

With the growing affirmation environmental concerns, particularly for stricter noise abatement regulations, the Community will no doubt want to protect its airport communities. This will affect third country carriers which still maintain the older, chapter 2 noise level aircraft.

Exemption from Customs Duties and Other Charges: Here again, under existing bilateral agreements, national treatment or most-favoured-nation-treatment prevails on a reciprocal basis and no difficulty should arise.

Airline Representatives: The issue here is who will issue employment authorization and visas to representatives, and commercial, operational and technical staff of airline(s) designated by a third country. Will necessary documents be issued by a Community or national authority? If the former, will these be valid Community-wide. If the latter, will such documents be accepted in other Member States?

Avoidance of Double Taxation: To date taxation is still vested in national authorities of Member States with whom avoidance of double taxation agreements are concluded. In the event of a single air agreement with the Community as a whole, problems may arise if double taxation agreements have not been concluded with each of the twelve Member States. If existing double taxation agreements are maintained or "grand-fathered" this should present no problem for Canada.