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ARTICLE	AMENDMENTS	COMPROMISE
Art. 1 (1). The principal objective of this	AM 16 (MJM)	COMP 1
Regulation is to establish and maintain a high	1. The principal objective of this Regulation is	AM 16 (MJM), AM 345 (SCHMIDT - EPP), AM
uniform level of civil aviation safety in the	to establish and maintain a high uniform level of	346 (GAHLER - EPP), AM 347 (DELLI - GREENS,
Union, while ensuring a high uniform level of	civil aviation safety in the Union.	ANDERSON - S&D)
environmental protection.		
environmental protection.		Art. 1 (1).
	AM 345 (SCHMIDT - EPP)	
	1. The principal objective of this Regulation is	1. The principal objective of this Regulation is
	to establish and maintain a high uniform level of	to establish, maintain and enforce a high uniform
	civil aviation safety in the Union.	level of civil aviation safety in the Union.
		and the second s
	AM 346 (GAHLER - EPP)	
	1. The principal objective of this Regulation is	
	to establish and maintain a high uniform level of	
	civil aviation safety in the Union.	
	ervir aviation salety in the official	
	AM 347 (DELLI - GREENS, ANDERSON - S&D)	
	1. The principal objective of this Regulation is	
	to establish, <i>maintain and enforce</i> high uniform	
	level of civil aviation safety in the Union, while	
	ensuring a high uniform level of environmental <i>and</i>	
A 1 (2)(1)	climate protection.	COMP 2
Art. 1, (2)(ba) new	AM 17 Article 1 - par 2 - point b a (MJM)	COMP 2
	(ba) ensuring a high uniform level of	AM 17 Article 1 - par 2 - point b a (MJM), AM 365
	environmental protection;	Article 1 – paragraph 2 – point h a (GAHLER -
	AM 365 Article 1 – paragraph 2 – point h a	EPP), AM 366 Article 1 – paragraph 2 a (SCHMIDT
	(GAHLER - EPP)	EPP)
	(ha) contributing to a high uniform level of	
	environmental protection;	Art. 1, (2)(ba) new
	AM 366 Article 1 – paragraph 2 a (SCHMIDT EPP)	
	2a. ensuring a high uniform level of	(ba) contributing to a high uniform level of
	environmental protection;	environmental protection;

Art. 1 (2) (c)	promo	oting	cost-efficiency	and
effectiveness	in	the	regulatory	and
certification p	rocess	es as	well as an opt	timal
use of resources at national and Union level;				

AM 19 (MJM)

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

AM 351 (KOCH - EPP)

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

AM 373 (RIQUET - ALDE)

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

AM 374 (MJM)

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

AM 375 Article 2 – paragraph 1 – point a – point i (MJM)

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

AM 376 Article 2 – paragraph 1 – point a – point ii (MJM)

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

AM 26 Article 2 (1)(b) (MJM)

(b) the maintenance and operation of aircraft, as well as associated products, parts and non-installed equipment, where the aircraft is:

AM 377 Article 2 (1)(b)(i) (MJM)

registered or intended to be registered in a

COMP 3

AM 19 (MJM), AM 351 (KOCH - EPP)

Art. 1 (2) (c)

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

COMP 4

AM 374 Article 2 (1)(a) (MJM), AM 373 Article 2 (1)(a) (RIQUET - ALDE), AM 375 Article 2 – paragraph 1 – point a – point i (MJM), AM 376 Article 2 – paragraph 1 – point a – point ii (MJM), AM 26 Article 2 (1)(b) (MJM), AM 377 Article 2 (1)(b)(i) (MJM), AM 378 Article 2 (1)(b)(i) (MJM), AM 28 Article 2 (1)(c) (MJM), AM 29 Article 2 (1)(d) (MJM)

Article 2(1)(a)(b)(c)(d)

- (1) (a) the design and production of aircraft of *products and parts by:*
- (i) a natural or legal person under the oversight of the Agency or a Member State;
- (ii) a third country natural or legal person, intended to be registered or operated, and respectively used, in the territory to which the Treaties apply;
- (b) the maintenance and operation of aircraft, as well as associated products, parts and non-installed equipment, where the aircraft is:

Art. 2 (1) (a) the design and production of aircraft by a natural or legal person under the oversight of the Agency or a Member State;

(b) the *design*, *production*, maintenance and operation of aircraft, as well as associated products, parts and non-installed equipment,

where the aircraft is:

- (i) registered in a Member State, unless and to the extent that the Member State has transferred its responsibilities pursuant to the Chicago Convention to a third country and the aircraft is operated by a third country operator;
- (ii) registered in a third country and operated by an operator established, residing or with a principal place of business in the territory to which the Treaties apply;
- (c) the operation of aircraft into, within, or out of the *Single European Sky airspace* by a third country operator;
- (d) the design, production, maintenance and operation of aerodrome equipment, used or intended for use at the aerodromes referred to in point (e) and the provision of ground handling services and apron management services at those aerodromes:

Art. 2 (1) (e) the design, maintenance and operation of aerodromes located in the territory to which the Treaties apply, which *are:*

- (i) open to public use;
- (ii) serve commercial air transport;
- (iii) serve operations using instrument approach or departure procedures; and
- (iv) have a paved runway of 800 metres or

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

AM 378 Article 2 (1)(b)(ii) (MJM)

- (ii) **registered or intended to be** registered in a third country and operated by an operator established, residing or with a principal place of business in the territory to which the Treaties apply; AM 28 Article 2 (1)(c) (MJM)
- (c) the operation of aircraft into, within, or out of the *airspace to which the Treaties apply* by a third country operator;

AM 29 Article 2 (1)(d) (MJM)

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

- (i) registered or intended to be registered in a Member State, unless and to the extent that the Member State has transferred its responsibilities pursuant to the Chicago Convention to a third country and the aircraft is operated by a third country operator;
- (ii) registered in a third country and operated *or intended to be operated* by an operator established, residing or with a principal place of business in the territory to which the Treaties apply;
- (c) the operation of aircraft into, within, or out of the *airspace to which the Treaties apply* by a third country operator;
- (d) the design, production, maintenance and operation of *safety-critical* aerodrome equipment, used or intended for use at the aerodromes referred to in point (e) and the provision of ground handling services and apron management services at those aerodromes;

AM 30 Art.(2)(1)(e) (MJM)

(e) the design, maintenance and operation of aerodromes *including their safety-related equipment* located in the territory to which the Treaties apply, which are:

AM 381 Art.(2)(1)(e) (POREBA, ZLOTOWSKI - ECR)

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

AM 382 Art.(2)(1)(e)(i) (POREBA, ZLOTOWSKI - ECR)

COMP 5

AM 30 (MJM), AM 381 (POREBA, ZLOTOWSKI - ECR), AM 382 Art.(2)(1)(e)(i) (POREBA, ZLOTOWSKI - ECR), AM 383 Art.(2)(1)(e)(iii) (POREBA, ZLOTOWSKI - ECR), AM 384 Art.(2)(1)(e)(iii) (FOSTER - ECR), AM 385 Art.(2)(1)(e)(iv) (FOSTER - ECR), AM 386 Art.(2)(1)(e)(iv) (POREBA, ZLOTOWSKI - ECR)

Article 2(1) (e)

(1) (e) the design, maintenance and operation of

		,
more, or exclusively serve helicopters;	(i) are open to public use; AM 383 Art.(2)(1)(e)(iii) (POREBA, ZLOTOWSKI - ECR) Deleted AM 384 Art.(2)(1)(e)(iii) (FOSTER - ECR) Deleted AM 385 Art.(2)(1)(e)(iv) (FOSTER - ECR) (iv) have a paved instrument runway of 800 metres or more, or exclusively serve helicopters; AM 386 Art.(2)(1)(e)(iv) (POREBA, ZLOTOWSKI - ECR) (iv) have a paved, instrument runway of 800 metres or more	aerodromes including their safety-related equipment located in the territory to which the Treaties apply, which: (i) are open to public use; (ii) serve commercial air transport; (iv) have a paved, instrument runway of 800 metres or more
Art. 2 (3) (d) the design, production, maintenance and operation of aircraft the operation of which involves low risk for aviation safety, as listed in Annex I, and to the personnel and organisations involved therein.	AM 388 (MJM) the design, production, maintenance and operation of aircraft the operation of which involves low risk for aviation safety, as listed in Annex I, and to the personnel and organisations involved therein. However, Member States shall recognize without further requirements or evaluations national certificates issued to these aircraft and their pilots when these aircraft and pilots are involved in cross border flights for the purpose of maintenance, repair, tests, modifications or participation in aerial sports and displays, for a maximum period of 60 days during a calendar year. AM 389 (S&D, ALDE) the design, production, maintenance and operation of the aircraft listed in Annex I, aircraft the operation of which involves low risk for aviation safety, and to the personnel and organisations involved therein, unless the aircraft has been issued, or deemed to have been issued, with a certificate in accordance with Regulation (EC) No 216/2008. AM 390 (DELLI - GREENS)	COMP 6 AM 388 (MJM), AM 389 (S&D, ALDE), AM 390 (DELLI - GREENS) Art. 2 (3) (d) (d) the design, production, maintenance and operation of the aircraft listed in Annex I, the operation of which involves low risk for aviation safety, and to the personnel and organisations involved therein. However, Member States shall recognize without further requirements or evaluations national certificates issued to these aircraft and their pilots when these aircraft and pilots are involved in cross border flights for the purpose of maintenance, repair, tests, modifications or participation in aerial sports and displays, for a maximum period of 60 days during a calendar year.

	the design, production, maintenance and operation of aircraft the operation of which involves low risk for aviation safety <i>as well as reduction of noise, GHG emissions and air pollution</i> , as listed in Annex I, and to the personnel and organisations involved therein.	
Art. 3 (6) 'certification' means any form of recognition in accordance with this Regulation, based on an appropriate assessment, that an organisation or person, product, part, non-installed equipment, aerodrome, aerodrome equipment, ATM/ANS system, ATM/ANS constituent or flight simulation training device complies with the applicable requirements of this Regulation and of the delegated and implementing acts adopted on the basis thereof, through the issuance of a certificate attesting such compliance;	AM 50 (MJM) (6) 'certification' means any form of recognition, in accordance with this Regulation <i>and</i> based on an appropriate assessment, <i>of compliance</i> with the applicable requirements of this Regulation and of the delegated and implementing acts adopted on the basis thereof, through the issuance of a certificate attesting such compliance; AM 397 (POREBA, ZLOTOWSKI - ECR) (6) 'certification' means any form of recognition in accordance with this Regulation, based on an appropriate assessment, that an organisation or person, product, part, non-installed equipment, aerodrome, ATM/ANS system, ATM/ANS constituent or flight simulation training device complies with the applicable requirements of this Regulation and of the delegated and implementing acts adopted on the basis thereof, through the issuance of a certificate attesting such compliance;	COMP 7 AM 50 (MJM), AM 397 (POREBA, ZLOTOWSKI - ECR) Art. 3 (6) (6) 'certification' means any form of recognition, in accordance with this Regulation <i>and</i> based on an appropriate assessment, <i>of compliance</i> with the applicable requirements of this Regulation and of the delegated and implementing acts adopted on the basis thereof, through the issuance of a certificate attesting such compliance;
Article 4 – paragraph 1 – point f	AM 429 Article 4 – paragraph 1 – point f a (FOSTER - ECR) (fa) ensure separation between regulatory tasks	COMP 8 AM 429 Article 4 – paragraph 1 – point f a (FOSTER - ECR), AM 439 Article 4 – paragraph 2 – point e a
	and service provision activities AM 439 Article 4 – paragraph 2 – point e a (new) (PIEPER, KOCH, REUL, GAHLER, MEISSNER)	(new) (PIEPER, KOCH, REUL, GAHLER, MEISSNER), AM 422 Art 4(1)(d) (AIUTO - EFDD)
	(ea) ensuring the distinction between regulatory tasks and service activities; AM 422 Art 4(1)(d) (AIUTO - EFDD)	Art 4 (1)(f) (fa) ensure separation between service provision

	(d) take into account interdependencies between the different domains of aviation safety, and between aviation safety and other technical domains of aviation regulation, without prejudice to the different regulatory and operational roles;	activities and regulatory and oversight tasks;
Art (4) (2) (c) (d)	AM 435 Article 4 – paragraph 2 – point c (MJM) (c) the complexity, performance and specific needs of the aircraft involved; AM 436 Article 4 – paragraph 2 – point c (VAN MILTENBURG, TELICA, RIQUET- ALDE) (c) the type, the complexity and performance of the aircraft involved AM 437 Article 4 – paragraph 2 – point c (KYLLÖNEN-GUE) (c) the type, complexity and performance of the	COMP 9 AM 435 Article 4 – paragraph 2 – point c (MJM), AM 438 Article 4 – paragraph 2 – point d (MJM), AM 436 Article 4 – paragraph 2 – point c (VAN MILTENBURG, TELICA, RIQUET- ALDE), AM 437 Article 4 – paragraph 2 – point c (KYLLÖNEN- GUE) Art (4) (2) (c) (d)
Art 6 (3). The European Plan for Aviation Safety shall specify, taking into	aircraft involved; AM 438 Article 4 – paragraph 2 – point d (MJM) (d) the purpose of the flight, <i>the type of aircraft</i> and type of airspace used; AM 444 Article 6 – paragraph 3 (S&D) 3. The European Plan for Aviation Safety shall	(c) the complexity, performance and specific needs of the aircraft involved; (d) the purpose of the flight, the type of aircraft and type of airspace used; COMP 10 AM 444 Article 6 – paragraph 3 (S&D), AM 445
account the objectives set out in Article 1, an acceptable level of safety performance in the Union, which the Member States, the Commission and the Agency shall jointly aim at achieving.	specify, taking into account the objectives set out in Article 1, <i>a high uniform</i> level of safety performance in the Union, which the Member States, the Commission and the Agency shall jointly aim at achieving. AM 445 Article 6 – paragraph 3 (MJM) 3. The European Plan for Aviation Safety shall specify, taking into account the objectives set out in Article 1, <i>the</i> level of safety performance in the	Article 6 – paragraph 3 (MJM), AM 446 Article 6 – paragraph 3 (DE AGUIAR-PPE) 3. The European Plan for Aviation Safety shall specify, taking into account the objectives set out in Article 1, <i>the high uniform</i> level of safety performance in the Union, which the Member States, the Commission and the Agency shall jointly aim at achieving.
	Union, which the Member States, the Commission and the Agency shall jointly aim at achieving. AM 446 Article 6 – paragraph 3 (DE AGUIAR-PPE) 3. The European Plan for Aviation Safety shall	

Article 7

National Aviation Safety Programme

- 1. Each Member State shall establish a national aviation safety programme for the management of civil aviation safety in relation to the aviation activities under its responsibility (the 'National Aviation Safety Programme'). That programme shall be commensurate with the size and the complexity of those activities and shall be consistent with the European Aviation Safety Programme.
- 2. The National Aviation Safety Programme shall include, at least, the following components:
- (a) aviation safety policy, objectives and resources;
- (b) aviation safety risk management;
- (c) aviation safety assurance;
- (d) aviation safety promotion.
- 3. The National Aviation Safety Programme shall specify, taking into account the objectives set out in Article 1 and the acceptable level of safety performance referred to in Article 6(3), an acceptable level

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

AM 447 Article 7 – paragraph 1 (VA DALEN-ECR)

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

AM 448 Article 7 – paragraph 1 (FOSTER- ECR)

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

AM 449 Article 7 – paragraph 2 – introductory part (FOSTER-ECR)

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

AM 450 Article 7 – paragraph 2 – point a (FOSTER-ECR)

Deleted

AM 451 Article 7 – paragraph 2 – point b (FOSTER-ECR)

Deleted

COMP 11

AM 447 Article 7 – paragraph 1 (VA DALEN-ECR), AM 448 Article 7 – paragraph 1 (FOSTER- ECR), AM 449 Article 7 – paragraph 2 – introductory part (FOSTER-ECR), AM 450 Article 7 – paragraph 2 – point a (FOSTER-ECR), AM 451 Article 7 – paragraph 2 – point b (FOSTER-ECR), AM 452 Article 7 – paragraph 2 – point c (FOSTER-ECR), AM 453 Article 7 – paragraph 2 – point d (FOSTER-ECR), AM 453 Article 7 – paragraph 2 – point d (FOSTER-ECR),

AM 59 Article 7-paragraph 3 (MJM), AM 454 Article 7 – paragraph 3(FOSTER-ECR), AM 455 Article 7 – paragraph 3 (ANDERSON-S&D), AM 456 Article 7 – paragraph 3 (PREUß, GRASWANDER-HAINZ-S&D)

Article 7.

State Aviation Safety Programme

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

of safety performance to be achieved at national level in respect of the aviation activities under the responsibility of the Member State concerned.

AM 452 Article 7 – paragraph 2 – point c (FOSTER-ECR)

Deleted

AM 453 Article 7 – paragraph 2 – point d (FOSTER-ECR)

Deleted

AM 59 Article 7-paragraph 3 (MJM)

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

AM 454 Article 7 – paragraph 3(FOSTER-ECR)

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

AM 455 Article 7 – paragraph 3 (ANDERSON-S&D)

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

AM 456 Article 7 – paragraph 3 (PREUß, GRASWANDER-HAINZ-S&D)

3. The National Aviation Safety Programme shall specify, taking into account the objectives set out in Article 1 and the *high uniform* level of safety performance referred to in Article 6(3), an acceptable

the State Safety Programme elements described in international standards and recommended practices.

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

	level of safety performance to be achieved at	
	national level in respect of the aviation activities	
	under the responsibility of the Member State	
	concerned.	COV (D. 12
Art. 8 (1). The National Aviation Safety	AM 459 Article 8 – paragraph 1 (FOSTER- ECR)	COMP 12
Programme shall be accompanied by a	1. The State Safety Programme shall include or	AM 457 Article 8 – paragraph 1 (VAN DALEN-
National Plan for Aviation Safety. Based on	be accompanied by a State Plan for Aviation Safety.	ECR), AM 458 Article 8 – paragraph 1 (GRAPINI-
the assessment of relevant safety information,	Based on the assessment of relevant safety information, each Member State shall identify in that	S&D), AM 459 Article 8 – paragraph 1 (FOSTER-ECR)
each Member State shall identify in that plan	plan the main safety risks affecting its national civil	ECK)
the main safety risks affecting its national	aviation safety system and set out the necessary	Art. 8 (1).
civil aviation safety system and set out the	actions to mitigate those risks.	Ait. 6 (1).
necessary actions to mitigate those risks.	AM 457 Article 8 – paragraph 1 (VAN DALEN-	1. The <i>State</i> Safety Programme shall <i>include or</i>
	ECR)	be accompanied by a <i>State</i> Plan for Aviation Safety.
	1. The National Aviation Safety Programme	Based on the assessment of relevant safety
	shall be accompanied by a National Plan for	information, each Member State, in cooperation with
	Aviation Safety. Based on the assessment of relevant	relevant stakeholders, shall identify in that plan the
	safety information, each Member State, in	main safety risks affecting its national civil aviation
	cooperation with relevant industry stakeholders,	safety system and set out the necessary actions to
	shall identify in that plan the main safety risks	mitigate those risks.
	affecting its national civil aviation safety system and	
	set out the necessary actions to mitigate those risks.	
	AM 458 Article 8 – paragraph 1 (GRAPINI- S&D)	
	1. The National Aviation Safety Programme	
	shall be accompanied by a National Plan for	
	Aviation Safety. Based on the assessment of relevant	
	safety information and in consultation with	
	stakeholders in the sector, Seach Member State shall	
	identify in that plan the main safety risks affecting its	
	national civil aviation safety system and set out the	
	necessary actions to mitigate those risks.	COMP 12
Article 22 – paragraph 3 a (new)	AM 501 Article 22 – paragraph 3 a (new)	COMP 13
	(SENDER-S&D) Pilot and Aircrass training organisations shall not	AM 501 Article 22 – paragraph 3 a (new) (SENDER-
	Pilot and Aircrew training organisations shall not receive financial revenues from the trainee when	S&D), AM 502 Article 22 – paragraph 3 a (new) (BACH-EPP, ANDERSON- S&D)
	receive financial revenues from the trainee when	(DACH-EFF, ANDERSON- S&D)

	providing training on aircraft carrying passengers	Article 22 – paragraph 3 a (new)
	or cargo.	
	AM 502 Article 22 – paragraph 3 a (new) (BACH-	Aircrew Training Organisations shall not receive
	EPP, ANDERSON- S&D)	Financial revenue from the trainee when providing
	Aircrew Training Organisations shall not receive	training on aircraft carrying passengers or cargo.
	Financial revenue from the trainee when providing	
	training on aircraft carrying passengers or cargo.	
Article 29 – paragraph 1	AM 68 Article 29 – paragraph 1 (MJM)	COMP 14
Article 27 – paragraph 1	Aerodromes <i>including</i> safety-related aerodrome	AM 68 Article 29 – paragraph 1 (MJM), AM 536
	equipment, the operation of aerodromes and the	Article 29 – paragraph 1 (PROUST-EPP), AM 537
	provision of ground handling services and apron	Article 29 – paragraph 1 (PIEPER, REUL,
	management services at aerodromes shall comply	GAHLER, -EPP), AM 540 Article 29 – paragraph 1
	with the essential requirements set out in Annex VII	(DELLI-GREENS)
	and, if applicable, Annex VIII. AM 536 Article 29 –	
	paragraph 1 (PROUST-EPP)	Article 29 – paragraph 1
	Aerodromes, aerodrome equipment, the operation of	
	aerodromes and the provision of ground handling	Aerodromes including safety-related aerodrome
	services and apron management services at	equipment, the operation of aerodromes and the
	aerodromes shall comply with the essential	provision of ground handling services and apron
	requirements set out in Annex VII and, if applicable,	management services at aerodromes shall comply
	Annex VIII. These essential requirements must	with the essential requirements set out in Annex VII
	comply with the principles of:	and, if applicable, Annex VIII. These essential
	- subsidiarity, in terms of respecting the division of	requirements must comply with the principles of
	competences established in each Member State,	subsidiarity and degree of responsibility of
	- degree of responsibility, in terms of identifying the	aerodrome operator and third parties.
	responsibilities that are clearly incumbent upon	
	aerodrome operators (duties included in the	
	certificate issued by the competent authority) on the	
	one hand, and upon third parties on the other, in	
	the event of a failure to correctly carry out	
	measures and duties on the same aerodromes.	
	AM 537 Article 29 – paragraph 1 (PIEPER, REUL,	
	GAHLER, -EPP)	
	Aerodromes, the operation of aerodromes and the	
	provision of apron management services at	

Art 34 (1)

- 1. For aerodromes, safety-critical aerodrome equipment, the operation of aerodromes and the provision of ground handling and apron management services at aerodromes, the Commission shall be empowered to adopt delegated acts in accordance with Article 117 to lay down detailed rules with regard to:
- (a) the specific conditions for the operation of aerodromes in compliance with the essential requirements referred to in Article 29;
- (b) the conditions for establishing, in

aerodromes shall comply with the essential requirements set out in Annex VII; and, if applicable, Annex VIII; it is not the purpose or objective of the essential requirements to alter the division of responsibilities in Member States; in the event of the incorrect implementation of the measures by third parties they shall have no effect on the liability of the airport operator; whose responsibilities are set out in the operator certificate issued by the competent authority;

AM 540 Article 29 – paragraph 1 (DELLI-GREENS) Aerodromes, aerodrome *safety, security, climate and environment protection* equipment, the operation of aerodromes and the provision of ground handling services and apron management services at aerodromes shall comply with the essential requirements set out in Annex VII and, if applicable, Annex VIII.

