

INTERNATIONAL CIVIL AVIATION ORGANIZATIONASSEMBLY - FOURTH SESSIONMINUTES OF THE FIRST PLENARY MEETING

(Auditorium, Sun Life Bldg., 1500 hours, 30 May 1950)

Agenda Item 1: Opening of the Session by the President
of the Council

1. Dr. Edward Warner, President of the Council, opened the meeting in his capacity as Temporary President of the Assembly, saying:

"The Assembly is in session for the fourth time since the Convention on International Civil Aviation came into force and ICAO came into being.

It is my pleasant task and my privilege to open this meeting and to welcome on behalf of the Council those members of Assembly delegations who have come to Montreal from a distance for the purpose of participating in the Assembly's work, and to express the satisfaction which I am sure all permanently resident in Montreal or visiting here will feel at so substantial an attendance. I have made a last minute inquiry at the Registration Desk, and am told that thirty-seven Contracting States are represented by delegations already registered, together with one Non-Contracting State and seven international organizations, and we know that more are on the way. This is a promising augury for the Assembly's success and a testimonial to the interest that its work has aroused throughout the world. I am sure that all of the fifty-eight Contracting States of ICAO, including those not yet represented and perhaps in some cases not to be represented by delegations here, will watch the outcome of the Assembly's labours with an interest equal to that with which they have learned of the preparations for it and of the proposals for its consideration.

We have often met in Montreal during the three years since the Convention came into force in May 1947. Never have we met in physical conditions as favourable as those of the present session, when we meet for the first time in the new offices and meeting rooms of the International Aviation Building to which you will turn tomorrow and thereafter as the Assembly goes into Commission for its more detailed work.

On this occasion, a happy one for us, high officials of the national government and of the city have come to bring their good wishes for the Assembly's success and their own welcome to the delegations. I call first on the Hon. Lionel Chevrier, Canadian Minister of Transport."

Agenda Item 2: Addresses of Welcome and Reply Thereto by the
President of the Council

2. The Hon. Lionel Chevrier, Canadian Minister of Transport, welcomed the Assembly on behalf of the Government and people of Canada:

"As was the case a year ago, it is again my privilege and pleasure, as the Minister responsible for the development of civil aviation in Canada, to welcome on behalf of the Government and people of Canada the delegates to this Fourth Session of the Assembly of the International Civil Aviation Organization. It is a great honour indeed to have as our guests so many distinguished representatives of the Contracting States of ICAO and other international organizations.

Many of you have been in Canada before; others are here for the first time. We are happy that all of you are here and hope that during your stay you will take advantage of such opportunities as may arise to increase your knowledge of our people and our country. We, for our part, will take great pleasure in meeting you and in doing whatever may be possible to make your stay an enjoyable one.

We welcome the fact that advantage is being taken of this Assembly meeting to mark the fifth anniversary of the Chicago Conference on International Civil Aviation. While some of the hopes expressed at Chicago may not have been realized, there is, none the less, universal agreement that in many respects, at least, ICAO has achieved far more than most of us had dared to expect.

As our country is so large, with much of it still in the development stage, we have a great interest, in fact a special interest, in civil aviation. It has contributed greatly to our economic progress in the past and will continue to do so in the future. Our own keen support of aviation, coupled with the fact that the headquarters of ICAO is located in Canada, gives us a very direct and personal sympathy with the work of this Organization. We are gratified with the progress which has been made by the Organization during the past five years.

While it was expected a year ago that the Fourth Session of the Assembly might be held away from Montreal, I am happy that the decision was taken to meet here, so that representatives of Member States might be enabled to attend the official opening of the International Aviation Building and to inspect the headquarters premises of ICAO so soon after the Organization has entered upon their occupation.

Many delegates will remember that, at the meeting of the Interim Assembly in Montreal four years ago, my colleague, the Minister of Trade and Commerce - the Right Honourable C.D. Howe - speaking on behalf of the Government of Canada, extended an invitation to the Organization to establish its permanent home in Canada and at that time an undertaking was given by my Government to provide accommodation for the Organization.

"My Government is gratified that it has been able to arrange for the completion of the International Aviation Building in the relatively short time since the permanent Organization came into existence. It is also pleased that the union of the full Secretariat and the representatives of Council Member States in one building will greatly facilitate the work of the Organization and contribute in considerable measure to a more efficient and economical performance of the duties and responsibilities of ICAO.

While I would like to remain with you for the whole period of the session, I regret that this may not be possible because of the insistent demands of parliamentary duty. However, my good wishes for a successful conference will remain with you. I trust that your stay in Canada will be a happy one and that the results of your labours will more than repay the time and effort which you will devote to them."

3. Dr. Warner informed the Assembly that a telegram had been received from the Hon. Maurice Duplessis, Premier of the Province of Quebec, expressing his regret that official obligations in the provincial capital prevented him from being present at the Assembly and extending his best wishes.

4. His Worship Mayor Camillien Houde conveyed the greetings of the City of Montreal:

"When your Secretary General, Dr. Albert Roper, invited me to say a few words at the opening meeting of the Fourth Session of the ICAO Assembly, I was extremely flattered. A public man must be present at a great number of functions, but fortunately this meeting takes place at a time when I can have the pleasure of complying personally with Dr. Roper's request.

I am happy to be able to assure you of a warm welcome. Montreal is known as a hospitable city, and it is a great pleasure once again to greet you all, whether you are honouring us with your presence for the first time or are normally resident here.

Three years ago Montreal competed with other world centres for the honour of being the headquarters of ICAO. I was very happy indeed to see my dream become a reality and Montreal, the metropolis of Canada, chosen as your home. You can imagine the satisfaction we felt at the erection of the new building which you share with IATA and which is to be officially opened on Thursday next. But do not think that these honours will go to our heads - we shall accept all your favours with deep gratitude.

Montreal is now "on the march" in all branches of transport. Since the turn of the century we have had steamship connections with the four quarters of the earth, Montreal being the second largest oceanic port on the continent. Two years ago we celebrated the centenary of the first railway in Canada, and Montreal has become, and rightly so, the terminal and principal centre of the railroads of the country. And now, since 1947, we have become the world centre of civil aviation, housing the technical and administrative staffs of ICAO and IATA.

'Just twenty years ago Montreal welcomed the R-100, the first commercial aircraft to come from Great Britain. I cannot, as a layman, weigh the import of the technical advances made by you since you have been with us, the intricate, complicated and scientific problems faced, studied and solved by you and your technicians. The determination of the best great circle routes, the avoidance or minimizing of risk through improved weather services, the great and even outstanding progress in the design efficiency of fusilage and engines - these things are beyond my powers of appreciation. We accept them with the assurance that they have been soundly prepared and are for the benefit of the travelling public.

