be maintained for series usage rates.*

**Amendment 79**

**Carlo Fidanza, Antonio Cancian, Luis de Grandes Pascual, Michael Gahler, Corien Wortmann-Kool**

**Proposal for a regulation**

**Recital 24**

*Text proposed by the Commission*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a **larger** part of the scheduling period, the Commission should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority **for the allocation of** the same series for the following scheduling period even if the **85%** rate has not been met.

*Amendment*

(24) To allow air carriers to adapt to imperative situations of urgency, such as a marked decline in traffic or an economic crisis that severely affects the activity of air carriers, affecting a **larger** part of the scheduling period, the Commission should be allowed to adopt urgent measures to ensure the consistency of measures to be taken at coordinated airports. These measures will allow air carriers to retain priority **in allocating** the same series for the following scheduling period even if the **80%** rate has not been met.

Or. en

*Justification*

*The change of the globally accepted Use-it or Lose-it rule of 80-20 to the proposed 85-15 will deprive air carriers of the ability to cope with unforeseen events outside their control (weather, ATC delays, technical problems, etc.) which can force them to cancel flights. It is advisable to keep the status quo on this aspect.*

**Amendment 80**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Recital 24 a (new)**

*Text proposed by the Commission*

*Amendment*

***(24a) This Regulation should allow for the flexibility requirements of business aviation and of charter flights so as to enable non-scheduled flights to be operated, especially in view of the fact that the operators concerned cannot build up a slot portfolio based on historical rights.***

Or. es

*Justification*

*Amendment taking over the wording the rapporteur uses in the report (Amendment 12), and including charter flights as well as business flights, to which the same slot allocation issues apply.*

**Amendment 81**

**Michael Gahler, Markus Ferber**

**Proposal for a regulation**

**Recital 25**

*Text proposed by the Commission*

*Amendment*

*(25) The role of the coordination committee should be strengthened in two ways. On the one hand, the network manager, the performance review body and the national supervisory authority should be invited to follow the committee's meetings. On the other hand, the coordination committee's tasks could include making suggestions or giving advice to the coordinator and/or Member State on any issue concerning the airport capacity, in particular in relation to the implementation of the Single European Sky and the working of the European Air Traffic Management Network. The committee should also be able to provide the performance review body and the national supervisory authority with opinions concerning the link between the coordination parameters and the key performance indicators proposed to the air navigation service providers.*

*deleted*

Or. en

**Amendment 82**

**Michel Dantin**

**Proposal for a regulation**

**Recital 26**

*Text proposed by the Commission*

*Amendment*

**(26) Experience shows that a significant number of slots are returned to the pool too late to be reallocated effectively. The airport managing body should be encouraged to use the airport charge system to discourage this type of behaviour. Despite having recourse to this mechanism, the airport managing body should not, however, discourage air carriers from entering the market or developing services.**

**deleted**

Or. fr

*Justification*

*An ex-ante penalty system would create barriers to entering the market, which could undermine the competitiveness of European airline companies as a whole. This ex-ante system is a new cash outgoing that would penalise indiscriminately all air carriers – including those that comply with the rules. The focus should be on an ex-post system targeting airline companies that do not play fair.*

**Amendment 83  
David-Maria Sassoli**

**Proposal for a regulation  
Recital 26**

*Text proposed by the Commission*

*Amendment*

(26) Experience shows that a significant number of slots are returned to the pool too late to be reallocated effectively. The airport managing body should be encouraged to use **the airport charge system to discourage this type of behaviour**. Despite having recourse to **this mechanism**, the airport managing body should not, however, discourage air carriers from entering the market or developing services.

(26) Experience shows that a significant number of slots are returned to the pool too late to be reallocated effectively. The airport managing body should be encouraged to use **financial charging schemes and significantly strengthen the current penalty system in order to dissuade air carriers from such practices**. Despite having recourse to **these mechanisms**, the airport managing body should not, however, discourage air carriers from entering the market or

developing services.

Or. it

**Amendment 84**  
**Dominique Riquet**

**Proposal for a regulation**  
**Recital 26**

*Text proposed by the Commission*

(26) Experience shows that a significant number of slots are returned to the pool too late to be reallocated effectively. ***The airport managing body*** should be ***encouraged to use the airport charge system*** to discourage this type of behaviour. Despite having recourse to ***this mechanism***, the airport managing body should not, however, discourage air carriers from entering the market or developing services.

*Amendment*

(26) Experience shows that a significant number of slots are returned to the pool too late to be reallocated effectively. ***Penalty mechanisms*** should be ***introduced*** to discourage this type of behaviour. Despite having recourse to ***these mechanisms***, the airport managing body should not, however, discourage air carriers from entering the market or developing services.

Or. fr

**Amendment 85**  
**Christine De Veyrac**

**Proposal for a regulation**  
**Recital 26**

*Text proposed by the Commission*

(26) Experience shows that a significant number of slots are returned to the pool too late to be reallocated effectively. ***The airport managing body*** should be encouraged ***to use the airport charge system to discourage*** this type of behaviour. ***Despite having recourse to this mechanism, the airport managing body should not, however, discourage air carriers from entering the market or***

*Amendment*

(26) Experience shows that a significant number of slots are returned to the pool too late to be reallocated effectively. ***Better application of the current ex-post penalties*** should be encouraged ***in order to stop airline companies adopting*** this type of behaviour.

*developing services.*

Or. fr

*Justification*

*It seems disproportionate to impose additional penalties for the late return of unused slots. It would seem to be sufficient to simply reinforce the ex-post penalty system provided for in Article 18 of the proposal. Introducing an administrative procedure of this type to create an ex-ante penalty would make things unnecessarily complicated for all the players involved. In addition to this, it seems difficult to assess what costs airports might be liable to incur.*

**Amendment 86**

**Inés Ayala Sender**

**Proposal for a regulation**

**Recital 26 a (new)**

*Text proposed by the Commission*

*Amendment*

***(26a) In order to increase airport capacity, the Regulation should cover the possibility of Member States being able to use the proceeds of the sale of time slots following secondary trading for the purpose of optimising air traffic and developing new infrastructure.***

Or. es

*Justification*

*This amendment emphasises, via a new recital, the possibility introduced by the rapporteur of the proceeds of time slot trading being used to improving and increasing airport capacities.*

**Amendment 87**

**David-Maria Sassoli**

**Proposal for a regulation**

**Recital 28**

*Text proposed by the Commission*

*Amendment*

(28) The application of the provisions of this Regulation **should** be without prejudice to the competition rules of the Treaty, in particular Articles 101 , 102 and 106 .

(28) The application of the provisions of this Regulation **must** be without prejudice to the competition rules of the Treaty, in particular Articles 101 , 102 and 106 .

Or. it

**Amendment 88**

**Artur Zasada, Bogdan Kazimierz Marcinkiewicz**

**Proposal for a regulation**

**Recital 30**

*Text proposed by the Commission*

*Amendment*

(30) ***The power to adopt delegated acts should be **delegated to** the Commission, in accordance with **Article 290 of the Treaty on the Functioning** of the European Union, in order to lay down the methods for developing a study on capacity and demand. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level.***

(30) ***In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers.***

Or. en

**Amendment 89**

**Jacqueline Foster**

**Proposal for a regulation**

**Recital 33**

*Text proposed by the Commission*

*Amendment*

(33) The examination procedure should be used for the adoption of implementing

(33) The examination procedure should be used for the adoption of implementing

instruments concerning *the creation of a European coordinator*, the template for the coordinator and schedules facilitator's annual activity report and the decision that one or more Member States should take measures with a view to remedying a third country's discriminatory behaviour with regard to the Union's air carriers.

instruments concerning, the template for the coordinator and schedules facilitator's annual activity report and the decision that one or more Member States should take measures with a view to remedying a third country's discriminatory behaviour with regard to the Union's air carriers.

Or. en

#### *Justification*

*The Commission's proposal introduces a new concept of a European coordinator, which is not defined anywhere and makes this provision extremely unclear. It will be a bureaucratic, expensive and unnecessary body. Therefore, it should be deleted.*

#### **Amendment 90** **Dominique Vlasto**

#### **Proposal for a regulation** **Article 2 – paragraph 1 – point 2 – point a**

##### *Text proposed by the Commission*

a) an air carrier requesting, as part of a series of slots, a slot at an airport on any day, where, if the carrier's request were accepted, it would in total hold fewer than **five** slots at that airport on that day; or

##### *Amendment*

a) an air carrier requesting, as part of a series of slots, a slot at an airport on any day, where, if the carrier's request were accepted, it would in total hold fewer than **nine** slots at that airport on that day; or

Or. fr

#### *Justification*

*The arrangements for 'new entrants' are designed to spur free and fair competition on the European market. Laying down a special rule on the maximum number of time slots that must be held in order to enjoy the status of 'new entrant' would favour certain carriers. In order to prevent this distortion of competition, one single rule should be applied, regardless of whether the flights are on European or international routes.*

#### **Amendment 91** **Carlo Fidanza, Antonio Cancian**



**Proposal for a regulation**

**Article 2 – paragraph 1 – point 2 – point a**

*Text proposed by the Commission*

a) an air carrier requesting, as part of a series of slots, a slot at an airport on any day, where, if the carrier's request were accepted, it would in total hold fewer than **five** slots at that airport on that day; or

*Amendment*

a) an air carrier requesting, as part of a series of slots, a slot at an airport on any day, where, if the carrier's request were accepted, it would in total hold fewer than **nine** slots at that airport on that day; or

Or. en

*Justification*

*The maximum number of slots held by a new entrant at an airport or on a European route should be the same. Keeping it to five here while bringing the maximum number of slots to nine on an intra-European route (as in Article 2 paragraph 2 b/) would be a discrimination for non-European carriers in gaining New Entrant status.*

**Amendment 92**

**Dominique Vlasto**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 2 – point b – introductory part**

*Text proposed by the Commission*

b) *an air carrier requesting a series of slots for a non-stop scheduled passenger service between two European Union airports, where at most two other air carriers operate the same non-stop scheduled service between those airports on that day, and where, if the air carrier's request were accepted, the air carrier would nonetheless hold fewer than nine slots at that airport on that day for that non-stop service.*

*Amendment*

*deleted*

Or. fr

*Justification*

*The arrangements for ‘new entrants’ are designed to spur free and fair competition on the European market. Laying down a special rule on the maximum number of time slots that must be held in order to enjoy the status of ‘new entrant’ would favour certain carriers. In order to prevent this distortion of competition, one single rule should be applied, regardless of whether the flights are on European or international routes.*

**Amendment 93**

**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 3**

*Text proposed by the Commission*

3) ‘scheduling period’ shall mean either the summer or winter season as used in the schedules of air carriers, in accordance with the rules and guidelines established by the air transport **section** on a global basis ;

*Amendment*

3) ‘scheduling period’ shall mean either the summer or winter season as used in the schedules of air carriers, in accordance with the rules and guidelines established by the air transport **sector** on a global basis;

Or. en

**Amendment 94**

**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 6**

*Text proposed by the Commission*

6) ‘group of air carriers’ shall mean two or more air carriers which together perform joint operations, franchise operations **or code-sharing** for the purpose of **operating** a specific **air service**;

*Amendment*

6) ‘Group of air carriers’ shall mean two or more air carriers which together perform joint operations, franchise operations, **code-sharing, or a consortium in the case of non-scheduled operators** for the purpose of **utilising** a specific **slot**;

Or. en

*Justification*

*It is essential that non-scheduled and business aviation operators are able to benefit from the*

*same opportunities offered by the new rules as scheduled operators.*

**Amendment 95**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 9**

*Text proposed by the Commission*

*Amendment*

**9) ‘airport belonging to the network’ shall mean an airport which is not confronted with congestion problems but which, in the event of a sudden and significant increase in traffic or in the event of a sudden and significant reduction of its capacity, could have an impact on the functioning of the European air-traffic management network (hereinafter ‘the network’), in accordance with Article 6 of Regulation (EC) No 551/2004 of the European Parliament and of the Council;** *deleted*

Or. en

*Justification*

*The concept of a network airport is unnecessary and inappropriate within the Slot Regulation. The purpose of the Slot Regulation is to manage the allocation of slots at congested airports, whereas the Network Airport concept introduces undefined data reporting requirements (administrative burdens) for uncongested airports that are not subject to slot coordination or schedules facilitation.*

**Amendment 96**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 9**

*Text proposed by the Commission*

*Amendment*

**9) ‘network airport’ shall mean an airport which is not confronted with congestion problems but which, in the event of a** *deleted*

*sudden and significant increase in traffic or in the event of a sudden and significant reduction of its capacity, could have an impact on the functioning of the European air-traffic management network (hereinafter 'the network'), in accordance with Article 6 of Regulation (EC) No 551/2004 of the European Parliament and of the Council;*

Or. it

**Amendment 97**  
**Debora Serracchiani**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 13**

*Text proposed by the Commission*

13) *'series of slots'* shall mean at least 15 slots *for a summer* scheduling period *and* 10 slots *for a winter scheduling period requested for the same time on the same day of the week for consecutive weeks and* allocated by the coordinator on *that* basis *or, if that is not possible, allocated at approximately* the same time;

*Amendment*

13) *For the summer scheduling period a "Series of slots" shall mean at least 15 slots of which at least 5 shall be consecutive unless agreed otherwise through a local rule. For the winter scheduling period a "series of slots" shall mean at least 10 slots of which at least 5 shall be consecutive unless agreed otherwise through a local rule. The slot allocated by the coordinator shall be on the basis that it is on the same time of the day and the same day of the week,*

Or. en

*Justification*

*The standard should be 15 slots out of which 5 are consecutive for the summer season and 10 slots for the winter season. Any deviation from this standard could be discussed amongst members of the airport's coordination committee and addressed through a local rule. This would provide flexibility for the specific needs of the individual airlines and airports. This would fully support the principle of making the best use of existing capacity.*

**Amendment 98**  
**Vilja Savisaar-Toomast**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 13**

*Text proposed by the Commission*

13) ‘series of slots’ shall mean at least **15 slots for a summer scheduling period and 10 slots for a winter scheduling period** requested for the same time on the same day of the week for consecutive weeks and allocated by the coordinator on that basis or, if that is not possible, allocated at approximately the same time;

*Amendment*

13) ‘series of slots’ shall mean at least **5 slots having been** requested for the same time on the same day of the week for consecutive weeks and allocated by the coordinator on that basis or, if that is not possible, allocated at approximately the same time;

Or. en

**Amendment 99**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 13**

*Text proposed by the Commission*

13) ‘series of slots’ shall mean at least **15 slots for a summer scheduling period and 10 slots for a winter scheduling period** requested for the same time on the same day of the week for consecutive weeks and allocated **by** the coordinator **on that** basis or, if that is not possible, allocated at approximately the same time;

*Amendment*

13) ‘series of slots’ shall mean at least **5** slots requested for the same time on the same day of the week for consecutive weeks and allocated **by** the coordinator **on that** basis or, if that is not possible, allocated at approximately the same time. ***When an airport reaches a level of congestion of 80% during peak weeks and 70% during off-peak weeks, that airport may introduce a congestion local rule to lengthen the series of slots qualifying for a historic period,***

Or. en

**Amendment 100**  
**Dominique Riquet**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 13**

*Text proposed by the Commission*

13) 'series of slots' shall mean at least **15** slots ***for a summer scheduling period and 10 slots for a winter scheduling period*** requested for the same time on the same day of the week for consecutive weeks and allocated by the coordinator on that basis or, if that is not possible, allocated at approximately the same time;

*Amendment*

13) 'series of slots' shall mean at least **5** slots requested for the same time on the same day of the week for consecutive weeks and allocated by the coordinator on that basis or, if that is not possible, allocated at approximately the same time;

Or. fr

*Justification*

*Longer slot series would straight-jacket coordination.*

**Amendment 101**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 13**

*Text proposed by the Commission*

13) 'series of slots' shall mean at least **15** slots ***for a summer scheduling period and 10 slots for a winter scheduling period requested*** for the same time on the same day of the week for consecutive weeks and allocated by the coordinator on that basis or, if that is not possible, allocated at approximately the same time;

*Amendment*

13) 'series of slots' shall mean at least **5** slots ***having been requested*** for the same time on the same day of the week for consecutive weeks and allocated by the coordinator on that basis or, if that is not possible, allocated at approximately the same time;

Or. en

**Amendment 102**  
**Jacqueline Foster**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 13**

*Text proposed by the Commission*

13) 'series of slots' shall mean at least **15** slots **for a summer** scheduling period **and** 10 slots **for a winter scheduling period requested for the same time** on the same day of the week for consecutive weeks and **allocated by the coordinator on that basis** or, if that is not possible, allocated at approximately the same time;

*Amendment*

13) 'Series of slots' shall mean **for the summer scheduling period** at least **15** slots **of which at least 5 shall be consecutive unless agreed otherwise through a local rule. For the winter scheduling period a "series of slots" shall mean at least 10 slots of which at least 5 shall be consecutive unless agreed otherwise through a local rule. The slot allocated by the coordinator shall be on the basis that it is** on the same **time** of the **day and the same day of the week** or, if that is not possible, allocated at approximately the same time;

Or. en

*Justification*

*A considerable lengthening of the series would be anti-competitive, it would entrench dominant airlines' positions at home airports by reducing competitors' historic rights. It could make it more difficult to qualify for a series, if a legacy carrier has its series in the middle of a season other operators might not be able to have enough consecutive weeks to qualify for a series, thereby negatively affecting business aviation and smaller airlines.*

**Amendment 103**

**Christine De Veyrac, Michel Dantin**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 13**

*Text proposed by the Commission*

13) 'series of slots' shall mean at least **15 slots for a summer scheduling period and 10** slots for a **winter** scheduling period requested for the same time on the same day of the week for consecutive weeks and allocated by the coordinator **on that basis** or, if that is not possible, allocated at

*Amendment*

13) series of slots' shall mean at least **5** slots **requested for the same** scheduling period **regularly** for the same time on the same day of the week for consecutive weeks and **regularly** allocated by the coordinator or, if that is not possible, allocated at approximately the same time;

approximately the same time;

Or. fr

*Justification*

*Extending the length of slot series would straight-jacket coordination and undermine the flexibility needed by many players. Slot series could nevertheless be extended under local guidelines and in response to specific local needs. This constitutes a return to the approach adopted under Council Regulation (EEC) No 95/93 of 18 January 1993.*

**Amendment 104**

**Carlo Fidanza, Antonio Cancian, Luis de Grandes Pascual, Corien Wortmann-Kool**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 13**

*Text proposed by the Commission*

13) ‘series of slots’ shall mean at least **15 slots for a summer scheduling period and 10 slots for a winter scheduling period** requested for the same time on the same day of the week **for consecutive weeks** and allocated by the coordinator **on that** basis or, if that is not possible, allocated at approximately the same time;

*Amendment*

13) ‘series of slots’ shall mean at least **5 slots having been** requested for the same time on the same day of the week **regularly in the same scheduling period** and allocated by the coordinator **on that** basis or, if that is not possible, allocated at approximately the same time, **unless agreed otherwise through a local rule under the conditions as referred to in Article 9, paragraph 8 of this Regulation;**

Or. en

*Justification*

*A series of slots is defined worldwide as a minimum of 5 slots (Worldwide Slot Guidelines). Introducing a different rule in Europe would be impractical given the global nature of aviation. However, under certain specific circumstances, local rules may be applied.*

**Amendment 105**

**Jacqueline Foster**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 18**



*Text proposed by the Commission*

*Amendment*

**18) 'programmed non-scheduled air service' shall mean a series of flights which do not meet all the conditions of Article 2(16) of Regulation (EC) No 1008/2008, but which operate so regularly or frequently that they constitute a recognisably systematic series;** **deleted**

Or. en

*Justification*

*The suggested changes of 9(3) and 10(2) make the definition of "programmed non scheduled air services" (PNS) redundant. This would simplify an already complex legal text. The definition of PNS remains unclear, such a lack of clarity could lead to varying interpretations of a notion that is not required.*

**Amendment 106**

**David-Maria Sassoli**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 18**

*Text proposed by the Commission*

*Amendment*

**18) 'programmed non-scheduled air service' shall mean a series of flights which do not meet all the conditions of Article 2(16) of Regulation (EC) No 1008/2008, but which operate so regularly or frequently that they constitute a recognisably systematic series;** **deleted**

Or. it

**Amendment 107**

**Carlo Fidanza, Antonio Cancian, Christine De Veyrac**

**Proposal for a regulation**

**Article 2 – paragraph 1 – point 18**

*Text proposed by the Commission*

*Amendment*

18) '**programmed** non-scheduled air service' shall mean a **series of flights** which **do** not meet all the conditions of Article 2(16) of Regulation (EC) No 1008/2008, **but which operate so regularly or frequently that they constitute a recognisably systematic series**;

18) 'non-scheduled air service' shall mean a **flight** which **does** not meet all the conditions of Article 2(16) of Regulation (EC) No 1008/2008;

Or. en

*Justification*

*It is essential that a better linkage with the business aviation activities is included by introducing a definition of 'non-scheduled air service' as the Regulation will apply and affect the business aviation sector.*

#### **Amendment 108**

**Philippe De Backer, Gesine Meissner**

#### **Proposal for a regulation**

**Article 2 – paragraph 1 – point 18 a (new)**

*Text proposed by the Commission*

*Amendment*

**18a) 'non-scheduled air service' shall mean a flight which does not meet all the conditions of Article 2 (16) of Regulation (EC) No 1008/2008**

Or. en

*Justification*

*Business aviation has a specific way of operating. Most business aviation operations cannot be included in the concept of "programmed non-scheduled air services". As business aviation is affected by the new Regulation on slots, a new definition is necessary.*

#### **Amendment 109**

**James Nicholson**

**Proposal for a regulation**  
**Article 2 – paragraph 1 – point 21 a (new)**

*Text proposed by the Commission*

*Amendment*

**21a) 'Regional Airport' shall mean a non-co-ordinated airport that operates regular scheduled flights between distinct geographical or political areas of a Member State.**

Or. en

**Amendment 110**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 3 – paragraph 3 – subparagraph 1 – point ii**

*Text proposed by the Commission*

*Amendment*

(ii) upon request from the Commission, in particular where new entrants encounter serious problems in securing landing and take off possibilities at the airport in question, or when the network manager considers it necessary to ensure that the airport's operational plan is consistent with the network's operational plan, in accordance with Article 6(7) of Commission Regulation (EU) No 677/2011.

