Basic information

2001/0237(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed
Single European Sky: interoperability of the European traffic management network Repealed by 2013/0186(COD) Repealed by 2015/0277(COD) Amended by 2008/0127(COD) **Subject** 3.20.01 Air transport and air freight	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
DELE EP Delegation to Conciliation Committee	SANDERS-TEN HOLTE Maria Johanna (Marieke) (ELDR)	11/07/2003

Former committee responsible	Former rapporteur	Appointed
RETT Regional Policy, Transport and Tourism	SANDERS-TEN HOLTE Maria Johanna (Marieke) (ELDR)	20/11/2001
RETT Regional Policy, Transport and Tourism	SANDERS-TEN HOLTE Maria Johanna (Marieke) (ELDR)	20/11/2001

Former committee for opinion	Former rapporteur for opinion	Appointed
JURI Legal Affairs and Internal Market	RIPOLL Y MARTÍNEZ DE BEDOYA Carlos (PPE-DE)	06/11/2001
ITRE Industry, External Trade, Research, Energy	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Competitiveness (Internal Market, Industry, Research and Space)	2525	2003-09-22
Transport, Telecommunications and Energy	2472	2002-12-05
Transport, Telecommunications and Energy	2452	2002-10-03

	Agriculture and Fisheries	2494	2003-03-17

European Commission	Commission DG	Commissioner
	Energy and Transport	

Key events

Date	Event	Reference	Summary
10/10/2001	Legislative proposal published	COM(2001)0564	Summary
25/10/2001	Committee referral announced in Parliament, 1st reading		
10/07/2002	Vote in committee, 1st reading		Summary
10/07/2002	Committee report tabled for plenary, 1st reading	A5-0266/2002	
03/09/2002	Decision by Parliament, 1st reading	T5-0394/2002	Summary
03/10/2002	Debate in Council		
26/11/2002	Modified legislative proposal published	COM(2002)0658	Summary
18/03/2003	Council position published	15854/3/2002	Summary
27/03/2003	Committee referral announced in Parliament, 2nd reading		
12/06/2003	Vote in committee, 2nd reading		Summary
12/06/2003	Committee recommendation tabled for plenary, 2nd reading	A5-0225/2003	
02/07/2003	Debate in Parliament		
03/07/2003	Decision by Parliament, 2nd reading	T5-0327/2003	Summary
22/09/2003	Parliament's amendments rejected by Council		
14/10/2003	Formal meeting of Conciliation Committee		
09/12/2003	Report tabled for plenary, 3rd reading	A5-0009/2004	
11/12/2003	Joint text approved by Conciliation Committee co-chairs	3693/2003	
28/01/2004	Debate in Parliament		
29/01/2004	Decision by Parliament, 3rd reading	T5-0044/2004	Summary
02/02/2004	Decision by Council, 3rd reading		
10/03/2004	Final act signed		
10/03/2004	End of procedure in Parliament		
31/03/2004	Final act published in Official Journal		
09/12/2004	Final decision by Conciliation Committee		Summary

Technical information

Procedure reference	2001/0237(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	Repealed by 2013/0186(COD) Repealed by 2015/0277(COD) Amended by 2008/0127(COD)
Legal basis	EC Treaty (after Amsterdam) EC 080-p2
Stage reached in procedure	Procedure completed
Committee dossier	CODE/5/19813

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A5-0266/2002	10/07/2002	
Text adopted by Parliament, 1st reading/single reading		T5-0394/2002 OJ C 272 13.11.2003, p. 0030-0325 E	03/09/2002	Summary
Committee recommendation tabled for plenary, 2nd reading		A5-0225/2003	12/06/2003	
Text adopted by Parliament, 2nd reading		T5-0327/2003 OJ C 074 24.03.2004, p. 0667-0782 E	03/07/2003	Summary
Report tabled for plenary by Parliament delegation to Conciliation Committee, 3rd reading		A5-0009/2004	09/12/2003	
Text adopted by Parliament, 3rd reading		T5-0044/2004 OJ C 096 21.04.2004, p. 0019-0103 E	29/01/2004	Summary

Council of the EU

Document type	Reference	Date	Summary
Council statement on its position	07251/2003	11/03/2003	
Council position	15854/3/2002 OJ C 129 03.06.2003, p. 0026-0041 E	18/03/2003	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2001)0564	10/10/2001	Summary
Modified legislative proposal	COM(2002)0658	26/11/2002	Summary
	SEC(2003)0363		

