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## Bibliography

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## CURRENT LITERATURE ON AEROSPACE LAW

Compiled by GERARD LAFLEUR†

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† B.A., LL.L., Ottawa University; LL.M., McGill University; Member of the Bar of Montreal; Department of Education, Quebec.

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## PREFACE

The Board of Editors proudly publishes this issue of the *Journal of Air Law and Commerce* which is devoted to an examination of the background, controversy, and policy surrounding the recent proposals regarding regulatory reform in the aviation industry. While the *Journal* does not adopt any of the views expressed by the various authors, the *Journal* welcomes the opportunity to provide a forum in which the foremost authorities in this area can present their views. We wish to thank especially Roy Pulsifer, Assistant Director of the Bureau of Operating Rights at the Civil Aeronautics Board for graciously assisting us in the preparation of the issue.

The primary purpose underlying the publication of the issue is the desire to provide a source to which our subscribers, the Congress, and the general public may refer for concise and authoritative statements of the various positions and refutations espoused by those who have become involved in this political debate. The background to the controversies of deregulation may be found in the initial articles, the text of the Administration's proposed Aviation Act of 1975, as well as in the summaries of the findings of the Civil Aeronautics Board Special Staff on Regulatory Reform and the Senate Subcommittee on Administrative Practice and Procedure, all of which have been included as resource tools. The analyses and arguments of the academic, political, and business communities follow this background material.

With the focus on policy and position rather than the interpretation of law, the format of this issue necessarily departs from that which is normally found in law reviews. Thus the editorial policy has been to preserve the flavor of each article by making minimal editorial revisions. We hope we have successfully blended widely divergent styles and approaches.

The usefulness of this issue should be apparent to all of our domestic subscribers, but the Board also believes the discussion of deregulation may also stimulate re-examination of the international aviation system. In any event, the controversy over deregulation promises to be a problem not easily or quickly resolved. We welcome responses to the positions taken by the authors who have so willingly contributed to this issue.

The Board of Editors

