
McGill University Annals of Air and Space Law

Author's Guide

I. Introduction

- Thank you once again for showing interest in submitting a manuscript for publication in the *Annals of Air and Space Law*. This guide will provide you with an overview of the submission requirements and the review process. Further, it will provide you with the rules used by the *Annals* for making references and structuring your article.
- Manuscripts are normally around 20-30 pages long (font 12, single spaced), and must be *original, previously unpublished* pieces of writing. Shorter articles and case comments under 20 pages in length are also acceptable. When you make a submission, please also include a 250-300 word abstract in either English or French.
- After submission, the article is anonymously sent to members of our Editorial Board for peer review. Once reviewed, the Editorial Board will decide whether the article is approved for publication based on relevance, coherence and legal scholarship. When an article has been approved for publication, it will often be subject to making suggested substantive changes and edits.
- If the article is approved for publication, the assistant editors of the *Annals* will conduct a few rounds of editing of the to perfect the article, standardise the citations and formatting of the article, and make it ready for printing.

II. General Principles of Citation and Footnoting

- The *Annals* has officially adopted the rules contained in the *Canadian Guide to Uniform Legal Citation*,¹ except insofar as they are inconsistent with those contained herein.
- Footnotes may either be discursive (comments by the author which are of a subsidiary nature) or to refer the reader to a source of information. Every time an author draws upon an outside source, whether or not that source is quoted directly, a footnote **MUST** be provided. For greater clarity, every time a source is mentioned a footnote **MUST** be provided.
- The footnote marker appears immediately following the relevant text, with no space separating the marker from the last character. The marker **MUST** be in 6 pt type.
- Where more than one source is included in a note, they are separated by a semi-colon [;]
- All references should be to the original primary source. Hence, treaties are cited to a recognized treaty series, not a book which reproduces the treaty. I.L.M. is an acceptable treaty source. However, if a reproduction must be used, put "reproduced in" followed by the source. **REMEMBER** that I.L.M. sources do not require "reproduced in".
- Always include the full title of the primary source even if it is included in the text. Full citations should be included for all footnotes

III. Subsequent References²

- Not all subsequent references to a particular source must be footnoted. A note need only be provided if a specific part of the source is being quoted or referred to. Thus, a pinpoint citation will always appear in a footnote for a subsequent reference.
- For subsequent citations, if the source is identified in the text, no identification is necessary in the note. Thus, a note can begin with "*Supra*."

¹ See *Canadian Guide to Uniform Legal Citation*, McGill Law Journal, 7th ed. (Montreal: Carswell, 2010) at xxiv.

² See *ibid.* at xxv.

- If the name of a frequently cited source is short, it can remain unchanged in all footnotes and in the text. Thus, no "hereinafter" is necessary.
 - If the name is long, the author should choose a shortened version of the name which will be placed in square brackets at the end of the first citation, introduced by "hereinafter."
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IV. Reference Footnotes

- When an author wants to refer the reader to another part of his article, only one of the following footnotes may be used, coupled with an introductory phrase if necessary:
 - See Part II-A, above.
 - See Part III-A-1-a, below.
 - See Appendix 1.
 - See *supra* note 3 and accompanying text.
 - See *infra* note 69 and accompanying text.
 - See text accompanying note 69.
 - See *supra* note 3.
 - See *infra* note 69.
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V. Quotations³

- Short quotes (4 lines or less) are incorporated directly into the flow of the text and are set off by quotation marks.
- Long quotes (more than 4 lines) are separated from the text and indented on the left margin. No quotation marks are necessary. Quotations of legislative provisions, although fewer than 4 lines should be set off in this manner.
- There should be no line space in between paragraphs of a quotation separated from the text.
- Quoted passage must appear exactly as in the original source. Ellipsis points enclosed in square brackets ([. . .]) should be used to indicate where a passage has been omitted, except where the beginning of the passage is

³ See *ibid.* at xxxiii.

omitted, in which case the ellipsis points are not required.

- Any changes to the quoted passage MUST be included in square brackets.
- Where the author wants to emphasize something within a quoted passage the material in question should be placed in italics. As well, at the end of the citation "emphasis added" should appear in square brackets.

