

of civil aviation on a world-wide scale. These ICAO standards and recommended practices are designed to establish uniform and adequate procedures and facilities so that aircraft operations on international routes will be carried out in such a way as to ensure safe, regular and efficient transportation.

Nine sets of international standards and recommended practices dealing with technical subjects have been approved and produced as Annexes to the Chicago Convention. They cover such widely separated fields as aeronautical maps and charts, licenses for aircrew personnel, airworthiness of aircraft, rules of the air, aeronautical telecommunications and the standardization of dimensional units used in air-ground communication. Some of these Annexes are substantially complete. Others are at present little more than skeletons upon which ICAO must and will eventually build a complete structure.

Navigation Agreements

Some examples of agreements that have been reached indicate the widely varied nature of the subjects dealt with: the qualifications and experience necessary for aircrew licenses, the amount of fuel that an aircraft must carry over and above that calculated to be necessary for a flight to allow for possible emergency and unforeseen contingency, standard symbols to be used on aeronautical maps and charts, and codes for the reporting of meteorological conditions.

For the most part, the member nations are implementing these standards and recommended practices with commendable speed. Certain nations, however, have found it impossible to comply with some accepted standard. The nation concerned must thereupon file notice of its deviation from the standard with ICAO, which correspondingly informs all member states. Fortunately, these deviations are exceptions rather than the rule.

ICAO has held a world-wide series of regional air navigation meetings designed to survey existing air navigation facilities and services, to decide whether these were adequate for international air safety and to recommend necessary improvements. These regional meetings were able to consider individual local problems which must be solved if international air services are to be operated safely and regularly. As a result of these meetings it has been found that, in some areas, there is a need for air navigation facilities which cannot be provided by the nations in whose territories they would normally be located, because the nations involved are not able to provide funds for their construction and maintenance or personnel for their operation.

Joint Support Programme

A remedy for such a situation has been found through ICAO "Joint Support" procedures as provided for in the Chicago Convention. ICAO is able to take the initiative in making the necessary facilities and services available. Working with member nations whose civil aircraft make use of these specific facilities, or who otherwise have an interest in their use, agreements are eventually reached for the financing and operation of these facilities. Four important agreements of such a character are in effect at the present time. One provides for the maintenance of ten floating ocean stations in the North Atlantic, stations manned by the ships of six nations and assisted financially by