

## Summary

This dissertation aims to discuss and analyze the legal framework regulating the issue of international interests on aircraft and space equipment from the perspective of international law. The main research question relates to the effectiveness of the legal instruments introduced by the Cape Town Convention and its accompanying air-and space protocols.

The thesis consists of an introduction, six chapters, a summary, a bibliography and a list of tables, diagrams and charts. The first chapter is an introductory one and shows a certain socio-economic background. It touched upon, *inter alia*, issues related to the location of international security regulations in the system of international aviation and space law, which systems have also been briefly characterized.

The second chapter presents in detail the essence of security interests, i.e. aircraft and space equipment. In addition, the methods of financing characteristic for these subjects were also analyzed, along with an indication of the differences between presented methods. In the next part of the work, consisting of chapter three and four, detailed regulations resulting from the Cape Town Convention are presented. Particular attention was paid to the essence of an international interest established on the basis of the aforementioned international agreement, as well as to the international register itself and its functioning. In addition, the default remedies provided for by the provisions of the Convention were also discussed.

The fifth chapter of the dissertation deals with the arrest of an aircraft and the issue of recognizing the rights established therein. The research covered regulations allowing for the detention of an aircraft at airport, broken down into various grounds for such action, such as arrest for unpaid navigation or airport charges. Problems related to the recognition of rights on aircraft were also raised, with special attention being paid to the regulations resulting from the Geneva Convention of 1948.

The last part of the thesis discusses the issues of jurisdiction and conflict of laws in the context of security on aircraft and space equipment. In the course of this chapter, regulations concerning the state's immunity and the recognition of judgments are also analyzed. In the final part thereof, the influence of the Cape Town system regulations on other provisions resulting from the aviation and space treaty's law was mentioned.

The summary includes the research results and potential recommendations for adopting the provisions of the Cape Town system and *de lege ferenda* postulates and indicates possible further directions of research on the issue in question.