

(Programme as of 06 November 2011)

Workshop & International Conference

On

LAW & REGULATION OF AIR TRANSPORT AND SPACE APPLICATIONS

April 25 - 29, 2012

National Law University, New Delhi, India



Organised by:



McGill

Institute of
Air and Space Law

Institut de
droit aérien et spatial



Sponsored by:



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Or contact: sanat_kaul@hotmail.com OR joyeeta.chatterjee@mail.mcgill.ca

BACKGROUND AND OBJECTIVE

Asia is the fastest growing aviation market in the world, and India is an integral driver of that robust growth. In addition, India has become a major space-faring nation which offers world class facilities and products that could be used globally. Information and knowledge about laws and regulations related to aviation and space activities are essential to capitalize on the economic opportunities being created in this part of the world.

A three day international workshop and a two day international conference in Delhi from 27th to 29th April 2012 will engage and bring together a distinguished community of academics, commercial companies and their CEOs, as well as senior government officers to interact and discuss current issues of aviation and space. These events also will identify needs for technical cooperation, foreign direct investment opportunities, regulatory regimes in air & space, and consider all aspects of security and the environment. These issues are of critical concern to governments and industries.

The International Conference will address contemporary issues in the fields of air transport and space activities. It is designed for executives and lawyers in the aviation industry, who already have the requisite expertise and seek an update on what is new, current, and relevant to today's air transportation environment, or those who have taken the introductory Workshop that immediately precedes the Conference. The Conference will be academic and commercially oriented and will provide a platform for interaction between academic, government and commercial representatives. One of the objectives of the Conference will be to provide a platform for greater economic development, competitiveness and collaboration between various participants. Among the issues which will be brought to fore will be the environment issues relating to aviation and space activities.

The Conference will be preceded by Workshop, which is intended to introduce the participants to the basic principles of air transportation, aviation law and regulation of space activities. It is designed to cater to lawyers and law students with no prior knowledge in the discipline, as well as airline and airport managers and government officials.

Papers will be invited from all concerned for presentation in the conference and, at the end of the conference, a book may be published including the conference papers (after editing) or they may be made freely available on the websites of the three partner organisers.

Apart from creating awareness and networking, the Conference expects the emergence of collaborative business arrangements between foreign and Indian aviation and space industries.

Who should attend?

- *Professionals from civil aviation authorities and transport ministries, airlines, airports, air traffic services providers, aviation security providers as well as personnel of organizations directly involved in supporting the aviation business such as air cargo operators, insurers, risk managers, manufacturers, law and consulting firms, and international and regional organizations.*
- *This Conference will bring together industry, governmental, scientific, legal, financial, and academic experts from around the world to address some of the most critical issues facing civil aviation in these times, with an emphasis on Indian and Asian air transportation. Panels will address contemporary, cutting-edge issues in aviation technology, business, law and policy.*

WORKSHOP

Introduction to Law & Regulation of Air Transport and Space Applications

April 25 - 26, 2012

National Law University, New Delhi, India

Workshop is intended to introduce the participants to the basic principles of air transportation, aviation law and regulation of space activities. It is designed to cater to lawyers and law students with no prior knowledge in the discipline, as well as airline and airport managers and government officials.

WEDNESDAY, APRIL 25, 2012

	TOPIC	DESCRIPTION
08:00-09:00	Registration	
09:00-09:30	OPENING REMARKS	

09:30-10:30	<p>Workshop Introduction and Overview.</p> <p>Introduction to the Airline Industry: Economics, Marketing, Pricing and Distribution</p> <p><i>Prof. Paul S. Dempsey</i></p>	<p>Explanation of the workshop contents, and teaching methodology.</p> <p>Overview of economic theory of deregulation, economies of scale, scope and density, economic and regulatory barriers to entry, contestability and the neo-classical model of perfect competition, price elasticities of demand, and airline financial performance pre- and post-deregulation.</p> <p>Inherent fungibility of air transport product, geographic focus, leisure vs. business markets, hub vs. linear route system, route selection, airports, single vs. multiple class cabin configuration, seat pitch, in-flight amenities, and frequent flyer programs.</p> <p>The expanding economic role of space activities and their impact on national development.</p>
10:30-10:50	Refreshment Break	
10:50-12:00	<p>Origins of International Lawmaking: The Chicago Convention</p> <p><i>Prof. Armand de Mestral</i></p>	<p>What are the nationality and public policy considerations that governed air transportation during the 20th Century? How does ICAO facilitate law making in aviation?</p>
12:00-13:00	<p>Aviation Safety</p> <p><i>Prof. Paul Dempsey</i></p>	<p>Carrier and aircraft airworthiness requirements. What are the current requirements regarding airport and airline safety? How have ICAO safety audits, and the US and EU blacklisting efforts, impacted commercial aviation?</p>
13:00-14:00	LUNCH	
14:00-15:00	<p>Aviation Security</p> <p><i>Prof. Ludwig Weber</i></p>	<p>What are the multilateral and bilateral legal requirements of aviation security? How have the existing international conventions addressed acts of unlawful interference, and are they equipped to handle the problem? What have been the results of the ICAO security audit programme?</p>
15:00-16:00	<p>International Conventions and their Applicability to India</p> <p><i>Prof. Ram Jakhu</i></p>	<p>Which international aviation conventions has India ratified, and how are they being implemented in India.</p>
16:00-16:20	Refreshment Break	
16:20-17:20	<p>General International Legal</p>	<p>How has the international community been regulating space activities? What are the</p>

