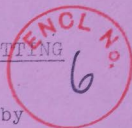


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PORT STANLEY AIRPORT - SUPPORT FOR AM2 MATTING SYSTEM



1. The attached Note has been prepared by VCDS(P&L).

2. Unless the Secretary, Chiefs of Staff Committee, bears to the contrary by telephone (Ext 6575) by 1700 on Thursday 27 May 1982, it will be assumed that the Chiefs of Staff have taken note of the Note.

Attachment:

Note by VCDS(P&L) (2 pages)

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CDS(P&L) 127/6/8

PORT STANLEY AIRPORT - SUPPORT FOR AM2 MATTING SYSTEMNote by the Vice Chief of the Defence Staff
(Personnel and Logistics)

1. At their meeting on 22 May 1982 (1) the Chiefs of Staff agreed that there was a military requirement to obtain AM2 Matting as soon as possible to ensure the earliest capability to produce an operational airfield in the Falkland Islands.
2. The US Secretary of State has agreed to provide the quantity of matting required and it will be available for collection from Yorktown on about 4 June 1982. DOMS are currently identifying suitable shipping to collect the matting which would then deliver it to the Falkland Islands at best by about 24 June 1982.
3. To support the AM2 system the following additional resources will be required:
 - a. 900 RE personnel (400 of whom are already embarked).
 - b. 1,600 tons of stores.
 - c. 1,200 tons of engineer plant.
4. The additional 500 personnel are now at 7 days notice to move and could be embarked on TEV RANGATIRA, due to sail on 4 June 1982, for delivery to the Falklands Islands area by 27 June 1982. The majority of the plant is available now but the full quantity of

Note:

1. COS 56th Meeting/82.

additional stores will take about 2 weeks to procure. DOMS are currently identifying a suitable ship which could at best deliver the plant and stores to the Falklands Islands area by 3 July 1982.

5. A small planning team of a Lieutenant Colonel and 12 men is currently embarked in QE2. Thus, after the recapture of Port Stanley airfield there will be no delay in the commencement of construction planning.

6. A team of 10 men leave for the USA today to attend a 3-day AM2 construction course.

7. From the time of arrival of men, plant and stores on site the construction team plan to have the 4,100 foot runway operable within 14 days and the 6,100 foot runway operable within 28 days. These target planning times would be delayed by excessively bad weather or by the need to clear large quantities of unexploded ordnance.

8. From the above, it is clear that matting, men, materiel and plant could be deployed to the Port Stanley area by early July. If all goes well, the first stage of repair could be completed by mid-July and the full 6,100 foot runway completed by early August. In order to achieve these timings it is planned to deploy the required RE support in early June.

9. The Chiefs of Staff are invited to take note.

26 May 1982

Vice Chief of the Defence Staff
(Personnel and Logistics)