



**U.S. House of Representatives**  
**Committee on Transportation and Infrastructure**  
**Washington, DC 20515**

**Don Young**  
**Chairman**

**James L. Oberstar**  
**Ranking Democratic Member**

May 13, 2002

Lloyd A. Jones, Chief of Staff  
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David Heysfeld, Democratic Chief of Staff

Mr. Phil Boyer  
President  
Aircraft Owners and Pilots Association  
421 Aviation Way  
Frederick, MD 21701

Dear Phil:

We are writing to give the Aircraft Owners and Pilots Association an update on H.R. 3347, the General Aviation Industry Repairs Act of 2002. AOPA represents more than 380,000 members who own and/or fly general aviation aircraft, making its continued support for the bill critical.

General aviation has become a forgotten victim of the September 11, 2001 terrorist attacks on the United States. The Federal government imposed more severe and onerous restrictions on general aviation than on any other sector of the aviation industry.

As a precaution during the attacks, the Federal Aviation Administration (FAA) grounded all civil aviation flights. However, unlike major airlines that were grounded for a few days, general aviation operations around major metropolitan areas were prohibited for weeks. Three airports in the Washington metropolitan area--Hyde Field, Potomac Airpark and College Park Airport--remained closed until February 14, 2001. General aviation is still prohibited from using Reagan National Airport. These restrictions have had devastating results for hundreds of small businesses across the Nation.

Since September 11, general aviation has lost hundreds of millions of dollars. Thousands of hardworking men and women have lost their jobs. Fixed-based operators, flight schools, manufacturers, aerial surveyors, airport operators, and independent contractors all have been dramatically affected.

As you are aware, most of these companies are small, locally owned enterprises. They do not have large cash reserves and often do not have access to capital markets.

Sadly, hundreds of these "Mom and Pop" shops have already closed their doors, and hundreds more are teetering on the brink of bankruptcy.

While the economic injury to this sector is a direct result of the September 11<sup>th</sup> disaster, most of these businesses do not qualify for relief under any established Federal law or program. H.R. 3347, the General Aviation Industry Reparations Act of 2002, attempts to repair some of the damage inflicted upon the general aviation industry and their employees as a direct result of the Federal airspace restrictions. General aviation entities were actually shut down and prohibited from carrying out their business by government action. While necessary under the circumstances, it was equivalent to a government taking, and like similar takings, it calls for government compensation.

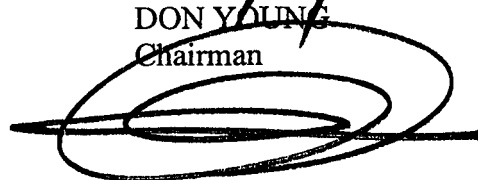
H.R. 3347 provides economic relief to general aviation entities and their employees that have suffered substantial economic injury as a result of the terrorist attacks against the United States on September 11, 2001.

Although H.R. 3347 is facing significant opposition from certain House Leadership and the Bush Administration, we continue to strongly support this bill. As the voice of general aviation, AOPA's strong support is essential for the success of H.R. 3347 and the future of the general aviation industry.


Sincerely,




DON YOUNG  
Chairman



JOHN L. MICA  
Chairman  
Aviation Subcommittee



JAMES L. OBERSTAR  
Ranking Democratic Member



WILLIAM O. LIPINSKI  
Ranking Democratic Member  
Aviation Subcommittee