HF/db

GA-1323/63

27 July 1963

Mr. G. Van Diest
Bureau of Administration
and Services
International Civil Aviation
Organization
1080 University Street
Montreal 3, P.Q., Canada

Dear Mr. Van Diest,

With reference to your memorandum to the Chief, ICAO Mission, we are enclosing herewith invoice No. ONUC/63179 in the amount of $5,518.50 for Messrs Peche, Joubert and Correa up to 30 June 1963.

We assume that the cost of salary and travel incurred on behalf of Messrs Peche and Joubert charged to us will be credited to the Congo Fund in the amount of $11,035.76.

We attach copies of the relevant correspondence for your reference.

Yours very truly,

T. Trisciuzzi,
Assistant Chief Administrative
Officer, Civilian Operations
and Executive Officer of Congo Fund

ORGANISATION DES NATIONS UNIES
AU CONGO

UNITED NATIONS ORGANIZATION
IN THE CONGO

Ref. : 2201/2-Pêche
Joubert
Folio : 777/63

BOITE POSTALE 7298
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE : ONUC LEOPOLDVILLE

INTER - OFFICE MEMORANDUM

21 May 1963.

To: Mr. H. Pichler, Administrative Officer, Congo Fund

From: P.R. Joubert, Acting Chief, ICAO TA Mission, Congo

Subject: Expanded Programme of Technical Assistance

The attached self explanatory letter is forwarded to you for your consideration and further action, as agreed during our telephone conversation of 20 May 1963.

I would appreciate being advised of measures taken which may be of interest to either Mr. Pêche or myself, and shall be available for any further details you may require.

MAY 21 1963
ACTION
TO Pichler

Pichler

FIN 100 (1-1)
10-19

T 540/1

OPERATION DES NATIONS UNIES AU CONGO

UNITED NATIONS OPERATION IN THE CONGO

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

July 9th, 1963
KI/eb

FIN-100/2

To : Mr. Trisciuzzi, Executive Officer, Congo Fund

Trisciuzzi

From : T. De Candia, Chief Finance Officer

Subject : ICAO Experts Chargeable to EPTA

Reference your GP-1187 of 24 June, 1963. I append below details and amounts paid by ONUC to Messrs Peche, Joubert and Correa, in respect of M.S.A.

Mr. Peche	- Period	1 Jan. - 6 May	$ 2.133.00
Mr. Joubert	- "	1 Jan. - 12 June	$ 2.642.50
Mr. Correa	- "	24 May - 30 June	$ 741.00
			5.516.50

As requested we have prepared the attached invoice No. 63/179 covering the period ending 30th June 1963 and should be grateful if you would arrange to forward same to ICAO Montreal.

Quarterly invoice will be forwarded to ICAO in respect of local payments made to Messrs. Joubert and Correa.

cc : Mr. Albanis : Debit A/C 613-04 for M.S.A. entitlements of Messrs. Joubert and Correa.
Miss Donegan : Debit all Travel expenses in respect of Messrs. Joubert and Correa to A/C 613-04
C/Accounts Unit : to issue quarterly invoice to ICAO for the above.

INVOICE
FACTURE

O N U C FINANCE
Léopoldville
B.P. No 7248

INVOICE No ONUC/63-179
DATE 8 July 1963
CURRENCY U.S.$.

TO: CHIEF OF FINANCE DIVISION
ICAO - MONTREAL

We have charged the following items to your account.
Nous avons passé les écritures suivantes au débit de votre compte.

Item No.	DESCRIPTION	AMOUNT
	To charge you with Mission Subsistance Allowance paid to the following ICAO Staff as per attached details:	
	NAME / PERIOD / AMOUNT U.S.$.	
	Mr. PECHE — 1 Jan. to 6 May, 1963 — 2.135.00	
	Mr. JOUBERT — 1 Jan. to 30 June, 1963 — 2.642.50	
	Mr. COREEA — 24 May to 30 June, 1963 — 741.00	
	5.518.50	5.518.50
	Five Thousand Five Hundred Eighteen Dollars and 50/100	
	T. De Candia Chief Finance Officer	
	A/C 613-04 JV/63/7-42	
	TOTAL	5.518.50

When settling please refer to invoice number.
Prière de mentionner le numéro de la facture au moment de la liquidation.

Please note that this invoice should be settled within 30 days otherwise the amount will be deducted from your_____

NOTE: Le paiement de cette facture devra être effectué dans un délai de 30 jours. Passé ce délai, le montant sera déduit de

votre_____

ATTACHEMENT TO INVOICE No. ONUC/63-

Mission Subsistance Allowance paid to:

1 - Mr. PECHE

	No. of Days	
1 to 22 January	22	
24 to 31 January	8	
1 to 28 February	28	
1 to 1 March	1	
3 to 31 March	27	
1 to 30 April	30	
1 to 6 May	6	
	122	x $ 17.50 = $ 2.135.00

2 - Mr. JOUBERT

1 to 22 January	22	
24 to 31 January	8	
1 to 28 February	28	
1 to 3 March	3	
7 to 31 March	25	
1 to 13 April	13	
17 to 25 April	9	
1 to 31 May	31	
1 to 12 June	12	
	151	x $ 17.50 = $ 2.642.50

3 - Mr. CORENA

24 to 31 May	8	
1 to 30 June	30	
	38	x $ 19.50 = $ 741.00
		5.518.50

10-19

GF/jd

N O T E 25 July 1963

TO: Mr. Trisciuzzi

FROM: Gualtiero Fulcheri

SUBJECT: Mr. C. Cote (your routing slip)

Extensions of experts recruited by Specialised Agencies are governed by C.O. Circular No. 93 of 5 January 1963. In such circular it is mentioned that requests for extensions are usually made approximately three months before the expiring of a contract of an expert appointed for one year.

I entirely agree with you that extensions cannot be granted only in order to entitle people to go on leave. Headquarters have warned us in several cases that this cannot be done. However since Mr. Cote is an ICAO expert the Office of Civilian Personnel does not have to approve the extension of his appointment. Such approval is entirely up to the Chief of Civilian Operations.

..... Attached please find Civpers 31.

10-19

EB/lm

23 July 1963

TO: Mr. J. Miranda Correa, Chief of ICAO TA Mission, Congo

FROM: Gualtiero Fulcheri, Deputy Chief of Civilian Personnel

SUBJECT: Mr. René Tongoc, ICAO staff member

We have received the following information from our office in Goma:

" On 11 July Mrs. René Tongoc gave birth to a son, Serge Tongoc.

So that Mr. Tongoc may claim dependant's allowance, would you please forward the necessary forms; in turn, we will let you have a copy of the birth certificate as soon as one is available."

We would appreciate if you would kindly forward the necessary forms directly to the staff member.

10-19

OPERATION DES NATIONS UNIES AU CONGO

UNITED NATIONS OPERATION IN THE CONGO

File : 2201-2
Folio : 025

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

CV/go

Inter Office Memorandum

22 July 1963

To : Miss Nancy Gray, Chief of Civilian Personnel
cc: Mr. H. Ahmed, Chief of Civilian Operations

From : (for) J. Miranda-Correa, Chief of ICAO TA Mission, Congo

Subject : Mr. F. Dixon - Resignation

Please refer to our office memorandum dated 3 July 1963 where we informed you that Mr. F. Dixon had submitted his resignation to become effective on 31 August 1963.

... We are enclosing for your information copy of the letters addressed by Mr. Dixon to the US and to the United States Embassador in Leopoldville reporting alleged deficient medical service at Luluabourg.

In view of the poor adaptation of Mr. Dixon to the prevailing conditions in the Congo we decided to accept his resignation at the earliest possible date taking into consideration that the thirty days required notice for resignation will be fulfilled by the time of his departure.

JUL 23 1963

ACTION

TO:
1 .....
2 .....
3 .....
☐ - Action Completed
☐ - Acknowledged
☐ - No Action Required
IN TRANS .....

222
210

File : 2201-2
Folio : 020

CV/go

Inter Office Memorandum

20 July 1963

To : Mr. F. Dixon, Air Traffic Controller, ICAO, Luluabourg

From : J. Miranda-Correa, Chief of ICAO TA Mission, Congo

Subject : Resignation

This is to acknowledge receipt of your letter dated 18 July 1963.

I understand that you have written this letter at a very emotional moment under the stress of seeing your son and wife sick and in the justifiable desire to provide them with adequate medical care.

I feel, however, that you were aware of the gravity of your action in breaking the most elementary line of discipline by sending your letters to institutions other than the United Nations.

Though I do not feel like commenting on your misplaced criticism of your colleagues of the United Nations Operations in the Congo even, if as you allege, the level of efficiency of some of them may not be up to the standard of those of the most developed countries; they are, however, animated by a devotion to the work and spirit of sacrifice for the United Nations ideal, which, by the tone of your letter, you seem not have taken into consideration.

In spite of the joint effort of the United Nations and the other authorities concerned, I feel that it will be most difficult to improve in a very near future, the living conditions for the UN as well as of local inhabitants of Luluabourg. I have already accepted your resignation effective the end of August 1963 but, in view of the above, it would appear that you wish it to become effective immediately. I will agree to advance the date of your separation from the service of the International Civil Aviation Organization.

