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ASSEMBLY — 42ND SESSION

PLENARY

Agenda Item 5: Election of Member States to be represented on the Council

SUPPORTING DOCUMENTATION FOR THE ELECTION OF MEMBER STATES TO BE REPRESENTED ON THE COUNCIL

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

This paper cites the relevant Articles of the *Convention on International Civil Aviation* and the provisions of the *Standing Rules of Procedure of the Assembly of the International Civil Aviation Organization* related to the election of the Council. It also reviews the elections held to date and refers to the obligations of Council Member States as outlined in Assembly Resolution A4-1.

Action: The maximum number of Member States to be elected in each part of the election and the date for the first two parts must be fixed as soon as possible after the opening of the session. This action is taken by the Plenary. The number of places to be filled will be thirty-six. The Council recommends that the maximum number of seats to be elected in the three parts of the election should be eleven, twelve and thirteen, respectively.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives, the Transformational Objective and Supporting Strategies.
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<i>Financial implications:</i>	No additional resources required.
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<i>References:</i>	Doc 7300/9, <i>Convention on International Civil Aviation</i> Doc 7600/8, <i>Standing Rules of Procedure of the Assembly of the International Civil Aviation Organization</i>
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1. PROVISIONS OF THE CHICAGO CONVENTION RELATING TO THE ELECTION OF THE COUNCIL

1.1 Article 50 a) of the *Convention on International Civil Aviation* (Chicago, 1944 – the “Chicago Convention”) provides that:

“The Council shall be a permanent body responsible to the Assembly. It shall be composed of thirty-six contracting States elected by the Assembly. An election shall be held at the first meeting of the Assembly and thereafter every three years, and the members of the Council so elected shall hold office until the next following election.”¹

1.2 As the term of office of the present members of the Council expires in 2025, there will have to be a Council election at the 42nd Session of the Assembly.

1.3 Article 50 b) of the Chicago Convention states that:

“In electing the members of the Council, the Assembly shall give adequate representation to 1) the States of chief importance in air transport; 2) the States not otherwise included which make the largest contribution to the provision of facilities for international civil air navigation; and 3) the States not otherwise included whose designation will insure that all the major geographic areas of the world are represented on the Council.”

2. ELECTIONS HELD IN THE PERIOD 1947-2022

2.1 Although the provisions of the *Standing Rules of Procedure of the Assembly of the International Civil Aviation* (Doc 7600/8) (the “Standing Rules of Procedure of the Assembly”) relating to the election of the Council were modified in 1962, the following basic rules have been applied ever since the Organization came into being: (i) the election is held in three parts², with these parts corresponding to the States described in Article 50 b); (ii) before every election the Assembly decides the maximum number of States to be elected in each part; (iii) the candidate decides in which part or parts to seek election — a candidate unsuccessful in the first part may be a candidate in the second, and a candidate unsuccessful in the second may be a candidate in the third; (iv) voting in each part of the election is by secret ballot and a majority of the votes cast is required for election.

2.2 When the membership of the Council was twenty-one, the Assembly decided that the maximum number of States to be elected in the three parts of the election should be eight, seven and six respectively. In 1950, only twenty States were candidates for the twenty-one Council seats and the Assembly suspended the rule requiring a three-part election and elected the twenty candidates in a single secret ballot. The vacant place was filled at the next session, in 1951. In 1953, there were twenty-one candidates for the twenty-one seats and the same procedure was followed as in 1950, the twenty-one States being elected on a single secret ballot. In 1962, 1965, 1968 and 1971, with a Council membership of twenty-seven, there was an even division, nine States being elected in each part. The amendment to Article 50 a) of the Chicago Convention adopted on 12 March 1971, increasing the membership of the Council to thirty, came into force on 16 January 1973 and the Council convened an extraordinary session of the Assembly to fill the three additional seats, one State being elected in each of the three parts. In 1974 and 1977 there was again an even division among the three parts, ten States being elected in each. Adoption, on 16 October 1974, of an

¹ This is the text of the Article as amended by the 28th (Extraordinary) Session of the Assembly on 26 October 1990; it entered into force on 28 November 2002.

² An exception was made in 1950 and 1953, as explained in paragraph 2.2.

amendment to Article 50 a) of the Chicago Convention increasing the membership of the Council to thirty-three came into force on 15 February 1980. The Assembly in 1980, 1983, 1986, 1989 and 1992 elected thirty-three States to the Council and decided that the maximum number of States to be elected in the three parts of the election should be ten, eleven and twelve, respectively.

