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COURSE BROCHURE

# Aviation Law and Air Transport Agreements Training Course

14 – 18 March 2027
Manama

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Registered in the United Kingdom and Saudi Arabia

# Aviation Law and Air Transport Agreements Training Course

**Ref:** 2106_77592 **Date:** 14 – 18 March 2027 **Location:** Manama **Fees:** 5500 GBP

Aviation Law and Air Transport Agreements is a 1-week training course for airline legal, commercial and government relations managers who need to read, negotiate and apply the rules that decide where an airline may fly, and it builds a Route Rights Negotiation Brief. As carriers expand through partnerships and leased fleets, legal grounding shapes market access and exposure. Jupiter Prime Training delivers this course on aviation law and air transport agreements.

## Why Aviation Law and Air Transport Agreements Matters Now

Three forces shape aviation law and air transport agreements today: governments renegotiating market access, airlines growing through code-share and joint ventures, and passengers and shippers pressing liability claims. Carriers that read their bilateral rights well open routes on time and price risk accurately; those that do not face blocked frequencies and disputed leases. The course rests on the multilateral treaty principles of international civil aviation, the freedoms of the air and the standard clauses found in bilateral air services agreements.

## Who Gains Most from Aviation Law and Air Transport Agreements

- Counsel responsible for carrier contracts, leases and partnership terms
- Network staff responsible for traffic rights and route approvals
- Government relations officers responsible for bilateral consultations
- Commercial staff responsible for code-share pricing and capacity
- Claims staff responsible for passenger and cargo liability files

Airline legal and network departments gain most when counsel and route planners attend together.

## Aviation Law and Air Transport Agreements Capabilities

Participants turn treaty language and bilateral clauses into route, partnership and liability positions.

- Assess which freedoms of the air a bilateral text grants — network planning committee
- Weigh designation, ownership and control clauses — board and alliance partners
- Specify capacity, tariff and frequency positions for a consultation round — government relations lead
- Design code-share and wet lease terms that respect the underlying traffic rights — commercial director
- Calculate exposure under carrier liability regimes for passengers, baggage and cargo — insurance and claims teams
- Communicate the legal limits of a route ambition — executive management

## Key Aviation Law and Air Transport Agreements Terms

- Freedoms of the air — Commercial rights a state grants foreign carriers, from overflight to carrying traffic between other states.
- Bilateral air services agreement — A treaty between two states setting routes, designated carriers, capacity and tariffs.
- Designation — A state's nomination of the carriers entitled to operate agreed services.
- Cabotage — Carriage between two points inside one state, usually reserved for national carriers.
- Code-share — One carrier selling seats under its own flight number on a partner's service.
- Wet lease — A lease where the lessor supplies aircraft, crew and insurance and keeps operational control.

## Aviation Law and Air Transport Agreements Day by Day

### Day 1: Legal Foundations of Air Transport

- Sovereignty Over Airspace Principle — How States Control Access to Their Skies
- Multilateral Treaty Architecture — Where Global Rules Stop and Bilateral Deals Begin
- Freedoms of the Air Ladder — Which Rights a Route Plan Actually Needs
- Scheduled Versus Non-Scheduled Services — Permit Paths for Charter and Regular Flights
- Cabotage Restrictions — Limits on Domestic Traffic for Foreign Carriers

### Day 2: Bilateral Air Services Agreements

- Route Schedule Annex — Reading Points, Intermediate Stops and Beyond Rights
- Designation and Ownership Clauses — Eligibility of Carriers With Foreign Investors
- Capacity and Frequency Provisions — Predetermined Versus Liberal Market Access Models
- Tariff Filing and Pricing Articles — Freedom to Set Fares on a Route
- Open Skies Versus Restrictive Models — Choosing a Negotiating Ambition

### Day 3: Carrier Liability for Passengers and Cargo

- Passenger Injury Liability Regime — Strict Liability Tiers and Carrier Defences
- Delay and Denied Boarding Claims — Evidence Files and Settlement Positions
- Baggage Loss and Damage Limits — Declared Value and Notice Periods
- Air Waybill Cargo Liability — Weight-Based Limits and Shipper Declarations
- Liability Insurance Mapping — Matching Policy Cover to Treaty Exposure

### Day 4: Commercial Agreements Built on Traffic Rights

- Code-Share Agreement Structure — Marketing Carrier Duties and Operating Carrier Control
- Wet, Dry and Damp Lease Terms — Operational Control and Approval Needs
- Joint Venture and Alliance Clauses — Revenue Sharing Within Competition Limits
- Slot Access and Ground Handling Terms — Airport Capacity Behind a Route
- Dispute Resolution and Consultation Articles — Escalation When a Partner State Objects

## Day 5: Practising the Route Rights Negotiation Brief

- Freedoms Gap Analysis for a Target Route — Rights Held Versus Rights Needed
- Bilateral Consultation Role Play — Trading Frequencies, Capacity and Designations
- Partnership Option Comparison — Code-Share, Wet Lease or Own Operation
- Liability Exposure Summary for the New Service — Claims Reserve Input
- Route Rights Negotiation Brief — Consolidated Position for Executive Sign-Off

## Applying Aviation Law and Air Transport Agreements After the Course

- Run a freedoms gap analysis on two planned routes for the network committee
- Audit one active code-share or wet lease against its bilateral designation and capacity clauses

## Aviation Law and Air Transport Agreements Questions FAQ

### What is aviation law and air transport agreements, and why does it matter now?

Aviation law and air transport agreements set who may fly where, on what terms and with what liability. It matters now because carriers grow through partnerships and leases that depend on renegotiated traffic rights.

### Which roles gain most from aviation law and air transport agreements training?

Airline counsel, network and alliance planners, government relations officers and claims staff gain most. You apply it directly if you draft partnership contracts or handle liability files.

### How does an aviation law and air transport agreements course differ from an airline management course?

It focuses on the legal text behind commercial choices rather than on running an airline. An airline management course covers fleet and operations broadly; this one examines treaty rights, bilateral clauses and liability in depth.

### What do you bring back from aviation law and air transport agreements training?

You bring back a negotiation brief for a real or planned route. It combines a freedoms gap analysis, partnership options and a liability exposure summary.

## Aviation Law and Air Transport Agreements: The Way Forward

The Route Rights Negotiation Brief gives network planners and counsel one shared position on a target route. Its first use is deciding whether to request new rights, partner with a carrier that already holds them or wait for the next consultation. Government relations staff carry it into talks; revisit it once claims experience on the route is known.