

- The Dakota is a remarkable aircraft which has now been in service for almost half a century. It is kept flying through the dedicated efforts of 402 Air Reserve Squadron, but it is now beyond obsolescence. The Air Reserve should be provided with more modern aircraft, notably Dash-8s and Hercules.
- The Cosmopolitan is an important component of the passenger service operated out of Ottawa by 412 Squadron. It is mainly used for medium-distance flights within North America. It is scheduled to be phased out at the end of this decade.
- The Twin Otter is deployed in two formations, the main squadron in Edmonton which is dedicated to SAR duties, and a two-aircraft detachment in Yellowknife which carries out multiple transport missions in the North. The Twin Otter is a versatile, economical aircraft, but it lacks the range, space and pressurization preferable for SAR duties. It is better attuned to general light transport duties in the North, where its ability to land on ice and water as well as airstrips is an important advantage.
- The Dash-8 is a Canadian-built STOL aircraft, with a capacity for carrying 33 passengers over medium distances. It could be used for many of the utility transport, training and SAR tasks. It does not have rear-loading capabilities and thus is not suited to air-dropping military equipment for tactical operations or heavier rescue equipment in SAR operations.
- The Challengers are the newest acquisition of the armed forces. ATG will be operating both the CL-600 and CL-601 versions, which have different engines.
- The Labrador is the backbone of ATG's SAR helicopter fleet. In the improved SARCUP (Search and Rescue Capability Update Programme) form, especially if automatic flight control and in-flight de-icing systems were added, it is an effective machine.

*Commonality.* Several witnesses drew attention to the problem of a lack of commonality in the ATG fleet, that is to say too many different types of aircraft in small numbers. This causes problems of servicing, personnel training and related costs. The logistics support requirement is also increased heavily, owing to the need for a multiplicity of spare parts for the different aircraft types. Most observers believe that efforts should be made to rationalize the fleet by concentrating on fewer models. However, in doing so, DND will have to bear in mind that some of the present aircraft have special capabilities which make them difficult to replace.

*Numbers.* The major problem with the ATG fleet at present is a lack of numbers. There are not enough aircraft to meet some of the main peacetime requirements, let alone crisis period or wartime demands. This question is discussed in more detail in the following section, on aircraft requirements.

*Utilization rates.* Because of Canada's extensive defence commitments and the relatively low numbers of ATG aircraft, utilization rates are high. ATG aircraft are operated at the kind of rates which many other air forces would regard as wartime levels. The ability to do so is a testimony to the efficiency of