2.3 In 1993, the 30th Session (Extraordinary) of the Assembly elected the Czech Republic, which had become a Member State of ICAO on 3 April 1993, to fill a vacancy created on the Council on 1 January 1993 as a result of the dissolution of Czechoslovakia on 31 December 1992. In 1995, 1998 and 2001, the Assembly decided that the maximum number of States to be elected in the three parts of the election should be ten, eleven and twelve, respectively.

2.4 The 28th Session (Extraordinary) of the Assembly, on 25 October 1990, adopted Resolution A28-1, increasing the membership of the Council from 33 to 36. The 108 ratifications required to bring the amendment to Article 50 a) of the Convention into force were received by 28 November 2002. The three additional seats were filled on 31 March and 1 April 2003 at the 34th Session (Extraordinary) of the Assembly.

2.5 The 35th, 36th, 37th, 38th, 39th and 40th Sessions of the Assembly in 2004, 2007, 2010, 2013, 2016 and 2019, elected thirty-six States and decided that the maximum number of States to be elected in the three parts of the election should be eleven, twelve and thirteen, respectively.

2.6 During the 41st Session of the Assembly in 2022, following the election in Part One, one seat remained vacant. The Assembly decided, on an exceptional basis, to amend its earlier decision taken during the first Plenary Meeting in establishing the maximum number of candidates to be elected in each part as recommended by the Council in WP/2. The Assembly decided to re-allocate that seat to Part Three, and in doing so, agreed that a maximum of fourteen candidates could be elected to the Council under Part Three. It was understood that this decision would only apply to the 41st Session of the Assembly and would not set a precedent for future Sessions. As such, the 41st Session of the Assembly elected thirty-six States, with the maximum number of States elected in the three parts of the election being ten, twelve and fourteen, respectively. At the time, the President of the Assembly made it clear that this decision would apply only to the 41st Session of the Assembly (Doc 10182, A41-Min P/4, paragraph 49, refers).

2.7 In light of the foregoing, the Council recommends that the maximum number of seats to be elected in the three parts of the election for the 42nd Session of Assembly should be eleven, twelve, and thirteen respectively.

2.8 **Appendix A** lists the candidates and the States elected in all elections held from 1947 to 2022 inclusive; the names of the States elected are underlined.

3. ELECTION OF THE COUNCIL IN 2025

3.1 The provisions of the *Standing Rules of Procedure of the Assembly* applicable to the election of the Council are reproduced in **Appendix B** for convenience of reference. It will be recalled that the 37th Session of the Assembly approved, with immediate effect, amendments to Rules 59 and 60 of Section IX (*Voting on election of the Council*) to allow the use of an electronic voting system for Council elections, with the understanding that manual votes would remain as a fall-back option. The Council offers some recommendations for 2025 in the executive summary of this working paper. The timing of each of the three parts of the election is indicated in Rule 55 a).

3.2 The 39th Session of the Assembly in 2016 adopted the Protocol relating to an amendment to Article 50 (a) of the Chicago Convention, thereby increasing the membership of the Council from 36 to 40 but the required number of ratifications (128) has not yet been reached to bring this into force. As at November 2024, only 103 Member States had done so. Accordingly, the Assembly at its 42nd Session will be requested to elect thirty-six Member States.

4. OBLIGATIONS OF COUNCIL MEMBER STATES

4.1 The obligations of Council Member States are defined by Resolution A4-1, adopted by the Assembly in 1950:

“A Contracting State giving notice, in accordance with Rule 45* of the Rules of Procedure for this Assembly, of its desire to stand for election to the Council is understood to have indicated its intention, if elected, to appoint and support full-time representation at the Headquarters of the Organization to ensure the participation of Council Member States in the work of the Organization.”

4.2 Article 63 of the Chicago Convention stipulates that each Contracting State must bear the expenses of any person whom it appoints to serve on the Council and of its nominees or representatives on any subsidiary committees or commissions of the Organization.

4.3 Each Council Member State maintains a permanent delegation in Montréal.

4.4 Since the inception of ICAO it has been the rule for the Council to hold sessions at Headquarters through most of the year. Since their election, all the present members of the Council have participated in its work. It is expected that States elected to the Council at the 42nd Session of the Assembly will take the necessary steps to ensure that they will be represented at the Council meetings to be held immediately after the Assembly and that their representation will be established at Headquarters by the time the Council and its committees reconvene in October 2025.

