

The Second World War changed that situation. Within two or three years after 1939, swarms of large aircraft were flying shuttle services across the Atlantic and Pacific, while tremendous technical advances were made under the stimulus of war. Chains of ground facilities were set up by the allied forces to serve the main transoceanic routes and new routes into areas not previously served. At the end of the war, all this technical development was available to the civil air operators. The kind of service they could offer was superior to their best prewar efforts, and there was a vastly increased demand for their services. In 1946, the first full postwar year, worldwide air traffic was nine times as great as it had been in 1938. It has continued to expand at a sensational rate, and in 1967, amounted to 22,440 million ton-miles of carriage.

Before the war ended, the allied governments realized that air transport had moved onto a new plane of effectiveness and that aviation's new capabilities created additional requirements for intergovernmental co-operation. To deal with the whole complex of new problems and to create an environment in which civil aviation could make the maximum contribution in the postwar world, the allied governments met in Chicago in 1944.

The major results of the Chicago conference were the signature of the International Civil Aviation Convention and the establishment of the International Civil Aviation Organization (ICAO), which was founded by the Convention. Article 44 of the 1944 Convention assigns to ICAO the functions of "developing the principles and techniques of international air navigation and fostering the planning and development of international air transport so as to ensure the safe and orderly growth of international civil aviation throughout the world". It establishes the sovereignty of each government over its own air-space, lists certain basic rights which its signatories accord to each other, governs the provision of the facilities needed for international air operations, provides for the peaceful settlement of disputes, and establishes the International Civil Aviation Organization for the promotion and negotiation of the international agreement needed by civil aviation over a great range of legal, economic and technical problems. ICAO met first as a provisional body in Montreal in 1945. By 1947, when ratifications to the Convention brought it formally into being, it had already gone far in the achievement of its objectives.

Objectives

The aims and objectives of the Organization are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport so as to:

- (a) insure the safe and orderly growth of international civil aviation throughout the world;
- (b) encourage the arts of aircraft design and operation for peaceful purposes;
- (c) encourage the development of airways, airports and air navigation facilities for international civil aviation;
- (d) meet the needs of the peoples of the world for safe regular, efficient and economical air transport;