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REJECTION OF MERE INTERNATIONAL REGULATION

6. Supervision or international regulation of international civil air transport by an international regulating authority is not enough according to the signatories of the British reports. The Shelmerdine report quotes with appreciation the words of M. Madariaga in 1933:

"Supervision is negative and prevents action; internationalization is positive and organises action. The former is based on suspicion, the latter on confidence. The one involves interference and annoyance; the other, on the contrary, trains and educates in comradeship."

The Barlow committee states that an international regulating authority could do useful work in a limited field, e.g., by ensuring uniformity of safety regulations and operational procedure and by standardizing wireless and other navigational aids but it would be difficult, if not impossible to secure agreement from all the nations concerned on the considerations which should guide the international authority in granting or withholding licenses. The main objection to a licensing system is that it would tend to promote the air interests of the few powers (especially the United States) which would be in possession of the field at the end of the war. The world civil aeronautics board could scarcely refrain, particularly in the period immediately after the war, from licensing existing services or from granting licenses for new services to existing well-developed operating companies. Such licenses, once granted, would not be easily revoked, and would tend to confer permanent monopolies on the countries concerned. A system confined merely to regulation of independent companies presupposes equality of those companies; and such equality would not exist at the end of the war.

7. The Shelmerdine and the Finlay reports are agreed that if the internationalization of air transport is to be accomplished it must be done just before the end of the war or just after it. The Barlow report is not explicit on this point. The Shelmerdine report says:

"Internationalization has been considered in the past but has not met with general acceptance. If only because in periods of world crisis the thoughts of nations turn to co-operation, which is little sought in times of peace, the closing stages of the present war will afford an opportunity such as is never likely to recur, unless the whole world is again submerged by war, for bringing civil aviation under complete international control."

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