(ii) upon request from the Commission, in particular where new entrants encounter serious problems in securing landing and take off possibilities at the airport in question, or when the network manager considers it necessary to ensure that the airport's **network's** operational plan is consistent with the network's **airport's** operational plan, in accordance with Article 6(7) of Commission Regulation (EU) No 677/2011;

Or. en

*Justification*

*The role of the Network Manager is one of coordination at the Network level, rather than giving directions at local level. Each airport is responsible for its own Airport Operations Plan, which needs to be taken into account by the Network Manager.*

**Amendment 111**  
**Jacqueline Foster**

**Proposal for a regulation**

**Article 3 – paragraph 3 – subparagraph 1 – point ii**

*Text proposed by the Commission*

(ii) upon request from the Commission, in particular where new entrants encounter serious problems in securing landing and take off possibilities at the airport in question, or when the network manager considers it necessary to ensure that the **airport's** operational plan is consistent with the **network's** operational plan, in accordance with Article 6(7) of Commission Regulation (EU) No 677/2011.

*Amendment*

(ii) upon request from the Commission, in particular where new entrants encounter serious problems in securing landing and take off possibilities at the airport in question, or when the network manager considers it necessary to ensure that the **network's** operational plan is consistent with the **airport's** operational plan, in accordance with Article 6(7) of Commission Regulation (EU) No 677/2011.

Or. en

*Justification*

*The role of the Network Manager is one of coordination at the Network level, rather than giving directions at local level. Each airport is responsible for its own Airport Operations Plan, which needs to be taken into account by the Network Manager.*

**Amendment 112**

**Jacqueline Foster**

**Proposal for a regulation**

**Article 3 – paragraph 3 – subparagraph 2**

*Text proposed by the Commission*

This analysis shall determine any shortfall in capacity, taking into account environmental constraints at the airport in question. The analysis shall consider the possibilities of overcoming such shortfall through new or modified infrastructure, operational changes, or any other change, and the time frame envisaged to resolve the problems.

*Amendment*

This analysis, **based on commonly recognised methods which take account of the requirements of the network operational plan, as required by Annex V to Regulation (EU) No 677/2011**, shall determine any shortfall in capacity, taking into account environmental constraints at the airport in question. The analysis shall consider the possibilities of overcoming such shortfall through new or modified infrastructure, operational changes, or any

other change, and the time frame envisaged to resolve the problems. ***The Commission can, in conjunction with the Network Manager, help to develop best practice and guidance.***

Or. en

*Justification*

*Opposed to the proposals for the Commission to develop and adopt a delegated act prescribing the methodology for airport capacity assessments. Airport capacity assessment can be complex and a "one size fits all" approach would not be appropriate. Suggests that the Commission might in conjunction with the Network Manager, help to develop best practice and guidance to achieve better network efficiency, rather than pursuing a regulatory approach.*

**Amendment 113**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 3 – paragraph 3 – subparagraph 3**

*Text proposed by the Commission*

*Amendment*

***The analysis is based on methods determined by a Commission delegated act, in accordance with Article 15 of this Regulation. The methods take account of the requirements of the network operational plan, as required by Annex V to Regulation (EU) No 677/2011.***

***deleted***

Or. en

*Justification*

*The Network Manager has no role in declaring capacity at an airport. The responsibility for airport capacity analysis and for setting the parameters should remain at local level taking local circumstances into account. The notion of the network airport in the Commission proposal would add further complexity to the network and costs at local level.*

**Amendment 114**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 3 – paragraph 3 – subparagraph 3**

*Text proposed by the Commission*

*Amendment*

*The analysis is based on methods determined by a Commission delegated act, in accordance with Article 15 of this Regulation. The methods take account of the requirements of the network operational plan, as required by Annex V to Regulation (EU) No 677/2011.*

*deleted*

Or. en

*Justification*

*The Network Manager has no role in declaring capacity at an airport.*

**Amendment 115**  
**Silvia-Adriana Țicău**

**Proposal for a regulation**  
**Article 3 – paragraph 4**

*Text proposed by the Commission*

*Amendment*

4. On the basis of the analysis, the Member State shall consult on the capacity situation at the airport with the managing body of the airport, the air carriers using the airport **regularly**, their representative organisations, representatives of general aviation using the airport regularly and air traffic control authorities.

4. On the basis of the analysis, the Member State shall consult on the capacity situation at the airport with the managing body of the airport, the air carriers using the airport, their representative organisations, representatives of general aviation using the airport regularly and air traffic control authorities.

Or. ro

**Amendment 116**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 3 – paragraph 4**

*Text proposed by the Commission*

4. On the basis of the analysis, the Member State shall consult on the capacity situation at the airport with the managing body of the airport, the air carriers using the airport regularly, their representative organisations, representatives of general aviation **using the airport regularly** and air traffic control authorities.

*Amendment*

4. On the basis of the analysis, the Member State shall consult on the capacity situation at the airport with the managing body of the airport, the air carriers using the airport regularly, their representative organisations, representatives of general aviation and air traffic control authorities.

Or. en

*Justification*

*This could imply that General Aviation has rights which de facto they do not have.*

**Amendment 117**  
**Michael Gahler, Markus Ferber**

**Proposal for a regulation**  
**Article 3 – paragraph 5**

*Text proposed by the Commission*

**5. The Commission can ask the network manager to deliver an opinion on how the capacity is set in relation to the network operating needs. The Commission can make recommendations. The Member State shall give reasons for any decision that does not follow these recommendations. The decision shall be communicated to the Commission.**

*Amendment*

*deleted*

Or. en

**Amendment 118**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 3 – paragraph 5**

*Text proposed by the Commission*

5. The Commission can ask the network manager to deliver an opinion on how the capacity is set in relation to the network operating needs. ***The Commission can make recommendations. The Member State shall give reasons for any decision that does not follow these recommendations. The decision shall be communicated to the Commission.***

*Amendment*

5. The Commission can ask the network manager to deliver an opinion on how the capacity is set in relation to the network operating needs.

Or. en

**Amendment 119**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 3 – paragraph 5**

*Text proposed by the Commission*

5. The Commission can ask the network manager to deliver an opinion on how the capacity is set in relation to the network operating needs. ***The Commission can make recommendations. The Member State shall give reasons for any decision that does not follow these recommendations. The decision shall be communicated to the Commission.***

*Amendment*

5. The Commission can ask the network manager to deliver an opinion on how the capacity is set in relation to the network operating needs.

Or. en

*Justification*

*The Network Manager has no role in declaring capacity at an airport. The responsibility for airport capacity analysis and to set the parameters should remain at local level taking local circumstances into account. This should be done at Member State level, ideally with the managing body of the airport.*



**Amendment 120**  
**Carlo Fidanza, Antonio Cancian, Michael Gahler**

**Proposal for a regulation**  
**Article 3 – paragraph 7**

*Text proposed by the Commission*

*Amendment*

**7. By way of derogation from paragraph 6(b), Member States may, in exceptional circumstances, designate as coordinated the airports affected for the appropriate period, which can be less than a scheduling period.** *deleted*

*By way of derogation from paragraphs 3, 4, 5 and 6, Member States may, in emergency situations, designate as coordinated the airports affected for the appropriate period.*

Or. en

*Justification*

*The designation of airports as coordinated should not occur if the emergency situation is very short since the burden will not be proportionate.*

**Amendment 121**  
**Michael Gahler, Markus Ferber**

**Proposal for a regulation**  
**Article 3 – paragraph 7 – subparagraph 1**

*Text proposed by the Commission*

*Amendment*

**By way of derogation from paragraph 6(b), Member States may, in exceptional circumstances, designate as coordinated the airports affected for the appropriate period, which can be less than a scheduling period.** *deleted*

Or. en

**Amendment 122**  
**Michael Gahler, Markus Ferber**

**Proposal for a regulation**  
**Article 3 – paragraph 7 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

***By way of derogation from paragraphs 3, 4, 5 and 6, Member States may, in emergency situations, designate as coordinated the airports affected for the appropriate period.*** ***deleted***

Or. en

**Amendment 123**  
**Petra Kammerevert**

**Proposal for a regulation**  
**Article 3 – paragraph 9**

*Text proposed by the Commission*

*Amendment*

***9. At the request of the Commission, which may act on its own initiative or on the initiative of the network manager, and after consulting the bodies mentioned in paragraph 4, the Member State shall ensure that an airport with no designation status be designated as belonging to the network. The decision shall be communicated to the Commission. If the Commission considers that the airport is no longer of interest for the network, the Member State, after consulting the bodies mentioned in paragraph 4, shall change the designation of the airport to that of an airport with no designation status.*** ***deleted***

Or. de

**Amendment 124**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 3 – paragraph 9**

*Text proposed by the Commission*

*Amendment*

**9. At the request of the Commission, which may act on its own initiative or on the initiative of the network manager, and after consulting the bodies mentioned in paragraph 4, the Member State shall ensure that an airport with no designation status be designated as belonging to the network. The decision shall be communicated to the Commission. If the Commission considers that the airport is no longer of interest for the network, the Member State, after consulting the bodies mentioned in paragraph 4, shall change the designation of the airport to that of an airport with no designation status.**

*deleted*

Or. it

**Amendment 125**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 3 – paragraph 9**

*Text proposed by the Commission*

*Amendment*

**9. At the request of the Commission, which may act on its own initiative or on the initiative of the network manager, and after consulting the bodies mentioned in paragraph 4, the Member State shall ensure that an airport with no designation status be designated as belonging to the network. The decision shall be communicated to the Commission. If the Commission considers that the airport is no longer of importance for the network, the Member State, after consulting the**

*deleted*

**bodies mentioned in paragraph 4, shall change the designation of the airport to that of an airport with no designation status.**

Or. en

*Justification*

*The concept of network airports has to be defined by the Network Manager and the Slot Regulation is not the right place to address this concept. The notion of the network airport in the Commission proposal would add further complexity and costs to the coordination process without any evidence that this would be the best way to provide the Network Manager with potentially needed data. The collection of additional real time data would need to be evaluated and kept at a reasonable level.*

**Amendment 126**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 3 – paragraph 10**

*Text proposed by the Commission*

10. If a decision is taken under paragraphs 6, 8 **or 9**, the Member State shall communicate it to the bodies mentioned in paragraph 4 no later than 1 April for the winter scheduling period and no later than 1 September for the summer scheduling period.

*Amendment*

10. If a decision is taken under paragraphs 6 **or 8**, the Member State shall communicate it to the bodies mentioned in paragraph 4 no later than 1 April for the winter scheduling period and no later than 1 September for the summer scheduling period.

Or. it

**Amendment 127**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 3 – paragraph 10**

*Text proposed by the Commission*

**10. If a decision is taken under**

*Amendment*

**deleted**

***paragraphs 6, 8 or 9, the Member State shall communicate it to the bodies mentioned in paragraph 4 no later than 1 April for the winter scheduling period and no later than 1 September for the summer scheduling period.***

Or. en

*Justification*

*The concept of network airports has to be defined by the Network Manager and the Slot Regulation is not the right place to address this concept. The notion of the network airport in the Commission proposal would add further complexity and costs to the coordination process without any evidence that this would be the best way to provide the Network Manager with potentially needed data. The collection of additional real time data would need to be evaluated and kept at a reasonable level.*

**Amendment 128**

**Spyros Danellis, David-Maria Sassoli**

**Proposal for a regulation**

**Article 4 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

At a coordinated ***or schedules facilitated*** airport, the Member State responsible shall ensure the determination of the coordination parameters twice yearly, while taking account of all relevant technical, operational, performance and environmental constraints as well as any changes thereto. These constraints shall be notified to the Commission. The Commission, if necessary with the aid of the network manager, shall examine the constraints and deliver recommendations which the Member State must take into account before determining the coordination parameters.

*Amendment*

At a coordinated airport, the Member State responsible shall ensure the determination of the coordination parameters twice yearly, while taking account of all relevant technical, operational, performance and environmental constraints as well as any changes thereto. These constraints shall be notified to the Commission. The Commission, if necessary with the aid of the network manager, shall examine the constraints and deliver recommendations which the Member State must take into account before determining the coordination parameters.

Or. en

*Justification*

*A mandatory twice yearly capacity analysis in smaller airports, such as island and remote region airports, would constitute a considerable administrative burden and is unnecessary.*

**Amendment 129**

**Michael Gahler, Markus Ferber**

**Proposal for a regulation**

**Article 4 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

At a coordinated or schedules facilitated airport, the Member State responsible shall ensure the determination of the coordination parameters twice yearly, while taking account of all relevant technical, operational, performance and environmental constraints as well as any changes thereto. These constraints shall be notified to the Commission. ***The Commission, if necessary with the aid of the network manager, shall examine the constraints and deliver recommendations which the Member State must take into account before determining the coordination parameters.***

*Amendment*

At a coordinated or schedules facilitated airport, the Member State responsible shall ensure the determination of the coordination parameters twice yearly, while taking account of all relevant technical, operational, performance and environmental constraints as well as any changes thereto. These constraints shall be notified to the Commission.

Or. en

**Amendment 130**

**Jacqueline Foster**

**Proposal for a regulation**

**Article 4 – paragraph 3**

*Text proposed by the Commission*

***3. The determination of the coordination parameters shall not affect the neutral and non-discriminatory character of the slot allocation.***

*Amendment*

***deleted***

*Justification*

*No need for the paragraph since the whole Regulation 95/93 is meant to be non-discriminatory.*

**Amendment 131**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 5 – paragraph 1**

*Text proposed by the Commission*

1. The Member State responsible for ***an airport belonging to the network***, a schedules facilitated or coordinated airport shall ensure the appointment of a qualified natural or legal person as schedules facilitator or airport coordinator, after having consulted the air carriers using the airport regularly, their representative organisations and the managing body of the airport and the coordination committee, where such a committee exists. The same schedules facilitator or coordinator may be appointed for more than one airport.

*Amendment*

1. The Member State responsible for a schedules facilitated or coordinated airport shall ensure the appointment of a qualified natural or legal person as schedules facilitator or airport coordinator, after having consulted the air carriers using the airport regularly, their representative organisations and the managing body of the airport and the coordination committee, where such a committee exists. The same schedules facilitator or coordinator may be appointed for more than one airport.

*Justification*

*The Network Manager has no role in declaring capacity at an airport. The responsibility for airport capacity analysis and for setting the parameters should remain at local level taking local circumstances into account. The notion of the network airport in the Commission proposal would add further complexity to the network and costs at local level.*

**Amendment 132**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 5 – paragraph 2**

*Text proposed by the Commission*

2. Member States shall encourage close cooperation between the coordinators and schedules facilitators to develop common projects at a European level. ***In light of the progress of these projects, the progress made in implementing the Single European Sky and the results of the evaluation report mentioned in Article 21, the Commission shall adopt implementing acts for creating a European coordinator. The implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2). The principles governing the coordinator's independence in paragraph 3 of this Article apply mutatis mutandis to the European coordinator.***

*Amendment*

2. Member States shall encourage close cooperation between the coordinators and schedules facilitators to develop common projects at a European level.

Or. en

*Justification*

*The Commission's proposal introduces a new concept of a European coordinator, which is not defined anywhere and makes this provision extremely unclear. It will be a bureaucratic, expensive and unnecessary body. Therefore, it should be deleted.*

**Amendment 133**  
**Giommaria Uggias**

**Proposal for a regulation**  
**Article 5 – paragraph 2**

*Text proposed by the Commission*

2. Member States shall encourage close cooperation between the coordinators and schedules facilitators to develop common projects at a European level. In light of the progress ***of these*** projects, the progress made in implementing the Single European Sky and the results of the assessment report mentioned in Article 21, the Commission

*Amendment*

2. Member States shall encourage close cooperation between the coordinators and schedules facilitators to develop common projects at a European level. In ***order to further improve the system for the allocation of slots at European airports and in the*** light of the progress ***made in the common*** projects, the progress made in



shall adopt **implementing measures** for creating a European coordinator. The **implementing measures shall be adopted** in accordance with the **examination procedure** referred to in Article 16(2). The principles governing the coordinator's independence in **paragraph 3 of this Article** apply mutatis mutandis to the European coordinator.

implementing the Single European Sky and the results of the assessment report mentioned in Article 21, the Commission shall adopt **delegated acts** for creating **the post of** European coordinator. The **delegated acts shall be adopted** in accordance with the **procedures** referred to in Article 15. The principles governing the coordinator's independence, **including in financial terms and in terms of their essential functions and organisational and decision-making terms, referred to in Article 5(3)** apply mutatis mutandis to the European coordinator. **The Commission shall appoint the European coordinator in accordance with the examination procedure referred to in Article 16(2).**

Or. it

**Amendment 134**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 5 – paragraph 3 – subparagraph 1 – point b – point i**

*Text proposed by the Commission*

i) in legal terms, the coordinator's essential functions, which consist of allocating slots in an equal and non-discriminatory manner, shall be given to a natural or legal person who or which is not a service provider in the airport, an airline operating from the airport or the managing body of the airport in question;

*Amendment*

i) in legal terms, the coordinator's essential functions, which consist of allocating slots in an equal and non-discriminatory manner, shall be given to a natural or legal person who or which is not a service provider in the airport, an airline operating from the airport or the managing body of the airport in question; **in order to prove that they do not share common interests with these entities, the coordinator or schedules facilitator must submit an annual declaration of their financial interests;**

Or. it

**Amendment 135**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 5 – paragraph 3 – subparagraph 1 – point b – point ii a (new)**

*Text proposed by the Commission*

*Amendment*

*(iia) The composition of the coordinator's board or supervisory function shall also be independent of the direct interests of the airport managing body, the airline users of that airport and any other entity representing a user or service provider, however this does not preclude representatives from such organisations being members of a board or supervisory function provided that voting rights are balanced.*

Or. en

*Justification*

*Ensuring balanced impartiality in the coordinators board.*

**Amendment 136**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 5 – paragraph 3 – subparagraph 1 – point b – point ii a (new)**

*Text proposed by the Commission*

*Amendment*

*iii) to that end, the coordinator or schedules facilitator, whether as a natural or legal person, must not have been employed by, or worked regularly with, the airport managing body or a service provider or airline company operating at/from the airport in question for the two years preceding their appointment and for two years from the end of their duties as a coordinator or schedules facilitator.*

**Amendment 137**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 5 – paragraph 3 – subparagraph 1 – point b – point ii a (new)**

*Text proposed by the Commission*

*Amendment*

*(**ii**) that the composition of the coordinator's board or supervisory function shall also be independent of the direct interests of the airport managing body, the airline users of that airport and any other entity representing a user or service provider, however this does not preclude representatives from such organisations being members of a board or supervisory function provided that voting rights are balanced.*

Or. en

*Justification*

*This is to ensure a balanced impartiality in the coordinators board.*

**Amendment 138**  
**Christine De Veyrac**

**Proposal for a regulation**  
**Article 5 – paragraph 3 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

The financing referred to under point (c) shall be provided by the air carriers who operate in the coordinated airports and by **the** airports in such a way as to ensure that the financial burden is distributed equitably among all interested parties and that the financing does not largely depend on a sole interested party. The Member States shall

The financing referred to under point (c) shall be provided by **all** the air carriers who operate in the coordinated **and schedules facilitated** airports, **and by those** airports in such a way as to ensure that the financial burden is distributed equitably among all interested parties and that the financing does not largely depend on a sole interested

ensure that the financial, human, technical and material resources and expertise required by the coordinator for carrying out his duties are at his disposal at all times.

party. *A stakeholder consultation procedure, with the possibility of appeal, shall be launched by Member States in order to ensure transparent, non-discriminatory charging correlating to the service provided by the coordinator or schedules facilitator. Collection of the air carriers' payments shall be the responsibility of the airports concerned, which shall pay those amounts to the coordinator or schedules facilitator.* The Member States shall ensure that the financial, human, technical and material resources and expertise required by the coordinator for carrying out his duties are at his disposal at all times.

