



CALAF

ICAO 4th Civil Aviation Legal Advisers Forum
27 to 29 May 2026 | Nassau, Bahamas

Hosted by



Panel 3

Advancing Modern Air Transport through Policy, Law and Cooperation

Sponsored by



INTERNATIONAL INSTITUTE
OF AIR AND SPACE LAW

LEGAL BASIS

Article 100(2) TFEU — EU competence to adopt measures in the field of air transport.

Market access and air services

Regulation (EC) No 1008/2008

Operating licences, EU air carrier status, ownership and control, route access, pricing freedom, leasing and PSOs.

Slots

Regulation (EEC) No 95/93

Common rules for the allocation of airport slots at coordinated EU airports.

Airport services and charges

Directive 96/67/EC · Directive 2009/12/EC

Groundhandling market access; transparent, consultative and non-discriminatory airport charging.

Common Authorities

European Union Aviation Safety Agency (EASA)

Developing common safety rules

Eurocontrol (EU)

Coordinating and supporting ANS and ATM



Distribution systems

Regulation (EC) No 80/2009

Code of conduct for computerised reservation systems and non-discriminatory access to booking channels.

Competition and State aid control

Articles 101–109 TFEU · Regulation (EC) No 1/2003

EU antitrust and State aid framework preserving a level playing field within the internal aviation market.

External level playing field

Regulation (EU) 2019/712

Protection against distortive practices by third countries or third-country entities affecting EU air carriers.

Passenger Rights

Regulation (EC) No 261/2004

Establishing common European rules on protection of air passengers in cases of denied boarding, flight cancellation, long delay.



CALAF

ICAO 4th Civil Aviation Legal Advisers Forum
27 to 29 May 2026 | Nassau, Bahamas

Hosted by



Panel 3

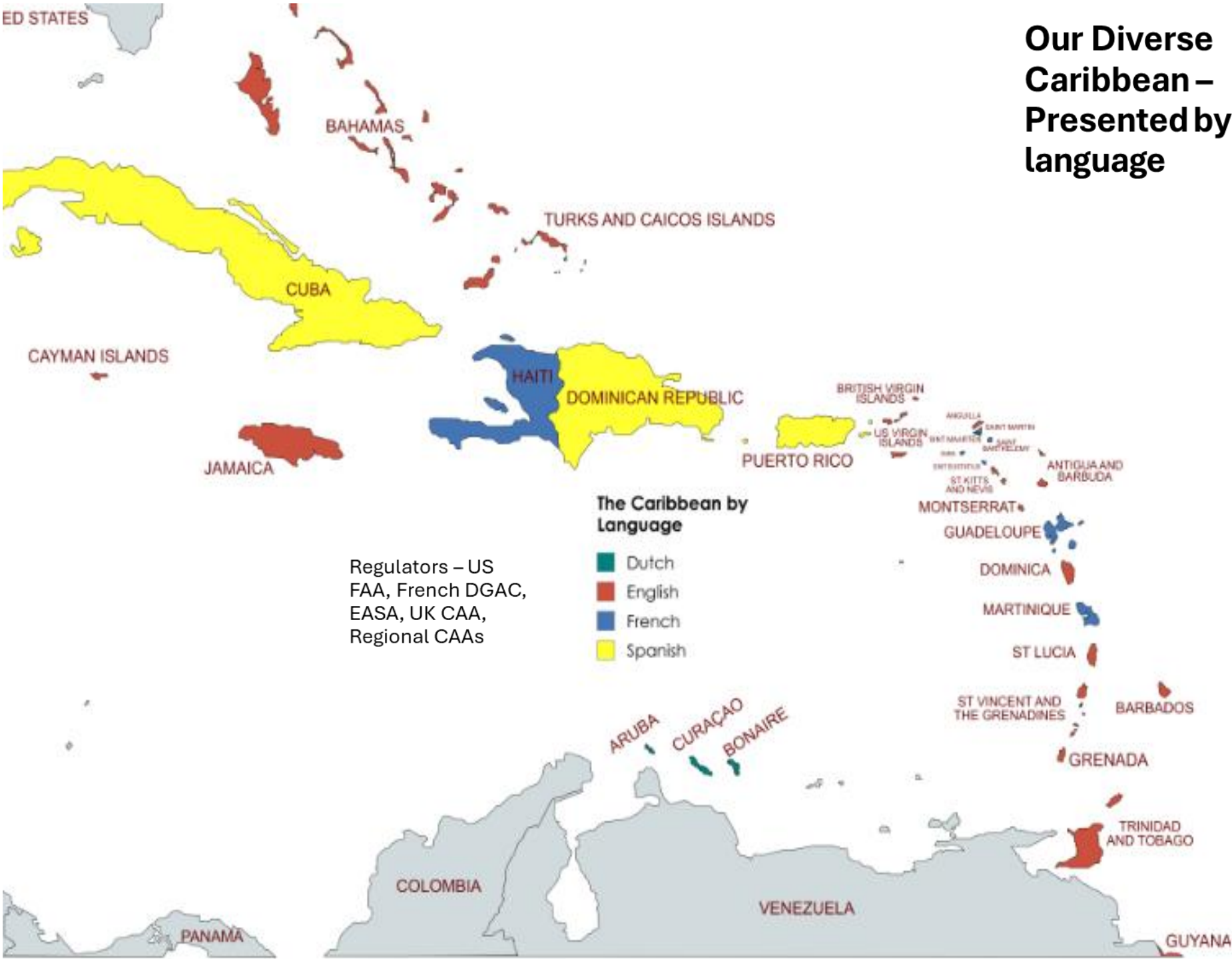
Advancing Modern Air Transport through Policy, Law and Cooperation

