

indication" in terms of industrial policy. This is greatly erroneous.

- The Fl. E. Program would be a decisive element in the integration of the European Aerospace Industry.
- Steps have been taken to initiate such integration through the setting-up of a joint coordination company with AMD-BA FOKKER VFW, VFW-FOKKER, DORNIER/SABCA and possible later SAAB. The final conclusion of the arrangement starting this organization fully agreed among the Partners was delayed upon the specific suggestion of the Netherlands Minister of Defense. It is seen therefore that these negotiations did not fail and that "the traditional attitude of the French Industry" is that of the constant effort towards promoting a European Aeronautical Industry integrated, healthy and based upon the large national European market.

The "Yellow Book" does not attempt to analyse, conversely, the devastating consequences of an F. 16 decision. This would widely open the doors of the European market to the American monopoly,

and establish the European Industries into mere sub-contractors—relinquished at the end of the Program—or even earlier if they cease to be competitive in the eyes of the American arbitrator.

Unit Price Evolution of Some US Aircraft.

Source: General Accounting Office.
Report to the Congress Feb. 1975.

USAF:

	Estimated price at the launching of the program (Millions \$)	Price as of 30 June 74	Evolution
F. 15 . . .	9.82	14.61	+ 50%
F. 111 . . .	3.97	14.89	+ 275%
B. 1	45.6	76.4	+ 67%

Navy:

A. 7. E . .	2.46	4.01	+ 63%
F. 14. A .	12.63	17.77	+ 40%