4.5 In addition to meeting as a whole, the Council has established a number of standing committees. Under Article 54 d) of the Chicago Convention it is required to appoint an Air Transport Committee. In 1947 the Assembly adopted Resolution A1-7 setting up a Committee on Joint Support of Air Navigation Services. *The ICAO Financial Regulations* (Doc 7515/17) provide, in Article II, that the Council appoint a Finance Committee to exercise the functions assigned to it by those Regulations. The Council has found it necessary from time to time to establish other subsidiary bodies. These include the Aviation Security Committee, Technical Cooperation and Implementation Support Committee, Climate and Environment Committee, Committee on Relations with the Host Country, Committee on Governance, Edward Warner Award Committee, as well as other bodies which have been set up on a temporary basis, as required to deal with specific issues, such as the Committee on Cooperation with External Parties. All these bodies are composed of Representatives on Council or other members of the delegations. In addition to the Representative on Council, delegations may include other members who are nationals of the Council Member State, or, in the case of representation on the Council through a rotation agreement, of States in the subregion concerned.

4.6 Another body which reports to the Council, but with a totally different type of membership and a special status, is the Air Navigation Commission. An amendment to Article 56 of the Chicago Convention enlarging the membership of the Air Navigation Commission from twelve to fifteen was adopted in 1971 and came into force in 1974. From the beginning of 1975 through to the end of 2005, with the

* Now Rule 54

exception of one session in 1978, the Commission had its full complement of fifteen members. The Assembly in 1989 adopted an amendment to Article 56 of the Chicago Convention enlarging the membership of the Commission from fifteen to nineteen members. The amendment came into force on 18 April 2005 and the four additional members were appointed on 18 November 2005. The Commission has, since that time, had its full complement of nineteen members. Article 56 of the Chicago Convention as amended provides that the Commission “shall be composed of nineteen members appointed by the Council from among persons nominated by Contracting States. These persons shall have suitable qualifications and experience in the science and practice of aeronautics.”

4.7 The 39th Session of the Assembly in 2016 adopted the Protocol relating to an amendment to Article 56 of the Chicago Convention, thereby increasing the membership of the Commission to twenty-one but the required number of ratifications has not yet been reached to bring this into force. Accordingly, the Commission will continue to comprise of nineteen members following the Assembly Session.

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APPENDIX A
STATES CANDIDATES FOR AND ELECTED TO THE COUNCIL

Note: Underlining indicates States elected.
In 1950 and 1953 elections were held by a single secret ballot (see para.2.2).

