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INTELLIGENCE RESEARCH AID

CIVIL AIR ROUTES OF COMMUNIST COUNTRIES
INTO THE FREE WORLD, WINTER 1965-66

DIRECTORATE OF INTELLIGENCE
Office of Research and Reports

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FOREWORD

This research aid supersedes CIA/RR A.ERA 65-2, Civil Air Routes of Communist Countries into the Free World, Summer 1965, CONFIDENTIAL, copies of which should be destroyed.

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NOTE: All maps are UNCLASSIFIED

CIVIL AIR ROUTES OF COMMUNIST COUNTRIES INTO THE FREE WORLD
WINTER 1965-66*

1. Introduction

This research aid is a useful reference on civil air routes of Communist countries into, and air agreements with, countries of the Free World. An overall view of all scheduled civil air routes of Communist countries that extend to countries of the Free World is shown in Figure 1. The same information for each Communist country individually is shown in Figures 2 through 9. Cuba and Yugoslavia are treated as countries of the Free World in this research aid. Cities of the Free World not connected into the networks by route lines are included on the maps to indicate that civil air agreements exist. All such agreements between Communist countries and countries of the Free World are shown in the table.

The noteworthy developments since the publication of Civil Air Routes of Communist Countries into the Free World, Summer 1965 are summarized by country. The trip number, the route and sequence of stops, the number of flights per week, and the type of aircraft used for each route are shown in inserts on Figures 2 through 9.

2. USSR

The USSR has not extended its international air routes to any new territory in the Free World since June 1965, but several significant air agreements were signed with countries of the Free World -- agreements that offer promising opportunities for expanding Soviet civil air activities. During 1965 the USSR concentrated its efforts on gaining civil air access to the developing nations of Africa. Rights acquired by Aeroflot to establish links with the East African countries of Kenya, Uganda, and Tanzania strengthened the position of the USSR in Africa. However, Soviet ambitions to service East Africa were subsequently constrained by the refusal of Sudan to grant fifth freedom traffic rights for the Khartoum-Nairobi and Khartoum-Entebbe segments of the proposed route. (Fifth freedom traffic rights permit Aeroflot to pick up and discharge in Nairobi and Entebbe passengers who are destined for or originating from third countries.)

On the other side of Africa the long-range ambitions of the USSR to obtain traffic rights to the Western Hemisphere via the western bulge of Africa were furthered by a provision in a civil air agreement that was signed with Senegal in July 1965. This agreement conceded to Aeroflot beyond rights to unknown points in South America. These beyond rights are not believed to apply to Cuba or to Central America.

* The estimates and conclusions in this research aid represent the best judgment of this Office as of 15 February 1966.

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The USSR is becoming increasingly aware of the necessity for further opening its own airspace in order to gain reciprocal concessions for air rights to the developed nations of the Free World. This winter, KLM, the airline of the Netherlands, became the first West European carrier to obtain rights across the Tashkent area of the USSR. Sweden, the Netherlands, the United Kingdom, and Japan recently have intensified pressure on the USSR to permit countries of the Free World to fly over Siberia. The signing in January 1966 of an air agreement between the USSR and Japan was one of the most notable developments of recent months in civil air relations between a Communist country and one of the Free World. A direct scheduled route between Moscow and Tokyo will be established for the first time and will cut by approximately five hours the present time for air travel between Japan and Western Europe. Because of continued Soviet sensitivity to foreign overflights of Siberia, the Japanese have agreed to a service operated jointly by the Japanese Air Line and Aeroflot and using only Soviet aircraft and flight crews for two years. By the end of that time, the USSR has assured Japan that it will attempt to clear the way for the Japanese Air Lines to fly independently over Siberia.

3. Other Communist Countries

a. Poland

Poland opened a new air route, trip number LO 271, to Frankfurt in September 1965, even though no formal bilateral agreement has been signed because of the absence of diplomatic relations between Poland and West Germany. LOT, the Polish airlines, reportedly has reduced the number of scheduled flights to certain cities of the Free World (including Rome, Cairo, Paris, and Amsterdam) because of financial problems that have beset LOT since October 1965.

b. Hungary

MALEV, the Hungarian airlines, suspended flights to Dubrovnik and Munich for the winter season. Hungary signed an air agreement with Lebanon in January 1966 and plans a weekly round trip service from Budapest to Beirut via Sofia.

c. Bulgaria

International flights by TABSO, the Bulgarian airlines, from Varna, the Black Sea resort in Bulgaria, were discontinued for the winter season. An air service to Zurich, Switzerland, was added to TABSO's international air network in November 1965.

d. Rumania

Rumania's airline, TAROM, opened a new air route, trip number RO 235, to Rome.

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e. East Germany

The East German airline, Interflug, has expanded its international air activity in the Free World to include Cairo on trip number IF 740 and Damascus (trip number not yet known).

f. Communist China

The Chinese Communist air carrier, CAAC, dropped Mandalay from its only route into the Free World and now flies directly from Kunming to Rangoon and back as trip number CA 043/044.

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Civil Air Agreements of Communist Countries with Countries of the Free World
January 1966

								Year Signed
	USSR	Czecho- slovakia	Poland	Hungary	Bulgaria	Rumania	East Germany	Communist China
Afghanistan	1956	1961	1962					
Algeria	1964	1964	1965					1963
Austria	1955	1962	1956	1959	1963			
Belgium	1958	1957	1956	1957	1958	1958		
Burma	1961	1965 a/	1956		1957	1956		
Cambodia		1964						
Canada		1961 b/						1955
Ceylon	1964							1963
Congo (Brazzaville)	1964							
Cuba	1962	1960						1959
Cyprus	1964							
Denmark	1956			1964	1965			
Ethiopia		1947	1961	1958	1958	1958	1964 c/	
Finland	1955	1949	1963	1962	1965			
France	1958	1954	1960	1960	1965	1962		
Ghana	1962	1961	1960	1961	1962	1962		
Greece		1964	1963	1963	1964	1960		
Guinea	1962	1961						
India	1958	1960						
Indonesia	1961	1960						
Iran	1964	1961 b/						
Iraq	1962	1960	1961	1960				1964
Ireland		1962 b/						
Israel								
Italy	1965	1960 d/	d/e/	1960	1964			
Japan	1966 d/							
Kenya	1965 d/f/							
Lebanon		1961						
Libya	1963 b/			1966				
Luxembourg	1963 b/							
Mali	1962			1964				
Morocco	1962	1961						
Netherlands	1958	1961						
Niger	1962 b/	1947	1960	1957	1958	1957		

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	USSR	Czecho-slovakia	Poland	Hungary	Bulgaria	Rumania	East Germany	Communist China
Norway	1956	1948	1961	1958	1958	1958		1963
Pakistan	1963							
Senegal	1965	1962						
Somalia	1963							
Sudan	1962							
Sweden	1956	1957	1956	1957	1957	1957		
Switzerland		1947	1960 g/	1959		1960		
Syria	1962	1958	1962	1962	1960		1965	
Tanzania	1965 d/f/							
Tunisia	1964	1963			1963			
Turkey	1961 b/	1963			1965 h/	1965 h/		
UAR	1958	1958	1963 i/	1958	1959	1958	1965	1965
Uganda	1965 d/f/							
United Kingdom	1957	1960	1957	1960	1965			
West Germany		1961 b/						
Yugoslavia	1955	1964 d/	1955	1956	1960 d/	1960 d/	1961 d/	1960

