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## **PROSPECTS FOR STRENGTHENING THE ROLE OF THE STATE TO SAFETY**

With the formation of new parameters of global airspace significantly increased the demand for environmental, economic, political and social security of the national airspace of each State using agreed between the States of interaction principles and norms of international and national air law and formation for this purpose appropriate financial, material, industrial, research, labor and other resources.

Among the priority issues - the need for a definition of the state as a subject of national and international air law as a subject to which is assigned the function of the formation and enforcement of all other subjects of national and international law [163, c. 6].

World Civil Aviation Organization every day make important progressive steps towards improvement of safety at both the international and regional levels. [1] Signs of progress are in the 38 session of the ICAO Assembly adopted a new, 19 Annex to the Chicago Convention, which is included in a provision for the safety that were previously mentioned in Annexes 1, 6, 8, 11, 13 and 14. This document is intended to consolidate the law relating to the increase in the state's role in safety management, the development of harmonized standards and provides for the concentration of all the rules and regulations of the legal framework in a joint document.

According to many scientists, the successful entry of Ukraine into the European Union should take further steps on the implementation experience of economically developed countries regarding the organization economically efficient operation of the aviation industry, administrative and legal safety. One of these steps is to prepare airports for work in new conditions [38, c. 5]. For example, in many states completed the restructuring process of airlines release of airports into independent entities and granting them legal status. Given the economic feasibility should, as in these countries to implement appropriate legal mechanisms to transfer the ownership of local communities unprofitable regional airports with the provision of permanent subsidies from local budgets to maintain their established level of suitability for use. Also appropriate is the practice with elimination of airports in the absence of territorial communities of

regional funds for these grants or unwillingness to accept the ownership of airports that are unprofitable and, moreover, have certificates of fitness for use.

Also, according to scientists, including Slipchenko should introduce international experience of legal regulation of compensation in order to provide free services at airports in Ukraine, including the implementation of humanitarian transportation, air transportation service of the Ministry of Defence and other ministries and departments of Ukraine. Given the fact that the integration of the single aviaprostoru Europe will lead to a sharp deterioration in Ukraine competition in the market of aviation services, it is advisable to consider and adopt the established order legal documents on the specifics of corporatization major airports of the country in which, inter alia, provide for the appointment of a legal authorized persons with management of state shareholdings corporatized airport. Scientists believe that the corporatization can be viewed as a stage of preparation for the privatization and restructuring as a whole network of airports Ukraine. An important step in this direction should be the establishment of a State International Airport "Borispol" national hub airport.

Measures to prepare the accession of Ukraine to the initiative of the "Single European Sky" and creating conditions for full-scale output of the domestic air transport industry in the European market air services should cover all national airline. First of all Ukraine to improve aviation legislation with the norms of international air law [92, c. 107]. This includes its provisions governing state support and the peculiarities of civil aviation, the safety of flights in the airspace of Ukraine. Requires the development and adoption of regulations, which defined the scope and procedure of state regulation of natural monopolies and market relations in the aviation industry, commercial airlines law, mechanisms of protection. It is also necessary to improve the system safety supervision of domestic airlines in Ukraine and abroad on the basis of EU standards.

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