

they may affect concerted practices between Community carriers and third country carriers.

Capacity: This too will need to be reviewed in the light of the Community's abolition of capacity-shares between Member States by 1993. While constraints on capacity may not be precluded by the Community in agreements with third countries, subject to competition rules, the elimination of capacity-shares for Community carriers on intra-Community services should sharpen competition among Community carriers, and by extension between Community carriers and third country carriers on fifth-freedom segments within the Community.

Use of Airports and Airport Facilities: This Article usually provides for the extension of national treatment to the designated airline(s) of the other Contracting Party. There should be no legal problem here. However, IATA has already registered its concern that existing facilities and infra-structures within Western Europe cannot accommodate any further increase in air traffic. Present congestion is such as to impose definite physical limits. With the competition of the internal market, duty-free shopping facilities will be abolished for passengers travelling within the Community as well as on aircraft operating intra-Community services. This will cut airport revenues and no doubt affect airport plans for expansion and improvement of facilities.