	Framework for Space Activities <i>Prof. Ram Jakhu</i>	main legal principles incorporated in international treaties that govern all space activities? How they have been adopted and what are their weaknesses and strengths?
17:20-18:20	Aircraft Finance and Registration of Security Interests <i>Dr. Yaw Nyampong</i>	The role of debt and equity in airline formation, and innovative financing methods. How are aircraft financed and financial interests protected? How does bankruptcy influence finance? Issues of registry of financial interests in aircraft. What are the requirements of the Cape Town Convention?

THURSDAY, APRIL 26, 2012

	TOPIC	DESCRIPTION
09:00-10:00	Air Carrier Liability for Passenger Death or Injury <i>Prof. Paul Dempsey</i>	Under what circumstances are airlines liable for damage and loss to passengers under the Warsaw System, and Montreal Convention of 1999? How does the Rome Convention seek to cap carrier liability for surface damage, and what are the proposals to modernise it? What are the limits of liability? What are the procedural requirements?
10:00-11:00	Air Carrier Liability for Loss and Damage of Air Freight <i>Dr. Yaw Nyampong</i>	How do issues of cargo liability differ from issues of passenger liability? What are the governing rules of cargo liability under the Warsaw, MP4 and Montreal Regimes?
11:00-11:20	Refreshment Break	
11:20-12:20	Manufacturers' Liability; Air Traffic Liability <i>Prof. Ludwig Weber</i>	What are the elements of products liability for aircraft and engine manufacturers? What issues of liability impact air navigation service providers?
12:20-13:20	Environmental Regulation <i>Prof. Armand de Mestral</i>	Aircraft noise and emissions are imposing significant burdens on the environment. Environmental concerns restrict airport development and aircraft operations, as well as engine manufacturing. Surface and ground water contamination issues are created by aviation fuel and aircraft de-icing chemicals. How do governments regulate

		these environmental issues (e.g., emissions trading and curfews), and what impact do they have on airport planning, development and operations?
13:20-14:30	LUNCH	
14:30-15:30	Competition Law and Airline Alliances <i>Prof. Paul Dempsey</i>	What are the principal benefits and costs of major airline alliances? Why have they been formed? How do they operate? What forms of airline behaviour offend the antitrust and competition laws? What are the economic and marketing reasons airlines enter into alliances? What is the impact of alliances upon consumers and non-aligned competitors? What types of airline conduct potentially violates antitrust and competition law? Will these airline alliances come to dominate passenger transportation world-wide? How does the extraterritorial reach of domestic antitrust law impact international airlines?
15:30-16:30	Traffic Rights and Air Transport Agreements; Liberalisation ; "Open Skies" and Beyond "Open Skies" <i>Prof. Armand de Mestral</i>	How have bilateral air transport agreements evolved? What are the essential components of bilateral air transport agreements in areas of pricing, entry, capacity, competition, security, safety, and dispute resolution? What are the negotiating approaches to achieve desired public policy goals? What are the components of an "open skies" regime? What is the EU seeking beyond open skies? How has the European Union addressed its needs to create "Community Carriers", and how will other governments respond? How will an EU/US TCAA impact other nations? Will the world go beyond "open skies" in liberalising traffic rights, cabotage, and ownership & control? Will bilateral, plurilateral, and/or multilateral agreements exchange Seventh Freedom and cabotage rights, and allow foreign ownership?
16:30-16:50	Refreshment Break	
16:50-17:50	International Regulation of Space Applications <i>Prof. Ram Jakhu</i>	What are the legal and regulatory provisions that stimulate or discourage commercial development of space applications, including satellite communications, navigation, remote sensing, and tourism and space transportation?

