

# **Air transport, civil aviation: technical requirements and administrative procedures, EU-OPS Regulation (amend. Regulation (EEC) No 3922/91)**

2000/0069(COD) - 05/07/2006 - Text adopted by Parliament, 2nd reading

The European Parliament adopted a resolution drafted by Ulrich **STOCKMANN** (PES, DE) and made some amendments to the common position:

-In an adopted compromise amendment, tabled by EPP-ED, PES, ALDE and Greens/EFA, it was pointed out that the aim of this regulation is to provide harmonised safety standards of a high level, including in the field of flight and duty time limitations and rest periods. But in some Member States, collective labour agreements and/or legislation already exist which provide for better conditions as regards flight and duty time limitations and as regards working conditions for cabin crew. Nothing in the Regulation should be interpreted as limiting the possibility of concluding or retaining such agreements. Member States are allowed to maintain legislation which contains more favourable provisions than those laid down in this Regulation.

-A scientific and medical evaluation of the provisions on flight and duty time limitations and rest requirements, as well as of the provisions on cabin crews where appropriate, should be completed within two years of the regulation's entry into force, rather than three years as proposed. The evaluation should be carried out by the European Aviation Safety Agency, which should also help the Commission to draw up proposals to amend the relevant technical provisions.

-The application of provisions regarding flight and duty time limitations can result in significant disruption of rosters for undertakings the operating models of which are exclusively based on night-time operation. The Commission should, on the basis of evidence to be provided by the parties concerned, carry out an assessment and propose an adjustment of the provisions regarding flight and duty time limitations to take account of these special operating models.

-The course towards further harmonisation of cabin crew training requirements hitherto adopted should be maintained, in order to facilitate the free movement of cabin crew personnel within the Community; in this context, the possibility of further harmonisation of cabin crew qualifications should be re-examined.