



ASSEMBLY — 35TH SESSION

TECHNICAL COMMISSION

Agenda Item 25: A global design code for aircraft

GLOBAL DESIGN CODE ISSUES

(Presented by the International Air Transport Association)

SUMMARY

This paper presents an industry overview on the implementation of Assembly Resolution A33-11, A global design code for aircraft. Action by the Assembly is in paragraph 3.

REFERENCES

Doc 9790, *Assembly Resolutions in Force* (as of 5 October 2001)

1. INTRODUCTION

1.1 Through the joint efforts of the United States Federal Aviation Administration (FAA) and the European Joint Aviation Authorities (JAA), many of the major States of design have been brought together to establish a globally harmonized design code and to study the feasibility of a harmonized aircraft certification process.

1.2 Resolution A33-11, inter alia, urges all States of design and other Contracting States to participate in international harmonization projects as initiated by the FAA and the JAA.

2. KEYS ISSUES

2.1 Need to prioritize and continue harmonization activities

2.1.1 The International Air Transport Association (IATA) considers that, given the fragile state of the air transport industry, airlines can ill-afford the burden of costs added by repetitive and often duplicated certifications imposed on aircraft manufacturers and operators to meet the requirements of different national authorities.

2.1.2 IATA supports continuing initiatives to establish a global code for the design and manufacture of civil aircraft and related products and parts and encourages the formulation of an internationally harmonized aircraft certification process. IATA contends that harmonization opportunities significantly enhance safety, reduce costs associated with certification and manufacturing and improve allocation of limited resources.

2.1.3 Given the demands of the current operating environment, it is recognized that the resource demands of security and safety may often preempt those of harmonization activities. It is therefore essential that harmonization tasks be prioritized according to criteria of relevance, expressed need, likelihood of completion and value to the airspace users.

2.2 **Need to deliver**

2.2.1 IATA suggests that outstanding harmonization tasks should be reviewed to identify priority task elements which could be delivered individually, rather than wait for all related elements to be developed.

2.2.2 While recognizing that the joint efforts of the FAA and JAA are essential to the process of establishing international rules, standards, practices and procedures, IATA is of the view that global harmonization can only be achieved through the delivery of ICAO provisions. Expedited task completion will enhance this process.

2.3 **Need to involve airspace users**

2.3.1 The bulk of harmonization activity is currently borne by States, original equipment manufacturers and, to a lesser extent, unions. IATA believes that the harmonization process would be well-served by greater participation by the end-user community and suggests that this aspect should be actively encouraged.

3. **ACTION BY THE ASSEMBLY**

3.1 The Assembly is invited to urge States to:

- a) Identify, prioritize and deliver harmonization items which are sufficiently mature for promulgation;
- b) Review and expedite completion of the outstanding work in order to provide ICAO with a basis for amending its provisions in order to achieve a global design code for aircraft; and
- c) Invite greater participation by airspace users.