

4. That consideration be given, during the negotiations, for the provision of an annual review to determine the impact of the agreement on services and carriers; *(page 13)*
5. That consideration be given, during the negotiations, to the inclusion of a sunset clause in the agreement; *(page 13)*
6. That consideration be given, during the negotiations, to the establishment of a mechanism to respond quickly to new and expanding service opportunities in the transborder markets; *(page 13)*
7. That consideration be given, during the negotiations, to a phase-in mechanism based upon a market share formula or some sort of capacity regime; *(page 13)*
8. That a new air agreement must guarantee equal and competitive access for Canadian carriers to essential airport facilities in the United States; *(page 14)*
9. That the government ensure that the appropriate and necessary airport infrastructure be provided in Canada to accommodate the increase in traffic flowing from a new transborder regime; *(page 14)*
10. That Canada explore whether to retain preclearance and, if retained, that the benefits derived by American carriers be paid for in some other way; *(page 14)*
11. That the government give consideration to the establishment of Canadian preclearance services at some major U.S. airports, such as New York, Chicago and Los Angeles, and that the government examine in cooperation with the United States the introduction of the red door/green door concept; *(page 15)*
12. That the negotiation of fifth freedom rights for our carriers deserves serious consideration as a commercial safeguard to ensure our fair share of benefits under a new agreement; *(page 16)*
13. That, in negotiating a new bilateral air agreement, provision must be made to ensure that the existing rules for computer reservation systems against bias and discrimination be maintained; *(page 17)*
14. That, in negotiating a new air agreement, a mechanism be established to provide adequate protection for our carriers against predatory pricing; *(page 17)*
15. That the government must give the highest priority to achieving a level playing field for doing business for Canadian air carriers; *(page 18)*
16. That the government give consideration to separating the negotiation of an all cargo/courier services agreement from the main negotiations and put it on a fast track; *(page 19)*
17. That the government give consideration, during the negotiation of a new bilateral agreement, to a regime which would allow for the unrestricted movement of Canadian and American private business aircraft within each other's country; *(page 21)*