

1951

International

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Recommended Citation

International, 18 J. Air L. & Com. 351 (1951)
<https://scholar.smu.edu/jalc/vol18/iss3/6>

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INTERNATIONAL

Department Editor: Joan H. Stacy*

INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

THIRTEENTH SESSION OF THE COUNCIL (MAY 22-JUNE 27, 1951)

STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

THE ICAO Council on May 29, 1951 adopted Annex 14 to the Chicago Convention, Standards and Recommended Practices for Aerodromes, thus completing the initial work on the technical annexes specifically provided for in the Convention. Annex 14 is to become effective on November 1, 1951 and be implemented by contracting States on June 1, 1952 in the case of regular and alternate airports for international air services and on January 1, 1954 in the case of other airports used or intended to be used for international flights. Also adopted by the Council on May 29 were amendments 22 through 37 to Annex 3, Standards and Recommended Practices for Meteorological Codes. The effective date for these amendments is October 1, 1951 and the implementation date January 1, 1952. Similarly, the Council on June 25, 1951 amended Annex 4, Standards and Recommended Practices for Aeronautical Charts, the changes to become effective on November 1, 1951 and be implemented on January 1, 1952.

The Fourth Sessions of the ICAO Airworthiness, Operations and Communications Divisions had been held March 20-April 21, March 27-April 27, April 24-June 2 respectively. The Air Navigation Commission and the Council had considerable work to do during the days immediately following to review, approve and amend the recommendations of these subordinate technical conferences. The Airworthiness Division had focused attention on new airworthiness standards for transport category planes, covering turbine engine installation, waterloads for seaplanes and performance. It had also reviewed the structural and general engineering standards in the Airworthiness Annex from the point of view of high speed and high altitude airplanes. The Operations Division had agreed upon operations requirements for adjustment of the Instrument Landing System (ILS) glide path, presented an appreciation of the operational requirements for optimum sitting of ILS marker beacons and further refined ICAO altimeter setting procedures. The agenda of the Communications Division had included items on radio frequencies, communications procedures, codes and abbreviations and specifications for equipment.

The Special Committee on Aircraft Performance of the Airworthiness and Operations Divisions, meeting during the period April 2-19, 1951 to consider the tentative standards on performance proposed at the September 1950 ICAO meeting in Paris, had found that still more experience in the trial application and investigation of these standards was needed before they could be recommended for inclusion in the Operations and Airworthiness Annexes (Annexes 6 and 8) to the Chicago Convention. The Special Committee recommended and the Council authorized on June 21 the establishment by the Air Navigation Commission of a small standing performance committee, to be composed of technical specialists provided by interested contracting States and the International Air Transport Association (IATA). The Committee will meet at times and places to be determined by the Air

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Navigation Commission. Its function will be to continue the development of the tentative recommendations for international standards and recommended practices prepared by the Special Committee on Performance until it is found possible to present proposals for performance specifications suitable for adoption as amendments to Annexes 6 and 8, after review by all contracting States.

IMPLEMENTATION OF REGIONAL AIR NAVIGATION PLANS

The Council examined and approved the reports by the Air Navigation Commission and its working group on critical deficiencies in air navigation facilities and services in the North and South Pacific, African-Indian Ocean, South American and South Atlantic air navigation regions. The initial lists of critical deficiencies in all ten ICAO air navigation regions of the world have now been drawn up and approved. The Secretary General has been directed to determine the extent to which the States in whose territories the deficiencies are located intend to correct them. In several instances ICAO member States have taken corrective steps as soon as they learned that facilities and services under their jurisdiction appeared in the critical lists.

PROBLEMS CREATED BY MILITARY OPERATIONS IN EUROPE

The Council on June 22 approved a request to contracting States to include in their Notices to Airmen (NOTAMS) information concerning established prohibited, restricted or danger areas which had not been included in NOTAMS; advance notices of the establishment of any new danger areas and an indication of the period when a hazard in any given danger area would exist. In answer to a request of the Netherlands that ICAO take steps to alleviate the dangerous situation which is purported to exist from failure to coordinate civil and military air traffic control in Western Europe, the Council at the final meeting of its thirteenth session adopted the following resolution:

"The Council

"Having noted the communication from the Representative of the Netherlands, and the additional information referred to by the President of the Council on traffic problems in Western Europe;

"Also noting that the matter is being given continuing attention by the States concerned and will be further examined in the forthcoming EU-MED regional air navigation meeting;

"Requests the contracting States of Western Europe in which air traffic difficulties appear to be developing to give the earliest possible attention to the matter toward discovering means by which the reported difficulties can be remedied;

"Offers to these States the services and good offices of ICAO, including provision for a limited special meeting of the States immediately concerned, should it appear to a significant number of these States to be desirable that such a meeting be held; and

"Requests the States concerned to advise ICAO as early and as fully as possible what is the relevant situation in their territories, what action has been taken to remedy it and their views on desirable measures which ICAO may take. Should a meeting appear desirable prior to the next session of the Council the President of the Council may take the steps necessary to convene it under authority hereby delegated to him by the Council."

