

Member States and to the free movement of personnel for the completion of the internal market by 31 December 1992. No less important issues of particular concern to third countries include the Commission's competence to negotiate with third countries; and the application of Community competition rules to third country carriers in respect of concerted practices. All the above issues are politically sensitive in national capitals within the Community. While Member States are agreed to achieve an internal market by the end of 1992, and are also agreed in principle on its necessary elements, it remains for them to agree to the Community subsuming their national sovereignty in the conduct of bilateral air relations and conclusion of air agreements with third countries.

Also by 1993, the geographical configuration of the Community's air transport policy may also be affected by the outcome of the Commission's negotiations initially with Norway and Sweden and later with the other EFTA countries, Austria, Switzerland, Finland and Iceland.

In considering the possible international implications of the Community's air transport policy, it is important to take account not only of existing legislation, regulations and directives for the completion of the internal market, but also of the direction of Commission policy thinking, which may well foreshadow future Community policy. In its Communication of February 1990 to the Council, the Commission put forward proposals relating to consultation and authorization procedures on "commercial aviation relations"