

(In some important instances, when international action was necessary to provide certain facilities and services, ICAO had been concerned with negotiating and later with administering international agreements.) The Organization also collects, analyses and makes available to states a vast amount of information on the technical aspects of civil aviation and provides assistance to member states in the training of personnel.

The Organization has not been involved directly in negotiations between member states of agreements to exchange rights for the operation of commercial air services, but it studies and seeks agreement on other questions of an economic nature whenever such agreement will facilitate the international operations of airlines. Similarly, it deals with legal questions in cases in which the differing positions of national codes of law are likely to handicap air operations. The results of its legal work usually appear in the form of international conventions open for acceptance by all member states.

In addition to its own specific kind of assistance to member states, ICAO administers that part of the United Nations's Technical Assistance Program that applies to civil aviation. Its missions to developing countries have provided training in almost every branch of civil aviation and often have assisted temporarily in the administration of civil aviation affairs. ICAO also operates a number of aviation-training centres as executing agent for the United Nations Special Fund, which, together with governments, contributes to their maintenance. At the ICAO Assembly in Buenos Aires in September 1968, a technical assistance fund was established for certain types of training financed from the regular ICAO budget.

Canadian Participation

From the time they became usable commercially, aircraft have been of great value in developing the more remote parts of Canada and in bringing the various regions closer together. The size of the country provided unusual opportunities for the development of domestic services. At the same time, Canada as a major trading nation has had to be interested in the development of fast international transportation, while its geographical position astride important air-routes created considerable responsibilities. In consequence the Canadian Government was much interested in developments leading up to the Chicago conference and took a significant part in its proceedings. The selection of Montreal as the permanent site for ICAO's headquarters was partly in recognition of Canada's contribution at Chicago.

Since 1945, Canada has been a first-category member of the Council, as a nation of chief importance in air transport. There has always been a Canadian representative on the Air Navigation Commission. Its interest as a major trading nation in international air transport has been reinforced by the development within Canada of a large aeronautical engineering industry, and the development of international services by Canadian airlines. Recent years have witnessed a rapid expansion in international transport services originating in Canada. Canadian airlines now fly across the Pacific to Japan, Hong Kong and Australia, across the Atlantic to Britain and points in Europe, and to points in the Caribbean and South America.