I can, however, speak of the developments which are within the grasp of the man on the street who wants to fly. Your accomplishments in providing comfort, safety, convenience and speed are noteworthy. You have not overlooked, it would seem, the least detail to make of air transport the acme of man's possibility. We see with satisfaction the steps you have taken to make air lanes available to all and for all. We regard airmail as one of the everyday services of our mechanical existence. Air express and even freight have become a generally used means of delivery. The internationalization of routes, standardization of rates and regulations, airports, equipment and so on, the elimination of delays and inconveniences at customs airports - all these things of practical interest to the public are only some of your achievements.

I offer my congratulations to your Organization and my best wishes for continued success, although it would seem that you have done so much that there could scarcely be much more for you to do, because you have already reduced the dimensions of the globe to the size of your own watch dial."

5. Dr. Warner thanked Mr. Chevrier and Mr. Houde on behalf of the Assembly and expressed the hope that the results of its work would be commensurate with the kind things that they had said about the Organization's past achievements and the expectations they had for the future. He also expressed appreciation to the Sun Life Assurance Company for making it possible not only to hold the plenary meetings in the Sun Life Auditorium but also to install the electrical equipment giving the Assembly the benefit of simultaneous interpretation.

Agenda Item 3: Addresses by Heads of National Delegations

6. The first speaker, under the procedure for presentation of addresses by heads of national delegations which had been agreed upon at the informal meeting of heads of delegations earlier in the day, was Mr. Luis M. Chafardet U., Head of the Delegation of Venezuela:

"I do not need to tell you that the Military Junta of the United States of Venezuela, in its brief period of office and notwithstanding the numerous problems it has had to face in its program of national reconstruction, has given very special attention to the importance of the International Civil Aviation

"Organization. As proof of this is the fact that a permanent delegate to the Organization has been appointed, although Venezuela is not a Council Member.

Today, as chief of the Venezuelan Delegation to this Assembly, I wish to state, on behalf of my Government, that we fully understand and are entirely in agreement with the ideals of the Organization. The present moment is, perhaps an appropriate one to announce that Venezuela will formally submit its candidature for election to the Council of ICAO.

I intend to be brief, but I should nevertheless like to mention that the aeronautical policy of Venezuela, as evidenced by the facts, has resulted in a definite increase in national and international aviation in all its aspects. The construction of airports, landing fields, runways, emergency fields, the provision of control towers and radio beacons, together with a comprehensive air traffic control plan now under preparation, the modernization of national air legislation in accordance with international practices, the establishment of a Directorate of Civil Aviation and of the "Organismo Superior de Aeronáutica" (OSA), together with the support given to civil aviation schools and flying clubs, give a general indication of our particular interest in cooperating closely with ICAO, the supreme world aeronautical organization, and with all other international aeronautical bodies.

I should like to refer briefly to the positive action taken, which, naturally, follows the main lines of policy I have already mentioned. Our delegation will always give the fullest possible support to any proposal which, in form or substance, might benefit international aviation.

Our delegation will also fully support the justifiably preferential position of the Spanish language in the deliberations of ICAO, regarding it as basic to good understanding. To deny its existence would be to deny the existence of America itself. I believe that in this matter I am expressing the sentiments of all the nations of Latin America.

The Venezuelan Delegation considers that the Executive Committee, the Technical, Economic, Administrative and Legal Commissions of this Assembly will deserve at all times its closest attention, so that with full cooperation we may obtain mutual benefits. Our delegation is prepared to cooperate to the fullest possible extent in all matters pertaining to aviation.

Before concluding my remarks, I should like to inform delegates here present of some of the achievements of Venezuela in the field of civil aviation. At present thirty-nine airlines are operating in Venezuela - ten Venezuelan airlines carrying passengers and cargo, twenty foreign airlines carrying passengers and cargo, and nine foreign companies carrying exclusively their own cargoes within our national territory.

The budgetary appropriation for civil aviation for the present fiscal year, covering construction, administrative services, personnel, etc., totals 30,709,445 Bolivars, or approximately \$10,000,000 (Canadian).

"The country already has 240 aeronautical radio stations, 21 radio beacons, 10 control towers, and 98 airports, landing fields, landing strips and emergency fields distributed throughout the national territory. The air traffic control system being established will cost 19,000,000 Bolivars or approximately \$6,500,000 (Canadian).

The monthly average for air cargo landed at the international airports of the country amounts to 1,000,000 kilograms. Every month the national and international airlines carry an average of 80,000 passengers on domestic and international routes.

Venezuela has one of the best equipped cartographic services on the American continent, manned by exclusively Venezuelan personnel. It is now actively engaged in the preparation and production of aeronautical charts and since March of the present year has taken 15,750 aerial photographs, covering a total area of 47,500 kilometers.

Three Venezuelan airlines - the Linea Aeropostal Venezolana, Aerovias Venezolanas S.A., and the Linea Aérea TACA de Venezuela - have been awarded the Air Safety Trophy. In addition to operating all the domestic routes with daily scheduled flights, the Linea Aeropostal Venezolana, the government-owned company, operates a daily international service between Caracas and New York via Havana, using "Constellation" aircraft.

Finally, the national government is at present building the intercontinental airport of Palo-Negro, which will have runways of 2,530 and 3,155 metres respectively and will cost about 40,000,000 Bolivars or approximately \$13,000,000 (Canadian). This airport has been classed as one of the largest in this hemisphere. An alternate is to be constructed at Puerto Caballo and will have runways of 1,600 and 2,100 metres.

Before closing I should like to pay tribute to the work done by the Council of ICAO and all the personnel of the Organization. We have come here to work, to collaborate, and to support the rights not only of Venezuela but also of all countries related to it by geographical or historical affinities, without impairing the sacred interests of other regions but maintaining our natural and honourable position, which consists in the defence of the no less sacred interests of Latin America. Venezuela, which occupies a privileged position from the standpoint of intercontinental communications, sincerely desires that they should develop in complete harmony and without special advantage to any region. Through me speaks a Venezuelan tradition of generosity, since even when we had nothing, we endeavoured, by a series of heroic assaults, to give all - independence - to the most remote lands of Central America.

In the name of the Government and people of Venezuela and on behalf of the delegation which I have the honour to lead, I extend a warm welcome to all delegations here, and express my confidence in the success of the Assembly - a success guaranteed by its good intentions and its desire to attain effective cooperation in international aviation."

