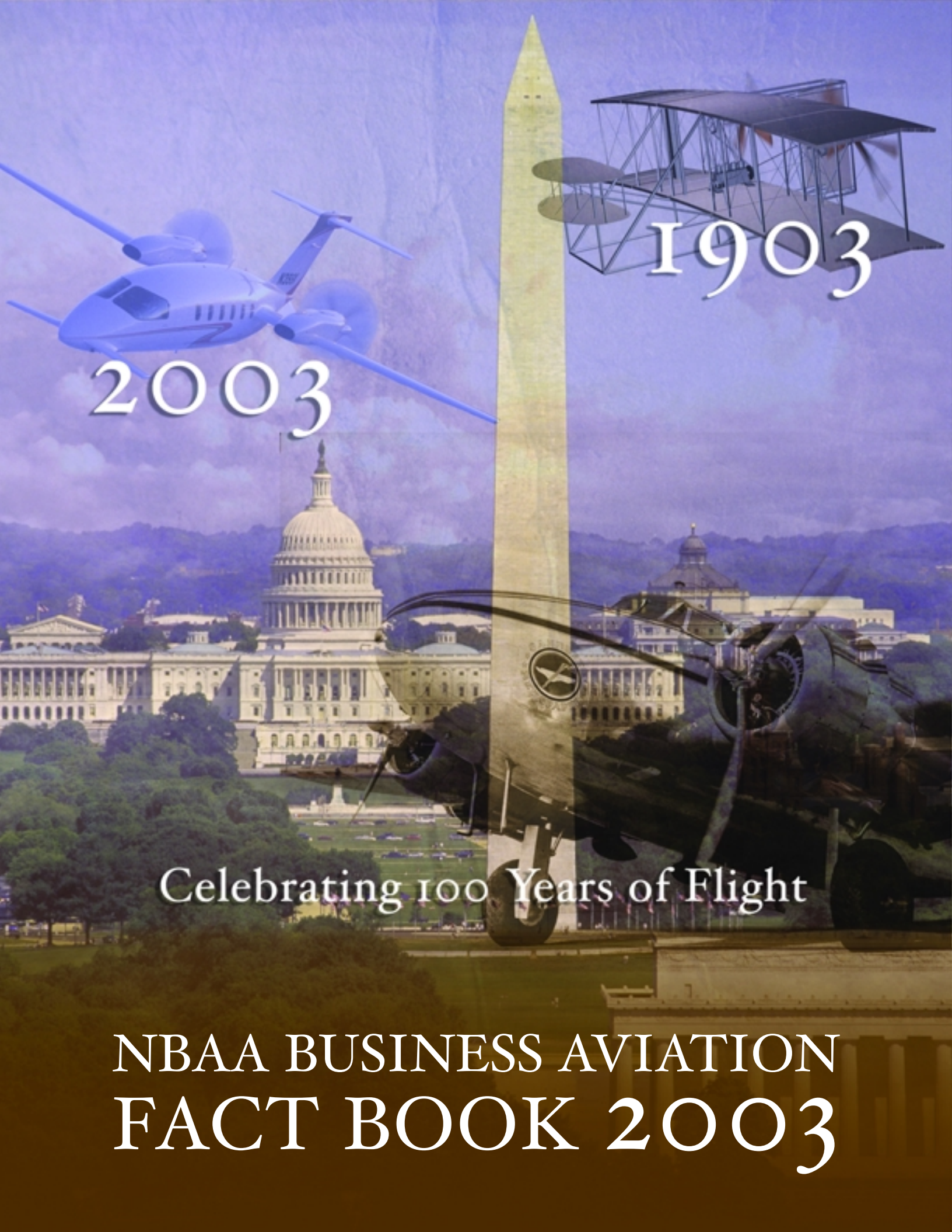

NBAA BUSINESS AVIATION FACT BOOK 2003

BUSINESS AVIATION FACTS

- Business aircraft have access to almost 5,300 public-use airports in the United States, compared to the 558 served by the scheduled air carriers. (page 27)

- Approximately 70 percent of all airline passengers travel to or from the top 30 air carrier hubs. (page 27)

- General aviation accounts for less than 8 percent of the total traffic at the top 30 major hub-carrier airports in the country. (page 29)

- Civil aviation contributed more than $900 billion and 11.3 million jobs to the U.S. economy in the year 2000, at least 9 percent of the U.S. GDP of $9.9 trillion. (DRI-WEFA, Campbell-Hill, 2002, page 16)

- Corporate/executive and business aircraft operators have compiled the best safety records of any segment of general aviation. (NTSB/Breiling Associates, 2003; page 31)

- Corporate/executive aviation has one of the safest records in all widely used forms of transportation, including the scheduled airlines. (page 30)

- The number of companies operating business aircraft in the United States has grown more than 50 percent from 6,584 companies operating 9,504 business aircraft in 1991 to 10,191 companies operating 15,569 aircraft in 2002. (AvDataInc., 2003; page 21)

- During 2002, 13,958 operators flew 22,576 turbine-powered business aircraft worldwide. (AvDataInc., 2003; page 21)

- More than 75 percent of the operators (10,502) and 72 percent of the aircraft (16,319) were located in North America. (AvDataInc., 2003; page 21)

- Air charter activity in the United States increased by 30 percent in 2001. (*Air Charter Guide,* 2003; page 26)

- From 2000 to 2002, the number of companies and individuals using fractional ownership grew by 52 percent, from 3,834 to 5,827 shares. (AvDataInc., 2003; page 26)

- Of company employees traveling on board business aircraft, only 14 percent were top management. (Louis Harris Poll, 1997; page 4)

- Of the remaining 86 percent of passengers using business aircraft, 14 percent were senior managers, 49 percent were middle managers and 19 percent were professional staff. (Louis Harris Poll, 1997; page 4)

- Business aircraft passengers felt they were significantly more productive aboard business aircraft than they would be even in their own offices. (Louis Harris Poll, 1997; page 4)

- A closer examination of 32 S&P 500 companies commencing business aircraft operations after 1995's brief economic slowdown revealed that, on a return to shareholder basis, new business aircraft operators returned 343 percent to their shareholders between 1995 and 1999, versus 177 percent for non-operators. (page 17)

- Among S&P 500 company peer groups from 1992 through 1999, business aircraft operators earned 146 percent more in cumulative returns than nonoperators. (*Business Aviation in Today's Economy*, 2001; page 17)

- Interviews of CFOs and other financial executives of the S&P 500 peer groups found a strong correlation between the benefits of business aircraft and success drivers. (page 17)

- A 2001 study concluded that "use of business aircraft can and does contribute directly to shareholder value by improving performance at every level." (page 18)

- NBAA represents the interests of more than 7,300 Member Companies that own, operate, or support over 9,300 general aviation aircraft used as an aid to the conduct of their business. (page 5)

- NBAA Member Companies employ 19 million people worldwide and earn annual revenues of approximately $5 trillion – a figure that is more than half of the U.S. gross domestic product. (page 5)

- The number of NBAA Member Companies has more than doubled since 1990. The Membership has grown from 6,355 companies in 2000 to 7,306 at the end of 2002, a growth of 15 percent. (page 12)

- NBAA Member Companies spend over $11 billion annually on commercial airline tickets. (page 13)

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Business Aviation and NBAA

What Is Business Aviation?

General aviation includes all aircraft not flown by the airlines or the military. Business aviation, one of the most important segments of general aviation, consists of companies and individuals using aircraft as tools in the conduct of their business.

Business aircraft are utilized by all types of people and companies, from individuals who often fly rented, single-engine, piston-powered airplanes, to sales or management teams from the largest multinational corporations, many of which own fleets of multi-engine, turbine-powered aircraft and employ their own flightcrews, maintenance technicians and other aviation support personnel.

Many large companies use business aircraft to transport personnel and priority cargo to a variety of far-flung company or customer locations, including sites overseas. Often business aircraft are used to bring customers to company facilities for factory tours and product demonstrations. Companies and individuals, such as salespeople and doctors, use business aircraft to cover regional territories within several hundred miles of their home bases. While the overwhelming majority of business aircraft missions are conducted on demand, some companies have scheduled operations, known as corporate shuttles, which essentially are in-house airlines. Most corporations that operate business aircraft use modern, multi-engine, turbine-powered jets, turboprops or turbine helicopters that are certified to the highest applicable transport-category standards. Aircraft built specifically for business use vary from four-seat, short-range, piston-powered airplanes to two- and three-engine corporate jets that can carry up to 19 passengers nearly 7,000 miles nonstop. Some companies even use airline-type jets. Helicopters also are often used for business transportation.

Business aircraft operated by companies usually are flown by two-person, professionally trained crews whose primary, if not exclusive, responsibility is to fly company aircraft. Some smaller operators of business aircraft, especially business people who pilot their own aircraft, typically use one pilot to fly piston-powered machines.

Although the majority of business aircraft are owned by individuals or companies, businesses also utilize business aviation through arrangements such as chartering, leasing, fractional ownership, time-sharing agreements, interchange agreements, partnerships and aircraft management contracts.

Business aircraft generally are not flown for hire. Thus, the majority of U.S.-registered business aircraft are governed by Part 91 of the Federal Aviation Regulations (FARs). Most U.S.-registered business aircraft that can be flown for compensation are regulated by FAR Part 135, which covers on-demand commercial operations. Regardless of how business aircraft are utilized, companies choose them because they provide safe, efficient, flexible and reliable transportation.

Business vs. Corporate Aircraft

The terms *business aircraft* and *corporate aircraft* often are used interchangeably because they both refer to an aircraft used to support a business enterprise. The terms are generic and do not refer to specific NBAA Membership categories.

The FAA defines business transportation as "any use of an aircraft (not for compensation or hire) by an individual for transportation required by the business in which the individual is engaged." The FAA defines corporate/executive transportation as "any use of an aircraft by a corporation, company or other organization (not for compensation or hire) for the purposes of transporting its employees and/or property, and employing professional pilots for the operation of the aircraft."

Why Business Aircraft?

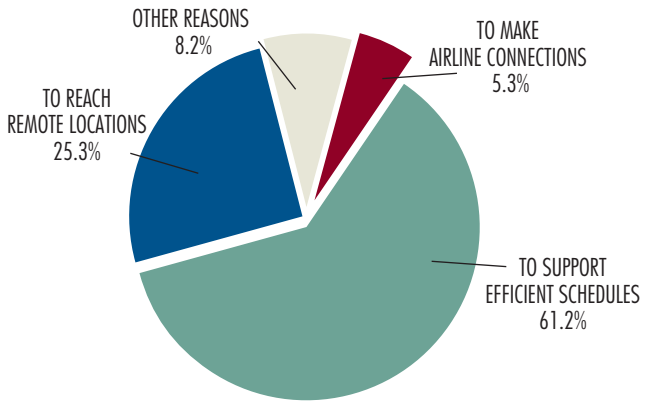
Of all the benefits of business aircraft, increased productivity of personnel is probably the most important. Companies that fly general aviation aircraft for business purposes can control virtually all aspects of their travel plans. Itineraries can be changed instantly, and business aircraft can be flown to thousands more destinations than are served by the scheduled airlines.

Business aircraft are engineered and built to the highest standards, and companies that maintain their own aircraft have complete control over the readiness of their fleets.

Business aircraft are productivity multipliers that allow passengers to conduct business enroute in complete privacy while reducing the stresses associated with travelling on commercial carriers. And in recent years, business aircraft have compiled an impressive safety record that is comparable to that of the major airlines. Benefits of business aircraft include:

1. **Saving Employee Time.** Efficient employee scheduling and employee time savings are key advantages of business aircraft use. Because business aircraft have the ability to fly nonstop between small close-in airports, highly efficient employee time management becomes a very real benefit.
2. **Increasing Productivity Enroute.** Employee productivity sustained enroute to a business destination – in a secure office environment, free from interruptions, distractions or eavesdropping – can have substantial value to an employer, including strategizing before meetings and debriefing afterwards or meeting with customers enroute.
3. **Minimizing Nonbusiness Hours Away from Home.** "Family time" before and after traditional business hours is critical to most employees and can have an acute effect on employee morale and productivity. Business aircraft allow flexible scheduling and quick and easy access to meeting locations, thereby minimizing time away from home and office.
4. **Ensuring Industrial Security.** Avoiding eavesdropping, reducing travel visibility, eliminating unwanted and unnecessary conversations and interruptions, all support the use of business aircraft to safeguard company employees and the sensitive information they carry.

REASONS FOR USING BUSINESS AIRCRAFT



Source: NBAA, 1997

5. **Maximizing Personal Safety and Peace of Mind.** Turbine-powered business aircraft flown by two-person professional crews have a safety record comparable to that of the largest scheduled airlines. The peace of mind that results from complete company control over the aircraft flown, passenger and baggage manifests, pilot quality and training, aircraft maintenance, and operational safety standards is substantial.
6. **Exercising Management Control Over Efficient, Reliable Scheduling.** The near-total scheduling flexibility inherent in business aircraft – even changing itineraries enroute – can be a powerful asset. As aircraft can arrive and depart on the passengers' schedule, typically waiting for them in the ordinary course of business, meetings can be moved up, back, or extended without penalty, risk or unnecessary scheduling pressures. Overnight trips often can be avoided.
7. **Projecting a Positive Corporate Image.** For customers particularly, and often for vendors, the arrival and departure of company employees via business aircraft is the sign of

Business Aviation and NBAA

a well-run company, signaling the progressive nature of an organization with a keen interest in efficient time management and high levels of productivity. If used for charitable purposes, significant public-service contributions, as well as possible public relations benefits, also can be realized.

8. **Charging the Entrepreneurial Spirit**. By minimizing or eliminating many of the barriers to travel, business aircraft allow business opportunities to be more readily considered and acted upon.

Business cultures and their strategies change as markets, facilities and customers in other, often-rural areas of the country – once practically unreachable and thus unconsidered – are newly accessible.

Superior Productivity and Efficiency

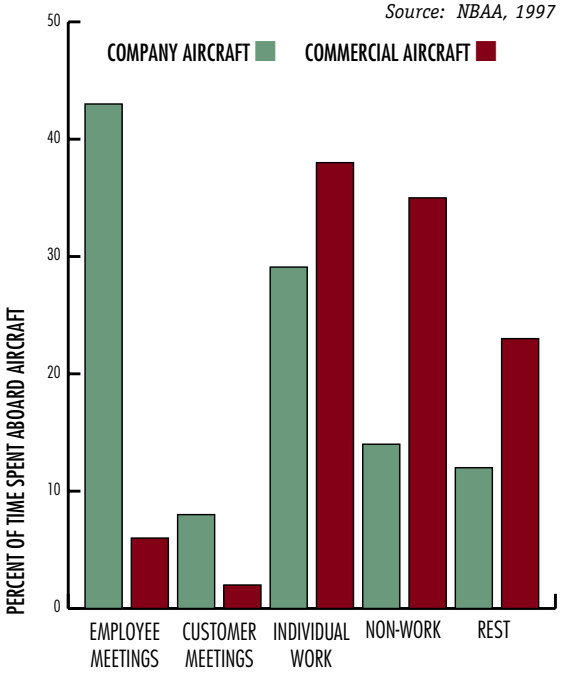
A 1997 survey of chief pilots and business aircraft passengers conducted by Louis Harris & Associates, Inc. showed that over 60 percent of those surveyed use business aircraft to support efficient schedules and more than 25 percent use them to reach remote locations not served by any scheduled airline.

In addition, of the company employees traveling on board business aircraft, only 14 percent were top management. Of the remaining 86 percent of passengers using business aircraft, 14 percent were senior managers, 49 percent were middle managers and 19 percent were professional staff.

As for productivity and efficiency, according to the survey, passengers felt they were significantly more productive aboard business aircraft than they would be even in their own offices.

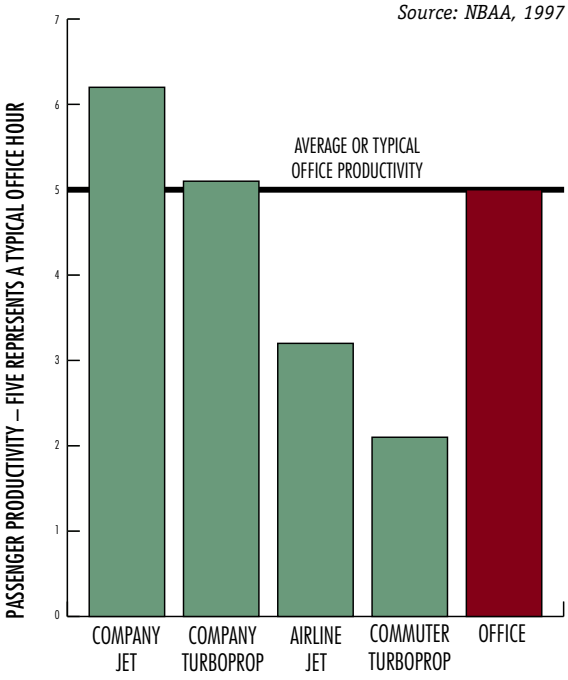
PASSENGER ACTIVITY ABOARD AIRCRAFT

Source: NBAA, 1997



PASSENGER PRODUCTIVITY ABOARD AIRCRAFT

Source: NBAA, 1997



Productive collaboration among company employees aboard business aircraft occurred nearly eight times as often as when those same employees were aboard commercial aircraft. Productive collaboration with customers occurred nearly seven times more often than on commercial aircraft. Furthermore, employees aboard commercial aircraft were nearly three times more likely to be resting or reading nonwork-related materials.

Clearly, the environment aboard a business aircraft facilitates substantially higher productivity enroute for its passengers.

NBAA's Role in Business Aviation

The National Business Aviation Association (NBAA), established in 1947, has served the business aviation community for over 50 years and is dedicated to enhancing the safety, efficiency and acceptance of business aviation. The Association fosters an environment in which general aviation aircraft flown in support of commerce are recognized as important business tools that contribute to economic growth.

NBAA represents the interests of more than 7,300 Member Companies that own, operate, or support over 9,300 general aviation aircraft used as an aid to the conduct of business. NBAA Member Companies employ 19 million people worldwide and earn annual revenues of approximately $5 trillion – a figure that is more than half of the U.S. gross domestic product.

For nearly six decades, NBAA has been the primary representative of business aviation before Federal, state and local government. The interests and views of the business aviation community are conveyed to Congress, the Executive Branch, regulatory agencies (such as the Federal Aviation Administration, Transportation Security Administration, Internal Revenue Service and others), and state and local authorities by the NBAA Government & Public Affairs Department in conjunction with the NBAA Operations Department.

Through its Operations Department and Standing Committees, composed of Staff and Member Company Representatives, NBAA also participates in major aviation industry forums that evaluate air traffic procedures, aviation weather, air navigation, charting, airspace access, hazards to aviation, aeronautical frequency use, aircraft equipment specifications and performance standards.

Another duty of the NBAA Operations Department is to support the daily flying activities of Member Companies by providing technical expertise and up-to-date information on safety, air traffic, noise, maintenance, airports, international travel and other important issues and regulations that affect the use of Member Company aircraft.

Information is conveyed directly by NBAA Staff through a variety of publications, including the *NBAA Update*, *NBAA Journal of Business Aviation Management, NBAA Journal of Business Aviation Safety*, *Alert Bulletins* and the Association web site at **www.nbaa.org**.

NBAA also offers Seminars that focus on specific job functions of corporate flight departments. Tapping into the expertise of the NBAA Operations and Government & Public Affairs Staffs, as well as that of NBAA Standing Committee Members and industry experts, the Association explores topics ranging from safety to taxes to management. NBAA Standing Committees include the following:

- Airports/Heliports
- Airspace/Air Traffic
- Associate Member Advisory Council (a forum for nonvoting Members that provide business aviation products or services)
- Corporate Aviation Management
- FAR Part 135
- Flight Attendants
- Government Affairs
- International Operators
- Local Business Aviation Organization
- Maintenance
- Operations
- Safety
- Schedulers & Dispatchers
- Tax
- Technical

Business Aviation and NBAA

In addition, in September of 2002, NBAA created a Security Council to maintain and protect airspace and airport access in today's environment of heightened security, to establish and communicate business aviation security best practices and to ensure the safety and security of business aviation aircraft and passengers.

As a result of the increasingly global nature of business, and therefore business aviation, NBAA's involvement extends beyond the United States to address emerging issues that transcend national boundaries. Along with other national business aviation organizations that are members of the International Business Aviation Council, Ltd. (IBAC), NBAA acts as a business aviation liaison to the International Civil Aviation Organization (ICAO) and other international aviation groups.

Safety First

Maintaining the highest level of flight safety is the top priority of NBAA. The Association has actively promoted safety and professionalism among its Members for over five decades through various programs, publications and awards.

In addition, the Association's Safety Committee further promotes and enhances NBAA's safety efforts on behalf of business aviation.

Each year the Association recognizes superior operational performance on the part of Member Company flightcrews and maintenance and support personnel through its Flying Safety Awards Program, which was established in 1953 and is sanctioned by the National Safety Council.

2002 NBAA FLYING SAFETY AWARDS

Each year, NBAA recognizes the extraordinary business flying safety records compiled by NBAA Member Companies and their pilots, maintenance and support personnel. The cumulative records for the year ending December 31, 2001, are as follows:

50 Year Safe Flying Achievement Award goes to Members that have achieved the safety milestone of flying for 50 years or more without an aviation accident. In 2002, four companies received this award.

Corporate Business Flying Safety Award goes to Member Companies whose aircraft have flown in excess of three or more consecutive accident-free years. Some 283 corporations were cited for 8,996,245 cumulative hours of safe operations during 2001.

Commercial Business Flying Safety Award is given to Member Companies whose aircraft have flown in excess of three or more consecutive accident-free years in a nonscheduled, revenue-producing capacity. Receiving the award in 2002 for 2001 performance were 9 companies that compiled 249,929 hours.

Pilot Safety Award is presented to Member Companies' pilots who have flown business aircraft in excess of 1,500 accident-free hours. There were 692 recipients whose totals added up to 5,404,741 hours during 2001.

Aviation Maintenance Department Safety Award goes to Member Companies that qualify for a Corporate or Commercial Safety Award and perform their own maintenance. Receiving the award in 2002 were 60 companies.

Maintenance/Avionics Technician Safety Award is given to Member Companies' technicians who have been employed three or more years in support of safe corporate/business flight operations. In 2002, 450 individuals received this award.

Aviation Support Services Safety Award goes to Member Company support services personnel who have been employed three or more years in support of safe corporate/business flight operations. In 2002, 371 individuals received this award.

The awards are acknowledged during the following year's NBAA Annual Meeting & Convention.

The 2002 Corporate Business Flying Safety Awards, based upon 2001 results, were presented to 283 Corporate Member Companies, recognizing their accident-free operations for three or more consecutive years. These companies flew a total of about nine million accident-free hours. In addition, four companies achieved the safety milestone of flying for 50 years or more without an aviation accident.

Commercial Business Flying Safety Awards were given to nine companies in recognition of accident-free flight operations for three or more consecutive years of nonscheduled revenue flying. Together, these companies amassed nearly 250,000 hours of accident-free flying.

For 2001, 692 individual flightcrew members earned Pilot Safety Awards, each reflecting more than 1,500 hours of accident-free flying while piloting NBAA Member Company aircraft. These pilots have collectively amassed nearly 5.4 million accident-free hours.

Aviation Maintenance Department Safety Awards were presented to 60 Member Companies that performed their own aircraft maintenance and achieved an outstanding safety record for three or more consecutive years. Such awards acknowledge the vital role that conscientious aircraft maintenance technicians play in safe flying.

Maintenance/Avionics Technician Safety Awards were given to 450 maintenance specialists of Member Companies who have worked for three or more years without a job-related accident.

For 2001, 371 individuals from Member Companies earned Aviation Support Services Safety Awards. These awards recognize three or more years of accident-free operations on the part of maintenance support specialists who provide service to business aircraft operators.

Among the safety-related publications produced by NBAA is the *Business Aviation Safety Journal*, an annual publication devoted exclusively to safety. Other important Association publications that provide safety information include *NBAA Update*, a weekly subscription-based e-mail newsletter and the *Business Aviation Management Journal*.

Who Are NBAA's Members?

The Association's constituency consists of Corporate, Business and Associate Members and Affiliates.

Corporate Members are defined as any commercial or industrial enterprise engaged in business, commerce, trade or industry that owns or operates U.S.-registered aircraft, primarily not for hire, as an aid to the conduct of its business. Additionally, Corporate Members must:

1. own or operate a multi-engine or turbine-powered aircraft;
2. certify that an operations manual and maintenance program are employed;
3. fly each multi-engine aircraft with two professional pilots employed directly or through a contract/lessor operator when passengers are aboard. One pilot must have a valid air transport rating, and the other pilot must have at least a valid commercial license and a valid instrument rating;
4. certify that each pilot and/or crew member undergoes recurrent training and a proficiency check at least once per year;
5. have less than 50 percent of corporate sales, including that of all subsidiaries and affiliates, from products or services sold to business aviation clients.

Business Aviation and NBAA

Business Members, like Corporate Members, are defined as any commercial or industrial enterprise engaged in business, commerce, trade or industry that owns or operates U.S.-registered aircraft, primarily not for hire, as an aid to the conduct of its business. However, the following criteria distinguish Business Members from Corporate Members. Business Members must:

1. not otherwise qualify for Corporate Membership
2. use pilot(s) who have a currently valid commercial license and a currently valid instrument rating
3. certify that each pilot and/or crew member undergoes a proficiency check at least once per year
4. achieve less than 50 percent of corporate sales from business aviation clients.

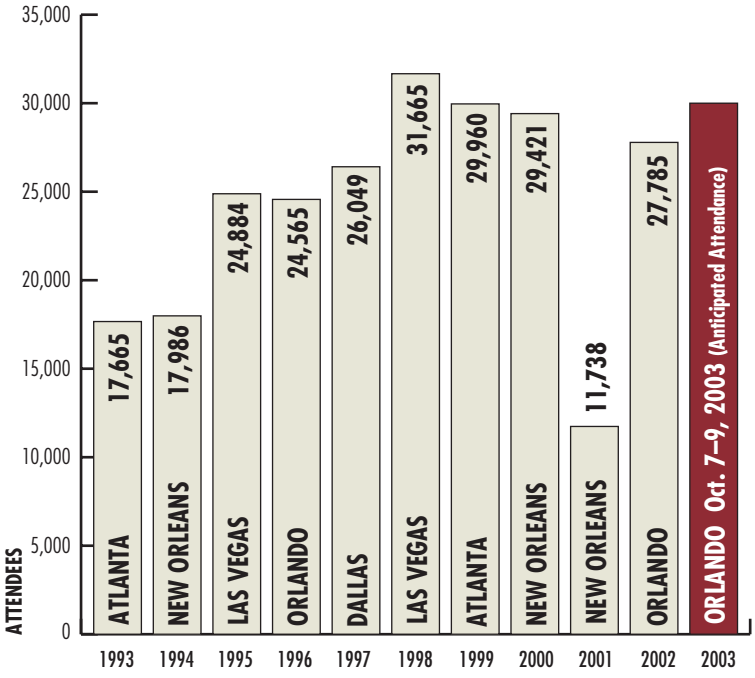
NBAA Corporate Members are typically firms with flight departments staffed by personnel whose primary jobs are associated with the management, operation and maintenance of company aircraft. Business Members are more commonly smaller firms or entrepreneurs. Only Corporate and Business Members are voting Members of the Association.