I would like you to confirm your wish to resign as soon as arrangements for repatriation can be completed. In view of the state of health of your family I assume that you want to return to the United States by the most direct and fastest means of transportation.

./2

I hope that by now, the health of your family has improved and that therefore you will not see fit to incur in unauthorized expenses, which the Organization would be unable to reimburse.

cc: OIC/ICAO, Luluabourg.

/ COPY /

To Mr. Correa,
Chief,
ICAO,
Leopoldville, Congo

From Frank DIXON,
ICAO,
Luluabourg, Congo

18 July 1963

Dear Sir,

It is one o'clock in the morning, and both my wife and son are sick. The Austrian Medical Team has left, and all that remains in town are, for the most part, rejects from other under-developped countries. Since most of the Congolese population will not trust them at the Congolese Hospital, I dont really see why I should.

Do you have a suggestion ?

I plan to wait a couple of days to see if my family's health improves. If not, I plan to take it to Leopoldville or Brazzaville and have them treated. If need be, I shall charter an Air-Brousse plane and charge it to the UN for I believe that it is the UN's responsibility to provide adequate medical facilities to its members. This is not the case in Luluabourg. As a matter of fact, my son has anemia because of lack of proper foods. This does'nt show much for the UN supply system in these parts.

The usual remark around here is that one should expect these things. Well, I dont. I realize that one cannot have all the facilities that is found in civilized places, but there is a limit. The United States is spending enough money on this program so that one of its citizens should have the right to question the matter.

Since there are only two of us handling the Air Traffic at the tower, I am sending you this note so that you may plan on my being absent a while, should my family's health not improve very shortly. You may decide to wait until my resignation takes effect at the end of August, or you may decide to fire me. I really dont care. I am just sick of inefficiency, especially when my family has to suffer from it.

Copy to: US Ambassador, Leopoldville.
United Nations, New York,
Mr. Coates, ICAO OIC, Luluabourg.

Sincerely
(sgd) Frank DIXON

/ COPY /

To : Mr. Gullion,
United States Ambassador
Leopoldville, Congo

FROM: Frank DIXON,
c/o ONUC (ICAO)
BOP 7248
Leopoldville, Congo
(Luluabourg, Congo)

18 July 1963

Dear Sir,

At the risk of being branded a trouble maker, Ifeel that I should write to you concerning a particular situation in Luluabourg at least. I am an American Citizen and work with the Federal Aviation Agency in the United States. Now, when I accepted to come to the Congo, I knew that I was not to expect many of the facilities that one can find in the States. That is normal. I expected, however, a minimum of medical facilities, and, I assure you, they are rare here in Luluabourg. As a matter of fact, even the Congolese peopole went trust them. How low can it get ? As I mention in the attached copy, it is now one o'clock in the morning, and both my wife and son are sick. The Austrian Medical Team left last week end I dont think I would trust anyone to the doctors (?) in the area. You might be interested to know that my son (five years old) has anemia because of lack of proper foods. The UN is supposed to supply its personnel with foods when they are not available on the spot. True enough, there is a commissary. It is also true that the main items are liquors. I cannot feed my son on Bourbon. Until the Austrian Medical Team came and straightened out the matter, it was'nt rare to get sewer water in the pipes. Now that they have left, we expect it again any day. Those things are to be expected, they tell me. Well, I dont expect them, not with the money the United States are spending around here. I may be wrong, but it seems to me that an under-developped country can hardly be brought up to par by socalled experts from other under-developped countries. I dont know if this letter will have any bearing on the general situation and I am sure that you are aware of what is going on. However, I believe in standing on my own two feet and speaking up, loud and clear, for all to hear. That is what our Country was built on. That is what I believe in.

I apologize for taking some of your time, I just thought that you might be interested in one little situation among many others.

Sincerely

(sgd) Frank DIXON

Copy to: ICAO, Leopoldville,
United Nations, New York,
Mr. Coates, OIC, ICAO.

10-19

CivOps. 835/63 17 July 1963

To : Mr. M. Correa
Chief of ICAO TA Mission

From : James R. Brooks
Deputy Chief, Civilian Operations

Subject : Extension of appointments

With regard to your memorandum to the Executive Officer of the Congo Fund dated 8 June, 1963 concerning extension of appointments of certain named experts, and which contained a P.S. dated 12 July, 1963, I can provide you with the following information:

- M.A. SHAKER

  Contract extended to 9 August, 1964.

- R. SOLAS

  Contract extended to 2 August, 1964. However, his Government has recalled him and he should leave on 2 August, 1963.

- J. KELTHOUMI

  Contract extended to 16 July, 1964.

c.c. Mr. Fulcheri

835

16. 7. 63.

Mr. Brooks.

Mr. Buccianti gave me the following information:

1. M. A. SHAKER: Contract extended to 9 August '64.

2. R. SOLAS: Contract was extended to 2 August '64 but his Government has recalled him. He leaves, therefore, on 2 August '63.

3. J. KELTHOUMI: Contract extended to 16 July '64.

Rm.

ROUTING SLIP

TO Ros

	APPROVAL		NOTE AND RETURN
	SEE ME, PLEASE		YOUR COMMENTS
	YOUR SIGNATURE		YOUR INFORMATION
	NOTE AND FILE		FOR ACTION

Please call Mrs. Bucciantti and find out what has happened regarding these three men.

DATE

FROM

/ COPY /

10-19

File : 2202-2
Folio : 860

8 June 1963

To : Executive Officer, Congo Fund

From : M. Correa, Chief of ICAO TA Mission, Congo

Subject : Extension of appointments

Please find enclosed the following confidential reports submitted in accordance with CO Circular 93 for extension of appointments:

1) M.A. Shaker - until 9 August 1964
2) R. Solas - until 2 August 1964
3) J. Kelthoumi - until 15 July 1964.

JUL 1 3 1963
ACTION
TO BRVS

P.S. Our records do not show having yet received a reply to the above. Please investigate.

Adm. Officer,
ICAO, Leopoldville 12 July 1963.

ADM 420

10-19

OPERATION DES NATIONS UNIES AU CONGO

UNITED NATIONS OPERATION IN THE CONGO

File : 1106
Folio: 984/63

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

GT/KF

Inter Office Memorandum

13 July 1963

TO: Mr. P. Trisciuzzi, Assistant Chief Administrative Officer (Civilian Operations) and Executive Officer (Congo Fund)

FROM : J. Miranda-Corrêa, Chief of ICAO TA Mission, Congo

SUBJECT: Transportation for ICAO

As required by you, I am enclosing a list of the Minimum requirements in vehicles for the ICAO TA Mission in the Congo. This list is provided with the following information as explained below :-

EXISTING - Shows vehicles now in our possession. (With a few exceptions, cars have been assigned by the Administrative Officer at the Field Stations. As very often the Administrative Officers find it necessary to effect a new redistribution, due to some occasional shortage in vehicles, our minimum requirements is not respected. This results in an exchange of unnecessary cables and letters in order to reinstate our minimum requirement).

JUL 15 1963
ACTION
Trisciuzzi

NEEDED - Shows newly created functions in the Mission requiring assignment of cars.

REPLACEMENT - Indicates that existing cars are in poor shape and expected to become soon inoperative, beyond repair.

Basic Needs

The basic needs at any airport operated by the Mission are:

a) One sedan for the office in charge,
b) One collective transport with driver to transport air Traffic Controllers and Radio Operators at the beginning of each shift. The type of vehicle depending on the number of experts at each airport.
c) One (or two) jeeps for maintenance experts (Radio Technicians, Electricians - Dieselists) The number of jeeps depending on the number of technicians and the size and spreading of the installations.

.../.2

At some place where the number of experts is not great it is possible to combine some of the basic requirements above in order to reduce the number of vehicles.

It is hoped that the above information will give you a clear picture of the actual transport situation, the immediate requirements and the replacements for a near future.

J. Miranda-Corrêa,
Chief of ICAO TA Mission, Congo.

Ref. : 1106

13 July 1963

TRANSPORT REQUIREMENTS ICAO TA MISSION CONGO

		Existing	Needed	Replacement
HEADQUARTERS:	- Chief of Mission	1		1
	- Deputy Chief of Mission	* 1		
	- Training Adviser	1		
	- Telecom. Adviser	1		
	- Assistant Telecom. Adviser		1	
	- Fire fighting expert	1		1
	- Administrative Officer, Service car	1		1
	- Legal Adviser	1		
N'DJILI:	- Adviser to Airport Manager	1		1
	- Officer in Charge of ICAO Team	1		
	- Airport Radio Technicians	1		
	- Airport Electricians (Jeep)	1		
	- Minibus for shifting personnel	2		
LAB. & MOBILE GROUP:	- Radio Technicians	2		1
MINISTRY OF TELECOM:	- Expert on Telecom		1	
ALBERTVILLE:	- Officer in Charge	1		
	- Technicians	1		
COQUILHATVILLE:	- Officer in Charge	1		1
	- Airport Technicians	1		
ELISABETHVILLE:	- Officer in Charge	1		
	- Technicians	2		1
	- Electricians	1		
	- Shifting car with driver	1		
GOMA:	- Officer in Charge	1		
	- Technicians	1		
LULUABOURG:	- Officer in Charge		1	
	- Technicians	1		1
	- Shifting car	1		1
	- Electricians	1		1
KAMINA:	- Officer in Charge	1		1
	- Technicians	1		
	- Shifting car	1		1

./.

