



PAC REPORT | 2012

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DISCLAIMER

The NetJets Association of Shared Aircraft Pilots Political Action Committee (NJASAP PAC) must provide all *PAC Report* readers the following information:

- The purpose for which the NJASAP PAC has been formed is to advance the interests of NetJets pilots and the aviation profession.
- All contributions to the NJASAP PAC are voluntary.
- Contributions to the NJASAP PAC are not deductible as charitable contributions for federal income tax purposes.
- The NJASAP PAC is required by law to obtain its donors' names, addresses, occupations, and employers' names. The NJASAP PAC is required, by law, to share this information via publically-disclosed report.
- NJASAP will not favor or disadvantage anyone by reason of the amount of their contribution or their decision not to contribute.
- All NJASAP members have the right to refuse to donate to the NJASAP PAC.
- Donations to the NJASAP PAC may not be secured by the use or threat of physical force, job discrimination, or financial reprisal.
- Any and all stated guidelines for contributions herein are merely suggestions, and an individual is free to contribute more or less than the guidelines suggest.

Please contact pac@njasap.com with questions about this information.

Fellow Pilot,

I am pleased to present the Third Annual NJASAP PAC Report. The NJASAP Political Action Committee (PAC) has proven to be a major success both for the Membership and in Washington. We have raised more than \$100,000 and contributed approximately \$35,000 to those members of Congress who we believe will help support and protect our careers. The NJASAP PAC was quite active this past year, playing an instrumental role in developing strong relationships with influential players on Capitol Hill. The PAC allowed for Union representatives to attend more than 35 fundraising events in Washington D.C., Florida, North Carolina, and Ohio to further strengthen ties to members of Congress and their staffs. I was fortunate enough to represent NJASAP at the Republican National Convention, and Capt. John Sullivan was our representative at the Democratic National Convention.

Last year will undoubtedly be remembered as a pivotal year in our nation's political landscape. During the 2012 election season, Americans were bombarded with robocalls, surveys and television, radio and Internet ads. If we were lucky enough to reside in a swing state, the campaigns to earn our votes were relentless. And if that was not enough torture, we were also faced with the impending Mayan apocalypse and the fiscal cliff to round out the year. Somehow, we all managed to make it through, and we have set our sights on what will surely be a year filled with formidable challenges. Here at home and in Washington obstacles abound; however, I am confident we will rise to and meet those difficult tests.

In our Nation's Capital, there continues to be an all out assault on our business, our clientele, and aviation safety. Should we fail to establish a presence in Washington that will ensure our voices are heard, then those who speak out against our interests will go unchallenged. To be sure, on Capitol Hill the adage of "Out of sight, out of mind" holds true. However, because of the generosity of NJASAP PAC members, our voice is being heard, and we are making a difference. Indeed, I had the pleasure of enlightening several Congressional members on the importance of NetJets to their districts and the role NJA plays in providing good, well paying jobs. We were able to work with our NetJets industry affairs counterparts in Washington D.C. to help defeat a potentially devastating tax on fractional ownership.

Moreover, we are educating Congress on the importance of one level of safety for all pilots – not just Part 121 passenger carriers. Our Union must be included in these discussions with other pilot labor unions and stakeholders. Fortunately, those relationships are beginning to take hold; however, in order for us to succeed we must have a constant presence in D.C. There is not a single labor group capable of exerting any influence on their industry or collective careers that does not have a strong foothold on Capitol Hill. For this reason, I ask each of you who have not yet joined the PAC to consider becoming a member today. A contribution of \$5 to \$10 per pay period can and does make a difference in safeguarding our careers. We have and will continue to make great strides in 2013 in spite of the many obstacles we face. And it is these challenges that require us to maintain a vibrant and flourishing PAC. To my fellow PAC members, I am truly grateful for your continued support of this worthwhile endeavor. You have my deep and abiding gratitude.

In unity,

Capt. Coley George
Vice President of Industry Affairs

THE 113TH CONGRESS & BUSINESS AVIATION

Failing drastic changes to the business-as-usual mindset on Capitol Hill, we can expect dysfunction to continue in the 113th Congress. The battle over revenue versus spending cuts will take center stage, and NJASAP industry affairs must pay close attention to these discussions as both Republicans and Democrats are keen to secure additional revenue. Certainly, our business, owners, and the safety of our profession are in the cross hairs.