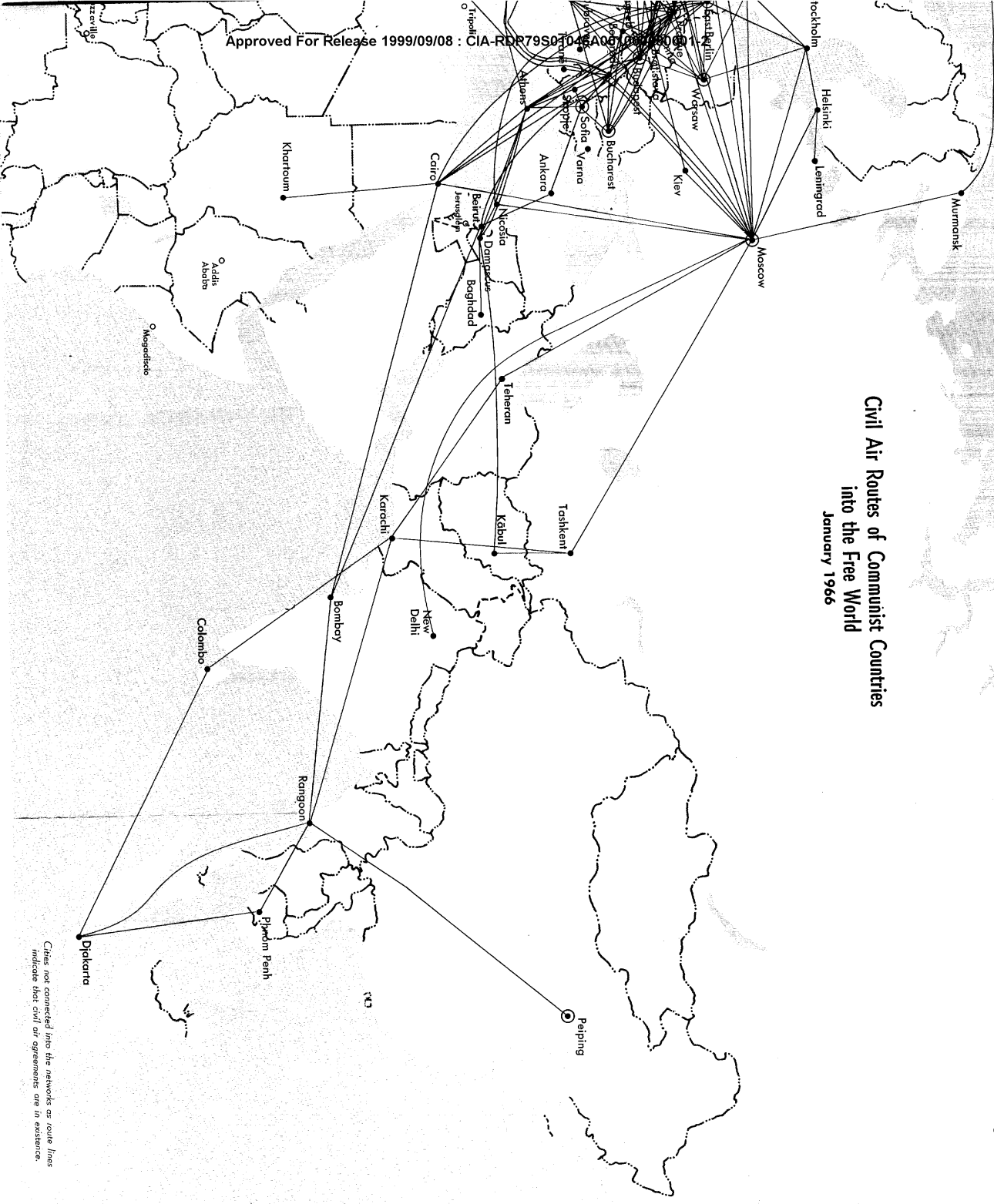
- a. Limited to cargo carrying rights for flights between Rangoon and Phnom Penh.
- b. Transit agreement (in most cases overflight and technical landing rights for specific routes).
- c. Provisional license, renewable every 60 days, issued by the government of Cyprus to the East German air carrier, Interflug.
- d. Provisional agreement.
- e. Date of signature is unknown.
- f. Agreement was concluded by the USSR with the East African common services organization (EACSO) representing Kenya, Tanzania, and Uganda.
- g. Agreement initialed in October 1960 and signed at an unknown later date.
- h. Bulgaria and Rumania are limited to nonscheduled flights to Istanbul.
- i. Uncertain evidence suggests the existence of an earlier agreement that was not implemented.

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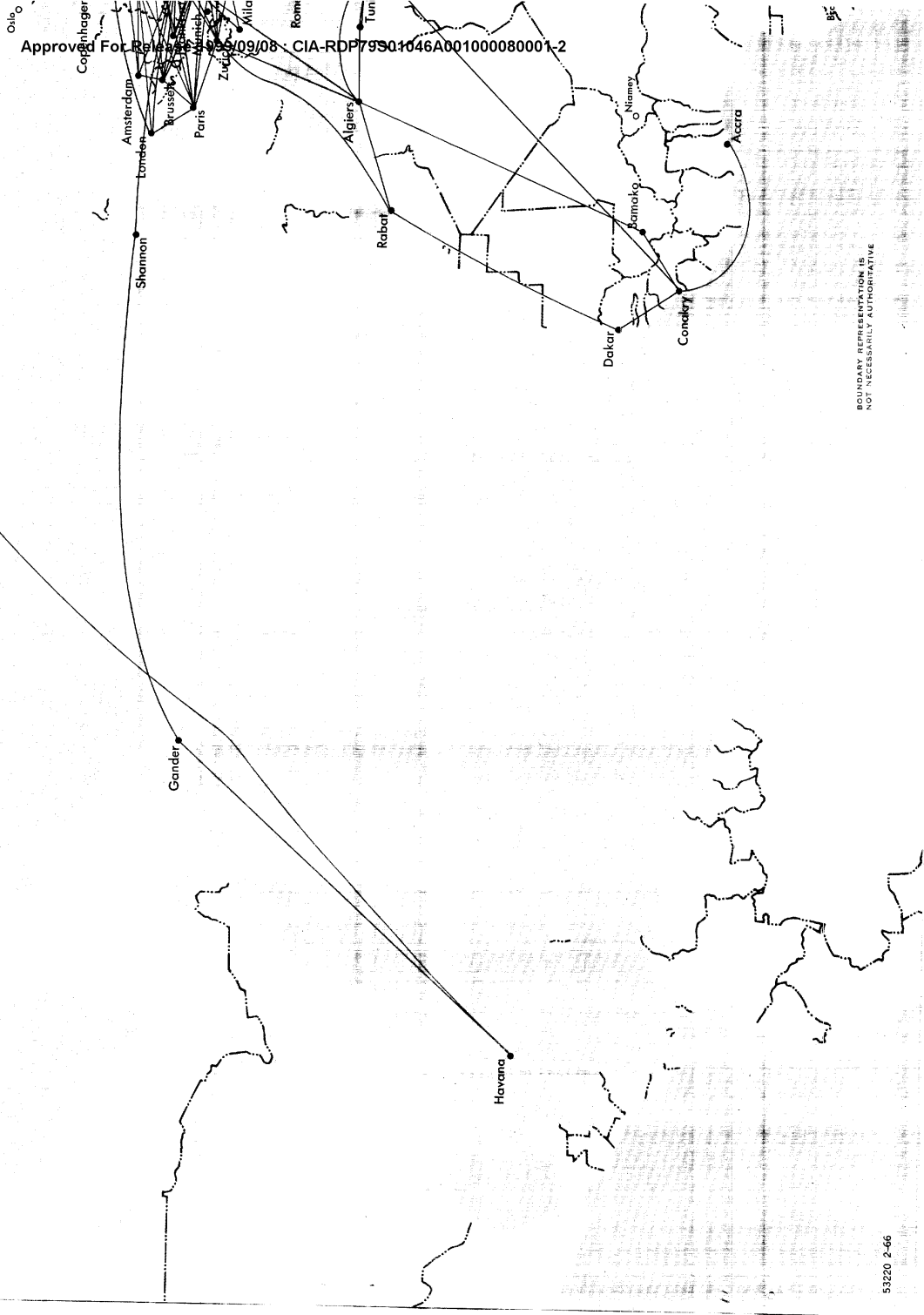
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Civil Air Routes of Communist Countries into the Free World January 1966