7. The next speaker was His Excellency Dr. A. Nores Martinez, Head of the Delegation of Argentina:

"Argentina is participating for the fourth time in the deliberations of this Assembly, and wishes to take this opportunity of greeting all the delegates of States present here today.

I do not propose to go into the details of our contribution to the international aviation programme, but I believe that certain aspects should be mentioned briefly in fairness to those who, in our country, have had a part in the carrying out of this programme.

I would refer first of all to the technical work performed, which is the basis of any standards for the safety and regularity of air transport. This work makes considerable demands on the national authorities. Several modern airports have been provided on the air routes leading from Argentina to the outside world. The great Buenos Aires terminal located at Ezeiza is considered to be one of the finest in the world, and indicates the importance which our country attaches to facilities for air navigation. In addition to this special project, we have also undertaken the provision of airports at Cordoba, Salta, Mendoza and Moron, which comply fully with international requirements. Furthermore, in the Buenos Aires City Airfield we have attained one of the ideals frequently sought, since this facility permits the operation of scheduled air services to the rest of the country from a location only ten minutes from the heart of the city.

Our communications and meteorological facilities have been supplied with the most modern equipment and provide a service complying with all the Standards of ICAO. Likewise, in the field of aircraft construction, our country has spared no effort to keep up to date with the new types of jet and supersonic aircraft, and has built prototypes which will permit us to ensure continuity of action in aeronautics in the future.

As regards direct collaboration with ICAO, we have tried to provide a permanent delegation in Montreal with personnel qualified to participate in the meetings of the permanent deliberative bodies. Moreover, we have sent delegations to practically all of the Divisional and regional meetings, held at places distant from Argentina, in spite of the heavy cost involved, in order that our views may be heard in all fields.

As regards the Annexes, the production of which is the most important of ICAO's activities, Argentina has tried to remove all obstacles to their incorporation in its national regulations, each of the ten Annexes being almost fully implemented. We are aware of the efforts being made by ICAO to produce and obtain implementation of the Annexes. We feel that this policy should be continued in future in order to secure a true harmony between all the national regulations and thus to ensure world-wide uniformity in aeronautical procedures.

In the field of international air transport our country has been increasingly active. In addition to the routes which provide us with connections within the region, we have two trunk route services linking our territory with Europe and North America, traditional cultural and economic centres. The thirteen bilateral agreements concluded to date indicate Argentina's desire to facilitate international air transport in accordance with the Standards laid down by ICAO. I do not think it is necessary for me to dwell upon the efforts of my country to cooperate with other States in the organization of international air transport, since the majority of the delegates here present have witnessed them on many occasions. I will merely state at this time that we have always been guided in our efforts by the principle of justice, which is our traditional policy in international affairs, and that we respect the rights of other nations, whether they be Contracting or Non-contracting States.

We also wish to stress the value of the work done by the international secretariat of ICAO, from its most senior officials to its most junior employees, whose unremitting efforts have made our achievements possible.

My Government reaffirms its intention to take an active part in the work of the Organization. It will continue to cooperate, both physically and in spirit, in the attainment of harmony in international aviation.

On behalf of my Government and Delegation, I wish to thank the Government and people of Canada for the generous hospitality which they have extended to us, and I trust that our deliberations may be brought to a successful conclusion."

8. G/C the Hon. T.W. White, leader of the Australian Delegation, then addressed the Assembly:

"On behalf of the Government and Delegation of Australia, I should first like to thank the Canadian Minister of Transport for the welcome he has given us. I also wish to say how proud and pleased I am to be a participant in this international forum. There is not the slightest doubt that we all gain by contact and that there will be better understanding in aviation as a result of conferences like this.

Many of us have seen aviation grow from a hazardous sport to a means of transportation that has girdled the earth, abolishing isolation and annihilating distance. In wise hands it can achieve much more towards a better understanding between nations. We know, too, from the recent past, that it can be either the saviour or the destroyer of civilization, and it may have to be tested again.

Australia took an early interest in aviation, which its great distances demanded. In consequence we have become, as the ICAO Statistical Summary shows, the most air-minded people in the world. There is more travel by air in Australia per

head of population than in any other country. In actual mileage flown we stand third, with the United States first and the United Kingdom second. We have seen to it not only that our air force has been adequate to both our regional and Commonwealth requirements, but also that our civil aviation has been developed. This latter we have utilized for humanitarian as well as commercial purposes. In Australia, through the "Flying Doctor Service", more lives are saved than are lost in civil aviation. In the bush country men and women on lonely ranches receive daily, by pedal or battery sets, four broadcasts - one medical and the others of an educational or other nature - and can obtain medical advice and, if necessary, the services of a nurse or doctor more quickly than in some of the urban centres. This service, in which Australia was a pioneer, was inaugurated in 1927, and, developing with little Government assistance, has proved to be of very great benefit.

There are many matters I might mention, but reference to them will be more properly made in the Commissions, I shall, however, refer to one major question on which the policy of Australia has altered. Up to the change of government at the end of last year, Australia was an advocate of international ownership and operation of international air services on trunk routes. That is no longer our policy. (Here I would like to pay tribute to my predecessor, Mr. Arthur S. Drakeford, who, as Minister for Air and Civil Aviation for Australia, attended earlier ICAO conferences, beginning with Chicago in 1944.) We believe that the great enterprises of the world have not, in the main, been sponsored by governments; they have been the product of individual initiative. While governments can regulate, control and assist with their great resources, we feel that individual enterprise should have fuller play again. We have therefore abandoned the policy of internationalization. In Australia we have both governmental and private services; the former will be put upon a business basis, and there will be controlled competition.

I should also like to express the pleasure of the Australian Delegation on noting, from the Council's Report to the Assembly, that good progress has been made in implementing the recommendations made by the South Pacific Regional Air Navigation Meeting held in February 1947. Australia was honoured by the establishment in Melbourne of the Far East and Pacific Regional Office of ICAO, originally set up as a mission in 1947 after the Regional Meeting. We are aware that the question of the permanent site of this Office is to be considered by the Council before July 1951 and are hopeful that the Council will honour Australia by deciding to establish it permanently in our country.

The agenda of this Assembly includes several items of great importance. On the question of the amendment of the Chicago Convention, Australia and several other States share the view that the Convention is not a perfect document and that it could possibly be improved in certain respects. Nevertheless, the Convention as at present drafted is quite workable and has

successfully stood the test of the last three years. Unquestionably it should be amended if this is considered to be vitally necessary, but the Australian Delegation feels that this is a task which should be approached with much care and patience, to ensure that any amendment will secure general and prompt ratification by all parties.