NEW APPOINTMENTS TO THE AIR NAVIGATION COMMISSION

Two additional Council member States, Spain and Egypt, submitted nominations to the Air Navigation Commission, and Canada and the United Kingdom nominated new men to replace their former representatives on the Commission. All four men were approved by the Council. The Commission now has the following ten members.¹

¹ Article 56 of the Chicago Convention provides for a Commission of 12 members.

Mr. Walter Binaghi, Argentina	Mr. J. van der Heijden, Netherlands
Major T. A. Kopp, Brazil	Mr. Frederik W. Thesen, Norway
Mr. Harold A. L. Pattison, Canada	Don Juan Bono Boix, Spain
Mr. Mohamed El Hakeem, Egypt	Mr. A. C. Carter, United Kingdom
Col. C. Teyssier, France	Mr. Claude H. Smith, United States

FIFTH SESSION OF THE ASSEMBLY

The Fifth Session of the ICAO Assembly, held at the Organization's headquarters in Montreal, Canada, June 5—18, 1951, was a limited session dealing mainly with organizational and administrative matters. 36 of the 57 ICAO member States² sent delegates to the Assembly, and two international organizations, the United Nations and the International Labor Organization, were represented by observers. Action of major importance included the authorization of an ICAO budget of \$3,265,865 (gross) for calendar year 1952 and adoption of a scale of assessments apportioning the 1952 expenses of the Organization among the member States. The budget authorized by the Assembly represents a cut of \$75,000 over the amount recommended by the Council but should permit continuation of ICAO's program at approximately the same level of activity as in 1951. Also of particular importance was the resolution adopted by the Assembly whereby

"the International Civil Aviation Organization agrees to co-operate with and to render all possible assistance to the principal organs of the United Nations with respect to matters within the competence of the Organization directly affecting international peace and security, as contemplated in the Convention on International Civil Aviation, due account being taken of the special position of the members of the International Civil Aviation Organization who are not members of the United Nations."³

The Assembly elected Spain to fill the vacant twenty-first seat on the ICAO Council. Other matters on which the Assembly took action were the problem of member States' contributions in arrears; the decision of the Council to appoint a member of the UN Joint Panel of Auditors as external auditor of ICAO, which was confirmed, and the proposal for adoption of a permanent set of rules of procedure for the Assembly. The Netherlands was successful in placing on the agenda an item on Character and Scope of the 1952 session of the Assembly, but the Assembly decided to take no action on this item. Thus Resolution A4-6 of the fourth session of the Assembly, which provides for holding a limited session of the Assembly in 1952 and a major session in 1953, was left in force.

JOINT SUPPORT PROGRAM

By a letter from the ICAO Secretary General dated May 14, 1951, States contributing to the 1947 Provisional Arrangement for the international financing of the Vik (Iceland) Loran Station⁴ have been asked to consent to the recommendation of the Joint Support Committee and the Council that the arrangement be administered under the same terms and conditions as set forth in the Agreement between Iceland and the ICAO Council on Air Navigation Services in Iceland.⁵ At the same time contracting States have been asked to consent to the following new percentage shares of the 1951 costs of operation and maintenance of the Loran station, which are

² China's denunciation of the Chicago Convention became effective on May 31, 1951.

³ Resolution A5-5, ICAO Document 7173, A5-P/3.

⁴ Correspondence amalgamated in ICAO Document 4413, JS/501.

⁵ ICAO Document 6143, JS/535.

based on the same North Atlantic traffic data used in computing the 1951 assessments for the other Icelandic services financed through ICAO:

Country	Percentage	Maximum Assessment (in Icelandic kronur 16.2857 I.K. = U.S. \$1)	
Canada	9.9		86,900
France	6.5		57,700
Netherlands	9.4		81,900
United Kingdom	8.4		73,600
United States	60.8		535,900
			<hr/>
	95.0		836,000
Iceland	5.0		40,000

