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INSTITUTE OF AIR LAW, SPACE LAW AND
CYBER LAW
UNIVERSITY OF COLOGNE

1925 - 2025

INSTITUTE OF AIR LAW, SPACE LAW AND CYBER LAW
UNIVERSITY OF COLOGNE

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INTRODUCTION

The Institute of Air Law, Space Law and Cyber Law at the University of Cologne celebrates in 2025 its 100th anniversary. This is an extraordinary event. Only a few international scientific institutions have the honour to celebrate such an important anniversary. The Institute celebrates this as a symbol of the change of times. Founded as Institute of Air Law as early as 1925, which at the time was really a pioneer's work, it then at the early times of space flight in the 1950s added to its name and research areas also undertaken in the field of space law. In 2015 the new field of cyber law was added to its research agenda. This is vivid proof of the fact that the Institute has always been a pioneer institution ready to take up the challenge of new technologies and put this into relevant research. As a consequence, in this brochure the history of the Institute is laid down. This is not all that easy because the sources for this history are somewhat difficult to find. This is particularly true for the time of the Institute before its complete destruction in the Second World War – the time when the Institute was situated in Kaliningrad (then Königsberg) and Leipzig – and even more so after the complete destruction in 1945. Until 1945 there were already three directors, namely Professor Otto Schreiber, Professor Hans Oppikofer and Professor Rüdiger Schleicher who chaired the Institute at different places, namely Königsberg (Kaliningrad), Leipzig and Berlin. After 1951 it was the “grand old man” of German aviation law Professor Alex Meyer who re-founded the Institute at his *alma mater*, at Cologne University. The Institute stayed there, later lead by Professor Karl-Heinz Böckstiegel and till today by Professor Stephan Hobe.

The Institute has a large community of friends. It has been the scientific spearhead of air law, space law and cyber law. A specific *liber amicorum* has been published at the occasion of its 100th anniversary. An international symposium with the entire prominence of aviation law, space law and cyber law is witness of the considerable reputation that the Institute has gathered towards this centenary.

This history of the Institute of Air Law, Space Law and Cyber Law is a new compilation of this history. Its preceding editions by Dr. Karl Bittlinger, and Dr. Marietta Benkő were rewritten, whereby it was felt necessary to refresh at the occasion of this centenary the memory of some of the historical facts of the Institute. It is therefore with not little pride that this history is now presented to the public.

Cologne, May 2025

Prof. Dr. Stephan Hobe

PREFACE

by Rector Magnificus

It is with pleasure and pride that I write this foreword to the one-hundred-year history of the Institute of Air Law, Space Law and Cyber Law. There are not many university institutes that can look back on such a long history. The history of the institute takes us back to the history of aviation. Motorized flying became a reality in the early twentieth century, with the first serious legal regulations enacted in 1929. And since 1957, a new adventure has been added: the adventure of space travel. Since flying in the air and in space has an inherently international character, it is not surprising that the directors of the institute have all been active in international legislation. In the first twenty years, from 1925 to 1945, the institute was based at three different locations: Königsberg, Leipzig and Berlin. It has been part of the University of Cologne since 1951. We in Cologne are very proud to have such an institute, which is unique in Germany and one of only a handful of such institutes around the world. Among them, it is the oldest.

I wish the institute continued success for at least another one hundred years and look forward to seeing what the next technological development will bring for humankind and for the institute.

Cologne in May 2025



Joybrato Mukherjee

FOREWORD

by the Dean of the Faculty of Law

The Institute of Air Law, Space Law and Cyber Law is almost as old as our faculty, which reopened in 1919. The Institute was founded in Königsberg in 1925 and relocated first to Leipzig and then Berlin, before it settled in Cologne, its home since 1951.

The Institute's relocations were conducted against the backdrop of Germany's turbulent history in the 20th century, in which the Institute itself played a small, but nonetheless impressive part. In 1939, Professor Hans Oppikofer resigned from the directorship of the Institute, which was then attached to Leipzig University, because he would not plead allegiance to the Nazi regime. He returned to his native Switzerland. In consequence, the Institute was moved to Berlin. There, it was headed by Professor Rüdiger Schleicher, who used the Institute for conspirative meetings. Schleicher had married into the extensive Bonhoeffer family and was connected to Dietrich Bonhoeffer's circle and its resistance activities. After the failed assassination attempt on Hitler on July 20, 1944, Schleicher was arrested, sentenced, and executed by the Nazis.

After the Institute reopened in Cologne in 1951, it built an impressive profile. Many of its directors filled prominent national and international roles. For example, Professor Alex Meyer held different positions at ICAO and IATA, Professor Karl Heinz Böckstiegel was president of the Iran-US Claims tribunal, and Professor Stephan Hobe is director of the German Society of International Law.

The Institute's ground-breaking legal research – air law since 1929, space law since 1960, and finally cyber law since 2015 – reflects the remarkable technological progress of Aviation in an equally remarkable manner.

The Faculty of Law has no doubt that the Institute will continue to provide crucial insights into the legal aspects of emerging technologies and wishes all the very best for the next 100 years.

Cologne, May 2025



Prof. Dr. Christian Rolfs

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PART I

FOUNDATION AND DEVELOPMENT BEFORE 1945

1. The Foundation of the Institute in Königsberg (Kaliningrad) Director Otto Schreiber (1925 – 1929)

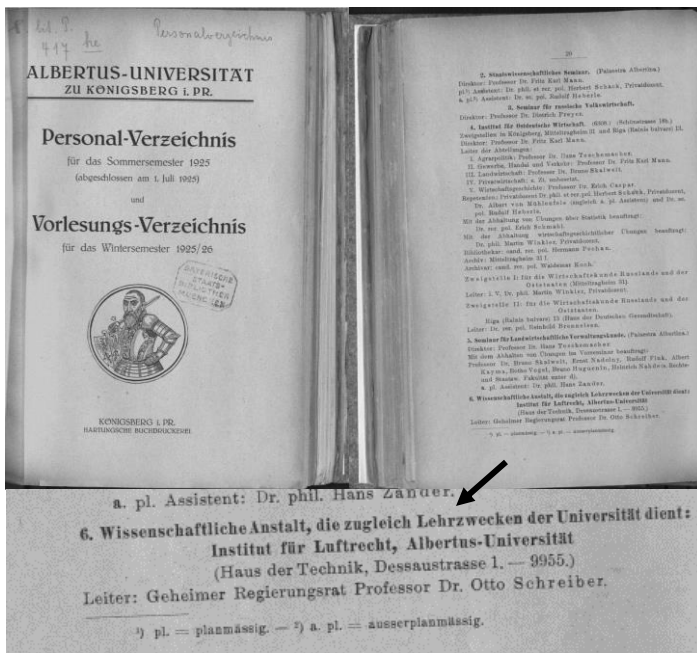


Prof. Dr. Otto Schreiber (1879 - 1929),
founder of the Institute of Air Law
and its first director from 1925 – 1929

The first pioneer of the Institute was Professor Otto Schreiber. He was a civil lawyer by education. Born in 1882 in Berlin he came from an academic background. His grandfather on his mother's side was Otto Meyer, who was an important representative of protestant church law. His father Oskar was a Prussian General but also a scientist. He was considered to be a leading expert in the area of surveying and held an honorary doctorate of Berlin University in this field. Otto Schreiber himself started after his education in school as a military officer and ended his career as a Captain. Later on, he studied in Göttingen and Freiburg legal sciences and got his PhD in Göttingen in 1907. He followed an academic path and did his Habilitation, the German second doctorate

required for an academic career, in Göttingen in 1909. At that time, his major field of research was German legal history, but more and more he approached fields of civil law and trade law which through some monographs in renowned journals became his main field of interest.

Moreover, he had taken up a job as lecturer for social insurance law as a modern area of public law. This all would have qualified Schreiber for an academic career but World War I, which started in 1914, interrupted his respective ambitions. Participating in this war, Schreiber got injured in Flanders and worked in Germany since 1915. In the same year, the University of Göttingen provided him with the title of extraordinary professor. Later, he was particularly recommended to become the director of the Duke Leopold Academy of Lippe. Thereby, Schreiber as an academically trained person had a much different perception of the Academy's future. He wanted the Duke Leopold Academy to become a scientific institution whereby others who financially sponsored the Academy had more an idea of the practical education of lawyers in mind. After only three years, Professor Schreiber left the Academy and became professor at the University of Königsberg whereby he put the focus on civil law and trade law. Moreover, and entirely new, Schreiber focused on the young field of national and international air law. He then founded the Institute of Air Law at the University of Königsberg which was opened on 1st May 1925.



Extract of the personnel directory and course catalogue
of the Albertus-University of Königsberg i. Pr.
(summer semester 1925/winter semester 1925/26)

It is noteworthy that Otto Schreiber also founded the “Zeitschrift für das gesamte Luftrecht” (Journal for the entire Air Law). If one has a look in the first volume that appeared in 1926, one can see that the ambition of this new journal was to inform the German speaking reader about all new developments in the area of air law. Later, Schreiber became president of the German group of the Comité Juridique International de l'aviation and was a member of the International Law Association and of the Air Transport Association of the International Chamber of Commerce. In this capacity, Schreiber worked with considerable importance at the draft of the International Chamber of Commerce for a Convention on the Liability of the Air Carrier vis-à-vis Third Parties and the Nationality of Aviation. He was a scientific advisor for various authorities of the Reich and of the Länder. In summer 1928, he made his first travel to American universities where he held guest lectures with great success. As editor of the Journal of the Entire Air Law, he gave a very interesting first

introduction. This journal would in the first-place deal to illustrate the law of aviation which Schreiber from the very beginning considered to be a very international field of law. Therefore, the journal would be mainly in German but would accept also publications in English, French, Italian and Spanish. The purpose of the journal would be to bring out the national characteristics and international cooperation of aviation. In the draft for an international agreement on the liability of the carrier in international air transport, that was published in the first volume 1927/28 of the journal for the entire air law, Schreiber wrote:

“The International Chamber of Commerce must bring the attention of the governments to the point and must emphasize that more or less immediately an international conference of governmental delegates should be called in order to come up with an international agreement on private international aviation law which should deal with the law of person and private property and thus bring international aviation law on an international basis.”¹

So, Schreiber was farsighted. He wanted to have international cooperation and was thus a pioneer of international aviation law. His publications were mainly on civil law. Moreover, he published in trade law, in public international law and in private international law.

Surprisingly, Schreiber passed away in early 1929 just coming back from a longer study journey in the United States. Perhaps, this journey had overstepped the available strength of Schreiber who passed away at an age of not even 47 years. Posthumous, there was still his contribution in the *liber amicorum* of his faculty for the Reichsgericht at the occasion of its 50th anniversary appearing in 1929. Moreover, his second wife, the writer Ilse Schreiber, edited an important exchange of letters between Otto Schreiber on the one hand and his relatives on the other.²

¹ Otto Schreiber, Der Entwurf eines internationalen Abkommens über die Haftung des Unternehmers bei internationalen Lufttransporten, in: Zeitschrift für das gesamte Luftrecht 1926, p. 22.

² Ilse Schreiber (Hrsg.), Boies Briefwechsel mit Luise Mejer, passim.

Annex

It is often rumored that Otto Schreiber's appointment was largely due to his political work for the German Democratic Party. On the one hand, however, there is no real proof of this, on the other hand, Schreiber has shown precisely by founding the Institute for Air Law that he was active as a pioneer of a new discipline, namely aviation law, in Königsberg and thus increased the reputation of the faculty and also its fame.

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2. Hans Oppikofer, Second Director of the Institute (Leipzig, 1929 – 1939)



Prof. Dr. Hans Oppikofer (1901 – 1950)
from 1929 – 1939 the second director of the Institute of Air Law

The successor of Otto Schreiber after his sudden and unexpected death was his disciple, Hans Oppikofer.

Oppikofer was born on 16th January 1901 in Bern. Thus, he was a Swiss citizen. He received his legal doctoral degree in 1922 in Basel on a topic of Swiss civil law. His dissertation was on "Gemeinschaftliches Eigentum: Eine Studie zur Entwicklungsgeschichte eines Teiles des neuen schweizerischen Sachenrechts" (Common property: A study to the history of the legal development of the new Swiss law of things). Oppikofer defended his "Habilitation"-thesis in 1926 in Königsberg supervised by Otto Schreiber. He received a *venia legendi* for civil law including trade law, German legal history and comparison of civil laws. The topic of his "Habilitation"-thesis was "The entrepreneurial law in historical, comparative and political perspective". This dissertation/habilitation received a lot of praise. It is said that this habilitation/dissertation was one of the best that did not only highly credit him in Switzerland, but also in the entire German speaking area.

Between 1926 and 1928, Oppikofer was “Privatdozent” for trade law, civil law and German law at the Albertina University in Königsberg. He then received a call for an ordinary professorship for trade law, civil law and German law at the University of Mannheim. Oppikofer went to Mannheim between 1928 and 1929 before he received a call from Königsberg in 1929 where he followed Otto Schreiber as an ordinary professor for trade law, civil law and German law until 1933. This was at the chair for new and newest legal history. Moreover, Oppikofer worked at the Institute of Air Law. After the sudden death of Otto Schreiber, he became his successor and, thus, the second director of the Institute of Air Law.

In 1939, he received a call from the University of Leipzig and took with him the Institute of Air Law. Nevertheless, he only stayed there for six years before he received another call back to his Swiss home on a chair for German and Swiss legal history, German and Swiss private law as well as air law at the University of Zurich. Unfortunately, he was only able to enjoy the chair in Zurich for a few months because his all too short life ended at the age of 39 in 1940.

Oppikofer's research was based on a profound knowledge of legal history. After his legal dissertation on the “Historical background of the Swiss law of things” he applied the same legal methodology for the “Habilitation”-thesis. In his research he looked at entrepreneurial law and its legal development which brought Oppikofer to prove that the law on the enterprises not only was a problem of most recent times. Rather already the laws of the past namely Roman and also old German law with the law of the middle ages had dealt with the inner order of the enterprise and during the middle ages the enterprise at that time was understood as an economic and social organization and thus a very important piece of the medieval legal order.

Besides his deep research in legal history, it was particularly interesting that Oppikofer strived for new fields like air law. He was intrigued to work in this area through Otto Schreiber in Königsberg and insisted on taking the Institute with him when he left for Leipzig. It is recognized that Hans Oppikofer has deeply influenced Swiss air law in its modern form.

Moreover, Oppikofer became the founder of the second journal on air Law in 1937. He founded the “Archive for Air Law”, a new quarterly

journal of the Institute of Air Law. In his foreword, Oppikofer hinted to the great merits of the previous journal of the entire air law founded by Otto Schreiber but also hinted to the difficulties not least of financial nature, which this journal had to confront. He made it clear that his long consideration about the possibility and the reasoning of editing a new journal on air law had convinced him in the decision to find this new journal and thereby not to split it with another legal area like sea law. His words for the reason were interesting indeed: Oppikofer asserted that in the future the importance of aviation law would be growing so that it would be very well justified to find a separate journal for this discipline.

Furthermore, Oppikofer worked on the League of Nations which he considered the most likely international organization for civil aviation. Here he stressed the necessity of working for aviation safety. He worked on the organizational structure of the League of Nations as international aviation organization, on the principle of airworthiness, of aircraft and the licensing of pilots, the problem of sovereignty over the airspace, the territorial principle, principles of carriage by air, prohibited zones and restrictions of take-off and landing in foreign state areas as well as finally the amount of control of states over international civil aviation. When discussing the territorial principle Oppikofer went into the problem of international civil aviation. Current problems as the ability of states to block the transit of airplanes was on his research agenda too. In addition, a first critical description of sovereignty, a principle that was so far undoubted since the Paris Convention of 1919, was made by Oppikofer.

Rüdiger Schleicher, the successor of Hans Oppikofer as Director of the Institute of Air Law agreed to a rather liberal attitude of Oppikofer concerning state sovereignty over its airspace in his recognition of the work of Oppikofer in the Archive of Legal and Economic Philosophy. Moreover, one should not forget to mention that Oppikofer gave lectures in French on the international unification of private law at the Academy of International Law in The Hague since summer 1938. In sum, his many publications are witnessing his intensive occupation with air law.

Annex³

Almost unknown is that already around the year 1930, there was a chance of Cologne getting an Institute of Air Law.

On 7 March 1930, Dean Prof. Dr. Stier-Somlo wrote to Privy Councillor Prof. Dr. Eckert, Executive Chairman of the Board of Trustees of the University, that there was great interest from the faculty regarding a seminar of air law. However, the question arose whether a possible transfer of the Institute of Air Law should also relate to the employment of the directing professor. At that time, the Institute was in Königsberg under the direction of Professor Dr. Oppikofer. The Institute's reputation at home and abroad was very high due to its specialisation only on air law. Nevertheless, as the time seemed to be positive for more institutes of air law, cooperation with other institutes focusing on laws relating to other parts of traffic was seen to be very profitable.

But, as has been mentioned, the question arose whether only the Institute should change to Cologne or also its director, Hans Oppikofer.

A letter from Dean Prof. Dr. Stier-Somlo of May 1930 indicated that the faculty was not very favourable of employing Prof. Oppikofer. As a result, the responsible managing director, Privy Councillor Prof. Eckert, let the matter rest.

In June 1930, Prof. Oppikofer himself addressed the University of Cologne directly, stating that he had heard at a scientific congress that a transfer of the Air Law Institute to Cologne had been suggested, under the premise that this would include his personal joining the Cologne law faculty. He expressed his surprise, since nobody had ever spoken to him about such a change nor had he himself expressed a wish to change to Cologne.

At the end, Privy Councillor Prof. Dr. Eckert wanted to clarify the matter himself during a visit to Königsberg. Not receiving any new information however, the subject fizzled out.

³ Information from letters between: Prof. Dr. Stier-Somlo, Dean, University of Cologne; Privy Councillor Prof. Dr. Eckert, Executive Chairman of the Board of Trustees of the University of Cologne; Professor Dr. Oppikofer, Director of the Institute of Air Law, University Königsberg.

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3. Rüdiger Schleicher, Third Director of the Institute (Berlin, 1939 – 1945)



Prof. Dr. Rüdiger Schleicher (1895 - 1945)
from 1939 - 1945 the third director of the Institute of Air Law

Rüdiger Schleicher was an absolutely extraordinary personality as Director of the Institute of Air Law. He was through family relationships closely connected to the religious resistance against Hitler and thus became a victim of his resistance short before the end of the Second World War.

Born on 14th January 1895 in Stuttgart as a son of the medical doctor Otto Schleicher and his wife Gertrud he went to school at Eberhard-Ludwigs-Gymnasium in Stuttgart. Thereafter, he volunteered to join the army in the First World War. But already in August 1914, he suffered from a serious wounding which prohibited any further fighting and caused some handicaps for him. He started his studies of law in Tübingen, where he successfully reached the first examination in law in 1919 and the second examination in 1921. Already in 1923, he received his legal doctorate with a dissertation entitled "The International Aviation Law". In this work he started to give some system to the newly developed concepts and wordings of international aviation law which had started to develop after the First World War.