1947	1950 and 1951	1953	1956	1959	1962	1965	1968
<u>Argentina</u> <u>Australia</u> <u>Belgium</u> <u>Brazil</u> <u>Canada</u> <u>China</u> <u>France</u> <u>Mexico</u> <u>Netherlands</u> <u>United Kingdom</u> <u>United States</u>	<u>Argentina</u> <u>Australia</u> <u>Belgium</u> <u>Brazil</u> <u>Canada</u> <u>Denmark</u> <u>Egypt</u> <u>France</u> <u>India</u>	<u>Argentina</u> <u>Australia</u> <u>Belgium</u> <u>Brazil</u> <u>Canada</u> <u>Egypt</u> <u>France</u> <u>India</u> <u>Ireland</u>	(1) <u>"States of chief importance in air transport"</u>				
			<u>Australia</u> <u>Belgium</u> <u>Brazil</u> <u>Canada</u> <u>France</u> <u>Colombia</u> <u>Denmark</u> <u>France</u> <u>Germany, Fed. Rep. of</u> <u>Italy</u> <u>Mexico</u> <u>Netherlands</u> <u>United Kingdom</u> <u>United States</u>	<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>France</u> <u>Italy</u> <u>Netherlands</u> <u>Norway</u> <u>United Kingdom</u> <u>United States</u>	<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>France</u> <u>Germany, Fed. Rep. of</u> <u>Italy</u> <u>Sweden</u> <u>United Kingdom</u> <u>United States</u>	<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>France</u> <u>Germany, Fed. Rep. of</u> <u>Italy</u> <u>Japan</u> <u>United Kingdom</u> <u>United States</u>	
			(2) <u>"States not otherwise included which make the largest contribution to the provision of facilities for international civil air navigation"</u>				
<u>Argentina</u> <u>Australia</u> <u>Chile</u> <u>China</u> <u>Czechoslovakia</u> <u>Egypt</u> <u>Greece</u> <u>India</u> <u>Iraq</u> <u>Ireland</u> <u>Peru</u> <u>Portugal</u> <u>Sweden</u> <u>Turkey</u> <u>Union of South Africa</u> <u>Venezuela</u>	<u>Iraq</u> <u>Ireland</u> <u>Italy</u> <u>Mexico</u> <u>Netherlands</u> <u>Philippines</u> <u>Portugal</u> <u>Spain</u> (from 18/6/51) <u>Union of South Africa</u> <u>United Kingdom</u>	<u>Italy</u> <u>Lebanon</u> <u>Mexico</u> <u>Netherlands</u> <u>Norway</u> <u>Philippines</u> <u>Portugal</u> <u>Spain</u> <u>Union of South Africa</u>	(3) <u>"States not otherwise included whose designation will insure that all the major geographic areas of the world are represented on the Council"</u>				
			<u>Argentina</u> <u>Belgium</u> <u>Egypt</u> <u>India</u> <u>Ireland</u> <u>Italy</u> <u>Japan</u> <u>Lebanon</u> <u>Mexico</u> <u>Philippines</u> <u>Portugal</u> <u>Spain</u> <u>Union of South Africa</u> <u>Venezuela</u>	<u>Argentina</u> <u>Belgium</u> <u>Germany, Fed. Rep. of</u> <u>India</u> <u>Ireland</u> <u>Italy</u> <u>Japan</u> <u>Lebanon</u> <u>Mexico</u> <u>Philippines</u> <u>Portugal</u> <u>Spain</u> <u>United Arab Republic</u> <u>Venezuela</u>	<u>Argentina</u> <u>Belgium</u> <u>Congo (Brazzaville)</u> <u>Czechoslovakia</u> <u>Germany, Fed. Rep. of</u> <u>India</u> <u>Indonesia</u> <u>Japan</u> <u>Lebanon</u> <u>Mexico</u> <u>Netherlands</u> <u>Spain</u> <u>United Arab Republic</u>	<u>Argentina</u> <u>Belgium</u> <u>Czechoslovakia</u> <u>Denmark</u> <u>India</u> <u>Lebanon</u> <u>Mexico</u> <u>Netherlands</u> <u>Spain</u> <u>United Arab Republic</u>	
			<u>Chile</u> <u>Ireland</u> <u>Lebanon</u> <u>Philippines</u> <u>Portugal</u> <u>Spain</u> <u>Union of South Africa</u> <u>Venezuela</u>	<u>Afghanistan</u> <u>Belgium</u> <u>Guatemala</u> <u>Ireland</u> <u>Lebanon</u> <u>Mexico</u> <u>Peru</u> <u>Philippines</u> <u>Portugal</u> <u>Spain</u> <u>Union of South Africa</u>	<u>China +</u> <u>Colombia</u> <u>Congo (Brazzaville)</u> <u>Czechoslovakia</u> <u>Indonesia</u> <u>Israel</u> <u>Malagasy Republic</u> <u>Nicaragua</u> <u>Nigeria</u> <u>Philippines</u> <u>Tunisia</u> <u>Union of South Africa</u>	<u>Colombia</u> <u>Congo (Brazzaville)</u> <u>Costa Rica</u> <u>Czechoslovakia</u> <u>Kenya</u> <u>Malagasy Republic</u> <u>Nigeria</u> <u>Pakistan</u> <u>Philippines</u> <u>Syrian Arab Republic</u> <u>Tunisia</u>	<u>Colombia</u> <u>Congo (Brazzaville)</u> <u>Czechoslovakia</u> <u>Guatemala</u> <u>Indonesia</u> <u>Nigeria</u> <u>Philippines</u> <u>Senegal</u> <u>Tanzania</u> <u>Tunisia</u>

+ A resolution was adopted on 19 November 1971 by the ICAO Council, recognizing the representatives of the Government of the People's Republic of China as the only legitimate representatives.

