Basic information

1996/0209(SYN) SYN - Cooperation procedure (historic)	Procedure completed
Convention on international civil aviation: limitation of the operation of aeroplanes (amend. Directive 92/14/EEC) **Subject** 3.20.01 Air transport and air freight	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	VAN DAM Rijk (I-EDN)	22/09/1997

Former committee responsible	Former rapporteur	Appointed
TRAN Transport and Tourism	VAN DER WAAL Leen (EDN)	01/10/1996

Former committee for opinion	Former rapporteur for opinion	Appointed
ENVI Environment, Public Health and Consumer Protection	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Competitiveness (Internal Market, Industry, Research and Space)	2079	1998-03-30
Transport, Telecommunications and Energy	2031	1997-10-09
Transport, Telecommunications and Energy	1992	1997-03-11

Key events

Date	Event	Reference	Summary
04/09/1996	Legislative proposal published	COM(1996)0413	Summary
23/10/1996	Committee referral announced in Parliament		
26/02/1997	Vote in committee		Summary
26/02/1997	Committee report tabled for plenary, 1st reading/single reading	A4-0063/1997	

10/03/1997	Debate in Parliament		Summary
11/03/1997	Debate in Council		Summary
04/06/1997	Modified legislative proposal published	COM(1997)0253 	Summary
09/10/1997	Council position published	10068/1/1997	Summary
23/10/1997	Committee referral announced in Parliament, 2nd reading		
09/12/1997	Vote in committee, 2nd reading		Summary
09/12/1997	Committee recommendation tabled for plenary, 2nd reading	A4-0404/1997	
12/01/1998	Debate in Parliament		Summary
17/02/1998	Modified legislative proposal published	COM(1998)0070 	Summary
30/03/1998	Act adopted by Council after consultation of Parliament		
30/03/1998	End of procedure in Parliament		
07/04/1998	Final act published in Official Journal		

Technical information

Procedure reference	1996/0209(SYN)
Procedure type	SYN - Cooperation procedure (historic)
Procedure subtype	Legislation
Legal basis	EC Treaty (before Amsterdam) E 084-p2
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/09365

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0063/1997 OJ C 115 14.04.1997, p. 0004	26/02/1997	
Text adopted by Parliament, 1st reading/single reading		T4-0080/1997 OJ C 115 14.04.1997, p. 0017-0024	11/03/1997	Summary
Committee recommendation tabled for plenary, 2nd reading		A4-0404/1997 OJ C 014 19.01.1998, p. 0006	09/12/1997	
Text adopted by Parliament, 2nd reading		T4-0001/1998 OJ C 034 02.02.1998, p. 0014-0020	13/01/1998	Summary

Council of the EU

Document type	Reference	Date	Summary

Council position	10068/1/1997 OJ C 375 10.12.1997, p. 0025	09/10/1997	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(1996)0413 OJ C 309 18.10.1996, p. 0009	04/09/1996	Summary
Modified legislative proposal	COM(1997)0253 OJ C 253 19.08.1997, p. 0003	04/06/1997	Summary
Commission communication on Council's position	SEC(1997)1902	16/10/1997	Summary
Modified legislative proposal	COM(1998)0070	17/02/1998	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1386/1996 OJ C 066 03.03.1997, p. 0004	27/11/1996	Summary

Additional information		
Source	**Document**	**Date**
European Commission	EUR-Lex	

Final act	
Directive 1998/0020 OJ L 107 07.04.1998, p. 0004	Summary

Convention on international civil aviation: limitation of the operation of aeroplanes (amend. Directive 92/14/EEC)

1996/0209(SYN) - 30/03/1998 - Final act

OBJECTIVE: to amend Directive 92/14/EEC, whose principal objective was to limit the operation of certain civil subsonic jet aircraft. COMMUNITY MEASURE: Council Directive 98/20/EC on the limitation of the operation of aeroplanes covered by Part II, Chapter 2, Volume 1 of Annex 16 to the Convention on International Civil Aviation, second edition (1988). SUBSTANCE: the Directive updates the annex to Directive 92/14/EEC by including a number of aircraft operated by developing countries which had not been notified at the time of adoption of the Directive and were eligible for exemption until 01/04/2002. ENTRY INTO FORCE: 19/04/1998 DEADLINE FOR TRANSPOSITION: 01/03/1999.

Convention on international civil aviation: limitation of the operation of aeroplanes (amend. Directive 92/14/EEC)

1996/0209(SYN) - 17/02/1998 - Modified legislative proposal

The Commission re-examined the proposal and accepted two amendments by the European Parliament relating to the annexe. - However, the Commission was unable to accept the amendment concerning Article 1(1) and the annex, since Saudi Arabia is included in the official international list of developing nations which was used in drawing up the initial annexe to Council Directive 92/14/EEC and because the aircraft listed in the annex comply with the criteria set out in Article 3 of Directive 92/14/EEC as amended by this directive.

Convention on international civil aviation: limitation of the operation of aeroplanes (amend. Directive 92/14/EEC)

1996/0209(SYN) - 11/03/1997 - Text adopted by Parliament, 1st reading/single reading

In adopting the report by Mr Leen van der WAAL (EDN, NL) Parliament amended the proposal seeking to amend Directive 92/14/EEC on the limitation of the operation of aeroplanes at airports in the Union because of noise. Parliament accepts continuation of an exemption from the ban on flights by the noisiest aeroplanes for developing countries but is opposed to the exemption applying to seven Saudi machines. It considers that the Member States should be able to limit access by the noisiest aeroplanes. It also hopes that the exemption granted to an aeroplane of a developing country will not apply where the aeroplane is leased to a natural or legal person established in a country other than the one mentioned for that aeroplane in the Annex. Lastly, concerned by the fact that the setting up of an advisory committee would allow subsequent modifications to the list of exemptions without consultation of the Council and Parliament, Parliament has restricted the power of this committee to the deletion of aeroplanes from the annex.

