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OPERATIONAL CONCEPT FOR JOINT CHALICE [REDACTED] PROGRAM

A. ASSUMPTIONS:

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1. That the [REDACTED] [REDACTED] Unit will be integrated within Detachment B.

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2. That the [REDACTED] Unit will be supported by U.S. personnel on all operations.

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3. That the [REDACTED] missions will be operationally controlled from CHALICE Headquarters in the same manner as normal CHALICE missions.

B. TARGET SELECTION:

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1. Following discussions between [REDACTED] and U.S. Intelligence Requirements Officers, the [REDACTED] will obtain authority to secure coverage of specified targets and areas, together with an indication of relative priorities. It will transmit such authority and priority indications in appropriate form to CHALICE Headquarters as guidance for mission planning.

C. WEATHER:

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1. Weather for flight planning for [REDACTED] missions will be furnished by the Weather Central at Offutt Air Force Base, Omaha, Nebraska using the same system now established to support CHALICE operations. The weather for mission planning will be sent to the unit 12 hours prior to take-off. Additional weather information for flight briefing will be sent to the unit approximately four and one-half hours prior to take-off. Weather information will be furnished only to those echelons which are directly concerned with detailed flight planning.

D. MISSION PLANNING:

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1. [REDACTED] operational missions will be planned in the Control Center at CHALICE Headquarters. Direction and control of these missions will be effected and maintained through the normal [REDACTED] message system already established.

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2. All [redacted] Flights will be planned and/or approved by the [redacted] liaison officer assigned to Headquarters CHALICE, prior to being dispatched. He will also maintain liaison with the [redacted] and keep them advised of planning and status of proposed operations.

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3. The [redacted] will obtain political approval for specific missions or geographical areas for coverage well in advance of contemplated operations. The [redacted] will be made an informational addressee on the "Alert" message dispatched to the unit 24 hours prior to take-off and designating the general area of operation. Approximately two hours later another message will be dispatched to the [redacted] only describing in as much detail as weather information at the time permits, the flight path and the targets to be covered. On the basis of this message the [redacted] may direct modifications of the flight plan. Although the schedule will not permit changes of the flight plan at a later point in the cycle, the [redacted] may at any time exercise its prerogative of disapproving the mission because of political considerations or late developments which might be prejudicial to the proposed operation. Notification of approval or disapproval should be dispatched at least five hours prior to take-off. The [redacted] will also be an informational addressee of the detailed Mission Plan [redacted] (12 hours prior to take-off), the "Go-No-Go" message (three hours prior to take-off), and will also be advised by CHALICE Headquarters when a landing report on the aircraft has been received. Emergency procedures relating to last minute cancellation or recall of airborne missions will be in accordance with existing CHALICE arrangements.

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4. Although the Ad Hoc Requirements Committee, in conjunction with its [redacted] counterpart, has responsibility for establishing target priority, the precedence for coverage of individual targets will be determined by the Operations Staff, including the [redacted] based on operational considerations.

E. UNIT RESPONSIBILITY:

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1. As in the case of CHALICE Detachment Commanders, the [redacted] Unit Commander will have authority to cancel or delay [redacted] missions because of equipment non-availability or malfunction, or because of inadequate terminal weather. All decisions concerning route weather will be the responsibility of CHALICE Headquarters and the [redacted] assigned thereto.

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F. MISSION TAKE:

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1. Exposed primary camera film from [REDACTED] operational missions will be sent to [REDACTED] for processing.

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2. The 70mm tracker film will be processed at the Detachment. Route weather and aircraft track will be determined and reported to Headquarters CHALICE in accordance with established procedures. The tracker film will then be duplicated and one copy sent to [REDACTED] and one copy to Washington. Distribution of primary configuration photography will be in accordance with current agreements.

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3. ELINT tapes will be duplicated at the Unit and the original sent to Washington for read-out. One copy will be sent to [REDACTED] and an additional "hostage" copy will be retained by the Unit pending safe arrival of the Washington and [REDACTED] copies.

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4. Escort of all mission take, photographic or electronic, between the Detachment, the U.S. and the [REDACTED] will be under CHALICE security cognizance.

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