

Aircraft Number	Airframe hours remaining to		
	11,000 hours	15,000 hours	22,500 hours
10733	—	1,692	9,192
10734	—	3,621	11,121
10735	—	1,980	9,480
10736	—	2,858	10,352
10737	—	2,177	9,677
10738	—	2,563	10,063
10739	—	1,887	9,387
10740	—	3,167	10,667
10741	—	2,577	10,077
10742	—	2,986	10,486

***REPLACEMENT OF ARGUS WITH LONG RANGE PATROL AIRCRAFT**

Question No. 2,597—Mr. Forrestall:

Does the government intend to replace the Argus with a long range patrol aircraft and (a) if so, on what date (b) if not, for what reason?

Hon. James Richardson (Minister of National Defence): (a), and (b). In July 1972, the Government authorized the Department of National Defence to obtain proposals for the procurement of a fleet of Long Range Patrol Aircraft (LRPA) to replace the existing Argus aircraft. Proposals were received from contractors in March, 1973. In November 1973, approval was given for the selection of two of these contractors, The Boeing Company and Lockheed Aircraft Corporation, to compete in a funded Contract Definition Phase of the Long Range Patrol Aircraft Project and contracts were awarded to the companies in May 1974. The Contract Definition Phase proposals were received from both contractors 3 February, 1975. The factors leading to a decision are now being considered in Cabinet.

ARGUS AIRCRAFT

Question No. 2,599—Mr. Forrestall:

In what year will the majority of the present Argus long range patrol aircraft fleet be no longer serviceable in their present role?

Hon. James Richardson (Minister of National Defence): Because engines can be rebuilt and there are many hours of airframe life remaining it is not possible to predict the precise time frame when the majority of the present Argus fleet will no longer be serviceable. (See also question No. 2,596).

ARGUS AIRCRAFT—POSSIBLE REPLACEMENT

Question No. 2,600—Mr. Forrestall:

Is the government contemplating the removal of the "kill" capability of the replacement for the Argus long range patrol aircraft and, if so, for what reason?

Hon. James Richardson (Minister of National Defence): The government is considering all aspects of the effects produced by having, and/or not having, different capabilities in any replacement for the Argus.

ARGUS AIRCRAFT REPLACEMENT

Question No. 2,601—Mr. Forrestall:

Would the government reject a pure single selection for the replacement of the Argus long range patrol aircraft and, if so, for what reason?

Order Paper Questions

Hon. James Richardson (Minister of National Defence): No.

ROLE OF DASH-7 AIRCRAFT

Question No. 2,602—Mr. Forrestall:

What is the primary role of the DASH-7 in a military/civilian mix?

Hon. James Richardson (Minister of National Defence): The DASH-7 is being studied as a middle range surveillance aircraft. (See question No. 2603).

JUSTIFICATION FOR DASH-7 AIRCRAFT

Question No. 2,603—Mr. Forrestall:

Is there a pure military justification for purchasing or for contemplating the purchase of the DASH-7 and (a) if so, what are they (b) if not, are there non-military justifications for contemplating such purchases related to requirements of departments other than DND and (i) what are they (ii) what consideration is being given to having the departments pay their share of the purchase?

Hon. James Richardson (Minister of National Defence): With modifications the DASH-7 could be used in a limited military role but there is not a "pure" military justification for purchasing this aircraft. The Department of National Defence is presently examining the capabilities of the DASH-7 in a middle range surveillance role. (a); (b), (i), (ii): Not applicable.

NATIONAL DEFENCE—AIRCRAFT

Question No. 2,604—Mr. Forrestall:

1. What is the estimated lead-time required from contract signing to delivery for (a) the Boeing (b) the Lockheed replacement possibilities for the Argus?

2. How many hours were accumulated on each of the remaining Argus airframes over the past 12 months?

3. For each airframe, what was the average monthly accumulation and how many more months can each be expected to remain serviceable before (a) 11,000 airframe hours (b) 15,000 airframe hours is reached?

Hon. James Richardson (Minister of National Defence): 1. Estimate lead-time required from contract signing to delivery is as follows: (a) Boeing: First Aircraft, 48 months; Final Aircraft, 56 months; (b) Lockheed: First Aircraft, 41 months; Final Aircraft, 52 months.

ANNEX A

Hours Accumulated on each Argus
April 30, 1974—April 30, 1975

Aircraft Number	Hours Accumulated
710	788
711	819
712	530
713	462
714	430
715	844
716	875
717	624
718	773
719	769
720	560
721	803
722	382