Missile Early Warning System (BMEWS) and the Satellite Early Warning System (SEWS), although Canada's involvement was quite minimal.

As a result of a continuing debate in Canada on NORAD and an impending election, the 1980 renewal was for a single year. In March 1981 the Agreement was renewed for five years with two important changes for Canada. First, in recognition of the changing nature of the arrangement and the threat it was meant to answer, the title was changed to North American *Aerospace* Defence Command [emphasis added]. Second, the 1981 Agreement also removed the Anti-Ballistic Missile (ABM) clause which had been inserted in 1968. Officials attributed this change to the fact that the United States did not have an ABM system at the time, as well as to the desire to avoid any suggestion that either Canada or the United States would breach the ABM Treaty. Some analysts have argued that the change was made so as not to preclude any future ABM possibilities.

In August 1984, with the coming into operation of two Canadian Region Operations Control Centres (ROCCs) at North Bay, Ontario, Canada took over full command and control of NORAD operations within its own airspace. Previously, a significant amount of Canadian airspace had been under the command and control of US facilities.

At the Quebec City Summit on 18 March 1985, Canada and the United States signed a Memorandum of Understanding to collaborate on an extensive modernization of NORAD's assets, known as the North American Aerospace Modernization Programme (NAAMP).

This includes the following:

- a system of four very-long-range Over-the-Horizon Backscatter (OTH-B) radars (one in Alaska and three in the continental United States) to monitor the eastern, western and southern approaches to North America;

- a North Warning System (NWS), consisting of thirteen long-range (eleven in Canada) and thirty-nine short-range (thirty-six in Canada) radars located along the northern periphery of the continent, to replace the DEW Line;

- use of USAF Airborne Warning and Control Systems (AWACS) aircraft to supplement the NWS at times of alert;

- upgrading of forward operating locations (FOLs) and dispersed operating bases (DOBs) to accommodate fighter and AWACS aircraft; and

- improvements to the command, control and communications (C3) elements of the system.

The modernization programme will cost over $7 billion, of which Canada will contribute twelve percent (about $860 million). The programme is scheduled to be fully completed by 1994.

The Canadian commitment to the programme includes: meeting all the communication needs of the North Warning System; the integration of the radars with the ROCCs in North Bay, Ontario; the design and building of any new facilities required by the NWS in Canada; forty percent financing of the $1.3 billion NWS system (a sixty/forty cost-