**UDK**

**Svetlana I. Homyachenko**,

PhD, Associate Professor of Law Institute,

National Aviation University, Kyiv,

**Ira Motrychuk**,

Student,

Odessa National Academy of Law,

Odessa, Ukraine

**INTRODUCTION TO THE PROBLEM OF AIR TRAFFIC MANAGEMENT IN EUROPEAN UNION AND UKRAINE**

To begin with, current governmental relationships are growing up with the tendency of cooperation and building more close issues. That is why nowadays the Air Traffic Management besets one of the main high topic in concluding the agreements between countries. The deficiencies of the European Air Traffic Management system are estimated to cost **€4 billion annually**, with authoritative consequences on the sustainable growth of the aviation sector. Without a radical change in the way air transport is managed in the future, flying in Europe will reach its limits, leading to more delays for passengers, increased costs for airlines and higher CO emissions.

The topicality of these consequences is - they are widely connected with European strategy 2020. What is more the reducing of gas emissions, which aims to modernize and to decarbonize Europe’s transport sector is also very popular and achievable task. (European Commission Brussels, 26.1.2011 COM(2011) 21: "A resource-efficient Europe – Flagship initiative under the Europe 2020 Strategy" ) Also, the European ATM needs the further realization and adaptation process from other countries in Europe, which want to join to EU.

Nowadays Ukraine due to the long-term process of European integration becomes a member of Eurocontrol, in addition to implementing the international legal framework in the field of air traffic management, provides our state the opportunity to realize national interests to be taken into account Eurocontrol and its other members, become the subject of European policy creation. Ukraine modernize its legislation ant tries to establish from the European system of law. This thesis confirmed by the last actions: creation systems and service support flexible use of airspace for air traffic in Europe for the countries - members of Eurocontrol under the announced tender.

Ukraine becomes a full party in the agreements on market access. At national level, a number of states have begun the review process of their air transport policies in light of the global trend towards greater liberalization. But due to the European strategy 2020 Air traffic management (ATM) affects when, how far, how high, how fast and how efficiently aircraft fly. In turn, this influences how much fuel aircraft burn, the level of greenhouse and other gases emitted from their engines, and how much noise they emit. That is why the ecology aspect plays a great role. Ukraine legislation should be more strictly in this area. The reorganization and changing in the strategy ATM 2000 need to be interrogated by the policy of UkSATSE. The main reasons are: air traffic currently accounts for about 2% of the global emissions of carbon dioxide, aviation is responsible for 12% of carbon emissions from all transport sources, 70% improvement in fuel efficiency. Moreover, the aims to contribute to the SES 10% CO2 reduction target by reducing fuel burn by between 250 and 500 kg per flight by 2035 – this corresponds to between 0.8 to 1.6 tonnes of CO2 emissions per flight.

Ukrainian authority headed by UkSATSE has also been intercalating Single European sky implementation plan, but does not take part in SESAR and as conclusion European ATM Master Plan due to the long process of joining to the EU. This proceeding is carried out on the basis of international economic law relating to the transport market as one of the sectors of the international economy and by implementing common transport policy in the EU, reflecting a supranational European integration. But the legal means to ensure the implementation of STP, are the acts of the European Union and international agreements to which the Member State of the European Union and third countries. To fulfill the requirements, May 19, 2011 the Parliament of Ukraine adopted a new Air Code of Ukraine, which entered into force on 17 September 2011. Code adopted improved national law under conditions of liberalization of international air transport, taking into account the requirements of European integration, which involved Ukraine.

The adopted document on the new approach to passenger rights, fixing specific grounds, timing and size of compensation for denied boarding, cancellation of flight, a long flight delays and reducing class service. Moreover, passengers of charter flights will also be able to get compensation for the delay.

Ukrainian legislation in Air Traffic Management is presented by programmer-plan ATM 2000, which shows that another regulatory acts need to be adopted. EU ATM plan(due to the SESAR) is more reliable and modernized because of the innovational and global changes in the world. In conclusion, the implementation process need to be opened. The Agreement on Common Aviation Area between EU and Ukraine based on the principle of acceptance of all third country EU legislation in the field of civil aviation, including on safety, the protection of passengers, liability of air carriers for transportation, environmental protection, competition and state aid claim. For Ukraine, this specific and targeted direction of integration into the EU market under its standards. This act will launch new, more reliable and suitable system of ATM(due to the European ATM Plan). As the result the ecological aspect also will be represented.