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**AVIATION ACTIVITY AS THE OBJECT OF SOCIOLOGICAL SUPPORT.**

*The article considers particular theoretical problems of sociological support for activities of aeronautical specialists.*

Aviation activity (hereinafter referred to as AA) is a specific kind of practice that requires the aeronautical personnel to possess the following qualities: specific training of the proper level; readiness to cope with emergencies and unforeseen circumstances during performance of their duties that will require non-standard action from all aeronautical personnel; operative management and control etc. On the whole, the abovementioned provisions reveal the essence and the contents of the main AA phenomena which may and should appear as the most important objects for its sociological support (hereinafter referred to as SS).

The SS of AA is a complex of measures aimed to form and preserve high professional and psychological readiness in aeronautical personnel to enable them to perform their duties and create favorable conditions, in particular social and psychological conditions, for well-organized and duly performance of their professional tasks and preservation of their proper efficiency. The essential characteristics of its object is the competence of aeronautical personnel, institutions, and crews etc which suggests potential and actual capability of these specialists to achieve goals of this or another AA under any circumstances, within set terms and with required effectiveness.

After a most general consideration, it is obvious that this competence is primarily determined by the psychological capacity of aeronautical personnel, proper understanding of their goals and tasks, timely psychological training and ability to foresee probable changes in the current situation. The extent of required psychological preparedness of aeronautical personnel to performance of AA tasks can be assessed by their potential ability to perform its tasks, and in the course of performing such assessment – by their capabilities to perform the tasks they are facing in an effective and operative way, and with high quality.

The complex of material and spiritual powers, means, resources, opportunities and sources that may be used in achieving goals of professional activities is commonly characterized as its potential. It is evident that awareness and aims of aeronautical personnel does also include, as one of its substructures, a group of elements that can be defined as a certain social and psychological potential (hereinafter referred to as SPP). By its contents, it can be represented as a complex of its abilities conditioned by moral, social, and psychological peculiarities, which appear as prerequisites for performance of tasks set to the personnel. виконання поставлених задач. The most important structural components of SPP of aircraft crews and detachments are the degree of psychological training of aeronautical personnel, their professional expertise, knowledge, skills, habits and morale.

Being brought into action in the course of AA, the social and psychological abilities of its subjects are transformed into a practical social and psychological factor (hereinafter referred to as SPF) of a certain level which appears as an exteriorized, or external form of SPP. In aircraft crews and institutions, its level depends largely on the quality of their crewing level, the degree of their psychological training, professional training of aeronautical personnel etc.

The sociology of aviation recognizes SPP and SPF as the object of its research and as forms in which collective or individual consciousness express themselves; therefore the sociology should base, in addition to other matters, on the need for analysis of actual relationships into which they are involved. In accordance with the aforesaid, the abovementioned elements of prepared ness of aeronautical personnel should also be seen as specific phenomena, the adequate apprehension and evaluation of which is only possible through analysis of the system of activities that brought them forth, because they just do not exist beyond such system.

Hence, AA should be considered as the cumulative action being a synthesis of elements of psychology of its subjects and their external, object-oriented deeds. The former and the latter, in their combination, form a certain entity – the social and psychological preparedness of aeronautical personnel. On the one hand, it indicates its sophisticated contents and the need for systemic analysis, and on the other hand, requires to research the constituent elements of this entity through the prism of the actually existing professional, moral, social and psychological mechanisms and relations.

Social and psychological preparedness is a complicated phenomenon interdependent with all aspects of activity of its subjects. Therefore we can single out the following in its contents: the complex of elements, subsystems reflecting various aspects of AA, and emphasizing its nature, character, specificity, peculiarity of organization, structure etc.

In the first place, it is the aggregate of interiorized requirements, rules, and obligations of subjects of AA that regulate or prohibit performance of certain actions. In the second place, it is a starting point which they take in making their moral choices and forming their behavior. IN the third place, it is a steady complex of existing traditions and values set in a certain interconnection and interdependence; the organization of moral values that appear as a kind of a code. In the fourth place, it is a complex of existing practical subjectively motivated dependencies and interactions between subjects and objects of AA; typical situations of choice; the composition of experience, well-established standards, stereotypes, styles and behavior models. Finally, in the fifth place, it represents the already formed and established ways for protection of the system regulating human behavior: certain kinds of appreciation, sanctions, and enforcement operations etc.

A significant role in consideration of phenomena and manifestations of preparedness of AA subjects should belong to realization of their classification and typology. In their most general form they can be performed on the basis of considering the following: the contents of AA; the nature of its subjects, the degree of development of components of their psychology, and the degree of density of communication. By the first component, the following types, kinds, or forms of social and psychological preparedness can be distinguished: “before performance of AA,” “before performance of its tasks,” “before performance of everyday duties” etc.

By analyzing the nature of AA subjects, the degree of development of components of their psychology, and the degree of density of communication the social and psychological preparedness can be classified into indirect and direct. The former includes mass-related psychological and socio-psychological phenomena existing within the following associations: society – a country’s aviation industry – kinds and types of aviation sphere – aviation establishments and formations. They operate at the level of government institutions, above-mentioned bodies at the level of this industry, at the level of public organizations, and are manifested in the practice of the specified AA subjects, and should be evaluated in accordance with the criteria and standards existing in the society.