Netjets received welcome news in the fiscal cliff legislation with the inclusion of accelerated depreciation for business jets and the exclusion of the controversial \$100 per segment tax. However, the honeymoon was short lived as the White Houses's latest budget proposal seeks to accelerate depreciation from five to seven years and reintroduces the \$100 per segment fee. Lawmakers have used the accelerated depreciation schedule for corporate jets to take political cheap shots at our owners and our business. Should both of these proposals be included in the final budget document, Netjets could certainly be adversely affected. NJASAP has been quite active in working to build opposition to both measures. It is in these circumstances a cooperative effort by Netjets and NJASAP in Washington D.C. will be critical to our success in safeguarding business aviation and its thousands of employees.

The recent FAA ruling that doubles down on the cost-driven exclusion of our cargo brethren from the upcoming changes to FAR Part 121 pilot duty and rest rules is a bellwether of the profits-over-safety push that will challenge our industry this year. Industry interests responded by lobbying the FAA to rescind select experience requirements for newly hired pilots because of the purported pilot shortage and has asked that FAR Part 135 operations be excluded from the call for one level of safety. Combatting this short-sighted campaign is one of several initiatives on NJASAP's agenda, which also includes addressing the rapid expansion of Unmanned Aircraft Vehicles in domestic airspace, marketplace globalization, expanding the Known Crewmember Program (KCM), and securing inclusion on FAA working groups and Aviation Rulemaking Committees (ARCs).

Congressional Committee Assignments Committee assignments are of critical importance to members of Congress. Names that appear in bold text denote a PAC donation recipient.

HOUSE

- ◆ Transportation and Infrastructure Chair **Bill Shuster** and Ranking Member **Nick Rahall**
- ◆ Aviation Subcommittee Chair **Frank LoBiondo**, Ranking Member Rick Larsen, and Members **Daniel Lipinski**, **Tom Petri**, and **Peter DeFazio**
- ◆ Ways and Means Subcommittee Chair **Pat Tiberi**
- ◆ Committee on Financial Services Rep. **Michael Grimm**
- ◆ Subcommittee on Counterterrorism and Intelligence Chair **Peter King**
- ◆ Transportation Security Subcommittee **Cedric Richmond**
- ◆ Committee on Energy and Commerce Member **Mike Pompeo** and **Adam Kinzinger**
- ◆ Judiciary Committee Member **Karen Bass**
- ◆ Appropriations Committee **Tom Latham**

Senate

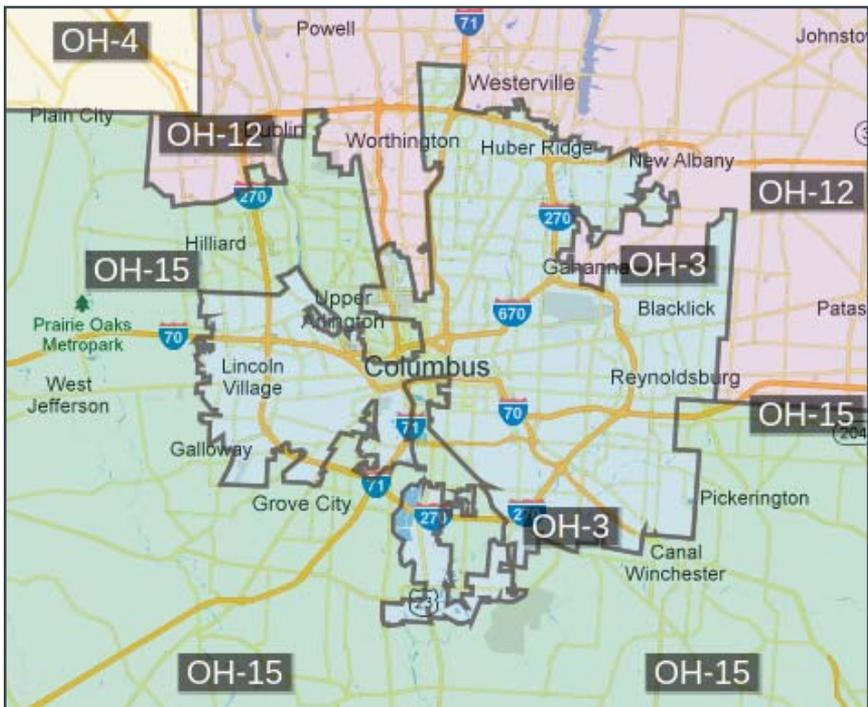
- ◆ Finance Committee **Sherrod Brown**
- ◆ Aviation Operations, Safety, and Security Subcommittee **Bill Nelson**

