



Legislative Handbook

2009

111th Congress, First Session

Thanks to our sponsor

Erickson Air-Crane, Inc.



121 North Henry Street
Alexandria, VA 22314-2903
T: 703 739 9543 F: 703 739 9488
arsa@arsa.org www.arsa.org

Table of Contents

ARSA'S Legislative Program	2
ARSA's Legislative Priorities for the 111th Congress	3
Ensuring Congress Understands the Facts about Aviation Safety	5
Giving the FAA the Money it Needs to Do the Job Right	6
Developing an Aviation Technical Workforce	7
Supporting Small Business.....	8
How a Bill Becomes a Law	12
About ARSA PAC	14
ARSA PAC Solicitation Consent Form	15
Notes	16

ARSA'S Legislative Program

The Aeronautical Repair Station Association's (ARSA) legislative program works to protect industry interests and improve markets for civil aviation products and services. The goal is to prevent unnecessary legislation from becoming burdensome regulation. This is done both by educating Congress and through direct lobbying.

ARSA's regulatory knowledge and access to technical expertise is used to educate Congress on the effect legislation will have on the aviation community, from airlines to repair stations to mechanics. This expertise also allows ARSA to remain non-partisan in an increasingly political environment.

The key element of ARSA's legislative program is education, which we accomplish by:

- Working with industry allies to advance the goals of the aviation design, production and maintenance industry.
- Conducting an annual "Legislative Day" that allows ARSA members to meet personally with members of Congress and staff.
- Keeping members up to date through alerts, publications and online tools.
- Facilitating member communications with representatives and senators.
- Encouraging visits by members of Congress and their staff to member facilities in order to better understand how the industry operates.
- Maintaining a grassroots Web site, www.ARSAaction.org, where members can send notes to Capitol Hill on important topics in just minutes.
- Managing ARSA PAC, which supports candidates who share the maintenance industry's policy objectives.
- Printing articles in *the hotline* to educate members about important legislators and how Congress works.

The other critical element of the legislative program is our direct lobbying effort. Federal law prohibits ARSA from using tax-deductible trade association dues to engage in lobbying activities. Therefore ARSA has a separate account used to support lobbying. ARSA's lobbying efforts have become even more important as Congress more closely scrutinizes the aviation maintenance industry, and pushes for increased security and oversight of repair stations domestically and overseas.

ARSA's lobbying activities include:

- Working with congressional staff to minimize harmful effects of legislative proposals on the industry.
- Sending out special alerts urging members to communicate with their congressional representatives.
- Directly communicating with lawmakers and staff in an attempt to advance, or prohibit, legislation from being passed.

ARSA's Legislative Priorities for the 111th Congress

Protecting the Aviation Maintenance Industry in FAA Reauthorization

The Aeronautical Repair Station Association (ARSA) opposes the enactment of legislation that would inhibit maintenance of U.S.-registered aircraft and related components by Federal Aviation Administration (FAA) certificated repair stations overseas. By law, the state of registry of an aircraft controls the maintenance; therefore, international repair stations are essential to U.S. air carriers. Restrictive action by Congress is unnecessary given the strict oversight of foreign facilities by the FAA, other national aviation authorities (NAA), airline customers, and the repair stations themselves. In addition, such action will cause damaging repercussions for domestic aviation maintenance companies competing in the international aviation marketplace.

Ensuring Congress Understands the Facts about Aviation Safety

When dealing with aviation, some would rather use fear than fact as the basis for law. Recent legislative proposals suggest that many on Capitol Hill do not understand the aviation industry. These bills have the common goal of scaring the public while placing undue burdens on safety-conscious businesses. The reality is that certificated entities worldwide perform work of unsurpassed quality, adhere to the same safety standards and rules, and have a robust safety record. ARSA continues to educate Congress on the fact that there is nothing to fear with aviation design, production or maintenance.

Giving the FAA the Money it Needs to Do the Job Right

As a heavily regulated industry, the aviation community needs to ensure agencies such as the FAA and Transportation Security Administration (TSA) receive the funding they need to provide oversight and rulemaking. Congress' failure to provide adequate funding for inspectors and an increased work force through FAA reauthorization will mean that oversight will take longer and be less efficient, ultimately undermining the competitiveness of the aviation industry. Meanwhile, TSA continues to be pushed on aviation safety issues, yet has not been given the proper resources to accomplish its goals. ARSA calls on Congress to adequately fund these agencies to prevent companies from being disadvantaged by administrative delays.

