

CONFIDENTIAL

Your file: 115/23/37

Our file: 3/88/1

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FROM: NEW YORK	C04580/NYK	07-Jun-1994
TO: WELLINGTON	WGTV UNSC	Immediate
CC: BEIJING	BONN	Routine
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P/S MFA
 DEFENCE HQNZDF (DSIA, OPS, DDI) *[Signature]*
 DEFENCE MOD (GENTLES)

Subject

SECURITY COUNCIL: RWANDA: POSSIBLE NZ CONTRIBUTION TO UNAMIR

Your U51108, para 9; our C04556, para 9.

2 We had a useful discussion with DPKO about a possible contribution by New Zealand of an RNZAF C130 to assist in the supply of UNAMIR and ran through the checklist of questions you provided. We also sought some supplementary information from the Canadians.

3 The Secretariat prefaced their remarks by stressing that the fluidity of the situation in Rwanda means that there will need to be considerable flexibility in how the supply operation is structured and implemented. Much will depend on who offers what and on the arrangements that the UN is able to conclude with neighbouring countries and on the conditions on the ground in Rwanda.

Concept of operations

4 The UN is currently giving priority to establishing a land corridor from Mombasa, Tanzania to Rwanda. If this can be established, then much of the heavy supplies can be trucked in by road. This would have the advantage of minimising costs and would obviate the need to have a large fleet of planes if the operation was entirely supplied by air. The Secretariat noted to us that they are currently sustaining the present force of 450 persons by regular, daily if possible, flights from Nairobi. To sustain an expanded UNAMIR of 10 times that number by air would require about 10

C130s. They doubt that they could secure that number of aircraft. On the other hand, even if the land corridor is established, they will need dependable air support as well. They certainly need more than the one aircraft currently provided by the Canadians.

5 The essential concept of operations is to provide air support to UNAMIR as and when required. The primary task would be to fly equipment and supplies from Nairobi to Kigali. However, as reported earlier, the UN is also exploring bringing in supplies via Uganda and Burundi. The Secretariat told us today that Burundi looks unlikely because of the unstable security situation. But operations through Uganda are on the cards. Accordingly, the aircraft might also be asked to fly supplies from Nairobi to Entebbe. These supplies would then be transported by road to Kabale, the current HQ for UNOMUR, which is being established as a forward mounting area for UNAMIR.

Aircraft base

6 Aircraft operating in support of UNAMIR would be based in Nairobi which is also an air staging point for the UN operation in Somalia and has sizeable facilities.

Other countries likely to be involved

7 At the moment, the Canadians fly the only UNAMIR plane. That aircraft, also a C130, needs servicing and the Canadian commitment goes only to the end of this month. That does not/not preclude a Canadian decision to extend. Indeed, the Canadian Mission fully expect that Canada will continue to provide an aircraft for UNAMIR provided they can also maintain their contribution to the Ascona-Sarajevo air-bridge. But, as the Mission said, "we would love some Commonwealth company".

8 The Dutch have made a firm commitment to provide a Fokker F27 and the Italians have given an indication, but less than a commitment, that they will provide a C130. The Germans are considering whether they can provide a C160, though the prospects of this are looking rather less bright than before. The Argentines have not responded to the Secretariat approach.

9 At this stage, therefore, the indications are that Canada, the Netherlands and Italy will be involved.

Frequency of flights

10 At present, the Canadians are flying two daily round trips between Nairobi and Kigali. Daily flying time is about 8 hours. Assuming a similar schedule for an RNZAF aircraft, the total hours per week would be 40-60.

Type of cargo

11 The cargo would be materiel and supplies, including food and medical supplies. Some personnel, eg military observers, would also be carried.

Airfield in Rwanda

12 As noted above, the airfield of choice in Rwanda is Kigali. If that becomes unavailable, consideration may be given to using alternative airfields in Rwanda. The more likely scenario, however, now appears to be that supplies would be flown to Entebbe and trucked overland from there.

Risk factor

13 This is clearly difficult to quantify. As happened in the past, flights would be suspended if Kigali airfield comes under attack (eg mortar fire). But, all the experience to date suggests that such attacks are not directed at the aircraft but at the RPF forces stationed nearby. The Canadian aircraft has been hit once by a bullet (when ASG Riza was on board) but that was only discovered after the plane had landed.

14 The standard operating procedure is that the aircraft does not try to land if there is any danger. On advice from the UNAMIR personnel on the ground, it returns to Nairobi if there is any danger of shelling when it is due to land.

In theatre support

15 It would be advisable for NZ to do what the Canadians do and bring its own ground support crew. They would have access, however, to the sizeable facilities available at Nairobi.

Reimbursement

16 There is no suggestion that the UN request is other than on the standard UN terms, including reimbursement. Any offer of a New Zealand plane should be made conditional on reimbursement of standard costs and UN picking up operational costs in theatre.

Movement control unit

17 As noted in our earlier message, the request from the Secretariat included a request for a movement control unit of approximately 20 persons. This is separate from the request for a cargo aircraft.

18 The Secretariat told us that it is envisaged that the unit would control the movement of personnel and equipment between Nairobi and Kigali and, perhaps, Mombasa. Some of the unit would therefore, be stationed in Kigali.

19 The Secretariat have approached a range of countries: Australia, Denmark, Netherlands and Singapore, as well as New Zealand, for such a unit. They need only one such unit.

Consultations with the Canadians

20 It occurs to us that there might be value in asking Ottawa to talk to the Canadians to ascertain more information about how the current air supply operation works. We are advised that the relevant person in Ottawa is Lt Col Rob Clark, Director Policy, telephone (613) 992-3984.

End Message