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HANDLE VIA
BYEMAN
CONTROL SYSTEM

~~(S)~~ NATIONAL RECONNAISSANCE OFFICE,
WASHINGTON, D.C.



THE NRO STAFF

July 28, 1969

MEMORANDUM FOR

SUBJECT: SR-71 Overflight of North Korea

This is in response to your request for NRO coordination on the proposed DIA response to JRC on security procedures for handling operational traffic for subject overflight.

As you know, it is the policy of the NRO that the operational traffic associated with all overflight of denied territory (i.e. North Korea in this instance) by any vehicle (irrespective of operational responsibility) be afforded security control and protection within the BYEMAN system. This is particularly important for all pre-mission traffic in that it limits the access to knowledge of such flights prior to their execution.

It is our understanding that the operational traffic and execution orders for GIANT SCALE Missions 161 and 162 were handled in BYEMAN channels. It is our further understanding that the operational command was authorized to pass that information essential to lower echelon operational and support elements on a strict must-know basis in the SENIOR CROWN system via the SSO network.

We believe that this arrangement does afford adequate protection for these flights. We do not understand how such an arrangement would create confusion and delays in the provision of operational support because of "attendant clearance problems" as has been expressed by CINCPAC. We would appreciate receiving the details on any problems that are being caused by this arrangement and will be pleased to reassess the situation as necessary.

BYE-13041/69

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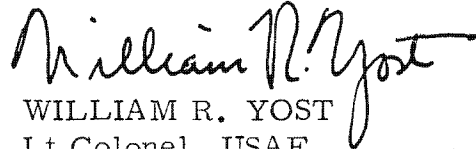
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As a general rule, we will require that operational traffic and execution orders for all GIANT SCALE flights over North Korea be issued to the operational command in BYEMAN channels.



WILLIAM R. YOST
Lt Colonel, USAF
Deputy Director for
Plans & Policy

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