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SOME ASPECT OF CIVIL AVIATION POLICY IN THE UK

Nowadays, civil aviation faces new challenges of the global transformational context under the fight against COVID-2019. In such conditions the question of an efficient aviation policy is always relevant.

In the age of modern globalisation, the demand for high-quality, fast and reliable transportation has been consistently increased. Such selective application could only be materialised by air traffic [1, p. 675].

Air travel is essential to the United Kingdom's economy and to our continued prosperity. In the last 30 years there has been a five-fold increase in air travel. And it has opened up opportunities that for many simply did not exist before; half the population flies at least once a year, and many fly far more often than that. The challenge we face is to deal with the pressures caused by the increasing need to travel whilst at the same time meeting our commitment to protect the environment in which we live [2, p. 7].

Nowadays, the global community has got one more reason for its internal differently directed changes to give a rather quick reaction for its further existence and development in conditions of the fight against COVID-2019 [3, p. 439].

The Covid-2019 pandemic means international aviation is at a standstill, with no clear view as to when it will restart and extreme uncertainty regarding the extent to which previously attained levels of traffic can be regained. Plainly, the path to any kind of recovery is fraught with difficulties. Not only will the authorities be slow to open up international passenger traffic, but the uptake of IT-based alternatives to business travel, and the traveller confidence are likely to have an extended impact on demand [4].

Over the past twenty years, government support measures for domestic air connectivity have been in the constant state of development. Maintaining and improving air connectivity is an art that requires periodic review and adjustment to the constantly changing socio-economic circumstances. Policy-makers needs to consider how to trade off fostering competition in the aviation sector versus support for creation of wider and more comprehensive route networks [5, p. 113].

Air connectivity has important benefits, particularly for how economies function, and achieving good air connectivity depends on the

health and effectiveness of the different parts of the aviation sector. Furthermore, even before the benefits of air connectivity are considered, the aviation sector itself is an important part of the economy, both at a national and a local level [6].

According to the Aviation Strategy Green Paper, the aviation strategy in the UK has been built around six objectives, defined in an earlier document setting out the strategy framework: 1) help the aviation industry work for its customers; 2) ensure a safe and secure way to travel; 3) build a global and connected Britain; 4) encourage competitive markets; 5) support growth while tackling environmental impacts; 6) develop innovation, technology and skills [7].

In pandemic times, in the absence of an effective vaccine, new operating procedures are likely to be required of airlines and airports, to stem the transmission of the virus. But social distancing will have a profound impact on the economics of the sector. Airline and airport capacity will be drastically affected. Costs per passenger will rise. The point-to-point low-cost carrier business model will be severely challenged. Fares may be weak to begin with, but the underlying economics are likely to drive them up sharply. Airline operating models will have to change, and route networks likely to contract, reducing connectivity to smaller destinations. Lower levels of traffic will make it hard for airports to service the costs of recent investment, tending to drive up charges at exactly the least appropriate moment. National regulators will need to think hard about how to address this issue, smoothing the rise while maintaining investor confidence [4]. In civil aviation industry safety is considered as a non-negotiable asset that needs to be put on top of the list [1, p. 681].

In conclusion, we have to admit that the formation of effective aviation policy in the pandemic and post-pandemic period for the UK is quite important and requires its transformation. Nowadays, the prevention of human rights violations is a key part of a protective policy of every country in the world [8, p. 585]. Thus, the modern aviation policy in the UK has to account for the prevention mentioned above during passenger transportation by air.

Literature

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IMPACT OF POLITICAL LEGISLATION ON AIR TRADE AND ON THE NATION'S ECONOMY

An observer who dedicates himself or herself to studying the formation of public policy is well aware of the many elements which are responsible for shaping the final outcome. Government decision making ideally includes many stages of interactions between the voters, interest groups and the various organs of the government which are involved in the specific department related to the policy in question. With regards to the trade policy which is our main focus here, we see that trade and monetary decisions are mainly decided by the presence of interest groups who are interested in securing favourable trading policies for themselves and the legislators reactions to them. The political legislators reactions are in turn influenced by the executive and administrative