1971 and 1973	1974	1977	1980	1983	1986	1989	1992 and 1993**
(1) "States of chief importance in air transport"							
Australia Brazil Canada France Germany, Fed. Rep. of Italy Japan Union of Soviet Socialist Republics United Kingdom United States	Australia Brazil Canada France Germany, Fed. Rep. of Italy Japan Netherlands Union of Soviet Socialist Republics United Kingdom United States	Australia Brazil Canada France Germany, Fed. Rep. of Italy Japan Union of Soviet Socialist Republics United Kingdom United States	Australia Brazil Canada France Germany, Fed. Rep. of Italy Japan Union of Soviet Socialist Republics United Kingdom United States	Australia Brazil Canada France Germany, Fed. Rep. of Italy Japan Union of Soviet Socialist Republics United Kingdom United States	Australia Brazil Canada France Germany, Fed. Rep. of Italy Japan Union of Soviet Socialist Republics United Kingdom United States	Australia Brazil Canada France Germany, Fed. Rep. of Italy Japan Union of Soviet Socialist Republics United Kingdom United States	Australia Brazil Canada France Germany Italy Japan Russian Federation United Kingdom United States
Netherlands*							
(2) "States not otherwise included which make the largest contribution to the provision of facilities for international civil air navigation"							
Argentina Australia Belgium India Lebanon Mexico Netherlands Norway Pakistan Philippines Spain United Arab Republic	Argentina Belgium China Czechoslovakia Egypt Finland India Lebanon Mexico Netherlands Pakistan Spain Sweden	Argentina China Czechoslovakia Egypt Finland Greece India Lebanon Mexico Netherlands, Kingdom of the Nigeria Pakistan Philippines Spain Turkey	Argentina China Denmark Egypt Greece India Lebanon Mexico Netherlands, Kingdom of the Nigeria Pakistan Poland Saudi Arabia Senegal Spain Turkey Venezuela	Argentina Belgium China Egypt Greece India Lebanon Mexico Nigeria Norway Spain Turkey Venezuela	Argentina China Egypt India Lebanon Mexico Nigeria Saudi Arabia Spain Sweden Switzerland Venezuela	Argentina China Egypt Finland India Mexico Netherlands, Kingdom of the Nigeria Saudi Arabia Spain Venezuela	Argentina Belgium China Colombia Egypt Iceland India Mexico Nigeria Republic of Korea Saudi Arabia Spain
Pakistan*							
(3) "States not otherwise included whose designation will insure that all the major geographic areas of the world are represented on the Council"							
Colombia Congo (People's Rep. of) Czechoslovakia Indonesia Nicaragua Nigeria Pakistan Philippines Senegal Tunisia Uganda	Belgium Colombia Costa Rica Indonesia Kenya Madagascar Morocco Nigeria Poland Senegal Trinidad and Tobago Yugoslavia Zaire	Colombia Czechoslovakia Greece Honduras Indonesia Jamaica Madagascar Morocco Senegal Turkey United Republic of Cameroon United Republic of Tanzania Yugoslavia	Algeria Colombia Czechoslovakia El Salvador Indonesia Iraq Jamaica Madagascar Pakistan Saudi Arabia Senegal Uganda United Republic of Cameroon United Rep. of Tanzania	Algeria Colombia Czechoslovakia Guatemala Indonesia Iran, Islamic Republic of Iraq Jamaica Kenya Lebanon Madagascar Pakistan Senegal United Republic of Tanzania	Colombia Cuba Czechoslovakia Ghana Indonesia Iraq Jamaica Kenya Lebanon Madagascar Pakistan Panama Peru Senegal Tunisia United Republic of Tanzania	Chile Czechoslovakia Ghana Honduras Indonesia Iran, Islamic Republic of Iraq Madagascar Pakistan Senegal Trinidad & Tobago Tunisia United Republic of Tanzania	Cameroon Czechoslovakia** (to 31.12.92) Czech Republic** (from 26.5.93) Ecuador Indonesia Iran, Islamic Republic of Kenya Lebanon Morocco Nicaragua Pakistan Senegal Trinidad & Tobago United Republic of Tanzania
Philippines* Trinidad and Tobago*							

* States candidates at Extraordinary Session convened on 27 February 1973 to fill three additional seats following the coming into force, on 16 January 1973, of the Amendment to Article 50 a) increasing the membership of the Council to thirty.
** The Czech Republic was elected at the 30th Session (Extraordinary) of the Assembly on 26 May 1993 to fill the vacancy created on the Council as a result of the dissolution of Czechoslovakia on 31 December 1992.

