


Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Directive	1997/0212(COD) Procedure lapsed or withdrawn
Civil aviation: Safety requirements and professional competence for cabin crews	
Subject 3.20.01.01 Air safety	

Key players			
European Parliament			
Council of the European Union			
	Council configuration	Meeting	Date
	Transport, Telecommunications and Energy	2629	09/12/2004
	Transport, Telecommunications and Energy	2374	15/10/2001
	Transport, Telecommunications and Energy	2324	20/12/2000
	Transport, Telecommunications and Energy	2292	02/10/2000
	Transport, Telecommunications and Energy	2279	26/06/2000
	Transport, Telecommunications and Energy	2059	10/12/1997
European Commission	Commission DG Energy and Transport	Commissioner	

Key events			
14/06/1995	Additional information		Summary
21/07/1997	Legislative proposal published	COM(1997)0382	Summary
19/09/1997	Committee referral announced in Parliament, 1st reading		
10/12/1997	Debate in Council	2059	
20/01/1998	Vote in committee, 1st reading		Summary
19/01/1998	Committee report tabled for plenary, 1st reading	A4-0018/1998	
18/02/1998	Debate in Parliament		Summary
19/02/1998	Decision by Parliament, 1st reading	T4-0081/1998	Summary
04/03/1999	Modified legislative proposal published	COM(1999)0068	Summary
28/07/1999	Vote in committee, 1st reading		

27/07/1999	Committee report tabled for plenary confirming Parliament's position	A5-0005/1999	
16/09/1999	Decision by Parliament, 1st reading	T5-0015/1999	Summary
26/06/2000	Debate in Council	2279	Summary
02/10/2000	Debate in Council	2292	
20/12/2000	Debate in Council	2324	
15/10/2001	Debate in Council	2374	
09/12/2004	Debate in Council	2629	
17/03/2006	Additional information		Summary

Technical information

Procedure reference	1997/0212(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Legal basis	EC Treaty (after Amsterdam) EC 080-p2
Stage reached in procedure	Procedure lapsed or withdrawn
Committee dossier	TRAN/4/09280

Documentation gateway

Legislative proposal	COM(1997)0382 OJ C 263 29.08.1997, p. 0005	22/07/1997	EC	Summary
Committee report tabled for plenary, 1st reading/single reading	A4-0018/1998 OJ C 056 23.02.1998, p. 0003	20/01/1998	EP	
Text adopted by Parliament, 1st reading/single reading	T4-0081/1998 OJ C 080 16.03.1998, p. 0185-0208	19/02/1998	EP	Summary
Economic and Social Committee: opinion, report	CES0629/1998 OJ C 214 10.07.1998, p. 0037	29/04/1998	ESC	
Modified legislative proposal	COM(1999)0068 OJ C 109 20.04.1999, p. 0006	05/03/1999	EC	Summary
Reconsultation	SEC(1999)0581	28/04/1999	EC	
Committee final report tabled for plenary, 1st reading/single reading	A5-0005/1999 OJ C 054 25.02.2000, p. 0010	28/07/1999	EP	
Text adopted by Parliament confirming position adopted at 1st reading	T5-0015/1999 OJ C 054 25.02.2000, p. 0056-0079	16/09/1999	EP	Summary

Additional information

European Commission	EUR-Lex
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PREVIOUS COMMUNITY LEGISLATION: Regulation 3922/91/EEC on the harmonization of technical requirements and administrative procedures in the field of civil aviation (OJ L 373, 31.12.1991) relates to the design, manufacture, operation, and maintenance of aircraft, and to the persons and organizations involved in these tasks; it gives uniform effect to the JAR codes devised by the Joint Aviation Authorities (JAA) to govern the safety of aircraft and their operation. Annex II to the Regulation contains the list of codes in force on 1 January 1992, which constitute the technical requirements and procedures applicable in the Community; to deal with fields not covered in Annex II, the Council has to adopt common technical requirements and administrative procedures on the basis of Article 84(2) of the Treaty and Article 4 of Regulation 3922/91/EEC. PREVIOUS POSITION OF EP: Parliament delivered a favourable opinion on the proposal corresponding to Regulation 3922/91/EEC without amending Article 4. SITUATION IN THE MEMBER STATES: on 28 March 1994 the JAA adopted provisions relating to cabin crew training.

