



Legal Symposium Program

Mandarin Oriental, 1330 Maryland Ave SW, Washington, DC 20024, USA

For registration, visit www.iata.org/events/Pages/legal-symposium.aspx

Day 1 – Tuesday, 21 February 2017

0900 – 1800	Registration (for both Legal Symposium AND Legal Forum)
1030 – 1200	Legal Forum (IATA Member Airlines only)
1230 – 1400	General Counsel's luncheon
1400 – 1730	Legal Forum continued (IATA Member Airlines only)
1800 – 1830	Buses depart hotel for reception
1815 – 2015	Welcome reception – Offices of Jones Day, 51 Louisiana Ave., N.W.
2000 – 2030	Buses return to hotel from reception

Day 2 – Wednesday, 22 February 2017

0800 – 1730	Registration for Legal Symposium
0900 – 0920	Welcome addresses
0920 – 0950	Plenary session – Keynote Address, <i>Honorable Christopher A. Hart, Chairman, U.S. National Transportation Safety Board</i>

The Legal Symposium is proud to welcome Chairman Hart as keynote speaker for its 20th Anniversary event. The number one priority of the aviation industry, and of IATA, is safety. There is no better way to launch this year's edition, therefore, than with this not-to-be-missed presentation by Chairman Hart.

0950 – 1110	Plenary panel – Antitrust and the Aviation Value Chain
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Effective competition is essential to a fully functioning marketplace. The principle applies to global aviation no less than in any other sector of global business. Market dynamics are supposed to drive competition and benefit all of us in terms of efficiencies, new and innovative products, lower costs, and lower prices for consumers. Increasingly, however, airlines are experiencing insufficient competition among other players in the aviation value chain, raising the cost of flight operations and thus damaging consumers. Join us for an exciting discussion of whether competition law can or should be used by airlines to ensure greater fairness among suppliers of products and services.

- *John Taladay, Partner, Baker Botts LLP – Moderator*
- *Ian Giles, Partner, Norton Rose Fulbright*
- *MJ Moltenbrey, Partner, Paul Hastings*
- *Marc Rosenberg, President, Strataconnex*
- *Alycia Broz – Vorys, Sater, Seymour & Pease, LLP*

1110 – 1145 **Networking Break**

1145 – 1300 **Plenary panel – Planes, Trains, Automobiles... and Drones?**

In 2016 there was a marked increase in the use of Unmanned Aerial Vehicles – commonly known as drones – and there is every expectation that the trend will continue in 2017 and beyond. Drones are used more and more for agricultural purposes, but it remains to be seen whether other commercial uses will materialize in the near future, as incidents in restricted airspace and airport flight paths are becoming more commonplace and raise safety concerns. The Federal Aviation Administration has issued its first comprehensive set of rules concerning drone operation, as has Transport Canada. The European Aviation Safety Agency is also working on a prototype regulation, which is currently being assessed. This panel of international experts will review and comment on the current state of drone regulation.

- *Mark A. Dombroff, Partner, Dentons – **Moderator***
- *Barry S. Alexander, Partner, Schnader Harrison Segal & Lewis LLP*
- *Caroline Healey, Lawyer, Langlois lawyers, LLP*
- *Laura Pierallini, Founder, Named Partner, Studio Pierallini*
- *Kenneth P. Quinn, Partner, Pillsbury Winthrop Shaw Pittman LLP*

1300 – 1415 **Networking lunch**

1415 – 1530 **Breakout panels**

1. Unpacking the ICAO CORSIA: A Global Breakthrough for Aviation's Climate Impact?

The aviation industry has a long-standing commitment to tackle its climate change impact, having adopted a four-pillar strategy based around technology, infrastructure, and operational improvements as well as a global market-based measure (MBM) to offset international aviation emissions after 2020. After several years of international negotiations, the 2016 ICAO Assembly reached a landmark agreement to implement that global MBM with the adoption of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). This panel will discuss just what happened at the ICAO Assembly and consider the implications of the deal for regulators and airlines, before exploring how existing national and regional regulatory measures might coexist with the CORSIA.

- *Michael Gill, Director, Aviation Environment, IATA – **Moderator***
- *Norberto Luongo, Representative of Argentina, ICAO*
- *Annie Peterson, International Counsel, Environmental Defense Fund*
- *Suzanne Murray, Partner, Haynes and Boone LLP*
- *Alejandro Piera Valdés, Partner, Guanes Heisecke & Piera*
- *Nancy Young, Vice President, Environmental Affairs, A4A*

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2. The Shifting Security Landscape at Airports after Terrorist Attacks in the Non-Secure Areas

Over the past year major terrorist attacks have been launched in the non-secure areas of airports in Brussels, Istanbul, and Fort Lauderdale; at least one catastrophic loss of a commercial aircraft has been tentatively attributed to an act of sabotage by airport personnel. These attacks follow an attack at the security checkpoint at LAX in 2013. With the apparent shift toward soft targets in airports' public area, government and airport stakeholders are re-evaluating how to address the risk posed by individuals who have historically not been subject to security screening, while continuing to evaluate how existing protocols can be improved.

