

PRIORITY  
DE RHMSMVA #1700 0260430  
P 260430Z JAN 74  
FM CH USDEL FPJMT SGN RVN

TO ZEN/USDAO SGN RVN//ADSJS//

INFO WHITE HOUSE SIT ROOM WASH DC  
SECDEF WASH DC//ASD//ISA//  
SECSTATE WASH DC  
ZEN/AMEMB SGN RVN  
AMEMB VIENTIANE LAOS  
AMEMB BKK THAI  
AMEMB PHNOM PENH CB  
AMEMB MOSCOW USSR  
US LNO PEKING PRC  
CJCS WASH DC  
CINCPAC HONOLULU HI  
USDEL JEC PARIS FRANCE  
COMUSSAG NKP RTAFB THAI  
CDR 13AF CLARB AB PI  
COMUSMACTHAI BKK THAI//PAD//SH//  
CDR JCRC NKP RTAFB THAI

UNCLAS

SECTION 1 OF 3.

SUBJ: USDEL, FPJMT NEGOTIATING EFFORTS -- SAIGON/HANOI  
LIAISON FLIGHT PROBLEM

1. REFERENCES:

- A. CH, USDEL, FPJMT 260645Z DEC 73 (PARA 3).
- B. CH, USDEL, FPJMT 271100Z DEC 73 (PARA 3 AND 4).
- C. CH, USDEL, FPJMT 090205Z JAN 74.
- D. CH, USDEL, FPJMT 110410Z JAN 74.
- E. CH, USDEL, FPJMT 150945Z JAN 74 (PARA 3).
- F. CH, USDEL, FPJMT 181130Z JAN 74.
- G. CH, USDEL, FPJMT 190715Z JAN 74.
- H. CH, USDEL, FPJMT 211015Z JAN 74.
- I. CH, USDEL, FPJMT 240130Z JAN 74.

2. PURPOSE: TO PROVIDE BACKGROUND, DOCUMENT TEXTS AND USDEL  
INITIATIVES REGARDING THE SAIGON/HANOI LIAISON FLIGHT.

3. SUMMARY TO DATE: DRVDEL HAS BEEN INFORMED THAT US WILL PROVIDE

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LIAISON FLIGHTS ON A ONE TIME "CASE BY CASE" BASIS ONLY IF GIA LAM AIRPORT WEATHER ALLOWS 5000 FT CEILING AND 5 MILE VISIBILITY IN ABSENCE OF WRITTEN GUARANTEE OF SAFETY BY DRV. PRESENT DRV POSITION IS THAT DRVDEL WILL NOT PARTICIPATE IN FLIGHT UNLESS US WILL GUARANTEE LANDING AT GIA LAM AIRPORT, FOLLOWING GUIDANCE OF GIA LAM TOWER. BOTH DELEGATIONS RECOGNIZE NEED FOR DISCUSSIONS AMONG TECH REPS REGARDING NAVIGATIONAL PROCEDURES FOR FUTURE SCHEDULED FLIGHTS. FOLLOWING PARAGRAPHS AMPLIFY STATUS OF NEGOTIATIONS FROM 21 DECEMBER TO DATE.

4. REFERENCE A REPORTED 21 DECEMBER SAIGON/HANOI LIAISON FLIGHT INCIDENT, TO INCLUDE INITIAL MEMO RECEIVED FROM DRVDEL, AND USDEL REPLY. REFERENCE B REPORTED USDEL MEMO TO DRVDEL ON 27 DECEMBER STATING THAT 28 DECEMBER AND SUBSEQUENT FLIGHTS WOULD ONLY TAKE PLACE UNDER ONE OF TWO CONDITIONS: IF US RECEIVES ADEQUATE WRITTEN ASSURANCE OF SAFETY FOR AIRCRAFT, MISSION WILL BE FLOWN IN ACCORDANCE WITH PAST PRACTICE; WITHOUT SUCH WRITTEN ASSURANCE, AIRCRAFT WILL BE FLOWN ONLY UNDER VFR CONDITIONS (ESTABLISHED AS 5,000 FT CEILING/5 MILE VISIBILITY MINIMUMS). USDEL MEMO ALSO AGREED WITH DRV PROPOSAL THAT US TECHNICIANS MEET WITH GIA LAM AUTHORITIES TO ESTABLISH APPROPRIATE INSTRUMENT APPROACH PROCEDURES FOR USE AT GIA LAM AIRPORT AND OFFERED TO SEND SUCH TECH REPS TO HANOI ON 4 JAN. THE 28 DEC FLIGHT WAS FLOWN SUCCESSFULLY UNDER VFR CONDITIONS SINCE DRV DID NOT PROVIDE WRITTEN GUARANTEE OF SAFETY.