		Existing	Needed	Replacement
KINDU:	- Officer in Charge	1		
STANLEYVILLE:	- Officer in Charge	1		
	- Technicians	1		
	- Shifting car	1		1

* It is suggested that a new Peugeot be assigned to the Chief of Mission and the existing one be used by his Deputy in replacement of Simca 810 which is in a very bad shape.

OPERATION DES NATIONS UNIES AU CONGO

UNITED NATIONS OPERATION IN THE CONGO

ADM 460
10-19

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

File : 1102
Folio: 682/63

JMC/KP

Inter Office Memorandum

12 July 1963

To : Mr. Trisciuzzi, Assistant Chief Administrative Officer (Civilian Operations) and Executive Officer - Congo Fund.

From: Mr. J. Miranda-Corrêa, Chief of ICAO TA Mission, Congo

Subject: Change of place of the offices for the ICAO TA Mission.

Reference : 1102, Folio 716/63.

Due to the fact that there has been a late change in the plans of the Directorate of Civil Aviation, in relation to its moving to new accommodations at the N'Dolo Airport, we were forced to review all our former decisions in respect to our changing our offices, presently at the Chanic, to N'Dolo.

I am thus asking you to suspend all action concerning our former demand for your assistance as specified in our letter of May 16th, which Copy is annexed.

As soon as new plans are developed I shall let you know in order to have your cooperation. As for the new telephone lines which had already been demanded, they can be installed at the N'Dolo Airport in the main building.

We will assign one of our men whenever you find it necessary to show the exact place for the telephones.

JUL1 5 1963
ACTION
TO Trisciuzzi 242

TEC 100 (64-65)
10-20
10-08
10-01
10-02
10-19
10-12

L.94/63

13 July 1963

TO: Mr. Godfrey K.J. Amachree,
Under-Secretary in charge of Civilian Affairs in the Congo

FROM: S. Habib Ahmed, Chief of Civilian Operations

SUBJECT: Draft Programmes for 1964-1965

I enclose herewith three copies of the following draft programmes, in French, which are at present under discussion with the Bureau of Economic Coordination, the Ministers concerned of the Government, and ourselves:

- Transport and Communications (Project 10-20-
- OTRACO (Project 10-08)
- Civil Aviation Services (Project 10-01, 10-02, 10-19)
- Postal Services (Project 10-12)

Copies of other draft programmes will be submitted to you as and when they are ready.

The Government intends to make its final request for assistance for 1964-1965 on the basis of the material contained in the above draft programmes with due regard to the financial arrangements in respect of the operational posts which are included in the programmes.

Copies of the English version of the draft programmes will follow.

Copy sent to Mr. Cedenwall 7/9/63 Rm 10-19

OPERATION DES NATIONS UNIES AU CONGO

UNITED NATIONS OPERATION IN THE CONGO

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

File :
Folio: 975/63

JUL1 2 1963
ACTION

Office memorandum

11 juillet 1963

A : M. S.H. Ahmed, Chef des Opérations Civiles de l'ONUC, Royal

cc: M. Kabasubabo, P. - Secrétaire Général aux Transports & Communications

M. Mandemvo, P. - Directeur de l'Aéronautique civile

De : J. Miranda-Correa, Chef de la Mission OACI au Congo

Lors d'une récente réunion, Monsieur Kabasubabo, Secrétaire Général au Ministère des Transports et Communications, autour duquel étaient réunis les Chefs de services des différents départements de son Ministère accompagnés des Chefs de Missions de l'ONUC, nous a informés de la reconduction pure et simple du budget du Ministère des Transports et Communications de 1962 en 1963.

Monsieur Kabasubabo a également attiré notre attention sur le fait que les autres Ministères avaient vu leur budget sensiblement augmenté dans des proportions variables allant de 10 à 100%. Pour ne mentionner que le budget intéressant l'aéronautique civile (62.250.000 FC), montant nettement insuffisant et permettant à peine le payement des salaires dus au personnel de la Direction de l'Aéronautique civile et des aéroports principaux, il m'est des plus important de porter à votre attention l'incidence possible de cet état de fait sur l'expansion économique de la République du Congo et sa répercussion sur le plan international.

Nul n'ignore que l'aviation civile est au Congo le promoteur de l'expansion économique et joue, par conséquent, un rôle prépondérant. Important aussi pour la mise en valeur économique du Congo, le transport

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BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

aérien ne l'est pas moins si l'on examine les conséquences de son emploi sur le plan de la vie politique et administrative, ainsi que sur le plan de la vie des entreprises ou sur celui de la vie individuelle.

Monsieur Kabasubabo nous a fait part de son inquiétude de devoir prendre des mesures draconiennes allant jusqu'à la fermeture de certains aéroports actuellement desservis par la Compagnie nationale Air Congo. Inutile de vous dire combien cela affecte notre mission d'assistance technique dont le but a toujours été de promouvoir l'aviation civile dans ce pays qui en a si besoin et de l'élever aux mêmes standards que celle des autres pays.

Notre mission avait élaboré durant 1962, conjointement avec les autorités congolaises et des représentants de la compagnie nationale, un plan de reconsolidation de l'infrastructure électrique et radio-électrique au profit de la sécurité de la navigation aérienne au Congo.

Vous comprendrez certainement que tous nos efforts conjoints visant à l'amélioration de la sécurité de la navigation aérienne deviennent caducs, alors qu'une attribution de devises provenant de la cinquième aide américaine nous avait été allouée pour la mise en oeuvre de ce projet.

Malgré de nombreuses et répétées interventions de notre part auprès des services intéressés, les fonds de contrepartie nécessaires au déblocage de ces devises n'ont jamais pu être mis à notre disposition et la reconduction du budget pour l'aéronautique civile de 1962 en 1963 nous permet de croire que notre projet ne pourra jamais être implanté.

Par ailleurs, cet état de fait pose à la République du Congo de grands problèmes sur le plan international. A partir du moment où la République du Congo a été élevée au rang de membre contractant de l'Organisation de l'Aviation Civile Internationale (27 juillet 1961), elle s'est

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BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

engagée vis-à-vis des autres membres contractants de l'Organisation d'apporter sa contribution active à l'aviation civile internationale et d'appliquer la politique de l'Organisation consistant à l'amélioration de la mise en application des plans régionaux de la navigation aérienne. L'objectif même de cette politique consiste à mettre en place toutes les installations énumérées par le plan régional AFI dans lequel le Congo est intégré. C'est là, sans doute, une partie essentielle de l'objectif, mais une partie seulement. Non seulement il faut se procurer et installer l'équipement des aérodromes conformément aux exigences de la technique, mais il faut aussi que le fonctionnement soit conforme aux normes, pratiques recommandées et procédures de l'OACI et surtout que l'entretien en soit assuré par un personnel compétent.

Pour faire face à ses engagements, la République du Congo se doit d'établir un programme national pour l'aviation civile et amener ce programme jusqu'à sa réalisation.

Lorsque le programme national de mise en application a été arrêté par l'Administration de l'aviation civile, l'étape suivante consiste à obtenir du Gouvernement qu'il en approuve la mise à exécution.

A ce stade, la question cruciale est ordinairement la possibilité, pour le gouvernement, ou sa volonté de dégager les fonds nécessaires à l'exécution du programme.

Il doit être souligné ici qu'il appartient au gouvernement de décider comment les crédits disponibles doivent être répartis pour le bien général du pays et de sa population. Les avantages qu'apporte le progrès dans le domaine aéronautique, et les pénalités qu'il faut attendre de la stagnation et d'un recul doivent être signalés clairement à des niveaux gouvernementaux suffisamment élevés pour qu'une partie équitable des ressources de l'Etat soit affectée aux besoins de l'aviation.

./4

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

Nos efforts conjugués doivent tendre vers une amélioration continue, cohérente et suffisamment rapide, des installations et services destinés à l'aviation civile nationale et internationale. La Mission d'assistance technique de l'OACI au Congo a comme seul but d'assister le Gouvernement congolais dans la mesure de ses ressources disponibles à prendre des dispositions propres à réaliser un tel objectif.

Dans la poursuite de l'objectif qui consiste à réaliser une infrastructure pleinement satisfaisante, il est naturel sans doute que l'attention se concentre sur ces faiblesses et les moyens d'y remédier. Pour se faire une juste idée de la situation, on se doit de reconnaître que beaucoup a été fait, en travail et en argent, pour apporter une amélioration, et que des perfectionnements importants ont déjà été réalisés alors que d'autres doivent se poursuivre.

Le développement de l'infrastructure de l'aviation civile a été entrepris activement en 1951. Au cours des dix années qui ont suivi, 2,26 milliards de francs congolais ont été investis dans cette infrastructure d'ensemble. En outre, il avait été prévu d'engager, pendant les années allant de 1960 à 1969, des dépenses d'un montant de 753.742.000 FC pour l'équipement de l'aéronautique en matériel radio et installations diverses. L'indépendance a vu s'arrêter cette évolution indispensable à l'aviation civile.

