

### *Other*

A number of other equipment acquisition programmes have been put on hold, as well, including the \$670 million light observation helicopter project--to replace Canada's current force of sixty-six CH-136 Kiowa helicopters--and the ERYX short-range anti-armour weapon programme, which was to cost approximately \$200 million over the next ten years.

### *Continuing Projects*

The Government stated it will go ahead with purchases of Mine Counter Measures Vessels (MCMVs), shipborne aircraft to replace Sea-King helicopters, the Tribal [class destroyers] Update and Modernization Programme (TRUMP), patrol frigates, and its North American Aerospace Defence Modernization Programme (NAADMP). The Air Defence Anti-Tank system (ADATs) and the heavy logistics vehicle purchase are also being implemented as planned.

*Mine counter-measures vessels:* A programme to acquire twelve MCM vessels to be operated by the Reserves is underway. Total cost of the project is expected to be approximately \$750 million. Construction is to begin in 1992, with initial delivery about one year later. All twelve ships are expected to be completed by 1998. Currently, project definition is taking place. In June 1989, Defence Minister McKnight selected two prime contractors, Canadian Shipbuilding and Engineering Ltd. of St. Catherines and Fenco Engineers Inc. of Toronto, to conduct a one-year competitive contract definition for the vessels' construction. Each contractor received \$4.5 million. The ships will provide patrol and surveillance capabilities in addition to their mine counter-measure function.

*Shipborne aircraft:* In August 1986, the Government granted approval for DND to enter into the project definition stage for a new shipborne aircraft (NSA). The NSA would replace Canada's current fleet of thirty-five Sea King helicopters, which entered service in 1963. Two helicopters were in contention for the project: the Anglo-Italian EH-101, and the French Aerospatiale As-332 Super Puma. On 5 August 1987, DND announced its choice of the EH-101 helicopter. The project definition phase is now proceeding. This involves settling contractual arrangements and determining whether or not the helicopter can meet Canadian requirements. Between twenty-eight and forty-five aircraft are to be purchased, at an estimated cost of \$2.5 to 3.0 billion.

E.H. Industries (Canada) Inc. is owned jointly by Westland Helicopter of Britain and the Agusta Group of Italy. A team formed by EHI consisting of Bell Helicopter Textron of Mirabel, Quebec, Paramax Electronics and Canadian Marconi of Montreal, IMP Group of Halifax, and Sikorsky Aircraft of Stratford, Connecticut is handling the project. The NSA's primary functions are anti-submarine warfare (ASW) and anti-ship surveillance and targeting. Its secondary roles consist of search-and-rescue, medical evacuation, troop transport and communications.

Only about one-quarter of the cost of the project is destined for the actual aircraft and its engines. The remaining three-quarters of the cost are earmarked for mission suite avionics, logistics support, training, and project management, etc.. EHI was supposed to have completed project definition, including its choice of engines the Canadian EH-101 would carry, by April 1989. It was unable to meet this deadline, however. Initial delivery of the aircraft was planned for 1994, though this may now be pushed back.