An NBAA Associate Member is any commercial or industrial enterprise that derives 50 percent or more of its dollar volume from the field of business aviation or owns or operates aircraft that are not flown by pilots meeting the criteria set forth for Corporate or Business Members. Associate Members include airframe, engine and avionics manufacturers or other companies associated with manufacturing, sales, service and support of business or corporate aircraft.

Companies that own or operate aircraft not registered in the United States – such as a business jet operator in a Pacific Rim nation – are eligible to join NBAA as Affiliates.

NBAA ANNUAL MEETING & CONVENTION ATTENDANCE
1993-2003

Source: NBAA, March 2003



NBAA Annual Meeting & Convention

NBAA's Annual Meeting & Convention is the largest exhibition of purely civil aviation products and services in the world.

The large number of Attendees, Exhibitors and aircraft on display at the Convention reflects business aviation's importance as a transportation resource. This event is part of the Association's ongoing commitment to provide information that enhances the safety, efficiency and acceptance of business aviation.

At the NBAA 55th Annual Meeting & Convention, held September 10 to 12, 2002, in Orlando, 27,785 Attendees viewed the products and services of a record 1,011 Exhibiting Companies occupying approximately 900,000 square feet of exhibit space at the Orange County Convention Center in Orlando.

In addition, NBAA hosted 152 aircraft on Static Display at Orlando Executive Airport, including a record six aircraft that had never before been displayed at a show.

Assisting in the success of the NBAA Annual Meeting & Convention is the NBAA Local Committee, which is selected annually from the host location. In addition, NBAA has an Exhibitor Advisory Subcommittee to the Associate Member Advisory Council. The Subcommitee provides information, advice and guidance to ensure that the NBAA Annual Meeting & Convention is the foremost showcase in the world for business aviation products and services.

The NBAA 56th Annual Meeting & Convention will be held from October 7 to 9, 2003, at the Orange County Convention Center in Orlando, FL. For more information, visit **www.nbaa.org/conventions**.

EBACE

In 2002, NBAA and the European Business Aviation Association (EBAA) jointly sponsored EBACE2002, the 2nd Annual European Business Aviation Convention & Exhibition, the only European event of its kind to focus totally on business aviation.

EBACE2002, held May 28 through 30, 2002, registered 4,824 Attendees – an increase of more than 30 percent over the 2001 total – and featured 219 Exhibitors occupying 533 three-meter by three-meter booth spaces in Palexpo Conference Center. In addition, 36 aircraft were featured on the Static Display of Aircraft on Geneva International Airport, an increase of 16 percent over the previous year. Attendees of this inaugural event included business aircraft operators, policymakers, regulators, opinion leaders, members of the media and technology leaders in the European business aviation industry.

EBACE2003 will be held May 7 to 9, 2003, and EBACE2004 will be held May 25 to 27, 2004, both in Geneva, Switzerland. For more information, visit **www.ebace.com**.

LABACE

In 2002 and early 2003, NBAA participated in the planning and debut of the Latin American Business Aviation Conference & Exhibition (LABACE), the first Latin American exhibition of its kind to focus totally on business aviation. Sponsored jointly by NBAA and the Associação Brasileira de Aviação Geral (ABAG), LABACE is positioned to become the most efficient annual gathering of Latin American business aviation buyers and sellers.

LABACE2003 will be held March 13 to 15, 2003, in São Paulo, Brazil. As of press time, the event is scheduled to feature approximately 2,500 Attendees from the Latin American business aviation community, more than 80 Exhibitors at the Transamérica Expo Center and 16 aircraft on Static Display at Congonhas Airport. For more information, visit **www.labace.org**.

Seminar Series

The NBAA Seminar Series provides forums for analysis and discussion of a wide variety of topics for all flight department personnel. Seminar topics include aviation safety and security, leadership issues, international and domestic operations, flight department management, flightcrew scheduling, aircraft dispatch policies, maintenance management, flight attendant issues,

Business Aviation and NBAA

tax issues, flight operation and maintenance manuals, professional development and business aviation human factors. NBAA offers its Seminars at lower prices than those of comparable industry events in order to make them accessible to all within the business aviation community; some of these events are even unique within the industry.

At NBAA Seminars, business aircraft operators exchange information and perspectives on their daily operational, technical, legal and regulatory issues. Industry experts, NBAA Committee Members and NBAA Professional Staff provide the latest information and expertise, helping Attendees to operate their aircraft with optimum safety, efficiency and affordability. NBAA Seminars address current industry trends and issues as well as basic hands-on information for the successful day-to-day operation of the corporate flight department.

For more information about NBAA Seminars, visit **www.nbaa.org/seminars**.

Business Aviation Forum & Static Display

In June 2002, NBAA introduced the Business Aviation Forum & Static Display to address the needs of local business aviation communities across the United States. These Forums bring a given region's corporate aviation operators and vendors together for learning, networking and business opportunities. Each day-long Forum features indoor vendor stations, aircraft on static display, informational sessions and briefings by NBAA Staff and key local officials. In 2002, NBAA held regional Forums in the Chicago and Dallas/Fort Worth areas, and at press time, 2003 events were planned for Southern California and the New York City metropolitan area.

NBAA's Web Site: NBAA.org

NBAA's web site at **www.nbaa.org** was launched in 1995 at the 48th Annual Meeting & Convention. Since that time, the web site has grown to include nearly 40,000 documents, becoming the best single source of information for business aircraft operators. The average number of visits per day to NBAA's web site is more than double the average number of phone calls made per day to NBAA Headquarters. More than 15,000 employees with NBAA Member Companies have passwords to access Member-only documents.

The Flight Department Operations section of NBAA's web site at **www.nbaa.org/ops** provides a wealth of resources for business aircraft operators. There is guidance in the areas of safety, security, flight department administration, finance, tax, maintenance, airport issues, airspace issues, international operations and more.

The web site's "Contact Congress" area at **www.nbaa.org/congress** includes detailed information about Congressional representatives, including contact information, a list of their key staff members and their voting record on aviation issues. Members can use the site to communicate directly with their Federal elected officials.

NBAA Air Mail at **www.nbaa.org/airmail** is a series of electronic mailing lists, or user groups, created for the collaboration and discussion of topics important to business aircraft operators. Any e-mail message sent to an Air Mail list address is broadcast to everyone on that list. Through Air Mail, NBAA Members can communicate their concerns, questions and insights to fellow Members on any topic relevant to the group. With more than 7,000 subscribers and over 30,000 messages posted since its launch in February 1997, Air Mail is NBAA's most popular online resource.

In November 2001, NBAA launched *NBAA Update*, a free weekly e-mail newsletter for Members and Non-Members that provides a synopsis of the latest operational, regulatory and political news for the business aviation community, as well as information about the Association and its upcoming events. As of March 2003, *NBAA Update* had more than 15,000 subscribers. *NBAA Update* archives are available for review at **www.nbaa.org/update**.

AvKids.com

The upcoming Centennial of Flight offers great opportunities to teach students about business aviation. NBAA's AvKids.com web site is the heart of the Association's AvKids (Aviation for Kids) Program, an effort designed to educate elementary school students about the benefits of business aviation to the community and the career opportunities available to them in the business aviation industry. The site contains challenging, fun activities for children and free resources for teachers and those interested in making career-day presentations at elementary schools. For more information, visit **www.avkids.com**.

NBAA Member Statistics

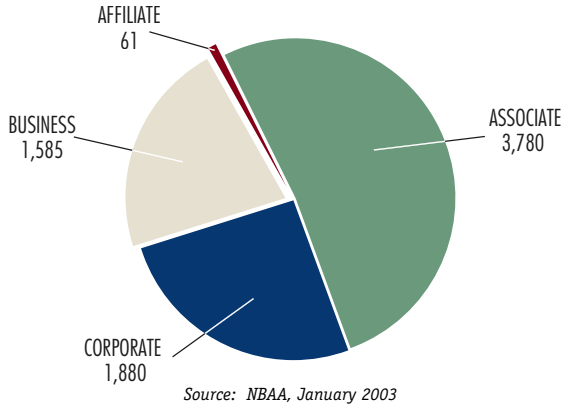
The Diversity of NBAA Members

NBAA represents the interests of more than 7,300 Member Companies that own, operate or support over 9,300 aircraft used in the conduct of their business.

The number of NBAA Member Companies has more than doubled since 1990. The Membership has grown over the past three years from 6,355 Member Companies in 2000 to 7,306 at the end of 2002, a growth of 15 percent.

About one third of NBAA's Members are manufacturing firms. Another third are service-sector enterprises, such as banks, insurance companies and real-estate developers. Other industry groups with significant Membership representation include mining and construction, transportation, utilities, communications and wholesale/retail trade sectors.

NBAA MEMBER COMPANIES BY CATEGORY
Total = 7,306*



Source: NBAA, January 2003

*Total includes internationally based NBAA Members

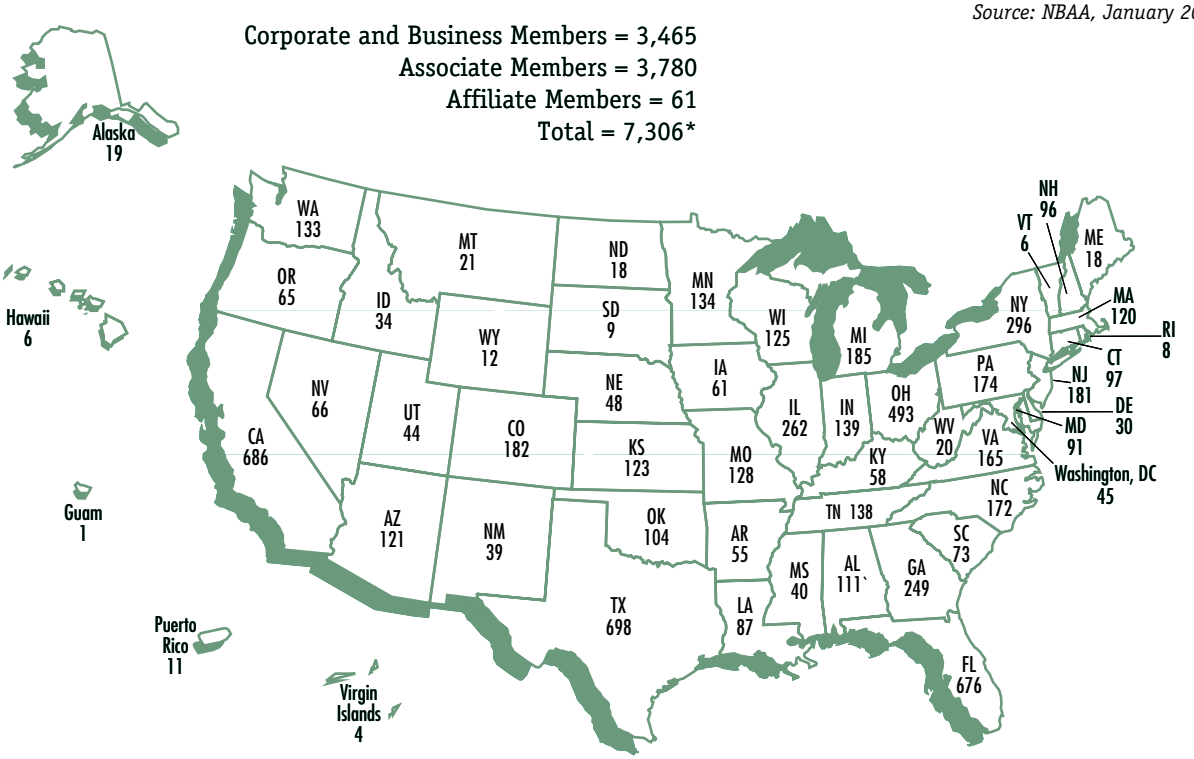
NBAA represents a spectrum of flight departments, from single-aircraft operators to large corporations that fly sizable fleets of business aircraft.

The average number of aircraft per Operating Member Company is 2.03. Of those companies operating two aircraft, the average number of flight department employees is 6.4. Almost two-thirds of NBAA Member Companies operate one aircraft and employ an average

NBAA MEMBER COMPANIES BY U.S. STATE/POSSESSION, 2002

Source: NBAA, January 2003

Corporate and Business Members = 3,465
Associate Members = 3,780
Affiliate Members = 61
Total = 7,306*



*Total includes internationally based NBAA Members, which are not included in the individual state totals

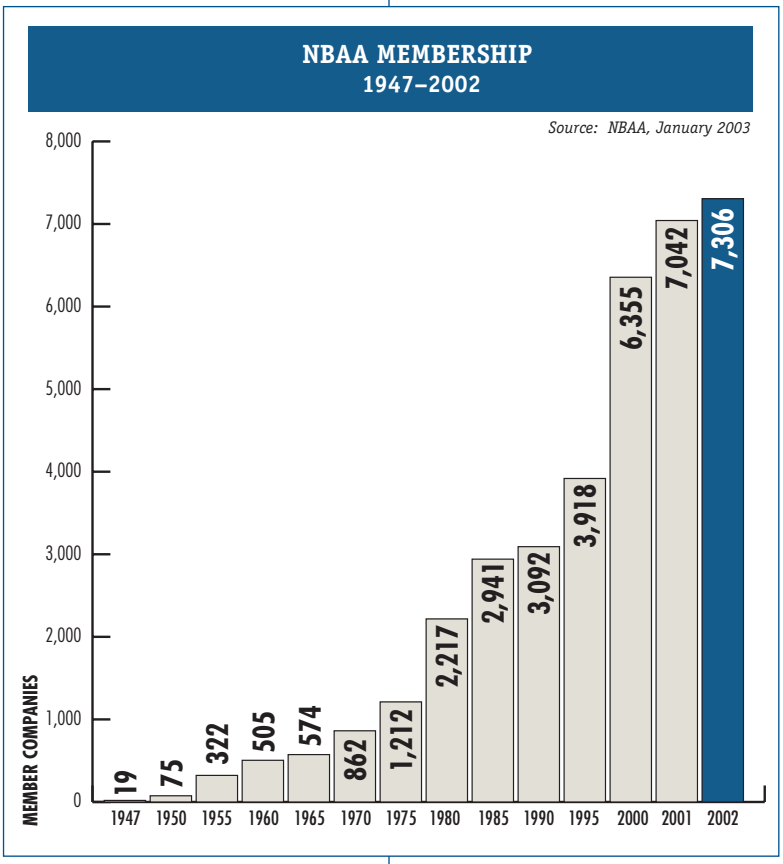
of 3.5 flight department personnel. In fact, one quarter of NBAA's Membership is composed of smaller firms with comparatively regional air travel requirements.

NBAA Corporate Members – typically companies with flight departments staffed by personnel whose primary jobs are the management, operation and maintenance of company aircraft – constitute approximately 26 percent of the NBAA Membership. As of January 2003, there were 1,880 Corporate Members and 1,585 Business Members in NBAA. Combined, Business and Corporate Members, which comprise the voting Membership of NBAA, constitute nearly 50 percent of the total Membership.

Associate Members – those firms that support business flying, including airframe, engine and avionics manufacturers – comprise nearly 50 percent of the Membership. A total of 3,780 companies associated with manufacturing, sales, service and support of business aircraft or related components and services were NBAA Associate Members as of January 2003. NBAA's Associate Members operate more than 3,800 aircraft, which represents approximately 40 percent of the NBAA fleet.

The smallest segment of the NBAA constituency is composed of companies that own or operate aircraft not registered in the United States. There were 61 such Affiliate Companies as of January 2003.

NBAA Member Companies are located in all 50 states, with more than 40 percent concentrated in Texas (698), California (686), Florida (676), Ohio (493) New York (296) and Illinois (262). South Dakota (9), Rhode Island (8), Hawaii (6) and Vermont (6) are the states with the fewest Members.



NBAA Members and Airline Use

While NBAA Member Companies are among the world's most active operators of business aircraft, they also are significant users of scheduled airlines.

A survey conducted by the Association indicates that NBAA Member Companies spend over $11 billion annually on commercial airline tickets. Combined with aviation fuel taxes paid at the pump, airline ticket purchases by NBAA Member Companies contribute over $1.2 billion in taxes annually to the Aviation Trust Fund.

The NBAA Fleet

Of the 9,352 aircraft operated by NBAA Members, jets weighing 29,999 pounds or less are the most popular. These 3,285 light and medium jets constitute 35 percent of the NBAA fleet.

Among the jets 29,999 pounds and under, the Cessna Citation and the Learjet series are the most prevalent among NBAA Member Companies. Another current manufacturer of business jets 29,999 pounds and under is Wichita, KS-based Raytheon Aircraft Company, which produces Hawkers and Beechjets.

The second largest group of NBAA Member aircraft is jet aircraft weighing 30,000 pounds or more.

NBAA Member Statistics

Members operate 1,886 of these larger business jets, which make up 20 percent of the NBAA fleet. Popular "heavy iron" business jets currently are being built by Gulfstream; France's Dassault, which produces Falcon jets; and Canadian manufacturer Bombardier, which makes the Challenger and Global Express.

A few of the NBAA Member jets weighing 30,000 pounds or more are airline-type aircraft made by Boeing and Airbus.

NBAA Members operate 1,981 turboprop airplanes, 929 of which are under 12,500 pounds and 1,052 of which are 12,499 pounds or more. Lighter turboprops constitute 10 percent of the NBAA fleet, while heavier turboprops constitute 11 percent of the NBAA fleet.

The overwhelming majority of the turboprop aircraft operated by NBAA Members are Beech King Airs, which are manufactured by Raytheon. Makers of lighter, multi-engine turboprops include Cessna, Piaggio and Piper.

An increasing number of heavy turboprops entering the NBAA fleet are being produced by regional-airline aircraft manufacturers such as Embraer of Brazil and Canada's Bombardier.

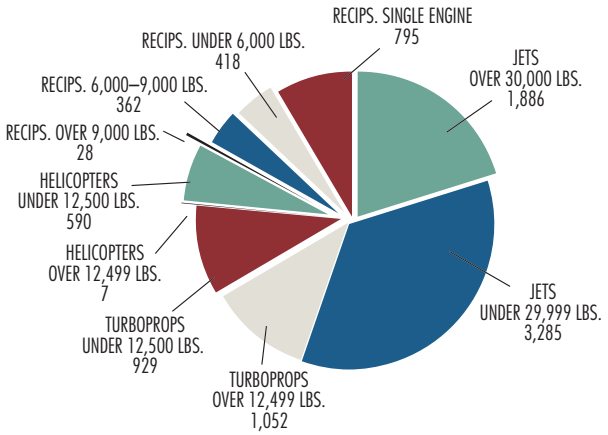
In recent years, a new kind of jetprop, the single-engine turboprop, which is being produced by Cessna, Pilatus, Piper and Socata, is gaining popularity among business aircraft operators.

Some 597 helicopters are in service with NBAA Member Companies. These rotary wing aircraft account for approximately 6 percent of the NBAA fleet. Of these, only seven are helicopters that weigh 12,499 pounds or more.

Leading turbine-powered helicopter manufacturers include Texas-based Bell Helicopter Textron, Connecticut-based Sikorsky Aircraft and Eurocopter, a joint French-German firm.

NBAA Member Companies operate a total of 1,603 piston-powered (recip) aircraft, which constitute approximately 17 percent of the fleet. Nearly 50 percent of these are single-engine models; the others are multi-engine models. Virtually all of these reciprocating engine aircraft were produced in the United States by Raytheon, Cessna, or Piper.

NBAA MEMBER AIRCRAFT BY WEIGHT AND TYPE
Total = 9,352



Source: NBAA, January 2003

NBAA Aircraft Utilization

Based on statistics compiled from the *2002 NBAA Compensation & Benchmark Survey*, utilization of jet airplanes averaged 425 hours in 2001. The number of hours flown by each piston-powered aircraft averaged 292 hours. The number of hours flown by each turboprop aircraft averaged 328. The number of hours flown annually by each helicopter averaged 216 in 2002. Flight departments responding to the survey operated an average of 2.2 aircraft. More than 64 percent of respondents operate one or more jet aircraft. Of the 33 percent of companies that also chartered aircraft, they chartered on average 64 hours per year.

A significant number of Members also use their aircraft to transport customers and suppliers. Often sales presentations or product introductions are given to customers while they fly aboard business airplanes. Business aircraft also can be used to bring customers to the point of sale (i.e. to a factory or

a distribution center). To facilitate the conduct of business, many aircraft are equipped with phones, facsimile machines, computers with Internet access and audio-visual equipment.

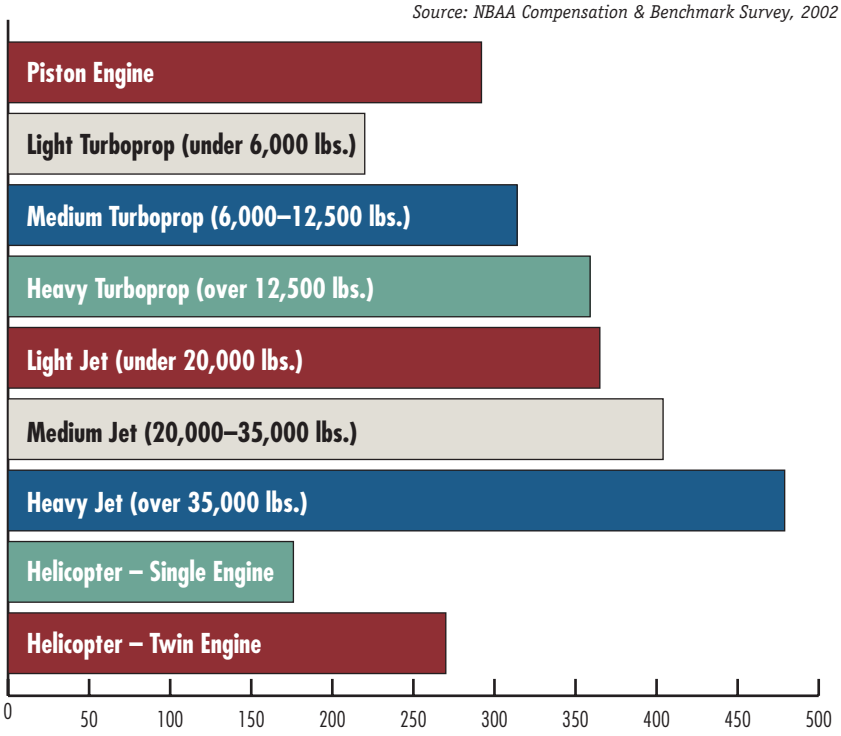
Business has become global in nature. As trade barriers and political obstacles to conducting commerce overseas have fallen, NBAA Member Companies have been utilizing their aircraft to help them enter and expand international markets. More than 83 percent of NBAA Members responding to the survey say they fly outside the United States an average of 151.6 hours per year, and that activity is expected to continue.

Of operators that conduct international flights, more than 87 percent flew to Canada and over 62 percent flew to the Caribbean or Central America. More than 60 percent also flew to Mexico. Other prominent destinations included Europe (41.4 percent), South America (21.7 percent), the Pacific (17.7 percent), Asia (14.5 percent), the Middle East (10.7 percent) and Africa (8.8 percent).

Details of this survey, including other information on NBAA Member flight operations, are available in the *2002 NBAA Compensation & Benchmark Survey*.

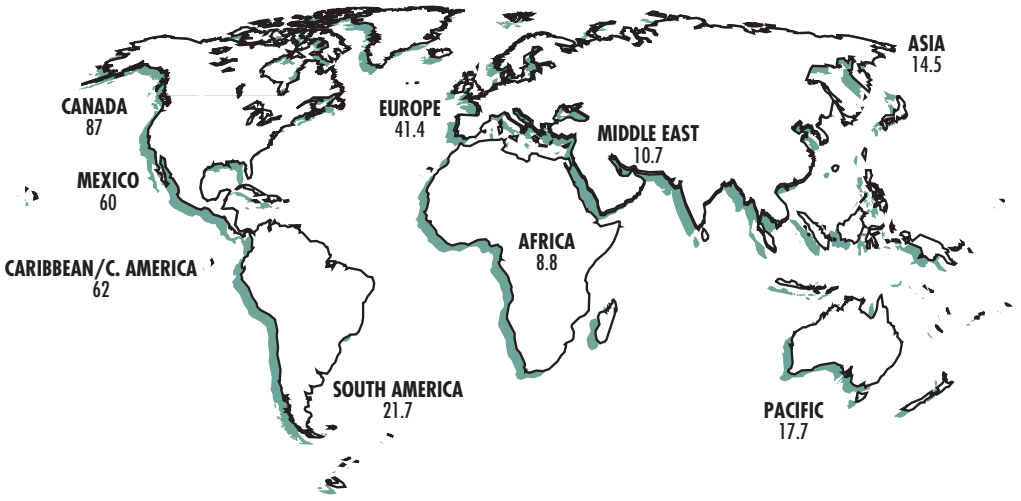
AVERAGE FLIGHT HOURS PER AIRCRAFT IN 2002

Source: NBAA Compensation & Benchmark Survey, 2002



PERCENT OF COMPANIES FLYING TO SELECTED INTERNATIONAL REGIONS

Source: NBAA Compensation & Benchmark Survey, 2002



Average number of international hours flown in 2001: 151.6

Business Aviation and Economic Vitality

Catalyst for Economic Growth

A recent study by DRI-WEFA, Inc., in collaboration with The Campbell-Hill Aviation Group, Inc., noted that over the last century, civil aviation has become an integral part of the U.S. economy, a key catalyst for economic growth and a profound influence on the quality of life in the United States. Civil aviation today touches nearly every aspect of our lives, and its success will, to a great degree, shape American society and the American economy over the next century.

The findings of this study can be summarized briefly as follows:

- Civil aviation contributed more than $900 billion and 11.3 million jobs to the U.S economy in the year 2000, at least 9 percent of the total U.S. GDP of $9.9 trillion; of this, one dollar in nine is contributed by general aviation.
- Aggressive investment in air transportation infrastructure would reduce projected 2012 passenger delays by 64 million hours or 25 percent. Critically, every dollar of investment would generate as much as $5 in ecomonic benefits to the U.S. economy.
- As a result, business operations would become more efficient, costs would be reduced and U.S. international competitiveness would increase, particularly in aviation (including air cargo) and in tourism, increasing economic development.

