

The Association hopes that the views expressed herein will be of assistance to the Special Committee on Science Policy and that the endeavours of that Committee will lead to an increased awareness of the importance of industrial research and development in achieving national goals of economic growth and improved social conditions.

By the end of 1968, the Government had contributed \$12.5 million to this program, the full amount pledged by the Government being \$15.2 million. The combined investment of the Government and the Company has exceeded the following cumulative investment objectives:

Brief of United Aircraft of Canada Limited

Year	Company Investment	Government Contribution		Total Investment	Government Contribution as % of Total	Company Investment as % of Total
		Actual	Planned			
1963	4.7	3.4	1.7	8.1	39.5	60.5
1964	5.4	11.1	4.1	15.2	33.5	66.5
1965	5.7	14.1	8.4	23.2	24.6	75.4
1966	10.4	17.1	14.4	31.5	33.0	67.0
1967	11.7	18.3	17.2	35.5	32.7	67.3
1968	12.5	23.3	20.9	44.2	30.5	69.5
1969	15.0	28.3	25.7	53.7	31.6	68.4
1970	19.7	34.1	34.7	68.8	31.5	68.5

These are forecast figures to 1970. There is no forecast after 1970 as Canadian customers are limited in their capacity to acquire aircraft.

** Company investment includes research and development, production and non-recurring production costs.

While forecasts beyond 1970 were not beyond that point in time, used lest they detract from the value of the figures. The fact is that a relatively small investment on the part of the Government is able the Company to proceed with a program in line with the requirements has featured a contribution in our country, and foreign exchange out of all proportion to the amount invested. At the end of 1970, the Government's investment in the program had fostered 71.5 million in company investment, and 15.2 million in government investments (50% of the total investment of \$36.7 million). It is estimated that the total investment in the program will be about \$100 million by the end of 1975.