Schleicher married Ursula Bonhoeffer, daughter of Karl Bonhoeffer, with whom he had three daughters and one son. This family relationship brought him into the circle of the religious opponents against Hitler's dictatorship. To his relatives belonged Hans von Dohnanyi, Klaus Bonhoeffer, Dietrich Bonhoeffer, and Sabine Leibholz. Since 1927, Schleicher worked as "Regierungsrat" in the air law department of the Aviation Ministry of the Reich. After the "forced transition of the power" (Machtübernahme) on 1st February 1933, Schleicher became a member of the "Reichskommissariat für die Luftfahrt". After his promotion, Schleicher, a former member of the liberal German Democratic Party (DDP), was forced to enter the National Socialist Party by the Minister of Aviation Hermann Göring. Otherwise, that was the justification which Schleicher gave later, it would have made no sense at all to stay in the Ministry of Aviation. As of 1st October 1934, Schleicher got promoted and between 1935 and 1939, he was Director of the Legal Department of the Ministry of Aviation.

In this position, he published his important commentary on the German Aviation Law of 1933, with a second edition in 1937, which has to be particularly highlighted.

In its survey article on "Aviation Law", published in the National Socialist Manual for Law and Legislation of 1935, Schleicher pays lip service to the regime in that he wrote: "Adolf Hitler's call to become "Reichskanzler" (Chancellor of the Reich) on 30th January 1933 was also of great importance for German aviation. It was at the day of his taking over of power that Hitler had called upon his old companion Hermann Göring, who has been the commander of the famous "Richtofen Kompanie" to become "Minister without Portfolio and Commissioner of the Reich for aviation". Moreover, the director of German Lufthansa, Erhard Milch, was called upon to become State Secretary." Also, the last sentence of this article is significant for the lip service Schleicher paid to the new regime when he writes: "There was a great and important battle that the government of Adolf Hitler took over in order to receive Germany's equal treatment in the world, in aviation as well as for the freedom of aviation."

Schleicher became a member of the Committee on Aviation Law of the Academy Law for German Law which was until 1939 headed by Hans Oppikofer. Later, Schleicher successfully tried to bring in the expert of public international law Berthold Schenk Graf von Stauffenberg, who was

a brother of Klaus Schenk Graf von Stauffenberg, who later tried to assassinate Hitler, as well as Klaus Bonhoeffer, Legal Counsel at Lufthansa and Hans John who was collaborator of the Institute of Air Law.

In this time, in 1936 he wrote another article on military judiciary of the air force. Moreover, he made presentations in 1939 before members of the military justice on the topic of the special importance of The Hague Convention on Warfare. He did so because it was just The Hague Convention that was symbol of the attempt to accompany the armed conflict with humanitarian imperatives.

Within the Ministry, Schleicher lost more and more competencies because of assumed political "iloyalties"; such was the case e.g. for the competence for the law of armed conflict.

Many of his fellow conspirators like Hans von Dohnanyi, Klaus Bonhoeffer and Hans John, then assistant of Schleicher at the Institute of Air Law, were imprisoned as early as 1944. His working fellow Hans John was allowed by Schleicher to do some travelling with the purpose of conspiracy as well as the Institute of Air Law was made available for meetings of the conspirators. Hans John was the brother of Otto John, later President of the Verfassungsschutzamt, who being employed by Lufthansa and working under conspirator Klaus Bonhoeffer - brother of Dietrich Bonhoeffer - was deeply involved in the struggle against Hitler.⁴

Schleicher was imprisoned on 4th October 1944 and was convicted on 2nd February 1945 together with Klaus Bonhoeffer, Friedrich Justus Perels and Hans John, by the "People's Court" (Volksgerichtshof) under its prime justice Roland Freisler because of his participation on the assassination of 20th July 1944 on capital punishment. He got assassinated in the night of 23rd April 1944, in other words only two weeks before the end of the Second World War. Moreover, it should be mentioned that the Institute of Air Law, situated at Leipzig Square in Berlin, got completely destroyed in April 1945.

It is with great pride that the Institute remembers Rüdiger Schleicher.

⁴ See for a description of the struggle and the activities of Hans John as well as the later development of the life of Otto John his autobiography, Otto John, *Zweimal kam ich heim*, Düsseldorf/Wien, 1969, passim, particularly at p. 130.

4. Prof. Otto Riese: A Close Friend of the Institute (1894 – 1974)



Prof. Dr. Otto Riese (1894 – 1974)

The Institute of Air Law owes a lot of gratitude to Prof. Otto Riese who was a specialist in German international law, international comparative law and air law. He started his career in air law as member of the German delegation to the international conferences on the unification of private law and took part as an expert in the meetings of the “Comité International Technique d'Experts Juridiques Aériens” (CITEJA, the predecessor of ICAO from 1944 to 1947). Moreover, he actively participated in the elaboration of other private law conventions and in the formation of the “Archives of Air Law”, founded by Hans Oppikofer. Later, after 1934 he lectured German law, air law and traffic law as well as comparative law at the University of Lausanne in Switzerland. He published a treatise on air law in 1949. From 1956 on, Riese regularly attended the conferences of the “International Civil Aviation Organization” (ICAO) and particularly its Legal Committee either as member of the German delegation or even as head of the delegation. Since 1952 he was active in writing articles for the new “Zeitschrift für Luftrecht” (Journal of Air Law). Prof. Riese was appointed Chief Justice of the Federal Court of Justice in Karlsruhe in 1951, before in 1952, he was appointed to the Court of the European Community on Coal and Steel, where he served for twelve years. The Institute of Air Law, Space Law and Cyber Law owes much gratitude to Prof. Riese who donated part of his library to the Institute.

PART II

REOPENING OF THE INSTITUTE IN COLOGNE

1. The Era of Alex Meyer (1951 – 1974)



Prof. Dr. Alex Meyer (1879 - 1978)
from 1951 - 1974 the fourth director of the Research Department of Air Law,
respectively the Institute of Air (and Space) Law

Alex Meyer was born on 15th December 1879 in Berlin and died on 21st August 1978 in Zurich. He was born as son of the Prussian civil servant Dr. Paul Meyer, who later became deputy president of the Railway Direction Frankfurt/Main and his wife Helene, née Speyer. Alex Meyer went to the Apostle High School (Gymnasium) in Cologne and then changed to the “Städtische Gymnasium” in Elberfeld (today part of Wuppertal). He started his studies of law in 1898. He studied in Geneva, Munich, Berlin and Bonn and finished in 1902 with the first state exam in Cologne.

After his doctoral dissertation in Leipzig on a civil law subject, he got his second state examination in 1907 in Berlin and started in 1913 into the governmental service and as a judge in Stettin (today Szczecin in Poland). After a time as a soldier, he became lieutenant in the First World War between 1914 to 1917. Meyer was injured and then busy in civil law

functions of the administration of the Deutsches Reich in home affairs and in justice, moreover in the Chancellery of the Reich and between 1933 and 1938, he was the main lawyer of the government of the Rhine Province in Düsseldorf. In 1909, he had received a balloon pilot's license. He has headed the German delegation of the Comité international de l'aviation (CIIA). He was recruited as a professor for air law in 1938 at the University of New York but could not go there because the beginning of the Second World War hindered him to obtain the necessary visa.

In 1939, the Jew Alex Meyer went to Zurich which ever since became his second home.

In 1950, he obtained a lectureship for air law at the University of Cologne where he immediately founded the new research department for air law. This research department later developed into the Institute of Air Law and again later into the Institute of Air Law and questions of Space Law.

Moreover, in 1952 Alex Meyer founded the Zeitschrift für Luft- und Weltraumrechtsfragen, which he, as well as with the research department, saw in the tradition of the old Institute of Air Law and the old Archive and Journal of Air Law that had existed before and during the Second World War. He got promoted to "Governmental Vice President" (Regierungsvizepräsident) and became in 1953 an Honorary Professor at the University of Cologne, a function that he held for many years until 1974, when he retired from the directorship as well as from the editorship of the German Journal of Air and Space Law.

When Alex Meyer started to reopen the Institute at Gyrhofstraße in Cologne, aviation in general and air law in particular were in a deplorable state. Not only was the previous Institute of Air Law, situated at Leipzig Square in Berlin, completely destroyed towards the end of the second World War. Also, aviation as a whole was entirely interrupted because of the Allied Occupation of Germany and the prohibition of any kind of aviation activities by Germany. As a consequence, not only was there no German aviation carrier and only a few functioning aerodromes but also the aviation administration as part of national and international transport did not exist at that time.

But Alex Meyer was an optimist and a man of action. Driven by the hope that in the foreseeable future the allied powers would allow Germany again to exercise sovereignty over its own airspace, Alex Meyer

was active to come up with new scholarly research on air law. He did not only write scientific articles as he had done since 1908, but also since 1951 started to teach aviation law at the University of Cologne. Meyer had received a balloon pilots license in 1909 and had joined in 1913 the civil service. He had worked at the beginning as a judge in Stettin (Szechin), held later towards the end of World War I various administrative offices in the department of the Interior and the department of Justice of the German Reich as well as in the Chancellery. Already at that time, he became influential on the development of air law in Germany before and after World War I. He had headed the German delegation to the "Comité International Juridique de l'Aviation" (CIJA). In 1938, Alex Meyer was offered a lectureship in air law at the University of New York which he was about to accept. However, the exit visa which he needed to leave Germany was delayed for a considerable time – there is presumption that this happened because Meyer was of Jewish belief.

In 1951, Meyer opened the research department of air law at the University and started his first course on "Public Law and Air Law". All his activities towards the foundation of this new research department (not yet an institute) were greatly supported thanks to the undersecretary in the Ministry of Economics and Transport of the Land North Rhine-Westphalia Prof. Leo Brandt and the Dean of the Faculty of Law of Cologne University, Prof. Hans Carl Nipperdey. On 12th February 1953, the Faculty of Law of Cologne University appointed Dr. Alex Meyer to become honorary professor. This was in so far favourable because he could now hand out topics for and grade doctoral dissertations on air law as the first or second examiner.

The first dissertation that he had to look at as a second examiner was the doctoral dissertation of Welf Heinrich Prince of Hannover on "Luftrecht und Weltraumrecht" (Air Law and Outer Space Law) which was the first dissertation on space law written in Germany. In 1955, Prof. Meyer for the first time supervised a dissertation as a first examiner. It was that of Hans-Günther Schodruch on the topic "Die rechtliche Natur der Flugsicherung und ihrer Organisation in Deutschland" (The legal nature of air traffic control and its organization in Germany). All in all, Prof. Meyer was involved as an examiner in the completion of 14 doctoral dissertations.

The research department for air law had moved in 1957 to rooms in Weyertal and later in 1962 to new rooms at Gyrhof Street.

Moreover, very importantly Alex Meyer (re)funded a new German Journal on Air Law as a quarterly “Zeitschrift für Luftrecht” (German Journal of Air Law). The journal was regarded as the successor of the “Archive of Air Law” which had ceased to be published in 1943. So, the new journal was again a journal solely dedicated to air law and Meyer in the preface to the first volume painted the picture of the foundation of this new journal. This preface is in the first place a *laudatio* to his predecessor Prof. Hans Oppikofer as editor of the Archive of Air Law. In extraordinary detail Meyer describes the work of Oppikofer in this preface. Moreover, he continues to elaborate on Rüdiger Schleicher who also at the time did not live anymore. He remembered the assistant at the Institute Dr. Hans John, the collaborator of Rüdiger Schleicher, Dr. Friederich Reymann and the main assistant of the Institute of Air Law Dr. Günther Haupt. Meyer insisted to find the new journal exclusively for the science of aviation law. It was understood precisely as a continuation of the Archive of Air Law that had appeared until 1943. Meyer in the foreword speaks of a heavy burden for the publication of this new journal which was put on his shoulder but that he would be ready to bear this burden in view of the high respect that the Archive of Air Law had enjoyed before.

The bibliography of Alex Meyer encompasses approximately 170 monographs and papers as well as 37 book reviews in a time span from 1904 to 1972. Among his monographs, we should after the doctoral dissertation of 1904⁵ as his main first monography as fundamental study in air law mention “The comprehension of air space in its legal consequences”⁶, which was of fundamental importance. This important study of 47 pages appeared as early as 1908 at a real early time of air law, even before the first convention of states for the drafting of an international aviation code had happened in 1910 and a lot earlier as the 1919 Paris Convention. And the most important summary of Meyer’s considerations reads as follow.⁷ „The air space over the High Seas and those parts of the land and coastal see that are stateless are free. On the other hand, air space above the territory and the coastal sea of a state belong to the territorial jurisdiction of the subjacent state. In case this state will not exercise its jurisdiction and the state of nationality of

⁵ Begriff und Schutz des Kredits im Bürgerlichen Gesetzbuch, Leipzig, 1904.

⁶ Die Erschließung des Luftraums in ihren rechtlichen Folgen, Frankfurt, 1908.

⁷ Id. at p. 32.

international airplane can and must exercise jurisdiction. This work can be considered as fundamental peace and groundwork of aviation legal theory.”

The next study “Aviation perspective of the law of armed conflict”⁸ deals with the questions of air transportation in times of armed conflict and the effect of the law of armed conflict on air transportation. Very interesting is also the short report⁹ at the first congress of the “Comité International de Transport Aérien” of 1912, that dealt with the codification of the first International Public Law Convention for aviation.

More space must be given for the first masterpiece of Alex Meyer. His famous book on “Freedoms of the Air as a legal problem”¹⁰ fascinates through its clearness and the far reaching and logical considerations. The book is a summary of the existing aviation law in the perspective of the redrafting of international aviation law after the Second World War. Meyer distinguishes sharply in - non-existing - freedom of the air space and, considering the development of the freedom of aviation law which he agrees to as well as the fundamental principles for the establishment of a new international legal order for aviation after the Second World war. In Meyers opinion, one can conclude that states would be entitled to an innocent participation in international aviation. Any form of internationalization of civil aviation should be rejected whereas any kind of international cooperation of aviation should be supported in the future.

This very clear command of the principles of air law are also expressed in Meyer’s article of 1943 on the question of neutrality in the “war in the air”.¹¹ Based on the fundamental principles of the sovereignty of the subjacent state over its air space Meyer concludes that the air space over a neutral state would also be neutral. Another article¹² of the same year pleads vehemently for the legal protection of military wounded who however, as combatants, being in a civil hospital could not be protected.

⁸ Die Luftschiffahrt in kriegsrechtlicher Beleuchtung, Frankfurt 1909.

⁹ In: Archiv des Öffentlichen Rechts 1912, S. 252 f.

¹⁰ Freiheit der Luft als Rechtsproblem, Zürich, 1944.

¹¹ Neutralitätsrechtliche Betrachtungen zum Luftkrieg, in: Zeitschrift für Schweizerisches Recht 62 (1943), S. 323-349.

¹² Profession juridique des militaires blessés et malades dans les hôpitaux civils, in: Revue International de la Croix - Rouge, 25 (1943), S. 63.

As early as 1946, Meyer wrote about criminal offenses on board of airplanes.¹³ In 1950, Meyer reported about the newly created International Civil Aviation Organization (ICAO).¹⁴ Witness of his great sense of humour and his great ability to teach problems of air law as a lecturer was Alex Meyer's lecture in Göttingen of 1960 in which he described for laymen the legally significant acts of an air travel from Munich to London.¹⁵ Meyers overview of 1956 "The Development and the Current State of German Air Law"¹⁶ is a remarkable description of the German attempts to rebuilt its aviation industry and structure after the complete destruction and the long prohibition by the allied powers as a consequence of the Second World War. Already in 1957, a very interesting contribution of Alex Meyer on the problem of aviation noise can be found.¹⁷ Other subjects of air law like aviation piracy, criminal law questions of aviation, an overview over the United States Aviation Administration and many more problems of aviation law were treated by Meyer.

But he became also active in space law. As early as 1952, Meyer belonged to the pioneers as an author of space law. He pleaded for the necessity of a boundary between air and outer space of 200 to 300 kilometres. Meyer agreed with Vladimir Mandl's book of 1932 that aviation law rules may not be applied to outer space – not even by analogy. It becomes very visible that in many respects aviation flight and space flight are fundamentally different. These questions and problems of military uses of outer space, of liability for accidents of space objects and of criminal law in outer space, all these questions were raised by Alex Meyer who summarizes by reflecting about the fundamental question whether space law would still be law in our well-known earth-bound sense.

¹³ Strafbare Handlungen an Bord von Luftfahrzeugen, in: Flugwehr und -technik, 1946, in: Luftrecht in fünf Jahrzehnten, Köln etc., 1961, S. 181-198.

¹⁴ Die Internationale Organisation der Zivilluftfahrt, in: Archiv des Völkerrechts, 1950, S. 427 – 428.

¹⁵ Eine Flugreise in rechtlicher Beleuchtung, in: Jahrbuch der Wissenschaftlichen Gesellschaft für Luftfahrt, in: Luftrecht in fünf Jahrzehnten, Köln etc., 1961, S. 339 - 355.

¹⁶ The Development of the Present State of German Air Law, in: Journal of Air Law and Commerce, 1956, S. 188-204.

¹⁷ Der Fluglärm in rechtlicher Sicht, in: Probleme der Luftfahrtforschung und des Fluglärms, Bielefeld, 1957, S. 19-31.

So, in summary one can conclude that the Institute was blessed to have a person like Alex Meyer as the first director after the total destruction. Alex Meyer as a pioneer of aviation law and later of space law helped through his great expertise and his extraordinary reputation and intellect as well as his impeccable character to bring back the Institute to the academic discussion.



5. Jahrestagung DGLR am 04.10.1972 in Berlin (Hilton-Hotel)
(v.l.n.r.: Verwandte Prof. Meyer, Prof. Meyer,
Helga Bentzien und Joachim Bentzien)

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Es ist unserm Zeitalter vorbehalten geblieben, den historischen Zeitpunkt mitzuerleben, wo es dem Menschenggeist gelungen ist, einerseits Ballons, also Körper, die leichter als die Luft sind, zu zwingen, dem Steueruder zu gehorchen, andererseits sich aber auch ohne Hilfe von solchen Körpern in die Luft zu erheben und dort fortzubewegen. Wir können daher bereits heute sagen, daß die langersehnte Erschließung des Luftraumes für den menschlichen Verkehr im Prinzip als erreicht anzusehen ist. Infolgedessen müssen wir uns aber auch bereits heute mit dem Gedanken vertraut machen, daß das Luftfahrzeug sich in nicht allzufernen Zeiten zu einem bedeutsamen Verkehrsmittel entwickeln wird. In demselben Augenblick wird sich aber auch der Gesetzgeber mit der Luftschiffahrt befassen müssen; denn es gibt keine Verkehrsgegenstände, die das Recht unbeachtet lassen könnte. Dies zeigt uns ein Blick auf die Eisenbahn- und Dampfschiffahrtsgesetzgebung sowie die vielen Gesetze und Verordnungen, betreffend den Verkehr mit Fahrrädern und Automobilen.¹⁾ Diese Gesetze und Verordnungen werden allerdings meistens von den Interessenten nicht sehr sympathisch begrüßt, aber bei genauerer Ueberlegung werden auch diese zu der Ueberzeugung kommen, daß es eben ohne Ordnung nicht geht, und daß der Gesetzgeber die Gesetze nicht aus Schikane gegen einzelne, sondern im Interesse und zum Schutze der Gesamtheit erläßt und erlassen muß. Die Gesetzgebung,

¹⁾ Vgl. Neubauer, Die Ausgestaltung der Luftschiffahrt in ihren mutmaßlichen Wirkungen auf das Rechtsleben, in der Gerichtshalle 1908. Nr. 45.