Un autre problème non moins important que l'infrastructure aéronautique est celui de la formation du personnel. Il a été reconnu depuis longtemps que l'insuffisance de personnel qualifié et compétent est la principale entrave au bon fonctionnement des services aéronautiques au sol. Ce problème est particulièrement aigu au Congo où la Mission d'assistance technique de l'OACI apporte une énorme contribution dans la formation et l'entraînement du personnel spécialisé de l'aéronautique civile.

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BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

Notre effort serait vain si le Gouvernement de la République du Congo n'envisageait pas de reclasser le personnel spécialisé sortant de stages de formation et d'entraînement de façon à ce que leurs salaires, en particulier, correspondent aux responsabilités et au travail que ces spécialistes devront assumer.

Le Gouvernement se doit donc d'offrir des traitements et un régime d'emploi suffisamment intéressants pour attirer un nombre suffisant d'élèves et pour retenir les élèves diplômés aux postes pour lesquels ils ont été formés. La concurrence des autres employeurs est généralement très forte et l'on peut dire aussi que, bien souvent, ces employeurs n'appartiennent pas à l'industrie aéronautique. Les responsabilités, la nécessité des qualifications spéciales et l'importance d'un sens rigoureux du devoir, sont des facteurs importants dont devraient tenir compte le Gouvernement congolais lorsqu'il fixe les rémunérations et les autres conditions de travail attachées aux postes des services aéronautiques au sol.

Il est à signaler ici qu'il est peu de postes dans la Fonction Publique au Congo et dans d'autres pays, où la compétence et le sens du devoir sont aussi directement liés à la protection des biens et des vies humaines. La fixation de salaires suffisants n'est pas seulement une manière de reconnaître les qualités exigées des titulaires, mais elle joue également un rôle important sur le moral et contribue à attirer et à retenir les persones qui ont les qualités requises.

Tout ce qui affecte le moral du personnel des services aéronautiques nuit à l'efficacité de ces services, étant donné que, par leur nature même, ils exigent de l'initiative et de l'enthousiasme à tous les niveaux.

Le Gouvernement congolais se doit donc de prévoir, dans le budget de l'aéronautique civile, suffisamment de ressources pour payer les fonctionnaires de l'Aéronautique civile d'une façon équitable en tenant compte de leurs responsabilités et créer des conditions d'emploi qui séduiront et retiendront les personnes ayant les qualités requises, appliquer une poli-

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tique de l'emploi et des méthodes qui créeront et maintiendront un moral élevé.

Enfin, il faut reconnaître que le rythme d'amélioration, même dans les circonstances les plus favorables, ne peut être que lent et que pendant longtemps, les méthodes et les procédures aéronautiques devront tenir compte des insuffisances du personnel et que, sans une concentration et une multiplication constante des efforts, la situation risque plus de s'aggraver que de s'améliorer.

C'est là, je crois, l'argumentation pertinente que vous pourriez utiliser lors des discussions que vous-même ou le Bureau de coordination économique installé auprès du Cabinet du Premier Ministre, pourriez avoir à léchelon gouvernemental avec les autorités congolaises pour solutionner ce grave problème posé par le manque de fonds pour l'aéronautique civile congolaise.

Je crois également qu'une intervention de votre part auprès du Premier Ministre serait salutaire et tout le profit que nous en tirerions serait au bénéfice de l'aviation civile congolaise.

10-19

OPERATION DES NATIONS UNIES AU CONGO

UNITED NATIONS OPERATION IN THE CONGO

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

File :
Folio: 975/63

JUL 1 1963
ACTION
Brooks

Office memorandum 11 juillet 1963

A : M. S.H. Ahmed, Chef des Opérations Civiles de l'ONUC, Royal

cc: M. Kabasubabo, P. - Secrétaire Général aux Transports & Communications

M. Mandeuvo, P. - Directeur de l'Aéronautique civile

De : J. Miranda-Correa, Chef de la Mission OACI au Congo

Lors d'une récente réunion, Monsieur Kabasubabo, Secrétaire Général au Ministère des Transports et Communications, autour duquel étaient réunis les Chefs de services des différents départements de son Ministère accompagnés des Chefs de Missions de l'ONUC, nous a informés de la reconduction pure et simple du budget du Ministère des Transports et Communications de 1962 en 1963.

Monsieur Kabasubabo a également attiré notre attention sur le fait que les autres Ministères avaient vu leur budget sensiblement augmenté dans des proportions variables allant de 10 à 100%. Pour ne mentionner que le budget intéressant l'aéronautique civile (62.250.000 FC), montant nettement insuffisant et permettant à peine le payement des salaires dus au personnel de la Direction de l'Aéronautique civile et des aéroports principaux, il m'est des plus important de porter à votre attention l'incidence possible de cet état de fait sur l'expansion économique de la République du Congo et sa répercussion sur le plan international.

Nul n'ignore que l'aviation civile est au Congo le promoteur de l'expansion économique et joue, par conséquent, un rôle prépondérant. Important aussi pour la mise en valeur économique du Congo, le transport

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aérien ne l'est pas moins si l'on examine les conséquences de son emploi sur le plan de la vie politique et administrative, ainsi que sur le plan de la vie des entreprises ou sur celui de la vie individuelle.

Monsieur Kabasubabo nous a fait part de son inquiétude de devoir prendre des mesures draconiennes allant jusqu'à la fermeture de certains aéroports actuellement desservis par la Compagnie nationale Air Congo. Inutile de vous dire combien cela affecte notre mission d'assistance technique dont le but a toujours été de promouvoir l'aviation civile dans ce pays qui en a si besoin et de l'élever aux mêmes standards que celle des autres pays.

Notre mission avait élaboré durant 1962, conjointement avec les autorités congolaises et des représentants de la compagnie nationale, un plan de reconsolidation de l'infrastructure électrique et radio-électrique au profit de la sécurité de la navigation aérienne au Congo.

Vous comprendrez certainement que tous nos efforts conjoints visant à l'amélioration de la sécurité de la navigation aérienne deviennent caducs, alors qu'une attribution de devises provenant de la cinquième aide américaine nous avait été allouée pour la mise en oeuvre de ce projet.

Malgré de nombreuses et répétées interventions de notre part auprès des services intéressés, les fonds de contrepartie nécessaires au déblocage de ces devises n'ont jamais pu être mis à notre disposition et la reconduction du budget pour l'aéronautique civile de 1962 en 1963 nous permet de croire que notre projet ne pourra jamais être implanté.

Par ailleurs, cet état de fait pose à la République du Congo de grands problèmes sur le plan international. A partir du moment où la République du Congo a été élevée au rang de membre contractant de l'Organisation de l'Aviation Civile Internationale (27 juillet 1961), elle s'est

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engagée vis-à-vis des autres membres contractants de l'Organisation d'apporter sa contribution active à l'aviation civile internationale et d'appliquer la politique de l'Organisation consistant à l'amélioration de la mise en application des plans régionaux de la navigation aérienne. L'objectif même de cette politique consiste à mettre en place toutes les installations énumérées par le plan régional AFI dans lequel le Congo est intégré. C'est là, sans doute, une partie essentielle de l'objectif, mais une partie seulement. Non seulement il faut se procurer et installer l'équipement des aérodromes conformément aux exigences de la technique, mais il faut aussi que le fonctionnement soit conforme aux normes, pratiques recommandées et procédures de l'OACI et surtout que l'entretien en soit assuré par un personnel compétent.

Pour faire face à ses engagements, la République du Congo se doit d'établir un programme national pour l'aviation civile et amener ce programme jusqu'à sa réalisation.

Lorsque le programme national de mise en application a été arrêté par l'Administration de l'aviation civile, l'étape suivante consiste à obtenir du Gouvernement qu'il en approuve la mise à exécution.

A ce stade, la question crucial est ordinairement la possibilité, pour le gouvernement, ou sa volonté de dégager les fonds nécessaires à l'exécution du programme.

Il doit être souligné ici qu'il appartient au gouvernement de décider comment les crédits disponibles doivent être répartis pour le bien général du pays et de sa population. Les avantages qu'apporte le progrès dans le domaine aéronautique, et les pénalités qu'il faut attendre de la stagnation et d'un recul doivent être signalés clairement à des niveaux gouvernementaux suffisamment élevés pour qu'une partie équitable des ressources de l'Etat soit affectée aux besoins de l'aviation.

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OPERATION DES NATIONS UNIES
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Dans la poursuite de l'objectif qui consiste à réaliser une infrastructure pleinement satisfaisante, il est naturel sans doute que l'attention se concentre sur ces faiblesses et les moyens d'y remédier. Pour se faire une juste idée de la situation, on se doit de reconnaître que beaucoup a été fait, en travail et en argent, pour apporter une amélioration, et que des perfectionnements importants ont déjà été réalisés alors que d'autres doivent se poursuivre.