5. REFERENCE C REPORTED 3 JANUARY USDEL MEMO TO DRVDEL WHICH REPEATED TWO CONDITIONS FOR 4 JANUARY FLIGHT, AND PROPOSED THAT US TECH REPS MEET WITH GIA LAM AUTHORITIES ON 11 JANUARY. MEMO ALSO INCLUDED PROPOSED PROCEDURES (PREPARED BY USSAG) FOR INSTRUMENT FLIGHTS TO GIA LAM. DRVDEL RESPONSE ON 7 JANUARY STATED THAT US PROPOSAL FOR MEETING WAS BEING STUDIED IN HANOI AND THE DRVDEL WOULD RECEIVE ANSWER OF GIA LAM OFFICIALS VIA 18 JANUARY FLIGHT. 4 JANUARY FLIGHT WAS ACCOMPLISHED UNDER VFR CONDITIONS.

6. ON 9 JANUARY USDEL AGAIN INFORMED DRVDEL OF DUAL CONDITIONS FOR FLIGHT SCHEDULED FOR 11 JANUARY. DRVDEL DID NOT PROVIDE REQUESTED GUARANTEE AND REFERENCE D REPORTED CANCELLATION OF 11 JANUARY FLIGHT DUE TO WEATHER. DRVDEL PROMPTLY "DEMANDED" THAT US PROVIDE A MAKE-UP FLIGHT ON 13 OR 14 JANUARY. USDEL 14 JANUARY RESPONSE EXPLAINED WHY 11 JANUARY FLIGHT COULD NOT BE UNDERTAKEN (US CONDITIONS WERE NOT MET) AND SCHEDULED NEXT FLIGHT, UNDER SAME DUAL CONDITIONS, FOR 18 JANUARY. ON 15 JANUARY USDEL INFORMED DRVDEL THAT ARRANGEMENTS HAD BEEN COMPLETED BY US TO PROVIDE ON A ONE TIME BASIS AN INITIAL DAILY INCREMENT OF STAND-BY FLIGHTS FOR PERIOD 16 THRU 18 JANUARY TO PROVIDE MAXIMUM OPPORTUNITY FOR COMPLETION OF WEEKLY FLIGHT (SEE REFERENCE E). US ALSO PROPOSED SENDING TECH REPS ON FLIGHT TO RECEIVE DRV ANSWER TO 3 JANUARY MEMO (PARA 5 ABOVE) AND DISCUSS PROCEDURES WITH GIA LAM OFFICIALS. DRVDEL AGREED TO CONCEPT BUT PROPOSED SCHEDULING FLIGHTS FOR PERIOD 17 THRU 19

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JANUARY. USDEL AGREED TO ATTEMPT TO OBTAIN CLEARANCE FOR FLIGHT ON 17 OR 18 JANUARY AND AGAIN INFORMED DRVDEL OF CONDITIONS FOR FLIGHT.

7. FLIGHT ON 17 JANUARY DID NOT DEPART BECAUSE OF ADVERSE WEATHER ANTICIPATED IN HANOI. FLIGHT WAS RESCHEDULED FOR 18 JANUARY AND DRVDEL AGREED TO RECEIVE USAF TECH REPS AT GIA LAM. FLIGHT ON 18 JANUARY ABORTED NEAR GIA LAM (REFERENCE F) DUE TO POOR WEATHER. FLIGHT WAS RESCHEDULED FOR 19 JANUARY.