17:50-18:20	Workshop Conclusion <i>Prof. Paul Dempsey</i>	Participants will be awarded a document acknowledging their participation in the Workshop
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FACULTY FOR THE WORKSHOP

- Prof. Dr. Armand de Mestral, Professor of International Law and Air Law, McGill University, Montreal, Canada
- Prof. Dr. Paul Stephen Dempsey, Director & Tomlinson Professor of Law, McGill University Institute of Air & Space Law, Montreal, Canada
- Prof. Dr. Ram Jakhu, Associate Professor, McGill University Institute of Air & Space Law, Montreal, Canada
- Dr. Yaw Nyampong, Post-Doctoral Fellow, Editor - Annals of Air and Space Law, McGill University Institute of Air & Space Law, Montreal, Canada
- Prof. Dr. Ludwig Weber, Adjunct Professor, McGill University Institute of Air & Space Law, (former Director of Legal Bureau of International Civil Aviation organization), Montreal, Canada.

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INTERNATIONAL CONFERENCE

on

Contemporary Issues in Law & Regulation of Air Transport and Space Applications

April 27, 28 and 29, 2012

National Law University, New Delhi, India

The International Conference will address contemporary issues in the fields of air transport and space activities. It is designed for executives and lawyers in the aviation industry, who already have the requisite expertise and seek an update on what is new, current, and relevant to today's air transportation environment, or those who have taken the introductory Workshop that immediately precedes the Conference. The Conference will be academic and commercially oriented and will provide a platform for interaction between academic, government and

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THURSDAY, APRIL 26, 2012; 18:30 - 20:00 - WELCOME RECEPTION

FRIDAY, APRIL 27, 2012

08:00 - 09:00 Registration

09:00 - 09:40

OPENING REMARKS

09:40 - 10:40

ROUNDTABLE DISCUSSION: CONTEMPORARY ISSUES IN ASIAN AVIATION

- The Growth of Aviation Markets in the Pacific Rim, China, Southeast Asia, South Asia, India and the Middle East
- Liberalisation of Air Transport in Asia and India
- Trends in Co-operation and Competition.
- Privatisation of Indian Airlines, Asian airlines, Airports, and Air Navigation Service Providers
- Market Forecast for Traffic and Aircraft
- Competitive Product Strategies
- Analysis of Current Aircraft Financial Market and Cycle
- Financing the Next Generation of Aircraft
- Aircraft Financing: Perspectives in the Asia Pacific Rim

- Financing Space Launches and Satellites
- The Cape Town Convention and the Registration of Security Interests
- Regulating HRD issues to maintain the highest standards required in Aviation education and Training.
- Protecting National airline/s at the cost of national growth

10:40 – 11:00 Refreshment Break

11:00 – 12:00

REGIONAL AVIATION INFRASTRUCTURE IN INDIA AND THE NEED TO CONNECT REMOTE AREA- INVOLVES TRANSPORT AND INDUSTRIAL GROWTH POLICY ALSO.

- Regional Aviation Development through PPP
- Creation of Essential Air Services Fund
- Remote Area Incentives

12:00 – 13:00

FINANCING OF (FOREIGN DIRECT INVESTMENT IN) AIRLINES, AIRPORTS, GROUND HANDLING, MRO, MANUFACTURING, ETC.

- Permitting FDI in Domestic Aviation Sector
- Issues of Level Playing Field in MRO and aircraft manufacturing
- Leasing of Aircraft
- The Opportunities and the Perils of Privatization of Airlines, Airports and Air Navigation Systems

13:00 – 14.30 LUNCH

14:30 – 15:30

EMERGING ENVIRONMENTAL ISSUES

- Noise and Emissions: The Challenge of Technology and Regulation
- ICAO's Standards and Recommended Practices
- Unilateralism: The EU Emissions Trading Regulations and their Impact, in specific in India.
- Night Curfews and its impact on long distance aviation travel.

15:30 – 16.40

EMERGING ISSUES FOR AIRPORTS AND THEIR ECONOMIC REGULATION

- How can airports enhance the margin of safety and security without impairing airline efficiency?
- What new airport and air navigation infrastructure is needed to meet growing demand for air travel?
- How do airports measure and address the impact of aircraft noise and other environmental problems?
- What are the current requirements regarding airport safety?
- What has been the impact of airport privatization on infrastructure and charges?
- PPP model for both Greenfield and Brownfield airports
- User Development Fee and Airport Development
- Airport Economic Regulator in India and its implications
- Airport as a monopoly service provider
- Towards development of a Hub in India (policy implications)

16:40 - 17:00 Refreshment Break

17:00 - 18:00

EMERGING ISSUES FOR AIR NAVIGATION SERVICES

- What air navigation technology can enhance safe and efficient flight?
- How can air navigation services help reduce fuel burn?
- Are air navigation charges limited to the cost of service, and are they being applied non-discriminatorily?
- How has corporatization worked in terms of safety, efficiency and cost?
- How do developing States finance advance air navigation technology and infrastructure?
- Do we need a (global or regional) framework governing CNS/ ATM systems, including GNSS?
- Is there a need for an Indian national regulatory regime governing GAGAN-IRSNS? If yes, what specific elements it should have?
- Emerging liability issues in Satellite based navigation

19:00 - 22:00 GALA DINNER

SATURDAY, APRIL 28, 2012

09:00 - 10:00

GOVERNMENT REGULATION, BILATERALS, & THE LIBERALIZATION OF AIR TRANSPORT

- What is the appropriate role for government?
- Which countries are liberalising and which are not, and why (not)?

