

continental flight uneconomical, if not impossible.

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, for which there was now a vastly-increased demand, was superior to their best prewar efforts. 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 remarkable rate, and in 1974 was estimated at 54,730 million ton miles of transportation.

Before the war ended, the allied governments realized that the new capabilities of aviation created new 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 its signatories accord to one another, 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 in Montreal in 1945 as a provisional body. By 1947, when ratifications brought the convention formally into being, it had already gone far in the achievement of its aims.

#### Objects

The aims of the Organization are to develop the principles and

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