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Message From the Chair

It’s an exciting time in air and space law, as new unmanned aircraft, changes to federal aviation regulations and further consolidation of the airline industry fill the news, federal and state legislatures, and courtrooms across the country. As I begin my term as Chair of this committee, I share in the excitement that you, my colleagues and fellow young lawyers, must feel about the countless legal questions that these and other pressing topics implicate and I am grateful for the opportunity to lead us forward to success. As you read the included articles, updates from across our industries, about future events and our fun year ahead, I urge you to participate and engage with your YLD Air & Space Law Committee. Your Vice Chairs Adam Wasch, Britton Turner and William Newsom, and myself, are devoted to making the committee relevant to your needs during a rapidly changing profession. Now is the time to join with us by authoring informative articles, participating in conferences and networking events, and in developing content for live and telephonic programming designed to enhance and grow your practice. We greatly appreciate your support, and I look forward to seeing many of you at the upcoming ABA Forum on Air & Space Law Annual Conference on September 27-28, 2013, in New York City. For those of you that have not attended this event, I strongly encourage you to join us this year at the industry’s premier conference for aviation and space lawyers. As always, please feel free to contact me anytime with questions, comments and suggestions, or just to talk aviation. I am best reached at ccloar@nixonpeabody.com.

Sincerely,

Cameron Cloar
Chair, YLD Air & Space Law Committee

We Want to Hear From You!

We are very interested in hearing your ideas for programs, networking opportunities and content for articles and newsletters. We encourage you to contact us with feedback or questions. To help start that process, we have created a survey that we hope you will complete at your earliest convenience. It will assist us in developing content and tailoring our work to what you want. A link to the survey is here: http://www.surveymonkey.com/s/6DHK3SN.

The Intersections of Criminal Law Enforcement and Traditional Aviation Regulation Structures
By: Britton Turner

With the realities of a post 9-11 world, it is not surprising but important for young aviation lawyers to understand the nuances and intricacies that can develop at the intersection of FAA certification authority and criminal law enforcement. Take, for example, the little known statute 49 U.S.C. § 44726, which sets forth the standards for the denial and revocation of FAA certificates for counterfeit parts violations. Under FAA regulations, all aircraft parts that do not conform to approved production standards under FAR 21.305 are unapproved parts. This includes stolen parts, production overruns sold without authorization, parts that exceed their time limits, approved parts improperly returned to service, fraudulently marked parts, parts that
have no traceability, and counterfeit parts. Counterfeit parts are those made of inferior properties.

Within the last several years, the illegal sale of counterfeit aircraft parts has garnered increased attention. In 2010, 2 Miami-based aircraft parts suppliers pled guilty in a procurement fraud scheme and 4 others were convicted for their roles in a counterfeit parts scheme. Some of those convicted had illegally manufactured aircraft parts by using improper materials, uncalibrated machinery, and without the proper technical schematics and drawings. In 2011, news agencies reported that the Senate Armed Services Committee had found counterfeit parts, usually from China, on at least seven different U.S. military aircraft. Such illegal activities touch on several sections of the U.S. Criminal Code, including 18 U.S.C. §§ 371 (conspiracy to commit offense against the U.S.), 2320 (trafficking in counterfeit goods or services), 32(a)(7) (willfully communicating false information to endanger safety of aircraft), and 38(a) (conspiracy to commit airplane parts fraud), just to name a few.

Pursuant to 49 U.S.C. § 44726(a)(1), the FAA is required to deny issuance of an agency certification to any person convicted of a violation of these and other laws that relate to the “installation, production, repair, or sale of a counterfeit or fraudulently-represented aviation part or material.” Under paragraph (b) the FAA must revoke the certificate of any individual or organization that is convicted for violation of such laws. The FAA has no right to review whether a person or organization penalized under this section actually committed a violation. Under the statute, an individual whose type certificate, production certificate, airworthiness certificate, airman certificate, air-carrier operating certificate, airport-operating certificate, air-navigation certificate, or air-agency certificate is revoked by the FAA for counterfeit or fraudulently represented parts violations may appeal the revocation order to the NTSB.

