

A number of Canadians are employed by the headquarters Secretariat, and Canada also provides experts and training under the ICAO technical-assistance program.

Ever since they became commercially feasible, aircraft have been of incalculable value in developing the remoter parts of Canada and in bringing the various regions into closer contact. The sheer size of the country provides plentiful opportunities for the development of air services. As a major trading nation, Canada is interested in the development of rapid international transportation, while its geographical position astride important air-routes entails considerable responsibility. The Canadian Government was, therefore, keenly interested in developments leading up to the Chicago conference and took a significant part in its proceedings. The choice of Montreal as the site for ICAO headquarters was partly in recognition of Canada's contribution at Chicago.

The steady improvement and sophistication of aircraft create new demands on communications, weather-forecasting, air-traffic control, radio navigation and landing aids, as well as on safety standards and airport facilities for passengers and cargo. The result is a tightly-integrated system the operation of which requires

experience and skill of a high order. In most parts of the world, air-routes must cross international boundaries in order to meet customer demands and to ensure economic feasibility. Safety and regularity, which are essential to efficient air services, require that ground services be first-rate and that the highest standards be maintained in such matters as qualifications for pilots' licences and specifications for air-worthiness. Regional disparities in aviation development and available resources necessitate close international co-operation and standardization.