



Flying in changing environment

Flieger Law Office

Mechelsesteenweg 82

2018 Antwerpen

Belgium

phone: +32 3/238.77.66

fax : +32 3/216.18.44

website: fliegerlaw.com

email: info@fliegerlaw.com

Flying in changing environment

A close-up photograph of a white commercial airplane. The image shows a large, circular engine intake on the left side, with a red and blue stripe running horizontally across the fuselage. A window is visible on the right side of the fuselage. The background is a clear blue sky with some light clouds.

Points that merit your attention:

- Understanding the issues pertaining to purchase contracts for new and used aircraft
- Specific features of airline contracts
- Insurance coverage as required by law or as a precondition for the issuance of an operating permit
- Commercial co-operation contracts, including code-sharing and market alliances
- Ground handling and related agreements, as well as catering, aircraft maintenance and overhaul agreements

FliegerLaw and Flying

FliegerLaw is an international law office, specializing in Aviation Law and based in Belgium, the heart of the European Union. The office is headed by Mr. Arthur Flieger, who has earned his merits during a 30-year career in business law and is aided by a flock of lawyers, every one of them specializing in a niche of the complicated law system. The nice thing about the FliegerLaw Office: all together some 10 languages are spoken and understood. This has its advantages in understanding and interpreting the laws of the different countries of the European Union.

Greatest advantage? We really understand our clients' needs.



Points that merit your attention:

- Operating leases - legal, financial and technical issues arising in the context of lease negotiations, quiet enjoyment, assignment, maintenance reserves, return conditions, possession and use, liens, indemnities and defaults and remedies, deposits
- Export credit financing
- Understanding the nature of basic financial structures
- Grasping the distinction between operating leases, finance leases and cross border, double-dip-leveraged leases

Rumblings in the sky

The unique challenges and regulatory innovations in the European Union can bewilder outsiders. Our task is it to make you understand how airlines and governments handle air transport matters related to the EU* and its impact on the rest of the world.

Take for instance the EU-ETS and other environmental rules and regulations on a national and international level (ICAO). And remember these are valid for all aircraft flying into European airspace. But since aircraft can fly anywhere our guidance, our assistance, does not halt itself at the European frontiers but flies with you all over the world.

*This has its effects on maintenance, overhaul, computer hard- and software, insurance. Some of these are simply required by law, others by financial institutions, or by the insurers. Some others depend on specific regulations, valid only in certain countries.

Points that merit your attention:

- Having a comprehensive overview of the legal regimes applicable to all aspects of the aviation industry
- Knowing how the international air law regimes are interpreted and applied
- Understanding how airlines and governments handle problematic international air law issues
- Computer hardware and software contracts, drafting typical clauses to be applied in airline system contracts
- The regulatory environment, airworthiness, personal licensing, environmental issues
- Traffic rights, Single European Sky





The world is rumbling

The world is changing. Fast. The legal rules almost every country in this world imposes on flying are only one aspect of ownership. There are international regulations, making it all even more complicated. Like the “greening” of the Single European Sky or SES, to mention just one.

However nations, individuals, and companies... need to fly at one time or another. Modern economic reality is unthinkable without aircraft. This brochure is destined to make you aware of the intricacies involved in buying, renting, leasing airplanes or helicopters. Let alone owning and operating one or several.



Points that merit your attention:

- EU aviation law
- Public international air law
- ICAO
- Chicago Convention
- Montreal Conventions
- IATA regulations
- Aviation law in the EU

Rumblings in the Law

EU aviation law is changing fast, not only are there many implications on the passenger side but also for the airlines.

Apart from these there still are SES (Single European Sky), EU-environmental issues, IATA, Chicago Convention, Warsaw Convention, Cape Town Convention, insurance, liability..... We are convinced the coming years a multitude of new rules, laws, and decrees will emerge. Not only from governments, but from all kinds of institutions and even cities in some cases.

We like to think of ourselves as your mediators, always on the lookout for possible obstacles, always trying to find the solution best suited to your particular case.

We can help you from start to finish. And will help and support you even afterwards.

Passengers or Payload?

Airline passengers associations and individuals raise their voice. A voice about service and waiting and delays. They don't want to be considered merely payload. And they have a point.

Airlines raise their voice. Rising costs for airport facilities, fuel and levies of all kinds make flying more expensive. To operate they need payload. They also have a point.

The EU has already decreed certain minima. In every EU airport you can see them.

But still arguments arise. That is where Flieger Law Office can be of assistance.

Either for the passengers or for the airlines.







Airport intricacies

Airports are getting more crowded by the day. So there is a need to enlarge existing ones. Or even to build completely new ones. The vast amount of planning and authorizations this involves will be no surprise to anyone. Shops, catering, freight and all kinds of infrastructure. Employees, customs, border police, waiters, and passengers. Think only: security and entries and exits.

It also involves quite a number of permits and contracts for all kinds of suppliers and handlers. Think only: shop or parking, and let your fantasy run wild.

That's where we can lend a hand. We specialize in all kinds of particular contracts. From leases to personnel, from permitted to strictly forbidden. And all in between.