Developing an Aviation Technical Workforce

Along with other job sectors, the aviation industry faces a shortage of qualified, trained technical workers. Congress must channel resources to the training and hiring of a new generation of workers to maintain the high quality of the U.S. civil aviation industry. Steps must be taken now to prevent an industry-wide shortage. The reauthorization of the Workforce Investment Act presents an excellent opportunity to train the future workers and leaders of the aviation industry.

Supporting Small Businesses

Section 511 of the Tax Increase Prevention and Reconciliation Act (TIPRA) created a three percent withholding tax for government contractors starting in 2011. The stimulus bill of early 2009 pushed the enactment of the tax back to 2012. In essence, this tax will force government contractors to make interest free loans to the federal treasury. ARSA urges repeal of this new tax so that small businesses are not prevented from utilizing their income and put at a disadvantage.

ARSA is continually vigilant of other issues impacting the nation's small businesses as well. The ongoing debate over national health care remains an important issue for small businesses. In addition, ARSA continues to support legislation to better enforce small business protections under the Regulatory Flexibility Act.

Protecting the Aviation Maintenance Industry in FAA Reauthorization

ARSA Position

Repair stations are an essential element of aviation, regardless of location. Some in Congress subscribe to the belief that maintenance done outside our borders is unsafe. However, without foreign repair stations, international travel and commerce would be severely impaired. In addition, reciprocating measures from foreign aviation bodies will hurt the small businesses that comprise the majority of the domestic aviation maintenance industry. ARSA ensures that lawmakers and regulators realize that we are just one part of a global aviation community, and need to treat all repair stations equally.

Discussion

The U.S. aviation maintenance industry is highly-regarded worldwide. As a result, the U.S. enjoys a favorable trade balance in the market for these services. Currently, there are 708 FAA-certificated repair stations outside the U.S. At the same time, there are approximately 1,200 U.S. repair stations certificated by the European Aviation Safety Agency (EASA), and numerous other NAA-certificated repair stations inside our borders, a fact that has benefited U.S. repair stations, their employees, and the towns and states in which these maintenance facilities are located.

The House FAA reauthorization bill (H.R. 915) contains provisions aimed at foreign repair stations that threaten to upset the international market for aviation services.

Section 303 would require the FAA Flight Standards Service to inspect all foreign repair stations twice a year, including those in bilateral partner countries. In addition, the section requires anti-drug and alcohol testing of foreign repair station personnel under U.S. rules. These requirements would create serious extra-territorial and privacy issues in foreign countries beyond this nation's jurisdiction.

Section 310 would dramatically restrict the use of qualified non-certificated facilities such as specialized service vendors and original equipment manufacturers.

Additionally, if these sections of the bill are passed, the U.S. maintenance industry will face retaliation from our bilateral partners. The European Community has clearly stated that the bilateral aviation safety agreement (BASA) between the United States and European Union will not go forward if Section 303 becomes law. The result will be a massive increase in costs for those businesses holding EASA approval, and additional turmoil for repair stations who wish to obtain EASA certification.

Congress needs to hear how these proposals directly impact your business and how important foreign customers are to your bottom line.

Ensuring Congress Understands the Facts about Aviation Safety

ARSA Position

The contract maintenance industry suffers most from misperceptions about safety and security. Congressional scrutiny of contract maintenance is at an all time high, labor organizations are now declaring “war” on contract maintenance, and the resulting media attention has been negative, at best. An effective way to combat this negativity is to ensure that those at the top understand the work you do is safe and secure. The reality is that certificated entities worldwide perform work of unsurpassed quality, adhere to the same safety standards and rules, and have a robust safety record.

Discussion

Think Congress isn’t concerned about aviation safety? Over the last few years, ARSA has testified at several congressional hearings focusing on contract maintenance and the use of foreign repair stations. Legislation was enacted in 2007 requiring the Transportation Security Agency (TSA) to rush the development of repair station security rules. The agency has since failed to respond, and now no new foreign repair stations may be certificated.

Perception is quickly becoming reality. Numerous articles published this past year in major media outlets portrayed contract maintenance in a negative light. Organized labor and its allies are particularly fervent in disseminating information aimed at undercutting the truth about contract maintenance. In response, ARSA is rolling out its Positive Publicity Campaign, directing counterpoints to the frequent untruths propagated about our safe and secure industry.

