D. The International Civil Aviation Organization (ICAO)

At the International Civil Aviation Conference, which met in Chicago from 1 November-7 December 1944, representatives of 52 States adopted a Convention providing for the establishment of the International Civil Aviation Organization (ICAO). The Conference also drew up an Interim Agreement providing for a Provisional International Civil Aviation Organization (PICAO) to operate until the formal establishment of the permanent organization. PICAO came into being on 6 June 1945, after 26 States had adhered to the Interim Agreement. ICAO came formally into existence on 4 April 1947, 30 days after the Convention on International Civil Aviation had been ratified by the required 26 States. The Convention superseded, as between contracting States, the provisions of two earlier agreements: the Paris Convention of 1919 establishing the International Commission for Air Navigation, and the Pan-American Convention on Commercial Aviation, drawn up in Havana in 1928.

An Agreement establishing the relationship between the United Nations and ICAO came into force on 13 May 1947 with its approval by the Assembly of ICAO. It had previously been approved by the United Nations General Assembly on 14 December 1946.

From 15 August 1945, when the PICAO Interim Council met for the first time, until the formal establishment of ICAO, the provisional organization secured concerted action from its members to provide and maintain the facilities and services necessary for air transport across national borders. Patterns for meteorological services, traffic control, communications, radio beacons and ranges, search and rescue organizations and other facilities required for safe international flight were developed. Much of PICAO's work involved the drafting of recommendations for standards, practices and procedures, designed to ensure the safety, regularity and efficiency of international air transport. One of the most important activities of the permanent organization in the technical field was the review of these recommendations with a view to the adoption by the ICAO Council of international standards and recommended practices to regulate civil aviation in member States. By the end of 1950, twelve sets of standards and recommended practices had been approved by the Council.

As required by article 38 of the Convention, contracting States notified ICAO of the differences between their national regulations or practices and the international standards contained in the annexes adopted by the Council. The differences filed were communicated to all contracting States and their implications were studied by ICAO's Air Navigation Commission.

PICAO and, later, ICAO held regional air navigation meetings to examine the air navigation requirements and specify particular procedures to be followed in each region of the world in which a particular type of flying operation predominates. There are ten such regions. By 31 December 1950, air navigation meetings had been held in all regions and had examined the existing facilities for airports, navigational aids, communications, air traffic control, meteorology, operations, and search and rescue, and determined what additional facilities and operating procedures were required to make flying in their respective regions safer, more economical and more regular.

In accordance with a proposal by the first regional air navigation meeting for the North Atlantic, ten member States of ICAO, attending a special conference in September 1946, agreed to maintain thirteen ocean weather stations at specified points in the North Atlantic. A subsequent meeting in May 1949 renewed this agreement, but reduced the number of ocean stations to ten. For further information concerning the origin and early activities of PICAO and ICAO, see previous volumes of the Yearbook. See also Memorandum on ICAO, 1 May 1951; reports of the Council to the Assembly on the activities of the organization; ICAO budget estimates, 1951; and the ICAO Monthly Bulletin, July 1947 et seq.

2 For text, see Y.U.N., 1946-47, pp. 728-40.
4 By definition of the first Assembly of ICAO, a standard is "any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Member States will conform in accordance with the Convention".
5 A recommended practice, by definition of the first Assembly, is "any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which Member States will endeavor to conform in accordance with the Convention".
ICAO arranged for the co-operative maintenance of other air transport, navigation and meteorological facilities required by aircraft flying over sparsely populated regions or regions of uncertain sovereignty. By agreements concluded in May 1947 and on 16 September 1948, respectively, ICAO arranged for the joint maintenance, through the financial support or technical assistance of member States whose airlines used the facilities, of a Loran (long-range radio aid to navigation) station at Vik, Iceland, and of weather reporting and forecasting stations, area traffic control and telecommunication networks, also located in Iceland. The May 1949 meeting also provided for the joint financing of a Loran station in the Faeroe Islands and of meteorological stations and communications facilities in Greenland.