Cities not connected into the networks or route lines indicate that civil air agreements are in existence.

Figure 1



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Civil Air Routes of the USSR into the Free World January 1966

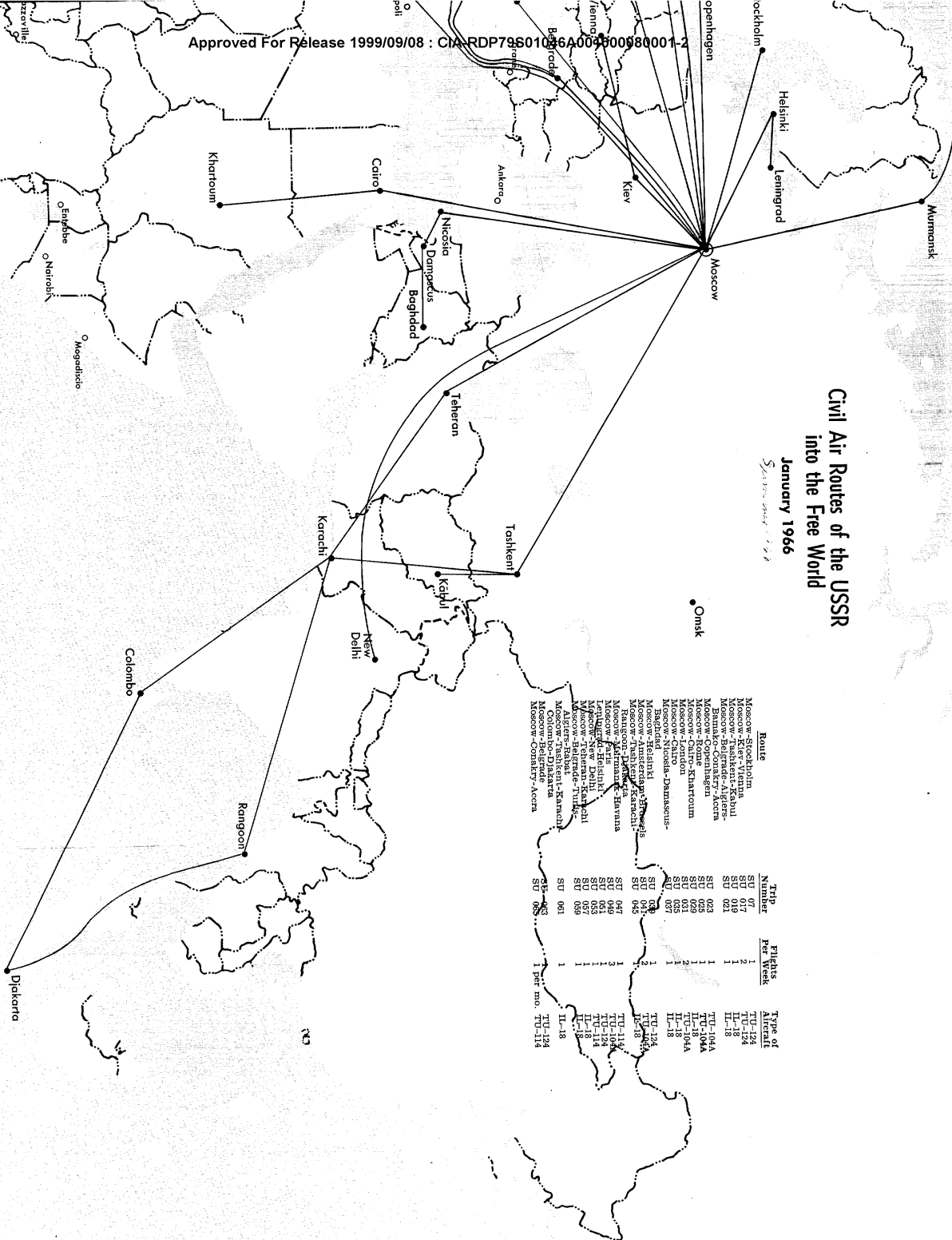
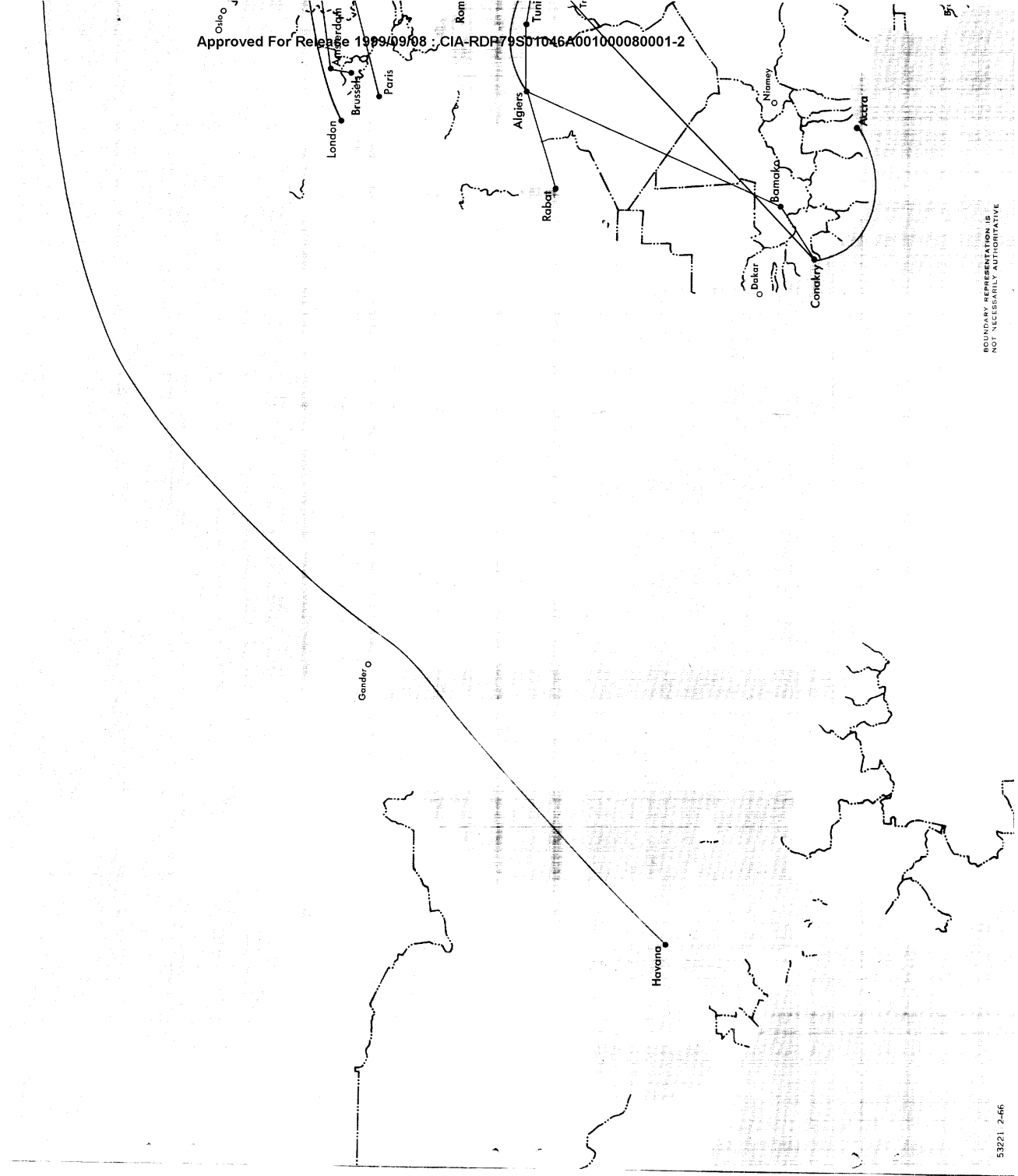


