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Olga Husar²**THEORETICAL FRAMEWORK OF ADMINISTRATIVE LEGAL REGULATION
IN FLIGHT SAFETY AREA WITHIN CIVIL AVIATION**National Aviation University
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E-mails: ¹pyvovar_yuriy_2008@ukr.net; ²gusar_OA@ukr.net**Abstract**

Purpose: To define and provide general insight into theoretical legal principles of the administrative legal regulation in flight safety area within civil aviation to be used as the theoretical framework for exploring further issues in this area. **Methods:** The methodological framework of the study includes general scientific and special legal methods and approaches. The gnoseological approach allowed exploring the essence of the notion of flight safety area within civil aviation. The logical and semantic method helped more accurately define the notion of the administrative legal regulation in flight safety area within civil aviation. The legal analysis method contributed to exploring the normative definition of flight safety, while the comparative legal analysis contributed to doctrinally differentiating between the notion of flight safety area and the notion of flight safety. The structural and logical method allowed determining the elemental composition of the scope of the administrative legal regulation in flight safety area within civil aviation. **Results:** The study stresses that the modern global and national meaning of flight safety area within civil aviation requires that the area be regulated by the state, the effective system of safety assurance be generated by exercising administrative legal influence on all the elements of the area. Having analysed the normative and doctrinal definitions of the notion of flight safety area and having compared it with the notion of flight safety, we may state the first has – in its context – a broader sense than the latter, and generally constitutes the system of social relations, which arise and develop for ensuring flight safety within civil aviation and are accurately defined by laws and regulations. It is proven that one of the effective measures to ensure the operation of the said area and effectively handle challenges arising to flight safety within civil aviation is to apply administrative legal regulation in this area, which means the complicated organizational and legal system with all elements of its internal structure having the administrative legal nature and intended purposes to systemize and protect social relations in civil flight safety area. **Discussion:** In its strict sense, flight safety area is a phenomenon, the context of which comprises as follows: the quality of aerial transportation system determining the ability to transport by air without causing any harm to human health; legal and regulatory assurance of flight safety; the system of governmental (public) and non-governmental authorities and organisations, which control and ensure flight safety within civil aviation. It is advocated that existing and potential external and internal challenging factors, which impact the said area of the relations and – in certain cases – pose threats to and constitute weak points of this area, are integral characteristics of flight safety within civil aviation. The purpose, objectives, object, subject matter, principles, method, mechanism, and phases of the administrative legal regulation in flight safety area within civil aviation are the key elements of the context of the administrative legal regulation in civil flight safety area.

Keywords: administrative legal regulation; civil aviation; context of administrative legal regulation; flight safety; flight safety area.

1. Introduction

Within the modern evolution and formation of society and a state, civil aviation defined in the national economy as a prospective and leading area of transportation services is deemed to be one of dynamic sectors. In contrast to other means of transportation, aviation has great benefits, including speed, efficiency, and manoeuvrability. Meanwhile, it should be noted that air transport as the branch of material production neither creates nor increases material values of the state, but operates to territorially move passengers and freight. Due delivery of passengers and freight, and the rhythm of industry and trade depend on systematic and accurate operation of air transport.

However, the use of air transport is specific and related to the increased risk to passengers' health and life, the preservation of the luggage transported, and the necessity to constantly ensure aviation and adjacent safety (ecological, economic, informational and etc.). The scientific progress, the advanced technology in aviation and air navigation service have created new-quality approaches to comprehending the notion of flight safety, and they should reduce the risk of aviation accidents and the level of responsibility of state authorities and entities ensuring flight safety, and promote the state guarantee of the reliability of aircrafts minimizing a human factor in aviation accidents.

The 2015 statistics and analysis of the flight safety level and potential civil aviation accident factors carried out by the National Bureau of Civil Aviation Accident and Incident Investigation demonstrate that the period evidenced as follows: three catastrophes, three accidents, five serious incidents, and 31 incidents. It was found out that the key determining factors resulting in aviation accidents and incidents had been as follows: a technical factor – 24% (including production and construction defects), an environment factor – 24% (including ornithology), a human factor – 20% (aircraft crew in 16%, maintenance personnel in 2%, airport personnel in 2%), an organisational factor – 5%. In addition, in 27% of accidents, factors were not determined as their investigations were not completed or companies did not deem necessary to inform the National Bureau of the results of their investigations [1].

