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# Canada and the ICAO

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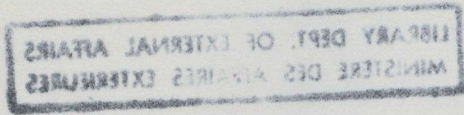
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# Canada and the International Civil Aviation Organization

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The International Civil Aviation Organization (ICAO) is the Specialized Agency of the United Nations that deals with intergovernmental concerns in the field of civil aviation. Its aims are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport so as to:

- (a) ensure the safe and orderly growth of international civil aviation throughout the world;
- (b) encourage the development of aircraft design and operation for peaceful purposes;
- (c) encourage the development of airways, airports and air-navigation facilities for international civil aviation;
- (d) meet the needs of the peoples of the world for safe, regular, efficient and economical air transport;
- (e) prevent economic waste in air transport caused by unreasonable competition;
- (f) ensure that the rights of ICAO contracting states are respected and that every contracting state has a fair opportunity to operate international air services;
- (g) avoid discrimination between contracting states;
- (h) promote safety of flight in international air navigation;
- (i) promote the development of all aspects of international civil aeronautics.

### *History*

The need for international co-ordination of the development of civil aviation was recognized when a number of nations attending the Versailles Peace Conference in 1919 set up the International Commission for Aerial Navigation. This body operated mainly in Europe, where rapid progress in aviation and a multiplicity of national frontiers combined to create the greatest need for action.

Within two or three years after 1939, large aircraft were flying shuttle services across the Atlantic and Pacific, while tremendous technical advances were being made under the stimulus of war. Chains of ground facilities were set up by the allied forces to serve the main trans-oceanic routes as well as new routes into areas not previously served. At the war's end, technical development was available to civil air-operators. In 1946, world-wide air traffic was nine times as great as it had been in 1938.

To deal with the whole complex of new problems and to create an environment in which civil aviation could make its maximum contribution to postwar society, the allied governments met in Chicago in 1944. The major results of the Chicago conference were the signature of the International Civil Aviation Convention and the establishment of the In-

ternational Civil Aviation Organization. Article 44 of the 1944 convention assigns to ICAO the functions of "developing the principles and techniques of international air navigation and fostering the planning and development of international air transport so as to ensure the safe and orderly growth of international civil aviation throughout the world". The convention also establishes the sovereignty of each government over its own air-space, lists certain basic rights its signatories accord to one another, governs the provision of the facilities needed for international air operations, and provides for the peaceful settlement of disputes.

ICAO met first in Montreal in 1945 as a provisional body. By 1947, when ratifications brought the convention formally into being, it had already made considerable progress towards the achievement of its aims.

#### *Structure and activities*

The Organization consists of the Assembly, the Council, assisted by a number of subordinate bodies including the Air Navigation Commission (which is responsible for technical air navigation matters), and the Secretariat.

The *Assembly*, in which all member states are invited to participate, is convened every three years to establish the general policy of the organization and to approve its budget. The twenty-second regular session

was held in Montreal from September 13 to October 5, 1977. Extraordinary sessions may be held from time to time.

The *Council*, the executive body of the organization, sits in permanent session at headquarters in Montreal. It has, at present, 30 members, consisting of ten representatives from each of the following groups:

- (a) states of chief importance in air transport;
- (b) states (not otherwise included) that make the largest contribution to the provision of facilities for international civil air navigation;
- (c) states (not otherwise included) whose designation will ensure that all major geographical areas of the world are represented.

The Council elects its president for a term of three years, and he may be re-elected. The president need not be selected from among representatives of the members of Council.

The *Secretariat* is headed by a Secretary-General elected by the Council and has over 900 employees, including headquarters staff and the staffs of six regional offices (Paris, Dakar, Cairo, Mexico City, Lima and Bangkok), as well as technical-assistance experts on assignment in developing countries.

The membership of ICAO has increased from an original 26 states to 144, a large number of which are developing countries.

#### *Budget and finances*

ICAO's budget for 1978 was \$22,823,000 (U.S.), of which \$16,490,000 was paid by the assessed contributions of members. Canada's share was \$500,100 or 3.17 per cent. In addition, Canada, as a party to the 1956 agreement on the joint financing of air-navigation services in Iceland, Greenland and the Faroe Islands, contributed about \$800,000 in 1978 to support these operations.

As host to ICAO, Canada has undertaken a number of responsibilities *vis-à-vis* the Organization. The Canadian Government assists ICAO with the rent for accommodation at the headquarters premises in Montreal.

#### *Major programs and priorities and means of action*

In the technical field, ICAO seeks international agreement on the requirements of international civil aviation for facilities and services, on the means of providing them and on standardization of equipment and procedures wherever this is necessary for the sake of safety and regularity. These agreements generally take the form of annexes to the Chicago convention. The Organization

also collects, analyses and makes available to member states a vast amount of information on the technical aspects of civil aviation, and provides assistance to members in the training of personnel.

While not involved directly in the negotiation by member states of agreements to further the exchange of commercial rights for the operation of international air services, ICAO studies and seeks agreement on other questions of an economic nature whenever such agreement will facilitate the international operations of air-lines. 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 ratification by all member states.

In the field of technical assistance, ICAO serves as an executing agency on behalf of the United Nations Development Program for projects involving civil aviation. ICAO experts have provided technical assistance, including training, in almost every branch of civil aviation, and 600 to 700 fellowships are awarded annually. The Organization also sponsors a number of regional

## Aims of Canada as an ICAO member

training-centres and makes a major contribution towards the provision of civil-aviation equipment.

In recent years, unlawful interference with international civil aviation, especially hijacking and air sabotage, has become of increasing concern. ICAO has been active in combating such offences, and three important international conventions (Tokyo, 1963, The Hague, 1970, and Montreal, 1971) have been adopted under its auspices. In 1973, an extraordinary session of the Assembly was held in Rome to consider proposals to amend the Chicago convention to deal with these questions, and, though no significant agreement was reached at that time, concerted efforts are continuing.

Canada has a dual interest in the activities of ICAO:

- (a) It is concerned with the standardization of facilities and services for air transport.
- (b) As a major trading nation, Canada is vitally interested in the development of safe, efficient and economical international air-transport services.

### *Programs of interest*

Canada has made significant contributions to the development of the technical annexes to the Chicago convention. It has also played a major role in international negotiations regarding unlawful interference and is a party to all three relevant ICAO conventions. And Canada is a party to the 1956 agreements on the joint financing of air-navigation services in Iceland, Greenland and the Faroe Islands.

### *Representation and personnel*

As a state of major importance in air transport, Canada has been represented from the outset on the ICAO Council. Similarly, there has always been a Canadian member of the Air Navigation Commission, and the Canadian Commissioner has recently served as president of the Commission. Canada has always played an active role in the work of the Council and its subsidiary bodies.





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.



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