Commission communication on Council's position		25/03/2003	Summary
Commission opinion on Parliament's position at 2nd reading	COM(2003)0514	27/08/2003	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
CofR	Committee of the Regions: opinion	CDR0004/2002 OJ C 278 14.11.2002, p. 0013	15/05/2002	
EESC	Economic and Social Committee: opinion, report	CES0839/2002 OJ C 241 07.10.2002, p. 0024	17/07/2002	
CSL/EP	Joint text approved by Conciliation Committee co-chairs	3693/2003	11/12/2003	
EU	Implementing legislative act	32006R1032 OJ L 186 07.07.2006, p. 0027-0045	06/07/2006	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Regulation 2004/0552
OJ L 096 31.03.2004, p. 0026-0042 Summary

Single European Sky: interoperability of the European traffic management network

2001/0237(COD) - 10/03/2004 - Final act

PURPOSE : to achieve interoperability within Community territory between the different systems and constituents of the air traffic management network, and make use of the possibilities offered by new technologies. LEGISLATIVE ACT : Regulation 552/2004/EC of the European Parliament and of the Council on the interoperability of the European Air Traffic Management network ("the interoperability Regulation"). CONTENT : the Council adopted, by written procedure, the package of four Regulations aimed at creating a "Single European Sky" in accordance with the joint text agreed by the Conciliation Committee, introducing common rules on the use of airspace throughout the Community in order to reduce air delays and airspace congestion. The "Single European Sky" package contains a framework Regulation and three implementing Regulations covering air navigation service provision, organisation and use of airspace and interoperability within the European air transport management network. These legislative proposals aims, in particular, at improving and reinforcing safety, and at restructuring airspace as a function of traffic flow rather than according to national boundaries. The interoperability Regulation has a double objective. It aims to achieve interoperability between the different systems, constituents and associated procedures of the European air traffic management network, and to promote the introduction of new agreed and validated concepts of operations and technology in air traffic management. An agreement was reached on the date of the transitional arrangements for putting into service the systems and constituents of the European Air Traffic Management Network. ENTRY INTO FORCE : 01/04/2004.

Single European Sky: interoperability of the European traffic management network

2001/0237(COD) - 03/09/2002 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted a resolution based on the report by Marieke SANDERS-TEN HOLTE (ELDR/NL) and made some amendments to the Commission's proposal. (Please refer to the document dated 10/07/02.) Parliament called for the European Aviation Safety Agency to have a leading role in coordinating interoperability measures. The safety aspects of the design, building and maintenance of surveillance data, communications systems and navigation systems were emphasised.

Single European Sky: interoperability of the European traffic management network

2001/0237(COD) - 10/10/2001 - Legislative proposal

PURPOSE : to present a proposal for a regulation on the interoperability of the European Air Traffic management network. CONTENT : the objective of this proposal for a regulation is to achieve interoperability within Community territory between the different systems and constituents of the air traffic management network, and make use of the possibilities offered by new technologies. The Community has decision-making mechanisms allowing for harmonisation and standardisation at European level. To achieve this, the Commission proposes a text enshrining the principle of standardisation in the field of air traffic management, on its own initiative (subject to compliance with international commitments already given). The objective is to put in place an instrument which will be effective and comprehensive. But it must also be rapid and flexible to allow harmonised Europe-wide definition and implementation of the technical regulations necessary. The proposes regulatory framework approach foresees three different levels: - the adoption of essential requirements and specific requiremetns for all stakeholders engaged in the development, production and operation systems; - establishment of implementation rules to enforce these requirements. The objective of this level is to secure compliance with operational and technical developments when this is required by their cross-border nature and therefore the need for integrated operations. The implementation of rules may in particular impose on the new operators concerned a taget date for the entry into force of new concepts or technological advances; - drafting of European standards and/or EUROCONTROL technical specifications representing the lower level of the regulatory process and implying the consensual agreement of stakeholders on standards of voluntray application. Procedures to eloborate the above mentioned requirements and standards must reflect their mandatory or voluntary nature. Therefore, the Commission proposes that the implementation rules are established on the basis of the work carried out by EUROCONTROL. With regard to European standards, they are established by consensus, subject to the public inquiry and approved by recognised European Standardisation Organisation, in collaboration with Eurocae, the European Organisation for Civil Aviation Equipment. These standards will have to be taken over unchanged in the national standards. At product level, manufacturers are required to make a declaration of conformity with essential requirements. The conformity to essential requirements with additional certification by the authorities. To be able to make this declaration or depart from the standards, manufacturers will have to submit a dossier to a notified body which will certify conformity of the product with the essential requirements. This approach will allow the free circulation of products within the EU and create the conditions for a genuinely competitive environment among manufacturers. It is important that the Community airspace should enjoy the benefit of the solutions owhich are bets both technically andcommercially and which are best suited to airspace users and passengers. To this end, the Commission proposes that: - the financial aid procedures for the Trans-European networks programme and the fifth programme for research and development (1998-2002) should be optimised. A framework should be provided for projects of common interest through the new programme for research and technological development (2003-2006) under which aeronautical research is a priority.

