

Effect of the NAFTA on Our Procedures

The implementation of the North American Free Trade Agreement, and its provisions relating to the operation of specialty air services, will not alter the basic requirement under Part 375 that operators of foreign civil aircraft obtain a foreign aircraft permit before conducting specialty air services in U.S. airspace. What will change, however, is the process of obtaining that authority. As noted above, the public interest finding the Department must make in order to issue a foreign aircraft permit is based largely on the existence of reciprocity on the part of the applicant's homeland. Under the NAFTA, when implemented, there will be a multilateral agreement between and among the United States, Canada, and Mexico providing that each country will approve (subject to applicable safety rules) applications for the covered specialty air services by operators of the other two, subject to a phase-in period for certain types of operations.

The following chart summarizes the operations covered and the phase-in periods. Note that while the NAFTA provides that both Canada and the United States will allow market access for the other NAFTA partners on the same schedule, it provides that Mexico will allow access to its market on a different schedule.

Phased coverage of specialty air services under the NAFTA (Coverage is effective either upon Entry Into Force (EIF) or the indicated number of years afterward)

<u>Service category</u>	<u>Canadian and U.S. markets</u>	<u>Mexican market</u>
Forest fire management	EIF	EIF
Fire-fighting	EIF	EIF
Glider towing	EIF	EIF
Parachute jumping	EIF	EIF
Aerial advertising	EIF	+3
Aerial mapping	EIF	+6
Aerial surveying	EIF	+6
Aerial photography	EIF	+6
Aerial construction	+2	+3
Heli-logging	+2	+3
Flight training	+3	EIF
Aerial sightseeing	+3	+3
Aerial inspection	+3	+6
Aerial surveillance	+3	+6
Aerial spraying	+6	+6