

In Germany, last autumn, flatcars of Canadian armour rolled south leading 2,800 servicemen and 6,000 dependents from the former Canadian forts in Westphalia to lodgings around Lahr in southern Germany. The servicemen form part of the newly-organized Canadian Forces Europe, Canada's NATO commitment of one mechanized battle group and three fighter squadrons at Lahr and Baden-Solingen.

Early in 1970, Canada's 600-man UN contingent in Cyprus moved from the Kyrenia mountains and the island's north coast into the Nicosia district, where they assumed guard duties along the sensitive "Green Line" separating Greek and Turkish Cypriot strongpoints.

AID TO DISASTER AREAS

The Peru earthquake hit in early June, and during the initial stages of the relief operation the five Canadian military *Caribous* were the only aircraft other than Peruvian *Dakotas* that could fly into the worst-hit mountain areas. The *Caribous* threaded through narrow passes with loads of injured for hospitals in Lima, flashing their landing lights on final approach to alert ambulances.

There were 12 relief flights of blankets and medicine from Canada to flooded central East Pakistan. The Canadian pilots were familiar with the Asian environment after regular round-the-world flights, and the aircraft even managed to pick up cargoes in Germany for the trip back.

WORK IN THE ARCTIC

The forces began this year to rebuild a Canadian military presence in the North. They started year-round exercises for small groups of soldiers, increased Arctic surveillance, opened a staging detachment for patrol aircraft at Frobisher Bay, held a Maritime exercise in Hudson Bay for the first time in a decade, and brought all these activities under the wing of a new Northern Region Headquarters which will be set up in Yellowknife early in 1971. The forces are also constructing a bridge over the Ogilvie River, NWT, and building several northern airstrips.

The forces and the Defence Research Board helped in pollution clean-ups, particularly the oil-spill in Chedabucto Bay, Nova Scotia. In freezing, oil-permeated waters, naval divers pierced the holds of the sunken tanker *Arrow* to pump out thousands of tons of oil which might otherwise have escaped into the sea.

During the summer, the regular forces and the militia combined to provide about 14,000 students and other young people with military training or casual jobs as part of the federal summer employment program for youth.

Canadian Forces Training Command in 1970 pioneered a new method for teaching electronics, called POET (Performance-Oriented Electronic Training), which has stirred interest in both industrial

and educational circles. In addition to fulfilling their function as teachers and instructors for Canadian servicemen, Training Command personnel found time to raise money for, and to construct, a six-room school for children of the Volta River district of Ghana.

Throughout the year, the Canadian forces continued to fulfil their commitments to continental air defence, NATO in Europe and on the Atlantic, and to the UN in Cyprus, Palestine, Korea, India and Pakistan.

ANTI-HIJACKING PLAN

Transport Minister Don Jamieson has announced an implementation plan for anti-hijacking objectives following the multiple hijackings that took place round the world last September.

The plan includes the role of a National Civil Aviation Security Co-ordinator (NCASC) to guide the activities of the air-carriers, government departments and agencies, aviation associations and unions, and to ensure that each is aware of its responsibilities in the security plan. National meetings will provide a means for obtaining agreements in principle, which will be implemented at the airport level by each airport-user establishing a security plan and co-ordinating it with others through an airport security committee under the chairmanship of the Ministry of Transport airport manager.

The plan follows closely the resolutions passed at the seventeenth assembly of the International Civil Aviation Organization (ICAO), which met in extraordinary session in Montreal last June to discuss hijacking problems facing international civil aviation in many parts of the world.

TOTAL SCREENING

The Canadian plan emphasizes the ground aspects of deterring unlawful acts and, in effect, will attempt to ensure that aircraft, passengers and cargo are screened before departure.

The duties of the NCASC have been assigned to the office of the Director, Civil Aviation, whose prime responsibility is the regulation and control of aviation operations and safety. However, because the first line of defence against threats to civil aviation is on the ground, the Director, Airports and Field Operations, will be the alternate.

Legislation is being reviewed to ensure that the appropriate authority is provided for screening activities and other security measures. The compatibility of Canadian procedures with ICAO resolutions, standards, and other international agreements will be examined on a continuing basis, and Canadian research and development activities will be co-ordinated with those of other countries for maximum cost-sharing and benefits.