

Continued list of aviation events in which our members have represented victims and victims' families:

- Hellenic Air Force PZL M-18 (Greece, 2003)
- Agusta-Westland A109E Helicopter (Greece, 2003)
- Agusta-Westland A109E Helicopter (Greece, 2002)
- Iran Air Tours Flight 956 (Iran, 2002)
- Bashkirian Flight 2937/DHL Flight 611 (Germany, 2002)
- Scandinavian Airlines Flight SK 686 (2001)
- Hellenic Army UH-1H Helicopter (Greece, 2001)
- Agusta-Westland A109E (Greece, 2001)
- Air France Concorde Flight 4590 (France, 2000)
- Gulf Air Flight 072 (Bahrain, 2000)
- Crossair Flight 498 (Switzerland, 2000)
- Gulf Air Flight 072 (Bahrain, 2000)
- Kenya Airways Flight 431 (Ivory Coast, 2000)
- Olympic Airways OA3838 (Romania, 1999)
- Hummingbird Airlines MI-8P Helicopter (Indian Ocean, 1999)
- Thai Airways Flight 261 (Thailand, 1998)
- Tame/Air France Flight 422 (Colombia, 1998)
- Cubana de Aviacion Flight T1262 (Cuba, 1997)
- China Southern Airlines Flight 3456 (China, 1997)
- Aerosvit Airlines Flight AEW 241 (Greece, 1997)
- Silk Air Flight 185 (Indonesia, 1997)
- British Army Westland Lynx Helicopter (Germany)
- Thai Airways Flight 311(Nepal, 1994)
- Royal Air Force Chinook Helicopter (Scotland, 1994)
- Aeroflot Russian Airlines Flight 593 (Siberia, 1994)
- Air Inter Flight 148 (France, 1992)
- Pakistan International Airlines Flight 268 (Nepal, 1992)
- Thai Airways International Flight 311 (Nepal, 1992)
- Lauda Air Flight 004 (Thailand, 1991)
- Pan Am Flight 103 (Lockerbie, Scotland, 1988)

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Flight MH370

Who We Are

The Global Justice Network, Ltd. (GJNL) is a legal business group comprised of more than 35 highly skilled law firms from five continents dedicated to acting exclusively on behalf of claimants in international mass tort cases. The purpose of the GJNL is not only to unite the preeminent lawyers in a particular field, but also to provide coordination and funding of mass complex international litigation. This structure allows the GJNL to offer legal services on a no-win no-fee scheme, while safely facing the potentially huge human and financial investment that a case may require.

Many lawyers in the GJNL have extensive aviation experience representing victims. Such members include Bob Lieff (US), David Fiol (US), Nigel Taylor (UK), Carlos Villacorta (Spain), Jean-Pierre Bellecave (France), Leonardo Amarante (Brazil), Marco Bona and Stefano Bertone (Italy), Silina Pavlakis (Greece), David Abraham (Indonesia), Stephan Eriksson (Sweden), and others. With experience handling dozens of aviation accidents, representing thousands of victims, our network constitutes a vast global knowledge base perhaps unmatched anywhere. Additionally, the GJNL is connected with highly qualified accredited private aviation accident investigators who facilitate our own technical research.

Should Passengers' Families Seek Legal Advice at this Stage?

An unprecedented international search operation for flight MH370 remains in process at this time. An official investigation into the disappearance of flight MH370 will be conducted in accordance with international law (Annex 13 of the Chicago Convention). Meanwhile, there will continue to be much speculation as to the causes of the loss of the aircraft, not all of which will be well informed, impartial, or objective.

The information thus far released regarding the aircraft's route, transmissions and performance has been limited and sometimes contradictory.

The details are not sufficient enough to permit concluding the cause and circumstances of this tragedy. Rights of the passengers and families could potentially be affected by the final results of the investigation. Definitive statements in this regard and initiation of legal actions at this premature stage are speculative and possibly also harmful.

In the vast majority of cases, an airline's liability will be governed by the Montreal Convention of 1999, pursuant to which unlimited liability is imposed on the carrier. However, this depends on the specific ticketing. The predecessor Warsaw Convention of 1929, which is much less favorable, may govern some passengers' rights. It should be noted that Malaysia Airlines (MAS) signed the first IATA Inter-carrier Agreement (known as the "Kuala Lumpur Agreement" approved in 1995) and, although the "implementation" Agreement was never signed by MAS, the conditions set forth were included by MAS in their ticketing general conditions.

Other potentially responsible parties, such as the aircraft's manufacturer, may be found to have legal responsibility for the tragedy. A thorough investigation will be required and it is highly advisable that the bereaved families be duly and officially represented by a team of expert lawyers and their specialist technical consultants. By formally participating in and following up the investigations, it will further be possible for the victims of this tragedy to demand that all aspects and responsibilities are duly examined and nothing is neglected or underestimated. Failure of such due diligence could critically affect the fight to impose liability on those responsible.

Claiming monetary compensation is a complex issue, requiring a careful analysis of individual rights. It is therefore necessary to seek experienced specialist legal advice that will take account of the applicable jurisdiction and law as well as the personal circumstances of each passenger and his/her dependants.

**Specialists of the GJN, including our
Chinese and Malaysian lawyers, will
answer questions from the bereaved
families without obligation.
See back panel for contact info.**

Our Aviation Experience: Global Expertise, Global Resources

Our advocates have the collective world-wide experience and understanding necessary to compassionately and effectively handle the most complex aviation claims. Below is a list of some of the aviation disasters in which our members have represented victims and their families.

- Tatarstan Airlines Flight U9363 (Russia, 2013)
- Royal Norwegian Air Force Lockheed C-130J-30 Hercules (Sweden, 2012)
- Bhoja Air Flight 213 (Pakistan, 2012)
- Hellenic Army Apache Longbow Helicopter (Greece, 2010)
- Air India Express Flight 812 (India, 2010)
- Avient Aviation Flight 324 (2009)
- Yemenia Airways Flight 626 (Comoros Islands, 2009)
- Air France Flight 447 (Atlantic Ocean, 2009)
- Private Aircraft Tucano 3D (Greece, 2009)
- Private Aircraft Faeta-321 (Greece, 2009)
- Spanair Flight 5022 (Spain, 2008)
- Aeroflot-Nord Flight 821 (Russia, 2008)
- One-Two-Go Airlines Flight 269 (Thailand, 2007)
- Air Moorea Flight 1121 (Tahiti-France, 2007)
- Kenya Airways Flight 507 (Cameroon, 2007)
- Adam Air Flight 574 (Indonesia, 2007)
- Comair/Delta Flight 5191 (Kentucky, 2006)
- Gol Airlines Flight 1907 (Brazil, 2006)
- Armavia Airlines Flight 967 (Russia, 2006)
- Hellenic Army UH-1H Helicopter (Greece, 2006)
- West Caribbean Airways Flight 708 (Venezuela, 2005)
- Mandala Airlines Flight 091 (Indonesia, 2005)
- Helios Airways Flight 522 (Greece, 2005)
- Flash Airlines Flight 604 (Red Sea, Egypt, 2004)
- Hellenic Army CH-47D Helicopter (Greece, 2004)
- Um Airlines Flight 4230 (Turkey, 2003)
- Air Algérie Flight 6289 (Algeria, 2003)
- Turkish Airlines Flight 634 (Turkey, 2003)

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