The maintenance industry must become engaged to stop the proliferation of the negative messages. Start at the top; if your members of Congress don’t know you exist, it is easy for them to promulgate harmful legislation. Educate your congressional representatives about how the industry works, the level of oversight by regulators and customers, the economics of your organization, and the fact that “safety is your business”.

Giving the FAA the Money it Needs to Do the Job Right

ARSA Position

If federal agencies do not have the resources to perform oversight duties in a timely manner, the industry's efficiency suffers. Therefore, ARSA supports increased funding for FAA safety inspectors and for agencies such as the TSA to ensure that companies are not being disadvantaged by administrative delays.

Discussion

The lack of FAA-oversight resources is hurting the repair station industry. A quarter of respondents to ARSA's 2007 member survey reported losing customers or foregoing business opportunities because of regulatory delays resulting from inadequate FAA staffing.

It is vitally important to realize that an inspector workforce is critical to the continued success of the aviation industry. Recent congressional proposals would mandate increased inspections, better oversight, and more examination of repair stations, yet these proposals do not always account for the increased need for FAA inspectors. While the House FAA reauthorization bill (H.R. 915) provides for an increased inspector workforce, it is up to the appropriators in Congress (those who write the checks) to ensure the money is spent on an annual basis.

Similarly, the lack of TSA funding is delaying the agency's long-anticipated repair station security rules. Though Congress has taken the time to reprimand TSA for the delay in promulgating the rules, and punished industry for the agency's lack of action, no additional funds have been allocated to ensure TSA has the resources to issue the rule. TSA has a number of priorities on its plate, and has testified before Congress that repair station security is not an immediate threat. To ensure the industry does not suffer from further delay, it's important to emphasize the need to provide full funding to the agency.

Developing an Aviation Technical Workforce

ARSA Position

Along with other job sectors, the maintenance industry faces a shortage of qualified, trained technical workers. Congress must devote resources to training and hiring a new generation of workers in order to maintain the high quality of the U.S. aviation industry. Congress needs to take action to prevent an industry-wide shortage. Reauthorizing the Workforce Investment Act (H.R. 195) will help infuse new resources into technical training programs nationwide and begin to address our industry's dwindling labor pool.

Discussion

Industries across the nation are facing a shortage of skilled technical workers, but ARSA's members have been hit especially hard: Close to 80 percent of the respondents to ARSA's 2007 member survey reported having trouble finding skilled technical workers. Survey respondents ranked the technical worker shortage as the single greatest threat facing the maintenance industry.

In December 2006, President Bush signed legislation which established an 11-member panel directed to develop a comprehensive strategy to increase the number of students and workers who choose science, engineering and other aerospace-related careers. Led by the Department of Labor, the task force will also establish partnerships with industry, organized labor, academia, and state governments to coordinate aerospace career education and training programs. The bill also required annual reports be submitted to Congress on its workforce recommendations and initiatives.

According to facts cited within the legislation, in 2004 total employment in the aerospace industry fell to its lowest point in 50 years. Additionally, 27 percent of the aerospace manufacturing workforce will become eligible for retirement by 2008. This covers not just civil, but military aerospace workers as well.

The newly-created panel is a good starting point; but more must be done to address the skilled-worker shortage. ARSA is doing its part by allowing employers to advertise on www.arsa.org, which offers a way for employers and workers to connect. As Congress investigates aviation safety and maintenance, we must remind them that resources are needed to recruit and maintain skilled workers.

Supporting Small Business

ARSA Position

Small businesses are an integral part of the U.S. economy, yet are often overlooked by Congress and agencies when developing new policies. Minor changes in existing law or regulation, often times innocuous, may well put a heavy strain on small businesses. ARSA supports congressional efforts to ease the burden on small business such as repealing the three percent government contractor withholding tax, enhancing the provisions under the Regulatory Flexibility Act, and increasing options for employee health care coverage.

Discussion

Section 511 Repeal

Section 511 of the Tax Increase Prevention and Reconciliation Act (TIPRA) requires that, beginning in 2012, governmental entities (local, state, and federal) whose annual expenditures exceed \$100 million withhold three percent of all payments made to any individual or company that has provided goods or services to the government. These withholding amounts are sent to the federal government and credited against government contractors' future tax liability.

A broad based coalition of groups, including ARSA, supports repealing Sec. 511 because our members and customers do business directly with state and local government entities.