In seeking to reduce costs, businesses are finding alternative ways to "stay in touch" with their customers by using technology instead of flying. Conferencing via the Internet, video, and telephone allow virtual contact with customers and suppliers. Some corporations even choose to consolidate satellite offices geographically to minimize travel expense.

Within civil aviation, business aircraft are now used more often, especially by sales and management teams from large corporations. Among the benefits of owning their own fleets and hiring their own flightcrews, maintenance technicians and other support personnel, corporations and individual businessmen see the following:

- Time-saving, through fewer unscheduled delays
- Increased productivity, as employees can work in complete privacy

U.S. Civil Aviation Impacts, 2000 ($Billion and Thousand Employees)

Source: DRI-WEFA, Inc., July 2002

	Total Impact		
	GDP	% GDP	Employment
Commercial Aviation	437.1	4.4%	5,345
Expenditure Related to Commercial Aviation	364.9	3.7%	4,619
Commericial Aviation Total	**802.0**	**8.1%**	**9,964**
General Aviation	40.7	0.4%	511
Expenditure Related to General Aviation	61.3	0.6%	773
General Aviation Total	**102.0**	**1.0%**	**1,284**
Grand Total	**903.5**	**9.2%**	**11,248**

Note: In 2000, total U.S. GDP was $9,873 billion. Due to rounding, totals and subtotals may not add precisely.

- Control of all aspects of the travel plan
- Accessibility to more remote destinations than airlines
- Full control of fleets and maintenance
- Enhanced company image.

Planes = Gains

Business aircraft are productive tools that help companies grow faster and become more profitable.

That fact was confirmed by a study titled *Business Aviation in Today's Economy*, which was conducted in 2000–2001. Using financial data from the Standard & Poors 500, the study suggested that among S&P 500 company peer groups from 1992 through 1999, operators earned 146 percent more in cumulative returns than non-operators (609 percent versus 463 percent). According to the CFOs interviewed, aircraft help improve performance in the areas of greatest importance (e.g., identifying and executing strategic opportunities for new relationships/alliances; reaching critical meetings and closing transactions; expanding into new markets; and increasing contact with customers).

Operators also outperform non-operators by a sizeable margin in the growth of both EBITDA (Earnings Before Interest, Taxes, Depreciation, and Amortization) and EBIT (Earnings Before Interest and Taxes). Increased productivity (as a result of resource deployment, process improvement, and knowledge sharing/integration) was strongly correlated to earnings growth among the study's participants.

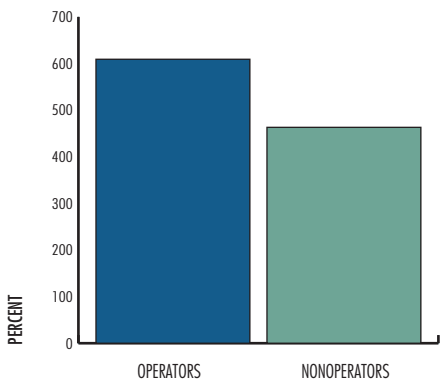
A closer examination of 32 S&P 500 companies commencing business aircraft operations after 1995's brief economic slowdown revealed that, on a return to shareholder basis, new business aircraft operators returned 343 percent to their shareholders between 1995 and 1999, versus 177 percent for non-operators. Moreover, the new operator group, which lagged behind non-operator return on equity (ROE) growth prior to 1995, surpassed non-operators thereafter, increasing ROE by 3.6 percent overall.

Interviews of CFOs and other financial executives of the S&P 500 peer groups found a strong correlation between benefits and success drivers. Senior executives in operator organizations can visit hundreds of locations (their own facilities or those of customers/suppliers) in a year because of the flexibility inherent in being able to control aircraft schedules and routes. In some cases, executives said they visit four or five sites in one day, reviewing operations, efficiency, quality and customer service. Also, the use of employee shuttles can help a company save

S&P 500

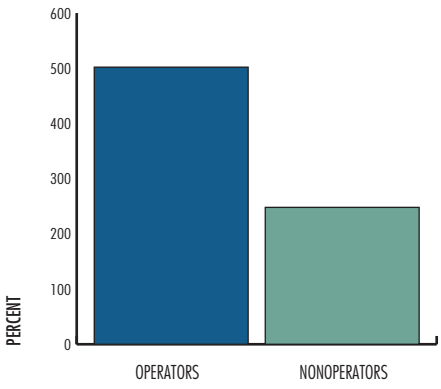
TOTAL SHAREHOLDER RETURN 1992-1999

Source: Business Aviation in Today's Economy, 2001



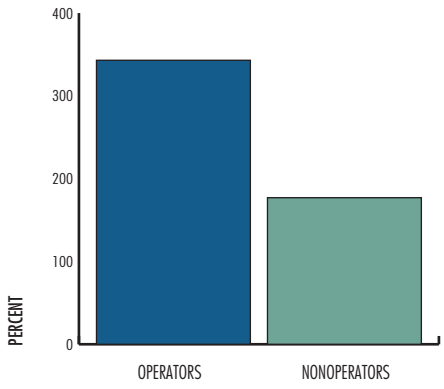
AVERAGE OF CUMULATIVE SALES GROWTH 1992-1999

Source: Business Aviation in Today's Economy, 2001



TOTAL SHAREHOLDER RETURN 1995-1999

Source: Business Aviation in Today's Economy, 2001



Business Aviation and Economic Vitality

time and reduce costs, while enabling cost-effective growth.

The study concluded that "use of business aircraft can and does contribute directly to shareholder value by improving performance at every level:

- ❍ Shareholder (e.g. share price appreciation, return on equity, etc.)
- ❍ Enterprise (e.g. profitability, asset efficiency, market share growth, customer satisfaction, etc.)
- ❍ Executive or employee level (e.g. productivity, employee satisfaction, etc.)"

NBAA Members and the Fortune 500

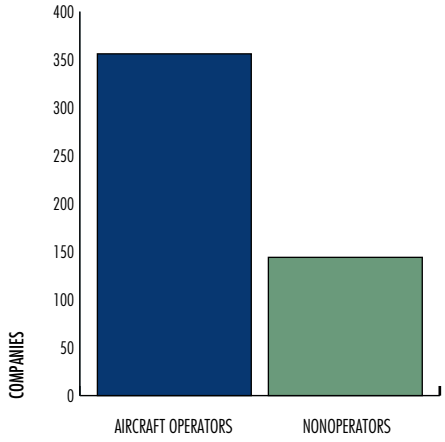
The *Fortune* 500 list of the largest U.S. industrial and service companies has long been regarded as the elite roster of American businesses.

Among the *Fortune* 500, 365 companies operate business aircraft, and approximately 80 percent of those

FORTUNE 500 INDUSTRIALS

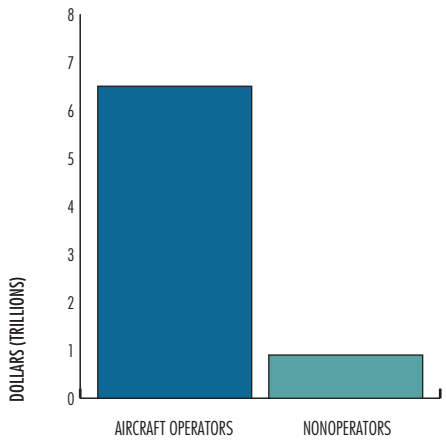
COMPANIES – 2001

Source: AvDataInc, Wichita, KS, 2003



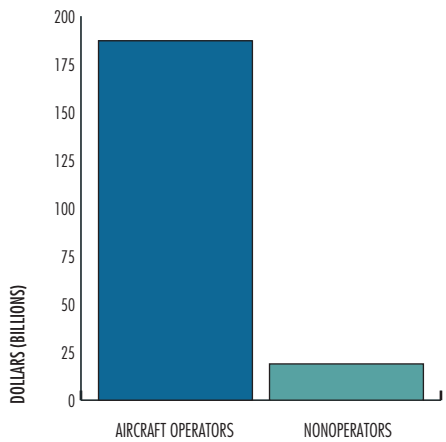
SALES – 2001

Source: AvDataInc, Wichita, KS, 2003



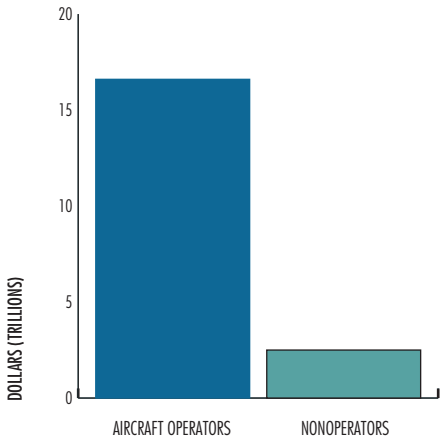
NET INCOME – 2001

Source: AvDataInc, Wichita, KS, 2003



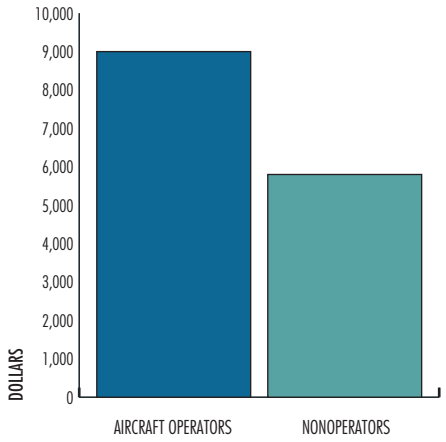
ASSETS – 2001

Source: AvDataInc, Wichita, KS, 2003



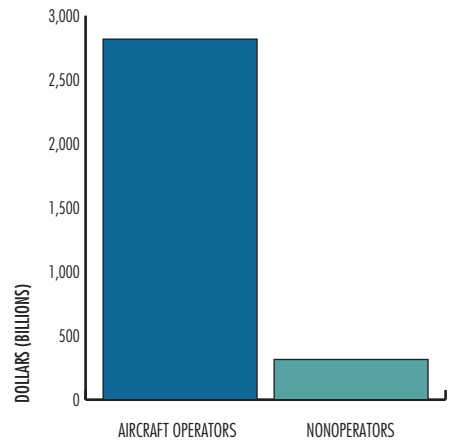
NET INCOME PER EMPLOYEE – 2001

Source: AvDataInc, Wichita, KS, 2003



STOCKHOLDER EQUITY – 2001

Source: AvDataInc, Wichita, KS, 2003



operating companies are NBAA Members. Among the *Fortune* 100 companies, 95 have business aircraft.

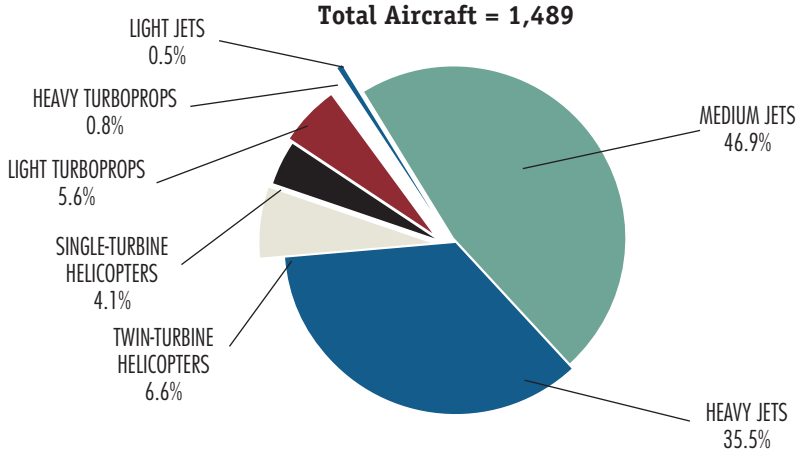
Aircraft-operating companies in the *Fortune* 500 have enjoyed superior financial performance. Also, users of general aviation aircraft for business transportation dominate *Fortune*'s list of the top 50 corporations in terms of dividends and capital gains returned to shareholders.

A detailed analysis of the financial performance of aircraft-operating *Fortune* 500 companies in 2001 revealed the specific financial advantages that these operators of business aircraft enjoyed over nonoperators. The study, performed by Aviation Data Service (AvDataInc) of Wichita, KS, showed:

- There were more than twice as many aircraft-operating companies as nonoperators among the *Fortune* 500.
- Sales of all *Fortune* 500 aircraft operators were $6.5 trillion, while sales of nonoperators totaled just under $1.0 trillion.
- The net income of all operators was more than $187 billion in 2000; nonoperators' total income in that year was $19 billion.
- Operators collectively had over $16 trillion in assets; nonoperators' assets totaled $2.5 trillion.
- Net income per employee for operating companies was more than $9,000, whereas net income per employee only was a little more than $5,800 for nonoperating companies.
- Stockholders' equity in operating companies was over $2.8 trillion; equity in nonoperators was approximately $314 billion.

The bottom line is that business aircraft are good for the bottom line. Business aircraft operators consistently outperform nonoperators in key economic performance measures, such as annual sales volume, number of employees, value of assets, stockholder's equity and annual income.

FORTUNE 500
2001 FLEET BY TYPE OF AIRCRAFT*
Total Aircraft = 1,489



Source: AvDataInc, Witchita, KS, 2003

Business Aviation Industry Statistics

September 11

The tragic events of September 11, 2001, had a significant impact on the aviation industry. Although initially all U.S. air traffic was grounded, with business aircraft stranded all over the world, by the end of September well over 90 percent of the National Airspace System was accessible to most business aircraft operators. NBAA Member Companies immediately offered the use of their aircraft to assist the Federal Emergency Management Agency (FEMA).

As new security procedures at the nation's airports significantly increased ground time for airline travel, interest in business aviation also increased as companies were drawn to the productivity, efficiency, safety and security of business aircraft.

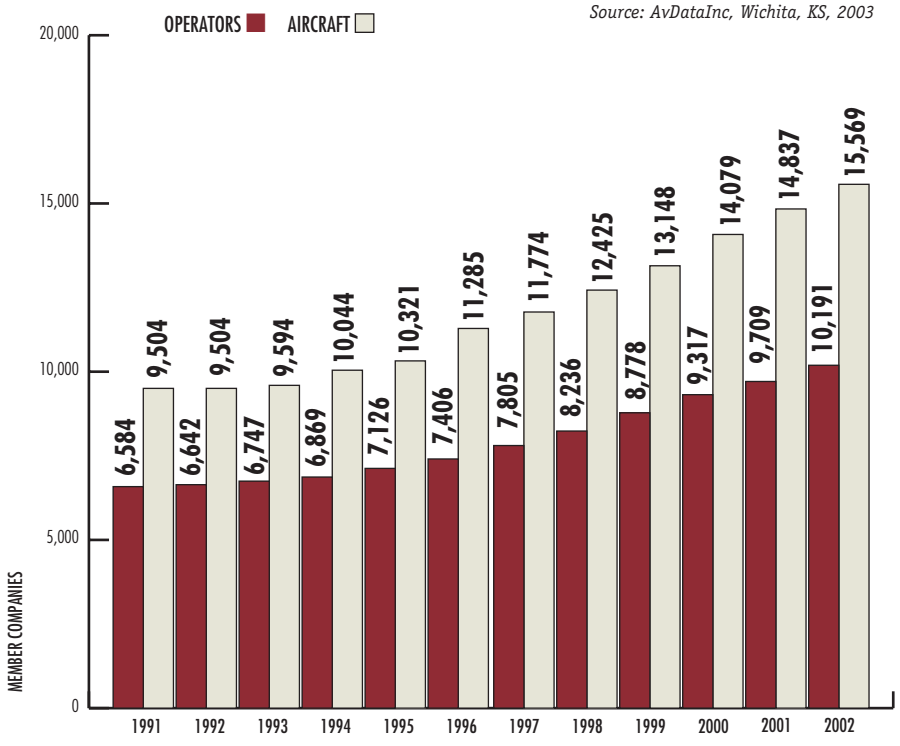
Business Aviation Market Forecast

Honeywell Aerospace's 11th Annual Business Aviation Outlook projects continuing demand for new business aircraft with customers accepting more than 7,600 units, valued at over $121 billion, for the period from 2003 to 2013.

The forecast also projects a sustained near-term market for traditional business aircraft (those with a gross takeoff weight of less than 100,000 lbs.). Based on consistent and strong aircraft purchase plans recorded in Honeywell's 2001 and 2002 customer expectations survey, a collaborative assessment of manufacturer production forecast inputs, value analysis of future new aircraft introductions and a refined demand model that separates fractional from corporate operators, the survey indicates continued slow recovery in order levels over the next 12 to 18 months assuming the projected U.S. economic growth over the next four to six quarters is realized. Significant aircraft backlogs, bolstered by the appeal of new and derivative aircraft models entering service and continued growth in fractional ownership position the industry for a near-term period of sustained demand at current or slightly lower levels. After a record peak in 2001, deliveries will decline modestly in 2002 and 2003 and then resume growing. Later in the decade, new aircraft offerings will stimulate a steady climb toward nearly 900 aircraft deliveries per year.

U.S. COMPANIES OPERATING FIXED-WING TURBINE BUSINESS AIRCRAFT AND NUMBER OF AIRCRAFT, 1991–2002

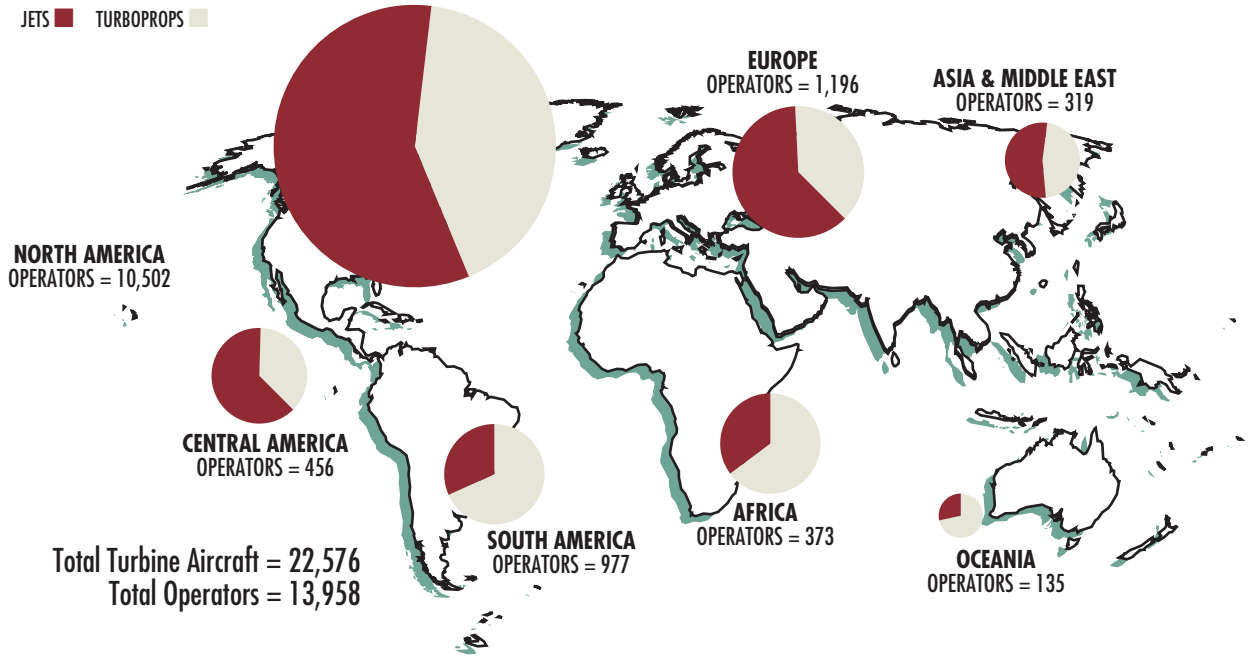
Source: AvDataInc, Wichita, KS, 2003



"Solid backlog levels, introduction of new jet models and continued growth shown by new demand channels such as fractional ownership, virtual airlines and other innovative approaches to business aviation are key factors in the continued expansion of this business," according to Bob Johnson, president and

WORLDWIDE FIXED-WING TURBINE BUSINESS AIRCRAFT FLEET BY REGION, 2002

Source: AvDataInc, Wichita, KS, 2003



CEO, Honeywell Aerospace. "Businesses worldwide continue to recognize the value of business aircraft in providing time-saving and on-demand point-to-point transportation as a business productivity tool."

The Business Aviation Fleet

The popularity of business aircraft has increased as more companies realize the efficiency and productivity of this powerful business tool. The number of companies operating business aircraft in the United States has grown more than 50 percent from 6,584 companies operating 9,504 aircraft in 1991 to 10,191 companies operating 15,569 aircraft in 2002.

During 2002, 13,958 operators flew 22,576 turbine-powered business aircraft worldwide. More than 75 percent of the operators (10,502) and 72 percent of the aircraft (16,319) were located in North America. Europe was home to the second largest concentration of operators (1,196) and aircraft (2,289), while South America ranked third in both categories, with 977 operators and 1,531 aircraft. The remaining 9 percent of the operators and 11 percent of the aircraft are scattered throughout Africa, Asia, Central America, the Middle East and Oceania (which includes Australia and the Pacific islands).

The worldwide jet fleet as of the end of 2002 was 12,581 aircraft, more than double the fleet size in 1986. In fact, steady growth has occurred over the last 20 years. Since 1986, the worldwide turboprop fleet also has grown, reaching 9,995 aircraft by the end of 2002.

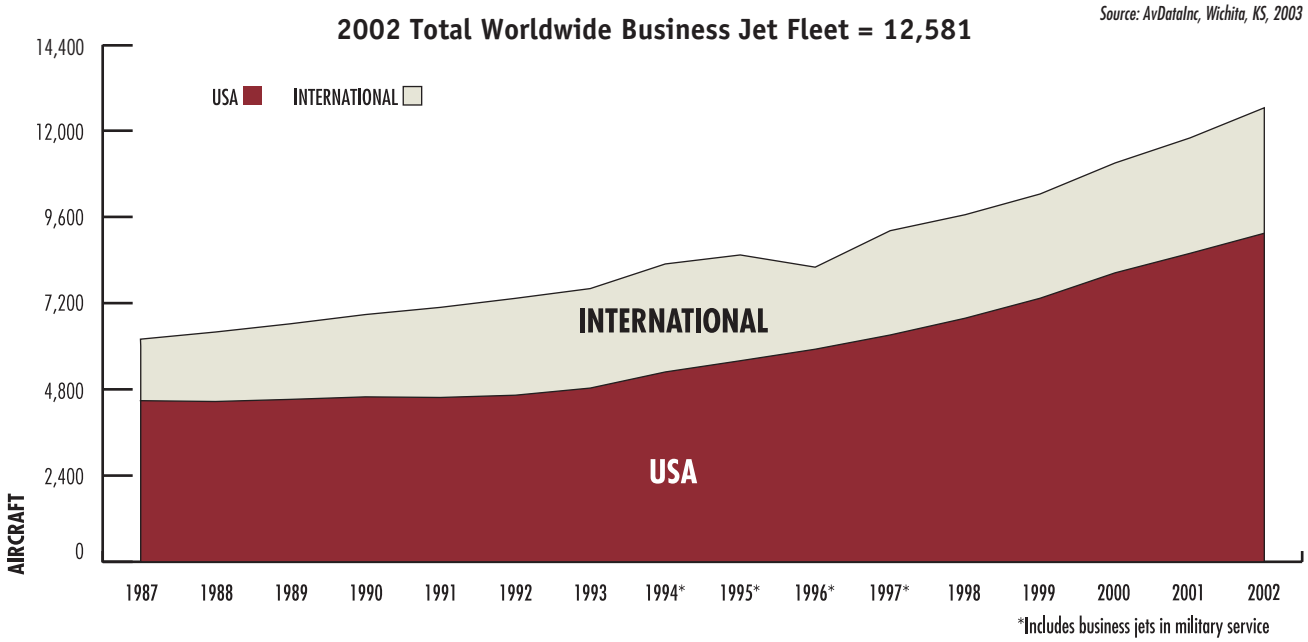
The fleet distribution among jets and turboprops varies greatly depending on geographic area. Operators in Asia have nearly equal proportions of jets and turboprops in their inventories. By contrast, operators in Africa, South America and Oceania utilize many more turboprops than jets, while in the United States, Europe and Central America, the fleet is more heavily weighted towards jets.

Texas is the state with the most turbine fixed-wing business aircraft (1,453). The remainder of the top states in terms of number of based turbine-powered business aircraft are: California (1,232), Florida (1,067), Ohio (914), Delaware (600), Kansas (500), North Carolina (493), Illinois (484), Georgia (467) and Michigan (435). In addition, 771 aircraft are based in the District of Columbia.

Business Aviation Industry Statistics

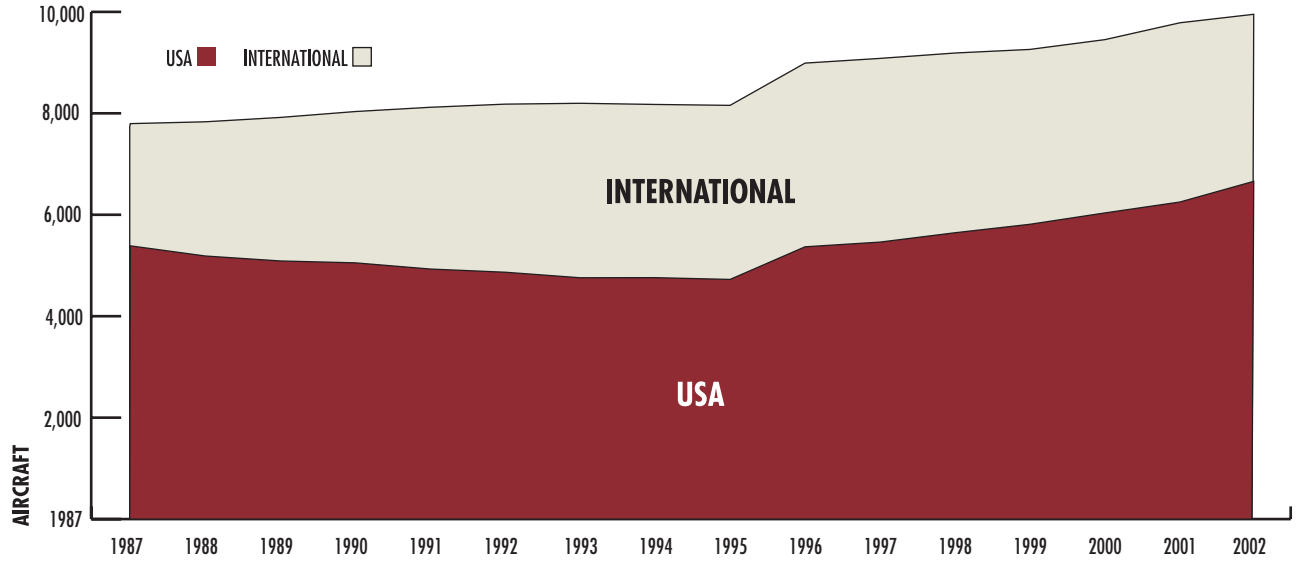
WORLDWIDE BUSINESS JET FLEET, 1987–2002

Source: AvDataInc, Wichita, KS, 2003



WORLDWIDE BUSINESS TURBOPROP FLEET, 1987–2002

Source: AvDataInc, Wichita, KS, 2003



Section 4

Approximately 120 U.S. aircraft are based outside the contiguous 48 states.

