

EXECUTIVE BOARD

EB23/NGO/4 ✓
16 October 1958

Twenty-third session

ORIGINAL: ENGLISH

RESTRICTED

INFORMATION ON NON-GOVERNMENTAL ORGANIZATIONS
APPLYING FOR OFFICIAL RELATIONS WITH WHO¹

1. Name of Organization

International Air Transport Association
Association du Transport Aérien international

2. Address of Headquarters

Terminal Centre Building
1060 University Street
: Montreal P.Q.
Canada

3. Addresses of all Branch or Regional Headquarters

New York Branch Office
500 Fifth Avenue
New York 36, N. Y.
USA

Paris Branch Office
76-78 Champs Elysées
Paris 8e
France

Singapore Branch Office
MacDonald House
Orchard Road
Singapore 9
Malaya

IATA Clearing House
30 Curzon Street
London W.1
England

¹ As provided by the applicant on 25.4.58

4. Membership(a) Total number of persons

There are 74 airlines that are Active Members and 9 airlines that are Associate Members.

Article IV of the Articles of Association reads:

"Members of the Association shall be classified as follows:

"1. Active Members

Any air transport enterprise is eligible to membership as an active member if it operates a scheduled air service under proper authority in the transport of passengers, mail or cargo for public hire between the territories of two or more States, under the flag of a State eligible to membership in the International Civil Aviation Organization as provided for in Chicago in 1944.

"2. Associate Members

Any other air transport enterprise operating a scheduled air service under proper authority in the transport of passengers, mail or cargo for public hire under the flag of a State eligible to membership in the International Civil Aviation is eligible to associate membership. Ninety days after any associate member becomes eligible for active membership, its associate membership shall be automatically terminated unless during such period it shall apply to the Executive Committee for transfer to active membership."

(b) Do these persons pay directly or are the subscriptions paid by affiliated organizations?

Entrance fees and Membership dues are paid directly to the Association by its Members.

(c) List of affiliated organizations, giving their country, and the total number of persons belonging to each

Not applicable

(d) Note various types of membership, such as associate members, with numbers and pertinent facts

See (a) above.

5. General purposes of the Organization

Article III of the Articles of Association reads:

"The aims and objects of this Organization shall be:

- "1. To promote safe, regular and economical air transport for the benefit of the peoples of the world, to foster air commerce, and to study the problems connected therewith.
- "2. To provide means for collaboration among the air transport enterprises engaged directly or indirectly in international air transport service.
- "3. To co-operate with the International Civil Aviation Organization and other international organizations."

6. What is the primary function of the organization and (b) secondary functions?

(a) Primary functions

IATA's major purpose is to assure that all airline traffic anywhere moves with the greatest possible speed, convenience and efficiency and with the utmost economy for the airline and the public alike. It has thus become the means by which the airlines have knit their individual routes and traffic handling practices into a world-wide public service system, despite the differences between languages, currencies, laws and measurements.

For the airline, IATA is the machinery for finding joint solutions to problems beyond the resources of any single company. It is an international pool of experience and information and the administrator of many joint services and enterprises. It is the world parliament of the airlines and their representative in other international organizations.

For governments, IATA is their agent in negotiation of international rates and fares agreements. It provides the only practicable way of drawing upon the resources and experience of the airlines. It helps to carry out the fast and economical transport of the international airmail, and make certain that the needs of commerce and the safety and convenience of the public are properly served at all times.

For the general public, IATA is an assurance - of high standards of efficient operation everywhere, of proper business practice by airlines and their agents, of the greatest possible convenience and freedom from red tape, of the lowest fares and rates consistent with sound economy - and of constant effort on the part of the airlines to improve every aspect of their services.

7. (a) Does the organization advocate any special health measures or procedures?

No.

- (b) Has the organization any special reservations as to treatment or health procedures? If so, what are these?

We would wish to be able to comment on any amendments to, or any other regulations proposed by WHO, in relation to the broad objectives of this Association.

8. Can officially designated representatives speak authoritatively for the membership on matters concerned with the stated purposes of the organization?

Yes, on any matters falling within the scope of our aims and objectives.