Or. fr

#### *Justification*

*It would seem fair for all carriers benefitting from coordination to contribute to its cost, and for the amount of that contribution to correlate with the coordination service provided. Also, since airports already have the wherewithal to make collections, they would seem the right players to do this, and this avoids the need to create a new structure for this. Launching a consultation and appeal procedure will help prevent breaches of the rules and guarantee transparency.*

#### **Amendment 139** **Michel Dantin**

#### **Proposal for a regulation** **Article 5 – paragraph 3 – subparagraph 2**

##### *Text proposed by the Commission*

The financing referred to under point (c) shall be provided by the air carriers who operate in the coordinated airports and by the airports in such a way as to ensure that the financial burden is distributed equitably among all interested parties and that the financing does not largely depend on a sole interested party. The Member States shall ensure that the financial, human, technical

##### *Amendment*

The financing referred to under point (c) shall be provided by the air carriers who operate in the coordinated airports and by the airports in such a way as to ensure that the financial burden is distributed equitably among all interested parties and that the financing does not largely depend on a sole interested party. The Member States shall ensure that the financial, human, technical

and material resources and expertise required by the coordinator for carrying out his duties are at his disposal at all times.

and material resources and expertise required by the coordinator for carrying out his duties are at his disposal at all times. ***To that effect, Member States shall establish a charge for coordination activities, payable by all air carriers operating from coordinated airports and to the coordinator for the carrying-out of his duties;***

Or. fr

#### *Justification*

*Since all air carriers benefit directly from coordination activities, they should contribute directly to funding those activities so that the Member States can ensure that the coordinator has the necessary financial, human, technical and material resources required to carry out his duties.*

#### **Amendment 140**

**Artur Zasada, Bogdan Kazimierz Marcinkiewicz**

#### **Proposal for a regulation**

#### **Article 5 – paragraph 3 – subparagraph 2**

##### *Text proposed by the Commission*

The financing referred to under point (c) shall be provided by the air carriers who operate in the coordinated airports and by the airports in such a way as to ensure that the financial burden is distributed equitably among all interested parties and that the financing does not largely depend on a sole interested party. The Member States shall ensure that ***the*** financial, human, technical and material resources and expertise ***required by*** the coordinator for carrying out ***his duties are at its disposal at all times.***

##### *Amendment*

The financing referred to under point (c) shall be provided by the air carriers who operate in the coordinated airports and ***schedules facilitated airports and*** by the airports in such a way as to ensure that the financial burden is distributed equitably among all interested parties and that the financing does not largely depend on a sole interested party. The Member States shall ensure that ***adequate*** financial, human, technical and material resources and expertise ***are at the disposal of*** the coordinator ***and the schedules facilitator*** for carrying out ***their duties at all times.*** ***All fees paid by the airlines shall be collected by airports in parallel to the airport charges. In case of coordination implemented for the appropriate period***

*the cost of coordination should be covered by the organization or entity that caused the need for coordination. If it is not possible to identify such organization or entity the cost of coordination shall be covered by the airport which has the right to recover from the airlines 50% of coordination costs;*

Or. en

**Amendment 141**  
**Spyros Danellis, David-Maria Sassoli**

**Proposal for a regulation**  
**Article 6 – paragraph 1**

*Text proposed by the Commission*

1. *At the end of each scheduling period*, the coordinator or schedules facilitator shall submit to the Member States concerned and to the Commission an activity report describing the general slot allocation and/or schedules facilitation situation, examining, in particular, the application of Article 9(5) and Articles 13 and 18, as well as any complaints regarding the application of Articles 9 and 10 submitted to the coordination committee and the steps taken to resolve them. The report shall also contain the results of a survey conducted among the interested parties on the quality of services provided by the coordinator.

*Amendment*

1. *On an annual basis*, the coordinator or schedules facilitator shall submit to the Member States concerned and to the Commission an activity report describing the general slot allocation and/or schedules facilitation situation, examining, in particular, the application of Article 9(5) and Articles 13 and 18, as well as any complaints regarding the application of Articles 9 and 10 submitted to the coordination committee and the steps taken to resolve them. The report shall also contain the results of a survey conducted among the interested parties on the quality of services provided by the coordinator.

Or. en

*Justification*

*Considering the extensiveness of the report and the fact that slot data will be accessible on the electronic database anyway, it would be excessive to ask of smaller airports to conduct the report more often than annually.*

**Amendment 142**  
**Artur Zasada, Bogdan Kazimierz Marcinkiewicz**

**Proposal for a regulation**  
**Article 6 – paragraph 1**

*Text proposed by the Commission*

1. At the end of each scheduling period, the coordinator or schedules facilitator shall submit to the Member States concerned and to the Commission an activity report describing the general slot allocation and/or schedules facilitation situation, examining, in particular, the application of Article 9(5) and Articles 13 and 18, as well as any complaints regarding the application of Articles 9 and 10 submitted to the coordination committee and the steps taken to resolve them. The report shall also contain the results of a survey conducted among the interested parties on the quality of services provided by the coordinator.

*Amendment*

1. At the end of each scheduling period, the coordinator or schedules facilitator shall submit to the Member States concerned and to the Commission an activity report describing the general slot allocation and/or schedules facilitation situation, examining, in particular, the application of Article 9(5) and Articles 13 and 18, as well as any complaints regarding the application of Articles 9 and 10 submitted to the coordination committee and the steps taken to resolve them. ***Upon request, the report shall be communicated to the legally interested parties.*** The report shall also contain the results of a survey conducted among the interested parties on the quality of services provided by the coordinator. ***The coordinator and the schedules facilitator shall furthermore submit to the Commission, Member States and upon request to all parties which has legal interest an annual financial report indicating in detail revenue and expenditure relating to their activities.***

Or. en

**Amendment 143**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 6 – paragraph 1**

*Text proposed by the Commission*

1. At the end of each scheduling period, the coordinator or schedules facilitator shall submit to the Member States concerned

*Amendment*

1. At the end of each scheduling period, the coordinator or schedules facilitator shall submit to the Member States concerned

and to the Commission an activity report describing the general slot allocation and/or schedules facilitation situation, examining, in particular, the application of Article 9(5) and Articles 13 and 18, as well as any complaints regarding the application of Articles 9 and 10 submitted to the coordination committee and the steps taken to resolve them. The report shall also contain the results of a survey conducted among the interested parties on the quality of services provided by the coordinator.

and to the Commission *as well as any other interested party by request* an activity report *and financial report* describing the general slot allocation and/or schedules facilitation situation, examining, in particular, the application of Article 9(5) and Articles 13 and 18, as well as any complaints regarding the application of Articles 9 and 10 submitted to the coordination committee and the steps taken to resolve them. The report shall also contain the results of a survey conducted among the interested parties on the quality of services provided by the coordinator.

Or. en

**Amendment 144**  
**Silvia-Adriana Țicău**

**Proposal for a regulation**  
**Article 6 – paragraph 1**

*Text proposed by the Commission*

1. At the end of each scheduling period, the coordinator or schedules facilitator shall submit to the Member States concerned *and to* the Commission an activity report describing the general slot allocation and/or schedules facilitation situation, examining, in particular, the application of Article 9(5) and Articles 13 and 18, as well as any complaints regarding the application of Articles 9 and 10 submitted to the coordination committee and the steps taken to resolve them. The report shall also contain the results of a survey conducted among the interested parties on the quality of services provided by the coordinator.

*Amendment*

1. At the end of each scheduling period, the coordinator or schedules facilitator shall submit to the Member States concerned, the Commission, *all coordination financiers and any other stakeholder, at their request, a financial report and* an activity report describing the general slot allocation and/or schedules facilitation situation, examining, in particular, the application of Article 9(5) and Articles 13 and 18, as well as any complaints regarding the application of Articles 9 and 10 submitted to the coordination committee and the steps taken to resolve them. The report shall also contain the results of a survey conducted among the interested parties on the quality of services provided by the coordinator.

Or. ro



**Amendment 145**  
**Dominique Riquet**

**Proposal for a regulation**  
**Article 6 – paragraph 1**

*Text proposed by the Commission*

1. At the end of each scheduling period, the coordinator or schedules facilitator shall submit to the Member States concerned **and** to the Commission an activity report describing the general slot allocation and/or schedules facilitation situation, examining , , in particular, the application of Article 9(5) and Articles 13 and 18, as well as any complaints regarding the application of Articles 9 and 10 submitted to the coordination committee and the steps taken to resolve them. The report shall also contain the results of a survey conducted among the interested parties on the quality of services provided by the coordinator.

*Amendment*

1. At the end of each scheduling period, the coordinator or schedules facilitator shall submit to the Member States concerned, to the Commission **and to all stakeholders** an activity report **and financial report** describing the general slot allocation and/or schedules facilitation situation, examining, in particular, the application of Article 9(5) and Articles 13 and 18, as well as any complaints regarding the application of Articles 9 and 10 submitted to the coordination committee and the steps taken to resolve them. The report shall also contain the results of a survey conducted among the interested parties on the quality of services provided by the coordinator.

Or. fr

*Justification*

*It is only natural, in the interests of full transparency, that airlines and airports that co-finance coordinators should have access to the financial reports and activity reports.*

**Amendment 146**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 6 – paragraph 1**

*Text proposed by the Commission*

1. **At the end of each scheduling period, the coordinator** or schedules facilitator shall submit to the Member States

*Amendment*

1. **Annually the coordinator** or schedules facilitator shall submit to the Member States concerned, to the Commission, **as**

concerned **and** to the Commission an activity report describing the general slot allocation and/or schedules facilitation situation, examining, in particular, the application of Article 9(5) and Articles 13 and 18, as well as any complaints regarding the application of Articles 9 and 10 submitted to the coordination committee and the steps taken to resolve them. The report shall also contain the results of a survey conducted among the interested parties on the quality of services provided by the coordinator.

**well as to any other interested party upon request**, an activity report describing the general slot allocation and/or schedules facilitation situation, examining, in particular, the application of Article 9(5) and Articles 13 and 18, as well as any complaints regarding the application of Articles 9 and 10 submitted to the coordination committee and the steps taken to resolve them. The report shall also **cover the cost efficiency and effectiveness of the coordinator and** contain the results of a survey conducted among the interested parties on the quality of services provided by the coordinator.

Or. en

#### *Justification*

*A survey every season is much too onerous on the airlines and is not necessary. Annual surveys are sufficient. Coordinators should also be accountable regarding the efficiency of their work.*

#### **Amendment 147** **Marian-Jean Marinescu**

#### **Proposal for a regulation** **Article 6 – paragraph 3 – subparagraph 1 – introductory part**

##### *Text proposed by the Commission*

The coordinator shall maintain an up-to-date, freely-accessible electronic database, containing the following information:

##### *Amendment*

The coordinator shall maintain, **for each airport**, an up-to-date, freely-accessible electronic database, containing the following information:

Or. en

#### **Amendment 148** **Silvia-Adriana Țicău**

**Proposal for a regulation**

**Article 6 – paragraph 3 – subparagraph 1 – point d**

*Text proposed by the Commission*

*Amendment*

d) remaining available slots with respect to each type of constraint taken into consideration in the coordination parameters. The database shall allow the air carriers to verify the availability of slots *corresponding to their requests* ;

d) remaining available slots with respect to each type of constraint taken into consideration in the coordination parameters. The database shall allow the air carriers to verify the availability of slots;

Or. ro

**Amendment 149**

**Marian-Jean Marinescu**

**Proposal for a regulation**

**Article 6 – paragraph 3 – subparagraph 1 – point d**

*Text proposed by the Commission*

*Amendment*

(d) remaining available slots with respect to each type of constraint taken into consideration in the coordination parameters. The database shall allow *the air carriers* to verify the availability of slots *corresponding to their requests*;

(d) remaining available slots with respect to each type of constraint taken into consideration in the coordination parameters. The database shall allow *all interested parties* to verify the availability of slots;

Or. en

**Amendment 150**

**Dominique Riquet, Michel Dantin**

**Proposal for a regulation**

**Article 6 – paragraph 3 – subparagraph 1 – point d**

*Text proposed by the Commission*

*Amendment*

d) remaining available slots with respect to each type of constraint taken into consideration in the coordination parameters. The database shall allow the air carriers to verify the availability of slots

d) remaining available slots with respect to each type of constraint taken into consideration in the coordination parameters. The database shall allow the air carriers *and airports* to verify the

corresponding to their requests ;

availability of slots corresponding to their requests;

Or. fr

*Justification*

*It is only fair that both the parties concerned should have access to this information.*

**Amendment 151**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 6 – paragraph 3 – subparagraph 1 – point d**

*Text proposed by the Commission*

*Amendment*

(d) remaining available slots with respect to each type of constraint taken into consideration in the coordination parameters. The database shall allow the air carriers to verify the availability of slots *corresponding to their requests*;

(d) remaining available slots with respect to each type of constraint taken into consideration in the coordination parameters. The database shall allow the air carriers to verify the availability of slots;

Or. en

*Justification*

*For the sake of clarification, the two concerned parties (airlines and airports) should have access to this information in order to optimize the usage of existing capacity.*

**Amendment 152**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 6 – paragraph 3 – subparagraph 1 – point e**

*Text proposed by the Commission*

*Amendment*

(e) slots transferred or exchanged, indicating the identity of the air carriers involved and whether the transfer or exchange was made for compensation of a

(e) slots transferred or exchanged *for a financial or other nature*, indicating the identity of the air carriers involved and whether the transfer or exchange was made

financial or other nature. Aggregate data on financial compensation shall be published each year;

for compensation of a financial or other nature. **Only** aggregate data (*i.e. data on more than one transaction*) on financial compensation shall be published each year;

Or. en

*Justification*

*Slots are constantly transferred or exchanged throughout the season and it would add no value to keep track of this on a data base. Therefore this obligation should be limited to transfers with commercial arrangements. Transactions can be valued in monetary terms or negotiations of another nature. Aggregate data on financial or other negotiated compensation should not be published if only one transaction took place and the identity of the carriers can therefore not be hidden.*

**Amendment 153**  
**Silvia-Adriana Țicău**

**Proposal for a regulation**  
**Article 6 – paragraph 3 – subparagraph 2**

*Text proposed by the Commission*

This information shall be updated regularly. At the end of each season, the coordinator shall publish the activity report mentioned in paragraph 1.

*Amendment*

This information shall be updated regularly. At the end of each season, the coordinator shall publish the activity report **and financial report** mentioned in paragraph 1.

Or. ro

**Amendment 154**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 6 – paragraph 3 – subparagraph 2**

*Text proposed by the Commission*

This information shall be updated regularly. At the end of each season, the coordinator shall publish the **activity report**

*Amendment*

This information shall be updated regularly. At the end of each season, the coordinator shall publish the **reports**

mentioned in paragraph 1.

mentioned in paragraph 1.

Or. en

**Amendment 155**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 6 – paragraph 3 – subparagraph 2**

*Text proposed by the Commission*

This information shall be updated regularly. At the end of each season, the coordinator shall publish the activity report mentioned in paragraph 1.

*Amendment*

This information shall be updated regularly. At the end of each season, the coordinator shall publish the activity **and financial** report mentioned in paragraph 1.

Or. en

*Justification*

*Consistency with Article 6 (1).*

**Amendment 156**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 7 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

Air carriers operating or intending to operate at a schedules facilitated or coordinated airport **belonging to the network** shall submit to the schedules facilitator or coordinator all relevant information requested by them. If this information changes, the air carriers shall inform the schedules facilitator and the coordinator **as soon as** possible. All relevant information shall be provided in the format and within the time-limit specified by the schedules facilitator or

*Amendment*

Air carriers operating or intending to operate at a schedules facilitated or coordinated airport shall submit to the schedules facilitator or coordinator all relevant information requested by them. If this information changes, the air carriers shall inform the schedules facilitator and the coordinator **at the earliest suitable and possible opportunity**. All relevant information shall be provided in the format and within the time-limit specified by the schedules facilitator or coordinator. In

coordinator. In particular, an air carrier shall inform the coordinator, at the time of the request for allocation, whether it would benefit from the status of new entrant, in accordance with Article 2(2), in respect of requested slots.

particular, an air carrier shall inform the coordinator, at the time of the request for allocation, whether it would benefit from the status of new entrant, in accordance with Article 2(2), in respect of requested slots.

Or. it

**Amendment 157**  
**Michael Gahler, Markus Ferber**

**Proposal for a regulation**  
**Article 7 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

Air carriers operating or intending to operate at a schedules facilitated or coordinated airport ***belonging to the network*** shall submit to the schedules facilitator or coordinator all relevant information requested by them. If this information changes, the air carriers shall inform the schedules facilitator and the coordinator as soon as possible. All relevant information shall be provided ***in the format and*** within the time-limit specified by the schedules facilitator or coordinator. In particular, an air carrier shall inform the coordinator, at the time of the request for allocation, whether it would benefit from the status of new entrant, in accordance with Article 2(2), in respect of requested slots.

*Amendment*

Air carriers operating or intending to operate at a schedules facilitated or coordinated airport shall submit to the schedules facilitator or coordinator all relevant information requested by them. If this information changes, the air carriers shall inform the schedules facilitator and the coordinator as soon as possible. All relevant information shall be provided within the time-limit specified by the schedules facilitator or coordinator. In particular, an air carrier shall inform the coordinator, at the time of the request for allocation, whether it would benefit from the status of new entrant, in accordance with Article 2(2), in respect of requested slots.

Or. en

**Amendment 158**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 7 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

Air carriers operating or intending to operate at a schedules facilitated or coordinated airport ***belonging to the network*** shall submit to the schedules facilitator or coordinator all relevant information requested by them. If this information changes, the air carriers shall inform the schedules facilitator and the coordinator as soon as possible. All relevant information shall be provided in the format and within the time-limit specified by the schedules facilitator or coordinator. In particular, an air carrier shall inform the coordinator, at the time of the request for allocation, whether it would benefit from the status of new entrant, in accordance with Article 2(2), in respect of requested slots.

*Amendment*

Air carriers operating or intending to operate at a schedules facilitated or coordinated airport shall submit to the schedules facilitator or coordinator all relevant information requested by them. If this information changes, the air carriers shall inform the schedules facilitator and the coordinator as soon as possible. All relevant information shall be provided in the format and within the time-limit specified by the schedules facilitator or coordinator. In particular, an air carrier shall inform the coordinator, at the time of the request for allocation, whether it would benefit from the status of new entrant, in accordance with Article 2(2), in respect of requested slots.

Or. en

*Justification*

*The concept of network airports has to be defined by the Network Manager and the Slot Regulation is not the right place to address this concept. The notion of the network airport in the Commission proposal would add further complexity and costs to the coordination process without any evidence that this would be the best way to provide the Network Manager with potentially needed data. The collection of additional real time data would need to be evaluated and kept at a reasonable level.*

**Amendment 159**

**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**

**Article 7 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

Air carriers operating or intending to operate at a schedules facilitated or coordinated airport ***belonging to the network*** shall submit to the schedules

*Amendment*

Air carriers operating or intending to operate at a schedules facilitated or coordinated airport shall submit to the schedules facilitator or coordinator,



facilitator or coordinator all relevant information requested by them. If this information changes, the air carriers shall inform the schedules facilitator and the coordinator as soon as possible. All relevant information shall be provided *in the format and* within the time-limit specified by the schedules facilitator or coordinator. In particular, an air carrier shall inform the coordinator, at the time of the request for allocation, whether it would benefit from the status of new entrant, in accordance with Article 2(2), in respect of requested slots.

*respectively*, all relevant information requested by them. If this information changes, the air carriers shall inform the schedules facilitator and the coordinator as soon as possible. All relevant information shall be provided within the time-limit specified by the schedules facilitator or coordinator. In particular, an air carrier shall inform the coordinator, at the time of the request for allocation, whether it would benefit from the status of new entrant, in accordance with Article 2(2), in respect of requested slots.

Or. en

**Amendment 160**  
**Michael Gahler, Markus Ferber**

**Proposal for a regulation**  
**Article 7 – paragraph 1 – subparagraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

*The format and scope of the information referred to in this article is determined in an agreed worldwide industry standard. The information provided shall be used for the purpose of this Regulation only.*

Or. en

**Amendment 161**  
**Michael Gahler, Markus Ferber**

**Proposal for a regulation**  
**Article 7 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

For all other airports with no particular designation status, *the air carriers operating or intending to operate from*

For all other airports with no particular designation status the managing body of the airport shall provide, when requested

*that airport*, the managing body of the airport, *the groundhandling service providers and the air navigation service providers* shall provide, when requested by a coordinator, any information in their possession about the planned services of air carriers.

by a coordinator, any information in their possession about the planned services of air carriers.

Or. en

**Amendment 162**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 7 – paragraph 1 – subparagraph 2**

*Text proposed by the Commission*

For all other airports with no particular designation status, *the air carriers operating or intending to operate from that airport*, *the* managing body of the airport, *the groundhandling service providers and the air navigation service providers* shall provide, when requested by a coordinator, any information in *their* possession about the planned services of air carriers.