Of the 22,576 aircraft in the worldwide fleet of turbine-powered business aircraft, the most numerous type is the medium turboprop (which constitutes 41 percent of the worldwide fleet), with an average age of approximately 21 years.

The next most prevalent business aircraft is the light jet, with an average age of about 16 years. Light jets comprise 26 percent of the worldwide fleet.

In fact, the average age of turbine-powered business aircraft worldwide is more than 13 years for every category of business airplane except one, light turboprops. This longevity is due in part to the durability and mature designs of these aircraft.

Business Aircraft Sales

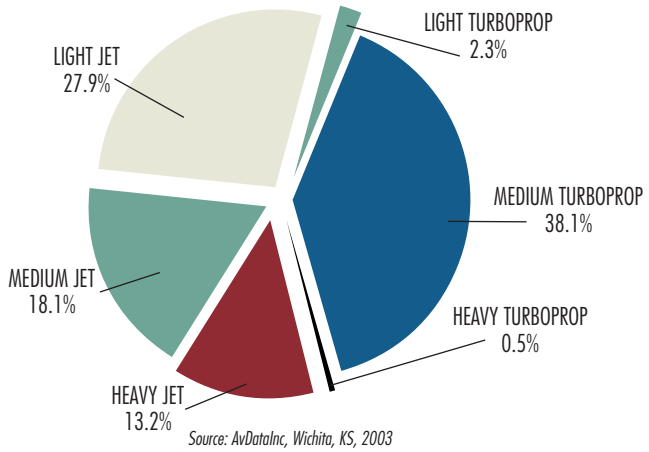
In the anemic economic environment of 2002, new business aircraft sales slumped, with 901 units sold compared to 1,006 in 2001.

AVE. AGE OF WORLDWIDE BUSINESS AIRCRAFT BY TYPE

Source: AvDataInc, Wichita, KS, 2003

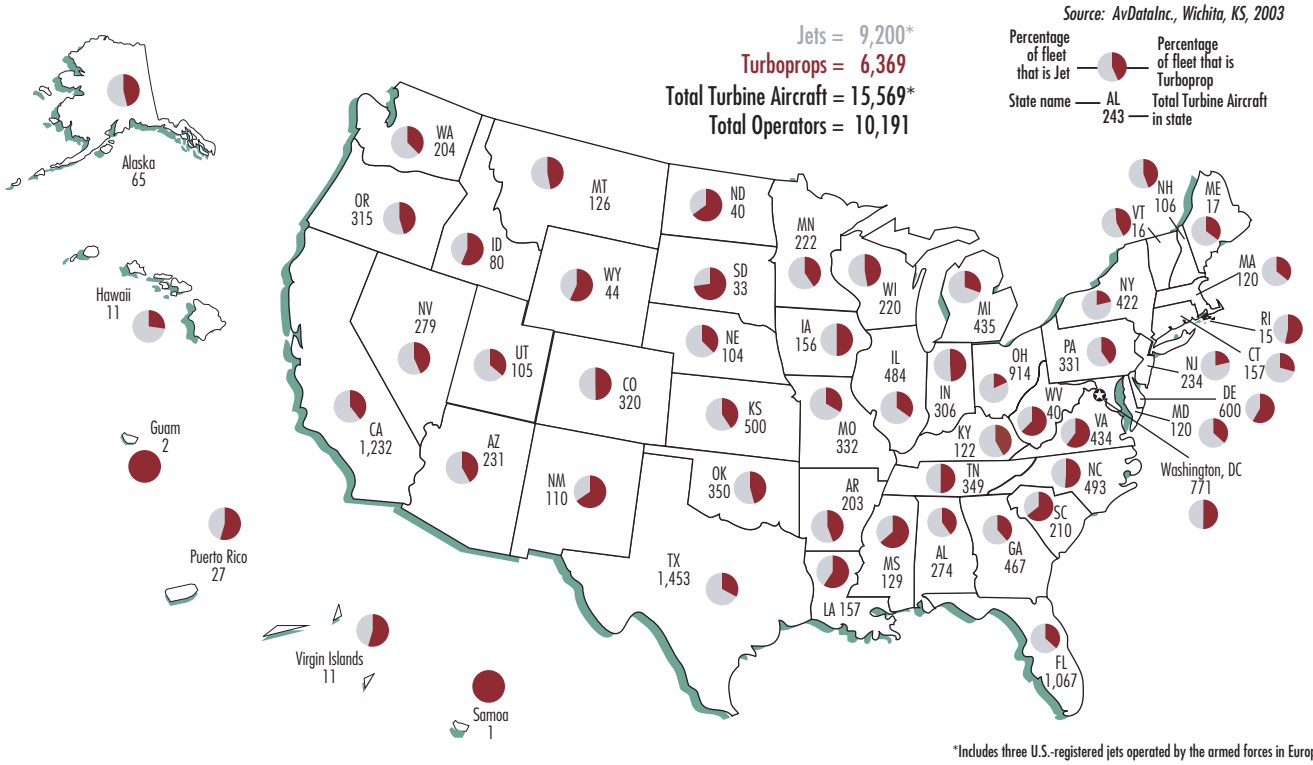
TYPE	NO. AIRCRAFT	AVE. AGE (YRS.)
Heavy Jet	2,926	13.72
Medium Jet	3,812	16.45
Light Jet	5,843	16.01
Heavy Turboprop	184	33.31
Medium Turboprop	9,332	21.15
Light Turboprop	479	6.74

U.S. TURBINE FIXED-WING FLEET BY TYPE, 2002
Total U.S. Turbine Fleet = 15,569



Source: AvDataInc, Wichita, KS, 2003
Total of percentages do not add to 100 due to rounding.

U.S.-OPERATED FIXED-WING TURBINE BUSINESS AIRCRAFT BY U.S. STATE/POSSESSION, 2002

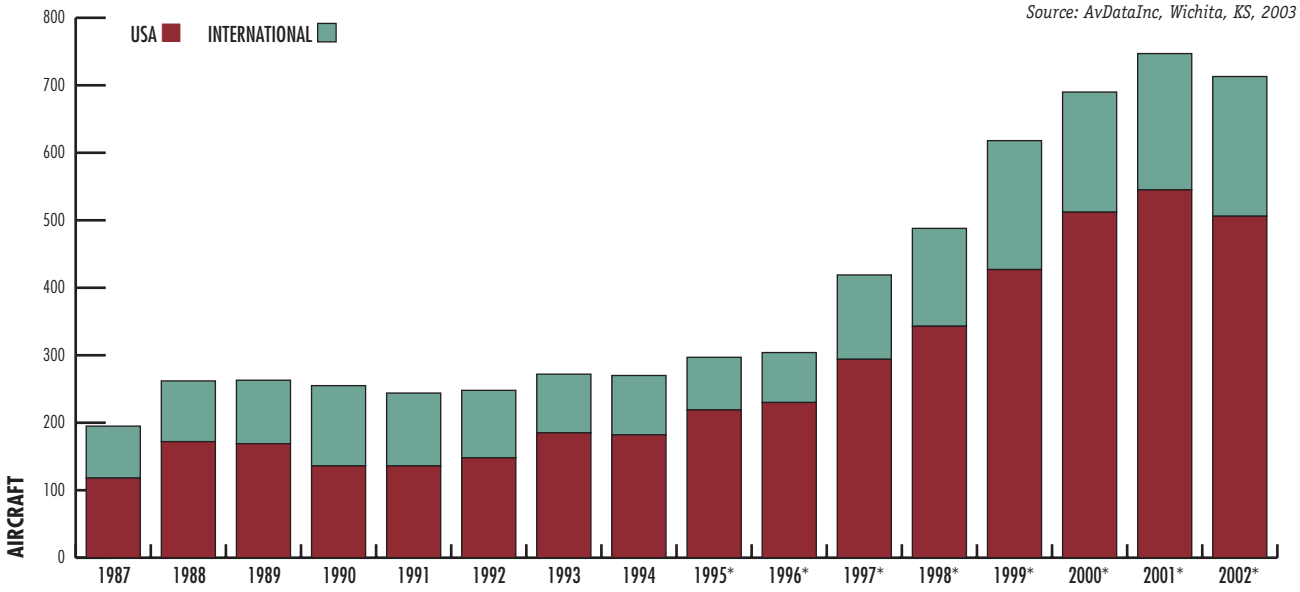


*Includes three U.S.-registered jets operated by the armed forces in Europe

Business Aviation Industry Statistics

NEW BUSINESS JET DELIVERIES WORLDWIDE, 1987–2002

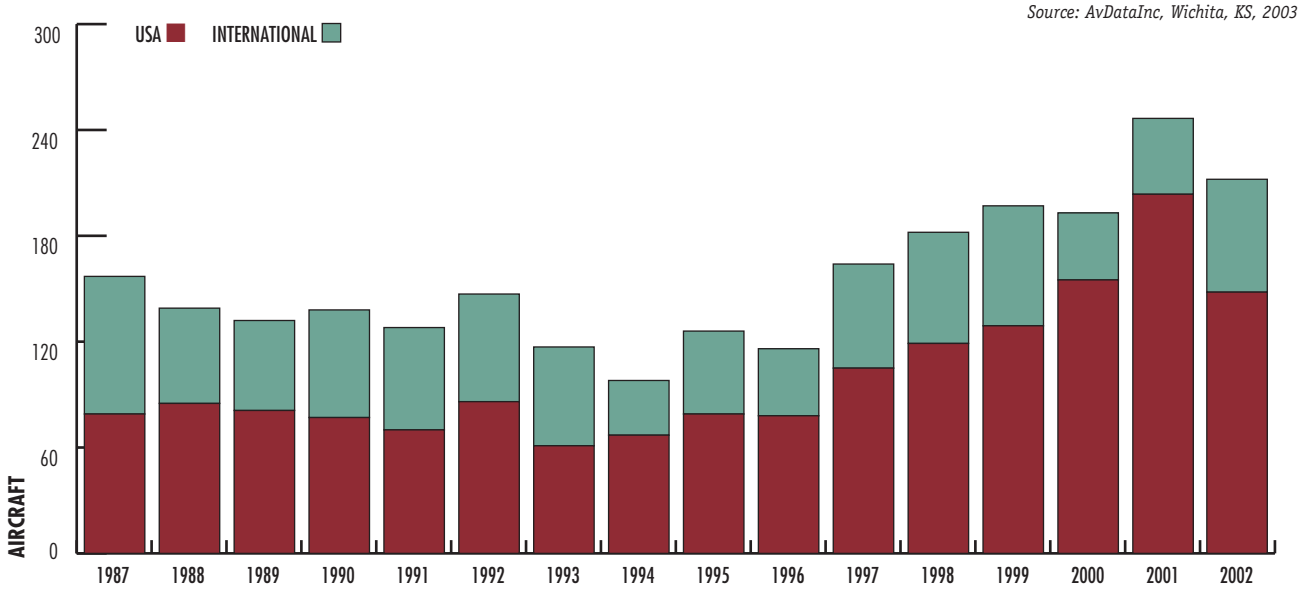
Source: AvDataInc, Wichita, KS, 2003



*Includes business jets in military service

NEW BUSINESS TURBOPROP DELIVERIES WORLDWIDE, 1987–2002

Source: AvDataInc, Wichita, KS, 2003



Worldwide deliveries of new turbine-powered business aircraft peaked in the early 1980s and then dropped substantially until the early 1990s, when a slight reversal in the trend occurred. After peaking at more than 500 units in 1981, annual deliveries of new business jets had been fairly stable at between 200 and 250 units per year for more than a decade. However, jet deliveries began to increase in 1996 to 303 units and continue to increase, reaching 747 units in 2001. Deliveries of new business turboprops

declined steadily from the 1981 peak of over 800 units, but have increased since 1997, reaching 259 units in 2001.

Bombardier, Cessna and Raytheon led all manufacturers in turbine-powered business aircraft sales during 2002, accounting for approximately 68 percent of all new-aircraft transactions worldwide.

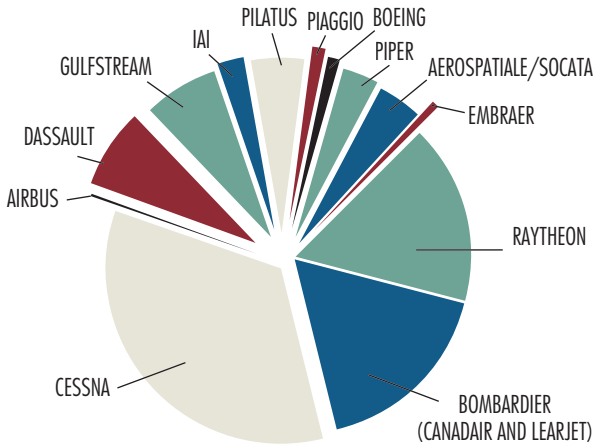
Fractional Ownership

A growing option for business aircraft operators is fractional ownership, in which companies or individuals own a fraction of an aircraft and receive management and pilot services associated with the aircraft's operation.

Fractional ownership allows companies that have never before used business aircraft to experience many of the advantages of business aviation quickly and without many of the startup considerations typically associated with traditional flight departments. It also allows existing flight departments to supplement their current aircraft when needed. Executive Jet Aviation (NetJets), which began its fractional program in 1986, and was followed several years later by Bombardier's Business Jet Solutions (FlexJet), has promoted the concept of fractional ownership the longest. Others, including Raytheon Travel Air, Flight Options and CitationShares, have since entered the marketplace. This segment of the industry has experienced substantial growth.

According to Honeywell Aerospace's Business Aviation Outlook, a major contributor to the

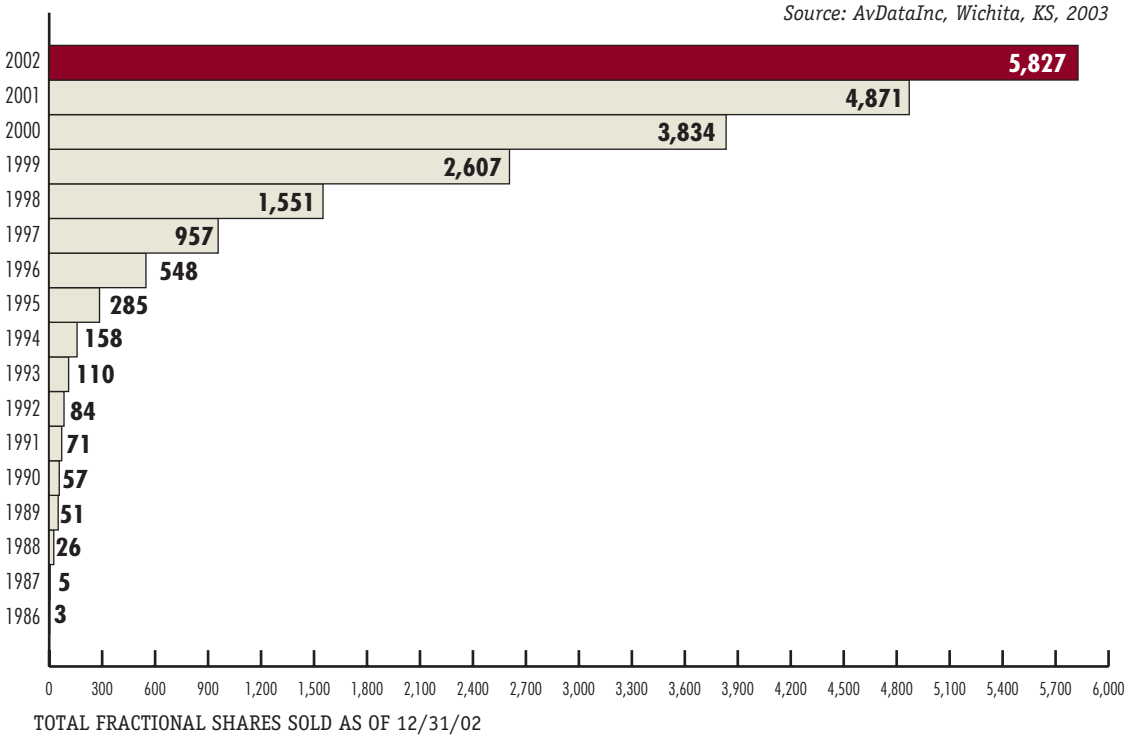
2002 SALES OF NEW TURBINE-POWERED AIRCRAFT TO BUSINESS AIRCRAFT OPERATORS BY MANUFACTURER



Source: AvDataInc., Wichita, KS, 2003

TOTAL NUMBER OF FRACTIONAL SHARES, 1986–2002

Source: AvDataInc, Wichita, KS, 2003



Business Aviation Industry Statistics

NUMBER OF CHARTER AIRCRAFT BY CATEGORY IN UNITED STATES

Source: Air Charter Guide, 2003

	11/2002	12/2001	12/1999	12/1992
Helicopter	772	835	954	1,397
Piston Single	864	945	1,350	2,183
Piston Twin	1,434	1,505	1,878	2,387
Turboprop	1,082	1,366	1,412	1,402
Light Jet	968	925	857	649
Mid-Sized Jet	546	497	538	119
Heavy Jet	436	381	304	111
Airliner	309	503	720	746
Totals	6,411	6,957	8,013	8,994

NUMBER OF CHARTER AIRCRAFT BY CATEGORY OUTSIDE UNITED STATES

Source: Air Charter Guide, 2003; N/A = Not Available

	11/2002	12/2001	12/1999	12/1996
Helicopter	1,402	1,505	1,558	1,564
Piston Single	588	623	733	733
Piston Twin	807	781	979	940
Turboprop	753	1,391	1,382	1,072
Light Jet	491	504	516	439
Mid-Sized Jet	278	283	360	243
Heavy Jet	196	169	172	113
Airliner	N/A	1,364	1,514	968
Totals	4,515	6,620	7,214	6,072

strength of the industry continues to be fractional ownership. The fractional segment continues to grow by extending the benefits of business aviation to new customers. Although fractional operations account for about 7 percent of the global business aircraft fleet and service nearly 4,000 shareholders, Honeywell estimates that roughly 45 percent of the current aircraft order backlog is from fractional operators. By 2012, the fractional ownership fleet will comprise 10 to 12 percent of the active business aircraft in the world. On a yearly basis, fractional demand in the near term contributes around 15 to 16 percent of annual deliveries but could increase into the 20 percent range by 2012.

In 1986, there were three owners of fractionally held aircraft. By 1993, there were 110. From 2000 to 2002, the number of companies and individuals using fractional ownership grew by 52 percent, from 3,834 to 5,827 shares; the growth from 1999 (2,607) was 124 percent.

The number of airplanes in fractional programs grew 11 percent in 2002, from 696 to 776. "Honeywell Aerospace continues to believe that only a small portion of the potential fractional business has been developed, and we believe that continued growth in this segment is sustainable for years to come," noted Honeywell president and CEO Bob Johnson.

Air Charter

On-demand air charter provides companies with instant access to business aviation aircraft. Many customers are new to air charter. According to the *Air Charter Guide*, charter activity in the United States increased by 30 percent in 2001, particularly after September 11. Despite that activity, the number of aircraft has decreased in total, due to a dropoff in the number of piston aircraft. However, the number of jets has increased substantially.

The *Air Charter Guide* reports that charter activity experienced its seasonal slowdown at the end of 2002, which was made worse by the anemic economy and uncertainty about war. *Air Charter Guide* believes that one of the most significant trends is the imminent entry of on-demand, commercial, charter services into the mainstream of online travel procurement. As retail and corporate buyers have improved access to peruse and purchase charter services online, charter will grow and continue to act as the entry level engagement for all types of general aviation.

The end of 2002 was the slowest period for the Part 135 industry since September 11, 2001. The decline seems based upon the economy and, more significantly, suspended travel and business activity in anticipation of a possible war in the Middle East.

Business Flying vs. Airline Flying

The continuing popularity of travel by general aviation aircraft is partly due to the fact that these aircraft have access to nearly 5,300 airports in the United States, compared to the 558 served by the scheduled air carriers. Furthermore, approximately 70 percent of all airline passengers travel to or from the top 30 air carrier hubs.

The ability to use smaller, less-congested airports located closer to one's final destination is a vital part of the utility and flexibility of general aviation aircraft. In fact, most operators of business aircraft prefer to use these so-called "reliever airports" in major metropolitan areas instead of airline hubs whenever possible. That is why general aviation operations at the busiest U.S. air carrier airports are usually a single-digit percentage of total operations at those aviation facilities.

Business aircraft operations in the New York City area are a good example of this phenomenon. At New York's major commercial service airports – Newark, LaGuardia and Kennedy – general aviation comprises only about 3 percent of the total operations because most business aircraft

TOP 50 U.S. AIRPORTS BASED ON ITINERANT GENERAL AVIATION OPERATIONS*

Fiscal Year 2002

Source: FAA, 2003

ID	FACILITY NAME	STATE	TOTAL AIRPORT OPS	ITINERANT GA OPS	AIR CARRIER OPS	AIR CARRIER% TOTAL
VNY	Van Nuys	CA	500,290	326,490	0	0.00%
DAB	Daytona Beach Int'l	FL	359,515	285,365	3,726	1.04%
FXE	Fort Lauderdale Exec. Int'l	FL	245,155	175,411	0	0.00%
DVT	Phoenix/Deer Valley	AZ	395,803	168,911	0	0.00%
APA	Denver/Centennial	CO	429,954	166,428	0	0.00%
SFB	Orlando/Sanford	FL	355,955	156,288	8,693	2.44%
RVS	Tulsa/Riverside	OK	323,913	151,704	1	0.00%
LGB	Long Beach/Daugherty Field	CA	350,974	151,040	12,273	3.50%
PDK	Atlanta/DeKalb Peachtree	GA	221,229	149,581	0	0.00%
SNA	Santa Ana/John Wayne	CA	377,073	149,072	84,087	22.30%
MMU	Morristown	NJ	239,299	149,030	2	0.00%
TEB	Teterboro	NJ	231,378	147,566	156	0.07%
ORL	Orlando Executive	FL	205,235	146,748	0	0.00%
BFI	Seattle/Boeing Field	WA	277,690	143,950	9,376	3.38%
MYF	San Diego/Montgomery Field	CA	240,991	137,971	5	0.00%
POC	La Verne/Brackett Field	CA	249,207	135,465	3	0.00%
ADS	Dallas/Addison Field	TX	158,954	130,775	150	0.09%
FFZ	Mesa/Falcon Field	AZ	272,099	130,614	364	0.13%
CRQ	Carlsbad/McClellan Palomar	CA	206,951	129,102	0	0.00%
VRB	Vero Beach	FL	236,172	123,185	2	0.00%
PTK	Pontiac/Oakland Co. Int'l	MI	276,318	118,383	703	0.25%
PWK	Chicago/Palwaukee	IL	161,665	115,933	0	0.00%
OAK	Metropolitan Oakland Int'l	CA	374,216	114,958	156,212	41.74%
FPR	Fort Pierce	FL	193,332	113,296	0	0.00%
BED	Bedford Hanscom Field	MA	214,789	112,084	185	0.09%
DAL	Dallas/Love Field	TX	239,732	110,251	84,566	35.28%
FTW	Fort Worth/Meacham	TX	232,615	110,004	580	0.25%
PRC	Prescott	AZ	337,362	107,816	3	0.00%
SDL	Scottsdale	AZ	189,391	106,604	1	0.00%
ICT	Wichita/Mid Continent	KS	214,341	105,688	19,464	9.08%
SAT	San Antonio Int'l	TX	236,189	103,978	67,374	28.53%
HEF	Manassas Regional	VA	135,816	103,915	0	0.00%
CMA	Camarillo	CA	197,911	103,341	0	0.00%
GFK	Grand Forks	ND	282,374	103,319	4,264	1.51%
DPA	Chicago/DuPage	IL	175,648	102,750	0	0.00%
HPN	White Plains/Westchester	NY	198,631	102,701	10,690	5.38%
FRG	Farmingdale/Republic	NY	207,153	98,845	155	0.07%
PBI	Palm Beach Int'l	FL	187,159	94,712	50,561	27.01%
SRQ	Sarasota Bradenton	FL	162,213	94,530	8,821	5.44%
HOU	Houston Hobby	TX	247,824	92,610	112,098	45.23%
SUS	Spirit of St. Louis Field	MO	179,949	92,292	62	0.03%
PIE	St. Petersburg-Clearwater	FL	214,191	91,986	7,484	3.49%
MLB	Melbourne/Kennedy	FL	194,512	91,693	2,641	1.36%
PAE	Everett Paine Field	WA	198,501	91,429	3,553	1.79%
BJC	Broomfield Jeffco	CO	182,279	90,455	0	0.00%
PNE	Northeast Philadelphia	PA	153,238	90,137	0	0.00%
LVK	Livermore	CA	219,377	89,992	0	0.00%
FCM	Minneapolis/Flying Cloud	MN	181,037	89,327	0	0.00%
APF	Naples	FL	135,917	88,887	0	0.00%
RHV	San Jose Reid-Hillview	CA	230,881	88,174	49	0.02%

* Ranked by itinerant general aviation (GA) operations. An itinerant flight operation originates at one airport and terminates at another airport located at least 25 miles from the origination point.

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operators utilize alternative airports – Teterboro or Morristown in New Jersey or Westchester County and Islip in New York.

