

The Role of Civil Aviation in the Social Development of Countries

Salimov Bakhridin Lutfullaevich

Professor of Tashkent State Transport University

Bozorov Zufarboy Azamatovich, Eraliev Nurlan Dzhanibekovich

Student of Tashkent State Transport University

Article Information

Received: December 27, 2022

Accepted: January 26, 2023

Published: February 28, 2023

Keywords: *discovery, airways, efficiency, economy, independence.*

ABSTRACT

The article provides information about the emergence of air transport and its penetration into Central Asia. It was also analyzed that during the years of independence, unprecedented works were carried out in the field as a result of the development of air transport along with all types of transport in Uzbekistan, aimed at improving the economy and technology, as a result of optimally effective management of resources.

INTRODUCTION

The beginning of passenger transportation by air transport began on January 1, 1914 in an airplane owned by the American company "Benoist". On this date, the Benoist 14 aircraft with a maximum speed of 103 km/h flew the distance between the cities of St. Petersburg and Tampa in the USA in 23 minutes¹. Interestingly, there was only one passenger in this plane, and he was sitting in a wooden seat next to the pilot. This passenger is Abram Phil, the former mayor of St. Petersburg, who bought a ticket for \$400. The value of this money is now equal to 10,000 thousand dollars. But these flights were carried out individually and had not yet been converted into mass passenger transport. In the USA, which started passenger transportation by air, this type of transport has been started for cargo transportation and other commercial purposes. In 1918, a permanent airmail service was established on the Washington-Philadelphia route. It can be said that airmail service was one of the most profitable industries at that time and brought great economic benefits to air transport².

DISCUSSION AND RESULTS

In 1918, after the end of World War 1, European countries began to use air transport for the

¹ Салимов Б.Л. Ижтимоий муносабатларнинг коммуникация ва транспорт тизими билан детерминистик боғлиқлигининг гносеологик таҳлили. Фалсафа фанлари доктори диссертацияси. Ўзбекистон Миллий университети. Тошкент. 2022, 224 б.

² Салимов, Б. Л. ., Кувондиқов С., Жовлиев Д. (2022). ФУҚАРО АВИАЦИЯСИНИНГ ШАКЛЛАНИШИДА ИМКОНИЯТЛАРНИНГ ВОҚЕЛИККА АЙЛАНИШИ. Журнал интегрированного образования и исследований , 1 (6), 57–62.

purposes of cargo transportation and passenger transportation in order to boost the economy. Attention was also paid to these aspects in the process of designing newly created aircraft. The appearance of this type of aircraft was a matter for the British state. After all, at that time, this country had large colonial territories around the world³. The creation of flying machines, which allowed to travel long distances with a large number of passengers and cargo in a short period of time, greatly improved interregional communications. It was especially suited to the interests of the colonial ruling circles. Aviation has become a very convenient form of transport for the rapid delivery of troops and military weapons to long distances and the removal of countless wealth from the colonies.

In the 1920s and 1930s, when aviation transport was emerging as a separate type of transport, Uzbekistan was one of the allied republics of the former USSR. It should be noted that the former union was one of the countries that had a great impact on the development of aviation transport. In 1922, when the USSR was founded, Khodynskoe Square in the center of Moscow was the main airfield for airplanes to take off and land. Flights are launched from this airport in the direction of Moscow - Smolensk - Kovno (Kaunas) - Konigsberg - Berlin. In 1922 alone, 100 trips were made in this direction and 338 passengers and mail were delivered to the destination. It was considered the first domestic airline in the USSR. Rakhnoma of the Soviet state V.I. On February 9, 1923, at the initiative of Lenin, control over all civil aviation teams was transferred to the sole control of the Air Fleet Inspectorate of Civil Aviation. In March of the same year, the All-Russian Voluntary Air Fleet "Dobrolet" society was established. By 1932, in the Soviet Union, the general administration of the Aeroflot civil air fleet, which is known and famous throughout the world, began to operate⁴.

Andrei Tupolev, a talented designer, made a great contribution to the development of air transport in the USSR. The ANT and TU 150 aircraft he invented first conquered the skies of the Soviet Union and then the skies of the whole world. Also, in the air transport of the former union, there were airplanes of the type IL, An, Yak, and they had their place and importance in cargo and passenger transportation⁵.

