

Our present Hercules fleet is inadequate and aging. It needs to be almost doubled in size. Present holdings should be updated and life-extended to meet the various requirements they are likely to face in the next decade.

Some basic capability must also be retained for long-range transport, and at present this is provided by the Boeing-707. The current inventory should be updated and life-extended into the next century, and one additional aircraft acquired to enhance air-to-air refuelling and general capability.

The Committee believes that ATG should also lean much more on the civil airlines for the purely passenger role of transporting armed forces personnel and their dependents.

The same applies to the transport of supplies and equipment. The increased use on a regular basis of civil carriers would provide an incentive to increase a capacity that could be requisitioned in times of crisis.

With respect to administrative (government) flight services, at home or abroad, while the Committee does not question the requirement, it firmly believes these could be operated by non-DND agencies, whether Crown or commercial. DND should not be in the airline or air-taxi business. It is in the defence business. If the government insists on placing non-defence responsibilities on DND, it should make arrangements to assign the costs to accounts other than the defence budget.

In the 10 TAG inventory, the current helicopters appear adequate for the tasks they are now called upon to perform. However, they need additional avionics systems, and some increase in numbers of aircraft may be necessary.

The personnel resources of ATG and 10 TAG also need to be strengthened. In ATG's case, the main requirement is for a strong augmentation capability in a well structured, well manned Air Reserve. These augmentation personnel should be fully integrated with ATG, and assigned to and regularly trained on current ATG aircraft and other equipment. 10 TAG needs about 10 per cent more personnel, and should be protected against excessive drains on its resources resulting from dual tasking to both Mobile Command and Four Canadian Mechanized Brigade Group in Europe.

In its study on military air transport, the Committee's approach has been to seek effective, reasonable solutions to evident shortcomings, not a massive and costly build-up. It attempted to determine what should be done in the immediate future, by 1988, and then looked at phased acquisition programmes up to the turn of the century. Possible acquisition programmes beyond the year 2000 were also considered.

Our recommendations will unavoidably cost money because of the block obsolescence outlined in the report. But they are not excessively greater than the kind of expenditures DND itself is now contemplating for ATG and 10 TAG. The increments the Committee recommends are those it believes to be essential to developing a well-rounded and efficient military air transport capacity.