AM 71 Article 34 – paragraph 1 – introductory part (MJM)

1. For aerodromes *including safety-related aerodrome equipment*, safety-critical aerodrome equipment, the operation of aerodromes and the provision of ground handling and apron management services at aerodromes, the Commission shall be empowered to adopt delegated acts in accordance with Article 117 to lay down detailed rules with regard to:

AM 72 Article 34 – paragraph 1 – point b (MJM) (b) the conditions for establishing, in accordance with Article 30(2), and for notifying to an applicant the certification basis, *including identification of the safety-related aerodrome equipment*, applicable to an aerodrome *and the safety-related aerodrome equipment* for the purpose of certification in

COMP 15

AM 71 Article 34 – paragraph 1 – introductory part (MJM), AM 72 Article 34 – paragraph 1 – point b (MJM), AM 552 Article 31 – paragraph 1 – subparagraph 1 (UJHELYI-S&D), AM 553 Article 31 – paragraph 1 – subparagraph 1 (VAN DE CAMP-EPP), AM 554 Article 31 – paragraph 1 – subparagraph 1 (CLUNE -EPP), AM 555 Article 31 – paragraph 1 – subparagraph 1 (PREUß-S&D), AM 73 Article 34 – paragraph 1 – point c (MJM), AM 74 Article 34 – paragraph 1 – point d (MJM), AM 580 Article 34 – paragraph 1 – point 1 (MJM), AM 583 Article 34 – paragraph 1 a (new) (FOSTER-ECR)

Art 34 (1)

accordance with Article 30(2), and for notifying to an applicant the certification basis applicable to an aerodrome for the purpose of certification in accordance with the conditions Article 30(1): (c) establishing and for notifying to an applicant the detailed specifications applicable to safety-critical aerodrome equipment for the purposes of certification in accordance with Article 31(1); (d) the conditions issuing, maintaining, amending, suspending or revoking the aerodrome certificates referred to in Article 30, including operating limitations related to the specific design of the aerodrome:

- conditions issuing, (e) the for maintaining, amending, suspending revoking the certificates for safety-critical aerodrome equipment referred to in Article 31, including the conditions for situations in which, with a view to achieving the objectives set out in Article 1 and while taking account of the nature and risk of the particular activity concerned, such certificates shall be required or declarations shall be permitted, as applicable;
- (f) the conditions for issuing, maintaining, amending, suspending or revoking the certificates referred to in Article 32(1);
- (g) the privileges and responsibilities of the holders of the certificates referred to in Articles 30, 31(1) and 32(1), and of the organisations making declarations in

accordance with Article 30(1);

AM 552 Article 31 – paragraph 1 – subparagraph 1 (UJHELYI-S&D)

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

AM 553 Article 31 – paragraph 1 – subparagraph 1 (VAN DE CAMP -EPP)

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

AM 554 Article 31 – paragraph 1 – subparagraph 1 (CLUNE -EPP)

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

AM 555 Article 31 – paragraph 1 – subparagraph 1 (PREUß-S&D)

Where data proves that aerodrome equipment used

- 1. For aerodromes *including safety-related aerodrome equipment*, safety-critical aerodrome equipment, the operation of aerodromes and the provision of ground handling and apron management services at aerodromes, the Commission shall be empowered to adopt delegated acts in accordance with Article 117 to lay down detailed rules with regard to:
- (a) the specific conditions for the operation of aerodromes in compliance with the essential requirements referred to in Article 29;
- (b) the conditions for establishing, in accordance with Article 30(2), and for notifying to an applicant the certification basis, including the list of the safety-related aerodrome equipment based on safety data demonstration that an equipment type used or intended for use at aerodromes subject to this Regulation poses a safety risk, applicable to an aerodrome and the safety-related aerodrome equipment for the purpose of certification in accordance with Article 30(1);
- (c) the conditions for establishing and for notifying to an applicant the detailed specifications, including the list of safety-critical aerodrome equipment based on safety data demonstration that an equipment type used or intended for use at aerodromes subject to this Regulation poses a safety risk, applicable to safety-critical aerodrome equipment, for the purposes of certification in accordance with Article 31(1);
- (d) the conditions for issuing, maintaining, amending, suspending or revoking the aerodrome, *including safety-related aerodrome equipment*, certificates referred to in Article 30, including operating limitations related to the specific design of the aerodrome;

accordance with Article 31(2);

- (h) the conditions and procedures for the declaration by organisations providing ground handling services and by organisations providing apron management services in accordance with Article 32(2);
- (i) the privileges and responsibilities of the organisations providing ground handling services and by organisations providing apron management services which have made declarations in accordance with Article 32(2);
- (j) the conditions for the acceptance and the conversion of national aerodrome certificates issued on the basis of national laws of the Member States into the aerodromes certificates referred to in Article 30, including measures which are already authorised by the Member State concerned on the basis of notified differences when compared to Annex 14 of the Chicago Convention;
- (k) the conditions under which the operation of aerodromes, or activities of organisations referred to in Article 32(2), shall be prohibited, limited or subject to certain conditions in the interest of safety;
- (l) the conditions for issuing and disseminating mandatory information by the Agency in accordance with Article 65(6) and by the national competent authorities, in order to ensure the safety of aerodrome operations and aerodrome equipment.

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

AM 73 Article 34 – paragraph 1 – point c (MJM) (c) the conditions for establishing and for notifying to an applicant the detailed specifications, *including equipment identification*, applicable to safety-critical aerodrome equipment, for the purposes of certification in accordance with Article 31(1);

AM 74 Article 34 – paragraph 1 – point d (MJM)

(d) the conditions for issuing, maintaining, amending, suspending or revoking the aerodrome, *including safety-related aerodrome equipment*, certificates referred to in Article 30, including operating limitations related to the specific design of the aerodrome;

AM 580 Article 34 – paragraph 1 – point l (MJM)

(1) the conditions for issuing and disseminating mandatory information by the Agency in accordance with Article 65(6) and by the national *aviation* authorities, in order to ensure the safety of aerodrome operations and *safety-related* aerodrome equipment.

AM 583 Article 34 – paragraph 1 a (new) (FOSTER-ECR)

1a. when adopting the rules referred to in paragraph 1 in relation to the provision of ground handling, the Commission shall ensure that the use is made, as appropriate, of recognised industry standards and best practices.

- (e) the conditions for issuing, maintaining, amending, suspending or revoking the certificates for safety-critical aerodrome equipment referred to in Article 31, including the conditions for situations in which, with a view to achieving the objectives set out in Article 1 and while taking account of the nature and risk of the particular activity concerned, such certificates shall be required or declarations shall be permitted, as applicable;
- (f) the conditions for issuing, maintaining, amending, suspending or revoking the certificates referred to in Article 32(1);
- (g) the privileges and responsibilities of the holders of the certificates referred to in Articles 30, 31(1) and 32(1), and of the organisations making declarations in accordance with Article 31(2);
- (h) the conditions and procedures for the declaration by organisations providing ground handling services and by organisations providing apron management services in accordance with Article 32(2);
- (i) the privileges and responsibilities of the organisations providing ground handling services and by organisations providing apron management services which have made declarations in accordance with Article 32(2);
- (j) the conditions for the acceptance and the conversion of national aerodrome certificates issued on the basis of national laws of the Member States into the aerodromes certificates referred to in Article 30, including measures which are already authorised by the Member State concerned on the basis of notified differences when compared to Annex 14 of the Chicago Convention;
- (k) the conditions under which the operation of

Article 45 Essential Requirements for Unmanned Aircraft
The design, production, maintenance and operation of unmanned aircraft and their engines, propellers, parts, non-installed equipment and equipment to control them remotely shall comply with the essential requirements set out in Annex IX.

Art 46

1. Where the delegated acts adopted pursuant

to Article 47 so provide with a view to

achieving adequate levels of safety, having

AM 634 Article 45 – paragraph 1 (MJM)

The design, production, maintenance and operation of unmanned aircraft and their engines, propellers, parts, non-installed equipment and equipment to control them remotely, as well as the personnel and organisations involved in these activities, shall comply with the essential requirements set out in Annex IX.

AM 635 Article 45 – paragraph 1 (PREUB, ZEMKE - S&D)

The design, production, maintenance and operation of unmanned aircraft and their engines, propellers, parts, non-installed equipment and equipment to control them remotely, and the personnel and organisations involved in these activities, shall comply with the essential requirements set out in Annex IX.

Article 47 so provide with a view to achieving a high uniform level of safety, having regard to the principles laid down in Article 4(2), the design,

aerodromes, or activities of organisations referred to in Article 32(2), shall be prohibited, limited or subject to certain conditions in the interest of safety;

the conditions for issuing and disseminating mandatory information by the Agency in accordance with Article 65(6) and by the national aviation authorities, in order to ensure the safety of aerodrome operations and *safety-related* aerodrome equipment.

when adopting the rules referred to in paragraph 1 in relation to the provision of ground handling, the Commission shall ensure that the use is made, as appropriate, of recognised industry standards and best practices.

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AM 634 Article 45 – paragraph 1 (MJM), AM 635 Article 45 – paragraph 1 (PREUß, ZEMKE - S&D)

Article 45

COMP 17

Essential Requirements for Unmanned Aircraft

The design, production, maintenance and operation of unmanned aircraft and their engines, propellers, parts, non-installed equipment and equipment to control them remotely, as well as the personnel and organisations involved in these activities, shall comply with the essential requirements set out in Annex IX.

AM 637 Article 46 – paragraph 1 (MJM)

Where the delegated acts adopted pursuant to AM 637 Article 46 – paragraph 1 (MJM), AM 638 Article 46 – paragraph 1 (VAN DALEN- ECR), AM 639 Article 46 – paragraph 1 (BACH-EPP), AM 640 Article 46 – paragraph 1 ((PREUß, ZEMKE,

regard to the principles laid down in Article 4(2), the design, production, maintenance and operation of unmanned aircraft shall be subject to certification. Certificates shall be issued upon application, where the applicant has demonstrated that it complies with the rules established by the delegated acts adopted pursuant to Article 47 to ensure compliance with the essential requirements referred to in Article 45. The certificate shall specify the safety-related limitations, operating conditions and privileges.

- 2. Where the delegated acts adopted pursuant to Article 47 so provide with a view to achieving adequate levels of safety, having regard to the principles laid down in Article 4(2), the design, production, maintenance and operation of unmanned aircraft shall be subject to a declaration. The declaration shall be made when the essential requirements referred to in Article 45 and the corresponding detailed rules established in accordance with Article 47 to ensure compliance with these essential requirements are complied with.
- 3. Where the delegated acts adopted pursuant to Article 47 so provide, given that adequate levels of safety can be achieved without the application of Chapters IV and V of this Regulation, those Chapters shall not apply to the essential requirements referred to in Article 45 and the corresponding detailed rules established in accordance with Article 47 to ensure compliance with these essential

production, maintenance and operation of unmanned aircraft as well as the personnel and organisations involved in these activities, shall be subject to certification. Certificates shall be issued upon application, where the applicant has demonstrated that it complies with the rules established by the delegated acts adopted pursuant to Article 47 to ensure compliance with the essential requirements referred to in Article 45. The certificate shall specify the safety-related limitations, operating conditions and privileges.

AM 638 Article 46 – paragraph 1 (VAN DALEN-ECR)

1. Where the delegated acts adopted pursuant to Article 47 so provide with a view to achieving *a high uniform* level of safety, having regard to the principles laid down in Article 4(2), the design, production, maintenance and operation of unmanned aircraft shall be subject to certification. Certificates shall be issued upon application, where the applicant has demonstrated that it complies with the rules established by the delegated acts adopted pursuant to Article 47 to ensure compliance with the essential requirements referred to in Article 45. The certificate shall specify the safety-related limitations, operating conditions and privileges.

AM 639 Article 46 – paragraph 1 (BACH-EPP)

1. Where the delegated acts adopted pursuant to Article 47 so provide with a view to achieving *a high uniform level* of safety, having regard to the principles laid down in Article 4(2), the design, production, maintenance and operation of unmanned aircraft shall be subject to certification. Certificates shall be issued upon application, where the applicant has demonstrated that it complies with the rules

GRASWANDER-HAINZ - S&D), AM 641 Article 46 - paragraph 2 (MJM), AM 642 Article 46 - paragraph 3 (MJM)

Art 46

Compliance of Unmanned Aircraft

- 1. Where the delegated acts adopted pursuant to Article 47 so provide with a view to achieving *a high uniform level* of safety, having regard to the principles laid down in Article 4(2), the design, production, maintenance and operation of unmanned aircraft shall be subject to certification. Certificates shall be issued upon application, where the applicant has demonstrated that it complies with the rules established by the delegated acts adopted pursuant to Article 47 to ensure compliance with the essential requirements referred to in Article 45. The certificate shall specify the safety-related limitations, operating conditions and privileges.
- 2. Where the delegated acts adopted pursuant to Article 47 so provide with a view to achieving *a high uniform level* of safety, having regard to the principles laid down in Article 4(2), the design, production, maintenance and operation of unmanned aircraft shall be subject to a declaration. The declaration shall be made when the essential requirements referred to in Article 45 and the corresponding detailed rules established in accordance with Article 47 to ensure compliance with these essential requirements are complied with.
- 3. Where the delegated acts adopted pursuant to Article 47 so provide, given *a high uniform level* of safety can be achieved without the application of Chapters IV and V of this Regulation, those Chapters

requirements. such cases, those requirements and rules shall constitute 'Community harmonisation legislation' within the meaning of Regulation (EC) 765/2008 of the European Parliament and Council of 9 July 2008 setting out the requirement for accreditation and market surveillance relating to the marketing of products and repealing Regulation (EEC) N° 339/93, and Decision 768/2008/EC of the European Parliament and Council of 9 July 2008 on a common framework for the marketing of products, and repealing Council Decision 93/465/EEC.

established by the delegated acts adopted pursuant to Article 47 to ensure compliance with the essential requirements referred to in Article 45. The certificate shall specify the safety-related limitations, operating conditions and privileges.

AM 640 Article 46 – paragraph 1 ((PREUß, ZEMKE, GRASWANDER-HAINZ - S&D)

1. Where the delegated acts adopted pursuant to Article 47 so provide with a view to achieving *high uniform* levels of safety, having regard to the principles laid down in Article 4(2), the design, production, maintenance and operation of unmanned aircraft shall be subject to certification. Certificates shall be issued upon application, where the applicant has demonstrated that it complies with the rules established by the delegated acts adopted pursuant to Article 47 to ensure compliance with the essential requirements referred to in Article 45. The certificate shall specify the safety-related limitations, operating conditions and privileges.

AM 641 Article 46 – paragraph 2 (MJM)

2. Where the delegated acts adopted pursuant to Article 47 so provide with a view to achieving *a high uniform level* of safety, having regard to the principles laid down in Article 4(2), the design, production, maintenance and operation of unmanned aircraft *as well as the personnel and organisations involved in these activities*, shall be subject to a declaration. The declaration shall be made when the essential requirements referred to in Article 45 and the corresponding detailed rules established in accordance with Article 47 to ensure compliance with these essential requirements are complied with.

AM 642 Article 46 – paragraph 3 (MJM)

3. Where the delegated acts adopted pursuant to

shall not apply to the essential requirements referred to in Article 45 and the corresponding detailed rules established in accordance with Article 47 to ensure compliance with these essential requirements. In such cases, those requirements and rules shall constitute 'Community harmonisation legislation' within the meaning of Regulation (EC) 765/2008 of the European Parliament and Council of 9 July 2008 setting out the requirement for accreditation and market surveillance relating to the marketing of products and repealing Regulation (EEC) N° 339/93, and Decision 768/2008/EC of the European Parliament and Council of 9 July 2008 on a common framework for the marketing of products, and repealing Council Decision 93/465/EEC.

Art 47

- 1. For the design, production, maintenance and operation of unmanned aircraft and their engines, propellers, parts, non-installed equipment and equipment to control the aircraft remotely, the Commission shall be empowered to adopt delegated acts in accordance with Article 117 in order to lay down detailed rules with regard to:
- (a) the conditions and procedures for issuing, maintaining, amending, suspending, or revoking the certificates for the design, production, maintenance and operation of unmanned aircraft referred to in Article 46 (1) and (2), including the conditions for situations

Article 47 so provide, given a high uniform level of safety can be achieved without the application of Chapters IV and V of this Regulation, those Chapters shall not apply to the essential requirements referred to in Article 45 and the corresponding detailed rules established in accordance with Article 47 to ensure compliance with these essential requirements. In such cases, those requirements and rules shall constitute 'Community harmonisation legislation' within the meaning of Regulation (EC) 765/2008 of the European Parliament and Council of 9 July 2008 setting out the requirement for accreditation and market surveillance relating to the marketing of products and repealing Regulation (EEC) N° 339/93. and Decision 768/2008/EC of the European Parliament and Council of 9 July 2008 on a common framework for the marketing of products, and repealing Council Decision 93/465/EEC.

AM 645 Article 47 – paragraph 1 – point a (MJM)

(a) the conditions and procedures for issuing, maintaining, amending, suspending, or revoking the certificates for the design, production, maintenance and operation of unmanned aircraft referred to in Article 46 (1) and (2), including the conditions for situations in which, with a view to achieving the objectives set out in Article 1 and while taking account of the *technical characteristics of the unmanned aircraft type of flight, type*, nature, *area* and risk of the particular *operation* concerned, such certificates shall be required or declarations shall be permitted, as applicable;

AM 655 Article 47 – paragraph 1 – point f – indent 1 (new) (PREUß, ERTUG, ZEMKE, S&D)

- (g) the conditions and procedures for issuing, maintaining, amending, suspending, or

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AM 645 Article 47 – paragraph 1 – point a (MJM), AM 655 Article 47 – paragraph 1 – point f – indent 1 (new) (PREUß, ERTUG, ZEMKE, S&D), AM 646 Article 47 – paragraph 1 – point a a (new) (AIUTO-EFDD)

AM 647 Article 47 – paragraph 1 – point e (MJM), AM 648 Article 47 – paragraph 1 – point e (PREUß, ERTUG, ZEMKE, DE MONTE-S&D), AM 649 Article 47 – paragraph 1 – point e (VAN MILTENBURG, TELICA, RIQUET- ALDE), AM 650 Article 47 – paragraph 1 – point e (BACH - EPP, ANDERSON - S&D), AM 1094 Annex IX – point 2 – paragraph 2 – point 2.1 – point a a (new)(DELLIGREENS, ANDERSON-S&D)

in which, with a view to achieving the objectives set out in Article 1 and while taking account of the nature and risk of the particular activity concerned, such certificates shall be required or declarations shall be permitted, as applicable;

- (b) the conditions and procedures under which an operator of an unmanned aircraft shall rely on the certificates or declarations issued in accordance with Sections I, II, III and VIII;
- (c) the conditions under which the requirements concerning the design, production and maintenance of unmanned aircraft and their engines, propellers, parts, non-installed equipment and equipment to control them remotely, shall not be subject to Chapters IV and V of this Regulation, for the purpose of Article 46(3);
- (d) the privileges and responsibilities of the holders of certificates and operators making declarations;
- (e) the marking and identification of unmanned aircraft;
- (f) the conditions under which operations of unmanned aircraft shall be prohibited, limited or subject to certain conditions in the interest of safety.

revoking the certificates, or for making a declaration, for operation of unmanned aircraft shall take due account of, inter alia, weight or type of the unmanned aircraft, the nature of the operation and the area where the operation takes place;

AM 646 Article 47 – paragraph 1 – point a a (new) (AIUTO-EFDD)

(aa) the conditions and procedures shall contain provisions relating to lightweight unmanned aircraft;

AM 647 Article 47 – paragraph 1 – point e (MJM)

(e) the registration, marking and identification of unmanned aircraft with a weight bigger than 250 grams and of certified unmanned aircraft in accordance with paragraph (a);

AM 648 Article 47 – paragraph 1 – point e(PREUß, ERTUG, ZEMKE, DE MONTE-S&D)

(e) the *mandatory* marking, *registration* and identification of unmanned aircraft:

AM 649 Article 47 – paragraph 1 – point e(VAN MILTENBURG, TELICA, RIQUET- ALDE)

(e) the *mandatory registration*, marking and identification of unmanned aircraft;

AM 650 Article 47 – paragraph 1 – point e(BACH - EPP, ANDERSON - S&D)

(e) the *mandatory* marking, *registration* and identification of unmanned aircraft;

AM 1094 Annex IX – point 2 – paragraph 2 – point 2.1 – point a a (new)(DELLI-GREENS, ANDERSON-S&D)

(aa) All unmanned aircraft and its owner/user must be registered and thus be traceable.

AM 651 Article 47 – paragraph 1 – point e a (new) (MJM)

AM 651 Article 47 – paragraph 1 – point e a (new) (MJM), AM 652 Article 47 – paragraph 1 – point e a (new) (VAN MILTENBURG, TELICA, RIQUET-ALDE)

AM 653 Article 47 – paragraph 1 – point e b (new) (MJM), AM 636 Article 45 – paragraph 1 a (new) (AIUTO-EFDD), AM 1095 Annex IX – point 2 – paragraph 2 – point 2.1 – point b a (new) (DELLI-GREENS)

AM 654 Article 47 – paragraph 1 – point f (MJM)

AM 656 Article 47 – paragraph 1 – point f a (new)(MJM), AM 460 Article 8 a (new) (MUSELIER, PROUST- EPP),

AM 1096 Annex IX – point 2 – paragraph 2 – point 2.1 – point b b (new) (DELLI-GREENS)

AM 1103 Annex IX – point 2 – paragraph 2 – point 2.4 – paragraph 3 – point c a (new) (MJM)

Art. 47 (1)

- 1. For the design, production, maintenance and operation of unmanned aircraft and their engines, propellers, parts, non-installed equipment and equipment to control the aircraft remotely, the Commission shall be empowered to adopt delegated acts in accordance with Article 117 in order to lay down detailed rules with regard to:
- (a) the conditions and procedures for issuing, maintaining, amending, suspending, or revoking the certificates for the design, production, maintenance and operation of unmanned aircraft referred to in

(ea) the conditions and procedures under which the unmanned aircraft personnel including the remote pilots shall be subject to certification or declaration and shall be issued with a license and a medical certificate appropriate to the operation to be performed.

AM 652 Article 47 – paragraph 1 – point e a (new) (VAN MILTENBURG, TELICA, RIQUET- ALDE)

(ea) the conditions and procedures under which the operator of an unmanned aircraft shall demonstrate the required competence through a license or a declaration as applicable;

AM 653 Article 47 – paragraph 1 – point e b (new) (MJM)

(eb) condition under which unmanned aircraft referred to in Article 46 (1) and (2) shall be equipped with the following, but not limited to, safety and security equipment: distance and altitude limitation, position communication, built-in geofencing, collision avoidance, stabilization and automated landing:

AM 1095 Annex IX – point 2 – paragraph 2 – point 2.1 – point b a (new) (DELLI-GREENS)

(ba) Unmanned aircraft that have a weight of at least 250 gram and can fly with a speed of more than 50 km/h and above 150 meters altitude must be certified, ensuring that it corresponds to the requirements of being visual, can signal, communicate, avoid critical zones, other aircraft and persons, return to its base and other specificities that depend on the type of the mission.

AM 636 Article 45 – paragraph 1 a (new) (AIUTO-EFDD)

Examination by the Agency of the individual technological specifications that are most suitable

Article 46 (1) and (2), including the conditions for situations in which, with a view to achieving the objectives set out in Article 1, such certificates shall be required or declarations shall be permitted, as applicable. The conditions and procedures shall take due account the type of the unmanned aircraft, nature and risk of the particular activity concerned and area in which the operation is to be performed;

- (b) the conditions and procedures under which an operator of an unmanned aircraft shall rely on the certificates or declarations issued in accordance with Sections I, II, III and VIII;
- (c) the conditions under which the requirements concerning the design, production and maintenance of unmanned aircraft and their engines, propellers, parts, non-installed equipment and equipment to control them remotely, shall not be subject to Chapters IV and V of this Regulation, for the purpose of Article 46(3);
- (d) the privileges and responsibilities of the holders of certificates and operators making declarations;
- (e) the conditions and procedures for the mandatory registration, marking and identification of unmanned aircraft with a maximum take-off mass above 250 grams, of unmanned aircraft certified in accordance with paragraph (a) and of operators;
- (ea) the conditions and procedures under which a remote pilot of an unmanned aircraft shall

and of the apparatus shall be based on the risks posed by the operations for which these have been designed in this Regulation, in order to help the operator conduct flights safely and in line with safety regulations.

AM 654 Article 47 – paragraph 1 – point f (MJM)

(f) the conditions under which operations of unmanned aircraft shall be prohibited, limited or subject to certain conditions in the interest of safety *or security*.

AM 1096 Annex IX – point 2 – paragraph 2 – point 2.1 – point b b (new) (DELLI-GREENS)

(bb) Unmanned aircraft that can fly over 150 meters must correspond with same requirements than other aircraft; it must inter alia have a certified flight plan, a permanent communication system between its operator and air traffic controllers and correspond to the emergency rules.

AM 656 Article 47 – paragraph 1 – point f a (new)(MJM)

(fa) the conditions and procedures under which an EU registration system or a compatible harmonized national registration system should be established. A registration system shall be an online data base that will assign a unique owner number and unmanned aircraft marking for an unmanned aircraft flown in any Member State.

AM 460 Article 8 a (new) (MUSELIER, PROUST-EPP)

Article 8a

European system for the registration of unmanned aircraft

1. Anyone in the European Union wishing to operate an unmanned aircraft above a certain level of risk defined by EASA shall be subject to

demonstrate the required competence through a license or a declaration as applicable and a medical certificate appropriate to the operation to be performed.

- (eb) condition under which unmanned aircraft referred to in Article 46 (1) and (2) shall be required to be equipped with safety and security enhancing equipment related, in particular, to distance and altitude limitation, position communication, critical zones restriction, collision avoidance, stabilization and automated landing;
- (f) the conditions under which operations of unmanned aircraft shall be prohibited, limited or subject to certain conditions in the interest of safety *or security*.
- (fa) the conditions and procedures under which an European Register of Unmanned Aircraft or a compatible harmonized national registration system should be established with low administrative and financial burden. The register will assign a unique owner number and unmanned aircraft marking for an unmanned aircraft flown in any Member State;

compulsory registration;

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

AM 1103 Annex IX – point 2 – paragraph 2 – point 2.4 – paragraph 3 – point c a (new) (MJM)

(ca) Operators shall hold own a registration for each unmanned aircraft. This registration shall be carried by the operator and shown on request

Art. 51, (3) subpara 4

In all other cases, the national competent authority of the Member State where the natural person applying for the certificate or making the declaration resides, or, in case of legal persons, where the person has its primary establishment, shall be responsible for those tasks, unless the delegated acts adopted pursuant to paragraph 10 provide otherwise.