Air carriers and passengers as well as the state

and the civil society in general have always been focusing on flight safety. This issue becomes especially important in the epoch of economic globalization, terrorist threats, and the use of air space within the provisions of national and international air laws, which require considering global safety problems. 2014-2016 Global Aviation Safety Plan of the International Civil Aviation Organization (ICAO) stipulates that ensuring aviation safety must be the first-priority task as the branch, which directly or indirectly employs 56.6mln persons, contributes 2tln to the global gross domestic product (GDP) USD, and transports 2.5bln passengers and freight equaling to USD 5.3trn in total annually [2]. Globally, three areas of flight safety are prioritized: (a) improving runway safety; (b) reducing the number of Controlled Flight Into Terrain (CFIT) accidents; (c) reducing the number of loss of control in-flight accidents and incidents. It is defined that objectives related to these priorities should be fulfilled at the global (international), regional and state levels [3].

Nowadays, the state strategy focuses on implementing the single and coordinated state policy of reforms organising the effective mechanism of the cooperation between state authorities and civil society institutions with the international community involved, implementing the systematic approach to strategic planning, coordinating positions and monitoring reform efforts to ensure the sustainable development of Ukraine as the precondition to an increase in the welfare of its population, meeting the standards of assurance and protection of human rights and freedoms [4], including in the aviation safety area.

Considering a legal component of this process, the majority of researchers jointly and severally think that the legal groundwork for an effective management system, the institutional capacity of Ukraine – EU integration, and the implementation of administrative reforms are usually defined and governed by the provisions of administrative law. The administrative law doctrine has evidenced fundamental changes for recent two decade, and administrative law has been converted from public administration law to the branch of law, which defines and governs the rights and duties of public administration regarding the subjects of civil society

in general and their involvement in social relations within civil aviation in particular.

It is worth agreeing with the opinion of G. Braibant, the well-known French administrative law expert who said that all sectors in the social life were impacted by administrative law as administrative law was alive and deeply rooted in society becoming the part of human everyday life and consciousness [5]. Based on such an approach, it should be noted that it is very topical to innovatively reform the civil aviation of Ukraine by, *inter alia*, creating new mechanisms of the administrative legal regulation of flight safety, europeanizing the national aviation laws, defining a legal mechanism for exercising by nationals their rights and freedoms to safe civil flights; to accurately define the competence of public authorities in civil aviation and administrative legal means for protecting the relations between the public authorities and nationals in the area of air transportation; to stipulate – in regulations – the forms and methods of executive and administrative activities of the public administration authorities in civil aviation.

2. Analysis of the latest research and publications

The mentioned issues are not – beyond any doubt – new to the Ukrainian science. A lot of different researchers have dedicated numbers of papers exploring them. Papers, where separate areas of the administrative legal regulation of aviation safety, including legal responsibility, have been studied, are of high value. The highest scientific contributions in this area have been made by such leading scientists as O. Andriiko, D. Bezzubov, A. Bychkov, S. Honcharuk, N. Darahanova, Ie. Ieriashov, M. Zhemchuzhyna, H. Zabarnyi, O. Zolotar, R. Kaliuzhnyi, V. Kostytskyi, V. Kolpakov, Iu. Makarenko, V. Razvadovskyi, V. Ryzhyi, A. Sobakar, I. Sopilko, A. Filippov, V. Tsymbaliuk, O. Sheremetiev and etc. In addition, the papers of foreign researchers, including A. Aliokhina, V. Bordunova, A. Vereshchagina, M. Volkova, Iu. Malieieva, M. Ostoumova, Ricky J. Lee, Sarah L. Steele [6], P. Wilkinson, B. Jenkins [7], Carl D. Halford [8], have played an important role in the scientific doctrine of the issues being explored. However, the existing results arising from a range of studies performed by the said and a lot of other scientists do not fulfil the key objectives, which constitute the framework (basis) of the

administrative legal assurance of civil flight safety and impact the social and economic development of the country as well as the social welfare in Ukraine. This requires exploring institutional administrative legal means for ensuring civil flight safety that brings this public legal research up to date.

3. Research tasks

The article aims at defining and providing general insight into theoretical legal principles of the administrative legal regulation in flight safety area within civil aviation to be used as the theoretical framework for examining further issues in this area. To achieve this purpose, the following objectives should be fulfilled: to define the essence of the notion of flight safety area within civil aviation and the notion of the administrative legal regulation of civil flight safety, and stipulate the context of such regulation as a basic construction for theoretical legal analysis.

