

MAJOR FEATURES OF CURRENT UKRAINIAN AVIATION MARKET

Ukraine inherited a significant aircraft manufacturing industry from the USSR, with the Antonov design bureau and related factories as its main component. The aircraft industry is considered as a high-tech nucleus for the redevelopment of the Ukrainian industry. The decline of the post-Soviet aviation sector also led to a sharp decrease of aircraft production during the last decade

Ukrainian and EU industry have a major interest to increase their cooperation. The provided agreement could create a new framework for industrial aviation relations between Ukraine and EU which could accompany the restructuring and modernization of the Ukrainian aerospace industry. Having in its possession a fleet of the world's largest air cargo planes Antonov-124s and Antovov-225s, Ukraine offers good sales opportunities for international firms involved in cargo terminal engineering and operations, cargo handling equipment, air navigation and ground support equipment, and freight forwarding and chartering.

Ukraine is facing a critical problem of modernizing its aviation equipment, because as the life span on most of aircraft types is close to expiration. The industry needs to upgrade some 30 Yakovlev-42 and two Tupolev-154 aircraft.

According to data provided by the Ukrainian Ministry of Transportation Ukrainian airports have the potential to service six million passengers annually, but as of 2004 operated at lower than 40 percent capacity. Now due to reconstructions of major airports we can see growth in transportation: 2,5 million passenger for the first six months of 2010, and almost 3,2 million passenger for the same period in 2011.

Kyiv-Boryspil (KBP) is remaining the largest Ukrainian airport servicing close to 60% of the country's commercial air traffic. Over 3.2 million passengers flew through Boryspil in 2004, a 34% growth compared with 2003. The airport served 72 local and foreign airlines in 2003 which operated scheduled flights to 103 destinations in 37 countries. Boryspil served 58,400 flights per year, including almost 67% of international flights to and from Ukraine. General passenger turnover at Ukrainian airports grew by 25% from 4.25 million in 2003 to 5.3 million in 2004, and about 6 million in 2005. The projection for 2006 is 7.5 million passengers.

Most of the equipment working in Ukrainian airports is based on technology of the early 1990s. Historically, airports had centralized supply of equipment according to norms of the Soviet Ministry of Civil Aviation. Today Ukraine's airport industrial base is not technologically advanced, and is not able to satisfy the needs of airport infrastructure. Nevertheless now, our main goal is to promote appropriate level of international air transportation primarily because of future EURO 2012 and if we want to reach a desirable status of respectable country in aviation field, government of Ukraine needs to solve such problems as undeveloped airports, high cost of air tickets, comparatively poor choice of destinations, and difficulties in the reaching the airport.

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