Aviation Security Legal And Regulatory Aspects

Aviation Law and Policy Series # 19 The incursion of unmanned aircraft systems (UAS) is radically reshaping the future of international civil aviation. As the civil uses of UAS increase and the technology matures in parallel, questions around the associated legal implications remain unanswered, even in such fundamental legal regimes of international civil aviation as airspace, aircraft, international air navigation, international air transport, and safety. This book – the first to consider international law and regulations to cross-border civil flights of UAS – explores current legal and regulatory frameworks from the perspective of how they may facilitate the operations of UAS. The author, a well-known air law practitioner and diplomat, identifies the legal challenges and proposes sound, well-informed measures to tackle those challenges. The book explores comprehensively the means of incorporating UAS within the arena of air law while stimulating further research and debate on the topic. Analysis of the cross-border operations of UAS focuses on aspects relevant to their immediate future, and address such questions as the following: What processes are currently in place? What factors require attention? What aspects particularly influence the future of UAS? Is the current international legal framework adequate to ensure the operation and development of UAS while preserving high levels of safety? How will artificial intelligence impact the civil operations of UAS? The author's analyses draw on relevant initiatives in existing

and proposed Standards and Recommended Practices for the operation of UAS on cross-border flights, as well as States' regulation of UAS within their national airspace. Also described are the main bilateral and multilateral air services and transport agreements with respect to their application to the operation of UAS. Given the escalating need to adopt a comprehensive international regulatory framework for the operation of UAS aimed at facilitating its safe and efficient integration – even as the technology advances and continues to outpace law while the potential for incidents involving UAS grows – this book is well timed to meet the challenge for States and International Civil Aviation Organization and airspace planners. Its innovative approaches to the management of the air traffic safety and security of UAS are sure to influence the development of regulations for civil UAS. The book will be welcomed by aviation regulators, interested international and regional organisations, research organisations, aviation lawyers, and academics in international law and air law. Cybersecurity Key Legal Considerations for the Aviation and Space Sectors Federico Bergamasco, Roberto Cassar, Rada Popova & Benjamyn I. Scott As the aviation and space sectors become ever more connected to cyberspace and reliant on related technology, they become more vulnerable to potential cyberattacks. As a result, cybersecurity is a growing concern that all stakeholders in both sectors must consider. In this forward-looking book, which is the first comprehensive analysis of the relevant facets of cybersecurity in the aviation and space sectors, the authors explore the vast

spectrum of relevant international and European Union (EU) law, with specific attention to associated risks, existing legal provisions and the potential development of new rules. Beginning with an overview of the different types of malicious cyber operations, the book proceeds to set the terminological landscape relevant to its core theme. It takes a top-down approach by first analysing general international and EU law related to cybersecurity, then moving to the more specific aspects of the aviation and space sectors, including telecommunications. Finally, the salient features of these analyses are combined with the practical realities in the relevant industries, giving due regard to legal and regulatory initiatives, industry standards and best practices. The broad range of issues and topics covered includes the following and more: whether the various facets of the international law on conflict apply in cyberspace and to cyberattacks; substantial policy and regulatory developments taking place at the EU level, including the activities of its relevant institutions, bodies and entities; jurisdiction and attributability issues relevant to cybersecurity in the aviation and space sectors; vulnerability of space systems, including large constellations, to malicious cyber activities and electromagnetic interference; various challenges for critical infrastructure resulting from, e.g., its interdependency, cross-border nature, public-private ownership and dual civil-military uses; safety and security in international air transportation, with special attention to the Chicago Convention and its Annexes; aviation liability and compensation in cases of cyberattacks, and insurance coverage against cyber risks;

review of malicious relevant actors, malicious cyber operations, the typical life cycle of a cyberattack and industry responses. This book clearly responds to the need to elaborate adequate legal rules for ensuring that the multiple inlets for malicious cyber operations and the management of cybersecurity risks are addressed appropriately. It will be welcomed by all parties involved with aviation and space law and policy, including lawyers, governments, regulators, academics, manufacturers, operators, airports, and international governmental and non-governmental organisations.
The law plays a significant role in ensuring aviation security. This book addresses new and emerging threats to civil aviation; evaluates security tools now in use such as the Public Key Directory, Advance Passenger Information, Passenger Name Record and Machine Readable travel documents in the context of their legal and regulatory background; and discusses applicable security treaties while providing an insight into the process of the security.
The growing number of terrorist attacks throughout the world continues to turn the interest of scholars and governments towards security issues. As part of the Comparative Perspectives on Transportation Security series, this book provides a multidisciplinary analysis of the security challenges confronting air transportation. The first part encompasses the industry's characteristics and the policy, economic and regulatory issues shaping the security environment. The second provides a comparative analysis of security policies and practices in several key countries.

