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LEGAL REGULATION OF THE EUROPEAN COMMON AVIATION AREA

The growth of international cultural and economic ties between the states has caused the need to improve communication facilities. The most important connecting element of the modern world economy is air transport, which compared to land modes of transport is a completely new mode of transport.

The European Common Aviation Area (CAA) is a bilateral agreement between the EU and third countries that sets common safety standards and liberalizes market relations in the field of aviation, allowing more efficient and safer use of airspace [1].

In order to offer operators completely new opportunities and a wider choice for consumers, the CAA Unified Aviation Space will open the market by introducing EU aviation rules between the EU and its neighbors. To promote the implementation of high standards of common safety, fair competition, environmental protection, there are processes of market opening and convergence of rules. This area of aviation provides for the adoption of legislation by the EU neighboring partners, which contains European aviation rules. To support partner countries in taking the necessary measures, market opening and gradual harmonization of regulation are carried out in stages. Air transport agreements promote the development of joint tourism and economic relations. As practice shows, with their help the Unified Aviation District is being implemented [2].

An important step towards the integration of the Western Balkans into the European aviation area was the signing of a multilateral agreement on the European Common Aviation Area on June 9, 2006, which contributes to the improvement of competitiveness, communication and growth for all parties to the agreement. The creation of an ECAA that integrates EU neighbours in the EU domestic aviation market, which in addition to the EU member states also includes Norway and Iceland, is the goal of this aviation agreement. Creating a single aviation market, the agreement on the European Unified Aviation Area should provide significant economic benefits for the aviation industry and air carriers. The agreement also guarantees equally high standards in terms of safety and security across Europe, thanks to the unified application of rules [3].

The SES I package, launched in 2004, established the basic legal framework for the SES. It consists of four regulations, mainly designed to improve safety and restructure airspace based on traffic rather than national borders. In 2009, a revision of these rules was proposed (SES II package) in order to address the significant threat to air traffic, increase safety and reduce the costs, delays and environmental impacts of air traffic. The European Commission has revised the legal framework of the SES in order to speed up its implementation. In June 2013, it proposed a SES2+ legislative package, which provides for a revision of the four main regulations creating the SES, and amendments to the Regulation on the European Aviation Safety Agency (EASA),

accompanied by a Communication entitled "Accelerating the implementation of the Single European Sky" [4].

Such agreements were concluded by the EU with Jordan, Moldova, the Western Balkans, Israel, Morocco, Georgia. Ukraine also negotiated the signing of an aviation agreement, the signing of which is expected in the near future. As of today, negotiations are ongoing with Azerbaijan, Tunisia, Lebanon [2].

The negotiation process between Ukraine and the EU on accession to the Joint Aviation Agreement was initiated in December 2007 in pursuance of the Decree of the President of Ukraine № 981 of October 19, 2007 "On the Delegation of Ukraine to participate in negotiations with the European Union on accession to the Agreement between Ukraine and the European Union on the Common Aviation Area" [5].

As you know, the signing of the joint airspace agreement has been blocked since the end of 2013 due to the dispute between Britain and Spain regarding the status of Gibraltar airport and the problem of certification of Ukrainian aircraft [6].

It is also reported that Ukraine is already implementing the common aviation area treaty unilaterally and is trying to speed up the process of its signing and further implementation of EU air traffic acts into national legislation [7].

Thus, the EU pays considerable attention to the aviation industry and regulation, as air transport and legal regulatory issues are a common concern of the international community. The conclusion of an agreement in the field of aviation management is a prerequisite for the further development of the aviation sector.

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