

Information on participation in the work of research teams carrying out projects financed through national or foreign competitions and on carrying out scientific internships in scientific institutions, including foreign ones, or on carrying out scientific research or development work in universities or scientific institutions, including foreign ones

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1. Information on participation in the work of research teams carrying out projects financed through national or foreign competitions.

After obtaining my PhD in law, I participated in the following research grants:

1. Habilitation grant of the Ministry of Science and Higher Education - Project "Civil liability for damage caused on the ground by aircraft movement" (Application No. N N110 332740, Contract No. 3327/B/H03/2011/40) - 40th competition for research projects (own, doctoral, postdoctoral) of the Ministry of Science and Higher Education. The grant ended with the publication of the habilitation thesis in Wolters Kluwer publishing house. Project manager.
2. European-funded research project (Earsmus for lecturers) with Universidad de Zaragoza concluded with the publication: *Class action in Poland and Spain*, International Journal of Private Law Vol 5 no 4 2012 (co-authors Regina Garcimartin and Joanna Łojkowska-Papropcka).
3. Norwegian grant - received in February 2014 together with the Friendly Flying Association. The results of the project were presented at a conference on 16 April 2015 organised by the Friendly Flying Association, UOKIK and Lazarski University in Warsaw.

After obtaining my postdoctoral degree in law, I participated in the following research grants:

1. **The project 'Unmanned aerial vehicles. A new era in aviation law' (2018-2020). Project funded by the National Science Centre (no. 2017/27/B/HS5/00008). Amount awarded: 238,748 PLN. Competition: OPUS 14, Panel: HS5. Project Manager;** The project contains novel elements and significantly contributes to the science of aviation law. The subject has not been comprehensively researched so far, and yet it possesses qualities capable of introducing new information and conclusions to scientific discussion, including a meaningful verification of certain theses present in it concerning the treatment of a drone as an aircraft. The project resulted in a total of eighteen scientific publications, including three scientific monographs, which contribute to the development of the discipline of law. All the objectives outlined in the proposal have been met. In addition, the following objectives were achieved: (an additional survey for drone users was created; instead of one monograph, two separate monographs were published with a division into private-legal and public-legal issues; instead of two scientific articles, a dozen publications were produced; cooperation with engineers was established and joint research in the field of autonomous drones

was started; cooperation with BSP pilot training centres was established; the results of the conducted research were used by the Civil Aviation Office, the Polish Air Navigation Services Agency and the State Commission for Investigation of Aviation Accidents). The realisation of the project made it possible to establish cooperation with the ICUAS association (*INTERNATIONAL CONFERENCE ON UNMANNED AIRCRAFT SYSTEM*), whose mission is to develop knowledge, education, research and development, disseminate information and raise public awareness in unmanned aviation. The association organises annual international conferences attended by several hundred people from all over the world. Project participants have presented papers at two such conferences and published two articles, which have been included in the IEEE proceedings international database. The project enabled cooperation with the Journal of Intelligence and Robotic Systems (Impact Factor 3.129 (2021)), in which three articles by grant participants were published. The project enabled cooperation with the Polish Air Navigation Services Agency in the development of the U-Space concept, as well as issues related to BSP in the context of safety management. Identified problems and legal gaps, as well as proposals for their solutions indicated by project members, were taken into account by institutions influencing the creation and application of regulations related to unmanned aerial vehicles, including the Polish Air Navigation Services Agency and the Civil Aviation Authority. The recommendation to develop a policy for the investigation of accidents involving BSP was reported to the State Commission for Investigation of Aviation Accidents, whose representatives announced further studies on its implementation. Organise national workshops on two occasions (4.07.2019 and 18.12.2020) national workshops on new European regulations, presenting the results of the studies and transferring knowledge to representatives of the institutions participating in the workshops (Ministry of Infrastructure, CEDD, ULC, PAŻP, PKBWL). Cooperation with CEDD - Plenipotentiary of the Minister of Infrastructure for unmanned aerial vehicles and the Central European Drone Demonstrator programme. July 2019 saw the publication of the "Internet of Things - Poland of the Future" Report of the Internet of Things (IoT) Working Group at the Ministry of Digitalisation (attached), in which the Project Manager participated as Chair of the thematic team: AIR and COSMIC TRANSPORT (ZPIK) in the Transport, Logistics and Autonomous Vehicles Subgroup. The report identifies existing problems and contentious issues and that these are being analysed by a research group within the NCN project. Establish collaboration with engineers to conduct joint research on autonomous drones. To engage with BSP pilot training centres on the impact of new EU regulations on training activities. Due to the cooperation with the ICUAS association, including the delivery of papers at a forum intended for engineers, the effects of the research also had an impact on other disciplines. It was also the first time that the results of the lawyers' research were published in a journal intended for engineers (JINT). The project contains innovative elements and significantly contributes to the science of aviation law. The topic has not been comprehensively researched so far, yet it has qualities that can introduce new information and conclusions to the scientific discussion, including authoritatively verifying some of the current theses regarding the treatment of the drone as an aircraft. The results of the surveys can serve to expand the existing knowledge of BSP users. With regard to the results of the theoretical analyses obtained as part of the project, it should be stated that they outline interesting research perspectives of potential importance for the discipline. The project was carried out by Dr Piotr Kasprzyk, who is co-author of a number of publications resulting from the grant.