*Amendment*

For all other airports with no particular designation status, *the* managing body of the airport shall provide, when requested by a coordinator, any information in *its* possession about the planned services of air carriers.

Or. en

**Amendment 163**  
**Carlo Fidanza, Antonio Cancian**

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

*Text proposed by the Commission*

2. Where an air carrier fails to provide the information referred to in paragraph 1, unless it can satisfactorily demonstrate that mitigating circumstances exist, or provides false or misleading information, the

*Amendment*

2. Where an air carrier fails to provide the information referred to in paragraph 1, unless it can satisfactorily demonstrate that mitigating circumstances exist, or provides false or misleading information, the

coordinator shall not take into consideration the slot request or requests by that air carrier to which the missing, false or misleading information relates. It shall ***withdraw the series of slots if they were already allocated and/or*** recommend that penalties be imposed by the competent body under national law. The coordinator shall give that air carrier the opportunity to submit its observations.

coordinator shall not take into consideration the slot request or requests by that air carrier to which the missing, false or misleading information relates. It shall recommend that penalties be imposed by the competent body under national law. The coordinator shall give that air carrier the opportunity to submit its observations.

Or. en

#### **Amendment 164**

**Carlo Fidanza, Antonio Cancian, Luis de Grandes Pascual**

#### **Proposal for a regulation**

#### **Article 7 – paragraph 3 a (new)**

*Text proposed by the Commission*

*Amendment*

***3a. The format and scope of the information referred to in this article is determined in an agreed worldwide industry standard. The information provided shall be used for the purpose of this Regulation only.***

Or. en

#### **Amendment 165**

**David-Maria Sassoli**

#### **Proposal for a regulation**

#### **Article 8 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

*Amendment*

At a coordinated airport, the Member State responsible shall ensure that a coordination committee is set up. The same coordination committee may be designated for more than one airport. Membership of this committee shall be open at least to the air

At a coordinated airport, the Member State responsible shall ensure that a coordination committee is set up. The same coordination committee may be designated for more than one airport. Membership of this committee shall be open at least to the air

carriers using the airport(s) in question **regularly** and their representative organisations, the managing body of the airport concerned, the relevant air traffic control authorities, the representatives of general aviation using the airport regularly , the network manager, the performance review body and the national supervisory authority of the Member State concerned .

carriers using the airport(s) in question **more than occasionally** and their representative organisations, the managing body of the airport concerned, the relevant air traffic control authorities, the representatives of general aviation using the airport regularly , the network manager, the performance review body and the national supervisory authority of the Member State concerned .

***The coordination committee may invite other slot allocation stakeholders to be observers; however, when a third party requests to participate in a coordination committee meetings, the committee shall be entitled to check the credentials of the requesting third party and the relevance of their request.***

Or. it

**Amendment 166**  
**Silvia-Adriana Țicău**

**Proposal for a regulation**  
**Article 8 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

At a coordinated airport, the Member State responsible shall ensure that a coordination committee is set up. The same coordination committee may be designated for more than one airport. Membership of this committee shall be open at least to the air carriers using the airport(s) in question regularly and their representative organisations, the managing body of the airport concerned, the relevant air traffic control authorities, the representatives of general aviation using the airport **regularly** , the network manager, the performance review body and the national supervisory authority of the Member State concerned .

*Amendment*

At a coordinated airport, the Member State responsible shall ensure that a coordination committee is set up. The same coordination committee may be designated for more than one airport. Membership of this committee shall be open at least to the air carriers using the airport(s) in question regularly and their representative organisations, the managing body of the airport concerned, the relevant air traffic control authorities, the representatives of general aviation using the airport, the network manager, the performance review body and the national supervisory authority of the Member State concerned.

**Amendment 167**  
**Michael Gahler, Markus Ferber**

**Proposal for a regulation**  
**Article 8 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

At a coordinated airport, the Member State responsible shall ensure that a coordination committee is set up. The same coordination committee may be designated for more than one airport. Membership of this committee shall be open at least to the air carriers using the airport(s) in question regularly and their representative organisations, the managing body of the airport concerned, the relevant air traffic control authorities, the representatives of general aviation using the airport regularly, ***the network manager, the performance review body*** and the national supervisory authority of the Member State concerned.

*Amendment*

At a coordinated airport, the Member State responsible shall ensure that a coordination committee is set up. The same coordination committee may be designated for more than one airport. Membership of this committee shall be open at least to the air carriers using the airport(s) in question regularly and their representative organisations, the managing body of the airport concerned, the relevant air traffic control authorities, the representatives of general aviation using the airport regularly and the national supervisory authority of the Member State concerned.

Or. en

**Amendment 168**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 8 – paragraph 1 – subparagraph 1**

*Text proposed by the Commission*

At a coordinated airport, the Member State responsible shall ensure that a coordination committee is set up. The same coordination committee may be designated for more than one airport. Membership of this ***committee*** shall be ***open at least*** to ***the*** air carriers ***using*** the airport(s) ***in question regularly*** and ***their representative***

*Amendment*

At a coordinated airport, the Member State responsible shall ensure that a coordination committee is set up. The same coordination committee may be designated for more than one airport. Membership of this ***coordination committee*** shall be ***restricted*** to air carriers ***that have used*** the airport ***during the current and previous season,***

*organisations*, the managing body of the airport *concerned*, the *relevant air traffic control authorities*, the representatives of general aviation *using the airport regularly*, the network manager, the performance review body and the national supervisory authority of the *Member State concerned*.

the managing body of the airport, the air *navigation service provider at that airport*, the *coordinator and* representatives of general aviation. *In addition to these members, representatives of* the network manager, the performance review body and the national supervisory authority *may attend in an observer capacity only and have no voting rights. The chairman of the coordination committee may invite additional observers to act as advisors where such observers' terms of reference are communicated to the coordination committee seven working days in advance of the meeting.*

Or. en

#### *Justification*

*The Network Manager and the Performance Review Body should only have an Observer status without any voting rights.*

#### **Amendment 169**

**Carlo Fidanza, Antonio Cancian**

#### **Proposal for a regulation**

#### **Article 8 – paragraph 1 – subparagraph 1**

##### *Text proposed by the Commission*

At a coordinated airport, the Member State responsible shall ensure that a coordination committee is set up. The same coordination committee may be designated for more than one airport. Membership of this committee shall be open at least to the air carriers using the airport(s) in question regularly and their representative organisations, the managing body of the airport concerned, the relevant air traffic control authorities, the representatives of general aviation *using the airport regularly, the network manager, the performance review body* and the national

##### *Amendment*

At a coordinated airport, the Member State responsible shall ensure that a coordination committee is set up. The same coordination committee may be designated for more than one airport. Membership of this committee shall be open at least to the air carriers using the airport(s) in question regularly and their representative organisations, the managing body of the airport concerned, the relevant air traffic control authorities, the representatives of general aviation and the national supervisory authority of the Member State concerned.

supervisory authority of the Member State concerned.

Or. en

*Justification*

*The role of the network manager is described in the network manager Implementing Regulation (EC Regulation 677/2011).*

**Amendment 170**

**Michael Gahler, Markus Ferber**

**Proposal for a regulation**

**Article 8 – paragraph 1 – subparagraph 2 – point a – point iv**

*Text proposed by the Commission*

(iv) local guidelines as provided for in Article 9(8);

*Amendment*

(iv) local guidelines *related to the supervision of the use of slots allocated or the determination of capacity* as provided for in Article 9(8);

Or. en

**Amendment 171**

**Carlo Fidanza, Antonio Cancian, Luis de Grandes Pascual**

**Proposal for a regulation**

**Article 8 – paragraph 1 – subparagraph 2 – point a – point vii a (new)**

*Text proposed by the Commission*

*Amendment*

*(vii a) any issues concerning the tasks and organization of the coordinator and the efficiency, costs and effectiveness of the coordinator.*

Or. en

*Justification*

*It is essential that the coordination committee also be in charge of monitoring the tasks of the coordinator and the cost effectiveness of its work.*

**Amendment 172**

**Michael Gahler, Markus Ferber**

**Proposal for a regulation**

**Article 8 – paragraph 1 – subparagraph 2 – point b**

*Text proposed by the Commission*

*Amendment*

*(b) to provide the performance review body and the national supervisory authority with opinions concerning the link between the coordination parameters and the key performance indicators proposed to the air navigation service providers as defined by Commission Regulation (EU) No 691/2010.*

*deleted*

Or. en

**Amendment 173**

**Michel Dantin**

**Proposal for a regulation**

**Article 8 – paragraph 3 – subparagraph 1**

*Text proposed by the Commission*

*Amendment*

The coordination committee shall draw up written rules of procedure covering, *inter alia* participation, elections, the frequency of meetings, and language(s) used.

The coordination committee shall draw up written rules of procedure covering, *inter alia* participation, elections, the frequency of meetings, ***the voting system applicable to suggested local guidelines and the*** language(s) used.

Or. fr

*Justification*

*In order to ensure that each stakeholder in the coordination committee can give an opinion on*



*suggested local guidelines, that committee should establish a voting system for this.*

**Amendment 174**

**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**

**Article 8 – paragraph 3 – subparagraph 1**

*Text proposed by the Commission*

The coordination committee shall draw up written rules of procedure covering, inter alia participation, elections, the frequency of meetings, and language(s) used.

*Amendment*

The coordination committee shall draw up written rules of procedure covering, inter alia participation, elections, the frequency of meetings, **voting** and language(s) used.

Or. en

**Amendment 175**

**Michel Dantin**

**Proposal for a regulation**

**Article 8 – paragraph 3 – subparagraph 2**

*Text proposed by the Commission*

Any member of the coordination committee may propose local guidelines as provided for in Article 9(8). ***At the request of the coordinator, the*** coordination committee shall discuss suggested local guidelines. A report of the discussions in the coordination committee shall be submitted to the Member State concerned with an indication of the respective positions stated within the committee. This report shall also be communicated to the performance review body and the network manager .

*Amendment*

Any member of the coordination committee may propose local guidelines as provided for in Article 9(8). ***The*** coordination committee shall discuss suggested local guidelines, ***and issue an advisory opinion on these following a vote.*** A report of the discussions in the coordination committee ***and any agreement on local guidelines*** shall be submitted to the Member State concerned with an indication of the respective positions stated within the committee. This report shall also be communicated to the performance review body and the network manager .

Or. fr

*Justification*

*Sister amendment to the one to Article 8(3)(1). The coordination committee should be able to issue an opinion on any suggested local guideline, and not simply at the request of the coordinator. This would give greater legitimacy to the suggested local guidelines. This voting system would not undermine any final decision taken by the Member State, since the coordination committee would only issue an advisory opinion.*

**Amendment 176**

**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**

**Article 8 – paragraph 3 – subparagraph 2**

*Text proposed by the Commission*

Any member of the coordination committee may propose local guidelines as provided for in Article 9(8). ***At the request of the coordinator***, the coordination committee shall discuss suggested local guidelines. A report of the discussions in the coordination committee shall be submitted to the Member State concerned with an indication of the respective positions stated within the committee. This report shall also be communicated to the performance review body and the network manager.

*Amendment*

Any member of the coordination committee may propose local guidelines as provided for in Article 9 (8). The coordination committee shall discuss ***and vote on*** suggested local guidelines. A report of the discussions ***and any agreed actions*** in the coordination committee shall be submitted to the Member State concerned with an indication of the respective positions stated within the committee. This report shall also be communicated to the performance review body and the network manager.

Or. en

*Justification*

*All actors concerned within the coordination committee, as well as the Member State must agree on the deployment of local rules.*

**Amendment 177**

**Michael Gahler, Markus Ferber**

**Proposal for a regulation**

**Article 8 – paragraph 3 – subparagraph 2**

*Text proposed by the Commission*

***Any member of the coordination committee may propose local guidelines as provided for in Article 9(8).*** At the request of the coordinator, the coordination committee shall discuss suggested local guidelines. A report of the discussions in the coordination committee shall be submitted to the Member State concerned with an indication of the respective positions stated within the committee. This report shall also be communicated to the performance review body and the network manager .

*Amendment*

At the request of the coordinator, the coordination committee shall discuss suggested local guidelines. A report of the discussions in the coordination committee shall be submitted to the Member State concerned with an indication of the respective positions stated within the committee. This report shall also be communicated to the performance review body and the network manager.

Or. en

**Amendment 178**  
**James Nicholson**

**Proposal for a regulation**  
**Article 9 – paragraph 1**

*Text proposed by the Commission*

1. The coordinator shall set up a pool, which shall contain all the slots. All new slot capacity determined pursuant to Article 3(3) shall be placed in the pool.

*Amendment*

1. The coordinator shall set up a pool, which shall contain all the slots. All new slot capacity determined pursuant to Article 3(3) shall be placed in the pool.  
***This procedure shall be without prejudice to regional airports connectivity to hub airports. If such connectivity is undermined Member States shall be permitted to intervene.***

Or. en

**Amendment 179**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 9 – paragraph 1**

*Text proposed by the Commission*

1. The coordinator shall set up a pool, which shall contain all the slots. All new slot capacity determined pursuant to Article 3(3) **shall** be placed in the pool.

*Amendment*

1. The coordinator shall set up a pool, which shall contain all the slots **not allocated on the basis of Articles 10(2), (3)**. All new slot capacity determined pursuant to Article 3 (3) **will** be placed in the pool.

Or. en

*Justification*

*Under the present regulation the slot pool consists of all slots not allocated on the basis of historical precedence or re-timings. There is no reason to change this setup.*

**Amendment 180**  
**Petra Kammerevert**

**Proposal for a regulation**  
**Article 9 – paragraph 2 – subparagraph 1**

*Text proposed by the Commission*

Without prejudice to Article 10(2) and (3) of this Regulation and without prejudice to Article 19(2) of Regulation (EC) No 1008/2008, slots placed in the pool shall be distributed among applicant air carriers. 50 % of these slots shall first be allocated to new entrants unless requests by new entrants are less than 50 %. ***The preference given to new entrants shall be respected during the entire scheduling period.*** The coordinator shall treat the requests of new entrants and other carriers fairly, in accordance with the coordination periods of each scheduling day.

*Amendment*

Without prejudice to Article 10(2) and (3) of this Regulation and without prejudice to Article 19(2) of Regulation (EC) No 1008/2008, slots placed in the pool shall be distributed among applicant air carriers. 50 % of these slots shall first be allocated to new entrants unless requests by new entrants are less than 50 %. The coordinator shall treat the requests of new entrants and other carriers fairly, in accordance with the coordination periods of each scheduling day.

Or. de

**Amendment 181**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 9 – paragraph 2 – subparagraph 1**

*Text proposed by the Commission*

Without prejudice to Article 10(2) and (3) of this Regulation and without prejudice to Article 19(2) of Regulation (EC) No 1008/2008, slots placed in the pool shall be distributed among applicant air carriers. 50 % of these slots shall first be allocated to new entrants unless requests by new entrants are less than 50 %. ***The preference given to new entrants shall be respected during the entire scheduling period.*** The coordinator shall treat the requests of new entrants and other carriers fairly, in accordance with the coordination periods of each scheduling day.

*Amendment*

Without prejudice to Article 10(2) and (3) of this Regulation and without prejudice to Article 19(2) of Regulation (EC) No 1008/2008, slots placed in the pool shall be distributed among applicant air carriers. 50 % of these slots shall first be allocated to new entrants unless requests by new entrants are less than 50 %. The coordinator shall treat the requests of new entrants and other carriers fairly, in accordance with the coordination periods of each scheduling day.

Or. en

**Amendment 182**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 9 – paragraph 2 – subparagraph 2**

*Text proposed by the Commission*

Among requests from new entrants, ***preference*** shall be given to ***air carriers*** qualifying for new entrant status under Article 2(2)( b)

*Amendment*

Among requests from new entrants, ***consideration*** shall ***only*** be given to ***those*** qualifying for new entrant status under Article 2(2)( b).

Or. it

**Amendment 183**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 9 – paragraph 2 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

*Among requests from new entrants, preference shall be given to air carriers qualifying for new entrant status under Article 2(2)(b)*

*deleted*

Or. en

**Amendment 184**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 9 – paragraph 3**

*Text proposed by the Commission*

*Amendment*

3. Without prejudice to Article 10(2), in a situation where all slot requests cannot be accommodated to the satisfaction of the air carriers concerned, preference shall be given to commercial air services ***and in particular to scheduled air services and programmed non-scheduled air services***. In the case of competing requests within the same category of services, priority shall be given for year round operations.

3. Without prejudice to Article 10(2), in a situation where all slot requests cannot be accommodated to the satisfaction of the air carriers concerned, preference shall be given to commercial air services. In the case of competing requests within the same category of services, priority shall be given for year round operations.

Or. en

*Justification*

*The definition of "programmed non-scheduled air services" (PNS) is vague. It isn't clear from the proposal which operators are covered by PNS and which are excluded (and thus could not qualify for historical rights). Such a situation could lead to a range of interpretations by slot coordinators, which would not be in the interest of the single market.*

**Amendment 185**  
**David-Maria Sassi**

**Proposal for a regulation**  
**Article 9 – paragraph 3**

*Text proposed by the Commission*

3. Without prejudice to Article 10(2), in a situation where all slot requests cannot be accommodated to the satisfaction of the air carriers concerned, preference shall be given to commercial air services **and in particular to scheduled air services and programmed non-scheduled air services**. In the case of competing requests within the same category of services, priority shall be given for year round operations.

*Amendment*

3. Without prejudice to Article 10(2), in a situation where all slot requests cannot be accommodated to the satisfaction of the air carriers concerned, preference shall be given to commercial air services. In the case of competing requests within the same category of services, priority shall be given for year round operations.

Or. it

**Amendment 186**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 9 – paragraph 3**

*Text proposed by the Commission*

3. Without prejudice to Article 10(2), in a situation where all slot requests cannot be accommodated to the satisfaction of the air carriers concerned, preference shall be given to **commercial air services and in particular to scheduled air services and programmed non-scheduled** air services. In the case of competing requests within the same category of services, priority shall be given for year round operations.

*Amendment*

3. Without prejudice to Article 10(2), in a situation where all slot requests cannot be accommodated to the satisfaction of the air carriers concerned, preference shall be given to **all types of commercial** air services. In the case of competing requests within the same category of services, priority shall be given for year round operations.

Or. en

**Amendment 187**  
**Philippe De Backer, Gesine Meissner**

**Proposal for a regulation**  
**Article 9 – paragraph 3 a (new)**

*Text proposed by the Commission*

*Amendment*

**3a. For non-scheduled air services, airport coordinators will reserve a number of slots per hour for an entire scheduling season for the sole use of non-scheduled and business aviation operations. This allocation will be based on the historical usage by non-scheduled air services in the previous equivalent scheduling season. Airport coordinators will allocate the reserved slots to non-scheduled air services in a non-discriminatory manner.**

Or. en

*Justification*

*When an airport becomes coordinated, business aviation operators are no longer able to gain and maintain slots at that airport. In order to protect the infrastructure and investments that were made in that airport, business aviation operators and other non-scheduled operators should be able to continue benefiting from these investments. Therefore, it would be good if a number of slots available at the affected airport are reserved to non-scheduled and business aviation operators.*

**Amendment 188**

**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**

**Article 9 – paragraph 5 – subparagraph 1**

*Text proposed by the Commission*

*Amendment*

In the case of services operated by a group of air carriers, only one of the participating air carriers can apply for the required slots. The air carrier operating such a service accepts responsibility for meeting the operating criteria required to ***benefit from the priority*** referred to in Article 10(2).

In the case of services operated by a group of air carriers, only one of the participating air carriers can apply for the required slots. The air carrier operating such a service accepts responsibility for meeting the operating criteria required to ***maintain historical precedence*** referred to in Article 10 (2).

Or. en



### *Justification*

*There is no reason to use the word “priority” because Article 10 is about “historical slots” and historical precedence is a globally used and accepted terminology.*

#### **Amendment 189** **Debora Serracchiani**

#### **Proposal for a regulation** **Article 9 – paragraph 8**

##### *Text proposed by the Commission*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission . The local guidelines may only concern the monitoring of the use of slots allocated or the amendment of the definition of a series of slots to reduce its length below 10 slots for the winter scheduling period or below 15 slots for the summer scheduling period, but under no circumstances below 5 slots. The reduction of the length of the series of slots applies only at airports where demand for air services is highly seasonable.

##### *Amendment*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission. ***Local Rules concern the allocation and monitoring of slots. These can be applied where performance or throughput improvements can be delivered through locally applied rules, these must be transparent and non-discriminatory.*** The local guidelines may only concern the monitoring of the use of slots allocated or the amendment of the definition of a series of slots to reduce its length below 10 slots for the winter scheduling period or below 15 slots for the summer scheduling period, but under no circumstances below 5 slots. The reduction of the length of the series of slots applies only at airports where demand for air services is highly seasonable.