1995	1998	2001 and 2003	2004	2007	2010	2013	2016
(1) <u>"States of chief importance in air transport"</u>							
<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>France</u> <u>Germany</u> <u>Italy</u> <u>Japan</u> <u>Russian Federation</u> <u>United Kingdom</u> <u>United States</u>	<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>France</u> <u>Germany</u> <u>Italy</u> <u>Japan</u> <u>Russian Federation</u> <u>United Kingdom</u> <u>United States</u>	<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>France</u> <u>Germany</u> <u>Italy</u> <u>Japan</u> <u>Russian Federation</u> <u>United Kingdom</u> <u>United States</u>	<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>China</u> <u>France</u> <u>Germany</u> <u>Italy</u> <u>Japan</u> <u>Russian Federation</u> <u>United Kingdom</u> <u>United States</u>	<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>China</u> <u>France</u> <u>Germany</u> <u>Italy</u> <u>Japan</u> <u>Russian Federation</u> <u>United Kingdom</u> <u>United States</u>	<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>China</u> <u>France</u> <u>Germany</u> <u>Italy</u> <u>Japan</u> <u>Russian Federation</u> <u>United Kingdom</u> <u>United States</u>	<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>China</u> <u>France</u> <u>Germany</u> <u>Italy</u> <u>Japan</u> <u>Russian Federation</u> <u>United Kingdom</u> <u>United States</u>	<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>China</u> <u>France</u> <u>Germany</u> <u>Italy</u> <u>Japan</u> <u>Russian Federation</u> <u>United Kingdom</u> <u>United States</u>
(2) <u>"States not otherwise included which make the largest contribution to the provision of facilities for international civil air navigation"</u>							
<u>Argentina</u> <u>China</u> <u>Denmark</u> <u>Egypt</u> <u>India</u> <u>Mexico</u> <u>Nigeria</u> <u>Saudi Arabia</u> <u>Spain</u> <u>Switzerland</u> <u>Venezuela</u>	<u>Argentina</u> <u>China</u> <u>Colombia</u> <u>Egypt</u> <u>India</u> <u>Mexico</u> <u>Netherlands</u> <u>Nigeria</u> <u>Norway</u> <u>Saudi Arabia</u> <u>Spain</u>	<u>Argentina</u> <u>China</u> <u>Egypt</u> <u>India</u> <u>Ireland</u> <u>Mexico</u> <u>Nigeria</u> <u>Saudi Arabia</u> <u>Spain</u> <u>Sweden</u> <u>Venezuela</u> <u>Singapore*</u> <u>South Africa*</u>	<u>Argentina</u> <u>Austria</u> <u>Colombia</u> <u>Egypt</u> <u>Finland</u> <u>India</u> <u>Mexico</u> <u>Nigeria</u> <u>Saudi Arabia</u> <u>Singapore</u> <u>South Africa</u> <u>Spain</u>	<u>Argentina</u> <u>Egypt</u> <u>Iceland</u> <u>India</u> <u>Mexico</u> <u>Nigeria</u> <u>Saudi Arabia</u> <u>Singapore</u> <u>South Africa</u> <u>Spain</u> <u>Switzerland</u> <u>Venezuela</u>	<u>Argentina</u> <u>Belgium</u> <u>Colombia</u> <u>Denmark</u> <u>Egypt</u> <u>India</u> <u>Mexico</u> <u>Nigeria</u> <u>Norway</u> <u>Portugal</u> <u>Saudi Arabia</u> <u>Singapore</u> <u>South Africa</u> <u>Spain</u> <u>Venezuela (Bolivarian Republic of)</u>	<u>Argentina</u> <u>Colombia</u> <u>Egypt</u> <u>India</u> <u>Ireland</u> <u>Mexico</u> <u>Nigeria</u> <u>Saudi Arabia</u> <u>Singapore</u> <u>South Africa</u> <u>Spain</u> <u>Sweden</u>	<u>Argentina</u> <u>Colombia</u> <u>Egypt</u> <u>India</u> <u>Ireland</u> <u>Mexico</u> <u>Nigeria</u> <u>Saudi Arabia</u> <u>Singapore</u> <u>South Africa</u> <u>Spain</u> <u>Sweden</u>
(3) <u>"States not otherwise included whose designation will insure that all the major geographic areas of the world are represented on the Council"</u>							
<u>Angola</u> <u>Bolivia</u> <u>Cameroon</u> <u>El Salvador</u> <u>Indonesia</u> <u>Iran, Islamic Republic of</u> <u>Kenya</u> <u>Lebanon</u> <u>Morocco</u> <u>Pakistan</u> <u>Philippines</u> <u>Romania</u> <u>Senegal</u> <u>Trinidad and Tobago</u>	<u>Algeria</u> <u>Belarus</u> <u>Botswana</u> <u>Cameroon</u> <u>Cuba</u> <u>Indonesia</u> <u>Iran, Islamic Republic of</u> <u>Kenya</u> <u>Lebanon</u> <u>Pakistan</u> <u>Panama</u> <u>Senegal</u> <u>Slovakia</u> <u>Uruguay</u>	<u>Algeria</u> <u>Cameroon</u> <u>Costa Rica</u> <u>Cuba</u> <u>Czech Republic</u> <u>Ethiopia</u> <u>Indonesia</u> <u>Lebanon</u> <u>Mauritius</u> <u>Pakistan</u> <u>Paraguay</u> <u>Republic of Korea</u> <u>Senegal</u> <u>Uzbekistan</u> <u>Chile*</u> <u>Ukraine*</u>	<u>Cameroon</u> <u>Chile</u> <u>Ethiopia</u> <u>Ghana</u> <u>Honduras</u> <u>Hungary</u> <u>Indonesia</u> <u>Lebanon</u> <u>Mozambique</u> <u>Pakistan</u> <u>Peru</u> <u>Republic of Korea</u> <u>Saint Lucia</u> <u>Tunisia</u>	<u>Cameroon</u> <u>Dominican Republic</u> <u>Ecuador</u> <u>El Salvador</u> <u>Ghana</u> <u>Indonesia</u> <u>Lebanon</u> <u>Malaysia</u> <u>Namibia</u> <u>Pakistan</u> <u>Republic of Korea</u> <u>Romania</u> <u>Trinidad and Tobago</u> <u>Tunisia</u> <u>Uganda</u> <u>United Arab Emirates</u> <u>Uruguay</u>	<u>Burkina Faso</u> <u>Cameroon</u> <u>Cuba</u> <u>Guatemala</u> <u>Lebanon</u> <u>Malaysia</u> <u>Morocco</u> <u>Paraguay</u> <u>Peru</u> <u>Republic of Korea</u> <u>Slovenia</u> <u>Swaziland</u> <u>Trinidad and Tobago</u> <u>Uganda</u> <u>United Arab Emirates</u>	<u>Bolivia (Plurinational State of)</u> <u>Burkina Faso</u> <u>Cameroon</u> <u>Chile</u> <u>Dominican Republic</u> <u>Indonesia</u> <u>Kenya</u> <u>Libya</u> <u>Malaysia</u> <u>Nicaragua</u> <u>Poland</u> <u>Republic of Korea</u> <u>United Arab Emirates</u> <u>United Republic of Tanzania</u>	<u>Algeria</u> <u>Cabo Verde</u> <u>Congo</u> <u>Cuba</u> <u>Ecuador</u> <u>Indonesia</u> <u>Kenya</u> <u>Malaysia</u> <u>Panama</u> <u>Republic of Korea</u> <u>Turkey</u> <u>United Arab Emirates</u> <u>United Republic of Tanzania</u> <u>Uruguay</u>

