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DEVELOPMENT OF AIR TRANSPORTATION DURING THE YEARS OF INDEPENDENCE OF UKRAINE

The level of development of the state transport system is one of the most important signs of its technological progress. The transport system becomes the basis for Ukraine's effective entry into the world community and taking a place in it that corresponds to the level of a highly developed country.

This study is due to the need to manage the processes of interaction of enterprises of different modes of transport in order to organize an efficient transportation process of passenger flows and the competitiveness of the transport system of Ukraine in the world market.

It is proved that air transport occupies a special place in the transport system of Ukraine and practically, the only one, demonstrates a stable positive dynamic of development during the years of independence of Ukraine. The organization of interaction of different types of transport today remains very relevant. In turn, effective transport management in modern market conditions is a necessary condition for improving business efficiency, creation, development and implementation of competitive advantages of enterprises.

Factors influencing the development trends of air transport as a component of the transport system of Ukraine are identified.

Factors influencing modern tendencies of air transport development as a component of the transport system of Ukraine are determined. In the study conducted by the authors, public transport is represented by rail, sea, river, road and air transport, which belong to the unified transport system of Ukraine.

Systematized and generalized indicators of the number of passenger traffic by different modes of transport for the last 40 years. If we analyze the general trends in the number of transported passengers by type of public transport in Ukraine, in 1980. the number of transported passengers amounted to 8515.686 million people, which is 2.74 times more than in 2000 and 4.33 times more than in 2019.

It should be noted that passenger transportation by air exceeded the figures of 1980 only in 2018, when they reached 12.533 million passengers, and in 2019. still grown on. by 9.4% and amounted to 13.706 million people.

For comparison, we note that the volume of passenger traffic by rail for the same study period decreased significantly from 648.869 million. pass. in 1980 to 498.683 million pass. in 2000 and up to 149.6 million villages. in 2019, ie 4.34 times.

The calculations made by the authors allow us to conclude that during the years of independence of Ukraine, against the background of the general trend of passenger transport by public transport to decrease, only air transport shows a positive trend.

Today, Ukraine's air transport and related ground infrastructure, which, as of January 1, 2020, 18 domestic airlines, 19 airports and airfields of civil aviation and UkSATSE "UkSATSE", have a significant impact on the development of the passenger market, trade and economy [5].

The analysis of passenger traffic volumes by Ukrainian airlines for 2003–2019 was carried out.

So, in 2019. international scheduled passenger traffic in accordance with the approved schedule was carried out by 10 domestic airlines to 46 countries [5]. The number of passengers who used the services of Ukrainian companies increased by 4.6% and amounted to 7107.2 thousand people, while the average percentage of passenger traffic on international scheduled flights increased by 2.1% and amounted to 80.9%. The network of routes of domestic air carriers, which started operating on a regular basis of 17 international airlines, continued to develop.

At the same time, there was an expansion of activities in the Ukrainian market of foreign airlines, which used 9422.5 thousand passengers, which is 37.4% higher than in 2018 and is 57% of the total volume of regular passenger traffic between Ukraine and the world. In total, 40 foreign airlines operated regular passenger flights to Ukraine (including four new ones - the Austrian airline Laudamotion, the French AigleAzur (operated until September 2019), the Israeli Israir Airlines and the Norwegian Scandinavian Airlines System) out of 37 countries of the world [5]. During the year, 29 new routes were opened by foreign airlines, including 21 new routes by Ryanair and WizzAir Hungary.

It is substantiated that the transport infrastructure of Ukraine allows to reach any point of the country using land modes of transport which are much cheaper, in comparison with air. Therefore, most domestic airlines are focused on international transportation. Significant potential for the development of international flights lies directly in the geographical location of the country, which is able to provide high transit passenger flows. The change in passenger traffic volumes was also reflected in the change in the average load factor of aircraft.

The dynamics of the load of Ukrainian airlines on domestic airlines during the years of independence of the country has been studied. Over the last decade, the highest employment rate of seats of Ukrainian airlines on domestic airlines was observed in 2018-2019, which coincided with a significant increase in passenger air traffic.

The dynamics of the load of aircraft of Ukrainian airlines on international scheduled flights for 2015-2019 is analyzed. The Ukrainian market of passenger air transportation for the first 6 months of 2019 showed a record growth - 20% compared to the same period last year. This is a record not only in Ukraine but also in Central Europe. This was reported by ONLINE.UA with reference to the Polish profile publication pasazer.com [7].

The success of Boryspil Airport is largely due to the increase in flights of the Irish low-cost carrier Ryanair, which has opened its base and 11 new routes in Kyiv. In addition, Flydubai, SkyUp, Lauda and Brussels Airlines started flying from Boryspil Airport. Another 7 carriers, namely: Windrose Aviation, Swiss, Qatar, airBaltic and Austrian, have significantly expanded the number of flights.

It is concluded that during the years of independence of Ukraine, in the implementation of passenger traffic there is a general tendency to increase the share of air transport. In the long run, this may lead to increased interspecific competition. However, given the size of the territory and the peculiarities of Ukraine's transport infrastructure, the rapid further growth of the role of air transport can only be influenced by an increase in the number of low-cost carriers and the development of regional airports, but it will have limited impact.

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