



THE VIEW FROM WASHINGTON

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What's in Store for Twenty-Ten?

Wow, 2010! It seems like just yesterday we were all worried about the millennium bug and the total shutdown of the digital world.

So, what catastrophic changes might we experience in the avionics industry in 2010? Hopefully, there will be no catastrophic conditions, just a few hazardous conditions, and maybe a few major conditions. Much will depend on how the industry reacts to the various proposals the regulatory agencies put forward.

Our industry will begin the year with a number of carryovers from 2009. Each of the civil aviation authorities has a proposal for safety management systems. This will be a challenge for most of the industry. The authorities are proposing new, broad-based regulations, imposing another layer of bureaucracy for repair stations to deal with. We will need to stay abreast of these proposals as they emerge throughout the AEA membership.

One thing the past couple of years has taught us is, we need to put a face to our industry. The politicians need

to see your face when they challenge general aviation. They need to see your face when they propose initiatives causing you to layoff employees. They need to see your face when they stand in front of the camera for their 30-second sound bites. They need to see your face in their everyday decisions.

How do we accomplish this? First, use your association. The AEA is happy to help. If you've never contacted your representatives, or you want to do something new and novel, don't hesitate to contact us.

Second, don't host an aviation event at your facility, airport or community without inviting your representatives, both state and federal. If we don't take the time to introduce them to aviation, you can't get upset when they don't know who we are. And just because you invited them last year, don't forget to do it again this year. Most political staff jobs are a revolving door. It is unusual for a staffer to remain in his or her position for a full term, much less two.

Third, write. Today, with the Internet and e-mail, it is very easy to com-

municate with your representatives. They need to hear from you.

Let's discuss some of the resources available to communicate with your representatives.

Last April, a general aviation congressional caucus was formed to inform members of Congress and their staffs about the value of general aviation to the nation's economy. Representatives Vernon J. Ehlers (R-MI) and Allen Boyd (D-FL), acting as committee co-chairs, proposed the caucus.

In their invitation to join the caucus, Ehlers and Boyd wrote, "The GA industry contributes more than \$150 billion to the U.S. economy annually and it employs nearly 1.3 million workers. In 2008, U.S. general aviation airplane manufacturers delivered more than 3,079 airplanes to customers in the United States and abroad. The total value of these aircraft was nearly \$13 billion, of which 44 percent were exports...The GA industry is one of the few remaining U.S. industries that actually maintains a positive foreign-trade balance."

Member of Congress form congressional caucuses to provide a forum for

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issues or legislative agendas. A number of caucuses exist in the House; their primary function is to draw attention to issues of importance to their membership. The General Aviation Caucus focuses on our industry, needs and concerns.

As an industry, we should thank the members of the caucus for taking the time to participate. If your local representatives are not members of the caucus, ask them to join. We also should support their efforts and participate in their local town hall meetings.

In particular, these are the members of Congress who should be invited to every event at your facility, airport or community. They have demonstrated their willingness to learn by joining the GA caucus —let’s give them the opportunity.

CONTACTING YOUR REPRESENTATIVES

How do you contact your representatives?

To contact your U.S. senators, visit www.senate.gov. Then, at the upper right corner, in the “Find Your Senators” box, scroll down to the name of your state.

In was the 17th Amendment to the U.S. Constitution that declared there would be two senators from each state regardless of population; so, remember to include both of your state’s U.S.

senators when inviting them to attend an event or when submitting comments regarding a pending bill.

To contact your U.S. House representative, visit www.house.gov. Then, at the upper left corner, in the “Find Your Representative” box, enter your zip code.

It was the 14th Amendment to the U.S. Constitution that declared representatives would be “apportioned among the several states according to their respective numbers.” It was the Reapportionment Act of 1929 that established the constant 435 seats in the U.S. House of Representatives, which we use today.

The district of your representative is reevaluated every 10 years; so, district lines are moving constantly. For this reason, it is best to use your full, nine-digit zip code when contacting your correct representative.

Once you find your senators and representative, what should you say?

If you are inviting them to an event, contact their local offices and ask to speak with the legislative assistants who handle aviation issues. Then, follow-up with a letter.

If you want to submit comments concerning a pending bill, it gets a little more complicated. In the initial days of a pending bill, “Yes” or “No”

can be a useful comment — you either support or oppose the initiative.

However, once the groundswell for a bill has begun, a louder chorus overshadows your “No” comment. This is when you need to be more specific. At this point, short and focused comments are best. Make your point in 100 words or less, and focus on one issue at a time. If you need to send your representatives daily e-mails to make a new point, so be it. But if you put too

For a complete list of the members serving on the General Aviation Caucus, see page 23.

many issues into one comment and it gets too long, your message likely will get lost.

