

- Canada's international aviation policy should be clearly enunciated in one document.
- Canada should retain its present non-signatory status to IASTA.
- The current Canadian process whereby bilaterals are negotiated requires review, particularly in relation to carriers being made aware of Canada's negotiating position in sufficient time to allow possible alternative courses of action to be taken.
- Canada's policy on single vs. multiple designation should be flexible and should maximize benefits to Canadian consumers and airlines.
- Canada's policy on a capacity regime generally should allow for open capacity on both single and double track operations subject to *ex post facto* review. Transborder capacity regime would be dependent upon the general direction the agreement takes.
- Internationally, the tariff regime should be liberalized in a gradual process eventually leading to a total removal of any tariff filing or approval requirement.
- Canada should oppose extraterritorial application of any foreign country's laws in relation to commercial air transportation, e.g., anti-trust.
- Canada's current charter policy should be reviewed in 1993.