

Nr.	Party	Line	Action	Current Text	Proposed Amendment	Explanation/Comment
1	GGEP	25	add		In addition, night flight should be banned (22:00 – 6:00) at EU airports close to urban and residential areas	
2	Die Grünen, Austria	26-27	add	The European Greens demand that the "Aviation Package" include the following proposals for improving competitiveness of the aviation sector:	The European Greens demand that the "Aviation Package" include the following proposals for improving competitiveness and the environmental, climate and public health (e.g. noise) impact of the aviation sector:	
3	Groen, Belgium	26-27	replace	The European Greens demand that the "Aviation Package" include the following proposals for improving the competitiveness of the aviation sector:	The European Greens demand that the "Aviation Package" include the following proposals to address the aforementioned social and environmental problems.	The resolution is tabled in order to address the social and environmental problems of European aviation, and not the competitiveness of the aviation sector. It makes sense to be coherent with the idea behind the resolution as well as lines 21-24.
4	Groen Links, NL	27	replace	competitiveness	sustainability	This makes more sense regarding the proposals that follow.
5	GGEP	40-41	replace	All aviation emissions within the EU must be covered by a market based mechanism	All GHG aviation emissions, such as CO ₂ , NO _x , condensation contrails, within the EU must reflect the true costs of flying: ETS, kerosene taxes, vat for EU cross border flights, climate and environment related levies	
6	Vihreät, Finland	52	add		European Greens encourage national governments to place taxes and fees on aviation sector to discourage its growth and to raise funds for addressing the environmental damage, including noise pollution, from the sector.	Since we very much doubt the willingness of ICAO to ambitiously reduce emissions we should encourage European governments and put pressure on them to be leaders in implementing new measures for a fair taxation of aviation concerning its heavy burden regarding climate change.

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7	GGEP	57-62	replace	The means of limiting social dumping must be strengthened, amongst other things by introducing a rule stating that an airline must directly employ a mandatory average of 75% of pilots and cabin crew members. At the same time, the European Commission should be requested to survey the development of social dumping in European aviation and take action to ensure a push towards better working conditions and fair wages for all employees in the sector.	The means of limiting social dumping must be strengthened, by introducing at EU level legislation protecting all highly mobile workers and guaranteeing them a minimum set of social and employment rights regardless of where they work, by prohibiting “pay-to-fly”. At EU level, the Parliament and the Commission should continuously survey the working conditions in the aviation sector, to ensure that existing law is enforced, that law endangering workers rights is changed and that new law is introduced to answer to circumvention of rules and social dumping, all this to ensure a push towards better working conditions and fair wages for all employees in the sector.	