Abstract

Unmanned aircrafts represent one of the fastest growing technologies of the last years. Although historically not completely unknown, only recently have they acquired the long-deserved attention. However, it focuses almost exclusively on their use in combat operations, whereas their capabilities in civilian sphere remain relatively unexplored. Analysis of these abilities is the main focus of this thesis, which describes and analyses current applicable legislation, points out different issues of both its interpretation and application and tries to offer solutions.

This thesis is divided into 4 chapters and a conclusion. The first chapter deals with the introduction to this topic, including history of unmanned aircrafts and clarification of the term unmanned aircraft itself. Then it moves on to describe the possible classification of unmanned aircrafts and the terminology used, which remains unsettled even to this day. The main aim of this is to try to help the reader to find his way in this complicated area.

The second chapter includes the analysis of the applicable legislation in the Czech republic, starting with the general approach and then continuing with special emphasis on particular issues, such as operating limitations of unmanned aircrafts in certain areas or liability of aircraft operators in the field of aviation law. This chapter also deals with special kinds of unmanned aircrafts, namely small model aircrafts and remotely piloted aircrafts.

The third chapter explores other fields of law and their relationship with unmanned aircrafts. Only some are chosen because of their importance, namely the right to privacy, data protection, liability for the damage caused by the operation of an aircraft and radio communication. Legal issues concerning the possibility of carriage of goods by the unmanned aircrafts or cyber security are left to others to explore.

The fourth chapter deals with the international aspects of unmanned aircrafts, more specifically, with the analysis of applicable legislation in the United Kingdom, but also with the legislation at the EU level, currently in the development. Both of them provide interesting new approaches that better reflect particularities of this area.

The conclusion sums up the findings from previous chapters. The main idea arising from it is the necessity to rethink our approach to unmanned aircrafts, which can gather incentives from the international development, especially at the EU level.