The first page of Prof. Meyer's publication on air law
"Die Erschließung des Luftraums in ihren rechtlichen Folgen"
(The Use of Air Space and the Law) published in 1908

Alex Meyer in the 1960ies

As observed by Prof. Paul Larsen

I would like to give a snapshot of life at the Institute during the 1964-65 year that I spent with Alex Meyer at the Institute.

I was privileged to be included in all of Alex Meyer's activities during that year at the Institute. The high point of my stay was the celebration of Alex Meyer's 85th birthday, where all his friends and supporters of the Institute came to celebrate the man – and the event was broadcast on the radio station, Westdeutscher Rundfunk. It was a festive occasion.

Meyer's stature in air and space law, and particularly in space law, should be seen in context of the times and of the people in 1964-65. And by the people, I mean the great space lawyers who were space law, because there existed no treaties at the time, and what they said was indication of the law. I'm thinking of Meyer in the context of, and in relationship with, John Cobb Cooper, the former director of the McGill Institute from which I came to Koeln, and Pepin who in '64 was teaching space law at the Sorbonne in Paris, and Haley, the Secretary General of the International Astronautical Federation, and others, including Meyer's protégé, the Prince of Hannover.¹⁸ Meyer himself was a first class intellectual, he was very clear in his thinking and spoke with authority. He certainly was the grand old man not only at the Institute but in German air and space law. One major space law principle, in fact the most important principle that Meyer and his colleagues agreed on, was that there would be no sovereignty in outer space. Without his strong feelings on this issue, we might not be anchored on this fundamental principle today.

At 85 years of age, in appearance, Meyer was of middle height, a substantial person, who radiated energy and purpose. Meyer's office was in the basement of a small building on Gyrhof Strasse. The five rooms were small. Meyer's office was spartan but comfortable. Outside his office sat his personal secretary, a young lady from Hannover, who was particularly respectful whenever the Prince of Hannover came to visit. She addressed

¹⁸ I did a survey of space law opinion in 1965 during my stay in Germany, and interviewed all of Meyer's contemporaries, and the survey was published a year later in the Ohio State law journal. In that, Meyer was a significant contributor, and one got a clear impression of the direction that the future of space law would take.

him as Your Royal Highness. There was a small library consisting of a dining room table with bookshelves along the walls of the room. That is where I did most of my work, and also where Meyer would come to select books that he needed for his own purposes, including research and lectures he gave at the University. There were small offices for Meyer's assistants who were Dr. Schwenk, Herr Wessels, and eventually my classmate from McGill, Edmund Faller. Schwenk was particularly hospitable and friendly and extended himself towards my family.

Meyer had a mischievous side to him that was not apparent from his authoritative manner. He would appear in the little library to select books for his immediate use and would ask his student assistant to fetch "that yellow book," or "that green book over there." Once when his successor Boeckstiegel picked him up at the airport in a small fast sports car, as they rushed away Meyer said admiringly "Can this car go faster?" It was this playful aspect of his personality, as well as the fact that he was a licensed balloon pilot, that gave him the nickname "Luftmeyer."

Meyer was generous, including me in national meetings. I went with him to the annual meeting of German air lawyers in Frankfurt over which he presided and where he was treated with great respect.

It's important to know Meyer's Jewish background. He had to leave a high level German government position as Regierungsrat in the 1930's, and had settled in Zurich, Switzerland. During his time in Switzerland he worked on a major book on air law.¹⁹ Therefore, when Germany decided after World War II to revive the German Institute of Air Law, he was clearly the most competent scholar and person to reinvent the German Institute. On his initiative, space law was added to the program of the Institute. As there wasn't much space law at the time, the title for the Institute became Institut fuer Luftrecht und Weltraumrechtsfragen. Selecting Alex Meyer as director was a pragmatic decision. He had a doctorate, but had not completed his habilitation. His selection was based on his high level government work on air law issues, his scholarly works, and on his willingness as a Jew to return to Germany after the war.

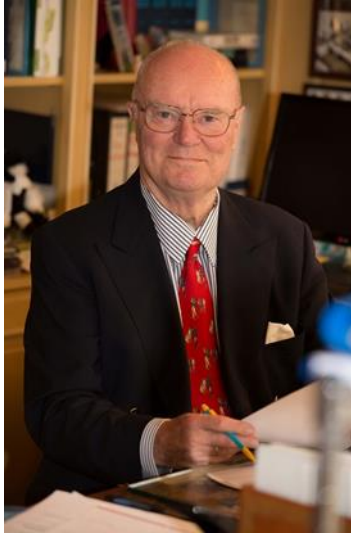
Alex Meyer served as director until he was well into his nineties. After some years the university recognized him by awarding the title of honorary professor. He then gave regular lectures on air and space law at the university, which I attended. By then the Institute had received high academic recognition and become more solidly incorporated into the University of Cologne academic structure. Therefore his successor was a

¹⁹ Die Freiheit der Luft als Rechtsproblem, Zürich, 1944.

regular professor at the university, rather than an outsider, as Meyer had been.

It was a great privilege to work with Alex Meyer because of his warm humanity and the way he included his staff in the exciting events in the new fields of air and space law.

2. Karl-Heinz Böckstiegel, Fifth Director of the Institute (1975 – 2001)



Prof. Dr. Karl-Heinz Böckstiegel (born in 1936)
from 1975 until 2001 the fifth director of the Institute of Air and Space Law

Prof. Dr. Karl-Heinz Böckstiegel was appointed to become director of the Institute of Air Law on 14th May 1975. Thus, he was the first to become director of an “Institute” in that area of law. At that time, the Institute was for the first time linked to a Chair at the Faculty of Law, the then Chair for International Business Law.

Moreover, the Institute was moved from Gyrhof Street to the Main Building of the University at Albertus-Magnus-Platz where was enough space particularly for the books. Karl-Heinz Böckstiegel had already made himself a name as an arbitrator in the fields of international business and investment law as he came from private practice. Throughout his directorship at the Institute, Böckstiegel has also pursued a very distinguished career as arbitrator.

Born on 2nd August 1936, Böckstiegel received his legal education at the Universities of Heidelberg, Hamburg, Bonn and Cologne as well as in

Boston, Geneva, The Hague and Paris. After his doctoral dissertation with Heinz Guradze, he did his "Habilitation"-Thesis (second doctorate) in 1971 with Prof. Ignaz Seidl-Hohenveldern on a topic of International Business Law. The "Habilitation"-Thesis under the title "Der Staat als Vertragspartner ausländischer Privatunternehmen" (The state as a party to contracts with foreign enterprises) was for a long time very influential particularly in the field of investment arbitration.

After the Habilitation, he was promoted to "Wissenschaftlicher Rat and Professor" (Scientific Council and Professor) and was a very valuable asset for the faculty particularly because of his considerable knowledge in the field of international business law.

At the beginning of Böckstiegel's time as director of the Institute of Air Law he soon proposed to rename the Institute into Institute of Air and Space Law because of the importance of the upcoming research for space law.

Moreover, he edited a *liber amicorum* to honour his predecessor Prof. Alex Meyer at the occasion of his retirement as director of the Institute. Together with Dr. Manfred Bodenschatz and his colleague Peter Weides this *liber amicorum* assembled contributions of friends and colleagues and all who felt inclined to honour Alex Meyer at the time of his retirement at the high age of 95 years.

Prof. Böckstiegel started a new era in the Institute – the era of great international symposia. The first of these symposia was held from 31st March to 2nd April 1977 in Cologne as a cooperation of the Institute for the German Society of Aeronautics and Astronautics and the Air Law Committee of the International Law Association. It dealt with "Product liability and Air and Space Transportation" and assembled about 100 scholars and practitioners mainly from Western Europe and North America. The contributions of the symposium were published in a new book series founded by Prof. Böckstiegel in 1978 as "Publications on International Business Law".

Moreover, in 1979 Böckstiegel became chairman of the two main fora in Germany for scientists and practitioners in the field of air and space law, i.e. the Committee on Air and Space Law of the German Society of Aeronautics and Astronautics (DGLR) and the Committee on Air and Space Law of the German Association of International Law (DVIR). Fifteen years later, in 1994 Böckstiegel was elected President of the Deutsche

Vereinigung für Internationales Recht, the German branch of the International Law Association to become the 5th German President of the association after World War II, succeeding scholars like Ernst Wolff, Rolf Stödter, Konrad Duden and Günther Jaenicke. He also was director of the International Institute of Space Law, Chairman of the Air Law Working Group and Legal Advisor of the Air Transport Commission of the International Chamber of Commerce (ICC) in Paris, President of the Space Law Committee of the International Law Association (ILA), Representative of ILA in the United Nations' Outer Space Committee and Member of the Committee on Air Traffic of the International Law Association, Chairman of the Panel of Legal Experts of the International Telecommunications Satellite Organization (INTELSAT), Vice President of the International Court of Air and Space Arbitration, Board Member of the European Center for Space Law (ECSL) of the European Space Agency and Member of the Advisory Board of the Journal of Space Law and Space Policy.

Between 13th and 14th September 1979, Prof. Böckstiegel and the Institute had organized a second symposium, this time held in Munich. The topic was "Settlement of Space Law Disputes". This symposium was organized in cooperation with the Space Law Committee of the International Law Association and the German Society of Aeronautics and Astronautics (DGLR). Again, the publication of the proceedings was published in a new series founded by Böckstiegel as "Schriften zum Luft- und Weltraumrecht" (Studies in Air and Space Law, SLW).

Moreover, Prof. Böckstiegel founded together with the editor and chief the German Journal of Air and Space Law, Dr. Marietta Benkö, the new loose-leaf collection "Space Law: Basic Legal Documents", a compilation of existing international and national space law of approximately 5000 pages.

As a consequence of the symposia on settlement of space law disputes Prof. Böckstiegel was asked as a reporter as the Space Law Committee of the International Law Association to elaborate a draft convention on the issue of settlement of space law disputes to be presented by the space law committee of the ILA.

By ending the conference of 1984, the ILA had adopted this text. Later on, it was re-adopted because of new developments. The new text was again elaborated and adopted at the ILA by the bi-annual conference

in 1998 in Taipei as “Revised Convention on the Settlement of Disputes Related to Space Activities”.

The next symposium was entitled “Construction and Extension of Airports” held on 5th and 6th April 1984 in Cologne at Maternus Haus. The Reports from France, Japan, Canada, Sweden, Switzerland, Hungary, the USA, the UK and Germany provided a good basis for comparison of national law for the construction and extension of airports. Thus, the contributions were published in a special issue (no. 4/1984) of the German Journal of Air and Space Law (ZLW).

On 12th and 13th June 1986 at the occasion of the Hannover Air Show, another symposium took place concerning problems of the international space station. This symposium brought together experts from France, Italy, Japan, Canada, The Netherlands, the USA and Germany whose concepts were all assembled at the DGLR-Report entitled “Commercial Use of Space Stations - The Legal Framework of Transnational Cooperation” (DGLR publication no. 86-02, Bonn 1986).

In 1987, the Institute became a so-called Point of Priority Research in Space Law (Forschungsschwerpunkt Weltraumrecht) which should enable to get actively engaged in space law research as well as to be in close contact with the European Space Agency, particularly with regard to the development of the data base and in cooperation with the European Centre for Space Law (ECSL).

In 1988, the institute celebrated its 60th Anniversary which enabled to set up the project “Environmental Aspects of Activities in Outer Space - State of the Law and Measures of Protection”. This project was also held as a conference with experts of the legal and the technical field assembled in Cologne. The proceedings of this event are published in Volume 9, 1990, of the Institute Serie Studies in Space Law.

Also, at the occasion of the 70th anniversary of the Institute of Air and Space Law and the 20th anniversary of the Chair for International Business Law, in 1995 a high-level symposium took place. It was entitled “Perspectives of Air Law, Space Law and International Business Law for the next Century”. Four judges of the International Court of Justice (Judge Fleischhauer, Judge Guillaume, Judge Jennings, Judge Schwebel), the directors of the McGill Institute Prof. Milde, of the Leiden Institute Prof. Wassenbergh and Dr. Jasentuliyana as head of the Outer Space Division of the United Nations in Vienna as well as the Chinese Ambassador He

Quizi had assembled. The Proceedings of this symposium were published in Volume 15, 1996 of the Institute Series.

Finally, in May 2001 the Institute celebrated in cooperation with the “Deutsches Zentrum für Luft- und Raumfahrt” e.V. (DLR – German Aerospace Center) a symposium on the “Legal Framework for the Commercial Use of Outer Space”. It was the final point of the five years “Project 2001” where under the leadership of Prof. Böckstiegel six working groups had presented the results, discussed proposals and finally came to conclusions at the symposium. This was the final scientific project before in August 2001, after 26 years, the directorship of Prof. Karl-Heinz Böckstiegel ended. He was honoured with a *liber amicorum* entitled “Air and Space Law in the 21st Century” edited by Dr. Marietta Benkö and Prof. Walter Kröll (Carl Heymanns Verlag, 2001).

Moreover, as it was already mentioned that Prof. Böckstiegel was also an active arbitrator during his entire time as the director of the Institute. In 1984, he was appointed president of the Iran-United States Claims Tribunal in The Hague that had been established in 1981 as a result of the Hostage Crisis between the United States of America and Iran. It is the purpose of this Tribunal which still exists to settle disputes between the United States and other citizens and Iranian authorities following from nationalization and other acts. Böckstiegel took office until 1988. Moreover, from 1993 to 1997 he was elected President of the London Court of Arbitration. He was the first non-British national that was elected in this position.

In 1994, the United Nation Secretary General appointed Prof. Böckstiegel as commissioner and panel-chairman of the UN Compensation Commission in Geneva which was dealing with compensation claims against Iraq resulting from the War in the Persian Gulf. Prof. Böckstiegel held this office until 1997. In recognition for this outstanding work in the field of arbitration, Prof. Böckstiegel received a second *liber amicorum* entitled “Law of International Business and Dispute Settlement in the 21st century”, which was edited by Dr. Robert Briner, L. Yves Fortier, Prof. Klaus Peter Berger and Mr. Jens Bredow. This *liber amicorum* also appeared at Carl Heymanns Publishing House in Cologne in 2001.

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DISPUTATIO INAUGURALIS
DE

JURE PRINCIPIS AEREO,

Qvam.
ASPIRANTE DIVINI NUMINIS GRATIA
DECRETO ET AUTORITATE
Magnifici & Amplissimi Jctorum
Ordinis,
IN ILLUSTRIS UNIVERSITATE VIADRINA
PRÆSIDE,
DN. SAMUELE STRYKIO, JCTO,
COMIT. PALAT. CÆSAR. CONSIL. ELECTOR.
BRANDENB. FACULT. JURID. ORDIN. DECRET.
P. P. CELEBERRIMO, & h. t. DECANO SPECTABILI,
DOMINO PATRONO atq. PROMOTORE SUO
etatem maximè de venerando,
PRO CONSEQUENDIS
IN UTROQUE JURE HONORIBUS AC PRI-
VILEGIIS DOCTORALIBUS
Ad Diem Ochobr. Anno M DC LXXXVII.
Horis Ante- & Pomeridianis
IN AUDITORIO JCTORUM
Publicè proponet
JOHANNES STEPHANUS DANCKO, Serveft. Anhaltinus,
Aulæ Serveft. Advocatus Ordinarius.
fratruſurſi ad Oderam, Literis CHRISTOPHORI ZEITLERI

The title page of the (probably) first dissertation in air law
by Johannes Stephanus Dancko at Viadrina University in 1687
under supervision of the distinguished Prof. Samuel Strykio.
A Copy of the original as well as translations into German and English
is available at the Institute's library. The manuscript was rediscovered, edited
and translated as a farewell present to Prof. Böckstiegel in 2001.

3. Stephan Hobe, Sixth Director of the Institute (since 2001)



Prof. Dr. Stephan Hobe (born in 1957)

Since 2001 the sixth Director of the Institute of Air and Space Law

Stephan Hobe (born in 1957) got his legal education at the Universities of Munich, Freiburg and Göttingen. After the first state examination in Göttingen, he went to McGill University in Montreal, Canada for Master Studies. After having obtained a Master of Laws Degree he followed up his legal education onto the second state examination in Kiel/Hamburg. He did his doctoral dissertation under the supervision of Prof. Jost Delbrück at the Institute of International Law at the University of Kiel on the “Legal framework for economic space activities” and did at the same university his second doctorate (Habilitation-Thesis) on a theoretical subject of “Open Statehood”, again under Prof. Jost Delbrück, published in 1998.

Thereafter, he obtained a call from Cologne University at a professorship for German Public Law as well as International and European Law.

In 2001, he was called at the Institute of Air and Space Law and to the chair of International Business Law which was according to the special education of Prof. Hobe changed into chair of International Law, International Economic Law and European Law. The main subjects

Prof. Hobe is teaching at the faculty are Public International Law, European Law, International Economic Law, Air Law, Space Law and the Theory of the State. In the area of teaching, he is active in interdisciplinary teaching in the so-called PROTEUS project together with the political science professor Wolfgang Wessels from the social sciences faculty. Moreover, he is active in another teaching project called Cologne LEXperience together with the chair of Prof. Dauner-Lieb and the law firm of DLA Piper.

Furthermore, Prof. Hobe is engaged in international mootings. Since 1998 he coaches teams in the area of public international law (Ben Telders International Law Moot Court), air law (Leiden Sarin Law Moot Court) and space law (Manfred Lachs Moot Court). These teams have been pretty successful, particularly the public international law team that is running in the Telders International Law Moot Court has won this competition three times.

Prof. Hobe started his work at the Institute with the “Project 2001 Plus”, his successor project of the Project 2001 that was the one led by Prof. Böckstiegel.

The Project was assisted by an Advisory Council consisting of experts of high reputation in air and space law. These are H.E. Judge Gilbert Guillaume, International Court of Justice, The Hague, Prof. Peter Haanappel, Leiden, Dr. Gabriel Lafferranderie of the European Space Agency, Paris, Prof. Dr. Herbert Kronke of UNIDROIT, Rom, Dr. Nandasiri Jasentuliyana, President of the International Institute of Space Law, Paris, Prof. Dr. Vladimír Kopal, University of Pilsen and H.E. Judge Vladlen Vereshchetin, International Court of Justice, The Hague. The participation of these personalities is already an indication for the high quality of the project and the outstanding reputation of the Cologne Institute.

In the framework of Project 2001 Plus, the Institute had organized four workshops, each concentrating on a special aspect of the project.

On 6th December 2002, the first workshop on “Legal Aspects of the Future Institutional Relationship between the European Union and the European Space Agency” was organized in Brussels. It dealt with the question how the efficiency in the relation between both institutions could be improved in order to avoid a disparate and fragmented approach to space policy and research.

On 8th and 9th May 2003, the second workshop on “Consequences of Air Transport Globalization” was held at the German Aerospace Center in Cologne. Here, particular consideration was given to the liberalisation of air transport markets and as a result thereof, to the strengthening of international cooperation which has influenced the framework of air law. Globalised markets and European integration also challenged the system of airline alliances and perhaps the existence of nation-based carriers.

On 29th and 30th January 2004, the third workshop “Towards a Harmonized Approach for National Space Legislation in Europe” was held in Berlin. Due to the increasing commercialization and privatization of space activities the workshop aimed at providing guidance for the elaboration of national space legislation, e.g. with respect to provisions on licensing and registration of spacecraft as well as on issues of state liability and the possible recourse of States against private actors in case of accidents.

