

sloppy work by either shippers or consignees in Siberia, the Far North, or the Far East.

There is no doubt that these deliveries are profitable for the aviation industry, and no solution has been found for long-standing problems like delays in plane arrivals and lost time as these planes wait to be loaded or unloaded at airports.

With today's new management methods, the situation has improved, however. How? First of all, as a result of new approaches developed in line with new organizational policies for fresh produce deliveries.

Iron-clad directives are no longer issued by the Main Administration for Air Freight Services under the Ministry of Civil Aviation instructing Krasnodar, for instance, to ship produce to one location or another, or Irkutsk to ship produce to some other location. How, then, are volumes of deliveries set by regions now?

The guiding principle today is for each area to supply its own region first. The economic self-sufficiency of each region is ensured in this way. A secondary consequence is that turnover of the aircraft pool is optimized. The simplest place to perform repairs on a plane will now be in its home base, without the need to send repair crews to distant airports where a plane has been assigned to fly under orders. It is also psychologically important that pilots be able to gauge the effectiveness of their deliveries against the stocks of produce in local shops.

Naturally, the inhabitants of regions without air freight service suitable for fresh