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Air transport processes in tourist systems

The work is devoted to the analysis of the transport process as a factor in the formation of the tourist system, namely, the basis of the theoretical and methodological provisions of the study of the aviation transport-geographic process as a system-forming factor, primarily in invariant models of tourist systems.

The application of the general theory of systems has convincingly proven its effectiveness and is potentially productive for the deepening of theoretical and methodological provisions regarding scientific knowledge and the explanation of such a modern phenomenon as tourism. At the same time, the results of the analysis of numerous scientific publications, in which attempts are made to substantiate theoretical models of tourism systems, to explain the processes of system formation in tourism, make it possible to identify one of the significant shortcomings of theoretical models of tourism as a system. This drawback consists in a rather superficial description in such models precisely system-forming factors, in particular those that ensure communication (connections) between various elements of the tourism system, and as a result of which their integration into a complete system occurs. Among the set of system-forming factors, a prominent place belongs to transport processes, which in the most general approximation are considered as geospatial movements of people and (or) cargo with the help of certain means of transport [3]. That is, a problem arises and a corresponding scientific task of an in-depth, primarily theoretical, substantiation of the role of the transport factor in the formation of tourist systems arises.

It is generally accepted that an important role in the emergence, formation of the structure and direct functioning of tourist systems is played by transport and geographical processes. Among the scientific geographical, regional economic, and tourism publications, it is quite rare to find works that would be devoted to the analysis of the transport process as a factor in the formation of the tourism system. For the sake of fairness, it should be noted that many authors mention transport in the "infrastructural" block of tourist systems, although they do not go to an in-depth analysis of it precisely as a system-forming factor. From the standpoint of social geography, the transport factor of system formation in tourism should be considered as a transport-geographic process, in the clarification of its essence, features (structural, functional, technological) and the mechanism of influence on the origin, formation and functioning of tourist systems. However, it is the transport and geographic processes that do not find adequate coverage in both tourism and purely geographical publications. Such insufficiency of theoretical justifications entails insufficient clarity of methodical approaches and methods of quantitative measurement of relevant processes. This remark especially concerns the scientific

coverage of the air transport process, as a component (sub-process) of a more general transport-geographical process.

The presence of such obvious gaps leads to an important scientific task, which consists in the need for methodological investigations and the formulation on their basis of theoretical and methodological provisions for the study of the aviation transport-geographical process as a system-forming factor, primarily in invariant models of tourism systems through the prism of their institutional and structural-functional isomorphism.

To clarify the essence of the concept of aviation transport-geographical process, it is advisable to refer to such theoretically elaborated scientific categories as socio-geographical process, transport process, transport-geographical process.

The need for such an appeal is determined by the following assumptions:

- firstly, the statement that the transport process is one of the constituent parts (elements) of a more general socio-geographical process is sufficiently substantiated;

- secondly, the technical-technological essence (mechanisms) and features of the actual transport process are largely clarified and it is expedient to apply them to substantiate the concept of transport-geographical process;

- thirdly, the territorial movement of people, products, and goods is, on the one hand, an essential feature of the socio-geographical process as an inherent and necessary condition for the existence of the socio-geographical system (and, therefore, the transport system itself as its subsystem), and on the other hand, it is transport (vehicles, transport system, transport networks), and only transport, that carries out such territorial movements; this important circumstance emphasizes the meaningful unity and functional commonality of the mentioned processes;

- fourthly, the tourist system should be considered as a subsystem (of a certain hierarchical level) of the socio-geographical system [5], which is a kind of environment for the tourist-geographical system, and it is in this environment that multifaceted socio-geographical, including and transport and geographical processes;

- fifthly, in the epistemological context, the transport-geographic subsystem, which includes the air transport subsystem, should be considered as an integral part of the tourist-geographical system.

The main form of geospatial development of tourism should be considered the tourist-geographic system (in the narrower sense - the territorial system of tourist services) as a regular territorial combination of elements of the tourist process, and the tourist-geographic system itself, on the one hand, should be considered as a relatively autonomous specific geospatial system, and on the other hand, as a subsystem of the socio-geographical system, as part of which it performs specific functions inherent only to it [2].

To clarify the essence of the concept of transport-geographical process, it is advisable to refer to such theoretically developed scientific categories as socio-geographical process and transport process.

The meaningful essence of the listed features of the socio-geographical process are relationships. Connections mean material, energy and information exchange between geographical objects. First of all, we are talking about territorial

ties, that is, those ties that are made by overcoming space. In real life, there is a large number of such connections, in a generalized form they are divided into the following varieties: production, social, demographic, socio-production, socio-natural, labor, technological, migration, etc.

Summarizing the main features that are objectively inherent in the socio-geographical process, it is appropriate to emphasize once again that this process as a whole and its components (sub-processes) in the vast majority are possible only in the presence of transport, as a necessary condition for their implementation.

