

**STRATEGIC MANAGEMENT OF AVIATION SAFETY IN THE
CONDITIONS OF SUSTAINABLE DEVELOPMENT OF THE
GLOBAL ECONOMY**

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Abstract. *The strategic nature of the problems caused by the tasks of air transport safety management in the conditions of sustainable development of the global, regional and national economy requires the use of strategic management tools that are constantly developing at different levels. It is considered relevant to use a systemic approach in determining the level of safety of sustainable development of aviation transport, as well as determining the most important threats and overcoming a number of crisis phenomena that act as obstacles to the sustainable development of aviation transport.*

Strategic management of the safety of the aviation industry in conditions of sustainable development of the global economy consists in the application of an integrated system of anticipatory risk management in solving the tasks of ensuring aviation safety, as well as a synergistic approach to risk management in planning the economic development of aviation and aviation infrastructure, implementing economic security measures and ensuring aviation safety.

Methods of hazard identification in civil aviation. ICAO has defined two main approaches to solving the problem of identifying threats to civil aviation:

reactive - involves analyzing the results of events that took place in the past. Incidents and aviation events are obvious indicators of weaknesses in the system and can therefore be used to identify any threats that may contribute to the development of a negative scenario;

proactive – collecting data on events with less severe consequences or related process characteristics, analyzing information about the severity of

consequences or the predicted frequency of occurrence of potential events, in order to determine whether a hazard may lead to an aviation event or incident.

The scope of hazards in aviation is wide and can apply

- to constructive factors;
- procedures and operational practices;
- communication systems, including means, terminology and language;
- organizational factors, such as the company's policy on hiring, training, salary and resource allocation;
- working conditions;
- regulatory framework;
- protective measures, etc. [1].

Safety data analysis is the process of applying statistical or other analytical methods to examine, study, describe, transform, condense, evaluate, and visualize security data and information in order to find useful information, form conclusions, and support decision-making based on data analysis. The result of safety data analysis is providing responsible persons with the opportunity to make the most effective management decisions [1, 2]. Analysis of safety data and information includes Descriptive Analysis - events that happened in the past, Inferential Analysis - analysis of the current situation, and Predictive Analysis - forecasting possible scenarios for the development of the situation. The result of the analysis of safety data is the identification of the highest risk areas and the provision of assistance to responsible persons in making management decisions, such as:

- take immediate corrective measures;
- supervise aviation safety;
- define or clarify the safety policy or Safety Performance Objectives – SPO;
- define or clarify Safety Performance Indicators – SPI;
- define or clarify short-term safety goals Safety Performance Targets – SPT;
- set safety indicator triggers (SPI);
- promote safety;
- perform a further assessment of safety risks [1, 2].

Decision-making based on data (Data driven decision making – D3M). The main goal of safety data analysis, threat assessment and proactive risk management of civil aviation is to provide the most complete safety picture that will allow decision-making based on the data presented. The goal of D3M is not necessarily to make a perfect decision, but rather to make a good decision that achieves the short-term Safety Performance Target (SPT) (on which the actual decision is made) and which is a step towards

achieving the long-term strategic goal of the SPO (improved organizational performance security of the aviation enterprise). Solutions meet the following criteria:

- transparency - the aviation community must know all the factors that influence the decision-making process;
- accountability - the person who makes the decision is responsible for the decision and the results associated with it;
- fairness and objectivity: the decision-maker is not influenced by subjective considerations (for example, monetary gain or personal relationships);
- justification - the decision can be proven reasonable in the considered conditions;
- reproducibility - the decision can be made by another employee using the same process of making it;
- feasibility – decisions should be clear enough, and this clarity minimizes uncertainty;
- pragmatism – ensuring elimination of selfish emotional prejudices.

The effectiveness of D3M relies on clearly defined requirements for safety information, procedures for its exchange, standards, collection methods, data management, analysis [1-6].

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