

\$91.2 million in 1967. Annually, 20 percent of the total sales of the general aviation industry have been made abroad.

At present the general aviation industry is projecting a \$1-billion level of sales to be reached by 1973 with exports accounting for \$200 million of this total and a consequent benefit to our balance of trade.

A more modest growth pattern is emerging in the helicopter category. In calendar 1967 its civil export sales were 220 units at a value of \$27.3 million. These sales have grown at a rate of 146-percent increase during 5 years and this trend is predicted to continue.

These forecasts are significant only as long as industry can freely compete in the international marketplace unencumbered by artificially erected barriers. The aerospace industry is understandably concerned that its export market will suffer severely if our Nation assumes a protectionist trade role.

I would like now to comment briefly on H.R. 17551.

The aerospace industry favors the provisions of H.R. 17551, the Trade Expansion Act of 1968. Our members actively supported the 1962 act and provided detailed information on the aerospace industry export position to the U.S. special representative for trade negotiations for use in the Kennedy round of deliberations in Geneva. AIA continues to support legislation which embodies the principles of free trade on a fair and equitable basis for all nations.

Section 201, title II of the proposed act, which would extend the authority of the President to enter into trade agreements, reaffirms to our traditional trading partners that the United States continues to promote equitable trade practices.

Because of the substantial level of aerospace industry exports, we have no experience in adjustment assistance to firms and workers as proposed in section 301 of title III. We recognize certain sectors of the national economy might suffer from unemployment or underemployment because of imports, and do not oppose liberalization of the criteria of eligibility for adjustment assistance to firms and workers.

For many decades the United States has been involved in a technological revolution that has recorded many shifts in labor patterns. We have learned that technological advances create new industries and new jobs and result in an expanded and more prosperous total labor force. While recognizing that governmental assistance may be necessary in certain instances, we suggest that commercial aerospace export sales alone will generate an additional 30,000 jobs per year over the next 10 years, and that this industry has a demonstrated capability to train new employees to meet its requirements. For example, in the 1939-41 period the aircraft manufacturing industry multiplied its labor force by five times.

The aerospace industry supports elimination of the American selling price system of determining the value of certain imports for establishing tariffs. To the best of our knowledge, that system has long since served its purpose. We support its elimination since, by so doing, we erase one U.S. nontariff barrier and support our position in recent trade negotiations to eliminate all nontariff barriers.

Briefly, the aerospace industry considers this new act adequate to carry forward America's position in world trade for the immediate future.

The aerospace industry is keenly aware of the increasing exposure of its exports which are keeping pace with the rapid rate of growth