Similarly, many of the most popular U.S. airports, in terms of general aviation itinerant operations, have little or no airline service. Partly because so many general aviation aircraft are based in the populous states of California, Florida, Texas and New Jersey, the list of top 50 airports by general aviation operations is dominated by airports located in those states. Eleven of the 50 airports with the most general aviation itinerant operations are located in Florida, 10 are in California and five are in Texas. The list of top 50 general aviation airports includes such centers of business aviation as Van Nuys Airport in California, Teterboro and Morristown airports in New Jersey, Westchester County Airport

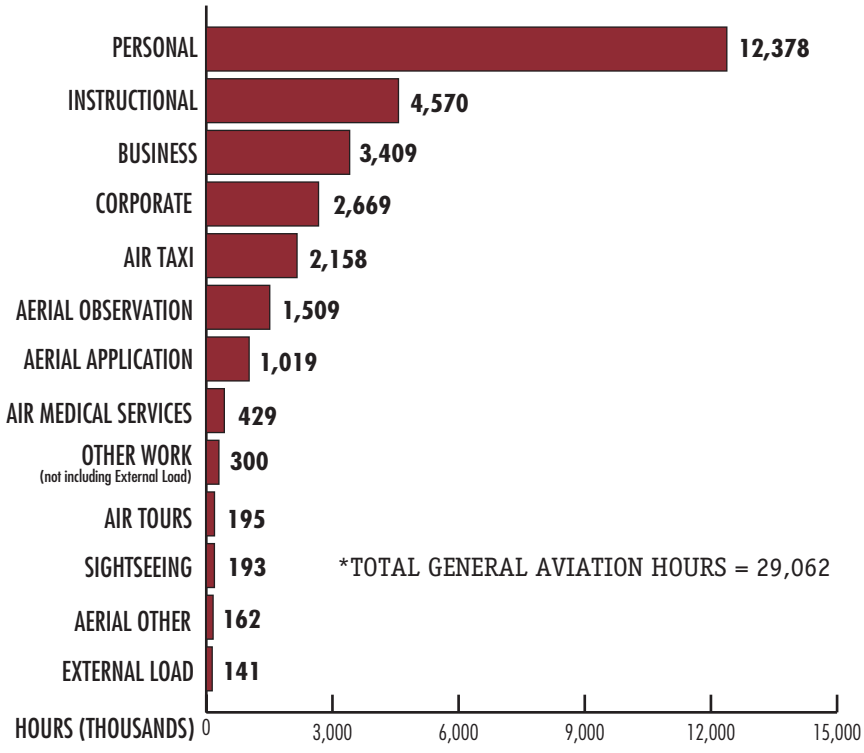
TOP 30 U.S. AIR CARRIER LARGE HUB AIRPORTS IN 2002

Source: FAA, 2003

FACILITY NAME	STATE	TOTAL AIRPORT OPS	AIR CARRIER OPS	GA OPS	GA PERCENT TOTAL
Atlanta Hartsfield Int'l	GA	882,407	642,727	16,188	1.83%
Chicago/O'Hare Int'l	IL	901,703	612,553	24,290	2.69%
Dallas/Ft. Worth Int'l	TX	762,371	493,772	12,784	1.68%
Los Angeles Int'l	CA	637,588	447,170	15,306	2.40%
Phoenix Sky Harbor Int'l	AZ	577,820	370,247	51,708	8.95%
Minneapolis-St. Paul Int'l	MN	497,934	343,527	68,377	13.73%
Detroit Metro Wayne County	MI	490,663	337,816	19,282	3.93%
Denver Int'l	CO	495,104	330,825	12,961	2.62%
Las Vegas/McCarran Int'l	NV	491,205	317,700	72,181	14.69%
Miami Int'l	FL	442,358	304,863	61,577	13.92%
Lambert-St. Louis Int'l	MO	453,302	295,148	24,001	5.29%
Newark Int'l	NJ	407,730	282,849	12,612	3.09%
Philadelphia Int'l	PA	467,160	267,402	72,198	15.45%
George Bush/Houston Intercontinental	TX	458,649	264,685	23,360	5.09%
San Francisco Int'l	CA	350,133	260,501	16,386	4.68%
John F. Kennedy Int'l	NY	291,021	245,475	7,166	2.46%
Charlotte/Douglas Int'l	NC	465,246	239,173	46,168	9.92%
Memphis Int'l	TN	393,858	237,385	46,033	11.69%
Seattle-Tacoma Int'l	WA	361,814	217,352	3,813	1.05%
Baltimore-Washington Int'l	MD	310,281	210,349	29,728	9.58%
LaGuardia New York	NY	354,218	207,915	9,100	2.57%
Boston Logan Int'l General Edward Lawrence	MA	405,370	207,138	18,241	4.50%
Orlando Int'l	FL	303,328	201,203	27,727	9.14%
Pittsburgh Int'l	PA	439,360	188,154	23,698	5.39%
Honolulu Int'l	HI	316,089	174,544	76,157	24.09%
Chicago/Midway	IL	293,076	161,468	54,354	18.55%
Oakland Int'l	CA	374,216	156,212	114,958	30.72%
Salt Lake City Int'l	UT	401,491	151,121	66,144	16.47%
Cincinnati/N. Kentucky Int'l	KY	473,084	150,943	24,816	5.25%
Kansas City Int'l	MO	195,110	149,983	8,027	4.11%

TOTAL GENERAL AVIATION HOURS FLOWN BY PRIMARY USE CATEGORY (in Thousands), 2001

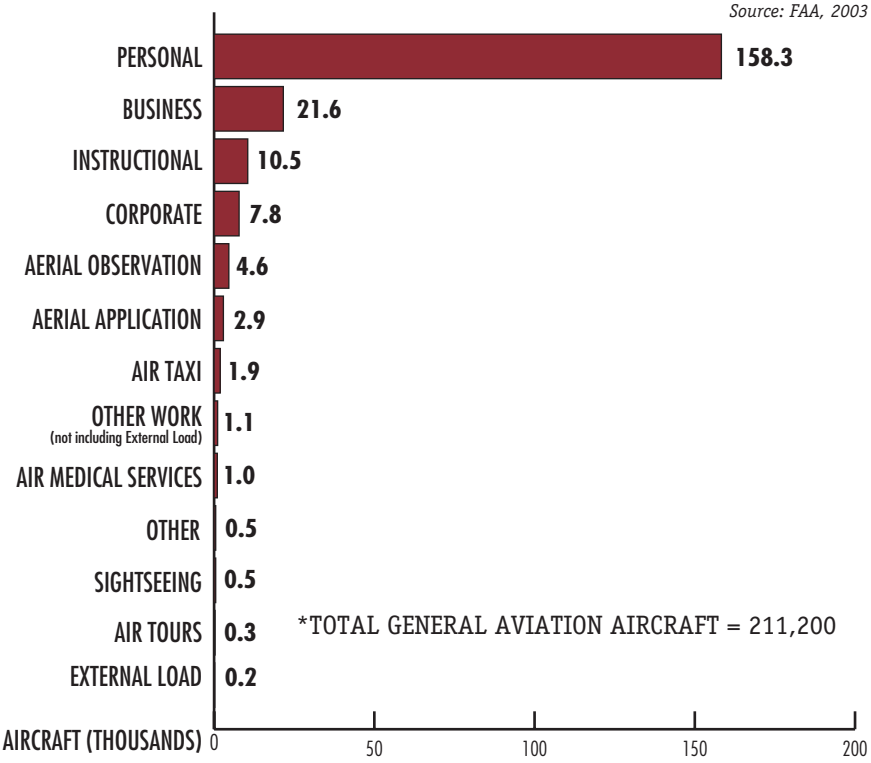
Source: FAA, 2003



*Sum of the numbers does not match total due to rounding.

GENERAL AVIATION ACTIVE AIRCRAFT BY PRIMARY USE CATEGORY (in Thousands), 2001

Source: FAA, 2003



*Sum of the numbers does not match total due to rounding.

in New York and Centennial Airport in Denver, Colorado.

General aviation accounts for less than 8 percent of the total traffic at the top 30 major air-carrier hub airports in the country.

Pilot Population and Flight Hours

The pilot population in the United States remains fairly stable. Numbers for 2002 show that more than 137,000 aviators possess a commercial pilot certificate, and more than 147,000 have an airline transport pilot certificate. The vast majority of business aircraft pilots possess the most advanced pilot licenses.

While the number of U.S. student pilots and private pilots (those qualified to fly single-engine aircraft) was declining for several years, the FAA predicts an upturn in the number of student and private pilots in the future. A community effort called "Be a Pilot" has caused renewed interest and growth in general aviation at the grassroots level.

Of the more than 211,000 general aviation aircraft in service today in the United States, more than 158,000 are dedicated primarily to personal use, according to the FAA. The agency estimates that nearly 30,000 general aviation aircraft are utilized primarily for business and corporate missions.

It should be noted, however, that at least some of the aircraft flown primarily for personal use and other missions are sometimes operated for business purposes.

Indeed, in fiscal year 2002, the annual hours flown by general aviation aircraft on business and corporate missions (6.1 million) is about half of the number of

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hours flown for personal use (12.4 million). When other business-oriented purposes are taken into account – for example, air taxi and flight instruction – business flying actually is the most common use for general aviation aircraft. In fact, the General Aviation Manufacturers Association (GAMA) reports that approximately 70 percent of all the hours flown by general aviation aircraft are for business and commercial purposes.

Sixty-one percent of the more than 29 million hours flown in 2002 by general aviation aircraft in the United States were in single-engine, piston-powered airplanes, which are the most numerous type of aircraft in the fleet. Turbine airplanes accounted for more than 16 percent of the total flight hours in 2002, while multi-engine piston-powered aircraft flew about 10 percent of the total hours in 2002. Helicopters accounted for approximately 7 percent of the flight hours in 2002.

The total number of hours flown by all types of U.S. general aviation aircraft increased slightly from 2001 to 2002.

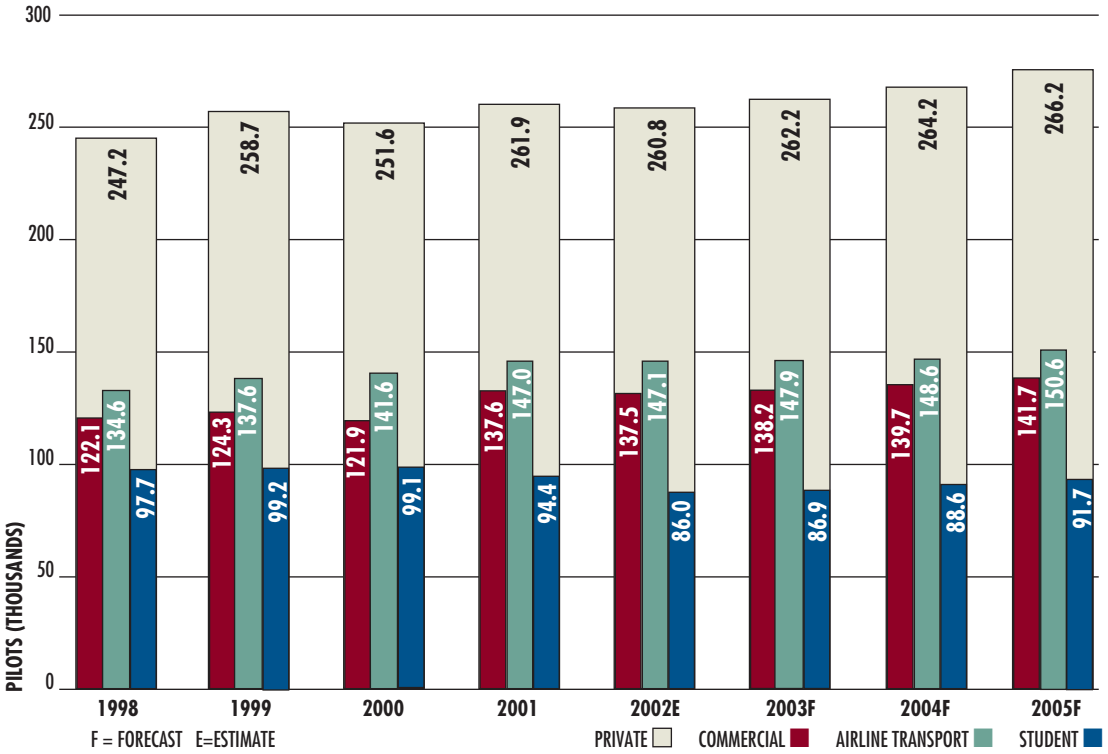
Business Aviation and Taxes

All 50 states impose some tax on aviation, whether it is a fuel tax, aircraft registration fee, personal property tax or a sales and use tax. But each state differs in its assessment of the taxes. Some states use aircraft registration fees merely as a tracking method, while others derive substantial revenue from these fees and use the monies to fund aviation projects in the state. Personal property taxes that are assessed at the local and county level usually go into a county fund. Sales and use taxes vary greatly from state to state. Differences mainly stem from each state's definition of commercial transportation.

In addition to the state taxes on aviation, operators also are required to pay Federal taxes. For noncom-

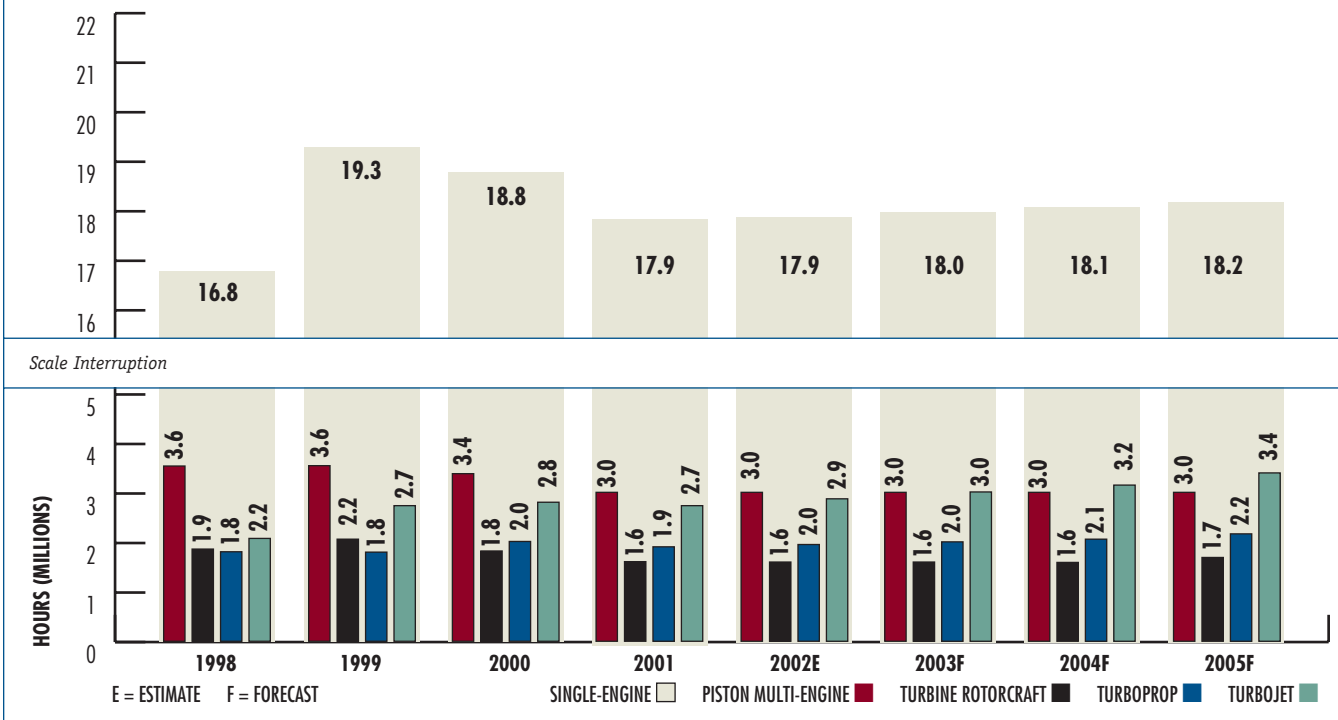
ACTIVE PILOTS BY TYPE OF CERTIFICATE, 1998–2005

Source: FAA, 2003



ACTIVE GENERAL AVIATION AND AIR TAXI HOURS FLOWN, 1998–2005

Source: FAA, 2003



mercial aviation, there is a 21.9 cents per gallon excise tax on jet fuel and a 19.4 cents per gallon excise tax on aviation gasoline. Operators considered commercial for tax purposes are entitled to a refund on a portion of the fuel tax: 17.5 cents per gallon for jet fuel and 15 cents per gallon for aviation gasoline. Commercial operators also are subject to a 7.5 percent passenger transportation tax and a 6.25 percent property transportation tax for domestic transportation. Additionally, there is a $3 segment fee charge for all commercial segments into nonrural airports (rural airports are exempt from the segment fee, but not from the transportation tax). Commercial transportation leaving the United States is subject to a $13.40 per person "head tax," but no transportation tax. Commercial transportation to Alaska and Hawaii is subject to a $6.70 "head tax" and the appropriate transportation tax and segment fees. For more information about business aviation taxes, visit **www.nbaa.org/taxes**.

Excellent Safety Record

Traditionally, corporate/executive and business aircraft operators have compiled the best safety records of any segment of general aviation. Most of these operators have taken numerous steps to enhance safety, and many fly with two pilots. Regular recurrent training is provided for pilots and maintenance technicians. Some corporate/executive operators fly to FAR Part 121 standards (the rules that cover the major air carriers). The majority, however, operate in accordance with FAR Part 91.

Through such safety initiatives, corporate/executive aircraft, flown by two-person professional crews, have compiled in recent years a safety record that is comparable to that of FAR Part 121 airlines. In addition, on average since the mid-1980s, the accident rate among corporate/executive operators has been superior to that of commuter air carriers and air taxis operating under FAR Part 135.

The year 2002 shows one of the best corporate/executive (professionally flown) accident records ever – 0.116 accidents and 0.029 fatal accidents

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per 100,000 flight hours. Business aviation (non-professionally flown) also compiled in 2002 a record of 1.08 accidents per 100,000 flight hours.

In 2002, all airplanes and helicopters, professionally flown for corporate/executive use under FAR Part 91, were involved in eight accidents including two fatal accidents resulting in six fatalities, according to the NTSB and Robert E. Breiling Associates, Inc.

Safety is the top priority of NBAA, and the Association actively continues to promote safety and professionalism among its Members through numerous endeavors, including its Flying Safety Awards Program, the *Business Aviation Safety Journal*, its Safety Committee and the NBAA web site at **www.nbaa.org/safety**.

2002 CORPORATE/EXECUTIVE AIRCRAFT ACCIDENTS

Source: National Transportation Safety Board (NTSB) and Robert E. Breiling Associates, Inc., 2003

DATE	AIRCRAFT TYPE	LOCATION	FATAL	SERIOUS	MINOR	NONE	AIRCRAFT DAMAGE
January 4	CL-604	United Kingdom	5	0	0	0	DESTROYED
February 6	BE-200	Camden, AR	0	0	0	8	SUBSTANTIAL
February 4	G-V	Palm Beach, FL	0	0	0	2	SUBSTANTIAL
October 6	L-60	Santa Cruz, Brazil	1	1	3	0	DESTROYED
October 16	PC-12	Trenton, NJ	0	0	0	4	SUBSTANTIAL
November 1	AC-690B	New Braunfels, TX	0	0	0	3	SUBSTANTIAL
December 14	BE-200	Jacksonville, FL	0	0	0	3	SUBSTANTIAL
December 16	DH-125-1F	Seattle, WA	0	0	0	3	SUBSTANTIAL

Note: The last three accidents were listed as Personal or Business operations by NTSB; Corporate/Executive by Breiling Associates

AIRCRAFT ACCIDENT RATES, 1990–2002 (per 100,000 flight hours)

Compiled by Robert E. Breiling Associates, Inc., 2003

DATE	GENERAL AVIATION* TOTAL/FATAL	AIR TAXI** TOTAL/FATAL	COMMUTER AIR CARRIERS+ TOTAL/FATAL	AIRLINES++ TOTAL/FATAL	CORPORATE/ EXECUTIVE# TOTAL/FATAL	BUSINESS## TOTAL/FATAL
1990	7.77/1.55	4.76/1.29	0.641/0.171	0.198/0.171	0.210/0.090	3.71/0.96
1991	7.85/1.56	3.93/1.25	1.004/0.349	0.221/0.034	0.230/0.080	3.08/0.82
1992	7.74/1.65	3.86/1.22	0.942/0.300	0.146/0.032	0.210/0.080	2.17/0.68
1993	8.92/1.73	4.16/1.15	0.606/0.152	0.181/0.008	0.230/0.070	2.02/0.52
1994	8.97/1.79	4.58/1.40	0.359/0.108	0.168/0.030	0.180/0.070	1.81/0.51
1995	8.20/1.64	4.39/1.41	0.457/0.076	0.267/0.022	0.250/0.110	2.04/0.67
1996	7.61/1.49	4.44/1.43	0.399/0.036	0.276/0.036	0.140/0.060	1.71/0.34
1997	7.20/1.37	2.65/0.48	***1.628/0.509	0.309/0.025	0.230/0.060	1.41/0.39
1998	7.47/1.41	2.08/0.45	2.262/0.000	0.297/0.006	0.091/0.000	1.14/0.30
1999	6.42/1.15	2.36/0.36	3.793/1.145	0.296/0.011	0.230/0.130	1.40/0.40
2000	6.32/1.18	2.25/0.62	3.247/0.271	0.311/0.016	0.125/0.060	1.28/0.37
2001	6.27/1.17	2.27/0.57	1.664/0.666	0.225/0.034	0.108/0.031	1.06/0.23
2002P	6.53/1.31	1.93/0.56	2.919/0.000	0.217/0.000	0.116/0.029	1.08/0.36

* = All U.S.-registered civil aircraft not operating under FAR Part 121 or 135
** = FAR Part 135 nonscheduled air carriers
+ = FAR Part 135 scheduled air carriers
++ = FAR Part 121 scheduled and nonscheduled air carriers

= Aircraft owned or leased and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business and which are flown by professional pilots receiving a direct salary or compensation for piloting.

= The use of aircraft by pilots (those not receiving direct salary or compensation for piloting) in conjunction with their occupation or in the furtherance of a business.
*** Increased due to Part 135 scheduled carriers re-certifying under FAR Part 121.

Flying Quietly

All currently manufactured business jets meet FAR Part 36 Stage 3 requirements, the most stringent of the FAA's three-tier rating system for aircraft noise. Therefore, new-production business jets are among the quietest airplanes operating today.

Few of the noisiest Stage 1 business aircraft still remain in service; less than 1 percent of the NBAA fleet is composed of Stage 1 aircraft. NBAA worked with the FAA on a resolution that called for "all NBAA Members to refrain from adding Stage 1 aircraft to their fleets beginning in January 2000 and furthermore recommends ending operation of such aircraft by January 2005."

Current regulations banned Stage 2 operations by large aircraft over 75,000 pounds as of January 1, 2000. Stage 2 business aircraft under 75,000 pounds are not currently addressed by any Federal phaseout program.

Many Stage 2 business airplanes are being retired from the fleet as operators upgrade to newer models. Other Stage 2 aircraft, such as Gulfstream IIs and IIIs, can be fitted with hush kits so that they can be recertificated as Stage 3.

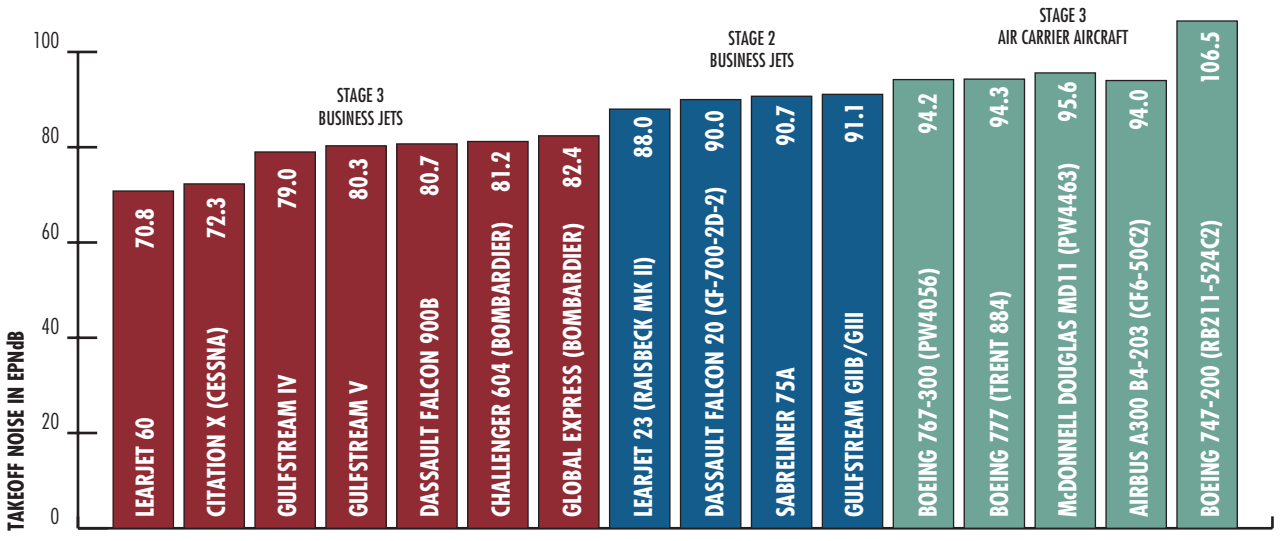
Because of the nature of the Effective Perceived Noise Level Decibel (EPNdB) system of measuring aircraft acoustical output, lighter-weight Stage 3 aircraft, such as business jets, are quieter than heavier, Stage 3 airline-type airplanes. The "Aircraft Noise Comparisons" chart shows that even some Stage 2 business jets have lower EPNdB ratings than Stage 3, wide-body, airline-type aircraft.

Furthermore, operators at many airports with major business aviation activity, such as Westchester County Airport just north of New York City, voluntarily limit their flying during nighttime and early morning hours in order to be good neighbors to the surrounding communities. Typically, Stage 3-only airport restrictions, which are relatively few, occur at night after 10:00 p.m. local time.

Finally, regardless of the time of day, many business jet operators practice quiet-flying techniques to reduce their noise footprint around airports. NBAA's noise procedures are recommended as a standard for all operations for which aircraft manufacturers have not recommended specific procedures.

AIRCRAFT NOISE COMPARISONS
BUSINESS JETS VS. WIDE-BODY AIRLINERS

Source: FAA Advisory Circular 36-1H



Business Aviation Industry Statistics

Fuel Consumption: A Drop in the Bucket

Although general aviation in the United States flies 166 million passengers each year, this segment of aviation consumes slightly more than 7 percent of all aviation fuel burned annually.

General aviation uses virtually all of the aviation gasoline (avgas) consumed each year; however, avgas represents only about 1.7 percent of all aviation fuel consumed.

