

## **ICAO ASSEMBLY RESOLUTION - 2000 A33-11: A GLOBAL DESIGN CODE FOR AIRCRAFT**

*When this was made available in 2000, the intent had been met by adopting the FAR Part 21 regulations and orders and advisory system. This has been changed and not maintained current with FAA Part21 system.*

**“Whereas** Article 33 of the Convention requires recognition by States of certificates of airworthiness issued by States of registry provided that the requirements under which they were issued **are equal to or above** the minimum standards established pursuant to the Convention;

**Whereas** the ICAO Council in 1972 agreed that the international airworthiness Standards adopted by the Council are recognized as being the complete international code necessary to bring into force and effect the rights and obligations which arise under Article 33 of the Convention;

**Whereas** the ICAO Council further agreed that national codes of airworthiness containing the full scope and extent of detail considered necessary by individual States are required as the basis for the certification by individual States of airworthiness of each aircraft;

**Recognizing** that the cost of repetitive certifications imposed on aircraft manufacturers and operators to meet the requirements of many different national aviation authorities could be significantly reduced by avoiding such duplications;

**Recognizing** that the **joint efforts of the United States Federal Aviation Administration and the European Joint Aviation Authorities** has brought together many of the major States of design in an effort to establish a globally harmonized design code and to study the feasibility of a harmonized aircraft certification process;

### ***The Assembly:***

1. **Endorses** the effort to establish a globally harmonized design code and to study the feasibility of a **harmonized aircraft certification process**;
2. **Urges** all States of design and other Contracting States to **participate in the international harmonization projects as initiated by FAA/JAA**;
3. **Urges** the Secretary General to ensure ICAO participation in the **harmonization projects to the extent practicable**; and
4. **Requests** the Secretary General to **bring this resolution to the attention of all Contracting States.**”

Note that ICAO recommend all States to adopt FAA or EASA certification standards.

Australia adopted the FAR system in 2000, it is the Preamble to the CASRs

The most effective method is to adopt the FAR system and its difference process to EASA.

With all these resolutions and recommendations from ICAO, why aren't we HARMONISED?