The statute also includes two exceptions that permit the FAA to issue, or waive revocation of, certificates where doing so will “facilitate law enforcement efforts.” Together, these exceptions can play an important role in government investigations and sting operations. The 2010 convictions in Florida were part of Operation Wingspan, a two-year investigation into the manufacture and sale of counterfeit military and commercial airplane parts. That investigation resulted in the seizure of more than $150,000 and the revocation by the FAA of at least two FAA Repair Station Certificates. With these results and the recent rise of counterfeit aircraft parts sales, more government investigations can be expected.

Given that section 44726 was promulgated to increase safeguards for the aviation industry and the heightened oversight of counterfeit aircraft parts sales by law enforcement agencies, young aviation attorneys need to be well-versed in the FARs—including Part 21—and the potential entanglement and/or violations of criminal statutes. It is possible that a simple mistake could be interpreted as criminal culpability. Similarly, a plea deal or adjudication of guilt could result in the immediate revocation of an FAA certificate.

Britton Turner is a Vice Chair of the YLD Air & Space Law Committee, is an AOPA Legal Services Panel attorney and is an LLM candidate in Air & Space Law at the University of Mississippi School of Law.
Update From the Forum on Air & Space Law
By: Drew Derco

The ABA’s Forum on Air & Space Law focuses on the legal, regulatory, and policy issues that arise in the air transportation and commercial space industries. Forum membership is primarily comprised of aviation and space lawyers from both the public and private sectors. They represent government agencies, including the Department of Transportation (DOT), the Federal Aviation Administration (FAA), and the National Aeronautics and Space Administration (NASA), as well as airlines, aerospace manufacturers and service providers, travel distribution companies, travel agencies, tour operators, airports, the financial and insurance communities, and business and general aviation interests. Members of the Forum on Air & Space Law are involved in leading some of the country’s major airlines, engine manufacturing and space exploration corporations.

The Forum publishes The Air & Space Lawyer, a quarterly newsletter that provides timely and informative articles on the issues of the day in the field of aviation and space law. The Forum also holds four official CLE programs each year, which afford practitioners the ability to stay abreast of the issues at the forefront of the aviation and space industry, as well as the chance to network with aviation and space professionals from around the world. The Forum’s Annual Meeting will be held September 27-28, 2013 in New York, NY. In addition to its Annual Meeting, the Forum will offer a Finance Conference in December 2013 (New York, NY), an Update Conference in February 2014 (Washington, D.C.), and a Space Law Conference in the late spring 2014 (Washington, D.C.).

This year, the Forum is also planning an exciting event for young lawyers and law students who are interested in the field of aviation and space law. The event, which will be held in Dallas in the fall (date TBD), will be comprised of a panel discussion on "How I got into aviation law" and a networking reception. Panelists include attorneys from American Airlines and Southwest Airlines, law firms, and the government. The event is free, and open to all interested individuals. Additional information will be distributed through the Forum and the YLD Air and Space Committee as it becomes available.

If you have any questions about the Forum, its membership benefits, or its events, please contact Dawn Holiday (dawn.holiday@americanbar.org) or Drew Derco (dderco@eckertseamans.com).

Drew Derco serves as the Young Lawyer Liaison to the ABA Forum on Air & Space Law, and is an associate at Eckert Seamans in Washington, D.C. For more information, please visit www.eckertseamans.com.
A Quick and Informal Guide to the Forum Non Conveniens Analysis in Aviation Lawsuits
By: Adam Wasch