Filling a critical gap in aviation engineering literature, this unique and timely resource provides you with a thorough introduction to aviation system security. It enables you to understand the challenges the industry faces and how they are being addressed. You get a complete analysis of the current aviation security standards ARINC 811, ED-127 and the draft SC-216. The book offers you an appreciation for the diverse collection of members within the aviation industry. Moreover, you find a detailed treatment of methods used to design security controls that not only meet individual corporate interests of a stakeholder, but also work towards the holistic securing of the entire industry. This forward-looking volume introduces exiting new areas of aviation security research and techniques for solving todayOCOs the most challenging problems, such as security attack identification and response.

Commercial air transport is a global multimillion dollar industry that underpins the world economy and facilitates the movement of over 3 billion passengers and 50 million tonnes of air freight worldwide each year. With a clearly structured topic-based approach, this textbook presents readers with the key issues in air transport management, including: aviation law and regulation, economics, finance, airport and airline management, environmental considerations, human resource management and marketing. The book comprises carefully selected contributions from leading aviation scholars and industry professionals worldwide. To help students in their studies the book includes case studies, examples, learning objectives, keyword definitions and

'stop and think' boxes to prompt reflection and to aid understanding. Air Transport Management provides in-depth instruction for undergraduate and postgraduate students studying aviation and business management-related degrees. It also offers support to industry practitioners seeking to expand their knowledge base.
This book examines terrorism's impact on the international aviation security regime, with a focus on the role of the United States. Tracing the historical development of the international civil aviation system, the volume examines how it has dealt with the evolving security environment caused by international terrorism. It begins by exploring the practical implications of the debates over the meaning of 'terrorism' and how the international civil aviation community developed practical solutions to avoid the debilitating debates over the concept while crafting important, if weak, international conventions. As a major civil aviation power, the United States was a predominant influence in security developments in the 1960s and 1970s, yet US civil aviation policy failed to keep pace with the changing nature of the terrorist threat. The commanding position that the United States maintains in international civil aviation provides a microcosm of the promise and perils faced by the world's sole superpower. The author examines US efforts to upgrade civil aviation security in the wake of 9/11 and the impacts of these developments on the international civil aviation system. The detailed discussion of terrorism past and present places the threat in its proper context for both the international civil aviation community and its largest individual actor, the United

States. This book will be of much interest to students of terrorism, aviation security, international security and IR in general. John Harrison is an Assistant Professor at the S.Rajaratnam School of International Studies and Head of Terrorism Research at the International Center for Political Violence and Terrorism Research.
Flight is inherently a risky venture, carried out in a hostile environment at great speed. Realistically and regrettably, a commitment to aviation safety can achieve no more than 'as few accidents as possible'. Moreover, the tragic events of 11 September 2001 have conclusively demonstrated that aviation safety goes beyond accident prevention from a technical point of view and extends to more profound political, strategic and legal dimensions. Accordingly, aviation safety requires a multidisciplinary approach: technical, economic, managerial, and legal. This ground-breaking study analyzes, from a legal point of view, the mandate of the International Civil Aviation Organization (ICAO) relating to aviation safety in the light of changes which have taken place since the conclusion of the Chicago Convention, including the expansion of the international civil aviation community, the liberalization of the aviation industry, the introduction of new technology, and existing as well as new and emerging terrorist threats. The author clearly demonstrates that ICAO, as the worldwide governmental organization for international civil aviation, should be allowed a more proactive role in enhancing aviation safety. Describing in great detail the contributions of ICAO to the global safety regime and mechanisms, he submits effective ways to rationalize ICAO's quasi-

legislative and enforcement functions in order to enhance aviation safety through the rule of law. Among the important topics arising in the course of the analysis are the following: global ramifications of national and regional initiatives; auditing of state compliance with international standards; characterization of crimes against the safety of civil aviation; importance of ensuring that safety requirements are not compromised by profit considerations; burgeoning of airline alliances, code-sharing and outsourcing activities; demands for simplification and unification of certain regulatory procedures; prohibition of the use of weapons against civil aircraft in flight; development of new technology, such as satellite-based navigation systems; and importance of the rule of law and the system of checks and balances in international organizations. As a plea to consider civil aviation safety obligations not only as merely contractual obligations between States but as obligations owed to the international community as a whole, this book is sure to give rise to far-reaching discussions and follow-up among policymakers and the interested legal community in the years to come.

