

was held to discuss the setting up of air links between the Soviet Far East and Alaska. V Shelkovnikov, head of the Main Administration for Air Traffic Control and also of the Soviet delegation, related that the group of American technical experts was given the opportunity to familiarize themselves with the equipment at airports and flight control centers in Providenie, Anadyr, Magadan and Khabarovsk.

Together they reached the conclusion that it would not be possible to open international air routes in this region, given the existing level of flight safety. Ground facilities are poor, especially in Providenie and Anadyr. But it would not be logically or economically sound to entirely reject this idea. The absolutely essential organizational and technical measures will require considerable expenditures. At Anadyr airport the glide path guidance system on the main approach has exhausted its usefulness and has been removed from service. A new system is required. A secondary radar complex still needs to be installed here. In emergency situations the airport's heating plant are houses, and while on the job aviators experience shortages of heat, water and electricity. Three diesel generators require immediate replacement, not to speak of the need to build airport buildings in Anadyr and Providenie, platforms and aircraft parking sites, and to train specialists in English and in the rules for international transportation.

According to the most modest estimates, reconstruction and building of production facilities by means of self-financing will cost Anadyr no less than one million rubles in capital investments.