The principal achievement of ICAO in the legal field up to 1950 was the adoption by the Assembly of a Convention on the International Recognition of Rights in Aircraft, opened for signature on 19 June 1948.

In the air transport field, the adoption of Annex 9 to the Convention on International Civil Aviation, which deals with the standards and recommended practices for the facilitation of international air transport, proved of great use in reducing regulations concerning customs, immigration, health, etc., and in making possible a smoother flow of passengers and goods between countries. By the end of 1950 eight contracting States had established committees to co-ordinate efforts to implement these facilitation standards and they were being implemented, with only minor deviations, by about two thirds of the member nations; in other member States progress was slower but there was evidence that the Annex was being carefully studied. Other activities included the development of a statistical programme for the compilation of statistics of international air transport economics and air navigation facilities.

In addition to the above activities, ICAO began a number of long-term studies related to air transport and air navigation, as directed by various sessions of the Assembly.

1. Purposes and Functions

The Convention on International Civil Aviation, according to its preamble, lays down "certain principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically".

The aims and objectives of ICAO, as stated in article 44 of the Convention, are:

"... to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport so as to:

(a) Insure the safe and orderly growth of international civil aviation throughout the world;

(b) Encourage the arts of aircraft design and operation for peaceful purposes;

(c) Encourage the development of airways, airports, and air navigation facilities for international civil aviation;

(d) Meet the needs of the peoples of the world for safe, regular, efficient and economical air transport;

(e) Prevent economic waste caused by unreasonable competition;

(f) Insure that the rights of contracting States are fully respected and that every contracting State has a fair opportunity to operate international airlines;

(g) Avoid discrimination between contracting States;

(h) Promote safety of flight in international air navigation;

(i) Promote generally the development of all aspects of international civil aeronautics."

2. Organization

The governing bodies of ICAO are the Assembly and the Council.

The Assembly, comprising representatives of member States, is convened by the Council and meets annually. The Assembly determines its own rules of procedure and is responsible for the financial arrangements of the organization, including the approval of an annual budget. It examines and takes action on matters referred to it by the Council and may, at its discretion, refer to the Council specific matters for the consideration of the latter body. Finally, the Assembly deals with such other matters as come within the sphere of action of the organization but are not specifically assigned to the Council.

Each member State is entitled to one vote in the Assembly. Decisions of the Assembly and the Council are made, with few exceptions, by a simple majority of the votes cast. Exceptions include adoption by the Assembly of amendments to the Convention, and the adoption by the Council of international standards and recommended practices regulating air navigation, both of which require a two-thirds majority vote.

Members may be admitted into the organization, provided they are signatories to the Convention. Members of the United Nations or Allied
States or States which remained neutral during the Second World War must notify adherence or deposit an instrument of ratification of the Convention. To become members of ICAO, former Axis States require an affirmative four-fifths vote by the ICAO Assembly, the assent of any State invaded or attacked by the State seeking admission, and approval by the General Assembly of the United Nations.

The Council, which meets in virtually continuous session, is the executive body of the organization and derives its powers and authority from the Assembly and from the Convention itself. It is composed of 21 member States elected by the Assembly for a period of three years. In electing these States, the Assembly must give adequate representation to:

1. those member States of major importance in air transport;
2. those member States not otherwise included which make the largest contribution to the provision of facilities for international civil air navigation;
3. those member States not otherwise included, the election of which will ensure that all major geographical areas of the world are represented.

The Council adopts standards for international air navigation and collects, examines and publishes information concerning air navigation. It administers the finances of the organization and carries out the directives of the Assembly. It may conduct research into all aspects of air transport and air navigation which are of international importance. The Council is empowered by the Convention to act as an arbiter between two or more members of ICAO in any dispute concerning the interpretation or application of the Convention and its Annexes. The first Assembly further authorized the Council to act, when expressly requested by all the parties concerned, as an arbitral body in any dispute arising among members relating to international civil aviation.