Am 86 Article 51 – paragraph 3 subparagraph 4 – (MJM)

In all other cases, the national *aviation* authority of the Member State where the natural person applying for the certificate or making the declaration resides, or, in case of legal persons, where the person has its *principal place of business or is established*, shall be responsible for those tasks, unless the delegated acts adopted pursuant to paragraph 10 provide otherwise. AM 666 Article 51 – paragraph 3 – subparagraph 4 (VAN MILTENBURG, TELICA, RIQUET- ALDE) In all other cases, the national competent authority of the Member State where the natural person applying for the certificate or making the declaration resides, or, in case of legal persons, where the person has its

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Am 86 Article 51 – paragraph 3 subparagraph 4 – (MJM), AM 666 Article 51 – paragraph 3 – subparagraph 4 (VAN MILTENBURG, TELICA, RIQUET- ALDE), AM 667 Article 51 – paragraph 3 – subparagraph 4 (FOSTER-ECR)

Art. 51, (3) subpara 4

In all other cases, the national competent authority of the Member State where the natural person applying for the certificate or making the declaration resides, or, in case of legal persons, where the person has its

Article 51 – paragraph 8

8. Any legal or natural person subject to this Regulation may bring to the attention of the Agency any alleged differences in the application of the rules between the Member States. Where such differences seriously hamper the operation of those persons, or otherwise lead to substantial difficulties, the Agency and the national competent authorities of the Member States concerned shall cooperate to eliminate those differences without undue delay. Where those differences cannot be eliminated, the Agency shall present the matter to the Commission.

principle place of business, or is established, shall be responsible for those tasks, unless the delegated acts adopted pursuant to paragraph 10 provide otherwise.

AM 667 Article 51 – paragraph 3 – subparagraph 4 (FOSTER-ECR)

In all other cases, the national competent authority of the Member State where the natural person applying for the certificate or making the declaration resides, or, in case of legal persons, where the person has its *principle place of business*, shall be responsible for those tasks, unless the delegated acts adopted pursuant to paragraph 10 provide otherwise.

Am 91 Article 51 – paragraph 8 – (MJM)

8. Any legal or natural person subject to this Regulation may bring to the attention of the Agency any alleged differences in the application of the rules between the Member States. Where such differences seriously hamper the operation of those persons, or otherwise lead to substantial difficulties, the Agency and the national *aviation* authorities of the Member States concerned shall cooperate to eliminate those differences without undue delay. Where those differences cannot be eliminated, the Agency shall present the matter to the Commission.

AM 673 Article 51 – paragraph 8 (NILSSON-S&D)

8. Any legal or natural person subject to this Regulation may bring to the attention of the Agency any alleged differences in the application of the rules between the Member States. Where such differences affects the civil aviation safety, seriously hamper the operation of those persons, or otherwise lead to substantial difficulties, the Agency and the national competent authorities of the Member States concerned shall cooperate to eliminate those

principal place of business, or is established, shall be responsible for those tasks, unless the delegated acts adopted pursuant to paragraph 10 provide otherwise.

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Am 91 Article 51 – paragraph 8 – (MJM), AM 673 Article 51 – paragraph 8 (NILSSON-S&D), AM 674 Article 51 – paragraph 8 (ANDERSON-S&D), AM 675 Article 51 – paragraph 8 (LIBERADZKI-S&D)

Article 51 – paragraph 8

8. Any legal or natural person subject to this Regulation may bring to the attention of the Agency any alleged differences in the application of the rules between the Member States. Where such differences seriously hamper the operation of those persons, or otherwise lead to substantial difficulties, the Agency and the national *aviation* authorities of the Member States concerned shall cooperate to *address, and where necessary,* to *promptly* eliminate those differences. Where those differences cannot be eliminated, the Agency shall present the matter to the Commission.

differences immediately. Where those differences is not eliminated, the Agency shall have the possibility to temporarily be responsible for the certification, oversight and enforcement of this Regulation, in accordance with Article 53 and 55.

AM 674 Article 51 – paragraph 8 (ANDERSON-S&D)

8. Any legal or natural person subject to this Regulation may bring to the attention of the Agency any alleged differences in the application of the rules between the Member States. Where such differences are not justified on safety grounds and seriously hamper the operation of those persons, or otherwise lead to substantial difficulties, the Agency and the national competent authorities of the Member States concerned shall cooperate to address, and where necessary eliminate those differences without undue delay. Where those differences cannot be eliminated, the Agency shall present the matter to the Commission.

AM 675 Article 51 – paragraph 8 (LIBERADZKI-S&D)

8. Any legal or natural person subject to this Regulation may bring to the attention of the Agency any alleged differences in the application of the rules between the Member States. Where such differences seriously hamper the operation of those persons, or otherwise lead to substantial difficulties, the Agency and the national competent authorities of the Member States concerned shall cooperate to eliminate those differences without undue delay *but within a reasonable time frame.* Where those differences cannot be eliminated, the Agency shall present the matter to the Commission.

Article 53

Transfer of responsibility

1. Member States may transfer to the Agency the responsibility for the certification, oversight and enforcement with respect to any or all organisations, operators, personnel, aircraft, flight simulation training devices or aerodromes for which the Member State concerned is responsible under this Regulation.

Upon such transfer, the Agency shall become the competent authority for the purposes of the transferred responsibility and the Member State concerned shall be relieved of that responsibility. In relation to the exercise of that responsibility by the Agency, the provisions of Chapters IV and V shall apply.

2. Member States may, subject to mutual consent, transfer to another Member State the responsibility for the certification, oversight and enforcement with respect to any or all organisations, operators, personnel, aircraft, flight simulation training devices or aerodromes for which they are responsible under this Regulation.

Upon such transfer, the national competent authority of the Member State to which the responsibility is transferred shall become the competent authority for the purposes of the transferred responsibility and the Member State transferring the responsibility shall be relieved of that responsibility.

In relation to the exercise of that

AM 685 Article 53 – title (FERBER-EPP) (+)

Voluntary transfer of responsibility

AM 686 Article 53 – title (GAHLER, REUL- EPP)

Voluntary transfer of responsibility

AM 104 Article 53 – paragraph 1(MJM) (+)

1. Member States may *voluntarily* transfer to the Agency the responsibility for the certification, oversight and enforcement with respect to any or all organisations, operators, personnel, aircraft, flight simulation training devices or aerodromes for which the Member State concerned is responsible under this Regulation.

AM 689 Article 53 – paragraph 1 – subparagraph 1 (DE AGUIAR-EPP) (+)

Member States may transfer, *only as a temporary safeguard*, to the Agency the responsibility for the certification, oversight and enforcement with respect to any or all organisations, operators, personnel, aircraft, flight simulation training devices or aerodromes for which the Member State concerned is responsible under this Regulation;

AM 693 Article 53 – paragraph 2 – subparagraph 3 (GAHLER, REUL- EPP) (+)

In relation to the exercise of that responsibility, the provisions of Chapters II and IV and Articles 120 and 121 shall apply.

AM 694 Article 53 – paragraph 2 – subparagraph 3 (FERBER-EPP) (+)

In relation to the exercise of that responsibility, the provisions of Chapters II and IV and Articles 120 and 121 shall apply.

AM 107 Article 53 – paragraph 2- subpara 3 (MJM) (+)addition

In relation to the exercise of the transferred

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AM 685 Article 53 – title (FERBER-EPP), AM 686 Article 53 – title (GAHLER, REUL- EPP), AM 104 Article 53 – paragraph 1(MJM), AM 689 Article 53 – paragraph 1 – subparagraph 1 (DE AGUIAR-EPP), AM 693 Article 53 – paragraph 2 – subparagraph 3 (GAHLER, REUL- EPP), AM 694 Article 53 – paragraph 2 – subparagraph 3 (FERBER-EPP) Article 53 – paragraph 2 – subparagraph 3 (GAHLER, REUL- EPP), AM 107 Article 53 – paragraph 2- subpara 3 (MJM), AM 692 Article 53 – paragraph 2 – subparagraph 3 (ANDERSON - S&D, KOULOGLOU-GUE), AM 108 Article 53 paragraph 3 (MJM), AM 695 Article 53 – paragraph (KYLLÖNEN, MALTESE, KONECNA, KOULOGLOU - GUE/NGL), AM 696 Article 53 paragraph 3 (BACH-EPP), AM 697 Article 53 paragraph 3 (PREUß, ERTUG,-S&D), AM 109 Article 53 – paragraph 4 (MJM), AM 700 Article 53 - paragraph 4 - subparagraph 1 (VAN DALEN-ECR), AM 701 Article 53 – paragraph 4 – subparagraph 1 (BACH-EPP), AM 702 Article 53 – paragraph 4 – subparagraph 1 (MAYER, VILIMSKY-ENF), AM 703 Article 53 – paragraph 4 - subparagraph 1 (S&D), AM 704 Article 53 paragraph 4 - subparagraph 1 (GAHLER, REUL-EPP), AM 705 Article 53 – paragraph 4 – subparagraph 1 (FERBER-EPP), AM 110 Article 53 – paragraph 5 – subparagraph 1 (MJM), AM 112 Article 53 – paragraph 6a (new) (MJM)

responsibility, the provisions of Chapters II and IV and Articles 120 and 121, as well as the applicable provisions of the national law of the Member State to which the responsibility is transferred shall apply.

- 3. The Agency or a Member State, as applicable, shall only agree to the transfer of responsibilities referred to in paragraphs 1 or 2 when it is satisfied that it can effectively exercise the transferred responsibility in compliance with this Regulation and the delegated and implementing acts adopted on the basis thereof.
- 4. When a Member State intends to transfer certain responsibilities in accordance with paragraphs 1 or 2, it shall establish jointly with the Agency or with the other Member State, as applicable, a transition plan that ensures an orderly transfer of those responsibilities. The legal and natural persons concerned by the transfer and, in case of a transfer referred to in paragraph 2, the Agency shall be consulted on that transition plan before it is finalised.

The Agency and the Member State or Member States concerned, as applicable, shall ensure that the transfer of the responsibilities is carried out in accordance with the transition plan.

5. The Agency shall make available, through the repository established under Article 63, a list of Member States that have transferred certain responsibilities in accordance with this Article. That list shall

responsibility, the provisions of Chapters II and IV and Articles 120 and 121, as well as the applicable provisions of the national law of the Member State to which the responsibility is transferred shall apply.

AM 692 Article 53 – paragraph 2 – subparagraph 3 (ANDERSON - S&D, KOULOGLOU-GUE) (-)

In relation to the exercise of that responsibility, the provisions of Chapters II and IV and Articles 120 and 121, as well as the applicable provisions of the national law of the Member State to which the responsibility is transferred shall apply.

The national law of the state that the responsibility has transferred from shall continue to apply in respect of any criminal proceedings against any organisation, operator, personnel, aircraft, flight simulation training devices or aerodromes.

AM 108 Article 53 – paragraph 3 (MJM) (+)

3. The Agency or a Member State, as applicable, shall only agree to the transfer of responsibilities referred to in paragraphs 1 or 2 when it is satisfied that it can effectively exercise the transferred *certification*, *oversight and enforcement* responsibility in compliance with this Regulation and the delegated and implementing acts adopted on the basis thereof *and has the necessary resources*.

AM 695 Article 53 – paragraph 3 (KYLLÖNEN, MALTESE, KONECNA, KOULOGLOU - GUE/NGL) falls(+)

3. The Agency or a Member State, as applicable, shall only agree to the transfer of responsibilities referred to in paragraphs 1 or 2 when it is satisfied *and demonstrates* that it can effectively exercise the transferred responsibility in compliance with this Regulation and the delegated and implementing acts adopted on the basis thereof, *and*

Art 53

Voluntary transfer of responsibility

1. Member States may, as a temporary safeguard measure only, transfer to the Agency the responsibility for the certification, oversight and enforcement with respect to any or all organisations, operators, personnel, aircraft, flight simulation training devices or aerodromes for which the Member State concerned is responsible under this Regulation.

Upon such transfer, the Agency shall become the competent authority for the purposes of the transferred responsibility and the Member State concerned shall be relieved of that responsibility. In relation to the exercise of that responsibility by the Agency, the provisions of Chapters IV and V shall apply.

2. Member States may, subject to mutual consent, transfer to another Member State the responsibility for the certification, oversight and enforcement with respect to any or all organisations, operators, personnel, aircraft, flight simulation training devices or aerodromes for which they are responsible under this Regulation.

Upon such transfer, the national competent authority of the Member State to which the responsibility is transferred shall become the competent authority for include details about the responsibilities transferred, allowing for the clear identification of the responsibilities after the transfer and of the affected organisations, operators, personnel, aircraft, flight simulation training devices or aerodromes, as applicable.

The Agency shall take account of the transferred responsibilities when conducting inspections and other monitoring activities in accordance with Article 73.

6. This Article shall be without prejudice to the rights and obligations of the Member States under the Chicago Convention. When a Member State transfers responsibilities in accordance with this Article which are attributed to it by the Chicago Convention, it shall notify the ICAO about the fact that the Agency or another Member State acts as its authorised representative for the fulfilment of its obligations under the Chicago Convention.

has the necessary resources to do so.

AM 696 Article 53 – paragraph 3 (BACH-EPP) falls(+)

3. The Agency or a Member State, as applicable, shall only agree to the transfer of responsibilities referred to in paragraphs 1 or 2 when it is satisfied *and demonstrated* that it can effectively exercise the transferred responsibility in compliance with this Regulation and the delegated and implementing acts adopted on the basis thereof, *and has the necessary resources to do so.*

AM 697 Article 53 – paragraph 3 (PREUß, ERTUG,-S&D) falls(+)

3. The Agency or a Member State, as applicable, shall only agree to the transfer of responsibilities referred to in paragraphs 1 or 2 when it is satisfied *and proves* that it can effectively exercise the transferred responsibility in compliance with this Regulation and the delegated and implementing acts adopted on the basis thereof, *and has sufficient resources to do so.*

AM 109 Article 53 – paragraph 4 (MJM)

4. When a Member State intends to *use the provisions of* paragraphs 1 or 2, it shall establish jointly with the Agency or with the other Member State, as applicable, a transition plan that ensures an orderly transfer of *the* responsibilities *covered by the request, including the related records and documentation*. The legal and natural persons concerned by the transfer and, in case of a transfer referred to in paragraph 2, the Agency shall be consulted on that transition plan before it is finalised. AM 700 Article 53 – paragraph 4 – subparagraph 1 (VAN DALEN-ECR)

4. When a Member State intends to transfer certain

the purposes of the transferred responsibility and the Member State transferring the responsibility shall be relieved of that responsibility.

In relation to the exercise of *the transferred* responsibility, the provisions of Chapters II and IV and Articles 120 and 121 shall apply.

- 3. The Agency or a Member State, as applicable, shall only agree to the transfer of responsibilities referred to in paragraphs 1 or 2 when it is satisfied *and demonstrates* that it can effectively exercise the transferred responsibility in compliance with this Regulation and the delegated and implementing acts adopted on the basis thereof *and has the necessary resources to do so*.
- 4. When a Member State intends to use the provisions of paragraphs 1 or 2, it shall establish jointly with the Agency or with the other Member State, as applicable, a transition plan, including an impact assessment that ensures an orderly transfer of the responsibilities covered by the request, including the related records and documentation. The legal and natural persons concerned by the transfer and, in case of a transfer referred to in paragraph 2, the Agency shall be consulted on that transition plan before it is finalised.

The Agency and the Member State or Member States concerned, as applicable, shall ensure that the transfer of the responsibilities is carried out in accordance with the transition plan.

5. The Agency shall make available, through the repository established under Article 63, a list of Member States that have *made use the provisions of*

responsibilities in accordance with paragraphs 1 or 2, it shall establish jointly with the Agency or with the other Member State, as applicable, a transition plan that ensures an orderly transfer of those responsibilities. The legal and natural persons, including all relevant stakeholders, concerned by the transfer and, in case of a transfer referred to in paragraph 2, the Agency shall be consulted on during the establishment of that transition plan, and again before it is finalised. It shall carry out jointly with the Agency or with the other Member State, as applicable, and in consultation with relevant stakeholders, an impact assessment covering, among others, any social, economic or employment repercussions. The transition plan shall include means to effectively mitigate against any negative impacts identified in the impact assessment.

AM 701 Article 53 – paragraph 4 – subparagraph 1 (BACH-EPP)

4. When a Member State intends to transfer certain responsibilities in accordance with paragraphs 1 or 2, it shall establish jointly with the Agency or with the other Member State, as applicable, a transition plan that ensures an orderly transfer of those responsibilities. The legal and natural persons, including all relevant stakeholders, concerned by the transfer and, in case of a transfer referred to in paragraph 2, the Agency shall be consulted during the establishment of that transition plan, and again before it is finalised. It shall carry out jointly with the Agency or with the other Member State, where applicable, and in consultation with relevant stakeholders, an impact assessment. The transition plan shall include means to effectively mitigate against any negative impacts identified in the

paragraphs 1 or 2. That list shall include details about the responsibilities transferred, allowing for the clear identification of the responsibilities after the transfer and of the affected organisations, operators, personnel, aircraft, flight simulation training devices or aerodromes, as applicable.

The Agency shall take account of the transferred responsibilities when conducting inspections and other monitoring activities in accordance with Article 73

- 6. This Article shall be without prejudice to the rights and obligations of the Member States under the Chicago Convention. When a Member State transfers responsibilities in accordance with this Article which are attributed to it by the Chicago Convention, it shall notify the ICAO about the fact that the Agency or another Member State acts as its authorised representative for the fulfilment of its obligations under the Chicago Convention.
- 6a. A Member State having transferred certification, oversight and enforcement responsibilities to the Agency or to another Member State pursuant to paragraphs 1 and 2 may decide to stop the application of this Article and to request that the responsibilities are transferred back, so that its national aviation authority again becomes responsible for certification, oversight and enforcement.

impact assessment.

AM 702 Article 53 – paragraph 4 – subparagraph 1 (MAYER, VILIMSKY-ENF)

4. When a Member State intends to transfer certain responsibilities in accordance with paragraphs 1 or 2, it shall establish jointly with the Agency or with the other Member State, as applicable, a transition plan that ensures an orderly transfer of those responsibilities. The legal and natural persons concerned by the transfer and, in case of a transfer referred to in paragraph 2, the Agency shall be consulted on that transition plan before it is finalised. Before the transfer, the Member State must, together with the Agency or the other Member State, if appropriate in consultation with the relevant stakeholder groups, perform an impact assessment to ascertain the legal, economic, labourpolicy and social-policy implications.

AM 703 Article 53 – paragraph 4 – subparagraph 1 (S&D)

4. When a Member State intends to transfer certain responsibilities in accordance with paragraphs 1 or 2, it shall establish jointly with the Agency or with the other Member State, as applicable, a transition plan that ensures an orderly transfer of those responsibilities. The legal and natural persons, including relevant stakeholders, concerned by the transfer and, in case of a transfer referred to in paragraph 2, the Agency shall be consulted on that transition plan before it is finalised. It shall carry out jointly with the Agency or with the other Member State, as applicable, and in consultation with relevant stakeholders, an impact assessment covering, among others, any social, economic or employment repercussions.

AM 704 Article 53 – paragraph 4 – subparagraph 1 (GAHLER, REUL-EPP)

When a Member State intends to transfer certain responsibilities in accordance with *paragraph* 1, it shall establish jointly with the other Member State, a transition plan that ensures an orderly transfer of those responsibilities. The legal and natural persons concerned by the transfer shall be consulted on that transition plan before it is finalised.

AM 705 Article 53 – paragraph 4 – subparagraph 1 (FERBER-EPP)

When a Member State intends to transfer certain responsibilities in accordance with *paragraph* 1, it shall establish jointly with the other Member State, a transition plan that ensures an orderly transfer of those responsibilities. The legal and natural persons concerned by the transfer shall be consulted on that transition plan before it is finalised.

AM 110 Article 53 – paragraph 5 – subparagraph 1 (MJM)

5. The Agency shall make available, through the repository established under Article 63, a list of Member States that have *made use the provisions of paragraphs 1 or 2*. That list shall include details about the responsibilities transferred, allowing for the clear identification of the responsibilities after the transfer and of the affected organisations, operators, personnel, aircraft, flight simulation training devices or aerodromes, as applicable.

AM 112 Article 53 – paragraph 6a (new) (MJM)

6a. A Member State having transferred certification, oversight and enforcement responsibilities to the Agency or to another Member State pursuant to paragraphs 1 and 2 may decide to stop the application of this Article and to request

	that the responsibilities are transferred back, so	
	that its national aviation authority again becomes	
	responsible for certification, oversight and enforcement.	
	AM 713 Article 53 – paragraph 6 – indent 1 (new)	COMP 22
Article 53 – paragraph 6a (new)	(PREUß, ERTUG, KYRKOS-S&D) (+)	AM 113 Article 53 – paragraph 6b (new) (MJM),
	- 7. The Agency shall after consultation with	AM 713 Article 53 – paragraph 6 – indent 1 (new)
	the Member States, establish permanent contact	(PREUß, ERTUG, KYRKOS-S&D), AM 714 Article
	points in those Member States where its presence	53 – paragraph 6 a (new)(PAKSAS-EFDD), AM 715
	seems necessary in order to ensure that	Article 53 a (new)(VAN DE CAMP-EPP), AM 715
	responsibilities in the field of aviation safety are	Article 53 a (new)(VAN DE CAMP-EPP)
	met within the scope of this regulation.	
	AM 715 Article 53 a (new)(VAN DE CAMP-EPP) falls(+)	Article 53 – paragraph 6a (new)
	Article 53a	6b. The Agency shall, in accordance with Article
	The Agency shall, in consultation with the Member	81(4), establish local offices in those Member States
	States, establish offices in those Member States	where the Agency deems that its presence is
	where its presence is considered necessary in order	necessary in order to ensure that responsibilities in
	to achieve and fulfil the responsibilities pursuant to	the field of aviation safety are met within the scope
	paragraphs 1 or 2, so it may effectively exercise the	of this regulation or in order to support the exercise
	transferred responsibilities as laid down in this	of the responsibilities transferred to it in accordance
	Regulation.	with paragraph 1.
	AM 714 Article 53 – paragraph 6 a (new)(PAKSAS-	
	EFDD) as addition (+) 6a. The Agency shall, in consultation with the	
	Member State, establish physical presence in those	
	Member States where its presence is deemed	
	necessary in order to support the exercise of the	
	responsibilities transferred to it in accordance with	
	paragraph 1.	
	AM 113 Article 53 – paragraph 6b (new) (MJM)	
	falls (+)	
	6b. The Agency shall, in consultation with the	
	Member State, establish offices in those Member	
	States where its presence is deemed necessary in	

Article 54 – paragraph 2 – subparagraph 1

2. Where the Agency considers that it can effectively exercise the responsibilities certification. oversight for the enforcement, as requested, in compliance with this Regulation and the delegated acts adopted on the basis thereof, it shall establish, jointly with the Member State or Member States concerned, as applicable, a transition plan that ensures an orderly transfer of those responsibilities. The organisations requested the transfer shall be consulted on this transition plan before it is finalised.

order to support the exercise of the responsibilities transferred to it in accordance with paragraph 1.

AM 728 Article 54 – paragraph 2 – subparagraph 1 (MJM)

Where the Agency considers that it can effectively exercise the *relevant* certification, oversight and enforcement tasks, as requested, in compliance with this Regulation and the delegated acts adopted on the basis thereof, it shall establish, jointly with the Member State or Member States concerned, as applicable, a transition plan that ensures an orderly transfer of the certification, oversight and enforcement tasks covered by the request, including the related records and documentation. The organisations that requested the transfer shall be consulted on this transition plan before it is finalised. The plan shall include a clear identification of responsibilities at authority level that are subject to the transfer, as well as the State level responsibilities that remain with the transferring Member State, and include practical arrangements for ensuring seamless continuation of activities, including details on how international and EU level obligations are to be exercised.

AM 730 Article 54 – paragraph 2 – subparagraph 1 (FOSTER-ECR)

Where the Agency shall determine, in consultation with the Member States concerned, whether it can effectively exercise the responsibilities for the certification, oversight and enforcement, as requested, and if it is best placed to exercise such responsibilities in compliance with this Regulation and the delegated acts adopted on the basis thereof. If the Agency determines that it should take on this responsibility, it shall establish, jointly with the

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AM 728 Article 54 – paragraph 2 – subparagraph 1 (MJM), M 730 Article 54 – paragraph 2 – subparagraph 1 (FOSTER-ECR), AM 731 Article 54 – paragraph 2 – subparagraph 1 (ANDERSON, SEHNALOVA - S&D, KOULOGLOU-GUE), AM 732 Article 54 – paragraph 2 – subparagraph 1 (GUE/NGL), AM 733 Article 54 – paragraph 2 – subparagraph 1 (MAYER, VILIMSKY-ENF)

Where the Agency considers that it can effectively exercise the *relevant* certification, oversight and enforcement *tasks*, as requested, in compliance with this Regulation and the delegated acts adopted on the basis thereof, *and demonstrates that it has the necessary resources to do so*, it shall establish, jointly with the Member State or Member States concerned, as applicable, a transition plan that ensures an orderly transfer of *the certification*, *oversight and enforcement tasks covered by the request, including the related records and documentation*. The organisations that requested the transfer shall be consulted on this transition plan before it is finalised.

The plan shall clearly identify responsibilities at authority level that are subject to the transfer, as well as the State level responsibilities that remain with the transferring Member State, and include practical arrangements for ensuring seamless continuation of activities, including details on how international and Union level obligations are to be exercised after the transfer.

Member State or Member States concerned, as applicable, a transition plan that ensures an orderly transfer of those responsibilities. The organisations that requested the transfer shall be consulted on this transition plan before it is finalised.

AM 731 Article 54 – paragraph 2 – subparagraph 1 (ANDERSON, SEHNALOVA - S&D, KOULOGLOU-GUE)

The Agency shall determine, in consultation with the Member States concerned, whether it can effectively exercise the responsibilities for the certification, oversight and enforcement, as requested, and if it is best placed to exercise such responsibilities in compliance with this Regulation and the delegated acts adopted on the basis thereof. If the Agency determines that it should take on this responsibility it shall establish, jointly with the Member State or Member States concerned, as applicable, a transition plan that ensures an orderly transfer of those responsibilities. The organisations that requested the transfer shall be consulted on this transition plan before it is finalised.