This Assembly is also to review the structure of ICAO and particularly the working of the Air Navigation Commission which was established in accordance with Article 56 of the Convention following a directive from the Second Assembly in 1948. For various reasons the membership of the Commission has not reached the number prescribed by Article 56 and we must consider whether the Commission as now constituted is adequate to perform the important functions assigned to it under the Convention. We hope that this Assembly will be able to resolve the question satisfactorily.

In the economic field there is the matter of multilateral and bilateral agreements, but I shall not go into that. It is something that can be discussed in the Commission. A development that has given satisfaction to Australia is the adoption by the Council of Annex 9 laying down Standards and Recommended Practices for the Facilitation of International Air Transport, which came into force on 1 March 1950. Australia has always taken a keen interest in this question and was one of the first States to set up a national IAL Co-ordinating Committee which has been operating with success since 1947. There are still difficulties in the nature of deviations from the Standards and Recommended Practices by certain States which are hampering the complete effectiveness of this Annex, but the Australian Delegation hopes that these obstacles can be overcome.

I am authorized to sign the Convention on International Recognition of Rights in Aircraft and am hopeful that in the course of the present session this Assembly will finalize and open for signature a new Convention on Damage Caused by Aircraft to Third Parties on the Surface.

I conclude by paying tribute to Dr. Warner as President of this Organization and to Dr. Roper who has so long played so distinguished a part in international civil aviation. In Australia, Mr. President, we felt honoured that when you were ill you appointed our representative, Dr. Bradfield, to be your Deputy. We thank you for that and wish you and the Organization continuing success.

Finally, may I say that if one aircraft accident is averted as a result of our deliberations here, or if there is greater understanding and concord among nations through ICAO's aid, then indeed our Organization is well worthwhile."

9. The fourth speaker was Dr. C.S. Grillo, Head of the Delegation of Brazil:

"The Brazilian Delegation is happy to be present today at this annual meeting and to participate with the representatives of other countries in the work of our Organization.

Bearing in mind the scope of the work of ICAO, once again we wish to stress the intention of the Brazilian Government to maintain their cooperation with this Organization for the progress of civil aviation and of international air transport.

Points which have been raised by Brazil during the past few years have received due consideration by the Organization, as may be seen from the steps taken and opinions expressed by the Council which coincide with several topics that we had brought forward.

The task to be performed in this Fourth Session of the Assembly is of special significance in view of the importance of the items on the agenda. The completion of a Convention on Damage to Third Parties on the Surface is scheduled to be definitely achieved in this session, through the adoption of a compromise formula suggested during the Taormina meeting. This Convention Brazil, in a spirit of conciliation, is prepared now to accept in principle. It will, if signed as we hope, be another great step towards facilitating international air transport.

The recommendations of the Council concerning the postponement of the revision of the Chicago Convention and the studies for the conclusion of a Multilateral Agreement on Commercial Rights in Air Transport represent wise measures which will allow time for further examination of the complex questions involved.

My Government was especially pleased with the Council's proposals for the 1951 Budget which, we note, are believed to represent the minimum required for the essential activities of the Organization. They will certainly receive the sympathetic consideration of all countries concerned at this time when exchange problems are so critical, not only for Brazil but also for a number of the other countries here represented.

My country has maintained its policy of concluding bilateral agreements in the field of air transport, following the Bermuda pattern. Brazil's position in air transport has remained unaltered, in spite of the sacrifices we have been called upon to make in order to maintain it. We feel that this fact justifies our expressing the hope that this Organization will pay the greatest attention to the study and coordination of the economic problems of international air transport.

The Annexes to the Convention have been progressively implemented despite the difficulties resulting from the necessity of modifying various national laws, and my country is endeavouring to implement them fully.

"These are, fellow Delegates, the remarks we wished to make at this time, while expressing our pleasure in noting the presence of so many delegations, which assures us that much painstaking work will be done. We also do not want to fail in expressing our welcome to the new member countries."

10. The fifth address was delivered by Sir John Kotelawala, Head of the Delegation of Ceylon:

"Ceylon is for the second time represented as a full member of this Organization, and, in the name of my country, I am privileged to greet the delegations of those other countries which, like mine, have, by their membership in ICAO, pledged themselves to a programme of world development in civil aviation in which each Member State must necessarily play its part.

Speaking personally, I consider that I have in many ways been fortunate in that, as one of the pioneers in the field of amateur flying in my own country in the early Thirties, when international air transportation had not assumed its present importance, I was privileged to watch the growth of civil aviation even before I became Ceylon's Minister for Transport some fifteen years ago. These fifteen years have witnessed changes in standards and ideas which have been incorporated in the construction of modern aircraft and aerodromes. They have produced what I would like to term a "charter of faith in air travel" among the peoples of the world, as is reflected in air travel statistics. We are still changing our ideas and looking forward to further improvements in this sphere of aerial transportation, and our membership in ICAO is a useful link that binds us together towards the fulfilment of a common goal.

The agenda for the present Assembly makes me hopeful that, even though some items may not be completely disposed of in the short period of our deliberations, useful information will be obtained as regards the points of view of the various Member States and the difficulties that they are experiencing in matters of common interest.

I wish to be pardoned if I should trespass on the time of this Assembly by referring to a problem which I think forms the very basis of the faith we all believe in, that air travel is really the travel of the future. I mean that aviation circles everywhere are interested in the means whereby air transportation could cater for the masses of the world. Given cheaper fares, the right aircraft and safety standards, the men and women who queue up for other forms of public transport would take to air travel instead. We in Ceylon are situated at one of the few important pressure points on the air map of the world, but we feel that being an important traffic junction alone is insufficient if the cost of air travel remains beyond the resources of the many. We look forward, therefore, to air fares of the future being related more closely to the economics of efficient operation and the standards of living of an important part of the globe where we live, which, we feel, should be reflected in lower regional fares than are presently in force.

"With this declaration of faith that air travel of the future will be not for the few but for the many, I would wish to end my address to this Assembly, and I do so in the certain hope that our deliberations will lead to further improvements in the many spheres connected with civil aviation in which this Organization is interested."

