

The purpose of my thesis is to analyse legal regulation of international air transport. The reason for my research is that in my point of view this is very important part of international relations which develop rapidly. So there is a great deal of news from last few years and some of them I try to describe and analyse.

The thesis is composed of six chapters, each of them dealing with different aspects of air carriage.

Chapter Two is introductory and defines the basic terminology used in the thesis concerning air carriage. The chapter is subdivided into two parts. Part One differences between carriage and transport, between scheduled and non-scheduled transport, describes air carriage, airport, civil aviation and so on. Part Two deals with the main transportation contracts' types used in international commercial relations. It provides a brief description of those types.

Chapter Three describes the methods used in regulation of civil legal relationships with international element. The chapter consists of four parts. Part One focuses on conflict rules. Part Two investigates the second type of method used – “direct method” of regulation. Part Three describes a relation between these two types of regulation. Part Fourth characterizes the methods created by practices of international trade such as international business customs.

Chapter Four outlines the main international conventions relating to international carriage by air, namely the Warsaw Convention and the Montreal Convention. It is subdivided into three parts. Part One deals with the Warsaw Convention, strictly speaking with the Warsaw system, which means the Warsaw Convention and other conventions which amended it. Part Two looks at the Montreal Convention. Part Three is about the so-called Chicago Convention. It is distinct from previous two, as it especially governs relations between states in the area of civil aviation.

Chapter Five seeks to provide a description of the European Union legislation relating to air transport. It is divided into four parts. Part One describes sources of European civil aviations' law. Part Two investigates the common transport policy. Part Three summarize the main regulations dealing with international air transport. Part Four investigates the EC's external policy relating to air transport. It is divided into eight subparts. Subparts One, Two and Three are focused on EC's powers – external powers, external powers with regard to legal relationships with an international civil element; exclusive and shared powers. Other subparts deal with the so-called Open Skies Agreement between USA and EC. At first there is the description of relations between USA and EC's member states before the Open Skies. Next subpart provides an outline of relevant European Court of Justice's judicature. Subpart Six concentrates on the content of the Open Skies Agreement. Subpart Seven briefly describe impacts of the OS Agreement and subpart Eight looks at the second stage of the OS Agreement which is being prepared now.

Conclusions are drawn in Chapter Six. The main aim of the thesis is to give a description of international carriage by air and its legal regulation. As I am concerned in European law I especially focused on the Open Skies Agreement, which is very important for EC's and USA relations in the area of air transport. With regard to the limited extent of the thesis it is only a brief description but in my opinion it should be useful as a base for subsequent research in this area.