



LONDON PROGRAMME:  
AVIATION LAW

17th– 21st AUGUST 2026

PRESENTED BY:

DR ANTIGONI LYKOTRAFITI





LONDON PROGRAMME:  
AVIATION LAW

Where Knowledge becomes Confidence

Presented by  
Senior Lecturer in Aviation Law



The Welbeck Hotel  
57-59 Welbeck St  
London W1G 9BL

MONDAY – FRIDAY



17th– 21st AUGUST 2026



09:30AM TO 14:30PM



£4500

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## LONDON PROGRAMME:

### AVIATION LAW

The aviation industry supports \$4.1 trillion in world economic activity (3.9% of global gross domestic product). If air transport were a country, it would rank 20th in the world by GDP, similar to Saudi Arabia (<https://aviationbenefits.org/economic-benefits/adding-value-to-the-economy/>). Despite these figures, expertise in aviation law is scarce and usually obtained in practice as opposed in academia. This five-day intensive executive course in aviation law offers the opportunity to participants to familiarise themselves with key areas of public and private aviation law. It focuses on: bilateral and multilateral air services agreements; the analysis of competition authorities to approve and immunise international airline alliances; the conditions under which States subsidise their air carriers; regulatory asymmetries that distort the playing field in international air transport; the legitimacy (or otherwise) of the allegations against the Middle East air carriers that they distort competition; the international law regime that governs air carrier liability for passenger death, injury and delay, as well as baggage and cargo damage and delay; and, the proliferation of air passenger rights regimes around the world. Upon completion of the course, participants will be aware of and feel confident to practice in the area of aviation law.





# Day 01

## The regulation of international civil aviation from its birth to date

Focus: How States regulate market access in international air transport .

**The era of regulation:** 1944 Chicago Convention; 1946 US-UK Bermuda Agreement; bilateral air services agreements; freedoms of the air; capacity restrictions; ownership and control clauses/nationality restrictions; equality of outcome v equality of opportunity.

**The era of de-regulation/liberalisation:** domestic and regional liberalisation; US open skies agreements; EU comprehensive air transport agreements; fair competition clauses; control of subsidies/State aid.

Practical Work: Examination of the evolution of fair competition clauses in air services agreements from laconic provisions to fully-fledged and self-executing provisions.

## Day 02

### The application of competition law in international air transport

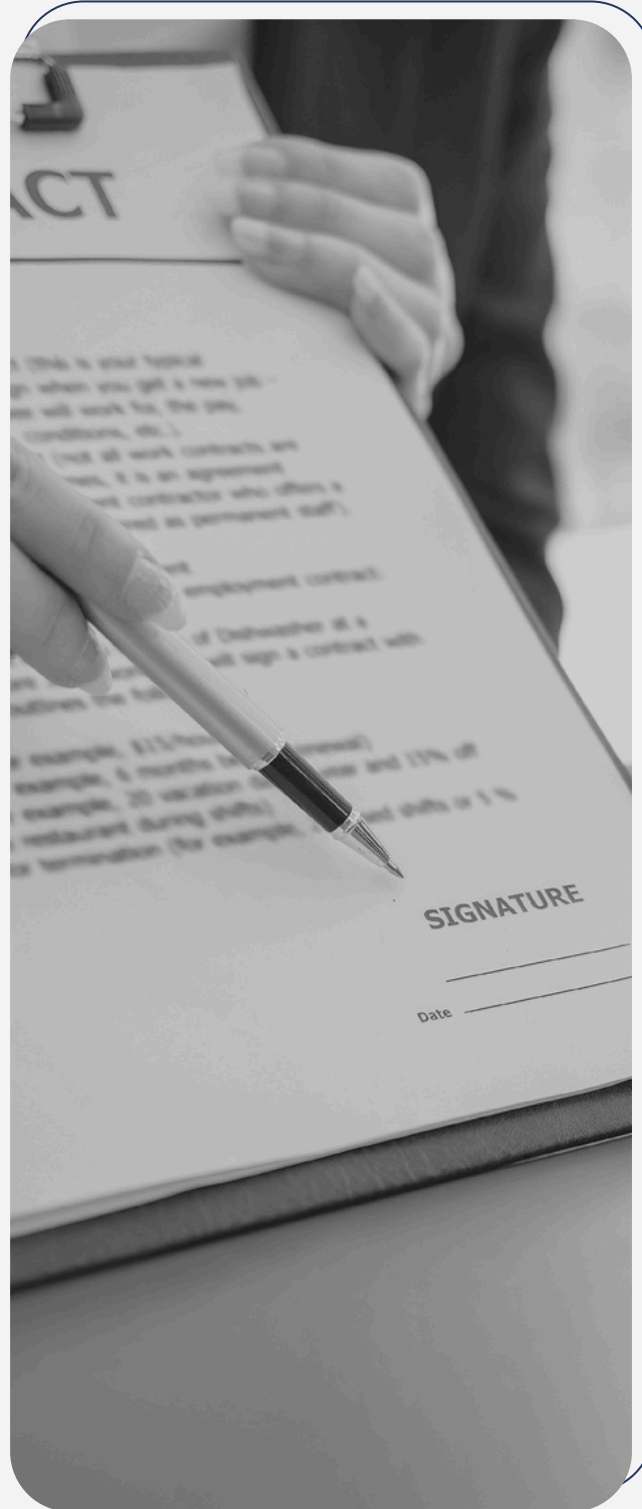
● Focus: How regulatory convergence in competition law manifests itself in international air transport.