4. Research results

To fulfil the first objective – to define the essence of the notion of flight safety area, – we should address scientists' conceptual opinions and analyse the theoretical underpinning of the notion by interpreting such legal categories as safety and flight safety. This approach will allow considering this notion from the perspective of science of administrative law and its categories by converting it into science of administrative law and introducing its respective semantics.

Since the ancient times, Aristotle [9], and – later – Benedict de Spinoza [10] and J.-J. Rousseau [11] considered safety as the key aim and priority objective of the state activity and its success rate.

The English dictionary [12] defines safety as something general pertaining to methods of loss prevention caused by dangerous factors (accidents) and pertaining not to a subject or an object but to a method of interaction between the subject and object: 'Safety: (1) the quality or condition of being unharmed; (2) something general pertaining to methods of accident prevention. Safe means ensuring safety, reducing danger or damage'.

In its study [13], R. Maubourn, the German researcher, defines that safety literally means 'freedom from danger and risk'; in other words, absolute safety is beyond the grasp in the real world because danger and risk is – to a certain extent – everywhere.

As mentioned above, one of the most important problems in air transport development is ensuring flight safety which is – first and foremost – realized by constantly carrying out preventative maintenance and taking various organisational and technical measures. It should be noted that the category of flight safety is multi-faceted, and its context is not always clear and specific and depends on scientific or legislative interpretation as well as an object involved.

Based on the principles of sectoral methodology, we should initially address the key legislative civil aviation act – the Air Code of Ukraine [14] – when exploring the mentioned category. Article 1(20) of the act stipulates that *aviation safety* is the state of civil aviation branch when the risk of human or property damage is reduced to the acceptable level as danger level is constantly determined, controlled and preserved or reduced in such areas as flight safety, aviation safety, natural environment protection, economic safety, and information safety [14].

This evidences that flight safety area is a compound or an element of aviation safety system represented as the well-ordered set of interrelated elements with its own structure, organization, unity and integration. In addition, the provision of Article 10 of the Air Code of Ukraine more precisely defines the notion of aviation safety as a compound of the system stipulating that aviation safety (the body) comprises of (the integrals) flight safety, aviation safety, ecological safety, economic safety, and information safety [14]. In its turn, the notion of flight safety is defined as the state when the risk of loss or damage is reduced to the acceptable level (Article 1 (21)).

The doctrinal opinion on the notion of flight safety differs from the legislative one. Therefore Military Encyclopaedia [15], the scientist, interprets flight safety as conditions ensuring flights of an aircraft without causing any danger to the crew, passengers and the aircraft as well as population and aboveground facilities. The group of authors prefers a broader approach and defines aviation safety as a *complex peculiarity* of air transportation system to carry out its functions without causing any damage (or with minimal damage) to the system or population, for the benefit of which it is being developed [16]. A. Bychkov, the researcher, defines flight safety as the *system of protection* of aircrafts against threat to lose their airworthiness resulting from aviation-dangerous factors, as well as

protection of natural environment and artificial facilities within an airport (aerodrome) [17], and A. Sobakar – on the basis of the categorical and conceptual analysis – concludes that flight safety for air transport is the state of security of the elements (subjects) of air transportation system satisfying social needs in aerial works and carriages, when real and potential threats to flight safety are duly discovered, prevented and neutralized, and any potential damage which may be caused by the existence or appearance of such threats is excluded [18].

The analysis of the legal definition and scientific interpretations of flight safety allows concluding about its different understanding and polysemy. Therefore, the most widely used definitions of flight safety may be interpreted as follows: (1) a characteristic or an ability of an object to keep out of and not to go into dangerous states; (2) the state of an object (an aircraft), which excludes any potential dangerous accident; (3) the condition of the process, where any unfavourable impact on the object is excluded (we think that it is better to use the category of flight safety in this sense); (4) the system of measures ensuring the protection of the object against dangerous factors (such measures include technical, organizational, legal measures, including measures aiming at the protection of air transportation system and its components against dangerous factors).