- The role of the national airline revisited.
- If markets are to be free, should there be competition rules and state aid prohibitions?
- India and regional grouping in aviation – India-Asian open sky, India-EU open sky, Implications of US-EU open sky for those economies
- Protecting National Airline with budgetary support: Is it a level playing field? Where is the Competition Commission?
- Future of LCC: Competing with Railways: Unfair competition due to high taxes in Aviation and no taxes in railways. The way forward in India. Why can't airways replace railways as mass and cheap transport for long distance travel?

10:00 - 11:00

AIRLINE LIABILITY & INSURANCE

- How the Montreal Convention of 1999 is being interpreted and applied since it entered into force in 2003?
- Which Asian States have ratified which liability regime: Warsaw and its progeny, or Montreal 1999?
- The Differences in Carrier Liability Efforts to Update the Rome Convention
- The Liability Insurance Market in the Post 9/11 World
- Liability Regime from Islamic Law Point of View
- The Mangalore Crash and Its Implications

11:00 - 11:20 Refreshment Break

11:20 - 12:30

<p><i>AIRCRAFT MANUFACTURER & AIR NAVIGATION LIABILITY</i></p> <ul style="list-style-type: none"> • Current Issues of Products Liability for Airframe and Engine Manufacturers • The Liability of Air Navigation Service Providers • India's Defence offset policy and its implication for Aviation, aerospace related manufacturing. 	<p><i>EMERGING ISSUES IN COMMERCIAL SPACE</i></p> <ul style="list-style-type: none"> • Lunar and NEO Resource Exploitation • Positioning and Navigation Satellite Services • Need for National Space Legislation • Barriers to Open Commercial Launch Services
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12:30 - 13:30 LUNCH

13:30 - 14:30

<i>AVIATION SAFETY</i> <ul style="list-style-type: none">• The US and EU Blacklists• The ICAO Safety and Security Audits of State Compliance with Standards and Recommended Practices• Asian States and Indian Compliance with SARP's	<i>SPACE SCURITY</i> <ul style="list-style-type: none">• ASAT's and Weaponization of Space• On-orbit Servicing and Space Security• Dual Use of Commercial Space Applications• Space Debris Mitigation and Remediation• Space situational Awareness
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14:30 - 15:40

<i>AVIATION SECURITY</i> <ul style="list-style-type: none">• The world in a post-9/11 environment• Facilitation vs. Security• Machine Readable Travel Documents• Is security is a state function? If yes, why should passengers pay for it?	<i>SPACE SCURITY (conti...)</i>
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15:40 - 16:00 Refreshment Break

16:00 - 17:00

<i>IS IT TIME TO REVISIT, or REINVENT, THE CHICAGO CONVENTION?</i> <ul style="list-style-type: none">• Conflicts Between Contemporary Aviation and the 1944 Regime• Should ICAO be reformed?• Is it time for a new Chicago Convention to address contemporary Realities?• Should the Convention address aerospace vehicles and space launches?• Potential conflict between Chicago Convention and WTO.	<i>SPACE SCURITY (conti...)</i> Roundtable with 5 or 6 experts (with invited media) TBD
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17:15 - 18:00

CLOSING SESSION

STUDENTS' CONFERENCE

Students' Conference is intended to encourage and to provide opportunity to young people who are planning their professional careers in the aviation and space fields.

Each session will be monitored by experienced professionals who will give their comments and suggestions for improvement on the each speaker's presentation.

SUNDAY, 29 APRIL 2012

09:00 - 10:00

REGIONAL AVIATION INFRASTRUCTURE IN INDIA AND THE NEED TO CONNECT REMOTE AREA- INVOLVES TRANSPORT AND INDUSTRIAL GROWTH POLICY ALSO.

- Regional Aviation Development through PPP
- Creation of Essential Air Services Fund
- Remote Area Incentives

10:00 - 11:00

EMERGING ENVIRONMENTAL ISSUES

- Noise and Emissions: The Challenge of Technology and Regulation
- ICAO's Standards and Recommended Practices
- Unilateralism: The EU Emissions Trading Regulations and their Impact, in specific in India.
- Night Curfews and its impact on long distance aviation travel.

11.00 -11.20 Refreshment Break

11.20 - 12.45

EMERGING ISSUES FOR AIRPORTS AND THEIR ECONOMIC REGULATION

- How can airports enhance the margin of safety and security without impairing airline efficiency?
- What new airport and air navigation infrastructure is needed to meet growing demand for air travel?
- How do airports measure and address the impact of aircraft noise and other environmental problems?
- What are the current requirements regarding airport safety?

