

підтримання авіаційної галузі з метою мінімізації негативних наслідків кризи в авіаційній галузі; організація та здійснення контролю й нагляду за дотриманням основних принципів, положень, вимог і стандартів стосовно функціонування ефективної системи безпеки польотів, належного розподілу компетенції та відповідальності між усіма суб'єктами авіаційної діяльності; безпечного використання повітряного простору України.

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### **PUBLIC ADMINISTRATION IN THE FIELD OF CIVIL AVIATION IN INDIA**

Under the modern world's challenges and conditions of the fight against COVID-2019 civil aviation needs its further development and improvement. The role of public administration in these processes is significant and rather complicated. This issue needs its scientific investigation to give the right answer to the main question if today's civil aviation is still competitive and safe at the world's transportation market.

India's government has issued a 20-year roadmap for civil aviation growth that projects a sixfold increase in the country's passenger numbers, to 1.1 billion by 2040, and a quadrupling in the commercial airline fleet over the same span, to 2,400 aircraft [1]. To achieve the mentioned aim India has to transform its administration in the field of civil aviation. Under modern conditions, all spheres of social activity faced complicated challenges under which constructive changes are required and needed. For example, even modern legal education under global changes, transformational processes in societies in pandemic and post-pandemic circumstances and effects of COVID-2019 requires its essential transformation from the traditional to the innovative form of its existence [2, p. 454].

In 2012 it was recommended to create one single civil aviation policy. This civil aviation policy should aim to reduce artificial barriers to entry such as fleet and equity requirements. It should have a clear delineation between regulatory authorities that oversee activities in this sector, which would result in clear and predictable regulatory outcomes. Furthermore, it should include a framework for monitoring anticompetitive pricing behavior within the sector. Additionally, this

policy should aim to create a more level competitive field between India's private, national and foreign carriers. It should also aim to introduce market mechanisms and incentives into the distribution of slots and dispersion of routes. Lastly, this policy should aim to attract greater private investment into India's airports and improve the competitiveness of the government procurement process within this sector [3, p. 55].

There has been an interplay of several variables, both intrinsic and extrinsic, that has shaped the civil aviation sector into what it is today. First, a crisis played a significant, catalysing role in bringing about substantive reform. Second, the combination of political will and crisis were critical for deregulating the civil aviation sector in India. Third, the importance of the ruling coalition or party, and its ideology, is important in shaping the direction of policy. Fourth, the defining factor of the Indian civil aviation story is in the government's conflict of interests between a regulator (DGCA) located within the Ministry of Civil Aviation and the interest of private players [4, p. 17]. Presently in India, the base of the civil aviation industry, rests on six pillars that are: Ministry of Civil Aviation (MoCA), Directorate General of Civil Aviation (DGCA), Airport Authority of India (AAI), Scheduled airlines, regional airlines and non-scheduled operators, Flying training organizations, MRO organisations. The focus should be the interplay between the 'pillars' wherein all progress and grow together, moving towards a common goal. This activity is vital to ensure all agencies pull in the right direction [5].

The "Vision 2040" roadmap, released on 15 January at an industry conference, also forecasts that the number of airports will increase from 99 in March 2018 to around 190-200. India's top 31 cities by population are foreseen having at least two airports each, with Delhi and Mumbai having three each. The incremental land requirement is estimated at 150,000 acres, and the capital investment at \$40-50 billion. On the manufacturing front, India is targeting development of its indigenous aircraft manufacturing industry in collaboration with OEMs. The government hopes that by 2040 "nearly 70%" of the commercial aircraft required by the Indian market will be assembled locally, and that export work will add to volumes. India could also establish its own aircraft leasing industry to handle "almost 90% of aircraft" ordered by its airlines, the government proposes [1].

With physical distancing in effect, the transportation sector will experience high demand as it approaches 100% operational capacity. Therefore, expanding the fleet with environmentally benign solutions would be a lucrative opportunity. Finally, the transportation sector must identify other sources of revenue to be able to remain profitably

operational, without fare increases or financial burdening on passengers [6].

Concluding the mentioned above, we see the further development of civil aviation in India with the gradual improvement of preventive measures concerning passengers and their safe transportation by air. In this regard, we agree that nowadays, the prevention of human rights violations is a key part of a protective policy of every country in the world [7, p. 585].

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