2. **Project 'Transport as an engine for economic development' (2015-2019), source of funding: the Ministry of Economy in Spain within the framework of the Programmea Estatal de Fomento de laInvestigación Científica y Técnica de Excelencia, en el marco del Plan Estatal de Investigación Científica y Técnica y de Innovación 2013-2016 ((DER2015-65424-C4-4-P (MINECO/FEDER/EU)). Amount awarded: EUR 33154 Project contractor.** As part of the project, I have carried out research on aviation law, particularly with regard to regulation in Spanish-speaking countries. The result of this research is mainly two scientific monographs: A. Konert, K. Łuczak, S. Kaczynska, *Regulacje hiszpańskie na tle obowiązujących przepisów międzynarodowego i europejskich prawa lotniczego*. Warsaw 2016 and A. Konert, *Responsabilidad de las compañías por la seguridad de los pasajeros y terceros frente a actos de interferencia ilícita* (in: Guerrero Lebrón, María Jesús (eds.) *La responsabilidad del transportista aéreo y la protección de los pasajeros*, Marcial Pons, Ediciones Jurídicas y Sociales, Madrid 2016. as well as a monograph edited by me: A. Konert (ed.), *La Union Europea y America Latina Frente a los Desafios del derecho aeronautico*, Warsaw 2018 . As part of the project, I participated in several international conferences and held bibtecture queries, including 23-24 June 2016. Baeza, Jaén, Spain; Conference *IX International Conference on Air Law EU and America facing challenges of Air Law*; Member of the Scientific Council; Paper: *Nuevas cuestiones en torno de la responsabilidad*. Within the framework of the grant, I organised two events from 21 to 23 June 2017: ALADA^s41st Annual Conference of the Latin American Association of Aeronautical and Space Law and the 10th International Congress in Air Law. The ALADA Board of Directors elected me as the President of the XLJ Jornadas.
3. **Project "El transporte ante el desarrollo tecnologico y la globalizacion: nuevos desafios juridicos del sector aereo" (2020-2023) (referencia PID2019-107204GB-C31) funded under: Programas Estatales de Generación de Conocimiento y Fortalecimient Científico y Tecnológico del Sistema de I+D+i y de I+D+i Orientada a los Retos de la Sociedad, del Plan Estatal de Investigación Científica y Técnica y de Innovación 2017-2020. Amount awarded: EUR 27 225 Project contractor.** As part of the project, I am researching issues related to the cross-border legal framework for international safeguards on mobile aircraft equipment. One of the tools of a legal nature that may have a considerable impact on the competition of the Polish aviation market also on the 'international floor' is the Convention on International Interests in Mobile Equipment (hereinafter: ' Cape Town Convention' or 'Convention') and its Protocol on Matters Specific to Aircraft Equipment (hereinafter: 'Protocol'). Both instruments were adopted at a diplomatic conference held in Cape Town from 29 October to 16 November 2001 under the combined auspices of the International Institute for the Unification of Private Law (UNIDROIT) and the International Civil Aviation Organisation (ICAO). The legislation introduces safeguards for transactions involving equipment which, because of the way it is used, may at different times be subject to the laws of different countries, particularly because of its use in international carriage. The first results of the research were published in an article: A. Konert, M. Osiecki, *Convenio de Ciudad del Cabo: enfoque sobre el mercado aéreo polaco*, in M.O.Folchi (ed.) *La Asociacion Latino Americana de Derecho Aeronautico y Espacial y sus Seis Decadas de Vida Academica*, Buenos Aires 2022. As part of the project, I have participated in two international in 2022 events (Spanish Aviation Law Congress in September 2022 in Seville and Argentine