The fourth workshop on “Current Issues in the Registration of Space Objects”, Berlin, 20th and 21st January 2005, was closely connected to the work of the UN Committee on the Peaceful Uses of Outer Space on the “Practice of States and International Organizations in Registering Space Objects”. It provided a useful input by examining practical examples relating to this issue. In addition, recommendations for possible measures were developed to ensure compliance with and enhancement of the effectiveness of the Registration Convention and to strengthen national legislative norms relating to the registration of objects launched into outer space. The proceedings of all events were published by the Institute and are available there.

Moreover, in 2005, at the special occasion of the Institute’s 80th anniversary, the Project 2001 Plus was concluded by a three-day symposium entitled “Global and European Challenges for Air and Space Law at the Edge of the 21st Century” in Cologne on 8th June until 10th June.

Here, the final reports and recommendations of all working groups were discussed with a view of advancing the results achieved so far. The conference consisted of four sessions dealing with (1) national space legislation, (2) perspectives for international aviation and current problems of “post-bilateralism”, (3) the relationship ESA/EU and (4) common issues in air and space law: envisaging future aerospace applications - the examples of registration and liability.

In 2003, in cooperation with the DLR, a project entitled “Legal Framework for a Coherent Future Structure of European Space Activities” was initiated. The special relationship of ESA and the EU was investigated and a publication under the title of Hobe/Kunzmann/Reuter/Neumann, *ESA-EU: Rechtliche Rahmenbedingungen einer zukünftigen kohärenten Raumfahrt Kooperation*, Hamburg/Münster, 2006 (*ESA-EU: The Legal Framework for a Future Coherent Cooperation in Outer Space*) was presented in June 2005.

Moreover, the Institute performed work for the European Commission. Prof. Hobe was entrusted to make a study in cooperation with the University of Leuven (Prof. Jan Wouters) and Prague (Prof. Mahulena Hofmann) on the future of European space activities. Here a major report was published in 2011 under the title: *Hobe/Hofmanová/Wouters, A coherent Procurement Law and Policy for the Space Sector*, Hamburg/Münster, 2011.

The next project between 2010 and 2015 resulted in an international conference in 2015 and did not have a genuine title but was meant as a continuation of the previous Project 2001 Plus through the implementation of many ideas raised in this project. This project had for purpose to achieve scientific results, namely on the one hand the establishment of a Compendium on Air Law and, on the other, a Cologne Commentary on Space Law. As a result, together with Deutsche Lufthansa, the Cologne Compendium on Air Law and the Cologne Compendium on Air Law in Europe came into existence and in cooperation with Deutsches Zentrum für Luft- und Raumfahrt, three Volumes (2006 et seq.) of the Cologne Commentary on Space Law between 2009 and 2015.

The “Cologne Compendium on Air Law” mixes the style of an encyclopedia with the one of a commentary. It shall serve as a dictionary on all important issues of German, European and international aviation law and intends to give an overview on all relevant aspects and problems. The Institute was happy to be able to finish the work on the Cologne Compendium on Air Law with the editing of three volumes in 2008, 2009, 2010. Moreover, in order to facilitate orientation for foreign readers, it was decided to edit an English version, the “Cologne Compendium on Air Law in Europe”. This magistral work of more than 1000 pages was published in 2013 and certainly belongs to the important part of legal literature in air law in Germany and Europe. This English version was only possible through the generous support of the American and

international law firm WilmerHale which besides the great financial support of Deutsche Luftfahrt took part of the burden of the translation of the articles written in German.

Moreover, some of the same was done in international space law. Here with the generous support of the German Aerospace Center DLR since 2009, the Cologne Commentary on Space Law was edited.

The Cologne Commentary on Space Law is divided into three volumes: Around 50 authors worldwide had undertaken to make a provision by provision commentary of the Outer Space Treaty (Volume I), of the Rescue Agreement, Liability Convention, Registration Convention and Moon Agreement (Volume II) and of all the relevant United Nations General Assembly Resolutions (Volume III). Volume I (2011) and Volume II (2013) as well as Volume III (2014) have been edited so that we can proudly look upon a whole series of doctrinal work on air and space law.

COLOGNE COMMENTARY ON SPACE LAW / COLOGNE COMPENDIUM ON AIR LAW IN EUROPE



In the framework of the Project “Cologne Commentary on Space Law” (2009 – 2011) three workshops were held: The first one was held on 10th and 11th January 2008 in Vienna, Austria, and entitled: “Assessing the Outer Space Treaty”. The next workshop was held on 18th to 20th June

2009 in Bonn, Germany, entitled: “The Outer Space Treaty and its Influence on Space Law”.

The 2009 workshop that brought together all contributors to Volume I of the Cologne Commentary on Space Law on the Outer Space Treaty as well as another workshop in June 2012 in Bonn-Oberkassel, Germany, at the DLR premises assembling all authors for Volume II of the Cologne “Commentary on Space Law”.

Moreover, as a third workshop on 1st and 2nd June 2012, the Institute in cooperation with the German Aerospace Establishment DLR held an international colloquium entitled “In Heaven as on Earth? The interaction of public international law and the legal regulation of outer space”. The colloquium was held at the premises of the German Aerospace Establishment DLR in Bonn-Oberkassel, Germany. Prominent space lawyers as well as international lawyers tried to make the attempt to build up levels for a common understanding of the relationship of space law and public international law.

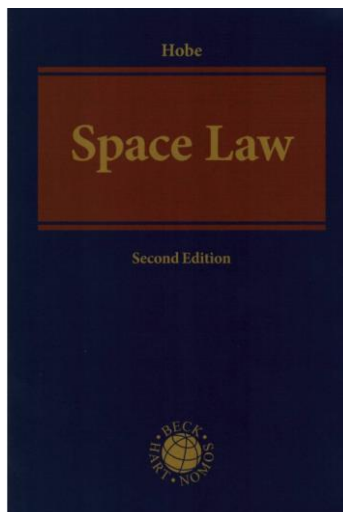
Is space law just a branch of international law or is it a self-contained regime? Speakers such as the Right Honourable Judge Abdul Koroma of the International Court of Justice and Prof. Ram Jakhu from McGill University, Montreal, gave interesting introductions into the fundamental principles of space law and their relevance for public international law. Other speakers like Prof. Thilo Marauhn of Giessen University as well as Prof. Alan Boyle of the University of Nottingham, United Kingdom, gave interesting examples of areas of public international law like humanitarian international law and environmental law, where the question of the linkage to international space law is at stake. Particularly, questions of state responsibility for private acts under general international law, looked at by Prof. Stefan Kadelbach, Prof. at Frankfurt University as well as the concept of state responsibility for private space activities, included in the paper of Jean-Francois Mayence from Brussels, and finally the human rights considerations for space activities by Prof. Irmgard Marboe from Vienna University, were the significant chapters in a very profound international discussion. The proceedings of this extremely interesting and refreshing colloquium, edited by Prof. Stephan Hobe and Prof. Steven Freeland, were published by the German Aerospace Centre DLR in 2013.

It should finally also be mentioned that the Cologne Commentary on

Space Law, Volume I has won an award for the best space law book of the year 2010 given by the International Academy of Astronautics, Social Class.

As a next major undertaking, the translation of the Cologne Commentary on Space Law from English into Russian (2 volumes), into Chinese (2 volumes), into Bengali, into Spanish (1 volume), and into Arabic (1 volume) was undertaken in cooperation with DLR between 2016 and 2023.

Prof. Hobe has published three books with relevance to International and European law – one on Public International Law, in its 11th edition 2020, one on European Law, in its 11th edition 2023 (since 10th ed. together with Michael Lysander Fremuth) and one on Space Law, in its second edition 2023.



As to international positions, for 20 years Professor Hobe was on the board of directors of the International Institute of Space Law and was for a long-time head of the Directorate of Studies of the International Institute of Space Law. He is a member of the Committee of the European Air Law Association, a member of the Executive Committee of the International Law Association, a director of the Space Law Committee of the International Law Association, the President of the German Society of International Law and the treasurer of the German Association of

International Law. He is also a member of the International Academy of Aeronautics and Astronautics, the Academie francaise de l'air et de l'espace and of the Academia Europaea.

Prof. Hobe has been a teacher at a variety of International Universities such as Lazarski University in Warsaw, Leiden University in the Netherlands, University Paris XI in Paris, France, International Aviation University in Kyiv, Ukraine, University of Pretoria, South Africa, McGill University, Montreal, University of Sofia, Bulgaria, Beihang University, Beijing, China, Duquesne University, Pittsburgh, United States of America, Gujarat National Law University, India, Bangalore University Law School, India and Green University, Dhakka, Bangladesh.

The university of Sofia as well as the Aviation University of Kyiv have awarded an honorary doctorate degree on Prof. Hobe who has also achieved the life-time membership award from the International Institute of Space Law.

Of course, the Institute's director has also scientific ambition for the 100th anniversary jubilee symposium in 2025: This will be celebrated with a project in cooperation of the Institute and the German Aerospace Center, which has for purpose to establish rules on Space Traffic Management. Four working groups are preparing the results of the final conference that takes place from 22nd to 23rd of May 2025.

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PIONEERS OF SPACE LAW



During the period of 2010 to 2013, Prof. Hobe was also preparing the edition of a landmark book on the history of space law. As an assembly of biographies, the book “Pioneers of Space Law” lists important personalities, who have paved the way for modern international space law. In 2014, this book won the Scientific Award of the International Academy of Astronautics, Class of Social Sciences.

JOINT COMMITTEE ON AIR AND SPACE LAW OF THE GERMAN SOCIETY OF AIR AND SPACE LAW

In continuation of the previous activities, Prof. Hobe is chairing the joint annual session of the Air and Space Law Committees of the German Association of International Law and of the German Society for Aeronautics and Astronautics at the Institute. On this occasion, he calls together relevant aviation and space actors from airports, airlines, the industry, German federal ministries, the German Aerospace Center etc. During Prof. Hobe's directorship, the central presentation during these sessions was given in 2002 by Prof. Dr. Kai-Uwe Schrogl, DLR, who took a fresh look at the concept of 'launching state' and discussed the results of the United Nations Committee on the Peaceful Uses of Outer Space. In 2003, Ulrich Schulte-Strathaus from the Association of European Airlines

discussed the state of European air traffic after the “Open Skies” decisions of the European Court of Justice. And in 2004, the Chairman of the Executive Board of DLR, Prof. Dr. Sigmar Wittig, looked about the new distribution of responsibilities between the European Space Agency and the European Union in space matters. Thereafter, many other key personalities of air and space law were invited, such as inter alia Prof. Dr. Wolf Müller-Rostin, Director of the Legal Department of DELVAG, Cologne, Dr. Marco Ferrazzani, Head of Legal Service, European Space Agency, Paris, Dr. Hans-Georg Bollweg, Federal Ministry of Justice, Berlin, Prof. Dr. Johann-Dietrich Wörner, Chairman of the Board of the German Aerospace Center, Frank Manuhutu, Chief Legal Adviser, European Aviation Safety Agency and Dr.-ing. Walther Pelzer, Head of the German Space Agency, Bonn.

SPECIAL SESSION ON AIR LAW

Moreover, as a new initiative, once a year the Institute invites to an annual special session on air law (Fachgespräch Luftrecht). Here, current topics of national and/or international air law are discussed among the specialists of the air law community. In 2002, the session dealt with problems relating to airport charges. In 2003, experts were debating a reasonable approach for dealing with problems resulting from airport noise and environmental questions in a national and in the European framework. In 2004, the “Charleroi” Decision of the European Commission was discussed as well as its consequences for international airports with special regard to European Competition Law. In more recent times, inter alia the important EU Directive 261/2002 was intensively discussed in 2013. Also, a podiums discussion in possible limitations of aviation in view of existing climate problems (crisis) was among the topics of the special session on air law in 2024.

Under the directorship of Prof. Hobe, the Cologne Institute continues its cooperation with many other national and international institutions in the field of air and space law.



Prof. Hobe and Staff members of the Institute in 2024

At the national level, the traditional collaboration with the “Bundesverkehrsministerium” (Federal Ministry of Transport), established more than 50 years ago, is of particular importance. The most significant common project in this framework, namely the German Journal of Air and Space Law (*Zeitschrift für Luft- und Weltraumrecht*, ZLW), was established in 1951 and continued regularly until 2024 (see Part III).

For almost five decades, also a close cooperation exists with the United Nations Committee on the Peaceful Uses of Outer Space (UNCOPUOS) and the United Nations Office for Outer Space Affairs (UNOOSA). Here, the Institute contributes i.e. to the legal work of UNCOPUOS and since 2003 also to UNOOSA especially with respect to the collection and evaluation of international and national space legislation. In this connection, the Institute relies on its available resources acquired through its loose-leaf collection “Space Law: Basic Legal Documents” edited by K.-H. Böckstiegel and M. Benkö (Eleven International Publishing, Utrecht), (see pp. 75 et seq.).

The Institute also cooperates already for many years with the “Deutsches Zentrum für Luft- und Raumfahrt e.V./ DLR” (German Aerospace Center). In this connection, the common “Project 2001 - Legal

Framework for the Commercial Use of Outer Space” was established and continued by “Project 2001 Plus: Global and European Challenges for Air and Space Law at the Edge of the 21st Century”. DLR also supported the common “Project ESA - EU: Legal Framework for a Coherent Future Structure of European Space Activities” (see pp. 66 et seq.), and the edition of the Cologne Commentary on Space Law (three volumes 2009–2015).

Cooperation at the international level is also traditionally continued with other university institutes specialized in air and space law. This is in particular the *Institute of Air and Space Law at McGill University in Montreal, Canada*, under its current directors Prof. Vincent Correia and Prof. Andrea Harrington, which was founded in 1951. Here, the traditional close ties between the McGill Institute and Cologne are enforced by the fact that Prof. Hobe is a McGill alumnus having pursued his master’s studies at McGill in the academic year 1985/1986.

Moreover, Prof. Hobe was for many years a member of the Advisory Council of the *Leiden Institute of Air and Space Law* which was founded in 1986 and is currently directed by Prof. Steven Truxal, active in air law as well as co-directed by Dr. Tanja Masson-Zwaan, responsible for the space law section.

The Cologne Institute under Prof. Hobe is also active in providing studies and legal opinions in the field of air and space law. Such work is carried out upon request e.g. from the European Commission, the German Federal Ministries of Transport, the German Aerospace Center, the Permanent Court of Arbitration in The Hague as well as on behalf of private companies and law firms. Such requests are related to questions as e.g. the European satellite navigation system “Galileo” and its financing, the relationship between the European Space Agency and the European Union, legal issues of “space tourism”, new rules for the settlement of space law disputes, problems relating to aircraft noise, aviation insurance and particular questions of taxation, *i.e.* with respect to the fuelling of aircraft.

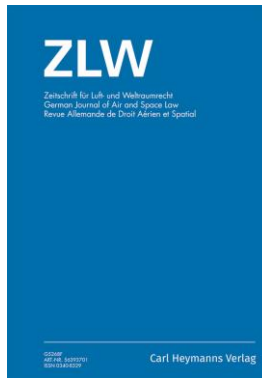
Prof. Hobe is moreover involved in important publications in the field of air and space law. Since 2001, he is the editor of the “*Zeitschrift für Luft- und Weltraumrecht, ZLW*” (German Journal of Air and Space Law, *Revue Allemande de Droit Aérien et Spatial*), which was founded by the “Nestor of Air and Space Law” Prof. Alex Meyer in 1951. In addition,

Prof. Hobe is editorial board member of the journal "Space Policy" and member of the Board of Directors issuing the Newsletter of Bologna University "The Aviation & Maritime Journal: Novità dal mondo del trasporto aereo e marittimo".

As to Prof. Hobe's involvement in the publication of air and space law, also the series "Schriften zum Luft- und Weltraumrecht / Studies in Air and Space Law/Etudes de Droit Aérien et Spatial" (SLW) must be mentioned. This series was originally founded by Prof. Böckstiegel in 1980 and taken over by Prof. Hobe in 2001. The series comprises 34 volumes by now.

PART III

THE GERMAN JOURNAL OF AIR AND SPACE LAW (ZEITSCHRIFT FÜR LUFT- UND WELTRAUMRECHT / ZLW)



The history of the “Zeitschrift für Luft- und Weltraumrecht”, ZLW (German Journal of Air and Space Law / Revue Allemande de Droit Aérien et Spatial) is an integral part of the history of the Institute since its reconstruction in Cologne by Prof. Alex Meyer in 1951 (see pp. 15 et seq.). It continues the tradition of previous publications of the Institute, namely the “Zeitschrift für das gesamte Luftrecht” (Journal for All Aspects of Air Law), which was already founded in 1926/1927 by Prof. Schreiber (see pp. 1 et seq.) and the “Archiv für Luftrecht” (Archive of Air Law) edited by Prof. Oppikofer in 1931 (see pp. 6 et seq.).

The ZLW was first published by Prof. Alex Meyer under the name of “Zeitschrift für Luftrecht” (Journal of Air Law) in 1951/1952. Then in 1960, reflecting new technological developments, the Journal was renamed as “Zeitschrift für Luftrecht und Weltraumrechtsfragen” (Journal of Air Law and Questions of Space Law). Finally, in 1975 it received its present title and structure under Prof. Böckstiegel. Thus, the Institute looks back at a long-standing publishing tradition and is proud of its current publication which has become an example for a successful international journal in very specialized fields of law.

The ZLW is the only publication of its kind in Germany and one of about half a dozen world-wide. It is edited quarterly and comprises

approximately 700 pages per year. From its very beginnings in 1951, the ZLW has first been published by the recognized “Carl Heymanns Verlag” (Cologne, Berlin, Bonn, Munich), which now belongs to the Wolters Kluwer Group. The Journal gives a detailed and regular overview of problems and new developments in the field of air and space law. The issues contain first of all articles on relevant national and international problems as well as information on new legal drafts and regulations in these special fields of law world-wide. The ZLW contains also reports of conferences organized by national or international organizations. Relevant judicial decisions of German Courts as well as from Courts all over the world are reprinted and commented. An international bibliographical survey of new publications is also provided. Important books and publications are separately reviewed and analysed. Therefore, since its beginnings, the ZLW has been an archive of all relevant material in its special fields and provides the basis for any practical as well as scholarly work with respect to air and space law.

Starting obviously as a paper journal, the ZLW went online in 2012 and has been available at wolterskluwer-online and HeinOnline. Since January 2023, the journal is also offered as an online-only subscription.

The journal is edited by the Institute’s director, currently Prof. Stephan Hobe.

The first executive editor (Redaktionsleiter) of the Journal was Hubert Wessels, Attorney-at-Law (Cologne), an experienced air lawyer, who was responsible for the Journal for twenty years. He left the Institute at the same time as Prof. Meyer by the end of 1974.



Former executive editors of the Zeitschrift für Luft- und Weltraumrecht (German Journal of Air and Space Law) since its beginnings:

H. Wessels, Attorney-at-Law, 1954 – 1974;

Dr. E. Faller LL.M. (McGill), Attorney-at-Law, 1975 – 1977;

Dr. M. Benkö, Attorney-at-Law, 1978 – 2013.



Dr. Isabel Polley, executive editor since 2014

Then, the editorship was taken over by the interim head of the Institute Prof. Peter Weides and from July 1975 the internationally acclaimed expert in Air and Space Law, Dr. Edmund Faller, LL.M., Attorney-at-Law (Cologne), became executive editor. To reach an additional international readership, the Journal was opened for contributions in three languages and the subtitles “German Journal of Air and Space Law” and “Revue Allemande de Droit Aérien et Spatial” were added. From then on, all English and French articles, documents, Court decisions, conference reports and book reviews were published on an equal basis with German contributions.

