

3. That the Minister of Transport and the Canadian designated carrier would reach an understanding regarding that carrier's service plans;
4. That foreign carrier access to Canadian gateways would depend on the assessment of what would constitute the best service to the Canadian travelling public, on the value of the rights accorded to Canada in exchange, and on the best interests of Canada as a whole;
5. That more commercial cooperation between Canada's two international carriers be enforced;
6. That whenever possible the Canadian carrier to be designated to operate be identified prior to negotiation of the bilateral concerned;
7. That the Division of the World or access by one of the two Canadian carriers maintain the pre-eminent position of Air Canada;
8. That no changes to established designations for either of the two Canadian carriers would occur with the issuing of the policy.

Clearly the international policy addressed the development of the industry in a controlled, regulated manner.