Aviation Law Congress in October 2022 in Buenos Aires). I was awarded the 2020 Medal of Honour of the Asociación Latinoamericana de Derecho Aeronautico y Espacial (ALADA) for my work on the study of aviation law in Spanish-speaking countries;

4. **"Drone Strategy 2.0" project funded by the European Commission - MOVE/E4/2021 - FACT-FINDING STUDY PREPARING A "DRONE STRATEGY 2.0". Project contractor (July 2021 to October 2022).** The project produced reports for the European Commission (preliminary and final) on drone policy, market and regulation, entitled. "Fact Finding Study Preparing a "Drones Strategy 2.0" . The preliminary report was submitted in March 2022 and marked the end of the preliminary phase and laid the foundations for the next phase of consultation, data analysis and synthesis phase. Based on the results of the above steps, some adjustments were made to the methodological approach presented in our initial proposal. The overall objective of our research was to contribute to the development of a Drone Strategy 2.0 for the European Union, which guarantees the widest public acceptance by addressing environmental concerns as well as security, privacy, while ensuring a sustainable economic environment. Our contribution focuses on taking stock of trends, developments and progress made so far, as well as mapping stakeholder needs. A central force in the development of the Drone Strategy is: the safety and privacy of people and animals in the air and on the ground. Accordingly, the future policy framework aims to provide an innovative, viable and marketable business environment for the ambitious development and uptake of new drone services, while ensuring the widest possible public acceptance. The development of Drone Strategy 2.0 is fully embedded in the Commission's transport policy. On 29 November 2022. The European Commission published a new strategy for drone applications in Europe called **Drone Strategy 2.0**. The document was produced, among other things, as a result of my research for the project. I assessed the impact of the European regulatory framework on the development of the drone industry and market and identified the main barriers in existing regulations. The final report was used by the European Commission, which on 29 November 2022 published on its basis a new strategy for drone applications in Europe called '**A Drone Strategy 2.0. for a Smart and Sustainable Unmanned Aircraft Eco-System in Europe**', **COM (2022) 652 final**. The document was produced, among other things, as a result of my research for the project. In this research, I assessed the impact of the European regulatory framework on the development of the drone industry and market and identified the main barriers in existing regulations. I judged the inclusion of the results of my grant research in the aforementioned Communication from the Commission (formally a Communication from the Commission to the European Parliament, the Council and the Committees) as a significant development that should be presented as part of my efforts to become a professor. The Strategy presents a vision for the development of the European drone market so that drones can be used commercially on a large scale and thus create opportunities for the drone sector (including small and medium-sized companies) in the coming years. The basis of the strategy is the EU safety framework for drone operations and the definition of technical requirements for drones. This framework is the most advanced in the world. The new strategy sets out how Europe can conduct large-scale commercial drone operations, which will create new opportunities in the sector.