Or. en

**Amendment 190**  
**Christine De Veyrac**

**Proposal for a regulation**  
**Article 9 – paragraph 8**

*Text proposed by the Commission*

8. The coordinator shall also take into account additional guidelines established by the air transport industry world-wide or Union -wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission . ***The local guidelines may only concern the supervision of the use of slots allocated or the amendment of the definition of the series of slots for reducing its length below 10 slots for the winter scheduling period or below 15 slots for the summer scheduling period, but under no circumstances below 5 slots. The reduction of the length of the series of slots applies only in airports where demand for air services is highly seasonable.***

*Amendment*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union-wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission ***within two months. In urgent cases, the Member State concerned may call on the Commission to approve a local guideline within a shorter time-scale of just two weeks. Local guidelines may relate to the amendment of the definition of the series of slots, for extending its length to over 10 slots. The Commission may adopt implementing measures aimed at broadening the scope of a local guideline to apply to all EU airports. Those implementing measures shall be adopted in accordance with the examination procedure referred to in Article 16(2).***

Or. fr

*Justification*

*The scope of local guidelines should not be limited to slot supervision, since they can also be used in response to unforeseeable urgent cases. It is essential to keep matters flexible in this respect. Moreover, the possibility of adapting the length of the slot series using a local guideline, while relevant, should serve to extend and not to reduce the length of a series.*

**Amendment 191**  
**Spyros Danellis**

**Proposal for a regulation**  
**Article 9 – paragraph 8**

*Text proposed by the Commission*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, ***provided that*** such guidelines ***do*** not affect the independent status of the coordinator, comply with Union ***law***, aim at improving the efficient use of airport capacity ***and have been*** notified in advance to ***and pre-approved by the Commission*** . The local guidelines may only concern the ***monitoring of the use of slots allocated or the amendment of the definition of a series of slots to reduce its length below 10 slots for the winter scheduling period or below 15 slots for the summer scheduling period, but under no circumstances below 5 slots. The reduction of the length of the series of slots applies only at*** airports where ***demand for air services is highly seasonable.***

*Amendment*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question. Such guidelines ***should*** not affect the independent status of the coordinator, ***should*** comply with Union ***law***, ***should*** aim at improving the efficient use of airport capacity ***taking local circumstances into account, and should be*** notified in advance to ***the Commission and be pre-approved.*** The local guidelines may only concern the ***allocation and monitoring*** of slots ***and can be introduced in cases where they can result in performance improvements, such as in*** airports where ***slot demand displays strong seasonability.***

Or. en

*Justification*

*The Regulation should allow local circumstances to be taken into account when airports and airport users can jointly set performance-enhancing arrangements, while also giving the Commission the freedom to assess local rules on a case-by-case basis.*

**Amendment 192**  
**Jörg Leichtfried**

**Proposal for a regulation**  
**Article 9 – paragraph 8**

*Text proposed by the Commission*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity ***and have been notified in advance to and pre-approved by the Commission. The local guidelines may only concern the monitoring of the use of slots allocated or the amendment of the definition of a series of slots to reduce its length below 10 slots for the winter scheduling period or below 15 slots for the summer scheduling period, but under no circumstances below 5 slots. The reduction of the length of the series of slots applies only at airports where demand for air services is highly seasonable.***

*Amendment*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity. Local ***Rules*** concern the ***allocation and monitoring*** of slots. ***These can be applied where performance or throughput improvements can be delivered through locally applied rules, these must be transparent and non-discriminatory.***

Or. en

*Justification*

*Local rules exist and are essential to allow taking into account of specific/local circumstances at a given airport (for example, environment, accessibility, geographical diversity, special weather conditions). This would provide flexibility for the specific needs of the individual airlines and airports. This would fully support the principle of making the best use of existing capacity.*

**Amendment 193**  
**Dominique Riquet**

**Proposal for a regulation**  
**Article 9 – paragraph 8**

*Text proposed by the Commission*

8. The coordinator shall also take into account additional guidelines established by the air transport industry world-wide or Union -wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission . ***The local guidelines may only concern the supervision of the use of slots allocated or the amendment of the definition of the series of slots for reducing its length below 10 slots for the winter scheduling period or below 15 slots for the summer scheduling period, but under no circumstances below 5 slots.*** The reduction of the length of the series of slots applies only in airports where demand for air services is highly seasonable.

*Amendment*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union-wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission ***within a reasonable timeframe, especially in urgent circumstances.***

Or. fr

*Justification*

*The Commission's approval, which is needed in order to ensure overall consistency, must not reduce either flexibility or responsiveness, which are the main reasons for having local guidelines in the first place.*

**Amendment 194**  
**Michel Dantin**

**Proposal for a regulation**  
**Article 9 – paragraph 8**

*Text proposed by the Commission*

8. The coordinator shall also take into account additional guidelines established by the air transport industry world-wide or Union -wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission . The local guidelines *may only* concern the supervision of the use of slots allocated *or* the amendment of the definition of the series of slots *for reducing its length below 10 slots for the winter scheduling period or below 15 slots for the summer scheduling period*, but under no circumstances below 5 slots. The reduction of the length of the series of slots applies only in airports where demand for air services is highly seasonable.

*Amendment*

8. The coordinator shall also take into account additional guidelines established by the air transport industry world-wide or Union -wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission . The local guidelines *shall* concern the *allocation of slots*, supervision of the use of slots allocated *and* the amendment of the definition of the series of slots, but under no circumstances below 5 slots. The reduction of the length of the series of slots applies only in airports where demand for air services is highly seasonable.

Or. fr

*Justification*

*It is important in view of the specific characteristics of certain airports, that local guidelines can still be used to alter the allocation of time slots.*

**Amendment 195**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 9 – paragraph 8**

*Text proposed by the Commission*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission . The local guidelines may **only** concern the monitoring of the use of slots allocated or the ***amendment of the definition of a series of slots to reduce its length below 10 slots for the winter scheduling period or below 15 slots for the summer scheduling period, but under no circumstances below 5 slots. The reduction*** of the length of the series of slots applies only at airports where demand for air services is highly seasonable.

*Amendment*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission . The local guidelines may concern the monitoring of the use of slots allocated or the ***determination of capacity. The increase*** of the length of the series of slots applies only ***after an impact analysis*** at airports where demand for air services is highly seasonable.

Or. en

**Amendment 196**  
**Michael Gahler, Markus Ferber**

**Proposal for a regulation**  
**Article 9 – paragraph 8**

*Text proposed by the Commission*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such

*Amendment*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such

guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission . The local guidelines may only concern the monitoring of the use of slots allocated or the *amendment of the definition of a series of slots to reduce its length below 10 slots for the winter scheduling period or below 15 slots for the summer scheduling period, but under no circumstances below 5 slots. The reduction of the length of the series of slots applies only at airports where demand for air services is highly seasonable.*

guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission . The local guidelines may only concern the monitoring of the use of slots allocated or the *determination of capacity.*

Or. en

**Amendment 197**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Article 9 – paragraph 8**

*Text proposed by the Commission*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission. *The local guidelines* may only concern the monitoring of *the use of slots allocated or the amendment of the definition of a series of slots to reduce its length below 10 slots for the winter*

*Amendment*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity and have been notified in advance to and pre-approved by the Commission. Local **Rules** may concern monitoring of slots as well as **allocation only where demand is highly seasonable. These can be applied where performance or throughput improvements can be**



*scheduling period or below 15 slots for the summer scheduling period, but under no circumstances below 5 slots. The reduction of the length of the series of slots applies only at airports where demand for air services is highly seasonable.*

*delivered through locally applied rules, these must be transparent and non-discriminatory.*

Or. en

**Amendment 198**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 9 – paragraph 8**

*Text proposed by the Commission*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity ***and have been notified in advance to and pre-approved by the Commission. The local guidelines may only concern the monitoring of the use of slots allocated or the amendment of the definition of a series of slots to reduce its length below 10 slots for the winter scheduling period or below 15 slots for the summer scheduling period, but under no circumstances below 5 slots. The reduction of the length of the series of slots applies only at airports where demand for air services is highly seasonable.***

*Amendment*

8. The coordinator shall also take into account additional guidelines established by the air transport industry Union -wide or world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity. Local ***Rules*** concern the ***allocation and monitoring*** of slots. ***These can be applied where performance or throughput improvements can be delivered through locally applied rules, these must be transparent and non-discriminatory.***

Or. en

## *Justification*

*Local rules are essential to allow taking into account of local circumstances at a given airport (e.g, accessibility, geographical diversity, special weather conditions). Any deviation from the standard slot series could be discussed amongst members of the airport's coordination committee and addressed through a local rule, providing flexibility for the specific needs of the individual airlines and airports. This would fully support the principle of making the best use of existing capacity.*

### **Amendment 199**

**Carlo Fidanza, Antonio Cancian**

#### **Proposal for a regulation**

#### **Article 9 – paragraph 8**

##### *Text proposed by the Commission*

8. The coordinator shall also take into account additional guidelines established by the air transport industry ***Union -wide or*** world-wide as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity ***and have been notified in advance to and pre-approved by the Commission. The local guidelines may only concern the monitoring of the use of slots allocated or the amendment of the definition of a series of slots to reduce its length below 10 slots for the winter scheduling period or below 15 slots for the summer scheduling period, but under no circumstances below 5 slots. The reduction of the length of the series of slots applies only at airports where demand for air services is highly seasonable.***

##### *Amendment*

8. The coordinator shall also take into account additional guidelines established by the air transport industry world-wide ***or Union-wide*** as well as local guidelines proposed by the coordination committee and approved by the Member State or any other competent body responsible for the airport in question, provided that such guidelines do not affect the independent status of the coordinator, comply with Union law, aim at improving the efficient use of airport capacity. ***Local Rules concern the allocation and monitoring of slots. These can be applied only where it can be proved that an airport reaches an alarming level of congestion and therefore performance or throughput improvements can be delivered through locally applied rules. These must be transparent and non-discriminatory. Local rules must be agreed and voted on in the coordination committee after agreement of all parties concerned, as referred to in Article 8 paragraph 3 of this Regulation.***

Or. en

## *Justification*

*Local rules do exist and are essential to allow to take into account specific/local circumstances at a given airport (for example, environment, accessibility, geographical diversity, special weather conditions). However, those rules can be applied only under specific circumstances and after agreement of all parties concerned in order to avoid abuse.*

### **Amendment 200**

**David-Maria Sassoli**

#### **Proposal for a regulation**

##### **Article 10 – paragraph 1**

###### *Text proposed by the Commission*

1. Series of slots are allocated from the slot pool to applicant carriers as permissions to use the airport infrastructure for the purpose of landing or take-off for the scheduling period for which they are requested, at the expiry of which they have to be returned to the slot pool as set up according to the provisions of Article 9.

###### *Amendment*

1. Series of slots are allocated from the slot pool ***by the coordinator with the utmost transparency and fairness*** to applicant carriers as permissions to use the airport infrastructure for the purpose of landing or take-off for the scheduling period for which they are requested, at the expiry of which they have to be returned to the slot pool as set up according to the provisions of Article 9.

Or. it

### **Amendment 201**

**Eva Lichtenberger**

#### **Proposal for a regulation**

##### **Article 10 – paragraph 1 a (new)**

###### *Text proposed by the Commission*

###### *Amendment*

***1a. Slots are non-material assets of public utility. They are assigned by airport coordinators so as to ensure maximum transparency, in the interests of Member States, citizens living near to the airport, passengers, airport managers, air carriers and airport employees and workers.***

**Amendment 202**  
**Christine De Veyrac**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – introductory part**

*Text proposed by the Commission*

2. Without prejudice to Articles 7, 12, 13 and 17, **priority** is to be **given** to the air carrier concerned for the allocation of the same series during the following equivalent scheduling period, if that air carrier so requests within the time-limit mentioned in Article 7(1), if the following conditions are satisfied:

*Amendment*

2. Without prejudice to Articles 7, 12, 13 and 17, **entitlement** is to be **granted** to the air carrier concerned for the allocation of the same series during the following equivalent scheduling period, if that air carrier so requests within the time-limit mentioned in Article 7(1), if the following conditions are satisfied:

Or. fr

*Justification*

*The concept of ‘priority’ introduced by the Commission could lead to differing interpretations and hence uncertainty. The concept of ‘entitlement’ used in Regulation (EEC) No 95/93 should therefore be maintained.*

**Amendment 203**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – introductory part**

*Text proposed by the Commission*

2. Without prejudice to Articles 7, **12, 13 and 17**, **priority** is to be given to the air carrier concerned for the allocation of the same series during the following equivalent scheduling period, if that air carrier so requests within the time-limit mentioned in Article 7(1), if the following conditions are satisfied:

*Amendment*

2. Without prejudice to Articles 7 **and 12**, **historical precedence** is to be given to the air carrier concerned for the allocation of the same series during the following equivalent scheduling period, if that air carrier so requests within the time-limit mentioned in Article 7(1), if the following conditions are satisfied:

**Amendment 204**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – point a**

*Text proposed by the Commission*

a) a series of slots has been used by that air carrier *for the operation of scheduled and programmed non-scheduled air services*, and

*Amendment*

a) a series of slots has been used by that air carrier, and

Or. it

**Amendment 205**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – point a**

*Text proposed by the Commission*

(a) a series of slots has been used by that air carrier *for the operation of scheduled and programmed non-scheduled air services*, and

*Amendment*

(a) a series of slots has been used by that air carrier, and

Or. en

**Amendment 206**  
**Christine De Veyrac, Michel Dantin**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – point b**

*Text proposed by the Commission*

b) that air carrier can demonstrate to the satisfaction of the coordinator that the

*Amendment*

b) that air carrier can demonstrate to the satisfaction of the coordinator that the

series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **85** % of the time during the scheduling period for which it has been allocated.

series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **80** % of the time during the scheduling period for which it has been allocated.

Or. fr

#### *Justification*

*Raising the slot series usage rate to 85% seems excessive and is not an appropriate answer to congestion problems. This rate would also lead to carriers 'flying empty' in order not to lose their series allocation, which is hardly in keeping with the overriding need to address the environmental impact of this mode of transport. The rate would therefore seem to be of little economic or environmental benefit. An 80-20 ratio should therefore be maintained for series usage rates.*

#### **Amendment 207**

**Eva Lichtenberger**

#### **Proposal for a regulation**

**Article 10 – paragraph 2 – point b**

#### *Text proposed by the Commission*

(b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **85** % of the time during the scheduling period for which it has been allocated.

#### *Amendment*

(b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **80** % of the time during the scheduling period for which it has been allocated.

Or. en

#### **Amendment 208**

**Petra Kammerevert**

#### **Proposal for a regulation**

**Article 10 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **85 %** of the time during the scheduling period for which it has been allocated.

*Amendment*

(b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **80 %** of the time during the scheduling period for which it has been allocated.

Or. de

**Amendment 209**  
**Vilja Savisaar-Toomast**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **85 %** of the time during the scheduling period for which it has been allocated.

*Amendment*

(b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **80 %** of the time during the scheduling period for which it has been allocated.

Or. et

**Amendment 210**  
**Dominique Riquet**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – point b**

*Text proposed by the Commission*

b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **85 %** of the time

*Amendment*

b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **80 %** of the time

during the scheduling period for which it has been allocated.

during the scheduling period for which it has been allocated.

Or. fr

**Amendment 211**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **85** % of the time during the scheduling period for which it has been allocated.

*Amendment*

(b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **80** % of the time during the scheduling period for which it has been allocated.

Or. en

**Amendment 212**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 10 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **85** % of the time during the scheduling period for which it has been allocated.

*Amendment*

(b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **80** % of the time during the scheduling period for which it has been allocated.

Or. en



**Amendment 213**

**Carlo Fidanza, Antonio Cancian, Luis de Grandes Pascual, Michael Gahler, Corien Wortmann-Kool**

**Proposal for a regulation**

**Article 10 – paragraph 2 – point b**

*Text proposed by the Commission*

(b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **85** % of the time during the scheduling period for which it has been allocated.

*Amendment*

(b) that air carrier can demonstrate to the satisfaction of the coordinator that the series of slots in question has been operated, as cleared by the coordinator, by that air carrier for at least **80** % of the time during the scheduling period for which it has been allocated.

Or. en

**Amendment 214**

**Jacqueline Foster**

**Proposal for a regulation**

**Article 10 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

***(2a) Non-scheduled air transportation contributes to regional cohesion and competitiveness. Where air carriers have regularly used slots for such transportation at an airport falling within the scope of this regulation, even where these slots do not always involve the same routes, priority shall be given to requests for continued usage of such slots.***

Or. en

*Justification*

*Non-scheduled air transportation plays a role in providing links to and from the less accessible regions of Europe contributing to their development. Such regions are often poorly served by scheduled operations. The positive contributions of other air transportation therefore deserves to be recognised, slots that have regularly been used for such flights,*

*should like other slots be used 80% of the time benefit from preferential treatment by the coordinators.*

**Amendment 215**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 10 – paragraph 3**

*Text proposed by the Commission*

3. Re-timing of series of slots before the allocation of the remaining slots from the pool referred to in Article 9 to the other applicant air carriers shall be accepted only for operational reasons such as, changes in the type of aircraft used or route operated by the air carrier . It shall not take effect until expressly confirmed by the coordinator.

*Amendment*

3. Re-timing of series of slots before the allocation of the remaining slots from the pool referred to in Article 9 to the other applicant air carriers shall be accepted only for operational reasons such as, changes in the type of aircraft used or route operated by the air carrier. It shall not take effect until expressly confirmed by the coordinator ***or, in the case of series of slots allocated to new entrants as defined in Article 2, if the slot timing for those requesting air carriers is better than the slot timing originally requested*** . It shall not take effect until expressly confirmed by the coordinator.

Or. it

**Amendment 216**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 10 – paragraph 3**

*Text proposed by the Commission*

3. Re-timing of series of slots before the allocation of the remaining slots from the pool referred to in Article 9 to the other applicant air carriers shall be accepted only for operational reasons such as, changes in the type of aircraft used or route operated by the air carrier. It shall not take effect

*Amendment*

3. Re-timing of ***a*** series of slots before the allocation of the remaining slots from the pool referred to in Article 9 to the other applicant air carriers shall be accepted only for operational reasons such as changes in the type of aircraft used or route operated by the air carrier ***or, in the case of slots***

until expressly confirmed by the coordinator.

*originally allocated to new entrants as defined in Article 2, if the slot timings of such applicant air carriers would be improved in relation to the timings initially requested.* It shall not take effect until expressly confirmed by the coordinator.

Or. en

#### **Amendment 217**

**Carlo Fidanza, Antonio Cancian, Luis de Grandes Pascual, Michael Gahler**

#### **Proposal for a regulation**

#### **Article 10 – paragraph 4 – subparagraph 1**

*Text proposed by the Commission*

Slots allocated to an air carrier *before 31 January for the following summer season, or before 31 August for the following winter season*, but which are returned to the coordinator for reallocation before those dates, shall not be taken into account for the purposes of the usage calculation provided that the remaining allocated slots *constitute* a series within the meaning of Article 2(13).

*Amendment*

Slots allocated to an air carrier *on* or before *the agreed Industry Historics Baseline Date*, but which are returned to the coordinator for reallocation before those dates, shall not be taken into account for the purposes of the usage calculation, provided that the remaining allocated slots *can be recognised as being part of* a series within the meaning of Article 2(13).

