

I appreciate that this information will hardly come as a consolation to my acquaintance from Chukotka. He knows better than we, who live here in the capital, what the pace of building and reconstruction is in the North. And where is Anadyr going to get this kind of money?

The Ministry of Civil Aviation turned for assistance to representatives of the Khabarovsk and Primore Krai executive committees, the Council of People's Deputies, and the Magadan Oblast [Committee] holding out the great prospects for economic, social and cultural development of the regions through which the international routes would pass.

In view of our present system for handling international accounts whereby hard currency gains are turned over to government agencies far removed from the needs of these regions, I must confess I find it difficult to imagine what advantage a Krai or oblast could obtain for itself. And especially since the airports and the entire complex of ground facilities for supporting international flights belong to these same agencies, and not to the local soviets. What this means is that, in order to sincerely interest local authorities, the system must clearly be changed.

It is no secret that the shortest route from America to the countries of Southeast Asia is an advantage not restricted just to the government which grants its air space. And foreign airlines are especially interested in flight safety. Why not attract their money to solving the problem?