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Beyond Open Skies: A New Regime for International Aviation Volume 4 of Aviation law and policy series: Author: Brian F. Havel; Publisher: Kluwer Law International B.V., 2009; ISBN: 904112389X,...

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Beyond Open Skies: A New Regime for International Aviation, by Brian F. HAVEL. Alphen aan den Rijn: Kluwer Law International, 2009. xxxi + 712 pp. Hardcover: \$205. - Volume 2 Issue 1 - Jason R. BONIN

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votated for Beyond Open Skies in the Stage 1 and 2 Open Skies negotiations, it is an expansion of Open Skies that has met political resistance in the U.S., mainly from labor unions and the U.S. Con- gress. In terms of cabotage and investment liberalization, adoption of Beyond Open Skies would require amendment of U.S. aviation laws.

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'Beyond Open Skies' offers a systematic comparative analysis of the legal and policy dimensions of airline deregulation by federal fiat in the United States and by supranational collaboration in the European Union. The book draws upon a variety of sources, including very recent developments in U.S. and EC international aviation law, policy, and diplomacy, to propose a genuine multilateral air transport system. It examines the potential of the 'open skies' initiative, in the aftermath of the new U.S./EC air transport agreement, to inspire a genuine globalization of the world's air transport industry in such crucial aspects as the following: cabotage; ownership and citizenship requirements; route selection; airline identity; capacity; pricing regimes; competition and public aid; regulatory harmonization; labor laws; provisions for charter and/or cargo transportation; fair operation of and access to computer reservations systems; authorization of code-sharing arrangements; alliances and antitrust immunity; and dispute resolution.

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This book provides an introduction to, and demystification of, the private and public dimensions of international aviation law. The air transport industry is not governed by a discrete area of the law but rather by a series of disparate transnational regulatory instruments. By combining classical doctrinal analysis with insights from newer disciplines such as international relations and economics, the book maps international aviation law's complex terrain for new and veteran observers alike.

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Summarizes the proceedings of the Aviation in the 21st Century Beyond Open Skies Ministerial. Portions of text in English, French, and Spanish.

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The Principles and Practice of International Aviation Law provides an introduction to, and demystification of, the private and public dimensions of international aviation law. Unlike other global sectors, the air transport industry is not governed by a discrete area of the law, but by disparate transnational regulatory instruments. Everything from the routes that an international air carrier can serve to the acquisition of its fleet and its liability to passengers and shippers for incidents arising from its operations can be the object of bilateral and multilateral treaties that represent diverse and often contradictory interests. Beneath this are hundreds of domestic regulatory regimes that also apply national and international rules in disparate ways. The result is an agglomeration of legal cultures that can leave even experienced lawyers and academics perplexed. By combining classical doctrinal analysis with insights from newer disciplines such as international relations and economics, the book maps international aviation law's complex terrain for new and veteran observers alike.

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The international community has succeeded in developing rules to limit greenhouse gas emissions in the atmosphere from international civil aviation. This book examines the development of international law and policy in an area that has remained largely outside the general framework of international environmental law.

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The world of aviation has moved on rapidly since the appearance of the ninth edition of this pre-eminent resource five years ago. Those developments pertain to market access and market behaviour by air carriers, including competition, new perceptions of safety and security, among others in relation to transparency of accident investigation and cybersecurity, case law in the area of airline liability, with new cases from the United States, product liability and insurance, the United Kingdom, and elsewhere, the growing importance of environmental concerns, the rights and obligations of passengers, also in the context of 'unruly' passengers, and innovative methods for financing aircraft. Special attention has been paid in this edition to regional integration movements, especially in Europe, affecting the mentioned subjects. The book's extensive references to other sources in the field have been expanded and updated by the author and experts in specialised areas. The present edition addresses the following topics: - the regulatory framework governing the operation of air services including the principle of sovereignty in national airspace; - the distinction between State and civil aircraft; - dispute settlement in international civil aviation; - economic regulation of international air transport services including the establishment of air services agreements; - inter-airline cooperation in the context of competition law regimes; - liability of the various service providers, in particular airlines, and related insurance coverage; - the promotion of safety standards; - criminal acts affecting the safety of aviation; - the role of international and regional organisations with particular reference to that of the European Union; - liability of the aircraft manufacturer for equipment; and - financial and security interests in mobile equipment. The many practitioners, officials, business people, and academics with a professional interest in aviation law will appreciate this new edition as one of the fundamental works in the field, and newcomers will discover an incomparable resource. This tenth edition is ready to be of unmatched service to any practising member of the air law community anywhere in the world.

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Progressive Commercialization of Airline Governance Culture analyzes the transition of the airline sector from the not-for-profit nation-bound public utility model towards a profit-oriented globalized industry. It illustrates how legal, political, historical and cultural factors have shaped the corporate governance in the airline sector, and describes how these factors influence economic decisions and performance. The unique feature of the book is that the subject is consequentially discussed from the perspective of airline governance culture. This approach links the examination of legal and policy factors which influence airline activities together with a discussion of economic issues, all within one clear, coherent and comprehensive framework.

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Air transport in the Asia Pacific has undergone significant transformation in the last three decades. What was once a region in the shadow of larger and more prosperous continents such as North America and Europe is now at the forefront of expansion in commercial air-service networks, frequency and capacity, and the overall growth in the contribution of air transport to economies on regional and, in many cases, individual country levels. Despite this, it represents an area that is generally under-represented in the commercial air-transport academic literature. Air Transport in the Asia Pacific seeks to fill this gap. Against this context, the aim of the volume is to offer a contemporary snapshot of current academic research into commercial air transport in the Asia Pacific. While one volume cannot realistically address the complete range of identifiable issues, this book provides timely, specific and research-based studies authored by leading academics and practitioners.

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