Figure 2

Cities not connected into the networks or route lines indicate that civil air agreements are in existence.



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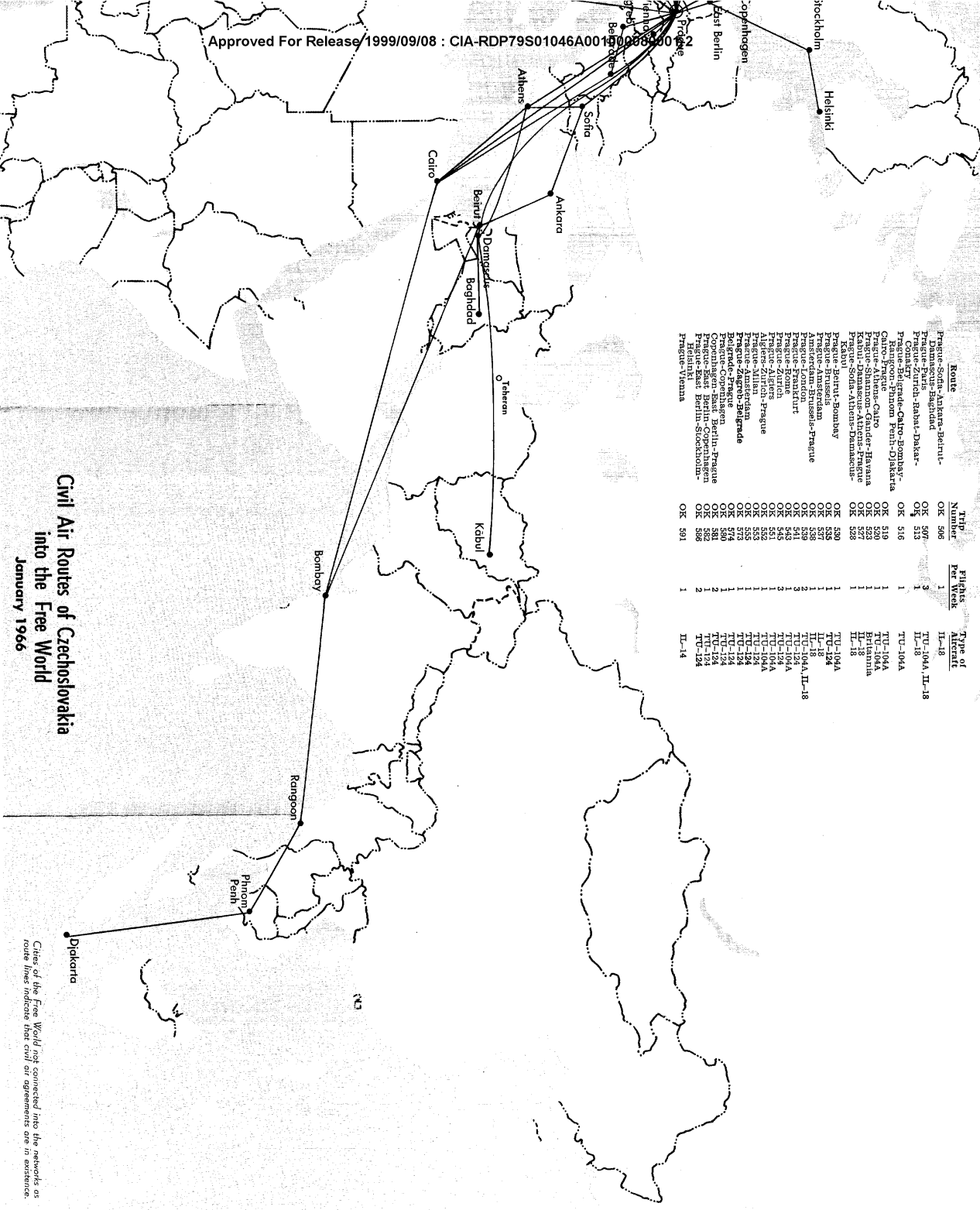
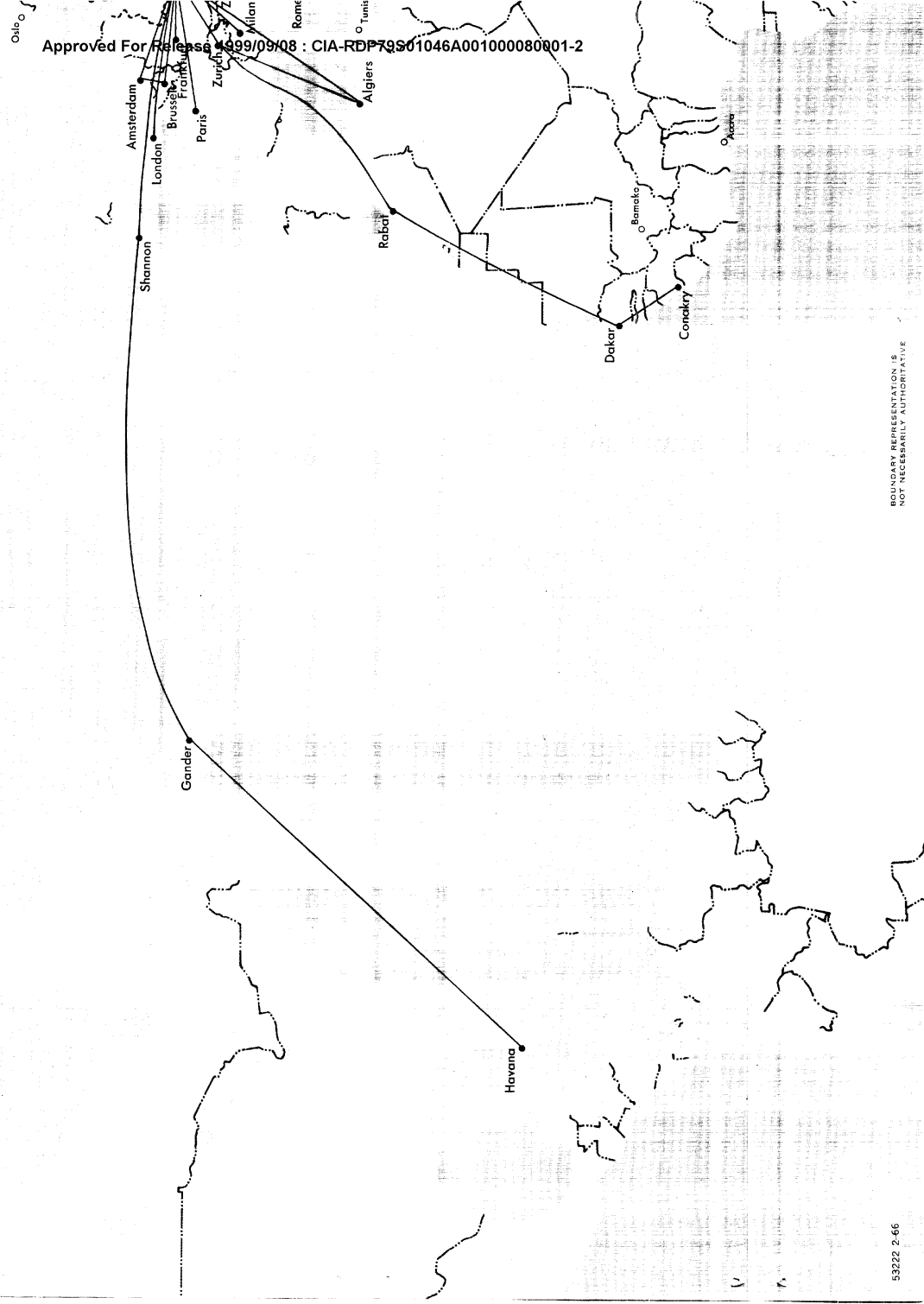


