

Oral Questions

—the needed engineering changes will be incorporated within the aircraft which are now entering the production line. There is, as I indicated to the Hon. Member, a fix being put in which will remedy the problem which he has identified.

Canadian Press in an article on November 19, 1983, wrote:

The U.S. Navy has ruled out replacement of the engine mounts as too expensive and no production design changes are planned—

Could the Hon. Minister assure the House that all of our F-18s—and we have some 20—will have their engine mounts replaced? Could he tell us what kind of a contract we have wherein the supplier might not be held responsible for the defective parts? Does it have anything to do with the short term of the warranty, which is 180 days—which is what you would expect on a \$7 wrist watch?

Some Hon. Members: Oh, oh!

Hon. J.-J. Blais (Minister of National Defence): Mr. Speaker, I can assure the hon. gentleman that the company has accepted the responsibility of performing the changes that are required, as was pointed out in my initial reply. The requirements are being looked at now in terms of incorporating the changes within aircraft No. 53 that is going onto the production line. That is the information with which I have been provided.

In terms of the changes contemplated for the aircraft that have already left the production line and have been delivered, I am advised the repairs are being performed now. In terms of exactly how the repairs will be completed, that is something which has not been identified to the satisfaction of my Department. We are still pursuing, with a great deal of interest, the solution being implemented.

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● (1450)

SCIENCE AND TECHNOLOGY

UNEMPLOYED BRITISH COLUMBIA ENGINEERS

Mr. Thomas Siddon (Richmond-South Delta): Mr. Speaker, my question is directed to the Minister of State for Science and Technology. A recent study by a committee of professional engineers in British Columbia has identified that there are over 1,400 professional engineers unemployed in that Province, that 400 graduating engineers next spring have no job offers to which to look forward, and that about 2,500 registered and unregistered professional engineers will be unemployed within coming months.

My question is important because it appears that the lead time between the inception of projects and the spin-off work to contract and other trades personnel is at least a year and a half. What specific initiatives can the Minister offer, other than concrete and asphalt projects, like repaving parking lots in airports, such as the one in my constituency? What type of long-term hope can he offer to professional engineers in Canada, for example, in the area of technology and trades centres which may acquaint young professional engineers with

the new opportunities that might present themselves in the years ahead?

Hon. Donald J. Johnston (Minister of State for Economic Development and Minister of State for Science and Technology): Mr. Speaker, we are very conscious of the necessity of employing as many of these professionals as possible. In fact, many specific initiatives have been undertaken. The Hon. Member has asked for specific initiatives. He said that he did not want to hear about the paving of runways and highways, but I suggest that these in themselves are significant.

Apart from that, for example in British Columbia, as he knows, under the Special Recovery Capital Projects there is the \$15 million facility for pulp and paper research in Vancouver. That is a major area of employment, of which I am sure he will be very much in support. We also have, of course, a number of other significant projects, such as the Block 15 Development in Vancouver, which in itself is another \$41 million project. In addition to that, there is Canada Place and the tremendous amount of work which will be undertaken with respect to Expo 86, largely as a result of federal Government initiatives. This will clearly provide very substantial employment for engineers. Of course now, with the passage of the Crow Bill and western transportation initiatives, there will be a whole series of spin-offs, not to mention—

Some Hon. Members: Oh, oh!

Mr. Johnston: Mr. Speaker, I am sorry, the Hon. Member asked for specific—

Mr. Deputy Speaker: Order, please. Perhaps, if further detail is sought, a question could be put on the Order Paper.

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NORTH ATLANTIC TREATY ORGANIZATION

REQUEST FOR INCREASE IN CANADIAN COMMITMENT

Hon. George Hees (Northumberland): Mr. Speaker, my question is directed to the Acting Prime Minister. The opinion expressed very strongly by high-ranking officials in the United States—and it is strongly rumoured that the two who expressed the opinion were Cabinet officers who requested anonymity—was that Canada's contribution to NATO is shameful. As this is precisely what Canadian delegates to NATO meetings have been hearing from their American and European counterparts for the past 15 years, does the Government not believe that it is long overdue to increase our NATO force to the full 10,000 fully-equipped men which it pledged when NATO was formed, and maintained until 1968 when the Prime Minister became the Prime Minister of our country and cut the force in half and, by so doing, brought shame and great embarrassment to our country?

Hon. Allan J. MacEachen (Deputy Prime Minister and Secretary of State for External Affairs): Mr. Speaker, the Hon. Member has referred to United States Cabinet officers.