

Externally Observable Differences (EODs) and Externally Observable Design Features (EODFs). Of course, observable differences do not necessarily show how many cruise missiles are on board an aircraft.

There are other key characteristics which cannot be determined through observable differences. Some of these are: missile range, launcher reload capacity and missile type. These characteristics can, however, often be deduced from data observed using NTM during missile and aircraft testing. In order to prevent a party from claiming that deployed systems are not as capable as those systems that were tested, a powerful principle, which could be called the *associative* principle, is used in SALT II.

This principle simply establishes the presumption that the performance of all deployed systems is at least equivalent to that of the tested system observed by NTM. In other words, if one airplane is seen to launch an ALCM, then all airplanes of that type are assumed to be ALCM launchers. Or, as is stated implicitly in SALT II, if a cruise missile has been flight tested to a range in excess of 600 km, "all cruise missiles of that type shall be considered to be cruise missiles capable of a

range in excess of 600 kilometers" (SALT II, First Agreed Statement and First Common Understanding to Paragraph 8 of Article II of the Treaty). These tests of cruise missiles and their carriers are generally observed by NTM. Agreements also have been reached to make this observation easier through co-operative measures such as not encrypting the data sent by the missile to the engineers on the ground testing it. In this way, ALCM-carrying bombers can be distinguished, and the number of missiles they carry can be verified for the purposes of an arms control treaty.

In summary, under SALT II, ALCMs were constrained indirectly through limits placed on the aircraft that could carry them. Verification of ALCMs was undertaken by a combination of NTM and co-operative measures. Essentially, it was agreed to deploy ALCMs only on designated types of bombers. These types were distinguished by externally observable differences (EODs) in the case of certain specified heavy bombers, and functionally related observable differences (FRODs) in the case of other types of bombers (SALT II, Fourth Agreed Statement to Paragraph 3 of Article II of the Treaty). These differences were observable using NTM. Since all long-range ALCMs were