8. ON 19 JANUARY, LIAISON FLIGHT TO HANOI WAS ATTEMPTED AGAIN. WHEN INITIAL CONTACT WAS MADE WITH GIA LAM TOWER, THE WEATHER REPORT INDICATED HANOI MINIMUMS WERE BELOW THAT REQUIRED FOR APPROACH. AIRCRAFT INITIATED HOLDING PATTERN AND NOTIFIED USSAG OF PRESENT AND FORECAST WEATHER. WHILE AWAITING REPLY FROM USSAG, ACTING CH, DRVDEL AND ANOTHER DRVDEL MEMBER WERE PERMITTED TO PERSONALLY TALK WITH GIA LAM TOWER TO ASCERTAIN FOR THEMSELVES ADVERSE WEATHER CONDITIONS EXISTING IN AREA. AFTER AIRCRAFT HAD BEEN IN HOLDING PATTERN FOR 30 MINUTES, USSAG, AFTER EVALUATING WEATHER, REQUESTED AIRCRAFT RETURN TO SAIGON. FOR NEXT 45 MINUTES, ACTING CH, DRVDEL, REMAINED IN COCKPIT OF C-130 RECEIVING DETAILED BRIEFINGS FROM CREW AND USDEL REPRESENTATIVE ON REASON AIRCRAFT WAS UNABLE TO LAND. APPROXIMATELY 40 MINUTES FROM LANDING AT TAN SON NHUT, ACTING CH, DRVDEL ASKED USDEL REPRESENTATIVE WHAT ACTION WOULD BE NECESSARY TO INSURE FLIGHT USE OF NVN RADAR AND INSTRUMENT APPROACH TO GIA LAM. AFTER PROLONGED DISCUSSION, INFORMAL AGREEMENT FOR ONE TIME FLIGHT PROCEDURES WAS REACHED. SOON AFTER LANDING, DEPUTY CH, USDEL, ACTING CH, DRVDEL, AND USDEL LIAISON OFFICER AGAIN REVIEWED BASIC POINTS OF INFORMAL AGREEMENT (CONTAINED IN USDEL MEMO TO DRVDEL 20 JANUARY). ACTING CH, DRVDEL WAS TOLD RESULTS OF INFORMAL AGREEMENT WOULD BE FORWARDED FOR DRV CONCURRENCE AS SOON AS PROPOSED PROCEDURES WERE STAFFED AND COORDINATED WITH APPROPRIATE US AUTHORITIES.

9. BASED ON DISCUSSIONS IN PARA 8 ABOVE (BRIEFLY REPORTED IN REFERENCE H), USDEL, UNDER GUIDANCE OF AMBASSADOR AND WITH CONCURRENCE OF USSAG AND CINCPAC, FORWARDED FOLLOWING MEMO TO DRVDEL ON 20 JANUARY - QUOTE

1. REFERENCE: USDEL MEMORANDUM, DATED 3 JANUARY 1974, SUBJECT: SAIGON-HANOI LIAISON FLIGHT.

2. THE WEATHER CONDITIONS IN THE HANOI AREA ON 18 AND 19 JANUARY 1974 FAILED TO MEET THE MINIMUMS STIPULATED IN THE REFERENCED  
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AMEMB BANGKOK THAILAND  
AMEMB PHNOM PENH CAMBODIA  
AMEMB MOSCOW USSR  
US LNO PEKING PRC  
CJCS WASH DC  
CINCPAC HONO HI  
USDEL JEC PARIS FRANCE  
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CDR 13AF CLARK AB RP  
COMUSMACTHAI BANGKOK THAILAND//PAD/SH//  
CDR JCRC NKP RTAFB THAILAND

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MEMORANDUM. THESE CONDITIONS, AND THE LACK OF A WRITTEN GUARANTEE OF SAFETY FROM YOUR DELEGATION, PRECLUDED THE SUCCESSFUL COMPLETION OF THE FLIGHTS.

