

**Response of MADAGASCAR
to questions concerning its current policy, position and practice
on air carrier ownership and control**

(Date of response: 06/09/07)

No.	Question	Yes	No	Case by Case	Note/Comment
1.	When designating your airline to operate the agreed services under an air services agreement, do you require it to be substantially (or majority) owned and effectively controlled by nationals of your country?		X		
2.	In dealing with the designation of foreign airlines, which of the following criteria do you accept:				
	a) substantially (or majority) owned and effectively controlled by the designating party or its nationals (the traditional approach)			X	In the case where the other party uses the traditional approach
	b) substantially (or majority) owned and effectively controlled by one or more States that are parties to an agreement or within a predefined regional grouping (e.g. a “community of interest” carrier)	X			<p>States who are party to the Yamoussoukro Declaration - regarding the portion relating to the liberalization of the African air transport market</p> <p>States who are members of the regional economic community that Madagascar adheres to.</p> <p>States who are members of the Treaty establishing the European Community</p>
	c) incorporated and having its principal place of business or permanent residence in the territory of the designating party				
	d) having its principal place of business in the territory of and effective control by the designating party (without the ownership requirement)				

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	e) having its principal place of business in the territory of and effective regulatory control by the designating party	X			Principles adopted, utilized with the Non-members of the regional economic communities
	f) any other criteria (please describe)				
3.	In dealing with airline designations in the future, are you willing to accept criteria other than the traditional national ownership and control:				
	a) for both yourself and the foreign partner?	X			elaborated by ICAO and adopted by the States
	b) for the foreign partner but maintain traditional criteria for yourself?		X		
	c) What economic regulatory conditions will you impose for such acceptance? (please describe)				
4.	Are you willing to consider the following positive action in facilitating liberalization of air carrier ownership and control:				
	a) issuing an individual statement of policy for accepting designations of foreign air carriers?		X		For the economic development needs of States. Can accept the designation of a foreign State when the carrier does not satisfy the ownership and control parts of the agreement. However, the State must make their safety and security clearly defined.
	b) developing a common policy with partner States? (please indicate, if possible, with which partner(s))	X			States who are economic partners or who have tourist charters
	c) any other action? (please describe)				
Any other comments on your answers:					