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ISSUES OF STUDYING THE HISTORY OF AVIATRANSPORT IN UZBEKISTAN

Abstract: Today, the history of the development of National Transport Communications in Uzbekistan is widely studied by specialists. In them, at the stages of independence and development of our country, general areas of the transport sector are comprehensively covered on the basis of sources. In this article highlights of issues of studying the history of aviatransport in Uzbekistan.

Key words: transport sector, transport system, aviatransport, development.

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Introduction

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Approved by the decree of the president of the Republic of Uzbekistan dated February 7, 2017 № PD-4947 "On the strategy of action for the further development of the Republic of Uzbekistan" strategy of action on five priority directions of development of the Republic of Uzbekistan in 2017-2021" was adopted[1]. This strategy sets out several tasks in the field of development of the transport sector. In particular, a lot of attention is paid to the development of the transport system in Uzbekistan, modernization of its services.

Today, the history of the development of National transport Communications in Uzbekistan is widely studied by specialists. In them, at the stages of independence and development of our country, general areas of the transport sector are comprehensively covered on the basis of sources. Scientific research on the territorial organization of the transport system in Uzbekistan S.M.Khodjaev, R.V.Nabiev, M.N.Adilav, D.I.Mengeldin, P.H. Makhmudov by such scientists as conducted.

In the historical source and scientific research we analyzed, from the point of view of the history of transportation, some or all aspects of the history of our

homeland aviatransport are covered on the basis of general sources. Therefore, individual specialists conducted scientific research on the activity of aviatransport, but from the point of view of the history of the economy of aviation, supported the issue[2].

The history of aviatransport of Uzbekistan can be studied by archival sources and network reports on the development trends of events of the last century with the creation and formation of the former Soviet aviation. In this sense, the lack of a database in the study of the history of aviatransport in the last century, one or that aspect of the problem in historical sources is given in the form of brochures and magazine articles, the fact that most of the sources are not preserved, the complexity of finding certain sources with the disintegration of the former Union.

In addition to the collections of articles and documents that complement and express their views on the formation and development of aircraft in the former Union, there are works under study on these issues in the example of individual republics, in particular Uzbekistan. First of all, they are A.Y.Gazinazarov, R. Beknazarov, A. Jabarov, L. Akhmetov, T.N.Todorova covering the works and other authors, they cover the history of the development of Civil Aviation in Uzbekistan, the

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application of Agricultural Aviation in the national economy, economic efficiency and others[3].

Problems of development of Civil Aviation in Uzbekistan S.Ziyadullaev and A.Gazinazarov reflected in the research of such local scientists. The authors gave their proposals on the formation of a certain period, as well as each stage of the formation of aircraft production and the modernization of aircraft structures. In particular, in the dissertation A.Gazinazirov evaluated the economic indicators of Uzbek Aviation, showed the comparative growth rate of passengers and cargo transportation in the period up to 70-ies, analyzed the problems in such areas as management and service in civil aviation during the war years. A.Gazinazarov studied the candidate's dissertation on the effectiveness of Civil Aviation in the national economy of Uzbekistan and economically supported the problem[4].

The scientific research of G.Novojilov and M.Bugaeva analyzed the technical characteristics of the level of aircraft production in Uzbekistan and the functions of peaceful use of aviation[5].

Doctoral dissertations on the history of the development of Civil Aviation in our country written by E.V.Eltonine, E.V.Likalata, M.Falaleeva.

The topic of increasing sharply the role of Agricultural Aviation in the implementation of a set of agrotechnical measures for the cultivation of large, mainly cotton was raised in the candidate dissertation of Y.S.Prihojko[6]. However, the history of the development of Civil Aviation in our country and its contribution to the development of the national economy, there is not enough coverage in Y.S.Prihojko's dissertation.

Also A. Jabarov's candidacy dissertation is characterized by the fact that the development of the Uzbek SSR during the period of socialism developed in 1961-1980 years was approached from an economic point of view[7].

Despite certain achievements in the development and development of Civil Aviation in the period of the former Union, it should be noted that at present there are no fundamental studies analyzing the work of Civil Aviation in Uzbekistan and its contribution to the national economy of the Republic. It is intended to fill this gap within certain limits through the above doctoral and candidate dissertation works.

In the years of independence, the task of studying the complex of issues of development of Civil Aviation in Uzbekistan and its contribution to the development of the national economy of the Republic was covered by the ideas of independence in T.N.Todorova's candidate dissertation. In its essence, the dissertation is distinguished by its dedication to the problems of business and socio-economic development, which includes the first stage of independence in terms of davriy [8]. In the coverage of the topic, the author sets the following objectives: to determine the importance of Civil Aviation for

socialist construction in the Uzbek SSR; Demonstration of the activities of the party, Soviet and other public organizations to strengthen the material and technical base of Civil Aviation in the Republic; highlight the work on training, separation and training of aviation personnel; research of the process of introduction of new aircraft, improvement of technical and economic indicators in the new planning environment and economic stimulus; to determine the contribution of Civil Aviation to the development of cotton-growing and other sectors of Agriculture of Uzbekistan, as well as to the expansion of the volume of air transport and the improvement of passenger service business. In its essence, the dissertation is distinguished by its dedication to the problems of business and socio-economic development, which includes the first stage of independence in terms of davriy. In addition, it is possible to observe the specific "closure" of the subject of history of aviatransport in Uzbekistan for protection from "ideological threat" in the study of source studies through all scientific researches and publications of the past period. This has complicated the research of experts in the field of objectivity, since Aviation and aircraft are associated with economic business and defense objectives. Problems associated with the emergence and development of the aviatrans - port in Uzbekistan can also be attributed to the fact that experts in the time press subtly provided limited information.

On the basis of the study and evaluation of the modern state of the market of Uzbekistan and the world transport services, scientific-practical proposals and recommendations were made on the development of marketing and Competitive Strategies for the penetration of national transport companies, including "Uzbek Airways" into the international transport services market and increasing competitiveness[9].

K.U.Uljabayev, M.A.Babadjanov and S.V.Petrova in 1993 co-wrote a monograph called "Реформа на транспорте и в связи" dedicated to the types of transport in Uzbekistan. The monograph analyzes the progress of economic reforms in the Republic of Uzbekistan on the eve of the years of independence, assesses the financial situation of railway, automobile, air, road and communications enterprises in Uzbekistan. The main directions of development of the investment process, material and technical base of the branch, stabilization and transition to market economy, problems of privatization of transport and communication ownership are analyzed[10].

"Letters about Tashkent" and "proza.ru" in the articles published on the websites, we also witness a wide coverage of the history of aviation in Uzbekistan. Radik Gaziev's books and memories, which have devoted more than 50 years of his life to the "Proza.ru" site, can be considered as important information for the history of the airline of Uzbekistan.

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In conclusion, it should be noted that the study of the source of this topic is not only in Uzbekistan, but also in the context of "Current issues of air transport development in Central Asia", the current state and prospects of air transport in the world and Central Asia. It is expedient to conduct research on issues such as further expansion of air routes in Central Asia, the establishment of terminals and logistics centers in Central Asian countries.

After all, the task of studying another important aspect and features of the history of Uzbekistan is put on the agenda by covering the history of the network, which is widely used in the development of the national economy of the country as a transport sphere, together with regular cargo and passenger transportation on the national and international roads of aviatransport in Uzbekistan.

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