- What has been the impact of airport privatization on infrastructure and charges?
- PPP model for both Greenfield and Brownfield airports
- User Development Fee and Airport Development
- Airport Economic Regulator in India and its implications
- Airport as a monopoly service provider
- Towards development of a Hub in India (policy implications)

12:45 - 13:45 LUNCH

13.45 - 15.00

EMERGING ISSUES FOR AIR NAVIGATION SERVICES

- What air navigation technology can enhance safe and efficient flight?
- How can air navigation services help reduce fuel burn?
- Are air navigation charges limited to the cost of service, and are they being applied non-discriminatorily?
- How has corporatization worked in terms of safety, efficiency and cost?
- How do developing States finance advance air navigation technology and infrastructure?
- Do we need a (global or regional) framework governing CNS/ ATM systems, including GNSS?
- Is there a need for an Indian national regulatory regime governing GAGAN-IRSNS? If yes, what specific elements it should have?
- Emerging liability issues in Satellite based navigation

15:00 - 16:00

<p><i>GOVERNMENT REGULATION, BILATERALS, & THE LIBERALIZATION OF AIR TRANSPORT</i></p> <ul style="list-style-type: none"> • What is the appropriate role for government? • Which countries are liberalising; which are not, and why (not)? • The role of the national airline, revisited. • If markets are to be free, should there be competition rules and state aid prohibitions? • India and regional grouping in aviation. India-Asian open sky? India-EU open sky. Implications of US-EU open sky for those economies 	<p><i>EMERGING ISSUES IN COMMERCIAL SPACE</i></p> <ul style="list-style-type: none"> • Lunar and NEO Resource Exploitation • Positioning and Navigation Satellite Services • Need for National Space Legislation • Barriers to Open Commercial Launch Services
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<ul style="list-style-type: none"> • Protecting National Airline with budgetary support: Is it a level playing field? Where is the Competition Commission? • Future of LCC: Competing with Railways: Unfair competition due to high taxes in Aviation and no taxes in railways. The way forward in India. Why can't airways replace railways as mass and cheap transport for long distance travel? 	
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16:00 - 16:20 Refreshment Break

16:20 - 17:20

<p><i>AIRLINE LIABILITY & INSURANCE</i></p> <ul style="list-style-type: none"> • How the Montreal Convention of 1999 is being interpreted and applied since it entered into force in 2003? • Which Asian States have ratified which liability regime: Warsaw and its progeny, or Montreal 1999? • The Differences in Carrier Liability Efforts to Update the Rome Convention • The Liability Insurance Market in the Post 9/11 World • Liability Regime from Islamic Law Point of View • The Mangalore Crash and Its Implications 	<p><i>SPACE SCURITY</i></p> <ul style="list-style-type: none"> • ASAT's and Weaponization of Space • On-orbit Servicing and Space Security • Dual Use of Commercial Space Applications • Space Debris Mitigation and Remediation • Space situational Awareness
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17:20 - 18:00

CLOSING SESSION: REMARKS AND FEEDBACK FROM MODERATORS

INFORMATION ABOUT THE ORGANIZING INSTITUTIONS

INSTITUTE OF AIR & SPACE LAW, MCGILL UNIVERSITY, MONTREAL, CANADA



As it celebrates its 60th birthday this year, McGill University's Institute of Air and Space Law (IASL) looks back on a rich history of education, public service and scholarship. Its graduates possess the highest quality educational experience in Air and Space Law available anywhere in the world and today they serve in some of the highest legal positions in the bar, the industry, and governmental institutions in some 120 nations around the world.

The Institute of Air and Space Law offers the leading educational and research program in Air and Space Law as it contributes a rich body of research, scholarship, and educational programs to the profession. The Institute brings together some of the world's premiere experts in Air and Space Law under one roof for research, informal discussions, class lectures, seminars and conferences. In 1996, the Institute of Air and Space Law was the proud recipient of the ICAO's prestigious **Edward Warner Award** for its ground breaking achievements. The Award is recognized throughout the world as the greatest single honour the international civil aviation community can bestow, for its importance is derived from the fact that it is given by ICAO on behalf of its over 180 Member States. (For more information visit: <http://www.mcgill.ca/iasl/>)

The objectives of the Institute of Air & Space Law are to:

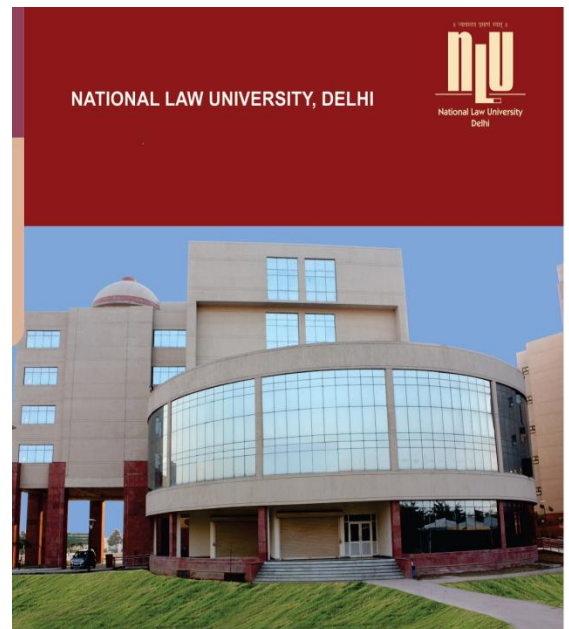
- Educate the next generation of air and space lawyers to serve the needs of the air and space community worldwide. The IASL's educational emphasis is graduate in character and international in scope. By sending the IASL graduates far and wide with a solid educational background, McGill has facilitated that important objective of worldwide law harmonization.
- Offer IASL students the best graduate education in Air and Space Law available anywhere in the world. The Institute constantly strives to improve

its educational programme. It has designed a curriculum relevant to the needs of its graduates, to provide a base of relevant practical and theoretical information and analytical and communications skills to enable its graduates to perform their professional duties proficiently.

- Publish interdisciplinary research valuable to governmental and multinational institutions, the airline and aerospace industries, and the legal profession. Since 1976, the IASL Centre for Research in Air & Space Law has published the Annals of Air & Space Law as well as books, reports, studies, and conference proceedings; the IASL faculty publishes widely in other legal periodicals as well. Our faculty also assists international organizations and governmental institutions in their efforts to advance Air and Space Law and policy.
- Serve the professional educational needs of the aviation and space law bar. The IASL's workshops, conferences and seminars are attended by legal practitioners, government officials, industry leaders and professors from around the world. Over the years, the Institute has been visited by delegates from many nations seeking cutting edge information on emerging developments in Air and Space Law.

NATIONAL LAW UNIVERSITY, DELHI, INDIA

National Law University, Delhi, established in 2008 by Act No.1 of 2008 of National Capital Territory of Delhi and with the initiative of High Court of Delhi, is another Law University in the list of premier law Universities established in India. The vision of the University is to create a Global Legal Institution which will compete with the best outside India and to prepare Lawyers for a legal career that introduces them to wide range of opportunities in legal profession across the globe. The University's State of Art infrastructure at Sector 14, Dwarka, New Delhi consists of all facilities for best of learning, research and outreach activities. The University initially offers a 5-year integrated B.A., LL.B (Hons.) Degree Programme with effect from the Academic Year 2008-09 starting in August, 2008.



Globalization is a challenge and also an opportunity in the present times. We require the convergence of Economics, Technology and Law. India had a long history of business and technology. The potential has been unleashed through the process of liberalization. Yet the smooth sailing requires the compass called Rule of Law. India

has established itself as a democracy which is a success on the macro participative process of governance. Yet, there are other crucial issues of internal dimension.

There is a complex task of assimilation of the fractured social classes for centuries in such participation. Cumulative economic progress needs to reach the various layers to create a development index which is fair and equitable. Most importantly a transparent and speedy justice administration system reinforces the faith in Rule of Law.

The National Law University endeavours to make legal education as justice education, as an instrument of social, political and economic change, and to prepare lawyers who will be competent in the art of advocacy both at the trial and the appellate level and also skilled in judicial administration. Mahatma Gandhi said, "We must become the change we want to see in the world." The students of the National Law University, Delhi, are educated to be agents of change as the country mandates to achieve its developmental goals for future generations. The primary mission of the University is to create lawyers who will be professionally competent, technically sound and socially relevant, and will not only enter the Bar and the Bench but also be equipped to address the imperatives of the new millennium and uphold the Constitution of India. (For more information visit: <http://www.nludelhi.ac.in/>)

INTERNATIONAL FOUNDATION FOR AVIATION, AEROSPACE & DEVELOPMENT, DELHI and MONTREAL

Founded as a non-profit organization in 2005, the International Foundation for Aviation and Development (IFFAAD), a non-government organization, is incorporated and has its seat in Montreal, host city of the International Civil Aviation Organization (ICAO) and the International Air Transport Association (IATA). Montreal has also been the world capital of aviation for more than fifty years. The initiative for the Foundation originated from Dr. Sanat Kaul, the then Representative of India to the Council of ICAO who became the first Chairman and is currently heading the India Chapter in New Delhi. IFFAAD is proud to have Dr. Assad Kotaite former President of the ICAO Council as its Governor Emeritus and Dr. Charles Bédard a former permanent representative of Canada to ICAO as its co-founder and present Chairman. IFFAAD (India Chapter) is incorporated as a non-government organization in India and has head office in New Delhi.