Aviation attorneys in the United States very commonly prosecute and defend against lawsuits arising from both commercial and general aviation crashes in foreign countries. In almost every case, the forum non conveniens (“FNC”) analysis comes into play. Right off the bat, there should be an analysis conducted of the prospective advantages and disadvantages of transferring the case to the alternative forum including, inter alia, the political climate, the judicial system, and a determination of allowable damages under the laws of the foreign jurisdiction. This analysis can be aided by an expert in the laws of the alternative forum who may also serve as your expert to prove the adequacy and availability of the forum as discussed below. The decision to file a Motion to Dismiss on ground of FNC must be made in an expedited manner. While there is no federal deadline to file such a motion, courts have denied this motion on the sole ground of delay in raising the issue. Additionally, some states have deadlines to file the FNC motion including Florida which gives the defendant 60 days to file a FNC motion under Florida Rule of Civil Procedure 1.061. It should be noted from the outset that the court will give a U.S. citizen deference that his or her forum choice is the more convenient forum but there is little to no deference given in favor of a foreign claimant.

Once the decision to file the FNC motion is made, the motion must be prepared and filed addressing the various factors that your state or federal district has adopted which tend to be based on Piper v. Reyno, 454 U.S. 235, 255 (1981). For simplicity purposes, this article will adopt the FNC test in the Eleventh Circuit Court of Appeals and the State of Florida. The Eleventh Circuit has adopted a four-part FNC test which is as follows: (1) the court will decide whether an available and adequate alternative forum exists; (2) if so, the court will weigh the private interest factors set forth below to see if they favor the alternative forum; (3) if the balance of private interests is “at or near equipoise,” then the court will determine whether public interest factors set forth below tip the scale in favor of trial in the adequate, alternative forum and (4) the court will make sure that the claimant may reinstate suit in the alternative forum without undue inconvenience or prejudice. In Florida, the Supreme Court has recently held in June 2013 that Florida courts must weigh the private interest and public interest factors regardless of whether the private interest factors are at or near equipoise. Furthermore, as to the fourth part of the test, Florida Rule of Civil Procedure 1.061 mandates that defendants stipulate to jurisdiction in the alternate forum and waive any statute of limitations defense if the claim is brought in the alternate forum within 120 days.

Regarding the first part of the FNC analysis on adequacy and availability, the defendant has the burden of proof which is often times, if not always, a battle of the experts on the foreign law. As to adequacy, the defendant must show there is a redress available for the claimant but it need not be perfect. For example, even if the amount of recovery available is drastically reduced under the foreign sovereign’s laws, courts in the Eleventh Circuit have still deemed a foreign jurisdiction to be “adequate.” If an argument is to be made as to the foreign forum’s corrupt judiciary or political turmoil, it is the plaintiff’s burden of proof and courts do not typically find this factor to be persuasive. As to availability in the Eleventh Circuit, the defendant must only show that the defendant is amenable to process in the alternate forum. As is required in Florida, defendants will often stipulate to jurisdiction in the foreign jurisdiction which would typically make the jurisdiction “available.”
The relevant private factors are the relative ease of access to sources of proof; availability of compulsory process for attendance of unwilling, and the cost of obtaining attendance of willing, witnesses; possibility of view of premises, if view would be appropriate to the action; and all other practical problems that make trial of a case easy, expeditious and inexpensive. Often times in an aviation lawsuit, witnesses including investigative authorities, first responders and eyewitnesses will likely be located in the foreign jurisdiction. The defendant’s employees that may arguably be witnesses to a product liability cause of action will typically be located in U.S. and sometimes in the jurisdiction where suit was filed (which is many times where one of the manufacturing defendants are headquartered). Manufacturing defendants have been successful in tipping the scales in favor of the foreign jurisdiction by stipulating to producing all relevant documents and witnesses in the foreign jurisdiction. The public interest factors, which again will likely only be looked at if the private factors do not weigh in favor of dismissal, are the familiarity of the courts with the governing law; the interest of any foreign nation in having the dispute litigated in its own courts; and the value of having local controversies litigated locally. Where a defendant is able to argue that a foreign law would be likely be applicable, courts have found that to be a persuasive public interest factor for dismissal to the foreign court.