The defining feature of the transport process is the presence of a transportation operation, the essence of which is the territorial movement of goods and people. It is quite obvious to assume that this is precisely what the meaningful "mutual overlap" of the terms socio-geographical process and transport process consists of. Based on this assumption, the transport-geographical process can be defined as a set of actions, operations that carry out territorial connections between the elements of the socio-geographical system. It is expedient to consider only such operations (such as transportation and transfer of goods, transfer of passengers from one mode of transport to another) that have a clearly defined spatial and territorial character as components of this process.

Thus, it can be argued that the transport-geographic process consists in the movement of people, matter and energy between the elements of the socio-geographical system, which are related to overcoming space, and are carried out by one or more types of transport along a certain route. Accordingly, the transport-geographic process in tourism can be defined as the movement of people, information, matter (products) and energy between the elements of the tourist-geographic system, which are related to overcoming space, and are carried out by one or more types of transport along a certain route.

Realizing the purpose of this study, it is advisable to try to theoretically substantiate the mentioned processes and the corresponding categories in relation to air transport systems, which should be understood as an interconnected (in the production-technological and organizational-management sense) set of air transport and production enterprises (airports, airfields, airstrips, servicing, repair and service enterprises) within a certain territory. [1]. One of the main system-forming factors in this sense is the aviation transport-geographical process, which represents transport-geographic relations that are carried out directly by air transport (spatial-territorial movement of passengers or cargo) or with its indirect participation (air transport accessibility, transport security of the territory, socio-geographical differentiation, etc.). The aviation transport-geographic process can be viewed somewhat simplified as an interconnected set of such geographical phenomena as movement, distribution, diversification, polarization, differentiation, integration, which are carried out by air vehicles. It is thanks to such phenomena that system-forming connections arise, which constitute the essence of the air transport process. It is advisable to imagine these connections in the following form: connections by content (exchange, construction, functional complementarity, management); connections by nature (external and intrasystemic).

Exchange links represent flows (exchange) of matter and information between system elements, as well as between the system and the environment. In the

geographical sense, the classic manifestation of such connections in the air transport system are passenger flows and cargo flows, as well as connections for energy supply, logistical and personnel support, etc. In the current conditions of Ukraine, a feature of exchange connections in regional air transport systems is that passenger and cargo transportation is carried out in the vast majority by non-air (ground) transport in the form of transfers, that is, transfers from the peripheral elements of the system to the airport-center and only from the airport begin actual air transportation. Functional complementarities consist in the impossibility of the existence of one element without another. In the conditions of a specific air transport system, this is manifested in a certain distribution and hierarchy of functions: first-level airports provide demand mainly for international transportation, second-level - interregional within the country, third-level - local (intraregional), providing aggregate demand for air transportation [1]. Construction ties are those ties that hold the frame of the system, in our case, such ties will be existential ties that directly form the frame of the urban settlement system, and indirectly (but very significantly) the hierarchy of air transport centers. This type of connections should also include connections in the integrated transport network of the country (as a set of branch networks of all types of transport), thanks to which a significant stabilizing effect is created on the air transport system. Control links – information flows that change, regulate or correct the behavior of the system; through state-wide and sectoral air transport management bodies, they ensure the stability and organization of the air transport system.

The aviation transport-geographical process, as a constituent part (sub-process) of the transport-geographical process and in a broader sense – the social-geographical process, should be understood as a set of actions, operations, elements and relations that provide spatial-territorial connections directly in the air transport system, in the tourist-geographical system, and in general – in the social-geographical system.

Conclusions. In general, it is quite logical to come to the conclusion that precisely thanks to transport, which provides system-forming connections, the existence of tourist systems in general and tourist-geographic systems in particular becomes possible. In this context, we consider the air transport and geographical process as one of the main system-forming factors of tourist systems. Effectiveness and rational organization of air transport in general and air transport systems in particular largely depends on the effectiveness of both socio-geographical systems and their components – tourist-geographical systems.

Firstly, a deeper introduction of socio-geographical paradigms into the study of the phenomenon of tourism in general and its geospatial manifestations in particular is necessary. The effectiveness of such paradigms gives reason to hope for qualitatively new scientific results in the study of tourism on a system-geographic basis.

Secondly, such results will make it possible to see the holistic picture of the geospatial development of tourism in a somewhat new way and to choose more effective management solutions based on such a vision, both from the point of view of the profitability of entrepreneurial activity in the field of tourism, and from the

point of view of balanced (complex-proportional) development region as an integrated socio-economic (social-geographical) system.

Thirdly, it is quite obvious that there are scientific tasks for the theoretical development of the tourist process category and its inherent component - the tourist-geographical process.

Fourthly, the theoretical justification of the category of aviation transport-geographical process itself needs further development and especially deepening for the purpose of its quantitative assessment and application in the practice of branch, regional and national management.

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