

**Question for written answer E-000476/2024/rev.1  
to the Commission**

Rule 138

**Rosa D'Amato** (Verts/ALE)

Subject: Capodichino Airport

Capodichino airport is located in central Naples, a city which is among the most densely populated in Europe and one long plagued by environmental problems.

In 25 years, no optimal initial climb procedure has been enforced in order to limit noise impact in the SID (standard initial departure) phase.

The LVA index used does not comply with the ECAC calculation method (ECAC Document 29).

The monitoring units do not comply with the noise indices prescribed by ECAC-ISPRA; there is also non-compliance as regards the types of units installed (A, M, V) and discrepancies between airport acoustic zoning and municipal acoustic classification.

Given the above, can the Commission respond to the following questions:

1. What concrete measures does it intend to take to resolve the lack of an optimal initial climb procedure, the transparency of the AEDT model input database and the non-conformities in noise indices at Naples airport?
2. How might it help improve compliance with EU regulations at Naples and Salerno airports, in particular with Regulation (EU) No 598/2014 and Regulation (EU) No 139/2014, so as to ensure that the airport management there meets the required standards?
3. What steps can it take to address the unreconcilable differences in the nature of the runways, conduct a review of the site-specific obstacles and buildings in SIDs and draw up limitation maps and an external emergency plan for Naples airport?

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