

These then are some of the implications that come to mind following a sketchy review of what the Community and the Commission have so far unveiled as to their plans. Under the present time table no negotiations with third countries are contemplated before the Council determines whether third country access to Community air space continues to remain divisible Member States, or becomes a single Community air space. This should also indicate how the Community proposes to conduct its relations with third countries. The outcome of the Community's negotiations with the EFTA countries may provide some answers; but it may also complicate matters further for third countries, if EFTA countries are co-opted or absorbed for air transport purposes into the Community's internal market.

Whichever way one looks at it, the re-negotiation of over 600 bilateral agreements will represent an interesting if formidable intellectual challenge for both sides of the negotiating table. The negotiating agenda for the Community will be massive and awesome. It will also be quite a cumbersome process for third countries: how to reach an overall balance of reciprocity in objectives, interests, benefits and opportunities.

Other Developments in Civil Aviation Environment

While the Community is working its way through the completion of the internal market in air transport, the world environment in civil aviation is unlikely to stand still until 1993. The evolutionary process toward an internal