VI. Pinpoint References

- Abbreviations:

annex	=	ann.
appendix	=	app.
article	=	art.
articles	=	arts.
attachment	=	attachment
chapter	=	c.
conclusion	=	conclusion
document	=	doc.
paragraph	=	para.
paragraphs	=	paras.
preamble	=	preamble
provision	=	prov.
schedule	=	sch.
section	=	s.
sections	=	ss.

VII. Citation Formats for Different Sources

- **Addresses:**⁴ Speaker, "Title" (to whom, where, date) [unpublished].

B. Cheng, "EEC Aviation Policy: An International Law Perspective" (Address to the Fourth Annual Conference of the European Air Law Association, Rome, November 1992).

- **Articles in Journals:**⁵ Author, "Title of article" (year) vol. # Name of publication # at #.

A. Kotaite, "New Regulatory Concepts Expected to Emerge at World-wide Conference Next Year" (1993) 48 ICAO Journal 20.

- **Books:**⁶ Author, *Title*, 4th ed., vol # (Place: Publisher, year) at #.

P.S. Dempsey, *Law and Foreign Policy in International Aviation* (New York: Dobbs Ferry Transnational Publishers Inc., 1987).

- **Cases (US):**⁷ *Hussein v. Bush*, 451 F.2d 1455 at 456 (7th Cir. 1990).
- **Cases (United Kingdom):**⁸ *Constantine v. Imperial Hotels Inc.*, [1944] 1 KB 652 at 632, [1944] 2 All ER 171.
- **Cases (Canada):**⁹ *R. v. Seaboyer*, [1991] 1 SCR 69 at 82.

- **ICAO Documents:** ICAO, *Title of Document*, ICAO Doc. XXX (year) at #.

ICAO Legal Committee, 28th Session, ICAO Doc. LC/28-WP3-6, (1992) [hereinafter *ICAO Doc. LC/28*].

- **Newspapers:**¹⁰ Author, "Title of Article" *Name of Newspaper* (date of paper) page # at pinpoint page #.

"Roscosmos to prepare strategy to 2030 by late February", *ITAR-TASS News Agency* (29 December 2011) online: ITAR-TASS News Agency, <<http://www.itar-tass.com/en/c154/308791.html>>.

⁴ See *ibid.* at 51.

⁵ When the journal is divided into volumes.

⁶ See *ibid.* at 39.

⁷ See *ibid.* at 93.

⁸ See *ibid.* at 62.

⁹ The exact format depends on numerous factors. See *ibid.*

¹⁰ See *ibid.* at 52.

- **Thesis:** Name of Author, *Title* (Ph.D. Thesis, Institute of Air and Space Law, McGill University, 1997) at 34 -35.

- **UN Documents (without session & supp. nos):** *Title*, UN Doc. # (year) at page #.

UN COPUOS, *Summary Record of the 94th Meeting of the Legal Subcommittee*, UN Doc. A/AC.105/C.2/SR.94 (1968) at 52

- **UN Resolutions:** *Title*, GA Res. #, UN GAOR, # Sess., Supp. No. #, UN Doc. # (year) page #.

Declaration on Principles of International Law Concerning Friendly Relations and Co-operation Among States, GA Res. 2625 (XXV), UN GAOR, 25th Sess., Supp. No. 22, UN Doc. A/2212 (1970).

- **Website:** name of website, *title of article/page*, online: name of organisation, <<http://www.link.com>>.

US, Commission on Security and Cooperation in Europe, *Presidential Elections and Independence Referendums in the Baltic States, the Soviet Union and Successor States* (Washington, D.C.: The Commission, 1992) at 53, online: Commission on Security and Cooperation in Europe <<http://www.csce.gov/reports.cfm>>.

SAMPLE FORMATTING of an ANNALS ARTICLE

MODEL DOCUMENT TITLE =

Subtitle [if necessary]

by

Author*

SYNOPSIS

I. Main Heading

A. Subheading

1. Numerical Heading

1.1 Decimal Heading

II. Conclusion

[Quote]

- Voltaire¹¹

⁼ This article is based on a lecture delivered at X University, on X.