While doing little good, Section 511 will have a significant negative impact on companies that do business with the government. The new law effectively forces government contractors to make interest free loans to the federal government for amounts that in some cases will exceed contractors' profit margins. Sec. 511 will dramatically affect government contractor cash flow and reduce the amount of money available for payroll, new business investment, and everyday expenses. Small businesses will be particularly affected, and many may have to take on increased debt to mitigate the impact of Sec. 511. Others will have to change the way they price government contracts or may simply choose to stop serving government customers.

Organizations representing state and local government officials have called the new law an unfunded mandate and said that it will increase the costs of administering contracts at all levels of government. This, in turn, will reduce the resources available for critical public services and infrastructure investment.

Sec. 511 was included in TIPRA in conference without any public discussion, debate, or input from affected industries. The provision was added as a cost offset ostensibly to help reduce the "tax gap" (the difference between what taxpayers owe and what they actually pay to the Internal Revenue Service (IRS)). While closing the tax gap may be an admirable goal, the reality is that Sec. 511 will do little or nothing to solve the problem. Tax cheats will still be able to under-report income or over-report deductions. Companies and their owners are already required to make quarterly estimated tax payments toward their tax liability. Congressional efforts to close the tax gap should therefore focus on better IRS enforcement of existing laws rather than costly new mandates on state and local governments and their small businesses contractors.

The Congressional Budget Office (CBO) estimates that the new law will raise \$7 billion. However, opponents question the estimate since the majority of the \$7 billion represents contractors' advance tax payments to the government via the three percent withholding (i.e., money that the government would have collected anyway). Based on the 2012 implementation date, the provision will only raise \$215 million in 2012 and only slightly more in later years.

Regulatory Reform

The RFA mandates that federal agencies consider the impact rulemaking has on small businesses. However, agencies do not always adhere to the RFA provisions, or structure reviews to ensure that small businesses are not affected when in actuality, they are.

Specifically, ARSA supports a broader definition of the term “economic impact” for purposes of the RFA, which would expand the entities affected and ensure agencies conduct a more detailed analysis of proposed rules as well as periodic review of existing rules.

Expanding Options for Health Care

ARSA supports economically feasible efforts to help small businesses provide health care coverage for employees. Specifically, ARSA supports the Cooperative for Healthcare Options to Improve Coverage for Employees (CHOICE) Act (H.R. 859), a bill with bi-partisan support aimed at providing tax credits to small businesses providing health care coverage for employees.

The current political climate ensures health care will be a hot topic in the 111th Congress, especially considering one of President Obama’s top priorities is overhauling the nation’s healthcare system. ARSA looks forward to taking part in the debate and helping to ensure small businesses are able to provide quality, affordable health coverage to employees.

Becoming an Involved Constituent

What happens on Capitol Hill has an enormous impact on ARSA members.

For example, all FAA authority is derived from laws passed by Congress, and regulations are adopted as a result of specific legislative mandates, such as those contained within the FAA reauthorization bill. Congress controls the FAA's budget and thereby FAA's priorities and staffing resources. It's not just aviation related issues that affect our businesses, regulatory reform, contractor withholding taxes, workplace safety, and environmental laws, are just a few examples of matters influenced by Congress.

While ARSA is your voice on Capitol Hill, that voice becomes stronger when members remain involved in the political process, and can be called on to speak on behalf of the industry.

Your elected representatives want to hear from you. They know that re-election depends on doing what their constituents (i.e., you) want them to do. Although you may think that "lobbying" Congress is a time consuming activity for professionals only, don't be fooled. Constituent contact carries more weight than you realize, and takes a small time commitment.

You don't have to be in Washington, DC to meet with your representatives. Visit ARSA's www.arsa.org/LegislativeActionCenter and www.ARSAAction.org to write letters to Members of Congress, develop a company profile, and to find contact information for your congressional representative. The following suggestions are also ways you can become an involved constituent in your hometown.

Visit the Home Offices

As the celebrated politician Tip O'Neill once proclaimed, "all politics is local." ARSA is a strong believer in this adage has always encouraged its members to contact their representatives' district offices to start building relationships "back home."

The district office represents the home base for your member of Congress. It houses staff from the local community, dedicated to answering constituent concerns. You should visit the district office on an annual basis to get to know the staff, keep them updated on issues important to your business, and personally invite them and the member of Congress to visit your facility (more on that below). Opening the door to ongoing dialogue through a local staff contact is the best way to get acquainted with your senators and representatives.

To find district office information, visit www.ARSAAction.org and click on the "My Elected Officials". There you'll find biographical and contact information page for each member of Congress. You can also learn about each representative's committee assignments and access their personalized website.