To select an instrument of state legal influence on the object being studied, it is important to explore the environment, in which it functions, to find out and take into account different existing and potential factors of internal and external impact on the object and its environment. In addition, when creating the system for ensuring safety in different areas and sectors, national and foreign researchers say that it is necessary to understand, first, against what any area should be protected; second, causes preventing effective protection. And the researchers consider that the first means danger, and the second means weak point [19]. The theory of flight safety employs the broad list of scientific methods, which assist in defining and assessing different factors impacting flight safety; and science-based methodologies for preventing aviation accidents are, therefore, being developed. Science of administrative law and its branch, which can create an effective system of flight protection against dangers by applying public legal measures of legal regulation, are no exclusion.

Recognizing the sphere of administrative legal impact, it is necessary to rely upon the provisions of the theory of flight safety defining air transportation system as an object of the study. In this case, air transportation system is the complex of elements, which are specially created, intended for fulfilling objectives by using aircrafts, and structurally and functionally interconnected. The existing scientific definitions provide that air transportation system is the complex of elements, which are structurally and functionally combined for fulfilling flight-related objectives.

The key functional elements characterizing air transportation system, which constitute the object of legal impact, usually include: aviation machinery (an aircraft), a pilot (crew), and subsystems of flight management and support (flight support or air traffic control service). Representing some elements of air transportation system (powers and measures of flight management and support) as subsystems is caused by the fact that they – taken together – have a very complicated structure and systematic properties. It is well known that each element of air transportation system can – to any extent – impact flight safety and should be taken into account when creating the single mechanism of the administrative legal regulation of all system.

Considering flight safety-impacting factors, we should note that there are a lot of them and they are of different types. It is common to distinguish external (natural) factors: pressure, temperature, humidity, wind speed, horizontal and vertical wind gusts, frosting, hail, lightning discharges; operational factors: crew compliment, class and category of aerodrome, flight duration, frequency and types of maintenance, aircraft weight and configuration, engine mode and etc. And the possibility of generating dangerous factors, which result in aviation accidents, during flights is also of current interest. Nowadays, these factors define the functional state of air transportation system in the context of flight safety. One factor, which results in aviation accidents, may – as the case may be – serve as different causes of aviation accidents. For instance, technical weather conditions, into which an aircraft gets when an aviation accident takes place, may be such a factor as the aviation accident can occur due to crew fault or unfavourable weather conditions. So, flight safety is defined by a lot of factors, which are either determinate or random.

Therefore, we consider that the notion of flight safety area cannot be identical to the notion of flight

safety as the first has a broader meaning than the latter and includes: (1) the quality of air transportation system defining the ability to perform air carriage without causing any harm to human health; (2) legal and regulatory assurance of flight safety; (3) the system of governmental (public) and non-governmental authorities and organisations. Based thereon, *flight safety area within civil aviation* is – in its broad sense – the system of social relations, which arise and develop for ensuring flight safety within civil aviation and are accurately defined by laws and regulations.

Taking into account its significance to global as well as national society, the mentioned area apparently requires to be regulated by the state by applying organisational and legal measures. As administrative functions and rule-making activities in flight safety area within civil aviation fall within the jurisdiction of public administrative authorities in Ukraine, we may state that social relations in the mentioned area fall within the administrative legal mode as the form of administrative legal regulation.

Therefore, the next objective to be settled in this article is to define the notion and context of the administrative legal regulation of flight safety area within civil aviation.

We should note first that formulating the notion and exploring the peculiarities of the administrative legal regulation of the said area must be grounded on the general legal concept of the essence of legal regulation as well as the sectoral theory of administrative legal regulation.

Having read academic and scientific literature on general and administrative law regarding the defined problems, we can make some prior conclusions. First, despite the fact that the category of legal regulation is traditional to the theory of law, researchers tend to diversify its interpretation, including generalizations resulting from the existing opinions systemized and methodical approaches developed on the basis thereof. So, within the modern development of scientific opinion regarding this issue, the number of varieties of approaches only (as generalizing lines, groups of research) equals to several tens. Here are some of them: instrumental [20; 21], functional, operational, teleological, institutional [22], communicative, regulatory and legal [23], phenomenal and logical, sociological [24], psychological [25]; and here is a range of approaches resulting from the combinations of the approaches mentioned above: systematic (systematic and structural) [26], synthesized [27],

integrative [28] and etc. Second, the variety of approaches in the science of administrative law, which ensure the sectoral understanding of the administrative legal regulation, meets the general legal concepts specified above.