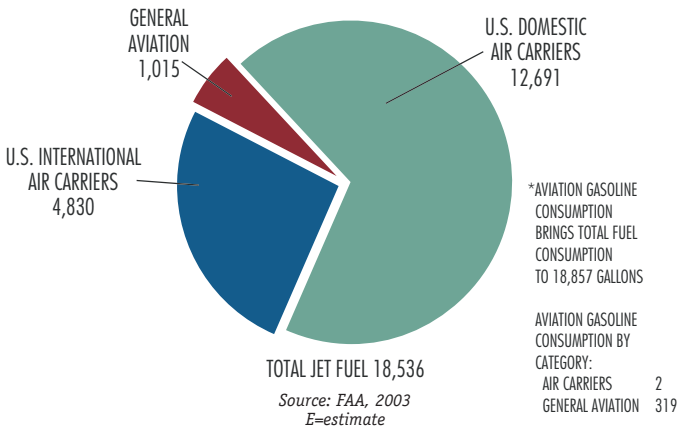
Jet fuel is the predominant type of aviation fuel in civil aviation, but general aviation consumes just over 5 percent of this type of fuel each year. Domestic U.S. air carriers use nearly 70 percent of the jet fuel burned in the United States by nonmilitary operators, while U.S. international airlines consume about 26 percent of the jet fuel used annually by civil aircraft.

General aviation consumed approximately 1,333 million gallons of fuel in 2002. The breakdown by type of general aviation aircraft is shown as follows:

- Turbojet aircraft burned about 795 million gallons, or roughly 60 percent, of the total fuel consumed by general aviation in 2002.
- Turboprops consumed approximately 173 million gallons, or 13 percent, of the general aviation fuel burned in 2002.
- Piston-powered aircraft consumed 297 million gallons, or approximately 22 percent, of general aviation fuel in 2002.
- Helicopters and other aircraft accounted for nearly 69 million gallons of fuel consumed in 2002, or about 5 percent of the total.

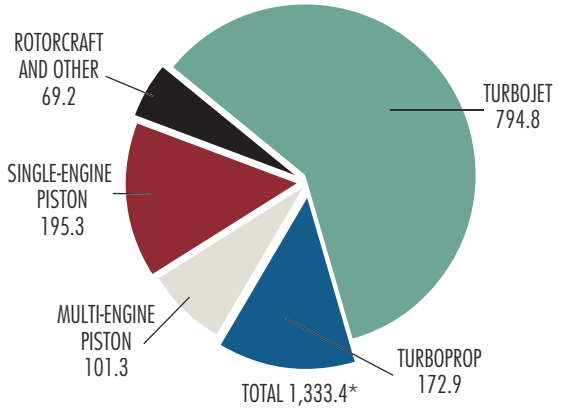
The fuel efficiency of the business aviation fleet will continue to improve in the coming years. Engine manufacturers, always mindful of the need to lower operating costs, are continually enhancing the fuel efficiency of the powerplants used on business aircraft. Likewise, airframe manufacturers have helped the push for greater fuel efficiency by designing new aircraft that incorporate advances in aerodynamics and lightweight structures that reduce weight and drag and thus lower fuel consumption.

TOTAL JET FUEL & AVIATION GASOLINE CONSUMPTION, U.S. CIVIL AIRCRAFT (Fiscal Year 2002E)*
(Millions of Gallons)



Source: FAA, 2003
E=estimate

GENERAL AVIATION AIRCRAFT FUEL CONSUMPTION (Calendar Year 2002E)
(Millions of Gallons)



Source: FAA, 2003
** Sum of the numbers does not add due to rounding.*

NOISE LEVELS FOR BUSINESS JETS

Source: FAA Advisory Circular AC 36-1H

MODEL	MTOW 1,000#	MLW 1,000#	ENGINE MODEL	ENGINES	THRUST 1,000#	BPR	FLAPS TO	FLAPS AP	TO	(EPNdB) SL	AP	STAGE
BEECHJET 400	15.78	14.22	JT15D-5	2	2.90	2.10	10	30	88.6	93.7	91.4	3
BD-700-1A10 (Global Express)	93.50	78.50	BR700-710-A2-20	2	14.97	5.00	16	30	82.1	88.7	89.8	3
BD-700-1A10 (Global Express)	96.00	78.50	BR700-710-A2-20	2	14.97	5.00	16	30	82.7	88.6	89.8	3
BD700-1A10 (Global Express) (Learjet STC: SA8184NM-D)	75.00	75.00	Rolls Royce/ BR700-710-A2-20	2	14.97	5.00	16	30	75.6	89.3	89.7	3
CL-600	36.00	33.00	ALF-502	2	7.50	5.00	20	45	81.6	89.3	91.2	3
CL-600	40.40	36.00	ALF 502L/L-2/L-2C	2	7.50	5.00	20	45	84.0	87.2	91.6	3
CL-600	41.25	36.00	ALF-502L/L-2/L-2C	2	7.50	5.00	20	45	84.7	89.5	91.6	3
CL-600 (WINGLETS)	41.25	36.00	ALF-502L/L-2/L-2C	2	7.50	5.00	20	45	84.8	89.5	91.6	3
CL-600-2B19 (CRJ)	53.00	47.00	CF-34-3A1	2	9.22	6.00	20	45	79.8	82.2	92.1	3
CL-600-2B19 (CRJ)	53.00	47.00	CF-34-3B1	2	9.22		20	45	78.7	82.4	92.1	3
CL-600-2C10 (CRJ700)	75.00	66.90	CF34-8C1	2	13.79	6.30	8	45	82.7	89.4	92.6	3
CL-600-2C10 (CRJ700)	72.50	66.90	CF34-8C1	2	13.79	6.30	8	45	82.1	89.5	92.6	3
CL-601	43.00	36.00	CF34-1A	2	8.65	6.30	20	45	79.9	84.8	89.4	3
CL-601	42.10	36.00	CF34-1A	2	8.65	6.30	20	45	79.4	84.9	89.4	3
CL-601-1A	45.10	36.00	CF-34-1A	2	8.65	6.30	20	45	80.5	84.6	90.1	3
CL-601-3A	43.10	36.00	CF-34-3A	2	8.72	6.30	20	45	79.4	85.9	89.4	3
CL-601-3A	45.10	36.00	CF-34-3A/-3A2	2	8.65	6.30	20	45	79.8	85.7	90.1	3
CL-601-3R	45.10	36.00	CF-34-3A1	2	9.22	6.00	20	45	79.8	85.7	90.1	3
CL-604	48.20	38.00	GE CF34-3B	2	8.72	6.30	20	45	81.2	86.2	90.3	3
CL-604	47.60	38.00	GE CF34-3B	2	8.72	6.30	20	45	80.9	86.2	90.3	3
500 CITATION	10.30	9.90	JT15D-1	2	2.20	3.30	15	40	76.4	86.1	87.7	3
500/501 CITATION I	11.80	11.30	JT15D-1/-1A	2	2.20	3.30	15	40	78.0	86.2	87.9	3
525 CITATION JET	10.40	9.70	FJ44-1A	2	1.50		15	35	73.4	83.7	92.1	3
525A CITATION JET II (CJ-2)	12.37	11.50	FJ44-2C	2	2.10		15	35	74.5	88.8	91.4	3
550 CITATION II	13.30	12.70	JT15D-4	2	2.50	2.68	15	40	80.1	86.7	90.5	3
550 CITATION Bravo	14.80	13.50	PW530A	2	2.20		15	40	73.7	85.2	91.2	3
550 CITATION II	14.10	13.50	JT15D-4	2	2.50	2.68	0	40	71.6	86.4	90.5	3
551 CITATION II	12.50	12.00	JT15D-4	2	2.50	2.68	15	40	80.1	86.7	90.5	3
552	15.50	14.30	JT15D-5	2	2.90	2.10	20	35	89.3	94.7	88.5	3
560 CITATION Ultra	16.30	15.20	JT15D-5D	2	2.30		7	35	82.9	95.9	85.7	3
560 CITATION V	15.90	15.20	JT15D-5A	2	2.90	2.10	7	35	83.7	94.7	88.9	3
560 CITATION V	16.30	15.20	JT15D-5A	2	2.90	2.10	7	35	84.6	94.6	88.9	3
560 ENCORE	16.63	15.20	PW535A	2	2.90		7	35	70.3	89.9	90.5	3
560XL EXCEL	20.00	18.70	PW545A	2	3.00		7	35	72.4	85.3	93.1	3
650 CITATION III	21.00	17.00	TFE731-3B-100S	2	2.90	3.11	20	37	84.9	92.5	92.4	3
650 CITATION III	22.00	20.00	TFE731-3B-100S	2	2.90	3.11	7	37	80.1	92.4	93.8	3
650 CITATION VI	22.45	20.00	TFE731-3C-100S	2	2.90		7	40	82.2	92.4	93.8	3
650 CITATION VII	23.00	20.00	TFE731-4R-3S	2	3.20		7	40	78.9	91.9	90.8	3
750 CITATION X	35.70	31.80	AE3007C	2	5.00	5.30	15	35	72.3	83.0	90.2	3
S550 CITATION S/II	14.70	14.00	JT15D-4B	2	2.50	2.68	20	35	87.9	91.6	85.1	3
S550 CITATION S/II	15.10	14.40	JT15D-4B	2	2.50	2.68	7	35	80.0	91.3	86.2	3
FALCON 10	19.30	17.64	TFE731-2-1C	2	3.23	2.80	15	52	82.2	86.2	95.2	3
FALCON 20-Basic/D/E	28.66	27.32	CF700-2D-2	2	4.50	2.00	15	40	90.0	92.3	101.7	2
FALCON 20-Basic/D/E/F (M2851)	28.66	27.32	CF700-2D-2Q	2	4.50	2.00	0	40	81.9	94.0	99.7	3
FALCON 20-C5/D5/E5 (M3500)	29.10	27.73	TFE731-5AR-2C	2	4.50	3.70	15	40	82.9	88.4	90.7	3
FALCON 20-C5/D5/E5 (M3530)	29.10	27.73	TFE-731-5BR-2C	2	4.80	3.70	15	40	80.3	90.7	90.7	3
FALCON 20-C5/D5/E5 (M3547)	30.50	28.88	TFE731-5BR-2C	2	4.80	3.70	15	40	82.9	91.9	90.6	3
FALCON 20-F (M1400)	28.66	27.32	CF700-2D-2	2	4.50	2.00	10	40	90.0	92.3	103.0	2
FALCON 20-F5 (M3500)	29.10	27.73	TFE731-5AR-2C	2	4.50	3.70	10	40	81.8	88.6	90.0	3
FALCON 20-F5 (M3530)	29.10	27.73	TFE-731-5BR-2C	2	4.80	3.70	10	40	79.3	90.9	90.0	3
FALCON 20-F5 (M3547)	30.50	28.88	TFE731-5BR-2C	2	4.80	3.70	10	40	81.9	92.1	90.3	3
FALCON 20-G (M2500)	32.00	27.56	ATF3-6-2C	2	5.40	2.90	10	40	87.5	88.3	95.9	3
FALCON 50	38.80	35.72	TFE731-3-1C	3	3.70	2.80	20	48	84.3	91.6	97.4	3
FALCON 50 (M1810)	40.79	35.72	TFE731-40-1	3	3.70	3.50	20	48	83.0	92.7	95.2	3
FALCON 50 (M1230)	40.78	35.71	TFE731-3-1C	3	3.70	2.80	20	48	84.8	91.5	97.1	3
FALCON 50 (M2193)	40.79	35.72	TFE731-40-1	3	3.70	3.50	20	48	83.8	92.0	95.2	3
FALCON 200	32.00	27.60	ATF3-6A-4C	2	5.20	2.90	5	40	83.9	89.0	93.9	3
FALCON 200 (M5634)	32.00	28.88	ATF3-6A-4C	2	5.20	2.90	5	40	83.9	89.0	94.2	3
FALCON 900	45.50	42.00	TFE731-5AR-1C	3	4.75	3.70	20	40	81.9	89.5	91.7	3
FALCON 900 (M1196)	46.50	42.00	TFE731-5AR-1C	3	4.75	3.70	20	40	82.9	89.5	91.7	3
FALCON 900B (M1200)	46.50	42.00	TFE731-5BR-1C	3	4.75	3.70	20	40	80.7	91.2	91.7	3
FALCON 900EX (M3000)	49.00	44.50	TFE731-60-1	3	5.00	4.40	20	40	79.8	90.5	92.3	3
FALCON 2000	36.50	33.00	CFE738-1-1B	2	5.72	6.00	20	40	79.4	86.4	93.1	3
G-II GULFSTREAM	62.00	58.50	SPEY 511-8	2	11.40	0.64	20	39	90.9	102.7	98.2	2
G-II GULFSTREAM	65.50	58.50	SPEY 511-8	2	11.40	0.64	10	39	92.5	103.0	98.3	2
G-IIB/G-III	69.70	58.50	SPEY 511-8	2	11.40	0.64	10	39	91.1	103.4	97.3	2
G-IV	73.20	58.50	TAY 611-8	2	13.85	3.00	10	39	76.8	87.3	91.0	3

G-IV GULFSTREAM w/ASC 190	74.60	66.00	TAY 611-8	2	13.85	3.00	20	39	77.5	86.6	92.0	3
G-V	90.50	75.30	BR700-710A1-10	2	14.70	4.20	10	39	80.3	89.1	90.8	3
G100	24.65	20.70	TFE731-40R-200G	2	4.25	2.90	25	40	79.1	89.5	91.9	3
G200	34.85	28.00	PW306A	2	6.04	4.50	25	40	81.4	85.8	92.7	3
G200	34.85	28.00	PW306A	2	6.04	4.50	25	40	81.4	85.8	90.9	3
1124 WESTWIND	22.90	19.00	TFE731-3-1G	2	3.70	2.80	20	40	81.2	88.4	93.0	3
1124A WESTWIND 2	23.50	19.00	TFE731-3-1G	2	3.70	2.80	20	40	85.4	88.7	92.8	3
1125 ASTRA	24.70	20.70	TFE731-3A-200G	2			12	40	84.1	89.7	89.8	3
1125 ASTRA	23.50	20.70	TFE731-3A-200G	2			12	40	82.3	89.8	89.8	3
1125 ASTRA SPX	24.65	20.70	TFE731-40R	2			0	40	79.9	89.9	92.3	3
Galaxy	34.85	28.00	PW306A	2	6.04	4.50	0	40	81.4	85.8	92.7	3
23 Raisbeck MK II	12.50	11.90	CJ610-1/-4	2	1.34	0.00	10		88.0	103.8	98.0	2
24 Raisbeck MK II	13.00	11.90	CJ610-1/-4	2	1.34	0.00	10		89.0	103.8	98.0	2
24/24D	13.50	11.90	CJ610-6	2	2.95	0.00	20	40	91.8	99.3	100.7	2
24B/D Raisbeck MK II	13.50	11.88	CJ610	2			10	40	87.6	104.0	98.0	2
24D	13.50	11.90	CJ610-6	2	2.95	0.00	20	40	91.8	99.3	101.7	2
24D	13.50	11.90	CJ610-6	2	2.95	0.00	20	40	91.9	104.0	96.7	2
24E	12.90	11.90	CJ610-6	2	2.95	0.00	8	40	84.3	103.9	95.3	2
24F	13.50	11.90	CJ610-6	2	2.95	0.00	8	40	85.8	103.7	95.3	2
24F-A	12.50	11.90	CJ610-6	2	2.95	0.00	8	40	83.6	103.9	95.3	2
25	16.00	13.30	CJ610-6	2	2.95	0.00	10	40	93.5	103.9	99.0	2
25	15.00	13.30	CJ610-6	2	2.95	0.00			94.0	99.3	100.8	2
25/25B/C Raisb MK II	15.00	13.30	CJ610	2			10	40	91.0	103.8	99.0	2
25B/C/D/F XR Dee Howard	16.30	13.30	CJ610-6/8A	2	2.95	0.00	10	40	93.5	103.9	99.0	2
25C	15.00	13.30	CJ610-6	2	2.95	0.00	20	40	94.0	99.3	100.8	2
25D	15.00	13.30	CJ610-6	2	2.95	0.00	20	40	94.0	99.3	102.7	2
25D/25F	15.00	13.30	CJ610-6/8A	2	2.95	0.00	8	40	90.1	103.7	95.2	2
28/29	15.00	14.30	CJ610-8A	2	2.95	0.00	8	40	87.0	99.7	101.7	2
31	15.50	15.30	TFE731-2-3B	2	3.50		8	40	79.6	87.2	92.6	3
31	16.50	15.30	TFE731-2-3B	2	3.50		8	40	81.0	87.0	92.6	3
31A	17.00	15.30	TFE731-2-3B	2	3.50		8	40	81.9	86.9	92.8	3
31A	17.00	16.00	TFE731-2-3B	2	3.50		8	40	82.9	86.8	93.1	3
35/36	18.00	14.30	TFE731-2-2B	2	3.50	2.64	20	40	84.5	87.9	92.2	3
35/36	17.00	14.30	TFE731-2-2B	2	3.50	2.64	20	40	84.0	86.9	92.2	3
35A	18.00	14.30	TFE731-2-2B	2	3.50	2.64	8	40	83.6	87.4	91.3	3
35A/36A	18.00	14.30	TFE731-2-2B	2	3.50	2.64	8	40	78.7	87.4	91.3	3
35A/36A	18.30	15.30	TFE731-2-2B	2	3.50	2.64	8	40	79.2	86.7	91.4	3
36A	18.30	15.30	TFE731-2-2B	2	3.50	2.64	20	40	83.9	87.8	91.4	3
45	20.50	19.20	TFE731-20R-1B or (-20AR-1B)	2			8	40	74.4	85.2	93.4	3
55	19.50	17.00	TFE731-3A-2B	2	3.70		8	40	84.2	90.9	90.6	3
55	21.00	17.00	TFE731-3A-2B	2	3.70		8	40	85.5	90.7	90.6	3
55B	21.50	18.00	TFE731-3A-2B	2	3.70		20	40	86.3	90.7	91.0	3
55C	21.50	17.00	TFE731-3AR-3B	2	3.90	2.90	20	40	87.0	91.4	92.4	3
55C	21.00	17.00	TFE731-3AR-3B	2	3.90	2.90	20	40	86.7	91.5	92.4	3
55C	21.50	18.00	TFE731-3AR-2B	2	3.90	2.90	20	40	86.7	90.9	92.4	3
55C	21.00	18.00	TFE731-3AR-2B	2	3.90	2.90	20	40	86.2	91.0	92.4	3
60	23.10	19.50	PW305A	2	4.67		8	40	70.8	83.1	87.7	3
60	23.50	19.50	PW305A	2	4.67		8	40	70.8	83.2	87.7	3
MU-300 (DIAMOND I)	14.10	13.20	JT15D-4	2	2.50	2.68	10	30	86.3	88.0	85.8	3
MU-300 (DIAMOND I)	15.50	13.20	JT15D-4D	2	2.50	2.68	0	30	81.2	88.4	85.8	3
MU-300-10 (DIAMOND II)	15.78	14.22	JT15D-5	2	2.90	2.10	10	30	88.6	93.7	91.4	3
390 PREMIER	12.50	11.60	FJ44-2A	2	2.30		0	30	76.6	87.9	92.0	3
C-29A	28.00	23.35	TFE731-5R-1H	2	4.30	3.30	0	45	81.4	87.3	95.8	3
HAWKER 125- 1A	21.70	19.60	TFE731-3-1H	2	3.70	2.70	0	45	84.2	90.0	96.0	3
HAWKER 125- 1A	21.20	19.60	TFE731-3-1H	2	3.70	2.70	0	45	83.4	90.1	96.0	3
HAWKER 125- 3A	21.70	20.00	TFE731-3-1H	2	3.70	2.70	0	45	84.2	90.0	96.3	3
HAWKER 125- 3A/RA	23.60	20.00	TFE731-3-1H	2	3.70	2.70	0	45	85.5	89.8	95.7	3
HAWKER 125- 400A	23.60	20.00	TFE731-3-1H	2	3.70	2.70	0	45	85.5	89.8	95.7	3
HAWKER 125- 600A	25.50	22.00	TFE731-3-1H	2	3.70	2.70	0	45	88.0	89.2	96.3	3
HAWKER 125- 600A	25.50	22.00	VIPER 601-22	2	3.65	0.00	0	45	92.3	99.2	102.9	2
HAWKER 125- 700A	25.50	22.00	TFE731-3-1H	2	3.70	2.70	0	45	91.6	92.1	96.0	2
HAWKER 125- 700A	25.50	22.00	TFE731-3-1H	2	3.70	2.70	0	45	88.0	89.2	96.3	3
HAWKER 125- 800	27.40	23.35	TFE731-5R-1H	2	4.30	3.30	0	45	80.9	87.2	96.5	3
HAWKER 125- 800A	27.40	23.35	TFE731-5R-1H	2	4.30	3.30	0	45	80.9	89.6	96.5	3
HAWKER 125-1000	31.00	25.00	PW305	2	5.20	4.50	0	25	81.8	85.9	91.6	3
HAWKER 125-1000	35.50	28.50	PW305	2	5.20	4.50	0	25	85.7	85.3	92.0	3
SABRELINER 40	17.50	14.00	JT12A-8	2	3.30		0	25	89.7	100.4	97.5	2
SABRELINER 40	20.20	17.50	JT12A-8	2	3.30		0	25	94.5	100.1	98.4	2
SABRELINER 60	20.20		JT12A-8	2	3.30			24	95.0	100.3	98.5	2
SABRELINER 60A/60SC	22.70	20.60	JT12A-8	2	3.30		0		94.4	100.0	102.2	2
SABRELINER 65	24.00	21.80	TFE731-3R	2	3.70	2.80			84.0	93.0	90.6	3
SABRELINER 65	22.70	21.80	TFE731-3R	2	3.70	2.80	0	36	82.3	93.1	90.6	3
SABRELINER 75A	23.00		CF700-2D-2	2	4.50	2.00	15	25	90.7	91.3	100.2	2
SABRELINER 80	23.30	22.00	CF700-2D-2	2	4.50	2.00			90.7	91.3	100.2	2
SABRELINER 80A/80SC	25.50	22.00	CF700-2D-2	2	4.50	2.00	0		91.2	91.4	101.1	2

Business Aviation Industry Statistics

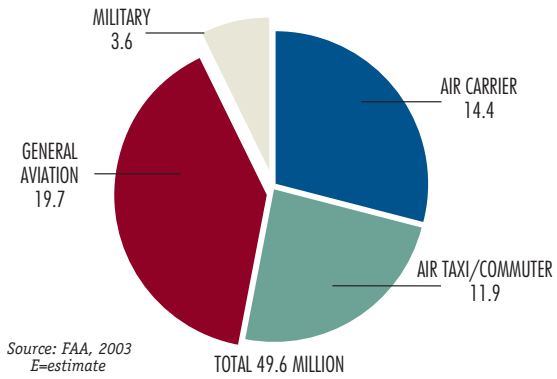
General Aviation and Air Traffic

In 2002, total estimated operations at airports with FAA and contract air traffic control service was around 65 million. Air carrier hours were down more than 10 percent in 2002. Air taxi/commuter operations increased 1.4 percent in 2002, while the number of general aviation operations was virtually unchanged.

General aviation accounts for almost 40 percent of the 50 million instrument operations at FAA facilities each year, the largest share of any segment of aviation. By comparison, air carriers account for 29 percent of instrument operations, air taxis 24 percent, and military aviation less than 7 percent of the total.

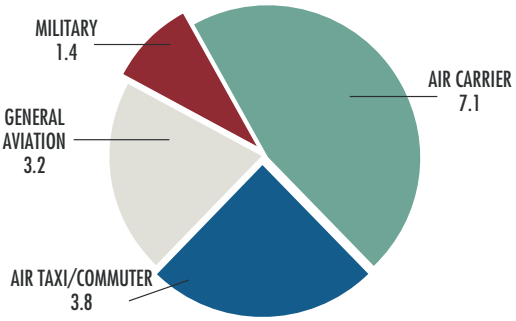
In terms of aircraft under instrument flight rules (IFR) handled by FAA Air Route Traffic Control Centers (ARTCCs), air carriers account for more than half of the total. General aviation accounts for approximately 19 percent of the instrument aircraft handled by ARTCCs. Air taxis account for more than 20 percent of the instrument aircraft handled by ARTCCs. About 9 percent of the instrument aircraft handled by those facilities are military. Air carriers also perform nearly half the IFR departures each year, with general aviation accounting for approxi-

INSTRUMENT OPERATIONS (Millions) AT FAA FACILITIES
by Aviation Category (Fiscal Year 2002E)



Source: FAA, 2003
E=estimate

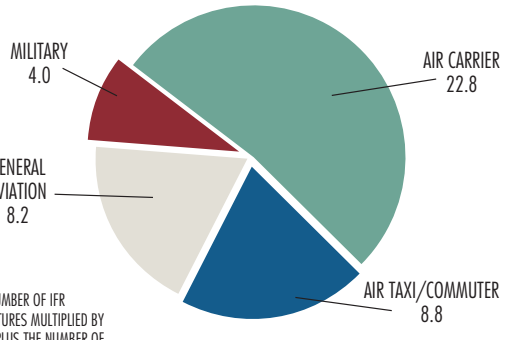
IFR DEPARTURES (Millions) HANDLED AT FAA FACILITIES
by Aviation Category (Fiscal Year 2002E)



TOTAL 15.5 MILLION

Source: FAA, 2003
E=estimate

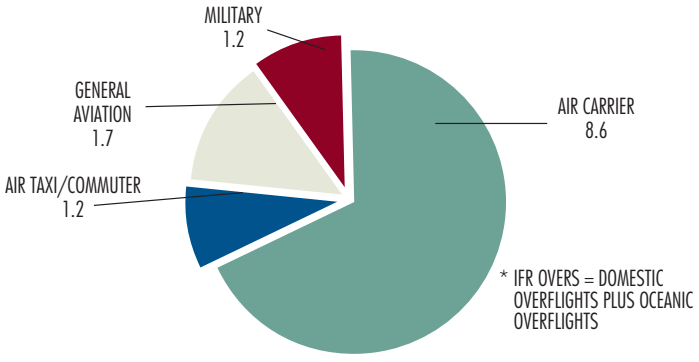
IFR AIRCRAFT (Millions) HANDLED AT ATC CENTERS*
by Aviation Category (Fiscal Year 2002E)



* THE NUMBER OF IFR DEPARTURES MULTIPLIED BY TWO, PLUS THE NUMBER OF IFR OVERS – DOMESTIC OVERFLIGHTS PLUS OCEANIC OVERFLIGHTS

Source: FAA, 2003
**Sum of the numbers does not add due to rounding.*

TOTAL IFR OVERS (Millions) HANDLED AT ATC CENTERS*
by Aviation Category (Fiscal Year 2002E)

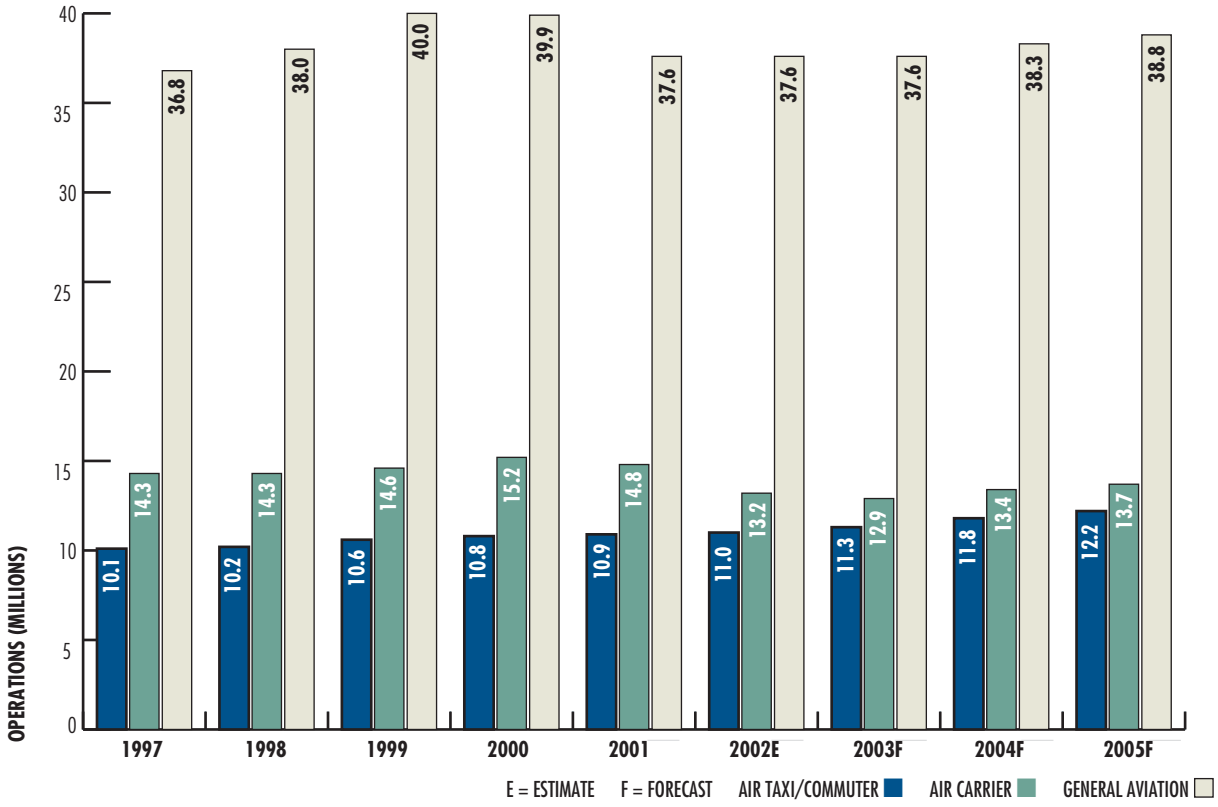


Source: FAA, 2003
E=estimate

Section 4

TOTAL COMBINED AIRCRAFT OPERATIONS AT AIRPORTS WITH FAA AND CONTRACT AIR TRAFFIC CONTROL SERVICE, 1997–2005

Source: FAA, 2003



mately 21 percent of such operations. Air taxis accounted for about 24 percent of IFR departures in 2002.

