

restrictions. Maintenance and staffing for an RPV is similar to that required for an aircraft.

Airborne platforms discussed below for United Nations peacekeeping operations will be restricted to fixed wing aircraft. This is not to say that some of the unmanned platforms and balloons mentioned previously are without potential in peacekeeping activities. But these systems do not have the flexibility required in terms of mobility and costs that fixed wing aircraft can provide to United Nations peacekeeping.

Reconnaissance operations for United Nations peacekeeping activities would require two classes of aircraft; light to medium twin engine fixed wing aircraft (up to 6,800 kilograms) and specialized high powered single engine aircraft.

#### **Twin Engine Aircraft**

Aircraft capable of carrying a SAR sensor as its prime payload must be twin engined. SAR systems weigh typically on the order of 400-500 kilograms. This weight, combined with the additional weight of a systems operator, a pilot and perhaps on-board United Nations observer and their associated supplies, justifies the requirement for a twin engine turbine powered platform. The airframe must be spacious enough within the cabin to allow for the installation of SAR system equipment. The aircraft must also be capable of carrying an externally mounted antenna system with sufficient clearance beneath the fuselage for adequate aircraft performance.

Proven examples of aircraft types which could adequately carry a SAR system are the Cessna Conquest 441 and the Beechcraft King Air 300. These platforms are turbine powered aircraft which have sufficient power and space for a complete SAR installation package. There are a variety of other suitable twin engine platforms produced internationally which could be used for a SAR platform. It should be noted, however, that there is a substantial