Practical Aviation Security: Predicting and Preventing Future Threats, Third Edition is a complete guide to the aviation security system, from crucial historical events to the policies, policymakers, and major terrorist and criminal acts that have shaped the procedures in use today, as well as the cutting edge technologies that are shaping the future. This text equips readers working in airport security or other aviation management roles with the knowledge to implement effective security programs, meet international guidelines, and responsibly protect facilities or organizations of any size. Using case studies and practical security measures now

in use at airports worldwide, readers learn the effective methods and the fundamental principles involved in designing and implementing a security system. The aviation security system is comprehensive and requires continual focus and attention to stay a step ahead of the next attack. Practical Aviation Security, Third Edition, helps prepare practitioners to enter the industry and helps seasoned professionals prepare for new threats and prevent new tragedies. Covers commercial airport security, general aviation and cargo operations, threats, threat detection and response systems, as well as international security issues Lays out the security fundamentals that can ensure the future of global travel and commerce Applies real-world aviation experience to the task of anticipating and deflecting threats Includes updated coverage of security related to spaceport and unmanned aerial systems, focusing on IACO (International Civil Aviation Organization) security regulations and guidance Features additional and updated case studies and much more

The second edition of Practical Aviation Security is a complete guide to the aviation security system, from crucial historical events to the policies, policymakers, and major terrorist and criminal acts that have shaped the procedures in use today. The tip-of-the-spear technologies that are shaping the future are also addressed. This text equips readers in airport security or other aviation management roles with the knowledge to implement the effective security programs, to meet international guidelines, and to responsibly protect facilities or organizations of any size. Using case studies and practical security measures now in use at airports worldwide, readers learn the effective methods and the fundamental principles involved in designing and implementing a security system. The aviation security system is comprehensive and requires continual focus and attention to stay a step ahead of the next attack. Practical

Aviation Security, Second Edition helps prepare practitioners to enter the industry, and helps seasoned professionals prepare for new threats and prevent new tragedies. Covers commercial airport security, general aviation and cargo operations, threats, and threat detection and response systems, as well as international security issues Lays out the security fundamentals that can ensure the future of global travel and commerce Applies real-world aviation experience to the task of anticipating and deflecting threats

The aim of this unique volume is twofold. First and foremost, it sets out to offer the reader a comprehensive and challenging view, from some of the most distinguished scholars in the field, of present and future trends and issues in the fields of international air and space law. By breaking new ground in this way, it pays tribute to the scholarly achievements of Henri (Or) Wassenbergh, whose ideas and work have helped to shape both air and space law throughout his long and distinguished career. "Air and Space Law: De Lege Ferenda" will be of interest to all those concerned with the present status of air and space law, and with the challenges the aviation and space industry must face in the century to come.

This book encapsulates in detail the principles pertaining to legal and regulatory aspects of aerodromes. As the title denotes, it discusses the various aspects of the structure and functioning of an aerodrome and the complexities involved. It focuses on the law and regulation of aerodrome certification and planning, aerodrome services, financial and economic planning, security, management and governance. The airport industry is one of the fastest growing within the aviation industry, requiring innovation and creativity in management. This in turn has called for an increased focus on advanced management programmes for airport managers and lawyers. The Airport Management Professional Accreditation Programme

(AMPAP) offered worldwide by the International Civil Aviation Organization and Airports Council International, and the Angkasa Pura II Airport Management Excellence Programme of Indonesia are two such initiatives which give airport professionals a sound grounding on the principles and techniques of management and law.

Drone Law and Policy describes the drone industry and its evolution, describing the benefits and risks of its exponential growth. It outlines the current and proposed regulatory framework in Australia, the United States, the United Kingdom and Europe, taking into consideration the current and evolving technological and insurance landscape. This book makes recommendations as to additional regulatory and insurance initiatives which the authors believe are necessary to achieve an effective balance between the various competing interests. The 23 chapters are written by global specialists on crucial topics, such as terrorism and security, airport and aircraft safety, maritime deployment, cyber-risks, regulatory oversight, licensing, standards and insurance. This book will provide authoritative reference and expert guidance for regulators and government agencies, legal practitioners, insurance companies and brokers globally, as well as for major organisations utilising drones in industrial applications.

