

Formation of air transport in Khorezm oasis and its role in the economic and social life of the region

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Abstract: this article is focused on the history of air transport and aviation in the Khorezm region. The history of civil aviation originated in Khorezm in the first quarter of the 20th century. The geographical position of the oasis allowed it to be ignored by world tourists until the 20th century. The development of air transport services in the region has strengthened its integration with the outside world.

Keywords: Khorezm, road transport, soil roads, freight and passenger transport, vehicles and so on.

I. INTRODUCTION

The history of the fleet goes back to the first days of the 20th century. It was originally intended to evacuate people, but was aimed at military purposes and was brutally exploited by both sides during the First World War. With the establishment of Soviet power, economic relations were restored with Germany, which had fought as hostile since 1922, and regular flights began between Moscow and Berlin. The advent of air transport in the Khorezm People's Republic, which is technically located outside the world, has led to significant development in all areas of the oasis. The history of the fleet goes back to the first days of the 20th century. It was originally intended to evacuate people, but was aimed at military purposes and was brutally exploited by both sides during the First World War. With the establishment of Soviet power, economic relations were restored with Germany, which had fought as hostile since 1922, and regular flights began between Moscow and Berlin. The advent of air transport in the Khorezm People's Republic, which is technically located outside the world, has led to significant development in all areas of the oasis.

Khorezm in this period existed in the USSR and was not part of the USSR. Representative of the RSFSR B.G. Gorodetsky (1896-1944) put forward an initiative to introduce aviation in Khorezm. On December 16, 1922, the Presidium of the National Security Council of China issued a decree "On the Establishment of an Airfield in Khiva." "The airport should be ready to land at the gate," the resolution says. - To farmers who have land allocated to Khiva from the state land fund, not a land plot, up to: 1.5 acres of suitable land and 2 seedlings of seedlings planted by the state fund instead of 1 acre. If the ground is low, divide it into 3 tanks. Create a commission of 3 people to verify these lands. It should include one representative of the Ministry of the Interior, the Land Commission and the Supreme Audit Commission." [2]



The first aircraft ...

II.METHODOLOGY

During this period, the Khorezm People's Republic existed, which in 1923 was used as a "flight" (air) post office for communication between citizens of the Khorezm Republic, 450 km. Kagan - Oktokay - Darganata - Khiva, Khazarasp, Tash-Tovuz, Khojeyli, Kungrad. At that time, the Post and Telegraph Office signed contracts with private employers.



Area and Building of Khiva Airport

Khiva airport area and building

In March 1923, the Volunteer Volunteer Company was created in Russia. In August this year, the Turkestan branch of Dobrolet was opened, which was provided with an air base in Kagan, Bukhara. By this time, it is designed to transport passengers from Germany up to 140 km / h. The six-speed Junkers-13 aircraft is preparing to launch Tashkent-Almaty, Bukhara-Khiva and Bukhara-Termez-Dushanbe air routes.

In 1924, the country demarcated the state border, the USSR collapsed, and Uzbekistan and Turkmenistan joined the USSR. Hobarmarks 2 was transferred to the new regional center, Urgench, with a letter from the commander of East Bukhara-Khiva to the executive committee of Glenn Kagan and a copy of the Dobrolet team in Tashkent on May 13, 1920. "Despite the urgency of the issue, despite the 3-week period, the Khorezm district and the Urgench city executive council have not yet agreed on the allocation of suitable land for the

Dobrolet airport. The concern department once again takes into account the importance of the issue of transferring to New Urgench and how quickly and urgently this issue needs to be resolved.



Aircraft belonging to Dobrolyot ...

The decision to move the airline from Khiva to New Urgench was decided by technical, technical considerations by aviation officials. The NHC expects an urgent response from the Khorezm District Executive Committee why they don't have consent to land at the airport in New Urgench.