* States candidates at Extraordinary Session convened on 31 March - 1 April 2003 to fill three additional seats following the coming into force, on 28 November 2002, of the Amendment to Article 50 a) increasing the membership of the Council to thirty-six.

2019	2022						
(1) <u>"States of chief importance in air transport"</u>							
<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>China</u> <u>France</u> <u>Germany</u> <u>Italy</u> <u>Japan</u> <u>Russian Federation</u> <u>United Kingdom</u> <u>United States</u>	<u>Australia</u> <u>Brazil</u> <u>Canada</u> <u>China</u> <u>France</u> <u>Germany</u> <u>Italy</u> <u>Japan</u> <u>Russian Federation</u> <u>United Kingdom</u> <u>United States</u>						
(2) <u>"States not otherwise included which make the largest contribution to the provision of facilities for international civil air navigation"</u>							
<u>Argentina</u> <u>Colombia</u> <u>Egypt</u> <u>Finland</u> <u>India</u> <u>Mexico</u> <u>Netherlands</u> <u>Nigeria</u> <u>Saudi Arabia</u> <u>Singapore</u> <u>South Africa</u> <u>Spain</u>	<u>Argentina</u> <u>Austria</u> <u>Egypt</u> <u>Iceland</u> <u>India</u> <u>Mexico</u> <u>Nigeria</u> <u>Saudi Arabia</u> <u>Singapore</u> <u>South Africa</u> <u>Spain</u> <u>Venezuela (Bolivarian Republic of)</u>						
(3) <u>"States not otherwise included whose designation will insure that all the major geographic areas of the world are represented on the Council"</u>							
<u>Costa Rica</u> <u>Côte d'Ivoire</u> <u>Dominican Republic</u> <u>Equatorial Guinea</u> <u>Greece</u> <u>Malaysia</u> <u>Paraguay</u> <u>Peru</u> <u>Qatar</u> <u>Republic of Korea</u> <u>Sudan</u> <u>Tunisia</u> <u>United Arab Emirates</u> <u>Zambia</u>	<u>Bolivia (Plurinational State of)</u> <u>Chile</u> <u>El Salvador</u> <u>Equatorial Guinea</u> <u>Ethiopia</u> <u>Ghana</u> <u>Jamaica</u> <u>Malaysia</u> <u>Mauritania</u> <u>Qatar</u> <u>Republic of Korea</u> <u>Romania</u> <u>United Arab Emirates</u> <u>Zimbabwe</u>						

APPENDIX B

VOTING ON ELECTION OF THE COUNCIL

RULE 54

Each Contracting State which intends to stand for election to the Council may at any time so inform, in writing, the Secretary General who shall, at the opening of the session, publish a list showing the names of all the States which have so notified him. This list shall serve the purpose of information only. The official notification of candidacy may be given only at the times specified in Rules 56 and 58 and the official lists of candidatures shall be only those specified in Rules 56 b) and 58 b).

