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(C) During the first annual review in May 1973, the Soviets stated that instances had occurred of illumination of navigation bridges of Soviet military and non-military ships by U.S. aircraft. The U.S. delegation agreed to study the proposal of the Soviet delegation with regard to non-use of searchlights for the illumination of ships and non-military vessels by aircraft. The Fleet Commanders and the Commandant of the Coast Guard were unable to verify the incidence of use of illuminating devices by U.S. aircraft as alleged by the Soviets.

(C) As a matter of policy, use of searchlights and para flares for night illumination is strictly controlled by all CINC's. Night illumination by aircraft is employed in fleet exercises, training, selected surveillance and law enforcement activities. An absolute prohibition of night illumination would severely hamper the latter two activities in particular.

(C) The U.S. considers that the airborne capability to use searchlights selectively to identify vessels and cargoes positively, locate and identify Soviet surface action groups and submarines at night in a crisis, enforce U.S. law and monitor compliance with international agreements is valuable and should be retained.

(C) U.S. Position

The U.S. should advise the Soviets that use of searchlights by U.S. aircraft is closely controlled and limited to matters of national security and law enforcement. The U.S. cannot agree to any limitation in the Agreement concerning use of searchlights by aircraft.

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