

**CABO VERDE**  
**STATE AIR TRANSPORT ACTION PLAN SYSTEM (SATAPS)**



Area	Action	Reference
<b>Alleviation of restrictions</b>	Revise ASAs to alleviate air carrier ownership and control (ACOC) restrictions	Since 2000 All Air Services Agreements (ASAs) are signed based on principal place of business and regulatory control (no ownership control are required) at least it's mandatory for the other State.
<b>Alleviation of restrictions</b>	Revise ASAs to alleviate capacity restrictions	All Air Services Agreements are negotiated by Cabo Verde without capacity restrictions.
<b>Charges</b>	Implement ICAO policies on user charges	Charges are implemented taking in consideration ICAO Policies: cost recovery, efficiency and transparency. All charges to be approved need a public consultation.
<b>Competition</b>	Support ICAO Compendium of competition policies and practices (reply to ICAO State Letter EC2/109-15/42)	
<b>Competition</b>	Encourage cooperation among competition authorities	
<b>Competition</b>	Participate in ICAO Air Transport Symposium (IATS), March 2016	
<b>Competition</b>	Implement air transport operators cooperation through code share/alliances.	
<b>Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC)</b>	Support development by ICAO of connectivity indicator	
<b>Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC)</b>	Implement essential services schemes	
<b>Consumer protection</b>	Associate consumer representative organizations	The CAA works close to the Consumer Protection Association regarding implementation of any measure that can impact on consumer (economic, social or environment). There are continuous campaigns to inform passengers on their rights and duties.
<b>Consumer protection</b>	Adhere to Montréal Convention, 1999	The Government of Cabo Verde ratified the Montréal Convention on 21th June 2004.
<b>Consumer protection</b>	Use ICAO Core Principles (adopted by the ICAO Council on 17 June 2015) in regulatory and operational practices	<p>On August 1st the Cabo Verde Civil Aviation Authority launch a new campaign to inform the passengers on their rights and duties when travelling by air. This new campaign consist on a creation of a logo representing the passengers rights and we have in all our airports exhibitors that contain flyers on passengers rights (six flyers: on cancelation, flight delay, denied boarding, ticket, problem with baggage and facilitation), a Passenger Guide and the complaint form. The campaign was launched to the public and it's advertised in all our public television and national airports.</p> <p>The main objective of the campaign is to make passengers aware of their rights and duties and, at the same time, to create in the civil society the habit of claiming in defense of their interests. the whole campaign is supported by the national law on passenger protection approved in 2006. the Authority intended with the logo to have an image associated with the protection of passengers. this is not the first campaign, since regularly the CAA develops campaigns for this purpose.</p> <p>Along with the campaign we launched a passenger portal (website: <a href="http://www.passageiro.aac.cv">www.passageiro.aac.cv</a>) where any citizen can consult information when scheduling their trip, during the trip and reaching the final destination, and even make complaints. The whole campaign is produced in two languages (Portuguese and English)</p>
<b>Cooperation across value chain</b>	Support cooperation among stakeholders, including World Tourism Organization (UNWTO), International Air Transport Association (IATA), Airports Council International (ACI), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), African Union Commission (AUC), Airlines Association of Southern Africa (AASA)	
<b>Data and analysis</b>	Share data and analysis	

<b>Data and analysis</b>	Share customized traffic and cargo forecasts	
<b>Data and analysis</b>	Provide business analysis tools	
<b>Fleet renewal</b>	Adhere to Cape Town Convention, 2001	
<b>Fleet renewal</b>	Make use of Art. 83 bis of the Chicago Convention	
<b>Infrastructure development</b>	Consider practices to attract public/private capital, such as public-private partnerships (PPP)	
<b>Infrastructure development</b>	Provide sufficient infrastructure to accommodate growth	
<b>Infrastructure development</b>	Increase awareness of ICAO guidance on infrastructure funding	
<b>Market access liberalization</b>	Grant 7th freedom traffic rights for air cargo services	
<b>Market access liberalization</b>	Align Air Services Agreements (ASAs) with YD	
<b>Market access liberalization</b>	Implement Yamoussoukro Decision (YD) framework	
<b>Safety</b>	Implement safety targets of the Abuja Declaration on Aviation Safety in Africa, 2012	
<b>Safety</b>	Establish mechanisms to ensure sustainable funding of safety oversight functions	
<b>Security and facilitation</b>	Support electronic submission of data on goods passing borders; e-freight; e-air way bills (e-AWB)	
<b>Security and facilitation</b>	Develop and implement Regulated Agent and Known Consignor's programmes	
<b>Security and facilitation</b>	Establish mechanisms to ensure the sustainable funding of security oversight functions	
<b>Security and facilitation</b>	Implement electronic visas	
<b>Security and facilitation</b>	Eliminate non-physical barriers between States	
<b>Taxation</b>	Avoid imposing discriminatory levies on air transport	
<b>Taxation</b>	Implement ICAO policies on taxation	
<b>Taxation</b>	Assess economic impact of excessive taxation	
<b>Training</b>	Support ICAO efforts to quantify personnel shortages (Doc 9956)	
<b>Training</b>	Support ICAO capacity-building initiatives: Next Generation of Aviation Professionals (NGAP), Human Resources Development Fund (HRDF)	
<b>Training</b>	Use ICAO air cargo-specific training, including dangerous goods	