We reiterate the issue of moving the airport from Khiva to New Urgench cannot be overstated. "[3] This letter, which has survived a written form, gave impetus to the problem. According to the decision of the Executive Committee of the Khorezm district on October 25, 1927 3 km from the city center for the construction of the airport. A special area was set aside and 10,000 rubles were allocated. This day is considered as the day when the airport was established in Khorezm. Formally, the air traffic service on the territory of the ASSR of Uzbekistan was established in 1924 and since that year Tashkent has been connected by air transport to Almaty, Termez, Bukhara and Khiva.[4]



The first airplane at the airport in Urgench (1929)...

III. RESEARCH METHODOLOGY & RESULTS

On August 3, 1932, the airport of Urgench was created on the basis of the airport. In the mid-30s, the airport in Urgench began connecting planes with the central regions of the

country. Soon, the airport became the fastest and most efficient branch of the region. In addition to meeting the needs of passengers, the role of aviation in the quick delivery of live fish, fresh fruits and vegetables, seeds, manufactured goods, precious metals, spare parts, press releases, medical care, etc. was invaluable. The air fleet of the country is divided into military, civil, agricultural and sanitary. Aircraft, radar beacons, airports, controllers and other ground assistants are provided with safe flights of airplanes and helicopters. Issue 247 of "The Sun of the Revolution", published in 1936, contains information that the price of an airline from New Urgench to Chardzhou is set at 75 soums [5].



The new building of Urgench Airport (1939)

In 1939, the new Urgench Airport building was built. In the morning, the first planes brought newspapers, magazines, mail, telegrams and newspapers. Geologists and herders, especially from remote areas, used aviation services. Agricultural aviation has played an important role in solving the problems of fertilizing the soil and spraying insecticides.

NN, a long-time designer of flights over short distances. PO-2A (U-2) Polikarpov was invented in 1941. In 1947, engineer O.K. The creation of the Antonov Design Bureau An-2 was a major breakthrough in aviation history. 21 kg per second. The plane that sprayed superphosphate significantly increased the processing efficiency of cotton, grain and vineyards. If a vacuum tractor can process 36 hectares in 10 hours, then the aircraft will operate on 250-270 hectares. Most importantly, the weather and wind speed do not necessarily require the construction of expensive and large airfields for small aircraft [6].

Especially in this regard, Mi-4 Mil Helicopters played an important role. 200 km / h. The first helicopter was delivered to Uzbekistan in 1956.

The use of aircraft and especially helicopters in emergency situations played an important role. In 1955, Academician A.N. The Tupolev Design Bureau created the Tu-104 aircraft. 800 km / h. The 100-speed unit was equipped with wings for archery and jet engines. A giant 70-ton plane flew at an altitude of 10,000 meters. It was 50 degrees outside and 20 degrees inside the aircraft. Passengers almost never hear the sound of engines, fly in soft rubber seats and get to their destination 3 times. Tu-104 made its first flight from Moscow to Tashkent in October 1956.

Urgench Airport began to receive An-24 and Il-18 aircraft along with Il-14 instead of Li-2. Unipolar Po-2A and An-2 aircraft were deployed for agricultural needs and at close distances (Turtkul, Mangit, Darganata, etc.). Mostly they transported mail and served as an ambulance.

Head of State of Civil Aviation A.Yu. According to the order of Gazinazarov dated March 16, 1960, the airport of the third category was called Urgench Airport - a special air

squadron. In 1968, the runway at Urgench Airport was replaced with an asphalt coating 2000 meters long. In 1975, another 700 meters were extended to receive Tu-134 and Tu-154 aircraft.

During the years of independence, attention was paid to the development of the country's air fleet infrastructure, and serious attention was paid to overcoming the consequences of the crisis in the former Soviet Union. Since 1993, the company began supplying foreign aircraft, including American aircraft. On August 1, 2008, Uzbekistan Airways attempted to connect SkyTeam to a global network. In 2012, the first Boeing 67-300ER was launched. In 2014, 14,500 passengers were transported. The following year, permission was granted to countries in the European Union (EU). In 2016, two Boeing 787-8 aircraft were delivered. Online booking of passengers, payment by credit cards (UzCard) has been introduced.

