



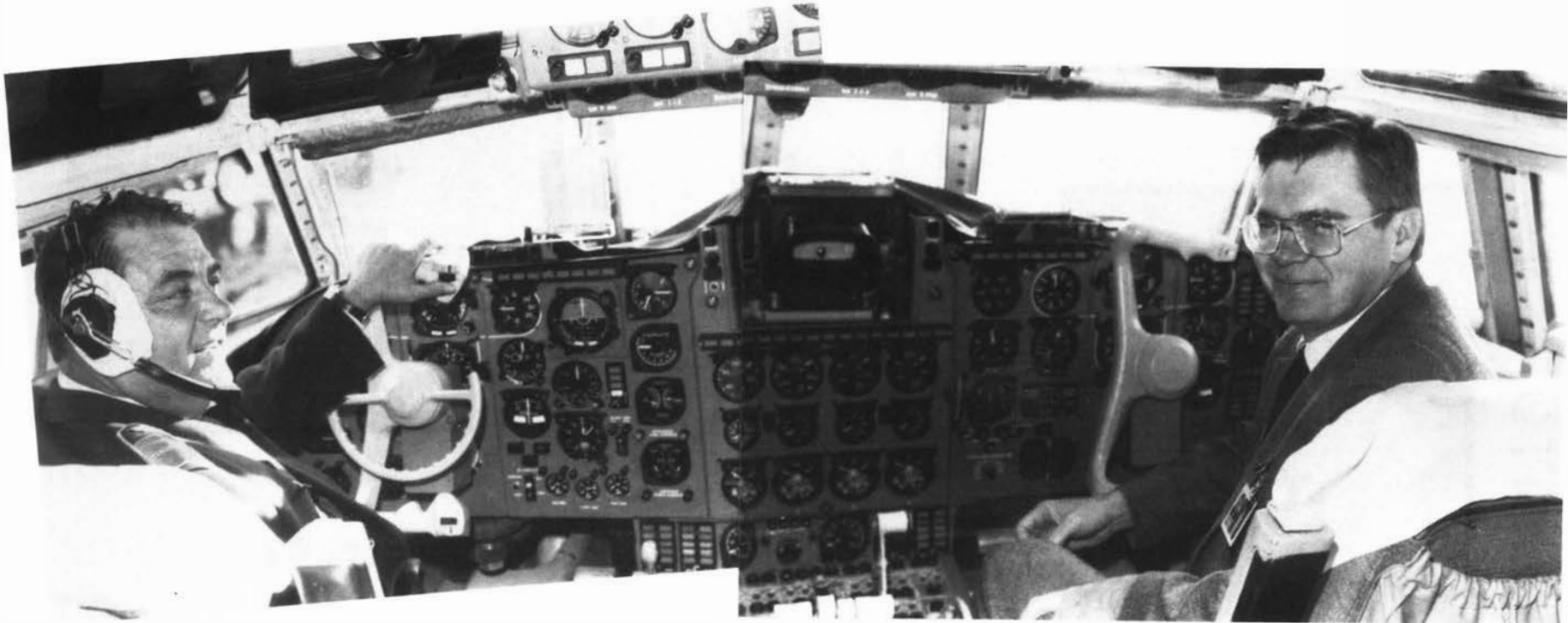
U.S. DEPARTMENT OF
TRANSPORTATION

FEDERAL AVIATION
ADMINISTRATION

СПЕЦИАЛЬНЫЙ
США

АЛЯСКА ОБЛАСТ
ФЕВРАЛЬ 1991 #91-04

ИНТЕРКОМ



Vladimir I. Skrypnik

Far-East Civil Aviation Administration
Khabarovsk, USSR

John Hallinan

Flight Standards District Office
Anchorage, Alaska, USA



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Alaskan Region

February 1991 #91-04

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SOVIET VISITORS TO ALASKA



“WINGS OF FRIENDSHIP & PEACE”

The Aircraft Owners & Pilots Association (AOPA) extended an invitation to a group of general aviation pilots in the USSR to meet with AOPA representatives in Seattle, Washington, during August 1990.

