

areas of the world are represented. At the first meeting of the Assembly, held in Montreal during May 1947, 21 States were elected to the Council on the following basis: eight for group (1), seven for group (2) and six for group (3).

Among other duties, the Council is charged with providing for the establishment of subsidiary working groups to assist it in furthering ICAO's work, much of which is of a highly technical or specialized nature. Two such bodies, established by the provisional organization, have already been functioning: the Air Navigation Committee, which covers the technical aspects of international civil aviation, and the Air Transport Committee, which covers its economic and statistical aspects. The Air Navigation Committee assigns its technical work to the following divisions: Accident Investigation; Aerodromes, Air Routes and Ground Aids; Aeronautical Maps and Charts; Airworthiness; Communications; Meteorological; Operations; Personnel Licensing; Rules of the Air and Air Traffic Control; Search and Rescue. The Air Transport Committee is assisted by the Division on the Facilitation of Air Transport. The first Assembly of ICAO decided to con-

tinue these Committees in their present form for the time being, and recommended that three new Committees be established: on International Air Law, on the Convention on International Civil Aviation and on Joint Support of Air Navigation Services.

The Council supervises and co-ordinates the work of its Committees, receives and considers their reports, transmits to each member State these reports together with the findings of the Council, and makes recommendations, with respect to technical matters, to the member States of the Organization individually or collectively.

The Council elects the President of the Council and appoints the Secretary General of ICAO. The President of the Council convenes and presides at meetings of the Council and acts as the Council's permanent representative. The Secretary General is the chief executive and administrative officer of the Organization. He is responsible to the Council for carrying out duties assigned to him by that body. He selects and appoints the staff of the Secretariat, whose activities he supervises and directs.

C. THE PROVISIONAL ORGANIZATION

The Interim Agreement provided that a Provisional International Civil Aviation Organization be established, with headquarters in Canada, to operate until the coming into force of the permanent Organization. PICAQ came into being on June 6, 1945, when 26 states had ratified the Interim Agreement.

The provisional organization was governed by an Interim Assembly and an Interim Council. The structure and functions of these organs correspond to those of the Assembly and Council of ICAO.

A Canadian Preparatory Committee was formed in June 1945 to make all necessary arrangements for the first session of PICAQ. The Committee selected Montreal, because of its accessibility by air transport, as the most suitable Canadian city for the site of the Organization. It set August 15, 1945, as the date for the opening of the first session of the Interim Council.

The Interim Council, which remained in substantially continuous session from August 15, 1945, to April 2, 1947, in turn arranged for the calling of the first session of the Interim As-

sembly in Montreal, beginning May 21, 1946.

The Interim Assembly was in session until June 7, 1946. It was attended by representatives of the Governments of 44 member States of PICAQ. In addition, observers from ten non-member States and from eight international organizations attended the first session of the Interim Assembly.

The Interim Assembly adopted a total of 53 resolutions. In addition to administrative and budgetary questions, it dealt with a number of substantive matters such as development of a multilateral agreement on commercial rights in international civil air transport; facilitation of international air transport; draft conventions on private international air law; problems of international air mail; statistical reporting forms; PICAQ recommendations for standards, practices and procedures; unification of numbering and systems of dimensioning; convention on recordation of titles to aircraft and aircraft mortgages; amendments to the Warsaw convention.

In accordance with the terms of the Convention on International Civil Aviation, the ICAO