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""4.18. TRANSFER OF RESPONSIBILITIES""""4.19. BOTTOM-UP AND TOP-DOWN APPROACHES""; ""4.20. CONCLUDING REMARKS""; ""Chapter 5: ELIMINATING THE PHENOMENON OF RISKY CARRIERS""; ""5.1. GENERAL""; ""5.2. SAFETY OVERSIGHT AND RISKY CARRIERS""; ""5.3. SAFETY OVERSIGHT AND SAFETY MANAGEMENT SYSTEMS""; ""5.4. REFLECTION""; ""Chapter 6: AVIATION SAFETY OVERSIGHT PROGRAMME""; ""6.1. INTRODUCTION""; ""6.2. ICAO SAFETY INITIATIVES""; ""6.3. CONCLUDING REMARKS""; ""Chapter 7: SAFA INSPECTION METHODOLOGY""; ""7.1. REFERENCES""; ""7.2. RAMP INSPECTION""; ""7.3. FINDINGS AND THEIR CATEGORIZATION""
""7.4. CONCLUDING REMARKS""""Chapter 8: EU BLACKLIST""; ""8.1. INTRODUCTION ""; ""8.2. CAUSATIVE EVENTS""; ""8.3. EU BLACKLIST ""; ""8.4. MONITORING""; ""8.5. EU POLICY""; ""8.6. REFLECTED CRITICISM""; ""8.7. SAFA AND THE EU BLACKLIST""; ""8.8. CONCLUDING REMARKS""; ""Chapter 9: AVIATION SAFETY INFORMATION AND JURISPRUDENCE""; ""9.1. INTRODUCTION""; ""9.2. JURISPRUDENCE IN THE NETHERLANDS WITH RESPECT TO SAFA INSPECTIONS AND EU BLACKLIST INCLUSION""; ""9.3. PHUKET AIRLINES""; ""9.4. ONUR AIR""; ""9.5. DECISION OF THE COURT""; ""9.6. CONCLUDING REMARKS""
""Chapter 10: SAFE TRANSPORT OF DANGEROUS GOODS BY AIR""