The purpose of the flight was to encourage general aviation activity in the Soviet Union and to show that it is possible to fly long flights in light aircraft internationally. All aviation in the USSR has been Aeroflot, the government-owned airline.

The Soviet pilots, flying six YAK-18T and one AN-2 aircraft, followed a route via Provideniya, USSR; Nome, Fairbanks, and Northway, Alaska; through Canada; and on to Seattle. The projected arrival in Nome was August 10.

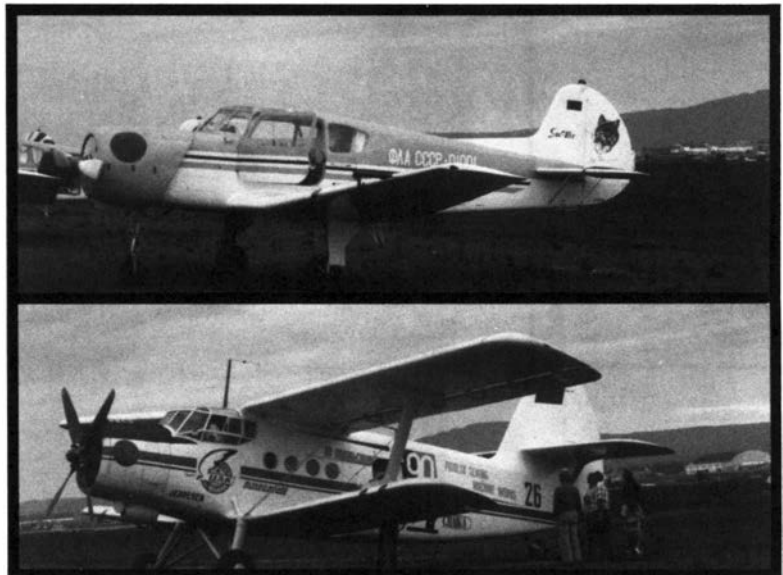
The flight of seven Soviet aircraft landed safely in Nome on the evening of August 16 following a 6-day delay at Provideniya due first to lack of visas and then to bad weather. It was too late in the day to continue to Fairbanks for overnight as scheduled.

Nome FSS people smoothly arranged for last-minute housing and hosting. The next day the flight continued to Fairbanks. Three of the YAK-18T's then flew

to Merrill Field in Anchorage, while the other four aircraft continued on to Seattle.

The Soviet “Wings of Friendship & Peace” flight landed in Northway on the 18th. The community came out in force to greet them and look over the aircraft. Small gifts were exchanged and lots of pictures taken.

Following the week in Seattle, the Soviets returned through Alaska and back to the USSR. While in Fairbanks, the delegation leader, **Valery Shelkovnikov**, was provided copies of accident prevention handout material by the Fairbanks FSDO. This will be used as reference material in developing a flight safety program in the USSR.





COVER STORY

Vladimir I. Skrypnik, Manager, Far-East Civil Aviation Administration, Candidate of Technical Sciences, Khabarovsk, USSR, received an FAA Airman Certificate based on his holding a certificate issued by an International Civil Aviation Organization (ICAO) member nation: USSR
John Hallinan, who was Acting Manager of the Anchorage Flight Standards District Office, presented the pilot certificate to him.