In the second half of 1978, Dr. Faller left the Institute and became Conseiller Juridique Principal at the International Civil Aviation Organization (ICAO) in Montreal. He was succeeded by Dr. Marietta Benkö, Attorney-at- Law (Cologne), who was also specialized in Air and Space Law in her practical as well as in her scholarly work.

For many years, Dr. Benkö was lecturing at the University for Applied Engineering in Aachen, teaching space law. From 1980 until her retirement in 2013 from the Institute she was the advisor of the German Delegation to the United Nations Committee for the Peaceful Uses of Outer Space (UNCOPUOS). Dr. Benkö is the editor of “Essential Air and

Space Law” (Eleven International Publishing, The Hague) focusing on interdisciplinary publications. In 1989, Dr. Benkö also founded the Institute’s publication “Space Law: Basic Legal Documents” together with Prof. Böckstiegel. This loose-leaf collection consists of 6 volumes (approximately 5000 pages) and is updated regularly. (see pp. 75 et seq. below).

Her special merits as the executive editor of the German Journal of Air and Space law have also been highlighted in 2011 by the Secretary of State (Federal Ministry of Transport and Digital Infrastructure) at the occasion of the Journal’s 60th anniversary.

In 1996, Dr. Benkö received as a special honour for her practical as well as her scholarly work the Cross of Order of Merit of the Federal Republic of Germany (Bundesverdienstkreuz am Bande des Verdienstordens) by the President of State Dr. Roman Herzog through the Minister of Science and Research of North Rhine-Westphalia, Ms. Anke Brunn.

After the retirement of Dr. Benkö from the Institute at the end of 2013, Dr. Isabel Polley became the new editor-in-chief of the German Journal. Her professional background comprises career stages at the Foreign Office, the Institute, an international law firm and at the Municipal City of Kaarst. She has then overseen the Journal since 2014.

Together with her team, she developed the current new modern layout of the Journal. During the following years, it not only grew in size, but also extended its content. Besides publications in the field of Air and Space Law, contributions on Cyber Law have been included from time to time. The magazine is constantly evolving to always be at the pulse of time and to keep up with current topics.



PART IV

THE TEACHING

1. Lectures and Seminars

There is a variety of lectures offered at the Institute of Air and Space Law.

1.1. Air Law

Basic course in national, european, and international air law. Once a year, usually in the winter term, Prof. Hobe offers a two and a half days (21 hours) condensed course on national, european, and international air law in English. This course provides for an overview on a most important legal development in the various areas. There is an opportunity to write an examination.

1.2. Civil Aviation Law

Special lecture on specific issues on civil aviation, inter alia insurance, is given by Dr. María Armingol Suárez.

1.3. Special Issues in Civil Aviation Law

A special lecture on “The legal frame of a flight from take off until landing” is given by Dr. Moritz Heile.

1.4. Space Law

Usually in the summer term, Prof. Hobe offers a two and a half days intensive course on international space law, also in English. This course as well aims at providing a compassing overview on the current legal framework for human activities in outer space. There is an opportunity to write an examination.

1.5. Lecture Cyber Law

Every second semester, Prof. Hobe and Mr. Stefan Kaiser offer a course on Cyber Law.

2. International Teaching of Air and Space Law

Since a couple of years, Prof. Hobe has started to teach abroad. He has developed some close relationships to a variety of universities in and outside Europe in which he regularly teaches basic courses on specific problems of aviation and/or space law. Such are the University of Pretoria, South Africa, Bangalore, Jaipur and Gujarat in India, the Universities of Beihang, BIT and Xiamen in China, the University of Sofia, Bulgaria, Lazarski University in Warsaw, Poland, the National Aviation University in Kyiv, Ukraine and the University of Paris-Sud, in Paris, France.

2.1. SOUTH AFRICA



University of Pretoria

Usually in February, Prof. Hobe teaches for two weeks at the University of Pretoria in a master's program, specifically designed as a specialization for students of public international law. His students have the opportunity to choose a specialization of their international law masters by selecting air and space law. They must then write their master's thesis either in air law or in space law which is supervised by Prof. Hobe. This two-weeks intensive course, accompanied by tutorials aims at providing a good overview on the legal regulation of human activities in the airspace as well as in outer space.

2.2. INDIA



Gujarat National Law University

In India, Prof. Hobe teaches primarily at Gujarat National Law University (GNLU) where he helped with founding the V.S. Mani Centre for Air and Space Law (VSMCASL).

Regularly, Prof. Hobe teaches international air and space law at GNLU in Gandhinagar in the Indian state of Gujarat. This two-weeks one credit course of GNLU gives intensive instruction in air and in space law, followed by an examination.

2.3. CHINA



Xiamen University

Prof. Hobe also taught at various universities in the People's Republic of China between 2010 and 2018.

In 2011, Prof. Hobe has been appointed as a “Thousand Talent Professor” at the Law School of Xiamen University. Here, besides some other courses that are related to general international law and

international economic law, Prof. Hobe also teaches a course in air and space law.

Moreover, Prof. Hobe was nominated in 2008 a Visiting Professor at Beijing Institute of Technology. Here he taught occasionally either a full course or a lecture on specific problems of international space law.

Finally, Prof. Hobe has been nominated “Honorary Professor” of Beihang University since 2013. Here he taught a full course in international aviation law and sometimes also in space law.

2.4. BULGARIA



University of Sofia

Moreover, Prof. Hobe is on a regular basis active in a two and a half days intensive teaching in either air or space law at the Sofia University St. Kliment Ohridski. The University of Sofia is a partner university of Cologne University, and it is with specific pleasure that Prof. Hobe here teaches students in Bulgaria.

2.5. Poland



Lazarski University, Warsaw

Prof. Hobe started in 2014 to teach international air law at the Polish University of Lazarski in Warsaw. This is part of a new and close cooperation with this Polish University Lazarski in Warsaw.

2.6. FRANCE



Furthermore, lectures take place since 2015 at the Université Paris-Saclay with its institute IDEST (Institut du Droit de l'Espace et des Télécommunications) of Professor Philippe Achilléas as well in October 2015.

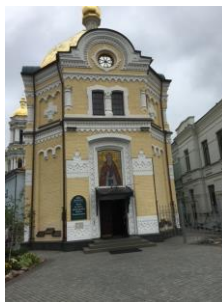
2.7. RWANDA



Rwanda Space Agency

Prof. Hobe has continued the deepening of the relationship to the Rwandan Space Agency through special lectures on space law. This relationship shall further grow in the future.

2.8. UKRAINE



National Aviation University Kyiv

In 2021 Prof. Hobe taught for the first time at the national aviation university in Kiev. Unfortunately, the ongoing armed conflict due to the Russian aggression against Ukraine allows only virtual lecturing and participation of Prof. Hobe on online seminars.

2.9. NETHERLANDS



The Hague Academy of International Law

Prof. Hobe was invited to teach a course on “The future of space law in the 21st century” at the Hague Academy of International Law. Approximately 250 students from 20 countries have listened to this lecture and to a seminar of Prof. Hobe on “Legal problems of space debris”.

PART V

DOCTORAL DISSERTATIONS IN AIR LAW, SPACE LAW AND CYBER LAW

- Kayser, Walter, Das Landungs- und Abflugsrecht im deutschen Luftrecht. (Take-off and Landing According to German Air Law), 1928 (Prof. Schreiber)
- Rigoll, Alfred, Die Genehmigung der Luftfahrtunternehmen nach § 11 des Luftverkehrsgesetzes. (Licensing of Aircraft Operators in Germany), 1931 (Prof. Oppikofer)
- Kopsch, Herbert, Über die Verpfändung von Luftfahrzeugen. (Seizure of Aircraft), 1932 (Prof. Oppikofer)
- Hannover, Welf Heinrich von, Luftrecht und Weltraum. (Air Law and Outer Space), 1953 (Prof. Meyer)
- Ruckriegel, Werner, Der luftrechtliche Chartervertrag. (The Contract on Air Charter), 1957 (Prof. Meyer)
- Schellhoss, Hans-Wilhelm, Rechtsprobleme der obligatorischen Fluggastunfallversicherung. (Compulsory Insurance for Air Traffic Passenger in Germany), 1966 (Prof. Meyer)
- Müller-Rostin, Wolf, Die Haftung des Flugzeugherstellers nach US-amerikanischem Recht. (Liability of the Carrier and the Aircraft Manufacturer in the USA), 1979 (Prof. Böckstiegel)
- Bentzien, Joachim F., Der unerlaubte Einflug von Luftfahrzeugen in fremdes Staatsgebiet in Friedenszeiten und seine Rechtsfolgen. (Unlawful Passage of Aircraft through Foreign Air Space in Times of Peace), 1982 (Prof. Böckstiegel)
- Reifarth, Jürgen, Internationale Regelungen der Tarife im Linienluftverkehr. (International Tariff Regulations in Scheduled Air Transport), 1985 (Prof. Böckstiegel)
- Eisenbarth, Peter, Die Vereinbarkeit der IATA-Beförderungsbedingungen mit dem AGB-Gesetz unter Berücksichtigung des Warschauer Abkommens, des Luftverkehrsgesetzes und des Reisevertragsgesetzes. (Compatibility of the IATA Rules of Transport with the Warsaw Convention and the German Act on General Conditions of Contract), 1986 (Prof. Böckstiegel)
- Vollmar, Iris-Beatrix, Die Haftung des Luftfrachtführers nach deutschem Recht für Personenschäden von Fluggästen bei nationaler und

- internationaler Beförderung. (Carrier's Liability for Personal Injury During National and International Air Transport According to German Law), 1986 (Prof. Böckstiegel)
- Kuhn, Robert, Die Haftung für Schäden an Frachtgütern, Gepäck und Luftpostsendungen nach dem Warschauer Haftungssystem und den §§ 44 - 52 LuftVG. (Liability for Damage to Air Freight, Baggage and Postal Items According to the Warsaw Liability System and §§ 44 and 52 of the German Air Traffic Code), 1987 (Prof. Böckstiegel)
- Pritzsche, Kai Uwe, Natürliche Ressourcen im Weltraum - das Recht ihrer wirtschaftlichen Nutzung. (Natural Resources in Outer Space and the Law Applicable to their Commercial Utilisation), 1988 (Prof. Böckstiegel)
- Bittlinger, Horst, Hoheitsgewalt und Kontrolle im Weltraum. (Jurisdiction and Control in Outer Space), 1988 (Prof. Böckstiegel)
- Vitt, Elmar, Die Marskolonie - Rechtsfragen der Planetenbesiedlung. (The Mars Colony - Legal Problems of Planet Colonisation), 1989 (Prof. Böckstiegel)
- Rosenthal, Gregor, Umweltschutz im internationalen Luftrecht. (Environmental Protection in International Air Law), 1989 (Prof. Böckstiegel)
- Krüger, Ulrich Jürgen, Die Rechtsstellung des Reisebüros bei der Luftbeförderung. (Responsibility of Travel Agents for Air Transportation), 1991 (Prof. Böckstiegel)
- Staudt, Birgitta, Die transatlantische Raumstationskooperation: der rechtliche Rahmen einer langfristigen multinationalen Zusammenarbeit. (The Multinational Legal Framework for the Transatlantic Space Station Co-operation), 1992 (Prof. Böckstiegel)
- Gansfort, Guy, Das Rechtsverhältnis zwischen Gelegenheitsluftverkehrsunternehmen und Reiseveranstaltern beim Pauschalflugreisevertrag und seine Auswirkungen auf die Rechtsstellung des Reisenden. (Relationship between Charter Flight Operators, Inclusive Tour Operators and Travellers), 1992 (Prof. Böckstiegel)
- Krämer, Paul-Michael, Kapazitätsengpässe im Luftraum. (Capacity Shortages in Airspace), 1993 (Prof. Böckstiegel)
- Spude, Mathias, Raumfahrt als Staatsaufgabe (Spacefaring as Governmental Task), 1995 (Prof. Böckstiegel)

- Knittlmayer, Norbert, Der kommerzielle Startdienstleistungsvertrag (Launch Services Agreement) unter besonderer Berücksichtigung der US-amerikanischen Rechtsprechung zum vertraglichen Haftungsregime. (Launch Services Agreement with Special Regard to the Jurisdiction of US Courts and the US Liability Regime), 1996 (Prof. Böckstiegel)
- Schubert, Andreas, Die Produkthaftpflicht im internationalen Luftverkehr und deren Versicherung. (Product Liability in International Air Traffic and Insurance), 1997 (Prof. Böckstiegel)
- Uebelhoer, Walter, Das Produkthaftungsrisiko bei Flugzeugexporten in die USA. (New Developments in the Field of Product Liability for Foreign Aircraft in the USA), 1998 (Prof. Böckstiegel)
- Dörffer, Olaf, Der rechtliche Rahmen für die wirtschaftliche Nutzung der Bodenschätze des Mondes und anderer Himmelskörper: Rechtslage, völkerrechtliche und theoretische Modelle sowie Gedanken zur weiteren Rechtsentwicklung. (The Exploitation of the Moon and Other Celestial Bodies), 1998 (Prof. Böckstiegel)
- Birmanns, Stephanie, Internationale Verkehrsflughäfen: völkerrechtliche Verpflichtungen und innerstaatliche Einflußnahmemöglichkeiten des Bundes hinsichtlich kapazitätserweiternder Maßnahmen. (Influence of the German Federal Government on the Increase of Capacity on International Airports), 2000 (Prof. Böckstiegel)
- Polley, Isabel, INTELSAT: Restrukturierung einer internationalen Telekommunikationsorganisation. (Restructuring of INTELSAT), 2000 (Prof. Böckstiegel)
- Gerhard, Michael, Nationale Weltraumgesetzgebung: völkerrechtliche Voraussetzungen und Handlungserfordernisse. (National Space Legislation), 2002 (Prof. Böckstiegel)
- Bohlmann, Ulrike Maria, Kommerzielle Weltraumaktivitäten und die technischen gewerblichen Schutzrechte: eine Untersuchung zum Spannungsfeld zwischen Territorialitätsprinzip und Weltraumregime. (Commercial Space Activities and the Protection of Technical Commercial Property Rights), 2002 (Prof. Böckstiegel)
- Bachem, Carina, Code Sharing im internationalen Luftverkehr und die Haftung der beteiligten Luftfahrtunternehmen. (Code Sharing in International Air Traffic and the Liability of International Carriers), 2003 (Prof. Böckstiegel)
- Baumann, Ingo, Das Internationale Recht der Satellitenkommunikation.

- (The International Law of Satellite Communications), 2004 (Prof. Hobe)
- Giesecke, Christian, Nachtflugbeschränkungen und Luftverkehrsrecht (Flight Restrictions at Night and Air Law), 2005 (Prof. Hobe)
- Cloppenburg, Jürgen, Rechtsfragen der Errichtung und Nutzung von Flughafensystemen (Legal Questions of the Establishment and Use of Airport Systems), 2006 (Prof. Hobe)
- Mick, Stephan, Registrierungskonvention und Registrierungspraxis (Registration Convention and Registration Praxis), 2007 (Prof. Hobe)
- Reuter, Thomas, Die ESA als Raumfahrtagentur der Europäischen Union (The ESA as Space Agency of the European Union), 2007 (Prof. Hobe)
- Hettling, Jana Kristin, Satellite Imagery for Verification and Enforcement of Public International Law, 2008 (Prof. Hobe)
- Schwab, Maximilian, Sachenrechtliche Grundlagen der kommerziellen Weltraumnutzung (Basic Property Law Principles of the Commercial Use of Space), 2008 (Prof. Hobe)
- Frie, Cornelius, Die wettbewerbsrechtliche Behandlung und Entwicklung von Luftverkehrsallianzen im Rahmen der Globalisierung und Liberalisierung des Luftverkehrs (Treatment and Development of Air Transport Alliances in Competition Law in the Context of Globalization and Liberalization of Air Transport), 2009 (Prof. Hobe)
- Nießen, Daniela, Kriterien zur europarechtlichen Beurteilung von Subventionsvergaben an Luftfahrtunternehmen zur Förderung öffentlicher Regionalflughäfen (Criteria for the Assessment of Subsidy Grants to Air Transport Companies for the Benefit of Public Regional Airports in European Law), 2010 (Prof. Hobe)
- Chatzipanagiotis, Michael, The legal status of space tourists in the framework of commercial suborbital flights, 2011 (Prof. Hobe)
- Neumann, Julia, Bridging the digital divide, 2012 (Prof. Hobe)
- Bues, Micha-Manuel, Der „Single European Sky“ (The “Single European Sky”), 2012 (Prof. Hobe)
- Naumann, Christoph, Alternative Modelle der Vergabe von Start- und Landerechten im Luftverkehr (Alternative Models for the Grant of Takeoff and Landing Rights in Air Law), 2012 (Prof. Hobe)
- Recker, Anna, die Reform des rechtlichen Rahmens für den internationalen Luftverkehr (The Reform of the Legal Framework

- for International Air Transport), 2014 (Prof. Hobe)
- Moll-Osthoff, Kristina, Die Neuregelung der Haftung für Schäden Dritter im internationalen Luftverkehr (The New Codification of Third Party Liability in International Air Transport), 2014 (Prof. Hobe)
- Guarrata, Angela, Die Finanzierung von Flughafeninfrastruktur und das Europäische Beihilfenrecht im Wandel (The Financing of Airport Infrastructure and European Aid Law in Transition), 2014 (Prof. Hobe)
- Nie, Mingyan, Legal Framework and Basis for the Establishment of Space Cooperation in Asia, 2016 (Prof. Hobe)
- Kerner, Irina, Die Raumfahrtkompetenz der EU (Legal Competences of the European Union in the Area of Spacefaring), 2016 (Prof. Hobe)
- Plücken, Milan, Unbemannte Luftfahrzeugsysteme: Zulassungsvorgaben und -vorschriften der ICAO bzw. der EU (Unmanned Air Vehicle Systems: Permitting Requirements and Licensing Regulations of the ICAO or the EU), 2017 (Prof. Hobe)
- Mittelbach, Martin, Der internationale Rechtsrahmen für die Erhebung und Verbreitung kommerzieller Fernerkundungsdaten (The International Legal Framework for the Collection and Dissemination of Commercial Remote Sensing Data), 2019 (Prof. Hobe)
- Scott, Benjamyn, Is the current security based approach given to the regulation of cybersecurity in aviation suitable and if not should it be supplemented with a safety based approach?, 2019 (Prof. Hobe)
- Heile, Moritz, Kooperation und Koordination ziviler Luftfahrtunternehmen im Lichte internationalen Luftverkehrsrechts (Cooperation and Coordination of Civil Air Carriers in the light of International Aviation Law), 2020 (Prof. Hobe)
- Armingol Suárez, María, Die klassische Flugzeugfinanzierung in der Insolvenz eines Luftfahrtunternehmens (The Traditional Aircraft Financing in the Insolvency of an Air Carrier), 2020, (Prof. Hobe)
- Klasic, Dario, New European Aviation Strategy – A Proposal towards a Global Regulatory Regime for Airline Competition, 2020 (Prof. Hobe)
- Jirik, Anne-Kathrin, Is the use of outer space according to the Outer Space Treaty (OST) of 1967 sustainable?, 2021 (Prof. Hobe)
- Trimarchi, Andrea, International Aviation Labour Law – Is a specific

- international legal regime needed?, 2021 (Prof. Hobe)
- Pecujlic, Anja Nakarada, Exploring legal mechanisms for the developing of new space law binding norms – transcending the stalemate, 2021 (Prof. Hobe)
- Kim, Youngkyu, International Space „Soft“ Law, 2022, (Prof. Hobe)
- Jozi, Matina, Die Pflicht zur Sperrung des Luftraums über Konfliktzonen, 2022 (Prof. Hobe)
- Popova, Rada, Environmental protection towards sustainable space activities: The applicability of environmental obligations in outer space, 2022 (Prof. Hobe)
- Youn, Nayoung, The Legal Aspects of International Space Financing: Project Finance Perspective for the Current Space Industry, 2022 (Prof. Hobe)
- Vodolaskova, Kateryna, Towards the Common Aviation Area in the European Union: Harmonisation of Ukraine's Legislation, 2023 (Prof. Hobe)
- Kotzé, Theunis, New Perspectives for the Making of Space Law: UNIDROIT's Cape Town Approach compared with Traditional UNCOPUOS Law-Making, 2023 (Prof. Hobe)
- Gründer, Michael Vincent, Active Space Debris Removal – Rechte und Pflichten der Staaten im Kontext der aktiven Weltraumabfallbeseitigung (Active Space Debris Removal - Rights and Obligations of States in the Context of Active Space Debris Removal), 2025 (Prof. Hobe)

PART VI

RESEARCH PROJECTS

1. Project 2001 Plus: Global and European Challenges for Air and Space Law at the Edge of the 21st Century

Research Director:

Prof. Dr. Stephan Hobe

Board of Advisors:

Judge Gilbert Guillaume, International Court of Justice, (The Hague),
Prof. Peter Haanappel, Institute of Air and Space Law (University of
Leiden), Dr. Nandasiri Jasentuliyana, President of the International
Institute of Space Law of the International Astronautical Federation,
(Paris),

Prof. Dr. Vladimír Kopal (University Pilsen),

Prof. Dr. Herbert Kronke, UNIDROIT, (Rom),

Gabriel Lafferranderie, Legal Advisor, ESA, (Paris),

Judge Vladlen S. Vereshchetin, International Court of Justice, (The
Hague)

Project Co-ordinators:

Jana Hettling for the first Workshop within

Project 2001 Plus on December 6, 2002.

