should be recognized: helicopters are approximately twice as expensive to operate and maintain than fixed wing aircraft of comparable size. Helicopters are also generally restricted to visual flight rule (VFR) conditions and are restricted in their ability to fly in adverse weather or instrument flight rule (IFR) conditions.

Balloons or Small Aerostatic Surveillance Systems (SASS) are now operating in reconnaissance modes for aircraft surveillance purposes in the United States. These SASS platforms use a high resolution air to air radar system for the tracking of suspicious aircraft. They are tethered by a cable which doubles as a data link route to a ground receiving station. The main disadvantage of these systems is their limited ability to move to a different area. As a result, a series of SASS balloons is required to provide overlapping coverage. The cost for such a program is so high that it would be hard to justify its use for United Nations peacekeeping operations.

Manned dirigibles might be of use to a United Nations peacekeeping force for reconnaissance purposes. These platforms can carry large payloads, have a long flight duration capability, and would be cost effective in terms of maintenance and operation. Dirigibles, however, are very susceptible to weather conditions due to their size, require large ground support resources and are relatively slow in moving a crew and sensors from one location to another. Storage of these platforms requires a large facility, one which may not be available in some of the remote locations where the United Nations peacekeepers operate.

Remotely piloted vehicles (RPVs) have been used for tactical surveillance in situations where the threat to human life is high enough to warrant no direct human interaction. RPVs are restricted to line-of-sight to facilitate their effective launch and continuous control. Therefore, in hilly or mountainous terrains RPVs would be virtually useless. RPVs cannot carry large payloads and have a limited range and endurance due to fuel