Congressional redistricting changes Ohio's political landscape

The 2010 U.S. Census determined Ohio's population growth failed to maintain pace with that of the nation, resulting in the reapportion and redrawing of its Congressional districts. As part of the process, Ohio lost two seats in Congress, going from 18 to 16 of the 435 seats, and the shape of its districts were changed dramatically. This was especially true of those in and around Columbus, affecting not only NetJets and NJASAP, but also many of the pilots based in central Ohio. Because state officials sought to maintain the principle of "one vote, one person," each of its 16 districts is home to 716,032 voters.

Both NetJets and NJASAP were previously part of Ohio's 12th District, which is represented by Rep. Pat Tiberi (R). Congressman Tiberi played an influential role in protecting fractional operators by supporting our successful efforts to cease user fees and the application of other taxes on our owners. Considerable PAC dollars were given to Rep. Tiberi as part of his successful 2012 re-election bid.

As a result of the district line redrawing, NetJets and NJASAP are now part of Ohio's Third Congressional District, which is represented by Rep. Joyce Beatty. NJASAP will pursue a relationship with the Congressional newcomer and members of her staff as it seeks to promote the importance of NetJets as a central Ohio employer and the most prominent provider of fractional ownership services.



PAC dollars at work in the 2012 Election Cycle

In late 2011, PAC officials reported the committee had raised \$32,000 from its existing 170 members. At the time, only two \$1,000 donations had been made to Reps. Pat Tiberi, R-Ohio, and Peter DeFazio, D-Ore.,. During the past year – a very busy election year – the committee wrote an additional 32 checks totaling \$33,000 and saw its membership rise from 170 pilots to almost 300. Although the election cycle has passed, the PAC remains positioned to support the campaigns of those in Washington D.C. who support NJASAP’s initiatives: The PAC treasury is currently \$68,000. With 10 percent of the Membership supporting the PAC, the committee expects its funds to grow to \$120,000 by the end of 2013. Vice President of Industry Affairs Capt. Coley George has projected allocating approximately \$50,000 to \$65,000 to politicians and other PACs that have demonstrated a willingness to support and advance the committee’s initiatives. As a reminder, each donation requires the approval of the PAC Board of Directors, which is comprised of the NJASAP Executive Board.

Candidate	Contribution
Pat Tiberi*	\$4,500
Sherrod Brown*	\$4,000
Nick Rahall*	\$4,000
Peter King*	\$3,500
Chip Cravaak	\$3,000
Peter DeFazio*	\$2,000
Tom Petri*	\$2,000
Michael Grimm*	\$2,000
Cedric Richmond*	\$1,500
Bill Nelson*	\$1,000
Frank LoBiondo*	\$1,000
Daniel Lipinski*	\$1,000
Bill Shuster*	\$1,000
Scott Brown	\$1,000
Gary DeLong	\$500
Mike Pompeo*	\$500
Morgan Griffith*	\$500
Adam Kinzinger*	\$500
Tom Latham*	\$500
Karen Bass*	\$500

All officials denoted by an asterisk were re-elected.



