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AIR TRANSPORT TECHNICAL EQUIPMENT, FUNDAMENTALS OF MANAGNT AND TECHNICAL-ECONOMIC CHARACTERISTICS AND ACHIEVEMENTS

Yusupov Bunyod
Student at Andijon Machine Building Institute
Usmanov Abdurahmon
Student at Andijon Machine Building Institute
Muhammadjonov Azizbek
Student at Andijon Machine Building Institute

Abstract: In the integration of our country with the world community, in the process of establishing comprehensive and effective cooperation with many countries of the world, civil aviation has a special place of its own.
Key words: High results, Aviation, Boing-757

Introduction: Along with the renewal of the fleet of aircraft based on modern requirements, a radical reconstruction of the airports and the reform of the air traffic control system were carried out.

In a relatively short period of time, Uzbekistan has created a solid base based on international standards and advanced technologies for providing air transport services and training highly qualified pilots and technicians who operate the most modern aircraft. Airplanes flying under the sign of "Uzbekistan Airlines" began to regularly fly to more than 40 airports located in different countries. Deep changes made in the field of aviation became a unique factor in strengthening the economy of our country and increasing its global reputation.

The implementation of a well-thought-out, long-term strategy for the development of the country's civil aviation was an important factor in the national airline taking a worthy place in the international air transportation and technical service system.

The high results achieved in the field of ensuring aviation safety and high-quality flight operations, wide application of the most advanced technologies in servicing aviation equipment, as well as in the field of training of qualified personnel have been awarded several times by prestigious international aviation organizations.

During the years of independence, the airline was provided with modern aircraft. In particular, with the help of the government of Uzbekistan, the airline was equipped with the most modern aircraft such as "Boing-757", "Boing-764", "A-310", "RJ-85". "Uzbekistan Havo Yollari" airline company manages air traffic of about 75,000 transit routes per year. In addition, air navigation services are provided to 320 foreign airline planes from the services of the center for maintenance and repair of the latest generation aviation equipment, which is the only one in the Central Asian region.

11 (Tashkent, Nukus, Samarkand, Bukhara, Urganch, Termiz, Karshi, Namangan, Andijan, Fergana, Navoi) modern airports within the "Uzbekistan Airlines" airline company have been modernized to world standards. Tashkent airport is the largest international airport in Central Asia. Bukhara, Samarkand and Urganch airports have the status of international airports.

The capabilities of the international intermodal logistics center "Navoi" and the logistics center "Angren" operating in our country are very high. It is worth noting that the international intermodal logistics center "Navoi", which is the only one in the territory of the Commonwealth

of Independent States, carries out fast loading and unloading of various goods, their distribution and storage. The international intermodal logistics center "Navoi" equipped with modern aeronautical equipment was able to receive all types of airliners regardless of the weather conditions. In 2011, more than 50,000 tons of cargo were transported to different countries in this logistics center.

The main elements of air transport technical equipment include flying machines (planes and helicopters), airports, aircraft repair plants, etc.

Flight applications are the main active unit of air transport. According to their duties, they carry passengers, cargo, carry cargo and passengers together, perform special tasks (for example, serve agriculture, sanitation, aerial photography), sports and UV-training planes and helicopters. is divided.

The basic technical specifications of airplanes and helicopters include capacity, load carrying capacity, flight speed and takeoff distance. Depending on the conditions of flight, passenger capacity and cargo carrying capacity, passenger aircraft are divided into aircraft flying on main and local routes.

The speed of Kreserlik on highways is 900-2500 km/s, it flies for 3000-4000 km without landing.

Airplanes flying on local routes.

cruising speed (185-500), flies 500-2000 km without landing.

Helicopters.

cruising speed (150 - 225), flies for (225-620) km without landing.

Airplanes and helicopters are divided into four classes depending on the maximum take-off weight. Aircraft 1st class over 50t, 2nd class up to 20-50t, 3rd class up to 10-20t, 4th class up to 2t. Airports are one of the air transport enterprises, which are engaged in the sending and receiving of passengers, cargo and mail, as well as preparing and organizing the flight of airplanes. Airports can include airfields, branch offices, special engineering buildings and structures, and helipads. According to their function, airports are divided into international airports, airports that serve flights on internal highways of MDX, and airports that serve flights on local routes.

Airports are divided into 5 classes depending on the annual volume of passenger flow. It is considered high-class, serving a flow of more than seven thousand passengers. If it is less than 25 thousand per year, it will not be included in the class.

The most important and main part of the airport is the airfield. Aerodromes are runways (lanes) for the safe flight and landing of airplanes and helicopters, as well as specially prepared land sections for providing technical service to them.

