

institutions of Ukraine; differences in the interpretation of managerial accounting.

The Global Accounting System is a system for collecting, transforming, and providing external and internal users with reliable, relevant and timely financial and non-financial information about past and future business activity.

Entrepreneurs often hide their true financial position so as not to lose consumers, a place on the market and avoid inspections. As a result, an inadequate information model is created, as entrepreneurs who are interested in obtaining the highest profits, forget about the honesty and integrity.

According to a study conducted by the Intensive Technologies of Microeconomics Foundation, 45% of respondents do not consider the financial reports to be the source of objective information about the company's real financial position, and 80% of the respondents affirming that they had to manipulate financial data. Evidence of this is the dynamics of the conversion of indicators of financial statements in Ukraine. Studies show that the main reason for recalculations is: valuation of reserves and force-majeure circumstances (14%); assessment of capital (14.5%); capitalization of expenses (10,1%); inventory estimation (5.4%). At the same time, in the total amount of fraud detected in the financial statements, the share of those that resulted from the fault of owners and CEO of companies was more than 80%.

Today, the role of the degree of confidence in the quality and transparency of accounting indicators, which is the basis for financial reporting of economic entities, can't be overestimated, since this information is of interest both domestic and foreign, internal and external users. The main condition for effective management, attraction of investments is to ensure that the accounting system provides users with complete, reliable, unbiased information that would allow them to make decisions. Particular attention should be paid to the ideas to prevent distortion of financial reporting. I believe in lucky future of Ukrainian economy.

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UDC 662.75.004.12:629.7 (043.2)

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QUALITY OF AVIATION FUELS

Production of fuels for aviation engines is one of the areas of development of the oil refining industry in the world. First of all, this is due to an increase in the fleet of aircraft in the world. According to the Forecast International marketing firm, in 2004-2013, 5835 large passenger and transport aircraft will be built in the world. Today, according to World Airfleet, in the world there are about 2 thousand airlines, which have 50 thousand planes.

The quality of fuel for jet engines in comparison with other oil products depends to a great extent on the nature of oil and the boiling of fractions released during atmospheric distillation. Fractions of direct distillation are purified in various ways, due to the composition of oil and the requirements for the quality of fuel. Some amount of fuels for jet engines gets catalytic destructive recycling in the presence of hydrogen distillates of atmospheric or vacuum distillation and catalytic cracking products. The

mode of catalytic processing depends on the quality of the raw materials, and in turn, almost completely determines the quality of fuel.

All jet fuels are divided into two subgroups: direct and thermostable. In each subgroup, 2-3 grades of fuel of different fractional composition are carried out: a) a wide-fractional composition; b) flammable air jets (kerosene naphra); c) heavy fractional (kerosene-gasoil) composition with high flash point. It is accepted to disassemble the following operational properties of reactive fuels: pumpability, evaporation, illumination, flammability, propensity to formation of deposits, compatibility with structural materials, friction, antiwear, protective, cooling and toxicity. Each operational quality is characterized by a set of physico-chemical indicators of quality.

For the classification and indexation of fuels for jet engines in the world, it is accepted to apply evaporation (boiling point), pollution (flash point) and pumpedness (crystallization temperature). The basic requirements for the quality of fuels for jet engines are formed by: the International Air Transport Organization (International Air Transport Association – IATA), the American Society for Testing Materials (American Society of Test Materials – ASTM), the English Specification (DERD) and the Checklist ("Check list").

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The most common fuel for jet engines is assigned the international name Aircraft Fuel Turbine (AVTUR) – aviation gas turbine fuel. The wide-fractional fuel, which, in addition to the gas fraction, includes a gasoline fraction, is denoted by AVTAG, where the letter G (petrol) indicates the presence of gasoline. The fuel of the narrower fractional structure is called AVCAT (cut – cut).

In the IATA recommendations, these fuels are respectively called: gas type (kerosene type), wide fractional composition and wide section of gas with high flash point. Foreign firms, in addition to international designations and names, have marks that are defined by state, branch and brand specifications.

In Ukraine, two grades of fuel for volatile jet engines (VRD) are manufactured: RT and TC-1. The main producers of fuel for the WFD are Odessa, Kremenchuk and Lisichansky refineries. Requirements for the quality of these fuels are regulated by sectoral standards of GSTU 320.00149943.007 "Fuel for jet engines of the brand RT". Specifications "and GSTU 320.00149943.011" Fuel TS-1 for jet engines. Specifications". Domestic aviation fuel grades are not inferior to the quality of fuel of other countries (on the example of the Russian Federation and the USA), and even on some indicators even surpass them.

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