Basic information

1998/0070(SYN) SYN - Cooperation procedure (historic)	Procedure completed
Aeronautical industry and environment: civil subsonic jet aeroplanes, registration and use. Civil aviation Convention **Subject** 3.40.05 Aeronautical industry, aerospace industry 3.70.07 Noise pollution	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
ENVI Environment, Public Health and Consumer Protection		

Former committee responsible	Former rapporteur	Appointed
ENVI Environment, Public Health and Consumer Protection	VALVERDE LÓPEZ José (PPE)	22/04/1998

Former committee for opinion	Former rapporteur for opinion	Appointed
TRAN Transport and Tourism	VAN DIJK Nel B.M. (V)	21/04/1998

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2119	1998-10-01
Transport, Telecommunications and Energy	2169	1999-03-29
Transport, Telecommunications and Energy	2108	1998-06-17
Industry	2133	1998-11-16
Industry	2174	1999-04-29

European Commission

Commission DG	Commissioner
Energy and Transport	

Key events

Date	Event	Reference	Summary
09/03/1998	Legislative proposal published	COM(1998)0098	Summary
03/04/1998	Committee referral announced in Parliament		
17/06/1998	Debate in Council		
21/07/1998	Vote in committee		Summary
21/07/1998	Committee report tabled for plenary, 1st reading/single reading	A4-0279/1998	
15/09/1998	Debate in Parliament		
30/09/1998	Modified legislative proposal published	COM(1998)0549	Summary
16/11/1998	Council position published	11991/2/1998	Summary
02/12/1998	Committee referral announced in Parliament, 2nd reading		
21/01/1999	Vote in committee, 2nd reading		
29/03/1999	Resolution/conclusions adopted by Council		
29/04/1999	Act adopted by Council after consultation of Parliament		
29/04/1999	End of procedure in Parliament		
04/05/1999	Final act published in Official Journal		

Technical information

Procedure reference	1998/0070(SYN)
Procedure type	SYN - Cooperation procedure (historic)
Procedure subtype	Legislation
Legal basis	Rules of Procedure EP 66_o-p4 EC Treaty (before Amsterdam) E 084-p2
Stage reached in procedure	Procedure completed
Committee dossier	ENVI/4/10561

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0279/1998 OJ C 313 12.10.1998, p. 0007	21/07/1998	
Text adopted by Parliament, 1st reading/single reading		T4-0490/1998 OJ C 313 12.10.1998, p. 0052-0094	16/09/1998	Summary
Text adopted by Parliament, 2nd reading		T4-0085/1999 OJ C 150 28.05.1999, p. 0152-0162	10/02/1999	Summary

Council of the EU

Document type	Reference	Date	Summary
Council position	11991/2/1998 OJ C 404 23.12.1998, p. 0001	16/11/1998	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(1998)0098 OJ C 118 17.04.1998, p. 0020	09/03/1998	Summary
Modified legislative proposal	COM(1998)0549 OJ C 329 27.10.1998, p. 0010	30/09/1998	Summary
Commission communication on Council's position	SEC(1998)2001	27/11/1998	Summary
Follow-up document	COM(1999)0452	30/09/1999	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0960/1998 OJ C 284 14.09.1998, p. 0001	01/07/1998	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Regulation 1999/0925
OJ L 115 04.05.1999, p. 0001 Summary

Aeronautical industry and environment: civil subsonic jet aeroplanes, registration and use. Civil aviation Convention

1998/0070(SYN) - 16/09/1998 - Text adopted by Parliament, 1st reading/single reading

Adopting the report by Mr Jose VALVERDE LOPEZ (PPE, E), the European Parliament considered that the directive could not be considered as the culmination of noise reduction pollution policies in the air transport sector. It called for the directive to be transformed into a regulation in order to facilitate and speed up the entry into force of the prescribed legal provisions. The European Parliament called for Member States to be entitled to regulate that, from 1 January 2000, civil subsonic jet aeroplanes classified as chapter 3 aeroplanes are not operated at airports in their territory between 11 p.m. and 7 a.m. if the difference between the sum of the certified noise value and the sum of the chapter 3 noise limit values is 5 EPNdB or less. Parliament also called for: - the Commission to submit a proposal for a directive setting out new and more stringent noise emission standards for

all aeroplanes by 31 December 2001; - close observation of the trend in registered "hushkitted" chapter 2 aeroplanes; - exemptions within the context of humanitarian aid measures to be the exception rather than the rule in order to avoid excessive noise pollution.

Aeronautical industry and environment: civil subsonic jet aeroplanes, registration and use. Civil aviation Convention

1998/0070(SYN) - 09/03/1998 - Legislative proposal

OBJECTIVE: to prevent a further deterioration of the situation as regards noise from civil subsonic jet aeroplanes whose certificate has been renewed, and other environmentally damaging impacts. SUBSTANCE: the proposal provides for Member States to ensure that, as from 01/04/1999, civil subsonic jet aircraft whose certificate has been renewed cannot be registered in their territory. It also seeks to avoid discrimination between aeroplanes registered in the Community and those registered in third countries by limiting the operation at Community airports of aircraft which do not comply with the Directive. A limited number of exemptions are provided for. Some of these concern aeroplanes operated exclusively outside the Community, while some concern exceptional cases of a temporary nature. Member States should ensure the proper implementation of the common rules.

