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""4.4. DEVIATIONS""""4.5. LEGAL ASPECTS""; ""4.6. RESPONSIBILITIES UNDER THE CHICAGO CONVENTION""; ""4.7. AUDIT MANAGEMENT IN GENERAL ""; ""4.8. THE RESPONSIBILITY OF THE AIR CARRIER/AIR OPERATOR""; ""4.9. OPERATIONAL CONTROL ELABORATED""; ""4.10. GOVERNMENT OVERSIGHT OF AIR OPERATIONS""; ""4.11. SAFETY CLAUSES IN BILATERAL AGREEMENTS""; ""4.12. EU BLACKLIST""; ""4.13. OVERSIGHT WITH RESPECT TO FOREIGN AIRCRAFT BASED IN THE NETHERLANDS""; ""4.14. AVIASSIST""; ""4.15. INTERNATIONAL AIRWORTHINESS REQUIREMENTS""; ""4.16. NATIONAL AIRWORTHINESS REQUIREMENTS""; ""4.17. MAINTENANCE""
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""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""
