

are treated as on-line connections. The affected non-aligned carriers submitted that Canada should insist that in establishing CRS displays, interline and on-line connections be treated equally.

- These carriers saw no reason to retain the Division of the World policy and submitted that a multiple designation approach should be promoted.
- These carriers submitted that fare regulations and charter regulations should be eliminated or significantly reduced.

3. *Canadian Charter and New Entrant Carriers*

- Charter carriers pointed out that they provide an alternative to scheduled services. As such they create competition, especially in the leisure market. For this reason, charter operators believe that they should be given equivalent status with scheduled carriers. They expressed concern that they were treated as secondary and that their interests were often traded off in bilateral negotiations. At times countries impose restrictions on charter operations and Canada should resist such restrictions. Further, charter carriers were of the view that they should not be subject to having routes they develop turned over to scheduled carriers when they reach a certain maturity.
- Canada should ensure that there is mandatory non-discriminatory display in all relevant CRS systems for charter flights.
- Up to 49 percent foreign ownership of Canadian airlines should be allowed.