The arrival and development of aviation in Uzbekistan also coincides with the period when our republic was part of the USSR. In August 1923, the Central Asian branch of the All-Russian Voluntary Air Fleet "Dobrolet" Society was established and the work of opening local domestic air routes was started. For this, industry experts were involved from the center. Fields suitable for taking off and landing were leveled, airfields were built, and the first airplanes began to be delivered.

May 12, 1924 was recorded in history as an important date in the annals of civil aviation of Uzbekistan. On the same day, the Junkers R-13 plane, with passengers on board, made its first flight on the Tashkent-Pishpek-Alma-Ota route under the control of experienced pilot V.L. Galyshev. In the same year, later, regular services were launched along the routes Kogon-Termez-Dushanbe and Kogon Toshouz-Khiva. In 1927, the first international air connections were established on the Tashkent-Kabul route. From August 8, 1930, the Moscow-Tashkent-Moscow route of aircraft began. In this way, the total length of the Republic's airways gradually increased. In the early years, its length was about 2 thousand kilometers, in 1930 it reached 3.5

³ Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. *Academic research in educational sciences*, 3 (TSTU Conference 1), 403-407.

⁴ Салимов, Б. Л. ., Кувондиқов С., Жовлиев Д. (2022). ФУҚАРО АВИАЦИЯСИНИНГ ШАКЛЛАНИШИДА ИМКОНИАТЛАРНИНГ ВОҚЕЛИККА АЙЛАНИШИ. *Журнал интегрированного образования и исследований*, 1 (6), 57–62.

⁵ Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. *Academic research in educational sciences*, 3 (TSTU Conference 1), 403-407.

thousand kilometers, in 1940 it reached 9 thousand kilometers and in 1968 it reached 50 thousand kilometers. To date, the total length of our country's airways is 100,000 kilometers is organizing⁶.

Uzbekistan's independence has led to radical changes in air transport as well as in many other areas. On January 28, 1992, the national airline "Uzbekistan Airlines" was founded. It can be said that the role and importance of this organization in the coordination of air transport activities and implementation of the state policy in the field of our country is great. For many years, the national airline "Uzbekistan Havo Yollari", which has been considered the main governing body of civil aviation, has brought the air transport sector to a new level in the country. During the years of independence, "Uzbekistan Airways", known to the world as "Uzbekistan Airways", became one of the most reliable, safe and prestigious airlines in the world. Over the past years, the economic potential of our national airline has increased, and its technical capabilities have expanded⁷. Things that were impossible before, i.e., direct flights to many countries of the world, began to be implemented. In particular, in the same year of the establishment of the national airline, regular flights were launched to a number of foreign cities such as London, Karachi, Delhi, Kuala Lumpur, Tel Aviv, Beijing. In subsequent years, Frankfurt, Bangkok, Athens, Manchester, Seoul, New York, Bahrain, Paris, Dhaka, Riyadh, Rome, Birmingham, Amritsar, Osaka, Tokyo, Hanoi, Riga, Shanghai, Astana, Urumqi, Lahore, Milan, Sochi, Bombay, Madrid, Kaliningrad and other cities with many political, commercial and industrial centers of the world have been established. Until now, Uzbekistan is connected with most countries of the world by air.

The establishment of air connections around the world and the expansion of the range of travel routes have also created a number of advantages for manufacturers. First of all, the way was opened for the producers to establish organic relations with foreign partners, to improve social relations, to meet often and exchange experiences, which is the first. Secondly, it was possible to deliver products to any address in a short period of time while maintaining their quality. Therefore, the number of air transport users is increasing year by year. The number of customers preferring air transport is increasing⁸.

Most importantly, our local personnel operate and maintain modern and sophisticated aircraft that bring millions of people closer together. It's good that all the planes that have been transferred to the air transport of our country have the image of the flag of the Republic of Uzbekistan printed on them, and you can recognize them at a glance. Of course, it is a pleasure to see airplanes with the logo of Uzbekistan flying in the sky⁹.

There are 11 airports in the cities of Tashkent, Bukhara, Samarkand, Nukus, Karshi, Termiz, Urganch, Navoi, Andijan, Fergana and Namangan, all of which have international status. All of these airports are equipped with modern and excellent equipment, passenger terminals and other equipment that meet world standards. And it should be said that the existing technical base of airports and the infrastructure of passenger and cargo terminals are constantly being updated. Also, the runways at the airports of our country were reconstructed to the required level. The

⁶ Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. Academic research in educational sciences, 3 (TSTU Conference 1), 403-407.

