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HR70-14

APPROVED FOR  
RELEASE DATE:  
13-Sep-2010

# TELEGRAM DEPARTMENT OF STATE

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AIDTO 1313

SUBJECT - Air Contractor Pilot Flight Time Restrictions

REFERENCE - TOAID 2030

JOINT STATE/AID MESSAGE

1. Consultations here with Air America officials, U.S. Agency representatives, and Ambassador Sullivan have resulted in consensus that effective negotiations to obtain mutually-acceptable pilot flight-time ceilings must be undertaken in Laos where clear data on operational procedures and requirements are available. FYI. Ambassador Sullivan and Managing Director of Air America concur in this approach. Letter ready to name representative for such talks. End FYI.
2. Satisfactory negotiations here are precluded by absence of commonly-accepted information re flying hazards, scheduling problems, pilot reaction to new ceilings and probable turnover, waiver procedures, added costs, etc. Air America contends that flying hour rate increased only \$10, from \$161 to \$171 per flying hour, with most of increase attributable to new flying time standards. However, detailed supporting

RF  
FILE  
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DRAFTED BY WR WR Templeton:bma	OFFICE EA/SEA/Laos	PHONE NO. 8202	DATE 6/14/68	APPROVED BY Frederick Simmons, EA
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AIR AND OTHER CLEARANCES  
RFS/IC  
Moble, EA/LC  
Col. Mobley, DOD (subs)

PAGE 1 OF 2

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**CONTINUATION**

POST VICTOR	NO. AIDTO 1313	CLASSIFICATION <del>SECRET</del>	PAGE 2 OF	PAGES 2
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data necessary for analysis this figure <sup>has</sup> ~~has~~ not been made available. Neither we nor Air America able to relate these figures to rates of \$126 and \$216 per hour cited in May 9 memo by  We understand that difference in structure old and new contracts makes comparative analysis difficult without background material. Since this material apparently available to DEPCHJUSMAG, we suggest that Mission ask for comparative analysis by that organization.

3. While all representatives aware that many elements of air carrier criteria cannot be applied in Laos, optimum safety standards must remain major objective. Since determination of reasonable safety standards for unusual operations requires first-hand knowledge of all factors involved, standard practice is to leave such determinations up to those on-the-spot. This is particularly true where contracting authority also vested in field representatives. In this instance, DEPCHJUSMAG has been delegated by DOD authority, negotiate terms and conditions air services contract.

4. Please keep us informed.

GP-3

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