

reconnaissance aircraft, of either the strategic or tactical variety, will not be necessary and may not be appropriate for Open Skies. Civilian aircraft may be more suited to the task. Open Skies aircraft may often have to transit long distances within a reasonable period of time. This consideration may often rule out the use of smaller, piston-engined aircraft. At the same time, the cost to operate Open Skies aircraft cannot be prohibitively expensive.

A suitable aircraft for Open Skies operations should include:¹

- sufficient payload to provide for the required sensors, processing equipment and storage;
- good range capability with the payload, ensuring large coverage per sortie;
- broad range of operating altitudes without adverse operational or economic effects;
- ability to transport passengers (for example, observers for the underlying State) without loss of surveillance capability;
- ability to operate from a majority of airfields; and
- low operating costs coupled with high dispatch reliability.

Table 3 outlines the performance characteristics for a number of potential aircraft, including a Cessna 441 Conquest, de Havilland Dash 8 300, Lockheed C-130 and Canadair Challenger 600. Table 4 compares operating costs for the aircraft in 1985 US dollars. Photographs of the aircraft are provided in Figures 20, 21, 23 and 24. These aircraft are being used as representatives of categories of aircraft. Their selection for this discussion does not constitute an endorsement of these particular aircraft.

¹ Adapted from: Airborne Remote Sensing for C.F.E. Verification: The Platform. Boeing Canada, de Havilland Division. Report SER-8-2295. June, 1989. p. 7.