

On the Branch



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(Taylor Gleason)

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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 20 pages. Original publisher: Washington, D. C. : U. S. G. P. O. , 2002-. OCLC Number: (OCoLC)49854327 Subject: Aeronautics -- Law and legislation -- United States. Excerpt: . . . 15 result from the bill as an emergency requirement. Thus, the esti-mated cost of the bill - 2. 7 billion over the 2002 - 2012 period - would be exempt from pay-as-you-go procedures. Estimated impact on state, local, and tribal governments: H. R. 3347 contains no intergovernmental mandates as defined in UMRA and would impose no costs on state, local, or tribal governments. The bill could benefit certain general aviation airports by providing loan guarantees and compensation for losses incurred as a result of the September 11 attacks; any costs to participating entities would be incurred voluntarily as a condition of federal assistance. Estimated impact on the private sector: This bill contains no new private-sector mandates as defined in UMRA. Estimate prepared by: Federal costs: Mark Hadley; impact on state, local, and tribal governments: Susan Sieg Tompkins; impact on the private sector: Cecil McPherson. Estimate approved by: Robert A. Sunshine, Assistant Director for Budget Analysis. OMITTEE ORRESPONDENCE C C H R S, OUSE OF EPRESENTATIVE OMITTEE ON INANCIAL ERVICES, C F S Washington, DC, March 6, 2002. ON OUNG Hon. D Y, Chairman, Committee on Transportation and Infrastructure, Ray-burn House Office Building, Washington, DC. EAR R HAIRMAN D M. C: On February 27, 2002, the Committee on the Transportation and Infrastructure ordered reported H. R. 3347, the General Aviation Industry Reparations Act of 2001. As you know, the Committee on Financial Services was granted an addi-tional referral upon the bills introduction pursuant to the Commit-tees jurisdiction over financial aid to commerce and industry under clause 1 (...)



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