3. IT IS IN THE MUTUAL INTEREST OF THE US AND DRV DELIGATIONS THAT PROCEDURES FOR FUTURE SAIGON-HANOI LIAISON FLIGHTS BE AGREED UPON AT THE EARLIEST POSSIBLE DATE. THEREFORE, THE US DELEGATION WILL ATTEMPT TO FLY THE SAIGON-HANOI LIAISON FLIGHT ON 21 JANUARY 1974, OR AS SOON THEREAFTER AS POSSIBLE, PROVIDED THE DRV DELEGATION WILL GUARANTEE THE SAFETY OF THE AIRCRAFT FROM NAVIGATIONAL HAZARDS AND ADVERSE ACTIONS BY THE DRV ARMED FORCES. FOR ITS PART, THE US WILL COMPLY WITH THE FOLLOWING PROCEDURES:

A. THE US AIRCRAFT WILL CONTINUALLY FOLLOW RADAR INSTRUCTIONS FROM GIA LAM FROM THE TIME IT CROSSES THE COAST-LINE OF NORTH VIETNAM UNTIL IT LANDS AT GIA LAM AIRPORT.

B. IN THE EVENT OF GROUND OR AIR COMMUNICATIONS FAILURE, THE US AIRCRAFT WILL FOLLOW PROCEDURES ALREADY ESTABLISHED FOR EXITING DRV AIRSPACE. THESE PROCEDURES ARE:

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- (1) FROM THE POINT WHERE COMMUNICATIONS ARE LOST, THE AIRCRAFT WILL FLY DIRECTLY TO THE RED RIVER.
- (2) UPON REACHING THE RED RIVER, THE AIRCRAFT WILL ALTER COURSE AND FOLLOW THE RED RIVER TO NAM DINH.
- (3) FROM NAM DINH THE AIRCRAFT WILL FLY DIRECTLY TO THE ESTUARY OF THE LACH RIVER WHERE IT WILL CROSS THE COAST-LINE AND EXIT DRV AIRSPACE.

4. IN ORDER TO INSURE THE SUCCESS OF THIS ONE-TIME FLIGHT, THE FOLLOWING ADDITIONAL ASSISTANCE IS HIGHLY DESIRABLE, BUT NOT MANDATORY:

A. THAT YOUR DELEGATION PROVIDE THE US DELEGATION WITH ALTERNATE RADIO FREQUENCIES TO INSURE CONTINUOUS COMMUNICATIONS BETWEEN THE AIRCRAFT AND GIA LAM AIRPORT.

B. THAT A HIGHLY QUALIFIED ENGLISH-SPEAKING AIR CONTROLLER BE AVAILABLE AT THE GIA LAM AIRPORT FOR COMMUNICATIONS WITH THE AIRCRAFT.

5. REQUEST YOU ACKNOWLEDGE RECEIPT OF AND CONCURRENCE WITH THE CONTENT OF THIS MEMORANDUM BY 1400 HOURS, 20 JANUARY 1974. IF YOU AGREE TO THESE PROCEDURES, US AIR FORCE TECHNICAL REPRESENTATIVES WILL BE AVAILABLE TO DISCUSS WITH YOUR AUTHORITIES AT GIA LAM MUTUALLY ACCEPTABLE PROCEDURES FOR FUTURE SCHEDULED FLIGHTS.  
UNQUOTE-

10. ON 20 JANUARY, CH, USDEL ATTEMPTED TO MEET WITH ACTING CH, DRVDEL, TO DISCUSS ABOVE MEMO BUT DRVDEL REFUSED. MEMO WAS THEN DELIVERED TO DRVDEL. DRVDEL WAS INFORMED THAT VERBAL CONCURRENCE WAS REQUIRED NLT 1400 HOURS AND WRITTEN CONCURRENCE BY 1530 HOURS IF 20 JANUARY FLIGHT WAS TO BE ARRANGED. DRVDEL REQUESTED MEETING WITH CH, USDEL AT 1500 AND DEADLINES WERE EXTENDED. MEETING WAS UNPRODUCTIVE AND MARKED BY DISCOURTESY AND RUDENESS ON PART OF DRV. DRVDEL DENIED THAT MEMO REFLECTED TRUE NATURE OF DISCUSSION REFERRED TO IN PARA 8 ABOVE. USDEL THEN INFORMED DRVDEL THAT THE FLIGHT WOULD FOLLOW DUAL CONDITIONS PREVIOUSLY STATED.