Among other duties, the Council is charged with providing for the establishment of subsidiary bodies and with supervising and co-ordinating their work. Three main bodies have been established: the Air Navigation Commission, the Air Transport Committee and the Legal Committee.

The Council elects its President and appoints the Secretary-General of ICAO. The Secretary-General of ICAO, the President of the Council convenes and presides at meetings of the Council and acts as its permanent representative. The Secretary-General is the chief executive officer of the organization. He is responsible to the Council for carrying out duties assigned to him by that body.

ICAO maintains five offices in the field to deal with the regional aspects of international civil aviation, particularly with air navigation problems: the North American Office, in Montreal; the European and African Office, in Paris; the South American Office, in Lima; the Middle East Office, in Cairo; and the Far East and Pacific Office, in Melbourne.

3. Activities during 1951

By 31 December 1951, the membership of the organization had decreased to 57 with the withdrawal of the National Government of China effective 31 May.

Dr. Albert Roper, who had been Secretary-General of ICAO since its inception, retired on 31 December and was succeeded by Mr. E. C. R. Ljungberg, of Sweden.

The fifth session of the ICAO Assembly was held in Montreal from 5-18 June. It elected Spain to fill the vacant twenty-first seat in the ICAO Council for a term expiring in June 1953. Among its other decisions, it adopted a resolution stating that ICAO would render all possible assistance to the principal United Nations organs with respect to matters within ICAO's competence directly affecting international peace and security, due account being taken of the special position of ICAO's members which are not Members of the United Nations.

a. TECHNICAL ASSISTANCE

With growing recognition of the important role that civil aviation can play in the economic advancement of the less developed countries has come a gradual increase in ICAO's share in the expanded technical assistance programme. By the end of 1951, 43 requests had been received from
32 governments. Three of these were later withdrawn, 26 were approved, and the remainder were under consideration at the year's end. Technical assistance agreements were signed with ten governments, under which ICAO undertook to provide civil aviation missions and the governments to share in the cost of these missions. Arrangements for the granting of fellowships were made with twelve States by a simple exchange of letters, and, in certain cases, this procedure has been followed where the services of experts were required for a very short period.

In the first financial period, which extended from June 1950-31 December 1951, ICAO was allotted 1 per cent of the $20 million pledged by States at the Technical Assistance Conference in June 1951. As this proved to be insufficient, the United Nations made available $300,000 from its own allocation, enabling ICAO to undertake a number of projects which involved an expenditure of considerably more than the amount originally allocated.

The rate of expenditure on the programme rose steadily throughout 1951 and, by the end of the year, the funds spent or committed by the organization totalled slightly more than $300,000. There was every indication that the rate of expenditure would increase, and it was estimated that approximately $900,000 would be required in 1952 to carry out the programme on a continuing basis.

b. AIR NAVIGATION QUESTIONS

In the air navigation field, the major emphasis was placed during 1951 on the extension and improvement of the ICAO standards, recommended practices and procedures and the implementation of regional plans, in particular the elimination of serious deficiencies in the facilities and services deemed necessary for the safety and regularity of international air navigation.

During the period, two new annexes (No. 13 — Aircraft Accident Enquiry, and No. 14 — Aerodromes) were adopted, the first coming into effect on 1 September and the second on 1 December 1951. Annexes previously introduced were amended and modified as a result of advancing aviation technology and of further consideration given them by the ICAO Divisions, the Air Navigation Commission and the Council.

New standards and recommended practices, for example, were drafted for airworthiness of aircraft (covering water loads, turbine installation, testing and installation of auxiliary power units) communications equipment (covering distance-measuring equipment, non-directed radio beacons, and fan markers) operation of aircraft (including emergency and survival equipment to be carried aboard airplanes and airplane navigation lights).