2. Information on academic internships in scientific institutions, including abroad, stating the place, date, duration and description of their course

After obtaining my PhD in law, I did **three international research internships**:

I was on a research placement in London from 10 - 31 July 2011. The aim was to conduct research for my habilitation thesis. The trip was made possible thanks to funding from a habilitation grant from the Ministry of Science and Higher Education. During the trip, I conducted research involving analysis of the literature and case law of both countries, as well as interviews with specialists in the field in which I prepared my habilitation thesis. As part of the trip, research was conducted at the Institute of Advanced Legal Studies Library, University of London and the British Library. In addition, I presented the following papers at the academic seminars of the visited institutions:

- "Civil liability for damage caused by aircraft movements in Poland", in International Union of Aerospace Insurers, London, July 2011;
- "Aviation insurance in Poland", in Global Aerospace, London, July 2011.

I carried out a research internship in Madrid from 29 August to 23 September 2011. The aim was to conduct research for my habilitation thesis. The trip was made possible thanks to funding from a habilitation grant from the Ministry of Science and Higher Education. During the trip, I conducted research involving analysis of the literature and case law of both countries, as well as discussions with specialists in the field in which I prepared my habilitation thesis. As part of the trip, research was conducted in the following libraries: - Instituto Iberoamericano de Derecho Aeronáutico y del Espacio y de la Aviación Comercial - biblioteca aeronautica; - Universidad Complutense de Madrid - biblioteca de la Facultad de Derecho; - Universidad Comillas - biblioteca de la Facultad de Derecho; - Universidad CEU San Pablo - biblioteca de la Facultad de Derecho.

In addition, I presented the following papers at the scientific seminars of the visited institutions:

- "Aviation law in Poland", in Instituto Iberoamericano de Derecho Aeronáutico y del Espacio y de la Aviación Comercial, Aeronautica, Madrid, 19 September 2011.
- "Investigation of air accidents in Poland", in La Comisión de Investigación de Accidentes o Incidentes de Aviación Civi, Ministry of Transport of Spain, Madrid 15 September 2011.
- "Air safety in Poland", in Agencia Estatal de Seguridad Aérea, Ministry of Transport of Spain, Madrid 21 September 2011.
- "Regulation 996/2010", in Dirección General de Aviación Civil, Ministry of Transport of Spain, Madrid, 21 September 2011.
- "Plan to assist the families of air accident victims", in Asociación de Víctimas del Spanair 5022 (*AVJK5022*), Madrid, 22 September 2011.

I had a research internship in New York from 05 - 23 September 2013 and from 28 - 30 September 2013. The aim was to conduct research for my habilitation thesis. The trip was made possible thanks to funding from a habilitation grant from the Ministry of Science and Higher Education. As part of the trip, I was accepted as a Visiting Attorney at the law firm of Wilson Elsen Moskowitz Edelman & Dicker LLP. At the firm's New York branch (150 E 42nd Street New York, NY 10017), I worked under the supervision of George N. Tompkins, Jr, one of the world's top aviation lawyers. George N. Tompkins has specialised in aviation law for over 50 years, representing the interests of airlines in all aspects of their operations, both in the United States and around the world. He is at the forefront of developments in international aviation law. Since 1958, he has advised and represented airlines and their insurers in more than 60 major airline disasters around the world. At the firm, I had access to Westlaw, Lexis, among others, and was able to use the firm's library and courtesy of the information (research) department. The purpose of the research trip was to gain information on the compensation of damages caused by the terrorist attacks of 11 September 2001 (one of the chapters of my habilitation thesis). Compensation for the damage caused by the 11 September 2001 attacks can be done in two ways. Firstly, there is the possibility of an out-of-court redress before the Victims Compensation Fund (VCF), created specifically for this purpose and headed by a Special Master appointed by the Attorney General, and secondly, an ordinary court procedure can be initiated, during which the general principles of liability for damage to third parties caused by aircraft movements in US law will be taken into account. The court with jurisdiction is the United States Federal Court for the Southern District of New York. The sole judge appointed to hear these cases is Alvin K. Hellerstein. During my stay in New York, I met with Judge Hellerstein, from whom I was able to obtain answers to numerous questions and whose courtesy enabled me to attend a hearing on the compensation of damages (respiratory damages) related to the 9/11 attacks in the United States Federal Court for the Southern District of New York. In addition, I met with the Deputy Special Master (Peter H. Woodin) of the Victims Compensation Fund (VCF) created by the US government, who explained to me the functioning of the fund and its practical importance. During my stay in New York, I met with the attorneys who represent the victims presented above, as well as with the attorneys of the defendants, which resulted in a comprehensive understanding of the issue (e.g: Marc Moller Kreindler & Kreindler, Noah H. Kushlefsky, Kreindler & Kreindler, James P. Kreindler, Kreindler & Kreindler, Desmond T. Barry, Esq. Condon & Forsyth, Harry Cibak, Swiss Re, Andrew Harakas, Clyde & Co, Christopher Kende, Attorney at Law, Cozen o'Conor, Christopher Raleigh, Attorney at Law, Cozen o'Conor, Joan Gabel, United States Counsel, Legal Department Air France, Hans Ephraimson-Abt, President Air Crash Victims families Group).