Kristina Moll, Christian Giesecke and

Cornelius Frie for the second

Workshop on May 8 - 9 2003.

Kristina Moll for the third Workshop on January 29 - 30, 2004.

Stephan Mick for the fourth Workshop on January 20 - 21, 2005

and the final Symposium on June 8 - 10, 2005.

Conference Secretariat:

Heidi Poltmann (DLR)

After the successful completion of Project 2001 under the directorship of Prof. Böckstiegel, the research Project 2001 Plus under the responsibility of Prof. Hobe was entitled “Global and European Challenges for Air and Space Law at the Edge of the 21st Century”. This project, again, was carried out in cooperation with the German Aerospace Centre (DLR). It continues the legal work undertaken by the Institute's former Director Prof. Böckstiegel in “Project 2001 - Legal Framework for the Commercial Use of Outer Space” which was carried out by the Institute during the period 1997-2001.



Participants of the Workshop “Towards a Harmonized Approach for National Space Legislation in Europe”, Berlin, 29th to 30th January 2004

The Project included four workshops, each concentrating on a special aspect of the project. In 2003, the results of the first workshop were edited in a special publication series by Prof. Stephan Hobe, Dr. Bernhard Schmidt-Tedd and Dr. Kai-Uwe Schrogl in cooperation with Jana Hettling and published as well as the proceedings of the second meeting which were edited by Prof. Hobe, Dr. Bernhard Schmidt-Tedd and Dr. Kai-Uwe Schrogl, in cooperation with Cornelieus Frie, Christian Giesecke and Kristina Moll. The proceedings of the third workshop were edited by Prof. Stephan Hobe, Dr. Bernhard Schmidt-Tedd and Dr. Kai-

Uwe Schrogl, in cooperation with Michael Gerhard and Kristina Moll and published in 2004. A separate volume with relevant documentation was compiled and edited in the same year. The proceedings of the fourth workshop were edited by Prof. Hobe in cooperation with Stephan Mick.

The final symposium of the project took place in 2005 on the special occasion of the Institute's 80th anniversary. The proceedings of this event were edited by Prof. Hobe and published after the symposium in the Cologne Series on Air and Space Law ZLW 2005, pp. 329 et seq.

2. ESA-EU: Legal Framework for a Coherent Future Structure of European Space Activities

Research Director:

Prof. Dr. Stephan Hobe

Project Co-ordinators:

Katharina Kunzmann, Thomas Reuter,
Julia Neumann and Jan-Helge Mey

In 2003, Prof. Hobe initiated the project "Legal Framework for a Coherent Future Structure of European Space Activities" under the sponsorship of the Federal Ministry of Education and Research and the German Aerospace Centre (DLR). In this framework, the institutional structure of European space activities was reconsidered in the light of the progressing European integration at the beginning of the 21st century. White Paper of the European Commission, issued in November 2003, paved the way for a more coherent European space policy, involving both ESA and the European Community (EC, now European Union). At the same time, ESA and EC concluded a Framework Agreement allowing for the formalization of the cooperation between the two organizations. Another milestone was the adoption of the new EU Constitution by the heads of state and government. After the ratification process, this Constitution should grant the European Union a new and specific competence in space matters. Although the EU Constitution never

entered into force many of its provisions are now contained in the Treaty of Lisbon.

The research project assessed these current events and analysed possible industrial policies for the implementation of a common European space policy. To this end, relevant actors in ESA and the European Commission were interviewed. To identify the most coherent and efficient institutional structure for future cooperation between ESA and EU, various possible models were examined. Some of the results of the project were presented at the final symposium of Project 2001 Plus in Cologne in June 2005. They were also published in a separate report, ZLW 2005, pp. 329 et seq. in the series Kölner Schriften zum Internationalen und Europäischen Recht.

3. Kölner Kompendium des Luftrechts (Cologne Compendium on Air Law)

Research Director:
Prof. Dr. Stephan Hobe

Project Co-ordinators:
Dr. Isabel Polley, Katharina Irmen, Yun-I Kim

In cooperation with Deutsche Lufthansa, Prof. Hobe started a new project in 2008. This project aimed at providing for an encyclopedia giving an overview on German, European and international aviation law. The result was a three-volume mix of an encyclopedia and a commentary, the Kölner Kompendium des Luftrechts, (Cologne Compendium on Air Law). Whereas some passages are written in an encyclopedic style, others are provision by provision commentaries of important articles of international air law. In total, 55 authors from 12 different countries all over the world contributed to a three-volumed 1500 pages Kölner Kompendium des Luftrechts. These volumes appeared in the years 2008, 2009, 2010 (see p. 84).

4. Cologne Compendium on Air Law in Europe

Research Director:

Prof. Dr. Stephan Hobe

Project Co-ordinators:

Minakshi Werner, Milan Plücken, Daniel Engbarth

But it was felt that the knowledge provided for in the Kölner Kompendium des Luftrechts should be spread to others interested in these legal considerations. Therefore, with the support of Lufthansa as well as the additional support of the international law firm of WilmerHale, an English update of the Kölner Kompendium des Luftrechts was made that also provided for an English translation of all entries. Now, the Cologne Compendium on Air Law in Europe tries to introduce anyone who is interested in having a guide to the law valid in the European Union to this situation. This would not have been possible without the extremely valuable support of the international law firm of WilmerHale both financially as well as with the outstanding help in the translation of the pieces from German into English. The Cologne Compendium on Air Law in Europe was published in 2013 and was presented to the public with a special event in March 2013 at Cologne-Bonn airport.

It should, moreover, be emphasized that the process of the writing of the Kölner Kompendium des Luftrechts and the Cologne Compendium on Air Law in Europe several workshops were held at Cologne in order to facilitate cooperation among the various participants from the practitioner's side as well as from the University's side.

5. Cologne Commentary on Space Law (CoCoSL)

Research Directors:

Prof. Dr. Stephan Hobe;
Prof. Dr. Bernhard Schmidt-Tedd;
Prof. Dr. Kai-Uwe Schrogl

Project Co-ordinators:

Prof. Fabio Tronchetti, Martin Reynders, Lisa Küpers,
Erik Pellander, Anne Hurtz

Complementary to the developments in air, law Prof. Hobe initiated another project in cooperation with the German Aerospace Center DLR. The Cologne Commentary on Space Law provides for an all-encompassing provision by provision commentary on the UN based international treaties on human activities in outer space as well as the relevant United Nations General Assembly Resolutions. About 40 authors from all over the world contributed to this unique guide in international space law. Volume I was published in 2009, Volume II in 2013 and Volume III in 2015. Again, at the various phases of this project workshops were held such as one workshop in 2009 at the premises of DLR discussing the contributions to Volume I and another one in June 2012 again at the premises of DLR, discussing contributions to Volumes II and III (see *supra* p. 38).

This English edition of 2009 was only the beginning of an unprecedented success story. Of course, first the English edition had to be finished. Thereafter came a second volume on the four treaties besides the Outer Space Treaty, namely the Rescue Agreement, the Liability Convention, the Registration Convention and the Moon Agreement (in 2012) and a third volume in 2015) on the UNGA resolutions on Outer Space like the resolution on Direct Broadcasting Satellites (Resolution 37/92, 1982), on Remote sensing (41/65, 1986), on Nuclear Power Sources (47/68, 1992), on Space Benefits (51/122, 1996), on the Launching State (59/115, 2004) and on Registration (3235 (XXIX), 1975) as well as on National Space Legislation) 2013.

Next, the decision was taken to get the work translated into the

Russian language, in which volumes I, II and III have finally appeared (2017, 2019 and 2021).

Then, the Chinese translation of volume I was on the agenda (2009).

Moreover, a translation into Bengali of volume I was presented in 2022 into Arabic in 2020 and into Spanish in 2023.

The overall aim is perhaps to present at the very end all volumes in the most recent status but already by now this is a remarkable achievement.

6. Lectures at The Hague Academy of International Law: “Space Law in the 21st century”, July 2024

To teach at The Hague Academy is a special honour. Prof. Hobes lecture describes the modern development of New Space and outlines how the space law of the future must look like in order to live up to the requirements of New Space on the one hand, as well as to limit space debris on the other.

7. Cologne Manual on Space Traffic Management (CMSTM)

Research Director:
Prof. Dr. Stephan Hobe

Board of Advisors:

Dr. Josef Aschbacher [Director General European Space Agency]
Friedrich Colzman [Director General Federal Ministry of Transport and
Digital Infrastructure, Germany]

Marco R. Fuchs [Chief Executive Officer OHB SE Bremen]

Dr.-Ing. Walther Pelzer [Member of the DLR Executive Board; Director
General of the German Space Agency at DLR]

Timo Pesonen [Director-General for Defence Industry and Space,
European Commission]

Thilo Schmid [Chief Executive Officer of Cologne-Bonn Airport]

Project Co-ordinator:

Jacqueline Reichhold, LL.M. (Aberystwyth)

Working Group Leaders:

Konstantinos Andritsos, LL.M. (Adv.) [Working Group Air],
Katja Grünfeld [Working Group Space],
Niklas Kaupert [Working Group Cyber],
Dr. Martin Schwamborn [Working Group Sustainability]

Members of the Working Groups:

Working Group Space: Katja Grünfeld, Jacqueline Reichhold, LL.M. (Aberystwyth), Marc Becker, Svenja Berrang, LL.M., Prof. Dr. Olavo de O. Bittencourt Neto, Joan Chesoni, Scarlet O'Donnell, Dr. Franziska Knur, Dr. Ikuko Kuriyama, Dr. Martha Mejia-Kaiser, Dr. Manuel Metz, Gina Petrovici, Martin Reynders, Prof. Dr. Bernhard Schmidt-Tedd, Dr. Yu Takeuchi.

Working Group Air: Konstantinos Andritsos, LL.M. (Adv.), Simon Burgis, Prof. Dr. Elmar M. Giemulla, Ian Grosner, Dr. Moritz G. Heile, LL.M., Dr. Oliver Heinrich, Jiri Hornik, Sven Kaltenhäuser, Julian Rotter, Prof. Dr. Iva Savić, Dr. Dirk-Roger Schmitt.

Working Group Sustainability: Dr. Martin Schwamborn, Maximilian Betmann, Koichi Kikuchi, Prof. Dr. Peter Martinez, Dr. Rada Popova, Jenni Tapio, LL.M., Toru Yoshihara, Hajime Shinomiya.

Working Group Cyber: Niklas Kaupert, Prof. Martha M. Bradley, Stefan A. Kaiser, Prof. Katrin Nyman-Metcalf, Satyajit Ravindra, Cornelius Vogt, Dr. Gerald Walther.

The recent development of “New Space”, i.e. a stronger involvement of private sector actors in all kinds of space activities makes traffic rules in space necessary. Experts warn that without such rules the risk of collisions in the most interesting orbits would exponentially rise and eventually avoid future space activities due to space debris. Therefore, such a set of rules on Space Traffic Management is needed.

The Cologne Manual on STM will provide a comprehensive and well-structured proposal for a functional and sustainable system of STM. It will seek to help the international law maker in forming soft or hard law

instruments as well as the national legislators in providing an example of how to regulate space traffic, in particular its interaction with air traffic on a national level. The Cologne Manual on STM will stand for a high scientific quality.

The Cologne Manual has been drafted in two phases. While the first phase displayed the general discussion of questions and topics regarding STM, the second focused on establishing concrete rules. During the process over 40 international experts were divided into four working groups: Space, Air, Sustainability, and Cyber. These working groups met online on a regular basis. During three interim conferences the results of these working groups have been presented and discussed.

At the final symposium, during the 100th anniversary of the Institute in 2025, all experts are coming together to finalize and adopt the Cologne Manual on STM. Through panel discussions on each topic the reasons behind every rule will be outlined and discussed. This will also give everyone outside of the project the possibility to incorporate feedback. After the final symposium the Cologne Manual presents a solution towards a STM system and a comprehensive study on the existing implementations.

PART VII

SPECIAL EVENTS AND ACTIVITIES OF THE INSTITUTE

1. Annual Conferences

1.1. Joint Committee on Air and Space Law of the German Society of Air and Space Law

Annual Sessions of the AIR and SPACE LAW Committees of the German Association of International Law (DGIR) and the German Society for Aeronautics and Astronautics (DGLR).

At an annual basis Prof. Hobe chairs the joint annual sessions of the air and space law committees of the German Association of International Law and the German Society for Aeronautics and Astronautics at the Senate Hall (Senatssitzungssaal) of the University of Cologne. At this occasion, relevant aviation and space actors from airports, airlines, the industry, German Federal Ministries, the German Aerospace Center, etc. come together for an exchange of views and information on current issues on air and space law. There is always a festive speech that is alternatively held by a personality from aviation, respectively from the space field. These addresses were given in 2011 by Dieter von Elm, Head of Air Law Department at Federal Ministry of Transport, and Digital Infrastructure, in 2012 by Dr. Paul Weissenberg, Head of the section of the European Union, in 2013 by Ulrich Schulte-Strathaus, former head of the Association of European Airlines, and finally in 2014 the address was held by Dr. Marco Ferrazzani, Head of the legal section of the European Space Agency. As of 2024, this speech will be called Alex Meyer Lecture.

1.2. Annual Special Session on Air Law (Fachgespräch Luftrecht)

Moreover, since 2002 there is another important annual event, the “Fachgespräch Luftrecht” (Annual Special Session on Air Law). Here scholars and practitioners from the aviation law field come together and informally exchange views on important current issues of practical relevance. Problems like airport charges, night flight restrictions and national aviation issues concerning questions of airports were among the

subjects of the last years. It is a tradition that all these discussions are purely informal and besides a general report in the German Journal of Air and Space Law are not published somewhere else.

2. Colloquia, Symposia and Workshops

The Institute of Air and Space Law has a rich tradition in colloquia, symposia, and workshops. Already under the directorship of Prof. Böckstiegel, colloquia were held in 1977 on product liability, 1979 on settlement of space law disputes, 1984 on airports, 1986 on space stations, 1988 on environmental aspects of space activities and 1995 on the "Perspectives of Air Law, Space Law and Business Law at the Edge of the 21st Century". Moreover, the famous Project 2001 had its end at the final big symposium, the farewell symposium for Prof. Böckstiegel in 2001.

Prof. Hobe took up this rich tradition of the Institute and started with a variety of workshops under the project 2001 Plus. Those workshops took place in Brussels, Berlin and Cologne and covered topics of air and space law as well as institutional questions (see pp. 35 et seq. and 65 et. seq.).

PART VIII

MAJOR PUBLICATIONS

1. Zeitschrift für Luft- und Weltraumrecht / ZLW German Journal of Air and Space Law / Revue Allemande de Droit Aérien et Spatial

Since 1951, this Journal is quarterly published by the Institute. One Volume contains approximately 700 pages in four issues per year. It contains articles in German, English and French, always with summaries in the other languages (see for more detailed information supra Part III, pp. 47 et seq. and here: <https://shop.wolterskluwer-online.de/rechtsgebiete/verwalt-ungsrecht/verkehrsplanung-verkehrswesen/55883000-zlw-zeitschrift-fuer-luft-und-weltraumrecht.html>).

2. Space Law – Basic Legal Documents



This loose-leaf collection contains all relevant international regulations concerning human activities in outer space. This six binder's collection is edited by Prof. Dr. Karl-Heinz Böckstiegel and Dr. Marietta Benkö.

It was founded in 1989 by Prof. Böckstiegel and Dr. Benkö and is also online available under <http://www.slbld.com/>.

This publication consists of six volumes with approx. 5000 pages. (see: <http://www.elevenpub.com>). The collection is an essential reference and research tool for all those involved in the formulation, implementation and operation of space law and policy. Its loose-leaf format ensures that the material is kept fully up to date. Instalment 22 was published in 2020.

It contains a wide selection of documents and topics:

- Volumes 1 and 2: Part A. Principal Instruments
Part B. Special subject
- Volume 3: Part C. International Organizations
- Volume 4: Part D. Intern. Cooperation/Intern. Projects
Part E. National Legislation
- Volumes 5 and 6: Part E. (continued) National Space Legislation

3. Studies in Air and Space Law

3.1. Schriften zum Luft- und Weltraumrecht, SLW/ Studies in Air and Space Law Etudes de Droit Aérien et Spatial (Series)

It contains by now 48 volumes, mostly doctoral dissertations and the proceedings of colloquia of the Institute.