There are many other considerations that require analysis when dealing with the FNC doctrine which may not be addressed in this article. The following is the promised string citation of recent and oft-cited aviation cases that should be reviewed in conjunction with this article because they have helped shape the FNC analysis as it is litigated today. See Piper Aircraft Co. v. Reyno, 454 U.S. 235 (1981) (dismissing to Scotland); Da Rocha v. Bell Helicopters Textron, Inc., 451 F. Supp. 2d 1318 (S.D.Fla. 2006) (dismissing to Brazil); Lacey v. Cessna Aircraft Co., 862 F.2d 38, 42 (3d Cir. 1988) (reversing dismissal to British Columbia, Canada); Clerides v. Boeing Co., 534 F.3d 623, 626 (7th Cir. 2008) (affirming dismissal to Greece or Cyprus); Harp v. Airblue Ltd., 879 F. Supp. 2d 1069, 1078 (C.D. Cal. 2012) (dismissing to Pakistan); In re Air Crash at Madrid, Spain, on August 20, 2008, 893 F. Supp. 2d 1020 (C.D. Cal. 2011) (dismissing to Spain); Khan v. Delta Airlines, Inc., 2010 WL 3210717 (E.D.N.Y. Aug. 12, 2010) (dismissing to Canada); Rubenstein v. Piper Aircraft Corp., 587 F. Supp. 460 (S.D.Fla. 1984) (dismissing to West Germany); Leon v. Millon Air, Inc., 251 F.3d 1305 (11th Cir. 2001) (affirming dismissal to Ecuador); Satz v. McDonnell Douglas Corp., 244 F.3d 1279 (11th Cir. 2001) (affirming dismissal to Argentina); Lueck v. Sundstrand Corp., 236 F.3d 1137 (9th Cir. 2001) (affirming dismissal to New Zealand); Baumgart v. Fairchild Aircraft Corp., 981 F.2d 825 (5th Cir. 1993) (affirming dismissal to Germany); Nolan v. Boeing Co., 919 F.2d 1058 (5th Cir. 1990) (affirming dismissal to England); Ahmed v. Boeing Co., 720 F.2d 224 (1st Cir. 1983) (affirming dismissal to Pakistan or Saudi Arabia); Gambra v. Int’l Lease Finance Corp., 377 F. Supp. 2d 810 (C.D.Cal. 2005) (dismissing to France); In re Crash over Taiwan Straits on May 25, 2002, 331 F. Supp. 2d 1176 (C.D.Cal. 2004) (dismissing to Taiwan); Magnin v. Teledyne Continental Motors, Inc., 91 F.3d 1424, 1429 (11th Cir. 1996) (affirming dismissing to France). Please note that citations were obviously omitted throughout this article, and the author relies upon this above case law for the FNC analysis discussion herein.

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Keeping Up with the Several New and Upcoming FAA Regulation Changes
By: Cameron Cloar

This has been an incredibly busy year for changes to regulations affecting pilots, aircraft and their operators. As a young lawyer, you can set yourself apart from the pack by keeping close abreast of the dynamic aviation regulatory environment and by understanding how the various rule changes impact the industry. For attorneys working for and/or advising members of the general aviation industry, a strong grasp of the future changes to 14 C.F.R. § 23 (“Part 23”) is vital. Part 23 of the FARs consists of certification and design standards for most small airplanes and some commuter airplanes. The general framework for Part 23 was drafted over eighty years ago under an assumption that small airplanes are simple, slow and generally less complex than large transport category airplanes, like the Boeing 737.

However, recent technological advancements in the aviation industry have skyrocketed and manufacturers can now outfit small airplanes with turbine engines, composite airframes and complex digital electronics. As written, Part 23 has become ill-equipped to handle certification requirements for what has become a very broad range of airplane products. Indeed, the focus of Part 23 has in large part shifted to address more complex technology to the detriment of the basic small airplanes that it was originally intended to benefit. The good news is that a process to reform Part 23 was launched in 2008 with an aircraft certification process study. Findings and results were released in 2010 and, in 2011, the FAA established a rulemaking committee to transform recommendations from the study into new Part 23 regulations. The rulemaking committee issued its report in June 2013 and the FAA hopes that a completely revamped Part 23 will go into effect no later than August 2016.

