

Abstract

Topical issues of the regulation of international air carriage

The object of this thesis is the regulation of international air carriage, which is by its nature governed mainly by international treaties and secondary law of the European Union. The thesis is divided into five parts, which are cross-sectional focused on all aspects of air carriage.

The first part informs about the historical development of aviation and its contemporary importance especially with regard to its economic and environmental significance. Basic concepts which can be found by readers in this thesis are not omitted as well. The second part focuses on the regulation of international air carriage from the perspective of International, European and Czech law. As mentioned in this thesis, the carrier's liability when the loss event that is expected by legislators happens is governed mainly by international treaties and secondary law of the European Union, that is why the third part is focused on its most important legal sources also with the regard to their interrelation which was defined by the Court of Justice of the European Union.

Since it is necessary to extensively inform passengers about their rights, the author decided to do so in the fourth part of this thesis, which deals with the passengers' claims, in the case of their death, injury, or other health damage, baggage destruction, lost, damage or delay and cancellations of passenger's flights and denied boarding or change of classes.

The fifth part is devoted to the analysis of the survey conducted by the author among university students from the Visegrad group's countries focused on their knowledge arising from the legislation of international air carriage. Interim evaluation of students' knowledge concerning the Regulation No. 261/2004 and the Montreal Convention, respectively the Regulation No. 2027/97, as amended by the Regulation No. 889/2002 which transposes the Montreal Convention into EU law, is also the part of this section due to the fact that these legal sources of the regulation of international air carriage are in the author's point of view the most applicable ones in real life.

In conclusion of the thesis, the author highlights the possible challenges for the European Union and the international community for the future, because the annual development of air carriage will henceforward require the increased attention and care.