

Order Paper Questions

LANGUAGE TRAINING—DEPARTMENT OF INDUSTRY, TRADE AND COMMERCE

Question No. 2,565—Mr. Herbert:

1. What are the total costs included in the 1975-76 Estimates of the Department of Industry, Trade and Commerce for language training?
2. How are such costs divided between (a) salaries of personnel receiving instruction (b) salaries of instructional staff (c) additional or supplementary services to be purchased from the Public Service Commission (d) other costs?

Mr. Gaston Clermont (Parliamentary Secretary to Minister of Industry, Trade and Commerce): 1. Total language training costs in the 1975-76 estimates are divided as follows: (a) Replacement salaries for employees on language training, \$1,170,400; (b) T.C.S. Program, \$136,000; (c) Tourism Program, \$80,000; (d) In-House Program, \$35,000; Total, \$1,421,400.

2. (a) None of the above costs are for salaries of personnel receiving language training however \$1,170,400 covers the replacement salaries; (b) Salaries of instructional staff—NIL; (c) Services to be purchased from the Public Service Commission—Nil; (d) Other costs, \$251,000 as outlined above in items 1(b), (c) and (d).

ARGUS AIRCRAFT

Question No. 2,596—Mr. Forrestall:

1. On the basis of present technological information, what is the anticipated (a) airframe life (b) engine life (c) efficient useful life of the electronic equipment of the Argus?
2. With reference to the answer to Question No. 124 of the 3rd Session of the 28th Parliament, indicating that the predicted life of the Argus airframe was 11,000 hours, has this figure changed and, if so, to what?
3. With reference to the same answer indicating that the manufacturer of the Argus had stated that appearance of cracks in the primary structure should not occur before 15,000 hours, has this figure changed and, if so, to what?
4. For each Argus remaining in service, how many hours (a) have been accumulated on (i) the airframe (ii) the engines (b) remain before (i) 11,000 hours (ii) 15,000 hours have been accumulated on the airframe?

Hon. James Richardson (Minister of National Defence): 1. (a) On the basis of present technological information the airframe life of the Argus is anticipated to be in excess of 22,500 hours. (b) There is no specified life for the Argus engine. After each overhaul the engine is zero lified. The ultimate life will be determined by the availability of spares for overhaul. At the present time the manufacturer has indicated that spares support will be available at least until 1985. (c) Detail of the various electronic sub-systems are classified. However, it is anticipated that economical support to the sub-systems can be maintained till at least 1982.

2. Yes. The life of the Argus airframe is now predicted to be in excess of 22,500 hours.

3. See parts 1 and 2 above.

[Mr. Foster.]

ANNEX A

4.(a) Accumulated Hours for each Argus Aircraft

Aircraft Number	Accumulated Airframe	Hours Engine
10710	11703	Not applicable see part 1(b) of this question
10711	10928	
10712	12218	
10713	9792	
10714	8953	
10715	13388	
10716	11502	
10717	12071	
10718	13212	
10719	12482	
10720	12583	
10721	12844	
10722	11007	
10723	11747	
10724	9638	
10725	12139	
10726	12402	
10728	11555	
10729	10293	
10730	13152	
10731	13827	
10732	11813	
10733	13308	
10734	11379	
10735	13020	
10736	12142	
10737	12823	
10738	12437	
10739	13113	
10740	11833	
10741	12423	
10742	12014	

ANNEX B

(b) Airframe Hours remaining for each Argus Aircraft

Aircraft Number	Airframe hours remaining to		
	11,000 hours	15,000 hours	22,500 hours
10710	—	3,297	10,797
10711	72	4,072	11,572
10712	—	2,782	10,282
10713	1,208	5,208	12,708
10714	2,047	6,047	13,547
10715	—	1,612	9,112
10716	—	3,498	10,998
10717	—	2,929	10,429
10718	—	1,788	9,288
10719	—	2,518	10,018
10720	—	2,417	9,917
10721	—	2,156	9,656
10722	—	3,993	11,493
10723	—	3,253	10,753
10724	1,362	5,362	12,862
10725	—	2,861	10,361
10726	—	2,598	10,098
10728	—	3,445	10,945
10729	707	4,707	12,207
10730	—	1,848	9,348
10731	—	1,712	9,212
10732	—	1,712	9,212