Given that the general aviation industry is a vital component of the country’s air transportation system and the national economy, federal legislators have also weighed in through the introduction of two bills in Congress that will require the FAA to act swiftly in adopting the proposed changes to Rule 23. On May 8, 2013, the Small Airplane Revitalization Act of 2013 was introduced in the U.S. House of Representatives. The bill enjoyed strong bipartisan support and passed unanimously on July 16, 2013. A near identical bill was introduced in the Senate on May 23, 2013. It too is winding toward passage with bipartisan support. Both houses of Congress must agree on a single version of the legislation before it can be signed into law by President Obama.

Several changes to regulations concerning pilots have also gone into effect this year. On August 1, 2013, for instance, new qualification requirements became law for pilots who fly for U.S. passenger and cargo airlines. The new rule requires first officers, also known as co-pilots, to hold an Airline Transport Pilot (“ATP”) certificate, requiring 1,500 hours total time as a pilot. The rule allows for pilots with fewer than 1,500 hours of flight time or who have not reached the minimum age of 23 to obtain a “restricted privileges” ATP certificate. Previously, first officers needed to have only a commercial pilot certificate, which requires 250 hours of flight time. Other highlights of the rule changes include a requirement that first officers have an aircraft type rating, which involves additional training and testing specific to the aircraft they fly; and, a requirement for a pilot to have a minimum of 1,000 flight hours as a first officer in air carrier operations prior to serving as a captain for a U.S. airline.

Finally, in early 2012, the FAA published new flight duty and rest requirements for pilots that become law in January 2014. In that rule, the FAA created a new part to the FARs, Part
117, which replaced the then-existing flight, duty, and rest regulations for Part 121 passenger operations. As part of this rulemaking, the FAA also applied the new Part 117 to certain Part 91 operations, and it permitted all-cargo operations operating under Part 121 to voluntarily opt into the Part 117 flight, duty, and rest regulations. These changes to pilot qualification requirements and new flight duty and rest regulations may have the most significant impact on U.S. regional airlines. Young attorneys with a working knowledge of these significant changes will be able to add immediate value—in law and in business—to their clients now and well into the new year.

Cameron Cloar is the Chair of the ABA YLD Air & Space Law Committee, and is an associate at Nixon Peabody LLP in San Francisco, California. For more information, visit www.nixonpeabody.com.

Call for Authors

Do you have an interest in the upcoming launch of unmanned aircraft into the National Airspace System? Do you like to write? If the answer to both questions is yes, please contact Cameron Cloar. Members of the committee are currently writing a book to be published by the ABA that will address the legal issues and questions surround the widespread introduction of this new technology, and they need assistance researching and writing chapters for the book. This is a great way to get published on a timely and well publicized topic.

The committee also needs ideas and articles for future YLD Air & Space Law Committee newsletters. If you would like to submit an article for publication, have ideas for article topics, or would like to include information on upcoming events, please contact Cameron, Adam, William or Britton. The more of us that actively engage and participate in the committee, the larger our individual networks become. Don’t miss out!

Other Organizations to Help Grow and Develop Your Practice

ABA Forum on Air & Space Law
The Forum on Air & Space Law acts as a one-stop shop for attorneys interested in all aspects of domestic and international air and space law, including airlines, airports, labor, finance, litigation, environment and antitrust, as well as regulatory issues arising from governmental entities such as the FAA, DOT, NASA and EASA. The Forum offers substantive programming, networking opportunities, holds multiple conferences each year, and publishes a newsletter titled The Air & Space Lawyer. For more information, visit http://www.americanbar.org/groups/air_space.html.

