

First, the Allied Command Europe Mobile Force (Air), AMF(A), one squadron of fighter aircraft to north Norway.

Then the Ace Mobile Force, Allied Command Europe Mobile Force (Land) Battalion Group, to north Norway or Denmark.

The Rapid Reinforcement Squadron is an additional squadron of fighter aircraft to be deployed to north Norway. This will require airlifts similar to that for the deployment of the AMF(A) — which, if already deployed, would also serve as a rapid reinforcement squadron.

Deployment of the Canadian Air/Sea Transportable Brigade Group, the CAST Brigade Group, to north Norway. The majority of the brigade's equipment will move by sea, with the personnel moving by air, to arrive at the same time as their equipment.

There is a need to move in advance command and reconnaissance elements, reception parties, and maintenance teams, requiring a number of Boeing and Hercules flights.

Next, the augmentation of Four CMBG to combat strength. At present, again for planning purposes, this strength is 6,500, all ranks, and will therefore call for the planning of 2,300 augmentation personnel.

Some of the activities just mentioned will be time-critical. Once ordered, they must be moved within a specific maximum time to congested arrival airfields. A good example of this is the deployment of the AMF(A) and the AMF(L).

Of course, at the same time as Canadian elements are being deployed to Europe, there is also a requirement to move some groups back to Canada. These include, first, the evacuation of patients from DND medical facilities in Europe, to make those facilities available for battle casualties.

Next will be non-combatants, including dependents and certain Canadian civilian employees, such as DND-employed school teachers, for a total of about 12,000. While not currently laid down in our plans, there could also be a requirement to evacuate other Canadian nationals from various locations throughout Europe, or elsewhere.

These latter requirements can be met, in part, by using the aircraft that brought in the reinforcements, but will undoubtedly also require additional allied or civilian passenger aircraft, depending upon the urgency of the situation.

The requirements for airlift called up by our current plans depend upon the priorities established by the government in response to the situation. It must be noted that a requirement to meet concurrent airlift tasks will exacerbate an already difficult problem.<sup>12</sup>

Simultaneously, protection of Canadian territory and maritime bases will have to be assured, as will civil mobility.

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<sup>12</sup> *Ibid.*, 9 May 1985, pp. 8:10 and 8:11.