

The total numbers of Canadian aircraft in recent years are indicated in Table 8.

TABLE 8					
Aircraft Registered in Canada					
	1985*	1984	1983	1982	1981
Commercial					
Aeroplanes	4,550	4,575	4,360	4,268	4,853
Helicopters	1,003	1,030	1,093	1,148	1,174
Private	16,237	16,331	16,073	15,930	15,585
Ultra light	2,153	1,971	1,202	1,039	973
State	228	231	216	218	212
* 30 June 1985: Prior years at 31 December.					
Source: Transport Canada: Summary of the Canadian Civil Aircraft Register, as taken from the 1985 <i>Annual Report and Membership Directory, Air Transport Association of Canada (ATAC)</i> , p. 10.					

Mr. Lindsay and Mr. Cowie both stressed the importance of maintaining domestic air services in crisis periods and wartime. If reinforcement is to commence, Mr. Cowie indicated, "naturally our top priority would be DND, but we must also consider our other national priorities as we must support national interests and keep our commercial air routes open to other non-crisis areas. We cannot give all the airplanes to this priority so we would consider the smaller 737, DC-9s, etc., and give DND the long-range airplanes that they require."²⁹ Mr. Lindsay also said: "[W]e expect that the industry will be able to meet all significant requirements within Canada even in the absence of those 54 [transatlantic-capable] aircraft. I would expect that, in an emergency situation, pleasure travel would be severely curtailed, if for no other reason than want of fuel. As a result, many of the charters to which seats are committed now would not be operating. We feel there would be an adequate balance available to the Canadian public."³⁰ Essential civilian air services in Canada must be maintained even if an airlift to Europe or elsewhere is mounted. To a far greater extent than the European countries or even the United States, Canada does not have alternatives to air transport in many areas if air services are removed or too severely cut back.

Of course the composition of the commercial fleet alters over time in response to advances in technology and changes in fuel prices, other costs, consumer demands, government regulations and similar factors. At present there is a trend towards buying more medium-size aircraft so as to tap the growing demand for air transport within North America. The number of wide-bodied, long-range aircraft capable of participating in an airlift to Europe has consequently been decreasing in recent years.

²⁹ *Ibid.*, 16 May 1985, p. 3:6.

³⁰ *Ibid.*, 13 June 1985, p. 5:15.