

Hercules, Boeing-707, Cosmopolitan and Buffalo, ranging from aero-engine technician to pilot conversion training.

Air movements units (AMUs) at Trenton, Ottawa, Edmonton and Lahr are under the operational direction of Commander ATG. They handle passenger and cargo assembled at each base for air shipment. Most of their work is connected with routine movements which see more than 250,000 passengers and more than 10 million kilograms of priority freight travelling by service air flights each year. They also prepare cargos for para-dropping during tactical airlifts and deal with unscheduled demands, such as emergency relief operations in Canada and overseas. Each AMU is ready to provide Mobile Air Movement teams (MAMs) to be located at points of arrival as required to support airlift on a worldwide basis.

In addition, Commander ATG has control of an Air Transport Communications and Control Unit (ATCCU) at Trenton, consisting of communications, air traffic control, and navigational aid equipment, together with operating personnel, for deployment on six hours notice anywhere in the world.

Trenton is the largest military transport base in Canada. It hosts a variety of military installations and groups in addition to ATG's headquarters and related squadrons and units. Trenton is the home of the Central Region (Ontario) headquarters of the Canadian Armed Forces, the command headquarters for the Canadian Forces Training System, one of the six communications groups of Communications Command, and one of four Rescue Co-ordination Centres.

Not the least of its tasks, Trenton also harbours the Canadian Mission Control Centre of the international Search and Rescue Satellite-Aided Tracking (SARSAT) project, which very successfully uses U.S. and Soviet satellites and related ground stations in those and other countries to locate aircraft and ships in distress.

2. ATG — capabilities and issues

The state of the fleet

Lifespans. A prime indicator of the state of the fleet is the dates on which the various types of aircraft will be phased out unless life-extension programmes are initiated. These dates are as follows:

Taken overall, the fleet is an aging but not obsolescent one. Planning needs to be pushed ahead now for major life extension and/or fleet replacement programmes in the next decade.

*Aircraft capabilities.*⁸ The capabilities of the various aircraft types in the ATG inventory also reveal a good deal about the state of the fleet:⁹

⁸ This section draws heavily on the testimony of Mr. Martin Shadwick, Research Associate, York University, (*The Proceedings*, 19 September 1985), as well as on information the Committee obtained during its visit to CFB Trenton, 22 May 1985.

⁹ See Table 4 for comparative aircraft characteristics.