

1956

Book Note: Air Charter and the Warsaw Convention - A Study in International Air Law, by Kurt Gronfors

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Recommended Citation

Arnold W. Knauth, *Book Note: Air Charter and the Warsaw Convention - A Study in International Air Law, by Kurt Gronfors*, 23 J. Air L. & Com. 252 (1956)
<https://scholar.smu.edu/jalc/vol23/iss2/10>

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FOREIGN ARTICLES

- L'Astronautique et le droit*, par Alec Mellor. Revue générale de l'air, No. 4, 1955; 18: 399-408.
- Le Basi Internazionali degli ordinamenti aeronautici*, di Amedeo Giannini. Rivista aeronautica, Mar. 1956; 32: 297-307.
- Dommages causés par la circulation aérienne*, par Jean T. Lacour. Revue française de droit aérien, Jan./Mar. 1956; 10: 25-33.
- Flughafenplanung Heute und Morgen*, von Fr. von Buddenbrock. Weltluftfahrt, May 18, 1956; 8: 103-110.
- La notion du "Transport international" d'après la Convention de Varsovie*, par Michel Guinchard. Revue française de droit aérien, Jan./Mar. 1956; 10: 14-24.
- Le Protocole de La Haye*, par André Garnault. Revue française de droit aérien, Jan./Mar. 1956; 10: 1-13.

BOOK NOTE

AIR CHARTER AND THE WARSAW CONVENTION—A study in International Air Law. By Kurt Grönfors. 1956. 11/22. 143. Almqvist & Wiksell, Stockholm and Martinus Nijhoff, The Hague (Tice & Lynch, 12 State St., New York). Price, 12.50 Swedish Crowns.

The extent to which the famous Warsaw Convention of 1929 applies to air transport conducted under "charters" or leases has become an intricate problem. In far-away 1929, the business was conducted on a direct basis between a carrier and each passenger and each shipper of a parcel. The draftsmen did not envisage a single airliner flying from New York to Buenos Aires over the routes of three airlines, and changing crews at Miami, Panama and Lima. Nor did they think of the entire crew of an ocean ship, or a business or tourist group, hiring a plane for a voyage half-way around the world, with travel-agencies, freight forwarders and other intermediate forms of business intervention. The language which they chose was not that of the "Hague Rules" or Brussels 1924 Ocean Bill of Lading Convention, but considerably broader, and without direct precedent. In Chapter V, Professor Grönfors discussed not less than twelve situations relating to air charter.

Air charters within the United States have become familiar through the "non-sked" or "supplemental air carrier" activity. A lively air charter market operates internationally out of London. The CAB is now conducting an investigation of international air chartering. Mr. Grönfors's thorough study will be welcomed. It is another feather in the cap of the Institute of International Air Law of McGill University.

ARNOLD W. KNAUTH