

The Canadian representatives suggested that the permanent and interim organizations should be located in the same place but did not urge Canada's claims to either. It was agreed by the conference that Canada should be the seat of the interim organization which should at its last meeting decide upon the seat of the permanent organization.

Both the interim organization and the permanent organization are to consist of an Assembly and a Council. The Council is to be composed of twenty-one member States chosen according to three categories:

- (a) The chief operating countries,
- (b) The chief providers of facilities,
- (c) States chosen to provide representation for geographical areas not otherwise represented.

Canada was elected to membership on the Council as the most important state in Category (b). This result, together with the unduly large size of the Council can be attributed entirely to pressure from the Latin American states which insisted upon a large Council and which also indulged in electioneering practices as a solid bloc, which resulted in the Latin American slate for the Council being chosen, including Brazil, Mexico, and Belgium in the first category, along with the U.K., the U.S., France and the Netherlands.

The following are the documents prepared in Chicago:

(1) Final Act

This document which is attached to the present report as Appendix 3 includes a series of resolutions covering such matters as disposition of technical annexes prepared during the conference, technical personnel, the metric system, transfer of title to aircraft, the position of the Rome Convention of 1933, the development of private international air law, flight documents and publication of documentation. The most important of these resolutions sets forth certain standard clauses which signatories agree to incorporate in all bilateral agreements regarding international air services. The clauses are of a general nature, providing for mutual recognition of standards, imposition of reasonable charges, registration and similar matters. Countries accepting this resolution also undertake not to grant exclusive rights in bilateral agreements or make discriminatory arrangements.

(2) Interim agreement on International Civil Aviation - (Appendix 4 hereto)

The interim agreement establishes an interim organization which is to remain in existence until

*Final Act
Filed with
Brief on
Chicago International
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*Filed as Appendix I
+ Final Act of
Chicago Conf.
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Filed Separately*