This book explores the legal and regulatory aspects of the complex air cargo sector, discussing in detail the general principles of the carriage of air cargo; artificial intelligence and air cargo; facilitation; carriage of hazardous goods; human remains; and animals, as well as cargo security; price fixing and anti competitive conduct in air cargo operations; liability issues; the air cargo supply chain and contract of carriage. It also discusses related achievements of the International Civil Aviation Organization; the International Air Transport Association and

Airports Council International. The value of goods carried by airlines represents 7.4% of the global Gross Domestic Product. While cargo carried by air accounts for less than 1% of global cargo carriage, airlines carry 35% of the value of world trade, making this industry highly valuable and efficient, and the most reliable way to transport goods throughout the world. On average, airlines transport 52 million metric tons of goods per annum, worth an equivalent of $6.8 trillion, i.e. $18.6 billion worth of goods daily.

Focusing on the consequences of Brexit for aviation law, this book presents the key legal issues for aviation business and administration, as well as all major stakeholders that could potentially be affected by Brexit. This will include airlines, airports, aerospace manufacturers, regulatory and judicial institutions, passengers and employees. The book will indicate groups of legal acts disturbed by Brexit and those few that will remain untouched, and develop on this basis a digest of regulatory and institutional problems that will arise in various areas of the discussed sector. Finally, the short title will deliberate on the directions of possible actions which may be undertaken to avoid post-Brexit legal incoherence. This review should give essential guidance to the industry and the authorities on both sides of the English Channel as to what to expect and how to prepare for the forthcoming legal earthquake.

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.

All of the topics discussed in this book – from sovereignty to cybercrime, and from drones to the identification of passengers & privacy – are profoundly affected by algorithms; so are air traffic services and aeronautical communications. All of these aviation-related aspects are addressed in a 75-year-old treaty called the Chicago Convention and its Annexes, which, as this book argues, needs to be reviewed with a focus on its relevance and applicability in connection with Moore's Law, which posits that transistors in computer microchips double in speed, power and performance every two years, while the cost of computers is halved during the same period. Firstly, in terms of traditional territorial sovereignty, we have arrived at a point where there is a concept of data sovereignty and ownership that raises issues of privacy. Data transmission becomes ambivalent in terms of territorial sovereignty, and the Westphalian model may not be the perfect answer. Whether it be the manufacture of airplanes, the transfer of data on individuals, or the transmission of aeronautical and telecommunications information – all have to be carried out in accordance with the same fundamental principle: duty of care. Against the backdrop of the relevant provisions of the Chicago Convention and its Annexes, the detailed analysis presented here covers key areas such as: megatrends; AI and international law in the digital age; blockchain and aviation; drones; aviation and

telecommunications; aviation and the Internet; cybersecurity; and digital identification of passengers & privacy. In turn, the book suggests how we can best manage this transition. Over the past thirty years, airports within the EU – including nearly a hundred newly built or rebuilt during that time – have undergone a major economic transformation. From mere infrastructure providers, airports have become diversified and complex commercial enterprises in competition with each other. This is the first and only book thus far to deal with the legal issues surrounding this important development, focusing on the impact of EU Directive 12/2009 on airport charges. Examining the use of airport infrastructure, the growing competition among airports, and the relations between airlines and airports, the author, a leading aviation law practitioner, covers such issues and topics as the following: - types of charges – landing, passenger, aircraft parking; - pricing factors determining airport charges; - vertical contractual relations between airports and airlines; - airport market power and dominance; - issues of consultation and transparency; - ability of airlines and passengers to switch to alternative airports; - application of state aid rules; - security charges; - environmental charges and schemes; and - price discrimination and differentiation. The presentation encompasses a critical analysis of the findings of case law, both international and European, on airport charges in the context of the new trend of airports and airlines concluding vertical agreements. As an examination of the economic regulation of EU airports due to the liberalization process, structural changes in the ownership status of many EU airports, and the emergence of new airline business models (such as low-cost carriers), this book, the only one of its kind, will quickly become indispensable to practitioners, policymakers, and academics in aviation law.

