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Economic security of high-tech enterprises of aviation sector in the conditions of global competition

Ensuring economic security is one of the country's inalienable national priorities. The development of the real sector of the economy is impossible without investment activity, and the innovative attractiveness of the sectors will help be competitiveness in the market.

Considering the economic peculiarities of high-tech enterprises of the aviation sector, it should be noted that the products of this sector are characterized by such features as insecurity and capital intensity, since the construction of transport ships requires large production cycles of development (sometimes 5-10 years) and construction. In this regard, for the most effective use of the sector in the state, a full cycle of production of one or another aviation product must be organized. In order to constantly maintain the competitiveness of products that are produced, it is necessary to constantly improve the old ones and create new types of structural materials, aggregates of aviation equipment [1].

Economic security has become an objectively necessary condition for the strategic development of the aviation sector of the state, taking into account the interests of the country and society as a whole. Proceeding from the above, it should be noted that to ensure economic security of the aviation sector enterprises, a modern systemic approach of legal and economic nature is required.

Many aviation enterprises of Ukraine at this stage are part of the defense industry of Ukraine. The defense industry of Ukraine has closed technological cycles of the creation and production of civil aviation. A number of defense and industrial complex enterprises operate for these purposes, namely:

1) SE "Antonov" is the leader of the Ukrainian aircraft industry. For 60 years of existence, the company has produced about 100 different types of passenger, transport and specialized aircraft in a total of 22,000 units;

2) Kharkiv Aviation Plant has made 4000 units of various aircraft for 90 years of its existence. Since the independence of Ukraine, production has been reoriented to the construction of airplanes developed by the SE "Antonov";

3) JSC "Motor-Sich" and MRSK "Progress" carry out serial production and modernization of turboprop engines TB3-117, the main consumer of which until recently was Russia;

4) SE "Luch" develops air-ground class missiles;

5) SE "Novator" carries out the design and manufacture of on-board radar systems and other aviation equipment;

6) SE "Kharkiv Machine-Building Plant "FED" produces fuel aviation aggregates.

The economic condition of aircraft construction enterprises of the defense industrial complex of Ukraine essentially depends on the demand of produced

aircraft in the foreign market. Priority markets for Ukrainian aircraft were always CIS countries, India, Iraq, Iran, Libya, Egypt. However, the unstable economic situation of these countries, caused by world financial crises, as well as the war, has a very negative effect on the entire Ukrainian aviation construction industry. Thus, the SE "Antonov" in the period from 2002 to 2011 was able to release only 33 aircraft, and in the period from 2012 to 2016 - only 13. The implementation during these periods was much smaller (Table 1) [2].

Table 1

Number of aircraft produced in Ukraine from 2002 to 2015

Year of issue	Type of airplane	Quantity, units	Customer
2002	AN-140	2	Airlines "Odessa Airlines"
	AN-10	1	Aeromist-Kharkiv Airline
	AN-124	1	Libya
2003	AN-140	2	Aeromist-Kharkiv Airline
	AN-140-100	1	Motor-Sich Airline
	AN-124	1	OAU
2004	AN-140-100	2	Airline "Illich Avia"
	AN-140-100	1	Azerbaijan
2005	AN-74-T-200A	1	Egypt
	AN-140-100	2	Azerbaijan
	AN-32P	2	Libya
2006	AN-32B	1	Equatorial Guinea
2008	AN-32-P	4	SNS of Ukraine
2009	AN-148	1	-
	AN-74	3	-
2010	AN-148	1	-
	AN-32	3	-
2011	AN-32	2	Iraq
	AN-74	1	Turkmenistan
	AN-148-100	1	International Airlines of Ukraine
2012	AN-32	3	-
	AN-148	2	-
	AN-158	1	-
2013	AN-148	1	-
	AN-158	2	-
2014	AN-158	2	-
2015	AN-148	1	-
	AN-158	1	Cuba

In order to preserve existing technologies and capacities in 2015, the SE "Antonov" was subordinated to the SE "Ukroboronprom", and already in 2016 a "Ukrainian Aviation Corporation" was created, which included some enterprises of the aircraft industry of the defense industry of Ukraine, including the SE "Antonov". Experts point out that in the near future, the newly formed corporation should

optimize its enterprises to the market level, as well as reorient the production of Russian components to domestic and western analogues [3]. Reducing the staff of these enterprises is possible. The output of the Ukrainian aircraft industry from the shadow of the world's giants on the international market will allow to maintain and update existing production facilities of the defense industry enterprises, as well as to substantially update the fleet of civil and military aviation in the country.

Thus, the deterioration of the economic situation in the country intensifies a number of negative processes in the reproduction structure of capital investments. Among these, the following processes should be distinguished:

- the decrease of investment and innovation activity does not provide the process of expanded reproduction of science-intensive high-tech products of the aviation sector. The rates of renewal of fixed assets are decreasing, the process of their depreciation is increasing;
- management (management qualification, management motivation to improve production efficiency, etc.);
- technical and technological (the degree of depreciation of fixed assets, the pace of renewal of fixed assets, the technical level of products, etc.).

Consequently, in assessing the economic security of high-tech enterprises in the aviation sector, a systematic approach is needed that takes into account not only its financial component, but also other aspects of socio-economic development (Fig. 1).

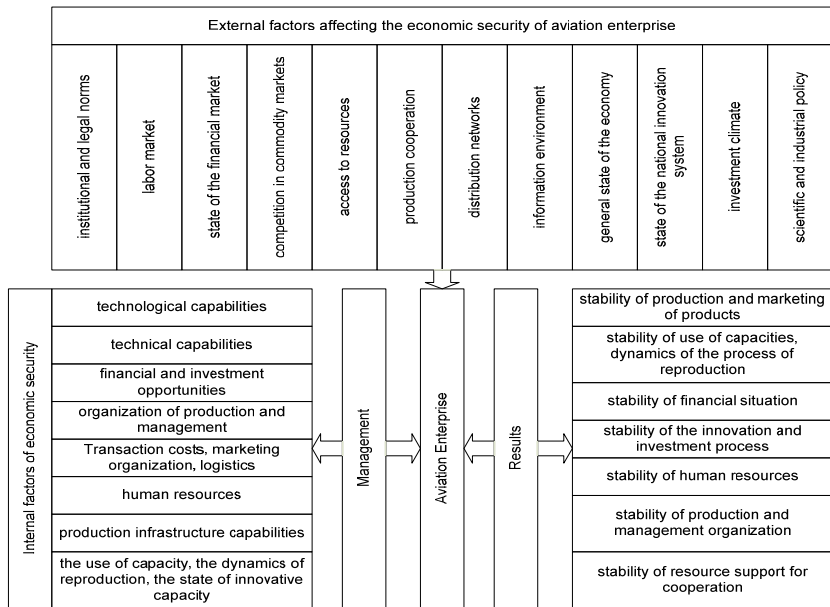


Fig. 1. External and internal factors of ensuring the economic security of high-tech aviation enterprises

In modern conditions, approaches to achieving economic security of high-tech enterprises in the aviation sector have changed significantly. Enterprises must ensure their economic security, and therefore solve production, marketing, social and many other tasks independently, with full responsibility for their actions. Some specificity of market behavior of producers exists only in the sphere of fulfilling the tasks of the state order, in which the stimulating and supporting role of the state is still very great.

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