My academic achievements have been recognised by the Rector of Lazarski University: in the 2010/2011 academic year I was awarded the Rector's Prize for Outstanding Academic Achievements and by the Minister of Science and Higher Education: in October 2012 I was awarded the Scholarship of the Ministry of Science and Higher Education for Outstanding Young Scientists for 3 years (I was the only lawyer among 171 laureates of the competition).

After obtaining my postdoctoral degree in law, I did four research internships:

From 1 - 10 July 2019, I was a research intern at the Institute of Air law, Space law and Cyber law at the University of Cologne in Germany. The aim was to conduct research in the field of drone law and space law. The trip was made possible thanks to funding from an NCN grant (no. 2017/27/B/HS5/00008). The supervisor of the internship was Prof Stephane Hobe. The Institute of Air law, Space law and Cyber law in Cologne is the oldest air law institute in the world. From 1 - 6 July, I had a consultation with the director of the Institute, Prof Stephane Hobe, on international space law, which allowed me to prepare my plan for my stay at the Institute. During my visit, I did a library search at the Institute from 6 - 10 July 2019 on regulations related to space law and policy and regulations related to the use of unmanned aerial vehicles. I also provided consultations for students and doctoral students on Polish space law. The internship resulted, among other things, in the signing of a cooperation agreement with the Institute of Aviation and Space Law at Lazarski University for the development of research in this direction. Prof. Stephane Hobe, Director of the Cologne Institute, provides substantive support to a research team consisting of Polish scientists established within the Lazarski University Institute and the Space Research Centre of the Polish Academy of Sciences dealing with space law. The result of the team's work is a monograph edited in English by me, A. Konert and F.G von der Dunk (eds.), *National Space Law in Poland. Past, Present and Future*; Brill Publishers 2023, which is an important contribution to the science of space law. In addition, during my stay in Cologne, I had a visit to the European Union Aviation Safety Agency, where I attended a working meeting of the group developing European legislation on unmanned aircraft and a meeting with a representative of the Joint Authorities for Rulemaking on Unmanned Systems (JARUS). This is a group of experts from national aviation authorities (civil aviation authorities) and regional aviation safety organisations whose purpose is to make recommendations on technical, safety and operational requirements for the certification and safe integration of unmanned aircraft systems (UAS) in airspace and airports. In addition, JARUS aims to provide support material to help each authority write its own requirements. The information obtained from the meetings has been used, among other things, in my professorial book. Finally, the internship has resulted in an invitation to celebrate the 100th anniversary of the Institute by preparing a publication for the *Liber amicorum*, which will be published by Wolters Kluwer Publishing House in 2025 when the anniversary event will be held in Cologne.