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Un autre problème non moins important que l'infrastructure aéronautique est celui de la formation du personnel. Il a été reconnu depuis longtemps que l'insuffisance de personnel qualifié et compétent est la principale entrave au bon fonctionnement des services aéronautiques au sol. Ce problème est particulièrement aigu au Congo et la Mission d'assistance technique de l'OACI apporte une énorme contribution dans la formation et l'entraînement du personnel spécialisé de l'aéronautique civile.

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OPERATION DES NATIONS UNIES AU CONGO

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BOITE POSTALE 7248
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C'est là, je crois, l'argumentation pertinente que vous pourriez utiliser lors des discussions que vous-même ou le Bureau de coordination économique installé auprès du Cabinet du Premier Ministre, pourries avoir à léchelon gouvernemental avec les autorités congolaises pour solutionner ce grave problème posé par le manque de fonds pour l'aéronautique civile congolaise.

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10-19 Registry

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COLF/269 11 July 1963

To : Mr. M-Correa, Chief, ICAO Mission

From : T. Trisciuzzi, Asst. Chief Administrative Officer (Civ Ops)
Executive Officer, Congo Fund

Subject: Radio Transmitters for Elisabethville

Attached papers have been passed to us by the Chief, Purchasing and Supply Section.

In case the radio transmitters involved are still required in Elisabethville, please submit a requisition on Procurement in the normal manner.

(1)

10-19

Civ.Ops. 771/63

Mr. Correa

Attached is a copy of a letter which Mr. Amachree, Under-Secretary in Charge of Congo Civilian Operations, has sent to Mr. R. M. MacDonnell, Secretary General of ICAO, referring to the granting of status to the Civil Aviation School.

Will you please see the Minister again with a view toward his taking an immediate decision to legalize the School. In this connection I would be pleased to re-inforce your action with the Bureau of Economic Coordination if you will advise me.

10.7.63 James R. Brooks

ROUTING SLIP

TO

Mr. Brooks

	APPROVAL		NOTE AND RETURN
	SEE ME PLEASE		YOUR COMMENTS
	YOUR SIGNATURE		YOUR INFORMATION
	NOTE AND FILE		FOR ACTION

Attache memo from Mr. Amachree. I suggest that his letter to Mr. Macdonnell be brought to the attention of Mr. Correa with the request that the latter should see the Minister personally to ask that a decision in the matter should be taken as soon as possible.

DATE	FROM
8.7.63	S. Habib Ahmed Chef des Opérations civiles

UNITED NATIONS NATIONS UNIES

INTEROFFICE MEMORANDUM

TO: Mr. S. Habib Ahmed
Chief of Civilian Operations (Leopoldville)

Date: 26 June 1963 195__

FILE NO.:

FROM: Godfrey K. J. Amachree
Under-Secretary in charge of Congo Civilian Operations

SUBJECT: Civil aviation programming for years 1964-1965

... I am enclosing a copy of the letter I am sending today to Mr. Macdonnell in regard to the granting of official status to the civil aviation school at Leopoldville.

Air Mail Bond
MADE IN U.S.A.

GD:rr

TA 2/3.111

26 June 1963

Dear Mr. Macdonnell,

I wish to thank you for your letter of 13 June 1963, regarding the training of Congolese personnel to replace the ICAO experts in the operation of ground services for civil aviation in the Congo.

I am enclosing a copy of a memorandum from Mr. James Brooks, Deputy Chief of Civilian Operations in Leopoldville, in which he requests the Director of the Bureau of Economic Co-ordination of the Office of the Prime Minister to call the attention of Mr. Adoula to the important question raised in your letter.

I trust that Mr. Badre's efforts will be successful and that the law creating the civil aviation school will be promulgated soon.

Yours sincerely,

Godfrey K. J. Amachree
Under-Secretary in charge of
Congo Civilian Operations

Mr. R.M. Macdonnell, Secretary-General
International Civil Aviation Organization
International Aviation Building
1080 University Street
Montreal 3, P.Q., Canada

FIN 100 FIN 10-19

OPERATION DES NATIONS UNIES AU CONGO

UNITED NATIONS OPERATION IN THE CONGO

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC LEOPOLDVILLE

July 9th, 1963
KY/eb

FIX-100/2

To : Mr. Triscinski, Executive Officer, Congo Fund

Thirsinski

From : T. De Candia, Chief Finance Officer

Subject : ICAO Experts Chargeable to EPTA

Reference your CF-1187 of 24 June, 1963. I append below details and amounts paid by ONUC to Messrs Peche, Joubert and Correa, in respect of M.S.A.

Mr. Peche	- Period	1 Jan. - 6 May	$ 2.135.00
Mr. Joubert	- "	1 Jan. - 12 June	$ 2.642.50
Mr. Correa	- "	24 May - 30 June	$ 741.00
			5.518.50

As requested we have prepared the attached invoice No. 63/179 covering the period ending 30th June 1963 and should be grateful if you would arrange to forward same to ICAO Montreal.

Quarterly invoice will be forwarded to ICAO in respect of local payments made to Messrs. Joubert and Correa.

cc : Mr. Albanis : Debit A/C 613-04 for M.S.A. entitlements of Messrs. Joubert and Correa.
Miss Donagan : Debit all Travel expenses in respect of Messrs. Joubert and Correa to A/C 613-04
G/Accounts Unit : to issue quarterly invoice to ICAO for the above.

INVOICE
FACTURE

ONUC FINANCE
Léopoldville
B.P. No 7248

INVOICE No ONUC/63-179
DATE 8 July 1963
CURRENCY U.S.$.

TO:

CHIEF OF FINANCE DIVISION
ICAO - MONTREAL

We have charged the following items to your account.
Nous avons passé les écritures suivantes au débit de votre compte.

Item No.	DESCRIPTION	AMOUNT
	To charge you with Mission Subsistance Allowance paid to the following ICAO Staff as per attached details:	
	NAME / PERIOD / AMOUNT U.S.$.	
	Mr. PECHE — 1 Jan. to 6 May, 1963 — 2.135.00	
	Mr. JOUBERT — 1 Jan. to 30 June, 1963 — 2.642.50	
	Mr. CORREA — 24 May to 30 June, 1963 — 741.00	
	5.518.50	5.518.50
	Five Thousand Five Hundred Eighteen Dollars and 50/100	
	T. De Candia Chief Finance Officer	
	A/C 613-04 JV/63/7-42	
	TOTAL	5.518.50

When settling please refer to invoice number.
Prière de mentionner le numéro de la facture au moment de la liquidation.
Please note that this invoice should be settled within 30 days otherwise the amount will be deducted from your_____

NOTE: Le paiement de cette facture devra être effectué dans un délai de 30 jours. Passé ce délai, le montant sera déduit de

votre_____

ATTACHEMENT TO INVOICE No. ONUC/63-

Mission Subsistance Allowance paid to:

1 - Mr. PECHE

	No. of Days	
1 to 22 January	22	
24 to 31 January	8	
1 to 28 February	28	
1 to 1 March	1	
3 to 31 March	27	
1 to 30 April	30	
1 to 6 May	6	
	122	x $ 17.50 = $ 2.135.00

2 - Mr. JOUBERT

1 to 22 January	22	
24 to 31 January	8	
1 to 28 February	28	
1 to 3 March	3	
7 to 31 March	25	
1 to 13 April	13	
17 to 25 April	9	
1 to 31 May	31	
1 to 12 June	12	
	151	x $ 17.50 = $ 2.642.50

3 - Mr. CORREA

24 to 31 May	8	
1 to 30 June	30	
	38	x $ 19.50 = $ 741.00
		5.518.50

SHA/Rcm

10-19
T-100 (64-65)

Civ. Ops. 754/63 le 8 juillet 1963

Monsieur J.C. Correa, Représentant de l'OIAC

S. Habib Ahmed, Chef des Opérations civiles

Projet de programme pour l'année 1964-1965 relatif à l'Aviation civile

.... Je vous remets, ci-joint, un exemplaire de la lettre que j'adresse, ce jour, au Premier Ministre concernant un projet de programme pour l'année 1964-1965 relatif à l'Aviation civile, ainsi que
.... cinq exemplaires du projet.

Je vous serais obligé de bien vouloir transmettre un exemplaire du projet au Ministre intéressé, de le discuter avec lui, et de prendre les dispositions nécessaires pour qu'il fasse connaître son accord sur le projet au Bureau de la Coordination économique du Cabinet du Premier Ministre.

10-19
T-100 (64-65)

SHA/Rcm

Civ. Ops. 752/63 le 8 juillet 1963

Monsieur le Premier Ministre,

..... J'ai l'honneur de vous soumettre, ci-joint, un projet de programme relatif à l'Aviation civile pour l'année 1964-1965, qui a été préparé sur la base des consultations ayant eu lieu avec le Ministre intéressé.

Des exemplaires supplémentaires de ce projet de programme sont adressés, par courrier séparé, au Bureau de la Coordination économique qui prendra les dispositions nécessaires pour recueillir les vues et observations du Ministre sur le projet avant qu'il ne soit transmis, avec votre accord, aux Opérations civiles des Nations Unies pour action.

Veuillez agréer, Monsieur le Premier Ministre, les assurances de ma très haute considération.

