

- Canada should revise its policy of fines on Canadian carriers for:
 - a. the failure of their counter agents in foreign countries to detect sophisticated forgeries or incomplete visa documents.
 - b. passengers who present themselves to Canadian authorities at destination with no documents when they were boarded at their point of origin with proper documents.
- Canada should continue to remain out of IASTA.
- Canada should retain discretionary control over the market entry of foreign, all cargo, fifth and sixth freedom operators to ensure that passenger services are not unduly affected.
- The Government should seek to include no-smoking clauses in bilaterals between Canada and foreign nations.
- CAI supports a double disapproval or zone of flexibility approach for pricing purposes on international routes where fair market conditions prevail.
- CAI believes that cabotage offers no opportunity for Canadian carriers in the United States and that the ability of U.S. carriers to operate cabotage segments in Canada would undermine the current highly competitive networks in place.