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Aviation Law After September 11th, Second Edition: Ravich ...

aviation law after september 11th second edition 9995 book format please select add to cart by timothy m ravich aviation law after september 11th introduces the topic of aviation law with a particular emphasis on the subject post september 11 2001 formatted as a traditional law school course book the book presents the major tensions in the

AVIATION LAW AFTER SEPTEMBER 11TH introduces the topic of aviation law with a particular emphasis on the subject post-September 11, 2001. Formatted as a traditional law school course book, the text presents the major tensions in the commercial and general aviation marketplace: consumer protection versus the corporate bottom-line, regulation versus deregulation, private enterprise and positive government, price versus convenience, liberty and privacy interests versus national security, internationalism versus nationalism, democracy versus terror, and fundamentally, life and death. AVIATION LAW AFTER SEPTEMBER 11TH is segmented into six chapters-aviation travel rights, deregulation and federal preemption, aviation economics, labor and management, aviation security, and accident litigation-and provides detailed end-of-chapter notes and problems for further study. Timothy M. Ravich is a Martindale-Hubbell(r) AV-rated lawyer and one of only thirty-four lawyers recognized as a "Florida Bar Board Certified Aviation Lawyer." He is Chair of the Florida Bar Aviation Law Committee and an adjunct professor teaching aviation law at the University of Miami School of Law. He earned his M.B.A. in Aviation Policy and Planning from Embry-Riddle Aeronautical University and is a regular commentator for local and national media programming featuring aviation and aerospace. He has spoken and written extensively about aviation issues in national and international forums and in peer-reviewed journals, including the American Bar Association Section of Litigation-Mass Torts, Southern Methodist University's Journal of Air Law and Commerce, the North Dakota Law Review, the Florida Bar Journal, the University of Miami Law Review, and the Journal of the Transportation Research Foru

Provides the final report of the 9/11 Commission detailing their findings on the September 11 terrorist attacks.

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The Impact of 9/11 on Business and Economics is the second volume of the six-volume series The Day that Changed Everything? edited by Matthew J. Morgan. The series brings together from a broad spectrum of disciplines the leading thinkers of our time to reflect on one of the most significant events of our time.

A comprehensive guide and reference for victims of the unprecedented September 11th terrorist attacks, covering all government compensation and financial assistance, charitable organization assistance, non-financial services, legal issues and assistance, aviation safety and security. Appendices include special laws and regulations for September 11th Compensation Fund, contact information and description, focus and requirements of each organization offering assistance. Useful as reference and for training of professionals assisting 9/11 victims.

The response of the U.S. federal government to the events of September 11, 2001 has reflected the challenge of striking a balance between implementing security measures to deter terrorist attacks while at the same time limiting disruption to air commerce. Airport and Aviation Security: U.S. Policy and Strategy in the Age of Global Terrorism is a comprehensive reference that examines the persistent threats to aviation security that led up to the terrorist attacks of September 11th, describes subsequent terror plots against aviation assets, and explores U.S. efforts to counter and mitigate these threats. Addressing the homeland security challenges facing the U.S. in the age of terrorism, this text explores: Security protocol prior to 9/11 Precursors to 9/11 The rising threat of Al Qaeda Tactical and congressional response to 9/11, including new legislation The broader context of risk assessment Intelligence gathering Airport security, including passenger, baggage, and employee screening Airline in-flight security measures Airport perimeter security The threat of shoulder-fired missiles Security for GA (general aviation) operations and airports Beginning with a historical backdrop describing the dawn of the age of global terrorism in the 1960s and continuing up until the present time, the book demonstrates the broad social and political context underlying recent changes in the aviation security system as a direct result of the 9/11 attacks. Coverage examines ongoing threats and vulnerabilities to the aviation infrastructure, including an exploration of how past terrorist

incidents have come to shape U.S. policy and strategy.

Tuesday, Sep. 11, 2001, dawned cool and clear, with sunny skies all along the eastern seaboard. For Air Force aviators like Lt. Col. Timothy "Duff" Duffy of the 102d Fighter Wing at Otis Air National Guard Base, Massachusetts, the day held the promise of perfect flying weather, at a time when the U.S. civil aviation system was enjoying a period of relative peace, despite concerns about a growing terrorist threat. More than ten years had passed since the last hijacking or bombing of a U.S. air carrier. That morning, however, the country came under a shocking, coordinated aerial assault by nineteen al Qaeda hijackers...The attack plan carried out by the suicide operatives had been years in the making. It was intended to cause mass, indiscriminate casualties and to destroy or damage the nation's financial, military, and political centers, four high value U.S. targets selected by bin Laden, independent operator Khalid Sheikh Mohammed, and al Qaeda operations chief Mohammed Atef... By the time 1 World Trade Center, North Tower, collapsed at 10:28 a.m. EDT, almost three thousand people had been killed or were dying; the financial center of the U.S. had been reduced to burning, toxic rubble; the iconic symbol of the military strength of the country had been severely damaged; the tranquility of a field in Pennsylvania had been shattered; U.S. Air Force and Air National Guard fighter aircraft had set up combat air patrols over Washington, D.C., and New York City; and the administration of President George W. Bush and the Department of Defense (DOD) had begun shifting major resources of the federal government and military services to a new national priority, homeland defense.

Following the terrorist attacks of September 11th 2001, there has been a plethora of legislation and acts resulting in security screening of airline passengers and their baggage to the deployment of newer and more updated security technologies, aimed at closing this alarming gap in security. This new book examines additional proposals and actions not only from Congress, but the FAA as well. Contents: Preface; Aviation Security Technologies and Procedures: Screening Passengers and Baggage; Selected Aviation Security Legislation in the Aftermath of the September 11 Attack; Vulnerabilities in, and Alternatives for, Pre-board Screening Security Operations; Terrorist Acts Demonstrate Urgent need to Improve Security at the Nations' Airports Operations; Weaknesses in Airport Security and Options for Assigning Screening Responsibilities; Vulnerabilities and Potential Improvements for the Air Cargo System; Transportation Security Administration Faces Immediate and Long-Term Challenges; Registered Traveller Program Policy and Implementation Issues; Index.

An international security expert focuses on the principal air terrorist acts since the mid-1980s.

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