



**NATIONAL
BUSINESS AVIATION
ASSOCIATION, INC.**

1200 EIGHTEENTH STREET NW, SUITE 400
WASHINGTON, DC 20036-2527
Tel: (202) 783-9000 • Fax: (202) 331-8364
E-mail: info@nbaa.org • Web: www.nbaa.org

March 23, 2004

To Members of the House Aviation Subcommittee:

You will find some of the most compelling economic reasons to reopen Ronald Reagan Washington National Airport to security-qualified general aviation aircraft in the study accompanying this memo. The Greater Washington area has suffered over \$177 million in losses since September 11, 2001 – \$5.9 million per month – as a direct result of blanket airspace restrictions at Reagan National Airport. These losses will continue to climb until we find a solution that restores security-qualified general aviation access to Reagan National Airport.

Additionally, and perhaps more alarming, is the financial impact of over 3,000 Temporary Flight Restrictions (TFRs) issued since September 11, 2001. These TFR's, issued on short notice with little time to plan alternatives, have cost the Nation over \$1.1 billion. That's \$36 million per month of lost productivity, wasted time and increased wear and tear on people and equipment.

As presidential campaigning shifts into high gear, we anticipate a substantial increase in the number of TFRs, with even greater adverse economic impact, unless we can find a way to allow security-qualified general aviation aircraft access to those TFRs.

The economic study, conducted by HLB Decision Economics, and my testimony at the Subcommittee field hearing last Tuesday identify the 30-month-old problem of restricted airspace, and support a reasonable and effective solution for the security authorities. The *Secure Access* program we have proposed would address all known security concerns and should allow security-qualified general aviation aircraft to return to Reagan National Airport and to operate into TFRs.

We have asked that the Department of Homeland Security (DHS) and the Transportation Security Administration (TSA) implement a plan, as required by *VISION 100*, no later than August 1, 2004. We ask for your support in holding DHS and TSA to a timeline that will ensure restoration of security qualified general aviation traffic to Reagan National Airport.

Please call me if I can answer any questions.

Sincerely,

Shelley A. Longmuir
President and CEO