Air law has recently grown in significance. Drawing on international and national instruments and a wealth of case law from many jurisdictions, including the International Court of Justice, this book covers the role of international law in such matters as legal consequences arising from the use of automation in civil aviation, the carriage of the elderly and disabled by air, unlawful interference with civil aviation, protection of the environment, and the legal management of aviation security. Published under the Transnational Publishers imprint. International Aviation Law: A Practical Guide explains the international context and application of the law as it applies to commercial and recreational aviation, and to the broader aviation environment. It provides a comprehensive introduction to all aspects of aviation law from criminal law to contract law to the legal duties and responsibility of aircrew and other aviation personnel including airport operators, air traffic controllers and aircraft engineers. Each area of the law is clearly explained in accessible language and supported with practical case studies to illustrate the application of the law within an operational aviation context. It also provides advice on how to avoid or minimize legal liability for aviation practitioners and enthusiasts. Key to the growth of aviation are the global, high levels of safety and security exercised by all stakeholders. However, as the aviation industry becomes more reliant on technology, which is increasingly becoming more interconnected, sophisticated and automated, the number of vulnerabilities is increasing, and this is impacting safety and security. This is because cyberattacks are becoming more prevalent, with the potential to cause accidents and incidents. Cybersecurity in aviation is becoming a serious issue that all aviation stakeholders must consider in order to protect contractual partners, third parties and themselves. In order to increase cybersecurity, regulators at all levels are beginning to react to the threat of

cyberattacks. This book addresses the question whether the current regulatory approach in the European Union is appropriate for international civil air transportation. Based on a critical analysis of EU aviation law, as well as related international law, with particular emphasis on cybersecurity as a transversal topic, it will be argued that the current legal status quo is not appropriate and needs to be changed.

This book addresses new technologies being considered by the Federal Aviation Administration (FAA) for screening airport passengers for concealed weapons and explosives. The FAA is supporting the development of promising new technologies that can reveal the presence not only of metal-based weapons as with current screening technologies, but also detect plastic explosives and other non-metallic threat materials and objects, and is concerned that these new technologies may not be appropriate for use in airports for other than technical reasons. This book presents discussion of the health, legal, and public acceptance issues that are likely to be raised regarding implementation of improvements in the current electromagnetic screening technologies, implementation of screening systems that detect traces of explosive materials on passengers, and implementation of systems that generate images of passengers beneath their clothes for analysis by human screeners.

Unmanned Aircraft Systems are an integral part of the US national critical infrastructure. The authors have endeavored to bring a breadth and quality of information to the reader that is unparalleled in the unclassified sphere. This textbook will fully immerse and engage the reader / student in the cyber-security considerations of this rapidly emerging technology that we know as unmanned aircraft systems (UAS). The first edition topics covered National Airspace (NAS) policy issues, information security (INFOSEC), UAS vulnerabilities in key systems (Sense and

Avoid / SCADA), navigation and collision avoidance systems, stealth design, intelligence, surveillance and reconnaissance (ISR) platforms; weapons systems security; electronic warfare considerations; data-links, jamming, operational vulnerabilities and still-emerging political scenarios that affect US military / commercial decisions.This second edition discusses state-of-the-art technology issues facing US UAS designers. It focuses on counter unmanned aircraft systems (C-UAS) - especially research designed to mitigate and terminate threats by SWARMS. Topics include high-altitude platforms (HAPS) for wireless communications; C-UAS and large scale threats; acoustic countermeasures against SWARMS and building an Identify Friend or Foe (IFF) acoustic library; updates to the legal / regulatory landscape; UAS proliferation along the Chinese New Silk Road Sea / Land routes; and ethics in this new age of autonomous systems and artificial intelligence (AI).

The new Homeland Security Law Handbook provides a comprehensive reference book for business, industry, and government as well as those faced with the new legal and security issues raised by new public laws, a new regulatory framework, and a new Department of Homeland Security. Written by legal experts from four law firms, it covers the major issues involved with homeland security.

Published in 1998. The various conventions which apply to the subject of unlawful interface with civil aviation have proved effective only to the extent of nurturing existing values of international law as they are restrictively perceived through the parameters of air law. This book examines the offence of unlawful interference with international civil aviation and analyses critically the legal and regulatory regime that applies thereto, with

a view to recommending measures that are calculated to infuse a new approach to the problem. Emphasis is laid throughout the work on action which may be taken to alleviate the problem of unlawful interference. Its conclusion incorporates various steps that can be taken towards achieving this objective. The author focuses on the core of the problem which has effectively precluded significant progress into inroads that would curb the threat terrorism in aviation: the attitude of the international community. The book therefore examines in limine the fundamental role of international law in the light of the United Nationals Congress of International Public Law of March 1995, and its effect on international criminal law. It then determines the applicable principles of State sovereignty and examines the principles of State responsibility. Its main purpose is to recommend the establishment of a new philosophy of international criminal law which transcends municipal boundaries. Academic, scholarly and judicial precedent for this book is the adduced in support of this argument. The book also examines the role of International Civil Aviation Organization (ICAO) as the regulatory body responsible for civil aviation, in the context of new approaches made by the international community towards the status of ICAO in aviation security. The practical value of this work essentially lies in the legal recommendations it makes at its conclusion, which are based on existing principles of international law. It will thus be invaluable not only to international and aviation lawyers, criminal lawyers (both international and national), security professionals and teachers and students of international law, but also to