Go to Town Hall Meetings

Members of Congress and their supporters often host town hall or other community meetings. These forums provide an opportunity to gain insight into your representative's priorities, position on national, international and community issues, and, most importantly, function as a chance to initiate meaningful dialogue.

To get information on events scheduled or occurring in your area, contact the staff at the district office. You may also learn of an event through your local paper, newscast, or chamber of commerce.

When attending a town hall meeting, be prepared to make the most of the event. Here are a few suggestions—

- **Speak Up and Be Prepared.** Be ready to ask thoughtful concise questions. Have data to support your concerns and positions. This will ensure you are remembered by the representative and staff.
- **Make it Personal.** Tell your representative about your company—the type of work it does and the number of persons it employees. Know how a policy will affect you or your family, business, or community and provide firsthand accounts of that impact.
- **Talk to Staff.** Members usually bring several staffers to meetings. Be sure to interact with them. Obtain their business cards or at write down names, titles and contact information.
- **Leave Something Behind.** Create a company profile from ARSA's Legislative Action Center (linked above). Provide it along with any documents that support your position or concerns to the representative or staff member.
- **Follow Up.** Be persistent and follow up with your representative after meeting them. Remember that creating a dialogue is only the first step, maintaining that dialogue is key.
- **Attend Multiple Events.** Have other people from your company attend meetings, so that the representative can hear about the issue from multiple voices.

Use in-person events to form a relationship with your representative and staff. The more often you are seen and heard, the more likely the member will heed your concerns. Town hall meetings are a good way to stay in touch with your elected officials and keep yourself updated on what action being taken by your government, be it local, state or federal.

Attend Fundraisers

Local fundraisers provide an excellent opportunity to interact with representatives and staff. Contact your member of Congress' campaign office (different from the district office, contact information can usually be found by doing a quick Google search) and ask to be put on the campaign mailing list. You can also contact community business groups, such as the Chamber of Commerce, which commonly hold fundraisers in support of local candidates.

Or, host a fundraiser yourself! Reach out to other local businesses, combine resources and contact the representative's campaign headquarters to offer support. Remember, the point is to become politically active at the local level, even a small contribution means a lot to the campaign and will help to foster relationships with members of Congress.

Before contributing, you should know that federal election laws limit the amount individuals can give to a campaign or political party during an election year. The contribution must be from personal funds only; corporations are not allowed to give campaign donations. To find out how much you can give a candidate or political party, visit the Federal Election Commission's site at: www.fec.gov/ans/answers_general.shtml#How_much_can_I_contribute.

Sign Up for Legislative Day!

Here is an excellent opportunity to raise your profile—attend ARSA Legislative Day, held in conjunction with the ARSA Annual Symposium. The purpose of Legislative Day is to educate ARSA members on the big issues affecting the industry and to schedule as many meetings between ARSA members and their congressional representatives as possible.

Congressional interest in aviation maintenance continues to grow; use this opportunity to have your voice heard and make a difference in how policy is made on Capitol Hill. While ARSA continues to fight proposals detrimental to our industry, we need your help to drive the point home.

How a Bill Becomes a Law

From Idea to Committee

Believe it or not, it's tough to get a law passed. The legislative process is complicated and confusing, as many of us learned via the old ABC television educational video "How a Bill Becomes a Law". (Watch it at <http://youtube.com/watch?v=mEJL2Uuv-oQ>.) What follows is a quick rundown of the process, so you can hit the ground running.

Getting Your Idea to Congress

Bills originate several different ways. A citizen or organization may present an idea to a senator or representative. Other bills, such as the Senate FAA reauthorization bill, are "renewals", meaning they must be passed to keep the government operating. Just as a repair station must maintain its certificate, the FAA must get a renewal of its money supply to stay in business!

When a senator or representative drafts a bill, he/she becomes the sponsor of the bill and will present it to Congress. Once the bill has been introduced, it is given a reference number for tracking. With each new Congress, the numbering system begins anew.

The bill is also given a prefix of "H.R." or "S." depending on whether it originated from the House of Representatives or the Senate. For instance, the FAA reauthorization bill currently in the House was assigned the number H.R. 915.

Heading to Committee

Traditionally, the bill is assigned to a committee based on its subject matter. For instance, the FAA reauthorization bill falls under the jurisdiction of the Commerce, Science and Transportation Committee, which oversees the Subcommittee on Aviation.

