

precedent for this in the European Civil Aviation Conference where its twenty-two Member States, under a President elected from one of its representatives, conduct negotiations on trans-Atlantic fares with the United States. The Council, however, has yet to decide on the conduct of the Community's external air relations. Unlike trade, where access to the Community's customs union is governed by a common external tariff applied along a common customs border, access to air space involves national sovereignty. While access to national air space may become completely open to Community air carriers for intra-community air services, there are delicate political issues to be addressed before access to the air space of a Member State may be authorized by a central Community authority. For example, trade sanctions being largely a commercial policy matter, albeit influenced by political considerations, have been implemented on a Community-wide basis. Can the same be said, for example, in the case of the severance or establishment of air links? Even under the Single European Act of 1987 political cooperation and coordination would fall short of a Community common foreign policy. Air links have traditionally been closely related to national foreign policy and security considerations. The mandate given to the Commission to open negotiations with Norway and Sweden, and eventually with the other EFTA countries, would not necessarily set a precedent for third countries. In the former case, the negotiations will in the main deal with the terms and transition period for the association or integration of these countries with the Community's common air transport policy in the broad political context of a European Economic Space. That is, the extension of the