

Order Paper Questions

6. The state of Corporal House's health at the time of his resignation would be considered personal information under Part IV of the Canadian Human Rights Act.

CHALLENGER AIRCRAFT

Question No. 4,171—**Mr. MacKay:**

1. Did Mr. Fred Kearns, President of Canadair, confirm in February, 1982 that some 50 Challenger aircraft were sold for about \$4.5 million each as mentioned in the *Montreal Gazette* dated February 6, 1982 and did the Supplementary Estimates (E) for the year ending March 31, 1982 contain an item of \$13.56 million for the purchase by the Department of Transport "of a 'Challenger' aircraft and assorted parts" and, if so, in detail, what accounts for this difference in price?

2. For what purpose is the \$13.56 million "Challenger" aircraft going to be used?

3. What kind of oxygen system was originally specified for the \$13.56 million "Challenger"?

4. Was the oxygen system which was eventually installed in the \$13.56 million "Challenger" a system requiring obsolete oxygen bottles and the use of surgical masks or an up-to-date system used in modern passenger aircraft?

5. Did the Government commit itself to purchasing two Dash-7 aircraft at a cost of some \$20 million and, if not, has the Government any plans to do so?

6. Has the Government any further plans to be "the purchaser of last resort" for aircraft produced by de Havilland of Canada and, if so, what are the funding plans?

Hon. Ed Lumley (Minister of Industry, Trade and Commerce and Minister of Regional Economic Expansion): In so far as the Department of Industry, Trade and Commerce is concerned: 1. Yes. Mr. Kearns, President of Canadair, did confirm that Challenger aircraft were sold for about \$4.5 million each as mentioned in the *Montreal Gazette* dated February 6, 1982.

It was originally intended that the first 50 aircraft be sold at a fixed price of \$4.375 million to initiate the sale of the Challenger aircraft at an attractive but competitive price. In fact, only 26 aircraft were sold at \$4.375 million, 15 of which were in Canadian dollars and the remainder in U.S. dollars. The aircraft has subsequently been sold at prices ranging from \$4.975 million fixed price (March, 1977) to U.S. \$8.5 million plus escalation (July, 1981) for the CL-600 (Lycoming) Challenger and U.S. \$9.5 million plus escalation for the CL-601 (GE) Challenger. The prices quoted are for aircraft without finished interior (protective zinc chromate (green) finish on bare structure only). It is the customer's responsibility to arrange for interior completion. Most of the price increase has been inflationary and consistent with similar price increases for competitive aircraft.

The "\$13.56 million Challenger" purchased by the Department of Transport was purchased on resale from Canadair, fully equipped with executive interior, for \$10.8 million Canadian dollars plus \$972,000 tax for a total of \$11,772,000. Under separate contract \$750,000 worth of spares were purchased and additional costs were incurred to modify the aircraft to Department of Transport's commercial airliner standards (flight data recorder procurement and installation, etc.).

2. The aircraft is to be used in executive flight operations as a replacement for the now antiquated Jetstar I aircraft.

3. An airline standard oxygen system was originally specified for the Challenger. The present system is superior to airline standards.

4. The system installed in the Challenger includes the standard airline oxygen system (automatic drop-down face masks) good for 15 minutes, auxiliary stowed two passenger, walk around cannister packs good for 30 minutes and portable therapeutic oxygen unit with surgical mask good for 30 minutes for on-board medical emergencies. Crew oxygen with quick access masks is good for 7½ hours.

5. The Department of National Defence purchased 2 Dash-7 in January, 1979 for \$8.573 million, each.

6. No. The Government only procures aircraft when there is a clearly defined need for them.

AMOUNT OWED GOVERNMENT BY FOREIGN NATIONS

Question No. 4,300—**Mr. Patterson:**

What amount is owing to the Government by foreign nations and which, if any, of the loans are forgivable?

Mr. David Smith (Parliamentary Secretary to President of the Privy Council): In so far as the Canadian International Development Agency is concerned: The total amount owing to the Government by foreign countries as of December 31, 1981 is \$2,313,170,151.68. All the loan agreements with foreign countries include repayment clauses.

In so far as Export Development Corporation is concerned: EDC makes loans to foreign customers to finance export sales of goods and services by Canadian exporters. Such loans may be made to sovereign and commercial borrowers. As of December 31, 1981, the amount of loans receivable due to EDC from borrowers abroad, net of participation by other lenders, was Can. \$3.66 billion. None of those loans are forgivable.

In so far as the Department of Finance is concerned: The Department of Finance is responsible for government loans to foreign nations totalling \$792,572,283 as of March 31, 1981. These loans are recorded in detail on page 6-28 of Volume I of the Public Accounts of Canada 1980-81. It is not the Government's policy to forgive loans to foreign nations, though from time to time it has renegotiated their terms.

IMPLEMENTATION OF RECOMMENDATIONS OF MARIN COMMISSION

Question No. 4,309—**Mr. Robinson (Burnaby):**

Since the Report of the Commission of Inquiry Relating to Public Complaints, Internal Discipline and Grievance Procedures Within the RCMP, otherwise known as the Marin Commission, was published in 1976 (a) how many and which of its recommendations were accepted by the Government (b) of the recommendations accepted, how many were implemented (c) on what date will the other acceptable recommendations be implemented (d) how many recommendations were rejected and for what reasons?

Hon. Bob Kaplan (Solicitor General): (a) All but 14 recommendations have been accepted. Thirty-seven were accepted without reservations and 84 were accepted with modifications.