Direct social and psychological preparedness of aeronautical personnel is formed on the basis of functioning and development of psychological phenomena that form its base, within limits of the following: primary aircraft crews, detachments – formal and informal groups inside them – individual specialists. It bases on the complex of content elements of their psychology determined by standards, value systems and other phenomena that reflect the need for coordination and regulation of joint activities.

It is only possible to consider distinguishing of ways and forms of existence of preparedness of aeronautical personnel depending on how AA requirements are presented to them, and depending on whether they have a specific or a generalized nature. There can be: adopted specific requirements as to performance of action in typical situations; interiorized standards that regulate activities in similar conditions; adopted requirements that indicate algorithms for choosing a certain line of behavior in accordance with general moral principles, values, ideals etc.

Depending on how the complex of these AA requirements is reflected in the psychology of its subjects, the following elements, ways of existence and manifestations of their preparedness can be distinguished: the degree of formation, availability of the call of duty, conscience, dignity, honor etc. They also experience certain determinant influence on the part of such phenomena as traditions, customs, ways, examples, authoritative persons, systems of values, standards, and attitudes that find their place in aviation organizations and detachments.

A complicated issue in research of preparedness of aeronautical personnel is determining its place in the structure of their AA. Its main components should first of all include the subject, the object, as well as the subjective and objective aspects.

The subjects of AA are as already mentioned above: the society and its institutions; the aviation industry of the country; its main components, kinds and types; aviation establishments, formations, and organizations; crews, detachments, formal and informal groups inside them; individual aeronautical personnel members.

Speaking of the subjective aspect of AA we should primarily mean the psychological, social and other features inherent to its subjects. Their reflect the degree of their involvement into the processes performed and the nature of their actions, their attitude to regulated standards and values etc which are, at the same time, the complex of factors and conditions determining it. The main components of the subjective aspect of AA should be basic psychological, socio-psychological, moral, and other properties, peculiarities, features and characteristics of its subjects. It is them that form the basis of their social and psychological preparedness. The following should be primarily classified as belonging here: characteristics of temperament of aeronautical personnel; features of the complex of cognitive, emotional, and will-related psychological processes inherent to them; the degree of interiorization of cognitive basics of AA; characteristics of the already formed skills, customs, and habits; the contents of their direction, the needs, interests, goals, motives, attitudes, value systems etc inherent to them; their aptitudes and character.

All AA objects may be divided into direct and indirect. The former include all things that may be the reason for certain specific problems in their realization. They include all range of things and phenomena directly included into the field of planning, forecasting, and realization of goals and tasks. In their turn, indirect objects suggest the existing system of relations betweenteh state, the aviation industry and all of their components concerning all that requires certain regulation but presents a wider and more generalized aspect of interaction with the existing problems.

The objective aspect of AA may denote the complex of real and practical actions on the part of the state, its aviation industry, aviation establishments and organizations, and individual specialists in order to realize its goals and tasks. That is, it is a kind of “social facts.” The elements of the objective aspect should include as follows: the degree of involvement of its subjects into AA; its efficiency; the quality of performance of regulated standards, requirements, orders and instructions; the degree of their professional qualifications; the available discipline etc.

In the structure of social and psychological preparedness, we may distinguish the horizontal and vertical sections. The horizontal; substructure may be defined as interaction, interconditionality of its internal and external sides. The internal side contains the abovementioned properties, peculiarities, and features of subjects, while the external substructure is represented by the “subjectivizing” or “materializing” acts of AA. In its turn, speaking of the vertical section of the structure of preparedness of aeronautical personnel we should think of possible indices of the degree of its formation or development. For example, with such degrees, as “high,” “rather high,” “satisfactory,” “poor” etc.

Basing on the abovesaid, we should consider the main subject and main tasks of SS AA to be the study of regularities in functioning, formation, and development of SPP and SPF in preparedness of its subjects, and disclosing of objective and subjective factors that determine them.

An important stage in the study of problems of SS AA is also performance of further analytical and factor-based operationalization of the contents and structure of some of the abovementioned social and psychological phenomena, and the search for empiric indicators and indices inherent to them. For that purpose, it is necessary to perform a more detailed analysis of them, in the first place, and in the second place, to consider AA as a result and a consequence of general and specific determination. In order to do that, we need to single out more clearly the individual (personal) and socio-psychological levels of social and psychological preparedness of aeronautical personnel, as well as the ergonomic features of the environment where they have to perform their duties.

**Conclusions**

1.AA is a special kind of practice and requires aeronautical personnel to have a specific type of training. The SS AA is a complex of measures meant to form and preserve high professional and psychological readiness to performance of their duties, and create favorable conditions for performance of professional tasks.

2.The abovementioned elements of SPP and SPF of subjects of aviation practice as well as phenomena that affect their functioning and development are interconnected and can supplement and compensate for each other to a certain extent. As a result of the subject of SS AA, we should see the optimization of the abovementioned complexes, systemic formations of individual and collective consciousness, psychology of aviation specialists, which are, in particular, determined by the surrounding phenomena of socio-psychological, social, ergonomic environment etc.

3.Such approach allows to use, on the one hand, social and psychological abilities of aeronautical personnel and their real behavior, and on the other hand, social, psychological, and other factors, ergonomic conditions of the environment etc in the course of research and solving certain problems of SS AA.