Specifications for instrument approach and landing charts were revised to permit the production of separate charts for use under instrument and visual flight conditions and for simpler methods of portrayal.

The publication early in the year of a study of the process by which annexes and amendments to annexes are developed resulted in a clearer understanding by contracting States of the working methods of the organization, thereby facilitating both the preparation of international standards and recommended practices and their introduction into national regulations and practices. Similarly, the promulgation by the Council of criteria for determining differences reportable under article 38 of the Convention resulted in a review by States of the differences previously notified and the deletion of a number of them.

Revised Specifications for Meteorological Services for International Air Navigation, based on the recommendations of the third session of the MET (Meteorology) Division, were adopted by the ICAO Council on 13 April and came into force on 15 October. These are comparable to international standards and recommended practices in content, but are not considered sufficiently mature to be given that status.

During the year the Procedures for Air Navigation Services (PANS) were extended to cover aeronautical information services, instrument approach-to-land procedures and radiotelephony procedures. In addition, a new arrangement of the Air Traffic Control PANS, based on a proposal by the fourth session of the RAC (Rules of the Air and Air Traffic Control) Division, was adopted under the title "Procedures for Air Navigation Services—Rules of the Air and Air Traffic Services (PANS RAC)" for implementation on 1 September 1952. In March the search and rescue procedures (SAR PANS) were abolished, following the incorporation in the Consolidated Regional Supplementary Procedures of the single provision of the Procedures for Air Navigation Services that was not covered by Annex 12 (Standards and Recommended Practices for Search and Rescue).

The standards and recommended practices are designated for convenience as Annexes to the Convention on International Civil Aviation.
The Consolidated Regional Supplementary Procedures (Doc. 7030) came into force on 15 April. A number of amendments had to be made to them during the year as a result of the coming into force of Annex 11 (Air Traffic Services — Amendments 1-6), recommendations made by the Second Middle East Regional Air Navigation Meeting, and the introduction of uniform altimeter setting procedures in several regions. Part IV (MET supplementary procedures) was completely revised in consequence of the adoption of the revised MET specifications and came into force at the same time as the latter (15 October). At the same time, information on meteorological facilities and services in the ten ICAO air navigation regions, originally contained in the supplementary procedures for each region, was published in a single document.

The eventual elimination of the alternatives to the ICAO Table of dimensional units to be used in air-ground communication had been envisaged ever since Annex 5 (Standards and Recommended Practices for Dimensional Units to be Used in Air-Ground Communication) was adopted in April 1948, and every effort has been made by the organization to encourage States to move progressively towards the ICAO Table. By 1 October 1951, a total of 28 States had adopted this Table, fifteen the Blue, two the Red, one the Yellow and one the Green Table, while three States (Canada, Ethiopia and the United States) had filed deviations from the Annex. On the recommendation of the Air Navigation Commission, the Council therefore decided, on 11 December, to eliminate the Red, Yellow and Green Tables. When this amendment comes into force, all but fourteen contracting States will be conforming to either the ICAO Table of Units or the Blue Table.

During 1951, a full-scale meeting for the South American and South Atlantic region was held from 30 October-19 November in Buenos Aires. Much emphasis was placed by the meeting on the integration of privately operated communications facilities into the regional plan and on the elimination of duplicate facilities. During 1951, ICAO also studied critical deficiencies in air navigation facilities in each region with a view to making recommendations to the governments concerned on means whereby the deficiencies might be remedied and to provide a basis for future ICAO action. Five air navigation divisional meetings (Airworthiness, Communications, Aeronautical Maps and Charts, Operations, Search and Rescue) were also held, in addition to meetings of a joint Airworthiness-Operations Committee on performance, a meeting on co-ordination of air traffic in Western Europe and a meeting of the ICAO standing committee on performance.

c. AIR TRANSPORT QUESTIONS

Work centred largely in a few major projects and long-term studies that have engaged the attention of ICAO for some years. Encouraging progress was made on the facilitation and statistical programmes, and a group of important resolutions was adopted on the subject of multiple taxation of international air transport. Progress was also made on the studies on economics of air navigation facilities and on commencing rights conferred by articles 5 and 6 of the Convention. A new and important undertaking was the study of certain economic and policy aspects of the draft Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface.

