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DECLASSIFIED-PUBLIC DISCLOSURE IMSM-0431-99 DECLASSIFIE-MISE EN LECTURE PUBLIQUE

MESSAGE

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STAFF COMMUNICATIONS OFFICE

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FROM: SGREP PARIS FRANCE

Per Authority IMSM-431-99

TO: SECY SGN WASH DC

By *de Nys* Date *20 Feb 2000*

INFO: SACEUR PARIS FRANCE, SACLANT NORFOLK VA

NR: LOSTAN 2294

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301230Z NOV 57

IMS Control N°

0584

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SGD CMDR JWF BACKER CHAIRMAN CIVIL AVIATION PLAN CMTE

Subject is Information by Military Authorities on
Civil Aviation Planning Committee

Reference LOSTAN 2264.

1. SGREP has received from the chairman of the civil aviation planning committee two letters defining the information requested from the NATO military authorities in para 5 of reference. Both letters are dated the 15 November but were received on 26 November.

2. Letter number 1. The civil aviation planning committee has requested:

A. A full definition of the red, amber and green zones which is contained in the complete SHAPE plan for wartime air traffic control, together with all available information as to the geographical extent of such zones as have been established or planned (SHAPE AG 1520/1522AD) dated 5 March 1957)

B. Full definition of the various types of alert used such as simple alert, reinforced alert, and general alert.

3. Letter number 2. The full text of this letter is given in annex.

4. It is the intention of the CAPC to utilize the information requested in paras 2 and 3 above in the report on the evacuation of civil aircraft in case of emergency. As this report should be completed as early as possible before

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REPLACES DCS FORM 3743, 1 AUG 57, WHICH MAY BE USED.

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the plenary meeting of the committee in February 1958, chairman of the CAPC has requested the Standing Group to furnish the required information by 15 December 1957.

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5. A. In acknowledging both letter I am advising the chairman of the committee that the information requested in para 2 (B) is to be found in SHAPE document 76/56 which is in the hands of all MODs and the Secretary General (very limited distribution), and is therefore available as needed by committee members.

B. I am also advising him (as a personal opinion) that the information required in letter number 2 covers such a large field that no rpt no answer could be expected by 15 December, but that I have forwarded it to the Standing Group for action as well as the request for information described in para 2 (A). Annex to LOSTAN 2294 - letter number 2. NATO SECRET 15 November 1957. Subject Use of North and Mid Atlantic Air Routes by Civil Aircraft.

1. The planning and logistics groups of the CAPC are presently examining potential evacuation routes from Europe for the NATO civil air fleets. Among the routes under consideration are the north and mid Atlantic routes to North America. Informal exchange of information within the working groups indicates that there is some question as to the feasibility of civil aircraft using these routes since this air space would be intensively used for high priority military operations.

2. In view of the foregoing, it is felt that information on the following points would be of great value in the CAPC planning, and it would be appreciated if this information could be forwarded if possible by 15 December 1957.

(A) Will the protected flow of NATO-planned eastbound air traffic permit a counter-flow of civil air traffic to be accommodated with safety within the north and mid-Atlantic traffic control system? It is necessary to point out in this connection that it would be extremely advisable that the civil authorities be allowed to use these routes, even for an unlimited amount of time.

(B) Which, if any, civil airports could be used as intermediate maintenance and refueling stops for civil aircraft enroute from Europe to North America?

(C) Will ground-based navigational aids be available from a reinforced alert period onwards, or will

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they be shut off the air?

(D) Could westbound civil air traffic be accommodated provided certain restrictions were imposed?

(E) Will it be possible to evacuate civil aircraft westbound via south Atlantic routings and for how long?

(F) Are any of the answers to the above questions to be modified under varying conditions of alert, such as simple alert, reinforced alert, or general alert?

3. It is further requested that the Standing Group provide the CAPC with an opinion as to whether the CAPC should further consider use of these routes by civil aircraft.

NOTE: 2264 is DA IN 70077 (10 NOV 57) SGN

ACTION: SGN

INFO: USLO SAGLANT, CUSR

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