

## Abstracts

Adjustment of legal relations in international air transportation, which includes the regulation of liability in international air transport is a typical example of the arrangement of relations with an international element. Their treatment is part of private international law. Adjustment of liability for international air transport is, from the point of treatment methods used, direct treatment, and is part of the multilateral international treaties also called unification. These international treaties are the material law and for the parties are binding because they become part of their national law.

Legal regulation of liability in international air transport is currently include in legislation contained in the Warsaw Convention, the Montreal Convention and European regulations (Regulation No. 261/2004, Regulation No.2027/97 and Regulation No. 1107 /2006). From the point of the contractual arrangements of a single unification is currently the primary source of law in international air transport arrangements contained in the Montreal Convention, after European regulation and in last place is rule contained in the Warsaw Convention.

Unified treatment of liability in international transport gradually unified definition of terms in international air transport, shipping documents, duties of the carrier, his responsibility and financial limits of compensation, process of claiming damages and judicial powers. Uniform rules of liability in the various legal documents systematically divided into liability rules in the transport of passengers and baggage rules and responsibilities within the freight transport. Unified treatment establish the liability of the carrier for death or bodily injury of passengers, the carrier's liability for damage to baggage, for damage to cargo and damage caused by delay. The current regulation of liability is based on the principle of strict liability, ie. without fault, and in case of liability for damage caused by death or bodily injury occurring on board of the aircraft or during operations associated with the arrival or departure from, this is the absolute strict liability.

The main task of unification was to unify the different legislation. It is hard to say whether the unification met this task. In the case of the Warsaw Convention, during its existence there have been several unsuccessful revisions, which in its conclusion led to the fragmentation of the single system of rules. The Montreal Convention is a document which should gradually replace the Warsaw Convention system based. Generally, it gradually became mandatory for most states. However, the collision occurred in relation to European regulation.

She went in managing the carrier's liability in the event of denied boarding and of cancellation or long delays much further. The system of compensation for damage caused by delay, in the very result, now has a dual mode editing. This duality has been confirmed several by the European Court of Justice.