

1971

Books Received

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

Recommended Citation

Books Received, 37 J. AIR L. & COM. 421 (1971)
<https://scholar.smu.edu/jalc/vol37/iss3/16>

This Bibliography 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>.

and Federal Regulation of the Jet Noise Problem, 3 URBAN LAWYER 206 (1971).

The article examines the role of the federal government, community planners and the airline industry in their effort to face the noise problem. While the community planners make some concessions to the economic realities of the airport industry, the latter must supply the planners with the economic information on what type of airplanes will be available. The federal role is one of a catalyst; it offers both sides the basis for consultation and information flow.

Donohue & Hill, *National Transportation Policy and the Regulatory Agencies*, 19 BUSINESS TOPICS 67 (1971).

The authors suggest that a national transportation policy should be oriented to pursue the goal of greater competition in the transportation marketplace. Since the goal is to protect consumers rather than competitors, a Federal Transportation Board should be set up to regulate maximum rates and thereby control monopoly abuses. Minimum rates would not be subject to regulation.

Davis, *New Developments in Airport Security*, 3 URBAN LAWYER 263 (1971).

While the responsibility for airport security is still on the local level, the federal government now coordinates and provides technical assistance in implementing a national airport security program. Screening processes, such as the use of a behavioral-profile and the use of magnometers, are designed to detect potential hijackers while still on the ground. Sky marshals offer protection when the planes are in the air.

Burck, *Transportation's Troubled Abundance*, 84 FORTUNE 85 (1971).

The nation's transportation systems are so complex that their very nature precludes simple remedies. The author recommends less government regulation and therefore more freedom for the private carriers. The market should set its own prices and determine who is to compete. The author also recommends that more resources be applied to the development of modern urban transit.

BOOKS RECEIVED

INTERNATIONAL LAW. By C. S. Rhyne. 656 pages (xxix), 1971. Price \$15.00. CLB Publishers, Washington, D.C.

ECONOMIC REGULATION OF THE WORLD'S AIRLINES. By W. E. O'Connor. 189 pages (xi), 1971. Price \$15.00. Praeger Publishers, New York.

THE ENVIRONMENTAL CRISIS: AGENDA FOR SURVIVAL. Edited by H. W. Halfrich. 2 volumes, 1970. Price \$10.14. Yale University Press, New Haven, Conn.

EXTRADITION IN INTERNATIONAL LAW. By I. A. Shearer. 283 pages (xiii), 1971. Price \$9.00. Oceana Publications, Dobbs Ferry, New York.

KENNEDY ROUND IN AMERICAN TRADE POLICY. By J. W. Evans. 383 pages (xii), 1971. Price \$13.95. Harvard University Press, Cambridge, Mass.

MEDIATION AND THE DYNAMICS OF COLLECTIVE BARGAINING. By W. E. Simkin. 410 pages (xiv), 1971. Price \$12.50. Bureau of National Affairs, Washington, D.C.

SOLDIERS WITHOUT ENEMIES: PREPARING THE UNITED NATIONS FOR PEACEKEEPING. By L. Fabian. 315 pages (vii), 1971. Price \$12.50. Bureau of National Affairs, Washington, D.C.