

or elsewhere in civil and military aircraft, and Canadian citizens and dependents will have to be repatriated, all without disrupting the flow of Canadian domestic and international commercial air traffic. Canada will also be involved in pooling long-range aircraft under a bilateral Integrated Lines of Communication (ILOC) agreement with the United States, and in providing refuge for other allied airliners under Safe Haven arrangements.<sup>28</sup> The CACC would act as a coordinating centre in this period.

In wartime, there would be a continual flow of reinforcements to the theatres of action, and the CACC would be available to play a key role in management of the airlift if so authorized by the government. Linking together members of all the key government agencies such as the Departments of National Defence, Transport, and External Affairs as well as the Privy Council Office and Emergency Planning Canada, it should be able, with its years of planning and experience, to contribute substantially to the national war effort.

After a war, Mr. Cowie suggested, when the world returned to more peaceful conditions, there could be a need to sustain standing military guards in various parts of the world. Some military forces might be left abroad to ensure that peace prevailed, and these would need to be supplied by air operations. Civil airplanes would be needed to bring troops home, and normal international civil air operations would commence once again. The CACC would return to an inter-departmental committee function.

The role of the CACC in crisis periods could be increased if emergency legislation so provided. It could be designated as a key government agency in the central direction and management of national airlift operations. This would be invaluable if the authorities decided to call up the Air Reserve and a new Air Transport Reserve, for example, to requisition aircraft, and to organize the movement of reinforcements, equipment and supplies to danger points in northern Canada, Europe and elsewhere.

### *Aircraft*

Mr. Gordon E. Lindsay, Vice President, Government Affairs, Air Transport Association of Canada (ATAC), appeared before the Committee on 13 June 1985. His testimony indicated that the Canadian commercial fleet consists of about 4,000 fixed-wing aircraft, of which approximately 250 are large aircraft being operated by the major airlines. ATAC members have 54 passenger aircraft capable of crossing the Atlantic, and there are an additional 7 such aircraft in companies which are not members of the association. The total number of passenger seats available on aircraft capable of crossing the Atlantic exceeds 15,000.

An outline of ATAC members' fleets, projected to December 1985, was provided by Mr. Lindsay, and its contents are presented here in Table 7.

In addition, there are more than 18,000 commercial helicopters, private aircraft, ultra-light aircraft and state aircraft in Canada.

<sup>28</sup> ILOC and Safe Haven arrangements are described later in this section.