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IATA: CONDITIONS OF ESTABLISHMENT AND PRESENT TASKS

The International Air Transport Association (IATA) is the trade association for the world's airlines, representing some 265 airlines or 83 % of total air traffic. We support many areas of aviation activity and help formulate industry policy on critical aviation issues.

IATA is led by Alexandre de Juniac, Director General & CEO since September 2016.

IATA was founded in Havana, Cuba, in April 1945. It is the prime vehicle for inter-airline cooperation in promoting safe, reliable, secure and economical air services - for the benefit of the world's consumers. The international scheduled air transport industry is more than 100 times larger than it was in 1945. Few industries can match the dynamism of that growth, which would have been much less spectacular without the standards, practices and procedures developed within IATA. At its founding, IATA had

57 members from 31 nations, mostly in Europe and North America. Today it has some 265 members from 117 nations in every part of the globe. The modern IATA is the successor to the International Air Traffic Association founded in the Hague in 1919 - the year of the world's first international scheduled services.

A guiding concept of IATA's structure is «Global Development, Regional Delivery», where the Head Office divisions drive the development of global standards, systems and advocacy positions, while the regional and country offices are responsible for implementation.

To be the force for value creation and innovation driving a safe, secure and profitable air transport industry that sustainably connects and enriches our world. IATA's mission is to represent, lead, and serve the airline industry.

We improve understanding of the air transport industry among decision makers and increase awareness of the benefits that aviation brings to national and global economies. Advocating for the interests of airlines across the globe, we challenge unreasonable rules and charges, hold regulators and governments to account, and strive for sensible regulation.

For nearly 70 years, we have developed global commercial standards upon which the air transport industry is built. Our aim is to assist airlines by simplifying processes and increasing passenger convenience while reducing costs and improving efficiency [1].

We help airlines to operate safely, securely, efficiently, and economically under clearly defined rules. Professional support is provided to all industry stakeholders with a wide range of products and expert services.

Values are important. We make IATA a great place to work through living and upholding our values every day. They also support our commitment to deliver results for the industry.

These values are:

- People focus
- Speed
- Innovation
- Openness to change
- Integrity
- Teamwork and cultural intelligence
- Results orientation
- Leadership

IATA's major priorities for 2016 were set by the association's Board of Governors during their December 2015 session.

Expand e-AWB penetration to 56 % on legally feasible trade lanes and launch Government endorsed freight initiatives in 15 of top 25 non-feasible locations (airports or countries). In addition:

- Define Standard Operating Procedures (SOPs) at 25 of top 50 airports

equipped to handle e-AWB.

- Launch a desktop e-AWB solution that will be available in 20 countries.
- Develop and publish and implementation playbook.

Reduce airport & ANSP charges, fuel fees and taxes by US\$800m and proposed cost increases by 27 % for 2016-2017. Reinforce the reliability of the industry settlements systems (ISS) with a default rate not exceeding 0.025 of gross sales, their efficiency with 99.98 % on time funds, and decrease operating fees to 11.25\$cents for BSP and 32.31\$cents for CASS.

Increase Fast Travel capability so that its value can reach 40 % of eligible passengers.

Facilitate the adoption of New Generation IATA Settlement Systems resolutions by the Passenger Agency Conference (PAC). Drive New Distribution Capability (NDC), with a total of 20 airlines live. Obtain the adoption of the ONE Order foundation standard by the Passenger Services Conference (PSC) [1].

Conduct 20 Smart Security opportunity assessments at airports, with 45 % of recommendations accepted for implementation. Ensure that 50 % of member airlines begin implementation of the IATA Ground Handling Operations Manual (IGOM) as their minimum standard for ground operations.

Work with ICAO to:

- Ensure that any new complimentary Standard and Recommended Practices (SARPs) are fit for purpose.
- Finalize guidance material for regulators, ANSPs and operators when Normal Aircraft Tracking regulations are complete.

Secure support from governments/stakeholders in relation to specific value of aviation issues:

- Africa: 10 new countries committing support to open skies and introduction of at least 6 new intra-Africa routes

- LATAM: new infrastructure investment study completed and campaign launched

- ASPAC: statements of support from governments in three key markets on infrastructure investment

- EUR: statements of support from governments in three key markets on airspace efficiency

- Achieve the reflection of Smarter Regulation principles in three new regulations or regulatory proposals

- Achieve the reflection of industry core principles on consumer protection in regulatory movements by 4 priority countries.

Advocate with governments for ICAO's adoption of an agreement on a global market-based measure for international aviation which can be implemented from 2020 (CNG2020). Ensure a prominent role for the industry at key ICAO events in the run-up to the 2016 Assembly. Engage in 5 advocacy

campaigns for sustainable fuel and participate in 10 influential industry or government events. Improve membership satisfaction. Broaden the membership base, with new model airlines being the focus of a quarter of membership recruitment activity [2, p. 12].

From 57 founding members in 1945, IATA now represents some 265 airlines in over 117 countries. Carrying 83 % of the world's air traffic, IATA members include the world's leading passenger and cargo airlines. IATA membership is open to airlines operating scheduled and non-scheduled air services that maintain an IATA Operational Safety Audit (IOSA) registration.

Members benefit in several ways. Most importantly, IATA provides a powerful, unified and experienced voice that supports and promotes the interests of its members through: International recognition and lobbying, Targeting key industry priorities, Driving industry change, Reducing costs, Communication campaigns.

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ДЕЯКІ АСПЕКТИ ПРОЦЕСУАЛЬНИХ ПРАВОВІДНОСИН ПРИТЯГНЕННЯ ДО ВІДПОВІДАЛЬНОСТІ ЗА ПОРУШЕННЯ ПРИПИСІВ НА ПОВІТРЯНОМУ ТРАНСПОРТІ

Питання процесуальних аспектів притягнення до відповідальності за порушення законодавства на повітряному транспорті науковцями розроблено незначно, а комплексних досліджень взагалі бракує, тому актуальність теми наявна.

Нормативно-правове регулювання процесуальних аспектів врегульовано Наказом Міністерства інфраструктури України від 26.12.2011 № 637 «Про затвердження Порядку накладення і стягнення штрафів за порушення вимог законодавства на повітряному транспорті». Цей наказ не став новим нормативним актом, що регулював зазначені процесуальні питання. Цим наказом замінено дію наказу Державної служби України з нагляду за забезпеченням безпеки авіації від 02.11.2005