⁷ Салимов, Б. Л. ., Кувондиков С., Жовлиев Д. (2022). ФУҚАРО АВИАЦИЯСИНИНГ ШАКЛЛАНИШИДА ИМКОНИАТЛАРНИНГ ВОҚЕЛИККА АЙЛАНИШИ. Журнал интегрированного образования и исследований, 1 (6), 57–62.

⁸ Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. Academic research in educational sciences, 3 (TSTU Conference 1), 403-407.

⁹ Салимов, Б. Л. ., Кувондиков С., Жовлиев Д. (2022). ФУҚАРО АВИАЦИЯСИНИНГ ШАКЛЛАНИШИДА ИМКОНИАТЛАРНИНГ ВОҚЕЛИККА АЙЛАНИШИ. Журнал интегрированного образования и исследований, 1 (6), 57–62.

interior and exterior of the airports have been completely renovated, providing all comfort and conditions for passengers. Soft seats in waiting rooms, automatic massage chairs, large-screen TVs, rest rooms, medical service room, currency exchange offices, small shops, sufficient ticketing booths and availability of necessary services, etc. are the proof of our opinion. Starting from 2018, in order to simplify the rules of customs clearance and to create convenience for passengers, a system of passing through two green and red corridors was introduced at customs border points at airports at once.

Not only our airports, but also the national airline company "Uzbekistan Havo Yollari", which has been operating effectively on domestic and international routes for several decades, is considered worthy of recognition at the international level. The civil aviation of our country is recognized at the world level and recognized as the most reliable and safe air carrier¹⁰. Of course, reaching such high recognitions did not happen by itself. First of all, this is the result of the far-sighted policy of the leadership of the Republic, the ability to make necessary and important decisions on time, and the selfless efforts of all civil aviation workers.

CONCLUSION

Continuous improvement of civil aviation in Uzbekistan, adapting it to the requirements of world standards has been in the center of constant attention of our government. For this, necessary decisions are made and their practical implementation is ensured. The President of the Republic of Uzbekistan has adopted one related to the field a number of decrees and decisions are of great importance in ensuring the continuity of air transport reforms in our country. A number of important changes have been made in our country. In particular, the national airline company "Uzbekistan Havo Yollari" was reorganized, and "Uzbekistan Airways" and "Uzbekistan Airports" were established as independent companies. The above changes serve to liberalize the aviation market in our country, ensure the safety of flights and expand its geography, introduce modern management methods to the sector, and raise the level of services offered to passengers to a high level. In Uzbekistan, modern civil aviation, which is fully compatible with world standards, has been created, which is constantly improving. Of course, all this is a clear indication that the available opportunities are becoming a reality.

REFERENCES

1. Салимов Б.Л. Ижтимоий муносабатларнинг коммуникация ва транспорт тизими билан детерминистик боғлиқлигининг гносеологик таҳлили. Фалсафа фанлари доктори диссертацияси. Ўзбекистон Миллий университети. Тошкент. 2022, 224 б.
2. Бахриддин Лутфуллаевич Салимов (2022) ЎЗБЕКИСТОН ТАРАҚҚИЁТИДА КОММУНИКАЦИЯ ВА ТРАНСПОРТ ТИЗИМИНИНГ ЎРНИ. Academic research in educational sciences, 3 (TSTU Conference 1), 403-407.
3. Салимов, Б. Л. ., Кувондиков С., Жовлиев Д. (2022). ФУҚАРО АВИАЦИЯСИНИНГ ШАКЛЛАНИШИДА ИМКОНияТЛАРНИНГ ВОҚЕЛИККА АЙЛаниШИ. Журнал интегрированного образования и исследований , 1 (6), 57–62.
4. Salimov Bahriddin Lutfullaevich. The philosophical role of dialectical categories in human life. Oriental Renaissance: Innovative, educational, natural and social sciences. Volume: 1, Issue 6, 2021. -P.406-410.

¹⁰ Салимов, Б. Л. ., Кувондиков С., Жовлиев Д. (2022). ФУҚАРО АВИАЦИЯСИНИНГ ШАКЛЛАНИШИДА ИМКОНияТЛАРНИНГ ВОҚЕЛИККА АЙЛаниШИ. Журнал интегрированного образования и исследований , 1 (6), 57–62.