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PRESS RELEASE (68)1

FOR RELEASE ON
7th FEBRUARY, 1968
1800 hours

CO-OPERATION WITHIN THE NATO ALLIANCE;
THE NATO JAGUAR PROJECT

Co-operation in research, development and production of military equipment has always been one of the main objectives of the NATO Alliance. In the past such co-operation was governed by a procedure based on the formulation by the NATO Military Authorities of "NATO Basic Military Requirements". Although in a limited number of cases good results were achieved, difficulty was experienced in matching the NATO Basic Military Requirements with the requirements which the various nations were prepared to adopt and finance.

A new procedure has recently been established by the NATO Council, taking advantage of past experience. Under this new procedure a proposal for co-operative action in research, development or production may be made by any individual nation; if this proposal interests one or more of the other nations, a NATO group is formed to study the proposal in detail, thus allowing the interested nations to decide whether or not to participate in the project. Following the preliminary stage, the group continues the work of promoting co-operation but with membership limited to representatives of only those nations which are prepared to commit themselves financially.

The project is then precisely defined, the characteristics of the equipment agreed and a timetable and financial plan laid down by the committed nations. It is finally submitted for endorsement to the Conference of National Armaments Directors, which meets at NATO twice a year. If satisfied that the project meets the necessary criteria, the Conference will identify the project as a "NATO project" and set up the corresponding "Project Steering Committee".

A first example of the application of this new procedure came from the meeting of the Conference of National Armaments Directors held at Brussels on 7th November, 1967

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when the development of the Jaguar aircraft was endorsed as a "NATO project".

The NATO Jaguar aircraft is currently being developed by Breguet Aviation and the British Aircraft Corporation to meet a joint requirement which was evolved by the British and French Air Staffs for a tactical and training aircraft in the 1970s. A feature of the requirement was that it called for a design which could give either a single-seat tactical aircraft or a two-seat trainer. The Jaguar is powered by the Adour engine, which is being developed jointly by Rolls-Royce and Turbomeca. The first prototypes of the aircraft are due to fly in 1968. Five variants of the NATO Jaguar are being developed with training, strike, reconnaissance and naval roles to meet the various requirements of the two countries.

While the case of the Jaguar aircraft represents NATO sponsorship of co-operation at a comparatively late stage of development, the new procedure has the flexibility required to institute co-operation between two or more of the NATO nations from any stage of research, development or production.