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**ACTIVITIES OF UKRAINIAN AIRPORTS  
IN CONDITIONS OF UNCERTAINTY**

**ДІЯЛЬНІСТЬ УКРАЇНСЬКИХ АЕРОПОРТІВ  
В УМОВАХ НЕВИЗНАЧЕНОСТІ**

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The development of ukrainian air transport can be tentatively considered since the independence of Ukraine. During 30 years was designed ukrainian air transport system, modernized airports, built a modern airport terminals, the legal framework was implemented, international relations were established, ukrainian airlines were founded and etc. For a young independence country is a good result.

The publications of national and foreign scientists are devoted to the study of economic and technological development of air transport and airports of Ukraine and the world. Among them are such as D. Bugayko, T. Gabrielova, G. Yun, K. Marintseva, O. Sokolova and other.

Until 2014, there were more airports, but after the hostilities in Luhansk and Donetsk regions, where the two largest airports in the east of Ukraine were destroyed, as well as the annexation of Crimea by the Russian Federation, the airports there are de jure closed, de facto serving flights from/to Russia [1].

As of 2021 up to 20 airports were operating in the country [2]. After the full-scale military invasion of Russia, the sky over the territory of Ukraine was urgently closed, airports and airlines stopped their activities for an indefinite period. We have two questions: 1) How the war and the suspension of aviation activities did effect of the airport's resources; 2) What will await Ukrainian airports after the end of the war?

Before the war, airports had goals for the effective use of material-technical resources of the airport, the main ones being:

– optimizing the material and technical resources;

- maximizing the runway and airport capacity;
- identifying and alerting of potential bottlenecks and providing conflict resolution
- enhancing the overall service quality (punctual departures, cost competitiveness and reliability) and etc.

Unfortunately, it is not possible to implement these goals and manage material and technical resources to achieve them because buildings, infrastructure and equipment of airports and airfields in conditions of direct hostilities is vulnerability to be at risk of air and ground strikes.

In the article [3] in the article the authors propose three scenarios for the development of airports in Ukraine after the war: optimistic, realistic and pessimistic. The majority of experts are inclined to a realistic scenario of the development of airports in Ukraine after the war. Because the state will be interested in the development of the aviation system, air transport will also be used to rebuild damage after aggression.

Conclusions. Airport material-technical resources and them goals we should put on pause, but don't stop designing and calculative a new airports system in Ukraine, because is important. The post-war reconstruction airports of Ukraine is opportunity for a new develop air transport and to increase the importance of Ukraine as a transport hub in the world.

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