S. Habib Ahmed
Chef des Opérations civiles

Son Excellence
Monsieur Cyrille Adoula,
Premier Ministre de
la République du Congo.

cc. M. le Directeur du Bureau de la Coordination économique
M. Correa

10-19
F. 100 (64-65

SHA/ Rcm

Civ. Ops. 753/63 le 8 juillet 1963

Monsieur le Directeur,

.... J'ai l'honneur de vous adresser, ci-joint, 10 exemplaires du projet de programme relatif à l'Aviation civile pour l'année 1964-1965,
.... ainsi qu'un exemplaire de la lettre de même date que j'adresse au Premier Ministre,

Je vous serais obligé de bien vouloir recueillir les vues et observations du Ministre intéressé sur le projet et me les communiquer afin que je puisse agir en conséquence.

Veuillez agréer, Monsieur le Directeur, l'assurance de ma considération distinguée.

S. Habib Ahmed
Chef des Opérations civiles

Monsieur le Directeur du Bureau
de la Coordination économique,
Bureau de la Coordination économique,
Bâtiment administratif,
Léopoldville.

REGISTRY
10-19

DMcR

COLF/244
CIV/OPS/202-6(63)

28 June 3

To : Mr. C.T.G. Linden, Forestry Advisor, FAO, Room 21E, Chanic

From : T. Trisciuzzi, Assistant Chief Administrative Officer, Civilian Operations, and Executive Officer, Congo Fund

Subject : Receiving and Inspection Report

Please sign the enclosed Receiving and Inspection Report and return to this office soonest so that we may close the file.

10-19
TSUO/1
FIN 100 (1)
HP/ab

CF-1187

24 June 1963

TO: Mr. T. de Candia, Chief Finance Officer

FROM: H. Pichler, Administrative Officer, Congo Fund

SUBJECT: ICAO Experts chargeable to EPTA

1. The Technical Assistance Board has decided to contribute $500 000 to the 1963 Civilian Operations Programme to enable the financing of several advisory and training posts included in major projects which so far were paid by the Congo Fund.

2. In the case of ICAO, EPTA had agreed to absorb all charges (salaries and related allowances) concerning the Chief of Mission and the Chief Training Adviser.

3. We have now received the following request from ICAO, quote: "Because of the late appointment of a Chief for the ICAO T.A. Mission in the Congo some savings were made under the Expanded Programme of Technical Assistance - Congo - 1963, and consequently D/TAB has decided that salary and allowances payments made to Messrs. Joubert and Pêche be charged to EPTA, for the period 1 January to 6 May 1963 in the case of Mr. Pêche and for the whole of 1963 for Mr. Joubert.

Salary and dependency allowance payments effected by Headquarters and so far debited to ONUC on our monthly bills will now be reversed and debited to EPTA. The corresponding credits will also be given to ONUC on our next bill. As regards to the payments made directly to these two experts by ONUC, such as the daily subsistance for example, I would appreciate it if you would please forward a statement from ONUC showing the details and amounts involved for the period 1 January to 6 May 1963 in the case of Mr. Pêche and for quarterly periods for Mr. Joubert, and as soon as this information is available at Headquarters, we will show the relevant credits on our bills to ONUC."

4. You will probably know that Mr. Pêche acted as Chief of Mission until the appointment of Mr. Correa (6 May 1963).

5. Complying with ICAO's request, we should be grateful if you would provide us all information concerning the MSA payments made to:

Mr. Pôche	-	Period	1 Jan. to 6 May 1963.
Mr. Joubert	-	"	1 Jan. to 31 May 1963.
Mr. Correa	-	"	6 May to 31 May 1963.

In our books, we have recorded the following charges:

Mr. Pôche.			
Salary 1 Jan. -6 May '63	=	$4,456.48	
Family Travel	=	864.—	
Internal Travel	=	347.—	$ 5,667.48
Mr. Joubert.			
Salary 1 Jan. -31 May '63	=	$5,193.95	
Internal Travel	=	78.—	
Travel Claim	=	51.87	
Double Accommodation	=	44.46	$ 5,368.28
			$11,035.76.

We would appreciate if you would issue an invoice to ICAO, Montreal, covering all charges as requested above.

cc: Mr. Correa.

rey.

10-19

Ref: Civops 561/63 22 June 1963

To: Mr. B.T. Twigt, Chief Administrative Officer

From: S. Habib Ahmed, Chief of Civilian Operations

Subject: Inspection and familiarization tour

Reference is made to your memorandum of 21 June 1963 to Mr. Tooby on the above subject. I have reviewed the matter of Mr. Correa's trip and am satisfied that his use of the DC.3 is operationally necessary. I would appreciate it, therefore, if you would kindly approve this trip for the purpose of inspection and familiarization of the ICAO operations in the Congo.

In justification, I wish to say that we are making every effort to lighten the burden on financial resources of Civilian Operations and ONUC of the cost of the ICAO programme. This inspection trip will permit ICAO to make a thorough review of their requirements for experts. In this connexion I wish to refer you to Office Memorandum no. 398 dated 12 June 1963 from the Director of the Technical Assistance Bureau, Mr. H. Costa, to the .... Chief of the ICAO TA Mission, Congo, copy of which is attached.

22/6/63
Note: Mr. Twigt authorized the trip indicated by noting his approval on the original of this memo. [illegible]

file 24/6/63

URGENT

INTER-OFFICE MEMORANDUM

From: FREDERICK W. TOOBY,
Deputy Chief Administrative Officer,
(Civilian Operations).

Room 262.
EXT.218.

To: Mr J Brooks DCCO.

Mr Twigt has refused to authorize the use of a special flight by DC3 for Mr Correa's inspection tour.

His refusal is based on a study of comparative costs which I have reviewed and agreed.

Would you please inform Mr Correa?

F W Tooby

10-19

OPERATION DES NATIONS UNIES AU CONGO

UNITED NATIONS OPERATION IN THE CONGO

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

21 June 1963

To: Mr. F. Tooby, Deputy Chief Administrative Officer, Civilian Operations

From: Ben T. Twigt, Chief Administrative Officer

Subject: Inspection and familiarization tour

Ref: Memorandum dated 11 June '63 from Mr. M. Correa, Chief of ICAO TA Mission

I understand that the cost in utilizing a DC 3 in accordance with the itinerary furnished by Mr. Correa would be in the neighbourhood of $6,000. If he were to use the ONUC scheduled services to visit Elizabethville, Albertville, Kamina and Luluabourg, he will need to use the Air Congo services only for the remaining places in his itinerary. The cost of Air Congo tickets from Luluabourg/Kindu/Goma/Stanleyville/Coquilhatville/Leopoldville is about $335. Even if we calculate the commercial air fare for two persons, the total will not exceed $700. It will, therefore, be seen that detailing a DC 3 for this mission would not be justifiable in the interest of economy. I, therefore, regret my inability to agree to the proposal of Mr. Correa.

File : 1301
Folio : 872

CV/go

Inter Office Memorandum

11 June 1963

To : Mr. H. Ahmed, Chief of Civilian Operations
cc: Maj. Gen. Kaldager, UN Air Commander

From : M. Correa, Chief of ICAO TA Mission, Congo

Subject : Inspection and familiarization tour

I am planning to undertake an inspection and familiarization tour together with our Telecommunication Adviser Mr. P. Blok, to all the stations operated by ICAO in the Congo. The purpose of this tour is to check the present status of every station and plan the present and future necessity of manpower and material in order to maintain the safety and efficiency of the air traffic services throughout the Congo.

The routing schedules and scope of this tour is as follows:

24 June - Luluabourg; 0330
25 June - Kamina; 0145
26 June - Elisabethville; 0140 EZA-ABU 0240
27 June - Albertville and Goma; 0200 GOMA-KINDU 0140
29 June - Kindu and Stanleyville; 0145 STAN-IOQ - 0315
30 June - Coquilhatville and return to Leopoldville. 0220

We will inspect the flight information facilities, visit the existing aeronautical fix telecommunications network centres, solve personnel problems and get familiarized with all existing facilities at the airports. The UN Representatives and Base Commanders will be contacted and the transfer of the Goma communications centre will be discussed.

In case that this trip meets your approval I would ask Maj. Gen. Kaldager to make an aircraft DC-3 available as close as possible to the dates indicated above.

I would be grateful if I could have your comments on this subject at your earliest convenience.

Ref: Civops 486/63 13 June 1963

TO: Mr. T.W. Tooby, Deputy Chief Administrative Officer

FROM: James R. Brooks, Deputy Chief, Civilian Operations

SUBJECT: Inspection and Familiarization Tour of Mr. Correa, Chief of ICAO Mission

Approval has been given to Mr. Correa for his planned trip to inspect, and familiarize himself with, the various operational areas of ICAO.

Will you kindly assist him in every way possible to carry out this objective as outlined in his attached memorandum to Mr. Ahmed.

cc: Mr. Correa

Mr. Tooby - 3921 - 218

10-19
T-100
T-100/2

JA/Rem

Civ. Ops. 544/63 le 20 juin 1963

A: Monsieur le Professeur A.X. Badre, Directeur du Bureau de la Coordination économique

DE: James R. Brooks, Chef adjoint des Opérations civiles

OBJET: Dispositions nécessaires visant à octroyer un statut juridique à l'Ecole de l'Aviation civile

..... Je vous transmets, ci-joint, pour action, un exemplaire de la lettre du 13 juin 1963 que M. R.M. MacDonnell, Secrétaire général de l'Organisation Internationale de l'Aviation Civile, a adressée à M. Godfrey Amachree.