Single European Sky: interoperability of the European traffic management network

2001/0237(COD) - 25/03/2003 - Commission communication on Council's position

The Council made no substantial changes relative to the Commission's proposal. Thus the Commission can fully support the common position with regard to this Regulation.

Single European Sky: interoperability of the European traffic management network

2001/0237(COD) - 03/07/2003 - Text adopted by Parliament, 2nd reading

The European Parliament adopted a resolution drafted by Marieke SANDERS-TEN HOLTE (ELDR, NL) accepting the council's common position subject to one amendment on dates. (Please see the summary of 12/06/03).

Single European Sky: interoperability of the European traffic management network

2001/0237(COD) - 27/08/2003 - Commission opinion on Parliament's position at 2nd reading

The European Parliament adopted at second reading one amendment to the Common Position of the Council. The Commission can accept this amendment in part. This amendment constitutes an improvement since it requires speeding up the process of conformity of all systems with the essential requirements. The amendment rejected by the Commission concerns the application of essential requirements requiring a transitional period during which implementing rules and Community specifications will have to be established.

Single European Sky: interoperability of the European traffic management network

2001/0237(COD) - 26/11/2002 - Modified legislative proposal

The Commission accepted those amendments made by the Parliament which reinforce reference to safety and the need for consultation of interested parties. It accepts the following in principle: - the principle of consultation of industry in a recital, but not the establishment of an industry advisory group; - the need for the systematic analysis of incidents. The Commission rejects certain amendments, including: - the reference to the European Aviation Safety Agency; - the involvement of system users in the definition of systems. Some users, such as controllers, should not contribute to all the phases of the development process.

Single European Sky: interoperability of the European traffic management network

2001/0237(COD) - 18/03/2003 - Council position

The Council accepted 8 amendments proposed by the European Parliament, these are as follows. The common position introduced more detailed provisions concerning transitional arrangements. This aimed to safeguard investments made by Member States in the period before the entry into force of the regulation. From the point of view of the form, the common position reduces the number of articles. The provisions of chapter II and III of the Commission's proposals were merged under a single chapter. As in the case of the other specific regulations, the Council considered that the issue of consultation of stakeholders was of horizontal nature and, as such, more appropriate to be dealt with in the framework regulation. The Council made no substantial changes to the text as submitted by the Commission. However, it reshuffled the text considerably in order to make it easier to understand. The Council inserted more detailed provisions concerning transitional arrangements with a view to protecting the investments made by Member States in the period before the entry into force of the Regulation. Like in the other specific Regulations, the Council felt that the consultation of stakeholders was an issue of a horizontal nature, which should be dealt with in the framework Regulation. To be noted finally that annexes I and II to the Regulation have been revised by an ad hoc experts group, which refined the relevant texts. The Council considers that the texts of its common position on the Single European Sky package are appropriate and balanced. With respect to the amendments submitted by the European Parliament in first reading, the Council observes that the large majority of these amendments are, as to their aim and spirit, very similar to the corresponding provisions of the Council's common position. Therefore, the Council holds the opinion that the texts of its common position ensure by and large that the aim sought by these amendments is achieved. Finally, the Council would like to underline that the agreement that it has reached in respect of civil-military cooperation, which in its present form is acceptable to all relevant parties in the Member States, constitutes the fruit of much and hard work with respect to this very delicate issue.

Single European Sky: interoperability of the European traffic management network

2001/0237(COD) - 29/01/2004 - Text adopted by Parliament, 3rd reading

The European Parliament voted to approve the joint text agreed by the Concilation Committee. (Please see the summary of 09/12/03.)