

The Chicago Convention of 1944 was a major step towards international legal standardization. It is often called "the Constitution of Air Law" or "the Charter of the Air". At Chicago, the strong Canadian delegation, headed by C.D. Howe, then Minister of Reconstruction, played an active role in support of an international air authority. We were strong proponents of the "freedoms of the air" - a term which the Honourable Adolf A. Berle, then head of the American delegation, attributed to Canada. In fact, "Freedom of the Air", the title of your present meeting, is what the late Mayor LaGuardia referred to at Chicago as the "meat" of the Convention, for it lay at the very centre of the problem of the number of services that ought to be permitted on a particular route and the share of each country should have in these services.

The Chicago Convention was but the first chapter, albeit a successful one, in the work of international co-operation which Franklin Roosevelt described then as part of "a great attempt to build enduring institutions of peace". The Canadian Government continues to subscribe fully to this ideal, for as C.D. Howe said, "if we cannot devise a working system of co-operation and collaboration between the nations of the world in the field of air transport, there will be a smaller chance of our enjoying peace for the remainder of our lives".

We are in an age, as Professor Myres S. McDougal has correctly observed, where the important decisions are taken in direct confrontation between state officials. These officials, often individuals in governmental legal bureaus, value highly the constructive opinions of those who Director Edward McWhinney has described as "the general pundits" of university law schools and scientific legal institutes.

What are the problems of the future of aviation to which we should all address ourselves? The trend today is towards greater aircraft productivity and more and longer passenger trips. This means larger, faster, costlier and more complex aircraft flying more often over greater distances. Foreseeable technological developments include "jumbo" jets, supersonic transports, hovercraft, vertical and short take-off aircraft and, eventually, hypersonic vehicles propelled partially by rocket motors with speed and performance characteristics akin to those of spacecraft. Large investments will be required by all governments and airlines, not only for these more sophisticated vehicles but also for related facilities to accommodate the expected increase in traffic. In Canada, we are acutely aware of these problems and are having to revalue estimates we made only a few years ago. The new Canadian Transport Commission is part of our general effort to improve methods of study and co-ordination in the whole field of transportation, including aviation.

The Chicago Convention was a dual purpose treaty. It contained an international civil aviation code and it established the International Civil Aviation Organization (ICAO). There are now over 115 member states in ICAO. It is a continuing source of pride to Canadians that ICAO should have its headquarters in this city. Every day ICAO assists in matters of co-ordination, technical assistance and education, to help its members with difficulties which