Preferring the combined systematic approach, we think that the administrative legal regulation in flight safety area within civil aviation is the complicated organizational and legal system with all elements of its internal structure having the administrative legal nature and intended purposes to systemize and protect social relations in civil flight safety area.

Defining the context of this system, we should mention that the science of administrative law has not come to a consensus on the number and types of respective elements. Therefore, based on Osipov's general legal doctrine [29] as well as Kolpakov's scientific opinion characterizing administrative legal regulation as a dynamic procedural phenomenon [30], we would like to define the composition of the context of the administrative legal regulation of civil flight safety as follows: a purpose, objectives, an object, a subject, principles, a method, a mechanism, and stages. The mentioned number of elements allows – from our point of view – comprehensively analyzing the context of this complicated, multifaceted and dynamic process of the administrative legal regulation in civil flight safety area taking into account the specific character of this area and its typical factors of external and internal influence.

5. Conclusion

Therefore, the global and national meaning of flight safety area within civil aviation requires that it be regulated by state by, *inter alia*, exercising administrative legal influence. We would like to consider flight safety area as – in its broad sense – the system of social relations, which arise and develop for ensuring flight safety within civil aviation and are accurately defined by laws and regulations, and as – in its strict sense – the systematic phenomenon, the context of which comprises as follows: the quality of aerial transportation system determining the ability to transport by air without causing any human health harm; legal and regulatory assurance of flight safety; the system of governmental (public) and non-governmental authorities and organisations, which control and ensure flight safety. We consider that existing and potential external and internal challenging factors, which impact the said area of

the relations and – in certain cases – pose threats to and constitute weak points of this area, are integral characteristics of flight safety within civil aviation. From our point of view, one of the effective measures to ensure the operation of the said area is to apply the administrative legal regulation in civil flight safety area, which means the complicated organizational and legal system with all elements of its internal structure having the administrative legal nature and intended purposes to systemize and protect social relations in civil flight safety area. Therewith, the purpose, objectives, object, subject matter, principles, method, mechanism, and phases of the administrative legal regulation in civil flight safety area are the context of this system.

Generalizations and conclusions formulated in the paper point to a separate line of a complex scientific applied research and serve as the theoretical framework for further analysis to define peculiarities of the administrative legal regulation in civil flight safety area, find out problems and offer ways of how to settle them.

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Теоретичні основи адміністративно-правового регулювання в сфері безпеки польотів в цивільній авіації

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Мета: З'ясування та загальна характеристика теоретично-правових засад адміністративно-правового регулювання в сфері безпеки польотів в цивільній авіації, що слугуватиме теоретичною основою для подальшого дослідження проблем в цій сфері. **Методи:** Методологічну базу дослідження склали загальнонаукові і спеціальні юридичні методи та підходи. Гносеологічний підхід дозволив з'ясувати сутність поняття «сфера безпеки польотів в цивільній авіації». За допомогою логіко-семантичного методу уточнено поняття адміністративно-правового регулювання в сфері безпеки польотів в цивільній авіації. Метод юридичного аналізу сприяв вивченню нормативного визначення поняття «безпека польотів», а порівняльно-правовий аналіз – доктринальному розмежуванню понять «сфера безпеки польотів» та «безпека польотів». Структурно-логічний метод дав змогу встановити елементний склад змісту адміністративно-правового регулювання в сфері безпеки польотів в цивільній авіації. **Результати:** Акцентовано, що сучасне глобальне та національне значення сфери безпеки польотів в цивільній авіації вимагає її державного врегулювання, формування ефективної системи забезпечення безпеки, у тому числі, шляхом адміністративно-правового впливу на усі її складові. Внаслідок проведеного аналізу нормативних та доктринальних визначень поняття сфери безпеки польотів, а також його співвідношення з поняттям безпеки польотів, робиться висновок, що за змістом перше поняття є ширшим ніж друге, та у широкому розумінні становить чітко визначену нормативно-правовими актами систему суспільних відносин, що виникають та розвиваються з приводу забезпечення безпеки польотів в цивільній авіації. Доведено, що однією з дієвих форм забезпечення функціонування вказаної сфери, ефективно протидіючи викликам безпеки польотів в цивільній авіації є адміністративно-правове регулювання в цій сфері, під яким пропонується розуміти складну організаційно-правову систему з внутрішньою будовою, всі елементи якої мають адміністративно-правову природу та характеризуються цільовим призначенням з упорядкування та охорони суспільних відносин в сфері безпеки польотів в цивільній авіації. **Обговорення:** У вузькому значенні сфера безпеки польотів є системним явищем, зміст якого включає: якість авіаційно-транспортної системи, що визначає здатність здійснювати повітряні перевезення без шкоди для здоров'я людей; нормативно-правове забезпечення безпеки польотів; систему державних (публічних) та недержавних органів й організацій, що здійснюють регулювання та забезпечують безпеку польотів в цивільній авіації. Відстоюється позиція, згідно з якою невід'ємними характеристиками безпеки польотів в цивільній авіації є наявні та потенційні зовнішні і внутрішні фактори-виклики, що впливають на вказану сферу відносин, та які у певному стані становлять для цієї сфери загрози або слабкості. Основними елементами змісту адміністративно-правового регулювання в сфері безпеки польотів в цивільній авіації є: мета, цілі, об'єкт, предмет, принципи, метод, механізм, стадії адміністративно-правового регулювання в сфері безпеки польотів в цивільній авіації.

