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U.S. Federal Register Office. 1344 pages, 1971. Price \$5.75. U.S. Gov't Printing Off., Washington, D.C.

DOMESTIC TRANSPORTATION: PRACTICE, THEORY, AND POLICY. Second Edition. By R. J. Sampson & M. T. Farris. 493 pages, 1971. Houghton Mifflin Company, Boston, Massachusetts.

NATIONAL AVIATION POLICY SUMMARY. By FAA. 247 pages, 1971. Price \$2.25. U.S. Gov't Printing Off., Washington, D.C.

THE FUTURE OF AMERICAN TRANSPORTATION. By E. W. Williams, Jr. 211 pages, 1971. Price \$5.95. Prentice-Hall, Englewood Cliffs, New Jersey.

*The Transatlantic Air Market—Where Increased Charters Will Expand Public Benefits.* By World Airways, Inc. 48 pages, 1971. World Airways, Inc., Oakland, California.

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## ARTICLES

### INTERNATIONAL

*Application de la Convention de Varsovie et de la loi du 2 mars 1957 aux vols touristiques et a l'aviation legere,* by Georgiades. 25 REVUE FRANCAIS DE DROIT AERIEN 221-23 (1971).

*Die Internationale Luftrechtskonferenz in Den Haag und das Abkommen zur Bekämpfung der Widerrechtlichen Inbesitznahme von Luftfahrzeugen,* by von Gunther Schmidt-Rantsch. 20 ZEITSCHRIFT FÜR LUFTRECHT UND WELTRAUMRECHTSFRAGEN 63-108 (1971).

*Dopo l'ingresso dell'URSS nell'ICAO—considerazione, sul traffico aereo mondiale,* by Bolognesi. 53 AVIAZIONE DI LINEA AERONAUTICA E SPAZIO 258-61 (1971).

*Internationaler Umweltschutz und neue Rechtsfragen der Atmosphärennutzung,* by von Sand. 20 ZEITSCHRIFT FÜR LUFTRECHT UND WELTRAUMRECHTSFRAGEN 109-33 (1971).

*Juridische en militaire aspecten van het ruimteverdrag van 1967, door*

I., by Diederiks-Verschoor. 63 MILITAIR RECHTELIJK TIJDSCHRIFT 608-21 (1970).

*Le Droit & L'Espace*, by Thomas. FORCES AERIENNES FRANCAISES 509-17 (1971).

*Les Accords de pool entre les entreprises de transport aerien*, by Naviau. 2 EUROPEAN TRANSPORT LAW 198-214 (1971).

*Une longue et difficile gestation: genese du Protocole de Guatemala City du 8 mars 1971*, by Beabois. 34 REVUE GENERALE DE L'AIR ET DE LA L'ESPACE 40-53 (1971).

#### DOMESTIC

Cordtz, *Its Time to Unload the Regulators: The Costs of Cushioning Competition Are Far Greater Than the Benefits to the Public*, 84 FORTUNE 64 (1971).

The author contends that federal regulation of transportation is a failure because the regulatory apparatus, which was conceived at a time when it was believed that transportation was inherently unsuited to competition, has failed to keep pace with changes in technology and economic conditions. Mr. Cordtz recommends that the regulatory agencies be abolished and that the transportation companies should be required to take their chances in the market place.

Gottlieb, *Land Use Controls For Airport Planning*, 3 URBAN LAWYER 266 (1971).

A comprehensive planning program for compatible land use and airport development should be directed toward achieving an optimum relationship between an airport and its environs. While there are many types of zoning problems that must be dealt with, the situation involving noise abatement is prevalent. Any strategy in this area involves a balancing of interests between those who prefer unrestricted expansion of airport operations, and those who prefer no further deterioration of urban environments.

Ticer, *Legal Methods of Eliminating Certain Undesirable By-Products of the Air Transportation Industry*, 11 NATURAL RESOURCE JOURNAL 177 (1971).

The author discusses public and private remedies available to those who wish to eliminate air pollution and noise caused by airplanes. Means of control discussed include zoning regulations, air traffic control standards and ground traffic control.

Danforth, *Mercury's Children in the Urban Trap: Community Planning*