aviation industry executives and regulatory agency specialists whose responsibilities impinge on or are determined by existing and evolving legal and security measures. The worldwide expansion in the development and use of unmanned aircraft systems (UAS) has rapidly spawned a patchwork of regulatory initiatives in the field. It is with the purpose of synthesising and clarifying this diverse body of international, regional and national law – and of indicating trends and areas of concern – that this extraordinary collection of expert essays has been compiled. The authors, working in many different parts of the world, are all in some way affiliated with the International Institute of Air and Space Law at Leiden University as either alumni, faculty members or students. With details of developments affecting countries in every continent, including Antarctica, the authors delve into the ways regulation of UAS is affected by such aviation law elements as the following: – insurance; – criminal and civil liability; – role of international and supranational agencies – International Civil Aviation Organization (ICAO), European Union (EU), European Aviation Safety Agency (EASA), Association of Southeast Nations (ASEAN); – privacy and cyber security; and – civil UAS markets. Following detailed investigations of international and regional developments, the third section of the book covers a cross-section of national laws (Antarctica, Australia, Austria, Belgium, Brazil, Canada, Colombia, China, Cyprus, France, Germany, India, Indonesia, Italy, Japan, Mexico, The Netherlands, Portugal, Republic of Korea, Romania, Russian Federation, Slovenia, South Africa, Suriname, Switzerland and Liechtenstein, Turkey,

United Kingdom, and United States). The authors' approaches throughout are both introductory, allowing those unfamiliar with the field to gain valuable insight into this fascinating and dynamic area, and also critical and focused, so that those more involved in the legal dimension of aviation law can further their knowledge. Without a doubt this work enriches the legal literature and encourages stakeholders in this burgeoning field of aviation law to further examine and challenge developments and trends in regulation and of practice. Lawyers, law firms, academics, governments, relevant governmental and non-governmental agencies, and strategic planners in the UAS industry will all welcome this ground-breaking resource.
This report assesses the operational performance of explosives-detection equipment and hardened unit-loading devices (HULDs) in airports and compares their operational performance to their laboratory performance, with a focus on improving aviation security.
"This book is dedicated with appreciation to the warriors who defend us on foreign soil and the emergency responders and emergency managers who daily confront homeland security's challenges"--P. [v].
This book offers an extraordinary wealth of information, from the ground up, of the law governing and regulating air transport today, with a strong emphasis on international aviation. A team of distinguished authors in the field of aviation law provide a cogent synthesis from which sound legal opinions and strategies of legal action may be

confidently built. Among the many topics here in depth are the following: definition and classification of airspace; distinction between civil and state aircraft; air navigation and air traffic control services; airport charges and overflight charges; structure of ICAO; standard-setting functions and audit functions of ICAO; functions of the International Air Transport Association (IATA); policy and effects of deregulation and liberalization of air transport policy; the International Registry for Aircraft Equipment; air carrier liability regimes and claims procedure; measures to combat aviation terrorism, air piracy and sabotage; and the Open Skies Agreements. This publication cites significant legislation and court rulings, including from the United States and the European Union, where far-reaching measures on market access, competition and passenger rights have set trends for other regions of the world. The special case of Latin America has a chapter to itself. At a time when commercial aircraft have been used as lethal weapons for the first time, aviation law finds itself in the front line of responsibility for maintaining global aviation security.

Airport security planning and design can sometimes seem a bit confusing; there are many fundamentally different elements to be considered, all of which must be integrated to work smoothly together as the threat continues to change and the airport's physical, electronic and regulatory security environment must constantly adjust. There are currently very few new airports and relatively few new terminals being built. The majority of changing security requirements will be accomplished in existing facilities that

