effect". ...[18] However, whether or not that date becomes a moveable feast, decisions have already been taken to establish a double disapproval tariff regime throughout the Community, that is, fares will be determined by the market place, subject to constraints against excessive or predatory pricing. Because of exchange rate variations much will depend on progress towards full economic and monetary union. On third- and fourth-freedom services, there will be an "open skies" regime, that is, a Community carrier will be able to fly from any hub or regional airport in one Member State to any other hub or regional airport in another Member State without route or capacity restrictions; intra-Community fifth-freedom services will also be open but likely still subject to capacity constraints; and cabotage, as between one Member State and another will be subject to route and capacity limitations. Block exemptions from the application of competition rules to concerted practices are likely to be withdrawn. It is possible also that some or all of the EFTA countries may be associated with or integrated into the Community's air transport policy. While the combination of these measures may be greater than the sum of the individual parts, they would not constitute, in a strict sense, a single unified market. The provisions for fifth-freedom services or cabotage, if only because of route and capacity constraints, would not normally apply to carriers operating domestic services. This would also not suggest a single, central aeronautical authority governing civil aviation in the Community and its relations with the outside world. The Commission, however, in its February 1990 Communication to the Council on the Community's air relations with third countries does look to such an