December XX, 2011

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| The Honorable Peter KingChairmanHouse Homeland Security CommitteeWashington, DC 20515 | The Honorable Bennie ThompsonRanking MemberHouse Homeland Security CommitteeWashington, DC 20515 |

Dear Chairman King and Ranking Members Thompson:

As **[enter title]** at **[enter company name]** based in **[enter city/state]**, I am writing to inform you about the impact the Transportation Security Administration’s (TSA) failure to finalize repair station security rules and the subsequent Federal Aviation Administration (FAA) prohibition on certificating new foreign aviation maintenance facilities is having on my business.

My company is an FAA-certificated part 145 repair station that **[describe company in 1-3 sentences]**. **[Enter company name]** employs more than **[enter number of employees]** workers and has annual revenues of approximately **[enter approximate annual revenues].**

VISION-100, the nation’s last long-term aviation bill, required TSA to issue security rules for all aviation repair stations by August 2004. When TSA did not meet that deadline, lawmakers (in the 9/11 Recommendation Implementation Act) demanded the security regulations be completed by August 2008. The penalty for failure to comply: FAA would be prohibited from issuing new foreign repair station certifications.

More than three years later, TSA has failed to issue final repair station security regulations and FAA is banned from issuing new foreign repair station certificates. U.S.-based aerospace companies are prevented from tapping into rapidly expanding overseas markets, stifling job creation and growth for an industry that contributes $39 billion per year to the U.S. economy and employs more than 274,600 U.S. workers.

My company is feeling the economic impact of the foreign repair station certification ban. In fact, we estimate an approximate annual revenue loss of **[enter approximate lost revenues because of the ban]**. Additionally, we would likely hire **[enter number of U.S.-based workers your company might hire if you obtain a foreign repair station certificate]** U.S.-based workers if we could obtain FAA certification to operate a foreign repair station.

The ban is having a real economic impact here in the United States. It is making it harder for U.S. companies to compete internationally in a rapidly expanding industry. This is not only harming domestic business, it is jeopardizing America's global leadership in the aerospace industry and risking the $2.4 billion positive balance of trade in aviation maintenance services.

I respectfully ask you to work with your colleagues to help put an end to this unprecedented punishment of a thriving industry due to the inaction of a federal agency.

Sincerely,