The third Session of the Facilitation (FAL) Division was held in Buenos Aires from 21 November-7 December, the principal items on its agenda being the review of the Standards and Recommended Practices for the Facilitation of International Air Transport (Annex 9). The Division agreed at the outset that further experience should be gained by both governments and airline operators in the application of the provisions of Annex 9 before any major changes were made in the methods or techniques upon which they were based.

From the information received by the organization in the course of the year, it appeared that progress in the implementation of Annex 9 had been substantial and was continuing. Several States gave notice that differences filed during 1950 either had been or soon would be withdrawn.

In April, the Air Transport Committee submitted to the Council its proposals on the subject of multiple, discriminatory and unfairly burdensome taxation, which had been under study for nearly two years. They comprised three resolutions which asked contracting States:

1. In order to allow for States using the pound, foot and statute miles as basic units this Annex provides for four alternate tables to the ICAO Table, known as the Blue Table, the Red Table, the Yellow Table and the Green Table; these Tables give different combinations of alternative units; except for distances and speeds (in nautical miles and knots) the ICAO Table uses only metric units.

2. These articles refer to the right of non-scheduled flight and scheduled air services over territory of contracting States.
d. JOINT SUPPORT QUESTIONS

In 1951 ICAO's activities in this field were again confined largely to the administration of the joint financing agreements covering the North Atlantic ocean stations and certain air navigation services in Iceland, Greenland and the Faeroes, arranged by the Council under article 69 of the Convention, and the continuance of studies begun in previous years.

Stating the belief that the principles of international co-operation and equity require that the cost of providing services on an international basis should be borne by all States deriving appreciable benefits from them, the Council, on 12 April, authorized its President to initiate negotiations with Colombia, Cuba, Israel, Italy, Spain and Venezuela with the object of obtaining their adherence to the various North Atlantic joint financing arrangements and agreements. These six States were the only countries operating regular services across the North Atlantic, or known to be intending to operate such services in the near future, that were not already participating in the arrangements or had not been previously approached. Among this group of States, Spain has advised ICAO that it intends to adhere to the Agreement on North Atlantic Ocean Weather Stations at the next conference; most of the others are known to have the matter under study.

There has been a good response from the three countries — Switzerland, Mexico and Iceland — with which negotiations were initiated in 1949, shortly after the ICAO Joint Conferences on International Financing and Operation of Air Navigation Services. Switzerland, though it has not yet officially adhered to the arrangements, made a contribution of 200,000 Swiss francs (47,904.19 Canadian) in 1950 and 41,520 (U.S.) in 1951 towards the cost of the services. Mexico, whose airline suspended operations in the North Atlantic in June 1951, transmitted to ICAO a cash contribution towards the cost of the ocean stations, which the Council will consider early in 1952. Iceland has informally indicated its desire to participate in supporting the air navigation services in Greenland and the North Atlantic ocean stations, and the terms in which an official offer might be made are under discussion between that country and ICAO.

e. LEGAL QUESTIONS

On 22 March, in response to the request of Pakistan for an interpretation of article 6 of the Convention and article 1, section 1 of the Transit Agreement — the first request by a State for an interpretation by the Council in the absence of a dispute — the Council gave an advisory

9 This article provides for recommendations by the Council for improving air navigation facilities.

10 Article 6 of the Convention states "No scheduled international air service may be operated over or into the territory of a contracting State, except with the special permission or other authorization of that State, and in accordance with the terms of such permission or authorization."
opinion, without prejudice to future action, to the effect that: (1) the provisions of the Convention did not override the relevant provision of the Transit Agreement, and (2) that a State, by becoming a party to the Air Transit Agreement, grants the privileges of transit and landing for non-traffic purposes — subject to the requirements of other provisions of the Agreement — to other States party to the same Agreement with respect to their scheduled international services.