Cette communication fait ressortir un problème dont le Gouvernement congolais devrait se préoccuper sérieusement, soit la formation d'un personnel congolais capable d'assurer le fonctionnement de la circulation aérienne dans les principaux aéroports du Congo. Aucun Etat moderne ne peut, aujourd'hui, espérer poursuivre son développement normal sans l'aide de services aériens fonctionnant d'une manière sûre et efficace, tant sur les lignes intérieures qu'extérieures.

Pendant de nombreuses années encore, le Congo risque d'avoir à assumer des dépenses considérables pour l'utilisation des services d'un personnel étranger d'exécution destiné à assurer le fonctionnement de la circulation aérienne, à moins qu'il ne veuille affronter le problème de former du personnel congolais pouvant exécuter ce travail. Le Gouvernement a failli à cette tâche, bien que les conseillers de l'OIAC aient établi toutes les règles de procédure destinées à assurer cette formation. La coopération du Gouvernement congolais avec les experts de l'OIAC est absolument essentielle.

Vous rendriez un immense service au Gouvernement congolais si vous pouviez attirer l'attention des membres du Gouvernement des échelons supérieurs sur cette défaillance.

cc. Mr. Amachree
cc. Mr. Correa

AB/jp

cc: Mr. J. Correa
Personnel

→ 10-19 Horacha

CIVOPS/EX/01096

18 juin 1963

à Monsieur le Directeur du
Bureau de Coordination économique
LEOPOLDVILLE

Objet: Agrément de candidature

Monsieur le Directeur,

Dans le cadre de l'Assistance technique des Nations Unies à la République du Congo, j'ai l'honneur de soumettre à l'agrément du Gouvernement Central la candidature de:

M. KYLE Donald Vincent, de nationalité canadienne

au poste de conseiller des télécommunications aéronautiques attaché aux services consultatifs pour l'aviation civile, sous le projet no. 39-10-14.

Vous trouverez ci-joint photo-copie de la lettre du Ministre des PTT par laquelle il marque son approbation de cette candidature, ainsi que le curriculum vitae de l'intéressé.

Veuillez agréer, Monsieur le Directeur, les assurances de ma considération distinguée.

S.M. Ahmed
Chef des Opérations civiles
de l'ONU au Congo

ORGANISATION DES NATIONS UNIES AU CONGO

UNITED NATIONS ORGANIZATION IN THE CONGO

BOITE POSTALE 348
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE ONUC LEOPOLDVILLE

File : 1101
Folio : 847

10-19

SV/89

Inter Office Memorandum

17 June 1963

To : Mr. F. Tooby, Deputy Chief Adm Officer

From : M. Correa, Chief of ICAO TA Mission, Congo

Subject : Inspection and familiarization tour

With reference to the letter CIVOPS 485/63 of 13 June 1963, please find below names of the ICAO personnel integrating this group and the schedule of the planned trip.

We would be grateful if you could prepare the corresponding travel authorisations at your earliest convenience.

FOR ACTION

L. Brooks
F. Tooby

Inspection and familiarization trip to stations operated by ICAO, starting 24 June, ending 2 July 1961

Group: Mr. E. Correa - ID 5516
Mr. T. Blok - ID 2898
Mr. G. Villanueva - ID 1835

SCHEDULE:

24 June	-	Leopoldville/Lulua bourg	
		0800	1200
25 June	-	Lulua bourg	/Kasina
		0800	0945
26 June	-	Kasina	/Elisabethville
		0800	0940
27 June	-	E'ville	/Albertville
		0800	1040
27 June	-	Albertville	/Goma
		1400	1600
28 June	-	Goma	/Kindu
		0800	0940
29 June	-	Kindu	/Stanleyville
		1130	1515
30 June	-	Stan'ville	/Coquilhatville
		0800	1115
30 June	-	Coq'ville	/Leopoldville
		1400	1620

INFO. COPY Brooke

T. 100
10-19

Action to
File No.

TA 2/3.111
c.c. TA 1/3.111

13 June 1963

Dear Mr. Ansahree,

1. I acknowledge receipt of your letter of 3 June, with enclosures, regarding future financing of civilian operations in the Congo.

While this Organization is continuously maintaining the greatest interest in the Technical Assistance aspects of UN activities in the Congo and is equally seriously concerned over the present financial difficulties, I regret to have to mention that it would not be possible for ICAO to absorb the cost of a part of the programme in 1963 or 1964.

On the other hand, after a review of the circumstances with the ICAO Deputy Chief of Mission (Mr. Pêche), who is now in Montreal, we feel there may be cause to suggest some reduction to the operational side of the ICAO programme. Such reduction would be dependent upon the requirements of ONUC and of the domestic and international air operations in the Congo. If these requirements decrease (for instance, by limiting domestic air operations to daylight hours), the number of experts required to operate the aeronautical ground services could be reduced. However, caution must be exercised not to make any reduction adversely affecting the operation of the Léopoldville (N Djilli) airport and of the services necessary to the international air operations (FIR Leo).

In this connection, the Director of our Technical Assistance Bureau is writing to our Chief of Mission, making certain suggestions and requesting that this matter be discussed as soon as possible with Mr. Ahmed and also with the Congolese authorities concerned.

2. The general situation explained in your letter brings emphasis, once again, to the urgency for the training of Congolese personnel to replace the ICAO experts engaged in the operation of essential ground services for civil aviation in the Congo. Since the beginning of our Congo activities this is a question to which we have continuously given the highest priority, but in spite of our efforts, the Congolese Government has shown very little interest in the development of the training facilities required to instruct their own technicians.

3. The Civil Aviation School established by the ICAO Mission about two and a half years ago still occupies the same rented premises, is still administered by our Training Adviser and has no legal status in the framework of the Government's administration.

Mr. Godfrey K.J. Ansahree
Under-Secretary in charge of
Civil Operations in the Congo
United Nations,

We have taken all possible steps to convince the Congolese authorities of the urgent need to:

i) promulgate the law creating the School and giving it an official status;

ii) assigning appropriate buildings for the School (preferably at the N'Dolo airport).

To date, after more than two years of repeated negotiations with the authorities concerned, we have failed to register any significant contribution on the part of the Government to establish and sustain the training facilities necessary to prepare the Congolese technicians required for the operation of the essential ground services to civil aviation.

4. An overall re-examination of the UN programme of technical assistance to the Congo will probably be conducted jointly by ONUC and the Congolese Government in order to put in effect the financial arrangements described in the letters you have exchanged with the Prime Minister. This might afford an excellent opportunity to convince the Prime Minister that the Civil Aviation School must be established as an official Congolese training institution and must be given adequate administrative and financial support.

Perhaps you would like to instruct Mr. Ahmed to take these points into consideration during his discussions of the 1963/64 programme with the Prime Minister and with the Minister of Transport and Communications.

With my kindest regards.

Yours sincerely,

R.H. Hackenzell
Secretary General

c.c. Mr. Ahmed, Chief Civilian Operations, Congo
Mr. Carron - ICAO HQ, Congo.

10-19

Ref: Civops 486/63 13 June 1963

TO: Mr. T.W. Tooby, Deputy Chief Administrative Officer

FROM: James R. Brooks, Deputy Chief, Civilian Operations

SUBJECT: Inspection and Familiarization Tour of Mr. Correa, Chief of ICAO Mission

Approval has been given to Mr. Correa for his planned trip to inspect, and familiarize himself with, the various operational areas of ICAO.

Will you kindly assist him in every way possible to carry out this objective as outlined in his attached memorandum to Mr. Ahmed.

cc: Mr. Correa

10-19

ABM 450/4

Ref: Civops 485/63

13 June 1963

TO: Mr. Correa, Chief of ICAO, TA Mission, Congo

FROM: James R. Brooks, Deputy Chief, Civilian Operations

SUBJECT: Inspection and familiarization tour

I have discussed with Mr. Ahmed your plans to inspect, and familiarize yourself with, the various operational areas of ICAO.

You have his approval to make the trip. Mr. F. Tooby, Deputy Chief Administrative Officer, has been requested to assist you wherever possible.

cc: Mr. Tooby

ADM 450/4
10-19

ORGANISATION DES NATIONS UNIES AU CONGO

UNITED NATIONS ORGANIZATION IN THE CONGO

JUN 12 1963
ACTION

File : 1301
Folio : 872

TO: 1 Mr. Brooks
2
3
☐ - Action Completed
☐ - Acknowledged
☐ - No Action Required
INITIALS

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

CV/go

Inter Office Memorandum

11 June 1963

To : Mr. H. Ahmed, Chief of Civilian Operations
cc: Maj. Gen. Kaldager, UN Air Commander

From : M. Correa, Chief of ICAO TA Mission, Congo

Subject : Inspection and familiarization tour

I am planning to undertake an inspection and familiarization tour together with our Telecommunication Adviser Mr. P. Blok, to all the stations operated by ICAO in the Congo. The purpose of this tour is to check the present status of every station and plan the present and future necessity of manpower and material in order to maintain the safety and efficiency of the air traffic services throughout the Congo.

