OPPORTUNITIES FOR USING GENERAL AVIATION IN CRISIS SITUATIONS

The world we live in is in the sine of global dangers, as they are common natural catastrophes, but also the increasing potential of technical and technological havoc as well as terrorist attacks. No matter what man today possesses fascinating knowledge and abilities, crises and disasters occur due to the action of nature (floods, droughts, landslides, earthquakes, tsunamis, fires, storms, epidemics of contagious diseases, hunger etc.) as well as imperfections of technology or human errors (industrial, chemical and nuclear accidents, which are related to land, river, sea and ocean or air) are unfortunately more and more concerned with terrorist attacks (prominent individuals, social institutions or ordinary citizens, frequent abduction of aircraft, ships) whose consequences are of a global scale crisis. In its close proximity, the Republic of Serbia was hit by a number of natural disasters, their consequences and disruptive action brought many human lives and caused great material damage to the entire society. Managing crisis situations is of crucial importance for each country. In order to successfully resolve the crisis in its territory, it engages certain forces that are part of the civil protection system. The types and number of resources involved are directly related to the characteristics, characteristics and complexity of a given crisis situation. Regardless of the development of a country’s economy, resources are always deficient and never have enough. That is why it is imperative that the one with which it is available be used extremely efficiently and rationally. According to the translation the term aircraft originates from the Latin word avis - bird and represents a flying device, solid construction. It consists of the body (dragon), (hull, bonnet and control surface, pit stop), equipment and drives. The first successful construction was executed by the brothers Wilbur and Orville Wright. On that construction they managed to break in 1903. It is recorded as the historic beginning of a man’s flight with a device called a plane. (U.S. Department of Transportation / Federal Aviation Administration, 2013). The massive use of the aircraft was related to its combat purpose and began at the end of the First World War. Numerous superiority of combat aviation has been dominated by the outcome of the
Second World War, because who controls the sky that controls the battle and the territory in which it is led. Aircraft is used for civilian and military purposes. For civil purposes, they are used for the transport of goods and passengers, while for military purposes they serve primarily for air space and airborne activities, as well as for water transport, as well as for transportation and desant hulls and techniques.

There are four large groups of aircraft engines and they are (U.S. Department of Transportation / Federal Aviation Administration, 2004): Piston Motors - The thrust of these engines creates a propeller that reverses the air as a fan and creates the same thrust in the opposite direction. These engines were characteristic of double wheels and single-lances before the jet engines. Today, only small planes (lightweight general aviation) use such engines. Turbocharger Engines - They’re similar to piston engines because they have a propeller, but it is powered by a gas turbine that produces a direct thrust by throwing out exhaust gases. They are mostly used for aircraft flying short distances because they are inexpensive. Turbocharged Motors - These are in fact gas turbines that draw power from burning gasses that originate from its last end. They are very powerful, but they consume a lot of fuel and are very loose. There are also versions that have the built-in so called. The exhaust chamber in which it burns excess fuel in exhaust gases to increase thrust and provide greater economy. Turbocharger Motors - Used for most modern airplanes because they combine high power, economical fuel consumption and relatively low noise levels. According to all the above data, a general division of aircraft can be made: Traffic Planes: Serves for the transport of passengers and goods, whereby the transport may be public or for personal use. General Category of Aircraft: All non-scheduled airplanes and buses are: Aircraft General Category for Acrobatic Flight, General Category Aircraft Semi-Robots, General Category Aircrafts for Standard flight. Special category of aircraft: ("self-construction" or amateur construction, ultra-light aircraft, experimental aircraft, dragons, etc.). General or general aviation carries out operations within civil aviation and is conducted as an improper air transport operation. The flights range from sailing to jet business aviation. Most of the world's air traffic is part of this category, and most of the airports in the world are adapted to this type of aviation. (What is General
Aviation, 2012). General aviation covers a wide range of commercial and non-commercial activities, including aero clubs, pilot training centers, agricultural aviation, light aviation and aeronautics maintenance. (Crane, 1997) Worldwide, general aviation is most common in North America, with over 6,300 aerodromes tailored to this purpose (of which approximately 5,200 in the US and over 1,000 in Canada). According to the Aircraft Owners and Pilots Association (AOPA) data, US general aviation provides more than 1.3 million jobs, with about 1% of total national income per annum. More than 21,000 civilian aircraft belonging to this category of aircraft have been registered in the United Kingdom and general aviation is at the very top of providing air services and activities. (Authority, 2006) Similar information on the wide use of lightweight general aviation can be obtained anywhere else in the world just different from country to country, according to its material potentials. Therefore, it was necessary to harmonize and standardize a large number of safety regulations and regulations in accordance with the law on air traffic. (Knecht, 2012).

Most theorists agree that the first decade of the third millennium, decades of crisis in politics, economics, education, traffic, and energy as well as all other social activities. The crisis is a companion but also the framework of modern man’s life. And indeed today nothing is as certain as a crisis that has created the ambience in which an individual, organization or society as a whole is engaged. In the media, but also in everyday communication people say the crisis is one of the most commonly used words. It is used in description of the state, with potentially negative concomitances in which the society of today is. The crisis today has introduced us into areas of risk management. We assume that crisis management in the organization is planning ahead in order to have a good response in all situations and on any question "what if", that is to say that in the event of a crisis by applying developed and continuously improved procedures minimized all possible losses and damaging consequences. The crisis-hit organization will quickly return to normal. In crisis situations, it is most important to maintain the organization's continuity and its ability to act. Facing the crisis, only those organizations that are capable and ready to change can succeed. Turning the crisis into a chance and mastering it, and succeeding in preserving the key
resources and capabilities of an organization means to be strong. The organization that is strong is able to "be capable and successful to compete with change, faster and better than competition". The most successful are those organizations whose management is not waiting for the problem to come, but are proactively preparing for it. Management of organization alongside plan A with which an organization enters the crisis must have a developed plan B and C and willingness to apply them. Strong organizations undertake measures and procedures, and develop procedures to become even stronger, while the weak are surprised and take no action, and the crises are soon overcome. To understand crisis management in a country's defense and rescue system, an important aspect is a doctrinal document that addresses areas of importance for the involvement of state authorities, business entities and citizens in crisis situations. The protection and rescue system of the Republic of Serbia is legally regulated by the Constitution, the National Strategy for Protection and Rescue, the Law on Local Self-Government, the Law on Fire Protection, Other Legal and By-Laws (Regulations, Decisions) obligations, signed and ratified international treaties in this area. By adopting national strategy, protection and rescue by the Assembly of the Republic of Serbia, basic assumptions have been created for the timely functioning of state organs, business entities and citizens in crisis situations and participation in the protection and promotion of people and material goods, environmental protection and cultural heritage. Depending on their role, tasks, location and organizational skills of civilian protection is the most important and fundamental component of the protection and rescue system. Accordingly, all activities of the civil protection system are derived from the National Strategy for Protection and Rescue, the principles of international humanitarian law and international law on the protection of people and material goods from natural and other disasters as well as from the assumed international obligations.
REFERENCES


