

SECRET

Dissemination Authorized
Assistant Director
Office of Current Intelligence

No. Pages 6

CIA/RR CB SC 63-21

2808

Copy No.

7 August 1963

Current Support Brief

PASSENGER MOVEMENTS
ON AEROFLOT'S MOSCOW - HAVANA SERVICE
JANUARY - JUNE 1963



CIA HISTORICAL REVIEW PROGRAM
RELEASE AS SANITIZED
1989

CENTRAL INTELLIGENCE AGENCY
Office of Research and Reports

210182/2

SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

This document contains classified information affecting the national security of the United States within the meaning of the espionage laws, US Code Title 18, Sections 793, 794, and 798. The law prohibits its transmission or the revelation of its contents in any manner to an unauthorized person, as well as its use in any manner prejudicial to the safety or interest of the United States or for the benefit of any foreign government to the detriment of the United States.

~~SECRET~~

PASSENGER MOVEMENTS
ON AEROFLOT'S MOSCOW - HAVANA SERVICE
JANUARY - JUNE 1963

An analysis of Aeroflot flight service between Moscow and Havana in the first 6 months of 1963 indicates that the service is not being used to augment the Soviet presence in Cuba. Flights to Havana have operated at passenger loads of about 46 percent of the limited capacity of 60 passengers. Flights from Havana to Moscow operated at a substantially higher load factor of 63 percent. During the period an estimated total of 834 passengers was transported from Moscow to Havana and 1,132 passengers were transported from Havana to Moscow. The passengers were overwhelmingly Soviet and Cuban nationals, who accounted for about 90 percent of the passenger load in each direction. About 530 Soviet nationals made the trip from Moscow to Havana, whereas almost 930 Soviet nationals made the trip from Havana to Moscow. A part of the Soviet nationals returning to Moscow were tourist groups who were carried to Havana by the Czechoslovak airline.

After several unsuccessful attempts to operate a scheduled air service to Havana by way of points in Africa, Aeroflot, the Soviet civil air carrier, in December 1962, announced its intention to maintain service by flying a direct Moscow to Havana route by way of the North Atlantic with a refueling stop at Murmansk. This route is about 11,000 kilometers long and is billed proudly by Aeroflot as the longest nonstop route in scheduled international service. A proving flight was flown late in December 1962, and scheduled service was inaugurated on 7 January 1963.

The North Atlantic route is undoubtedly the most uneconomic and most hazardous of all of Aeroflot's international routes. The length of the route and the unfavorable winds encountered in the southbound direction have made it necessary to reduce the passenger capacity of

~~SECRET~~

~~SECRET~~

the Tu-114's that fly the route to 60 seats and to install auxiliary fuel tanks. Many of the southbound flights arrive at Havana with fuel supplies close to exhaustion.

As of 30 June 1963, Aeroflot had flown 30 flights in each direction on this route. All but one of these flights -- the 27 June flight via Conakry -- were flown by way of the North Atlantic. Information is now available on the passengers carried on 16 of the southbound flights and on 18 of the northbound flights.

A total of 448 persons are known to have flown to Havana on the 16 southbound flights, and 678 persons flew from Havana to Moscow on the 18 northbound flights. It is possible, moreover, to identify the nationality of 58 percent of the southbound passengers and 73 percent of the northbound passengers on these flights. Among the 254 passengers identified by nationality on the southbound flights, 64 percent were Soviet nationals and 24 percent were Cuban nationals.* Of the 495 passengers identified on the northbound flights, 82 percent were Soviet nationals and 12 percent were Cuban nationals (see the table).

The passenger load factors on flights for which passenger data are available are 46 percent in the southbound direction and 63 percent in the northbound direction. Application of these factors to the remaining flights for which passenger data are not available yields total results which show that Aeroflot transported 834 passengers to Cuba in the first 6 months of 1963 and carried about 1,130 passengers on the return trip from Havana to Moscow. If the known identification by nationality on 50 percent of the flights is applied to all the flights, about 530 Soviet nationals entered Cuba on Aeroflot flights during the first 6 months of 1963 and about 930 departed. The excess of Soviet nationals leaving Cuba on Aeroflot flights is explained in part by the fact that some tourist groups are brought to Havana by the Czechoslovak airline but return to Moscow with Aeroflot. Even when allowances are made for this imbalance in traffic flows, it is apparent that the USSR is not using its air connection to Havana as a means of augmenting the Soviet presence in Cuba.

* This analysis is made on the assumption that the nationalities as declared are correct. It is not uncommon for travelers entering or departing Cuba to make false declarations of nationality.

~~SECRET~~

~~SECRET~~

Known and Estimated Passenger Movement on Aeroflot Flights
Between Moscow and Havana
January-June 1963

<u>Passengers</u>	<u>Flight No. 047 Moscow - Havana</u>	<u>Flight No. 048 Havana - Moscow</u>	<u>Units Total</u>
Confirmed nationality a/	<u>254</u>	<u>495</u>	<u>749</u>
Chinese	6	11	17
Cuban	60	61	121
French	0	1	1
Hungarian	15	4	19
Korean	4	4	8
Mongolian	0	5	5
Polish	6	2	8
Soviet	162	406	568
Spanish	1	0	1
Uruguayan	0	1	1
Unidentified b/	<u>194</u>	<u>183</u>	<u>377</u>
Total	<u>448</u>	<u>678</u>	<u>1,126</u>
Estimated c/	<u>386</u>	<u>454</u>	<u>840</u>
Grand total	<u>834</u>	<u>1,132</u>	<u>1,966</u>

a. Including passengers identified by nationality on 9 flights in the southbound direction and on 13 flights in the northbound direction for which complete passenger data were available.

b. The number of passengers is known, but they are not identified by nationality on 7 flights in the southbound direction and 5 flights in the northbound direction. Southbound flights are estimated to have carried 124 Soviet nationals and 46 Cubans, and northbound flights are estimated to have carried 150 Soviet nationals and 13 Cubans.

c. The number of passengers is estimated on 14 flights in the southbound direction and 12 flights in the northbound direction for which no passenger data are available. It is estimated that 245 Soviet nationals and 93 Cubans were carried on the southbound flights; whereas 372 Soviet nationals and 54 Cubans were carried on the northbound flights. One US national also is known to have flown on a Havana-to-Moscow flight.

~~SECRET~~

~~SECRET~~

Analyst:

Coord:

- 4 -

~~SECRET~~