

International Civil Aviation Organization

During the year 1952-53, the International Civil Aviation Organization (ICAO) maintained a steady pace in its varied activities along channels and according to working methods which had been developed during the seven years of its existence. The major meeting held during the year was the seventh session of the ICAO Assembly, which began in Brighton, England on June 16, 1953 and was still in session at this writing. This session of the Assembly was the first since 1950 to undertake a review of the general policies, performance, and working methods of the Organization in all its fields of activity.¹

During the year the membership of the Organization increased by three, the Republic of Korea, Liberia and Honduras having adhered to the Chicago Convention. There are now 60 Contracting States in ICAO. The application of Japan for membership in the Organization, received the approval of the United Nations on November 7, 1952 and of the Assembly of ICAO on July 1, 1953. It is expected that Japan will become a party to the Convention in the near future.

The Assembly elected a new Council for a three year term. Canada was re-elected to the 21-member Council which contains two new members, Norway and Lebanon. These two States have replaced Iraq and Denmark.

In the technical field, the adoption of International Standards and Recommended Practices for Aeronautical Information Services as Annex 15 to the International Civil Aviation Convention, on May 15, completed the basic pattern of technical and operating standards which ICAO has been developing over the years. During the last year, emphasis was placed on the implementation by Contracting States of these International Standards and of approved regional plans for air navigation facilities and services. The Assembly reviewed carefully the performance and working procedures of the Organization in this field and several important resolutions were adopted which are designed to improve the efficiency of the Organization.

ICAO was extensively engaged during the year in a large number of technical assistance projects closely related to its technical work. During the year requests for assistance were received from 27 countries. At the end of 1952, 68 experts were either on missions or had just completed them.

In the economic field, the Organization conducted several important studies into various aspects of international air transport. The Assembly recognized that conflicting national interests had so far made it impossible to progress towards the conclusion of a universal multilateral agreement on the exchange of commercial rights (that is rights to operate international commercial air services). It formally re-affirmed, however, that a multilateral agreement remained the goal towards which the activities in the economic field should be directed, and decided to explore the possibilities of making progress along more limited lines. In this regard,

¹See *Canada and the United Nations 1951-52*, pp. 101-103.