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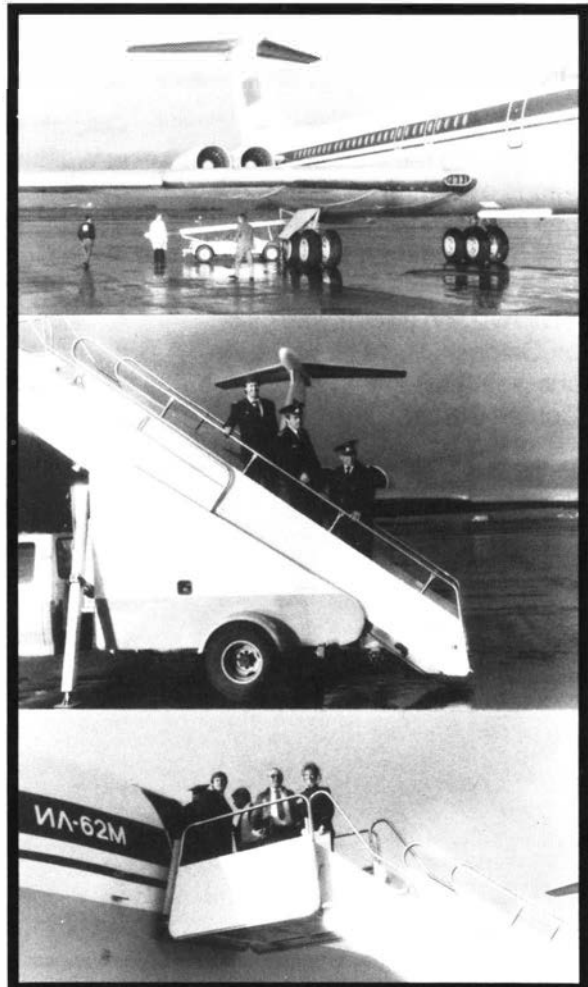
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COMMEMORATION CEREMONY



An international ceremony recognizing the extraordinary efforts over the last year and a half between the United States Federal Aviation Administration (FAA) and the Soviet Ministry of Civil Aviation (MCA) was held on October 29, 1990, at the Anchorage Air Route Traffic Control Center.

Officials from FAA headquarters in Washington, D.C. were joined by Soviet delegates led by Vsevolod Burkov, Deputy Head of the Central Air Traffic Control Department of Ministry of Civil Aviation, Soviet Union. Special awards were presented by John Kern, Deputy Associate Administrator, Regulations and



Certification, FAA, Washington, D.C., to FAA employees who have been instrumental in establishing air transportation between Alaska and the Soviet Far East. Alaska Governor Steve Cowper also participated in the ceremony in recognition of his strong support towards the development of Soviet Far East and American economic, cultural, and social exchanges.

The following day, the Soviet and American delegates traveled the new air route on an inaugural flight to Anadyr in the

Soviet Far East where a similar ceremony took place recognizing the efforts of Soviet participants in this landmark occasion.

Following the Anadyr ceremony, the group returned to Washington, D.C., where they conducted ongoing discussions with multinational aviation representatives regarding the technical arrangements still needed to implement shorter U.S./Canada/Far East air routes through USSR airspace.

New air routes between Alaska and the Soviet Far East were implemented on August 23, 1990. These new air routes are expected to facilitate commercial, social, and cultural opportunities for the United States, Canada, and Pacific Rim countries.

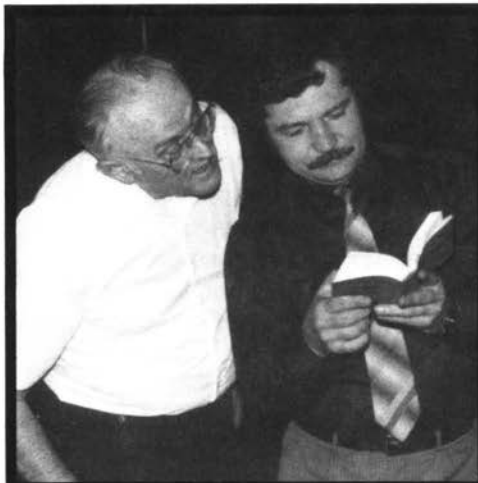


Only choice - MAN ↑



Members of the Soviet delegation and their Anchorage hosts were guests at evening receptions at the residences of **Donald T. Keil, Jr.**, Deputy Regional Administrator, and **Lou Rosgen**, Assistant Air Traffic Manager, Anchorage ARTCC.





Mark Kelliher (right) received a Letter of Appreciation from the Manager of Airway Facilities Division for his efforts with the Soviet delegation visit. **Ron Cowles**, ZAN AF Sector Manager, made the presentation.

FAA/MCA CONTROLLER EXCHANGE

The Federal Aviation Administration (FAA) and the Soviet Ministry of Civil Aviation (MCA) have inaugurated an exchange program involving air traffic controllers. The objective of the exchange program is to instruct and familiarize counterpart personnel from the FAA and MCA in the methods, procedures, techniques and equipment used to provide air traffic control services, particularly in relation to the new air routes that are being opened up between Alaska and the Soviet Far East.