Or. en

#### **Amendment 218**

**Dominique Riquet, Michel Dantin**

#### **Proposal for a regulation**

#### **Article 10 – paragraph 4 – subparagraph 2**

*Text proposed by the Commission*

*Slots coinciding with public holidays shall be incorporated into the series for the following season without any need to justify their non-use.*

*Amendment*

*deleted*

**Amendment 219**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 10 – paragraph 4 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

*Slots coinciding with public holidays shall be incorporated into the series for the following season without any need to justify their non-use.*                      *deleted*

Or. en

*Justification*

*This should not be a valid reason to wave the use it or lose it rule at the expense of the airport. In practice, this provision would be impossible to implement as holidays vary considerably across Europe.*

**Amendment 220**  
**Carlo Fidanza, Antonio Cancian, Michael Gahler**

**Proposal for a regulation**  
**Article 10 – paragraph 4 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

*Slots coinciding with public holidays shall be incorporated into the series for the following season without any need to justify their non-use.*                      *deleted*

Or. en

**Amendment 221**  
**Christine De Veyrac, Michel Dantin**

**Proposal for a regulation**

**Article 10 – paragraph 5 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

If the **85** % usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the following reasons:

*Amendment*

If the **80** % usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the following reasons:

Or. fr

*Justification*

*Raising the slot series usage rate to 85% seems excessive and is not an appropriate answer to congestion problems. This rate would also lead to carriers 'flying empty' in order not to lose their series allocation, which is hardly in keeping with the overriding need to address the environmental impact of this mode of transport. The rate would therefore seem to be of little economic or environmental benefit. An 80-20 ratio should therefore be maintained for series usage rates.*

**Amendment 222**

**Eva Lichtenberger**

**Proposal for a regulation**

**Article 10 – paragraph 5 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

If the **85** % usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the following reasons:

*Amendment*

If the **80** % usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the following reasons:

Or. en

**Amendment 223**

**Petra Kammerevert**

**Proposal for a regulation**

**Article 10 – paragraph 5 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

If the **85 %** usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the following reasons:

*Amendment*

If the **80 %** usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the following reasons:

Or. de

**Amendment 224**

**Vilja Savisaar-Toomast**

**Proposal for a regulation**

**Article 10 – paragraph 5 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

If the **85 %** usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given, unless the non-utilisation can be justified on the basis of any of the following reasons:

*Amendment*

If the **80 %** usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given, unless the non-utilisation can be justified on the basis of any of the following reasons:

Or. et

**Amendment 225**

**Dominique Riquet**

**Proposal for a regulation**

**Article 10 – paragraph 5 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

If the **85 %** usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the

*Amendment*

If the **80 %** usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the

following reasons:

following reasons:

Or. fr

**Amendment 226**

**Marian-Jean Marinescu**

**Proposal for a regulation**

**Article 10 – paragraph 5 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

If the **85** % usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the following reasons:

*Amendment*

If the **80** % usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the following reasons:

Or. en

**Amendment 227**

**Jacqueline Foster**

**Proposal for a regulation**

**Article 10 – paragraph 5 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

If the **85** % usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the following reasons:

*Amendment*

If the **80** % usage of the series of slots cannot be demonstrated, the priority provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the following reasons:

Or. en

**Amendment 228**

**Carlo Fidanza, Antonio Cancian, Luis de Grandes Pascual, Michael Gahler, Corien Wortmann-Kool**

**Proposal for a regulation**

**Article 10 – paragraph 5 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

If the **85** % usage of the series of slots cannot be demonstrated, the **priority** provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the following reasons:

*Amendment*

If the **80** % usage of the series of slots cannot be demonstrated, the **historical precedence** provided under paragraph (2) shall not be given , unless the non-utilisation can be justified on the basis of any of the following reasons:

Or. en

**Amendment 229**

**David-Maria Sassoli**

**Proposal for a regulation**

**Article 10 – paragraph 5 – subparagraph 1 – point a – point iii**

*Text proposed by the Commission*

iii) serious disturbance of operations at the airports concerned, including those series of slots at other **Union** airports related to routes which have been affected by such disturbance, during a substantial part of the relevant scheduling period;

*Amendment*

iii) serious disturbance of operations at the airports concerned, including those series of slots at other airports related to routes which have been affected by such disturbance, during a substantial part of the relevant scheduling period;

Or. it

**Amendment 230**

**Carlo Fidanza, Antonio Cancian, Michael Gahler**

**Proposal for a regulation**

**Article 10 – paragraph 5 – subparagraph 1 – point a – point iii**

*Text proposed by the Commission*

(iii) serious disturbance of operations at the airports concerned, including those series of slots at other **Union** airports related to routes which have been affected by such disturbance, during a substantial part of the

*Amendment*

(iii) serious disturbance of operations at the airports concerned, including those series of slots at other airports related to routes which have been affected by such disturbance, during a substantial part of the



relevant scheduling period;

relevant scheduling period;

Or. en

### **Amendment 231**

**David-Maria Sassoli**

#### **Proposal for a regulation**

##### **Article 10 – paragraph 5 – subparagraph 1 – point c**

###### *Text proposed by the Commission*

c) serious financial damage for **a Union** air carrier concerned, resulting in the granting of a temporary licence by the licensing authorities pending financial reorganisation of the air carrier in accordance with Article 9(1) of Regulation (EC) No 1008/2008;

###### *Amendment*

c) serious financial damage for **an** air carrier concerned, resulting in the granting of a temporary licence by the licensing authorities pending financial reorganisation of the air carrier in accordance with Article 9(1) of Regulation (EC) No 1008/2008;

Or. it

### **Amendment 232**

**Carlo Fidanza, Antonio Cancian, Michael Gahler**

#### **Proposal for a regulation**

##### **Article 10 – paragraph 5 – subparagraph 1 – point c**

###### *Text proposed by the Commission*

(c) serious financial difficulties **of the Union** air carrier concerned, resulting in the granting of a temporary licence by the licensing authorities pending financial reorganisation of the air carrier in accordance with Article 9(1) of Regulation (EC) No 1008/2008;

###### *Amendment*

(c) serious financial difficulties **for an** air carrier concerned, resulting in the granting of a temporary licence by the licensing authorities pending financial reorganisation of the air carrier in accordance with Article 9(1) of Regulation (EC) No 1008/2008;

Or. en

### **Amendment 233**

**Jacqueline Foster**

**Proposal for a regulation**  
**Article 10 – paragraph 7**

*Text proposed by the Commission*

*Amendment*

**7. If the conditions set out in paragraph (2)(a) and (b) are not met, the Commission may however decide that priority for the allocation of the same series should be awarded to the air carriers for the following scheduling period, if this is justified on imperative grounds of urgency linked to exceptional events requiring coherence in the application of measures to be taken in these airports. The Commission shall adopt the necessary measures, the application of which shall not exceed the length of one scheduling period. It shall adopt these immediately applicable implementing acts in accordance with the procedure referred to in Article 16(3).** *deleted*

Or. en

*Justification*

*Giving the Commission the power to waive use-it-or-lose-it could dilute the effectiveness of this rule. Presently the Commission cannot suspend the rule without the Council's and Parliament's agreement. Appropriate safeguards should be included regarding the use of this power, e.g a requirement for a full impact assessment of the effect on competition and consumers, airports suffer flight cancellations, stronger airlines are denied the chance to take over slots from weaker airlines.*

**Amendment 234**  
**Christine De Veyrac**

**Proposal for a regulation**  
**Article 10 – paragraph 7**

*Text proposed by the Commission*

*Amendment*

7. If the conditions set out in paragraph (2)(a) and (b) are not met, the Commission

7. If the conditions set out in paragraph (2)(a) and (b) are not met, the Commission,

may however decide that *priority* for the allocation of the same series should be **awarded to** the air carriers for the following scheduling period, if this is justified on imperative grounds of urgency linked to exceptional events requiring coherence in the application of measures to be taken in these airports. The Commission shall adopt the necessary measures, the application of which shall not exceed the length of one scheduling period. It shall adopt these immediately applicable implementing acts in accordance with the procedure referred to in Article 16(3).

*in consultation with the various partners*, may however decide that *entitlements* for the allocation of the same series should be ***maintained for*** the air carriers for the following scheduling period, if this is justified on imperative grounds of urgency linked to exceptional events requiring coherence in the application of measures to be taken in these airports. The Commission, ***within one month of the Member State or airport concerned having so requested***, shall adopt the necessary measures, the application of which shall not exceed the length of one scheduling period. It shall adopt these immediately applicable implementing acts in accordance with the procedure referred to in Article 16(3). ***The measures adopted by the European Commission may differ according to the Member State, airport or type of airline services concerned by the exceptional event in question.***

Or. fr

#### *Justification*

*Relaxing the 80-20 rule would seem to be enough to address exceptional events. However, it should be specified that the measures can only be applied to a given region for a temporary period. They should not necessarily have uniform, pan-European effect. A degree of flexibility is therefore necessary.*

#### **Amendment 235** **Silvia-Adriana Țicău**

#### **Proposal for a regulation** **Article 10 – paragraph 7**

##### *Text proposed by the Commission*

7. If the conditions set out in paragraph (2)(a) and (b) are not met, the Commission may however decide that priority for the allocation of the same series should be awarded to the air carriers for the following

##### *Amendment*

7. If the conditions set out in paragraph (2)(a) and (b) are not met, the Commission may however decide that priority for the allocation of the same series should be awarded to the air carriers for the following

scheduling period, if this is justified on imperative grounds of urgency linked to exceptional events requiring coherence in the application of measures to be taken in these airports. The Commission shall adopt the necessary measures, the application of which shall not exceed the length of one scheduling period. It shall adopt these immediately applicable implementing acts in accordance with the procedure referred to in Article 16(3).

scheduling period, if this is justified on imperative grounds of urgency linked to exceptional events **or operational stoppages** requiring coherence in the application of measures to be taken in these airports. The Commission shall adopt the necessary measures, the application of which shall not exceed the length of one scheduling period. It shall adopt these immediately applicable implementing acts in accordance with the procedure referred to in Article 16(3).

Or. ro

### **Amendment 236**

**Carlo Fidanza, Antonio Cancian, Michael Gahler**

#### **Proposal for a regulation**

#### **Article 10 – paragraph 7**

##### *Text proposed by the Commission*

7. If the conditions set out in paragraph (2)(a) and (b) are not met, the Commission may however decide that priority for the allocation of the same series should be awarded to the air carriers for the following scheduling period, if this is justified on imperative grounds of urgency linked to exceptional **events** requiring coherence in the application of measures to be taken in these airports. The Commission shall adopt the necessary measures, the application of which shall not exceed the length of one scheduling period. It shall adopt these immediately applicable implementing acts in accordance with the procedure referred to in Article 16(3).

##### *Amendment*

7. If the conditions set out in paragraph (2)(a) and (b) are not met, the Commission may however decide that priority for the allocation of the same series should be awarded to the air carriers for the following scheduling period, if this is justified on imperative grounds of urgency linked to exceptional **operational disruption** requiring coherence in the application of measures to be taken in these airports. The Commission shall adopt the necessary measures, the application of which shall not exceed the length of one scheduling period. It shall adopt these immediately applicable implementing acts in accordance with the procedure referred to in Article 16(3).

Or. en

**Amendment 237**  
**Eva Lichtenberger**

**Proposal for a regulation**  
**Article 10 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 10a**

***Auctioning of slots under a framework  
environmental criteria.***

***The Commission shall propose a system  
of auctioning slots under a framework of  
environmental criteria, favourising  
airplanes with best performance on  
reduction of noise, gaseous emissions and  
climate impact.***

Or. en

**Amendment 238**  
**Christine De Veyrac**

**Proposal for a regulation**  
**Article 11**

*Text proposed by the Commission*

*Amendment*

**Article 11**

***deleted***

***Slot reservation***

***1. The managing body of a coordinated  
airport may decide to use the airport  
charge system with the aim of dissuading  
air carriers from belatedly returning slots  
to the pool referred to in Article 9 and to  
hold them liable for having reserved  
airport infrastructure without using it.  
The following principles shall be  
respected:***

***a) the procedure set out under Article 6 of  
Directive 2009/12/EC of the European  
Parliament and of the Council shall be  
observed before this decision is taken. The  
coordinator shall also be consulted. For***

*coordinated airports not covered by Article 1(2) of Directive 2009/12/EC, the airport managing body shall consult the coordination committee and the coordinator;*

*b) this decision shall not affect the non-discriminatory and transparent character of the slot allocation process and the system of airport charges;*

*c) this decision shall not discourage air carriers from developing services or entering the market and it shall be limited to covering the costs incurred by the airport for reserving the airport capacity corresponding to the slots which remained unused;*

*d) air carriers shall not be held liable for having reserved airport infrastructure without using it for slots allocated but returned to the pool before 31 January for the following summer scheduling period or before 31 August for the following winter scheduling period, for slots coinciding with public holidays and returned to the pool before the same dates and for slots for which the non-use can be justified on the basis of Article 10(5);*

*e) this decision shall be communicated to the coordinator, the interested parties and the Commission at least six months before the start of the scheduling season concerned.*

*2. The coordinator shall send the airport managing body all the information necessary for the implementation of the decision referred to in the first paragraph.*

Or. fr

#### *Justification*

*It seems disproportionate to impose additional penalties for the late return of unused slots. It would seem to be sufficient to simply reinforce the ex-post penalty system provided for in Article 18 of the proposal. Introducing an administrative procedure of this type to create an ex-ante penalty would make things unnecessarily complicated for all the players involved. In*

*addition to this, it seems difficult to assess what costs airports might be liable to incur.*

**Amendment 239**

**Michel Dantin**

**Proposal for a regulation**

**Article 11**

*Text proposed by the Commission*

*Amendment*

*Article 11*

*deleted*

*Slot reservation*

***1. The managing body of a coordinated airport may decide to use the airport charge system with the aim of dissuading air carriers from belatedly returning slots to the pool referred to in Article 9 and to hold them liable for having reserved airport infrastructure without using it. The following principles shall be respected:***

***a) the procedure set out under Article 6 of Directive 2009/12/EC of the European Parliament and of the Council shall be observed before this decision is taken. The coordinator shall also be consulted. For coordinated airports not covered by Article 1(2) of Directive 2009/12/EC, the airport managing body shall consult the coordination committee and the coordinator;***

***b) this decision shall not affect the non-discriminatory and transparent character of the slot allocation process and the system of airport charges;***

***c) this decision shall not discourage air carriers from developing services or entering the market and it shall be limited to covering the costs incurred by the airport for reserving the airport capacity corresponding to the slots which remained unused;***

***d) air carriers shall not be held liable for having reserved airport infrastructure***

*without using it for slots allocated but returned to the pool before 31 January for the following summer scheduling period or before 31 August for the following winter scheduling period, for slots coinciding with public holidays and returned to the pool before the same dates and for slots for which the non-use can be justified on the basis of Article 10(5);*

*e) this decision shall be communicated to the coordinator, the interested parties and the Commission at least six months before the start of the scheduling season concerned.*

*2. The coordinator shall send the airport managing body all the information necessary for the implementation of the decision referred to in the first paragraph.*

Or. fr

#### *Justification*

*An ex-ante penalty system would create barriers to entering the market, which could undermine the competitiveness of European airline companies as a whole. This ex-ante system is a new outgoing which would penalise indiscriminately all air carriers – including those who comply with the rules. The focus should be on an ex-post system targeting airline companies which are not playing fair.*

#### **Amendment 240**

**Carlo Fidanza, Antonio Cancian, Michael Gahler**

#### **Proposal for a regulation**

#### **Article 11**

*Text proposed by the Commission*

*Amendment*

*Article 11*

*deleted*

*Slot reservation*

*1. The managing body of a coordinated airport may decide to use the airport charge system with the aim of dissuading air carriers from belatedly returning slots to the pool referred to in Article 9 and to*



*hold them liable for having reserved airport infrastructure without using it. The following principles shall be respected:*

*(a) the procedure set out under Article 6 of Directive 2009/12/EC of the European Parliament and of the Council shall be observed before this decision is taken. The coordinator shall also be consulted. For coordinated airports not covered by Article 1(2) of Directive 2009/12/EC, the airport managing body shall consult the coordination committee and the coordinator;*

*(b) this decision shall not affect the non-discriminatory and transparent character of the slot allocation process and the system of airport charges;*

*(c) this decision shall not discourage air carriers from developing services or entering the market and it shall be limited to covering the costs incurred by the airport for reserving the airport capacity corresponding to the slots which remained unused;*

*(d) air carriers shall not be held liable for having reserved airport infrastructure without using it for slots allocated but returned to the pool before 31 January for the following summer scheduling period or before 31 August for the following winter scheduling period, for slots coinciding with public holidays and returned to the pool before the same dates and for slots for which the non-use can be justified on the basis of Article 10(5);*

*(e) this decision shall be communicated to the coordinator, the interested parties and the Commission at least six months before the start of the scheduling season concerned.*

*2. The coordinator shall send the airport managing body all the information necessary for the implementation of the decision referred to in the first paragraph.*

**Amendment 241**  
**Dominique Riquet**

**Proposal for a regulation**  
**Article 11 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

*Article 11*

*deleted*

*Slot reservation*

*1. The managing body of a coordinated airport may decide to use the airport charge system with the aim of dissuading air carriers from belatedly returning slots to the pool referred to in Article 9 and to hold them liable for having reserved airport infrastructure without using it. The following principles shall be respected:*

*a) the procedure set out under Article 6 of Directive 2009/12/EC of the European Parliament and of the Council shall be observed before this decision is taken. The coordinator shall also be consulted. For coordinated airports not covered by Article 1(2) of Directive 2009/12/EC, the airport managing body shall consult the coordination committee and the coordinator;*

*b) this decision shall not affect the non-discriminatory and transparent character of the slot allocation process and the system of airport charges;*

*c) this decision shall not discourage air carriers from developing services or entering the market and it shall be limited to covering the costs incurred by the airport for reserving the airport capacity corresponding to the slots which remained unused;*

*d) air carriers shall not be held liable for having reserved airport infrastructure*

*without using it for slots allocated but returned to the pool before 31 January for the following summer scheduling period or before 31 August for the following winter scheduling period, for slots coinciding with public holidays and returned to the pool before the same dates and for slots for which the non-use can be justified on the basis of Article 10(5);*

*e) this decision shall be communicated to the coordinator, the interested parties and the Commission at least six months before the start of the scheduling season concerned.*

*2. The coordinator shall send the airport managing body all the information necessary for the implementation of the decision referred to in the first paragraph.*

Or. fr

*Justification*

*A penalty based on the value of airport services seems inappropriate in that those services are fluid and, above all, not yet set in stone at the time the slots are allocated.*

**Amendment 242**

**Dominique Vlasto, Jim Higgins**

**Proposal for a regulation**

**Article 11 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

*1. The managing body of a coordinated airport may decide to use the airport charge system with the aim of dissuading air carriers from belatedly returning slots to the pool referred to in Article 9 and to hold them liable for having reserved airport infrastructure without using it. The following principles shall be respected:*

*a) the procedure set out under Article 6 of*

*Directive 2009/12/EC of the European Parliament and of the Council shall be observed before this decision is taken. The coordinator shall also be consulted. For coordinated airports not covered by Article 1(2) of Directive 2009/12/EC, the airport managing body shall consult the coordination committee and the coordinator;*

*b) this decision shall not affect the non-discriminatory and transparent character of the slot allocation process and the system of airport charges;*

*c) this decision shall not discourage air carriers from developing services or entering the market and it shall be limited to covering the costs incurred by the airport for reserving the airport capacity corresponding to the slots which remained unused;*

*d) air carriers shall not be held liable for having reserved airport infrastructure without using it for slots allocated but returned to the pool before 31 January for the following summer scheduling period or before 31 August for the following winter scheduling period, for slots coinciding with public holidays and returned to the pool before the same dates and for slots for which the non-use can be justified on the basis of Article 10(5);*

*e) this decision shall be communicated to the coordinator, the interested parties and the Commission at least six months before the start of the scheduling season concerned.*

Or. fr

#### *Justification*

*The 'Use it or Lose it' rule and a potential ex-post penalty under Article 18 of the Regulation are enough to ensure the return of unused slots. Moreover, the creation of ex-ante penalties may create cash-flow problems for airline companies.*

**Amendment 243**  
**Debora Serracchiani**

**Proposal for a regulation**  
**Article 11 – paragraph 1 – introductory part**

*Text proposed by the Commission*

1. The managing body of a coordinated airport may decide to use the airport charges system with the aim of dissuading air carriers from belatedly returning slots to the pool referred to in Article 9 and to hold them liable for having reserved airport infrastructure without using *it*. The following principles shall be respected:

*Amendment*

1. The managing body of a coordinated airport may decide to use the airport charges system with the aim of dissuading air carriers from belatedly returning slots to the pool referred to in Article 9 and to hold them liable for having reserved airport infrastructure without using ***it-the scheme shall be revenue neutral for the airport managing body***. The following principles shall be respected:

Or. en

*Justification*

*Adding clarity and transparency to the airline community that this scheme is non-discriminatory, fair and transparent and does not generate additional income/ revenues for the airport managing body.*

**Amendment 244**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 11 – paragraph 1 – introductory part**

*Text proposed by the Commission*

1. The managing body of a coordinated airport ***may decide to use the airport charges system with the aim of dissuading*** air carriers ***from*** belatedly returning slots to the pool referred to in Article 9 and to hold them liable for having reserved airport infrastructure without using it. The following principles shall be respected:

*Amendment*

1. The managing body of a coordinated airport ***shall introduce financial sanctions imposed on*** air carriers ***that have*** belatedly returning slots to the pool referred to in Article 9 and to hold them liable for having reserved airport infrastructure without using it. The following principles shall be respected.

**Amendment 245**  
**Spyros Danellis**

**Proposal for a regulation**  
**Article 11 – paragraph 1 – point b**

*Text proposed by the Commission*

(b) this decision shall not affect the non-discriminatory and transparent character of the slot allocation process and the system of airport charges;

*Amendment*

(b) this decision shall not affect the non-discriminatory and transparent character of the slot allocation process and the system of airport charges, ***and neither shall it create additional net revenues for the airport managing body;***

Or. en

*Justification*

*According to the impact assessment, slot reservation fees can be effective in deterring late handback of slots while at the same time revenue-neutral for airports.*

**Amendment 246**  
**Spyros Danellis**

**Proposal for a regulation**  
**Article 11 – paragraph 1 – point c**

*Text proposed by the Commission*

(c) this decision shall not discourage air carriers from developing services or entering the market ***and it shall be limited to covering the costs incurred by the airport for reserving the airport capacity corresponding to the slots which remained unused;***

*Amendment*

(c) this decision shall not discourage air carriers from developing services or entering the market;

Or. en

*Justification*

*Determining the appropriate level of the fee and monitoring compliance could create unnecessary complexity.*

**Amendment 247**  
**Inés Ayala Sender**

**Proposal for a regulation**  
**Article 11 – paragraph 1 – point e a (new)**

*Text proposed by the Commission*

*Amendment*

***ea) the airport charge or incentive system must not result in financial gain for the airport management body and shall be aimed solely at increasing the efficiency of time slot allocation.***

Or. es

*Justification*

*It should be clearly stated, as a matter of principle, that the system of charges for reserving time slots must not generate any profit over and above that made by the airport, and that its aim is to help prevent the belated return of slots.*

**Amendment 248**  
**James Nicholson**

**Proposal for a regulation**  
**Article 12 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

1. Where public service obligations have been imposed on a route in accordance with Article 16 of Regulation (EC) No 1008/2008, a Member State **may** reserve the slots required for the operations envisaged on that route at a coordinated airport. If the reserved slots on the route concerned are not used, they shall be made available to any other air carrier interested

1. Where public service obligations have been imposed on a route in accordance with Article 16 of Regulation (EC) No 1008/2008, a Member State **shall** reserve the slots required for the operations envisaged on that route at a coordinated **or hub** airport. If the reserved slots on the route concerned are not used, they shall be made available to any other air carrier

in operating the route in accordance with the public service obligations, subject to paragraph 2. If no other carrier is interested in operating the route and the Member State concerned does not issue a call for tenders under Article 16(10), Article 17(3) to (7), and Article 18(1) of Regulation (EC) No 1008/2008, the slots shall either be reserved for another route subject to public service obligations or be returned to the pool.

interested in operating the route in accordance with the public service obligations, subject to paragraph 2. If no other carrier is interested in operating the route and the Member State concerned does not issue a call for tenders under Article 16(10), Article 17(3) to (7), and Article 18(1) of Regulation (EC) No 1008/2008, the slots shall either be reserved for another route subject to public service obligations or be returned to the pool.

