Basic information

1996/2101(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Air transport safety, civil aviation: Community improvement strategy **Subject** 3.20.01.01 Air safety	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	MCINTOSH Anne Caroline B. (PPE)	24/07/1996

Committee for opinion	Rapporteur for opinion	Appointed
ECON Economic and Monetary Affairs, Industrial Policy	The committee decided not to give an opinion.	
ENER Research, Technological Development and Energy	The committee decided not to give an opinion.	
ENVI Environment, Public Health and Consumer Protection	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	1979	1996-12-13
Transport, Telecommunications and Energy	2016	1997-06-17
Transport, Telecommunications and Energy	1951	1996-10-03

Key events

Date	Event	Reference	Summary
12/06/1996	Non-legislative basic document published	SEC(1996)1083	Summary
19/07/1996	Committee referral announced in Parliament		
03/10/1996	Debate in Council		
13/12/1996	Debate in Council		

18/03/1997	Vote in committee		Summary
18/03/1997	Committee report tabled for plenary	A4-0091/1997	
17/06/1997	Resolution/conclusions adopted by Council		
15/07/1997	Debate in Parliament		
17/07/1997	End of procedure in Parliament		
22/09/1997	Final act published in Official Journal		

Technical information	
Procedure reference	1996/2101(COS)
Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 148
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/07965

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0091/1997 OJ C 132 28.04.1997, p. 0005	18/03/1997	
Text adopted by Parliament, single reading		T4-0405/1997 OJ C 286 22.09.1997, p. 0186-0251	17/07/1997	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	SEC(1996)1083	12/06/1996	Summary
Follow-up document	COM(2001)0390	16/07/2001	Summary

Air transport safety, civil aviation: Community improvement strategy

1996/2101(COS) - 17/07/1997 - Text adopted by Parliament, single reading

In adopting the report by Mrs Anne McINTOSH (PPE, UK), the European Parliament welcomed the Commission's submission of the communication on defining a Community aviation safety improvement strategy, which was a first step towards fulfilling the request by Parliament to prepare suitable measures. Parliament called on the Commission to draw up a 'black list' of third-country carriers which did not meet EU safety standards, with the aim of refusing them permission to land or take off in the EU. Parliament also adopted a number of amendments concerning measures which needed to be taken as a matter of urgency but which were not mentioned in the communication: - establishment of mandatory incident reporting systems and of a European confidential system of voluntary incident reporting; - establishment of a European data bank on air accidents and incidents; - measures to

reduce injuries in the event of an accident: impact protection, fire survivability, the provision of passenger smoke hoods, the installation of water mist systems, the fitting of externally mounted cameras and aircraft evacuation; - measures to reduce third party risk in the vicinity of airports; - measures to eliminate the worldwide trade in counterfeit spare parts; - regulation of the admission of personal luggage to cabins. In addition to the introduction of intra-Community rules on flight and duty time for aircrew and cabin crew, it was recommended that common standards be drawn up concerning the training and licensing requirements for cabin crew and ground staff.

Air transport safety, civil aviation: Community improvement strategy

1996/2101(COS) - 16/07/2001 - Follow-up document

There is a strong aspiration from European citizens for more safety in aviation at a time when the steady development of the activity, combined with the standstill of the accident rate, fuels a public perception of a decreasing level of safety. There is therefore an urgent need to improve global aviation safety, in particular, in certain regions of the world. The Community and its Member States have a leading role to play to achieve this objective and to assist third countries in applying the international safety standards. The Commission intends to take the following initiatives: - the conclusion of a Memorandum of co-operation with the ICAO: such a Memorandum will have for objective both to assist ICAO in implementing and enlarging its Universal Safety Oversight Audit Programme, and to provide ICAO's assistance to the Commission in order to secure consistent and coherent Community intervention for recovery projects supported by current financial instruments. Such agreement which will be only about funding and exchange of information is fully within the remits of Commission's powers as specified by article (302) of the Treaty. - the conclusion of similar arrangements with JAA and EUROCONTROL to assist future European Union members and some other third countries to conform to the Community's own requirements and ensure that JAA and EUROCONTROL standards are met in these States. - the allocation of increased resources from the existing co-operation programmes, in accordance with their own respective rules of procedure, to finance recovery actions as identified in co-operation with ICAO, JAA and EUROCONTROL; - the establishment of a co-ordination mechanism for recovery actions undertaken by the Community and its Member States through the creation of a committee composed of experts from the Commission, the Member States and European Industry, to be involved in the identification and financing of such actions. - the definition of a Community position regarding the creation of the ICAO International Financial Facility for Aviation Safety in order to ensure complementarity with European Community and Member States instruments. The Commission invites the Member States to complement Community action and take the following initiatives: - support ICAO in the implementation of the Universal Safety Oversight Audit Programme by ensuring that ICAO is given the financial and legal means to conduct systematic and mandatory safety audits. - take initiative to make use and strengthen the enforcement provisions of the ICAO Convention so as to privilege multilateral, rather than unilateral action to convince states, when necessary, to fulfil their international obligations in aviation safety. - increase their own financial assistance for the implementation of recovery actions identified as a result of ICAO audit activities. - participate in the coordination structure set up by the Commission to ensure consistency and complementarily of recovery actions, as well as best use of available resources.

Air transport safety, civil aviation: Community improvement strategy

1996/2101(COS) - 12/06/1996 - Non-legislative basic document

OBJECTIVE: The Commission's working document seeks to define a strategy to enhance safety standards to be imposed on Community airlines and all third-country airlines operating in the EU. SUBSTANCE: The document provides in particular for the establishment of a European Aviation Safety Authority instructed to develop methods enabling systematic and efficient checks to be carried out on the safety of Community airlines, especially airlines flying third-country flags. Before the end of the year, the Commission will submit a formal proposal for the establishment of an authority of that nature. The action plan drawn up by the Commission, in cooperation with Member State experts, provides for measures to be taken at three levels; (a) by the Member States: they should immediately take the measures necessary to expand their national safety oversight activities and make them consistent with the collective assessment procedure; (b) the European Civil Aviation Conference (ECAC) and its associated body, the Joint Aviation Authorities (JAA) should rapidly finalize a comprehensive and workable Safety Assessment Procedure, establish a coordination mechanism for the centralization and dissemination of information received and prepare syntheses on foreign air carriers whose safety levels are suspect, set up specialist assessment teams for the audit of foreign air carriers and set up a European cooperation programme to assist third countries in improving their safety oversight capabilities; (c) by the European Commission itself: it says that it will present before the end of the year a proposal for a directive formalizing the safety assessment procedure to be followed by the Member States for the assessment of foreign air carriers. That directive should also include an obligation on Member States to ground aircraft found or suspected to be dangerous.