



National Defence

Défense nationale

National Defence Headquarters  
Ottawa, Ontario  
K1A 0K2

Our file: A-2018-00153  
Your file: OLR-A-947655

**JUN 06 2018**

Mr. Dylan Robertson  
Winnipeg Free Press  
350-N Centre Block  
111 Wellington St.  
Ottawa, Ontario K1A 0A6

Dear Mr. Robertson:

This is further to your request submitted under the *Access to Information Act* (the “Act”) for:

***All records sent or received by Lieutenant-General Michael J. Hood regarding KF Aerospace and SkyAlyne that pertain specifically to the Southport facility — July 1, 2017 to December 31, 2017.***


Enclosed please find a copy of the processed information that could be located using the Department’s best efforts, within the constraints of the Act. You will note that certain information has been withheld from disclosure pursuant to sections 19 & 21 of the *Act*.

Please be advised that you are entitled to file a complaint with the Office of the Information Commissioner concerning the processing of your request within sixty days of the receipt of this notice. In the event you decide to avail yourself of this right, your notice of complaint should be addressed to:

Office of the Information Commissioner  
30 Victoria Street  
Gatineau, Québec K1A 1H3  
Tel: 1-800-267-0441  
Fax: 819-994-1768

Should you require clarification or assistance regarding your request, please contact Michael Stillman of my staff at 613-901-6749 or by e-mail at [michael.stillman@forces.gc.ca](mailto:michael.stillman@forces.gc.ca).

Yours truly,

 Deirdra Finn  
Director  
Access to Information and Privacy

Enclosure: 8 pages

**Canada**

**Hood LGen MJ@C Air Force Exec@Ottawa-Hull**

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**From:** Hood LGen MJ@C Air Force Exec@Ottawa-Hull  
**Sent:** August-25-17 8:56 AM  
**To:** Cochrane BGen DB@2 Cdn Air Div HQ@Winnipeg  
**Cc:** Frawley MGen BF@C Air Force Exec@Ottawa-Hull; Apostoliuk LCol HAB@C Air Force D Air PA@Ottawa-Hull  
**Subject:** RE: PLAAF Visit - 23-24 Aug 2017

Thanks Dave – well done to you and the team

**From:** Cochrane BGen DB@2 Cdn Air Div HQ@Winnipeg  
**Sent:** August-24-17 6:22 PM  
**To:** Hood LGen MJ@C Air Force Exec@Ottawa-Hull <MICHAEL.HOOD@forces.gc.ca>  
**Cc:** Frawley MGen BF@C Air Force Exec@Ottawa-Hull <BLAISE.FRAWLEY@forces.gc.ca>; Apostoliuk LCol HAB@C Air Force D Air PA@Ottawa-Hull <HOLLY.APOSTOLIUK@forces.gc.ca>  
**Subject:** PLAAF Visit - 23-24 Aug 2017

Sir,

PLAAF visit completed and went extremely well. I accompanied the delegation for the entire visit. All briefings and discussions were kept at the UNCLAS level. No issues.

On 23 Aug 2017, the Chinese delegation (eight in total including the following areas: received briefings in Winnipeg on

- 2 CAD overview (RCAF training and education scope and mandate);
- Aeromedical trg and chamber tour;
- Survival trg for aircrew (land and arctic survival);
- Officer Professional Development (eg, AFOD, ASP course);
- 402 Sqn ACSO and AEC ab initio trg overview and tour of CT-142 (Dash 8) aircraft; and
- Evening social event (Prairie 360 – revolving restaurant) in downtown Winnipeg.

On 24 Aug 2017, we travelled, via cruiser bus, and receiving briefings in Portage la Prairie (Southport) on the following areas:

- 3CFFTS – Overview of Primary Flying Trg and Multi-Engine/Rotary Wing pilot trg occurring in Portage;
- Tour of the 3 CFFTS facilities (ground school classrooms, instructor area, cockpit procedure trainer, flight trg device, full motion simulator, maintenance hangar)
- 2 CFFTS – Overview of Basic and Advanced ab initio pilot trg occurring in Moosejaw; and
- Tour of 3 CFFTS/2 CFFTS ab initio aircraft types displayed on the flight line (all unclas. No ITAR issues)

The delegation were very interested in our trg program and were quite impressed with the professionalism demonstrated by the briefers and RCAF members in attendance. A lot of two-way dialogue occurred (thru a translator) and the delegation appeared extremely happy with the feedback/comments. were well versed and knowledgeable with the pilot trg system in China (PLAAF).

Overall, a very positive visit as part of our CAF global engagement strategy.

Sir, I have attached a storyboard for your SA. We will forward up the air force PA chain for potential use in Ottawa as required.

Regards.