AM 732 Article 54 – paragraph 2 – subparagraph 1 (GUE/NGL)

Where the Agency considers and demonstrates that it can effectively exercise the responsibilities for the certification, oversight and enforcement, as requested, in compliance with this Regulation and the delegated acts adopted on the basis thereof, and demonstrates that it has the necessary resources to do so, it shall establish, jointly with the Member State or Member States concerned, as applicable, a transition plan that ensures an orderly transfer of those responsibilities. The organisations that requested the transfer, including the stakeholders

Article 55

Emergency oversight mechanism

- 1. The Agency shall recommend to a Member State the transfer of responsibilities in accordance with Article 53, where all of the following conditions have been met:
- (a) the results of inspections and other monitoring activities conducted by the Agency in accordance with Article 73 indicate a serious and persisting inability of a Member State to effectively perform certain or all of its certification, oversight and enforcement tasks under this Regulation,
- (b) the Commission has requested the Member State concerned to remedy the deficiencies identified in accordance with

concerned, shall be consulted on this transition plan before it is finalised.

AM 733 Article 54 – paragraph 2 – subparagraph 1 (MAYER, VILIMSKY-ENF)

Where the Agency considers that it can effectively exercise the responsibilities for the certification, oversight and enforcement, as requested, in compliance with this Regulation and the delegated acts adopted on the basis thereof, using the resources available, it shall establish, jointly with the Member State or Member States concerned, as applicable, a transition plan that ensures an orderly transfer of those responsibilities. The organisations that requested the transfer shall be consulted on this transition plan before it is finalised, as shall groups of relevant stakeholders.

AM 739 Article 55 – title (PIEPER, REUL- EPP)

Compulsory emergency assistance mechanism
AM 741 Article 55 – paragraph 1 – introductory part
(PIEPER, REUL- EPP)

1. The Agency shall recommend to a Member State the *establishment* of *a compulsory emergency assistance mechanism* in accordance with Article 53, where all of the following conditions have been met:

AM 124 Article 55 – paragraph 2 (MJM)

2. Where the Member State concerned did not either give effect to the Agency's recommendation or remedy the deficiencies within 3 months from the date of that recommendation, the Commission may, when it considers that the resulting situation endangers civil aviation safety, adopt implementing acts temporarily designating the Agency as the competent authority responsible for the certification, oversight and enforcement tasks concerned. Those

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AM 739 Article 55 – title (PIEPER, REUL- EPP), AM 741 Article 55 – paragraph 1 – introductory part (PIEPER, REUL- EPP), AM 124 Article 55 – paragraph 2 (MJM), AM 742 Article 55 – paragraph 2 (NILSSON-S&D), AM 125 Article 55 – paragraph 2a (new) (MJM), AM 746 Article 55 – paragraph 3 (PIEPER, REUL- EPP), AM 747 Article 55 – paragraph 4 – subparagraph 1 (PIEPER, REUL- EPP), AM 128 Article 55 – paragraph 5 (MJM), AM 129 Article 55 – paragraph 5a (new) (MJM)

Article 55

Emergency assistance mechanism

1. The Agency shall recommend to a Member State the *establishment* of *a emergency assistance mechanism* in accordance with Article 53, where all

point (a),

- (c) the Member State has not remedied the deficiencies in a satisfactory manner and the resulting situation endangers civil aviation safety.
- Where the Member State concerned did not either give effect to the Agency's recommendation or remedy the deficiencies within 3 months from the date of that recommendation, the Commission may decide, when it considers that the conditions of paragraph 1 are met, that the responsibility certification, oversight the enforcement tasks concerned shall be temporarily transferred to the Agency. That decision shall be taken by means of implementing acts which shall be adopted in accordance with the advisory procedure referred to in Article 116(2). On duly justified imperative grounds of urgency relating to aviation safety, the Commission shall adopt immediately applicable implementing acts in accordance with the procedure referred to in Article 116(4).
- From the date at which the implementing decision referred to paragraph 2 takes effect, the Agency shall assess on a regular basis whether the condition of paragraph 1(c) continues to be met. Where it considers that that condition is shall issue longer met, it recommendation to the Commission of the temporary terminate transfer

implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 116(2).

On duly justified imperative grounds of urgency relating to aviation safety, the Commission shall adopt immediately applicable implementing acts in accordance with the procedure referred to in Article 116(4).

AM 742 Article 55 – paragraph 2 (NILSSON-S&D)

2. Where the Member State concerned did not either give effect to the Agency's recommendation or remedy the deficiencies within 3 months from the date of that recommendation, the responsibility for the certification, oversight and enforcement tasks concerned shall be temporarily transferred to the Agency. That decision shall be taken by means of implementing acts which shall be adopted in accordance with the advisory procedure referred to in Article 116(2). On duly justified imperative grounds of urgency relating to aviation safety, the Commission shall adopt immediately applicable implementing acts in accordance with the procedure referred to in Article 116(4).

AM 125 Article 55 – paragraph 2a (new) (MJM)

2a. The Commission shall adopt the implementing acts referred to in paragraph 2 only after all of the possibilities set out in Article 73 for addressing the identified deficiencies have been exhausted, and where other means of addressing those deficiencies, including the measures provided for under Article 56 and Regulation (EC) No 2111/2005, would be disproportionate or inadequate. AM 126 Article 55 – paragraph 3 (MJM)

3. From the date at which the implementing *acts*

of the following conditions have been met:

- (a) the results of inspections and other monitoring activities conducted by the Agency in accordance with Article 73 indicate a serious and persisting inability of a Member State to effectively perform certain or all of its certification, oversight and enforcement tasks under this Regulation,
- (b) the Commission has requested the Member State concerned to remedy the deficiencies identified in accordance with point (a),
- 2. Where the Member State concerned did not either give effect to the Agency's recommendation or remedy the deficiencies within 3 months from the date of that recommendation, the Commission shall when it considers that the resulting situation endangers civil aviation safety, adopt implementing acts temporarily designating the Agency as the competent authority responsible for the certification, oversight and enforcement tasks concerned. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 116(2).

On duly justified imperative grounds of urgency relating to aviation safety, the Commission shall adopt immediately applicable implementing acts in accordance with the procedure referred to in Article 116(4).

2a. The Commission shall adopt the implementing acts referred to in paragraph 2 only after all of the possibilities set out in Article 73 for addressing the identified deficiencies have been exhausted, and where other means of addressing those deficiencies, including the measures provided for under Article 56 and Regulation (EC) No

responsibilities.

4. When the Commission considers, taking into account that recommendation, that the condition of paragraph 1(c) is no longer met, the Commission shall decide that the temporary transfer of responsibilities to the Agency shall be terminated.

That decision shall be taken by means of implementing acts which shall be adopted in accordance with the advisory procedure referred to in Article 116(2). On duly justified imperative grounds of urgency relating to aviation safety, the Commission shall adopt immediately applicable implementing acts in accordance with the procedure referred to in Article 116(4).

- 5. Upon the transfer of responsibility pursuant to paragraph 2, the Agency shall become the competent authority for the purposes of the transferred responsibility and the Member State concerned shall be relieved of that responsibility. In relation to the exercise of that responsibility by the Agency, the provisions of Chapters IV and V shall apply.
- 6. The provisions of Article 53(5) and (6) shall apply accordingly to any transfer of responsibility pursuant to this Article. The Agency shall also include in the repository established under Article 63 the Commission implementing decisions referred to in paragraphs 2 and 4.

referred to in paragraph 2 *take* effect, the Agency shall assess on a regular basis, *defined in consultation with the Member State concerned*, whether the condition of paragraph 1 continues to be met. Where it considers that that condition is no longer met, it shall issue a recommendation to the Commission to terminate *its* temporary *designation as the competent authority*. AM 746 Article 55 – paragraph 3 (PIEPER, REUL- EPP)

- 3. From the date at which the implementing decision referred to in paragraph 2 takes effect, the Agency shall assess on a regular basis whether the condition of paragraph 1(c) continues to be met. Where it considers that that condition is no longer met, it shall issue a recommendation to the Commission to terminate the *compulsory support for* responsibilities. AM 747 Article 55 paragraph 4 subparagraph 1 (PIEPER, REUL- EPP)
- 4. When the Commission considers, taking into account that recommendation, that the condition of paragraph 1(c) is no longer met, the Commission shall decide that the *compulsory support for* responsibilities shall be terminated.

AM 128 Article 55 – paragraph 5 (MJM)

5. Upon the *designation referred to in* paragraph 2, the Agency shall become the competent authority for the purposes of the *certification*, *oversight and enforcement tasks concerned* and the *national aviation authority of the* Member State shall be relieved of that responsibility. In relation to the exercise of *by the Agency of the* responsibility *transferred to it as a result of that designation*, the provisions of Chapters IV and V shall apply.

AM 129 Article 55 – paragraph 5a (new) (MJM)

5a. While temporarily acting as a competent

2111/2005, would be disproportionate or inadequate.

- 3. From the date at which the implementing *acts* referred to in paragraph 2 *take* effect, the Agency shall assess on a regular basis, *defined in consultation with the Member State concerned*, whether the condition of paragraph 1 continues to be met. Where it considers that that condition is no longer met, it shall issue a recommendation to the Commission to terminate the temporary *support for* responsibilities.
- 4. When the Commission considers, taking into account that recommendation, that the condition of paragraph 1(c) is no longer met, the Commission shall decide that the *compulsory support for* responsibilities shall be terminated.

That decision shall be taken by means of implementing acts which shall be adopted in accordance with the advisory procedure referred to in Article 116(2). On duly justified imperative grounds of urgency relating to aviation safety, the Commission shall adopt immediately applicable implementing acts in accordance with the procedure referred to in Article 116(4).

- 5. Upon the *designation referred to in* paragraph 2, the Agency shall become the competent authority for the purposes of the *certification*, *oversight and enforcement tasks concerned* and the *national aviation authority of the* Member State shall be relieved of that responsibility. In relation to the exercise of *by the Agency of the* responsibility *transferred to it as a result of that designation*, the provisions of Chapters IV and V shall apply.
- 5a. While temporarily acting as a competent authority under this Article, the Agency shall

authority under this Article, the Agency shall provide the necessary technical assistance to the Member State concerned, in order to support that Member State in resolving the identified deficiencies as promptly as possible. When conducting the investigations pursuant to Article 71, the Agency shall, to the largest extent possible, make use of the experts and other personnel available in the Member State concerned.

provide the necessary technical assistance to the Member State concerned, in order to support that Member State in resolving the identified deficiencies as promptly as possible. When conducting the investigations pursuant to Article 71, the Agency shall, to the largest extent possible, make use of the experts and other personnel available in the Member State concerned.

6. The provisions of Article 53(5) and (6) shall apply accordingly to any transfer of responsibility pursuant to this Article. The Agency shall also include in the repository established under Article 63 the Commission implementing decisions referred to in paragraphs 2 and 4.

Article 60 – paragraph 1 – point b

(b) an acceptable level of safety and environmental protection and compliance with the applicable essential requirements is ensured, where necessary through the application of mitigation measures; AM 761 Article 60 – paragraph 1 – point b (PREUß, GRASWANDER-HAINZ -S&D)

(b) *a high uniform* level of safety and environmental protection and compliance with the applicable essential requirements is ensured, where necessary through the application of mitigation measures:

AM 762 Article 60 – paragraph 1 – point b (SENDER-S&D)

(b) an level of safety and environmental protection and compliance with the applicable essential requirements is ensured, where necessary through the application of mitigation measures;

AM 146 Article 60 – paragraph 2 – subparagraph 1 (MJM)

Where the duration of the exemptions referred to in paragraph 1 exceeds *three* consecutive months or where a Member State has granted the same exemptions repetitively and their total duration exceeds *three* months, the Agency shall assess whether the conditions of paragraph 1 have been met

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AM 761 Article 60 – paragraph 1 – point b (PREUß, GRASWANDER-HAINZ -S&D), AM 762 Article 60 – paragraph 1 – point b (SENDER-S&D)

(b) *a high uniform* level of safety and environmental protection and compliance with the applicable essential requirements is ensured, where necessary through the application of mitigation measures:

Article 60 – paragraph 2 – subparagraph 1

2. Where the duration of the exemptions referred to in paragraph 1 exceeds eight consecutive months or where a Member State has granted the same exemptions repetitively and their total duration exceeds eight months, the Agency shall assess whether the

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AM 146 Article 60 – paragraph 2 – subparagraph 1 (MJM), AM 763 Article 60 – paragraph 2 – subparagraph 1 (VAN DALEN-ECR), AM 764 Article 60 – paragraph 2 – subparagraph 1 (GUE/NGL), AM 765 Article 60 – paragraph 2 – subparagraph 1 (PREUß-S&D), AM 766 Article 60 – paragraph 2 – subparagraph 1 (BACH-EPP)

conditions of paragraph 1 have been met and issue, within three months from the date of the reception of the notification referred to in paragraph 1, a recommendation to the Commission as regards the outcome of that assessment. The Agency shall include that recommendation in the repository established under Article 63.

and issue, within *one month* from the date of the reception of the *last* notification referred to in paragraph 1, a recommendation to the Commission as regards the outcome of that assessment. The Agency shall include that recommendation in the repository established under Article 63.

AM 763 Article 60 – paragraph 2 – subparagraph 1 (VAN DALEN-ECR)

Where the duration of the exemptions referred to in paragraph 1 exceeds *two* consecutive months or where a Member State has granted the same exemptions repetitively and their total duration exceeds *two* months, the Agency shall assess whether the conditions of paragraph 1 have been met and issue, within three months from the date of the reception of the notification referred to in paragraph 1, a recommendation to the Commission as regards the outcome of that assessment. The Agency shall include that recommendation in the repository established under Article 63.

AM 764 Article 60 – paragraph 2 – subparagraph 1 (GUE/NGL)

Where the duration of the exemptions referred to in paragraph 1 exceeds *two* consecutive months or where a Member State has granted the same exemptions repetitively and their total duration exceeds *two* months, the Agency shall assess whether the conditions of paragraph 1 have been met and issue, within three months from the date of the reception of the notification referred to in paragraph 1, a recommendation to the Commission as regards the outcome of that assessment. The Agency shall include that recommendation in the repository

Where the duration of the exemptions referred to in paragraph 1 exceeds *two* consecutive months or where a Member State has granted the same exemptions repetitively and their total duration exceeds *two* months, the Agency shall assess whether the conditions of paragraph 1 have been met and issue, within *one month* from the date of the reception of the *last* notification referred to in paragraph 1, a recommendation to the Commission as regards the outcome of that assessment. The Agency shall include that recommendation in the repository established under Article 63.

established under Article 63.

AM 765 Article 60 – paragraph 2 – subparagraph 1 (PREUß-S&D)

Where the duration of the exemptions referred to in paragraph 1 exceeds *two* consecutive months or where a Member State has granted the same exemptions repetitively and their total duration exceeds *two* months, the Agency shall assess whether the conditions of paragraph 1 have been met and issue, within three months from the date of the reception of the notification referred to in paragraph 1, a recommendation to the Commission as regards the outcome of that assessment. The Agency shall include that recommendation in the repository established under Article 63.

AM 766 Article 60 – paragraph 2 – subparagraph 1 (BACH-EPP)

Where the duration of the exemptions referred to in paragraph 1 exceeds *two* consecutive months or where a Member State has granted the same exemptions repetitively and their total duration exceeds *two* months, the Agency shall assess whether the conditions of paragraph 1 have been met and issue, within three months from the date of the reception of the notification referred to in paragraph 1, a recommendation to the Commission as regards the outcome of that assessment. The Agency shall include that recommendation in the repository established under Article 63.

Article 60 – paragraph 3 – subparagraph 1

3. Where a Member State considers that the compliance with the applicable essential

AM 148 Article 60 – paragraph 3 – subparagraph 1 (MJM)

Where a Member State considers that the compliance with the applicable essential requirements set out in

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AM 148 Article 60 – paragraph 3 – subparagraph 1 (MJM), AM 767 Article 60 – paragraph 3 – subparagraph 1 (SENDER-S&D)

requirements set out in the Annexes can be demonstrated by other means than those laid down in the delegated and implementing acts adopted on the basis of this Regulation, and that those means present significant advantages in terms of civil aviation safety or of efficiency for the persons subject to this Regulation or for the authorities concerned, it may submit to the Commission and the Agency, through the repository established under Article 63, a reasoned request for amendment of the delegated or implementing act concerned so as to allow for the use of those other means.

the Annexes can be demonstrated by other means than those laid down in the delegated and implementing acts adopted on the basis of this Regulation, and that those means present significant advantages in terms of civil aviation safety, it may submit to the Commission and the Agency, through the repository established under Article 63, a reasoned request for amendment of the delegated or implementing *acts* concerned so as to allow for the use of those other means.

AM 767 Article 60 – paragraph 3 – subparagraph 1 (SENDER-S&D)

Where a Member State considers that the compliance with the applicable essential requirements set out in the Annexes can be demonstrated by other means than those laid down in the delegated and implementing acts adopted on the basis of this Regulation, and that those means present significant advantages in terms of civil aviation safety, it may submit to the Commission and the Agency, through the repository established under Article 63, a reasoned request for amendment of the delegated or implementing act concerned so as to allow for the use of those other means, including the reasons demonstrating the need for those other means, as well as the conditions laid down to ensure that an equivalent level of safety protection is achieved.

Where a Member State considers that the compliance with the applicable essential requirements set out in the Annexes can be demonstrated by other means than those laid down in the delegated and implementing acts adopted on the basis of this Regulation, and that those means present significant advantages in terms of civil aviation safety, it may submit to the Commission and the Agency, through the repository established under Article 63, a reasoned request for amendment of the delegated or implementing acts concerned so as to allow for the use of those other means, including the reasons demonstrating the need for those other means, as well as the conditions laid down to ensure that an equivalent level of safety protection is achieved.

Article 61 – paragraph 2

2. The Agency shall coordinate at Union level the gathering, exchange and analysis of information on matters falling within the scope of this Regulation. For that purpose, the Agency may enter into administrative arrangements with legal and natural persons

AM 772 Article 61 – paragraph 2 (MJM)

2. The Agency shall coordinate at Union level the gathering, exchange and analysis of information on matters falling within the scope of this Regulation including secured flight data and cockpit voice recordings downloaded to a ground database in real time. For that purpose, the Agency may enter into administrative arrangements with legal and natural

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AM 772 Article 61 – paragraph 2 (MJM), AM 773 Article 61 – paragraph 2 (SCHMIDT-EPP), AM 774 Article 61 – paragraph 2 (DELI-EPP), AM 775 Article 61 – paragraph 2 (GUE/NGL), AM 776 Article 61 – paragraph 2 (VAN MILTENBURG, TELICA, RIQUET- ALDE) subject to this Regulation, or associations of such persons, on information gathering, exchange and analysis.

persons subject to this Regulation, or associations of such persons, on information gathering, exchange and analysis. This may include the establishment of a European partnership, based on the principle of voluntary participation, with the objective to improve aviation safety and environment. The arrangements should provide, as far as possible, existing channels, avoiding additional burden.

AM 773 Article 61 – paragraph 2 (SCHMIDT-EPP)

2. The Agency shall coordinate at Union level the gathering, exchange and analysis of information on matters falling within the scope of this Regulation. For that purpose, the Agency may enter into administrative arrangements with legal and natural persons subject to this Regulation, or associations of such persons, on information gathering, exchange and analysis.

The Commission, the Agency and Member States shall cooperate to ensure that the necessary information is gathered, if possible through existing channels, without any additional notification requirements being introduced.

AM 774 Article 61 – paragraph 2 (DELI-EPP)

2. The Agency shall coordinate at Union level the gathering, exchange and analysis of information on matters falling within the scope of this Regulation, without imposing an additional administrative burden, and taking into account the need for data protection. For that purpose, the Agency may enter into administrative arrangements with legal and natural persons subject to this Regulation, or associations of such persons, on information gathering, exchange and analysis.

AM 775 Article 61 – paragraph 2 (GUE/NGL)

2. The Agency shall coordinate at Union level

The Agency shall coordinate at Union level the gathering, exchange and analysis of information on matters falling within the scope of this Regulation including, in the situation of an aircraft in distress, secured flight data and cockpit voice recordings downloaded to a ground database for accident investigation and prevention. For that purpose, the Agency may enter into administrative arrangements with legal and natural persons subject to this Regulation, or associations of such persons, on information gathering, exchange and analysis. The arrangements should provide, as far as possible, existing channels, without any additional notification requirements being introduced, avoiding additional administrative burden and taking into account the need for data protection.

the gathering, exchange and analysis of information on matters falling within the scope of this Regulation. For that purpose, the Agency may enter into administrative arrangements with legal and natural persons subject to this Regulation, or associations of such persons, on information gathering, exchange and analysis. The arrangements should provide, as far as possible, existing channels, avoiding additional burden.

(Identical to rapporteur's amendment 152.)

AM 776 Article 61 – paragraph 2 (VAN MILTENBURG, TELICA, RIQUET- ALDE)

2. The Agency shall coordinate at Union level the gathering, exchange and analysis of information on matters falling within the scope of this Regulation. For that purpose, the Agency may enter into administrative arrangements with legal and natural persons subject to this Regulation, or associations of such persons, on information gathering, exchange and analysis, through, as far as possible, existing channels, avoiding additional administrative burden.

Article 65 – paragraph 4- subparagraph 2

The Agency may grant exemptions to any legal or natural person to whom it has issued a certificate in the situations and subject to the conditions set out in Article 60(1). In such a case, the Agency shall immediately notify the Commission and the Member States, through the repository established under Article 63, of the exemptions granted, the reasons for granting them and, where applicable, the necessary mitigation measures applied. Where the duration of an exemption exceeds

AM 170 Article 65 – paragraph 4- subparagraph 2 (MJM)

The Agency may grant exemptions to any legal or natural person to whom it has issued a certificate in the situations and subject to the conditions set out in Article 60(1). In such a case, the Agency shall immediately notify the Commission and the Member States, through the repository established under Article 63, of the exemptions granted, the reasons for granting them and, where applicable, the necessary mitigation measures applied. Where the duration of an exemption exceeds *three* consecutive months or where the Agency has granted the same exemption

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AM 170 Article 65 – paragraph 4- subparagraph 2 (MJM), AM 797 Article 65 – paragraph 4 – subparagraph 2 (PREUß-S&D), AM 798 Article 65 – paragraph 4 – subparagraph 2 (AIUTO-EFDD), AM 799 Article 65 – paragraph 4 – subparagraph 2 (GUE/NGL), AM 800 Article 65 – paragraph 4 – subparagraph 2 (BACH-EPP)

The Agency may grant exemptions to any legal or natural person to whom it has issued a certificate in the situations and subject to the conditions set out in eight consecutive months or where the Agency has granted the same exemption repetitively and their total duration exceeds eight months, the Commission shall assess whether those conditions have been met, and where it considers that this is not the case, it shall adopt an implementing decision to that effect, which shall be published in the Official Journal of the European Union and entered into the repository established under Article 63. The Agency shall immediately revoke the exemption upon the notification of that implementing decision.

repetitively and their total duration exceeds *three* months, the Commission shall assess whether those conditions have been met, and where it considers that this is not the case, it shall adopt implementing *acts containing its finding* to that effect, which shall be published in the *Official Journal of the European Union* and entered into the repository established under Article 63. The Agency shall immediately revoke the exemption upon the notification of *those* implementing *acts*.

AM 797 Article 65 – paragraph 4 – subparagraph 2 (PREUß-S&D)

The Agency may grant exemptions to any legal or natural person to whom it has issued a certificate in the situations and subject to the conditions set out in Article 60(1). When these exemptions go beyond the specific competencies of the Agency defined in Art. 66 paragraphs 1 and 2(a), the Agency shall immediately notify the Commission and the Member States, through the repository established under Article 63, of the exemptions granted, the reasons for granting them and, where applicable, the necessary mitigation measures applied. When these exemptions go beyond the specific competencies of the Agency defined in Art. 66 paragraphs 1 and **2(a)** and where the duration of an exemption exceeds two consecutive months or where the Agency has granted the same exemption repetitively and their total duration exceeds two months, the Commission shall assess whether those conditions have been met. and where it considers that this is not the case, it shall adopt an implementing decision to that effect, which shall be published in the Official Journal of the European Union and entered into the repository established under Article 63. The Agency shall

Article 60(1). When these exemptions go beyond the specific competencies of the Agency defined in Art. 66 paragraphs 1 and 2(a) the Agency shall immediately notify the Commission and the Member States, through the repository established under Article 63, of the exemptions granted, the reasons for granting them and, where applicable, the necessary mitigation measures applied. When these exemptions go beyond the specific competencies of the Agency defined in Art. 66 paragraphs 1 and 2(a) and where the duration of an exemption exceeds two consecutive months or where the Agency has granted the same exemption repetitively and their total duration exceeds two months, the Commission shall assess whether those conditions have been met, and where it considers that this is not the case, it shall adopt implementing acts containing its finding to that effect, which shall be published in the Official Journal of the European Union and entered into the repository established under Article 63. The Agency shall immediately revoke the exemption upon the notification of *those* implementing *acts*.

immediately revoke the exemption upon the notification of that implementing decision.