The idea of IFFAAD was born in view of the exponential growth of the aviation sector globally and its immense symbiotic impact on development. As such it was felt that it was the right time to establish an independent 'think tank' which could provide fresh and new approaches on how to deal with the critical issues related to growth of aviation worldwide; on how to ensure the safety and security of the aviation industry; on solutions that could mitigate adverse impact of aviation on the environment; and on how to achieve overall, inclusive and sustainable development

consequent to the rapid growth of international civil aviation. In addition to offering new perspectives on critical issues, IFFAAD also provides consultancy services on a wide spectrum of cross sector issues arising out of aviation and development attended thereto.

IFFAAD, Montreal and Delhi, brings synergy to its efforts because each can draw upon its international team of experts to address issues. IFFAAD is an important focal point (independent think-tank) for the exchange of ideas and promotion of public interest in aviation and development worldwide. In particular it encourages cooperation between various interested sectors, such as tourism, industry, commerce and social development and fosters a constructive dialogue amongst policy makers (governments, industries, international organizations, et al.) universities, professionals, students and individuals. Since its creation, IFFAAD has organized several conferences, seminars, workshops, etc. on critical and contemporary issues related to aerospace industry. (For more information, visit: <http://www.iffaadindia.org/> AND <http://www.aviationdevelopment.org/eng/>)

PRELIMINARY PROGRAM

VENUE, TRAVEL AND ACCOMMODATION



1. Venue

National Law University (NLU), Delhi
Sector - 14, Dwarka, New Delhi - 110 078, India
Phone No.:+91-(0)11-2803-4993 OR +91-(0)11-2803-4257
Fax: +91-(0)11-2803-4256
<http://www.nludelhi.ac.in/>

Nearest Metro Station: Sector 14 Station, Dwarka (About 300 meters from NLU)

The National Law University is situated near the Indira Gandhi International Airport, New Delhi.

2. Travel/Passport/Visa

Delegates are requested to arrange their own travel. If you are a foreigner, a valid passport and a visa may be required prior to entry into India. It is entirely your responsibility to ensure that you have the necessary travel documentation for entry into India. Please contact the nearest Indian Embassy, High Commission or Consulate if you need to obtain a visa to enter India. Invitation letter for visa purposes, if required, will be sent to you within a few days of receipt of your registration payment or confirmed acceptance of paper presentation, as the case may be.

3. Travel and Hotel Accommodation

Delegates are requested to arrange their own accommodation. There are hotels in close vicinity of the National Law University, the venue of the event. Should you require assistance regarding travel and accommodation in Delhi, you may contact the following travel agents proposed by the organizers:

(1) Ms. Carmy Ciarlillo of Voyages Lindberg in Montreal,
Tel: +1-514-385-3885
Fax: +1-514-382-0990
Email: carmy01@qc.aibn.com

(2) Ms. Radhika Arora of Cox and Kings in Delhi,
Tel: +91-(0)11-2676-7900; +91-(0)11-2676-8811
Cell: +91-97117-75559
Email: radika.arora@coxandkings.com

Important Note: The organisers are not responsible for the activities of the proposed travel agents.

The speakers from abroad may be provided accommodation without charges in the Residence of the National Law University. Please note that there are only a limited number of rooms available and they will be allotted on first-come first-served basis. You may be required to make a deposit of \$200US which will be forfeited in case of no show. If you wish to reserve a room subject to these conditions, please contact Prof S. Maheshwar Singh, National Law University, New Delhi. His contact details are:

Email: smaheshwar@hotmail.com

Cell +91-999-976-5128

4. Contact us

If you have any question or require additional information, please feel free to contact:

(1) Dr. Sanat Kaul

Tel: +91-981-851-9235

Email: sanat_kaul@hotmail.com

(2) Ms. Joyeeta Chatterjee

Email: joyeeta.chatterjee@mail.mcgill.ca

5. For updated information, please visit www.aviationlawconference.com



REGISTRATION

Five Ways To Register:

- ONLINE: www.aviationlawconference.com
- BY MAIL: Complete and send attached registration form with payment to: Seema, National Law University, Sector-14, Dwarka, New Delhi – 110078, India. Telephone number: +91-987-132-3134)
- BY EMAIL: Complete, scan and send the attached Registration Form as an attachment to: Dr. Sanat Kaul and sanat_kaul@hotmail.com AND send the payment to the above-mentioned postal address.
- BY FAX: Complete and send the attached Registration Form to: +91-11-2373-6732 AND send the payment to the above-mentioned postal address.
- ONSITE REGISTRATION: is available for those persons who miss the pre-registration deadline. If you plan to register onsite, please contact Dr. Sanat Kaul at: +91-981-851-9235; Email sanat_kaul@hotmail.com at least 72 hours before the event to confirm whether space is still available. Onsite registrants must pay the registration fees by Cash / Demand Draft (refer Payment Instructions)

No registration will be accepted without payment.