Satellite communication and navigation are becoming the systems of the future for air traffic service and will reflect a significant shift in how air travel occurs. Currently, the internationally accepted Global Navigation Satellite System (GNSS) will be made up essentially of the U.S. Department of Defense Global Positioning System (GPS) and various augmentations. Traffic no longer will be tied to navigating between points that currently are more apt to be dictated by land-lease agreements than route efficiencies. As air traffic service begins to take advantage of the benefits satellite systems can provide, as well as a comprehensive redesign of the airspace by the FAA, efficiencies will begin to accrue to the industry in terms of safety, time and money.

Such efficiencies will be found in all air traffic environments: terminal, enroute domestic, oceanic, all altitudes, airport surface and approaches (at least to Category I minima and possibly lower) as well as departures. As experience with new techniques brings about increased trust and acceptance by controlling agencies, the airspace user can expect to see a phasing out of a ground-based navigational system that has remained essentially unchanged since the 1940s.

Congressional Directory

NBAA-Government Interaction and Congressional Oversight of Business Aviation

Since 1947, one of NBAA's key functions has been to promote and protect the interests of Member Companies and the entire business aviation community through effective interaction with Federal, state and local government.

Specifically, the Association serves as a liaison between NBAA Member Companies and the Executive Branch, including the White House and various Federal agencies, as well as governors, state legislatures and municipal authorities throughout the United States. The Association also represents business aviation before the U.S. Congress, with particular emphasis on committees that have jurisdiction over issues affecting business aviation.

As the Congress focuses on aviation security, system management, modernization and funding, and other measures important to the business aviation community, NBAA's role in the legislative process has never been more important. It is essential that those in the business aviation community participate in that process by communicating with their elected officials, especially members of Congress. This section contains a list of leaders of relevant legislative committees and subcommittees, as well as the entire Congressional membership, for quick reference.

For assistance in communicating with Federal, state and local officials, contact Pete West, NBAA senior vice president, government & public affairs, at (202) 783-9262, via fax to (202) 331-8364, or via e-mail to pwest@nbaa.org.

U.S. SENATE

Committee and Subcommittee Chairs and Ranking Minority Members

COMMITTEE ON APPROPRIATIONS

The Honorable Ted Stevens (R-AK), Chairman
S-128 Capitol Building
Washington, DC 20510-6025
Tel: (202) 224-7363; Fax: (202) 224-8553
Web: www.senate.gov/~appropriations

The Honorable Robert Bryd (D-WV), Ranking Member
S-146A Capitol Building
Washington, DC 20510
Tel: (202) 224-3471

Subcommittee on Transportation & Related Agencies

The Honorable Richard C. Shelby (R-AL), Chairman
SD-142 Dirksen SOB
Washington, DC 20510
Tel: (202) 224-2175
Web: www.senate.gov/~appropriations/transportation

The Honorable Patt Murray (D-WA), Ranking Member
SD-135 Dirksen SOB
Washington, DC 20510
Tel: (202) 224-7281

COMMITTEE ON COMMERCE, SCIENCE & TRANSPORTATION

The Honorable John McCain (R-AZ), Chairman
SD-254 Russell Dirkson SOB
Washington, DC 20510
Tel: (202) 224-1251
Fax: (202) 228-0303
Web: www.senate.gov/~commerce

The Honorable Ernest F. Hollings (D-SC), Ranking Member
SD-560 Dirksen SOB
Washington, DC 20510
Tel: (202) 224-5115
Fax: (202) 224-1259

Subcommittee on Aviation

The Honorable Chairman Trent Lott (R-MS)
SD-560 Dirkson SOB
Washington, DC 20510
Tel: (202) 224-4852
Fax: (202) 228-2339

The Honorable John D. "Jay" Rockefeller IV (D-WV)
Ranking Member
SH-428 Hart SOB
Washington, DC 20510
Tel: (202) 224-9000

COMMITTEE ON FINANCE

The Honorable Chuck Grassley (R-IA), Chairman
SD-219 Dirksen SOB
Washington, DC 20510
Tel: (202) 224-4515
Fax: (202) 228-0554

The Honorable Max Baucus (D-MT), Ranking Member
SD-219 Dirksen SOB
Washington, DC 20510
Tel: (202) 224-5315
Fax: (202) 228-1703

U.S. HOUSE OF REPRESENTATIVES

Committee and Subcommittee Chairs and Ranking Minority Members

COMMITTEE ON APPROPRIATIONS

The Honorable C. W. "Bill" Young (R-FL), Chairman
H-218 Capitol Building
Washington, DC 20515
Tel: (202) 225-2771

The Honorable David Obey (D-WI), Ranking Member
1016 Longworth HOB
Washington, DC 20515
Tel: (202) 225-3481

Subcommittee on Transportation & Related Agencies

The Honorable Harold Rogers (R-KY), Chairman
2358 Rayburn HOB
Washington, DC 20515
Tel: (202) 225-2141

The Honorable Martin Olav Sabo (D-MN)
Ranking Member
1016 Longworth HOB
Washington, DC 20515
Tel: (202) 225-3481

COMMITTEE ON TRANSPORTATION & INFRASTRUCTURE

The Honorable Don Young (R-AK), Chairman
2165 Rayburn HOB
Washington, DC 20515
Tel: (202) 225-9446
Fax: (202) 225-6782
Web: www.house.gov/transportation

The Honorable James L. Oberstar (D-MN)
Ranking Member
2163 Rayburn HOB
Washington, DC 20515
Tel: (202) 225-4472
Fax: (202) 226-1270

Subcommittee on Aviation

The Honorable John L. Mica (R-FL), Chairman
2251 Rayburn HOB
Washington, DC 20515
Tel: (202) 226-3220
Fax: (202) 225-4629

The Honorable William O. Lipinski (D-IL)
Ranking Member
2251 Rayburn HOB
Washington, DC 20515-6256
Tel: (202) 225-9161

COMMITTEE ON WAYS & MEANS

The Honorable William M. Thomas (R-CA), Chairman
1102 Longworth HOB
Washington, DC 20515
Tel: (202) 225-3625

The Honorable Charles B. Rangel (D-NY)
Ranking Member
1106 Longworth HOB
Washington, DC 20515
Tel: (202) 225-4021

Congressional Directory

U.S. SENATE MEMBER LISTING

Member Name	Party/ State	Room/ Building	Phone (202)	Fax (202)
Akaka, Daniel K.	D-HI	SH-141	224-6361	224-2126
Alexander, Lamar	R-TN	SD-B40-2	224-4944	228-3398
Allard, Wayne	R-CO	SD-525	224-5941	224-6471
Allen, George	R-VA	SR-204	224-4024	224-5432
Baucus, Max	D-MO	SH-511	224-2651	228-3687
Bayh, Evan	D-IN	SR-463	224-5623	228-1377
Bennett, Robert F.	R-UT	SD-431	224-5444	228-1168
Biden, Joseph R.	D-DE	SR-221	224-5042	224-0139
Bingaman, Jeff	D-NM	SH-703	224-5521	224-2852
Bond, Christopher "Kit"	R-MO	SR-274	224-5721	224-8149
Boxer, Barbara	D-CA	SH-112	224-3553	
Breaux, John B.	D-LA	SH-503	224-4623	228-2577
Brownback, Sam	R-KS	SH-303	224-6521	228-1265
Bunning, Jim	R-KY	SH-316	224-4343	228-1373
Burns, Conrad	R-MO	SD-187	224-2644	224-8594
Byrd, Robert C.	D-WV	SH-311	224-3954	228-0002
Campbell, Ben Nighthorse	R-CO	SR-380	224-5852	224-1933
Cantwell, Maria	D-WA	SH-717	224-3441	228-0514
Carper, Thomas R.	D-DE	SH-513	224-2441	228-2190
Chafee, Lincoln D.	R-RI	SR-141A	224-2921	228-2853
Chambliss, Saxby	R-GA	SR-Courtyard 2	224-3521	224-0072
Clinton, Hillary Rodham	D-NY	SR-476	224-4451	228-0282
Cochran, Thad	R-MS	SD-113	224-5054	224-9450
Coleman, Norm	R-MN	SD-B40-3	224-5641	224-1152
Collins, Susan M.	R-ME	SR-172	224-2523	224-2693
Conrad, Kent	D-ND	SH-530	224-2043	224-7776
Cornyn, John	R-TX	SR-Courtyard 5	224-2934	228-2856
Corzine, Jon S.	D-NJ	SH-502	224-4744	228-2197
Craig, Larry E.	R-ID	SH-520	224-2752	228-1067
Crapo, Michael D.	R-ID	SR-111	224-6142	
Daschle, Tom	D-SD	SH-509	224-2321	224-6603
Dayton, Mark	D-MN	SR-346	224-3244	228-2186
DeWine, Mike	R-OH	SR-140	224-2315	224-6519
Dodd, Christopher J.	D-CT	SR-448	224-2823	224-1083
Dole, Elizabeth H.	R-NC	SD-B34	224-6342	224-1100
Domenici, Pete V.	R-NM	SH-328	224-6621	
Dorgan, Byron L.	D-ND	SH-713	224-2551	224-1193
Durbin, Richard J.	D-IL	SD-332	224-2152	228-0400
Edwards, John	D-NC	SD-225	224-3154	228-1374
Ensign, John	R-NV	SR-364	224-6244	228-2193
Enzi, Michael B.	R-WY	SR-290	224-3424	228-0359
Feingold, Russell D.	D-WI	SH-506	224-5323	224-2725
Feinstein, Dianne	D-CA	SH-331	224-3841	228-3954
Fitzgerald, Peter G.	R-IL	SD-555	224-2854	228-1372
Frist, Bill	R-TN	SR-416	224-3344	228-1264
Graham, Bob	D-FL	SH-524	224-3041	224-2237
Graham, Lindsey	R-SC	SR-Courtyard 1	224-5972	224-1189
Grassley, Charles E.	R-IA	SH-135	224-3744	224-6020
Gregg, Judd	R-NH	SR-393	224-3324	224-4952
Hagel, Chuck	R-NE	SR-248	224-4224	224-5213
Harkin, Tom	D-IA	SH-731	224-3254	224-9369
Hatch, Orrin G.	R-UT	SH-104	224-5251	224-6331
Hollings, Ernest F.	D-SC	SR-125	224-6121	224-4293
Hutchison, Kay Bailey	R-TX	SR-284	224-5922	224-0776
Inhofe, James M.	R-OK	SR-453	224-4721	228-0380
Inouye, Daniel K.	D-HI	SH-722	224-3934	
Jeffords, James M.	I-VT	SD-413	224-5141	228-0776
Johnson, Tim	D-SD	SH-324	224-5842	228-5765
Kennedy, Edward M.	D-MA	SR-317	224-4543	224-2417
Kerry, John F.	D-MA	SR-304	224-2742	224-8525
Kohl, Herb	D-WI	SH-330	224-5653	224-9787
Kyl, Jon	R-AZ	SH-730	224-4521	224-2207
Landrieu, Mary L.	D-LA	SH-724	224-5824	224-9735
Lautenberg, Frank R.	D-NJ	SH-825A	224-3224	228-4054
Leahy, Patrick J.	D-VT	SR-433	224-4242	224-3479
Levin, Carl	D-MI	SR-269	224-6221	224-1388
Lieberman, Joseph I.	D-CT	SH-706	224-4041	224-9750
Lincoln, Blanche Lambert	D-AK	SD-355	224-4843	228-1371
Lott, Trent	R-MS	SR-487	224-6253	224-2262
Lugar, Richard G.	R-IN	SH-306	224-4814	228-0360
McCain, John	R-AZ	SR-241	224-2235	228-2862
McConnell, Mitch	R-KY	SR-361A	224-2541	224-2499
Mikulski, Barbara A.	D-MD	SH-709	224-4654	224-8858
Miller, Zell	D-GA	SD-257	224-3643	228-2090
Murkowski, Lisa	R-AK	SH-322	224-6665	224-5301
Murray, Patty	D-WA	SR-173	224-2621	224-0238
Nelson, Bill	D-FL	SH-716	224-5274	228-2183
Nelson, Ben	D-NE	SH-720	224-6551	228-0012
Nickles, Don	R-OK	SH-133	224-5754	224-6008
Pryor, Mark	D-AK	SH-825	224-2353	228-0908
Reed, Jack	D-RI	SH-320	224-4642	224-4680
Reid, Harry	D-NV	SH-528	224-3542	224-7327
Roberts, Pat	R-KS	SH-302	224-4774	224-3514
Rockefeller, John D. "Jay"	D-WV	SH-531	224-6472	224-7665
Santorum, Rick	R-PA	SR-120	224-6324	228-0604
Sarbanes, Paul S.	D-MD	SH-309	224-4524	224-1651
Schumer, Charles E.	D-NY	SH-313	224-6542	228-3027
Sessions, Jeff	R-AL	SR-493	224-4124	224-3149
Shelby, Richard C.	R-AL	SH-110	224-5744	224-3416
Smith, Gordon H.	R-OR	SR-404	224-3753	228-3997
Snowe, Olympia J.	R-ME	SR-154	224-5344	224-1946
Specter, Arlen	R-PA	SH-711	224-4254	228-1229
Stabenow, Debbie	D-MI	SH-702	224-4822	228-0325
Stevens, Ted	R-AL	SH-522	224-3004	224-2354
Sununu, John E.	R-NH	SR-Courtyard 4	224-2841	228-4131
Talent, James M.	R-MO	SH-517	224-6154	228-1518
Thomas, Craig	R-WY	SH-109	224-6441	224-1724
Voinovich, George V.	R-OH	SH-317	224-3353	228-1382
Warner, John	R-VA	SR-225	224-2023	224-6295
Wyden, Ron	D-OR	SH-516	224-5244	228-2717

U.S. HOUSE OF REPRESENTATIVES MEMBER LISTING

Member Name	Party	State Dist.	Room/ Building	Phone (202)	Fax (202)
Abercrombie, Neil	D	HI01	1502 LHOB	225-2726	225-4580
Acevedo-Vilá, Aníbal	D	PR01	126 CHOB	225-2615	225-2154
Ackerman, Gary L.	D	NY05	2243 RHOB	225-2601	225-1589
Aderholt, Robert B.	R	AL04	1433 LHOB	225-4876	225-5587
Akin, W. Todd	R	MO02	117 CHOB	225-2561	225-2563
Alexander, Rodney M.	D	LA05	316 CHOB	225-8490	225-5639
Allen, Thomas H.	D	ME01	1717 LHOB	225-6116	225-5590
Andrews, Robert E.	D	NJ01	2439 RHOB	225-6501	225-6583
Baca, Joe	D	CA43	328 CHOB	225-6161	225-8671
Bachus, Spencer	R	AL06	442 CHOB	225-4921	225-2082
Baird, Brian	D	WA03	1421 LHOB	225-3536	225-3478
Baker, Richard	R	LA06	341 CHOB	225-3901	225-7313
Baldwin, Tammy	D	WI02	1022 LHOB	225-2906	225-6942
Ballance, Frank W.	D	NC01	413 CHOB	225-3101	225-3354
Ballenger, Cass	R	NC10	2182 RHOB	225-2576	225-0316
Barrett, James G.	R	SC03	1523 LHOB	225-5301	225-3216
Bartlett, Roscoe G.	R	MD06	2412 RHOB	225-2721	225-2193
Barton, Joe	R	TX06	2109 RHOB	225-2002	225-3052
Bass, Charles F.	R	NH02	2421 RHOB	225-5206	225-2946
Beauprez, Bob	R	CO07	511 CHOB	225-2645	225-5278
Becerra, Xavier	D	CA31	1119 LHOB	225-6235	225-2202
Bell, Chris	D	TX25	216 CHOB	225-7508	225-2947
Bereuter, Doug	R	NE01	2184 RHOB	225-4806	
Berkley, Shelley	D	NV01	439 CHOB	225-5965	225-3119
Berman, Howard L.	D	CA28	2221 RHOB	225-4695	225-3196
Berry, Marion	D	AR01	1113 LHOB	225-4076	225-5602
Biggert, Judy	R	IL13	1213 LHOB	225-3515	225-9420
Bilirakis, Michael	R	FL09	2269 RHOB	225-5755	225-4085
Bishop, Rob	R	UT01	124 CHOB	225-0453	225-5857
Bishop, Sanford D.	D	GA02	2429 RHOB	225-3631	225-2203
Bishop, Timothy	D	NY01	1133 LHOB	225-3826	225-3143
Blackburn, Marsha	R	TN07	509 CHOB	225-2811	225-2989
Blumenauer, Earl	D	OR03	2446 RHOB	225-4811	225-8941
Blunt, Roy	R	MO07	217 CHOB	225-6536	225-5604
Boehlert, Sherwood	R	NY24	2246 RHOB	225-3665	225-1891
Boehner, John A.	R	OH08	1011 LHOB	225-6205	225-0704
Bonilla, Henry	R	TX23	2458 RHOB	225-4511	225-2237
Bonner, Jo	R	AL01	315 CHOB	225-4931	225-0562
Bono, Mary	R	CA45	404 CHOB	225-5330	225-2961
Boozman, John	R	AK03	1708 LHOB	225-4301	225-5713
Bordallo, Madeleine	D	GU01	427 CHOB	225-1188	226-0341
Boswell, Leonard L.	D	IA03	1427 LHOB	225-3806	225-5608
Boucher, Rick	D	VA09	2187 RHOB	225-3861	225-0442
Boyd, Allen	D	FL02	107 CHOB	225-5235	225-5615
Bradley, Jeb	R	NH01	1218 LHOB	225-5456	225-5822
Brady, Kevin	R	TX08	428 CHOB	225-4901	225-5524
Brady, Robert A.	D	PA01	206 CHOB	225-4731	225-0088
Brown, Corrine	D	FL03	2444 RHOB	225-0123	225-2256
Brown, Henry	R	SC01	1124 LHOB	225-3176	225-3407
Brown, Sherrod	D	OH13	2332 RHOB	225-3401	225-2266
Brown-Waite, VA	R	FL05	1516 LHOB	225-1002	226-6559
Burgess, Michael C.	R	TX26	1721 LHOB	225-7772	225-2919
Burns, Max	R	GA12	512 CHOB	225-2823	225-3377
Burr, Richard	R	NC05	1526 LHOB	225-2071	225-2995
Burton, Dan	R	IN05	2185 RHOB	225-2276	225-0016
Buyer, Steve	R	IN04	2230 RHOB	225-5037	225-2267
Calvert, Ken	R	CA44	2201 RHOB	225-1986	225-2004
Camp, Dave	R	MI04	137 CHOB	225-3561	225-9679
Cannon, Chris	R	UT03	118 CHOB	225-7751	225-5629
Cantor, Eric I.	R	VA07	329 CHOB	225-2815	225-0011
Capito, Shelley Moore	R	WV02	1431 LHOB	225-2711	225-7856
Capps, Lois	D	CA23	1707 LHOB	225-3601	225-5632
Capuano, Michael E.	D	MA08	1232 LHOB	225-5111	225-9322
Cardin, Benjamin L.	D	MD03	2207 RHOB	225-4016	225-9219
Cardoza, Dennis	D	CA18	503 CHOB	225-6131	225-0819
Carson, Julia M.	D	IN07	1535 LHOB	225-4011	225-5633
Carson, Brad	D	OK02	317 CHOB	225-2701	225-3038
Carter, John R.	R	TX31	408 CHOB	225-3864	225-5886
Case, Ed	D	HI02	128 CHOB	225-4906	225-4987
Castle, Michael N.	R	DE01	1233 LHOB	225-4165	225-2291
Chabot, Steve	R	OH01	129 CHOB	225-2216	225-3012
Chocola, Chris	R	IN02	510 CHOB	225-3915	225-6798
Christian-Christensen, Donna M.	D	VI01	1510 LHOB	225-1790	225-5517
Clay, William Lacy	D	MO01	131 CHOB	225-2406	225-1725
Clyburn, James E.	D	SC06	2135 RHOB	225-3315	225-2313
Coble, Howard	R	NC06	2468 RHOB	225-3065	225-8611
Cole, Tom	R	OK04	501 CHOB	225-6165	225-3512
Collins, Mac	R	GA08	1131 LHOB	225-5901	225-2515
Combest, Larry	R	TX19	1026 LHOB	225-4005	225-9615
Conyers, John	D	MI14	2426 RHOB	225-5126	225-0072
Cooper, Jim	D	TN05	1536 LHOB	225-4311	226-1035
Costello, Jerry F.	D	IL12	2454 RHOB	225-5661	225-0285
Cox, Christopher	R	CA48	2402 RHOB	225-5611	225-9177
Cramer, Bud	D	AL05	2368 RHOB	225-4801	225-4392
Crane, Philip M.	R	IL08	233 CHOB	225-3711	225-7830
Crenshaw, Ander	R	FL04	127 CHOB	225-2501	225-2504
Crowley, Joseph	D	NY07	312 CHOB	225-3965	225-1909
Cubin, Barbara	R	WY01	1114 LHOB	225-2311	225-3057
Culberson, John	R	TX07	1728 LHOB	225-2571	225-4381
Cummings, Elijah E.	D	MD07	1632 LHOB	225-4741	225-3178
Cunningham, Randy "Duke"	R	CA50	2350 RHOB	225-5452	225-2558
Davis, Artur	D	AL07	208 CHOB	225-2665	226-0772
Davis, Danny K.	D	IL07	1222 LHOB	225-5006	225-5641
Davis, Jim	D	FL11	409 CHOB	225-3376	225-5652
Davis, Jo Ann S.	R	VA01	1123 LHOB	225-4261	225-4382
Davis, Lincoln	D	TN04	504 CHOB	225-6831	226-5172
Davis, Susan A.	D	CA53	1224 LHOB	225-2040	225-2948
Davis, Tom	R	VA11	2348 RHOB	225-1492	225-3071
Deal, Nathan	R	GA10	2437 RHOB	225-5211	225-8272
DeFazio, Peter A.	D	OR04	2134 RHOB	225-6416	225-0032
DeGette, Diana	D	CO01	1530 LHOB	225-4431	225-5657
Delahunt, William D.	D	MA10	1317 LHOB	225-3111	225-5658
DeLauro, Rosa	D	CT03	2262 RHOB	225-3661	225-4890
DeLay, Tom	R	TX22	242 CHOB	225-5951	225-5241
DeMint, Jim	R	SC04	432 CHOB	225-6030	226-1177
Deutsch, Peter	D	FL20	2303 RHOB	225-7931	225-8456
Diaz-Balart, Lincoln	R	FL21	2244 RHOB	225-4211	225-8576
Diaz-Balart, Mario	R	FL25	313 CHOB	225-2778	226-0346
Dicks, Norman D.	D	WA06	2467 RHOB	225-5916	226-1176
Dingell, John D.	D	MI15	2328 RHOB	225-4071	226-0371
Doggett, Lloyd	D	TX10	201 CHOB	225-4865	225-3073
Dooley, Calvin M.	D	CA20	1201 LHOB	225-3341	225-9308
Doolittle, John T.	R	CA04	2410 RHOB	225-2511	225-5444
Doyle, Mike	D	PA14	401 CHOB	225-2135	225-3084
Dreier, David	R	CA26	237 CHOB	225-2305	225-7018
Duncan, John J.	R	TN02	2267 RHOB	225-5435	225-6440
Dunn, Jennifer	R	WA08	1501 LHOB	225-7761	225-8673
Edwards, Chet	D	TX11	2459 RHOB	225-6105	225-0350
Ehlers, Vernon J.	R	MI03	1714 LHOB	225-3831	225-5144
Emanuel, Rahm	D	IL05	1319 LHOB	225-4061	225-5603
Emerson, Jo Ann	R	MO08	2440 RHOB	225-4404	
Engel, Eliot L.	D	NY17	2264 RHOB	225-2464	
English, Phil	R	PA03	1410 LHOB	225-5406	225-3103
Eshoo, Anna G.	D	CA14	205 CHOB	225-8104	225-8890
Etheridge, Bob	D	NC02	1533 LHOB	225-4531	225-5662
Evans, Lane	D	IL17th	2211 RHOB	225-5905	225-5396
Everett, Terry	R	AL02	2312 RHOB	225-2901	225-8913
Faleomavaega, Eni	D	AS01	2422 RHOB	225-8577	225-8757

