

for a universal multilateral air agreement had been dissipated and that no such agreement could be expected in the near future.

There was also discussion of a possible Air Mail Multilateral Agreement but the Commission decided that the views of the Universal Postal Union and contracting states should be sought before any attempt was made to draft such an Agreement. The Commission devoted some time to a discussion of Facilitation, ICAO's programme of eliminating red tape and unnecessary delays in international air travel, and approved a resolution calling on contracting states to give attention to their obligations under the Convention and conduct periodic reviews of national requirements so as to bring them into line wherever possible with ICAO's recommendations.

The Technical Commission reviewed the work performed by ICAO in the technical field and approved a future work programme. The Commission approved a resolution giving high priority to the development of Regional Plans for provision of facilities and devoted particular attention to the question of airport specifications and length and strength of runways to be required by new types of heavy jet aircraft. The proposed introduction of new types of aircraft also induced consideration of existing deficiencies on international air routes; the Commission approved a resolution directing the Council to make greater efforts to remove these deficiencies by several methods including, where possible and appropriate, utilization of the United Nations Expanded Programme of Technical Assistance.

The Legal Commission, in reviewing the work of the Organization in the field of international air law, took note of the slowness of ratification by contracting states of such agreements as the Geneva Convention on the International Recognition of Rights in Aircraft (1948), the Rome Convention on Damage caused by Foreign Aircraft to Third Parties on the Surface (1952), and The Hague Protocol to amend the Warsaw Convention (1955), and called upon signatory states to complete the process of adherence as soon as possible. The Commission then discussed and approved a work programme for the Legal Committee of the Council, giving priority to problems of the hire, charter, and interchange of aircraft, and the legal status of the aircraft (with particular emphasis on the question of crimes committed on board an aircraft outside the territory of the state of registration).

### Budget

The budget of the Organization for 1957 and draft budgets for 1958 and 1959 were submitted to the Administrative Commission. There was general recognition of the fact that ICAO has been successful in stabilizing its budget for a number of years, but the Commission nevertheless approved a small number of reductions recommended by the Budget Working Group which it believed could be effected without serious impairment of the work programme. As a result of the approval by the Executive Committee of the recommendation to Council for establishment of the special panel for the study of air navigation facilities and services, the Commission voted to add an amount of \$100,000 to the budgets for 1957 and 1958 and authorized the Council to approve additional expenditures in each of these two years of up to \$100,000 to finance the implementation of other recommendations of Assembly bodies, the precise costs of which could not be established immediately. With these