

Proposals call for discussing these issues at talks scheduled for November. They include, in particular, modernizing the air navigation structure for countries of the Pacific region, providing modern technical navigational and communications aids for international air routes over the territory of the USSR, arranging training periods in English-speaking countries for Soviet aviation workers, and other matters. The Memorandum of Agreement adopted by specialists of the USSR Ministry of Civil Aviation and the United States Federal Aviation Administration noted that a major role in achieving mutual goals would be the exchange of air traffic controllers, pilots, electronics engineers and other aviation specialists between the USSR and other countries, including the USA, which participate in international transportation.

Discussions to be held in Moscow with the American side will study issues of air traffic control, communications and meteorological support for international flights. This is all the more important since neighboring Alaska, which seemed so far away to my acquaintance following his "round-the-world trip", has actually come closer to us in time. In 10 months there have been 17 flights to Anadyr and 68 to Providenie Bay.

What also causes concern is the fact that the problem raised in the article "Safety on the Scales of Economics, Or What Price Does Aeroflot Put On Our Lives", which is tied to an urgent need to insure our country's air space, has been ignored by those on whom the solution depends. And this includes the Main Economics Administration. I feel it would not be out of place to mention that the level of air traffic has grown by a factor of 1.7, on the trans-Asiatic route and by a factor of 2.2 on the