Among the questions faced by policy makers is whether expanding the secure area is desirable, or even possible. The panel will explore how government, airport, and air carrier stakeholders are addressing the shift in risk profile and how those efforts affect privacy interests, existing concession agreements, and labor rights, as well as the impact on air carriers serving multiple international airports across the globe.

- *Rebecca MacPherson, Of Counsel, Jones Day – **Moderator***
- *Monica R. Hargrove, Vice President & Secretary, Metropolitan Washington Airports Authority*
- *Henning zur Hausen, General Counsel, Corporate Secretary, Etihad Airways*
- *Francine Kerner, Chief Counsel, Transportation Security Administration*
- *Edward J. Longosz, II, Member-in-charge, Eckert Seamans Cherin & Mellott, LLC*

1530 – 1605

Networking break

1605 – 1645

Plenary session – Chief Economist's Report, Brian Pearce, Chief Economist, IATA

IATA's Chief Economist, Brian Pearce, will analyze the economic impact of the key legal and regulatory burdens facing the industry.

1645 – 1800

Plenary panel – U.S. Update: Projections for Aviation in the Trump Administration

Opinions differ on the Obama Administration's performance on aviation issues. Passenger rights advocates may well applaud the Department of Transportation's efforts to address the passenger's experience through additional regulation. At the same time, airlines are likely to have a less favourable view of what they deem unwarranted re-regulation and a perceived lack of government support for the industry and the infrastructure that enables it. This panel of experts will look back on the Obama Administration and offer views on how the Trump Administration will treat this vital global industry.

- *Doug Lavin, VP Member & External Relations, N. America, IATA – **Moderator***
- *Anita M. Mosner, Partner, Holland & Knight LLP*
- *Sharon L. Pinkerton, Senior VP, Legislative & Regulatory Policy, A4A*
- *Louise-Hélène Sénècal, Assistant General Counsel, Air Canada*
- *Karen Walker, Editor in Chief, Air Transport World*
- *James H. Burnley IV, Partner, Venable LLP*

1830 – 1845

Buses depart hotel for Networking Dinner

1900 – 2200

Legal Symposium Networking Dinner – River Cruise

2200 **Buses return to hotel from Networking Dinner**

Day 3 – Thursday, 23 February 2017

0830 – 1600 **Registration**

0900 – 1015 **Plenary panel – Economic Sanctions Update: Cuba and Iran**

This panel of experts will explore recent developments in international economic sanctions against Cuba and Iran and their impact on global aviation. The changes implemented in 2016 are complex; significant restrictions remain in place which can make compliance a challenge. Airlines, suppliers, and consumers must remain vigilant to ensure that they do not run afoul of the myriad regulations that still apply today and which impact travel and trade with Cuba and Iran. The panel will review the changes to the economic sanctions regimes with the greatest impact on commercial air services to, from, and within Cuba and Iran, and will discuss key areas of opportunity and tools for economic sanctions compliance.

- David M. Hernandez, Shareholder, Vedder Price – **Moderator**
- Leslie Lugo, Assistant General Counsel, IATA
- Larry B. Pascal, Partner, Haynes and Boone LLP
- Zia Ullah, Partner, Eversheds
- Éric Vallières, Co-Chair, Aviation, Quebec, Competition, & Dispute Resolution, McMillan LLP

1015 – 1050 **Networking break**

1050 – 1205 **Breakout panels –**

1. Efficient Transfer of Aircraft – New Regulatory Challenges and Opportunities

This panel will review the industry's current practices on aircraft transfers from one regulatory jurisdiction to another and the current challenges compromising the efficiency and cost of such transactions. Topics will include improving and developing better standards and norms for the effectiveness and efficiency of cross border transfers of aircraft, and the likely impact on financing of the Basel Committee on Banking Supervision's pending proposal on secured aircraft.

- Carlos Sierra, Partner, Abogados Sierra – **Moderator**
- Michaela Altmann, Team Head of Aviation, KfW IPEX-Bank
- David Lloyd, Senior Counsel, Clifford Chance
- Dr. Konrad Schott, Partner, Freshfields Bruckhaus Deringer

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2. Competition at Capacity-Restricted Airports

The growing demand for aviation services everywhere will test the infrastructure of airports worldwide for years to come. As infrastructure becomes restricted (even if temporarily), access to airport facilities plays an important role in the market.

This panel will examine the growing involvement of authorities in regulating competition at capacity-restricted airports, especially in the area of airport slots. How have recent investigations in the US, Mexico, and elsewhere, viewed restrictions on slot access? How do regulators view slot portfolios when evaluating competition issues such as requests for antitrust immunity? Do current best practices, such as IATA's Worldwide Slots Guidelines (WSG), provide a solution, especially in emerging markets which historically have not had capacity constraints? How is the industry ensuring that the WSG remain fit for purpose in light of new business models and growing markets?

