The government has also announced that its administrative flight services are being transferred from the Department of Transport to the Department of National Defence, with a completion date of l July 1986 (a questionable move that this report touches on later). ATG's holdings of Challengers are being increased from two to eight by the addition of two DoT Challengers and four new acquisitions. Meanwhile, the government has awarded a contract to de Havilland to supply six twin-engined Dash-8s to Air Transport Group by March 1988.

Mr. Andre indicated to the Committee on 24 October 1985 that replacements for two Hercules lost in an accident in Edmonton in Spring 1985, are top priority items, although the funds have not yet been allocated and the "priority" seems to be soft.

Current DND plans for Air Transport Group thus envisage a slightly increased fleet by 1988, mainly as a result of giving it enhanced responsibilities for administrative flight services. The additional Dash-8s will release four Hercules from mainly navigation training to wholly transport roles. This will provide some early relief from a very tight situation.

ATG squadrons and units

Long-range passenger flights are carried out mainly by 437 Squadron, which is located in Trenton and operates ATG's five Boeing-707s. The squadron flies approximately 8,000 hours annually, notably on scheduled services to Europe as well as across Canada. It also carries out regular supply runs in support of Canada's peacekeeping contingents in Cyprus and elsewhere, and devotes many hours each year to administrative flight services, air-to-air refuelling, training, and special missions such as emergency relief operations.

(according to DND plans now approved and funded)	
Fixed-wing aircraft	
Hercules	26
Boeing-707s	5*
Buffalos	14**
Dakotas	9
Cosmopolitans Twin Otters	7
Dash-8s	8
Challengers	8
Helicopters	
Labradors	14
Total - all aircraft	97