11. SUBSEQUENTLY, DRVDEL DELIVERED FOLLOWING MEMO TO USDEL ON 21 JANUARY-QUOTE-

ON JANUARY 19, 1974, THE GIA LAM AIRPORT COMMANDING TOWER DID GET CONTACT WITH THE SAIGON-HANOI LIAISON FLIGHT, WHEN IT ARRIVED AT THE OFF-SHORE, MOUTH OF THE DAY RIVER, AND DID INFORM OF THE WEATHER FACTORS AND GUARANTEED C-130 AIRCRAFT LANDING BY THE RADIO BEACONS AND RADAR. THE GIA LAM TOWER ALSO INFORMED THAT THE SOVIET UNION WEEKLY FLIGHT HAD LUST LANDED SAFELY. BUT THE USAF OFFICERS DID NOT ACCEPT THIS GUARANTEE AND FLEW BACK TO SAIGON.

ON JANUARY 18, 1974, THE SIMILAR FACT HAD HAPPENED WHEN THE US LIAISON AIRCRAFT NEARLY ARRIVED AT THE AIRSPACE OF GIA LAM (MEMORANDUM NO: 144/LHQSB/VNDCCH DATED JANUARY 19, 1974 OF THE DRVN DELEGATION).

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THE US HAS FOUND THE GROUNDLESS REASONS OF WEATHER AND PROCEDURES AS PRETEXTS TO PRECLUDE THE COMPLETION OF THE 18 AND 19 JANUARY 1974 FLIGHTS, BUT FOR THE PAST YEAR, THE US AIRCRAFT HAVE ARRIVED AT GIA LAM FOR NEARLY 50 TIMES, SOME OF THOSE DAYS, THE WEATHER WAS EVEN MORE COMPLEX AND POORER THAN THAT OF JANUARY 18 AND 19, 1974 (AS THE WEATHER OF FEBRUARY 18, 1973 AND MARCH 4, 1973).

THE GIA LAM AIRPORT COMMANDING TOWER HAS SAFELY GUIDED THE VARIOUS AIRCRAFT FROM FOREIGN COUNTRIES UNDER THE POOR WEATHER INCLUDING THE FIRST US FLIGHTS TO HANOI AT THE END OF THE JANUARY 1973, AT THAT TIME THERE WERE NO CONCRETE AGREEMENTS ON PROCEDURES.

THE ABOVE FACTORS HAVE PROVED THAT C-130 AIRCRAFT CAN TAKE OFF FROM AND LAND AT THE GIA LAM AIRPORT IN THIS SEASON. THE ONLY OBSTACLE IS THAT THE US HAS DELIBERATELY ABORTED THE LIAISON FLIGHTS AND REFUSED LANDING OF ITS AIRCRAFT.

IT IS MORE SERIOUS THAT THE US HAS HAD THE INTENTION TO PERMANENTLY SABOTAGE THE SAIGON-HANOI LIAISON FLIGHTS. THE US HAS KNOWN CLEARLY THAT THE WEATHER IN HANOI AREA IS POOR IN WINTER AND SPRING, BUT THE US DEMANDED THAT ITS AIRCRAFT WOULD FLY ONLY UNDER VISUAL FLIGHT RULES, THE US AIRCRAFT CAN TAKE OFF AND LAND BY THE INSTRUMENTS BUT THE US HAS REFUSED TO FOLLOW THE GUIDANCE FROM THE GIA LAM AIRPORT COMMANDING TOWER. THE US HAS POSED THE INSOLENT AND UNREASONABLE CONDITIONS IN ITS MEMORANDUM DATED 20 JANUARY 1974, THE US KNEW ITS CONDITIONS WOULD BE REJECTED BUT ITS INTENTION WAS FINDING A PRETEXT FOR CARRYING OUT NO FLIGHTS.