9. Specific interest with reference to the work of the World Health Organization

It is self-evident that the 83 member-airlines of this Association, carrying as they do some 90 per cent. of the world's international air traffic, are intimately affected by health regulations established through the medium of WHO, both from a purely medical point of view and perhaps more particularly from the facilitation point of view. In this latter connexion, it is of vital concern to the airlines that health regulations, while affording the maximum protection to the peoples of the world, should at the same time permit the free and speedy movement of people about the globe.

10. Officers. (Names and positions held, including the Chief Executive Officer or Secretary and other principal administrative officials. What is the total number of paid officer personnel? Please distinguish between those with the international organization and those with the national or local groups attached thereto.)

Director-General:	Sir William P. Hildred, C.B., O.B.E.
Treasurer and Financial Director:	Dr H. J. Gorecki
Traffic Director:	Mr J. W. S. Brancker
Secretary:	Mr A. Laurence Young
Technical Director	Mr S. Krzyczkowski

11. Structure

(a) Policy-making bodies such as conference, governing body, executive committee

1. The ultimate authority of the Association is vested in the General Meeting, composed of representatives of the Active Members of the Association.
2. The Executive Committee elected by the General Meeting, as provided in the Articles of Association, exercises the executive functions of the Association within the framework of the Articles and with such powers as may from time to time be vested in it by resolution of the General Meeting.
3. There are at present three Traffic Conferences. The Executive Committee may increase or decrease the number of Traffic Conferences, alter the boundaries and determine the respective headquarters thereof.

(b) Frequency of meetings, with date of the last meeting of each

1. There is a General Meeting of Members of the Association annually. The last one met in Madrid in September 1957.
2. The Executive Committee normally meets three times a year. The 40th meeting of the Executive Committee was held in Madrid on 13 September 1957.

(c) Voting procedure

A majority of the Active Members of the Association, present or represented, shall constitute a quorum of any General Meeting. Each Active Member shall have one vote to be cast by its duly authorized representative or proxy, but no representative of any Member shall hold the proxies of more than two other Active Members.

(d) Affiliation with other organizations, including international organizations

While IATA is not affiliated with any other organizations, it co-operates closely with many organizations having mutual interests (e.g. ICAO, WMO).

12. Finances. (Annual budget and sources of income, noting portion received from membership dues)

1958 Budget

Expenses: \$ 1 290 000

Revenues: \$ 1 073 500

Membership dues	\$ 1 014 000
Head Office Administration Chg.	19 500
Miscellaneous receipts	<u>40 000</u>
	\$ 1 073 500
Appropriation from surplus	<u>216 500</u>
	\$ 1 290 000

Our financial statements are not published separately from our Annual Reports. For the financial statements of the past three years, please see Bulletins 22, 24 and 25.¹

13. History. (Date when founded, principal historical developments)

The International Air Transport Association - successor in function to the previous International Traffic Association, organized at The Hague in 1919 - was founded in April 1945 at Havana, Cuba, at a meeting of the airlines of many countries to meet the problems created by the rapid expansion of civil air services at the close of the Second World War. It has legal existence by virtue of a special Act of the Parliament of Canada, given Royal Assent 18 December 1945.

From an initial membership of 61 airlines, IATA has grown to include 85 Members - 77 Active and 8 Associate - from some 50 countries, and its work has expanded in all fields of organizations.

14. Activities. (A statement of the most important work accomplished)

IATA is organized under an 18-man Executive Committee and five Standing Committees - Financial, Legal, Technical, Traffic Advisory and Medical - elected by the Annual General Meeting. It is administered by the Director-General and a Secretariat of approximately 120 persons at the Head Office in Montreal and in Branches in New York, London, Paris and Singapore.

¹ Held by the Secretariat

The Financial Committee

The Financial Committee deals with all aspects of the accounting and settlement between airlines for the business they do with each other or on each other's behalf, and is concerned as well with many of the common problems of the airlines in regard to currency and exchange, taxation, insurance and statistics. The Financial Committee also works closely with traffic groups towards simplification of fares and rates; it has developed and is constantly working to improve standard Manuals of Revenue Accounting Practices, cost reporting forms and forms for operating, profit and loss and surplus statements and similar accounts. A notable fruit of IATA financial work is the IATA Clearing House in London which enables the airlines to collect and pay their world-wide debts simultaneously and by a single cash settlement in either dollars or sterling. Annual turnover of the Clearing House, now in excess of \$ 600 000 000 represents more than 90 per cent. of the whole interline revenues of the industry.

