Section: Public administration, self-management and state service

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SOME BASIC APPROACHES TO PUBLIC ADMINISTRATION AND ADMINISTRATION OF AIR SAFETY OF STATE AVIATION

Air Safety of aviation of SESU, comprising aircrafts of the An-26 family and Mi-8 helicopters and EC-145 Eurocopters, involved in eliminating the consequences of man-made and natural emergencies as an integrated criterion reflecting the state of the aviation subsystem as part of Ukraine's unified civil defense system, depends on the ability to prevent, prevention, and parry dangerous situations that may accompany aircraft to perform tasks in areas of acceptable and critical risk. In this case, a dangerous situation is understood as a decrease in the quality of operation of technological complex "aircraft - crew - environment", which affects air safety [1]. However, the factors that determine the quality and reliability of the operation of this complex are divided into internal and external. Internal include the deficiencies in the operation of the subsystem itself (organization of flight work, air traffic management, aircraft engineering and maintenance of the aircraft, flight support). To external - those that affect the aviation subsystem (processes that occur directly at the emergency, meteorological conditions at all stages of aircraft flight, the dynamics of atmospheric changes caused by an emergency). If public administration as a mechanism for influencing internal factors can be carried out according to the traditional and historically proven paradigm of a retroactive approach, then external administrative influence is not possible, only the probabilities of their occurrence,

can be determined only the probability of their occurrence and evaluation of acceptable or critical threat level of the safe flight performance. Unfortunately for the second component of the negative impact on the functioning of the aviation subsystem of the system of civil protection, the prognostic mechanism of public administration on a pro-active paradigm is only at the stage of study and scientific substantiation.

Research and publication of their results has been devoted to the search for mechanisms of coordinated public and administrative management for the safe execution of flights by aircraft at acceptable risk. A study of these publications shows that most domestic researchers agree that proactive methods of assessing the risks of flying in appropriate conditions should be based on it. Most scientists researching the problem in this area are convinced that the introduction of pro-active methods can justify further movement towards the creation of an effective mechanism for public safety management. The results of the studies were reflected in both the regulatory documents and the state target programs and [2–4]. The leading idea of these publications, air safety is defined as a dynamic characteristic of the aviation subsystem of the civil protection system; it can be under the reasonable control and air safety in it and can be controlled, if the basis of this management is based on proactive detection of risk factors [5-6].

In the works of leading foreign scientists: B. Lundwal, S. Metcalfe, R. Nelson, D. North, P. Romer, K. Freeman, the proactive approach is classified as innovative, which embodies the most up-to-date understanding of the prognostic process of the functioning of any systems, including the security context [7-12].

In the structure of the SESU, the coordination of flights related to the search and rescue of distressed aircraft relies on the Main Aviation Search and Rescue Coordination Center (GAC DAC). Auxiliary aviation coordination centers operate in the structure of this center in four areas of responsibility of Ukraine, which interact

with an extensive network of air traffic management bodies, as well as central, regional and local executive authorities.

Obviously, the reliable operation of such a system is extremely complex mechanism of coordination of common activity of all airspace use entities in the event of aircraft accident that involves the search and rescue aircraft, significantly affecting the efficiency, effectiveness and safety of tasks, in response to the development of an emergency and the elimination of its consequences.

Obviously, such a structure for regulation of flights, especially in the event of an emergency, can hardly be considered rational. It is for these reasons that on October 4, 2001, over the Black Sea, during military missile launches at the joint Ukrainian-Russian training of anti-aircraft missile troops was shot down Tu-154, 66 passengers were killed. For the same reason, on July 17, 2014, the plane Boeing 777 was shot down in the course of Russian armed aggression in eastern Ukraine, 298 people were killed. On January 9, 2020, the passenger plane Boeing 737 was shot down in Iran by two missiles of the "Thor" anti-aircraft missile system. There were 176 people on board, all of them died. All this could not have happened if the system of state administration of air safety and its management had been put in place and clearly worked, based on prognostic proactive methods of modeling possible situations in the air area of responsibility of Ukraine and beyond.

The basic conceptual principle of air safety management, as defined by the Regulations of air safety management system, is to focus on the detection and elimination of deficiencies in the system itself, rather than on errors in the individual actions of aviation personnel, which differently placed emphasis on the implementation of certain traditional principles of management. Here are the following basic principles:

- forward-looking activities aimed at timely detection and eliminate the negative factors that can lead to aviation accident and incidents;

- awareness, which implies an activity based on the maximum awareness of all aviation entities about hazardous factors;
- advance forecasting of hazards in order to assess risks and carry out preventive measures aimed at avoiding or reducing them to an acceptable level.

These principles should be the methodological basis of air safety management theory.

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