

craft, of national income or population, this contribution is very substantially in excess of a proportional share and therefore should be taken into account in assessing Canada's share of contribution to any North Atlantic joint support scheme. We believe that an overall examination of the whole North Atlantic Region would indicate that in equity we should be entirely relieved of contribution to any North Atlantic joint support scheme including those now in operation or contemplated by the present Conferences. However, we are not at this time taking this position and Canada is continuing to contribute to the Iceland schemes and is willing to continue or provide one ship for Ocean Stations.

In the case of Denmark, we cannot see our way clear to making a contribution. We are operating two Loran stations in addition to contributing to the Vic Loran. Moreover, the meteorological services which we are maintaining in North Eastern Canada including Newfoundland and Labrador are comparable to those to be maintained in Greenland and our contribution in terms of airports and facilities and services in these areas has no parallel in the Greenland scheme.

The Canadian Government believes that ICAO should proceed as soon as practicable with an overall examination of the air navigation facilities and services in the North Atlantic Region. In this way the existing contribution of each state could be determined with sufficient accuracy to ensure equitable treatment for all states participating in joint support programs in the Region.

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*On Non-Aeronautical Benefits Derived from the North Atlantic Ocean Weather Stations Network*

It is the view of the Canadian Delegation that notwithstanding the fact that the North Atlantic States through this ICAO Conference have reached agreement on the establishment of a network of 10 Ocean Weather Stations in the North Atlantic on the basis of the immediately recognisable aeronautical benefits there are substantial non-aeronautical benefits derived from this network.

We consider this Ocean Weather station network in the North Atlantic constitutes, from the general meteorological viewpoint, a necessary extension of the land based networks of meteorological reporting stations existing on the bordering continents and islands.

It is our opinion that this view is in accord with the general thinking and recommendations of International Meteorological Organisation.

We believe that the failure, at this Conference, to assess and take into account these non-aeronautical benefits arose from the general reluctance of a majority of the States to discuss the matter at this time and not from any inherently insoluble aspects of the problem.

We feel that International Civil Aviation Organisation should proceed as soon as practicable to examine this problem with a view to determining the relative proportions of non-aeronautical benefits derived from the Ocean Stations Program. In this way these factors could be properly assessed in determining contributions to any similar future agreements.