11. Capt. Mario Torres Menier, leader of the Cuban Delegation, then addressed the Assembly:

"I have requested the privilege of speaking at this opening plenary meeting of the Assembly to express, first of all, on behalf of my Government, our thanks to the Organization for having done our country the honour of holding the Second Caribbean Regional Air Navigation Meeting in Havana. I also wish to convey to the States gathered here today an expression of our satisfaction in being able, once again, to cooperate in the development of international civil aviation, as we always have ever since Chicago. In our opinion this continued cooperation in the work of ICAO is evidence of the fact that it was not lack of interest which prevented Cuba from being among the first members of the Organization, but only internal constitutional and legislative difficulties.

"Cuba is proceeding steadily with the implementation of the Standards and Recommended Practices approved by ICAO, and we are endeavouring to adapt our legislation in a manner that will enable us to implement them more rapidly.

We are also interested in everything pertaining to the organization of international air transport, particularly since we are convinced that ICAO is the ideal means of obtaining an international climate in which it will be possible to preserve friendship and cordial relations among the civilized peoples of the world."

12. The next speaker was His Excellency Kamil Abdul Rahim Bey, Head of the Delegation of Egypt:

"It is with great pleasure that I avail myself of this opportunity to convey to you, in the name of the Government of Egypt, sincere wishes for the successful conclusion of the deliberations of this Assembly.

Egypt, being in a unique geographical position, where West and East meet and where three continents join, and being one of the signatory States to the Chicago Convention as well as a member of the Council of both PICAO and ICAO, has been deeply interested in this Organization and has taken part in many of its activities. Consequently, Egypt is doing her best to fulfil her obligations towards the Organization and its Member States.

A determined effort to improve the facilities for and aids to air navigation is now in full swing in Egypt. Among the projects in hand is the improvement and re-equipment of Farouk Airport (Cairo) and Fuad Airport (Alexandria) for which £5,000,000 Egyptian (\$15,000,000) have been allotted.

"In doing so Egypt will adopt and make use of all the latest developments in the technical field of civil aviation.

Full cooperation is constantly maintained between the appropriate authorities and the air operators concerned. To this end two permanent commissions have been established - an Air Navigation Commission, consisting of representatives of the Civil Aviation and Meteorological Administrations on the one hand and representatives of air operators on the other, which meets regularly every month to discuss and solve technical problems related to air navigation raised by either side, and a Facilitation Commission, consisting of representatives of the air operators and of the Government Administrations concerned, which meets frequently to readjust and improve facilitation of air traffic.

In an effort to raise the standard of technical ground personnel responsible for flight safety, a control officers' school has been established. Other courses will be introduced in the near future to give specialized training in certain technical branches such as communications and aircraft maintenance. Both Fuad and Farouk Universities give a special course in aeronautical engineering and post graduate courses in meteorology. Eligible foreign candidates from neighbouring countries are joining these courses.

In accordance with its policy of encouraging foreign airlines to operate through Egypt, my Government has signed some fourteen bilateral air transport agreements, and others are being negotiated. We feel that bilateral agreements are normal and practical steps towards the conclusion of a multilateral agreement for the exchange of commercial air rights. The more bilateral agreements concluded, the greater will be the experience gained by States in this field and the nearer shall we approach the conclusion of a multilateral agreement.

Furthermore, complete exemption from customs taxes on fuel and lubricating oils taken on board is granted to aircraft operating through Egypt on either scheduled or non-scheduled international flights, subject to reciprocal treatment.

Consistent with Egypt's policy of full cooperation with members of this international body towards the unification of all rules, standards and procedures concerning the various problems connected with civil aviation, my country has participated in the work done by ICAO to revise the Rome Convention on the liability of the operator for damage caused on the surface. In principle, my Government welcomes the coming into force of such a convention, and is anxious to see some positive steps taken on this question.

It is gratifying that the efforts of Egypt in the field of civil aviation have led to the choice of Cairo as an international NOTAM centre, a major communication centre for the Middle East in both the interim and the draft final plans, the seat of one of the ICAO Field Offices, and a Flight Information and Area Control Centre.

I am instructed by my Government to assure you that Egypt will continue to cooperate with ICAO by loyally fulfilling her

"I am instructed by my Government to assure you that Egypt will continue to cooperate with ICAO by loyally fulfilling her obligations, in order to attain the objectives set out in the preamble to the Chicago Convention. It is the intention of my Government to seek re-election to the Council.

So far I have tried to explain briefly the policy of my country in civil aviation and its efforts to cooperate fully in this field. Before concluding, I must state that my Government fully appreciates the important part played by ICAO in the development of international civil aviation, thus taking a great share in maintaining friendship and understanding among the nations and peoples of the world. We have noted with great interest the adoption of twelve Annexes to the Chicago Convention, and are looking forward to see more emerge soon.

Finally, on behalf of my country, I should like to wish this Assembly every success in its deliberations, in which the members of the Egyptian Delegation will participate with the best of spirit and with wholehearted cooperation."

13. Mr. Fernand Hederer, Head of the French Delegation, made the following statement:

"The French have a reputation for frivolity and, as each nation wishes to deny its reputation (which is not generally altogether good), the French government offices whose task it was to prepare for this Assembly studied the agenda, I can assure you, very seriously indeed. The following is the state of mind resulting from this study.

We must always "do our housework". We therefore examined carefully all the administrative questions, although they are sometimes not very inspiring and although the existence of a "permanent" Council should lighten the task of Member States in this respect.

International civil aviation must navigate in the air. We are therefore ready for the discussion of the air navigation questions on our agenda, although the number and frequency of our technical meetings must confine the competence of this Assembly in this field to aspects of general policy.

But above all international civil aviation must exist and must provide for nations at the best price (minimum cost, maximum contribution to peace) those services expected of it. We have thus arrived at those questions on our agenda dealing with air transport, and it is there, I must say, that our dismay and disappointment started. Here, Gentlemen, in the name of my Government, I must speak very plainly.

For us this Organization is no longer the old International Commission on Air Navigation (to which France more than thirty years ago gave full support); it is the International Civil Aviation Organization, because our Convention, which owes so much to our North American friends, expressly embraces all the problems (technical, economic, political) raised by the

"continuous and intense development of air transport between nations." It is this Convention in its entirety which each Member State ratified; it is to serving the declared aims of this Convention that we must, above all, devote ourselves.

It was an American, now deceased, - the Mayor of New York, a city where one of the busiest airports in the world is located - who, at Chicago in November 1944, warned us to beware of the temptation of agreeing too readily to limit international action to the easiest tasks. "Gentlemen," said Mayor LaGuardia, more or less in these words, "everybody prefers aircraft which do not break up in the air and everybody in aviation is opposed to bad weather; but we must go further than that if we do not want to have bones without any flesh on them." Forgive me if I find the fare proposed for our Economic Commission a little meagre.

