the deepening of specialization and co-production, its robotization, the introduction of flexible production systems, the emergence of resource-saving technologies, the development of modern means of information transfer are of particular importance.

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THE MAIN FEATURES OF AIRLINE LOGISTICS

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Planning and organization of air transportation is applied particularly due to the international nature of this transport, when typically great distances have to be overcome meeting the economic and physiological requirements, asking for fast, convenient and safe services. It raises the need for unification of the basic requirements and regulations for the establishment and operation of an air carrier, air traffic control, passenger check-in, construction and operation of airports and other aviation related activities.

Logistics technology include aviation in the planning, organization, administrative control and enforcement operations in air cargo supply chain. These individual components are connected to the carriage of cargo in collaboration with intermediaries of air freight, airports, airlines and air traffic services. Logistics technology based on the interaction of among the various subsystems of the logistics chain.

The most commonly used logistics technologies Logistics technologies are used in most of these concepts:

The concept of "Just in Time" (JIT) - (just in time delivery), means radical reduction of storage and inventory by exactly functioning transport. A system based on

small volumes of supplies of high frequency and high time reliability at a suitable geographical spread of sites of production and consumption.

The concept of "sold earlier than made" - through production management, rapid transport and orders made by means of rapid communication, your order can be classified primarily in the logistics chain. This will completely change the role of businesses and warehouses. Businesses assume the role of mediators without stocking, and the physical flow of goods can be routed directly from producer to consumer. The concept requires that the transport infrastructure cope with small load currents with greater frequency when operating a large area.

The concept of computer integrated manufacturing to produce to order and communication systems also allow contracting production. Logistics chains are the result may be extended by a fine of up to networks that have high demands on information system.

The concept of integrated warehousing and transportation terminals deployed along the routes. Similarly as in the of JIT concept, the criterion of optimization is the reduction of overall costs, and generally increase in the cost of transport at the expense of far more substantial reduction of the cost of maintaining the inventory, storage and handling systems.

The concept of vertical integration of logistics management. In this concept, traffic becomes an integral part of the transformation process of production. Information systems and logistics coordination at a higher level of management will optimize the transport chain.

The concept of "paperless transactions" means that most documents will be replaced by communication via the computer network. This concept simplifies transport (especially in combined transport systems), the transmission tariff, tracking shipments, booking space for the shipment, payment and shipping etc. Implementation of the concept results in the reduction of human labour and logistics costs in the transport subsystem and forwarding services.

The concept of a memory control and traffic management is a concept that is based on the development and implementation of themes. The concept represents an

automatic transmission of information about vehicles, containers and shipments based on identity cards, as well as automatic reading of data from relevant documents.

The concept of "computerized transportation" is a technology of network planning, capacity, loading and routes, which will increase the use of mobile means of transport at optimal load of transport routes.

The concept of transport is assumed in combination with other concepts, eg. JIT, or the concept of centralized warehouses, optimization of the organization in order to minimize transport costs. It can be divided into a system searching for the optimal combination of modes of transport and a system of optimal use of vehicles in the organization of transportation.

The concept of transportation in the sphere of production is designed to optimize inter-operational and technological services in the manufacturing process.

Logistics activities

In developing the logistics chains, when coordinating, linking and optimizing of material flow from the point of manufacture to the point of consumption, it is necessary to provide a range of activities particularly those related to:

I. Set of logistics activities forms a logistics system. The separate logistics subsystems represent relatively independent economic activities, linked with other activities. Some of them activities may also function independently, without mutual interconnection.

II. Transportation is an integrating logistics activity linking different systems and ensuring their own moving material from the point of manufacture to the one of consumption.

III. Packaging is a sum of the operations involved in preparing the goods for the circulation and consumption by means of packing.

IV. Material handling represents the most extensive area of logistics activities involving all transactions related to the movement of material.

V. Storage has its specific logistics status depending on whether associated to the stocks in the production, circulation and consumption. The activities carried out in different groups of stocks are generally similar, but warehouse features often differ.

They include the storage processes: material receipt, material identification, material storage and shipping materials.

VI. Customer service is the output of the logistics system and its role is to ensure proper placement of the product at the right time at right place and if possible at the lowest possible total costs.

VII. Information flow related to logistical communication is another prerequisite to the functioning of the individual subsystems and the system as a whole. Quality of the information flow is essential to the formation of the company´s competitive advantage.

Air carriers

The nature and extent of air freight also depends on the options, or orientation and size of the network carrier. By the applied methods, airlines can be divided into four groups:

Group l - includes companies that are strong enough to establish their own freight as equal to the total air passenger traffic (Lufthansa, Aeroflot).

Group 2 - includes the companies that have introduced intermodal QC and continues to contribute to transport additional loads in passenger aircraft, or have available a limited small fleet of cargo aircraft (British Airways).

Group 3 - includes companies that operate only freight cargo aircraft (Heavy Lift).

Group 4 - includes companies in which goods are transported running additional loads in passenger aircraft, with the provisional measures applied to increase capacity for freight. This distribution shows that aircraft are distinguished by carrying cargo in bulk, bulk cargo inserted in the space, or on pallets and in containers.

***Conclusion**:* transport and the activities associated with storage are the biggest cost items in the supply chain, and therefore due attention is to be paid to their design and optimization. In order to ensure high quality transport services, particularly in terms of quality and accuracy of delivery, further growth of the integrated express carriers can be expected, and creating strategic alliances and partnerships between individual carriers. Air freight is increasingly becoming an integral part of a more robust global supply chains adding to their values.

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LOGISTICS AS ONE OF THE BASIC BRANCHES OF THE NATIONAL ECONOMY

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1. The economic importance of transportation

Development can be defined as improving the welfare of a society through appropriate social, political, and economic conditions. The expected outcomes are quantitative and qualitative improvements in **human capital** (e.g. income and education levels) as well as **physical capital** such as infrastructures (utilities, transport, telecommunications).

Transport plays a crucial role in economy bringing goods and services to customers as well as transporting passengers to work or acting for pleasure purposes.