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**Author:** Kong, D.

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Should GNSS cause damage to its users or any third parties, who shall be responsible or liable, and if so, how? Is it fair to force a GNSS provider to bear the burden of compensation given GNSS signals are provided free of charge to an undetermined scope? Could a GNSS provider who is a public authority release its civil liability by the doctrine of Sovereign Immunity? This research explores whether current international aerospace laws are adequate to deal with those questions. If so, how should those laws be applied? If not, where is the legal gap, and how should we move forward?

The author divides this research into four parts. Part I transfers the focus from GNSS technical matters to legal issues. Part II concerns a conceptual analysis of GNSS civil liability. Part III checks the applicability and the adequacy of current international aerospace laws to the case where GNSS cause damage. Part IV designs a roadmap for an international solution for the issue of GNSS civil liability. With this process, the author concludes that an authorisation mechanism, a policy on charges, and a contractual chain of GNSS civil liability, focusing on the provision of GNSS safety-of-life signals, constitute the way forward.

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# Civil Liability for Damage caused by Global Navigation Satellite System

DEJIAN KONG