As we have seen, the first meeting of PICAO, that of its council, was held at Montreal in August of 1945. The energetic work of Canada in preparing for PICAO, Canada's geographical location midway between the Old World and the New, and its interest in well-ordered international flying, were partly responsible for the choice of bilingual Montreal as the permanent seat of the organization at its first assembly there in 1946. PICAO achieved permanent status March 4, 1947, and became simply the International Civil Aviation Organization (ICAO).

The International Air Transport Association (IATA), the rate-making cooperative of more than 70 world air lines, followed ICAO's example in setting up permanent headquarters at Montreal to permit easier collaboration with it. IATA's work has been helped by the efforts of many Canadians, notably H.J. Symington, C.M.G., K.G., until recently president of Trans-Canada Air Lines, who was IATA's first president. Mr. Symington also took a prominent part in the early establishment of ICAO. Because of the presence of these two organizations, Montreal has been called the aviation capital of the world. ICAO and IATA are to share a modern International Aviation Building now being constructed for them by the Canadian Government.

Canada, the United Kingdom and the United States were the only countries at the ICAO Assembly at Montreal in 1947 to be classified as world air powers. They were elected unanimously on this basis to the body's important executive council. These three countries, too, were the only ones which had attended all of the many meetings convened by PICAO to put international civil aviation on a sound footing after the war.

The RCAF's aerial photographic mapping of Canada is one of its biggest peacetime jobs. These war-trained fliers are looking over the day's work. In all, nearly two million square miles of the country have been mapped this way. These maps are made in accord with ICAO recommendations so that they will conform with those of other countries.