All indications suggest our industry will be dealing with the FAA Reauthorization Act again in 2010. The issues of user fees, foreign repair station oversight (and the loss of reciprocal FAA and EASA audits) and a congressional mandate for safety management systems will be front and center as we move forward.

Now is the time to make sure your representatives know that you, your business and your employees are the faces of general aviation.

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VIEW FROM WASHINGTON*Continued from page 17**AEA MEMBERS: If your elected officials are not listed, contact them and encourage them to join the General Aviation Caucus.***House of Representatives General Aviation Caucus***(As of November 2009)*

Member	Party/State	Member	Party/State
Altmire, Jason	(D-PA)	LoBiondo, Frank	(R-NJ)
Baird, Brian	(D-WA)	Loebsack, David	(D-IA)
Baldwin, Tammy	(D-WI)	Lynch, Stephen F.	(D-MA)
Barrow, John	(D-GA)	Mack, Connie	(R-FL)
Bartlett, Roscoe	(R-MD)	Massa, Eric	(D-NY)
Berkley, Shelly	(D-NV)	Manzullo, Donald	(R-IL)
Berry, Marion	(D-AR)	Miller, Candice	(R-MI)
Bocchieri, John	(D-OH)	Miller, Jeff	(R-FL)
Bono Mack, Mary	(R-CA)	Minnick, Walt	(D-ID)
Boozman, John	(R-AR)	Mitchell, Harry	(D-AZ)
Boswell, Leonard	(D-IA)	Moore, Dennis	(D-KS)
Boyd, Allen (co-chair)	(D-FL)	Moran, Jerry	(R-KS)
Brown, Henry	(R-SC)	Neugebauer, Randy	(R-TX)
Brown, Paul	(R-GA)	Norton, Eleanor Holmes	(D-DC)
Burgess, Michael	(R-TX)	Oberstar, James	(D-MN)
Campbell, John	(R-CA)	Ortiz, Solomon	(D-TX)
Carnahan, Russ	(D-MO)	Paul, Ron	(R-TX)
Coble, Howard	(R-NC)	Peterson, Collin	(D-MN)
Connolly, Gerald	(D-VA)	Petri, Tomas	(R-WI)
Davis, Geoff	(R-KY)	Pomeroy, Earl	(R-ND)
DeFazio, Peter	(D-OR)	Rehberg, Denny	(R-MT)
Dent, Charles	(R-PA)	Richardson, Laura	(D-CA)
Doggett, Lloyd	(D-TX)	Rogers, Harold	(R-KY)
Duncan, John	(R-TN)	Ross, Mike	(D-AR)
Edwards, Chet	(D-TX)	Salazar, John	(D-CO)
Ehlers, Vernon (co-chair)	(R-MI)	Sanchez, Loretta	(D-CA)
Etheridge, Bob	(D-NC)	Schauer, Mark	(D-MI)
Fallin, Mary	(R-OK)	Schrader, Kurt	(D-OR)
Filner, Bob	(D-CA)	Shadegg, John	(R-AZ)
Graves, Sam	(R-MO)	Sherman, Brad	(D-CA)
Guthrie, Brett	(R-KY)	Thompson, Mike	(D-CA)
Heller, Dean	(R-NV)	Tiahrt, Todd	(R-KS)
Herseth Sandlin, Stephanie	(D-SD)	Tiberi, Patrick	(R-OH)
Hunter, Duncan	(R-CA)	Titus, Dina	(D-NV)
Issa, Darrell	(R-CA)	Upton, Fred	(R-MI)
Johnson, Hank	(D-GA)	Walden, Greg	(R-OR)
Jordan, Jim	(R-OH)	Walz, Timothy	(D-MN)
Kline, John	(R-MN)	Wilson, Charlie	(D-OH)
Lee, Chris	(R-NY)	Wolf, Frank R	(R-VA)
Lipinski, Daniel	(D-IL)	Young, Don	(R-AK)

Senate General Aviation Caucus*(As of November 2009)*

Member	Party/State
Begich, Mark (co-chair)	(D-AK)
Johanns, Mike (co-chair)	(R-NE)
Inhofe, James	(R-OK)
Roberts, Pat	(R-KS)
Brownback, Sam	(R-KS)
DeMint, Jim	(R-SC)
Murkowski, Lisa	(R-AK)
Crapo, Mike	(R-ID)
Udall, Tom	(D-NM)
Burris, Roland	(D-IL)
Isakson, Johnny	(R-GA)
Pryor, Mark	(D-AR)
Nelson, Ben	(D-NE)
Harkin, Tom	(D-IA)
Thune, John	(R-SD)
Lincoln, Blanche	(D-AR)
Grassley, Charles	(R-IA)