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Nota di contenuto	Cover; Table of Contents; 1 The Genesis of the Code; 1.1 Historical Background; 1.1.1 The Definition of the Term "Aeroflot"; 1.1.1.1 The Former System; 1.1.1.2 Changes since the End of the 1980s; 1.1.1.3 Changes after the Dissolution of the Soviet Union; 1.1.1.3.1 Legal Succession with Regard to the Soviet Union; 1.1.1.3.2 Legal Succession with Regard to Aeroflot; 1.1.1.4 Other Carriers; 1.1.1.5 Airports; 1.2 Problems Encountered in the Drafting of a Russian Aviation Code; 1.2.1 Distinction between Private and Public Functions; 1.2.2 Distribution of Private Economic Functions 1.2.2.1 Air Carriers 1.2.2.2 Airports; 1.2.2.3 Maintenance Companies; 1.2.3 Distribution of Functions in Aviation Administration; 1.2.3.1 The Changed Role ("the Two Hands") of the State; 1.2.3.2 Possibilities of Structural Adjustment; 1.2.3.2.1 Integration Models; 1.2.3.2.2 Separation Models; 1.2.3.2.3 Establishment of the FAS; 1.2.3.2.4 Federal Service of Air Transport of Russia; 1.2.3.2.5 State Civil Aviation Authority of the Ministry of Transport; 1.2.3.2.6 Federal Air Transport Agency (Rosaviatsia); 1.2.4 Possibility of Transferring Responsibilities to Intergovernmental Institutions 1.2.4.1 Supranational Organisation 1.2.4.2 Common Institution in Connection with Delegation of Responsibilities or Transferring Sovereign Powers; 1.2.4.3 The Interstate Aviation Committee; 1.2.5 Legal Problems Concerning Liability Law; 1.2.5.1 Liability towards

Parties not Involved in Air Traffic; 1.2.5.2 Liability from the Contract of Carriage; 1.2.5.3 Liability towards Persons Carried without Contract of Carriage; 1.3 Drafting and Adoption of the New Code; 1.3.1 The Objectives of the New Code; 1.3.2 Consideration of the Draft against the Background of Legal Tradition in Continental Europe
1.3.2.1 Vertical Integration
1.3.2.1.1 General Principles of Public International Law; 1.3.2.1.2 The Constitution; 1.3.2.1.3 The Aviation Code; 1.3.2.1.4 Subordinated Regulations; 1.3.2.2 Horizontal Integration; 1.3.2.2.1 Other Laws Materially Relating to the Regulation of "Air Transport"; 1.3.2.2.2 Other Laws Which Do not Materially Relate to the Regulation of "Air Transport"; 1.3.3 The Influence of Market Economy Concepts; 1.3.3.1 Relationship Parliament/Administration; 1.3.3.2 Relationship Economy/Administration; 1.3.3.3 Corporatisation/Privatisation; 1.3.4 Adoption of the Aviation Code
1.4 The New Code
1.4.1 Distribution of Functions between Parliament and the Administration; 1.4.2 Distribution between Private and Public Functions; 1.4.3 Distribution of Private Sector Functions; 1.4.3.1 Airline Companies; 1.4.3.2 Airports; 1.4.3.3 Aircraft Maintenance; 1.4.4 Distribution of Functions within the Government Body Supervising Aviation; 1.4.5 Achievements and Shortcomings; 1.4.5.1 Achievements; 1.4.5.2 Shortcomings; 1.4.5.2.1 Registration of Aircraft; 1.4.5.2.2 Foreign Aircraft Flying in Russia; 1.4.5.2.3 Foreign Investment; 1.4.6 Conclusion
2 Subsequent Amendments to the 1997 Aviation Code and New Aviation Legislation

Sommario/riassunto

This book contains the updated English translation and the current official Russian text of the Aviation Code of the Russian Federation. For a better understanding of the Act, an Introduction has been added to this second edition, setting out the history of the Aviation Code and its ramifications. An outline of the Code is given, as well as an account of other Russian Federation legislation covering the field of aviation law. The book clarifies the applicable aviation law in the Russian Federation by providing a professional English translation of the Russian Aviation Code. It will be of inter

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