

1974

## Air Transportation

William E. O'Connor

Follow this and additional works at: <https://scholar.smu.edu/jalc>

---

### Recommended Citation

William E. O'Connor, *Air Transportation*, 40 J. AIR L. & COM. 353 (1974)  
<https://scholar.smu.edu/jalc/vol40/iss2/7>

This Book Review is brought to you for free and open access by the Law Journals at SMU Scholar. It has been accepted for inclusion in Journal of Air Law and Commerce by an authorized administrator of SMU Scholar. For more information, please visit <http://digitalrepository.smu.edu>.

# Book Review

AIR TRANSPORTATION. By Robert M. Kane and Allan D. Vose. Dubuque, Iowa: Kendall/Hunt Publishing Company. Fourth edition, 1974. Pp. 435.

Since the last edition of Dr. Frederick's *Commercial Air Transportation* in 1961,<sup>1</sup> no true textbook has been published on the air transportation industry. There is a need for such a text for college courses in air transportation. Moreover, a good text in this field would be a boon to a managerial trainee in an airline or any aviation enterprise as well as to a lawyer moving for the first time into the field of air law.

To a degree, sometimes a disappointing degree, the book under review seeks to fill this need. It appeared originally in 1967 and has now been reissued in its fourth edition.

Many books have appeared recently which study one aspect of this subject—*e.g.*, Eads on local service airlines, Schneider on air freight and Straszheim on international airline economics.<sup>2</sup> But only Kane and Vose seek to cover the whole field as a textbook should.

The authors divide their work into three major parts. The first deals with the history of the airline industry in the United States and the social, economic, and political importance of air transportation. The second deals with the structure and functions of the regulatory agencies—Federal Aviation Administration, Department of Transportation, Civil Aeronautics Board, National Transportation Safety Board. The third part, entitled "Administration of Air Transportation" concerns itself with the organization and management of airlines, the economics of air carrier operations, airline accounting and financial analysis, and (very briefly) certain legal aspects of air transportation.

Over one third of the book consists of an appendix containing the full text of the Federal Aviation Act, the Department of Trans-

---

<sup>1</sup> John H. Frederick, *COMMERCIAL AIR TRANSPORTATION* (5th edition, 1961).

<sup>2</sup> George C. Eads, *THE LOCAL SERVICE AIRLINE EXPERIMENT* (1972); Lewis M. Schneider, *THE FUTURE OF THE U.S. DOMESTIC AIR FREIGHT INDUSTRY* (1973); Mahlon R. Straszheim, *THE INTERNATIONAL AIRLINE INDUSTRY* (1969).

portation Act of 1966, and the twin acts of 1970 dealing with Airport and Airway Development and with Airport and Airway Revenue. To these, which were in previous editions, has been added the text of the Hague Convention on hijacking and the Montreal Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation. Other changes in this new edition are some updating of figures and a considerable expansion concerning the economic characteristics of air carriers and the organization and functions of the International Air Transport Association.

Since, as noted above, this is the only current textbook on this subject, a reviewer hesitates to be too critical. It is necessary to state, however, that a reader seeking precision of thought or lucid prose style will be disappointed. Moreover, there are important gaps in the updating of information. The text of the Federal Aviation Act includes only amendments through October 15, 1970, which means that significant amendments, such as that of 1972 respecting CAB and Presidential power over international rates, are omitted. A one-sentence reference to the CAB's new power is in the text on page 137 but the Presidential authority is not mentioned.

The number of air freight forwarders is given (page 136) as "approximately 150," whereas the actual number today is over 300.<sup>3</sup> The revision in the maximum permissible size of air taxi aircraft from the 12,500 pound standard to the 30 seat/7,500 pound standard is correctly stated when discussing the scheduled "Commuter air carriers," but incorrectly stated on a later page with respect to air taxis who do not operate on a scheduled basis. The discussion of supplemental air carriers on pages 133-134 is many years out of date in stating that the supplementals conduct individually-ticketed flights between any pair of cities up to a limit per month, and that the supplementals' authority is not a "Certificate of Convenience and Necessity" but is issued under the exemption powers of the CAB.<sup>4</sup>

The Warsaw Convention is discussed without any mention of the Montreal Agreement or the Guatemala Protocol, leaving the impression that the low liability limits of Warsaw are currently effective.

---

<sup>3</sup> Civil Aeronautics Board, LIST OF U.S. AIR CARRIERS (March 1, 1974). Pp. 5-13.

<sup>4</sup> See subsections 101 (35) and (36) of the Federal Aviation Act of 1958.

Despite the foregoing criticism, the strength of the book lies in its being a compendium of information crossing the whole spectrum of air transportation—historical, regulatory, and economic. Future editions would be made more useful for the classroom by including more analytical material and by seeking to show controversies among schools of thought. For example, IATA's organizations and functions are well described but there is no mention of the criticism of IATA as a "cartel" which may be injurious to consumer interests. An airing of this controversy, showing both sides, and of many other current controversies might enhance the book's usefulness as a textbook.

*William E. O'Connor\**

---

\* Ph.D., American University, Washington, D.C.; Assistant Professor, Aviation Management, Embry-Riddle Aeronautical University. Formerly with the Civil Aeronautics Board.