From 2-13 September 2019, I was a research intern at the International Institute of Air and Space Law in Leiden (in the Netherlands), which is now a leading centre for air and space law in Europe. The trip was made possible thanks to funding from an NCN grant (no. 2017/27/B/HS5/00008). The supervisor of the internship was Prof. Pablo Mendes de Leon. As part of the internship, I had consultations with the director of the Institute, Prof. Pablo Mendes de Leon, on 2 - 8 September and, on 9 - 13 September, I did a library search for publications related to drone law and space law and consultations for participants in the LL.M. in Air law programme on Polish aviation law. A valuable element of the internship was the daily meetings and consultations with a doctoral student conducting research on privacy protection during the use of unmanned aerial vehicles. Ensuring the protection of citizens' privacy is a huge challenge in the era of unmanned aerial vehicles given their technological capabilities. Any drone can be equipped with a video or audio recording device. A drone operator can therefore easily come into possession of a very large amount of data, including an image or other data allowing the identification of a person who has not given his or her consent. The analysis of the material collected during the internship led to the

conclusion that the degree of impact of drone use on individuals' privacy may depend on a number of factors, including, for example, the purpose for which drones are used, by whom, in what location, the extent and type of personal data (images and audio of individuals and their private property) that are captured by drones, and how they are subsequently used or processed. With the use of drones, the right to the protection of private life, as protected by public international law and human rights in particular, will always be relevant. In addition, an important part of the internship was the meetings with the Director of the Institute, Prof. Pablo Mendes de Leon, who is an undisputed authority on international aviation law worldwide. The materials and information obtained were used, among other things, in my professorial book.

From 2 August to 15 September 2021, I was an intern at the Department of Civil Law and International Law at the University of Warmia and Mazury in Olsztyn. The title of the internship "Legal aspects of the use of Olsztyn-Mazury Airport in Szymany and Olsztyn-Dajtki Airport". The supervisor of the internship was Adam Bieranowski, Ph.D., professor at UWM. As part of my internship I queried the library of the Faculty of Law and Administration of the University of Warsaw, in order to familiarise myself with publications connected with the issue of liability for damage caused by the movement of an enterprise or plant set in motion by means of natural forces, as well as the owner of a mechanical means of communication. I have familiarised myself with the content of doctoral theses prepared in the Department of Civil Law and International Law in terms of their use in scientific research. I also held consultations with the staff of the Olsztyn-Dajtki Airport and the staff of the Olsztyn-Mazury Airport in Szymany. The research conducted led to the following conclusions. In 2013. Aeroclub Polski - which manages the Olsztyn Dajtki Airport - submitted an application to the President of the Civil Aviation Authority for a decision ordering the removal of an aviation obstacle, comprising a group of trees, located on a property owned by the State Forests (western part). The submission of this application had its legal basis in Article 87(1) p. 7 of the Aviation Law, it was undertaken in order to ensure the safe operation of the airport. This is clear from the juxtaposition of Article 87(1) with Article 80 of the Aviation Law. Indeed, the trees on the eastern side of the airport, i.e. on the approach from the east, exceed the legally permitted heights of the so-called "limiting surfaces" and thus endanger the safety of air traffic at this airport. There have been three air accidents at the airport in recent years, including two fatal accidents, which were caused by trees being too high on both approaches to the airport. After each of these accidents, the State Commission for the Investigation of Aircraft Accidents (GDPWL) issued safety recommendations to carry out tree pruning on both approach directions in accordance with the applicable regulations." After the last accident, the PKBWL even formulated in its final report a systemic commentary on the existing state of affairs, namely that, *motivated by environmental counter-indications, the lack of response to the previously issued safety recommendations leads to a systematic decrease in the level of safety of flight operations at Olsztyn-Dajtki airport* (see the Final Report of the Aircraft Accident Investigation No. 805/14 available on the PKBWL website - https://reports.aviation-safety.net/2014/20140608-0_AN2_SP-FDZ.pdf). Following the investigation, the President of the ULC issued decisions ordering the State Forests to remove trees located on the eastern side of the airport. That decision - as a result of a complaint from the Municipality of Olsztyn - was legally annulled because the President of the ULC issued it in breach of the provisions of the procedure, which could have had an impact on the content of the decision. In justifying the verdicts which

