ENCLOSURE 4

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1. Reconnaissance for, investment in, and subsequent subsidy of additional proprietary ventures, to include the purchase of aircraft in lieu of or in addition to subsidy, in order to strengthen the commercial posture and the earning capacity of such proprietaries:

|   | Annual<br>Costs | Five Year<br>Total Costs |  |  |  |
|---|-----------------|--------------------------|--|--|--|
|   |                 |                          |  |  |  |
| · |                 |                          |  |  |  |

2. Purchase of commercial-type higher performance or specialty aircraft, mostly turbo-prop, but including some special purpose aircraft such as STOL, helicopter, etc., to strengthen the operational capabilities of proprietaries:

|  | Annual | Five Year   | # of *            |
|--|--------|-------------|-------------------|
|  | Costs  | Total Costs | Aircraft          |
| STOL (all types) Medium range Long-range | .4     | 2.          | (12-24)           |
|  | .6     | 3.          | (1-2)             |
|  | .7     | 3.5         | (1-2)             |
| Special Purpose aircraft                 | 2.5    | 12.5        | (14-7)<br>(18-35) |

- \* The spread in the number of aircraft to be acquired is due to differences in types that may be purchased. For example: light, single-reciprocating engine Helios now cost roughly \$50,000; heavier turbo-prop Helios now cost close to \$100,000.
- C. The Combined Costs of the Contingent Military and the Proposed Proprietary Modernization and Expansion Programs described above are Tabulated below:

| Average Annual   | Total Cost for |
|------------------|----------------|
| Cost over 5-Year | 5-Year Period  |
| Period           | •              |

Military

Aircraft Procurement Operations & Support

Proprietary

Aircraft Procurement
Proprietary Expansion
(investment & subsidy)

| • |      |   |         |  |
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