Sponsored by



INTERNATIONAL INSTITUTE
OF AIR AND SPACE LAW

Our Diverse Caribbean – Presented by language





CALAF

ICAO 4th Civil Aviation Legal Advisers Forum
27 to 29 May 2026 | Nassau, Bahamas

Hosted by



Panel 3

Advancing Modern Air Transport through Policy, Law and Cooperation

Sponsored by



INTERNATIONAL INSTITUTE
OF AIR AND SPACE LAW

SAATM ACHIEVEMENTS AT A GLANCE: SINGLE AFRICAN AIR TRANSPORT MARKET

MACROECONOMIC IMPACT

GDP CONTRIBUTION
\$75B+

JOBS SUPPORTED
8.1M

TRADE (ANNUALLY)
\$2.8B

TOURISTS TRAVEL (2025)
81M

POLITICAL COMMITMENT

38
SAATM STATES

26
SIGNED MOI

21
SAATM-PIP

CONNECTIVITY

23%
CONNECTIVITY

124
ROUTES

3M+
PAX

113M PAX (2025)
AFRICAN AIRLINES

ACCESSIBILITY

28%
VISA-FREE

20%
VOA

700+
AIRPORTS

20 PKD
KEY STATES

32 STATES
FMP Protocol

AFFORDABILITY & SUSTAINABILITY

AFFORDABILITY

ECOWAS DECISION **-25%**

TFC
FRAMEWORK
- UNDERWAY

SUSTAINABILITY

SAF STRATEGY
Sustainable Aviation Fuel

32 UPR
~\$14M SAVING
User Preferred Routes

CORSIA
- IMPLEMENTED

SAFETY & SECURITY

62.2%
EI - SAFETY

64.5%
EI - SECURITY



CALAF

ICAO 4th Civil Aviation Legal Advisers Forum
27 to 29 May 2026 | Nassau, Bahamas

Hosted by



Panel 3

Advancing Modern Air Transport through Policy, Law and Cooperation

Sponsored by



INTERNATIONAL INSTITUTE
OF AIR AND SPACE LAW

Liberalization of International Air Transport

Market Access

| DIRECT | INDIRECT |
|--------------|---------------|
| -Designation | -Airspace Use |
| -Route | -Airport Slot |
| -Capacity | -Visa |

Foreign Investment

| | Ownership | Control |
|---|-----------|---------|
| Domestic Law (Air Operator Certificate) | X | |
| ASA | Y | |



CALAF

ICAO 4th Civil Aviation Legal Advisers Forum
27 to 29 May 2026 | Nassau, Bahamas

Hosted by



Panel 3

Advancing Modern Air Transport through Policy, Law and Cooperation

Sponsored by



INTERNATIONAL INSTITUTE
OF AIR AND SPACE LAW

SAATM Implementation & Air Transport Liberalization

Key Barriers to Implementation



Low National Priority

Aviation is frequently deprioritized in national transport and economic policies, limiting political will for reform.



Restrictive BASAs & Protectionism

Legacy bilateral agreements and national carrier protectionism block new entrants and restrict capacity.



High Taxes & Charges

Elevated airport charges, fuel taxes, and airfare costs make intra-African travel among the most expensive globally.



Limited 5th Freedom Rights

Only 22 of the new routes exercise 5th freedom — a key driver of network efficiency that remains underutilized.



Weak YD Annex 5 Enforcement

The Yamoussoukro Decision's competition provisions are inconsistently applied, undermining market fairness.



Visa & Facilitation Barriers

Complex visa regimes and poor facilitation at airports continue to suppress passenger demand and route viability.



Regulatory Fragmentation

Inconsistent standards and overlapping mandates across Regional Economic Communities create compliance complexity.



CALAF

ICAO 4th Civil Aviation Legal Advisers Forum
27 to 29 May 2026 | Nassau, Bahamas

Hosted by



Panel 3

Advancing Modern Air Transport through Policy, Law and Cooperation

Sponsored by



INTERNATIONAL INSTITUTE
OF AIR AND SPACE LAW