

# The Role of Civil Aviation in the Development of Countries

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## 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.

**KEYWORDS:** *discovery, airways, efficiency, economy, independence*

## Introduction

The beginning of passenger transportation by air began on January 1, 1914 on an airplane owned by the American company Benoist. On that day, a Benoist 14 flew the distance between the cities of St. Petersburg and Tampa in the USA at a maximum speed of 103 km/h in 23 minutes. Interestingly, there was only one passenger on this plane, and he was sitting in a wooden chair 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 operated individually and had not yet been converted to mass passenger traffic. In the United States, which began passenger air transportation, this type of transport began to be used for the transport of goods and other commercial purposes. In 1918, a permanent airmail service was established on the Washington-Philadelphia route. It can be said that the airmail service was one of the most profitable industries at that time and brought great economic benefits to air transport<sup>1</sup>.

## DISCUSSION AND RESULTS

In 1918, after the end of the First World War, European countries began to use air transport to transport goods and passengers in order to boost the economy. These aspects were also given attention in the design of newly created aircraft. The appearance of this type of aircraft was the work of the British state. After all, at that time this country had large colonial territories around the world. The creation of aircraft, which made it possible to cover long distances with a large number of passengers and cargo in a short period of time, significantly improved interregional communications. This was especially in the interests of the colonial ruling circles. Aviation has become a very convenient mode of

transport for the rapid delivery of troops and military weapons over long distances and the export of untold wealth from the colonies<sup>2</sup>.

In the 1920s and 1930s, when air transport was emerging as a separate mode of transport, Uzbekistan was one of the union republics of the former USSR. It should be noted that the former union was one of the countries that had a great influence on the development of air transport. In 1922, when the USSR was founded, Khodyn'skaya Square in the center of Moscow was the main airfield for aircraft to take off and land. From this airport there are flights in the direction Moscow - Smolensk - Kovno (Kaunas) - Königsberg - Berlin. In 1922 alone, 100 flights were made in this direction and 338 passengers and mail were delivered to their 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, the management of all civil aviation teams was transferred to the sole management of the Civil Aviation Inspectorate of the Air Fleet. In March of the same year, the All-Russian Voluntary Air Fleet "Dobrolet" was founded. By 1932, the well-known and world-famous main directorate of the civil air fleet of Aeroflot began to operate in the Soviet Union<sup>3</sup>.

A great contribution to the development of air transport in the USSR was made by the talented designer Andrei Tupolev. The ANT and TU-150 aircraft invented by him first conquered the sky of the Soviet Union, and then the whole world. Also in the air transport of the former union there were aircraft such as Il, An, Yak, and they had their place and importance in passenger and cargo transportation.

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 Dobrolet Society of the All-Russian Voluntary Air Fleet was created and work began on opening local domestic airlines. For this, industry specialists from the center were involved. Fields suitable for takeoff and landing were leveled, airfields were built, and the delivery of the first aircraft began<sup>4</sup>.

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May 12, 1924 went down in history as an important date in the annals of civil aviation in Uzbekistan. On the same day, the Junkers R-13 aircraft with passengers on board made its first flight on the route Tashkent-Pishpek-Alma-Ota under the control of an experienced pilot V.L. Galyshev. In the same year, later, regular flights were launched on the Kogon-Termez-Dushanbe and Kogon-Toshouz-Khiva routes. In 1927, the first international flights were established along the Tashkent-Kabul route. On August 8, 1930, the Moscow-Tashkent-Moscow aircraft route began. Thus, the total length of the republic's airlines gradually increased. In the early years, its length was about 2 thousand kilometers, in 1930 it reached 3.5 thousand kilometers, in 1940 - 9 thousand kilometers, in 1968 - 50 thousand kilometers. At present, the total length of our country's airlines is 100,000 kilometers.

The independence of Uzbekistan has led to radical changes in air transport, as well as in many other areas. On January 28, 1992, the national airline Uzbekistan Airways was founded. It can be said that the role and importance of this organization in the coordination of air transport activities and the implementation of states military policy in the sphere of our country are great. For many years, the national airline "Uzbekistan Airways", which is considered the main governing body of civil aviation, has taken the country's air transport industry to a new level<sup>5</sup>. During the years of independence, Uzbekistan Airways, known to the world as Uzbekistan Airways, has become 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 expanded. What was previously impossible, that is, direct flights to many countries of the world, began to be carried out. In particular, in the same year the national airline was founded, regular flights were launched to a number of foreign cities, such as London, Karachi, Delhi, Kuala Lumpur, Tel Aviv, and 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. Until now, Uzbekistan is connected by air transport with most countries of the world<sup>6</sup>.

The establishment of air links 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 opportunity has opened up for manufacturers to establish organic relationships with foreign partners, improve social relations, frequent meetings and exchange of experience, which is the first. Secondly, it became possible to deliver

products to any address in a short time while maintaining its quality. Thus, the number of air transport users is increasing every year. The number of customers who prefer air transportation is increasing<sup>7</sup>.

Most importantly, our local staff operate and maintain modern and sophisticated aircraft that bring millions of people closer together. It is good that all the planes transferred to the air transport of our country have an image of the flag of the Republic of Uzbekistan printed on them, and they can be recognized at a glance. Of course, it is nice to see how planes with the logo of Uzbekistan fly in the sky.

There are 11 airports in the cities of Tashkent, Bukhara, Samarkand, Nukus, Karshi, Termez, Urgench, Navoi, Andijan, Fergana and Namangan, all of them have international status. All these airports are equipped with modern and excellent equipment, passenger terminals and other equipment that meets international standards. And I must say 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 have been reconstructed to the required level. The interior and exterior of the airports have been completely renovated, all amenities and conditions for passengers have been provided. Soft seating in the waiting rooms, automatic massage chairs, large screen TVs, lounges, a medical center, currency exchange offices, small shops, a sufficient number of ticket offices and the availability of necessary services, etc. confirm our opinion. Starting from 2018, in order to simplify customs clearance rules and create convenience for passengers, a system of passing two green and red corridors at once has been introduced at customs checkpoints at airports<sup>8</sup>.

Not only our airports are considered worthy of recognition at the international level, but also the national airline Uzbekistan Airways, which has been effectively operating on domestic and international routes for several decades. The civil aviation of our country is recognized at the world level and recognized as the most reliable and safe air carrier. Of course, such high recognition did not come by itself. First of all, this is the result of the far-sighted policy of the leadership of the Republic, the ability to make the necessary and important decisions in time, the selfless efforts of all civil aviation workers<sup>9</sup>.

## CONCLUSION

The continuous improvement of the civil aviation of Uzbekistan, its adaptation to the requirements of world standards is in the center of constant attention of our government. To do this, the necessary decisions are made

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and their practical implementation is ensured. A number of decrees and resolutions of the President of the Republic of Uzbekistan in the field are of great importance in ensuring the continuity of the air transport reform in our country. A number of important changes have taken place in our country. In particular, the national airline Uzbekistan Airways was reorganized, while Uzbekistan Airways and Uzbekistan Airports were formed as independent companies. The above changes serve to liberalize the aviation market of our country, ensure flight safety and expand its geography, introduce modern management methods into the industry, and raise the level of passenger service to a high level. Modern civil aviation has been created in Uzbekistan, fully complying with international standards, which is constantly being improved. Of course, all this is a vivid witness Least of the fact that the existing opportunities become a reality.

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