overturned the decision of the President of the CAA, the Provincial Administrative Court in Warsaw indicated that the decision was issued in breach of procedural regulations which could have had an impact on the content of the decision (<https://orzeczenia.nsa.gov.pl/doc/4B521B1E4A>). The WSA interpreted the provisions of the Aviation Law. According to the Court, since *"as a rule, the costs of marking aeronautical obstacles are borne by the owner of the real property on which they are located, with the exception of a situation where an object has become an obstacle as a result of the construction or expansion of an airport"*, *"there are no obstacles to analogous treatment of charging costs in the case of removing aeronautical obstacles"*. In the WSA's view, the obligation of the manager to bear the costs of obstacle removal only materialises when it is established in the course of administrative proceedings that the objects *"have not become obstacles to aviation as a result of their planting and cultivation"*. Therefore, the WSA made it clear that *"the principle in cases for an order for the removal of a natural object constituting an aerial obstacle should be to establish the exact age of the obstacle and the date on which the airport was established, taking into account alterations"*. Consequently, in view of the failure to establish the key circumstance for the case, i.e. whether the obstacle in the form of trees on the eastern side of the airport existed prior to the establishment or reconstruction of the airport, the WSA assessed the decision of the President of the ULC as violating the provisions of Articles 7, 77 and 107 para. 3 of the Code of Administrative Procedure in a manner affecting the outcome of the case. It also pointed out that the findings concerning the age of the trees were not based on reliable evidence, as it is difficult to consider as such the statements made by the parties to the proceedings with opposing aims. In the re-examination of the case by the President of the ULC, the Provincial Administrative Court ordered not only to take into account the indications for further proceedings, but also the legal assessments expressed in the judgment, as well as in other judgments of administrative courts in cases concerning the removal of air obstacles by decisions of the President of the ULC. The court also confirmed that GDPWL had already twice formulated safety recommendations to carry out tree pruning on both approach directions at the airport. It took the President of the ULC more than a year to reconsider the case, and the final decisions were again appealed to the WSA. The ULC held, in a nutshell, that where trees were planted after the 2002 Aviation Law came into force, the owner of the trees is to remove them at his or her own expense and where trees were planted before the law came into force, the obligation and cost of removal is borne by the manager, even though the trees are on a plot of land not owned by him or her. Cases concerning state forests have been the subject of judgments by the WSA and the Supreme Administrative Court and have come to a final and binding conclusion. In execution of the judgments, an agreement was finally concluded between the state forest and the aeroclub. The agreement regulates the enforcement of the judgments and the cost of implementation (tree felling), and implementation has begun. If the agreement had not been reached, there would have been a problem with the execution of the obligation imposed on the airport manager, even though the trees are located on a plot of land not owned by him. It should be noted that a change in the line of judgments of the Supreme Administrative Court appeared in later judgments.

From 20 September to 10 October 2021, I did a research internship at the Institute of Air and Space Law AEROHELP in St. Petersburg, Russia, with which I have been working since 2016 and am a member of the Expert Council. The supervisor of the internship was Prof. Oleg Aksamentov. As part of the internship, I had online consultations

for students and doctoral students on Polish aviation law and consultations with members of the Institute's Council of Experts, in particular with the Director of the Institute, Prof. Oleg Aksamentov, on current regulations related to pilot training. In addition, I held a library search on 6-9 October to familiarise myself with publications related to civil aviation regulations in Russia. The materials collected will allow the preparation of a publication on the regulations for obtaining a private pilot's licence and a commercial pilot's licence. In addition, I had discussions with the director of the Institute, on the development of our cooperation, including the translation of my publications into Russian. The internship also resulted in the signing of a cooperation agreement between our Institutes.

3. Information on the conduct of scientific research or development work in universities or scientific institutions, including foreign ones

I conducted research at Istanbul Commerce University (Ticaret University) from 24 - 27.04.2015. The aim was to conduct research in the field of regulations related to safety management in aviation. As part of the internship, I conducted library searches and consultations for students and PhD students of Aviation Management School. I also gave a seminar on international aviation law. The research resulted in a scientific publication: P. Łaciński, A. Konert and P. Kasprzyk, *Legal Basis of Safety Management in Civil Aviation* (in:) *Safety Management in Civil Aviation*, Katowice 2016, in which standards for flight safety at the international and European level were indicated. An additional outcome of my stay in Turkey was that I was invited to join the Editorial Board of the Journal of International Trade, Logistics and Law (e-ISSN 2149-9748).