RULE 55

a) The election of the Council shall be so conducted as to enable adequate representation on the Council to be given to the Contracting States described in Article 50 b) of the Convention and shall be held in three parts as follows:

- i) The first part — election of States of chief importance in air transport — shall be held within four days of the opening of the session.
- ii) The second part — election of States not already elected in the first part but which make the largest contribution to the provision of facilities for international civil air navigation — shall be held immediately after the first part of the election.
- iii) The third part — election of States not elected in either the first or the second part, and whether or not they were candidates in either of those parts, and whose designation will ensure that all the major geographical areas of the world are represented on the Council — shall be held as soon as possible after the expiry of twenty-four hours following the publication of the list of candidates mentioned in Rule 58 b).

b) As early as possible after the opening of the session, the Assembly shall fix the maximum number of Contracting States to be elected in each part of the election and fix also the day on which the first two parts of the election shall be held.

RULE 56

a) Each Contracting State which desires to stand for election in either the first or the second part shall so notify the Secretary General in writing during the period of forty-eight hours following the opening of the session.

b) At the end of the period of forty-eight hours mentioned above, the Secretary General shall publish a list of the States which have notified him, in accordance with paragraph a) above, of their candidacy for the first or the second part of the election.

c) All States entered in the aforesaid list shall be deemed to be available for consideration for the first part as well as for the second part, if necessary, of the election unless a Contracting State notifies the Secretary General that it does not wish to be considered in the first part or the second part of the election. Accordingly, and subject to the foregoing, any Contracting State included in the said list and not elected in the first part of the election will automatically be included amongst those to be considered in the second part of the election.

RULE 57

After the second part of the election the President of the Assembly shall declare an interval of approximately forty-eight hours specifying the hour at which that interval will expire, in order that candidatures may be presented for the third part of the election.

RULE 58

a) Any Contracting State not elected in the first or the second part of the election, and whether or not it was a candidate in either of those parts, shall, if it wishes to be a candidate for the third part, so notify the Secretary General in writing after the commencement, but before the expiry, of the interval mentioned in Rule 57.

b) A list showing the names of the States which are candidates in accordance with this Rule for the third part of the election shall be published at the end of the aforesaid interval.

RULE 59

a) The election in each of the three parts shall be conducted by secret ballot.

b) Arrangements shall be made by the Secretary General for voting on each ballot. The names of all Contracting States which are to be considered for the purpose of the particular ballot concerned as well as a statement of the maximum number of Contracting States to be elected in that ballot shall be provided. A Contracting State may vote for any number of candidates up to, but not exceeding, the number of vacancies to be filled by the ballot concerned. An affirmative vote shall be indicated by selecting the name of the Contracting State for which the vote is cast.

c) Voting procedures may be effected through manual or electronic means with the understanding that manual votes remain in place as a fall-back position where electronic voting is used.

d) Any ballot submission shall be rejected if the number of affirmative votes therein exceeds the number to be elected in that particular ballot.

e) The results of each ballot shall be announced by the President of the Assembly.

RULE 60

To be elected a member of the Council, a Contracting State must receive the affirmative vote of a majority of the total number of Contracting States voting. The submission of a ballot shall constitute the act of voting. If the number of Contracting States receiving such majority on any ballot is in excess of the number of places to be filled, those receiving the highest numbers of votes shall be chosen. If the number of Contracting States receiving such majority is less than the number of places to be filled, those which have obtained this majority shall be considered to be elected and there shall be another ballot, and, if necessary, additional ballots to fill the remaining places. In these ballots only those Contracting States which were unsuccessful in obtaining the required majority in the previous ballot shall be considered. Following any such ballot in which no Contracting State receives the required majority, the list of Contracting States in the next ballot shall be restricted to a number not more than twice the number of vacancies to be filled and these Contracting States shall be those which receive the highest numbers of votes in the previous ballot. However, in the case where two or more Contracting States are tied for the last place on such a restricted list, such Contracting States shall all be included in the list.

RULE 61

In the event of a tie between two or more Contracting States for the last place or places in a part of the election as described in Rule 55, a further ballot shall be held in which only those thus tied shall be considered. If such a ballot results in another tie, the Contracting State to be eliminated from the list for the next ballot shall be determined by a drawing of lots by the President of the Assembly; and the Contracting States so eliminated shall not be eligible for consideration in any subsequent ballot for election in that part.

— END —