

- (e) prevent economic waste caused by unreasonable competition;
- (f) insure that the rights of contracting states are fully respected and that every contracting state has a fair opportunity to operate international airlines;
- (g) avoid discrimination between contracting states;
- (h) promote safety of flight in international air navigation;
- (i) promote generally the development of all aspects of international civil aeronautics.

### Structure

of: ICAO now has a membership of 116 governments. Its machinery consists

- (a) The Assembly, in which all member states participate and which establishes the general policy of the Organization and approves its budgets. It convenes every three years, the sixteenth session being held in Buenos Aires from September 3 to 28, 1968.
- (b) The Council, consisting of 27 member states elected by the Assembly every third year, is composed of representatives from the following categories of states:
  - i) states of chief importance in air transport;
  - ii) states not otherwise included which make the largest contribution to the provision of facilities for international civil air navigation;
  - iii) states not otherwise included whose designation will ensure that all major geographical areas of the world are represented.

This council elects its own president for a three-year term, who may be re-elected. The Council sits in more or less permanent session at the Organization's headquarters in Montreal.

- (c) The Secretariat, headed by a Secretary-General, which is the permanent staff of ICAO. It numbers about 570 employees, most of whom are at headquarters in Montreal; about 90, however, comprise the staffs of six regional offices established in other parts of the world.

The Council is assisted in its work by four subordinate bodies: the Air Navigation Commission for technical questions, the Air Transport Committee for economic matters, the Legal Committee for legal problems and the Technical Assistance Committee for aid matters. ICAO's work falls largely within the 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.