are often 15-20-25 years old and not designed to accommodate today's security measures and technologies. This publication is intended to bring an airport-wide focus to the various planning and design issues surrounding airside, landside, terminal, perimeter, IT, surveillance, access control, and indeed, to the unsecured but critical publicly accessible side of the airport. This guidance contains no legal or regulatory mandates. The planning and design concepts are current as of the 2011 publication date and will likely be updated as regulations and technologies change. The document consolidates information developed through the participation of the Transportation Security Administration (TSA) and other government and aviation industry and airport professionals. The information contained herein was gained through the experiences of represents a broad range of aviation security programs and projects at numerous United States airports, and through the continuing efforts of government and industry to develop improved approaches to incorporating cost-effective security features into the early planning and design of airport facilities. The information presented in this document is the fourth update since the series was initiated by FAA, adopted by TSA, and is revised and updated periodically as lessons are learned, and regulations, security requirements, and technologies change. In particular, the modifications found in this iteration are most extensive in the chapters regarding baggage screening systems, passenger screening checkpoints, and access control systems, including biometrics, all of which have experienced very significant changes in recent years.

There is also new material addressing command and control facilities and concept of operations (ConOps) due to the growing complexity of airport security systems.
The law plays a significant role in ensuring aviation security. This book addresses new and emerging threats to civil aviation; evaluates security tools now in use such as the Public Key Directory, Advance Passenger Information, Passenger Name Record and Machine Readable travel documents in the context of their legal and regulatory background; and discusses applicable security treaties while providing an insight into the process of the security audits conducted by the International Civil Aviation Organization (ICAO). The book also examines issues of legal responsibility of States and individuals for terrorist acts of third parties against civil aviation and discusses from a legal perspective the latest liability Conventions adopted at ICAO. The Conclusion of the book provides an insight into the application of legal principles through risk management.
Against the backdrop of enormous technological strides, this book argues that the air transport industry must be constantly vigilant in its efforts to employ a legal regime that is applicable to the aeronautical and human aspects of the carriage by air of persons and goods. In this regard, safety and security are of the utmost importance, both in terms of safe air navigation and the preservation of human life. Although the International Civil Aviation Organization (ICAO) addresses legal issues through its Legal Committee, many emerging issues that urgently require attention lie outside the

Committee's purview. This book analyzes in detail the items being considered by ICAO's Legal Committee, considers the legal nature of ICAO, and discusses whether or not ICAO's scope should be extended. Since the limited issues currently addressed by ICAO do not reflect the rapidly changing realities of air transport, the book also covers a broad range of key issues outside the parameters set by ICAO, such as: the need to teach air law to a new generation of aviation professionals; combating cyber-crime and cyber-terrorism; the regulation of artificial intelligence; traveller identification; interference with air navigation; human trafficking; unruly passengers; climate change; air carrier liability for passenger death or injury; Remotely Piloted Aircraft Systems (drones); and the cabin crew and their legal implications.

In the summer of 2013, just as a small town in Quebec was decimated due to a train derailment, heavy rainfall prompted thirty Alberta communities to declare a state of emergency. Whereas a SWAT team surrounded train conductor Thomas Harding and brought him to court where he was charged with the deaths of forty-seven in Quebec, Calgary mayor Naheed Nenshi emerged from the Alberta crisis as a folk hero. As the Lac-Mégantic train derailment and the flood in Alberta demonstrate, political, economic, legal, and cultural climates influence the way disasters are received and managed. In Too Critical to Fail, Kevin Quigley, Ben Bisset, and Bryan Mills identify the social context that shapes the Canadian

government's ability to prepare for and respond to emergencies. Using original research on natural disasters, pandemics, industrial failures, cyber-attacks, and terrorist threats, the authors evaluate the risk regulation regimes that monitor, interpret, and respond to failures in Canada's critical infrastructure to limit their possibilities and consequences. More broadly, this book identifies key vulnerabilities and regulatory challenges for both the government and the private sector in mitigating threats to safety and security. Too Critical to Fail applies an investigative lens to the multiple and competing risks that the government balances to secure assets that enable modern civilization. Raising questions about Canadians' ability to protect critical infrastructure and respond to threats, this book challenges the biases that determine who is held to account when the system fails.