States contributing to the joint support of the Faroe Islands Loran Station have been requested by a letter from the ICAO Secretary General dated June 21, 1951 to consent to incorporation of the Frederiksdal (Greenland) Loran Station as a new joint support activity in the Agreement between the ICAO Council and Denmark on certain Air Navigation Services in Greenland and the Faroes.⁶ The ICAO Joint Support Committee and the Council, when Denmark announced that it was willing to take over from the United States the operation of the Frederiksdal Loran Station on the condition that it be financed internationally through ICAO, found the station a *prima facie* case for joint support and recommended that it be financed internationally by user nations on the same percentage basis as the 1951 assessments for the Faroe Islands Loran Station. The following tabulation shows the assessments to which the user nations have been asked to consent for the second half of calendar year 1951:

	Percentage	Total Assessment (in Danish kroner, 6.90714 D.K. = U.S. \$1)	
Belgium	2.50		8,075
Canada	9.50		30,685
France	6.28		20,284
Netherlands	9.01		29,102
Switzerland	1.15		3,715
United Kingdom	8.07		26,066
United States	58.49		188,923
			<hr/>
	95.00		306,850
Denmark	5.00		16,150

TECHNICAL ASSISTANCE PROGRAM

While it is still too early to evaluate the results, the ICAO technical assistance program has definitely advanced from the planning to the implementation stage. ICAO has appointed a civil aviation expert to advise the Thai Civil Aviation Board on civil aviation planning and policy. An ICAO aerodrome expert has completed a brief preliminary survey of airport requirements in the Hashemite Kingdom of the Jordan. A U.S. national has been assigned by ICAO to serve as senior technical expert in civil aviation in Indonesia. Two Finnish nationals have begun their studies under ICAO fellowships; one is studying air traffic control in the United Kingdom and the other airport construction in the United Kingdom, Sweden and the Netherlands. Similarly, two Iraqi are taking courses in the United Kingdom in air traffic control and meteorological forecasting. Other technical assistance projects recently approved by ICAO include the furnishing of a civil aviation expert to Afghanistan to survey the construction of airstrips in connection with an oil drilling project and advise on the development of air services between that country's principal cities; the provision of an

⁶ ICAO Document 6904.

expert to make a three-month survey of El Salvador's civil aviation requirements in cooperation with other transport and economic experts being furnished by the United Nations; the awarding of fellowships in airport management and organization, engineering and airport construction and maintenance to three Greek nationals; and the furnishing to Iceland of a radio aids expert for a three-month period plus the awarding of fellowships to two Icelanders to study accident investigation.

The Fifth Session of the ICAO Assembly had authorized the Council to support a request for funds from the United Nations Special Account for Technical Assistance for 1952, commensurate with the number and scope of suitable requests for technical assistance already received or likely to be received by ICAO for that year. Accordingly, the Council immediately following the Assembly adopted a resolution endorsing the ICAO Secretariat's \$900,000 estimate of funds needed to conduct ICAO's part of the United Nations Expanded Technical Assistance Program during 1952 and calling for further cooperation of ICAO member States in furnishing experts for ICAO technical assistance missions and host facilities for ICAO fellows.

JOAN H. STACY

INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA)

Rates and Fares

THE composite sessions of the three IATA Traffic Conferences at Bermuda in May, 1951, achieved for the first time the integration into the worldwide rate pattern of international fares between points in North, Central and South America. This action thus extends the principle of agreement on rates through IATA to all international routes operated by its members.

Rates and fares resolutions passed by the Conferences and subject to the approval of governments cover generally the year beginning October 1, 1951. Because of rising costs of operations, as reflected in the prices of fuel, equipment and services, increases were found necessary on a number of routes. These were more or less in the order of the 5 per cent increase in the basic one-way North Atlantic fare between New York and London, which will be raised from \$375 to \$395.

However, the actual rate of increase in fares was not equal to the actual increase in costs: the carriers felt that the larger part of the rise in cost could be absorbed by still greater efficiency and economy of operation and by attempts to increase the volume of traffic through special fare offerings.

As a result, the 1951-52 rate pattern will extend the various forms of special reductions and will lead the way toward the experimental institution of tourist fares on the North Atlantic and between London and South Africa in October, 1952.

Tourist fares already form part of the pattern of operations between North and South America as integrated into the IATA rate structure, but the IATA Conference action represents its first application to scheduled traffic between America and Europe and Europe and South Africa.

The North Atlantic tourist fare will be set at a rate between \$225 and \$250 for the basic one-way London-New York flight, with some form of round trip discount. The specific fare will be worked out in a meeting of the operators concerned after a study of the various equipment and service factors involved. Each carrier will be able to apply tourist fares to a maximum of 20 per cent of its scheduled flights.

In the meanwhile, the 1951-52 pattern provides various other forms of fare reductions: off-season rates on a large number of important routes; special 17-day excursion fares of one and one-tenth times the normal one-way fare over the North Atlantic during the first three and one-half months of the year; special reductions for night and early morning services, particularly in Europe; special events fares for specific expositions, etc.; and fifty per cent reductions for bona fide students travelling overseas.