Cross-border mergers v. international airline alliances; approval of and anti-trust immunity for international airline alliances; definition of the relevant market; remedies; duration of the antitrust immunity; Regulation (EU) 2019/712; US International Air Transportation Fair Competitive Practices Act; US International Air Transportation Fair Competition Act.

● Practical Work:

Branded global airline alliances (STAR, SkyTeam and oneWorld) and competition law.





## Day 03

### Subsidies in Aviation

Focus: On the conditions under which States subsidise their airlines.

EU state aid law v. WTO Agreement on Subsidies and Countervailing Measures; rescue and restructuring aid; start-up aid to low-cost carriers; investment aid to airports; public service obligations; Covid-19 and State aid.

Practical Work:

Under what conditions did States grant billions of aid to their airline industry during the Covid-19 crisis?



## Day 04

### Do the Gulf air carriers distort the level playing field?

Focus: On the (legitimate and illegitimate) reasons why Middle East air carriers are accused of distorting the level playing field.

Sixth freedom carriers' business model; State ownership and cross-subsidisation; financial transparency; capacity dumping; airport charges; taxation; 2022 EU-Qatar Comprehensive Air Transport Agreement; national sovereignty.

Practical Work:

Lessons learned from the Iran war on fair competition on a level playing field.

## Day 05

### 1. Air carrier liability for international carriage of persons, baggage or cargo

Focus: On air carrier liability for accidents and delays in international air transport.

1929 Warsaw Convention; 1999 Montreal Convention; 1952 Rome Convention on surface damage; accident; delay; bodily injury and mental distress; exclusivity doctrine.

### 2. Air passenger rights

Focus: On the proliferation of air passenger rights regimes around the world .

Regulation (EU) 261/2004 and relevant jurisprudence; preliminary rulings of the European Court of Justice; compensation for flight cancellation, delay and denied boarding; claims management companies v. “no-win-no-fee” law firms; solicitor’s equitable lien.

Practical Work:

Analysis of the UK Supreme Court’s judgment in *Bott & Co Solicitors v Ryanair* [2022] UKSC 8 on a solicitor’s equitable lien.

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## Learning Outcome

By the end of the course, participants will be able to:

- Read and comprehend air services agreements.
- Carry out legal analysis of complex cross-border mergers and international airline alliances.
- Assess the compatibility of airline subsidies under EU State aid law.
- Analyse the arguments against the Gulf air carriers from a legal standpoint.

- Advise on air carriers' liability for breach of the contract of carriage.
- Identify breaches of air passenger rights by air carriers and apply the law to the facts of each individual case.
- Carry out individual research in the areas covered by the course.
- Appreciate legal creativity in the area of aviation.

## LONDON PROGRAMME: AVIATION LAW



### Our Training Strategy

is based on personalised learning, where we aim to develop the competence of every delegate by actively engaging them in the course.

### EMG Associates' Presenter:

Dr Antigoni Lykotrafiti is a Senior Lecturer in Transport, Energy and the Law at the Centre for Commercial Law Studies at Queen Mary University of London, where she teaches and carries out research in the areas especially of air transport law and shipping law. She is also the Director of the [Postgraduate Certificate in Aviation Law](#).

Prior to joining Queen Mary, Antigoni worked for the Organisation for Economic Cooperation and Development (OECD) in Paris, France on transport policy issues. She has been an assistant professor at Tilburg University in the Netherlands (Tilburg Law and Economics Centre), where she taught public international and European law and carried out research in the area of EU innovation law and policy; a Jean Monnet post-doctoral fellow at the European University Institute in Florence, Italy, where she worked on transatlantic air transport liberalisation issues; a practitioner within the competition division of a leading law firm in Athens, Greece; and a stagiaire at the European Commission's Directorate General for Mobility and Transport in Brussels, Belgium. She has been a visiting research fellow at the British Institute of International and Comparative Law (BIIICL) in London and a visiting professor at the University of Bergamo, Italy.

Antigoni read law at the University of Athens, Greece (LLB), European law at the University of Essex (LLM) and air transport law at King's College London (PhD), writing her thesis on the issue of State aid in air transport. She specialises in the areas of European and international law, law and economics, and law and innovation, with a special emphasis on the aviation sector.



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