THESE PERVERSE ACTIONS CLEARLY SHOW THAT THE US HAS HAD THE DARK SCHEMES ON THE SAIGON-HANOI LIAISON FLIGHTS, HAS TAKEN THE ADVANTAGE OF THE OPPORTUNITY OF THE LUNAR NEW YEAR'S DAYS, WITH A VIEW OF FORCING OUR DELEGATION TO ACCEPT THE UNREASONABLE CONDITIONS LAID OUT BY THE US AND USED ITS MEAN AND UNSERIOUS TRICKS, DELIBERATELY CREATING DIFFICULTIES FOR THE NORMAL LIAISON OF OUR DELEGATION WITH OUR GOVERNMENT, HAMPERING THE MOVEMENT FOR WORKING OF THE ACTING CHIEF AND DEPUTY CHIEF OF THE DRVN GOVERNMENT'S MILITARY DELEGATION AND DISTURBING THE NORMAL ACTIVITIES OF OUR DELEGATION ON THE OCCASION OF THE TRADITIONAL LUNAR NEW YEAR'S DAYS OF THE VIETNAMESE NATION.

THE US ACTION HAS DIRECTLY HAMPERED THE WORK OF THE FPJMT IN IMPLEMENTATION OF ARTICLE 8(B). THIS ACT HAS VIOLATED ARTICLE 8(E)  
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COMUSMCTHAI BANGKOK THAILAND//PAQ/SH//  
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OF JOINT COMMUNIQUE.

IT IS NOT FORTUITOUS THAT THE US FRUSTRATIONS OF THE LIAISON FLIGHTS HAVE AGAIN COINCIDED WITH THE WARLIKE STATEMENTS MADE BY THE US AND RVN STATESMEN AND THE RVN, ENCOURAGED AND DIRECTED BY THE US, HAS BEEN ENLARGING THE LAND-GRABBING OPERATIONS AND MORE FIERCELY BOMBING DAY BY DAY OVER THE AREAS CONTROLLED BY RSVN/PRG.

THE US CONTINUED CANCELLATIONS/ABORTIONS OF THE FLIGHTS IN THE PAST CONSECUTIVE WEEKS WERE AMONT ITS GENERAL SCHEMES THAT HAVE BEEN ESCALATING TO SABOTAGE THE AGREEMENT AND THE JOINT COMMUNIQUE.

THE DRVN GOVERNMENT'S MILITARY DELEGATION VEHEMENTLY PROTEST THE US ACTIONS IN DELIBERATELY CANCELLING/ABORTING THE SAIGON-HANOI LIAISON FLIGHTS AND DEMAND THAT THE US HAS TO:

- RENOUNCE THE INTENTIONS OF SABOTAGE OF THE AGREEMENT AND THE JOINT COMMUNIQUE.

- ORGANIZE COMPENSATIVE FLIGHTS TO REPLACE THE CANCELLED/ABORTED FLIGHTS IN THE PAST TWO WEEKS AND CONTINUE TO CARRY OUT THE SAIGON-HANOI REGULAR LIAISON FLIGHTS AS AGREED ON WITHOUT POSING ANY NEW ADDITIONAL CONDITIONS.

\*\*\*\*\* \*WSR COMMENT\*\*\*\*\*

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THE US SIDE MUST BEAR FULL RESPONSIBILITY FOR ALL THE CONSEQUENCES ARISING FROM ITS FRUSTRATIONS OF SAIGON-HANOI LIAISON FLIGHTS.  
UNQUOTE -

12. ON 21 JANUARY, USDEL ON BASIS OF USSAG EVALUATIONS, INFORMED DRVDEL THAT WEATHER FORECASTS INDICATED A FLIGHT MIGHT BE POSSIBLE UNDER VFR CONDITIONS ON 23 JANUARY. DRVDEL REFUSED FLIGHT UNLESS US GUARANTEED LANDING AT GIA LAM. USDEL REITERATED TWO POINT CRITERIA FOR FLIGHT EXECUTION; DRV AGAIN REJECTED US CONDITIONS.