AM 798 Article 65 – paragraph 4 – subparagraph 2 (AIUTO-EFDD)

The Agency may grant exemptions to any legal or natural person to whom it has issued a certificate in the situations and subject to the conditions set out in Article 60(1). In such a case, the Agency shall immediately notify the Commission and the Member States, through the repository established under Article 63, of the exemptions granted, the reasons for granting them and, where applicable, the necessary mitigation measures applied. Where the duration of an exemption exceeds eight consecutive months or where the Agency has granted the same exemption repetitively and their total duration exceeds two months, the Commission shall assess whether those conditions have been met, and where it considers that this is not the case, it shall adopt an implementing decision to that effect, which shall be published in the Official Journal of the European Union and entered into the repository established under Article 63. The Agency shall immediately revoke the exemption upon the notification of that implementing decision.

AM 799 Article 65 – paragraph 4 – subparagraph 2 (GUE/NGL)

The Agency may grant exemptions to any legal or natural person to whom it has issued a certificate in the situations and subject to the conditions set out in Article 60(1). In such a case, the Agency shall immediately notify the Commission and the Member States, through the repository established under Article 63, of the exemptions granted, the reasons for granting them and, where applicable, the necessary

mitigation measures applied. Where the duration of an exemption exceeds *two* consecutive months or where the Agency has granted the same exemption repetitively and their total duration exceeds *two* months, the Commission shall assess whether those conditions have been met, and where it considers that this is not the case, it shall adopt an implementing decision to that effect, which shall be published in the Official Journal of the European Union and entered into the repository established under Article 63. The Agency shall immediately revoke the exemption upon the notification of that implementing decision.

AM 800 Article 65 – paragraph 4 – subparagraph 2 (BACH-EPP)

The Agency may grant exemptions to any legal or natural person to whom it has issued a certificate in the situations and subject to the conditions set out in Article 60(1). In such a case, the Agency shall immediately notify the Commission and the Member States, through the repository established under Article 63, of the exemptions granted, the reasons for granting them and, where applicable, the necessary mitigation measures applied. Where the duration of an exemption exceeds two consecutive months or where the Agency has granted the same exemption repetitively and their total duration exceeds two months, the Commission shall assess whether those conditions have been met, and where it considers that this is not the case, it shall adopt an implementing decision to that effect, which shall be published in the Official Journal of the European Union and entered into the repository established under Article 63. The Agency shall immediately revoke the exemption upon the notification of that

	implementing decision.	
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Article 72 – paragraph 3 3. The Commission shall only impose fines and periodic penalty payments pursuant to paragraph 1 when other measures provided for in this Regulation and in delegated acts adopted on the basis thereof to address such infringements are inadequate or disproportionate.	AM 189 Article 72 – paragraph 3(MJM) 3. The Commission shall only impose fines and periodic penalty payments pursuant to paragraph 1 <i>in cases</i> when other measures provided for in this Regulation and in delegated acts adopted on the basis thereof to address such infringements <i>have proved to be insufficient</i> or disproportionate. AM 831 Article 72 – paragraph 3 (PREUB - S&D) 3. The Commission shall only impose fines and periodic penalty payments pursuant to paragraph 1 <i>in cases where safety or protection of the environment has been compromised and</i> when other measures provided for in this Regulation and in delegated acts adopted on the basis thereof to address such infringements are inadequate <i>insufficient</i> or disproportionate.	Article 72 – paragraph 3 (PREUß - S&D) 3. The Commission shall only impose fines and periodic penalty payments pursuant to paragraph 1 in cases where the infringements referred to in paragraph 1 affect maintenance of safety or protection of the environment and when other measures provided for in this Regulation and in delegated acts adopted on the basis thereof to address such infringements have proved to be insufficient or
Article 74– paragraph 1 1. The Agency shall assist the Member States and the Commission in identifying key research themes in the field of civil aviation to contribute to ensuring consistency and coordination between publicly funded research and development and policies falling within the scope of this Regulation.	AM 191 Article 74– paragraph 1 (MJM) 1. The Agency shall assist the Member States and the Commission in identifying key research themes in the field of civil aviation, and in particular aviation safety, to contribute to ensuring consistency and coordination between publicly funded research and development and policies falling within the scope of this Regulation. AM 840 Article 74 – paragraph 1(GUE/NGL) 1. The Agency shall assist the Commission to	Article 74 – paragraph 1(GUE/NGL), AM 841 Article 74 – paragraph 1(DELI-EPP), AM 842 Article 74 – paragraph 1(DELLI-GREENS) 1. The Agency shall assist the Commission to recognize the priority research themes in order to contribute to the continuous progress of aviation.

Commission to mes in order to ress of aviation safety and security and to facilitate the free recognize the priority research themes in order to movement of goods and persons and improving the contribute to the continuous progress of aviation competitiveness of the Union's aviation industry. In addition, the Agency shall assist the Member States safety and security and to facilitate the free movement of goods and persons and improving the and the Commission in identifying key research competitiveness of the Union's aviation industry. In themes in the field of civil aviation, inter alia on addition, the Agency shall assist the Member States safety, security, climate and environment and the Commission in identifying key research themes in the field of civil aviation to contribute to ensuring consistency and coordination between publicly funded research and development and policies falling within the scope of this Regulation.

AM 841 Article 74 – paragraph 1(DELI-EPP)

1. The Agency shall assist the Member States and the Commission in identifying key research themes in the field of civil aviation to contribute to ensuring consistency and coordination between publicly funded research and development and policies falling within the scope of this Regulation. Where the Agency and Eurocontrol have similar research and development activities, they shall work together to ensure that those activities are, as far as possible, mutually consistent.

AM 842 Article 74 – paragraph 1(DELLI-GREENS)

1. The Agency shall assist the Member States and the Commission in identifying key research and innovation themes in the field of civil aviation, inter alia on safety, security, reduction of energy consumption, climate and environment protection, to contribute to ensuring consistency and coordination between publicly funded research and innovation and policies falling within the scope of this Regulation.

protection, to contribute to ensuring consistency and coordination between publicly funded research and development and policies falling within the scope of this Regulation.

Article 75– paragraph 1

1. The measures taken by the Agency as regards emissions and noise, for the purpose of the certification of the design of products in accordance with Article 11, shall aim at preventing significant harmful effects on the environment and human health caused by the

AM 192 Article 75– paragraph 1 (MJM)

1. The measures taken by the Agency as regards *civil aviation* emissions and noise, for the purpose of the certification of the design of products in accordance with Article 11, shall aim at preventing significant harmful effects on the environment and human health caused by the civil aviation activities concerned.

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AM 192 Article 75- paragraph 1 (MJM), AM 847 Article 75 - paragraph 1 (GAHLER, REUL - EPP), AM 848 Article 75 - paragraph 1 (FOSTER-ECR), AM 849 Article 75 - paragraph 1 (PREUß, KYRKOS, D'ALLONNES BONNEFOY-S&D), AM 850 Article 75 - paragraph 1 (DELLI-GREENS), AM 851 Article 75 - paragraph 1 civil aviation activities concerned

AM 847 Article 75 – paragraph 1 (GAHLER, REUL - EPP)

1. The measures taken by the Agency as regards emissions and noise, for the purpose of the certification of the *development* of products in accordance with Article 11, shall aim at preventing significant harmful effects on the environment and human health caused by the civil aviation activities concerned, with due regard for environmental benefits, technical feasibility, economic capacities and possible interactions and distortions of competition with regulations and measures already adopted by ICAO.

AM 849 Article 75 – paragraph 1 (PREUß, KYRKOS, D'ALLONNES BONNEFOY-S&D)

1. The measures taken by the Agency as regards to aircraft emissions and aircraft noise, for the purpose of the certification of the design of products in accordance with Article 11 and in the framework of ICAO Annex 16, shall aim at preventing potentially significant harmful effects on the environment and human health caused by the civil aviation activities concerned

AM 850 Article 75 – paragraph 1 (DELLI-GREENS)

1. The measures taken by the Agency as regards *GHG*, *air polluting and noise emissions*, for the purpose of the certification of the design of products in accordance with Article 11, shall aim at preventing significant harmful effects on the *climate*, environment and human health caused by the civil aviation activities concerned.

AM 851 Article 75 – paragraph 1 (D'ALLONNES BONNEFOY, ANDERSON-S&D)

1. The measures taken by the Agency as regards emissions and noise, for the purpose of the

(D'ALLONNES BONNEFOY, ANDERSON-S&D), AM 852 Article 75 – paragraph 1 (FERBER-EPP)

1. The measures taken by the Agency as regards civil aviation aircraft emissions and noise, for the purpose of the certification of the design of products in accordance with Article 11 and in the framework of international standards and recommended practices, shall aim at preventing effects determined to be significantly harmful to the climate, environment and human health caused by the civil aviation activities concerned taking into due consideration environmental benefits, technological feasibility, economic capacity;

certification of the design of products in accordance with Article 11 *and Annex 16 to the ICAO*, shall aim at preventing significant harmful effects on the environment and human health caused by the civil aviation activities concerned.

AM 852 Article 75 – paragraph 1 (FERBER-EPP)

1. The measures taken by the Agency as regards *aircraft* emissions and noise, for the purpose of the certification of the design of products in accordance with Article 11, shall aim at preventing significant harmful effects on the environment and human health caused by the civil aviation activities concerned.

Article 75– paragraph 2

2. The Member States, the Commission, the Agency and other Union institutions, bodies, offices and agencies shall, within their respective fields of competence, cooperate on environmental matters, including those addressed in Regulation (EC) No 1907/2006 of the European Parliament and of the Council, with a view to ensuring that interdependencies between environmental protection, human health and other technical domains of civil aviation are taken into account.

AM 193 Article 75– paragraph 2 (MJM)

2. The Member States, the Commission, the Agency and other Union institutions, bodies, offices and agencies shall, within their respective fields of competence, cooperate on environmental matters, including, but not limited to, those addressed in Regulation (EC) No 1907/2006 of the European Parliament and of the Council²¹ and in Directive 2003/87/CE of the European Parliament and of the Council 21a with a view to ensuring that interdependencies between environmental protection, human health and other technical domains of civil aviation are taken into account.

AM 853 Article 75 – paragraph 2 (GAHLER, REUL-EPP)

2. The Member States, the Commission, the Agency and other Union institutions, bodies, offices and agencies shall, within their respective fields of competence, cooperate on environmental matters, including those addressed in Regulation (EC) No 1907/2006 of the European Parliament and of the Council, with a view to ensuring that

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AM 193 Article 75– paragraph 2 (MJM), AM 853 Article 75 – paragraph 2 (GAHLER, REUL-EPP), AM 854 Article 75 – paragraph 2 (FOSTER-ECR), AM 855 Article 75 – paragraph 2 (DELLI-GREENS), AM 856 Article 75 – paragraph 2 (PREUß-S&D)

2. The Member States, the Commission, the Agency and other Union institutions, bodies, offices and agencies shall, within their respective fields of competence, cooperate on environmental matters, including, those addressed in Regulation (EC) No 1907/2006 of the European Parliament and of the Council²¹, in Directive 2003/87/CE of the European Parliament and of the Council ^{21a} and in REACH Regulation with a view to ensuring that interdependencies between climate, environmental protection, human health and other technical domains of civil aviation are taken into account, with due regard for environmental benefits, technical feasibility, economic capacities and the framework

interdependencies between environmental protection. human health and other technical domains of civil aviation are taken into account, with due regard for environmental benefits, technical feasibility, economic capacities and possible interactions and distortions of competition with regulations and measures already adopted by ICAO. In accordance the principles of subsidiarity with proportionality, account shall be taken of any specific circumstances in the individual Member States.

AM 855 Article 75 – paragraph 2 (DELLI-GREENS)

The Member States, the Commission, the Agency and other Union institutions, bodies, offices and agencies shall, within their respective fields of competence, cooperate on environmental matters, including those addressed in Regulation (EC) No 1907/2006 of the European Parliament and of the Council21, with a view to ensuring that interdependencies between *climate*, environmental protection, human health and other technical domains of civil aviation are taken into account AM 856 Article 75 – paragraph 2 (PREUß-S&D)

For all environmental regulation at EU level impacting products in the aviation sector, EASA shall be part of the EU Environmental regulatory process to avoid conflicting rules between aviation safety requirements environmental regulation. In particular, EASA should be instrumental in the extent to which substance-related regulation, such as REACH, should be implemented in the aviation sector to ensure aviation safety is preserved.

of international standards and recommended practices.

AM 194 Article 75– paragraph 4 (MJM)

In order to inform interested parties and the AM 194 Article 75– paragraph 4 (MJM), AM 863

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4. In order to inform interested parties and the general public, the Agency shall, every three years, publish an environmental review, which shall give an objective account of the state of environmental protection relating to civil aviation in the Union.

general public, the Agency shall, at least every three years, publish an environmental review, which shall give an objective account of the state of environmental protection relating to civil aviation in The Agency shall also make the Union. recommendations with the aim of achieving a level of environmental protection higher performance as well as of avoiding gaps and overlaps in the system by ensuring the identification, planning, coordination and consistency of the different EU measures needed in this domain

AM 863 Article 75 – paragraph 4 (SCHMIDT-EPP)

4. In order to inform interested parties and the general public, the Agency shall, every three years, publish an environmental review, which shall give an objective account of the state of environmental protection relating to civil aviation in the Union. The scope of this environmental review shall be confined to data which is already notified to the Agency and other EU institutions on a regular basis and to publicly accessible data.

AM 864 Article 75 – paragraph 4 (VAN MILTENBURG, TELICA, RIQUET- ALDE)

4. In order to inform interested parties and the general public, the Agency shall, *at least* every three years, publish an environmental review, which shall give an objective account of the state of environmental protection relating to civil aviation in the Union *and make recommendations with the aim of achieving a higher level of environmental protection performance.*

Article 75 – paragraph 4 (SCHMIDT-EPP), AM 864 Article 75 – paragraph 4 (VAN MILTENBURG, TELICA, RIQUET- ALDE)

In order to inform interested parties and the general public, the Agency shall, at least every three years, publish an environmental review, which shall give an objective account of the state of environmental protection relating to civil aviation in the Union. When preparing this review, the Agency shall in the first place rely on information already available to Union institutions and bodies as well as on publicly available information. The Agency shall also make recommendations with the aim of achieving a higher level of environmental protection performance in accordance with international standards and recommended practices, as well as of avoiding gaps and overlaps in the system by ensuring the identification, planning, coordination and consistency of the different EU measures needed in this domain.

Article 76- paragraph 1

1. The Member States, the Commission

AM 195 Article 76– paragraph 1 (MJM)

1. The Agency, in cooperation with Member States and the Commission, shall tackle security

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AM 195 Article 76- paragraph 1 (MJM), AM 867 Article 76 - paragraph 1 (AIUTO-EFDD), AM 868

and the Agency shall cooperate on security matters related to civil aviation, including cyber security, with a view to ensuring that interdependencies between civil aviation safety and security are taken into account.

matters related to civil aviation *safety*, including cyber security, *where* interdependencies between civil aviation safety and security *exist*.

AM 867 Article 76 – paragraph 1 (AIUTO-EFDD)

1. The Member States, the Commission and the Agency shall cooperate on security matters related to civil aviation, including *the regulation of* cyber security, with a view to ensuring that interdependencies between civil aviation safety and security are taken into account.

AM 868 Article 76 – paragraph 1 (CLUNE-EPP)

1. The Member States assisted by the Agency, the Commission and the Agency shall cooperate on security matters related to civil aviation, including cyber security, with a view to ensuring that interdependencies between civil aviation safety and security are taken into account.

AM 869 Article 76 – paragraph 1 (VAN DE CAMP-EPP)

1. The Member States assisted by the Agency, the Commission and the Agency shall cooperate on security matters related to civil aviation, including cyber security, with a view to ensuring that interdependencies between civil aviation safety and security are taken into account.

AM 870 Article 76 – paragraph 1 (GAHLER-EPP)

1. The Member States, the Commission and the Agency shall cooperate on security matters related to civil aviation, including cyber security, *only if there are* interdependencies between civil aviation safety and security.

AM 871 Article 76 – paragraph 1 (S&D)

1. The Member States, the Commission and the Agency shall cooperate on security matters related to civil aviation, including cyber security, *where*

Article 76 – paragraph 1 (CLUNE-EPP), AM 869 Article 76 – paragraph 1 (VAN DE CAMP-EPP), AM 870 Article 76 – paragraph 1 (GAHLER-EPP), AM 871 Article 76 – paragraph 1 (S&D), AM 872 Article 76 – paragraph 1 (LIBERADZKI-S&D), AM 873 Article 76 – paragraph 1 (D'ALLONNES BONNEFOY, ANDERSON-S&D), AM 874 Article 76 – paragraph 1 (FOSTER-ECR)

1. The *Agency*, Member States and the Commission shall cooperate on security matters related to civil aviation, including cyber security, *where* interdependencies between civil aviation safety and security *exist*.

interdependencies between civil aviation safety and security *exist*.

AM 872 Article 76 – paragraph 1 (LIBERADZKI-S&D)

1. The Agency should assist the Member States and the Commission to address security matters related to civil aviation, including cyber security, with a view to ensuring that interdependencies between civil aviation safety and security are taken into account.

AM 873 Article 76 – paragraph 1 (D'ALLONNES BONNEFOY, ANDERSON-S&D)

1. The Member States, the Commission and the Agency shall cooperate on security matters related to civil aviation, including cyber security, *where there are* interdependencies between civil aviation safety and security.

AM 874 Article 76 – paragraph 1 (FOSTER-ECR)

1. The Member States, the Commission and the Agency shall cooperate on security matters related to civil aviation, including *regulatory oversight of cyber security, where* interdependencies between civil aviation safety and security *exist.*

Article 76– paragraph 2 and 3

- 2. The Agency shall, upon request, provide technical assistance to the Commission in the implementation of Regulation (EC) No 300/2008 of the European Parliament and of the Council, including in the performance of security inspections and in the preparation of the measures to be adopted under that Regulation.
- 3. To protect civil aviation against acts

AM 196 Article 76– paragraph 2 (MJM)

2. The Agency shall provide technical assistance to the Commission in the implementation of Regulation (EC) No 300/2008 of the European Parliament and of the *Council*²², including in the performance of security inspections *related to aircraft safety* and in the preparation of the measures to be adopted under that Regulation.

AM 876 Article 76 – paragraph 2 (D'ALLONNES BONNEFOY, ANDERSON-S&D)

2. Where interdependencies exist between civil aviation safety and security, the Agency shall, upon

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Art 76, para 2 and 3

AM 196 Article 76– paragraph 2 (MJM), AM 197 Article 76– paragraph 3 (MJM), AM 876 Article 76 – paragraph 2 (D'ALLONNES BONNEFOY, ANDERSON-S&D), AM 877 Article 76 – paragraph 2 (SENDER-S&D), AM 878 Article 76 – paragraph 2 (S&D), AM 880 Article 76 – paragraph 3(D'ALLONNES BONNEFOY, ANDERSON-S&D), AM 882 Article 76 – paragraph 3(VAN MILTENBURG, TELICA, RIQUET- ALDE), AM

of unlawful interference, the Agency may take the necessary measures under Article 65(6) and Article 66(1)(i). Before taking such measures, the Agency shall obtain the agreement of the Commission and consult the Member States

request, provide technical assistance to the Commission, where the Agency has the relevant expertise in the security field concerned, in the implementation of fields 3, 10 and 11 and of chapter 4.3 of field 4 of Annex I to Regulation (EC) No 300/2008 of the European Parliament and of the Council.

AM 877 Article 76 – paragraph 2 (SENDER-S&D)

2. The Agency shall, upon request, provide technical assistance to the Commission in the implementation of Regulation (EC) No 300/2008 of the European Parliament and of the Council22, including in the performance of security inspections of aircraft, airdromes and aviation systems and in the preparation of the measures to be adopted under that Regulation.

AM 878 Article 76 – paragraph 2 (S&D)

2. The Agency shall, upon request, provide technical assistance to the Commission in the implementation of Regulation (EC) No 300/2008 of the European Parliament and of the Council22, in the performance of security inspections *of aircraft and aviation systems* and in the preparation of the measures to be adopted under that Regulation.

AM 197 Article 76– paragraph 3 (MJM)

3. Without prejudice to the related national competences of the Member States, to protect civil aviation against acts of unlawful interference, the Agency may:

AM 880 Article 76 – paragraph 3(D'ALLONNES BONNEFOY, ANDERSON-S&D)

3. To *help* protect civil aviation against acts of unlawful interference, the Agency may, *where* necessary, respond without undue delay to urgent

883 Article 76 – paragraph 3(SENDER-S&D), AM 884 Article 76 – paragraph 3(GAHLER-EPP), AM 885 Article 76 – paragraph 3(PREUß, ERTUG, KYRKOS, DE MONTE-S&D)

AM 886 Article 76 – paragraph 3a new (VAN MILTENBURG, TELICA, RIQUET- ALDE)

AM 892 Article 76 – paragraph 3b (MJM), AM 887 Article 76 – paragraph 3a new (VAN MILTENBURG, TELICA, RIQUET- ALDE)

AM 893 Article 76 – paragraph 3b (MJM), AM 888 Article 76 – paragraph 3a new (VAN MILTENBURG, TELICA, RIQUET- ALDE),

matters of common interest to the Member States where interdependencies exist between civil aviation safety and security and where these fall within the scope of this regulation and:

- (a) take measures under Article 66(1)(i) to resolve weaknesses in aircraft design;
- (b) recommend measures to be taken by the competent national authorities or legal and natural persons, subject to the provisions of this regulation, and/or the dissemination of relevant information for such authorities and persons, where the matter affects aircraft operation, including the risks to civil aviation engendered in conflict zones.

Before taking the measures referred to in paragraphs (a) and (b), the Agency shall obtain the agreement of the Commission and consult the Member States. The Agency must base its measures, where possible, on assessments of common risks to the EU and take into account the need for a rapid response to emergencies.

AM 882 Article 76 – paragraph 3(VAN MILTENBURG, TELICA, RIQUET- ALDE)

- 3. To protect civil aviation against acts of unlawful interference, the Agency may:
- AM 883 Article 76 paragraph 3(SENDER-S&D)
- 3. To protect civil aviation against acts of unlawful interference, the Agency may take the necessary measures under Article 65(6) and Article 66(1)(i) concerning aircraft, airdromes and aviation systems. Before taking such measures, the Agency shall obtain the agreement of the Commission and consult the Member States.

AM 884 Article 76 – paragraph 3(GAHLER-EPP)

3. To protect civil aviation against acts of

- 2. Where interdependencies exist between civil aviation safety and security, the Agency shall, upon request, provide technical assistance to the Commission in the implementation of relevant provisions of EU legislation, including in the performance of security inspections related to aircraft, aerodromes and ATM systems safety, as well as in the preparation of the measures to be adopted under that Regulation.
- 3. In order to contribute to protecting civil aviation against acts of unlawful interference, the Agency may, where necessary, react without undue delay to an urgent problem which is of common concern to Member States where interdependencies exist between civil aviation safety and security and where that problem falls within the scope of this regulation and:
- 3a. take the necessary measures under Article 66(1)(i) to address vulnerabilities in aircraft design;
- 3b. determine corrective action to be taken by national competent authorities or legal and natural persons subject to the provisions of this Regulation by issuing binding directives or recommendations and disseminate relevant information to those authorities and persons, when

unlawful interference, the Agency may take the necessary measures under Article 65(6) and Article 66(1)(i), provided that it is not just emergency response (civil aviation security) which is involved. Before taking such measures, the Agency shall obtain the agreement of the Commission and the Member States.

AM 885 Article 76 – paragraph 3(PREUß, ERTUG, KYRKOS, DE MONTE-S&D)

3. To protect civil aviation against acts of unlawful interference, the Agency may take the necessary measures under Article 65(6) and Article 66(1)(i) *concerning aircraft and aviation systems*. Before taking such measures, the Agency shall obtain the agreement of the Commission and the Member States.

AM 886 Article 76 – paragraph 3 – point a (new) (VAN MILTENBURG, TELICA, RIQUET- ALDE)

(a) take the necessary measures under Article 66(1)(i) to address vulnerabilities in the design of products, parts and non-installed equipment;

AM 887 Article 76 – paragraph 3 – point b (new) (VAN MILTENBURG, TELICA, RIQUET- ALDE)

(b) determine corrective action to be taken by national competent authorities or legal and natural persons subject to the provisions of this Regulation by issuing binding directives or recommendations and disseminate relevant information to those authorities and persons, when the problem affects aircraft operations, including risks to civil aviation arising from conflict zones

AM 888 Article 76 – paragraph 3 -subparagraph 1 (new) (VAN MILTENBURG, TELICA, RIQUET-ALDE)

Before taking such measures, the Agency shall

the problem affects aircraft operations, including risks to civil aviation arising from conflict zones.

3c. Before taking the measures referred to in paragraphs 3a and 3b, the Agency shall obtain the agreement of the Commission and consult the Member States. The Agency shall base these measures, where possible, on common Union risk assessments and take into account the need for rapid reaction in emergency cases.

obtain the agreement of the Commission and consult the Member States. The Agency shall base these measures, where possible, on common Union risk assessments and take into account the need for rapid action in emergency cases.

.AM 891 Article 76 – paragraph 3 a (new) (MJM)

3a. take the necessary measures under Article 66(1)(i) to address vulnerabilities in aircraft design; AM 892 Article 76 – paragraph 3 b (new) (MJM)

3b. determine and advise on corrective actions to be taken by national aviation authorities or legal and natural persons subject to the provisions of this Regulation and disseminate related information to those authorities and persons, including information, recommendations and biding directives related to risks to civil aviation arising from conflict zones.