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¹¹ Voltaire, *The Philosophical Dictionary*, trans. H.I. Woolf (New York: Knopf, 1924) s.v. "Laws."

I. Main Heading

Over the past two decades, the demand for bigger, faster, and more affordable aircraft has been fuelled by a steadily increasing world population,¹² an increasingly mobile international business environment, tourist travel, and more recently the explosion of air transport use that has accompanied economic development in the markets of Eastern Europe and Asia. Against this commercial backdrop, the 1999 *Current Market Outlook* by the Boeing Corporation¹³ and the *Global Market Forecast 1999* by Airbus Industrie¹⁴ have projected tremendous rises in the demand for aircraft during the next two decades until 2018 – a demand for 15,500 to 20,150 units costing US\$1.4 trillion – forecasting the steepest surge of jetliner production in aviation history.

A. Subheading

The unification of substantive law regarding mobile equipment has been on the agenda of aviation lawyers since work began on the Geneva Convention in 1944. After the adoption of that Convention, it was clear that further work would be necessary to improve upon its temporary solutions. The forum for unification work had been primarily left to the *Comité International Technique d'Experts Juridiques Aériens* (CITEJA) and subsequently to ICAO.

II. Heading

A Jurisdiction Working Group (JWG) was established during the Second Joint Session of the Unidroit Committee of Governmental Experts and a Sub-Committee of the ICAO Legal Committee.

A. Subheading

¹² See United Nations Population Fund, *State of World Population Report 1999* (New York: United Nations Population Fund, 1999), online: United Nations Population Fund <<http://www.unfpa.org/SWP/swp99/pdf/htm>>.

¹³ See Boeing Corporation, *1999 Current Market Outlook* (Seattle: Boeing Corporation, 1999), online: Boeing Corporation <<http://www.boeing.com/commercial/cmo/1999cmo.pdf>> [hereinafter *CMO*].

¹⁴ See Airbus Industrie, *Global Market Forecast 1999 (1999-2018)* (Toulouse: Airbus Industrie, 1999), online: Airbus Industrie <<http://www.airbus.com/gmf99.html>> [hereinafter *GMF*].

Upon review by the Plenary, this JWG has attained consensus on improvements to prior versions of the Draft instruments...

1. Numerical Heading

International financiers are eager to safeguard their investments, and the *Draft Convention* principally contains jurisdictional rules for speedy judicial relief. By way of exception, Article 26(4)(e) of the *Draft Convention* and Article H of the *Draft AEP* as reviewed by the Second Joint Session upon recommendation by the Registration Working Group¹⁵ and the JWG, regulates substantive jurisdiction for registration errors and malfunctions related to the international registry.

1.1 Decimal Heading

Since there is no equivalent in aviation law to the Brussels International Convention for the Unification of Certain Rules Relating to the Arrest of Seagoing Ships¹⁶, and since the Arrest Convention presently has only minor importance, the interim judicial remedies proposed for Article 14 of the *Draft Convention* symbolize a major advancement towards an acceptable level of international investor protection. Indeed, such remedies are intended to supersede the Arrest Convention.¹⁷ Compared to the European jurisdiction conventions, the *Draft Convention* and *Draft AEP* are particularly innovative, as the remedies included in Article 14(1) of the *Draft Convention* and Article IX(1) of the *Draft AEP* will be available to the obligee, regardless of the existence or exact features of such remedies in the *lex fori*.

¹⁵ See RWG Report, *supra* note XXX at A-5 and A-10, amending *Draft Convention*, *supra* note XXX, art. 26(2) as adopted at the First Joint Session. The RWG had recommended that such jurisdiction for liability should be addressed by *Draft AEP*, art. H, but many delegations considered liability questions as an essential feature, which should be included within the framework Convention.

¹⁶ See *International Convention for the Unification of Certain Rules Relating to the Arrest of Seagoing Ships*, 10 May 1952, 439 U.N.T.S. 193; Ph. R. Wood, *supra* note XXX at 252ff, paras.18-20ff.

¹⁷ See *Draft AEP*, *supra* note XXX, art. XXIII.