

designated as a French language unit (FLU), which means that its members use French on a day-to-day basis and would be able to operate in both languages. Similar policies apply in 10 TAG.

Other capabilities and requirements

ATG's performance is affected not only by the state of the aircraft fleet and the personnel situation, but also by a range of equipment, management and other factors, including the following:

Special techniques. ATG's effectiveness is enhanced by using a number of special techniques for personnel, equipment and supply deliveries in varying operational environments. For example, major northern or overseas operations would entail the prompt dispatch of well-trained commando groups, advance parties or route activation teams, depending on the particular circumstances. One technique which particularly impressed the Committee was the Low-Altitude Parachute Extraction System (LAPES), which uses parachutes to draw equipment out of low-flying aircraft and deposit it safely in rugged terrain.

Equipment and similar requirements. True military transport aircraft should be able to operate in hostile environments. They should have STOL capabilities, rear-door loading, and also camouflage, electronic warfare systems for counter-acting enemy action, and inertial navigation systems (INS), which are designed to enable aircraft to fly long distances without extensive ground assistance. Dr. Bell also recommended that Canada use the NAVSTAR (Navigation Satellite Timing and Ranging) Global Positioning System — at present under development — to assist military transport aircraft in landing on forward airfields and similar tasks. He also advocated participating in a military satellite communications system, to ensure that the armed forces have effective communications when carrying out long-range, strategic movements of personnel and supplies.

Overseas SAR capability. The Air Force Officers Advisory Group argued that the search and rescue fleet should be exercised more often in probable overseas hostile operations. As BGen. (Ret) Lloyd Skaalen, a former commander of Air Transport Group, argued on 30 May 1985: "What we are attempting to point out is that the current organization of search and rescue is totally domestically oriented. ...[I]n times of crisis, if we are going to launch a significant operation to northern Norway, where we not only have strategic transport going in on a routine basis but also tactical transport of our own and other NATO allies operating from the strategic airhead out to the tactical locations, there will be a requirement for search and rescue."²⁰

Medical evacuation. When prolonged wars are envisaged, air transport commands have to be prepared to evacuate a continual, and possibly heavy, flow of casualties. LCol. Scott noted, on 2 May 1985, that: "Aeromedical evacuation provides for the movement of medical patients from forward-operating areas to fixed-medical facilities. This capability is exercised regularly in peacetime through formal training and in response to domestic and international humani-

²⁰ *Ibid.*, 30 May 1985, p. 4:15.