

## Structure

ICAO now has a membership of 103 governments. Its machinery consists of:

- (a) The Assembly, in which all member states participate, and which establishes the general policy of the Organization and approves its budgets.
- (b) The Council, consisting of 27 member states elected by the Assembly every third year, elects its own President for a three-year term; he may be re-elected. It sits in more or less permanent session at the Organization's headquarters in Montreal. The Council, the executive body of ICAO, carries on the day-to-day work of the Organization, supervises its administration and develops the ways and means of pursuing its objectives.
- (c) The Secretariat, headed by a Secretary-General, which is the permanent staff of ICAO. It numbers about 525 employees, most of whom are at headquarters in Montreal but almost 90 of whom comprise the staffs of six regional offices established in other parts of the world.

The Council is assisted in its work by three subordinate bodies: the Air Navigation Commission for technical, the Air Transport Committee for economic, and the Legal Committee for legal matters. ICAO's work falls mainly within the three fields covered by these bodies. In the technical field it seeks international agreement on the requirements of international civil aviation for facilities and services, on the means of providing them and on standardization of equipment and procedures wherever standardization is necessary for safety and regularity. (In some important instances, when international action was necessary to provide certain facilities and services, ICAO had been concerned with negotiating and later with administering international agreements). The Organization also collects, analyzes and makes available to states a vast amount of information on technical aspects of civil aviation and provides assistance to member states in the training of personnel.

The Organization has not been involved directly in negotiations between member states of agreements to exchange rights for the operation of commercial air services, but it studies and seeks agreement on other questions of an economic nature whenever such agreement will facilitate the international operations of airlines. Similarly it deals with legal questions in cases in which the differing positions of national codes of law are likely to handicap air operations. The results of its legal work usually appear in the form of international conventions open for acceptance by all member states.

In addition to its own various kinds of assistance to member states ICAO administers that part of the United Nation's Technical Assistance Programme which applies to civil aviation. Its missions to receiving countries have provided training in almost every branch of civil aviation and often have assisted temporarily in the administration of civil aviation affairs. ICAO also operates a number of aviation-training centres as executing agent for the United Nations Special Fund, which, together with governments, contributes to their maintenance.

## Canadian Participation

From the time they became usable commercially, aircraft have been of great value in developing the more remote parts of Canada and in bringing the various regions closer together. The size of the country provided unusual opportunities for the development of domestic services. At the same time Canada as a major trading nation has had to be interested in the development of fast international transportation, while its geographical position astride important air routes created considerable responsibilities. In consequence the Canadian Government was much interested in developments leading up to the Chicago Conference