Convention on international civil aviation: limitation of the operation of aeroplanes (amend. Directive 92/14/EEC)

1996/0209(SYN) - 04/06/1997 - Modified legislative proposal

The amended proposal of the European Commission took over two amendments tabled by the European Parliament seeking to specify the conditions under which an exemption could be granted to an aircraft registered in a developing nation. It was thus stated that an exemption granted to an aircraft from a developing country was only valid in that country and did not apply when the aircraft was leased to a natural or legal person established in a country other than the one referred to for that aircraft in the Annex. The other amendments were not taken over by the Commission.

Convention on international civil aviation: limitation of the operation of aeroplanes (amend. Directive 92/14/EEC)

1996/0209(SYN) - 11/03/1997

The Council reached provisional political agreement concerning a draft common position on the proposal for a Directive amending Council Directive 92 /14/EEC on the limitation of the operation of certain aircraft ("Chapter 2 aeroplanes"). The Council instructed the Permanent Representatives Committee to finalize the draft common position in the light of the Opinion of the European Parliament, with a view to its formal adoption.

Convention on international civil aviation: limitation of the operation of aeroplanes (amend. Directive 92/14/EEC)

1996/0209(SYN) - 13/01/1998 - Text adopted by Parliament, 2nd reading

In adopting the recommendation for second reading by Mr Rijk VAN DAM (I-EDN, NL), the European Parliament amended the common position of the Council on the limitation of the operation of aeroplanes more than 25 years old ('Chapter 2' aircraft). It called for the derogation which may be granted to developing countries not to be granted to Lebanon for one aircraft or to Saudi Arabia for seven aircraft. It requested a derogation for one Pakistan aircraft.

Convention on international civil aviation: limitation of the operation of aeroplanes (amend. Directive 92/14/EEC)

1996/0209(SYN) - 27/11/1996 - Economic and Social Committee: opinion, report

The Economic and Social Committee endorses the draft directive formalizing, modifying and expanding the provisions governing exemptions to the ban on the use of aircraft which do not meet certain international noise abatement standards in Community territory. These are practically confined to older aircraft operated by carriers from developing countries, which should be phased out by 2002. The Committee assumes that the abolition of national authorities' discretion in respect of issuing aircraft licences will not, in practical terms, make it easier to operate aeroplanes which fall under the proposed directive. The proposal is designed to ensure that future amendments no noise abatement measures are coordinated in a consultative committee. The Committee is confident that this will not undermine its own involvement in the legislative process. The Committee assumes that the term "penalties" for infringements of national provisions and the concept of enforcement also include other means of combating aircraft noise, such as fines and administrative constraints.

Convention on international civil aviation: limitation of the operation of aeroplanes (amend. Directive 92/14/EEC)

1996/0209(SYN) - 16/10/1997 - Commission communication on Council's position

The Commission supports the common position, since it contains the necessary amendments to the Annex to Directive 92/14/EEC as well as the definitions necessary to ensure stricter, uniform interpretation of the Directive. Moreover, the common position includes two amendments proposed by Parliament which strengthen the conditions under which an exemption granted to an aeroplane from a developing nation and included in the Annex remains valid.

Convention on international civil aviation: limitation of the operation of aeroplanes (amend. Directive 92/14/EEC)

1996/0209(SYN) - 04/09/1996 - Legislative proposal

OBJECTIVE: To amend Directive 92/14/EEC, the purpose of which is to restrict the operation of certain types of civil subsonic jet aeroplanes. SUBSTANCE: The Commission proposes to make amendments to Directive 92/14/EEC seeking to: - offer Member States which operate an airport system the possibility to limit or exclude the operation of certain noisier types of aircraft at one or more of the airports forming part of the airport system; - update the Annex to the directive by including a number of Chapter 2 aeroplanes from developing nations which qualify for an exception and by deleting some Chapter 2 aeroplanes which were on the initial annex and have been sold or destroyed since.; - provide for an advisory committee to assist the Commission in future updating of the amended Annex; - require the Member States to take the necessary measures to ensure that the Community rules are applied in practice.

Convention on international civil aviation: limitation of the operation of aeroplanes (amend. Directive 92/14/EEC)

1996/0209(SYN) - 09/10/1997 - Council position

The common position reflects the Commission's aim of making the necessary amendments to the Annex to Directive 92/14/EEC and incorporating a number of definitions to ensure a more strict interpretation of the Directive. The Council's text includes two amendments accepted by the Commission in its amended proposal, covering: - the conditions under which an exemption granted to an aeroplane registered in a developing nation remains valid; - the issue of leased aeroplanes, to prevent the abuse of the exemption status granted to aeroplanes from developing nations. By contrast, the common position: - deletes the provision which allowed Member States to ban Chapter 2 aeroplanes from one or more airports which are part of an airport system; - introduces a provision which allows Member States to maintain, within the framework of their existing arrangements with third country carriers, an exemption for phasing out Chapter 2 aeroplanes similar to that granted to Community air carriers; - makes provision for a regulatory committee, rather than an advisory committee, to update the Annex to the Directive.