Founded by Prof. Dr. Karl-Heinz Böckstiegel in 1979
and continued by Prof. Dr. Stephan Hobe since 2001.
Carl Heymanns Verlag, Cologne, Berlin, Bonn, Munich

The following volumes have appeared:

- Volume 1, 1980: Karl-Heinz Böckstiegel (Editor), Settlement of Space Law Disputes. The Present State of the Law and Perspectives of Further Development.
- Volume 2, 1980: Adrian Bueckling, Der Weltraumvertrag. (The Outer Space Treaty)
- Volume 3, 1980: Wilfried Bergmann, Sowjetisches Luftrecht. Rechtliche Grundlagen und Praxis der Zivilluftfahrt. (Soviet Air Law)
- Volume 4, 1984: Hans Hochgürtel, Das Recht des Umweltschutzes in der Zivilluftfahrt. (The Law of Environmental Protection in Civil Aviation)

- Volume 5, 1985: Karl-Heinz Böckstiegel (Editor), Space Stations. Legal Aspects of Scientific and Commercial Use in a Transatlantic Cooperation.
- Volume 6, 1986: Donat Ficht, Die unbekannte Schadensursache im internationalen Luftverkehr. Haftung von Luftfrachtführer und Flugzeughersteller. (The Unknown Cause of Damage in International Air Transport)
- Volume 7, 1985: P. Nikolai Ehlers, Montrealer Protokolle 3 und 4. Warschauer Haftungssystem und neuere Rechtsentwicklung. (Montreal Protocols No. 3 and 4: The Warsaw System of Liability and Recent Legal Developments)
- Volume 8, 1988: Horst Bittlinger, Hoheitsgewalt und Kontrolle im Weltraum. (Jurisdiction and Control in Outer Space)
- Volume 9, 1990: Karl-Heinz Böckstiegel (Editor), Environmental Aspects of Activities in Outer Space. State of the Law and Measures of Protection.
- Volume 10, 1993: Karl-Heinz Böckstiegel (Editor), Manned Space Flight. Legal Aspects in the Light of Scientific and Technical Development.
- Volume 11, 1993: Kai-Uwe Schrogl, Zivile Satellitennutzung in internationaler Zusammenarbeit. (Civil Satellite Use and International Cooperation)
- Volume 12, 1994: Paul-Michael Krämer, Kapazitätsengpässe im Luftraum. (Capacity Shortages in Airspace)
- Volume 13, 1995: Frank Czaja, Eigensicherungspflichten von Verkehrsflughäfen - die Beteiligung der Verkehrsflughäfen an der Abwehr der äußeren Gefahren für die Sicherheit des Luftverkehrs. (Safety Precautions for International Airports)
- Volume 14, 1995: Mathias Spude, Raumfahrt als Staatsaufgabe - eine Querschnittsaufgabe und die Organisation ihrer Wahrnehmung durch den Staat. (International Space Flight and the Question of the Involvement of Government)
- Volume 15, 1996: Karl-Heinz Böckstiegel (Editor), Perspectives of Air Law, Space Law and International Business Law for the Next Century. Proceedings of an International Colloquium. Cologne, June 7-9, 1995.
- Volume 16, 2002: Karl-Heinz Böckstiegel (Editor), "Project 2001" - Legal Framework for the Commercial Use of Outer Space: Recommendations and Conclusions to Develop the Present State of the Law. Proceedings of an

- International Colloquium. Cologne, May 29 - 31, 2001.
- Volume 17, 2002: Karsten Baumann, Private Luftfahrtverwaltung. (Private Air Traffic Administration)
- Volume 18, 2002: Ludger Giesberts, Bereitstellungsentgelte für Flughafen-Infrastruktur. (Airport Fees)
- Volume 19, 2002: Michael Gerhard, Nationale Weltraumgesetzgebung – Völkerrechtliche Voraussetzungen und Handlungserfordernisse. (National Space Legislation)
- Volume 20, 2006: Stephan Hobe, Bernhard Schmidt-Tedd, Kai-Uwe Schrogl (eds.), 'Project 2001 Plus' – Global and European Challenges for Air and Space Law at the Edge of the 21st Century.
- Volume 21, 2006: Christian Giesecke, Nachtflugbeschränkungen und Luftverkehrsrecht. (Flight Restrictions at Night and Air Law)
- Volume 22, 2006: Jürgen Cloppenburg, Rechtsfragen der Errichtung und Nutzung von Flughafensystemen. (Legal Questions of the Establishment and Use of Airport Systems)
- Volume 23, 2007: Stephan Mick, Registrierungskonvention und Registrierungspraxis. (Registration Convention and Registration Praxis)
- Volume 24, 2007: Thomas Reuter, Die ESA als Raumfahrtagentur der Europäischen Union. (The ESA as Space Agency of the European Union)
- Volume 25, 2008: Jana Kristin Hettling, Satellite Imagery for Verification and Enforcement of Public International Law.
- Volume 26, 2008: Maximilian Schwab, Sachenrechtliche Grundlagen der kommerziellen Weltraumnutzung. (Basic Property Law Principles of the Commercial Use of Space)
- Volume 27, 2009: Cornelius Frie, Die wettbewerbsrechtliche Behandlung und Entwicklung von Luftverkehrsallianzen im Rahmen der Globalisierung und Liberalisierung des Luftverkehrs. (Treatment and Development of Air Transport Alliances in Competition Law in the Context of Globalization and Liberalization of Air Transport)
- Volume 28, 2010: Daniela Nießen, Kriterien zur europarechtlichen Beurteilung von Subventionsvergaben an Luftfahrtunternehmen zur Förderung öffentlicher Regionalflughäfen. (Criteria for the Assessment of Subsidy Grants to Air Transport Companies for the Benefit of Public Regional Airports in European Law)
- Volume 29, 2011: Michael Chatzipanagiotis, The legal status of space tourists in the framework of commercial suborbital

- flights.
- Volume 30, 2012: Julia Neumann, Bridging the digital divide.
- Volume 31, 2012: Micha-Manuel Bues, Der „Single European Sky“. (The „Single European Sky“)
- Volume 32, 2012: Christoph Naumann. Alternative Modelle der Vergabe von Start- und Landerechten im Luftverkehr. (Alternative Models for the Grant of Takeoff and Landing Rights in Air Law)
- Volume 33, 2014: Anna Recker, Die Reform des rechtlichen Rahmens für den internationalen Luftverkehr. (The Reform of the Legal Framework for International Air Transport)
- Volume 34, 2014: Kristina Moll-Osthoff, Die Neuregelung der Haftung für Schäden Dritter im internationalen Luftverkehr. (The New Codification of Third Party Liability in International Air Transport)
- Volume 35, 2016: Fritz Gernot, Der „launching state“ im Kontext privater Weltraumaktivitäten. (The „Launching State“ in the Context of Private Space Activities)
- Volume 36, 2016: Irina Kerner, Die neue Raumfahrtkompetenz der EU. (The New EU Space Competence)
- Volume 37, 2016: Stephan Hobe, Air Law, Space Law, Cyber Law – the Institute of Air and Space Law at Age 90.
- Volume 38, 2016: Angela Guarrata, Die Finanzierung von Flughafeninfrastruktur und das europäische Beihilfenrecht im Wandel. (The Financing of Airport Infrastructure and European Aid Law in Transition)
- Volume 39, 2016: Bastian Wick, Ein internationales Übereinkommen zur Regelung des Abbaus der natürlichen Ressourcen des Mondes und anderer Himmelskörper. (An Agreement Governing Natural Ressource Activities on the Moon and Other Celestial Bodies)
- Volume 40, 2017: Milan Plücken, Unbemannte Luftfahrzeugsysteme: Zulassungsvorgaben und -vorschriften der ICAO bzw. der EU. (Unmanned Air Vehicle Systems: Permitting Requirements and Licensing Regulations of the ICAO or the EU)
- Volume 41, 2019: Martin Mittelbach, Der internationale Rechtsrahmen für die Erhebung und Verbreitung kommerzieller Fernerkundungsdaten. (The International Legal Framework for the Collection and Dissemination of Commercial Remote Sensing Data)
- Volume 42, 2020: María Armingol Suárez, Die klassische Flugzeugfinanzierung in der Insolvenz eines Luftfahrtunternehmens. (The Traditional Aircraft

- Financing in the bankruptcy of an Air Carrier)
- Volume 43, 2020: Moritz Heile, Kooperation und Koordination ziviler Luftfahrtunternehmen im Lichte internationalen Luftverkehrsrechts. (Cooperation and Coordination of Civil Air Carriers in the light of International Aviation Law)
- Volume 44, 2021: Dario Klasic, New European Aviation Strategy – A Proposal towards a Global Regulatory Regime for Airline Competition.
- Volume 45, 2021: Anne-Kathrin Jirik, Is the use of outer space according to the Outer Space Treaty (OST) of 1967 sustainable?
- Volume 46, 2022: Younkyu Kim, International Space „Soft“ Law.
- Volume 47, 2022: Moritz Alexander Becker, Der luftverkehrsrechtliche Kontrahierungszwang nach § 21 Abs. 2 S. 3 LuftVG. (The obligation to contract under Aviation Law according to § 21 Para 2 S. 3 LuftVG)
- Volume 48, 2024: Rada Popova, Environmental protection towards sustainable space activities.

3.2. Utrecht Studies in Air and Space Law

Founding Member as well as Member of the Editorial Board and
 Advisory Board: Dr. Marietta Benkö, Martinus Nijhoff/Kluwer,
 Dordrecht/The Hague, Boston, London.

- Volume 1, 1987: Marie H. Pichler, Copyright Problems of Satellite and Cable Television in Europe.
- Volume 2, 1989: Andrew J. Young, Law and Policy in the Space Station's Era.
- Volume 3, 1989: Jacques Naveau, International Air Transport in a Changing World.
- Volume 4, 1989: Gijsbertha Reijnen, Willem C.M./de Graaff, Pollution of Outer Space in Particular of the Geostationary Orbit.
- Volume 5, 1991: Stewart M. LeSueur, To See the World: The Global Dimension in International Direct Television Broadcasting by Satellite.
- Volume 6, 1989: Howard A. Baker, Space Debris: Legal and Policy Implications.
- Volume 7, 1990: Milton L. Smith, International Regulation of Satellite Communication.
- Volume 8, 1990: David I. Fisher, Prior Consent to International Direct Satellite Broadcasting.
- Volume 9, 1991: Jan M. Smits, Legal Aspects of Implementing International Telecommunications Links: Institutions, Regulations and Instruments.

- Volume 10, 1991: Stephen Gorove, Developments in Space Law: Issues and Policies.
- Volume 11, 1992: Bruce A. Hurwitz, State Liability for Outer Space Activities in Accordance with the 1972 Convention on International Liability for Damage Caused by Space Objects.
- Volume 12, 1992: Marek Zylicz, International Air Transport Law.
- Volume 13, 1993: Werner Guldemann/Stefan Kaiser, Future Air Navigation Systems: Legal Institutional Aspects.
- Volume 14, 1994: Nicholas Grief, Public International Law in the Air Space of the High Seas.
- Volume 15, 1995: Ralf Bender, Space Transport Liability: National and International Aspects.
- Volume 16, 1996: Dorinda G. Dallmeyer/Kosta Tshipis, (eds.), Heaven and Earth: Civilian Uses of Near-Earth Space.
- Volume 17, 1997: Walter Schwenk/Rüdiger Schwenk, Aspects of International Cooperation in Air Traffic Management.
- Volume 18, 1997: Ralf Bender, Launching and Operating Satellites: Legal Issues.
- Volume 19, 1999: Patrick Salin, Regulatory Changes Affecting Satellite Communications in the Late 1990s.

3.3. Forum for Air and Space Law (Series)

Founded by Dr. Marietta Benkö (Chief-Editor) in cooperation with
Prof. Dr. W. de Graaff †, Editions Frontières, Paris.

- Volume 1, 1994: Marietta Benkö/Kai-Uwe Schrogl, International Space Law in the Making: Current Issues in the UN Committee on the Peaceful Uses of Outer Space.
- Volume 2, 1995: George Hacket, Space Debris and the Corpus Iuris Spatialis.
- Volume 3, 1995: Ruwantissa I.R. Abeyratne, Legal and Regulatory Issues of Computer Reservation Systems and Code Sharing Agreements in Air Transport.
- Volume 4, 1996: R.F.A. Goedhart, The Never-Ending Dispute: Delimitation of Air Space and Outer Space.
- Volume 5, 1998: Sigmar Stadlmeier, International Commercial Aviation: From Foreign Policy to Trade-In Services.

3.4. Essential Air and Space Law (Series)

Founded and edited by Dr. Marietta Benkö,
Eleven International Publishing, Utrecht (<http://www.elevenpub.com>)

This Series was founded with the aim of establishing a collection of prominent studies for experienced practitioners (e.g. lawyers, policy makers in governments, national and international organizations and private entities) as well as for scholars involved in the research and study of air traffic and space law.

- Volume 1, 2006: Natalino Ronzitti/Gabriella Venturini (Eds.), *The Law of Air Warfare: Contemporary Issues*.
- Volume 2, 2005: Marietta Benkö/Kai-Uwe Schrogl, *Space Law: Current Problems for Future Regulation*.
- Volume 3, 2006: Tare Brisibe, *Aeronautical Public Correspondence by Satellite*.
- Volume 4, 2008: Michael Milde, *International Air Law and ICAO*.
- Volume 5, 2009: Markus Geisler/Marius Boewe, *The German Civil Aviation Act*.
- Volume 6, 2009: Ulrich Steppeler/Angela Klingmüller, *EU Emissions Trading Scheme and Aviation*.
- Volume 7, 2009: Heiko van Schyndel, *Aviation Code of the Russian Federation*.
- Volume 8, 2010: Hongliang Zang/Qingfen Meng, *Civil Aviation Law in the People's Republic of China*.
- Volume 9, 2010: Ronald M. Schnitker/Dick van het Kaar, *Aviation Accident and Incident Investigation - Concurrence of Technical and Judicial Inquiries in the Netherlands*.
- Volume 10, 2012: Michael Milde, *International Air Law and ICAO*, 2nd. Edition, The Hague, The book was also translated into Korean by Dr. J. Jeong and published by Bobmunsa Publishing House in Seoul. A Russian translation was published 2015 by Institute Aerohelp, St. Petersburg, Russia.
- Volume 11, 2013: Ronald Schnitker/Dick van het Kaar, *Safety Assessment of Foreign Aircraft Programme*.
- Volume 12, 2013: Marietta Benkö/Engelbert Plescher, *Space Law: Reconsidering the Definition/ Delimitation Question and the Passage of Spacecraft through Foreign Airspace*.
- Volume 13, 2015: Heiko van Schyndel, *Aviation Code of the Russian Federation*, 2nd. edition, The Hague.
- Volume 14, 2015: Alejandro J. Piera, *Greenhouse Gas Emissions from International Aviation: Legal and Policy Challenges*.

- Volume 15, 2016: Peter P. Fitzgerald, A Level Playing Field for "Open Skies".
- Volume 16, 2016: Jae W. Lee, Regional Liberalization in International Air Transport.
- Volume 17, 2016: Tanveer Ahmad, Climate Change Governance in International Civil Aviation.
- Volume 18, 2016: Michael Milde, International Air Law and ICAO, 3rd. edition, Utrecht.
- Volume 19, 2018: Nataliia R. Malysheva, Space Law and Policy in the Post-Soviet States.
- Volume 20, 2018: Philippe Clerc, Space Law in the European Context
- Volume 21, 2019: Benjamyn I. Scott, Aviation Cybersecurity: Regulatory Approach in the European Union.
- Volume 22, 2019: Dick van het Kaar, International Civil Aviation: Treaties, Institutions and Programmes
- Volume 23, 2020: Lasantha Hettiarachchi, International Air Transport Association (IATA).
- Volume 24, 2021: Masataka Ogasawara/Joel Greer, Japan in Space.
- Volume 25, 2021: Ronald Schnitker/Dick van het Kaar, Drone Law and Policy.
- Volume 26, 2021: Marietta Benkö/Kai-Uwe Schrogl, Outer Space – Future for Humankind.
- Volume 27, 2022: Xiaodan Wu, China's Ambition in Space
- Volume 28, 2023: Attila Sipos, International Air Law and ICAO (Michael Milde), 4th Edition.
- Volume 29, 2023: Dick van het Kaar, The Aircraft Commander in International Air Transportation.

4. Kölner Kompendium des Luftrechts, Vols. 1-3 (2008-2011)

This 1500-page collection of encyclopedic description and commentary is unique in the aviation law literature. Approximately 40 authors from all over the world contributed to this collection. There is, moreover, an English translation which was issued in 2013, the Cologne Compendium on Air Law in Europe.

It can be ordered here: <https://shop.wolterskluwer-online.de/rechtsgebiete/verwaltungsrecht/verkehrsplanung-verkehrswesen/57222000-cologne-compedium-on-air-law-in-europe.html>.

5. Cologne Commentary on Space Law (CoCoSL)

This three-volumes commentary contains the work of more than 40 contributors from all over the world and contains commentaries on the Outer Space Treaty (Volume I, 2009), on the Rescue Agreement, Liability Convention, Registration Convention and Moon Agreement (2013) and on the relevant Resolutions of the United Nations General Assembly (2014).

PART IX

LIBRARY AND DATABASE OF THE INSTITUTE

Librarian:

Dipl.-Bibl. Denise Digrell until January 2014 /
Anna Wiebe since February 2014

The library of the Institute of Air Law, Space Law and Cyber Law at the University of Cologne was founded by Prof. Alex Meyer in 1951 after the former Institute of Air Law and its library, situated in Berlin, were completely destroyed during World War II.

The new library was built on a donation of the widow of Hans Oppikofer and the air law library of Prof. Otto Riese. With this basis, Alex Meyer started a collection of all publications, documentation, and relevant materials in the field of air and space law: legislation, judicial decisions, policy papers as well as legal literature.

By now, the library of the Institute of Air Law, Space Law and Cyber Law is unique in Germany and together with the libraries of the Institute of Air and Space Law at McGill University in Montreal (Canada) and of the International Institute of Air and Space Law in Leiden (The Netherlands), it is one of three major collections worldwide.

Up until 2014, the International Civil Aviation Organization (ICAO) used to maintain some depository libraries which worked as kind of archives for all the ICAO documents relevant in that respective region. Germany held two depository libraries, in Cologne and Heidelberg. However, due to climate reasons, the policy has been changed into some documents being free to download and other being open to purchase by anybody. Nevertheless, all documents published until 2014 are being held available at the library of the Cologne Institute.

All items of the library, be it journals, conference reports, monographs, are searchable through an OPAC (open public access catalogue) from all over the world. It is free of charge and does not require identification. The library also offers access to many other national and international databases (for example the Database of the United Nations, the German database JURIS and WESTLAW) as well as to the electronical version of some journals from all over the world.

[illegible]

Petition to King João V for protection of the invention of a balloon submitted by Bartolomeu Gusmão. The petition was granted in 1709. A copy of the manuscript as well as translations into German and English are available in the Library of the Institute.

Stephanus Dancko, which was written in Latin under the supervision of the famous jurist Prof. Samuel Stryckio (see p. 86 above). This book was rediscovered by the Institute's librarian Denise Digrell, and re-edited (in 2001 and 2003) as a synopsis with German and English translations by Dr. Marietta Benkö and Prof. Dr. Bernhard Schmidt-Tedd.

The library also possesses a copy of historical manuscripts relating to the invention of the first balloon and its maiden flight in Lisbon, on 8th August 1709 (which is roundabout 60 years before the first balloon flight of the Brothers Montgolfier). These papers which were drafted in ancient Portuguese were also rediscovered and edited (in 2002) with translations into English and German by the same three persons mentioned above and with the help of the famous historical library at the University of Coimbra (Portugal).

Since the library at the Cologne Institute is an independent institution and not only a research library for the exclusive use of the Institute and the students at Cologne University, it is open to the general public every day (Monday to Friday), between 10 a.m. and 5 p.m. The access to the library is free of charge.

