Aviation Law Fundamentals for Aviation Professionals

26 – 30 September 2027
Riyadh (KSA)



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Aviation law is the body of treaties, standards and national rules that decide who may fly where, how aircraft are certified and secured, and who pays when a passenger, bag or consignment comes to harm. This one-week Aviation Law Fundamentals course is for airline, airport and civil flight staff without a legal background, and it ends with each delegate drafting a rules map for one sample route. Blackbird Training Centre delivers this introduction to aviation law.

Introduction

Three texts form the backbone of the course. The Chicago Convention, formally the Convention on International Civil Aviation, sets out state sovereignty over airspace and created ICAO, the United Nations agency that writes global standards for civil flight. The Montreal Convention governs what carriers owe passengers and shippers for death, injury, delay and lost baggage or cargo. ICAO's Annexes, such as Annex 13 on accident investigation and Annex 17 on security, turn the Chicago text into working standards. The level is foundation: each term is explained in plain language. Teaching uses case walkthroughs of real incidents and route decisions, drawn from passenger airlines and cargo carriers.

Course Objectives

- Distinguish public air law between states from private air law between carriers and customers.
- Interpret the freedoms of the air to explain which traffic rights a given route depends on.
- Compare bilateral and multilateral air services agreements and explain what each permits a carrier to do.
- Distinguish ICAO standards from recommended practices and explain how a state's filed differences affect operators.
- Compare the Warsaw System with the Montreal Convention and apply the right one to a passenger or cargo claim.
- Apply the course's conventions and Annexes to map the rules governing each stage of a sample route.

Target Audience

- Airline operations and network planning staff, deciding whether a proposed route has the traffic rights it needs.
- Safety and quality staff at operators and airports, judging which ICAO standard or national rule applies to a finding.
- Commercial, ground handling and cargo staff, deciding how to respond to passenger and shipper claims.
- Airport and security personnel, judging which screening and incident duties fall on their organisation.
- Insurance, procurement and contracts staff in the sector, choosing which cover and clauses a carrier needs.



Course Outline

Day 1: Where Aviation Rules Come From

- Public vs Private Air Law: State-to-State Treaties Compared With Carrier-Customer Relations
- Chicago Convention: Sovereignty Over Airspace and the Founding Text of Civil Flying
- ICAO System: Assembly, Council and How Standards Reach Member States
- Key Conventions Timeline: From the Warsaw System to the Present Treaty Network
- National and Regional Authorities: Turning ICAO Standards Into Domestic Rules

Day 2: Traffic Rights and Market Access

- Bilateral vs Multilateral Air Services Agreements: Two Routes to Market Access
- Freedoms of the Air: First to Ninth Freedom Traffic Rights Explained
- Open Skies and Liberalisation: Relaxed Capacity, Pricing and Ownership Clauses
- Competition Rules in Airline Markets: Alliances, Joint Ventures and Abuse of Dominance
- Slot Allocation and Airport Rules: Sharing Scarce Runway Capacity at Congested Airports

Day 3: Standards for Safe and Secure Flight

- Standards vs Recommended Practices: ICAO SARPs and the Differences States File
- Aircraft Certification and Airworthiness: Type Certificates, Maintenance and Continuing Oversight
- Annex 13 Accident Investigation: Separating Fact-Finding From Blame and Compensation
- Aviation Security: Annex 17 Measures, Screening Duties and Unlawful Interference
- Safety Management Systems: Annex 19 Duties for Operators and Service Providers

Day 4: Compensation for Passengers, Cargo and Products

- Warsaw System vs Montreal Convention: Fault-Based Limits Compared With Two-Tier Compensation
- Carrier Responsibility to Passengers: Death, Injury, Delay and Baggage Claims
- Cargo Claims: Air Waybills, Damage, Loss and Time Limits for Notice
- Product Liability: Manufacturer and Component Supplier Responsibility After Incidents
- Aviation Insurance and Risk Management: Hull, Third-Party and War Risk Cover

Day 5: New Rule Areas and the Route Rules Map

- Drones vs Manned Aircraft: How Unmanned Aircraft Rules Differ in Approach
- Environmental Rules: CORSIA Offsetting and Emissions Trading for Airlines
- Cybersecurity and Data Protection: Passenger Data, System Security and Reporting Duties
- Future Trends: Advanced Air Mobility, Further Liberalisation and Passenger Rights
- Route Rules Map: Linking Treaties, Annexes and Agreements to One Sample Route



Skills You Will Gain

- Traffic rights reading
- Air services agreement review
- SARPs interpretation
- Passenger claim assessment
- Cargo claim handling
- Aviation insurance terminology
- Route rules mapping

Why Attend This Course

- From hearing terms such as fifth freedom or open skies in meetings to explaining what each allows a carrier to do.
- From escalating every passenger or cargo complaint to recognising which convention sets the carrier's limits.
- From treating ICAO standards as distant documents to tracing how they shape audits, certificates and security checks.
- From a vague picture of the rules behind a flight to a route rules map that names the treaty, Annex or agreement at each stage.

Conclusion

Put simply, aviation law is the rulebook that lets an aircraft leave one country, cross others and land in another while every party knows its rights and duties. The course makes clear how public treaties differ from private carrier obligations, how standards differ from recommended practices, and how the Warsaw System differs from the Montreal Convention. It suits operations, safety and commercial staff who need a working grasp of these rules, rather than lawyers seeking in-depth treaty negotiation and litigation practice.

Course FAQs

What is aviation law?

Aviation law is the set of treaties, ICAO standards and national rules governing civil flight: which carriers may serve which routes, how aircraft are certified and kept secure, and what carriers owe passengers and shippers when something goes wrong.

What is the difference between public and private air law in aviation law?

Public air law covers relations between states, such as airspace sovereignty, traffic rights and ICAO standards. Private air law covers relations between carriers and their customers, mainly compensation for passengers, baggage and cargo under the Warsaw System and Montreal Convention.



Which conventions does an aviation law fundamentals course follow?

The course is built on the Chicago Convention and ICAO's Annexes, including Annexes 13, 17 and 19, together with the Warsaw System and the Montreal Convention for carrier compensation and CORSIA for emissions.

Is aviation law fundamentals training right for an airline operations manager?

Yes. An airline operations manager deals daily with traffic rights, security duties and passenger claims, and the course explains the rules behind each. A lawyer who drafts treaties or litigates claims may prefer an advanced international air law course.

What do delegates produce in aviation law fundamentals training?

Each delegate drafts a route rules map for one sample route, naming the traffic rights relied on, the ICAO standards and Annexes that apply, the compensation regime for passengers and cargo, and the insurance cover expected.