AM 893 Article 76 – paragraph 3 c (new) (MJM)

3c. Before taking such measures, the Agency shall obtain the agreement of the Commission and consult the Member States. The Agency shall base these measures, where possible, on common Union risk assessments and take into account the need for rapid reaction in emergency cases.

AM 894 Article 76 – paragraph 3 – indent (new)(S&D)

- New Article 77:
- 1. The Member States, the Commission, the Agency and other bodies, shall, cooperate on issues regarding social conditions and employment, with a view to ensuring that interdependencies between civil aviation safety and socio-economic factors are taken into account, among others in regulatory processes, as well as with a view of identifying measures to prevent socio-economic risks to

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AM 894 Article 76 – paragraph 3 – indent 1 (new)(S&D), AM 895 Article 76 a (new)(GUE/NGL) Article 76a, AM 902 Article 77 – paragraph 4 – point b – paragraph 2 a (new)(AIUTO-EFDD), AM 371 Article 1 – paragraph 3 – point g a (GUE/NGL), AM 372 Article 1 – paragraph 3 – point g a (MJM), AM 360 Article 1 – paragraph 2 – point h – indent 1 (S&D), AM 361 Article 1 – paragraph 2 – subparagraph 1 (Mayer, Vilimsky - ENF), AM 362 Article 1 – paragraph 2 – point h a (DELLI -

aviation safety.

2. The Agency shall consult and involve relevant stakeholders when addressing such interdependencies

AM 895 Article 76 a (new)(GUE/NGL)

Article 76a

NEW Article 77 Socio-Economic Factors

- 1. The Member States, the Commission, the Agency and other bodies, shall, within their respective fields of competence, cooperate on social and employment matters, with a view to ensuring that interdependencies between civil aviation safety and socio-economic factors are taken into account, among others in regulatory processes, as well as with a view of identifying measures to mitigate socio-economic risks to aviation safety.
- 2. The Agency shall consult and involve EU social partners when addressing such interdependencies, as well as other relevant stakeholders.

In order to inform interested parties and the general public, the Agency shall, every three years, publish a social sustainability review, which shall give an objective account of the actions and measures undertaken, in particular those addressing the interdependencies between civil aviation safety and socio-economic factors.

AM 902 Article 77 – paragraph 4 – point b – paragraph 2 a (new)(AIUTO-EFDD)

The Member States, the Commission, the Agency, and other bodies shall cooperate, within their spheres of responsibility, on social and employment matters, ensuring that socio-economic factors are such as to allow proper compliance with safety standards and determining specific measures to mitigate risks.

GREENS), AM 364 Article 1 – paragraph 2 – point h a (GUE/NGL), AM 58 Article 4 – paragraph 1 – point d a (MJM), AM 432 Article 4 – paragraph 1 – point h – indent 1 (S&D), AM 433 Article 4 – paragraph 1 – point h a (GUE/NGL)

- 1. The Member States, the Commission, the Agency and other bodies, shall cooperate with a view to ensuring that interdependencies between civil aviation safety and related socio-economic factors are taken into account, among others in regulatory processes, as well as with a view of identifying measures to prevent, where is the case, socio-economic risks to aviation safety.
- 2. The Agency shall consult and involve relevant stakeholders when addressing such interdependencies
- 3. The Agency shall, every three years, publish a review, which shall give an objective account of the actions and measures undertaken, in particular those addressing the interdependencies between civil aviation safety and socio-economic factors.

AM 371 Article 1 – paragraph 3 – point g a (GUE/NGL)

(ga) identifying measures to mitigate, where is the case, socio-economic risks to aviation safety AM 372 Article 1 – paragraph 3 – point g a (MJM)

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

AM 360 Article 1 – paragraph 2 – point h – indent 1
(S&D)

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

AM 361 Article 1 – paragraph 2 – subparagraph 1 (Mayer, Vilimsky - ENF)

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

AM 362 Article 1 – paragraph 2 – point h a (DELLI - GREENS)

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

AM 364 Article 1 – paragraph 2 – point h a (GUE/NGL)

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

AM 58 Article 4 – paragraph 1 – point d a (MJM)

(da) take into account, where relevant, interdependencies between aviation safety and

related socio-economic factors.

AM 432 Article 4 – paragraph 1 – point h – indent 1 (S&D)

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

AM 433 Article 4 – paragraph 1 – point h a (GUE/NGL)

(ha) take into account interdependencies between aviation safety and socio-economic factors in aviation;

AM 354 Article 1 - par 2 - point d a (AIUTO - EFDD)

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

Article 77 para 1

1. The Agency shall, upon request, assist the Commission in its management of relations with third countries and international organisations relating to matters covered by this Regulation. Such assistance shall in particular contribute to the harmonisation of rules and the mutual recognition of certificates.

AM 200 Article 77– paragraph 1 (MJM)

1. The Agency shall assist the Commission in its management of relations with third countries and international organisations relating to matters covered by this Regulation. Such assistance shall in particular contribute to the harmonisation of rules and the mutual recognition of certificates.

AM 897 Article 77 – paragraph 1(D'ALLONNES BONNEFOY, ANDERSON-S&D)

1. The Agency shall, upon request, assist the Commission in its management of relations with third countries and international organisations relating to matters covered by this Regulation. Such assistance shall in particular contribute to the harmonisation of rules, the mutual recognition of certificates and defence of the interests of the European aerospace industry.

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AM 200 Article 77– paragraph 1 (MJM), AM 897 Article 77 – paragraph 1(D'ALLONNES BONNEFOY, ANDERSON-S&D)

Article 77 para 1

1. The Agency shall assist the Commission in its management of relations with third countries and international organisations relating to matters covered by this Regulation. Such assistance shall in particular contribute to the harmonisation of rules and the mutual recognition of certificates and promote and protect the interests of the European aerospace industry.

Article 77 – paragraph 6a (new)

AM 203 Article 77 – paragraph 6a (new) (MJM)

6a. The Agency shall, in consultation with the Commission, establish offices in those third country markets and regions where its presence is deemed to be necessary in order to support on certification and other technical matters, within the scope of this Regulation.

AM 903 Article 77 – paragraph 6 a (new)(PAKSAS-EFDD)

6a. The Agency shall, in consultation with the Commission, establish physical presence in those third country markets and regions where its presence is deemed to be necessary in order to support on certification and other technical matters, within the scope of this Regulation.

AM 927 Article 85 – paragraph 4(PREUß-S&D)

4. The Management Board shall establish an advisory body representing the full range of interested parties affected by the work of the Agency, which it shall consult prior to making decisions in the fields referred to in paragraph 2(c), (d), (e), (f) (i), (t) and (u). The Management Board may also decide to consult the advisory body on other issues referred to in paragraphs 2 and 3. The Management Board shall not, in any case, be bound by the opinion of the advisory body.

AM 928 Article 85 – paragraph 4(VAN MILTENBURG, TELICA, RIQUET- ALDE)

4. The Management Board shall establish an advisory body representing the full range of interested parties affected by the work of the Agency, which it shall consult prior to making decisions in the fields referred to in paragraph 2(c), (e), (f), (i), (t) and (u). The Management Board may also decide to consult the advisory body on other

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AM 203 Article 77 – paragraph 6a (new) (MJM), AM 903 Article 77 – paragraph 6 a (new)(PAKSAS-EFDD)

6a. The Agency may, in consultation with the Commission, establish offices in those third countries and regions where the Agency deems that its presence is necessary to support certification activities and work on other technical matters, within the scope of this Regulation.

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AM 927 Article 85 – paragraph 4(PREUß-S&D), AM 928 Article 85 – paragraph 4(VAN MILTENBURG, TELICA, RIQUET- ALDE), AM 945 Article 91 a (new)(SENDER-S&D), AM 947 Article 92 a (new)(MEISSNER-ALDE)

4. The Management Board shall establish an advisory body representing the full range of interested parties affected by the work of the Agency, which it shall consult prior to making decisions in the fields referred to in paragraph 2(c), (d), (e), (f) (i), (t) and (u). The Management Board may also decide to consult the advisory body on other issues referred to in paragraphs 2 and 3. The Management Board shall not, in any case, be bound by the opinion of the advisory body.

Article 85 – paragraph 4

4. The Management Board shall establish an advisory body representing the full range of interested parties affected by the work of the Agency, which it shall consult prior to making decisions in the fields referred to in paragraph 2(c), (e), (f) and (i). The Management Board may also decide to consult the advisory body on other issues referred to in paragraphs 2 and 3. The Management Board shall not, in any case, be bound by the opinion of the advisory body.

issues referred to in paragraphs 2 and 3. The Management Board shall not, in any case, be bound by the opinion of the advisory body.

AM 945 Article 91 a (new)(SENDER-S&D)

Article 91a

Stakeholder Advisory Body

1. To facilitate consultation with stakeholders in areas relevant to the tasks of the Agency, a Stakeholder Advisory Body (SAB) shall be established.

The role of the SAB will involve:

- a) Providing advice to the Management Board in relation to its tasks
- b) Providing advice to the Agency on strategic developments and on the content, priorities and execution of its safety programmes, including the European Safety Aviation Plan
- c) Providing technical and quantitative information so that Agency measures are based on the best available evidence and adapted to technological progress;
- 2. The SAB's composition shall be determined by the Management Board. It will receive the necessary information from the Agency in a timely manner in order to perform the tasks listed in paragraph 1. Non-EU stakeholders will not participate in tasks related to 1a).

AM 947 Article 92 a (new)(MEISSNER-ALDE)

Article 91a

Stakeholder Advisory Body

1. To facilitate consultation with stakeholders in areas relevant to the tasks of the Agency, a Stakeholder Advisory Body (SAB) shall be established.

The role of the SAB will involve:

Article 86 – paragraph 5

5. The advisory body referred to in Article 85(4) shall appoint four of its members to participate with observer status in the Management Board. They shall represent, as broadly as possible, the different views represented in the advisory body. The term of office shall be 24 months and shall be extendable once for a further 24 months.

Article 90- paragraph 4

4. The Executive Board shall be composed of the Chairperson of the

- a) Providing advice to the Management Board in relation to its tasks
- b) Providing advice to the Agency on strategic developments and on the content, priorities and execution of its safety programmes, including the European Safety Aviation Plan
- c) Providing technical and quantitative information so that Agency measures are based on the best available evidence and adapted to technological progress;
- 2. The SAB's composition shall be determined by the Management Board. It will receive the necessary information from the Agency in a timely manner in order to perform the tasks listed in paragraph 1. Non-EU stakeholders will not participate in tasks related to 1a).

AM 931 Article 86 – paragraph 5(FOSTER-ECR)

5. The advisory body referred to in Article 85(4) shall appoint four of its members to participate with observer status in the Management Board. They shall represent, as broadly as possible, the different views represented in the advisory body. The term of office shall be 48 months and shall be extendable.

AM 932 Article 86 – paragraph 5(PREUß)

5. The advisory body referred to in Article 85(4) shall appoint four of its members to participate with observer status in the Management Board. They shall represent, as broadly as possible, the different views represented in the advisory body. The term of office shall be 24 months and shall be extendable.

AM 210 Article 90– paragraph 4 (MJM)

4. The Executive Board shall be composed of the Chairperson of the Management Board, *one representative* of the Commission and *five* other

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AM 931 Article 86 – paragraph 5(FOSTER-ECR), AM 932 Article 86 – paragraph 5(PREUß),

5. The advisory body referred to in Article 85(4) shall appoint four of its members to participate with observer status in the Management Board. They shall represent, as broadly as possible, the different views represented in the advisory body. The term of office shall be up to 48 months and shall be extendable.

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AM 210 Article 90– paragraph 4 (MJM), AM 937 Article 90 – paragraph 4 (D'ALLONNES BONNEFOY, ANDERSON-S&D), AM 938 Article Management Board, two representatives of the Commission and six other members appointed by the Management Board from among its members with the right to vote. The Chairperson of the Management Board shall also be the Chairperson of the Executive Board. The Executive Director shall take part in the meetings of the Executive Board, but shall not have the right to vote. The Advisory Board may appoint one of its members as observer.

members appointed by the Management Board from among its members with the right to vote. The Chairperson of the Management Board shall also be the Chairperson of the Executive Board. The Executive Director shall take part in the meetings of the Executive Board, but shall not have the right to vote. The Advisory Board may appoint one of its members as observer without the right to vote.

AM 937 Article 90 – paragraph 4 (D'ALLONNES BONNEFOY, ANDERSON-S&D)

The Executive Board shall be composed of the Chairperson of the Management Board, one representative of the Commission. one representative of the European Parliament and six other members appointed by the Management Board from among its members with the right to vote. The Chairperson of the Management Board shall also be the Chairperson of the Executive Board. The Executive Director shall take part in the meetings of the Executive Board, but shall not have the right to vote. The Advisory Board shall appoint two of its members as observer

AM 938 Article 90 – paragraph 4 (ERTUG-S&D)

4. The Executive Board shall be composed of the Chairperson of the Management Board, one representative of the Commission, one representative of the European Parliament and six other members appointed by the Management Board from among its members with the right to vote. The Chairperson of the Management Board shall also be the Chairperson of the Executive Board. The Executive Director shall take part in the meetings of the Executive Board, but shall not have the right to vote. The Advisory Board may appoint one of its members as observer.

90 – paragraph 4 (ERTUG-S&D), AM 940 Article 90 – paragraph 4 (VAN MILTENBURG, TELICA, RIQUET- ALDE),

4. The Executive Board shall be composed of the Chairperson of the Management Board, one representative of the Commission and five other members appointed by the Management Board from among its members with the right to vote. The Chairperson of the Management Board shall also be the Chairperson of the Executive Board. The Executive Director shall take part in the meetings of the Executive Board, but shall not have the right to vote. The advisory body, referred to in Article 85(4), may appoint one of its members as observer without the right to vote.

AM 940 Article 90 – paragraph 4 (VAN MILTENBURG, TELICA, RIQUET- ALDE)

4. The Executive Board shall be composed of the Chairperson of the Management Board, two representatives of the Commission and six other members appointed by the Management Board from among its members with the right to vote. The Chairperson of the Management Board shall also be the Chairperson of the Executive Board. The Executive Director shall take part in the meetings of the Executive Board, but shall not have the right to vote. The Advisory *Body, referred to in Article 85*, may appoint one of its members as observer.

Article 92 – paragraph 3

3. The term of office of the Executive Director shall be five years. By the end of that period, the Commission shall undertake an assessment that takes into account an evaluation of the Executive Director's performance and the Agency's future tasks and challenges.

AM 214 Article 92 – paragraph 3 (MJM)

3. The term of office of the Executive Director shall be five years. At the *midway point and* by the end of that period, the Commission shall undertake *assessments* that take into account an evaluation of the Executive Director's performance and the Agency's future tasks and challenges. The assessments shall be transmitted to the competent committee of the European Parliament and after the midterm assessment, the Executive Director shall make a statement before the competent committee of the European Parliament and shall answer questions put to him or her by its members.

AM 946 Article 92 – paragraph 3(DELLI-GREENS, ANDERSON-S&D)

3. The term of office of the Executive Director shall be five years. By the end of that period, the Commission shall undertake an assessment that takes into account an evaluation of the Executive Director's performance and the Agency's future tasks and challenges. *The assessment shall be presented*

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AM 214 Article 92 – paragraph 3 (MJM), AM 946 Article 92 – paragraph 3(DELLI-GREENS, ANDERSON-S&D)

3. The term of office of the Executive Director shall be five years. At the *midway point and* by the end of that period, the Commission shall undertake *assessments* that take into account an evaluation of the Executive Director's performance and the Agency's future tasks and challenges. The assessments shall be transmitted to the Council and to the competent committee of the European Parliament and after the midterm assessment, the Executive Director shall make a statement before the competent committee of the European Parliament and shall answer questions put to him or her by its members.

Article 104 – paragraph 2

When the Agency, pursuant to Article 65(1) and (3), develops opinions, certification specifications. acceptable means compliance and guidance material, it shall establish a procedure for the prior consultation of the Member States. To that effect, it may create a working group in which each Member State is entitled to designate an expert. When consultation relating to military aspects is required, the Agency shall also involve the European Defence Agency. When consultation relating to the possible social impact of those measures of the Agency is shall involve required, the Agency stakeholders, including the EU social partners.

at the European Parliament and the Council.

AM 952 Article 104 – paragraph 2 (GUE/NGL)

When the Agency, pursuant to Article 65(1) and develops opinions, certification specifications, acceptable means of compliance and guidance material, it shall establish a procedure for the prior consultation of the Member States. To that effect, it may create a working group in which each Member State is entitled to designate an expert. When consultation relating to military aspects is required, the Agency shall also involve the European Defence Agency. When consultation relating to the possible social impact of those measures of the Agency is required, the Agency shall involve EUsocial partners and other relevant stakeholders and consult them in the assessment of the possible social impact of those measures.

AM 953 Article 104 – paragraph 2(VAN DALEN-ECR)

2. When the Agency, pursuant to Article 65(1) certification develops opinions, and specifications, acceptable means of compliance and guidance material, it shall establish a procedure for the prior consultation of the Member States. To that effect, it may create a working group in which each Member State is entitled to designate an expert. When consultation relating to military aspects is required, the Agency shall also involve the European Defence Agency. When consultation relating to the possible social impact and workplace health and safety impact of measures taken by the Agency is required, the Agency shall involve stakeholders, including the EU social partners.

COMP 45

AM 952 Article 104 – paragraph 2(GUE/NGL), AM 953 Article 104 – paragraph 2(VAN DALEN-ECR), AM 954 Article 104 – paragraph 2(D'ALLONNES BONNEFOY-S&D), AM 955 Article 104 – paragraph 2(ANDERSON, DE MONTE, SEHNALOVA-S&D,KYLLÖNEN,KOULOGLOU-GUE/NGL)

2. When the Agency, pursuant to Article 65(1) develops opinions, certification and (3). specifications, acceptable means of compliance and guidance material, it shall establish a procedure for the prior consultation of the Member States. To that effect, it may create a working group in which each Member State is entitled to designate an expert. When consultation relating to military aspects is required, the Agency shall also involve the European Defence Agency and other competent military experts. When consultation relating to the possible social, workplace health and safety impact of those measures of the Agency is required, the Agency shall involve EU social partners and other relevant stakeholders

AM 954 Article 104 – paragraph 2(D'ALLONNES BONNEFOY-S&D)

When the Agency, pursuant to Article 65(1) develops opinions, certification and specifications, acceptable means of compliance and guidance material, it shall establish a procedure for the prior consultation of the Member States. To that effect, it may create a working group in which each Member State is entitled to designate an expert. When consultation relating to military aspects is required, the Agency shall also involve the European Defence Agency and competent military experts representing the Member States. When consultation relating to the possible social impact of those measures of the Agency is required, the Agency shall involve stakeholders, including the EU social partners.

AM 955 Article 104 – paragraph 2(ANDERSON, DE MONTE, SEHNALOVA-S&D.KYLLÖNEN.KOULOGLOU-GUE/NGL)

When the Agency, pursuant to Article 65(1) opinions, (3),develops certification and specifications, acceptable means of compliance and guidance material, it shall establish a procedure for the prior consultation of the Member States. To that effect, it may create a working group in which each Member State is entitled to designate an expert. When consultation relating to military aspects is required, the Agency shall also involve the European Defence Agency. When consultation relating to the possible social impact and/or occupational health and safety of those measures of the Agency is required, the Agency shall involve the EU social partners.

Art 109 (1)

- 1. Without prejudice to other revenues, the revenues of the Agency shall comprise:
- (a) a contribution from the Union;
- (b) a contribution from any European third country with which the Union has concluded an international agreements as referred to in Article 118;
- (c) the fees paid by applicants for, and holders of, certificates issued by the Agency, and by persons who have registered declarations with the Agency;
- (d) charges for publications, training and any other services provided and for the processing of appeals by the Agency;
- (e) any voluntary financial contribution from Member States, third countries or other entities, provided that such a contribution does not compromise the independence and impartiality of the Agency;
- (f) charges paid in accordance with Regulation (EU) No (XXXX/XXX) on the implementation of the Single European Sky for relevant ATM/ANS authority tasks;
- (g) grants.

AM 958 Article 109 – paragraph 1 – introductory part(DELLI-GREENS)

1. Without prejudice to other *revenues and* while ensuring the independency of the Agency, the revenues of the Agency shall comprise:

AM 229 Article 109 – paragraph 1- point c a (new) (MJM)

(ca) the fines and the periodical penalties paid in accordance with Article 72;

AM 970 Article 109 – paragraph 1 a (new) (VAN MILTENBURG, TELICA, RIQUET- ALDE) falls(-)

1a. Charges referred to in paragraph 1(f) shall be based on the division of ATM/ANS tasks assigned respectively to the Agency and Eurocontrol and shall apply under the oversight of Performance Review Body. Member States and Commission shall ensure that the tasks mentioned above are not double-charged.

AM 971 Article 109 – paragraph 1 a (new) (MJM) (+)

1a. the provisions of paragraph 1 (f) shall apply under the oversight of Performance Review Body, taking into account the ATM/ANS tasks performed by the Agency and transferred from Eurocontrol under Union law. Member States and Commission shall ensure that the tasks mentioned above are not double-charged.

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AM 958 Article 109 – paragraph 1 – introductory part(DELLI-GREENS)

- 1. Without prejudice to other *revenues and* while ensuring the independency of the Agency, the revenues of the Agency shall comprise:
- (a) a contribution from the Union;
- (b) a contribution from any European third country with which the Union has concluded an international agreements as referred to in Article 118; (ca) the fines and the periodical penalties paid in accordance with Article 72;
- (d) charges for publications, training and any other services provided and for the processing of appeals by the Agency;
- (f) revenue from charges paid in accordance with Regulation (ECU) No 550/2004 on the provision of air navigation services and its implementing rules(XXXX/XXX) on the implementation of the Single European Sky to cover the costs of relevant ATM/ANS authority tasks performed by the Agency;
- (g) grants.
- 1a For the purpose of paragraph 1(f), relevant ATM/ANS authority tasks are those that the Member States have considered for the establishment of determined costs under Regulation (EC)No 550/2004, that have been attributed to the Agency under this Regulation, and which are not covered by fees paid pursuant to paragraph 1(c). These tasks include, but are not limited to, those specified in Articles 65 (1), (2), (3), (5) and (6), and 73 of this Regulation.
- 1b The provisions of paragraph 1 (f) shall apply

Article 109 – paragraph 6

Each year, the Executive Director shall draw up a draft statement of estimates of the Agency's revenue and expenditure for the following financial year, including a draft establishment plan, and send it to the Management Board. That draft establishment plan shall, in relation to posts financed from fees and charges, be based on a limited set of indicators approved by the Commission to measure the Agency's workload and efficiency, and shall set out the resources required to meet demands for certification and other activities of the Agency in an efficient and timely manner, including those resulting from transfers of responsibility in accordance with Articles 53, 54 and 55. The Management Board shall, on the basis of that draft, adopt a provisional draft estimate of revenue and expenditure of the Agency for the following financial year. The provisional draft estimate of the Agency's revenue and expenditure shall be sent to the Commission by 31 January each vear.

AM 974 Article 109 – paragraph 6 (PREUß, KYRKOS, DE MONTE-S&D)

Each year, the Executive Director shall draw up a draft statement of estimates of the Agency's revenue and expenditure for the following financial year, including a draft establishment plan, and send it to the Management Board. That draft establishment plan shall, in relation to posts financed from fees and charges, be based on a limited set of indicators approved by the Commission to measure the Agency's workload and efficiency, and shall set out the resources required to meet demands for certification and other activities of the Agency in an efficient and timely manner, including those resulting from transfers of responsibility in accordance with Articles 53, 54 and 55. Ahead of approving the set of indicators to measure the Agency's workload and efficiency, the Commission will seek the opinion of a third party expert and relevant industry stakeholders. The Management Board shall, on the basis of that draft, adopt a provisional draft estimate of revenue and expenditure of the Agency for the following financial year. The provisional draft estimate of the Agency's revenue and expenditure shall be sent to the Commission by 31 January each year.

AM 975 Article 109 – paragraph 6 (SCHMIDT-EPP)

6. Each year, the Executive Director shall draw up a draft statement of estimates of the Agency's revenue and expenditure for the following financial year, including a draft establishment plan, and send it to the Management Board. That draft establishment

under the oversight of Performance Review Body, in a transparent manner and shall not lead to air space users being charged twice

COMP 47

AM 974 Article 109 – paragraph 6 (PREUß, KYRKOS, DE MONTE-S&D), AM 975 Article 109 – paragraph 6 (SCHMIDT-EPP), AM 976 Article 109 – paragraph 6 (MJM)

Each year, the Executive Director shall draw up a draft statement of estimates of the Agency's revenue and expenditure for the following financial year, including a draft establishment plan, and send it to the Management Board. That draft establishment plan shall, in relation to posts financed from revenues in accordance with paragraph 4 of this Article, be based on a limited set of indicators approved by the Commission to measure the Agency's workload and efficiency, and shall set out the resources required to meet demands for certification and other activities of the Agency in an efficient and timely manner, including those resulting from transfers of responsibility in accordance with Articles 53, 54 and 55. Ahead of approving the set of indicators to used measure the Agency's workload and efficiency, the Commission will seek the opinion of a third party expert and Agency's Stakeholder Advisory Body. The Management Board shall, on the basis of that draft, adopt a provisional draft estimate of revenue and expenditure of the Agency for the following financial year. The provisional draft estimate of the Agency's revenue and expenditure shall be sent to the Commission by 31 January each year.

plan shall, in relation to posts financed from fees and charges, be based on a limited set of indicators approved by the Commission to measure the Agency's workload and efficiency, and shall set out the resources required to meet demands for certification and other activities of the Agency in an efficient and timely manner, including those resulting from transfers of responsibility in accordance with Articles 53, 54 and 55. Before approving the indicators used to measure workload and efficiency, the Commission shall consult an independent expert and the Agency's Stakeholder Advisory Body. The Management Board shall, on the basis of that draft, adopt a provisional draft estimate of revenue and expenditure of the Agency for the following financial year. The provisional draft estimate of the Agency's revenue and expenditure shall be sent to the Commission by 31 January each vear.

