

MARKET AFTER 1992. ARE WE TO ENVISAGE THE ABOLITION OF ALL RESTRICTIONS IN FARES, CAPACITY, ROUTES, FIFTH FREEDOMS AND CABOTAGE, SO THAT ALL FLIGHTS WITHIN THE COMMUNITY ARE REGARDED AS INTERNAL OR DOMESTIC?

WHAT SEEMS TO EMERGE FROM THE 1987 PACKAGE AND THE 1989 COMMISSION PROPOSALS, IF ADOPTED BY THE EC COUNCIL OF MINISTERS, IS A MIXED OR HYBRID REGIME. THE MEASURES OF LIBERALIZATION RELATING TO THIRD AND FOURTH FREEDOM SERVICES FROM ANY INTRA-COMMUNITY HUB IN ONE MEMBER STATE TO ANY OTHER INTRA-COMMUNITY HUB, FIFTH FREEDOMS AND CABOTAGE ESTABLISH A PREFERENTIAL AREA WITHIN THE COMMUNITY VIS-À-VIS THIRD COUNTRIES. (IT IS A NICE LEGAL POINT WHETHER ARTICLES 77, 78 AND 79, RELATING TO JOINT OPERATING ORGANIZATIONS AND POOLED SERVICES, IN THE CHICAGO CONVENTION ALLOW FOR THE INSTITUTION OF EXCLUSIVE PREFERENTIAL REGIMES, BUT THIS IS ALMOST A SUBJECT UNTO ITSELF.) THE COMMUNITY HAS A CLEAR OBJECTIVE TO PUT IN PLACE A COMMON AIR TRANSPORT POLICY, A UNIFIED COMMON MARKET IN AIR TRANSPORT BOUND BY COMMON