FINANCIAL HEALTH: Where We Stand Today

In the 2011 *PAC Report*, committee leaders anticipated the PAC treasury to grow to \$70,000 with the then-current membership level of 170 pilots. More than one year later, the committee has approximately \$68,000 in its fund with almost 300 pilot-members. In the inaugural *PAC Report* published in 2010, we set a

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The PAC-Advocacy Connection

The NJASAP PAC is funded entirely by contributions from the NJASAP Membership. Vice President of Industry Affairs Capt. Coley George, who manages the committee's activities and finances, considers very seriously how and where contributions will be directed. The committee operates on an extremely lean and efficient budget: PAC expenses and contributions are tightly focused and directed with a very specific return in mind. Much like the common investor who expects a return or benefit on his or her financial investment, the PAC spends funds with a similar operating philosophy. Contributions by the Membership to the NJASAP PAC are directed to politicians of all party affiliations who unquestionably share and protect its interests as professional pilots and union members. These donations help facilitate NJASAP's access to public officials, enabling Association stakeholders to develop relationships and to clearly express its members concerns.

A handful of very important legislative issues are on the horizon, and George is intent on securing direct involvement, making member contributions to the PAC vital to any future successes in this regard. One of the most important issues before the pilot group is the planned regulatory changes to 14 CFR 135/91k. In recent years, Congress has passed and the FAA has adopted regulatory changes to the crewmember duty and rest requirements for scheduled 121 passenger carriers. While the revisions may not be perfect, they are generally viewed as notable improvements from NJASAP's standpoint as an advocate for professional pilots.

The hope is later this year or in early 2014, the federal government will, in similar fashion, begin the process of updating some of the rules and regulations pertaining to Part 135/91k operators; however, the timeline is uncertain. Many of the existing rules and regulations are decades old and in desperate need of updating in accordance with scientific data and analysis. One cannot overemphasize the importance of NJASAP having direct involvement in the proposed rulemaking process. However, this level of involvement would simply not be achievable without a viable and financially sound NJASAP PAC.

Similar to the recent changes to Part 121, it is likely crewmember duty and rest will be a primary focus when Congress and the FAA turn its attention to Part 135/91k

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The committee operates on an extremely lean and efficient budget: Expenses and contributions made by the PAC are tightly focused and directed with a very specific return in mind.

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POLITICAL CONTRIBUTIONS

Making the Decision to Donate

Contributions to the NJASAP PAC have enabled the Association to contribute to the political campaigns of lawmakers on both sides of the aisle. While political affiliation is important, the more relevant concern is a member's stance on aviation and labor. When determining whether to support a particular campaign, PAC leaders consider three specific questions:

- 1) Does the politician sit on a committee or have the ability to positively affect one of NJASAP's political initiatives?
- 2) Has NJASAP been given the opportunity to sit down and discuss its issues and initiatives with this politician and members of his or her legislative staff?
- 3) Has the politician made either a verbal or written commitment to support an NJASAP initiative(s)?

If each of these questions can be answered in the affirmative, then the following three-step sequence is initiated:

- 1) The Vice President of Industry Affairs reviews the expenditure and determines whether to support it.
- 2) The Vice President of Industry Affairs sponsors a motion for the PAC Board of Directors to consider.
- 3) The Board of Directors, by majority vote, determines whether to endorse or reject the donation proposal.

Because 2012 was an election year, it gave the PAC an excellent opportunity to put its dollars to work. Any member who is interested in reviewing the donations of all PACs and other political contributors may reference this information at www.opensecrets.org.

Capt. Richard Taliaferro

Sovereign Captain, Avid Sailor and PAC Member

Prior to accepting a position with Netjets in the spring of 2000 Capt. Richard Taliaferro served as a C130 pilot in the United States Air Force. His military career spanned more than 20 years, serving tours of duty in the Balkans, participating in an exchange program with the Italian Air Force, and completing numerous assignments within the United States. He retired from active duty at the conclusion of his final assignment at Pope Air Force Base in North Carolina.

Why did you decide to become a PAC member? Commercial aviation faces more government regulation than quite possibly any other career field. Our collective futures are tied directly to regulatory initiatives in Washington and because my family's security is directly affected by these legislative initiatives, I see no other course of action than to be engaged.

What would you tell others about joining the PAC? The only path to our collective futures is through the efforts of the PAC. One only has to read the [early January editions of the] *RallyPoint* to get a sense of the legislative climate in Washington. Our very safety and security are being legislated away in the interests of



higher corporate profits and enhanced tax revenues. When you consider the assault that is being waged on our profession, I cannot imagine why someone would not want to be a member of the PAC.