At its seventh session, held in Mexico City in January, the Legal Committee completed a final draft of a Convention on Damage Caused by Foreign Aircraft to Third Parties on the Surface, designed ultimately to replace the Convention on the Unification of Certain Rules Relating to Damage Caused by Aircraft to Third Parties on the Surface, signed at Rome in 1933. In transmitting this draft to the Council, the Committee recommended that it be circulated to contracting States and such other States and international organizations as the Council might decide, with such comments as the Council deemed appropriate. On 6 April, the Council decided to circulate the draft for information, and referred to the Air Transport Committee for study and report certain economic and policy aspects of the draft Convention, in particular the limits set to the liability of the operator for damage done to third parties on the surface and the ways in which parties to the proposed Convention might be assured that overflying aircraft were effectively protected with respect to such liability.

It soon became apparent that the differences of opinion on these matters that had caused difficulty in the Legal Committee would be reflected in the Air Transport Committee and Council. It was therefore decided that the Council should present contracting States with an analysis of the issues involved rather than with any specific proposals or conclusions based on majority votes.

The comments circulated by the Council in December therefore consisted of an analysis of the new data that had been obtained and of the economic and policy arguments that the Air Transport Committee believed would be of interest and value to the governments of contracting States in their consideration of the proposed Convention. The Council also decided that a special conference should be called to consider this draft with a view to adopting a definitive convention and opening it for signature and ratification.

The Convention on the International Recognition of Rights in Aircraft, opened for signature at Geneva on 19 June 1948, was signed by Pakistan on 21 August, bringing the total number of signatories to 27. Chile deposited its instrument of ratification of the Convention, with a reservation concerning the priority to be granted to fiscal claims and claims for the salaries and wages of the crew. This reservation was communicated to all signatory States, pending the recognition by the General Assembly of the United Nations of a procedure concerning reservations in respect of international instruments.

During 1951, 64 agreements and arrangements were registered with ICAO, bringing the total number registered to 903. Forty-six of these were bilateral agreements between States on air transport (37), radio communications and facilities (6), and double taxation (3).

f. PUBLICATIONS

ICAO publishes complete documentation of its work.

Among the more important technical publications issued during the year was the Aeronautical Chart Catalogue, which lists 97 series and types of charts, produced by 24 countries, with a description in English, French and Spanish of each type of chart or series, prices and where the charts may be obtained. Parts 1 (General) and 3 (Commercial Pilot) of the ICAO Training Manual were also published during the year.

Other publications included a second edition of the Manual of Aircraft Accident Investigation, designed to provide a text book for training in this field; a further series of Statistical Summaries, dealing with such matters as Scheduled Airline Operations and Taxes and Subsidies; and a Manual of Airport and Air Navigation Facility Tariffs, containing tariff scales relating to airports in 42 States.

Public information material on ICAO, available free upon request, in English, French and Spanish includes: Memorandum on ICAO, a complete summary of the aims, history and work of the organization, and the ICAO Monthly Bulletin, which provides a precise account of the activities of the organization with the addition of information of general interest to contracting States and the aeronautical world.

See pp. 820-32.

