tolerated. Because there is only limited advantage to be gained from cheating when MIRV levels are set so high, compliance with the limitation is encouraged.

Potter contends that a verifiable way to limit deployed MIRVs is a "confidence flight test quota". This approach relies for its effect upon the loss of confidence in the operational reliability of MIRVed missiles that would result from an agreement to halt or at least substantially reduce the number of annual flights tests of strategic missiles in a MIRVed mode. While this approach can be applied to all MIRVed missiles, Potter favours focussing the limitations upon MIRVed (and preferably MRVed) land-based ICBMs.

One of the main advantages of such a flight test quota is that is it not dependent upon a high MIRV ceiling (as the "typing" rule approach entails). In addition, it requires no technological improvements in reconnaissance capabilities. The task of verification could be reduced further if the flight test agreement also provided the tests of long-range missiles be pre-announced and conducted at specified test ranges.

One verification problem with such a flight test limitation concerns distinguishing MRV tests from MIRV tests. The obvious and desirable way to alleviate this difficulty is to include MRVs within the scope of the flight test ban. If this is not politically feasible, verification problems could be reduced by requiring that flight tests be preannounced and confined to agreed test paths thereby increasing the probability that the release stage of the reentry vehicles (when MRVs and MIRVs are most distinguishable) could be photographed.