When not flying the line, Capt. Taliaferro enjoys sailing the pristine waters surrounding Newport News and touring the countryside on his BMW motorcycle.

The **Congressional Spotlight Series** focuses on elected officials who have a history of supporting aviation and aviation labor as well as those whose districts are home to industries and companies that are either part of or support general aviation.



SENATOR SHERROD BROWN

Ohio Democratic Sen. Sherrod Brown was elected to the United States Senate in 2006 after having served in the U.S. House of Representatives from Ohio's 13th Congressional District. Prior to serving in Congress, he served two terms as the Ohio Secretary of State.

The Senator is viewed as a strong supporter of labor unions, correlating unionization with increased pay and faulting lowered wages across the U.S. with a decline in union membership. Brown has stated most

American workers would choose to be unionized if given the chance, but are often denied this right by employers.

Moreover, Brown understands the importance of aviation and what the Buckeye State has contributed to the industry: "Despite what you may read on a North Carolina license plate, Ohio is the original Aerospace State." And, to that end, Ohio is home to more than 1,200 companies that provide 120,000-plus jobs in the state's aerospace industry.

As a long-time advocate of fair trade, Brown has stood up to presidents of both parties on shortsighted trade agreements that ship U.S. jobs overseas. He led the bipartisan opposition to NAFTA in 1993 as a freshman in the U.S. House of Representatives, and to CAFTA in 2005.

Brown serves on the Senate Committee on Finance as well as the Senate Banking Committee for which he is chair of its Financial Institutions and Consumer Protection subcommittee. From his position on the Senate Veterans Affairs Committee, Brown has advocated for veterans training programs to ensure returning service members have access to good-paying, high-demand jobs. He is the only Ohio Senator to serve a full term on the Senate Veterans Affairs Committee.

Prior to entering public service, Brown taught in Ohio's public schools and at The Ohio State University. An Eagle Scout, Brown is a native of Mansfield, Ohio, where he spent summers working on his family's farm. He is married to Pulitzer Prize-winning columnist Connie Schultz. They reside in Avon, Ohio, and have three daughters, a son, both a daughter- and son-in-law, and two grandsons.

Last year, the NJASAP PAC donated \$4,000 to Brown's successful campaign.



CONGRESSMAN FRANK LOBIONDO

Representing New Jersey's 2nd Congressional District, Rep. Frank LoBiondo, a Republican, serves as chair of the House Subcommittee on Aviation, which is overseen by the House Transportation and Infrastructure Committee. The subcommittee, of which LoBiondo has been a part since 1997, is responsible for the oversight of civil aviation policy, labor, commerce, safety and security, unmanned aircraft systems, and the majority of the FAA's programs, including implementation of the NextGen Air Transportation System.

A staunch advocate for strengthening our nation's security, LoBiondo also serves on the House Armed Services Committee and is a champion for military service personnel, especially on issues of pay and benefits. And, appointed in the 112th Congress, Frank serves on the House Permanent Select Committee on Intelligence. LoBiondo, 66, received a Bachelor of Arts in Business Administration from St. Joseph's University in Philadelphia before returning home to Cumberland County. To this day, his family roots run deep in the community. A true South Jersey man from Rosenhayn, he currently lives in Atlantic County with his wife Tina and their two rescued Weimaraners, Lola and Luca.

Last year, the NJASAP PAC donated \$1,000 to the LoBiondo's successful re-election campaign.



CONGRESSWOMAN JOYCE BEATTY

Representing the newly drawn Third Congressional District for Ohio, Congresswoman Joyce Beatty was elected to her first term during the 2012 General Election. The Third District is wholly contained within Franklin County and represents 29 municipalities including Columbus, Bexley, Whitehall, Reynoldsburg and Gahanna. Both the Netjets and NJASAP offices are part of Beatty's district. As a freshman member of the House, she has been appointed to serve as part of the Financial Services Committee and the Subcommittees

on Housing and Insurance and Oversight and Investigations. Prior to her election to Congress, she served five terms in the Ohio General Assembly where she rose to become the first female Democratic House leader in Ohio history. After leaving the state legislature in 2008, she accepted a position with The Ohio State University as Senior Vice President of Outreach and Engagement where she promoted community, business and economic development.