Association for Unmanned Vehicle Systems International
The Association for Unmanned Vehicle Systems International (AUVSI) is a non-profit organization devoted to advancing the unmanned systems community, and committed to developing and promoting unmanned systems and related robotics technology. AUVSI holds several events each year, publishes a monthly magazine for its members, and offers several networking opportunities for its members through local chapters across the country. For more information, visit http://www.auvsi.org/AUVSI/Home.
International Air & Transportation Safety Bar Association
Formerly known as the National Transportation Safety Board Bar Association, the International Air & Transportation Safety Bar Association (IATSBA) is comprised of attorneys from across the globe who practice before the U.S. NTSB, FAA, DOT and the Transportation Security Administration (TSA). Its members practice in accident litigation, mass casualty accident litigation, aviation insurance defense, transportation transaction, aviation and transportation taxation, and aviation focused business law, just to name a few. Membership is open to practicing attorneys, law students and other individuals interested in aviation and transportation law. For more information, visit http://iatsba.org/.

International Aviation Club of Washington D.C.
The International Aviation Club of Washington D.C. (IAC) brings together aviation professionals from around the industry to foster and promote interest in the maintenance and development of aircraft, airports, air navigation and air transportation, international agreements, cooperation and treaties from around the world. Among its members, the IAC counts diplomats, executives, attorneys, travel and cargo agents, journalists and consultants from throughout the airline and cargo industries, airport operators, labor unions and the media. The IAC holds monthly luncheons in the D.C. area featuring distinguished speakers from government and the private sector who are engaged in world aviation. For more information, visit http://www.iacwashington.org/.

International Aviation Women’s Association
The International Aviation Women’s Association (IAWA) brings together women of achievement in the aviation industry and promotes their advancement internationally through the establishment of a worldwide network of aviation professional contacts. IAWA is an international organization for women who hold senior positions in the aviation and aerospace industry including airport management and consulting, commercial, general and business aviation, banking and leasing, economic and business consulting, education and research, engineering, finance, government, insurance, international relations, law, manufacturing, media and space. Membership is limited to women with five or more years of management or comparable experience in the aviation industry, however, attendance at the IAWA Annual Conference is also open to non-members. IAWA hosts an annual conference, several regional receptions, publishes a newsletter and press releases, and offers annual scholarships to women students majoring in aviation law, management, business or finance. For more information, visit http://iawa.org/.

Lawyer Pilots Bar Association
The Lawyer Pilots Bar Association (LPBA) is an international, non-profit bar association. Most of its members are attorneys and pilots (or former pilots), but these are not requirements for membership. The LPBA publishes a journal each quarter covering a wide range of topics, including FAA enforcement actions, accident litigation and general advice for aircraft owners and pilots. The LPBA also holds two conventions each year where attendees can meet and hear from speakers on current aviation law topics and earn CLE credits. For more information, visit http://www.lpba.org/index.htm.

Women in Aviation
Women in Aviation (WIA) is an international nonprofit organization dedicated to providing networking, education, mentoring and scholarship opportunities for women (and men) who are
striving for challenging and fulfilling careers in the aviation and aerospace industries. Members of WIA include astronauts, corporate pilots, maintenance technicians, air traffic controllers, business owners, educators, journalists, flight attendants, high school and university students, air show performers, airport managers and many others. WIA provides year-round resources to assist women in aviation and to encourage young women to consider aviation as a career. The organization publishes a bi-monthly magazine, hosts an annual conference with over 3,000 attendees and several additional regional conferences, as well as educational and networking outreach programs. For more information, visit http://www.wai.org/.

Upcoming Events

ABA Forum on Air & Space Law Annual Conference
September 27-28, 2013  i  New York City, New York
The ABA Forum on Air & Space Law Annual Conference is the industry’s premier conference for aviation and space lawyers. Attendees will hear engaging and informative panel discussions and dynamic keynote speakers, and will experience great opportunities for networking and excellent social events. Do not miss this incredible opportunity to earn CLE credits and to hear the views of industry leaders, including keynote speakers David Barger, CEO of JetBlue Airways and Pat Foye, Executive Director of the Port Authority of NY & NJ. For More Information, visit http://www.americanbar.org/groups/air_space.html.