The main objective of this Convention on International Civil Aviation is "order in the air". Order means submission to a common law while respecting the liberties of each one. But here, when speaking of States, order must be for us equality of access to international air transport by means of a uniform guarantee of rights of passage and commercial rights.

Gentlemen, this Organization makes uniform - we say "standardizes" - everything except those conditions of order which it is expressly charged with establishing. When dealing with this question of order, we persist in falling back upon the most primitive methods in international relations - bilateralism, direct bargaining between two parties, even though it be the weakest with the strongest.

The French Delegation is therefore going to speak to you again of this too famous Multilateral Agreement. We make no apology for this. The French Government thinks that international civil aviation, until such time as it is provided with an operational charter or charters, will cost the States too much and will not provide nations or the cause of peace with one tenth part of the services which it should give them.

It will be said, it will be repeated, that States have tried it and were unable to do it, or that they did not wish for it with sufficient unanimity. The fact is that they did not know how to do it, because they did not yet speak a common language. They could not know how to regulate rights of passage and commercial rights for an international civil aviation which was just beginning to grow up in entirely new proportions and with a far more complex nature.

Gentlemen, the French Government would be the last to claim that it has been particularly wise in this matter. Precisely because it has given much attention to the problem, it knows that it has played a large part in the errors committed and shares responsibility for the setbacks encountered. However, it wishes to continue the joint effort without delay. When we say "without delay", we certainly do not mean that we favour convening tomorrow, or even three months from now, a second

"conference on a Multilateral Agreement or several such conferences. We mean simply that we desire neither respite nor weakness, and still less defeatism, in the study of the problem, so that international decisions may be reached as soon as possible.

We said "decisions". The constant study of international air transport which we ourselves undertake - but which our Organization could do much better - has in fact convinced us of the diversity of the solutions to this No. 1 problem of ICAO - "order in the air, in the service of peace and of nations".

This diversity, Gentlemen, is that of reality itself. There are some long distance routes which encircle the globe. There are some regions such as Europe where the political subdivision is intensive and where the international air network is still more intensive. There are a few great political combinations - the Commonwealth and the French Union, for example - of which some are beginning to develop their own law in respect of international obligations. There are some groups still more narrowly defined by their common search for security that are tending to put to common use the very things which in the past made them oppose and injure one another.

Here, Gentlemen, you will understand that a Frenchman calls to mind the recent efforts of his Government on behalf not only of the coal and steel "pool" but also of the "European companies", which M. Schumann requested the Council of Europe to study as a matter of urgency and which it is expressly foreseen could serve as a framework for European aviation.

Each one of these fields which we have mentioned undoubtedly must have its charter. But everything shows that not one of them will find its charter if we fall back on natural evolution in the hope that order will one day grow out of present disorder. Everything shows that order is a matter to be dealt with by States (a matter for the States that we represent, grouped together in this Organization). In addition, Gentlemen, it is an urgent matter, because, in the incredibly difficult struggle in which the world is engaged for the survival of liberties, each dollar, and even each franc, counts.

I will take the liberty of reminding this Assembly that at one of its earlier sessions - on the proposal of France, supported by the United States - it was unanimously declared that the multilateral solution was "the only one compatible with the spirit of the Chicago Convention". That was true four years ago; it is even more true, a little better proven, today. This Organization must therefore put in the forefront those tasks which concern air transport. Above all and first of all it must strive towards a multilateral agreement covering commercial rights in international civil aviation.

None of the foregoing is fanciful; it is all necessary and it will become a reality only if there is a will for action on the part of the various interested communities. It is the Anglo-Saxons who say "Where there is a will, there is a way".

So far as France is concerned, Mr. President, you may consider that this will exists, and that our goodwill will be dedicated to the work of this Assembly."

14. The ninth speaker was His Excellency S.S.K. Kirpalani, leader of the Delegation of India:

"First of all, I should like to convey, on behalf of my Government and for myself, our thanks to the Government of Canada for their generosity and hospitality in receiving us here. Then, Mr. President, I should like, if I may, to congratulate you and the Secretary General, Dr. Roper, for the very capable manner in which you have handled the affairs of the Council of the Organization and the Headquarters machinery.

India has been associated with the deliberations of ICAO from its very inception, and I trust that, late as we started in the field of civil aviation, we have substantially fulfilled our obligations to the Organization as contemplated in the Convention. We, in common with many other countries, have a firm and abiding faith in the objectives that are stated so admirably in the preamble to the Convention.

This Fourth Assembly is another landmark on the road of progress in this field of civil aviation, which is preeminently something that will bring the common men of the world together. Every meeting of the Assembly is an opportunity to appraise achievements, to analyse current problems, and to take a look at the problems that we might be faced with in the future.

ICAO is an expanding organization, and it is desirable that we should achieve as much progress as possible. At this time, my Government would like to draw attention to the very great need for economy in expenditure. I am not suggesting that there has been any improvidence, but it is our experience - and it may be the experience of many other nations - that the growth of international cooperation in many fields imposes a substantial strain on the governments of countries that today are not quite so wealthy. In the course of our deliberations we shall undoubtedly consider carefully how far our progress can be matched with our ability to pay. My distinguished predecessor, whom the Third Assembly did the honour of electing as its President, used a very common saying to describe what I am endeavouring to convey - "Let us cut our coat according to our cloth".

I should also like to refer briefly to the concern that my Government feels that today many of the Contracting States are not so adequately represented in the Organization as we would wish to see. I emphasize that this is not a complaint, but we do think that the Headquarters of the Organization, which is the hub of our activity, would be the better for broader based representation, for more diffuse representation. It is our belief that diffusion of representation will endow the Organization with a greater glow and a greater effulgence.

In international civil aviation I trust that India has made a very substantial contribution both in providing facilities for air navigation and in facilitating air transport. Not long ago we established a service to the United Kingdom, and I am glad to be able to report that it is thriving today.

"We have just established a weekly service to Nairobi and to Bangkok, and I trust that in the not too distant future we shall establish a service to the Philippines and Japan.

As far as the internal picture is concerned, today we have 23,000 miles of civil air routes and in 1949 we registered 100,000 flying hours and over 150,000,000 flying miles. There is one fact which the Assembly might be interested to know. We faced many difficulties consequent upon partition, and there was a grave problem of supplying needy and inaccessible areas. Here civil aviation not only justified itself, but covered itself with credit, establishing a glorious record. At the aerodrome of Dum Dum near Calcutta we got up to movements of 236 a day. The supply problem is not so acute as it was, but even today we are registering as many as 190 movements a day. Our record for safety, regularity and service is, I hope, not far behind optimum standards.