This book sheds light on aviation security, considering both technologies and legal principles. It considers the protection of individuals in particular their rights to privacy and data protection and raises aspects of international law, human rights and data security, among other relevant topics. Technologies and practices which arise in this volume include body scanners, camera surveillance, biometrics, profiling, behaviour analysis, and the transfer of air passenger personal data from airlines to state authorities. Readers are invited to explore

questions such as: What right to privacy and data protection do air passengers have? How can air passenger rights be safeguarded, whilst also dealing appropriately with security threats at airports and in airplanes? Chapters explore these dilemmas and examine approaches to aviation security which may be transferred to other areas of transport or management of public spaces, thus making the issues dealt with here of paramou nt importance to privacy and human rights more broadly. The work presented here reveals current processes and tendencies in aviation security, such as globalization, harmonization of regulation, modernization of existing data privacy regulation, mechanisms of self-regulation, the growing use of Privacy by Design, and improving passenger experience. This book makes an important contribution to the debate on what can be considered proportionate security, taking into account concerns of privacy and related human rights including the right to health, freedom of movement, equal treatment and non-discrimination, freedom of thought, conscience and religion, and the rights of the child. It will be of interest to graduates and researchers in areas of human rights, international law, data security and related areas of law or information science and technology. I think it will also be of interest to other categories (please see e.g. what the reviewers have written) "I think that the book would be of great appeal for airports managing bodies,

regulators, Civil Aviation Authorities, Data Protection Authorities, air carriers, any kind of security companies, European Commission Transport Directorate, European Air Safety Agency (EASA), security equipment producers, security agencies like the US TSA, university researchers and teachers." "Lawyers (aviation, privacy and IT lawyers), security experts, aviation experts (security managers of airports, managers and officers from ANSPs and National Aviation Authorities), decision makers, policy makers (EASA, EUROCONTROL, EU commission)"

The Complete Guide to Understanding the Structure of Homeland Security Law New topics featuring leading authors cover topics on Security Threats of Separatism, Secession and Rightwing Extremism; Aviation Industry's 'Crew Resource Management' Principles'; and Ethics, Legal, and Social Issues in Homeland Security Legal, and Social Issues in Homeland Security. In addition, the chapter devoted to the Trans-Pacific Partnership is a description of economic statecraft, what we really gain from the TPP, and what we stand to lose. The Power of Pop Culture in the Hands of ISIS describes how ISIS communicates and how pop culture is used expertly as a recruiting tool Text organized by subject with the portions of all the laws related to that particular subject in one chapter, making it easier to reference a specific statute by topic Allows the reader

to recognize that homeland security involves many specialties and to view homeland security expansively and in the long-term Includes many references as a resource for professionals in various fields including: military, government, first responders, lawyers, and students Includes an Instructor Manual providing teaching suggestions, discussion questions, true/false questions, and essay questions along with the answers to all of these

Every ten years ICAO holds a worldwide air transport conference. The most recent such event - the 6th Worldwide Air Transport Conference (ATConf/6) - was held in Montreal from 18 to 22 March 2013. The questions posed by this book are: are the "clerical and administrative tasks" for ICAO which were decided on by ATConf/6 (and other preceding conferences) sufficient to meet the needs of the people of the world for safe, regular, economical and efficient air transport? Should ICAO not think outside of its 67-year-old box and become a beacon to air transport regulators? In other words, shouldn't the bottom line of ICAO's meaning and purpose in the field of air transport be to analyze trends and guide the air transport industry instead of continuing to merely act as a forum for global practitioners to gather and update information on their respective countries' policies for air transport? Shouldn't ICAO provide direction, as do other agencies of the United Nations? This book addresses ICAO's inability,

unlike most other specialized agencies in their missions, to make a tangible difference in air transport development, through a discussion of key issues affecting the air transport industry. It also inquires into the future of air transport regulation. ?

The Routledge Handbook of Public Aviation Law is the first book to incorporate a comprehensive analysis of Public Aviation Law – principally international, but also domestic law in a comparative context – in a single volume. International Law is pervasive in Aviation Law, and is incorporated into a number of major multilateral treaties (e.g., the Chicago Convention of 1944, for Public International Air Law). This is supplemented by various Annexes (promulgated by the International Civil Aviation Organization) and Conventions and Protocols (promulgated by States in diplomatic conferences). States then implement these international obligations in domestic laws that create aviation regulatory administrations that, in turn, promulgate regulations. Bringing together leading scholars in the field, this prestigious reference work provides a comprehensive and comparative overview of Public Aviation Law. It surveys the state of the discipline including contemporary and emerging areas of law, regulation, and public policy in air transportation. Each chapter begins with an overview of the international law applicable to the subject matter, followed, where appropriate, by a comparative

examination of domestic statutes, regulations, and jurisprudence. The objective of the book is to identify and summarize existing areas within the context of international research, and to identify and highlight emerging areas. Both practical and theoretical in scope, the Routledge Handbook of Public Aviation Law will be of great relevance to scholars, researchers, lawyers, and policy makers with an interest in aviation law.

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