**ASPECTS OF AIR LAW AND CIVIL AIR POLICY
IN THE SEVENTIES**

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by

H. A. WASSENBERGH

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For Catherine

FOREWORD

Dr. H. A. Wassenbergh of KLM has deservedly earned, in international aviation circles, a reputation for outstanding ability akin to that enjoyed by the airline he represents. In dealing with the highly complex and difficult problems, of great significance from an airline and a government point of view, in contemporary international civil aviation law and policy Dr. Wassenbergh displays the undoubted intelligence one has come to expect from his contributions in this field.

His appreciation of the attitudes of governments, as well as of the international scheduled airlines, stems from his practical experience as a participant in the negotiation of numerous bilateral arrangements with government and airline representatives in his capacity as a responsible and dedicated KLM adviser to the Netherlands Government. Students who lack such experience may find this work requires a major effort of concentration but the reward for making the effort will be a much fuller understanding of current fundamental issues in the traffic rights field and charter flights policy as well as in the area of cooperative arrangements between airlines. The precise definition of these issues by the author reflects the considered view of the experienced practitioner who has been dealing with them over a period of many years.

In the very numerous discussions one has enjoyed with Dr. Wassenbergh, very often across the negotiating table, his skill in argument and his command of his subject have been quite patent. Naturally his views reflect the outlook of the airline with which he has been so closely and constructively associated for many years but this in no way diminishes the value of the analysis he has presented of fundamental issues in international civil aviation. Dr. Wassenbergh would be the first to concede that his views are not necessarily accepted by those who have shared his experience and commitment in the international aviation field. The responses and reactions of representatives of governments to his analysis, and

to his suggestions for corrective action at government level, will naturally vary according to the interests of each government in upholding the approach it regards as consistent with its own basic interests and those of its international airline.

I commend this book as a most valuable treatment of the subjects which are of concern not only to the academic student but also to those engaged in the study and application of international civil aviation agreements in governments and airlines. It would be fitting if it enjoys, as it should, wide circulation amongst such students and practitioners.

Sir Donald Anderson
Director-General of Civil Aviation
Melbourne, Australia.
April, 1970.

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ABBREVIATIONS

AAFRA	Association of African Airlines, Addis Ababa.
AF	Air France.
AGM	Annual General Meeting.
ALITALIA	Italian Airlines.
ALM	Dutch Antillean Airlines, Willemstad, Curaçao.
ATA	American Transport Association.
ATC	Air Transport Committee, Canada.
AVENSA	Aerovías Venezolanas S.A.
AUA	Austrian Airlines.
BEA	British European Airways Corporation.
BIT	Bulk Inclusive Tour.
BOAC	British Overseas Airways Corporation.
BUA	British United Airways.
BWIA	British West Indian Airways, Trinidad.
CAB	Civil Aeronautics Board, USA.
CAL	China Airlines, Taiwan.
CBIT	Contract Bulk Inclusive Tour.
CDA	Compañía Dominicana de Aviación.
CMA	Compañía Mexicana de Aviación.
CPAIR	Canadian Pacific Airlines.
DGCA	Director General of Civil Aviation.
DLH	Deutsche Lufthansa A.G.
EARB	European Air Research Bureau, Brussels.
ECAC	European Civil Aviation Conference, Paris.
EL AL	Israeli Airlines.
GIT	Group Inclusive Tour.
GTD	Group Travel Discount.
IATA	International Air Transport Association.
IBERIA	Spanish Airlines.
ICAO	International Civil Aviation Organization.
ICC	International Chamber of Commerce, Paris.

INS	Immigration and Naturalization Service, US Department of Justice.
IT	Inclusive Tour.
ITA	Air Transport Institute, Paris.
ITC	Inclusive Tour Charter.
ITX	Inclusive Tour Excursion Fare (on scheduled services), available only to tour operators.
JAL	Japan Airlines.
JALC	Journal of Air Law and Commerce, Methodist University, Dallas, Texas.
KAL	Korean Airlines, Seoul.
KLM	Royal Dutch Airlines.
LANICA	Lineas Aereas de Nicaragua S.A.
LIAT	Leeward Islands Air Transport Services Ltd., Antigua.
MSA	Malaysia/Singapore Airways.
NACA	National Air Carrier Association, USA.
OARB	Orient Air Research Bureau, Manila.
ONA	Overseas National Airways Inc.
PAL	Philippine Airlines.
PANAM	Panamerican World Airways Inc.
SABENA	Belgian Airlines.
SACAA	South American Civil Aviation Association.
SAS	Scandinavian Airlines.
SIT	See ITX.
TAN	Transportes Aéreos Nacionales S.A., Honduras.
TAP	Portuguese Airlines.
TMA	Trans Mediterranean Airlines, Lebanon.
TWA	Trans World Airlines.
UAA	United Arab Airlines, Egypt.
UTA	Union de Transports Aériens, France.
VIASA	Venezuelan International Airlines.

**“Man is as equal as he makes himself.
The problem is the regulation of inequality.”
(Auth.)**