The Legal Committee

The Legal Committee is principally concerned with formulating and representing the airlines' views on the basic international conventions controlling the liability of air carriers and their legal relationships with their customers, with third parties on the ground, and with questions of rights in aircraft moving in international operations and the like. One of its major achievements has been the realization of standardized world-wide Conditions of Carriage for all its members - the first such document in the history of transportation.

The Technical Committee

The Technical Committee and its annual Technical Conference channel co-operation among the airlines in operational matters. All IATA technical activity is founded upon full and free exchange of information and experience between the airlines. IATA works closely with regulatory authorities on both international and local levels in this field. It has played an important part in the drafting of the ICAO Standards and Recommended Practices and co-operates closely with ICAO to encourage governments to implement them and keep them up to date. IATA works in much the same way with other organizations such as the International Telecommunications Union, the World Meteorological Organization, the International Standards Organization and like bodies. Beyond this Member airlines join through IATA and its technical working groups to consult with individual states or with the countries comprising a particular region in the solution of localized problems - from the fixing of a proper traffic pattern at an individual airport to the co-ordination of air traffic control. The working groups also deal with new and developing problems such as helicopter operations, jet and turbo-propellor operations, turbine fuels, navigation aids and the like.

The Traffic Advisory Committee and the Traffic Conferences

They provide the channels through which IATA exercises its commercial role. To weld its Member airlines into a single commercial network, IATA has produced a series of interline agreements between them covering all phases of passenger, baggage and cargo handling, reservations codes and the like. The IATA ticket, baggage check and airway bill have become, in effect, the magic carpets to anywhere for passengers and goods as well. The IATA Restricted Articles Code represents the first world-wide agreement on standard handling and treatment of special cargoes. Through other agreements the airlines have adopted standard codes or relations with their passenger and cargo agents and consolidators, which assure the agents of fair, uniform and non-discriminatory treatment. Such arrangements, worked out through the Traffic Advisory Committee in co-operation with other IATA groups, have their application mainly through formal resolutions of the Traffic Conferences, which are subject to approval of governments before they can become effective.

The Traffic Conferences

For administrative purposes there are three IATA Traffic Conferences:

- No. 1 for the Western Hemisphere
- No. 2 for Europe and the Middle East
- No. 3 for Asia, Australia and the Islands of the Pacific.

As a practical matter they meet in joint and composite session. In the Conferences every Member airline holds one vote and all agreements must be reached by unanimity. The Conferences may accept advice and counsel from other parts of IATA but within the terms of their reference they are responsible only to governments.

The structure of Traffic Conference agreement - now comprising some 500 resolutions, including more than 30 000 agreed rates and fares and the rules for constructing thousands of others - covers virtually every phase of airline commercial activity. Like all effective legislation the IATA resolutions are policed by an Enforcement Section which, under the Director-General, assures that Members respect the obligations they have voluntarily assumed.

The Medical Committee

The Medical Committee, composed of medical officers of the airlines, is concerned with the physiological, psychological, hygienic and general medical aspects of matters affecting the safety and efficiency of aircrew and passengers, in flight and at airports, particularly the following: aircraft, aircraft equipment, accommodation, water and food supplies, sewage disposal, disinsectization, quarantine, immunization and such other matters as may be referred to it by the Executive Committee.

Other Activities

IATA maintains close liaison with the Universal Postal Union on all matters affecting the transportation of air mail.

IATA promotes the facilitation of documentary and handling procedures at airports, working closely with ICAO within the framework of Annex 9 to the Chicago Convention on Civil Aviation.

IATA collects and issues industry statistics and is a documentation centre and publisher on behalf of its Members issuing internal manuals, tabulations of airline distances, technical surveys and reports.

IATA also maintains a world-wide information programme offering a source of reference and source material for governments, other organizations and agencies, the press and for students of air transport.

15. Publications¹

16. Documentation²

Three copies of the Rules and Regulations of IATA.

IATA Bulletins 21, 22, 24 and 25 (the last three annual reports are contained in Bulletins 22, 24 and 25).

¹ A list of publications has been received and is held by the Secretariat

² Held by the Secretariat