Pre-Registration Is Recommended To Avoid Delays Onsite.

Confirmation and invitation letter for visa purposes, if required, will be send to you within 72 hours of receipt of your pre-registration. The last date for pre-registration is 11th November 2011.

You will still need to present your Passport and (if applicable) Student ID on-site in order to receive your entrance badge.

Cancellation Policy:

Registrants who are unable to attend the Workshop or/and Conference will receive a refund (less 30% of the registration fee for administrative charge) on written cancellations received on or before 11th November 2011. Regrettably, no refunds will be granted thereafter.

However, a substitute registrant may be designated in lieu of the original registrant (or Workshop/Conference materials will be sent in lieu of a refund after the Workshop – Conference). Please advise us of the substitute name in advance.

Cancellations must be sent to the attention of: Dr. Sanat Kaul at Fax number: +91-11-2373-6732 or Email: sanat_kaul@hotmail.com

The organisers reserve the right to amend/cancel any programme and assume no responsibility for personal expenses.

REGISTRATION FORM

<input type="checkbox"/> Mr <input type="checkbox"/> Ms <input type="checkbox"/> Dr <input type="checkbox"/> Prof		
First Name	Initial(s)	Last Name
Title		
Organization / Firm		
Address		
City Country	State / Province	Postal / Zip Code
Telephone	Fax	E-mail
Itinerary:		
Date of Arr.:	Flight No.:	Arrival at Delhi (Indian Local Time):
Date of Dep.:	Flight No.:	Departure from Delhi (Indian Local Time):
Date:		Signature:

REGISTRATION FEE

(Workshop Registration Fee includes admission to the programme, refreshments and working lunches. Conference Registration Fee includes the programme, refreshments, working lunches, welcome reception and dinners)

Kindly check mark which of the following categories and registration fees apply to you

	Foreign Delegates (in US Dollars)*	Indian Delegates (in ₹)*
Workshop (2 days)	<input type="checkbox"/> \$ 750	<input type="checkbox"/> ₹10,000
Conference (3 days)	<input type="checkbox"/> \$ 1000	<input type="checkbox"/> ₹15,000
Combined Fee (5 days)	<input type="checkbox"/> \$ 1,500	<input type="checkbox"/> ₹20,000
Students	<input type="checkbox"/> 50% of above	<input type="checkbox"/> 50% of above
Government Employees	<input type="checkbox"/> 67% of above	<input type="checkbox"/> 67% of above
Early Registration before 29 February 2012	<input type="checkbox"/> 85% of above	<input type="checkbox"/> 85 % of above
Accompanying Spouse	<input type="checkbox"/> \$ 200	<input type="checkbox"/> ₹2,500
Monday (30 th April 2012) Agra Sight-Seeing Visit	<input type="checkbox"/> \$ 200	<input type="checkbox"/> ₹2,500

* Inclusive of 12.36% Service Tax

METHODS OF PAYMENT

For Foreign Delegates:

- ONLINE: www.aviationlawconference.com
- Demand Draft in U.S. Dollars (US\$) only payable to “National Law University, Delhi (International Conference)” at New Delhi, India.
- Bank / Wire Transfer: You should indicate clearly to your bank that the transfer is made to “National Law University, Delhi (International Conference)”. Please note that applicable Bank / Wire Transfer Charges on Registration Fees or on the transaction must be added to the Registration Fees mentioned below.

Please note that processing may require up to two weeks. Kindly let us know once the transaction is complete. (Please attach payment details with Registration Form)

Currency of Account: US Dollar (US\$)

Account Holder's Name: National Law University, Delhi (International Conference)

Account Number: 18710110019559.

Name and address of the Bank: UCO Bank

Swift Code: UCBAINBB202

Bank Code: IFSC Code UCBA0001871

For Indian Delegates:

Demand Draft (attach payment details with Registration Form) in Indian Rupees (₹) in favour of “National Law University, Delhi (International Conference)” payable at New Delhi.

Bank / Wire Transfer: You should indicate clearly to your bank that the transfer is made to “National Law University, Delhi (International Conference).” Please note that applicable Bank / Wire Transfer Charges on Registration Fees or on the transaction must be added to the Registration Fees mentioned below. Kindly let us know once the transaction is complete. (Please attach payment details with Registration Form)

Currency of Account: Indian Rupees (₹)

Account Holder's Name: National Law University, Delhi (International Conference)

Account Number: 18710110019559.

Name and address of the Bank: UCO Bank Branch Dwarka, New Delhi-110078