- *Dr. Neil A. Campbell, Co-Chair, Competition & Trade, McMillan LLP – **Moderator***
- *D. Bruce Hoffman, Partner, Hunton & Williams LLP*
- *John Middleton, Assistant General Counsel, IATA*
- *William H. Stallings, Partner, Mayer Brown*
- *Fred Andreas Wister, Managing Director, Airport Coordination Norway AS; Chairman, European Airport Coordinators Association (EUACA)*

1205 – 1320

Networking lunch

1320 – 1435

Plenary panel – Antitrust Considerations for Codeshares and Other Competitor Collaborations

Competition law scrutiny by governments continues to evolve. Airlines maintain that overreaching enforcement can compromise the transactional efficiencies and synergies that other industries take for granted. Parties to airline mergers, JVs, codeshares, and other collaborations characterize their transactions as beneficial to consumers, creating cost savings and other benefits, while competition regulators are increasingly skeptical. This panel will explore the legal, economic, and ideological differences between major antitrust jurisdictions, and discuss the future standard of review for competitor collaborations in the airline sector.

- *Richard Parker, Partner, O'Melveny & Myers LLP – **Moderator***
- *Juan A. Arteaga, Deputy Ass't Attorney General, Antitrust Division, U.S. D.O.J.*
- *Darin Lee, Executive Vice President, Compass Lexecon*
- *Sven B. Völcker, Partner, Latham & Watkins*

1435 – 1550

Breakout panels**1. Cybersecurity and Data Protection: Risks, Challenges and Looking Ahead in the Aviation Industry and Beyond**

Cybersecurity and data protection issues are at the top of the corporate agenda today, and the aviation industry is no exception. Our panel of experts will explore key legal and technical risks and challenges in cybersecurity, both generally and as specifically applicable to the aviation industry. The panel will also look at aspects beyond cybersecurity as a security issue, including the convergence of data protection, privacy requirements, and cybersecurity. Implementation, accountability, and governance issues, as well as commercial upsides of tackling cybersecurity and data protection challenges in the industry will be in focus. Speakers from both sides of the Atlantic representing law firms, corporate law departments, and technology will provide a multi-faceted perspective on the issues and possible solutions.

- *Martin Fanning, Partner, Dentons – **Moderator***
- *Gulshan Kisoona, Manager, IT Risk and Compliance, Air Canada*
- *Julian Homerstone, General Counsel, Virgin Atlantic Airways*
- *Jenna F. Karadbil, Partner, Law Office of Jenna F. Karadbil, Esq.*
- *Alan D. Meneghetti, Partner, Locke Lord LLP*

2. Air Travel Distribution: Regulation v. Market Forces

What is the right balance between market forces in a deregulated industry and the need to protect consumers from unfair, deceptive, or anti-competitive conduct? Our panelists will tackle this question with a focus on air travel distribution and recent regulatory initiatives in the United States. What are the legal and policy implications of requiring airlines to distribute through third-party intermediaries (global distribution systems, online travel agencies, metasearch sites)? Might an airline lawfully refuse to offer its product through a given third-party intermediary? May a low-cost carrier refuse to participate in all the major GDS systems? Is it within the DOT's statutory authority to regulate the commercial distribution strategies of airlines whose rates, routes and services were deregulated nearly four decades ago? Can regulators hope to establish sensible rules in a dynamic, technology-driven element of the industry without stifling innovation? Do consumers need DOT's regulatory intervention in order to compare fare and service offerings? Finally, how might the new DOT balance the competing concerns in this area? This seasoned panel will navigate these topical questions and related policy controversies.

- *David Heffernan, Member, Cozen O'Connor – **Moderator***
- *Howard Kass, Vice President, Regulatory Affairs, American Airlines*
- *Robert Kneisley, Associate General Counsel, Southwest Airlines*
- *Charles Leocha, Chairman and Founder, Travelers United*
- *Steve Shur, President, TravelTech*

1550 – 1625

Networking break

1625 – 1800

Grand debate

The Symposium will close, in style, with a grand debate on a matter of controversy in aviation law. Spirited argument will be had between an affirmative and negative team, subject of course to strict rules of procedure. You, through a poll, will decide who wins the day!

- *Jeff Shane, General Counsel, IATA (Introduction)*
- *Zia Ullah, Partner, Eversheds (Debater)*
- *Laurent Chassot, Partner, PhD, gbf Attorneys-at-law (Debater)*
- *Mark Mackrell, Partner, Norton White (Debater)*
- *Allan Mendelsohn, Law Offices of Allan Mendelsohn (Debater)*
- *Eric Vallières, Partner, McMillan (Debater)*
- *Peter Coles, Partner, Holman Fenwick Willan LLP, (Debater)*
- *Robert Lawson, QC, Partner Clyde & Co LLP (Adjudicator)*

1800 – 1815

Closing Remarks

- *Jeff Shane, General Counsel, IATA*

1815 – 1915

Farewell reception, Grand Ballroom Foyer***** Notes *****

Timings and content subject to amendment / updates.

Please check the event app to be advertised on the [Legal Symposium website](#) for further panel details, including confirmed speakers.

20 Feb 2017