

Arrangements between Maritime Command and other government agencies operating patrol vessels should also be strengthened.

Air Command

Air Command will continue to be the largest formation in the Canadian armed forces throughout the 1990s and should not undergo major reductions. But it will face some modifications in composition as a result of changing commitments and equipment holdings. One squadron of First Canadian Air Group should remain in Europe, but the remainder of its manpower, aircraft and other equipment should be brought back from Europe and amalgamated with Fighter Group. Ten Tactical Air Group should acquire replacements for the *Kiowa* light observation helicopters and the *Twin Huey* medium transports, but the numbers obtained will be less than estimated earlier owing to the reduced size of Mobile Command. The number of squadrons and personnel in 10 TAG could be reduced to some degree for the same reason. Maritime Air Group, meanwhile, should obtain some medium-range coastal patrol capability, as well as new ship-borne helicopters. Air Transport Group should be provided with some additional *Hercules*, as well as some replacement aircraft. Air Reserve Group may continue to operate some of the present *Kiowa* helicopters, while also providing squadrons or augmentation personnel for air transport and similar duties.

Air Command should continue to play an active role in the operation of ground-based and airborne surveillance systems, dedicated to the aerospace defence of this continent and to national surveillance and control requirements. Canada should also participate actively, with the United States, in the development of space-based surveillance systems, aiming at deployment of an effective, passive, satellite network early in the next Century.