Golden Spike Human Lunar Expeditions: Opportunities for Intensive Lunar Specific Exploration
October 3-4, 2013  i  Houston, Texas
Commercial spaceflight is rapidly beginning to impact capabilities for scientific research in numerous ways, including commercial suborbital spaceflight, commercial robotic lunar missions, and commercial near-Earth asteroid (NEA) exploration. In late 2012, the Golden Spike Company, consisting of space professionals and numerous veteran NASA engineers and executives, announced plans to mount a series of commercial human lunar expeditions in the 2020s, primarily for space and science agencies in countries around the world. More information about Golden Spike can be found at goldenspikecompany.com.

ABA Young Lawyer Division Fall Conference
October 10-12, 2013  i  Phoenix, Arizona
The ABA YLD Fall Conference is specially designed to help young lawyers build, market and manage their practice and/or organization. Attendees will get substantive law and legal updates; learn how to take their practice and organization to the next level; and, network with top national presenters and lawyers from the Phoenix area and from across the country. For more information and to register for the conference, visit http://www.americanbar.org/calendar/2013/10/yld-2013-fall-conference.html.

International Symposium for Personal and Commercial Spaceflight
October 16-17, 2013  i  Las Cruces, New Mexico
The International Symposium for Personal and Commercial Spaceflight (ISPCS) is the most relevant, high-value commercial space conference of the year. This year, through two high-impact days of dynamic dialogue and collaboration, ISPCS will address strategies to manage the risks and reap the rewards of the rapidly evolving commercial space industry. Handcrafted panel discussions will examine key industry issues and trends in the high-risk ventures of developing new platforms for suborbital space and beyond. For additional information, visit http://www.ispcs.com.
International Space Commerce 2013 Summit  
October 29-30, 2013    |    London, United Kingdom  
The role of the private sector is becoming increasingly important to the development of space. With the emergence of a ‘space tourism’ industry, it is important to establish how the private and public sector can collaborate to drive the industry forward and encourage steady, positive growth. The number of commercial space businesses are growing and business models are steadily emerging that are fit for the evolution of private space travel. With this in mind, the International Space Commerce 2013 Summit’ is designed as a senior-level summit to map the way forward for commercial companies operating in the space sector. For additional information, visit http://www.spacecommercesummit.com/.

2013 Air and Transportation Law Conference  
October 30-November 1, 2013    |    Pensacola Beach, Florida  
The International Air & Transportation Safety Bar Association will again this year be held in Pensacola Beach. The program includes numerous presentations and CLE sessions on topics related to aviation accident investigation, tort litigation, recent NTSB enforcement decisions, and FAA regulatory issues. For more information, visit http://iatsba.org/events.

25th Annual International Aviation Womens Association Conference  
November 18-20, 2013    |    Panama City, Panama  
At this year’s Silver Anniversary Conference, over 200 women aerospace and aviation professionals will be in attendance. Attendees will have access to speaker panels and presentations from respected industry leaders, participants from around the world and representing all aspects of aviation, and countless opportunities for personal and professional networking. Attendance is open to members and non-members. For more information, visit http://iawa.org/content/25th-annual-conference.

Bullyproof: Young Lawyers Educating and Empowering to End Bullying  

This year, the ABA YLD’s Public Service Project is focused on ending the bullying epidemic. “Bullyproof: Young Lawyers Educating and Empowering to End Bullying” is a comprehensive initiative that provides education and resources to empower Parents, Educators, Students, and Young Lawyers, to help make bullying a thing of the past. Get involved and help promote this year’s YLD Public Service Project today. For more information, visit the project website: www.ambar.org/bullyproof.

Watch and share the video: www.youtube.com/watch?v=NvJG-tWKg5k#t=11.
Like and share the project on Facebook: ABAbullyproof
Follow the project on Twitter: @ABA_Bullyproof

Watch for the Next YLD Air & Space Law Committee Newsletter in January 2014!