LL.M INTERNATIONAL AVIATION LAW
MASTER OF LAWS
"Concorde intake" 2022-2023
FLY YOUR AMBITIONS
DESCRIPTION & OBJECTIVES
Flying has become common, but for most human beings it remains an incredible achievement! In spite of the Covid-19 global crisis, the aviation sector has a bright future. This crisis is a real game-changer, legitimately questioning both players and models, but it is definitely not the end of the long-lasting adventure of aviation. Air traffic is gradually resuming and private entities as well as public institutions are committed to tackling aviation’s greatest challenge: flying with zero carbon emissions.
Aside from environmental concerns, regional and international regulation authorities, airlines, airport operators, aircraft manufacturers, OEM, MRO and ground-handling firms have to face a growing number of complex challenges and to deal with more legal and regulatory issues such as safety, security, export control, embargoes, data protection, competition, unmanned systems…
In this context, the demand for qualified legal expertise is increasing.
The LL.M (Master of Laws) in International Aviation Law aims at offering strong expertise and appropriate solutions to aviation sector players. With more than 300 hours of face-to-face teaching, a set of comprehensive modules addressing the major current legal issues of this area, and many academic and industrial partnerships, this LL.M stands first and unique worldwide and is designed both for graduate students and for top executives in these domains.

TOULOUSE CAPITOLE UNIVERSITY
EUROPEAN SCHOOL OF LAW
For half a century, Toulouse-France has been home to major international aeronautic players (Airbus, ATR…) and the most renowned centre for education and research in the aerospace sector (ISAE-Supaero / ENAC). Toulouse Capitole University and its well-known European School of Law offers cutting-edge programs, fully taught in English, and widely recognized in the business world.

EDUCATION
The LL.M program brings together academic faculty from Toulouse Capitole University, international partner universities, engineering institutes, and industry-experienced speakers from major aviation related firms and institutions: Airbus, ATR, Thalès, Daher, ISAE-Supaero, law firms (Chevrier, Selene, JH, Hughes Hubbard Reed…), Goshawck, Flightright, Airfrance…
All taught courses, as well as assignments, exams, group-work are in English. Additional French as a Foreign Language classes may be organized on demand.
### SYLLABUS - 305 H

#### AEROSPACE LEGAL FRAMEWORK 65 H

This module is designed to equip students with the fundamental legal framework and instruments applying to the aviation sector.

- **Private international law** (15 h): main rules of conflict of law and of jurisdiction applicable to aviation; focus on the law applicable to the international contracts;

- **Dispute settlement** (15 h): litigation, arbitration and other modes of alternative dispute resolution. Focus on arbitration in aviation and airports related disputes.

- **Public international law** (10 h): main principles ruling airspace, state sovereignty, international agreements covering rights of traffic (open sky agreements).

- **Aviation international and European framework** (15 h) - the Chicago convention Dec. 1944 and its annexes; mission and functioning of ICAO, EU and greater Europe framework (EASA, Eurocontrol, Single European Sky…) Achievement of the aviation single market within EU.

- **Intellectual property in the aviation sector** (10 h) - innovation protection in the aviation industry at domestic and international levels (patents, trade secrets, trademarks and copyright).

#### AEROSPACE ECONOMICS / MANAGEMENT 60 H

This module aims at giving a basic background in economics and management to legal experts of the sector.

- **Compliance in the aviation sector** (10h) - The development of legal compliance and its impacts on companies raises crucial issues in the aviation sector.

- **Aviation economics** (10 h) - Introduction to basic economic theories / concepts and application to the aviation industry (barriers to entry, demand and supply, profit maximization and cost minimization); main trends of this sector; airline business models and their key economic and financial drivers;

- **Aviation management** (15 h) - main stakeholder business issues, strategies and marketing policies in a competitive environment (airlines, aircraft manufacturers, ground-handling firms, airports…); airline management.

- **Insurance issues in the air sector** (10 h) - domestic, EU and international regulations on insurance. Impact of liability as well as security and safety rules.

- **Sustainable development and air transport** (10 h) - combining significant traffic growth with environmental constraints: green aircrafts, airport extensions. Domestic, EU and international instruments.

- **Aviation historical and geopolitical landmarks** (5 h) - aviation developments through recent history; role played by air transport in international relations in the past.

#### CONTRACTS & FINANCING 60 H

All aspects of contracts, from negotiation techniques to the drafting of key-clauses. Legal questions relating to the operation of an aircraft by an airline: sale, leasing, lease-back, structured finance, guarantees.

- **Sales, purchases support contracts in the aviation sector** (15 h) - notions of contract negotiation in various cultural contexts. Focus on the drafting of essential clauses: choice of the law applicable, settlement of disputes, hardships, NDA…

- **Guarantees** (10 h) - Cape town convention and aviation protocol - other guarantees.

- **Aircraft financing - leasing and lease-back operations** (15 h) - importance of leasing operations in the aviation industry; main legal arrangements; operational and financial lease; dry and wet lease. Structured finance and fiscal effects. Guarantees available to lessors.

