

65. For discussion, see id., and 1992 Implications of a Single European Market, supra, note 50, pp. 92-3.
66. Commentary on this case is provided in the Competition Law Bulletin (Linklaters & Paines, Summer 1990), pp. 22-23.
67. OJ No C 212, 12.8.1988.
68. OJ No C 83, 11.4.1986.
69. See "EC Commission Reports on Advancement, Implementation of Competition Policy," Antitrust and Trade Regulation Report (BNA), vol. 59, August 23, 1990, pp. 312-13.
70. See the Second Survey on State Aids, Annex II, Table IA.
71. For a more detailed description of the market-opening measures that have been adopted in the EC air travel sector, see, for example, Randolph Gherson (Chief Air Negotiator, Department of External Affairs, Canada), The European Community's Common Air Transport Policy and Implications for Bilateral Service Agreements Between Member States and Third Countries, presented at the Canadian Bar Association, 75th Annual Meeting, London, September 24-27, 1990.
72. See "EC considers third stage to open up air transport," Financial Times, August 29, 1990.
73. Id.
74. See Commission of the European Communities, COM(87) 290, Brussels, 30 June 1987.
75. See EC Commission Directive of 16 May 1988 on competition in the markets in telecommunications terminal equipment (88-301-EEC), OJ No L 131, 27.5.1988. It should be noted, however, that the Commission's legal basis for adopting this Directive has been disputed (See Europe, 17 February 1990, no. 5196 (new series), p.11.).
76. See Commission Directive of 28 June 1990 on competition in the markets for telecommunications services (90-388-EEC), OJ No L 192, 24.7.1990.