AM 976 Article 109 – paragraph 6 (MJM)

6. Each year, the Executive Director shall draw up a draft statement of estimates of the Agency's revenue and expenditure for the following financial year, including a draft establishment plan, and send it to the Management Board. That draft establishment plan shall, in relation to posts financed from *revenues in accordance with paragraph 4 of this Article*, be based on a limited set of indicators approved by the Commission to measure the Agency's workload and efficiency, and shall set out the resources required to meet demands for certification and other activities of the Agency in an efficient and timely manner, including those resulting from transfers of responsibility in accordance with Articles 53, 54 and 55. The

Article 113 – paragraph 1

1. Not later than [five years after the date referred to in Article 127 – OP please insert the exact date], and every five years thereafter, the Commission shall commission an evaluation in compliance with the Commission guidelines to assess the Agency's performance in relation to its objectives, mandate and tasks. The evaluation shall, in particular, address the possible need to modify the mandate of the Agency, and the financial implications of any such modification.

Management Board shall, on the basis of that draft, adopt a provisional draft estimate of revenue and expenditure of the Agency for the following financial year. The provisional draft estimate of the Agency's revenue and expenditure shall be sent to the Commission by 31 January each year.

AM 979 Article 113 – paragraph 1(GUE/NGL)

1. Not later than [five years after the date referred to in Article 127 – OP please insert the exact date], and every five years thereafter, the Commission shall commission an evaluation in compliance with the Commission guidelines to assess the Agency's performance in relation to its objectives, mandate and tasks. It shall also assess the impact of this Regulation, the Agency and its working practices in establishing a high level of civil aviation safety. The evaluation shall, in particular, address the possible need to modify the mandate of the Agency, and the financial implications of any such modification. The evaluation shall take into account the views of stakeholders at both European and national level.

AM 981 Article 113 – paragraph 1(PREUß, KYRKOS-S&D)

1. Not later than [five years after the date referred to in Article 127 – OP please insert the exact date], and every five years thereafter, the Commission shall commission an evaluation in compliance with the Commission guidelines to assess the Agency's performance in relation to its objectives, mandate and tasks. The evaluation shall, in particular, address the possible need to modify the mandate of the Agency, and the financial implications of any such modification. *The evaluation shall take into account the findings and*

COMP 48

AM 979 Article 113 – paragraph 1(GUE/NGL), AM 981 Article 113 – paragraph 1(PREUß, KYRKOS-S&D), AM 982 Article 113 – paragraph 1(MJM)

1. Not later than [three years after the date referred to in Article 127 – OP please insert the exact date], and every five years thereafter, the Commission shall commission an evaluation in compliance with the Commission guidelines to assess the Agency's performance in relation to its objectives, mandate and tasks and the impact of this Regulation. The evaluation shall, in particular, address the possible need to modify the mandate of the Agency, and the financial implications of any such modification. The evaluation shall take into account the views of stakeholders at both European and national level.

positions of stakeholders at European and national level.

AM 982 Article 113 – paragraph 1(MJM)

1. Not later than [*three* years after the date referred to in Article 127 – OP please insert the exact date], and every five years thereafter, the Commission shall commission an evaluation in compliance with the Commission guidelines to assess the Agency's performance in relation to its objectives, mandate and tasks. The evaluation shall, in particular, address the possible need to modify the mandate of the Agency, and the financial implications of any such modification.

Article 122 Repeal Regulation (EC) No 216/2008 is repealed.	AM 999 Article 122 a (new)(GAHLER-EPP) Article 122a Repeal of provisions Regulation (EC) No 552/2004 is repealed.	COMP 49 AM 999 Article 122 a (new)(GAHLER-EPP) Article 122 Repeal
References to Regulation (EC) No 216/2008		Regulation (EC) No 216/2008 is repealed.
shall be construed as references to this		Regulation (EC) 552/2004 is repealed except for:
Regulation and read in accordance with the correlation table in Annex X.		(a) Articles 5, 6 and 6a and Annexes III and IV of that Regulation, which shall continue to apply for the purposes of declarations until the entry into force of the relevant delegated acts referred to in Article 39 of this Regulation;
		(b) Articles 4 and 7 of that Regulation, which shall continue to apply until the entry into force of the relevant delegated acts referred to in Article 39 of this Regulation.
		References to the repealed Regulations shall be construed as references to this Regulation and read in accordance with the correlation table in Annex X.
Article 126 – paragraph 2 a	AM 1011 Article 126 – paragraph 2 a (new)(MJM) 2a. The Agency shall, at the latest three years after the entry into force of this Regulation issue, in accordance with Article 65(1), proposals for	COMP 49A AM 1011 Article 126 – paragraph 2 a (new)(MJM), AM 1012 Article 126 – paragraph 2b (new)(MJM)
	delegated acts on airworthiness and pilot licensing with respect to light sport aircraft falling within the scope of this Regulation, but having a maximum take-off mass of not more than 600 kg for aircraft not intended to be operated on water or 650 kg for	after the entry into force of this Regulation issue, in accordance with Article 65(1), proposals for

aircraft intended to be operated on water. These

proposals shall be proportionate, taking into

account the objectives and principles set out in

maximum take-off mass of not more than 600 kg

for aircraft not intended to be operated on water or

650 kg for aircraft intended to be operated on water.

Articles 1 and 4, the nature and risk of the activity concerned, and provide for interoperability with comparable standards existing in important third-country markets.

AM 1012 Article 126 – paragraph 2b (new)(MJM)

2b. The Agency shall, at the latest five years after entry into force of this Regulation issue guidance material for voluntary use by Member States to support the development of proportionate national rules concerning the design, production, maintenance and operation of aircraft listed in Annex I.

- These proposals shall be proportionate, taking into account the objectives and principles set out in Articles 1 and 4, the nature and risk of the activity concerned, and provide for interoperability with comparable standards existing in important third-country markets.
- 2b. The Agency shall, at the latest three years after entry into force of this Regulation issue guidance material for voluntary use by Member States to support the development of proportionate national rules concerning the design, production, maintenance and operation of aircraft listed in Annex I.

- (e) aeroplanes having the stall speed or the minimum steady flight speed in landing configuration not exceeding 35 knots calibrated air speed (CAS) and having no more than two seats, as well as helicopters and powered parachutes having no more than two seats, that have a maximum take-off mass (MTOM), as recorded by the Member States, of no more than:
- (i) 300 kg for a land plane/helicopter, single-seater;
- (ii) 450 kg for a land plane/helicopter, two-seater;
- (iii) 330 kg for an amphibian or floatplane/helicopter single-seater;
- (iv) 495 kg for an amphibian or floatplane/helicopter two-seater, provided that, where operating both as a floatplane/helicopter and as a land plane/helicopter, it falls below both MTOM

AM 1017 Annex I – paragraph 2 – point e – introductory part (POREBA, ZLOTOWSKI-ECR)

(e) aircraft having measurable stall speed or the minimum steady flight speed in landing configuration not exceeding 45 knots calibrated air speed (CAS) and having no more than two seats, as well as helicopters gyroplanes, balloons and powered parachutes having no more than two seats, that have a maximum take-off mass (MTOM) of no more than 600 kg, and an empty mass, excluding fuel, of no more than 350 kg, as recorded by the Member States

AM 1019 Annex I – paragraph 2 – point e – introductory part (PREUβ-S&D)

(e) aircraft, other than balloons, having the minimum steady flight speed in landing configuration not exceeding 45 knots calibrated air speed (CAS) and having no more than two seats that have a maximum take-off mass (MTOM) of no more than 600kg, and empty mass, of no more than 405kg.

AM 1020 Annex I – paragraph 2 – point e – point i

COMP 49 B

AM 1017 Annex I – paragraph 2 – point e – introductory part (POREBA, ZLOTOWSKI-ECR), AM 1019 Annex I – paragraph 2 – point e – introductory part (PREUß-S&D), AM 1020 – 1031, AM 1033 - 1040

Annex I (2)(e) (f) (g)

- (e) aircraft having measurable stall speed or the minimum steady flight speed in landing configuration not exceeding 45 knots calibrated air speed (CAS) and having no more than two seats, as well as helicopters gyroplanes, balloons and powered parachutes having no more than two seats, that have a maximum take-off mass (MTOM) of no more than 600 kg for aircraft not intended to be operated on water or 650 kg for aircraft intended to be operated on water, and an empty mass, excluding fuel, of no more than 350 kg, as recorded by the Member States
- (f) The rules on airworthiness issued by national

limits, as appropriate;

- (v) 472,5 kg for a land plane, twoseater equipped with an airframe mounted total recovery parachute system;
- (vi) 540 kg for a land plane, two-seater equipped with an airframe mounted total recovery parachute system and equipped with electric propulsion system;
- (vii) 315 kg for a land plane single-seater equipped with an airframe mounted total recovery parachute system;
- (viii) 365 kg for a land plane single-seater equipped with an airframe mounted total recovery parachute system and equipped with electric propulsion system;
- (f) single and two-seater gyroplanes with a MTOM not exceeding 560 kg;
- (g) sailplanes and powered sailplanes with a MTOM, of no more than 250 kg when single-seater or 400 kg when two-seater, including those which are foot launched;

(POREBA, ZLOTOWSKI-ECR)

Deleted

AM 1021 Annex I – paragraph 2 – point e – point i (PREUß-S&D)

Deleted

AM 1022 Annex I – paragraph 2 – point e – point ii (PREUß-S&D)

Deleted

AM 1023 Annex I – paragraph 2 – point e – point ii (POREBA, ZLOTOWSKI-ECR)

Deleted

AM 1024 Annex I – paragraph 2 – point e – point iii (POREBA, ZLOTOWSKI-ECR)

Deleted

AM 1025 Annex I – paragraph 2 – point e – point iii (PREUß-S&D)

Deleted

AM 1026 Annex I – paragraph 2 – point e – point iv (POREBA, ZLOTOWSKI-ECR)

Deleted

AM 1027 Annex I – paragraph 2 – point e – point iv (PREUß-S&D)

Deleted

AM 1028 Annex I – paragraph 2 – point e – point v (PREUß-S&D)

Deleted

AM 1029 Annex I – paragraph 2 – point e – point v (POREBA, ZLOTOWSKI-ECR)

Deleted

AM 1030 Annex I – paragraph 2 – point e – point vi (PREUß-S&D)

Deleted

AM 1031 Annex I – paragraph 2 – point e – point vi (POREBA, ZLOTOWSKI-ECR)

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competent authorities shall be proportionate, taking into account the objectives and principles set out in Articles 1 and 4, with the nature and risk of the activity concerned, based on and provide for interoperability with comparable standards existing in international markets and take in account the guidelines issued by the Agency in accordance with Article 126 (2b).

(g) The certificates issued based on the rules mentioned in paragraph (f) shall be mutual recognised on the territory to which the Treaties apply.

Annex III – point 1 1. Products must be designed to be as quiet as possible, taking into account point 4.	AM 1033 Annex I – paragraph 2 – point e – point vii (PREUß-S&D) Deleted AM 1034 Annex I – paragraph 2 – point e – point vii (POREBA, ZLOTOWSKI-ECR) Deleted AM 1035 Annex I – paragraph 2 – point e – point viii (PREUß-S&D) Deleted AM 1036 Annex I – paragraph 2 – point e – point viii (POREBA, ZLOTOWSKI-ECR) Deleted AM 1037 Annex I – paragraph 2 – point f (POREBA, ZLOTOWSKI-ECR) Deleted AM 1038 Annex I – paragraph 2 – point f (PREUß-S&D) Deleted AM 1039 Annex I – paragraph 2 – point g (PREUß-S&D) Deleted AM 1040 Annex I – paragraph 2 – point g (POREBA, ZLOTOWSKI-ECR) Deleted AM 234 Annex III – point 1 (MJM) 1. Products must be designed to minimise noise, in compliance with currently applicable EU Regulations , international standards and recommended practices, taking into account point 4. AM 1047 Annex III – point 1 (GAHLER-EPP) 1. Products must be designed to be as quiet as possible, taking into account technical feasibility,	COMP 50 AM 234 Annex III – point 1 (MJM), AM 1047 Annex III – point 1 (GAHLER-EPP), AM 463 Article 9 – paragraph 1 (DELLI-GREENS), AM 464 Article 9 – paragraph 1 (PREUß, D'ALLONNES BONNEFOY- S&D), AM 485 Article 18 – paragraph 2 (EICKHOUT-GREENS), 1. Products must be designed to minimise noise, in compliance with relevant provisions of EU
	1	paragraph 2 (EICKHOUT-GREENS),

Amon III maint 2	AM 225 Amov III maint 2 (MIM)	COMP 51
Annex III – point 2	AM 235 Annex III – point 2 (MJM)	
2. Products must be designed to	2. Products must be designed to minimize	AM 235 Annex III – point 2 (MJM), AM 464 Article
minimize emissions to the extent possible	emissions in compliance with currently applicable	9 – paragraph 1 (PREUß, D'ALLONNES
taking into account point 4.	EU Regulations, international standards and	BONNEFOY- S&D), AM 1048 Annex III – point 2
	recommended practices, taking into account point 4.	(GAHLER-EPP)
	AM 1048 Annex III – point 2 (GAHLER-EPP)	
	2. Products must be designed to minimize	
	emissions to the extent possible taking into account	2. Products must be designed to minimize
	technical feasibility, economic equitableness and	emissions in compliance with relevant provisions of
	point 4.	EU legislation and international standards and
	1	recommended practices, taking into account point 4.
	AM 464 Article 9 – paragraph 1 (PREUß,	recommended practices, taking into account point 4.
	D'ALLONNES BONNEFOY- S&D)	
	Aircraft referred to in Article 2(1)(a) and (b) and	
	their engines, propellers, parts and non-installed	
	equipment shall comply with the environmental	
	protection requirements contained in Amendment 8	
	of Volume I and in Amendment 5 of Volume II of	
	Annex 16 to the Chicago Convention as applicable	
	on 24 November 2005, except for the Appendices to	
	Annex 16.	
		NO COMP 52
72 The milet in command must have the	AM 1057 Annex V – point 7 – point 7.2 (VAN DE	COMP 53
7.2. The pilot in command must have the	CAMP-EPP)	AM 1057 Annex V – point 7 – point 7.2 (VAN DE
authority to give all commands and take any appropriate actions for the purpose of	7.2. The pilot in command must have the	CAMP-EPP), AM 1058 Annex V – point 7 – point
	authority to give all commands and take any	7.2 (GUE/NGL)
securing the operation and the safety of the	appropriate actions for the purpose of securing the	7.2 (GCE/TGE)
aircraft and of persons and/or property carried	operation and the safety of the aircraft and of persons	7.2. The pilot in command must have the authority
therein.	1 1	•
	and/or property carried therein. <i>The pilot must not in</i>	to give all commands and take any appropriate
	any way be limited in exercising this authority. In	actions for the purpose of securing the operation and
	particular the type of employment status of the pilot	the safety of the aircraft and of persons and/or
	may not have an negative effect on his authority. In	property carried therein. The pilot must exercise this
	this respect the use of atypical employment should	authority without any interference.
	be restricted and direct employment should be the	
	standard model of employment for air crew	

Annex VI – point 2

2. The entity and the staff responsible for the certification and oversight tasks must carry out their duties with the greatest possible professional integrity and the greatest possible technical competence and must be free of any pressure and incentive, in particular of a financial type, which could affect their judgment or the results of their certification and oversight tasks, in particular from persons or groups of persons affected by these results.

members.

7.2. The pilot in command must have the authority to give all commands and take any appropriate actions for the purpose of securing the operation and the safety of the aircraft and of persons and/or property carried therein. *The pilots must be*

AM 1058 Annex V – point 7 – point 7.2 (GUE/NGL)

able to exercise this authority without interference of economic or commercial considerations that could influence the operational safety decisions.

AM 240 Annex VI – point 2 (MJM)

2. The entity and the staff responsible for the certification and oversight tasks must carry out their duties with the greatest possible professional integrity and the greatest possible technical competence and must be free of any pressure and incentive, in particular of a financial type, which could affect their judgment *and decisions* or the results of their certification and oversight tasks, in particular from persons or groups of persons affected by these results.

AM 1060 Annex VI – point 2 (RIQUET-ALDE)

2. The entity and the staff responsible for the certification and oversight tasks must carry out their duties with the greatest possible professional integrity and the greatest possible technical competence and must be free of any pressure and incentive, *of any* type, which could affect their judgment or the results of their certification and oversight tasks, in particular from persons or groups of persons affected by these results.

COMP 54

AM 240 Annex VI – point 2 (MJM), AM 1060 Annex VI – point 2 (RIQUET-ALDE)

2. The entity and the staff responsible for the certification and oversight tasks must carry out their duties with the greatest possible professional integrity and the greatest possible technical competence and must be free of any pressure and incentive, of any type, in particular of a financial type, which could affect their judgment and decisions or the results of their certification and oversight tasks, in particular from persons or groups of persons affected by these results.

Annex IX – point 1 – point a

(a) A person operating the unmanned aircraft must be aware of the applicable

AM 1083 Annex IX – point 1 – point a (DELLI-GREENS)

(a) A person operating the unmanned aircraft must be aware of the applicable Union and national

COMP 55

AM 1083 Annex IX – point 1 – point a (DELLI-GREENS), AM 1085 Annex IX – point 1 – point a (BACH-EPP, ANDERSON-S&D), AM 1086 Annex

Union and national rules relating to the intended operations, in particular with regard to safety, privacy, data protection, liability, insurance, security or environmental protection. The person must be able to ensure the safety of operation and safe separation of the unmanned aircraft from people on the ground and from other airspace users. This includes being familiar with the operating instructions provided by the manufacturer and with all relevant functionalities of the unmanned aircraft and applicable rules of the air and ATM/ANS procedures.

rules relating to the intended operations, in particular with regard to safety, privacy, data protection, liability, insurance, security or environmental protection. The person must be able to ensure the safety of operation and safe separation of the unmanned aircraft from people on the ground and from other airspace users. This includes *having a license based on relevant knowledge of safe and environmentally friendly use of unmanned aircraft in the airspace*, being familiar with the operating instructions provided by the manufacturer and with all relevant functionalities of the unmanned aircraft and applicable rules of the air and ATM/ANS procedures.

AM 1085 Annex IX – point 1 – point a (BACH-EPP, ANDERSON-S&D)

(a) A person operating the unmanned aircraft must be aware of the applicable Union and national rules relating to the intended operations, in particular with regard to safety, privacy, data protection, liability, insurance, security or environmental protection. The person must be able to ensure the safety of operation and safe separation of the unmanned aircraft from people on the ground and from other airspace users. This includes *good knowledge of* the operating instructions provided by the manufacturer and with all relevant functionalities of the unmanned aircraft and applicable rules of the air and ATM/ANS procedures.

AM 1086 Annex IX – point 1 – point a (MJM)

(a) A *remote pilot* must be aware of the applicable Union and national rules relating to the intended operations, in particular with regard to safety, privacy, data protection, liability, insurance, security or environmental protection. The *remote*

IX – point 1 – point a (MJM)

(a) A remote pilot must be aware of the applicable Union and national rules relating to the intended operations, in particular with regard to safety, privacy, data protection, liability, insurance, security and environmental protection. The remote *pilot* must be able to ensure the safety of operation and safe separation of the unmanned aircraft from people on the ground and from other airspace users. This includes good knowledge of the operating instructions provided by the manufacturer, of safe and environmentally friendly use of unmanned aircraft in the airspace, and of all relevant functionalities of the unmanned aircraft and applicable rules of the air and ATM/ANS procedures.

Annex IX – point 1 – point c

If necessary to mitigate risks pertaining to safety, privacy, protection of personal data, security or the environment, arising from the operation, the unmanned aircraft must have the corresponding and specific features and functionalities which take into account the principles of privacy and protection of personal data by design and by default. According to the needs those features functionalities must ensure easy identification of the aircraft and of the nature and purpose of the operation; and must ensure that applicable limitations, prohibitions or conditions be complied with, notably with respect to the operation in particular geographical zones, beyond certain distances from the operator or at certain altitudes.

pilot must be able to ensure the safety of operation and safe separation of the unmanned aircraft from people on the ground and from other airspace users. This includes *good knowledge of* the operating instructions provided by the manufacturer and with all relevant functionalities of the unmanned aircraft and applicable rules of the air and ATM/ANS procedures.

AM 242 Annex IX – point 1 – point c (MJM)

(c) If necessary to mitigate risks pertaining to safety, privacy, protection of personal data, security or the environment, arising from the operation, the unmanned aircraft must have the corresponding and specific features and functionalities which take into account the principles of privacy and protection of personal data by design and by default. Those features and functionalities must ensure easy identification of the aircraft and of the nature and purpose of the operation; and must ensure that applicable limitations, prohibitions or conditions be complied with, notably with respect to the operation in particular geographical zones, beyond certain distances from the operator or at certain altitudes.

AM 1089 Annex IX – point 1 – point c (S&D)

(c) If necessary to mitigate risks pertaining to safety, privacy, protection of personal data, security or the environment, arising from the operation, the unmanned aircraft must have the corresponding and specific features and functionalities which take into account the principles of privacy and protection of personal data by design and by default. According to the needs those features and functionalities must ensure easy identification of the aircraft and of the nature and purpose of the operation; and must ensure that *requirements for safe operations, including*

COMP 56

AM 242 Annex IX – point 1 – point c (MJM), AM 1089 Annex IX – point 1 – point c (S&D), AM 1090 Annex IX – point 1 – point c (BACH-EPP, ANDERSON- S&D), AM 1091 Annex IX – point 1 – point c (DELLI-GREENS), AM 1087 Annex IX – point 1 – point b (DELLI-GREENS)

To mitigate risks pertaining to safety, privacy, protection of personal data, security or the environment, arising from the operation, the unmanned aircraft must have the corresponding and specific features and functionalities which take into account the principles of privacy and protection of personal data by design and by default. Those features and functionalities must ensure easy identification of the aircraft and of the nature and purpose of the operation; and must ensure that applicable limitations, prohibitions or conditions be complied with, including detect and avoid systems, notably with respect to the operation in particular geographical zones (such as chemical and nuclear power plants, industrial sites and aerodromes), beyond certain distances from the operator or at certain altitudes.

detect and avoid systems, as well as applicable limitations, prohibitions or conditions be complied with, notably with respect to the operation in particular geographical zones, beyond certain distances from the operator or at certain altitudes.

AM 1090 Annex IX – point 1 – point c (BACH-EPP, ANDERSON- S&D)

To mitigate risks pertaining to safety, privacy, protection of personal data, security or the environment, arising from the operation, the unmanned aircraft must have the corresponding and specific features and functionalities which take into account the principles of privacy and protection of personal data by design and by default. Those features and functionalities must ensure easy identification of the aircraft and of the nature and purpose of the operation; and must ensure that functional prerequisites required for operations, including collision avoidance, as well as applicable limitations, prohibitions or conditions be complied with, notably with respect to the operation in particular geographical zones, beyond certain distances from the operator or at certain altitudes.

AM 1091 Annex IX – point 1 – point c (DELLI-GREENS)

(c) If *compulsory* to mitigate risks pertaining to safety, privacy, protection of personal data, security or the environment, arising from the operation, the unmanned aircraft must have the corresponding and specific features and functionalities which take into account the principles of privacy and protection of personal data by design and by default. According to *this obligation and* the needs those features and

Recital (6) Member States should be allowed to	protect the environment; AM 252 Recital 1a (S&D - GUE/NGL) (1a) Ambitious measures are required to ensure the aviation sector contributes to the objectives of the Paris Agreement on climate change. AM 255 (GAHLER - EPP) (6) Member States should be allowed to exempt	(1a) In addition, a high and uniform level of environmental protection should be ensured at all times by measures ensuring that any goods, persons and organisations involved in civil aviation activity in the Union comply with relevant provisions of EU legislation and international standards and recommended practices; COMP 58 AM 255 (GAHLER - EPP), AM 256 (MARIAS - ECR)
Recital 1a	1 4	

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

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

AM 256 (MARIAS - ECR)

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

Recital (6)

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

Recital

(7) Member States may consider it preferable, notably with a view to achieving safety, interoperability or efficiency gains, to apply the provisions of this Regulation,

AM 4 (MJM)

(7) Member States may consider it preferable, notably with a view to achieving safety, interoperability or efficiency gains, to apply the provisions of this Regulation, instead of their national law, to state aircraft and air traffic

COMP 59

AM 4 (MJM), AM 257 (MARIAS - ECR)

(7) Member States may consider it preferable, with a view to achieving safety and interoperability gains, to apply the provisions of this Regulation,

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

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AM 257 (MARIAS - ECR)

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

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Recital

(8) The measures taken in accordance with this Regulation to regulate civil aviation in the Union, including the delegated and implementing acts adopted on the basis thereof, should correspond to and be proportionate to the nature and risks associated with the different types of operations and activities they address. They

AM 258 (MJM)

(8) The measures taken in accordance with this Regulation to regulate civil aviation in the Union, including the delegated and implementing acts adopted on the basis thereof, should correspond to and be proportionate to the nature and risks associated with the different types of *aircraft*, operations and activities they address. They should also, in as far as possible, be formulated in a manner which focuses on objectives to be achieved, while

COMP 60

AM 258 (MJM), AM 259 (MARIAS - ECR), AM 260 (FOSTER - ECR), AM 261 (KYLLÖNEN - GUE/NGL)

(8) The measures taken in accordance with this Regulation to regulate civil aviation in the Union,

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

allowing different means of achieving those objectives and a systemic approach to civil aviation, taking into account interdependencies between safety and other technical domains of aviation regulation, including cyber security. This should contribute to a more cost-efficient achievement of required safety levels and to stimulating technical and operational innovation. Use should be made of recognised industry standards and practices, where it has been found that they ensure compliance with the essential requirements set out in this Regulation.