Regional rumblings: airports and aircraft

Thousands of passengers these days fly from regional airports to regional airports in all kinds of different aircraft. One thing is certain: regional airports will gain in popularity since national airports are becoming overly crowded. One smart idea is to use military airfields for regional airports since it will lower the burden on the state treasuries.

This brings complications in the form of airport infrastructure and trustworthy personnel, roads, transportation. It also brings chances for extra employment. New jobs are an incentive for local and regional authorities. But who will pay for it all? Are there subsidies to be had? Who pays how much? And what about the environment? What rules and regulations are applicable? Even more important: what aircraft are allowed now and in the future?

The answers to these and other related questions we can and will dig up for you. Whether you exploit a regional airport or are making plans to fly regularly to one.





Aircraft in all sorts and sizes

Drones. Helicopters. Passenger aircraft. Jet fighters. Freight planes. You have them in all sizes and for all kinds of purposes. They need airfields, they need overhaul. From a bolt and a nut to fuel and all in between. Who is going to service them? Or better, who is permitted to service them? Can you trust those people, yes or no?

The ancillary aviation business is a specialty by itself with again its rules and regulations. And you have to know who you are dealing with.

This aside, when you intend to use drones for let us say agricultural or archeological purposes, there surely are rules or regulations you have to follow. Do you believe you can take off and land wherever you want? Or do the rules for model aircraft apply? Are you absolutely sure...?



Financial rumblings: buying, leasing, or financing?

It will be hardly necessary to point out that the financial world is in an upheaval. Will you be able to finance your operations? Will your bank of today still be your bank in the future? Are the same rules and all contracts still binding?

Aircraft involve huge amounts of money. We can help you with the legal side of money, but also where and what the most advantageous ways are to obtain eventual credits, loans or other means that allows you to reach your goal.

Aircraft have specifications and are priced accordingly. Are you obtaining new or used aircraft? You are supposed to know what you want and order accordingly. However, since we are specialized in these matters, we can help you a very long way.

Buying, leasing or financing also have a different meaning in various countries. Not only with financial institutions, but also with treasuries and tax people. We see it as our obligation to inform you as to where your interests are best served.



Public Aviation

Public aviation encompasses states, international and national organizations and stakeholders that perform as (part of) their mandate functions based on or derived from the public aviation function. Typical 'public aviation' aspects are legislative and regulatory functions, including oversight and enforcement tasks, but also the provision of services deemed to be part of the public aviation role such as setting and collection route charges and provision of ATC and Air Traffic Flow Management.

Flieger Law Office is dedicated to the furtherance and improvement of international and national legislation and regulation of aviation in general and air traffic management in particular as well as the institutional and governance aspects thereof, with due regard for the duties and responsibilities of states and international organizations.

We do so through the provision of independent counsel and support for effective legal & institutional solutions in the aviation domain.



For us every client, small or large, is important. Moreover, we believe in the shortest communication lines possible. In general you will deal with one interlocutor, our Senior Partner and CEO of FLO bvba and/or Mr. Stijn Brusseleers, one of our partners:

Arthur Flieger

Admitted to the Bar: 1984.

Vrije Universiteit Brussel (Bachelor of Law, cum laude, 1980; Certificate International and European Law, 1984); Universitaire Instelling Antwerpen (Licensee, cum laude, 1983); Universitaire Faculteiten Sint Ignatius Antwerp (Certificate Maritime Law, 1983); Rijksuniversiteit Gent (Certificate Eastern European Studies, 1983; Certificate Portuary and Maritime Science, 1984; Diploma in Air Law; Diploma in Airline Management.

Languages: Dutch, French, English, German, Spanish, Italian and Portuguese.

Member:

Antwerp and Belgium Bar (can appear before all EC-Tribunals and Courts); American Bar Association; International Bar Association; European Association for Chinese Law, (Former Chairman, Standing Committee of the Banking, Foreign Exchange and Monetary Affairs, 1987); American Chamber of Commerce; American Belgian Association; Recognized by the State of Tennessee, USA. Tennessee Economic Development. Corporate Secretary, Military and Civil Aviation Association (MCAA – Antwerp Airport) Co-Founder and Corporate Secretary; International Foundation for Public Aviation (IFPA – Co-Founder and Secretary-General); Swiss Business Council; Associação Internacional de Estudos Jurídicos e Económicos, São Paulo, Brazil (Co-Founder); International Tax Planning Association; Institute of Directors, I.O.D., (London); IOD Zimbabwe; De Industriele Groote Club (IGC Amsterdam); Worldwide Airport Lawyers Association (WALA); National Business Aviation Association (NBAA); International Society of Transport Aircraft Trading (ISTAT); Helicopter Association International (HAI); Flemish Aerospace Group (FLAG VZW); Dutch Aviation Group (DAG); European Aviation Club (EAC).

Stijn Brusseleers

Admitted to the Bar: 2000,

Diploma in Air Law; Diploma in Airline Management.

Languages: Dutch, French, English, German, Spanish, Italian

Member:

Antwerp and Belgium Bar (can appear before all EC-Tribunals and Courts); American Bar Association; International Bar Association; American Chamber of Commerce (AmCham); Worldwide Airport Lawyers Association (WALA); Military and Civil Aviation Association VZW (MCAA - Antwerp Airport), Co-Founder and Treasurer; European Air Law Association (EALA); Dutch Aviation Group.

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