

or outside interference or incursion."¹⁰ A briefing on the military implications of commercial and strategic developments in the North by Dr. Harriet Critchley of the University of Calgary, together with the recent passage of a U.S. Coast Guard icebreaker through Canadian arctic waters, have confirmed the Committee in its belief that effective measures have to be taken as soon as possible to assert this country's sovereignty over its northern and frontier regions.

- Some of the Hercules acquired should be of the KC-130H tanker model, so as to strengthen the currently inadequate in-flight refuelling capability of the transport fleet. The KC-130H will be even better suited than the 707 to refuelling duties in the Arctic, owing to its ability to operate out of forward airfields in the North with limited support facilities. Six of these aircraft could be assigned to different CF-18 interceptor units, with the secondary task of assisting in general transport duties as needs arise.
- There does not appear to be a pressing need to increase the *overall* numbers of *other types* of aircraft in ATG's fleet beyond the levels currently planned. More SAR aircraft would surely be welcomed by the fishermen and others who depend on them, but present levels appear to be roughly adequate for purely defence purposes. If the government decides to expand SAR services for non-defence purposes, it should fund them separately from the DND budget. The same is true for administrative flight services if some need to be performed by DND for other government departments.
- Although the *overall* numbers of aircraft in the utility transport, light transport, administrative flight services, training, SAR and general service roles seem adequate, some changes in the *composition* of this part of the fleet do appear warranted as funds become available, obsolescence advances and retirements take place. For example, there is a particularly good case for buying more Dash-8s to replace some of the other aircraft by the early 1990s. (See section three, *The future of Air Transport Group*.)

Crisis periods. As Dr. George Bell, President, Canadian Institute of Strategic Studies, remarked: "In a period of rising tensions leading to the possibility of hostilities, Canada has commitments. We must, first of all, augment, then reinforce, and then go into a process of mobilization for the purpose of sustaining our forces. At the same time, we must conduct civilian evacuation from the danger points. We also have to deal with the continuity of government in Canada."¹¹

The situation facing ATG in an international crisis was outlined by LCol. W.A. Scott, Section Head, Air Operations and Training, DND, on 9 May 1985. "To list these in only one possible sequence," LCol. Scott stated, "we might deploy the following forces":

¹⁰ Standing Senate Committee on Foreign Affairs, Sub-committee on National Defence, *Manpower in Canada's Armed Forces*, (Ottawa, Supply and Services, 1982), pp. 27 and 28.

¹¹ *The Proceedings*, 27 June 1985, p. 7:6.