

construction methods and thereby accelerate the resolution of a most urgent problem for the aviation industry: that of providing each family with their own apartment.

But how, we may well ask, did Murmansk aviators build before; what funds did this unprofitable establishment use to solve the housing problem? It's no secret. Housing was built on a decentralized basis at the expense of the local budget. Funds were allocated thanks to the constant care and attention paid to aviators' needs on the part of Party and government bodies in Murmansk and Murmansk Province. Now, under new conditions of economic management, there is no real need to rely on the local budget. Moreover, a major portion of the budget goes toward the development of airports serving local routes, to their renovation allowing them to accommodate AN-28 aircraft (which the Kola Peninsula is so much in need of), and to the many localities which can only be reached airplane.

Already there is a firm belief at the Murmansk Aviation Establishment that, despite serious difficulties, by the year 2000 or maybe even somewhat earlier, each aviator's family in this area will be provided with their own apartment. There are real grounds for this confidence.

"At the present time," says Yu. Solodilov, commander of the Murmansk Aviation Establishment, "the overwhelming number of our employees live in separate apartments. No more families live in privately-owned apartments. But there can be no grounds for complacency and placidity. There are still many who, although separately accommodated, live in quarters lacking amenities, including barrack-type accommodation. It's very crowded even in our dormitory.