“When I arrived at the event, I expected many of the members of Congress with whom I would meet to be unfamiliar with NJASAP or NetJets. However, I found the opposite to be the case.”

Group, a Washington, D.C.-based lobbying and consulting firm that helps its clients develop and execute legislative strategies. Borg remained busy throughout the evening, working behind the scenes to arrange opportunities to meet with members of Congress or aides to Congressional members. Without Borg’s assistance, it would have been very difficult, if not impossible, to make contacts and to develop acquaintances during this type of event.

Throughout the evening, union representatives spoke with members of Congress or their aides as a group as opposed to one-on-one. Given that many of the current legislative issues related to aviation and pilot labor organizations are important to all unions and affect us equally, meeting with members of Congress as a singular, unified group was advantageous. In some cases, pending legislation was discussed in very broad terms during these brief encounters; at all times, however, pilot representatives carried forward the message that current initiatives before Congress pertaining to pilots, aviation safety and labor organizations are of vital importance to our members, and our various

Democratic National Convention

By Capt. John Sullivan

NJASAP joined the Allied Pilots Association, Southwest Airlines Pilots’ Association and US Airways Pilots Association to co-host *A Salute to South Carolina* at the 2012 Democratic National Convention (DNC) in Charlotte this past September; the event was held at the Mint Museum Uptown on Monday, Sept. 2.

Honorary guests included South Carolina Rep. James Clyburn, former South Carolina Governors James Hodges and Richard Riley, former Sen. Earnest Hollings, State Sen. Vincent Sheheen, and former Rep. John Spratt.

A private reception for the sponsors and several notable political figures was held prior to the start of the main event with the aforementioned honorary guests attending in addition to U.S. Rep. and House Minority Whip Steny Hoyer, D-Md., U.S. Rep. Barbara Lee, D-Calif., and U.S. Rep. Karen Bass, D-Calif., among others. The reception gave participants an intimate setting to make introductions and to engage in conversation.

Several hundred people attended the main event, including members of the Democratic Convention, party contributors and politicians. Pilot union representatives were assisted by Stephen Borg, Vice President of The Keelen

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Republican National Convention

By Capt. Coley George

NJASAP left a lasting impression at the 2012 Republican National Convention (RNC) held in Tampa, Florida this past August. I would characterize the time spent at the RNC as a major success. The event marked a milestone as I was the first NJASAP representative to attend either party's convention. The week was intentionally scheduled to capitalize on the recent emergence of the NJASAP PAC and to introduce our Association to dozens of members of Congress and other labor organizations. NJASAP had signage as attendees entered Liberty Plaza, the venue for the convention's main events, including the NJASAP co-sponsored *Labor Unity* event. Thousands of people viewed the banner each day, which reinforced NJASAP's presence among the "who's who" of aviation labor. Of course, none of this would have been possible without the support of the NJASAP PAC's Founding Members.

Most every influential pilot labor group attended the RNC, positioning NJASAP to more firmly establish existing relationships and to develop new associations. Undeniably, forming a strong and unified presence in Washington with key allies will prove pivotal to our efforts to promote and protect our careers. In this regard, NJASAP is well on its way.

The GOP Labor Caucus was the focus of much of my work in Tampa – a locale that provided a unique opportunity to interact with members of Congress in a less formal setting than Capitol Hill. I talked with members of Congress with whom I had met previously in Washington D.C., giving me the chance to bring our issues to their attention a second time. In doing so, I believe I reaffirmed NJASAP's commitment to maintaining a presence in our Nation's Capital.

Some may question why NJASAP would spend its time with a party that has historically been anti-union. Admittedly, they may not represent the majority; but, there is a growing number of GOP leaders who support labor and its ideals. Once hidden in secrecy, the list of labor supporters is growing in number and influence. I believe it is important to maintain close relationships with those members and to bring these influential members into the GOP Labor Caucus. NJASAP is teaming up with several other pilot labor groups to foster collaborative efforts between aviation labor and the GOP. It is vital NJASAP maintains a bi-partisan effort to strengthen support not only for our industry, but



“Most every influential pilot labor group attended the RNC, positioning NJASAP to more firmly establish existing relationships and to develop new associations. Undeniably, forming a strong and unified presence in Washington with key allies will prove pivotal to our efforts.