Figure 3

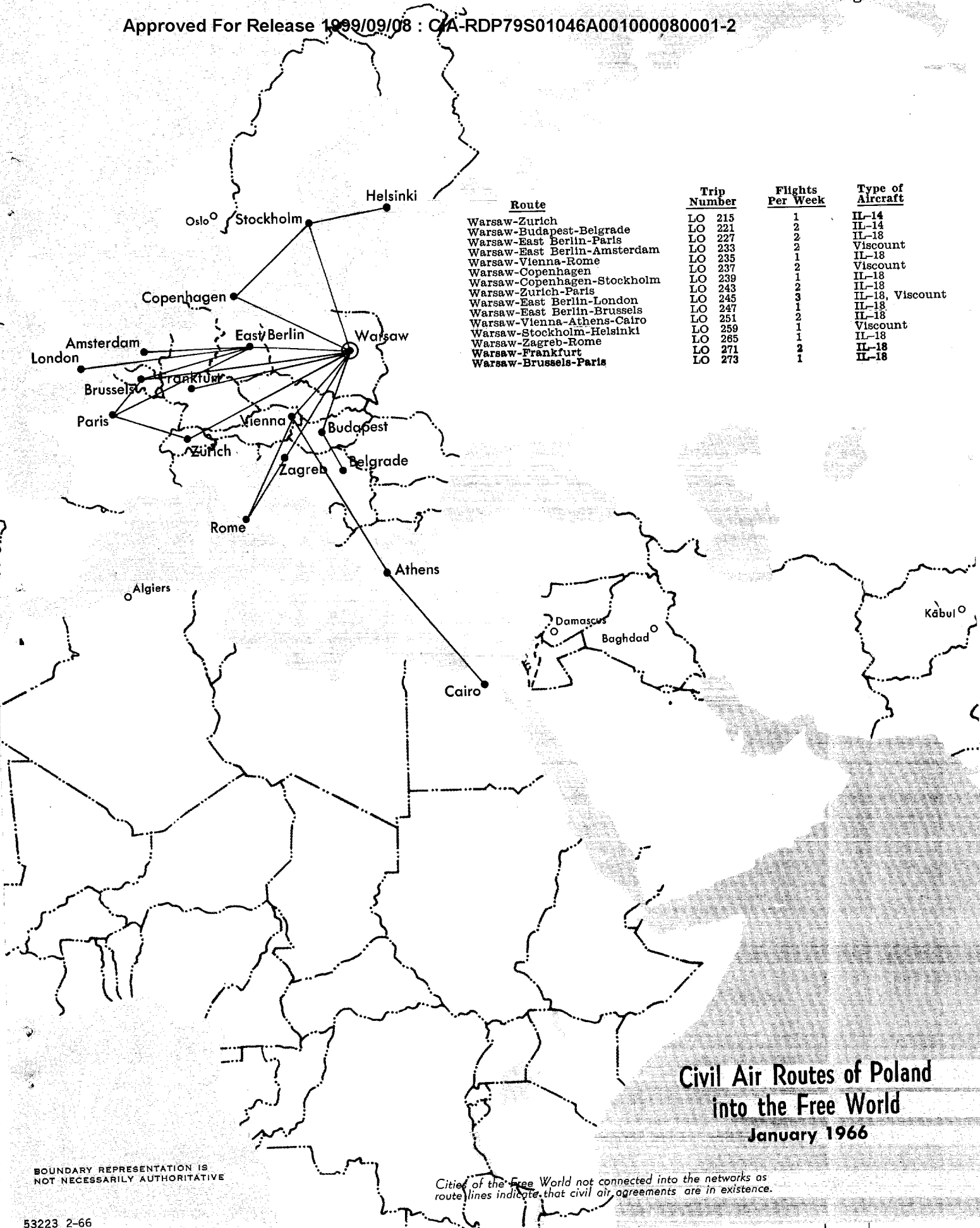
Civil Air Routes of Czechoslovakia into the Free World January 1966

Cities of the Free World not connected into the networks of route lines indicate that civil air agreements are in existence.



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**Civil Air Routes of Poland
into the Free World
January 1966**

