
---


\(^2\) Unable to find specific document to support this statement.


On April 28, 2004, Chairman Young of the House of Representatives introduced the Cape Town Treaty Implementation Act of 2004 ("H.R. 4226") to the House, where the bill was referred to the Committee on Transportation and Infrastructure (the "Committee") (H.R. 4226, 108th Cong. (2004))5. The next day, the Aviation Subcommittee held a hearing on the Treaty and on H.R. 4226, ordering that the bill be favorably reported to the full Committee without amendment (Capital Hill Hearing on International Aircraft Purchase Financing Treaty, House Transportation and Infrastructure, 108th Cong. (April 29, 2004) (statement of Karan Bhatia, Assistant Secretary of Aviation and International Affairs))6. On May 12, 2004, the full Committee convened and ordered that H.R. 4226 be reported with a clarifying amendment to the House for a voice vote, and their Report that was issued in connection with that order was published on June 8, 2004 (H.R. Rep. 108-526 (2004)).7 On June 23, 2004, the House passed H.R. 4226 (Messages from the House, 150 Cong. Rec. S7306 (2004))8.

Declarations Lodged by the Government of the United States of America under the Aircraft Protocol).12

On January 3, 2005, the Federal Aviation Administration published in the Federal Register the means of implementing the Treaty in the U.S., including the final rule and the revisions to 14 C.F.R. Parts 47 and 49 (Cape Town Treaty Implementation, 14 C.F.R. Parts 47 and 49 (2005))13. These amendments became effective concurrent with the date the Treaty entered into force with respect to the United States on March 1, 2006.