

In line with this shift of emphasis from the creation of a body of technical standards and procedures to their implementation, ICAO carried out in 1951 and the first part of 1952 the first general review ever made of the adequacy of the world's air navigation services. Some fifty deficiencies of major importance were revealed. Recommendations for remedial action were made to the states concerned, and in June 1952 there were good prospects that about three quarters of the deficiencies would soon be corrected.

At the same time increased experience and the rapid introduction of larger and faster aircraft have revealed problems not foreseen at Chicago and have required that the standards and procedures already laid down in accepted annexes be constantly reviewed in the light of new conditions. Amendments, running into the hundreds for some annexes, have been produced; in 1951 and the first half of 1952 no less than 468 amendments, affecting 11 annexes, were adopted. Technical research, therefore, as reflected in the annexes, still constitutes an important part of ICAO's responsibilities. The introduction of commercial jet aircraft on international airways in 1952 has raised new considerations which are being studied, while the imminent development of helicopter services has opened up a new and interesting field of research.

On the economic side, a conference on the facilitation of international air transport was held in Buenos Aires in November 1951, and some progress was made in persuading member states to reduce the difficulties created for international air operators by national customs, immigration and other regulations. The Organization adopted certain principles on the subject of national taxation as applied to international airlines and studied problems created by national insurance requirements. Work on a convention on the liability of international air carriers for injury to passengers and goods, to replace the Warsaw Convention of 1929, was carried on throughout the period under review. Another convention concerning damage caused by foreign aircraft to persons and property on the ground was completed in draft and will be offered for signature at Rome during September 1952.

There were most encouraging developments in ICAO's part of the United Nations Expanded Programme for Technical Assistance to Under-Developed Countries. In the field of civil aviation, this programme not only promises to be of considerable economic value to recipient countries, but is likely to prove for ICAO a most effective instrument in discharging its responsibility for facilitating the development and increasing the safety of international civil aviation. Sixteen countries are now receiving assistance which will both speed the development of their domestic aviation and increase their ability to participate in and provide adequate facilities for international aviation. An example is the assistance provided to Ethiopia, where an ICAO mission of four experts headed by a Canadian, Mr. Stuart Graham, is now engaged in training Ethiopians in radio communications, aeronautical meteorology, aircraft maintenance and the organization of civil aviation. In addition to the mission, ICAO has provided nine fellowships for the training of candidates nominated by the Government of Ethiopia. Five of these are in advanced flying, three in aircraft services and one in civil aviation administration.