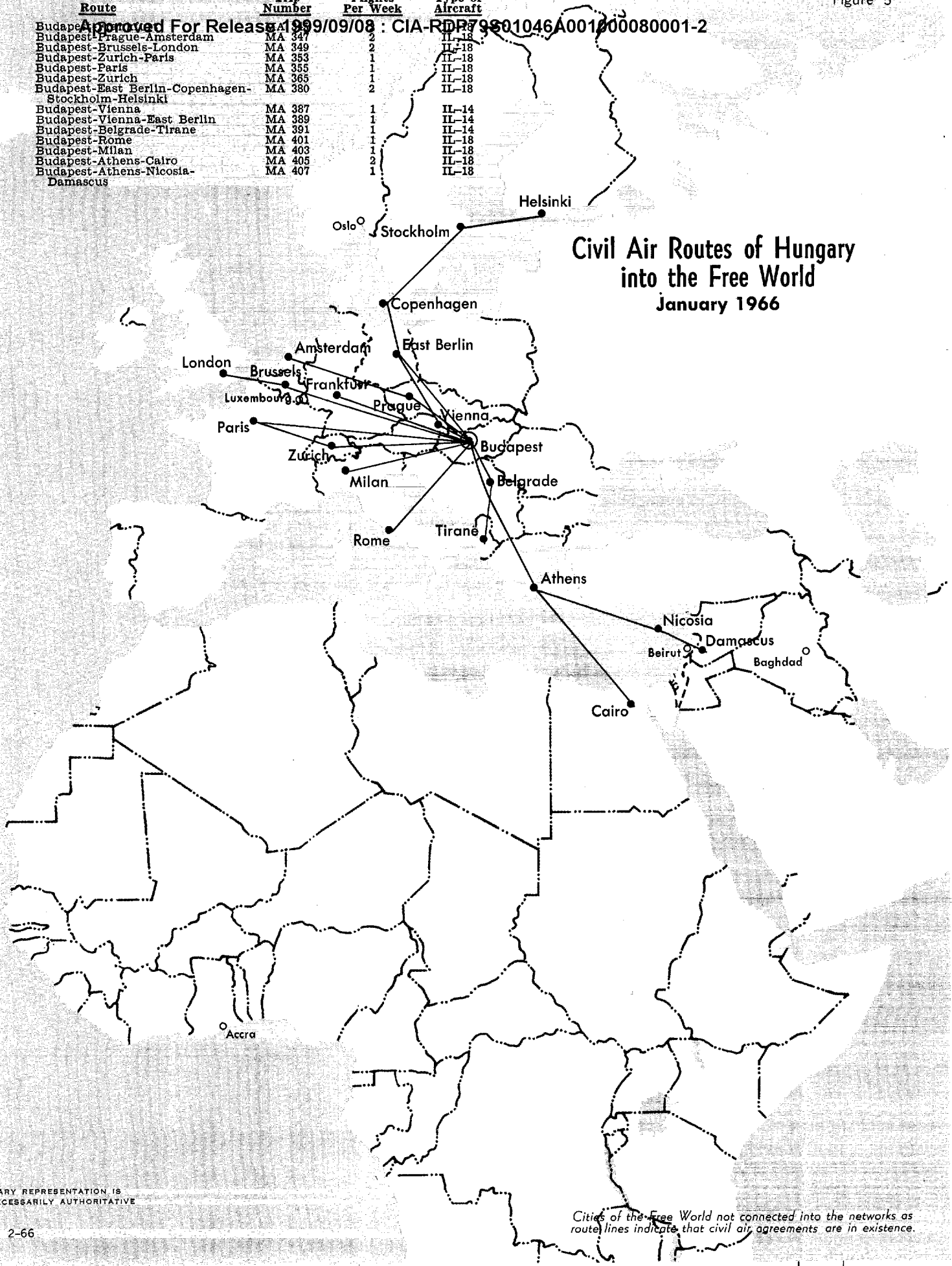
BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITATIVE

Cities of the Free World not connected into the networks as route lines indicate that civil air agreements are in existence.

Route	Trip Number	Flights Per Week	Type of Aircraft
Budapest-Prague-Amsterdam	MA 347	2	IL-18
Budapest-Brussels-London	MA 349	2	IL-18
Budapest-Zurich-Paris	MA 353	1	IL-18
Budapest-Paris	MA 355	1	IL-18
Budapest-Zurich	MA 365	1	IL-18
Budapest-East Berlin-Copenhagen-Stockholm-Helsinki	MA 380	2	IL-18
Budapest-Vienna	MA 387	1	IL-14
Budapest-Vienna-East Berlin	MA 389	1	IL-14
Budapest-Belgrade-Tirane	MA 391	1	IL-14
Budapest-Rome	MA 401	1	IL-18
Budapest-Milan	MA 403	1	IL-18
Budapest-Athens-Cairo	MA 405	2	IL-18
Budapest-Athens-Nicosia-Damascus	MA 407	1	IL-18

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Civil Air Routes of Hungary into the Free World January 1966



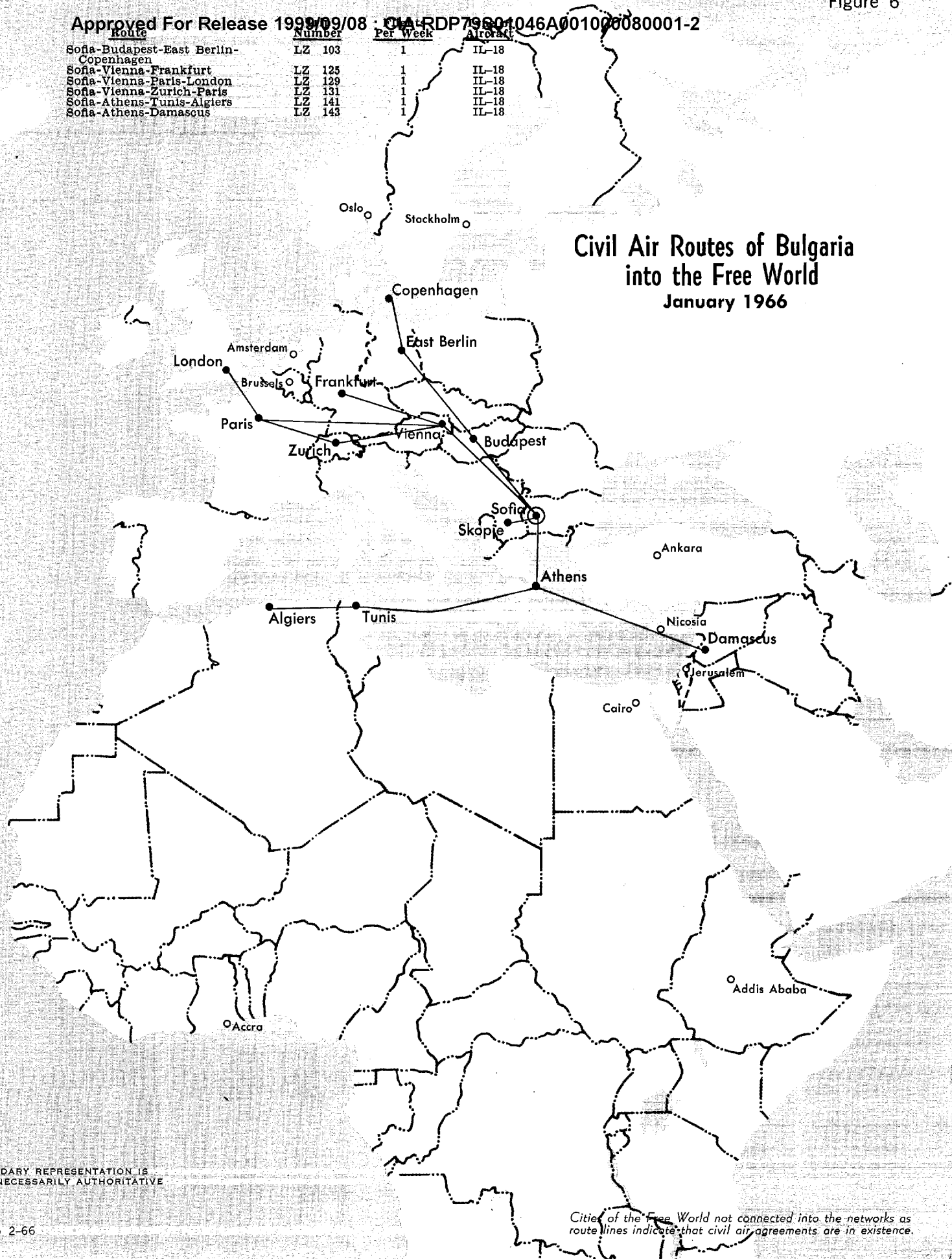
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Cities of the Free World not connected into the networks as route lines indicate that civil air agreements are in existence.

