

The airport at Dikson has an artificial landing strip, a modern landing system, a large garage, a twin track snowplow, a hangar, a ramp, a boiler, a school, warehouses, a fuel and lubricant warehouse, and a repair and construction administration. Three times as many residential units have been built as existed under Polar Aviation, and the new housing is well-furnished. At Dikson Aviation Enterprise as it exists today, life in the Western Arctic would be unthinkable without the Mi-8 helicopter fleet.

Khatanga airport has a hard-surface landing strip, a hangar, an air engineering base, a modern hotel, well-furnished housing, a fuel and lubricant warehouse, a garage, a twin track snowmobile, and a renovated terminal building.

Alykel airport at Norilsk is a modern airport which can accommodate Il-62 and Tu-154 airliners and Il-86 airbuses. In corperation with the Norilsk Mining and Metallurgical Combine, we are beginning a radical renovation of the Dudinka airport, which will be able to accommodate all of these liners.

In Igarka we have built an artifical landing strip which can handle all types of aircraft (previously in spring and summer the Li-2 airplanes took off from a dirt airfield). There is a large ramp, hotel, boiler, a new wing to the terminal building, a twin track snowmobile, a fuel and lubricant warehouse, and a modern landing system.

I could cite other examples at Turukhansk, Tura, Baikit, Vanavara, Podkamennaya Tunguska, Eniseisk, Motyginno, Boguchany and other northern airports.

So, who has done more? Polar aviation during its entire existence up to 1971 or the Krasnoyarsk Administration since 1971?

The fact that Mi-8 helicopters fly without full loads is purely an organizational issue for the customer. It's no use waiting for some kindly benefactor to come along and settle everything. What needs to be done is to build helicopter ports and night take-off sites and then the helicopters will be utilized to full capacity.