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**NATIONAL LEVEL OF AVIATION TRANSPORT
SAFETY STRATEGIC MANAGEMENT SYSTEMS REGULATION**

Transport is one of the key industries of any country. It is seen as a tool for addressing priority political and economic challenges, as well as a means of ensuring defense capability. An important part of the unified transport system is air transport, which occupies a significant place in the connection of Ukraine with other countries and their individual regions. Its effective functioning should promote stabilization, structural transformation, development and implementation of foreign economic activity, meeting the needs of the population and social production in transportation, ensuring the protection of national interests of Ukraine. The report is devoted to the analysis of the national level of the strategic management system of air transport safety.

The national aviation safety & security system is being developed in the context of the implementation of the *Law of Ukraine " On National Security of Ukraine" of June 21, 2018 № 2469-VIII* [1]. Periodic monitoring of its activities provides by the State Statistics Committee of Ukraine and the State Aviation Service of Ukraine. The analysis of the state of aviation safety based on the results of the investigation of aviation accidents and persons with civil aircraft of Ukraine and court cases of foreign registration is performed by the National Bureau of Investigation of Aviation Events and Persons with Civil Aircraft [2].

Under the conditions of changing the concept of development of civil aviation of Ukraine, the existing aviation legislation, as part of the process of national regulation of air transport does not fully meet today's needs of the aviation industry. In the legislation that regulates the functioning of air transport and its safety, certain areas are uncertain; resulting in the inability to fully ensure the regulation of the aviation industry in modern economic conditions [3]. In this

regard, Ukraine is currently facing the task of reorienting its legislation to modern standards of international air services. Common in world practice, given the characteristics of each state, national (state) regulation of air transportation contains three main processes: 1) *legislative* (development of laws, rules, regulations); 2) *licensing* (issuance of permits, application of restrictions, refusal to issue or revoke permits for air transportation on a permanent or long-term basis); 3) *special permit* (certification).

The legislative process of state regulation usually includes three components: development of laws; state policy development; creation of rules and regulations. At the national level, state policy in the aviation sector can be expressed in law and in bylaws, as well as in other legal acts of state bodies, which are responsible for the implementation of state policy in the field. Laws are considered acts that consolidate the fundamental course of the state, and therefore do not require constant change and intervention, except when it is necessary to address long-term issues. More flexible are by-laws (rules, regulations), which are issued in accordance with the law, on the basis of the law, to specify the legislative provisions and their interpretation or establishment of primary norms. Bylaws, compared to legislation, are applied much more often due to a simplified procedure for adoption, amendment, repeal. Aviation rules (by-laws) are adopted by the authorized body of state executive power in accordance with national law-making procedures.

In accordance with the provisions of *Annex 19 "Safety Management" to the Convention on International Civil Aviation (Chicago Convention 1944)*, ICAO at the national level strategic aviation safety management is implemented within the *State Safety Program (SSP)*. In Ukraine, this area is regulated by the *Civil Aviation Safety Program of Ukraine*, which was approved at the meeting of the Aviation Safety Council of the State Aviation Service of Ukraine on March 27, 2018. The program has a structure that meets ICAO requirements. However, its main drawback is the level of signatories. Unlike most countries in the world, where this Program has been approved at the level of the legislature (parliament), in some cases the Cabinet of Ministers or the National Security and Defense Council, in Ukraine it is published at the regulatory level. Thus, the basis of the Program is the safety resource for air transport of the state. Only with real state support is it possible to assert the effectiveness of the Program. On June 16, 2021, *the State Aviation Safety Program* was approved by the *Order of the Cabinet of Ministers of Ukraine № 656-r*. This is undoubtedly a sure step forward in the development of a national culture of aviation safety [4].

The development of airports and their infrastructure is a cornerstone of sustainable development of air transport and aviation logistics. Much attention is paid to this area by the state. Thus, on February 24, 2016, the *Resolution of the Cabinet of Ministers of Ukraine № 126* approved *the State Target Program for the*

Development of Airports for the period up to 2023. The purpose of the Program is to ensure sustainable development of air transport and its infrastructure, implementation of global and regional standards in the national airport system, development of transit and transfer traffic, improving the efficiency of state property management. Expected results of the Program: increase of air passenger traffic to the level of 24.3 million passengers by 2023; doubling the capacity of airports; reduction of time for ground maintenance of each aircraft to 35-40 minutes; doubling the transit potential; development of public-private partnership and non-aviation activities of airports; creation of favorable conditions for low cost airlines, creation of additional jobs [5].

Ukraine is one of the ten countries that have a full cycle of development, serial production, operation, maintenance of aircraft, as well as an extensive system of training and retraining of aviation specialists. Thus, the development of national aircraft construction is a strategic priority for the country's development. On November 11, 2020, the *Order of the Cabinet of Ministers of Ukraine № 1412-r "On approval of the Concept of the State target scientific and technical program for the development of the aviation industry for 2021-2030"* was published [6]. In fact, the government updated the provisions of the Strategy for the revival of domestic aircraft construction for the *period up to 2022*, put into effect by the *Order of the Cabinet of Ministers of Ukraine dated 10.05.2018 № 429-r* and extended its implementation *until 2030*. The purpose of the Strategy is to restore the stable development of the aircraft industry and ensure the profitability of high-tech production of aircraft in Ukraine. The Action Plan of the Strategy envisages modernization and production of passenger and transport aircraft of the "Antonov" family, "Mil" helicopters, unmanned aerial vehicles and import substitution of components. Comprehensive implementation of the Strategy will contribute to the technical re-equipment of production facilities of aircraft companies, the creation of modern centers of basic maintenance, repair of domestic aircraft and certification of aircraft according to international standards. Among the priorities of innovative measures in the air transportation market is the creation of a state regional airline and equipping its fleet of "Antonov" family aircraft of its own production.

Therefore, it is necessary to take a comprehensive approach to the issues of harmonization of the legislation of Ukraine on air transport with the norms of international and European law. This should be done by further accession of the state to multilateral and bilateral agreements on the development of international air services, through the implementation of obligations arising from membership in international organizations, as well as in the process of preparing relevant regulations. To date, insufficient attention is paid to the joint research of scholars in the fields of law, economics and public administration in the harmonization of air law of Ukraine [7,8].

The consequence of this is the imperfection of both: existing regulations and regulations that are under development and adoption. The way out of the

situation is seen in the further continuation of research in the direction of harmonization of legal regulation of air transport of Ukraine with the joint participation of aviation specialists and scientists in the fields of air law, economics and public administration. Further extension of work within the European Union's TWINNING programs, development of cooperation between the state aviation authorities and research universities, national academies and research institutes will play a positive role in the process of harmonization of legal regulation in civil aviation.

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