Also in 2000 the London Guildhall University conducted a worldwide survey of airlines concerning their policies and strategies for responding to incidents of disruptive passenger behavior. Among other things, the study focused on whether "Air Rage" incidents are recorded and whether the crews are trained to deal with disruptive passengers.

The ICAO study categorized the disruptive incidents into three groups.

The first group covers offenses involving acts of interference with a crew member, affecting safety.

The second group covers offenses or disturbances between passengers, including verbal and physical assault, again affecting safety.

The third covers other offenses having a direct affect on the safety of the aircraft, such as tampering with a smoke detector or insisting on operating Personal Electronic Devices which can interfere with the aircraft's own electronic system.

One of the major problems facing airlines globally is the legal system for dealing with offenders.

Once the proposed categories of offenses have been finalized, the intention is to recommend their incorporation into the many National Laws or regulations, globally.

The Law of Jurisdiction is another major subject being examined by the ICAO study group. Generally, a state will have jurisdiction over an offense committed in its territory or in an aircraft of its registry or committed by its nationals.

International "Air Piracy" or "Highjacking" are not part of the study.

The problems occur when airline "X" suffers an incidence over country "Y" and the passenger disembarks in country "Z". Some states have adopted the practice of extending jurisdiction to offenses on board a foreign aircraft which subsequently lands in their territory. So far, no protest against the exercise of such jurisdiction has been filed, nor has any other opposition to this legal initiative been recorded. The ICAO survey has indicated that 84 percent of the respondents would be likely to accept extension of jurisdiction to the state in which the aircraft lands.

The study found a fairly wide variation in opinions about the possible causes of "Air Rage". Most respondents did not view the problem as something which was triggered by a single cause.

Contrary to some popular wisdom, the smoking ban on many carriers was not considered the main cause; rather, excessive consumption of alcohol, coupled with an intolerant and demanding personality were considered the most likely reasons. Flight delays, stress and crowded conditions in the cabin were also considered to be contributory factors.

The studies go on. Somewhere, someone must be developing an "Air Rage Offenders Profile".

FORMER STUDENTS CELEBRATE SCHEME'S SUCCESS

Shown at the British Council/BAE SYSTEMS post doctoral gathering at the Riyadh Marriott are, left to right, Abdul Rasoul Al Omran PhD, Professors of soil physics and water relations at the King Saud University, Dr Saleh Al Hedaithy, Head of Medical Mycology Unit at King Saud University, Peter Grout, Deputy Director, The British Council, Dr. Mohammad Al Dabbagh, Chairman Department of Geology, King Saud University, Tony Rutter, BAE Director Marketing and Strategy, Dr. Nassir Al Arifi, and Dr. Tariq Al Fariss, both Professors at King Saud University.

Former participants of a ground-breaking scheme to promote collaboration between British and Saudi specialists recently assembled at a special reception in Riyadh to mark 10 successful years of the scheme.

Every year since 1991, British Aerospace and its successor company BAE SYSTEMS, has funded a Post-Doctoral Summer Research Programme for Saudi academics, an arrangement managed by the British Council. The reception at the Marriott Hotel brought together some of the 200 former participants senior BAE SYSTEMS executives and directors of the British Council.

The Post-Doctoral programme gives Saudi specialists the chance to work alongside their British counterparts during the summer vacation period and is designed to introduce the staff at Saudi universities and other research institutions to British research facilities. The impact has been to further enhance the quality of specialist research and to strengthen ties between academic institutions in Saudi Arabia and the rest of the world.

"It has also highlighted the quality of British higher education," said Peter Waddell, BAE SYSTEMS' programme coordinator. "The reception presented a unique opportunity to show the success of the programme and how much BAE SYSTEMS supports the Kingdom's Saudisation drive."

More than 20 awards are made each year for up to three months of study at some of the UK's leading research centres. Saudis on the scheme undertake an agreed programme of research, which has led to work being published in scientific journals worldwide

"Candidates come from all of the Kingdom's universities," Peter Waddell said. "Their research covers a vast range of subjects and the programme allows them to take advantage of all the facilities that centres of higher education in the UK have to offer."

Those academies who participated in the programme run last year conducted covered a wide range of subjects including private funding for universities, construction industry safety issues, business negotiations, the care of diabetic patients, and highly specialised aspects of engineering. Past research has resulted in the discovery of a new strain of infection, issues to do with soil improvement the management of water resources and other subjects vital to the people of Saudi Arabia.

Issued on behalf of BAE SYSTEMS' Public Relations.
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