I have conducted and am conducting research as part of the following national research teams:

1. A research team holding regular meetings and scientific discussions under the chairmanship of the late Prof. Marek Żylicz (University of Warsaw, Institute of International Law), which resulted in the preparation of a commentary to the Aviation Law under his editorship and the compilation of entries for the Great Encyclopedia of Law; I have discussed in detail and in a practical manner selected provisions of the Act in the commentary: the issue of liability for damage caused by the movement of aircraft (Art. 206-207), liability for damage caused by air carriage (Art. 208), liability insurance (Art. 209) and the protection of passengers' rights (Arts. 205a - 205 c). The team continued to develop the entries for the Great Encyclopedia of Law, which was published in 2021. I developed the following entries: Aerocasco insurance, Airline ticket, Operator - aircraft operator, French franc FFP (Poincaré), Geneva Convention 1946, Montreal Convention 1999, Rome Convention 1933, Rome Convention 1952, Warsaw Convention 1929, Montreal Conventions 2009, Baggage check, Air waybill, Protection of passengers' rights, Passenger refusal - denied boarding, Liability of ground handling agent, Civil liability - general principles, Liability for damage to

passengers, Caring for passengers in the event of delay or cancellation of flights, Caring for the families of the victims of accidents, Person operating the aircraft, Rights in rem in an aircraft, Protocols amending the Warsaw Convention, Limitation of actions, Consignment of cargo or mail, Registration of rights in rem, Aviation risks, Aviation insurance, Air transport contract, Aircraft user, Exclusion of aircraft from seizure and Security of rights in rem.

2. A research team holding regular meetings and scientific discussions under my chairmanship as part of the Institute of Aviation and Space Law at Lazarski University, which continues to research the regulation of unmanned civil aviation, particularly in the context of airspace management and current issues related to the application of aviation law. Aviation law conventions are held every year, followed by a scientific monograph edited by me on current issues related to civil aviation regulation.

I have conducted and am conducting research as part of the following international research teams :

1. A research team holding regular meetings and scientific discussions under the supervision of Prof. Frans von der Dunk (University of Nebraska, USA) to conduct research on space policy and selected aspects of space law. The results of the first research are presented in a monograph, published by Brill Publishers in 2023: A. Konert and F.G von der Dunk (eds.), *National Space Law in Poland. Past, Present and Future*;
2. A research team holding regular meetings and academic discussions under the chairmanship of Prof. Pablo Mendes de Leon (Leiden University, The Netherlands), which resulted in the preparation of a monograph edited by him: *How to proceed with sovereignty in the air?*, Wolters Kluwer International 2019;
3. In May 2021, I received an invitation to be a member of an international research team of professors working on aviation law issues, led by Professor Paul Dempsey (McGill University), Dr Laurent Chassot (GBF Avocats) and Dr George Leloudas (Swansea University). The team's work has resulted in a commentary on the most important international private law convention, the Convention for the Unification of Certain Rules Relating to International Carriage by Air, done at Montreal on 28 May 1999 (known as the Montreal Convention). My research concerns the payment of advances to victims of air accidents. The monograph was published by Edward Elgar Publishing in 2023: *The Montreal Convention : a commentary*, edited by George Leloudas, Paul S. Dempsey, and Laurent Chassot, Cheltenham, UK, Northampton, MA, USA : Edward Elgar Publishing, [2023].
4. In November 2021, I received an invitation to be a member of the international research team , which, led by Prof. Anna Masutti (University of Bologna) and Prof. Pablo Mendes de Leon a (Leiden University), is preparing the (first ever) *Encyclopaedia of Aviation Law*, which will be published by Edward Elgar Publishing in 2023. As part of the team's work, I have analysed the legal regulation of airport ground handling operations. The monograph was published by Edward Elgar Publishing : *Elgar Concise Encyclopedia of Aviation Law*, edited by Anna Masutti and Pablo Mendes de Leon, 2023.