Civil aviation: Safety requirements and professional competence for cabin crews

OBJECTIVE: to ensure a high standard of safety by laying down minimum training and medical requirements for cabin crews in civil aviation. SUBSTANCE: the proposal for a Directive concerns all cabin crew assigned to safety duties on aircraft used by Community carriers, and applies without prejudice to the fulfilment of obligations under Directive 89/391/EEC. The proposal: -defines the respective responsibilities of operators and cabin crews, -sets down the minimum age requirements and medical provisions, -lays down initial, conversion and recurrent training provisions, -specifies the need for the approval of the training courses and organizations by the National Civil Aviation Authority, -provides for the checking and recording of training carried out and for official recognition of the training undertaken, -provides for acceptance by a Member State of the training carried out in another Member State in accordance with the Directive, -provides for penalties in the event of infringement of the provisions of the Directive?

Civil aviation: Safety requirements and professional competence for cabin crews

The Committee has adopted the report by Mathieu GROSCH (EPP, B) on a directive on safety requirements and the attestation of professional competence for cabin crews in civil aviation (consultation procedure). The proposal seeks to introduce attestations of professional competence, issued by an approved organization and recognized by all member states. According to Mr GROSCH, one of the merits of the proposal was that it combines the main provisions governing the training and fitness of cabin crew in a single text. The measure was not a purely technical one, but included social aspects relevant to the liberalization of air transport. Amendments were adopted on: - ensuring more regular medical checks, in particular for cabin crew over 40 years' of age, and - member states laying down the transitional provisions for the recognition of the training of cabin crew members six months after the entry into force of the present directive. ?

Civil aviation: Safety requirements and professional competence for cabin crews

Highlighting that only 10% of air accidents occurred within the EU area whereas this region actually saw 30% of the world's air traffic movements, Commissioner Kinnock shared the rapporteur's view that the highest possible safety standards needed to be maintained and that the professional competence of cabin crew needed to be assured. As a result, he confirmed the goal of constantly reducing the accident risk threshold until this was as close to zero as possible. While welcoming the report in question, Mr Kinnock said that he could accept only Amendments Nos 4, 5 and 8 and rejected Amendments Nos 1, 2, 3, 6, 7, 9-12, 13, 14-17 and 18.

Civil aviation: Safety requirements and professional competence for cabin crews

Adopting the report by Mr Mathieu GROSCH (PPE, B), the European Parliament approved with a number of amendments the Commission proposal. Parliament considers that, in the event of an emergency, the assistance of all crew members is needed and, for this reason, all cabin crew members need to have full safety competence. The amendments adopted seek to: - ensure regular medical examinations every 12 months for cabin crew members; - require Member States to lay down the transitional provisions for the recognition of the training of cabin crew members six months after entering the force of this directive; - require Member States to provide the Commission with a list of the organizations they have approved and the content of their training programmes; - widen the scope of the annual training programme. ?

Civil aviation: Safety requirements and professional competence for cabin crews

The Commission's amended proposal retains three of the European Parliament's amendments that seek to clarify the text and to defend the established rights of experienced cabin crew members (grandfather rights) when the Directive enters into force. ?

Civil aviation: Safety requirements and professional competence for cabin crews

The Council instructed the Permanent Representatives Committee to carry out a detailed examination of the draft Directive on safety requirements for cabin crews in connection with the proposal for a Regulation aimed at incorporating JAR OPS 1 (Joint Aviation Requirements) into Community legislation. Drawing the Council's attention to the abovementioned proposal, the Presidency stressed the political importance of the draft at a time when the Commission had just submitted its new proposal on the incorporation of JAR OPS. It is recalled that the proposal forms part of the technical, social and safety measures accompanying the process of liberalisation in the air transport sector. ?

Civil aviation: Safety requirements and professional competence for cabin crews

?Following the screening exercise of proposals pending undertaken as part of its effort for better regulation in the framework of the Partnership for Growth and Jobs in the European Union, the Commission has decided to withdraw certain proposals on which the Legislator has not yet reached a decision and which were found not to be consistent with the Lisbon and Better Regulation criteria, unlikely to make further progress in the legislative process or found to be no longer topical for objective reasons?. (OJ C64 of 17.03.2006, pages 3-10).