13. USDEL ON 22 JANUARY CATEGORICALLY REJECTED DRVDEL MEMO OF 21 JANUARY (PARA 11 ABOVE). USDEL NOTED THAT WHILE WEATHER IN VICINITY OF GIA LAM MAY PREVENT FLIGHT OF 25 JANUARY, US WILL PROCEED WITH PLANS FOR THAT FLIGHT UNDER CONDITIONS PREVIOUSLY STATED.

14. ON 23 JANUARY, DRVDEL REPLIED TO USDEL MEMO OF 22 JANUARY (PARA 13 ABOVE) AS FOLLOWS: QUOTE -

1. THE POSITION OF THE DRVN GOVERNMENT'S MILITARY DELEGATION HAS BEEN CLEARLY MENTIONED IN ITS JANUARY 21, 1974 MEMORANDUM SENT TO THE US GOVERNMENT'S MILITARY DELEGATION. THEREFORE, WE REJECT THE US VIEWPOINT AND ALL THE US UNREASONABLE REQUESTS REPEATED IN POINTS 2 AND 3 OF THE MEMORANDUM THAT THE US GOVERNMENT'S MILITARY DELEGATION SENT TO OUR DELEGATION ON JANUARY 22, 1974.

2. WE DEMAND THAT THE US SIDE MUST CARRY OUT THE 25 JANUARY, 1974 LIAISON FLIGHT AS THE PREVIOUS MODALITIES AGREED ON BY THE DRVN AND THE US WITHOUT IMPOSING ANY NEW ADDITIONAL CONDITIONS. IN CASE OF THE WEATHER ON JANUARY 25, 1974, DOES NOT ASSURE THE AIRCRAFT LANDING AT THE GIA LAM AIRPORT UNDER VISUAL FLIGHT RULES, THE US CREW MEMBERS MUST FOLLOW THE GUIDANCE FROM THE GIA LAM COMMANDING TOWER FOR LANDING THEIR AIRCRAFT AND THE US MUST NOT FABRICATE ANY REASONS FOR REFUSING TO LAND THEIR AIRCRAFT.

3. THERE ARE NOT ANY OBSTACLES CONCERNING THE US TECHNICIANS GOING TO HANOI ON 25 JANUARY, 1974 LIAISON FLIGHT.

4. ENCLOSED HERewith IS THE ROSTER OF MEMBERS OF THE DRVN GOVERNMENT'S MILITARY DELEGATION GOING TO HANOI AND RETURNING TO SAIGON ON JANUARY 25, 1974. UNQUOTE.

15. THE DRVDEL MEMO OF 23 JANUARY APPEARS LESS ACRIMONIOUS (SEE PARA 14 ABOVE) AND USDEL IS PRESENTLY EXPLORING POSSIBILITY OF ACHIEVING GUARANTEES WHICH WOULD MEET US AIRCRAFT SAFETY REQUIREMENTS. NEGOTIATIONS WILL BE UNDERTAKEN ONLY WITH GUIDANCE BY AMBASSADOR IN AND CLOSE COORDINATION WITH USSAG AND CINCPAC. PENDING OUTCOME OF NEGOTIATIONS, CASE-BY-CASE LIAISON FLIGHTS WILL BE FLOWN ONLY UNDER CONDITIONS PREVIOUSLY STATED.

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16. ON 24 JANUARY, USDEL INFORMED DRVDEL, THAT FORECAST WEATHER  
CONDITIONS IN VICINITY OF GIA LAM AIRPORT FOR 25 JANUARY WOULD  
PRECLUDE FLIGHT, IN ABSENCE OF WRITTEN GUARANTEE OF SAFETY.  
(REFERENCE I).

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