

by the day. According to specifications, we should only be accepting "Tupolevs" occasionally, although, in fact, there are more than 20 of them per day in the summer and 11 - 12 in the winter. No responsible person could ever dare to assert that we could operate under the conditions in which we currently operate. Both I and the workers' collective are tired of walking a tightrope. We have already had an incident where all the lights on the runway went out during a takeoff, and nearly two hundred lives were saved only by the skills of the crew of a Tu-154."

"In other words, this is a kind of ultimatum?"

"No. This is a decision made necessary by the pressure of circumstances. An administrative commission verifying our preparedness for the fall and winter season has just completed its work in Novyi Urengoi. While there were no substantial criticisms of our other facilities, the power service was said to be totally unprepared.

"To make the picture clearer, let me recall the events of last summer when a conference of the enterprise's workers' collective appealed to V. Voskoboinikov, USSR People's Deputy and Deputy Chairman of the Supreme Soviet's Commission on Information Sciences, Transport and Communications. As a result, a high commission visited us and upheld our complaints to the builders. A plan of action was drawn up - I can no longer tell you how many of these we've had - but this one, like the previous ones, has remained essentially unfulfilled. As before, we sometimes use a tractor diesel to supply power to our electronic equipment for flight support. Aviators understand the risk that this poses. . ."