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CAPT. COLEY GEORGE

Vice President of Industry Affairs

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FINANCIAL HEALTH membership goal of 1,000 pilots. With membership nearing 300, we are making progress toward that objective. A target of more than one-third of the NJASAP Membership supporting the PAC is an ambitious one: Certainly, leaders acknowledge this; however, it remains a threshold worth attaining. With more than 10 percent of the Membership currently enrolled in the PAC, NJASAP is above average. The National Air Traffic Controllers Association (NATCA), which clearly has the strongest aviation PAC in D.C., has a membership level of 30-plus percent. NJASAP PAC administrators believe its Membership participation level is commendable considering the PAC has only been in existence three years, and NATCA is closing in on its twentieth anniversary.

Aviation will be under continuous attack by those in Washington seeking the perfect 10-second sound bite, which means pilots can expect the jabs on private aviation to continue. For this reason, NJASAP will continue to seek out and support lawmakers who will not only defend the profession from a safety and aviation rulemaking standpoint, but also work to protect the future of the business of fractional aviation. However, the level of support the PAC can provide is based on Membership support. Consider what your peers have done already: Increase your monthly donation to the PAC, or, better yet, talk about the committee with your next flying partner and encourage him or her to consider joining. Ask your colleague to put your name on the PAC enrollment form as the referral, and the Association will send you a small gift of appreciation.



PAC-ADVOCACY CONNECTION regulations. Strong opposition from the business aircraft industry is expected to any modification – especially those that enhance the profession and pilot quality of life. The industry will likely spend a great deal of money to influence those changes. While the NJASAP PAC, alone, cannot match in dollar-value what the industry will spend on this effort, it can have a significant impact by fomenting its existing relationships, directing contributions wisely, and partnering with other alliances and associations that share its viewpoints.

The PAC, in conjunction with members from various NJASAP committees, has begun preparing for this important issue. Of course, there are other issues on the PAC’s agenda of equal importance and worthy of emphasis. However, it is imperative the pilots of Netjets – via the PAC – have a seat at the table and make their concerns known. And to make this possible, supporting the PAC is a necessity.

[HTTP://WWW.NJASAP-PAC.COM](http://www.njasap-pac.com)



The **NJASAP PAC Web site** is your source for information about the committee, including monthly updates from Vice President of Industry Affairs Capt. Coley George, federal filings, PAC Bylaws, and the PAC Membership List.

DNC pilot unions will continue to work together, as a unified bloc, to advance our agenda.

I began the evening with approximately 40 business cards in my pocket and at its conclusion, only a handful remained. The contacts I made will prove important to NJASAP in time. When I arrived at the event, I expected many of the members of Congress with whom I would meet to would be unfamiliar with NJASAP or NetJets. However, I found the opposite to be the case. In only one instance did the Congressional representative seem to be unfamiliar with NJASAP. Interestingly enough, a majority of the individuals with whom I spoke had, at one point or another, taken a flight with NetJets, and they took it upon themselves to share their NetJets experience - which in every case was a positive one.



RNC also for our livelihoods. It would be a grave mistake to ignore one party and to alienate the conservative demographic of our Membership.

We must crawl before we can walk and walk before we can run. The creation of the NJASAP PAC and the Vice President of Industry Affairs position were the first steps taken toward creating a sustainable presence in Washington. Our ability to cultivate relationships with industry leaders, labor advocates, members of Congress and their staff is a central thrust of our efforts, and I have worked diligently to promote these associations. A solid Republican National Convention foundation must be set before we can begin the process of affecting legislation. We are very near that moment, and although it may get frustratingly slow at times, our perseverance will prove worthwhile.

If we are to be part of the decision-making process on matters that affect our ability to provide for our families, then a well funded PAC and a continued and maturing presence in Washington is essential. Our attendance at the RNC and the Democratic National Convention were milestones in the relatively brief history of our proud Union. It has given notice to the industry and Congress that NJASAP will have a say in matters that affect our careers.



NJASAP PAC

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