By the Decree of the President of the Republic of Uzbekistan dated January 28, 1992 N 326 "Uzbekistan Airways" was established. Six companies in the company, including the Urgench airport, have international status. More than 30 airplanes of the company fly to more than 60 destinations in Russia and abroad to more than 30 countries and regions of the world. The company was headed by Gani Mazitovich Rafikov, Arslon Ruzmetovich Gaibov and Bakhtiyor Ibragimovich Khakimov.

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As of December 2016, the fleet owned 31 Boeing, Il, and Airbus aircraft with a capacity of 54,264 passengers. The airplane is focused on 58 cities, including the Russian Federation, Ukraine, Vietnam, Germany, United Kingdom, Italy, the Netherlands, Greece, Israel, Turkey, India, Iran, Pakistan, United Arab Emirates, Egypt, China, Japan, Malaysia, and Maldives , Thailand, Singapore, South Korea, Indonesia, Bangladesh, Belarus, Latvia, Azerbaijan, Kyrgyzstan, Turkmenistan, Tajikistan.



International and local airlines terminals in Urgench...

In 1997, the runway, platform and ramp of Urgench airport as part of the National Air Company of Uzbekistan were completely renovated. The main building of the airport was closed for years. In 2006, a new international terminal was opened in cooperation with Japanese and Turkish businessmen to accommodate 300 and 120,000 passengers per hour. On May 22, 2014, the well-serviced old building terminal was also serviced.

The name of the airline has changed several times. In 1969 it was assigned to the State Civil Aviation Cadet in Urgench, the Joint Civil Aviation Administration of the Uzbek Civil Aviation Administration in Urgench. International Airport. In 2018, Urgench Airport, a unitary enterprise, was also transformed into a limited liability company.

The distance from Urgench to Tashkent is 1000 km equals 700 km by air. At this stage, the planes will be able to travel within 1 hour and 10 minutes. The road to Bukhara is 450 km, and the length of the road is 380 km. (35 minutes); 160 km to the fault, 130 km on the plane. (25 minutes) . The airport services are also available to the residents of neighboring Beruniy, Turtkul, Ellikkala, Amudarya districts of Karakalpakstan, and in the emergency situations of Turkmenistan's Dashoguz region.

Airline accepts and launches commercial aircraft; they provide fuel, carry passengers, luggage, cargo and mail, and deliver breakfast and frozen water to passengers. The airport earns money for international and domestic flights.

In 2014, the airport building, which serves up to 300 passengers per hour, was renovated and commissioned. International passenger privileges are provided. They have 4 passport controls, 3 customs (customs) observations and an information office for tourists. There is a special 200-seat lounge for transit passengers. There are 3 lounges serving 300 passengers per hour for local routes. There are 2 passport control pillars on international flights and 4 passengers are served simultaneously. Customs control is also in place for two passengers and their luggage. Video streams are tracked. In the halls there is a post office, currency exchange, 3 Bars and gift shops, Duty-Free shop in the maternity and childhood hall.

The terminals are equipped with modern equipment from Russia, Italy, France and South Korea. Wireless Internet Wi-Fi is available at the airport, which is ready for flight. There are red and green corridors, i.e. departure and departure corridors. At the airport, which serves up to 600 passengers per hour, it is being upgraded to check passengers and luggage at the airport and inspect aircrafts abroad.

Urgench Airport is an airline owned by Uzbekistan Airways and is equipped with the first-class Tessler (Czechoslovakia) radio-electronic and electronic equipment. It is capable of receiving all types of aircraft. There are 2 airfields in the airport, the main one being 3 km. It is 50 meters long and 50 meters wide. The second corridor is 1800x100 meters and is covered with concrete. The first is to accept international and national flights, and the second is to serve An-2 aircraft and helicopters for domestic flights. Provision of ground services at the Urgench International Airport, handling luggage; flights at the airport and provision of aircraft with fuel and lubricants and special liquids.