A total of nine controller exchanges are planned during 1991 involving 18 Soviet controllers and a similar number of FAA controllers. The first controller exchange occurred January 18 through

February 4 when two senior controllers from MCA's Anadyr Area Control Center (ACC) spent 2 weeks in the FAA's Air Route Traffic Control (ARTCC) in Anchorage. The first two FAA controllers, who have been selected from the staff at Anchorage ARTCC, will travel to Russia to spend 2 weeks in Anadyr ACC beginning about February 15.

This program is expected to not only enhance safety and efficiency of international aviation, but also improve oceanic procedures, interphone coordination, controller techniques, and English fluency on the part of the Soviet controllers.

Mr. Henry Elias, Manager of FAA's Air Traffic Division in Alaska, commented that he is very pleased and proud of this

major international achievement and this new era of aviation cooperation between the two countries. Negotiations had been in progress since 1989, including several meetings between FAA and MCA representatives in both Russia and the U.S. In October 1990, formal dedication ceremonies took place in both Anchorage ARTCC and Anadyr ACC to recognize the efforts of both FAA and MCA employees who participated in this effort.

FAA's Alaskan Region Administrator Ted Beckloff stated, "We are proud to be the leaders in this venture that will make a worldwide impact upon the aviation industry as it continues to bring economic, cultural, social, political, and peaceful exchanges among the many nations of the world."



The Chief of Maintenance at the Anadyr Air Traffic Center has advised the Anchorage ARTCC AFS that they would like to begin a technician exchange program once the ZAN to Anadyr communications circuit has been established and scheduled airline flights to and from the Soviet Far East have begun. This might possibly be as early as 3 months from now.





ALASKA AIRLINES/AEROFLOT MEETINGS

In late January, AAL-4 and AAL-500 staff coordinated and participated in meetings with Alaska Airlines and Magadan Aeroflot representatives in Anchorage. Magadan Aeroflot intends to commence weekly round trip scheduled air service between Magadan, Anchorage, and San Francisco effective 5/1/91. Alaska Airlines will commence scheduled service with three round trip flights per week between Anchorage, Magadan, and Khabarovsk, effective 6/17/91.







HARMON ASSOCIATES

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September 28, 1990

Division Manager Hank Elias
FEDERAL AVIATION ADMINISTRATION
AAL 500
222 West 7th Avenue
Box 14
Anchorage, (AL) 99513-7587

Dear Hank:

What a great job your people did recently when a flight of Soviet civil aircraft flew to Seattle from Moscow, stopping at Nome and Fairbanks. With seven aircraft in their group, they were hampered by being able to fly only VFR during daylight. With the difficult weather encountered in August, delays required considerable contact with your people as we attempted to coordinate the arrival of our Soviet friends.

What a great job Chief Kathy Areheart of Nome did. She is an efficient professional. It must be that the FAA places their most delightful personalities on the edges of our society to greet guests from the depths of Siberia!

Chief Charles Hallett and his crew did a monumental job in Fairbanks, as well. Charlie was particularly helpful in working out the linkage required for installing a BENDIX/KING "loaner" transponder in the lead Soviet AN-2. Our friends in Olathe made this equipment available and it proved to be invaluable.

It would not have been possible for this group - the first contingent of Soviet civil aircraft and pilots in many decades - to reach Seattle so pleased and excited without the great work of your people coordinating and caring for their lay-overs.

On June 7, 1990, I lead a flight of Bonanzas from the States to Moscow on a "WINGS OF FRIENDSHIP" flight. How nice to have the circle completed with my Soviet friends flying from Moscow to the States on a reciprocal "WINGS OF FRIENDSHIP AND PEACE" flight.

Your people were an important part of an epic experience as this first major civil circumnavigation link was forged between the U.S. and the U.S.S.R.

Many thanks!

Cordially,

Millard Harmon
Millard Harmon

cc: Administrator James B. Busey, FAA
President Don Engen, AOPA