Or. en

**Amendment 249**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 12 – paragraph 1**

*Text proposed by the Commission*

1. Where public service obligations have been imposed on a route in accordance with **Article 16** of Regulation (EC) No 1008/2008, a Member State may reserve the slots required for the operations envisaged on that route at a coordinated airport. If the reserved slots on the route concerned are not used, they shall be made available to any other air carrier interested in operating the route in accordance with the public service obligations, subject to paragraph 2. If no other carrier is interested in operating the route and the Member State concerned does not issue a call for tenders under Article 16(10), Article 17(3) to (7), and Article 18(1) of Regulation (EC) No 1008/2008, the slots shall either be reserved for another route subject to public service obligations or be returned to the pool.

*Amendment*

1. Where public service obligations have been imposed on a route in accordance with **Article 16** of Regulation (EC) No 1008/2008, a Member State may reserve the slots required for the operations envisaged on that route at a coordinated airport. If the reserved slots on the route concerned are not used, they shall be made available to any other air carrier interested in operating the route in accordance with the public service obligations, subject to paragraph 2. If no other carrier is interested in operating the route and the Member State concerned does not issue a call for tenders under Article 16(10), Article 17(3) to (7), and Article 18(1) of Regulation (EC) No 1008/2008, the slots shall either be reserved for another route subject to public service obligations or be returned to the pool. ***Slots should be returned to the pool when they are not being used after a maximum period of 6 months. When a route does not any longer meet the***



*requirement for Public Service Obligations slots reservation, the slots are either reserved for another route subject to public service obligations or remain with the air carrier which was using them if the requirement of Article 10 (2) was met for the series concerned.*

Or. en

**Amendment 250**  
**Christine De Veyrac, Michel Dantin**

**Proposal for a regulation**  
**Article 13**

*Text proposed by the Commission*

*Amendment*

*Article 13*

*deleted*

*Slot transfers and exchanges*

*1. Slots may be:*

*a) transferred by an air carrier from one route or type of service to another route or type of service operated by that same air carrier;*

*b) transferred between two air carriers, with or without monetary or any other kind of compensation;*

*c) exchanged, one for one, between air carriers, with or without monetary or any other kind of compensation .*

*2. The Member State shall establish a transparent framework to allow contact between air carriers interested in transferring or exchanging slots in conformity with Union law.*

*The transfers or exchanges referred to in paragraph 1 shall be notified to the coordinator and shall not take effect until expressly confirmed by the coordinator. The coordinator shall decline to confirm the transfers or exchanges if they are not in conformity with the requirements of*

*this Regulation and if the coordinator is not satisfied that:*

*a) airport operations would not be prejudiced, taking into account all technical, operational, performance and environmental constraints;*

*b) limitations imposed in accordance with Article 12 are respected;*

*c) a transfer of slots does not fall within the scope of paragraph 3 of this Article .*

*For the transfers or exchanges referred to in paragraph 1(b) and (c), the air carriers shall give the coordinator the details of any monetary or any other kind of compensation. The transfers or exchanges may not be subject to conditions intended to limit the possibility for the air carrier wishing to obtain the slots from entering into competition with the air carrier which transfers or exchanges the slots.*

*3. Slots allocated to a new entrant as defined in Article 2(2) may not be transferred as provided for in paragraph 1(b) of this Article for a period of two equivalent scheduling periods, except in the case of a legally authorised takeover of the activities of a bankrupt undertaking.*

*Slots allocated to a new entrant as defined in Article 2(2)(b) may not be transferred to another route as provided for in paragraph 1(a) of this Article for a period of two equivalent scheduling periods unless the new entrant would have been treated with the same priority on the new route as on the initial route.*

*Slots allocated to a new entrant as defined in Article 2(2) may not be exchanged as provided for in paragraph 1(c) of this Article for a period of two equivalent scheduling periods, except in order to improve the slot timings for these services in relation to the timings initially requested.*

*Justification*

*The establishing of secondary trading creates too many uncertainties for EU airline companies and airports. The risk of seeing regional routes disappear at the expense of more profitable routes, as well as the creation of a market in which not all the players are subject to the same financing rules, are further arguments against secondary trading. It would be inappropriate to help introduce differentiated rules in Europe by authorising the secondary market in certain Member States.*

**Amendment 251**

**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**

**Article 13 – paragraph 1 – point a**

*Text proposed by the Commission*

(a) transferred by an air carrier from one route or type of service to another route or type of service operated by that same air carrier;

*Amendment*

(a) transferred by an air carrier ***or between air carriers within a consortium*** from one route or type of service to another route or type of service operated by that same air carrier;

Or. en

**Amendment 252**

**Christine De Veyrac, Michel Dantin**

**Proposal for a regulation**

**Article 13 – paragraph 1 – point b**

*Text proposed by the Commission*

b) transferred between two air carriers, ***with or without monetary or any other kind of compensation;***

*Amendment*

b) transferred between two air carriers;

Or. fr

### *Justification*

*The establishing of secondary trading creates too many uncertainties for EU airline companies and airports. The risk of seeing regional routes disappear at the expense of more profitable routes, as well as the creation of a market in which not all the players are subject to the same financing rules, are further arguments against secondary trading. It would be inappropriate to help introduce differentiated rules in Europe by authorising the secondary market in certain Member States.*

#### **Amendment 253** **Dominique Riquet**

##### **Proposal for a regulation** **Article 13 – paragraph 1 – point b**

###### *Text proposed by the Commission*

b) transferred between two air carriers, ***with or without monetary or any other kind of*** compensation;

###### *Amendment*

b) transferred between two air carriers, without monetary compensation;

Or. fr

#### **Amendment 254** **Christine De Veyrac, Michel Dantin**

##### **Proposal for a regulation** **Article 13 – paragraph 1 – point c**

###### *Text proposed by the Commission*

c) exchanged, one for one, between air carriers, ***with or without monetary or any other kind of compensation*** .

###### *Amendment*

c) exchanged, one for one, between air carriers.

Or. fr

### *Justification*

*The establishing of secondary trading creates too many uncertainties for EU airline companies and airports. The risk of seeing regional routes disappear at the expense of more profitable routes, as well as the creation of a market in which not all the players are subject to the same financing rules, are further arguments against secondary trading. It would be inappropriate to help introduce differentiated rules in Europe by authorising the secondary*

*market in certain Member States.*

**Amendment 255**  
**Dominique Riquet**

**Proposal for a regulation**  
**Article 13 – paragraph 1 – point c**

*Text proposed by the Commission*

c) exchanged, one for one, between air carriers, ***with or*** without monetary ***or any other kind of*** compensation .

*Amendment*

c) exchanged, one for one, between air carriers, without monetary compensation.

Or. fr

**Amendment 256**  
**James Nicholson**

**Proposal for a regulation**  
**Article 13 – paragraph 1 – point c a (new)**

*Text proposed by the Commission*

*Amendment*

***(ca) subparagraphs a-c will operate insofar as they do not jeopardise connectivity between regional and hub airports.***

Or. en

**Amendment 257**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 13 – paragraph 2 – subparagraph 1**

*Text proposed by the Commission*

The ***Member State*** shall establish a transparent framework to allow contact between air carriers interested in

*Amendment*

The ***coordinator*** shall establish a transparent framework to allow contact between air carriers interested in

transferring or exchanging slots in conformity with Union law.

transferring or exchanging slots in conformity with Union law.

Or. en

*Justification*

*The independent coordinator manages slot allocation and should therefore be the body responsible for managing the information exchange.*

**Amendment 258**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 13 – paragraph 2 – subparagraph 1**

*Text proposed by the Commission*

The *Member State* shall establish a transparent framework to allow contact between air carriers interested in transferring or exchanging slots in conformity with Union law.

*Amendment*

The *coordinator* shall establish a transparent framework to allow contact between air carriers interested in transferring or exchanging slots in conformity with Union law.

Or. en

**Amendment 259**  
**Dominique Riquet**

**Proposal for a regulation**  
**Article 13 – paragraph 2 – subparagraph 1**

*Text proposed by the Commission*

The *Member State* shall establish a transparent framework to allow contact between air carriers interested in transferring or exchanging slots in conformity with Union law.

*Amendment*

The *coordinator* shall establish a transparent framework to allow contact between air carriers interested in transferring or exchanging slots in conformity with Union law.

Or. fr

**Amendment 260**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 13 – paragraph 2 – subparagraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

*The Member State take steps to ensure that 10% of the proceeds of the sale of the time slots is paid into a fund for the enlargement and infrastructural and technological improvement of airports. In the interests of complete transparency, that fund shall be managed by a transport supervisory authority as stipulated in Directive 2009/12/EC. The fund must always be managed in such a way as to ensure that the principles of separate accounting are followed, so that the financial amounts to be allocated from the fund to each airport can be established.*

Or. it

**Amendment 261**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 13 – paragraph 2 – subparagraph 2 – point a**

*Text proposed by the Commission*

*Amendment*

(a) airport operations would not be prejudiced, taking into account all technical, operational, *performance* and environmental constraints;

(a) airport operations would not be prejudiced, taking into account all technical, operational and environmental constraints;

Or. en

**Amendment 262**  
**Dominique Vlasto, Jim Higgins**

**Proposal for a regulation**  
**Article 13 – paragraph 2 – subparagraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

***Transfers of historical slots for a scheduling period that give rise to financial payments may not be sold on before the end of that scheduling period.***

Or. fr

*Justification*

*It should not be possible to sell on a series of historical slots for a winter scheduling period unless these are for the next winter scheduling period. The idea here is to prevent speculation on the secondary slot market.*

**Amendment 263**  
**Christine De Veyrac, Michel Dantin**

**Proposal for a regulation**  
**Article 13 – paragraph 2 – subparagraph 3**

*Text proposed by the Commission*

*Amendment*

***For the transfers or exchanges referred to in paragraph 1(b) and (c), the air carriers shall give the coordinator the details of any monetary or any other kind of compensation. The transfers or exchanges may not be subject to conditions intended to limit the possibility for the air carrier wishing to obtain the slots from entering into competition with the air carrier which transfers or exchanges the slots.***

***deleted***

Or. fr

*Justification*

*The establishing of secondary trading creates too many uncertainties for EU airline companies and airports. The risk of seeing regional routes disappear at the expense of more profitable routes, as well as the creation of a market in which not all the players are subject to the same financing rules, are further arguments against secondary trading. It would be*



*inappropriate to help introduce differentiated rules in Europe by authorising the secondary market in certain Member States.*

**Amendment 264**  
**Spyros Danellis**

**Proposal for a regulation**  
**Article 13 – paragraph 2 – subparagraph 3**

*Text proposed by the Commission*

For the transfers or exchanges referred to in paragraph 1(b) and (c), the air carriers shall give the coordinator the details of any monetary or any other kind of compensation. The details regarding compensation for the transfers or exchanges are confidential and the coordinator shall only divulge such details to the Member State where the airport is situated or the Commission, upon their request. The transfers or exchanges may not be subject to conditions intended to limit the possibility for the air carrier wishing to obtain the slots to enter into competition with the air carrier which transfers or exchanges the slots.

*Amendment*

For the transfers or exchanges referred to in paragraph 1(b) and (c), the air carriers shall give the coordinator the details of any monetary or any other kind of compensation. The details regarding compensation for the transfers or exchanges are confidential and the coordinator shall only divulge such details to the Member State where the airport is situated or the Commission, upon their request. The transfers or exchanges may not be subject to ***restrictive*** conditions intended to limit the possibility for the air carrier wishing to obtain the slots to enter into competition with the air carrier which transfers or exchanges the slots, ***or with other members of a group of air carriers that it is part of.***

Or. en

**Amendment 265**  
**Jacqueline Foster**

**Proposal for a regulation**  
**Article 13 – paragraph 2 – subparagraph 3**

*Text proposed by the Commission*

For the transfers or exchanges referred to in paragraph 1(b) and (c), the air carriers shall give the coordinator the details of any monetary or any other kind of

*Amendment*

For the transfers or exchanges referred to in paragraph 1(b) and (c), the air carriers shall give the coordinator the details of any monetary or any other kind of

compensation. The *details regarding compensation for the transfers or exchanges are confidential and the coordinator shall only divulge such details to the Member State where the airport is situated or the Commission, upon their request.* The transfers or exchanges may not be subject to conditions intended to limit the possibility for the air carrier wishing to obtain the slots *to enter* into competition with the air carrier which transfers or exchanges the slots.

compensation. The transfers or exchanges may not be subject to conditions intended to limit the possibility for the air carrier wishing to obtain the slots *from entering* into competition with the air carrier which transfers or exchanges the slots;

Or. en

### *Justification*

*There is no reason why airlines should disclose the details, i.e. the price or other commercial considerations, of a traded slot to the coordinator, and therefore there is no need to give the coordinator these details. Parties to the same kind of transactions in other sectors are not under that obligation either. The fact that this constitutes a confidential business transaction is already recognised in Article 6.*

### **Amendment 266** **Dominique Riquet**

### **Proposal for a regulation** **Article 13 – paragraph 2 – subparagraph 3**

#### *Text proposed by the Commission*

*For the transfers or exchanges referred to in paragraph 1(b) and (c), the air carriers shall give the coordinator the details of any monetary or any other kind of compensation. The details regarding compensation for the transfers or exchanges are confidential and the coordinator shall only divulge such details to the Member State where the airport is situated or the Commission, upon their request.* The transfers or exchanges may not be subject to conditions intended to limit the possibility for the air carrier wishing to obtain the slots from entering

#### *Amendment*

The transfers or exchanges may not be subject to conditions intended to limit the possibility for the air carrier wishing to obtain the slots to enter into competition with the air carrier which transfers or exchanges the slots.

into competition with the air carrier which transfers or exchanges the slots.

Or. fr

**Amendment 267**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 13 – paragraph 2 – subparagraph 3**

*Text proposed by the Commission*

For the transfers or exchanges referred to in paragraph 1(b) and (c), the air carriers shall give the coordinator the details of any monetary or any other kind of compensation. ***The details regarding compensation for the transfers or exchanges are confidential and the coordinator shall only divulge such details to the Member State where the airport is situated or the Commission, upon their request.*** The transfers or exchanges may not be subject to conditions intended to limit the possibility for the air carrier wishing to obtain the slots from entering into competition with the air carrier which transfers or exchanges the slots.

*Amendment*

For the transfers or exchanges referred to in paragraph 1(b) and (c), the air carriers shall give the coordinator the details of any monetary or any other kind of compensation. ***The data regarding compensation for the transfer or exchange must be set out in detail in an annual report to be submitted by the coordinator or schedules facilitator.*** The transfers or exchanges may not be subject to conditions intended to limit the possibility for the air carrier wishing to obtain the slots from entering into competition with the air carrier which transfers or exchanges the slots.

Or. it

**Amendment 268**  
**Spyros Danellis**

**Proposal for a regulation**  
**Article 13 – paragraph 2 – subparagraph 3 a (new)**

*Text proposed by the Commission*

*Amendment*

***In order to ensure that slot exchanges or transfers do not have anti-competitive effects or covenants, Coordinators shall***

*where necessary provide relevant data and information to competition authorities.*

Or. en

**Amendment 269**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 13 – paragraph 3 – subparagraph 3 a (new)**

*Text proposed by the Commission*

*Amendment*

*Slots that have been newly allocated to incumbent airlines may not be transferred or exchanged for compensation or monetary gain for at least one equivalent scheduling season.*

Or. en

*Justification*

*This addition would prevent incumbent airlines from transferring slots for financial gain immediately upon allocation from the slot pool.*

**Amendment 270**  
**Debora Serracchiani**

**Proposal for a regulation**  
**Article 13 a (new)**

*Text proposed by the Commission*

*Amendment*

*Article 13a*

*Member States may adopt measures aimed at earmarking some of the proceeds from the sale of time slots to a fund designed to support the enlargement of airport infrastructure.*

Or. it

*Justification*

*Under Directive 2009/12/EC, the fund may be managed by the independent authority. This would enable further administrative costs to be avoided and also allow greater flexibility to satisfy the specific requirements of individual airports.*

**Amendment 271**

**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**

**Article 13 a (new)**

*Text proposed by the Commission*

*Amendment*

**Article 13a**

***Member States may set measures to allocate a portion of proceeds from slots trading to a fund for supporting the airports infrastructure expansion, including infrastructure to access the airport.***

Or. en

*Justification*

*According to the DIRECTIVE 2009/12/EC the fund could be managed by the Independent Authority. This would avoid additional administrative burdens and at the same time provide flexibility for the specific needs of the individual airports. Separation accounting principle must be applied in order to allow the identification of the monetary resources dedicated to each airport within the fund. Part of revenues from secondary trading may be also allocated to finance infrastructure to improve access to the airport or to enhance intermodal links (i.e. high speed train / air transport).*

**Amendment 272**

**Christine De Veyrac, Michel Dantin**

**Proposal for a regulation**

**Article 14 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

This Regulation shall not affect the powers

This Regulation shall not affect the powers

of public authorities to approve the transfer of slots between air carriers and to direct how these are allocated pursuant to national competition law or to Articles 101, 102 or 106 of the Treaty or Council Regulation (EC) No 139/2004.

of public authorities to approve the transfer of slots between air carriers and to direct how these are allocated pursuant to national competition law or to Articles 101, 102 or 106 of the Treaty or Council Regulation (EC) No 139/2004. ***These transfers can only take place without monetary compensation.***

Or. fr

#### *Justification*

*The establishing of secondary trading creates too many uncertainties for EU airline companies and airports. The risk of seeing regional routes disappear at the expense of more profitable routes, as well as the creation of a market in which not all the players are subject to the same financing rules, are further arguments against secondary trading. It would be inappropriate to help introduce differentiated rules in Europe by authorising the secondary market in certain Member States.*

#### **Amendment 273** **Giommaria Uggias**

#### **Proposal for a regulation** **Article 15 – paragraph 2**

##### *Text proposed by the Commission*

2. The power to adopt delegated acts referred to in Article 3(3) in fine shall be conferred on the Commission for ***an indeterminate*** period of ***time*** from the entry into force of this Regulation.

##### *Amendment*

2. The delegation of power referred to in Article 3(3) shall be conferred on the Commission for ***a*** period of ***five years*** from the date of entry into force of this Regulation. ***The Commission shall draw up a report in respect of the delegation of power no later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.***

Or. it

**Amendment 274**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 17 – title**

*Text proposed by the Commission*

*Consistency between the slots and the flight plans*

*Amendment*

*Rejection of a flight plan in a "no slot" situation*

Or. en

**Amendment 275**  
**Christine De Veyrac**

**Proposal for a regulation**  
**Article 17 – paragraph 1**

*Text proposed by the Commission*

1. When an air carrier submits a flight plan, it shall include a reference to the slot allocated. **The** network manager shall reject an air carrier's flight plan if the air carrier intends to land or take off at a coordinated airport, during the periods for which it is coordinated, without having a slot allocated by the coordinator. **Business aviation operators shall not be deemed to have been allocated a slot if they would have to operate outside the time-band offered by the slot and if the delay is not attributable to air navigation services.**

*Amendment*

1. When an air carrier submits a flight plan, it shall include a reference to the slot allocated. **At the request of the Member State, which may delegate this duty to a coordinator, the** network manager shall reject an air carrier's flight plan if the air carrier intends to land or take off at a coordinated airport, during the periods for which it is coordinated, without having a slot allocated by the coordinator.