Brigadier-General | Brigadier-général David Cochrane

Commander / 2 Canadian Air Division

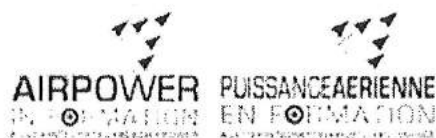
Canadian Armed Forces

[David.Cochrane@forces.gc.ca](mailto:David.Cochrane@forces.gc.ca) / Tel : 204-833-2500 ext 5971 / CSN : 257-5971

Commandant / 2<sup>e</sup> Division aérienne du Canada

Forces armées canadiennes

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**File number / numéro de dossier:** MI 2017- 02896

**Date:** 17 October 17

**Author & phone number / Rédacteur & numéro de téléphone:** LCol C. Moores

613-990-1605

**Director / Directeur:** Directorate of Air Simulation and Training - LCol B. Springate

- The number of locations required for conducting the FAcT program has not yet been determined, and options are still being analysed.
- Considering these options, the department and the CAF will be very attentive to achieving the effectiveness and efficiency that such a program requires, from a financial perspective, operations, but also importantly from a military personnel management perspective, including how would a one-base structure perform.
- Original DND submission in 11 August 2016 to industry did state that "...Considerations will be given to amalgamation to one site depending on viability and industry input. Alternative locations may be considered for viability if offered by industry."
- A number of industry partners (5 of 10) have indicated in their written Industry Engagement Request (IER) responses that centralizing flying training in one location is supported or in some cases, preferred. The IER is a non-committal document for both the Government of Canada and Industry; the responses are confidential.
- The FAcT program is still in the Options Analysis phase and is in accordance with the Defence Procurement Strategy of ensuring early and continuous industry engagement. The IER seeks to ensure that all options are explored and that as much information as possible is provided to the Department, in order to refine its requirements. The number of locations required for future aircrew training is only one factor being explored in this phase of the program.
- The FAcT Draft Statement of Requirements does not define any specific location, or locations, for future activities.

**Hood LGen MJ@C Air Force Exec@Ottawa-Hull**

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**From:** Hood LGen MJ@C Air Force Exec@Ottawa-Hull  
**Sent:** October-24-17 5:28 PM  
**To:** Potvin LCol JJC@C Air Force Exec@Ottawa-Hull  
**Subject:** Re: Need RCAF Comd Approval / MI Question - Centralization of pilot Training

Ok, just take the first bullet out about my comments and the rest is fine.

Is Drew in as he did not reply to my email of yesterday.

LGen M.J. Hood, CMM, CD  
Comd RCAF / Cmdt ARC

**From:** Potvin LCol JJC@C Air Force Exec@Ottawa-Hull  
**Sent:** Wednesday, October 25, 2017 07:02  
**To:** Hood LGen MJ@C Air Force Exec@Ottawa-Hull  
**Subject:** Need RCAF Comd Approval / MI Question - Centralization of pilot Training

Sir,

Enclosed in the attachment is the RCAF Staff proposal for the Portage La prairie M.P. letter to the MND concerning efficiencies in centralizing our pilot training system.

Also, I am sending it in plain text below for ease to read:

- 
- The number of locations required for conducting the FAcT program has not yet been determined, and options are still being analysed.
- Considering these options, the department and the CAF will be very attentive to achieving the effectiveness and efficiency that such a program requires, from a financial perspective, operations, but also importantly from a military personnel management perspective, including how would a one-base structure perform.
- Original DND submission in 11 August 2016 to industry did state that "...Considerations will be given to amalgamation to one site depending on viability and industry input. Alternative locations may be considered for viability if offered by industry."
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- The FAcT program is still in the Options Analysis phase and is in accordance with the Defence Procurement Strategy of ensuring early and continuous industry engagement. The IER seeks to ensure that all options are explored and that as much information as possible is provided to the Department, in order to refine its requirements. The number of locations required for future aircrew training is only one factor being explored in this phase of the program.
- The FAcT Draft Statement of Requirements does not define any specific location, or locations, for future activities.

For your approval,

LCol/Lcol Carol Potvin, CD

Executive Assistant to Commander Royal Canadian Air Force  
Canadian Armed Forces

[carol.potvin@forces.gc.ca](mailto:carol.potvin@forces.gc.ca) / Tel : 613-995-5233 / CSN : 995-5233 / Cel : 613-301-5768

Chef de Cabinet du Commandant de l'Aviation royale du Canada  
Forces armées canadiennes

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**Hood LGen MJ@C Air Force Exec@Ottawa-Hull**

