

WISE TO BRIEF THE PILOT IN THE AIR. HOWEVER, IN THE FACE OF SUCH A THREAT, IF THE PILOT WERE INSTRUCTED TO LAND AT NEAREST SUITABLE WEST GERMAN AIRPORT AND TO RESUME HIS FLIGHT TO BERLIN WITHOUT PASSENGERS AND ON SAME FLIGHT PLAN, SUCH PROCEDURE WOULD BECOME QUICKLY EVIDENT TO SOVIETS. IT WOULD SEEM TO US THAT WHETHER OR NOT AN ADDITIONAL FLIGHT PLAN IS FILED, SOVIETS COULD THEN RELIABLE THE FLIGHTS AS LEGAL BECAUSE NEW POINT OF DEPARTURE WAS IN WEST GERMANY. IN ANY EVENT, SOVIETS WOULD REALIZE THAT THEIR NERE THREATS HAD STOPPED A REGULARLY SCHEDULED FLIGHT. THIS SUCCESS COULD WELL LEAD TO OTHER THREATS, THUS CREATING ADDITIONAL AND POSSIBLY MUCH GRAVER PROBLEMS AND CONSEQUENCES.

3. IN EXTREMELY UNLIKELY EVENT THAT SUCH CONTINGENCY WERE TO ARRISE WITH RESPECT TO NEW YORK - BERLIN FLIGHT, WE CONSIDER CURRENT CATALOGUE OF OPTIONS CONTAINED IN CURRENT LIVE OAK AIR ACCESS PLANS PRE-SUPPOSE THAT THEY WOULD NOT BE IMPLMENTED UNLESS ACTUAL PHYSICAL DAMAGE TO AN ALLIED AIRCRAFT WERE INFLICTED OR ATTEMPTED OR THAT THERE WERE EVIDENCE THERE OF. EVEN THEN THEY WOULD NOT BE APPLIED AUTOMATICALLY BUT FINAL ACTION WILL BE DETERMINED BY POLITICAL/MILITARY JUDGMENT IN THE LIGHT OF EXISTING CIRCUMSTANCES AT THE TIME.

4. WITH RESPECT TO OUR OBLIGATIONS TO TRAVELLING PUBLIC, WE BELIEVE WE MIGHT BE CONFUSING THEM BY REVELATION OF SOVIET THREATS IN BASC. CERTAINLY THE PUBLIC IS GENERALLY NOT UNAWARE OF THE CONCEIVABLE DANGERS INVOLVED IN THE NEW PANAM SCHEDULE OR, FOR THAT MATTER, ANY OTHER SCHEDULE OF BERLIN. WE BELIEVE THAT FURTHER PUBLICITY WOULD DRAW UNNECESSARY ATTENTION TO TOO REMOTE A DANGER.

5. SUMMARIZING, WE DO NOT SEE SOVIETS AS DESIRING TO PROVOKE A MAJOR CRISIS AT THIS TIME AND THAT WHATEVER POSSIBILITY THERE IS OF A FUTURE CRISIS CAN BE SENSED BY MAINTAINING OUR RIGHTS IN THE AIR CORRIDORS REGARDLESS OF SOVIET THREATS. IT IS THEREFORE RECOMMENDED THAT ALL PLANNED ACTION BE BASED ON THE PREMISE THAT ALL U.S. CIVIL FLIGHTS WILL BE CARRIED OUT IN ACCORDANCE WITH PUBLISHED SCHEDULES.

6. ONE FINAL POINT, OUR INFORMATION IS THAT PANAM FLIGHT PLANS ARE USUALLY FILED IN BASC THE NIGHT BEFORE THE FLIGHTS RATHER THAN AFTER THE AIRCRAFT HAS ENTERED THE FEDERAL REPUBLIC. WE HAVE NOT BEEN MADE AWARE OF ANY CHANGE IN THIS PROCEDURE FOR THE NEW YORK - BERLIN SCHEDULE.

BOHLEN

ACTION TAKEN:

*Comments
sent
in cable*

NO ACTION
REQUIRED

DATE

7/4

S E C R E T