The routing schedules and scope of this tour is as follows:

24 June - Luluabourg;
25 June - Kamina;
26 June - Elisabethville;
27 June - Albertville and Goma;
29 June - Kindu and Stanleyville;
30 June - Coquilhatville and return to Leopoldville.

We will inspect the flight information facilities, visit the existing aeronautical fix telecommunications network centres, solve personnel problems and get familiarized with all existing facilities at the airports. The UN Representatives and Base Commanders will be contacted and the transfer of the Goma communications centre will be discussed.

In case that this trip meets your approval I would ask Maj. Gen. Kaldager to make an aircraft DC-3 available as close as possible to the dates indicated above.

I would be grateful if I could have your comments on this subject at your earliest convenience.

Correa

11 x. copy
this is important
[illegible] 2/7/6

Office Memorandum No. 398

TA 2/3.111 12 June 1963

To: Chief, ICAO T.A. Mission, Congo

From: Director, Technical Assistance Bureau

Subject: ICAO Operational Services

I am enclosing for your information copies of the following letters:

a) Letter dated 3 June from Mr. Amachree to Mr. Binaghi.

b) Letter dated 29 May from Mr. Amachree to Prime Minister.

c) Letter dated 3 June from Prime Minister to Mr. Amachree.

You will obviously conclude from this correspondence that the entire civilian operation in the Congo will now have to be subjected to more rigid financial control and that the ICAOTAM, as one of the largest and most important Mission, will certainly become a target for any paring down move by ONUC.

In the light of the circumstances, it is evident that we must do everything possible to try to lighten the burden on the financial resources of civilian operations and while, as you know, there is no possibility of a direct contribution by this Organization, we are making the following suggestions which you will wish to discuss with Congolese authorities and the Chief of Civilian Operations.

(a) The reimbursement by ONUC for the cost of operational aeronautical services would appear to be an indication that in the majority of cases the need for such services are dictated by ONUC requirements. If this is indeed the case, we suggest that you should at the earliest opportunity review these requirements with all ONUC personnel concerned in order to revise the ICAOTAM operational programme accordingly. For instance, it may well be that ONUC no longer has sufficient traffic to such airports as Coquilhatville, Goma, Kindu and some others to justify the maintenance of ICAO detachments at those points and that the withdrawal of ICAO experts would not seriously affect ONUC operations. Needless to say, any review of operational requirements should be done with the full participation of Congolese authorities who should also be invited to express their views particularly in connection with the withdrawal of our operational services from certain airports.

(b) Should the Congolese authorities wish ICAOTAM to maintain operational services at airports no longer considered essential for ONUC operations, you should ask them to make a formal request to the Chief of Civilian Operations. The Chief of Civilian Operations may then wish to explore the possibility of a direct Congo Government contribution for those services, in order to reduce the amount to be reimbursed from ONUC for aeronautical operational services.

(c) In view of the improvement to the aeronautical communications services, we are now wondering if it is still necessary to maintain a large detachment at Kamina. It would appear that the functions of Kamina can now be taken over by Elizabethville and perhaps you will be able to effect a substantial reduction in operational personnel at that airport or even, with the agreement of ONUC, remove the entire detachment.

(d) Perhaps consideration can now be given to limit all operational activities, except for Leopoldville, to hours of day time.

We have discussed this matter at length with Mr. Pêche and after reviewing many possibilities it would appear that our programme of operational technical assistance could be revised and that we could contribute substantially to ease the burden on the available financial resources.

Please keep us informed of any development and let us have your views on this question as soon as possibly convenient.

for P. Lawrence
P. Costa
Director
Technical Assistance Bureau

cc: Mr. Ahmed,
Chief, Civilian Operations, Congo

Kindest regards
Paul

JPF/lp

OPERATION DES NATIONS UNIES AU CONGO

UNITED NATIONS OPERATION IN THE CONGO

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

10-19

Civ. Ops. 479/63

le 12 juin 1963

Cher Monsieur Correa

J'ai eu plusieurs discussions avec le Bureau de la Coordination économique sur la question des procédures à adopter pour la préparation du programme d'assistance technique pour l'année 1964. Contrairement aux dispositions qui ont été appliquées jusqu'à présent pour le Gouvernement de la République du Congo, il est maintenant proposé que, pour l'année 1964, le programme soit élaboré par le Bureau de la Coordination économique, en accord avec les Ministères intéressés du Gouvernement, et qu'il soit soumis aux Opérations civiles comme la demande officielle du Gouvernement congolais. Le Bureau de la Coordination économique espère, naturellement, que les Chefs des Agences spécialisées et les Conseillers principaux aideront à la préparation des documents nécessaires et que, d'une façon générale, ils agiront en tant que conseillers pour toutes questions touchant aux aspects techniques des projets que le Gouvernement pourra proposer d'inclure dans le programme de 1964.

Sur la base des documents déjà soumis aux Opérations civiles pour le programme de l'année 1964, Messieurs Brooks et Gilpin préparent actuellement les bordereaux de soumission des projets s'y référant, lesquels constitueront les demandes de soumission de projets du Gouvernement congolais. Ces bordereaux de soumission seront envoyés au Bureau de la Coordination économique pour consultation avec les ministères intéressés qui comportent des programmes bilatéraux et les représentants des pays donateurs. Une fois les consultations terminées, un programme définitif sera établi par le Bureau de la Coordination économique et soumis aux Opérations civiles pour examen et action nécessaire.

La date limite de soumission aux Opérations civiles du programme complet pour l'année 1964 par le Bureau de la Coordination économique a été tentativement fixée au 1er juillet 1963. Je vous serais très reconnaissant de l'aide que vous voudrez bien apporter à MM. Brooks et Gilpin pour leur permettre de préparer d'une manière aussi compréhensible que possible les bordereaux de soumission de chaque projet. Tous deux se mettront en rapport avec vous pour l'établissement, avec votre collaboration, de ces projets de soumission.

Veuillez agréer, cher Monsieur Correa l'assurance de mes meilleurs sentiments.

S. Habib Ahmed
Chef des Opérations civiles

Monsieur

PDM 450/4

ORGANISATION DES NATIONS UNIES AU CONGO

UNITED NATIONS ORGANIZATION IN THE CONGO

10-19

File : 1301
Folio : 872

BOITE POSTALE 7248
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC. LEOPOLDVILLE

CV/go

Inter Office Memorandum

11 June 1963

To : Mr. H. Ahmed, Chief of Civilian Operations
cc: Maj. Gen. Kaldager, UN Air Commander

From : M. Correa, Chief of ICAO TA Mission, Congo

Subject : Inspection and familiarization tour

I am planning to undertake an inspection and familiarization tour together with our Telecommunication Adviser Mr. P. Blok, to all the stations operated by ICAO in the Congo. The purpose of this tour is to check the present status of every station and plan the present and future necessity of manpower and material in order to maintain the safety and efficiency of the air traffic services throughout the Congo.

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In case that this trip meets your approval I would ask Maj. Gen. Kaldager to make an aircraft DC-3 available as close as possible to the dates indicated above.

I would be grateful if I could have your comments on this subject at your earliest convenience.

ADM 460
10-19

ORGANISATION DES NATIONS UNIES
AU CONGO

UNITED NATIONS ORGANIZATION
IN THE CONGO

BOITE POSTALE 7948
LEOPOLDVILLE
REPUBLIQUE DU CONGO
CABLE: ONUC, LEOPOLDVILLE

C/ADM 900 GEN

7 June 1963

To: Mr. S.Ü. Ahmed, Chief of Civilian Operations, Congo

From: B.T. Twigt, Chief Administrative Officer

Subject: Alterations to the Newly Located ICAO Offices

1. Reference is made to memorandum 1102/716/63 of 6 May 1963 from Deputy Chief, ICAO TA Mission, on above subject, with copy to Chief General Services.

2. It is regretted that I cannot authorize General Services to go ahead with repairs at N'Dolo Airport (including installations of air conditioners, toilets, etc.) in order to accomodate the ICAO Technical Assistance Mission to the Ministry of Transport and Communications located in the ex Sabena Buildings at N'Dolo Airport.

3. In this respect I quote hereunder item 12 of Administrative Report No. 61 dated 24 May 1963 from New York :

> "Requisition CF/3-60062 - Air Conditioners for Bâtiment Administratif
>
> Reference is made to the sidelined note on this requisition. It would appear that the air conditioners are intended for United Nations staff working in the Government building. United Nations is not paying rent for the occupancy of space in the building and air conditioners may not be installed at ONUC expense. This was explained to Mr. Chapirot by Mr. Lansky during his recent visit to the Congo. Since we cannot authorize the procurement of these air conditioners, the requisition is returned herewith for cancellation."

4. Although the item does not directly refer to the request of ICAO yet it must be considered as policy as far as assistance by Civilian Administration is concerned on the subject of United Nations staff working in Government Buildings.

JUN 10 1963
ACTION
TO
1 Mr Brooks
2
3