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**From:** Hood LGen MJ@C Air Force Exec@Ottawa-Hull  
**Sent:** April-23-18 8:03 AM  
**To:** Potvin LCol JJC@C Air Force Exec@Ottawa-Hull  
**Cc:** Frawley MGen BF@C Air Force Exec@Ottawa-Hull  
**Subject:** RE: MQv2-8841 - Information Request- FAcT (Future Aircrew Trg) - Winnipeg Free Press

approved

**From:** Potvin LCol JJC@C Air Force Exec@Ottawa-Hull  
**Sent:** April-23-18 7:29 AM  
**To:** Hood LGen MJ@C Air Force Exec@Ottawa-Hull <MICHAEL.HOOD@forces.gc.ca>  
**Cc:** Frawley MGen BF@C Air Force Exec@Ottawa-Hull <BLAISE.FRAWLEY@forces.gc.ca>  
**Subject:** FW: MQv2-8841 - Information Request- FAcT (Future Aircrew Trg) - Winnipeg Free Press

Sir,

Request your approval for this media query. Please note BGen Lalumière supports this answer.

The media query was received from a reporter in Winnipeg having to do with FAcT.

Media query: Winnipeg Free Press

Reporter:

Topic: FAcT questions

### **Query Details:**

#### **Questions:**

**Q1. What is FAcT?**

**A1.** The Department of National Defence (DND) has an ongoing mandate to train aircrew to enable air operations. All aircrew training for the Royal Canadian Air Force falls under the control of 2 Canadian Air Division, Winnipeg.

The current training program for pilots is conducted under the auspices of two service contracts:

- A 22-year contract with CAE Military Aviation Training for fixed-wing aircraft training, ending in 2023 (as last amended). This North Atlantic Treaty Organization Flying Training in Canada (NFTC) program operates out of 15 Wing Moose Jaw, Saskatchewan and 4 Wing Cold Lake Alberta. This program uses the CT-156 Harvard II and CT-155 Hawk, combining basic and advanced training as part of a comprehensive training program; and
- A 20-year contract ending in 2027 for the Contracted Flying Training and Support (CFTS) program which operates out of Southport Aerospace Centre near Portage la Prairie, Manitoba. This program



focuses on primary pilot training using the Grob-120A, helicopter pilot training with the CH-139 Jet Ranger and B412 Outlaw, multi-engine aircraft pilot training using the C-90B King Air.

Air Combat Systems Officers (ACSO) and Airborne Electronic Sensor Operators (AES Op), are currently trained within 402 Squadron, part of 2 Canadian Air Division, based at 17 Wing Winnipeg.

The Fighter Lead-in Training (FLIT) program, conducted in 4 Wing Cold Lake, Alberta, is not part of Future Aircrew Training and will be addressed by a separate project (Future FLIT).

As the RCAF is continually seeking to improve training methods and delivery models, it undertook a Future Pilot Training Project to award new training contract(s) to support the training activities required to provide DND with qualified military aircrew.

In February 2016, the Future Pilot Training was granted a broader scope to include current ACSO and AES Op aircrew. As a result, it was renamed Future Aircrew Training or FAcT.

Accordingly, there exists the opportunity for consolidation and efficiencies through the creation of a holistic aircrew training system. The three aircrew occupations share a number of overlapping core skills and knowledge for which common training aircraft and ground-based systems may be employed. As research about future aircrew training develops, the design of this new system will seek to incorporate the latest and best concepts and technologies for aircrew training available from industry and in use by other militaries around the world.

**Q2. What does it mean for the future of pilot training?**

A2. As the RCAF is continually seeking to improve training methods and delivery models, it undertook a Future Pilot Training Project to award new training contract(s) to support the training activities required to provide DND with qualified military aircrew.

In February 2016, the Future Pilot Training was granted a broader scope to include current ACSO and AES Op aircrew. As a result, it was renamed Future Aircrew Training or FAcT.

Accordingly, there exists the opportunity for consolidation and efficiencies through the creation of a holistic aircrew training system. The three aircrew occupations share a number of overlapping core skills and knowledge for which common training aircraft and ground-based systems may be employed. As research about future aircrew training develops, the design of this new system will seek to incorporate the latest and best concepts and technologies for aircrew training available from industry and in use by other militaries around the world.

**Q3. What will this mean to the current training locations that will no longer be used for pilot training after consolidation?**

A3. The term "consolidation" in this context pertains to program consolidation (ie CFTS and NFTC, ACSO/AES Op training), not necessarily the training locations. The number of locations required for conducting Future Aircrew Training has not yet been determined, and options are still being analysed. FAcT is still assessing options and is in accordance with the Defence Procurement Strategy of ensuring early and continuous industry engagement. This engagement seeks to ensure that all options are explored and that as much information as possible is provided to the Department, in order to refine its requirements. The number of locations required for future aircrew training is only one factor being explored in this phase of the project.



LCol/Lcol Carol Potvin, CD

Executive Assistant to Commander Royal Canadian Air Force  
Canadian Armed Forces

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