A list of this documentation is contained in ICAO’s catalogue of "Salable Publications".
4. Budget

A budget of $2,812,000 (Canadian) for the calendar year 1951 was approved by the fourth Assembly of ICAO, held in Montreal in June 1950. The fifth Assembly of ICAO approved a budget of $2,834,191 (Canadian) for the calendar year 1952 as follows:

<table>
<thead>
<tr>
<th>PART</th>
<th>Description</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>Meetings</td>
<td>$ 109,500</td>
</tr>
<tr>
<td>II</td>
<td>The secretariat</td>
<td>2,524,365</td>
</tr>
<tr>
<td>III</td>
<td>General services</td>
<td>578,600</td>
</tr>
<tr>
<td>IV</td>
<td>Equipment</td>
<td>47,400</td>
</tr>
<tr>
<td>V</td>
<td>Other budgetary provisions</td>
<td>6,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>3,265,865</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Less: Casual revenue</strong></td>
<td><strong>431,674</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>2,834,191</strong></td>
</tr>
</tbody>
</table>

In apportioning the expenses of ICAO among member States, the Assembly takes into consideration their relative capacity to pay, relative interest in international civil aviation and the war damage suffered. It follows the principle that in no case should contributions fall below a minimum or exceed a maximum percentage of the total budget. The fifth Assembly, with the agreement of the States concerned, fixed the scale of contributions for the 1952 budget in units, as follows:

<table>
<thead>
<tr>
<th>Member</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austria, Jordan, Liberia, Paraguay</td>
<td>2</td>
</tr>
<tr>
<td>Dominican Republic, Haiti, Lebanon, Nicaragua</td>
<td>3</td>
</tr>
<tr>
<td>Bolivia, Guatemala, Iceland, Luxembourg</td>
<td>4</td>
</tr>
<tr>
<td>Afghanistan, El Salvador, Finland, Syria</td>
<td>5</td>
</tr>
<tr>
<td>Iraq</td>
<td>6</td>
</tr>
<tr>
<td>Burma, Ceylon, Indonesia, Israel</td>
<td>7</td>
</tr>
<tr>
<td>Ethiopia, Thailand</td>
<td>8</td>
</tr>
</tbody>
</table>

ANNEX. MEMBERS, OFFICERS AND HEADQUARTERS
(As of 31 December 1951)

A. MEMBERS OF ICAO

<table>
<thead>
<tr>
<th>Country</th>
<th>Member</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afghanistan</td>
<td>France</td>
<td>Nicaragua</td>
</tr>
<tr>
<td>Argentina</td>
<td>Greece</td>
<td>Norway</td>
</tr>
<tr>
<td>Australia</td>
<td>Guatemala</td>
<td>Pakistan</td>
</tr>
<tr>
<td>Austria</td>
<td>Haiti</td>
<td>Paraguay</td>
</tr>
<tr>
<td>Belgium</td>
<td>Iceland</td>
<td>Peru</td>
</tr>
<tr>
<td>Bolivia</td>
<td>India</td>
<td>Philippines</td>
</tr>
<tr>
<td>Brazil</td>
<td>Indonesia</td>
<td>Poland</td>
</tr>
<tr>
<td>Peru</td>
<td>Mexico</td>
<td>United States</td>
</tr>
<tr>
<td>Cuba</td>
<td>Jordan</td>
<td>Thailand</td>
</tr>
<tr>
<td>Czechoslovakia</td>
<td>Lebanon</td>
<td>Turkey</td>
</tr>
<tr>
<td>Denmark</td>
<td>Liberia</td>
<td>Union of South Africa</td>
</tr>
<tr>
<td>Dominican Republic</td>
<td>Luxembourg</td>
<td>South Africa</td>
</tr>
<tr>
<td>Egypt</td>
<td>Mexico</td>
<td>United Kingdom</td>
</tr>
<tr>
<td>El Salvador</td>
<td>Netherlands</td>
<td>United States</td>
</tr>
<tr>
<td>Ethiopia</td>
<td>New Zealand</td>
<td>Venezuela</td>
</tr>
<tr>
<td>Finland</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