The committee will determine whether or not the bill is worthy of becoming a law. The committee usually relegates the bill to a subcommittee, which has specialized knowledge on the bill's topic. The subcommittee may spearhead fact-finding exercises like holding hearings, where witnesses testify to the potential impact of the proposed legislation.

After fact-finding, the subcommittee will hold a markup, which is a forum for members to express their views on the bill, and make any amendments. Following markup, the committee votes on the bill.

The bill is now ready for the next step, going before the floor of the chamber in which it was introduced. This action brings about another round of wrangling and debate. But, hold the presses! An additional stop may be required.

Committee Review

Many bills must be reviewed by multiple committees. Congressional committees have jurisdiction over various aspects of proposed legislation. More than one committee may be involved, particularly if the bill is complex or controversial.

For example, the FAA reauthorization bill first goes through each chamber's transportation committee after which it heads to the finance committees. The finance committees make sure the funding mechanisms contained in a bill will work. For FAA reauthorization, the House and Senate suggested different financing methods, each of which will be reviewed for feasibility.

Floor Action

Once all relevant committees have reviewed the bill, it goes to the floor where each chamber has the opportunity to add amendments. The bill is debated amongst all of the senators or representatives before a vote to approve or reject.

Conference Time

Once legislation passes a floor vote in both chambers, the two bills go to a conference committee. Both the House and Senate must work to reconcile any differences between the bills passed by the two chambers. Representatives from both parties in the House and Senate negotiate differences. When compromise is reached, the conference committee composes a report containing the new provisions, which is submitted to both chambers for vote. Once passed, the bill is “enrolled” and sent to the White House.

The Buck Stops Here – Or Does It?

The president may either veto the legislation or sign the bill into law. If the bill doesn’t pass muster by the president it goes through another step in order to become a law.

The President’s Desk, and Beyond

When a bill has been approved by both the House and Senate, it is presented to the president for signature, which transforms the legislation from bill to law. The president, however, can choose to veto the legislation, i.e., block it from becoming law. The president has ten days to decide whether to sign legislation into law or to veto a bill.

If a veto is exercised the “override” process begins. A vetoed bill returns to both the House and Senate, respectively, for vote. If two-thirds of each chamber vote for passage, it becomes law (designated as “public law” or “P.L.”) despite the president’s objections. If the bill fails to garner the requisite votes it “dies” and the full process, from the introduction of the bill forward, must begin anew.

Thus concludes the journey of a bill. We hope it has enlightened and educated you on the legislative process; now visit www.ARSAAction.org and become directly involved.

About ARSA PAC

The Aeronautical Repair Station Association Political Action Committee (ARSA PAC) allows the aviation maintenance industry to speak with a common voice in the political process by helping to elect federal candidates who support the legislative goals of our industry.

ARSA PAC is supported entirely by voluntary, personal contributions from ARSA members and accepts contributions only from members who have given PAC solicitation consent in accordance with the Federal Election Campaign Act.

If you are an ARSA member and would like to receive information about the PAC, please fill out a solicitation consent form (found on the next page) and return it to ARSA staff.

ARSA PAC Solicitation Consent Form

The Federal Election Campaign Act requires trade associations to obtain permission from corporate members before their employees may receive information about or be solicited for contributions to the association's political action committee. Please note that as a matter of ARSA policy this form must be signed before we can accept PAC contributions from you or any of your employees.

I hereby give permission for the Aeronautical Repair Station Association Political Action Committee to solicit contributions from: (Please check one of the two options below)

My company's administrative and management level employees (including myself) during the year(s) indicated below.

Only myself during the year(s) indicated below.

I certify that I have the authority to give such solicitation consent and that my company has not given solicitation permission to any other trade association political action committee for the year(s) indicated.

Name

Title

Company Name

Date

Company Street Address

Company City, State, and Zip

Home Street Address

Home City, State, and Zip

Telephone Number

E-mail Address

Federal law requires separate and specific consent for each year. Please sign the line beside every year for which you wish to give solicitation permission.

2009

Signature

2010

Signature

2011

Signature

2012

Signature

Notes

Thanks again to our sponsor!



ERICKSON AIR-CRANE
INCORPORATED
WWW.ERICKSONAIRCRANE.COM

Aeronautical Repair Station Association

121 North Henry Street

Alexandria, VA 22314-2903

T: 703 739 9543 / F: 703 739 9488

E: arsa@arsa.org / W: <http://www.arsa.org>

ARSA: Your premier source for aviation regulatory compliance assistance.