- **Export control** (10 h) - Export constraints for aircraft & UAVs manufacturers. Dual usage goods, embargoes.

- **Aviation and competition law** (10 h) - code-sharing agreements and airlines alliances confronted to cartels and prohibited agreements legislation; abuse of dominant position: application to airports in their relation with ground-handling firms; airlines mergers and acquisitions, state aids to aircraft manufacturers, airlines and airports…
**SECURITY - SAFETY - LIABILITY - 60 H**

This module relates to aviation security, air safety and the liability regime of the players, sp. the airlines.

**Aviation security** (10 h) - this subject relates to measures and resources implemented to prevent unlawful acts targeting aircraft, passengers and airports.

**Aviation safety, accident investigation and manufacturers’ liability** (10h) - prevention against all accidents, errors or unintentional defects in the design, construction, maintenance and operation of aircraft.

**Carriers liability / passenger’s rights** (20 h) - this topic mainly addresses the application of the Warsaw 1929 and the Montreal 1999 conventions providing common rules on the liability of the carrier consecutive to an accident: liability conditions, caps, exoneration cause.

**Data protection in aviation** (10 h) - main questions relating to the balance between the protection of fundamental rights and the changing security requirements (passengers name record, bodily and baggage search...)

**Human factors** (10 h) - This subject deals with human-machine interface and with the analysis of the human risk and the possibilities to reduce its impact.

**AIRCRAFT & U.A.V. 40 H**

This almost non-legal module aims at giving technical background to the LL.M. students. Taught by aerospace engineers, the following subjects relate to basic notions on aircraft structures and fluid mechanics as well as type certification; it also relates to issues raised by the booming sector of drones.

**Drones regulatory framework** (15 h) - from simple toys to sophisticated war drones, the UAV are disrupting the traditional aviation sector and raise multiple and complex legal issues. Domestic regulations remain vague / incomplete and EU / ICAO are currently working on a regional / global framework but work is still in progress.

**Aerospace engineering** (15 h) - basic knowledge on aircraft design, structure, fluid mechanics, flight, avionics and related subjects.

**Airworthiness** (10 h) - this subject aims at giving an overview of the conditions and procedure for type certification under EASA and FAA, in compliance with ICAO SARPs. It also addresses the legal aspects of airworthiness at both EU and international levels.

**AIRPORTS- 20 H**

Airports are key players in aviation sector and the growth of the global traffic leads to the challenge to extend airport capacity.

**Airport construction, ownership & management models** (15 h) - airport infrastructures represent sizeable investments for public actors that often choose PPP / concession models. Issues include: revenue model, return on assets, duration of concessions, compensation for termination... Since the 1980s, there has been progressive movement towards private sector involvement and investment: commercialization of airports, corporatization of airport management, equitization, IPO & airports listing.

**Airport facilitation & slots management** (5h) - Airport facilitation relates to the management of the flow of passengers, baggage, cargo and mail through airport facilities and their legal framework. This subject also deals with the airport slots allocation process and the possibilities for a secondary slot trading market.

**INTERNSHIP - GROUP WORK PROJECT**

The completion of an internship within a firm / organization or the participation in a group-work project is a full part of the LL.M program. Details provided by the LL.M director on demand.
CONCORDE INTAKE 2022-2023 : APPLY NOW!

Prerequisites
- The LL.M is a Master of Laws (2nd year / Master 2) open to applicants already holding the 1st year of a Master’s degree, a Bachelor’s degree granted in 4 years (240 ECTS), an engineering degree, or an equivalent degree in the fields of law, economics, management, engineering, tourism...
- Candidates with proven professional experience in relation with the aviation sector may also apply.
- A good command of English is mandatory (no certification required).
- This LL.M may be suitable for applicants who want to enroll in a PhD (research track).

Application
- Applications are open from 28th February to 10th June 2022. They may be sent to eslfc@ut-capitole.fr and to laurent.grosclaude@ut-capitole.fr
- Required documents:
  - Application form
  - Resume,
  - Letter of motivation,
  - Copies of diplomas + grade transcripts,
  - Certificates relating to professional experience,
  - Letters of reference (not mandatory),
  - Certificate of English proficiency (not mandatory).

Contact
eslfc@ut-capitole.fr
Programme director: laurent.grosclaude@ut-capitole.fr

Agenda
- Courses are taught in the format of intensive sessions -
- 25 to 35 h course /session (teaching incl. Saturdays). One session each 4 to 5 weeks.
- Concorde intake will start Sept. 2022 and end July 2023

TUITION FEES: 6 000 € / 7000€ for continuing education students

LIFE IN TOULOUSE
International students, get all tips about life on Toulouse Campus and ease your arrival with Toul’Box (https://toulbox.univ-toulouse.fr), a very affordable package covering airport pick-up, room/flat reservation, bank account opening, Sim card, city transport pass and other benefits…