B. MEMBERS OF THE COUNCIL

<table>
<thead>
<tr>
<th>Country</th>
<th>Member</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Argentina</td>
<td>Brigadier Luis Nicolas Rios</td>
<td></td>
</tr>
<tr>
<td>Australia</td>
<td>K. N. E. Bradfield</td>
<td></td>
</tr>
<tr>
<td>Belgium</td>
<td>Lt. Colonel J. Verhaegen</td>
<td></td>
</tr>
<tr>
<td>Brazil</td>
<td>Colonel B. M. Amarante</td>
<td></td>
</tr>
<tr>
<td>Canada</td>
<td>Brigadier C. S. Booth</td>
<td></td>
</tr>
<tr>
<td>Denmark</td>
<td>B. Helm Larsen</td>
<td></td>
</tr>
<tr>
<td>Egypt</td>
<td>Osman Hamdi</td>
<td></td>
</tr>
<tr>
<td>France</td>
<td>H. Bouché</td>
<td></td>
</tr>
<tr>
<td>India</td>
<td>M. G. Pradhan</td>
<td></td>
</tr>
<tr>
<td>Iraq</td>
<td>Ali Fuad Bey</td>
<td></td>
</tr>
<tr>
<td>Ireland</td>
<td>W. Algar</td>
<td></td>
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<td>Italy</td>
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<td>Union of South Africa</td>
<td>L. E. Lang</td>
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<td>Sir Frederick Tymms</td>
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<td>United States</td>
<td>Rear Admiral Paul A. Smith</td>
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<td>Venezuela</td>
<td>L. M. Chafardet-Urba</td>
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The International Bank for Reconstruction and Development

C. OFFICERS

President of the Council:
Edward Warner

Secretary-General of ICAO:
E. C. R. Ljungberg

Assistant Secretary-General for Air Navigation:
Air Vice-Marshal A. Ferrier

Assistant Secretary-General for Air Transport:
E. M. Weld

Director, Legal Bureau:
E. Pépin

Director, Administration and Services Bureau:
R. Gilbert

External Relations Officer:
E. R. Marlin

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E. The International Bank for Reconstruction and Development (Bank)²

The Articles of Agreement establishing the International Bank for Reconstruction and Development were drawn up at the United Nations Monetary and Financial Conference, held at Bretton Woods, New Hampshire, in July 1944. The Bank came into existence on 27 December 1945 when its Articles of Agreement² were signed by 28 governments in Washington, D. C. At the inaugural meeting of the Bank's Board of Governors, held at Savannah, Georgia, in March 1946, the first Executive Directors were elected, and the Bank officially began operations in Washington on 25 June 1946. The Agreement³ establishing the relationship between the Bank and the United Nations became effective on 15 November 1947, when it was approved by the General Assembly of the United Nations.

The Bank's first loans were made in 1947, to France, the Netherlands, Denmark, and Luxembourg. The post-war reconstruction efforts of these countries were seriously impeded and their economies critically menaced by the lack of dollars. In making these loans the Bank assisted in the earlier phase of reconstruction, before the European Recovery Programme was in operation. Since 1948 the Bank's financial and technical resources have been used primarily to advance the development of its under-developed member countries. The Bank has made loans for the development of electric power, transportation, communications, agriculture and forestry, and for industrial expansion. By the end of 1950, the Bank had made 41 loans totalling $1,023,375,000 for reconstruction or development in nineteen countries. These included loans in Australia, Belgium, Brazil, Chile, Colombia, Denmark, El Salvador, Ethiopia, Finland, France, India, Iraq, Luxembourg, Mexico, the Netherlands, Thailand, Turkey, Uruguay and Yugoslavia.

To augment its supply of loanable funds, between 1947 and 1950 the Bank borrowed in the private capital market and obtained the permission of some of its member countries to use all or a part of their paid-in (local) currency capital subscription for lending purposes. In 1947, the Bank sold two bond issues publicly in the United

¹ For further information, in particular on the Bank's activities prior to 1951, see previous volumes of the Yearbook, annual reports of the Bank to the Board of Governors and supplementary reports to the United Nations.