Aeronautical industry and environment: civil subsonic jet aeroplanes, registration and use. Civil aviation Convention

1998/0070(SYN) - 10/02/1999 - Text adopted by Parliament, 2nd reading

At second reading under cooperation procedure, Rule 66(7), the European Parliament approved the common position adopted by the Council with a view to adopting a Council Regulation on the registration and use within the Community of certain types of civil subsonic jet aeroplanes which have been modified and recertificated as meeting the standards of Volume I, Part II, Chapter 3 of Annex 16 to the Convention on International Civil Aviation, third edition.

Aeronautical industry and environment: civil subsonic jet aeroplanes, registration and use. Civil aviation Convention

1998/0070(SYN) - 29/04/1999 - Final act

PURPOSE: to lay down rules to prevent deteriorations in the overall noise impact in the Community of recertificated civil subsonic jet aeroplanes while at the same time limiting other environmental damage. COMMUNITY MEASURE: Council regulation 925/1999/EC. CONTENT: the main elements of the regulation are as follows: - civil subsonic jet aeroplanes which have been recertificated may not be registered in a Member State as from 04/05 /2000. This provision does not apply to civil subsonic jet aeroplanes already registered in a Member State before 01/04/1999; - As of 04/05/2000, the use of civil subsonic aeroplanes which have been recertificated and are registered in a third country are forbidden from operating at airports on Community territory, unless the operator of such aeroplanes can prove that they were on the register of that third country on 01/04/1999 and prior to that date have been operated, between 01/04/1995 and 01/04/1999, into the territory of the Community; - civil subsonic jet aeroplanes which have been recertificated and are registered in a Member State may not be operated at airports on Community territory as of 04/05/2000, unless they have been operated in that territory before 01/04/1999. Temporary exemptions may exceptionally be granted by Member States. Given their geographical situation, airports in the French overseas departments are not covered by the Treaty. Application of the regulation to Gibraltar airport will be suspended until a bilateral agreement has been reached between the Members concerned regarding the use of this airport. ENTRY INTO FORCE: 04/05/1999. The regulation will aply from 04/05/2000.

Aeronautical industry and environment: civil subsonic jet aeroplanes, registration and use. Civil aviation Convention

1998/0070(SYN) - 27/11/1998 - Commission communication on Council's position

The Commission supports the Common Position since it is fully in line with the objective to prevent a further deterioration of the noise situation around Community airports. Moreover, the Common Position includes the amendment proposed by the European Parliament to convert the Directive into a Regulation, which will ensure a timely entry into force and enhance its effectiveness.

Aeronautical industry and environment: civil subsonic jet aeroplanes, registration and use. Civil aviation Convention

1998/0070(SYN) - 30/09/1998 - Modified legislative proposal

The Commission's amended proposal incorporates the European Parliament's amendment, transforming the Directive into a Regulation. It also partially includes those amendments covering the following areas: - requesting that, bearing in mind ICAO-activities, the Commission should submit further measures concerning new and more stringent noise emission standards for civil subsonic jet aeroplanes, in order to prevent any distortion of

competition; - underlining the need for the Commission to observe closely the trend in the number of registered "hushkitted" Chapter 2 aeroplanes by 1st April 1999; - stressing the necessity to prohibit abuse of exemptions.

Aeronautical industry and environment: civil subsonic jet aeroplanes, registration and use. Civil aviation Convention

1998/0070(SYN) - 16/11/1998 - Council position

The Common Position follows the the Commission proposal in its two main elements: a) a "non-addition" rule, aimed at prohibiting Member States from adding acoustically modified older aeroplanes to their registers as from 1st April 1999; b) a "non-operation" rule as from 1st April 2002, aimed at stopping the operation, in the territory of the Community, of non-complying aeroplanes registered in third countries. In order to ensure a non-discriminatory treatment of all aeroplanes irrespective of their country of registration, the Common Position also contains a third element concerning the aeroplanes registered in Member States, i.e: c) a "non-operation" rule as from 1st April 2002, aimed at stopping the operation, in the territory of the Community, of non-complying aeroplanes registered in Member States. Exemptions of a temporary and exceptional nature may be granted by Member States. In view of their geographical location, the airports in the French overseas departments are not covered by the Regulation. The application of the Regulation to the airport of Gibraltar is suspended pending bilateral agreement between the Member States concerned about the use of this airport. It should be noted that the Common Position included the European Parliament's amendment, transforming the Directive into a Regulation. Similarly, amendments concerning new recitals expressing the need to monitor the development of the aircraft noise situation and, if necessary propose new measures, as well as the need to prohibit the abuse of exemptions, were incorporated as Commission and Council statements to be included in the minutes of the Council at which the Regulation is adopted.