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**DIRECTIONS OF POST-WAR RECOVERY OF THE AVIATION INDUSTRY IN
UKRAINE.**

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Lack of attention to the problems of the aviation industry, lack of qualified management, mechanisms for regulating public finances, their insufficiency, bureaucratism of fundraising procedures do not allow airports to reach a higher level of competitiveness. Russia's invasion of Ukraine caused the destruction of Ukraine's aviation industry. Therefore, the topic of our research is relevant today.

This paper uses theoretical, informational and method of analysis of the collected material.

After the Russian invasion of Ukraine, bombed airports, factories and infrastructure related to the aviation industry need to be restored. Thus, a number of problems have emerged that need to be addressed for the development of Ukraine's aviation industry after the invasion of the Russian Federation.

Among the problems are:

- missile strikes and destruction of airport infrastructure;
- destruction of the world's largest aircraft AN-225 «Mrija»
- damage to aircraft plants in Ukraine;

There are a lot of problems of recovery in the aviation industry. But I think the recovery will be carried out at a rapid pace. It is worth noting that even before the beginning of the invasion of the Russian Federation, the participants of the first congress of aircraft manufacturers in Ukraine discussed in Kharkiv the problems of the industry, in particular, the reasons for the termination of serial production of aircraft.

The event was attended by representatives of leading enterprises of the aviation industry, in particular, Antonov, Motor Sich, Kharkiv Machine-Building Plant «FED», etc. They considered the current situation at the enterprises of the industry and the prospects for the preservation and development of the aviation industry in Ukraine. We will remind, the ULIE appealed to the President of Ukraine with a call to accelerate the implementation of the state program for the development of aircraft industry, and the day before, together with the relevant parliamentary committee, held an on-site meeting on the basis of Antonov state enterprise (March 2020), where they discussed the reasons

for stopping serial production of aircraft, the need for reasonable state protectionism, in search of new markets and providing infrastructure for servicing Ukrainian aircraft [1]. I believe that it is necessary to restore construction in Ukraine and expand the development of the aviation industry.

The problem with airplanes, loss of markets, reduced business activity and isolation will force the industry to shrink and suffer losses at the present time. Air travel is always oversensitive to any economic crisis. The consequences of 2020 are still being felt by global carriers. According to Flight Radar, passenger traffic reached pre-crisis levels only in January 2022. While global companies are slowly regaining consciousness after the pandemic, the Russian authorities are killing all companies.

Russia by its invasion proved to all countries and leaders that they are deliberately destroying the infrastructure of Ukraine, including air traffic. All airfields of Ukraine were shelled by Russian missiles. Therefore, an important problem that needs to be solved is the restoration of airfields, the reconstruction of factories where aircraft and factories were assembled – which produced spare parts for air travel.

I believe that a prerequisite for the restoration of the aviation industry after the invasion of the Russian Federation will be the conclusion of an Agreement between Ukraine and the European Union on common aviation space [4].

The pro-European vector of Ukraine's development is indispensable, so it is important to complete the procedures for signing the Common Aviation Area Agreement between Ukraine, the European Union and its member states as soon as possible. It is important to implement the legislation of Ukraine on the norms of the European Union for the development of civil aviation.

It is not less important to ensure the import of Ukraine to the National Economy, technical and technical infrastructure to The European Union, the procedures for regulating the availability of land services, the instruments of state-owned housing in the aviation halls, the rules for access to the market of ground services. In order to ensure the development of Ukrainian aviation and the implementation of the country's potential, it is necessary to activate the complex of the republic of Ukraine ("open skies" regime or full liberalization is valid only with 25 countries) [4]. And it is possible to use it through the znyatyat on parity ambushes of the relevant areas of the relevant areas, points and frequencies of the highest number of participants in the field of education of Ukraine and the Pivnichnoi America, Asia, Africa and The Near Wilderness.

It will be necessary to solve the problem of developing a new State Program on Flight Safety.

The Convention is about the international civil aviation (Chikaz'ka konventsiya) of the development of the national plan of the region, directed to the attainment of the adopted rivniv bezpeki polotiv and aviatsii, the coordination of the management of the region. In the development of the infrastructure of the transport infrastructure (due to the development of the ministry of human, material, financial, ecological and social transport), it is also necessary to ensure that the National

Plan for the Implementation of the National Strategy for the Implementation of the National Plan for the Prevention of Transport and The Standards and Recommended Practices of the ICAO. Ukraine regularly signs the Standards and Recommended practices of ICAO in the organization of national systems to look out for safety[3].

Strategic state aviation companies such as UkSATSE and Lviv Airport should have effective and professional supervisory boards, own ownership policies and key performance indicators. Corporate management of private companies is responsible for the effective and integrated work of the company [2].

The practice of the government has confirmed its effectiveness in the implementation of the work of enterprises, the reduction of services, the provision of financial services to the budget, the positive integration of the national economy, the provision of foreign relations and the protection of the national economy. Companies with the best corporate management, as a rule, are good kerovani and effective, and for the sake of children in national interests. It is necessary to create a gap in the structure of the DP.

Conclusion

So today it is more important than ever to come together to build a stronger, more prosperous, more inclusive and more resilient nation. Fast and affordable air travel is an integral part of this.

With a well-developed airport infrastructure, the country can make better use of the potential of international (including transit) routes and allow foreign airlines to enter the domestic market and ensure an adequate level of flight safety.

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