

THE ECONOMIC AND SOCIAL SIGNIFICANCE OF KARAKALPAKSTAN'S AVIATION SECTOR DURING THE YEARS OF INDEPENDENCE

Qitaybekov Azizbek

Karakalpak State University named after Berdakh

Abstract

This article discusses the development of Karakalpakstan's air transport sector during the years of independence, the opening of new air routes, and the arrival of new aircraft.

Keywords: Airport, plane, Boeing-310, Uzbekistan Airways, Nukus, independence, TU-154.

Introduction

After the years of independence, Uzbekistan and its integral part, the Republic of Karakalpakstan, are developing their economic ties with European and Asian countries through air routes. For this purpose, long-haul (second-generation) turboprop aircraft such as the AN-24, AN-10, IL-18, TU-114, and (third-generation) turbojet aircraft such as the TU-104, TU-154, IL-40 and YAK-42 have served Uzbekistan's passengers. The construction of an artificial runway and a large, modern airport terminal was required. Construction proceeded actively, and the airport terminal was completed in a short time. It fully met the requirements of those years in terms of its form and equipment. The first floor of the station consisted of a large passenger hall.

Additionally, on the first floor, there were ticket offices, a newspaper and magazine stand, a communications department, and an industrial goods kiosk. At this newly built airport station, almost all amenities have been created for passengers, and it is designed to receive and dispatch two hundred passengers per hour. Nukus Airport is now capable of accepting and operating all types of aircraft. The landing of a heavy TU-154 aircraft at Nukus Airport marked a new era in the development of aviation in the Republic of Karakalpakstan.

At the same time, in accordance with modern requirements, the number of aviation specialists, pilots, navigators, flight engineers, aviation engineers and technicians, dispatchers, and other specialists has increased in Karakalpakstan.

In 1991-1992, the TU-154 aircraft was piloted by the crews of the Nukus airline. J.S. Orazbaev, who was the director of the airport at the time, played a significant role in this important undertaking.

He not only facilitated the delivery of the TU-154 aircraft to Nukus Airport but also played a significant role in training flight crews for it. Pilot-instructor Zacepin V.F. and navigator-instructor Yachmenov B.N., who arrived from Tashkent, provided close assistance in training the flight crews.

One of the important aspects of the successful operation of the Central Airport of Karakalpakstan is the availability of radio equipment and communication.

Thanks to the Independence of our Motherland, Uzbekistan Airways. The emergence of the national airline marked a new stage in the history of our country's civil aviation. Today, aircraft bearing the insignia of our Republic are flying in many countries around the world. Currently, multinational civil aviation and labor collectives of independent Uzbekistan and Karakalpakstan. Furthermore, after our Republic gained independence, starting in 1992, the Uzbekistan Airways National Airline was established on the basis of the "Aviamounting" branch of the Uzbekistan Civil Aviation Administration, which was part of the former Soviet Union. The republic's own air transport plays a significant role in establishing foreign economic and tourist relations, especially with foreign countries. Uzbekistan Airways has various types of aircraft. There are An-2 aircraft for agricultural purposes, An-24 aircraft flying within the republic, YAK-40 international class aircraft such as Il-76, Il-62, Il-86, TU-154, A-310, and Mi-2, MI-8, KA-26 aircraft in the helicopter fleet. In our republic, the specialized aviation fleet, consisting of AN-2 aircraft, Mi-2, Mi-8, and KA-26 helicopters, is successfully utilized in agriculture, healthcare, meteorology, geological exploration, the gas industry, and other fields. By 1996, Boeing-757 and Boeing-767 aircraft, as well as Il-114 and RL-85 aircraft, were widely used in Uzbekistan's airways. After gaining independence, our achievements were based on the fact that Nukus Airport, which is of great importance in the republic's airways, received Il-86 and A-310 Airbus. On January 28, 2002, the national airline "Uzbekistan Airways" celebrated its 10th anniversary.

Uzbekistan Airways, established in 1992, has become one of the leading airlines not only in our country but also in all of Asia. Thanks to Uzbekistan Airways' well-developed strategy and the introduction of advanced foreign products into the industry, the airline has achieved successful results. Uzbekistan Airways transported nearly 20 million passengers and 300,000 tons of cargo.