Ключові слова: адміністративно-правове регулювання; безпека польотів; зміст адміністративно-правового регулювання; сфера безпеки польотів; цивільна авіація.

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Теоретические основы административно-правового регулирования в сфере безопасности полетов в гражданской авиации

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Цель: Определение и общая характеристика теоретико-правовых основ административно-правового регулирования в сфере безопасности в гражданской авиации, что послужит теоретической основой дальнейшего исследования проблем в этой сфере. **Методы:** Методологическую базу исследования составили общенаучные и специальные юридические методы и подходы. Применение гносеологического подхода позволило познать сущность понятия «сфера безопасности полетов в гражданской авиации». С помощью логико-семантического метода авторами уточнено понятие административно-правового регулирования в сфере безопасности полетов в гражданской авиации.

Метод юридического анализа содействовал изучению нормативного определения понятия «безопасность полетов», а сравнительно-правовой анализ – доктринальному разграничению понятий «сфера безопасности полетов» и «безопасность полетов». Структурно-логический метод был применен в ходе установления поэлементного состава содержания административно-правового регулирования в сфере безопасности полетов в гражданской авиации. **Результаты:** Акцентируется тезис о том, что современное глобальное и национальное значение сферы безопасности полетов в гражданской авиации требует ее национального государственного урегулирования, формирования эффективной системы обеспечения безопасности, в том числе с помощью административно-правового воздействия на все ее составляющие. В результате проведенного анализа нормативных и доктринальных определений понятия сферы безопасности полетов, а также его соотношения с понятием безопасности полетов, делается вывод, что по содержанию первое понятие шире второго, и в широком понимании представляет собой четко определенную нормативно-правовыми актами систему общественных отношений, возникающих и развивающихся в связи с обеспечением безопасности полетов в гражданской авиации. Доказано, что одной из действенных форм обеспечения функционирования указанной сферы, эффективно противодействуя вызовам безопасности полетам в гражданской авиации, является административно-правовое регулирование в этой сфере, под которым предлагается понимать сложную организационно-правовую систему с внутренней структурой, все элементы которой имеют административно-правовую природу и характеризуются целевым назначением по упорядочиванию и охране общественных отношений в сфере безопасности полетов в гражданской авиации. **Обсуждение:** В узком значении сфера безопасности полетов является системным явлением, содержание которого включает: качество авиационно-транспортной системы, определяющее способность приносить воздушные перевозки без вреда для здоровья людей; нормативно-правовое обеспечение безопасности полетов; систему государственных (публичных) и негосударственных органов и организаций, осуществляющих регулирование и обеспечивающих безопасность полетов в гражданской авиации. Отстаивается позиция, согласно которой неотъемлемыми характеристиками безопасности полетов в гражданской авиации являются как имеющиеся, так и потенциальные внешние и внутренние факторы-вызовы, влияющие на указанную сферу отношений, и которые в определенном состоянии представляют для этой сферы угрозы или слабости. Основными элементами содержания административно-правового регулирования в сфере безопасности полетов в гражданской авиации являются: цель, объект, предмет, принципы, метод, механизм, стадии административно-правового регулирования в сфере безопасности полетов в гражданской авиации.

Ключевые слова: административно-правовое регулирование; безопасность полетов; гражданская авиация; содержание административно-правового регулирования; сфера безопасности полетов.

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