I can assure you that India is happy to be associated with this Organization and has every intention of taking a full part in the deliberations of this Assembly and of rendering any service she can to bring about a better and happier world."

15. Gen. P. Pinna-Parpaglia, Head of the Italian Delegation, then addressed the Assembly:

"I am particularly happy to speak at the opening meeting of the Fourth Session of the Assembly of the International Civil Aviation Organization, to express to you the great sympathy and interest with which ICAO's work is followed in Italy, and to convey the desire of the Italian Delegation to make a useful contribution to the success of this Assembly.

The work which the Organization has been doing during the past three years, part of which has already been brought to a speedy and successful conclusion, is so important and vast in scope that it would certainly be impossible to complete it during the short duration of an Assembly, even an Assembly with such a full and varied agenda as the one in which we are now convened. It is in the Council, its Committees and Divisions and in the always busy offices of the Secretariat that ICAO's work takes on its substantive and constructive form. It is therefore to those States having the honour and responsibility of being represented on the Council that the greater part of the credit for ICAO's achievements must go. The Italian Delegation will be happy if the admission of Italy to the Council will allow her to share in this honour and responsibility.

Last January Italy had the great pleasure of welcoming an ICAO committee to a part of its territory rich in memories and in charm, when the Legal Committee agreed to hold its fifth session in Taormina and to conclude it in Rome. The expressions of goodwill made at the close of this session assured us that our friendly spirit had been perfectly understood.

"The Italian Delegation will take part in the work of the Fourth Assembly of ICAO in the same spirit of cordiality and sincere cooperation, and extends its best wishes for success."

16. The next speaker was Mr. N. Dimechkié of Lebanon:

"I consider it a great privilege to take part in the work of this Conference. It is a well known fact that peace and understanding in the world today can only come about when the different peoples become better acquainted with the various problems confronting each of them. Ignorance of such problems has been the principal source of our troubles in the past. It is with this in mind, above all other considerations great as they may be, that my Government has taken a keen interest in the work of this Organization. Civil aviation today is playing a major role in bringing peoples closer together and affording a marvellous opportunity for the common man to visit other parts of the world without much loss of precious time. Therefore it is the sincere hope of Lebanon that ICAO will succeed in organizing civil aviation in a way that will make air travel safer, more efficient and economically within reach of the ordinary man; then we can justly claim that it is living up to its responsibilities and attaining its objectives.

Lebanon is at the crossroads of three continents - Asia, Africa and Europe - and has always been an important link between East and West in the fields of education, trade and transport. Now that the age of aviation has come, my country is anxious to live up to the position it has always held by providing all the facilities that its resources and geographic position permit. Apart from the many civil airports we already have, a new, large, well-equipped and up-to-date airport, capable of accommodating all types of aeroplanes, is being built at Khaldé near the city of Beirut. In carrying on this work we look to ICAO to give us the necessary technical assistance, for we sincerely believe that such problems are not of a purely local character, but are of international significance.

In closing I would like to express our gratitude for the hospitality extended to us by the Canadian Government and also our sincere thanks to the Secretariat for the good work they have done."

17. At this point the Temporary President suggested that, since the time for adjournment was rapidly approaching, the remaining addresses should be postponed until the following day. With the approval of the Assembly, he then passed to the next item on the order of business.

Agenda Item 4: Adoption of the Provisional Rules of Procedure approved by the Council

18. The Rules of Procedure prepared by the Council (A4-WP/2, P/2) were provisionally accepted by the Assembly, pending examination and report by the Committee on Rules of Procedure.

Agenda Item 5: Establishment of the Executive Committee

Agenda Item 6: Establishment of the Committee on Rules of Procedure and of the Credentials Committee

19. The Temporary President noted that the Rules of Procedure just adopted provided for the Establishment of the Executive Committee, composed of the heads of delegations, and of Committees on Credentials and on Rules of Procedure whose members were to be appointed by him. He asked the following delegations to provide the membership of these two Committees:

Credentials Committee

Canada
India
Italy
Union of South
Africa
United Kingdom

Committee on Rules of Procedure

Argentina
Australia
Egypt
France
United States of
America.

He then announced that the Executive Committee would meet at 1000 hours on the following day and the Committees on Credentials and on Rules of Procedure immediately after the present meeting adjourned.

Agenda Item 10: Confirmation of invitations to Non-contracting States and International Organizations to participate in the work of the Assembly

20. The Assembly, on the motion of the Delegate of Australia, seconded by the Delegate of Belgium, confirmed the action of the Council in inviting the Non-contracting States and international organizations listed in A4-WP/26, P/8 to send observers to the present session of the Assembly.

21. The meeting closed at 1700 hours.

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX A

Representatives in Attendance

CONTRACTING STATES

Argentina

Delegates

Dr. Augustin Nores Martinez - Head of Delegation
Comodore Juan Francisco Fabri
Capt. Carlos Abreu
Vice-Comodore Augusto R. Beni
Dr. Enrique Ferreira
Capt. Armando A. Irungaray
Mr. Erasto Villa

Adviser

Mr. Walter Binaghi

Australia

Delegates

Hon. Thomas Walter White - Head of Delegation
Mr. Stewart Jamieson
A/M Richard Williams R.A.A.F.
Dr. K.N.E. Bradfield
Mr. A.B. McFarlane
Mr. David S. Graham
W/C Richard M. Power
Mr. H.W. Poulton

Austria

Delegate

Dr. A.P. Raft-Marwil

Belgium

Delegates

Mr. E. Allard - Head of Delegation
Mr. R. Fenaux
Col. J. Verhaegen
Dr. Paul A.T. De Smet
Mr. A.X. Pirson

Adviser

Mr. R. Golstein

Secretary

Mr. M.F. Daumerie

Bolivia

Delegate

Mr. Paul Viau

Brazil

Delegates

Mr. Cesar Silveira Grilo - Head of Delegation
Dr. F. Duarte de Oliveira
Mr. Benjamin Manuel Amarante
Mr. Stelio Bastos Belchior
Mr. Paulo Monaco
Mr. C. Ganns
Mr. C.R. de Castro