AM 259 (MARIAS - ECR)

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

AM 260 (FOSTER - ECR)

(8) The measures taken in accordance with this Regulation to regulate civil aviation in the Union, including the delegated and implementing acts adopted on the basis thereof, should correspond to and be proportionate to the nature and risks associated with the different types of operations and activities they address. They should also, in as far as possible, be formulated in a manner which focuses

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

on objectives to be achieved, while allowing different means of achieving those objectives. This should contribute to a more cost-efficient achievement of required safety levels and to stimulating technical and operational innovation. Use should be made of recognised industry standards and practices, where it has been found that they ensure compliance with the essential requirements set out in this Regulation, specifically in fields where that has traditionally been the case, such as ground handling.

AM 261 (KYLLÖNEN - GUE/NGL)

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

Recital

(9) Application of sound safety management principles is essential for continuous improvement of civil aviation safety in the Union, anticipating emerging

AM 5 (MJM)

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

COMP 61

AM 5 (MJM), AM 264 (ALDE), AM 265 (FOSTER - ECR)

Recital 9

safety risks, and making best use of limited technical resources. It is therefore necessary to establish a common framework for planning and implementing safety improvement actions. To that end a European Plan for Aviation Safety and a European Aviation Safety Programme should be drawn up at Union level. Each Member State should also draw up a National Aviation Safety Programme in accordance with requirements contained in Annex 19 to the Chicago Convention. That programme should be accompanied by a plan describing the actions to be taken by the Member State to mitigate the identified safety risks.

establish a common framework for planning and implementing safety improvement actions. To that end a European Plan for Aviation Safety and a European Aviation Safety Programme should be drawn up at Union level. Each Member State should also draw up a National Aviation Safety Programme in accordance with the requirements contained in Annex 19 to the Chicago Convention. That programme should be accompanied by a plan describing the actions to be taken by the Member State to mitigate the identified safety risks. *During the course of the establishment of the programme and the plan, the Stakeholder Advisory group should be consulted.*

AM 264 (ALDE)

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

Application of sound safety management principles is essential for continuous improvement of civil aviation safety in the Union, anticipating emerging safety risks, and making best use of limited technical resources. It is therefore necessary to establish a common framework for planning and implementing safety improvement actions. To that end a European Plan for Aviation Safety and a European Aviation Safety Programme should be drawn up at Union level. Each Member State should also draw up a State Aviation Safety Programme in accordance with the requirements contained in Annex 19 to the Chicago Convention. That programme should be accompanied by a plan describing the actions to be taken by the Member State to mitigate the identified safety risks. The European Aviation Safety Programme and plans, as well as the State Safety Programmes, as described in Annex 19 to the Chicago Convention, shall be established with the close involvement of industry stakeholders.

Plans for Aviation Safety, shall be established with the involvement of relevant parties, affected by aviation safety.

AM 265 (FOSTER - ECR)

Application of sound safety management principles is essential for continuous improvement of civil aviation safety in the Union, anticipating emerging safety risks, and making best use of limited technical resources. It is therefore necessary to establish a common framework for planning and implementing safety improvement actions. To that end a European Plan for Aviation Safety and a European Aviation Safety Programme should be drawn up at Union level. Each Member State should also draw up a National Aviation Safety Programme in accordance with the requirements contained in Annex 19 to the Chicago Convention. That programme should be accompanied by a plan describing the actions to be taken by the Member State to mitigate the identified safety risks. The European Aviation Safety Programme and plans, as well as the State Safety Programmes, as described in Annex 19 to the Chicago Convention, shall be established with the close involvement of industry stakeholders.

Recital 12 a new

AM 270 (PREUß - S&D, PIEPER - EPP)

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

COMP 62

AM 270 (PREUß - S&D, PIEPER - EPP), AM 283 (PREUß - S&D, PIEPER - EPP),
AM 338 (PREUß - S&D, PIEPER - EPP),
AM 628 Article 44 — paragraph 2 — indent 1 (new)
(PREUß - S&D, PIEPER - EPP), AM 629 Article 44
— paragraph 2 — indent 2 (new) (PREUß - S&D,
PIEPER - EPP), AM 630 Article 44 — paragraph 2 —

of aircraft, the operation of aerodromes and in the provision of ATM/ANS, and essential requirements applicable to persons and products involved in the training and medical examination of aircrew and air traffic controllers and air traffic safety electronics personnel should also be established.

AM 283 (PREUß - S&D, PIEPER - EPP)

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

AM 338 (PREUß - S&D, PIEPER - EPP)

(59) In order to take into account technical, scientific, operational or safety needs, by amending or supplementing the provisions on airworthiness, environmental protection, air crew, air operations, aerodromes, ATM/ANS, air traffic controllers, *air traffic safety electronics personnel*, third-country operators, unmanned aircraft, oversight and enforcement, flexibility provisions, fines and periodic penalty payments, and fees and charges, as well as requirements set out in annexes to this

indent 3 (new) (PREUß - S&D, PIEPER - EPP), AM 631 Article 44 — paragraph 2 — indent 4 (new) (PREUß - S&D, PIEPER - EPP), AM 632 Article 44 — paragraph 2 — indent 5 (new) (PREUß - S&D, PIEPER - EPP), AM 668 Article 51 — paragraph 3 — subparagraph 5 — point a (PREUß - S&D, PIEPER - EPP), AM 677 Article 51 — paragraph 10 — point g (PREUß - S&D, PIEPER - EPP), AM 817 Article 69 — paragraph 1 — indent 1 (new)(PREUß-S&D, PIEPER-EPP)

Regulation, the power to adopt acts in accordance with Article 290 of the TFEU should be delegated to the Commission. It is of particular importance that the Commission carries out appropriate consultations during its preparatory work, including at expert level. The Commission, when preparing and drawing up delegated acts, should ensure a simultaneous, timely and appropriate transmission of relevant documents to the European Parliament and to the Council.

AM 628 Article 44 – paragraph 2 – indent 1 (new) (PREUß - S&D, PIEPER - EPP)

- Section VII (new)

Air Traffic Safety Electronics Personnel (ATSEP) Article 45 (new)

Essential requirements

Air traffic safety electronics personnel as well as persons and organisations involved in the training, testing, checking or medical assessment of air traffic safety electronics personnel, as well as synthetic training devices shall comply with the relevant essential requirements set out in Annex XX.

AM 629 Article 44 – paragraph 2 – indent 2 (new) (PREUß - S&D, PIEPER - EPP)

- Article 46 (new)

Air Traffic Safety Electronics Personnel (ATSEP)

- 1. Air traffic safety electronics personnel shall be subject to certification and shall be issued with an air traffic safety electronics personnel licence and a medical certificate appropriate for the service to be provided.
- 2. Air traffic safety electronics licence referred to in paragraph 1 shall be issued upon application, when the applicant for the licence has demonstrated that he or she complies with the rules established by

Recital 12 a new

Although it is absolutely necessary that Air Traffic Safety Electronics Personnel (ATSEP) be appropriately qualified to perform their duties, the wide variety in their work environments means that such qualifications must allow to flexibly adapt to those different environments. Therefore, the delegated or implementing acts should provide for an explicit legal basis laying down detailed harmonised rules and guidelines on training and competence assessment of ATSEP for the different types of its safety relevant tasks. This would ensure the necessary level of safety, but still take account of the multifaceted nature of the ATSEPs tasks

delegated acts adopted pursuant to Article XX to ensure compliance with the essential requirements referred to in Article XX regarding theoretical knowledge, practical skill, language proficiency and experience.

- 3. The medical certificate referred to in paragraph 1 shall be issued upon application, when the air traffic safety electronics personnel has demonstrated that he or she complies with the rules established by delegated acts adopted pursuant to Article XX to ensure compliance with the essential requirements referred to in Article XX on medical fitness.
- 4. The air traffic safety electronics personnel licence and the medical certificate shall specify the privileges granted to the air traffic safety electronics personnel and the scope of the licence and the medical certificate.

AM 630 Article 44 – paragraph 2 – indent 3 (new) (PREUß - S&D, PIEPER - EPP)

- Article 47 (new)

Air traffic safety electronics personnel training organisations, aero medical examiners and aero medical centres

Air traffic safety electronics personnel training organisations, aero medical examiners and aero medical centres shall be subject to certification and shall be issued with a certificate.

That certificate shall be issued upon application, when the applicant has demonstrated that it complies with the rules established by delegated acts adopted pursuant to Article XX to ensure compliance with the essential requirements referred to in Article 40.

The certificate shall specify the privileges granted.

AM 631 Article 44 – paragraph 2 – indent 4 (new) (PREUß - S&D, PIEPER - EPP)

- Article 48 (new)

Instructors and examiners

Persons responsible for providing practical training or for assessing the practical skills of air traffic safety electronics personnel shall be subject to certification and shall be issued with a certificate.

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

The certificate shall specify the privileges granted.

AM 632 Article 44 – paragraph 2 – indent 5 (new)
(PREUß - S&D, PIEPER - EPP)

- Article 49 (new)

Delegated powers

- 1. For air traffic safety electronics personnel, as well as persons and organisations involved in the training, testing, checking or medical assessment of air traffic safety electronics personnel, the Commission shall be empowered to adopt delegated acts in accordance with Article 117 to lay down detailed rules with regard to:
- (a) the different ratings and endorsements for the air traffic safety electronics personnel licences referred to in Article XX;
- (b) the conditions for issuing, maintaining, amending, suspending or revoking licences, ratings and endorsements for the air traffic safety electronics personnel and medical certificates referred to in Article 41 and the certificates referred to in Articles 42 and XX:

- (c) the privileges and responsibilities of the holders of air traffic safety electronics personnel licences, ratings and endorsements for licences, medical certificates and the certificates referred to in Articles XX, XX and XX;
- (d) the conditions for the acceptance and for the conversion of national air traffic safety electronics personnel licences and national medical certificates issued on the basis of the laws of the Member States into the air traffic safety electronics personnel licences and medical certificates referred to in Article XX;
- (e) the conditions for the acceptance of air traffic safety electronics personnel licences issued in accordance with the laws of a third country for purpose of applying Article XX;
- (f) the conditions under which the provision of onthe-job training shall be prohibited, limited or subject to certain conditions in the interest of safety;
- (g) the conditions for issuing and disseminating mandatory information by the Agency in accordance with Article 65(6) and by the national competent authorities, in order to ensure the safety in the provision of on-the-job training.

AM 668 Article 51 – paragraph 3 – subparagraph 5 – point a (PREUß - S&D, PIEPER - EPP)

(a) aero-medical examiners, aero-medical centres and general medical practitioners shall be responsible for issuing the pilot medical certificates referred to in Article 20(3) and the air traffic controller medicals certificates referred to in Article 41(1) and the air traffic safety electronics personnel certificates;

AM 677 Article 51 – paragraph 10 – point g (PREUß

- S&D, PIEPER - EPP)

(g) in respect of paragraph 3, the conditions for allocation of responsibilities to aero-medical examiners and aero-medical centres for the purpose of issuing pilot medical certificates and air traffic controller medical certificates, air traffic safety electronics personnel medical certificates, as well as the conditions under which general medical practitioners shall be given such responsibilities, with a view to ensuring effective performance of the tasks related to medical certification of pilots and air traffic controllers and air traffic safety electronics personnel;

AM 817 Article 69 – paragraph 1 – indent 1 (new)(PREUß-S&D, PIEPER-EPP)

- Article 70 (new)

Air traffic safety electronics personnel certification The Agency shall be responsible for the tasks related to certification, oversight, and enforcement in accordance with Article 51(3) with respect to the certificates for the air traffic safety electronics personnel training organisations referred to in Article XX, where those organisations have their principal place of business located outside the territory for which a Member State is responsible under the Chicago Convention and, where relevant, their personnel.

Recital 13

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

AM 6 (MJM)

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

COMP 63

AM 6 (MJM), AM 273 (VAN DE CAMP - EPP), AM 274 (GAHLER, REUL - EPP),

Recital 13

(13) The essential requirements concerning environmental compatibility of the design of

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

requirements should be *in compliance with* on the standards and recommended practices set by the Chicago Convention.

AM 273 (VAN DE CAMP - EPP)

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

AM 274 (GAHLER, REUL - EPP)

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

aeronautical products should address both aircraft noise as well as emissions, and allow the Union to set detailed technical standards which are necessary to protect the environment and human health from harmful effects of aviation operations. Those requirements should be *in compliance with the relevant provisions of EU legislation and international standards and recommended practices*;

Recital 14

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

AM 7 (MJM)

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

AM 276 (EPP)

Deleted

AM 277 (S&D)

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

COMP 64

AM 7 (MJM), AM 277 (S&D), AM 278 (KOCH - EPP), AM 279 (GUE/NGL)

Recital (14)

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

handling services, based on ground handling guidelines provided by existing rules and schemes provided by the industry on an international level.

AM 278 (KOCH - EPP)

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

AM 279 (GUE/NGL)

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

Recital 16

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

AM 281 (MJM)

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

AM 282 (DELI - EPP)

COMP 65

AM 281 (MJM), AM 282 (DELI - EPP)

Recital (16)

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

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

of the Regulation and the nature and risk of the particular activity concerned, while ensuring that it will not lead to additional administrative burden or increase in costs, thus reducing competitiveness.

Recital 17

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

AM 284 (MJM)

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

AM 285 (S&D)

COMP 66 AM 284 (MJM), AM 285 (S&D)

Recital (17)

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

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

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

Recital 18

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

AM 9 (MJM)

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

AM 287 (DELLI - GREENS)

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

AM 288 (RIQUET -ALDE)

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

COMP 67

AM 9 (MJM), AM 287 (DELLI - GREENS), AM 288 (RIQUET -ALDE), AM 289 (BACH - EPP, ANDERSON - S&D), AM 290 (AYALA SENDER - S&D),

Recital 18

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

	that are proportionate to the risk of the particular operation or type of operations. AM 289 (BACH - EPP, ANDERSON - S&D) (18) Since unmanned aircraft also operate within the airspace alongside with <i>manned</i> aircraft, this Regulation should cover such aircraft, regardless of their operating mass. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are proportionate to the risk of the particular operation or type of operations. AM 290 (AYALA SENDER - S&D) (18) Since unmanned aircraft also operate within the airspace alongside with <i>manned</i> aircraft, this Regulation should cover such aircraft, regardless of their operating mass. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are proportionate to the risk of the particular operation or type of operations.	
		NO COMP 68
Recital 20 b new	AM 286 (KOCH - EPP) (18) Since unmanned aircraft also operate within the airspace alongside with traditional aircraft, this Regulation should cover such aircraft, regardless of their operating mass. Technologies for unmanned aircraft now allow for a wide range of operations possible that should be subject to rules that are proportionate to the risk of the particular operation or type of operations, although model aircraft which are operated solely in the context of sport and leisure activities, should be excluded from the scope of this Regulation in view of their good safety record.	COMP 69 AM 286 (KOCH - EPP), AM 413 (S&D, ALDE, EPP), AM 418 Article 3 – paragraph 1 – point 34 – indent 1 (S&D, ALDE; EPP) AM 1042 (PREUß-S&D, KOCH-EPP) Recital 20 b new Model aircraft in particular those operated within an association or a club have enjoyed a good level of safety since decades. These associations and clubs are well structured and have put in place a very good safety culture. Whilst it is recognized that model

AM 413 Article 3 – paragraph 1 – point 29 (S&D, ALDE, EPP)

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

AM 418 Article 3 – paragraph 1 – point 34 – indent 1 (S&D, ALDE; EPP)

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

AM 1042 Annex I – paragraph 2 – point j – indent 1 (new) (PREUß-S&D, KOCH-EPP)

- (k) Model flying with aircraft with an operating mass of no more than 25 kg

COMP 70

AM 297 (VAN DALEN - ECR), AM 298 (MJM), AM 299 (RIQUET - ALDE), AM 300 (GAHLER - EPP)

AM 297 (VAN DALEN - ECR)

(22) The Agency and the national competent authorities should work in partnership in order to better detect unsafe conditions and take remedial measures as appropriate. Member States should in particular be able to transfer to each other or to the Agency the responsibilities under this Regulation related to certification, oversight and enforcement, especially where that is necessary for enhanced safety or more efficient use of resources. It is also necessary, according to the case, to support the Member States in performing those tasks, in particular cooperative and cross-border oversight, by establishing an efficient framework for pooling and sharing of aviation inspectors and other specialists with relevant expertise. This pooling however, shall in no way lead to any additional burden or charges

Recital 22

(22) The Agency and the national competent authorities should work in partnership in order to better detect unsafe conditions and take remedial measures as appropriate. Member States should in particular be able to transfer to each other or to the Agency the responsibilities under this Regulation related to certification, oversight and enforcement, especially where that is necessary for enhanced safety, *improved interoperability* or more efficient

Recital 22

(22) The Agency and the national competent authorities should work in partnership in order to better detect unsafe conditions and take remedial measures as appropriate. Member States should in particular be able to transfer to each other or to the Agency the responsibilities under this Regulation related to certification, oversight and enforcement, especially where that is necessary for enhanced safety or more efficient use of resources. It is also necessary. according to the case, to support the Member States in performing those tasks, in particular cooperative and cross-border oversight, by establishing an efficient framework for leisure which fall under this Basic Regulation, provisions must be included in the implementing rules or delegated acts so that model aircraft should continue to operate as they do today where under the various national systems. The implementing or delegated acts adopted under this Regulation should allow for a seamless transition from the different national systems, and should take into account existing best practices in the Member States.

aircraft are unmanned aircraft used primarily for

pooling and sharing of aviation inspectors and other specialists with relevant expertise.

for the aviation industry. The pool also shall not lead to an initiative to increase charges or financial benefits by 'harmonizing to the highest value'.

AM 298 (MJM)

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

AM 299 (RIQUET - ALDE)

(22) The Agency and the national competent authorities should work in partnership in order to better detect unsafe conditions and take remedial measures as appropriate. Member States should in particular be able to transfer to each other or to the Agency the responsibilities under this Regulation related to certification, oversight and enforcement, especially where that is necessary for enhanced safety, *improved interoperability* or more efficient

use of resources. With the same objectives, organisations subject to this regulation should also be given the possibility to request the Agency to take the responsibility for certification, oversight and enforcement of their activity. It is also necessary, according to the case, to support the Member States in performing those tasks, in particular cooperative and cross-border oversight, by establishing an efficient framework for pooling and sharing of aviation inspectors and other specialists with relevant expertise. This pooling however, shall in no way lead to any additional burden or charges for the aviation industry.

use of resources. It is also necessary, according to the case, to support the Member States in performing those tasks, in particular cooperative and cross-border oversight, by establishing an efficient framework for pooling and sharing of aviation inspectors and other specialists with relevant expertise.

Recital 33

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

AM 305 (GAHLER, REUL - EPP)

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

AM 306 (MJM)

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

COMP 71

AM 305 (GAHLER, REUL - EPP), AM 306 (MJM)

Recital 33

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Recital 34 (34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist, where appropriate, the Member States and industry in its implementation. It should be able to issue certification specifications and guidance material and to make technical findings and issue certificates or register declarations as required.	Agency should also be allowed to take the necessary measures related to the operation of aircraft, the qualification of aircrew or the use of third-country aircraft, where this is the best means to ensure uniformity and facilitate the functioning of the internal market. AM 309 (KOCH - EPP) (34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist the Member States and industry, <i>including SMEs</i> , in its implementation. It should be able to issue certification specifications and guidance material and to make technical findings and issue certificates or register declarations as required. AM 310 (BACH - EPP, ANDERSON - S&D) (34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist the Member States and industry in its implementation. It should be able to issue certification specifications as required. AM 311 (SCHMIDT - EPP) (34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist the Member States and industry in its implementation. It should be able to issue certification specifications and guidance material and to make technical findings and issue certification specifications and guidance material and to make technical findings and issue certification specifications and guidance material and to make technical findings and issue certification specifications and guidance material and to make technical findings and issue	COMP 72 AM 309 (KOCH - EPP), AM 310 (BACH - EPP, ANDERSON - S&D), AM 311 (SCHMIDT - EPP) Recital 34 (34) The Agency should provide the technical expertise to the Commission in the preparation of the necessary legislation and assist the Member States and industry, <i>including SMEs</i> , in its implementation. It should be able to issue certification specifications and guidance material and to make technical findings and issue certificates or register declarations as required.
Recital 41	certificates or register declarations as required. AM 12 (MJM)	COMP 73
(41) The Agency should, on request, assist the Member States and Commission in the	(41) The Agency should, on request, assist the Member States and Commission in the field of international relations relating to matters covered by	Recital 41

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

this Regulation, in particular as regards the harmonisation of rules and the mutual recognition of certificates. It should be entitled to establish the appropriate relations, through working arrangements, with the authorities of third countries and international organisations competent in matters covered by this Regulation, subject to informing the Commission in advance. The Agency, in close cooperation with the Commission, should make a major contribution to exporting the Union's aviation standards and to promoting the movement of the Union's aeronautical products, professionals and services throughout the world, in order to facilitate access to new growing markets, notably through partnerships with the competent aviation authorities of third countries. In order to promote safety at the worldwide level, in light of the high standards applied within the Union, the Agency should also be allowed to engage, within its field of competence, in technical cooperation, research and assistance projects with third countries and international organisations. The Agency should also assist the Commission in the implementation of Union legislation in other technical domains of civil aviation regulation, such as security or the Single European Sky, where the Agency has the relevant expertise.

AM 319 (SASSOLI - S&D)

(41) The Agency should assist the Member States and Commission in the field of international relations relating to matters covered by this Regulation, in particular as regards the harmonisation of rules and the mutual recognition of certificates. It should establish the appropriate relations, through working arrangements, with the authorities of third countries

AM 12 (MJM), AM 318 (ARNAUTU - ENF), AM 319 (SASSOLI - S&D), AM 320 (FOSTER - ECR)

Recital 41

(41) The Agency should, on request, assist the Member States and Commission in the field of international relations relating to matters covered by this Regulation, in particular as regards the harmonisation of rules and the mutual recognition of certificates. It should be entitled to establish the appropriate relations, through working arrangements, with the authorities of third countries and international organisations competent in matters covered by this Regulation, subject to informing the Commission in advance. The Agency, in close cooperation with the Commission, should make a major contribution to exporting the Union's aviation standards and to promoting the movement of the Union's aeronautical products, professionals and services throughout the world, in order to facilitate access to new growing markets, notably through partnerships with the competent aviation authorities of third countries and opening local offices in the territory of third countries. In order to promote safety at the worldwide level, in light of the high standards applied within the Union, the Agency should also be allowed to engage, within its field of competence, in technical cooperation, research and assistance projects with third countries and international organisations. The Agency should also assist the Commission in the implementation of Union legislation in other technical domains of civil aviation regulation, such as security or the Single European Sky, where the Agency has the relevant expertise.

and international organisations competent in matters covered by this Regulation. In particular, it should act as, and be granted the privileges of, a Regional Safety Oversight Organisation under the Chicago Convention. In order to promote safety at the worldwide level, in light of the high standards applied within the Union, the Agency needs to engage, within its field of competence, in ad hoc technical cooperation, research and assistance projects with third countries and international organisations. In order to better address the needs of European industry, the Agency should open local offices in the territory of third countries. The Agency should also assist the Commission in the implementation of Union legislation in other technical domains of civil aviation regulation, such as security or the Single European Sky, where the Agency has the relevant expertise.

AM 320 (FOSTER - ECR)

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industry, the Agency should, where appropriate, open local offices in the territory of third countries. The Agency should also assist the Commission in the implementation of Union legislation in other technical domains of civil aviation regulation, such as security or the Single European Sky, where the Agency has the relevant expertise.

Recital 50

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

AM 325 (GRASWANDER-HAINZ - S&D)

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

AM 326 (BACH - EPP, ANDERSON - S&D)

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

AM 327 (ERTUG - S&D)

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

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AM 325 (GRASWANDER-HAINZ - S&D), AM 326 (BACH - EPP, ANDERSON - S&D), AM 327 (ERTUG - S&D), AM 328 (DELLI - GREENS), AM 329 (AYALA SENDER - S&D), AM 330 (MONTEIRO DE AGUIAR - EPP)

Recital 50

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

stakeholders, including Union social partners, should be appropriately consulted *and the implications should be fully considered in the Regulatory Impact Assessment* when the Agency prepares corresponding draft rules.

AM 328 (DELLI - GREENS)

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

AM 329 (AYALA SENDER - S&D)

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

AM 330 (MONTEIRO DE AGUIAR - EPP)

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