Or. fr

*Justification*

*It would seem worthwhile to guard against any automatic or accidental rejection of a flight plan. A local filter for assessing more closely a flight without a slot would ensure, inter alia, that sensitive flights, such as humanitarian flights or official flights, are not rejected. There is a need to avoid discrimination against a class of carriers which are not ideal coordination*

*matter, but are nonetheless an essential part of the flight scene.*

**Amendment 276**  
**Antonio Cancian**

**Proposal for a regulation**  
**Article 17 – paragraph 1**

*Text proposed by the Commission*

1. When an air carrier submits a flight plan, it shall include a reference to the slot allocated. The network manager shall reject an air carrier's flight plan if the air carrier intends to land or take off at a coordinated airport, during the periods for which it is coordinated, without having a slot allocated by the coordinator. ***Business aviation operators shall not be deemed to have been allocated a slot if they would have to operate outside the time-band offered by the slot and if the delay is not attributable to air navigation services.***

*Amendment*

1. When an air carrier submits a flight plan, it shall include a reference to the slot allocated. The network manager shall reject an air carrier's flight plan if the air carrier intends to land or take off at a coordinated airport, during the periods for which it is coordinated, without having a slot allocated by the coordinator.

Or. it

**Amendment 277**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 17 – paragraph 1**

*Text proposed by the Commission*

1. When an air carrier submits a flight plan, it shall include a reference to the slot allocated. The network manager ***shall*** reject an air carrier's flight plan if the air carrier intends to land or take off at a coordinated airport, during the periods for which it is coordinated, without having a slot allocated by the coordinator. Business aviation operators shall not be deemed to have been allocated a slot if they would

*Amendment*

1. When an air carrier submits a flight plan, it shall include a reference to the slot allocated. The network manager, ***after having heard the air carrier concerned, may*** reject an air carrier's flight plan if the air carrier intends to land or take off at a coordinated airport, during the periods for which it is coordinated, without having a slot allocated by the coordinator. Business aviation operators shall not be deemed to



have to operate outside the time-band offered by the slot and if the delay is not attributable to air navigation services.

have been allocated a slot if they would have to operate outside the time-band offered by the slot and if the delay is not attributable to air navigation services.

Or. en

**Amendment 278**  
**Christine De Veyrac**

**Proposal for a regulation**  
**Article 17 – paragraph 2 a (new)**

*Text proposed by the Commission*

*Amendment*

***2a. For the purposes of implementation of paragraph 1 of this article, any aircraft operator planning to operate an exempted flight as defined in Article 2(11) shall communicate to the coordinator their flight plan identification details.***

Or. fr

*Justification*

*All carriers, including carriers with slot exemption, must notify the coordinator of their flight plans in order to ensure a dovetailing of flight plans and flight slots.*

**Amendment 279**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 18 – paragraph 1**

*Text proposed by the Commission*

*Amendment*

1. The coordinator shall withdraw the series of slots provisionally allocated to an air carrier in the process of establishing itself and place them in the pool on ***31 January for the following summer season or on 31 August for the following winter***

1. The coordinator shall withdraw the series of slots provisionally allocated to an air carrier in the process of establishing itself and place them in the pool on ***the agreed industry Historic Baseline Date*** if the undertaking does not hold an operating

*season* if the undertaking does not hold an operating licence or equivalent on that date or if it is not stated by the competent licensing authority that it is likely that an operating licence or equivalent will be issued before the relevant scheduling period commences. The competent licensing authorities shall give regular information updates to the coordinator and respond to its requests within a reasonable period of time.

licence or equivalent on that date or if it is not stated by the competent licensing authority that it is likely that an operating licence or equivalent will be issued before the relevant scheduling period commences. The competent licensing authorities shall give regular information updates to the coordinator and respond to its requests within a reasonable period of time.

Or. en

**Amendment 280**  
**Christine De Veyrac**

**Proposal for a regulation**  
**Article 18 – paragraph 2 – subparagraph 1**

*Text proposed by the Commission*

Air carriers that repeatedly or intentionally operate air services at a time significantly different from the slot allocated as part of a series of slots or use slots in a significantly different way from that indicated at the time of allocation shall lose their *priority* as referred to in Article 10(2). The coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned and after issuing a single warning. If the air carrier requests equivalent slots, the coordinator is not obliged to allocate them.

*Amendment*

Air carriers that repeatedly or intentionally operate air services at a time significantly different from the slot allocated as part of a series of slots or use slots in a significantly different way from that indicated at the time of allocation shall lose their *entitlement* as referred to in Article 10(2). The coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned and after issuing a single warning. If the air carrier requests equivalent slots, the coordinator is not obliged to allocate them.

Or. fr

*Justification*

*The concept of ‘priority’ introduced by the Commission could lead to differing interpretations and hence uncertainty. The concept of ‘entitlement’ used in Regulation (EEC) No 95/93*

*should therefore be maintained.*

#### **Amendment 281**

**David-Maria Sassoli**

#### **Proposal for a regulation**

#### **Article 18 – paragraph 2 – subparagraph 1**

##### *Text proposed by the Commission*

Air carriers that ***repeatedly or*** intentionally operate air services at a time significantly different from the slot allocated as part of a series of slots or use slots in a significantly different way from that indicated at the time of allocation shall lose their priority as referred to in Article 10(2). The coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned and after issuing a single warning. If the air carrier requests equivalent slots, the coordinator is not obliged to allocate them.

##### *Amendment*

Air carriers that intentionally operate air services at a time significantly different from the slot allocated as part of a series of slots or use slots in a significantly different way from that indicated at the time of allocation shall lose their priority as referred to in Article 10(2). The coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned and after issuing a single warning. If the air carrier requests equivalent slots, the coordinator is not obliged to allocate them.

Or. en

#### **Amendment 282**

**Carlo Fidanza, Antonio Cancian**

#### **Proposal for a regulation**

#### **Article 18 – paragraph 2 – subparagraph 1**

##### *Text proposed by the Commission*

Air carriers that repeatedly ***or*** intentionally operate air services at a time significantly different from the slot allocated as part of a series of slots or use slots in a significantly different way from that indicated at the time of allocation shall lose their ***priority*** as referred to in Article 10(2). The

##### *Amendment*

Air carriers that repeatedly ***and intentionally, or General Aviation / Business aviation that*** intentionally, operate air services at a time significantly different from the slot allocated as part of a series of slots or use slots in a significantly different way from that indicated at the

coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned and after issuing a single warning. If the air carrier requests equivalent slots, the coordinator is not obliged to allocate them.

time of allocation *and thereby cause prejudice to airport or air traffic operations* shall lose their *historical precedence* as referred to in Article 10(2). The coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned and after issuing a single warning. If the air carrier *then* requests equivalent slots, the coordinator is not obliged to allocate them.

Or. en

**Amendment 283**  
**Michel Dantin**

**Proposal for a regulation**  
**Article 18 – paragraph 3 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

Member States shall ensure that effective, proportionate and dissuasive *sanctions* are available and are applied to deal with:

*Amendment*

Member States shall ensure that effective, proportionate and dissuasive *financial or other penalties* are available, and are applied, to deal with:

Or. fr

*Justification*

*Special reference should be made to financial penalties, which are an especially effective deterrent, and which should be tightened up across Europe.*

**Amendment 284**  
**Carlo Fidanza, Antonio Cancian, Christine De Veyrac, Luis de Grandes Pascual**

**Proposal for a regulation**  
**Article 18 – paragraph 3 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

Member States shall ***ensure that*** effective, proportionate and dissuasive ***sanctions are available*** and ***are*** applied to deal with

*Amendment*

Member States shall ***implement*** effective, proportionate and dissuasive ***financial penalties and/ or appropriate sanctions that are effectively*** applied to deal with

Or. en

**Amendment 285**  
**David-Maria Sassoli**

**Proposal for a regulation**

**Article 18 – paragraph 3 – subparagraph 1 – introductory part**

*Text proposed by the Commission*

Member States shall ***ensure that*** effective, proportionate and dissuasive ***sanctions are available*** and ***are*** applied to deal with

*Amendment*

Member States shall ***implement*** effective, proportionate and dissuasive ***financial penalties and/ or appropriate sanctions that are effectively*** applied to deal with

Or. en

**Amendment 286**  
**David-Maria Sassoli**

**Proposal for a regulation**

**Article 18 – paragraph 3 – subparagraph 1 – indent 1**

*Text proposed by the Commission*

– ***repeated or intentional operation of*** air services without a corresponding slot or at times significantly different from the allocated slots or with the use of slots in a significantly different way from that indicated at the time of allocation;

*Amendment*

– ***air carriers that intentionally, or General Aviation / Business aviation that intentionally, operates*** air services without a corresponding slot or at times significantly different from the allocated slots or with the use of slots in a significantly different way from that indicated at the time of allocation;

Or. en

**Amendment 287**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 18 – paragraph 3 – subparagraph 1 – indent 1**

*Text proposed by the Commission*

– **repeated or intentional operation of** air services without a corresponding slot or at times significantly different from the allocated slots or with the use of slots in a significantly different way from that indicated at the time of allocation;

*Amendment*

– **Air carriers that repeatedly and intentionally, or General Aviation / Business aviation that intentionally, operates** air services without a corresponding slot or at times significantly different from the allocated slots or with the use of slots in a significantly different way from that indicated at the time of allocation;

Or. en

**Amendment 288**  
**Christine De Veyrac**

**Proposal for a regulation**  
**Article 18 – paragraph 3 – subparagraph 1 – indent 2**

*Text proposed by the Commission*

- the return of slots after 31 January for the following summer season or after 31 August for the following winter season, or the retention of unused slots; **the penalty should in any case take account of the possible use of the mechanism provided by Article 11;**

*Amendment*

– the return of slots after 31 January for the following summer season or after 31 August for the following winter season, or the retention of unused slots;

Or. fr

*Justification*

*Its seems disproportionate to impose additional penalties for the late return of unused slots. In view of the deletion of Article 11 on the ex-ante penalty mechanism, the part of this article referring to that mechanism has also been deleted.*

**Amendment 289**  
**Dominique Riquet**

**Proposal for a regulation**  
**Article 18 – paragraph 3 – subparagraph 1 – indent 2**

*Text proposed by the Commission*

- the return of slots after 31 January for the following summer season or after 31 August for the following winter season, or the retention of unused slots; ***the penalty should in any case take account of the possible use of the mechanism provided by Article 11;***

*Amendment*

– the return of slots after 31 January for the following summer season or after 31 August for the following winter season, or the retention of unused slots;

Or. fr

**Amendment 290**  
**Michel Dantin**

**Proposal for a regulation**  
**Article 18 – paragraph 3 – subparagraph 1 – indent 2**

*Text proposed by the Commission*

- the return of slots after 31 January for the following summer season or after 31 August for the following winter season, or the retention of unused slots; ***the penalty should in any case take account of the possible use of the mechanism provided by Article 11;***

*Amendment*

– the return of slots after 31 January for the following summer season or after 31 August for the following winter season, or the retention of unused slots;

Or. fr

*Justification*

*An ex-ante penalty system would create barriers to entering the market, which could undermine the competitiveness of European airline companies as a whole. This ex-ante system is a new cash outgoing that would penalise indiscriminately all air carriers – including those that comply with the rules. The focus should be on an ex-post system targeting airline companies that do not play fair.*

**Amendment 291**  
**David-Maria Sassi**

**Proposal for a regulation**  
**Article 18 – paragraph 3 – subparagraph 1 – indent 2**

*Text proposed by the Commission*

– the return of slots after 31 January for the following summer season or after 31 August for the following winter season, or the retention of unused slots; the penalty should in any case take account of the possible use of the mechanism provided by Article 11;

*Amendment*

– the return of slots *series* after 31 January for the following summer season or after 31 August for the following winter season, or the retention of unused slots; the penalty should in any case take account of the possible use of the mechanism provided by Article 11;

Or. en

**Amendment 292**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 18 – paragraph 3 – subparagraph 1 – indent 2**

*Text proposed by the Commission*

– the return of slots *after 31 January for the following summer season or after 31 August for the following winter season*, or the retention of unused slots; *the penalty should in any case take account of the possible use of the mechanism provided by Article 11*;

*Amendment*

– the return of slots *and/or slot series* after *the industry agreed Historic Baseline Date*, or the retention of unused slots *and/or slot series for commercial reasons*;

Or. en

**Amendment 293**  
**Michel Dantin**

**Proposal for a regulation**  
**Article 18 – paragraph 3 – subparagraph 1 a (new)**



*Text proposed by the Commission*

*Amendment*

***Member States shall notify the European Commission of the penalty system they have implemented under this paragraph.***

Or. fr

**Amendment 294**  
**David-Maria Sassoli**

**Proposal for a regulation**  
**Article 18 – paragraph 3 – subparagraph 2**

*Text proposed by the Commission*

*Amendment*

The coordinator shall be duly informed of the application of penalties.

***Members States shall have these penalties in place not later than one year after adoption of this Regulation. They shall duly inform the Commission who will assess their effectiveness. When a potential case of a breach of Art 18 (2) (3) is identified, through slot monitoring or otherwise, then the air carrier will be contacted in writing with details of the alleged breach and a request for information about the air service or slot in question. Where a financial penalty is necessary it will apply to each individual failure, by an air carrier who fails to comply with Article 18 (2) (3), and will have a pre-determined minimum value, to be set by the Member State. Multiple infringements could trigger several financial penalties and could result in, for example, the doubling of the financial penalty for each further misuse. The coordinator shall be duly informed of the application of penalties. Decisions to impose financial penalties will be published by the coordinator.***

Or. en

**Amendment 295**  
**Petra Kammerevert**

**Proposal for a regulation**  
**Article 18 – paragraph 4 – subparagraph 1**

*Text proposed by the Commission*

Without prejudice to Article 10(5), if the **85 %** usage rate as defined in Article 10(2) cannot be achieved by an air carrier, the coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned.

*Amendment*

Without prejudice to Article 10(5), if the **80 %** usage rate as defined in Article 10(2) cannot be achieved by an air carrier, the coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned.

Or. de

**Amendment 296**  
**Vilja Savisaar-Toomast**

**Proposal for a regulation**  
**Article 18 – paragraph 4 – subparagraph 1**

*Text proposed by the Commission*

Without prejudice to Article 10(5), if the **85 %** usage rate as defined in Article 10(2) cannot be achieved by an air carrier, the coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned.

*Amendment*

Without prejudice to Article 10(5), if the **80 %** usage rate as defined in Article 10(2) cannot be achieved by an air carrier, the coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned.

Or. et

**Amendment 297**  
**Dominique Riquet**

**Proposal for a regulation**  
**Article 18 – paragraph 4 – subparagraph 1**

*Text proposed by the Commission*

Without prejudice to Article 10(5), if the 85 % usage rate as defined in Article 10(2) cannot be achieved by an air carrier, the coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned.

*Amendment*

Without prejudice to Article 10(5), if the 80 % usage rate as defined in Article 10(2) cannot be achieved by an air carrier, the coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned.

Or. fr

**Amendment 298**  
**Marian-Jean Marinescu**

**Proposal for a regulation**  
**Article 18 – paragraph 4 – subparagraph 1**

*Text proposed by the Commission*

Without prejudice to Article 10(5), if the **85** % usage rate as defined in Article 10(2) cannot be achieved by an air carrier, the coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned.

*Amendment*

Without prejudice to Article 10(5), if the **80** % usage rate as defined in Article 10(2) cannot be achieved by an air carrier, the coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned.

Or. en

**Amendment 299**  
**Carlo Fidanza, Antonio Cancian, Luis de Grandes Pascual, Michael Gahler, Corien Wortmann-Kool**

**Proposal for a regulation**  
**Article 18 – paragraph 4 – subparagraph 1**

*Text proposed by the Commission*

Without prejudice to Article 10(5), if the **85 %** usage rate as defined in Article 10(2) cannot be achieved by an air carrier, the coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned.

*Amendment*

Without prejudice to Article 10(5), if the **80 %** usage rate as defined in Article 10(2) cannot be achieved by an air carrier, the coordinator may decide to withdraw from that air carrier the series of slots in question for the remainder of the scheduling period and place them in the pool after having consulted the air carrier concerned.

Or. en

**Amendment 300**  
**Petra Kammerevert**

**Proposal for a regulation**  
**Article 18 – paragraph 4 – subparagraph 2**

*Text proposed by the Commission*

Without prejudice to Article 10(5), if after an allotted time corresponding to **15 %** of the period of the series validity no slots of that series of slots have been used, the coordinator shall place the series of slots in question in the pool for the remainder of the scheduling period, after having consulted the air carrier concerned. The coordinator may decide to withdraw the series of slots before the end of a period corresponding to **15 %** of the period of validity of the series if the carrier does not show that it intends to use them.

*Amendment*

Without prejudice to Article 10(5), if after an allotted time corresponding to **20 %** of the period of the series validity no slots of that series of slots have been used, the coordinator shall place the series of slots in question in the pool for the remainder of the scheduling period, after having consulted the air carrier concerned. The coordinator may decide to withdraw the series of slots before the end of a period corresponding to **20 %** of the period of validity of the series if the carrier does not show that it intends to use them.

Or. de

**Amendment 301**  
**Vilja Savisaar-Toomast**

**Proposal for a regulation**  
**Article 18 – paragraph 4 – subparagraph 2**

*Text proposed by the Commission*

Without prejudice to Article 10(5), if after an allotted time corresponding to **15 %** of the period of the series validity no slots of that series of slots have been used, the coordinator shall place the series of slots in question in the pool for the remainder of the scheduling period, after having consulted the air carrier concerned. The coordinator may decide to withdraw the series of slots before the end of a period corresponding to **15 %** of the period of validity of the series if the carrier does not show that it intends to use them.

*Amendment*

Without prejudice to Article 10(5), if after an allotted time corresponding to **20 %** of the period of the series validity no slots of that series of slots have been used, the coordinator shall place the series of slots in question in the pool for the remainder of the scheduling period, after having consulted the air carrier concerned. The coordinator may decide to withdraw the series of slots before the end of a period corresponding to **20 %** of the period of validity of the series if the carrier does not show that it intends to use them.

Or. et

**Amendment 302**

**Carlo Fidanza, Antonio Cancian, Luis de Grandes Pascual, Michael Gahler, Corien Wortmann-Kool**

**Proposal for a regulation**

**Article 18 – paragraph 4 – subparagraph 2**

*Text proposed by the Commission*

Without prejudice to Article 10(5), if after an allotted time corresponding to **15 %** of the period of the series validity no slots of that series of slots have been used, the coordinator shall place the series of slots in question in the pool for the remainder of the scheduling period, after having consulted the air carrier concerned. The coordinator may decide to withdraw the series of slots before the end of a period corresponding to **15 %** of the period of validity of the series if the carrier does not show that it intends to use them.

*Amendment*

Without prejudice to Article 10(5), if after an allotted time corresponding to **20 %** of the period of the series validity no slots of that series of slots have been used, the coordinator shall place the series of slots in question in the pool for the remainder of the scheduling period, after having consulted the air carrier concerned. The coordinator may decide to withdraw the series of slots before the end of a period corresponding to **20 %** of the period of validity of the series if the carrier does not show that it intends to use them.

Or. en

**Amendment 303**  
**Carlo Fidanza, Antonio Cancian**

**Proposal for a regulation**  
**Article 19 – paragraph 1**

*Text proposed by the Commission*

1. Without prejudice to rights of appeal under national law, complaints regarding the application of Articles 7(2), 9, 10, 13, 17 and 18(1),(2) **and (4)** shall be submitted to the coordination committee. The committee shall, within a period of one month following submission of the complaint, consider the matter and if possible make proposals to the coordinator in an attempt to resolve the problem. If the complaint cannot be settled, the Member State responsible may, within a further two month period, provide for mediation by an air carriers' or airports' representative organisation or other third party.

*Amendment*

1. Without prejudice to rights of appeal under national law, complaints regarding the application of Articles 7(2), 9, 10, 13, 17 and 18(1),(2), **(3) and (4)** shall be submitted to the coordination committee. The committee shall, within a period of one month following submission of the complaint, consider the matter and if possible make proposals to the coordinator in an attempt to resolve the problem. If the complaint cannot be settled, the Member State responsible may, within a further two month period, provide for mediation by an air carriers' or airports' representative organisation or other third party.

Or. en

**Amendment 304**  
**Spyros Danellis**

**Proposal for a regulation**  
**Article 21 – paragraph 1**

*Text proposed by the Commission*

1. The Commission shall submit a report to the European Parliament and the Council on the operation of this Regulation at the latest **four** years after its entry into force. The report shall address in particular the functioning of Articles 9, 10 11 and 13.

*Amendment*

1. The Commission shall submit a report to the European Parliament and the Council on the operation of this Regulation at the latest **three** years after its entry into force. The report shall address in particular the functioning of Articles 9, 10 11 and 13.

Or. en

*Justification*

*The air transport industry can adjust speedily to regulatory changes and therefore a three year period would be sufficient to see the first round of effects of the Regulation.*

**Amendment 305**

**Spyros Danellis, David-Maria Sassoli**

**Proposal for a regulation**

**Article 21 – paragraph 1 a (new)**

*Text proposed by the Commission*

*Amendment*

***1a. The Commission will monitor the secondary markets for slots based on the data received from co-ordinators and will report on relevant trends, including those relating to regional and intra-EU connectivity, in its Annual Analysis of Air Transport Markets.***

Or. en