Flights from Urgench airport to Tashkent 2 times daily, with scheduled flights to Moscow, St. Petersburg, Mineralnye Vody and other destinations. Charter flights from airports in Milan, Rome, Paris, Vienna and other cities are also available to tourists. For example, in September 2008, the airport welcomed a Boeing 757 from Paris. In 2018, Nordwind will start to service aircraft. Long-term cooperation agreements have been signed with Moscow's Vnukovo, Domodedovo, Moscow's Pulkovo airports, Ural and Siberia.

IV. CONCLUSION

The historic city of Khiva, known as the Open Museum under the Sky, is 34 km from Urgench Airport. It is located at a distance and is connected by train from 1997 and November 2018 by rail. Soft-seat buses also provide tourists and visitors within 35-40 minutes. Three Isuzi buses of Khorezmavtrans also carry passengers from Urgench to Khiva. There is a large car park at the airport. It operates around the clock, such as airport terminals.

Urgench pilots, like all their colleagues in the country, will celebrate their professional holiday on August 18. This day was introduced by the Decree of the President of the Republic of Uzbekistan dated July 21, 1995 № 1206 "On establishment of the Air Fleet Day

of the Republic of Uzbekistan". So, on Sunday, August 3, the Tashkent Aviation Union, Uzbekistan Airways, military aviation and aviation students will celebrate their professional holidays.

The maximum weight of aircrafts admitted to the Urgench airport should not exceed 310 tons in order to ensure the comfort and safety of flights. At the same time, the airport is working hard to create great opportunities for expanding the geography of passenger traffic.

The terminal provides all types of services to passengers. There are passenger lounges, a mother and child room, a buffet, a medical center, gift shops, currency exchange, and cash withdrawals, ticket offices and ticket offices. Flight boards include flight rules, customs, tickets, and cargo checkpoints. Since 2018, red and green corridors have been set up to improve flight comfort and passenger service. Urgench International Airport, along with passengers, is also committed to ensuring that their luggage is safely transported to and from the CIS and far abroad.

The airport has continued its activity in recent years. In 2016, 1399 flights were carried out, with a total of 106,780 passengers and 13,456 kg. of luggage is shipped. In 2017, the airport team transported 121,081 passengers, of which 43,830 were foreign tourists (18,146 shipped and received). 2831 on 25 flights to Paris and 2,663 passengers on 18 flights to Milan. In 2017, 2,500 passengers came from Russia.

The main tourist stream starts in April. In 2018, 1,567 flights were received and released, 282,136 passengers were served (including 43,848 foreign nationals), 16,649 tons of freight, 11,141 tons of mail, and 14,305 tons of paid luggage were shipped.

Charter flights are carried out with such countries as Russia, Italy, France, Gomania, Belgium, China, South Korea, Japan and Spain. For example, 20 flights to Paris (2,917 passengers) and 21 flight to Milan (3466), to Rome 14 flights (1578). During the operation of six flights per week to Bukhara, more than 8,000 foreign passengers were transported [9].

Urgench Airport has repeatedly been recognized as the Best Airport in the CIS and Airport Association and has been awarded the Contribution to Tourism Development. At the end of 2017, Urgench International Airport won the nomination "For Contribution to Airport Development", and at the end of 2018 was recognized as "Best Airport in the CIS".

January 27, 2018 President of the Republic of Uzbekistan Sh. Mirziyoev signed the Decree "On measures to radically improve the civil aviation of the Republic of Uzbekistan". The resolution specifies the need for reorganization of Uzbekistan Airways and its subdivisions, to increase passenger and freight traffic to a new level. In March-April 2019, the company purchased two new Airbus A320neo aircraft. New routes Tashkent - Jakarta and Tashkent - Tbilisi are opened.

On November 29, 2018, the President flew to Khorezm and began his visit to Urgench Airport. The Urgench airport, considered as the air gate of Khorezm, has a bright future. The airport has all the facilities for being among the world's leading airlines. The airport's friendly team has made everything possible to safely fly and land aircraft, to refuel, to secure passengers and cargo. All employees understand that impartial and high quality passenger service is the key to success. Make sure that your flight is safe!

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