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Route	Number	Per Week	Aircraft
Sofia-Budapest-East Berlin-Copenhagen	LZ 103	1	IL-18
Sofia-Vienna-Frankfurt	LZ 125	1	IL-18
Sofia-Vienna-Paris-London	LZ 129	1	IL-18
Sofia-Vienna-Zurich-Paris	LZ 131	1	IL-18
Sofia-Athens-Tunis-Algiers	LZ 141	1	IL-18
Sofia-Athens-Damascus	LZ 143	1	IL-18

Civil Air Routes of Bulgaria into the Free World January 1966



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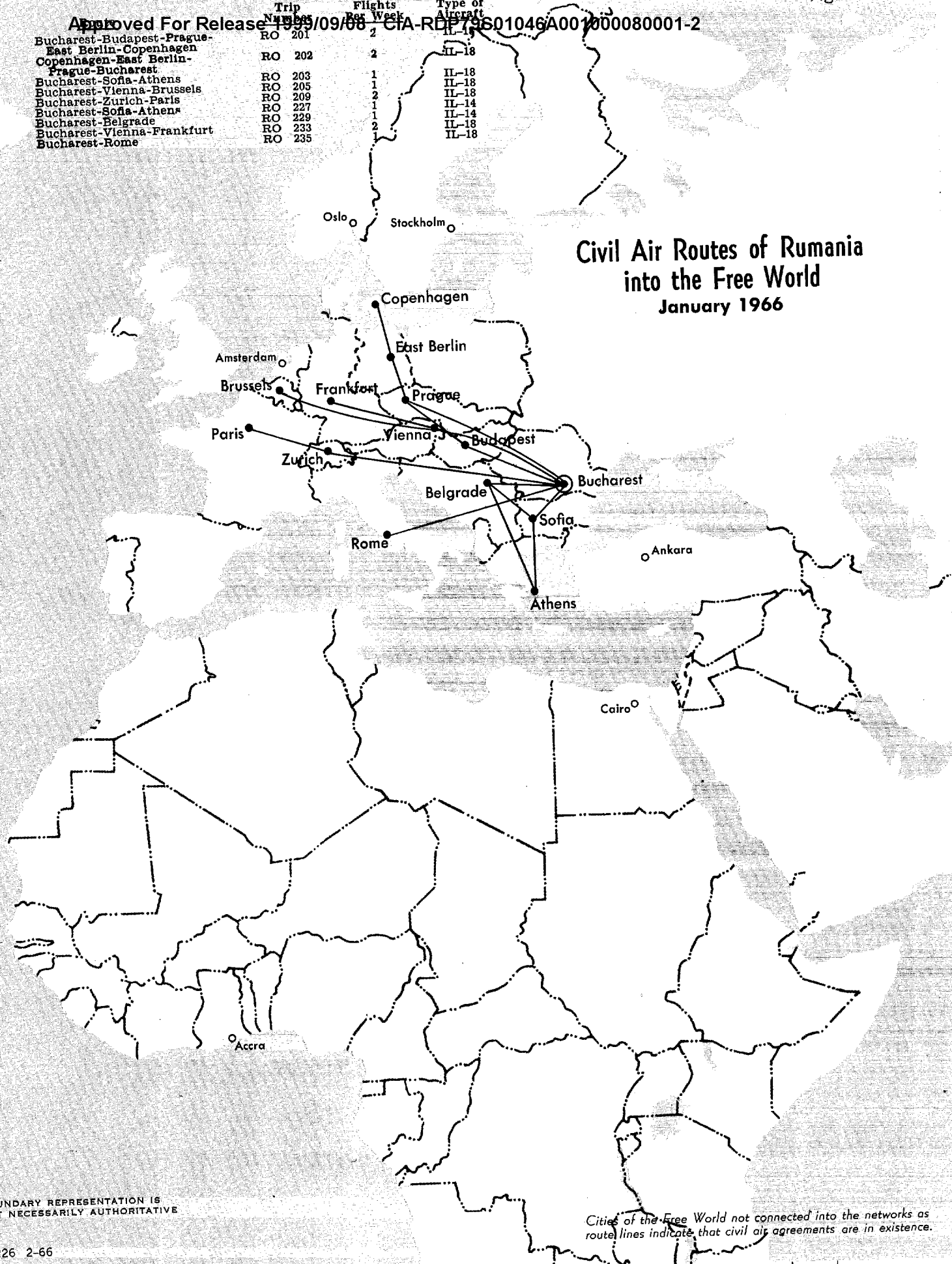
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Cities of the Free World not connected into the networks as route lines indicate that civil air agreements are in existence.

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Route	Trip Number	Flights Per Week	Type of Aircraft
Bucharest-Budapest-Prague	RO 201	2	IL-18
East Berlin-Copenhagen	RO 202	2	IL-18
Copenhagen-East Berlin	RO 203	1	IL-18
Prague-Bucharest	RO 205	1	IL-18
Bucharest-Sofia-Athens	RO 209	1	IL-18
Bucharest-Vienna-Brussels	RO 227	1	IL-14
Bucharest-Zurich-Paris	RO 229	1	IL-14
Bucharest-Sofia-Athens	RO 233	2	IL-18
Bucharest-Belgrade	RO 235	2	IL-18
Bucharest-Vienna-Frankfurt			
Bucharest-Rome			

