

The schedule of costs

Estimated costs for the aircraft acquisitions and replacements suggested in Table 5 are set out in Table 6. This table also includes estimated costs of life-extension programmes and a Boeing-707 simulator.

The objective of Table 6 is to provide an overview of the type of expenditures required to maintain Air Transport Group over the next 15 years. The figures of course reflect the Committee's preferences about the approach to be followed and the type of fleet it would like to see developed, but it should be noted that no conceivable option will be cheap if Canada is to acquire an effective military air transport capability. Block obsolescence in the 1990s ensures that some heavy expenditures will have to be made: the only question is whether they can be made effectively, to produce the kind of military air transport fleet that will suit this country's pressing defence needs.

4. Drawing on civil air resources

General

In its second report, *Canada's Maritime Defence*, the Committee recommended: "that new legislation be presented to Parliament for early enactment to permit graduated government responses in crisis situations; to enable the government to draw on civilian capabilities in crisis situations short of war; and to authorize the mobilization of reserve forces and civilian capabilities as required by crisis situations or the outbreak of war".

In no area is this truer than in air transport. For crisis periods and wartime, ATG needs the support of the extensive pool of aircraft and trained personnel available in the civil aviation industry. New emergency legislation must be put in place as soon as possible to facilitate this.

Airlift requirements and responses

On 16 May 1985, the Committee heard a presentation by Mr. C. Cowie on airlift requirements and the role of the Civil Aviation Co-ordinating Committee in Canadian responses.

During peacetime, Mr. Cowie indicated, there are normal air operations, both domestically and internationally, and the only provision for DND to secure civil air transport is by chartering through the DND/Air Canada agreement, which gives the Department some priority. In peacetime, the Minister of Transport has the duty, under the Aeronautics Act, to supervise all matters connected with aeronautics. Air regulations and standards are in force, for example with respect to flight safety. The CACC functions as an inter-departmental planning committee, working on airlift co-ordination problems.

If the situation changes from peacetime to rising international tension, the Cabinet may decide to augment Canadian forces in this country and Europe, partly through a rapid transatlantic airlift. Troops will have to be flown to Europe