PART X

STAFF

1. Former and Current teachers at the Institute

1.1 Prof. Dr. Wolf Müller-Rostin (2007 – 2018)

As a specific sign of recognition in December 2014 the Cologne Faculty of Law appointed Prof. Wolf Müller-Rostin as honorary professor. Previously since 2007, he had already given lectures on air law. Wolf Müller-Rostin who did his doctoral dissertation under the supervision of Prof. Böckstiegel had his professional career with Deutsche Lufthansa. For many years he was the director of DELVAG, the special insurance company of Lufthansa. He has published many articles mainly on private air law and air insurance law and has taught many courses at the Institute. We are extremely pleased and proud to have such a profiled air lawyer as an honorary professor in our midst.



Prof. Dr. Müller-Rostin and Prof. Dr. Martin Henssler, Dean Faculty of Law,
University of Cologne

1.2. Dr. María Armingol Suárez (since 2021)



Dr. María Armingol Suárez who did her doctoral dissertation under the supervision of Prof. Hobe has worked as an Attorney-at-Law since 2001 in Spain and obtained her admission to work as an attorney in Germany in 2021. She is currently working as an attorney at FedEx in Cologne. The Institute is proud to have her as a lecturer in air law since 2021 where she last gave a lecture on the topic of problems in civil law in aviation, in particular aviation insurance and security interests in aircraft.

1.3. Dr. Moritz Heile, LL.M. (since 2022)



As another teacher for air law the Institute is delighted to have Dr. Moritz Heile in its circle of lecturers. Besides being a well-known lawyer at the corporate law firm GOODVICE, he is now lecturing international aviation law at the University of Cologne. Furthermore, he is adding to the scientific discussion by continuously publishing articles on the current legal issues and problems mainly in the field of international aviation law.

1.4. Mr. Stefan Kaiser, LL.M. (McGill) (since 2023)



Stefan Kaiser is a specialist not only of aviation law but also of cyber law. In this capacity he offers a course in cyber law together with Prof. Hobe. Additionally, he contributes to the lecture on air law together with Dr. Armingol and Dr. Heile.

2. Current Staff of Researchers at the Institute

Dr. Isabel Polley, Executive Editor “Zeitschrift für Luft- und Weltraumrecht/ZLW” (German Journal of Air and Space Law / Revue Allemande de Droit Aérien et Spatial) since 2014 (Research Associate at the Institute since 1997 with interruptions)

Dr. Martin Schwamborn, Post-Doctoral Researcher at the University of Cologne (Research Associate 2017 – 2021)

Katja Grünfeld (Research Associate at the Institute since 2021)

Christian Goldkuhle (Research Associate at the Institute since 2022)

Jacqueline Reichhold, LL.M. (Aberystwyth) (Research Associate at the Institute since 2022)

Carl Crüwell, LL.M. (Research Associate at the Institute since 2023)

3. Former Staff of Researchers at the Institute (since 1951)

Dr. Manfred Bodenschatz, Former Assistant Managing Director of the Deutscher Luftpool, Munich and Former Board Member of the DELVAG Luftverkehrsversicherungs-AG., Cologne (Research Associate at the Institute from 1951 to 1953)

Dr. Hans Achtnich, Attorney-at-Law, Former Member of the Executive Board of the Association of German Civil Airports, Stuttgart (Research Associate at the Institute from 1952 to 1953)

Klaus Lemhoefer, LL.B. (Research Associate at the Institute from 1953 to 1954)

Helmut Reemts, Former President of the General Board of Inquiry of the Federal Railways, Frankfurt/Main (Research Associate at the Institute from 1953 to 1955)

Hubert Wessels, Attorney-at-Law, Executive Editor of the Zeitschrift für Luft- und Weltraumrecht / ZLW (German Journal of Air and Space Law) from 1954 to 1974 (Staff Member at the Institute from 1954 to 1974)

Dr. Klaus Wachs, Attorney-at-Law (Research Associate at the Institute from 1955 to 1956)

Dr. Jürgen Westphal, Attorney-at-Law, Former Minister of Economics and Transport of the Land Schleswig-Holstein, Kiel (Research Associate at the Institute from 1956 to 1958)

Dr. Georg-Wilhelm Rehm, Attorney-at-Law Former Undersecretary of State in the Federal Ministry of Transport, Bonn (Research Associate at the Institute from 1958 to 1959)

Prof. Dr. Alfred Rudolf, Former Head of the Legal Department of the Deutsche Lufthansa AG, Cologne (Research Associate at the Institute from 1959 to 1960)

Horst Meyer, Former General Manager of the Association of German Civil Airports, Stuttgart (Research Associate at the Institute from 1960 to 1961)

Dr. Walter Schwenk, Former Principal in the Federal Ministry of

Transport, Bonn and Lecturer for Legal Questions of Aeronautics and Astronautics at the Technical University, Berlin (Research Associate at the Institute from 1961 to 1965)

Dr. Edmund Faller, LL.M. (McGill), Former Chief of the External Relations Office, International Civil Aviation Organization (ICAO), Montreal and From 1975 to 1978 Executive Editor of the Zeitschrift für Luft- und Weltraumrecht/ZLW (German Journal of Air and Space Law) (Staff Member at the Institute from 1965 to 1967 and from 1975 to 1978)

Dr. Winfried Heymer, Former director of the secretariat of the first Investigation Committee of the thirteenth German parliament, Bonn (Research Associate at the Institute from 1970 to 1976)

Dr. Marietta Benkö, Attorney-at-Law, Berlin (Research Associate at the Institute from 1975 to 2013)

Dr. Wolfdieter Diersch, LL.M. (McGill), Attorney-at-Law Creditreform Speyer (Research Associate at the Institute in 1977)

Prof. Dr. Donat Ficht, Lecturer at the Professional School for Public Administration (Section: Social Security), Berlin (Research Associate at the Institute from 1977 to 1981)

Dr. Jürgen Reifarth, Foundation CAESAR, Bonn (Research Associate at the Institute from 1981 to 1984)

Dr. Horst Bittlinger, General Manager of Government Affairs, Deutsche Lufthansa AG, Frankfurt/Main (Research Associate at the Institute from 1985 to 1989)

Dr. Elmar Vitt, Attorney-at-Law, Hamburg (Research Associate at the Institute in 1987)

Bernd Frantzen, Attorney-at-Law, General Manager of Contracts and Insurance Division of Lufthansa CityLine GmbH, Frankfurt/Main (Research Associate at the Institute from 1988 to 1989)

Dr. Robert Kuhn, Head of Finance Division of the German Research Association (DFG), Bonn (Research Associate at the Institute in 1988)

Dr. Gregor Rosenthal, Ministerial Director, Federal Ministry of Internal Affairs, Bonn (Research Associate at the Institute in 1989)

Dr. Manfred Hintz, (Research Associate at the Institute from 1989 to 1992)

Knuth Focke, Attorney-at-Law (Research Associate at the Institute from 1989 to 1996)

Dr. Paul-Michael Krämer, Attorney-at-Law Eurocopter, München (Research Associate at the Institute from 1989 to 1996)

Dr. Thomas Hellebrandt, Maître en Droit (Université de Montréal), Attorney-at-Law Association of Public Insurers (Verband öffentlicher Versicherer/ Deutsche Rück), Düsseldorf (Research Associate at the Institute from 1992 to 1993)

Dr. Iris Koch, Attorney-at-Law (Research Associate at the Institute from 1992 to 1995)

Wilhelm Stoffel, LL.M. (McGill), Attorney-at-Law (Research Associate at the Institute from 1992 to 1995 and from 1997 to 2002)

Dr. Walter Uebelhoer, Attorney-at-Law Allen&Overy, Frankfurt (Research Associate at the Institute from 1996 to 1997)

Dr. Stephanie Birmanns, Attorney-at-Law Shearman Sterling, Mannheim (Research Associate at the Institute from 1998 to 1999)

Philip Makiol, Attorney-at-Law Deutsche Lufthansa AG, Frankfurt (Research Associate at the Institute from 1998 to 2001)

Susanne Reif, Attorney-at-Law German Aerospace Center, Cologne (Research Associate at the Institute from 1998 to 2001)

Dr. Ulrike Maria Bohlmann, European Space Agency, Legal Department, Paris (Research Associate at the Institute from 1999 to 2001)

Dr. Carina Bachem, Attorney-at-Law, Berlin (Research Associate at the Institute in 2000)

Dr. Christian Giesecke, LL.M., Attorney-at-Law, Cologne (Research Associate at the Institute from 2001 to 2005)

Dr. Jürgen Cloppenburg, LL.M, Siemens, Hamburg, (Research Associate at the Institute from 2002 to 2005)

Dr. Jana Jentzsch (née Hettling), LL.M., Attorney-at-Law, Hamburg (Research Associate at the Institute from 2002 to 2006)

Dr. Thomas Reuter, Bayer-Leverkusen (Research Associate at the Institute from 2003 to 2005)

Dr. Maximilian Schwab, Attorney-at-Law Willkie Farr & Gallagher LLP, Frankfurt (Research Associate at the Institute from 2004 to 2005)

Dr. Katharina Derkorn (née Kunzmann), Auswärtiges Amt - Botschaft Tiflis, Berlin (Research Associate at the Institute from 2004 to 2005)

Dr. Stephan Mick, EASA, Cologne (Research Associate at the Institute from 2004 to 2006)

Dr. Katharina Konert (née Irmen), Generali, Cologne (Research Assistant at the Institute from 2005 to 2006)

Dr. Julia Neumann, Deutsche Lufthansa, Frankfurt (Research Associate at the Institute from 2005 to 2009)

Dr. Irina Kerner, Federal Ministry of Economics and Technology (Research Associate at the Institute from 2007 to 2009)

Kerstin Deiters, LL.M., EMBA, Attorney-at-Law (Research Associate at the Institute from 2007 to 2012)

Dr. Jan Helge Mey, LL.M. (McGill), Attorney-at-Law, BHO Legal, Cologne (Research Associate at the Institute from 2008 to 2010)

Dr. Anna Renate Recker, Attorney-at-Law, REITZE WILKEN, Cologne (Research Associate at the Institute from 2008 to 2010 and 2012 to 2013)

Dr. Kristina Moll-Osthoff, Federal Ministry of Transport and Digital Infrastructure, Bonn (Research Associate at the Institute 2009)

Dr. Angela Guarrata (née Seidenspinner), Attorney-at-Law, European Commission, Brussels (Research Associate at the Institute from 2009 to 2010)

Dr. Milan Plücken, LL.M. (McGill) (Research Associate at the Institute from 2011 to 2012)

Dr. Peter Stubbe, Head of Department European Affairs at German Space Agency at DLR (Research Associate at the Institute ins 2013)

Dr. María Armingol Suárez, Attorney-at-Law, Cologne (Research Associate at the Institute from 2013 to 2016)

Dr. Rada Popova, Attorney, Isar Aerospace; Orttobrunn (Research Associate at the Institute from 2014 – 2021)

Jenny Neufert-Icking, Attorney-at-Law, Frechen (Research Associate at the Institute from 2015 to 2017)

Univ.-Prof. Dr. Michael Lysander Fremuth, Professor at the University

of Vienna (Research Associate and Post-Doctoral Researcher at the Institute from 2015 to 2018)

Dr. Benjamyn Scott, LL.B (Hons), LL.M (Kent), LL.M (Adv.), Assistant Professor at Leiden University (Research Associate at the Institute from 2016 to 2018)

Dr. Matina Jozi, Attorney-at-Law at DLA Piper, Köln (Research Associate at the Institute from 2016 to 2021)

Justin Gräfer, Compliance-officer and In-house lawyer at RSG Group (Research Associate at the Institute in 2017)

Dr. Youngkyu Kim, German Aerospace Centre (DLR) (Research Associate at the Institute from 2017 to 2018)

Dr. Anja Pecujlic, Head of Business for DACH Region at EnduroSat, Berlin (Research Associate at the Institute from 2017 to 2020)

Dr. Andrea Trimarchi, LL.M. (Adv.), LL.M. (Research Associate at the Institute from 2018 to 2021)

Jonathan Badstieber, (Research Associate at the Institute from 2019 to 2024)

Konstantinos Andritsos, LL.M. (Adv.), Eurowings Cologne (Research Associate at the Institute from 2021 to 2024)

PART XI

INTERACTION OF THE INSTITUTE WITH OTHER SCIENTIFIC INSTITUTIONS

1. Activities within UNCOPUOS

Already since 1980, the Institute is actively involved in the work of the German Delegation to the United Nations Committee on the Peaceful Uses of Outer Space (Main Committee) as well as to its Legal and Scientific Subcommittees. From 1980 to 1994, Dr. Marietta Benkö was a legal consultant on behalf of the Ministry of Research and Technology. Subsequently until 2013 on behalf of the Ministry of Foreign Affairs. Actually, Prof. Hobe advises the delegation since 2005.

2. International Law Association (ILA)

The Institute's director was rapporteur of the Space Law Committee of the International Law Association since 2001 and is chairman of the Committee since 2021. He continues a tradition of his predecessor who was a long-standing chairman of the ILA Space Law Committee. Currently the Space Law Committee, after having adopted a model law for national space legislation, is in particular actively involved in the drafting of guidelines for non-orbital flights. Under the specific cooperation of the rapporteur, ILA adopted in Sofia in 2012 guidelines on national space legislation, and since the conference in Washington 2014 is actively involved in some guidelines for suborbital flight.

3. International Institute of Space Law (IISL)

Like his predecessor the Institute's Director was for many years member of the Board of Directors of the International Institute of Space Law. Being now an Honorary Board member with only an advising function, Prof. Hobe's responsibility as head of the Directorate of Studies ended in 2024.

4. European Centre for Space Law (ECSL)

The Institute's Director, as its predecessor, is in the board of directors of the European Centre for Space Law since 2001. In this capacity the ECSL board consults twice a year about the current work, in particular the preparation of the two-weeks summer school on space law. Moreover, the practitioner's forum that normally takes place in March of every year is prepared.

5. European Air Law Association (EALA)

Since 2009, the Institute's Director is also member of the Committee of management of the European Air Law Association (EALA). This important institution in the field of European air law is having its annual conferences every year in a different European country. In 2013, the conferences were in Madrid, Spain, in 2014 in Oslo, Norway, in 2022 in Athens, Greece, and in 2023 in Stockholm, Sweden. The 2024 conferences were held in Barcelona, Spain. In the meetings of the Committee these annual conferences are prepared.

6. International Academy of Astronautics (IAA)

Since 2002, the Institute's Director became an associate member and since 2005 a full member of the International Academy of Astronautics. Here he is particularly active in a committee on problems of remediation of space debris. In 2010, the Director together with Prof. Dr. Bernhard Schmidt-Tedd and Prof. Kai-Uwe Schrogl won the social sciences award of the Academy for their commonly edited book Volume I of the Cologne Commentary on Space Law. Moreover, in 2014 the Institute's Director won the social sciences award of the Academy for the editing of the book on "Pioneers of Space Law".

7. Académie Française de l'Air et de l'Espace (AAE)

Since 2010, the Institute's Director is a membre-associé and since 2013 a membre titulaire of the French Academy of Air and Space. He is member of the class of social sciences. As one of the few lawyers in the circle of engineers and scientists the Institute's Director advances legal topics like his introductory speech at the Academy on "L'avenir du Droit de l'Espace au troisième millénaire".

PART XII

MOOT COURTS

An important part of the activities not only of the Jean-Monnet Chair on international law, European law and international economic law²⁰, but also of the work of the Institute is the participation of student teams in the Moot Courts.

1. The Manfred Lachs Space Law Moot Court

The Manfred Lachs Space Law Moot Court began in 1992, named in honour of an early space law pioneer, the former President of the International Court of Justice, His Excellency Manfred Lachs, who in 1972 published a book entitled “The Law of Outer Space”. The Moot Court is divided into four Regional Rounds and an International Round. The Institute took first part in the Moot Court in 2010 where it celebrated a great victory when it secured the title of European Champions, winning the European round of the competition. The Moot Court Team of 2015, coached by the Institute’s Assistant Researcher responsible for Space Law, Dr. Rada Popova fought valiantly and was able to secure Best Memorial Award at European Rounds of the competition.

The Institute chose for various reasons not to participate in the ensuing years, rejoining in 2022 with a new coach and great enthusiast for Moot Courts, Ms. Katja Grünfeld, the new Assistant Researcher responsible for Space Law and space law PhD candidate at the Institute. Drawing on her past experiences with Moot Courts, Ms. Grünfeld had the pleasure of guiding two successful Institute teams at the Moot Court. The team of 2022 took the prestigious Best Memorial Award at the European Rounds, and in 2023, a Team composed of Ms. Verena Celina Schulz, Ms. Christina Schmitz and Mr. Til Bert Daniels prevailed against all European teams and won the European Round, returning the desired European Champions title to the Institute with commendations from the European Center of Space Law (ECSL) and European Space Agency liaison to the

²⁰ Here, the chair sends since 2002 teams to the Ben Telders International Law Moot Court in Leiden/The Hague and has three times been able to win this extremely prestigious competition.

ECSL, Dr. Marco Ferrazzani. The team then travelled to the World Rounds of the Competition, again organised in the framework of the IAC, in 2023 held in Baku, Azerbaijan.



Lachs Moot Court Team 2022/23

Moreover, it should be mentioned that the Institute's Director occasionally is asked to judge at the semi-final of the Manfred Lachs Moot Court during the World finals at the International Astronautical Congress.

2. The Leiden-Sarin Air Law Moot Court

The Leiden-Sarin Air Law Moot Court has been an on-and-off tradition for the Institute of Air Law, Space Law and Cyber Law since the inception of the Competition back in 2010. After a short absence since 2018, Cologne University is always represented by a team selected by the Institute, following their talents and interest in public international law and aviation law. The Moot Court, except during the 3-year period of 2020 to 2022, which took place virtually due to the exceptional circumstance of the Sars-Cov-19 pandemic, takes place in different countries worldwide.

In 2023, the team representing Cologne University managed for the first time in the Competition's history to reach the finals and win second place, being awarded in parallel with the trophies for the best memorial for the applicant and best pleading for the applicant. The Moot Court Competition in 2023 took place in Leiden, the Netherlands.

PART XIII

WHAT THE FUTURE CAN BRING: HONOURS AND ALEX MEYER LECTURE

The centenary is a reason to look back – and it is with great pride that we look back. Within the Institutes honours and recognises the pioneer work by my predecessor Professor Karl-Heinz Böckstiegel by awarding him with the Rüdiger-Schleicher-Medal.



Simultaneously, I am delighted to have had the privilege of introducing the Alex Meyer Lecture, which pays tribute to the accomplishments of the former director of the Institute, Alex Meyer.

But it is also reason to look forward. Air and space technologies belong to the high-tech equipment of our time. And it is expected that this role will rather grow in the future.

Unmanned air flight will be part of the smart cities of the future. And New Space will open new avenues for human activities in outer space. It makes air and space law no less but more important, if the legal requirements for small cities and a permanent settlement on celestial bodies have to be investigated.

And I hope that you come at the end of having read the entire Institute's history to the conclusion that it is somewhat remarkable what has been achieved by the Institute in the first centenary in its existence. The good thing is: In this book you can find always something interesting and perhaps even new for you!

So, it is hoped that the Institute can still celebrate its 150th and 200th anniversary and remains a useful research tool for society in the future.

Ad multos annos!