Civil Air Routes of Rumania into the Free World January 1966



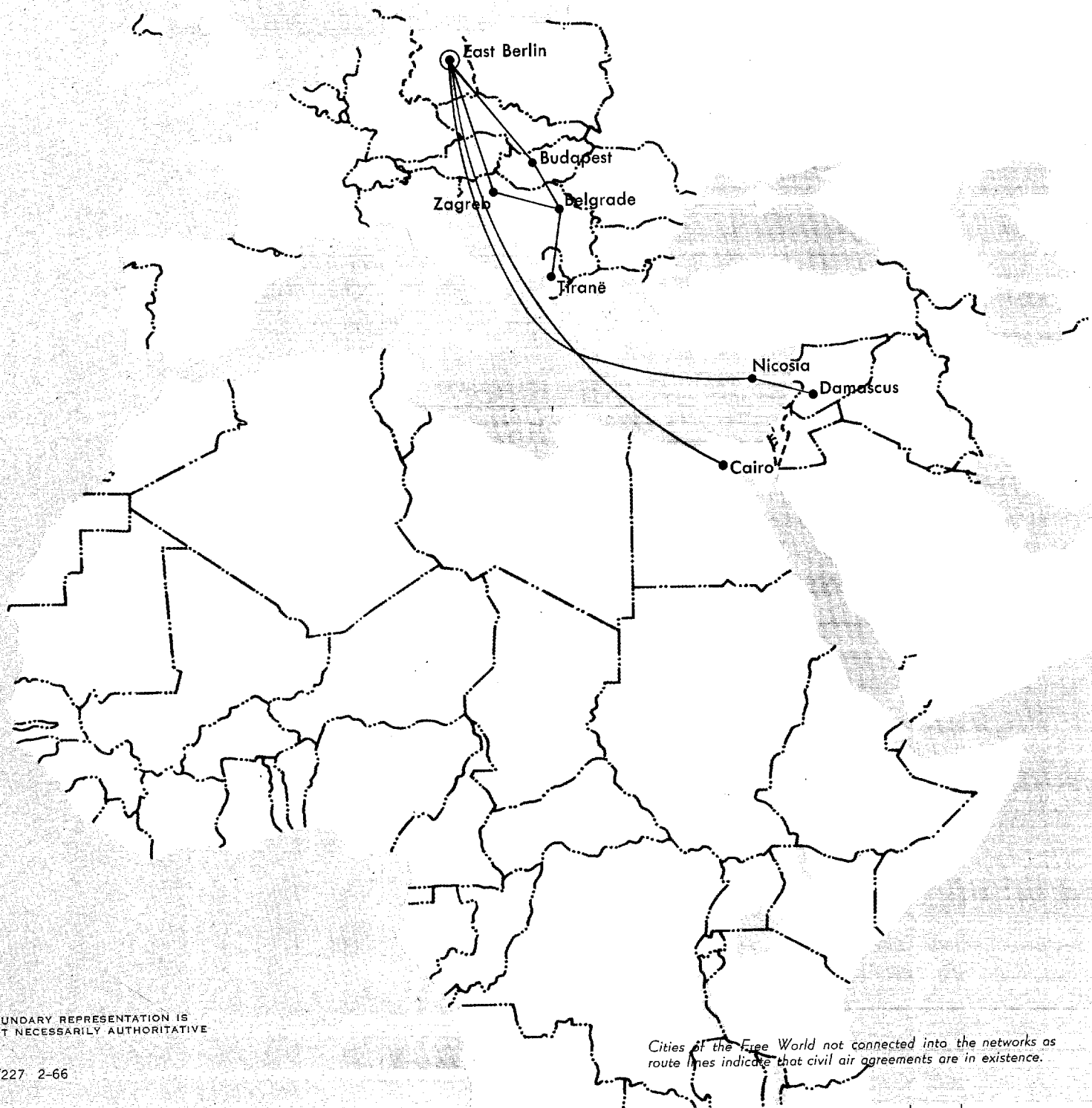
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Cities of the Free World not connected into the networks as route lines indicate that civil air agreements are in existence.

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Trip	Trip Num	Flights per Week	Type of Aircraft
East Berlin-Budapest-Belgrade-Tiranë	IF 630	1	IL-18
East Berlin-Zagreb-Belgrade	IF 632	1	IL-18
East Berlin-Nicosia	IF 730	1	IL-18
East Berlin-Cairo	IF 740	1	IL-18
East Berlin-Nicosia-Damascus	IF 740	1	IL-18

Civil Air Routes of East Germany into the Free World January 1966

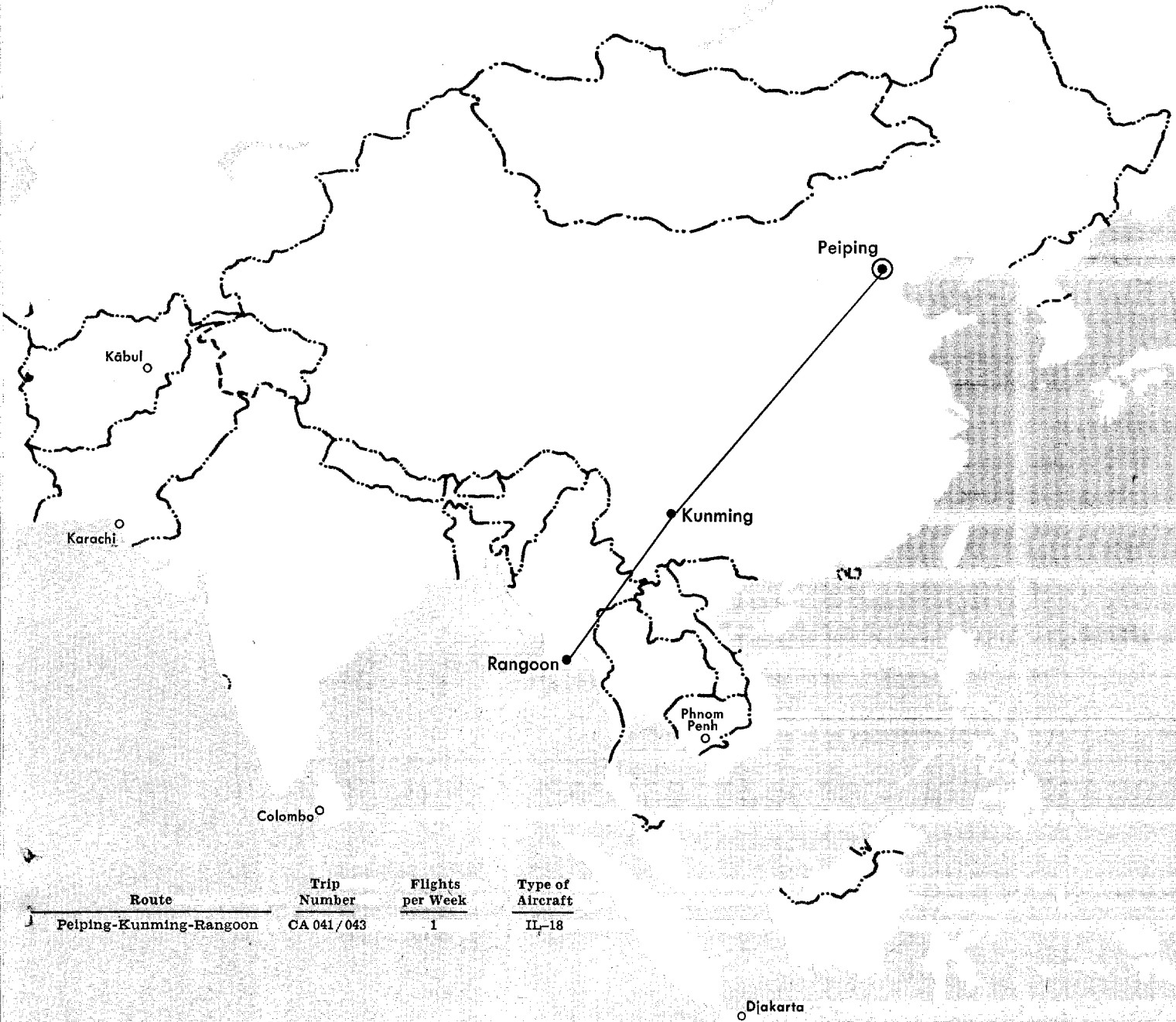


BOUNDARY REPRESENTATION IS NOT NECESSARILY AUTHORITATIVE

Cities of the Free World not connected into the networks as route lines indicate that civil air agreements are in existence.

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Civil Air Routes of Communist China into the Free World January 1966



Route	Trip Number	Flights per Week	Type of Aircraft
Peiping-Kunming-Rangoon	CA 041/043	1	IL-18

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Cities of the Free World not connected into the networks as route lines indicate that civil air agreements are in existence. Included among these, but not shown on this map, is Cairo.

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