

individual free trade agreements of EFTA countries with the Community to cover civil aviation. This would not be the case with third countries.

Bilateral Air Services Agreements

Looking through the glass darkly to the situation which may be faced some time post-1992, let us review the sorts of questions that arise in the context of the key provisions of bilateral air services agreements with third countries, including Canada.

Grant of Rights: the right granted by a Contracting Party to fly without landing across its territory. Does "its territory" refer to the Member State? If so, there would be no real change. Or does it cover the combined area of the twelve Member States? If so, who in the Community grants these rights? Who can suspend or revoke them? Does suspension or revocation of rights apply on a Community-wide basis? Is the authority exercised by the Commission on behalf of the Community as a whole, or is it vested in the Community and delegated to the Commission and/or the Member States?

Designation of Airlines: Will the twelve or so Community airlines be designated to each third country? Single destination could be retained, but where multiple designation is provided, will this be by city-pairs? In Canada's case, there are five agreements with Member States that allow for multiple designation on a country-pair basis; three agreements that allow