According to the classification of airfields, they are divided into: regular, seasonal, quick mission. According to their functions, they are divided into initial, intermediate and final airfields. It is divided into reserve airfields for viewing in exceptional cases.

Aerodromes will consist of flight, technical service and accommodation zones. Flight zones and locations depend on the aerodrome's ability to accommodate aircraft, the main direction of the wind in the aerodrome region, terrain and hydrogeological conditions. For taking off and landing of airplanes and helicopters, cement and asphalt-concrete pavements are laid on the runways in a part of the flight zone, which are designed to ensure the takeoff and landing of airplanes and helicopters in any weather conditions. are called niche "strips". Depending on the type of airfields, the total length of such lanes is 600-2600 meters and more, and the width should be 25-8 meters and more. The roads from the runway to the landing places or aprons of the planes are called taxiways. They are about 10-25 meters wide.

Roads in the airfield area will be equipped with special electric lights and radio equipment for the regular participation of aircraft at night hours and in difficult weather conditions.

The area in front of the airport and the air phase around 50 km above it is called the aerotoria or airport area.

The organizational management structure is the national automobile company "National Airlines of the Republic of Uzbekistan", located in Tashkent. Good news has come to the national airline "Uzbekistan Airlines": the airline of our country received the award of the non-profit partnership "Airline Safety" in the nomination "For outstanding achievements in ensuring flight safety" and the honorary award "For outstanding achievements in ensuring flight safety" received a diploma from the International Flight Safety Foundation (Flight Safety Foundation), which presented its award to our airline. In addition, "Uzbekistan Havo Yollari" successfully passed the IOSA audit, which also became an important event for the industry.

At the press conference held in connection with this, the general director of the national airline "Uzbekistan Airlines" V.Tyan spoke about the achievements and accumulated experience of the company, the stages of modernization of the infrastructure of the national airline, technical and technological innovations introduced in the field told about. He noted that a lot of work has been done in this regard, that today the far-sighted policy of President Islam Karimov is bearing great results, and that a single civil aviation system has been formed in our country.

Figure 1. Airport waiting room.

At the same time, it is worth noting the successes achieved by the airports of our airline company. According to the results of the 2011 activity, "Bukhara" International Airport won again in the category "Rapidly Developing Airport" in the competition "The best airport of the year in the CIS" of the "Airport" civil aviation association. All conditions have been created to provide high-quality service to up to 200 passengers per hour in the new building of the passenger reception hall launched at the "Urganch" international airport. A quality management system has been implemented in all airports of our country and it is confirmed by certificates. New techniques and technologies, modern equipment are being introduced in all places.

The new "Tashkent-3" passenger terminal of domestic airlines, which was put into operation, is equipped with high-tech equipment and all amenities are provided here. At Nukus Airport, a runway was reconstructed, the technical characteristics of which meet all international requirements. This runway can accommodate all types of aircraft.

Additional security zones are being established at airports and terminals. Cordons are being established for criminals, metal detectors and gas analyzers have been introduced, scanners are working, new, more advanced and reliable equipment is being introduced, and the number of

inspectors in the airline, customs and border services departments has increased. 'was paid. Not only passengers and their luggage, but also airline employees are being checked.

Security measures are being strengthened by establishing posts composed of law enforcement officers in airport areas, providing these areas with video surveillance systems and special technical inspection tools. This, in turn, makes it possible to identify suspicious persons in time.

Recently, the air traffic control system was modernized throughout our country, training of highly qualified personnel was organized in-house, as well as a system of tariffs and discounts. The quality management system was introduced, and the forms of aircraft repair and maintenance were mastered.

In conclusion: The development of our country's air transport in accordance with the requirements of the world standard coincides with the years of independence of Uzbekistan. During these years, the palace of operations of Uzbekistan was developed in western countries, American-made Boeing-757 and 767, Euroaerobus A-310 and British- It was filled with RJ-85 planes produced by the French airline company. Because the operating noise and level of toxic gas emissions of the engine installed on the Boeing-757 aircraft meet the requirements of the very demanding world standard, it is called a blue plane according to the requirements of ecology. It should be noted that the installation of an on-board computer, the most modern navigation system, equipment in the cockpit of this aircraft allows the aircraft to be landed at the airfield even in the most difficult conditions (at a visibility distance of 50 meters). "Uzbekiston havo yollari" airliners are used to transport passengers to more than 30 CIS countries and more than 20 destinations to distant foreign countries. Including: across the Atlantic to New York, Europe and other cities. 27 foreign countries have opened representative offices in their major cities. "Uzbekistan Havo Yollari" has cooperation agreements with 75 airlines of the region on the development of tourism and repair of aviation equipment. The IL-76T aircraft produced at the Tashkent Aircraft Plant carries various loads up to 40 tons with a maximum take-off weight of 150 tons

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