At the same time, the Bermuda Conference achieved further standardization and simplification of airline traffic documentation and procedures.

IATA Clearing House

During the first half of 1951, the IATA Clearing House and five of its member carriers inaugurated an experiment in the use of kilometers, rather than currencies, as the basic unit in accounting for interline transactions within the continent of Europe.

The scheme was inaugurated with a view toward finding a more automatic and less fallible means of helping airlines settle for space sold on each other's services, and to eliminate the tying up of large amounts of funds during the periods of checking the computations of international exchange in which such accounting is normally done.

Under the experimental scheme, such interline transactions are reported to IATA in terms of the kilometers of transport provided on an interline ticket, this unit of distance remaining fixed by agreement and not subject to fluctuation. Individual flight coupons are weighted by coefficients to allow for variations from the basic one-way fares and rates. After cumulative monthly offsets between the carriers concerned are arrived at, final individual balances are converted into terms of currency by the use of an average rate per kilometer.

In the trial, the participating airlines have continued to account for these interline transactions in the normal way, while providing the IATA Clearing House with the data for a simultaneous accounting by the new scheme.

During the first five months of the year, the new method enabled the Clearing to come within one-eighth of one percent of the same result as the normal mathematical calculations in terms of currencies, and to do so with finality whilst the other calculations were still subject to a lengthy accounting check. At the same time, the Clearing operation was handled by only two employees, as against the many airline personnel involved in the other method.

The result was considered by the IATA Executive Committee to be sufficiently promising to justify the continuation of the experiment in Europe for another six months and its extension as well to transatlantic flights starting or ending as far west in the United States as Chicago.

Postal Rates for International Air Mail

An increasingly closer liaison with the Universal Postal Union over the past two years has brought IATA into a larger role on behalf of its member airlines in the discussion of rates for the carriage of foreign air mail with UPU.

As the result of a joint meeting between members of the IATA Executive Committee and the Executive and Liaison Commission of the UPU at Cairo in February of this year, a IATA/UPU Contact Committee has been set up by the two organizations.

This group will act as the focus for further discussions between airlines and post office administrations in preparation for the 1952 Postal Congress

of the UPU, at which the present structure of rates for first class air mail and other classes of air mail carriage will be reviewed.¹

IATA Medical Committee

The new IATA Medical Committee held its first session as the fifth standing committee of the Association at Cairo in February, 1951. Air Marshal Sir Harold Whittingham, BOAC, was elected chairman.

The terms of reference of the new group cover all matters affecting the health and comfort of aircrew and passengers, as these may be affected by aircraft, equipment, accommodation, water and food supplies aloft or on airports, sewage disposal, disinfection of aircraft, quarantine and immunization.

Within the airlines, the committee will encourage the medical departments of carriers to adopt a global, rather than strictly local approach to medical problems. It will work in close liaison with IATA technical, traffic and other groups dealing with operations and passenger handling and will stimulate research and investigation into aviation medicine problems of special interest to commercial aviation.

The Committee will also provide a means whereby the airlines' views on medical matters can be formulated for representation to ICAO, the World Health Organization and similar governmental agencies.

During its Cairo session, the Committee discussed and made recommendations on such matters as aircrew fatigue and flight-time limitations; carriage of sick passengers; physiological requirements in the event of sudden decompression at higher altitudes; review of ICAO medical requirements for aircraft first-aid kits; medical arrangements for crashes and first aid at airports; wholesome water supplies on aircraft; hygiene of airports and a review of the draft International Sanitary Regulations of WHO as they affect commercial aviation.

A feature of the Cairo session was a plenary discussion with Egyptian health authorities on medical problems of air traffic especially interesting to the Egyptian government.

Seventh Annual General Meeting

The Seventh Annual General Meeting of IATA will be held in London from September 10th to 15th. Sir Miles Thomas, Chairman of British Overseas Airways Corporation, will take office as President, succeeding Mr. Warren Lee Pierson, Chairman of the Board of Trans World Airlines.

IATA Consolidated Tariffs

The IATA Rates & Tariffs Office has now begun the publication of five consolidated tariff documents on behalf of more than 30 IATA member airlines and a substantial number of non-IATA carriers with whom its members maintain connections.

These IATA tariffs have already begun to supplant a substantial number of individual tariff publications which the international airlines have hitherto had to publish on their own and are expected to be a considerable convenience to agents, booking offices, etc.

¹ A full exposition of IATA's participation in these discussions and of the matters affecting the airlines which will be dealt with at the UPU Congress will be found in an article by M. René Briend, of Air France, in IATA Bulletin No. 13, pp. 34-42.