Adviser

Mr. Paulo Padilha Vidal

Canada

Delegates

Hon. Lionel Chevrier - Head of Delegation
Brig. C.S. Booth
Mr. Romeo Vachon
Lt. Col. A.S. McDonald
Mr. S. Graham
Mr. J.R. Baldwin

Advisers

W/C W.P. Pleasance R.C.A.F.
Mr. A.D. McLean

Ceylon

Delegates

Sir John Lionel Kotelawala K.B.E. - Head of Delegation
Mr. P. Nadesan

Chile

Delegates

Mr. Mariano Bustos - Head of Delegation
Mr. Manuel Torres

Cuba

Delegates

Captain Mario Torres Menier - Head of Delegation

Advisers

Mr. R. Alvares
Mr. V. Pina

Denmark

Delegates

Mr. Gustav Teisen - Head of Delegation
Mr. G. Crone Levin
Mr. Arvid Hansen

Dominican Republic

Delegates

Dr. Julio Hoepelman - Head of Delegation
Mr. Rafael M. Estrella

Egypt

Delegates

His Excellency Kamil Abdul Rahim Bey - Head of Delegation
Moustafa Riad Moursi Bey
Dr. Ahmed Fahmi Beheri Bey
Mr. Osman Hamdi
Mr. Mohamed El Hakeem
Sqad/Ldr. Moustafa Kamal Mortagi

Finland

Delegates

Mr. Urho Toivola - Head of Delegation
Capt. A. Lunnela

Adviser

Dr. L.C. Tombs

France

Delegates

Mr. Fernand Hederer - Head of Delegation
Mr. Henri Bouché
Mr. Daniel Haguenau
Mr. Pierre Jamme
Mr. M. Christian Jugue
Mr. René Terrel
Col. C. Teyssier

Adviser

Mr. Erik Wessberge

Secretary

Mr. J.M. Amirault

Greece

Delegate

Ambassador C. Sakellariopoulos

Adviser

Mr. G. Coulourides

India

Delegates

His Excellency Santdas Khushiram Kirpalani - Head of Delegation
Mr. Tejasvi Prasad Bhalla
Mr. M.G. Pradhan
Mr. Daljeet Singh Bhatti

Iraq

Delegate

Ali Fuad Bey

Ireland

Delegates

Mr. Denis Herlihy - Head of Delegation
Mr. Richard W. O'Sullivan
Mr. Andrew Kennan
Mr. William G. Algar

Adviser

Mr. P.J. Brennan

Italy

Delegates

Gen. P. Pinna-Parpaglia - Head of Delegation
Mr. C.A. de Vera d'Aragona
Prof. S. Cacopardo
Prof. A. Ambrosini

visers

Col. A. Del Monte
Lt. Col. Eng. N. Buiatti
Capt. A. Famularo
Dr. A. Cucci

Lebanon

Delegate

Mr. N. Dimechkié

Liberia

Delegate

Mr. John L. Cooper

Mexico

Delegates

Dr. E.M. Loaeza - Head of Delegation
Miss V.V. Balderrama

Netherlands

Delegates

Mr. Jan Willem Frederick Backer - Head of Delegation
Dr. F.H. Copes van Hasselt
Prof. D. Goedhuis
Mr. J. van der Heijden
Dr. L.H. Slotemaker
Mr. H.J. Spanjaard
Mr. J.C. Nieuwenhuysen
Mr. Arie Pleun Dekker
Dr. H.I. Borel Rinkes

New Zealand

Delegates

Mr. Ian A. Scott - Head of Delegation
Mr. F.J. Steel
Air Commodore J.L. Findlay
Mr. A.R. Perry

Norway

Delegates

Mr. Einar Bøe - Head of Delegation
Mr. Sverre Holsten

Philippine Republic

Delegates

Col. A.O. Cruz - Head of Delegation
Mr. S.R. Roxas
Mr. C. Gabaya

Portugal

Delegates

Col. Humberto Delgado - Head of Delegation
Capt. Joaquim De Brito Subtil

Sweden

Delegates

Mr. E.C.R. Ljungberg - Head of Delegation
Mr. K.G. Hultström
Mr. H.O.E. Söderberg
Mr. K.J.E. Sidenbladh

Switzerland

Delegates

Mr. Louis Clerc - Head of Delegation
Mr. René Thiébaud

Thailand

Delegate

Mr. Dilokrit Kridakon

Turkey

Delegate

Mr. Efdal Deringil

Union of South Africa

Delegates

Mr. J.A. Gibson - Head of Delegation
Col. R.S. Brophy
Mr. P.J.H. Henning
Mr. L.E. Lang

United Kingdom

Delegates

Sir George Cribbett - Head of Delegation
Sir Frederick Tymms
Mr. T.F. Bird

United States of America

Delegates

Mr. Russell B. Adams - Head of Delegation
Rear Admiral Paul A. Smith
Mr. Livingston Satterthwaite

Congressional Adviser

The Honourable Lindley Beckworth

Alternates

Mr. R.J.G. McClurkin
Mr. Emory T. Nunneley, Jr.
Mr. Harold C. Stuart
Mr. F.B. Lee

Advisers

Mr. Edward A. Bolster
Col. Richard Bonneville
Mr. G.N. Calkins
Miss H. Alberta Colclaser

United States of America (Cont'd.)

Advisers (Cont'd.)

Col. R.E. Elwell
Mr. R.D. Hoyt
Mr. P. De Forrest McKeel
Mr. Norman P. Seagrave
Mr. Claude H. Smith
Miss Joan H. Stacy

Venezuela

Delegates

Mr. Luis M. Chafardet - Head of Delegation
Dr. M.V. Sosa
Mr. Enrique de Majo
Dr. Freddy Müller
Dr. Antonio Oropeza
Mr. R. Romero

NON-CONTRACTING STATES

Uruguay

Observer

Mr. Cesar Montero de Bustamante

INTERNATIONAL ORGANIZATIONS

Fédération Aéronautique Internationale

Observer

Miss Hyacinthe Lambart

International Air Transport Association

Observers

Sir William Percivil Hildred
Mr. John Cobb Cooper

International Federation of Airline Pilots' Associations

Observer

Mr. Albert Robertson Eddie

International Institute for Unification of Private Air Law

Observer

Prof. Riccardo Monaco

International Labour Organization

Observer

Mr. V.C. Phelan

International Organization for Standardization

Observer

Col. W.R. McCaffrey

International Union of Aviation Insurers

Observer

Miss Hyacinthe Lambart

United Nations Organization

Observers

Mr. Louis Delanney
Mr. Oliver A. Pendar
Mr. Gerald Wen