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Member Name	Party	State Dist.	Room/ Building	Phone (202)	Fax (202)
Farr, Sam	D	CA17	1221 LHOB	225-2861	225-6791
Fattah, Chaka	D	PA02	2301 RHOB	225-4001	225-5392
Feeney, Tom C.	R	FL24	323 CHOB	225-2706	226-6299
Ferguson, Mike	R	NJ07	214 CHOB	225-5361	225-9460
Filner, Bob	D	CA51	2428 RHOB	225-8045	225-9073
Flake, Jeff	R	AZ06	424 CHOB	225-2635	226-4386
Fletcher, Ernie	R	KY06	1117 LHOB	225-4706	225-2122
Foley, Mark	R	FL106	104 CHOB	225-5792	225-3132
Forbes, J. Randy	R	VA04	307 CHOB	225-6365	226-1170
Ford, Harold E.	D	TN09	325 CHOB	225-3265	225-5663
Fossella, Vito J.	R	NY13	1239 LHOB	225-3371	226-1272
Frank, Barney	D	MA04	2252 RHOB	225-5931	225-0182
Franks, Trent	R	AZ02	1237 LHOB	225-4576	225-6378
Frelinghuysen, Rodney	R	NJ11	2442 RHOB	225-5034	225-3186
Frost, Martin	D	TX24	2256 RHOB	225-3605	225-4951
Gallegly, Elton	R	CA24	2427 RHOB	225-5811	225-1100
Garrett, Scott	R	NJ05	1641 LHOB	225-4465	225-9048
Gephardt, Richard A.	D	MO03	1236 LHOB	225-2671	225-7452
Gerlach, Jim	R	PA06	1541 LHOB	225-4315	225-8440
Gibbons, Jim	R	NV02	100 CHOB	225-6155	225-5679
Gilchrest, Wayne T.	R	MD01	2245 RHOB	225-5311	225-0254
Gillmor, Paul E.	R	OH05	1203 LHOB	225-6405	
Gingrey, John P.	R	GA11	1118 LHOB	225-2931	225-2944
Gonzalez, Charles A.	D	TX20	327 CHOB	225-3236	225-1915
Goode, Virgil H.	R	VA05	1520 LHOB	225-4711	225-5681
Goodlatte, Robert W.	R	VA06	2240 RHOB	225-5431	225-9681
Gordon, Bart	D	TN06	2304 RHOB	225-4231	225-6887
Goss, Porter J.	R	FL14	108 CHOB	225-2536	225-6820
Granger, Kay	R	TX12	435 CHOB	225-5071	225-5683
Graves, Sam	R	MO06	1513 LHOB	225-7041	225-8221
Green, Gene	D	TX29	2335 RHOB	225-1688	225-9903
Green, Mark	R	WI08	1314 LHOB	225-5665	225-5729
Greenwood, Jim	R	PA08	2436 RHOB	225-4276	225-9511
Grijalva, Raul M.	D	AZ07	1440 LHOB	225-2435	226-6846
Gutierrez, Luis V.	D	IL04	2367 RHOB	225-8203	225-7810
Gutknecht, Gil	R	MN01	425 CHOB	225-2472	225-3246
Hall, Ralph M.	D	TX04	2405 RHOB	225-6673	225-3332
Harman, Jane	D	CA36	2400 RHOB	225-8220	226-7290
Harris, Katherine	R	FL13	116 CHOB	225-5015	226-0828
Hart, Melissa	R	PA04	1508 LHOB	225-2565	226-2274
Hastert, J. Dennis	R	IL14	235 CHOB	225-2976	225-0697
Hastings, Alcee L.	D	FL23	2235 RHOB	225-1313	225-1171
Hastings, Doc	R	WA04	1323 LHOB	225-5816	225-3251
Hayes, Robin	R	NC08	130 CHOB	225-3715	225-4036
Hayworth, J.D.	R	AZ05	2434 RHOB	225-2190	225-3263
Hefley, Joel	R	CO05	2372 RHOB	225-4422	225-1942
Hensarling, Jeb	R	TX05	423 CHOB	225-3484	226-4888
Herger, Wally	R	CA02	2268 RHOB	225-3076	226-0852
Hill, Baron P.	D	IN09	1024 LHOB	225-5315	226-6866
Hinchey, Maurice D.	D	NY22	2431 RHOB	225-6335	226-0774
Hinojosa, Rubén	D	TX15	2463 RHOB	225-2531	225-5688
Hobson, David L.	R	OHh	2346 RHOB	225-4324	
Hoeffel, Joseph M.	D	PA13	426 CHOB	225-6111	226-0611
Hoekstra, Peter	R	MI02	2234 RHOB	225-4401	226-0779
Holden, Tim	D	PA17	2417 RHOB	225-5546	226-0996
Holt, Rush	D	NJ12	1019 LHOB	225-5801	225-6025
Honda, Michael M.	D	CA15	1713 LHOB	225-2631	225-2699
Hooley, Darlene	D	OR05	2430 RHOB	225-5711	225-5699
Hostettler, John N.	R	IN08	1214 LHOB	225-4636	225-3284
Houghton, Amo	R	NY29	1111 LHOB	225-3161	225-5574
Hoyer, Steny H.	D	MD05	1705 LHOB	225-4131	225-4300
Hulshof, Kenny	R	MO09	412 CHOB	225-2956	225-5712
Hunter, Duncan L.	R	CA52	2265 RHOB	225-5672	225-0235
Hyde, Henry J.	R	IL06	2110 RHOB	225-4561	225-1166
Inslee, Jay	D	WA01	308 CHOB	225-6311	226-1606
Isakson, Johnny	R	GA06	132 CHOB	225-4501	225-4656
Israel, Steve	D	NY02	429 CHOB	225-3335	225-4669
Issa, Darrell	R	CA409	211 CHOB	225-3906	225-3303
Istook, Ernest J.	R	OK05	2404 RHOB	225-2132	226-1463
Jackson, Jesse	D	IL02	2419 RHOB	225-0773	225-0899
Janklow, William	R	SD01	1504 LHOB	225-2801	225-5823
Jefferson, William J.	D	LA02	240 CHOB	225-6636	225-1988
Jenkins, William L.	R	TN01	1207 LHOB	225-6356	225-5714
John, Chris	D	LA07	403 CHOB	225-2031	225-5724
Johnson, Eddie Bernice	D	TX30	1511 LHOB	225-8885	226-1477
Johnson, Nancy L.	R	CT05	2113 RHOB	225-4476	225-4488
Johnson, Sam	R	TX03	1211 LHOB	225-4201	225-1485
Johnson, Timothy V.	R	IL15	1229 LHOB	225-2371	226-0791
Jones, Stephanie Tubbs	D	OH11	1009 LHOB	225-7032	225-1339
Jones, Walter B.	R	NC03	422 CHOB	225-3415	225-3286
Kanjorski, Paul E.	D	PA11	2353 RHOB	225-6511	225-0764
Kaptur, Marcy	D	OH09	2366 RHOB	225-4146	225-7711
Keller, Ric	R	FL08	419 CHOB	225-2176	225-0999
Kelly, Sue	R	NY19	1127 LHOB	225-5441	225-3289
Kennedy, Mark	R	MN06	1415 LHOB	225-2331	225-6475
Kennedy, Patrick	D	RI01	407 CHOB	225-4911	225-3290
Kildee, Dale E.	D	MI05	2107 RHOB	225-3611	225-6393
Kilpatrick, Carolyn Cheeks	D	MI13	1610 LHOB	225-2261	225-5730
Kind, Ron	D	WI03	1406 LHOB	225-5506	225-5739
King, Peter T.	R	NY03	436 CHOB	225-7896	226-2279
King, Steve	R	IA05	1432 LHOB	225-4426	225-3193
Kingston, Jack	R	GA01	2242 RHOB	225-5831	226-2269
Kirk, Mark Steven	R	IL10	1531 LHOB	225-4835	225-0837
Kleczka, Jerry	D	WI04	2217 RHOB	225-4572	225-8135
Kline, John P.	R	MN02	1429 LHOB	225-2271	225-2595
Knollenberg, Joe	R	MI09	2349 RHOB	225-5802	226-2356
Kolbe, Jim	R	AZ08	2266 RHOB	225-2542	225-0378
Kucinich, Dennis J.	D	OH10	1730 LHOB	225-5871	225-5745
LaHood, Ray	R	IL18	1424 LHOB	225-6201	225-9249
Lampson, Nick	D	TX09	405 CHOB	225-6565	225-5547
Langevin, Jim	D	RI02	109 CHOB	225-2735	225-5976
Lantos, Tom	D	CA12	2413 RHOB	225-3531	
Larsen, Rick	D	WA02	1529 LHOB	225-2605	225-4420
Larson, John B.	D	CT01	1005 LHOB	225-2265	225-1031
Latham, Tom	R	IA04	440 CHOB	225-5476	225-3301
LaTourette, Steven C.	R	OH14	2453 RHOB	225-5731	225-3307
Leach, Jim	R	IA02	2186 RHOB	225-6576	226-1278
Lee, Barbara	D	CA09	1724 LHOB	225-2661	225-9817
Lee, Sheila Jackson	D	TX18	2435 RHOB	225-3816	225-3317
Levin, Sander M.	D	MI12	2300 RHOB	225-4961	226-1033
Lewis, Jerry	R	CA41	2112 RHOB	225-5861	225-6498
Lewis, John	D	GA05	343 CHOB	225-3801	225-0351
Lewis, Ron	R	KY02	2418 RHOB	225-3501	
Linder, John	R	GA07	1727 LHOB	225-4272	225-4696
Lipinski, William O.	D	IL03	2188 RHOB	225-5701	225-1012
LoBiondo, Frank A.	R	NJ02	225 CHOB	225-6572	225-3318
Lofgren, Zoe	D	CA16	102 CHOB	225-3072	225-3336
Lowey, Nita M.	D	NY18	2329 RHOB	225-6506	225-0546
Lucas, Frank D.	R	OK03	2342 RHOB	225-5565	225-8698
Lucas, Ken	D	KY04	1205 LHOB	225-3465	225-0003

Member Name	Party	State Dist.	Room/ Building	Phone (202)	Fax (202)
Lynch, Stephen F.	D	MA09	319 CHOB	225-8273	225-3984
Majette, Denise	D	GA04	1517 LHOB	225-1605	226-0691
Maloney, Carolyn B.	D	NY14	2331 RHOB	225-7944	225-4709
Manzullo, Donald	R	IL16	2228 RHOB	225-5676	225-5284
Markey, Edward J.	D	MA07	2108 RHOB	225-2836	
Marshall, Jim	D	GA03	502 CHOB	225-6531	225-3013
Matheson, Jim	D	UT02	410 CHOB	225-3011	225-5638
Matsui, Robert T.	D	CA05	2310 RHOB	225-7163	225-0566
McCarthy, Carolyn	D	NY04	106 CHOB	225-5516	225-5758
McCarthy, Karen	D	MO05	1436 LHOB	225-4535	225-4403
McCollum, Betty	D	MN04	1029 LHOB	225-6631	225-1968
McCotter, Thaddeus	R	MI11	415 CHOB	225-8171	225-2667
McCrery, Jim	R	LA04	2104 RHOB	225-2777	225-8039
McDermott, Jim	D	WA07	1035 LHOB	225-3106	225-6197
McGovern, James P.	D	MA03	430 CHOB	225-6101	225-5759
McHugh, John M.	R	NY23	2333 RHOB	225-4611	226-0621
McInnis, Scott	R	CO03	320 CHOB	225-4761	226-0622
McIntyre, Mike	D	NC07	228 CHOB	225-2731	225-5773
McKeon, Howard P.	R	CA25	2351 RHOB	225-1956	226-0683
McNulty, Michael R.	D	NY21	2210 RHOB	225-5076	225-5077
Meehan, Martin T.	D	MA05	2229 RHOB	225-3411	226-0771
Meek, Kendrick	D	FL17	1039 LHOB	225-4506	226-0777
Meeks, Gregory W.	D	NY06	1710 LHOB	225-3461	226-4169
Menendez, Robert	D	NJ13	2238 RHOB	225-7919	226-0792
Mica, John L.	R	FL07	2445 RHOB	225-4035	226-0821
Michaud, Mike	D	ME02	437 CHOB	225-6306	225-2943
Millender-McDonald, Juanita	D	CA37	1514 LHOB	225-7924	225-7926
Miller, Brad	D	NC13	1505 LHOB	225-3032	225-0181
Miller, Candice S.	R	MI10	508 CHOB	225-2106	226-1169
Miller, Gary G.	R	CA42	1037 LHOB	225-3201	226-6962
Miller, George	D	CA07	2205 RHOB	225-2095	225-5609
Miller, Jeff	R	FL01	331 CHOB	225-4136	225-3414
Mollohan, Alan B.	D	WV01	2302 RHOB	225-4172	225-7564
Moore, Dennis	D	KS03	431 CHOB	225-2865	225-2807
Moran, James P.	D	VA08	2239 RHOB	225-4376	225-0017
Moran, Jerry	R	KS01	1519 LHOB	225-2715	225-5124
Murphy, Timothy F.	R	PA18	226 CHOB	225-2301	225-1844
Murtha, John P.	D	PA12	2423 RHOB	225-2065	225-5709
Musgrave, Marilyn N.	R	CO04	1208 LHOB	225-4676	225-5870
Myrick, Sue	R	NC09	230 CHOB	225-1976	225-3389
Nadler, Jerrold	D	NY08	2334 RHOB	225-5635	225-6923
Napolitano, Grace Flores	D	CA38	1609 LHOB	225-5256	225-0027
Neal, Richard E.	D	MA02	2133 RHOB	225-5601	225-8112
Nethercutt, George R.	R	WA05	2443 RHOB	225-2006	225-3392
Ney, Bob	R	OH18	2438 RHOB	225-6265	225-3394
Northup, Anne Meagher	R	KY03	1004 LHOB	225-5401	225-5776
Norton, Eleanor Holmes	D	DC01	2136 RHOB	225-8050	225-3002
Norwood, Charlie	R	GA09	2452 RHOB	225-4101	226-5995
Nunes, Devin	R	CA21	1017 LHOB	225-2523	225-3404
Nussle, Jim	R	IA01	303 CHOB	225-2911	225-9129
Oberstar, James L.	D	MN08	2365 RHOB	225-6211	225-0699
Obey, David	D	WI07	2314 RHOB	225-3365	
Olver, John W.	D	MA01	1027 LHOB	225-5335	226-1224
Ortiz, Solomon P.	D	TX27	2470 RHOB	225-7742	226-1134
Osborne, Tom	R	NE03	507 CHOB	225-6435	226-1385
Ose, Doug	R	CA03	236 CHOB	225-5716	226-1298
Otter, C.L. "Butch"	R	ID01	1711 LHOB	225-6611	225-3029
Owens, Major R.	D	NY11	2309 RHOB	225-6231	226-0112
Oxley, Michael G.	R	OH04	2308 RHOB	225-2676	
Pallone, Frank	D	NJ06	420 CHOB	225-4671	225-9665
Pascrell, William J.	D	NJ08	1722 LHOB	225-5751	225-5782
Pastor, Ed	D	AZ04	2465 RHOB	225-4065	225-1655
Paul, Ron	R	TX14	203 CHOB	225-2831	
Payne, Donald M.	D	NJ10	2209 RHOB	225-3436	225-4160
Pearce, Steve	R	NM02	1408 LHOB	225-2365	225-9599
Pelosi, Nancy	D	CA08	2371 RHOB	225-4965	225-8259
Pence, Mike	R	IN06	1605 LHOB	225-3021	225-3382
Peterson, Collin C.	D	MN07	2159 RHOB	225-2165	225-1593
Peterson, John E.	R	PA05	123 CHOB	225-5121	225-5796
Petri, Thomas E.	R	WI06	2462 RHOB	225-2476	225-2356
Pickering, Charles W.	R	MS03	229 CHOB	225-5031	225-5797
Pitts, Joseph R.	R	PA16	204 CHOB	225-2411	225-2013
Platts, Todd	R	PA19	1032 LHOB	225-5836	226-1000
Pombo, Richard W.	R	CA11	2411 RHOB	225-1947	226-0861
Pomeroy, Earl	D	ND01	1110 LHOB	225-2611	226-0893
Porter, Jon Christopher	R	NV03	218 CHOB	225-3252	225-2185
Portman, Rob	R	OH02	238 CHOB	225-3164	225-1992
Price, David E.	D	NC04	2162 RHOB	225-1784	225-2014
Pryce, Deborah	R	OH15	221 CHOB	225-2015	
Putnam, Adam	R	FL12	506 CHOB	225-1252	226-0585
Quinn, Jack	R	NY27	2448 RHOB	225-3306	226-0347
Radanovich, George	R	CA19	438 CHOB	225-4540	225-3402
Rahall, Nick	D	WV03	2307 RHOB	225-3452	225-9061
Ramstad, Jim	R	MN03	103 CHOB	225-2871	225-6351
Rangel, Charles B.	D	NY15	2354 RHOB	225-4365	225-0816
Regula, Ralph	R	OH06	2306 RHOB	225-3876	225-3059
Rehberg, Dennis	R	MT01	516 CHOB	225-3211	225-5687
Renzi, Rick	R	AZ01	418 CHOB	225-2315	226-9739
Reyes, Silvestre	D	TX16	1527 LHOB	225-4831	225-2016
Reynolds, Thomas M.	R	NY26	332 CHOB	225-5265	225-5910
Rodriguez, Ciro D.	D	TX28	1507 LHOB	225-1640	225-1641
Rogers, Harold	R	KY05	2406 RHOB	225-4601	225-0940
Rogers, Mike	R	MI08	133 CHOB	225-4872	225-5820
Rogers, Mike D.	R	AL03	514 CHOB	225-3261	226-8485
Rohrabacher, Dana	R	CA46	2338 RHOB	225-2415	225-0145
Ros-Lehtinen, Ileana	R	FL18	2160 RHOB	225-3931	225-5620
Ross, Mike	D	AR04	314 CHOB	225-3772	225-1314
Rothman, Steven R.	D	NJ09	1607 LHOB	225-5061	225-5851
Roybal-Allard, Lucille	D	CA34	2330 RHOB	225-1766	226-0350
Royce, Ed	R	CA40	2202 RHOB	225-4111	226-0335
Ruppersberger, C.A. Dutch	D	MD02	1630 LHOB	225-3061	225-3094
Rush, Bobby L.	D	IL01	2416 RHOB	225-4372	226-0333
Ryan, Paul	R	WI01	1217 LHOB	225-3031	225-3393
Ryan, Timothy J.	D	OH17	222 CHOB	225-5261	225-3719
Ryun, Jim	R	KS02	2433 RHOB	225-6601	225-7986
Sabo, Martin Olav	D	MN05	2336 RHOB	225-4755	
Sanchez, Linda	D	CA39	1007 LHOB	225-6676	226-1012
Sanchez, Loretta	D	CA47	1230 LHOB	225-2965	225-5859
Sanders, Bernard	I	VT01	2233 RHOB	225-4115	225-6790
Sandlin, Max	D	TX01	324 CHOB	225-3035	225-5866
Saxton, Jim	R	NJ03	339 CHOB	225-4765	225-0778
Schakowsky, Janice	D	IL09	515 CHOB	225-2111	226-6890
Schiff, Adam	D	CA29	326 CHOB	225-4176	225-5828
Schrock, Edward L.	R	VA02	322 CHOB	225-4215	225-4218
Scott, David	D	GA13	417 CHOB	225-2939	225-4628
Scott, Robert C.	D	VA03	2464 RHOB	225-8351	225-8354
Sensenbrenner, Jim	R	WI05	2449 RHOB	225-5101	225-3190
Serrano, José E.	D	NY16	2227 RHOB	225-4361	225-6001
Sessions, Pete	R	TX32	1318 LHOB	225-2231	225-5878
Shadegg, John	R	AZ03	306 CHOB	225-3361	225-3462
Shaw, E. Clay	R	FL22	2408 RHOB	225-3026	225-8398
Shays, Christopher	R	CT04	1126 LHOB	225-5541	225-9629
Sherman, Brad	D	CA27	1030 LHOB	225-5911	225-5879
Sherwood, Don	R	PA10	1223 LHOB	225-3731	225-9594
Shimkus, John M.	R	IL19	513 CHOB	225-5271	225-5880
Shuster, Bill	R	PA09	1108 LHOB	225-2431	225-2486
Simmons, Rob	R	CT02	215 CHOB	225-2076	225-4977

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Member Name	Party	State Dist.	Room/ Building	Phone (202)	Fax (202)
Simpson, Mike	R	ID02	1339 LHOB	225-5531	225-8216
Skelton, Ike	D	MO04	2206 RHOB	225-2876	225-2695
Slaughter, Louise M.	D	NY28	2469 RHOB	225-3615	225-7822
Smith, Adam	D	WA09	227 CHOB	225-8901	225-5893
Smith, Christopher	R	NJ04	2373 RHOB	225-3765	225-7768
Smith, Lamar	R	TX21	2231 RHOB	225-4236	225-8628
Smith, Nick	R	MI07	2305 RHOB	225-6276	225-6281
Snyder, Vic	D	AK02	1330 LHOB	225-2506	225-5903
Solis, Hilda L.	D	CA32	1725 LHOB	225-5464	225-5467
Souder, Mark	R	IN03	1227 LHOB	225-4436	225-3479
Spratt, John M.	D	SC05	1401 LHOB	225-5501	225-0464
Stark, Pete	D	CA13	239 CHOB	225-5065	226-3805
Stearns, Cliff	R	FL06	2370 RHOB	225-5744	225-3973
Stenholm, Charles W.	D	TX17	2409 RHOB	225-6605	225-2234
Strickland, Ted	D	OH06	336 CHOB	225-5705	225-5907
Stupak, Bart	D	MI01	2352 RHOB	225-4735	225-4744
Sullivan, John	R	OK01	114 CHOB	225-2211	225-9187
Sweeney, John E.	R	NY20	416 CHOB	225-5614	225-6234
Tancredo, Tom	R	CO06	1130 LHOB	225-7882	226-4623
Tanner, John	D	TN08	1226 LHOB	225-4714	225-1765
Tauscher, Ellen O.	D	CA10	1034 LHOB	225-1880	225-5914
Tauzin, W.J. "Billy"	R	LA03	2183 RHOB	225-4031	225-0563
Taylor, Gene	D	MS04	2311 RHOB	225-5772	225-7074
Taylor, Charles H.	R	NC11	231 CHOB	225-6401	226-6422
Terry, Lee	R	NE02	1524 LHOB	225-4155	226-5452
Thomas, William M.	R	CA22	2208 RHOB	225-2915	225-2908
Thompson, Bennie	D	MS02	2432 RHOB	225-5876	225-5898
Thompson, Mike	D	CA01	119 CHOB	225-3311	225-4335
Thornberry, Mac	R	TX13	2457 RHOB	225-3706	225-3486
Tiahrt, Todd	R	KS04	2441 RHOB	225-6216	225-3489
Tiberi, Patrick J.	R	OH12	113 CHOB	225-5355	226-4523
Tierney, John F.	D	MA06	120 CHOB	225-8020	225-5915
Toomey, Pat	R	PA15	224 CHOB	225-6411	226-0778
Towns, Edolphus	D	NY10	2232 RHOB	225-5936	225-1018
Turner, Michael	R	OH03	1740 LHOB	225-6465	225-6754
Turner, Jim	D	TX02	330 CHOB	225-2401	225-5955
Udall, Mark	D	CO02	115 CHOB	225-2161	226-7840
Udall, Tom	D	NM03	1414 LHOB	225-6190	226-1331
Upton, Fred	R	MI06	2161 RHOB	225-3761	225-4986
Van Hollen, Christopher	D	MD08	1419 LHOB	225-5341	225-0375
Velázquez, Nydia M.	D	NY12	2241 RHOB	225-2361	226-0327
Visclosky, Peter J.	D	IN01	2313 RHOB	225-2461	225-2493
Vitter, David	R	LA01	414 CHOB	225-3015	225-0739
Walden, Greg	R	OR02	1404 LHOB	225-6730	225-5774
Walsh, James T.	R	NY25	2369 RHOB	225-3701	225-4042
Wamp, Zach	R	TN03	2447 RHOB	225-3271	225-3494
Waters, Maxine	D	CA35	2344 RHOB	225-2201	225-7854
Watson, Diane E.	D	CA33	125 CHOB	225-7084	225-2422
Watt, Melvin L.	D	NC12	2236 RHOB	225-1510	225-1512
Waxman, Henry A.	D	CA30	2204 RHOB	225-3976	225-4099
Weiner, Anthony D.	D	NY09	1122 LHOB	225-6616	226-7253
Weldon, Curt	R	PA07	2466 RHOB	225-2011	225-8137
Weldon, Dave	R	FL15	2347 RHOB	225-3671	225-3516
Weller, Jerry	R	IL11	1210 LHOB	225-3635	225-3521
Wexler, Robert	D	FL19	213 CHOB	225-3001	225-5974
Whitfield, Ed	R	KY01	301 CHOB	225-3115	225-3547
Wicker, Roger F.	R	MS01	2455 RHOB	225-4306	225-3549
Wilson, Heather	R	NM01	318 CHOB	225-6316	225-4975
Wilson, Joe	R	SC02	212 CHOB	225-2452	225-2455
Wolf, Frank R.	R	VA10	241 CHOB	225-5136	225-0437
Woolsey, Lynn C.	D	CA06	2263 RHOB	225-5161	225-5163
Wu, David	D	OR01	1023 LHOB	225-0855	225-9497
Wynn, Albert R.	D	MD04	434 CHOB	225-8699	225-8714
Young, C.W. Bill	R	FL10	2407 RHOB	225-5961	225-9764
Young, Don	R	AL01	2111 RHOB	225-5765	225-0425

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