

*Routine Proceedings*

ment appropriate in the context of this internal reallocation of DND and federal government expenditure.

2. The total cost for the closing of Canadian Forces Base Portage la Prairie is \$93,140, distributed as follows:

Industrial Adjustment Service (\$25,000 used for an Economic opportunities Study	\$30,000
Community Futures—Impact Study	\$25,000
Project Coordination	
Salaries	\$22,000
Operations and Maintenance	\$ 7,500
Office Rental	\$ 8,640

These funds are part of Manitoba's normal regional allocation under the Canadian Jobs Strategy.

3. It is not clear under what scenario the question of the cost of continued operation of CFB Portage la Prairie is being posed. If none of the current activities are ceased or moved, then the cost of continued operation remains as it is now, and all forecast savings are lost. If the pilot training activities are removed as envisioned, then there is no longer a requirement for a base of any size, and any attempt to retain the facility would entail a waste of funds.

## CFB PORTAGE

Question No. 192—**Mr. Harvard:**

1. What is the actual cost of (a) relocating personnel from CFB Portage to other military bases (b) the physical closing of CFB Portage (c) relocation, retraining and severance pay for civilians now employed at CFB Portage?

2. Does the government foresee a reduction in air force personnel equivalent to all positions being transferred from the closed base and, if not, will the expenses associated with some of the personnel be transferred elsewhere?

**Hon. William Hunter McKnight (Minister of National Defence):** 1. (a) The Regular Force manpower ceiling at CFB Portage is 499. The current manning level is 480 military personnel and is likely to remain at that level due to military personnel shortfalls. The average cost of relocating a military member is estimated to be \$10,400. The total cost of relocating all personnel is \$4,992,000. However, approximately 30 percent of military personnel would be moved to new assignments annually for service reasons. Thus, the relocation costs attributable directly to the closure of CFB Portage is \$3,494,400.

(b) The costs of closing CFB Portage la Prairie are unknown at this time as it will depend upon the re-use of

the facilities. Costs could range from a minimum if the entire site is taken over by another agency to a maximum should the site have to be totally demolished. It is anticipated that the costs will be near the lower end of the scale.

(c) The following costs are anticipated for civilian employees at CFB Portage:

relocation—\$781,000;

retraining—\$148,000 (includes tuition and travel); and severance pay—\$434,000.

2. Of the 499 established positions at CFB Portage, 95 positions associated with the Flying Instructors School and the Basic Helicopter School will be transferred elsewhere. The remaining 404 positions will be eliminated, resulting in an equivalent reduction in air force personnel.

## BASIC FLIGHT TRAINING FOR THE MILITARY

Question No. 193—**Mr. Harvard:**

1. Does the government support the contracting out of its basic flight training for the military and, if so, for what reasons?

2. Does the government consider private training more viable now than when it was tried in 1964–65 and, if so, for what reasons?

3. Did the government state that only 142 pilots are trained per year at CFB Portage and, if so, was this statement correct and, if not (a) what is the correct number (b) what number of the figures on which the decision was based were calculated using the incorrect number?

**Hon. William Hunter McKnight (Minister of National Defence):** 1. The government supports in principle the contracting out of some elements of military flight training as a measure which has the potential to contribute to the government-wide effort to reduce the deficit. In this respect, the Department of National Defence is currently investigating the feasibility of contracting out its Primary Flying Training to coincide with the scheduled closure of Canadian Forces Base Portage la Prairie in 1992. Responses to the Department's Solicitation of Interest have reflected a satisfactory level of interest and potential and DND officials are now addressing how best to structure such a contractual arrangement. The results of these deliberations will be reflected in the Request for Proposal scheduled for release early in the summer of 1990.

2. The Department of National Defence has sponsored certain civilian-based flying activities by military aviators in the past as continuation flying programs. The Department is not aware of any such programs which constituted or substituted for basic flight training. The viability of contracting out elements of military flight