

made in any case where an existing deficiency or inadequacy is considered likely to affect seriously the safety and regularity of international air navigation. Reports of Regional Meetings come before the Council together with the recommendations of the Air Navigation Commission thereon and, where appropriate, Council adopts the recommendations and transmits them to the States concerned for consideration and action. In cases where the State or States directly responsible for the implementation of a recommendation find it impracticable to do so, the Council may, under Chapter XV of the Convention, initiate the necessary action leading towards the joint financing of the project.

ICAO has now compiled, through the joint efforts of the Field Offices, the Headquarters Secretariat and the Air Navigation Commission, a complete tabulation on a world-wide basis of all air navigation facilities and services necessary or desirable for the safety, regularity or efficiency of international air navigation. This list includes existing facilities and services as well as the deficiencies.

Joint Financing of Air Navigation Facilities and Services.—Under the Convention, every Member State is required, so far as it may find practicable, “to provide in its territory, airports, radio services, meteorological services and other air navigation facilities to facilitate international air navigation in accordance with the Standards and Practices recommended or established from time to time pursuant to this Convention”. In some cases, because of lack of necessary funds or a limited interest in aviation, States do not find it practicable to provide certain facilities and services that are considered to be necessary in the interest of international air navigation. The Convention, under Chapter XV, places upon the Council the responsibility for initiating the necessary action to remedy the deficiencies in such cases which includes consultation with the State directly concerned and with other States affected and, in these cases, prescribes certain rules relating to the financing of air navigation facilities and services. Pursuant to these provisions, arrangements have been entered into by which the States whose aircraft fly the North Atlantic meet a substantial part of the cost of air navigation facilities and services furnished by the Governments of Iceland and Denmark in Iceland, Greenland and the Faroe Islands, respectively. These arrangements were concluded at Special Conferences at which Denmark and Iceland, together with the other States concerned, were represented. Contributions under these schemes are based on the actual proportion of use of the facilities in question by the aircraft of the States concerned. Canada is a party to both agreements and the Canadian contribution amounts to about 7 p.c. of the total cost. Under the North Atlantic Ocean Stations Agreement, the same States provide, either by cash contributions or contribution of ships, a network of 10 Ocean Weather Stations permanently located in the North Atlantic, the maintenance of which requires 25 vessels. Canada’s responsibility under this Agreement is one ship. The principal function of these Weather Stations is to furnish meteorological information which contributes to the safe and economical operation of North Atlantic air services. They also provide aids to air navigation and are equipped to serve as search and rescue units in cases of emergency.

Work in the Economic Field.—While the economic aspects of international air transport constitute a relatively small proportion of the activities of ICAO, they are of very considerable importance.