

NOTE: Biographies of the nominees were made available by the Office of the Press Secretary.

**Statement on Signing the General Aviation Revitalization Act of 1994**  
*August 17, 1994*

I am pleased to sign into law S. 1458, the "General Aviation Revitalization Act of 1994." It is before me today as a result of bipartisan support in the Congress, and the hard work of many who have labored long to achieve passage of such legislation. The result is legislation that accommodates the need to revitalize our general aviation industry, while preserving the legal rights of passengers and pilots. This limited measure is intended to give manufacturers of general aviation aircraft and related component parts some protection from lawsuits alleging defective design or manufacture after an aircraft has established a lengthy record of operational safety.

In 1978, U.S. general aviation manufacturers produced 18,000 of these aircraft for domestic use and for export around the world. Our manufacturers were the world leaders in the production of general aviation aircraft. By 1993, production had dwindled to only 555 aircraft. As a result, in the last decade over 100,000 well-paying jobs were lost in general aviation manufacturing. An innovative and productive American industry has been pushed to the edge of extinction. This Act will allow manufacturers to supply new basic aircraft for flight training, business use, and recreational flying.

The Act establishes an 18-year statute of repose for general aviation aircraft and component parts beyond which the manufacturer will not be liable in lawsuits alleging defective manufacture or design. It is limited to aircraft having a seating capacity of fewer than 20 passengers, which are not engaged in scheduled passenger-carrying operations.

In its report to me and to the Congress last August, the National Commission to Ensure a Strong Competitive Airline Industry recommended the enactment of a statute of repose for general aviation aircraft. The report indicated that the enactment of such legislation would "help regenerate a once-healthy industry and help create thousands

of jobs." I agree with this assessment; this is a job-creating and job-restoring measure that will bring good jobs and economic growth back to this industry. It will also help U.S. companies restore our Nation to the status of the premier supplier of general aviation aircraft to the world, favorably affecting our balance of trade. Therefore, as I sign into law the "General Aviation Revitalization Act of 1994," I am pleased to acknowledge the bipartisan work done by the Congress and by all the supporters of the general aviation industry.

**William J. Clinton**

The White House,  
August 17, 1994.

NOTE: S. 1458, approved August 17, was assigned Public Law No. 103-298.

**Notice on Continuation of Emergency With Respect to UNITA**  
*August 17, 1994*

On September 26, 1993, by Executive Order No. 12865, I declared a national emergency to deal with the unusual and extraordinary threat to the foreign policy of the United States constituted by the actions and policies of the National Union for the Total Independence of Angola ("UNITA"), prohibiting the sale or supply by United States persons or from the United States, or using U.S. registered vessels or aircraft, of arms and related material of all types, and petroleum and petroleum products to the territory of Angola, other than through designated points of entry. The order also prohibits the sale or supply of such commodities to UNITA. Because of our continuing international obligations and because of the prejudicial effect that discontinuation of the sanctions would have on the Angolan peace process, the national emergency declared on September 26, 1993, and the measures adopted pursuant thereto to deal with that emergency, must continue in effect beyond September 26, 1994. Therefore, in accordance with section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)), I am continuing the national emergency with respect to UNITA.