In 2001, 1.5 million passengers and nearly 30,000 tons of cargo were delivered to their destinations. A large meeting was held in Tashkent on the occasion of the 10th anniversary of the establishment of the national airline "Uzbekistan Airways." The meeting was attended by K. Tulaganov, First Deputy Prime Minister of the Republic, and I. Karimov, First President of the Republic of Uzbekistan, who congratulated civil aviation employees on the 10th anniversary of the establishment of the national airline "Uzbekistan Airways" for their significant contribution to the development of the republic's air transport, their significant achievements in mastering modern types of aviation equipment, establishing passenger and cargo transportation in domestic and foreign aviation departments in accordance with international requirements, as well as their significant contributions to the social sphere.

The numerous staff of Nukus Airport, a subsidiary of Uzbekistan Airways National Airline, are not complacent. With the assistance of the National Airline of Uzbekistan, continuous work has been carried out to improve the technical capabilities of Nukus Airport, increase the fleet of aircraft, and reconstruct runways and air terminals in accordance with international standards. Construction work has begun on the reconstruction of the Nukus Airport complex. The republic's government paid special attention to the progress of this reconstruction. Work



has been carried out on the re-assembly of the airport's runways, technical equipment, and the development of a feasibility study for the reconstruction of aircraft runways and parking platforms in accordance with international standards.

The world-renowned Italian firm "Alenia Marconi Systems," the bank "Barkalmaye Capital," and the French firm "Thomson" participated in the tender competition for the implementation of this large-scale reconstruction project. Nukus Airport has become an airport that meets international standards, and cooperation with airlines from around the world has strengthened.

On May 11, 1994, the President of the Republic of Uzbekistan issued a decree awarding a group of employees of the national airline "Uzbekistan Airways." By this decree, for many years of service to the republic's civil aviation, engineer-inspector Bayron Urazbaevich Tazhenov was awarded the title of Distinguished Transport Worker of the Republic of Karakalpakstan and Honored Transport Worker of the Republic of Uzbekistan at Nukus Airport. Azizbek, K. (2024). FORMATION OF INTERCITY AIR ROUTES IN KARAKALPAKSTAN. *Web of Humanities: Journal of Social Science and Humanitarian Research*, 2(9), 42-45.

Various unexpected events are often encountered in the lives and lives of pilots. These are random occurrences. Pilots always remember the following event, which took place under the leadership of Byron Tazhenov. The Il-1 aircraft, carrying 32 passengers, was traveling on the Nukus-Tashkent-Tashkent route and had 600 meters left before landing at Tashkent airport when its front wheel failed. All emergency service units at the airport were put on their feet. Dispatchers also dispatched those preparing for the next landing from this aircraft to the waiting area. At the immediately formed emergency headquarters, B. Tazhenov was ordered to land his plane on the strip near the main landing strip (an empty dirt area that exists in all airports). In such a situation, to prevent passengers from dying during landing, but the plane might not be able to return ill.

Both his own and his assistants' shirts were drenched in sweat. But the passengers didn't notice this. That's why his colleagues always laugh at him, saying, "If an airplane that falls into Byron's hands doesn't yield, they'll knock it down with a stick."

In essence, such developments in the history of Karakalpakstan's civil aviation have led to technological changes in the republic's economy, culture, and strengthening of international connectivity. During the years of independence, the national airline "Uzbekistan Airways," having begun to operate independently, has embarked on many paths and achieved many successes, and its future achievements will undoubtedly be remembered as the best of the best due to the fact that Nukus Airport, its airport terminal, is an excellent airport and airport of international standards.

References

1. Elmuratov I., Grishanovich A. "Qaraqalpaqstanda hawa transportınıń payda bolıwı hám rawajlanıwı tariyxınan". Nukus. "Bilim", 1998 year.
2. Newspaper "O'zbekiston qanotlari". 25 may 1994 year.
3. Tajenov.B "Parwaz", Bilim, 2013 year.
4. Newspaper "Erkin Qaraqalpaqstan". 26 january 2002 year.
5. Newspaper "Вести Каракалпакстана" 14 may 1994 year.

6. Newspaper “Халк сузи” 24 january 2002 уаер.

7. Azizbek, K. (2024). FORMATION OF INTERCITY AIR ROUTES IN KARAKALPAKSTAN. Web of Humanities: Journal of Social Science and Humanitarian Research, 2(9), 42-45.

8. Ilauatdinov, R. (2024). THE COLLAPSE OF THE NOGAI KHANATE AND ITS INFLUENCE ON THE SOCIO-POLITICAL LIFE OF THE KARAKALPAKS. Web of Humanities: Journal of Social Science and Humanitarian Research, 2(9), 39-41.

