

- Code sharing should not be allowed between Canadian carriers and foreign international carriers where there are no underlying bilateral rights.
- The Division of the World policy should be maintained.
- Because they affect investment decisions, policy guidelines must be clear. Attention must be paid to process issues. The process must be more open and must be expeditious.
- Terminal facilities should be designed for in-transit opportunities to be exploited. The Government policy should be revised to allow in-transit operations, including the co-mingling of originating and in-transit passengers.
- There should be an increase of the 25% foreign ownership rule to 49% with the caveat that control continues to reside in Canada.
- A distinction should be maintained between charter and scheduled services. In particular, charter fence rules, with respect to advanced booking, minimum stay and return travel, should continue to be required.
- The Government of Canada should purchase its transportation requirements from Canadian carriers.
- Access at Canadian facilities should be granted to foreign carriers only upon receiving assurances that acceptable facilities are available to Canadian carriers at destinations in the foreign carrier's country.