SPECIALTY AIR SERVICES				
A Transfer tense	JANUARY 1, 1994	JANUARY 1, 1996	JANUARY 1, 1997	JANUARY 1, 2000
CANADA	MAPPING, SURVEYING, PHOTOGRAPHY, FOREST FIRE MANAGEMENT, FIRE FIGHTING, ADVERTISING, GLIDER TOWING, PARACHUTE JUMPING,	CONSTRUCTION, HELI-LOGGING	SIGHTSEEING, FLIGHT TRAINING, INSPECTION, SURVEILLANCE,	AERIAL SPRAYING
UNITED STATES	MAPPING, SURVEYING, PHOTOGRAPHY, FOREST FIRE MANAGEMENT, FIRE FIGHTING, ADVERTISING, GLIDER TOWING, PARACHUTE JUMPING,	CONSTRUCTION, HELI-LOGGING	SIGHTSEEING, FLIGHT TRAINING, INSPECTION, SURVEILLANCE,	AERIAL SPRAYING
MEXICO	FOREST FIRE MANAGEMENT, FIRE FIGHTING, GLIDER TOWING, PARACHUTE JUMPING, FLIGHT TRAINING		ADVERTISING, SIGHTSEEING, CONSTRUCTION, HELI-LOGGING	INSPECTION, SURVEILLANCE, MAPPING, PHOTOGRAPHY, SURVEYING, AERIAL SPRAYING

## **Chart 1: NAFTA Liberalization Schedule By Country**

## c) Operating Authority

## (i) National Treatment

Once a service is liberalized, each NAFTA country is obliged to grant qualified specialty air providers from other NAFTA countries authority to operate within its airspace. However, national safety standards and administrative requirements are applied, so long as the foreign NAFTA applicant is treated no less favourably than local service providers (in accordance with the principle of "national treatment"). For example, a Canadian operator is required to meet Mexican safety rules when operating in Mexico. Laws and regulations governing aviation in Canada, the U.S., and Mexico are different, and compliance with the laws of one country does not ensure compliance with the laws of another. As a result, an important consideration in gaining access to markets for specialty air services in the U.S. and Mexico involves an understanding of requirements that these laws impose. Some of the relevant aviation regulations of the U.S. and Mexico are discussed in the sections that follow.