

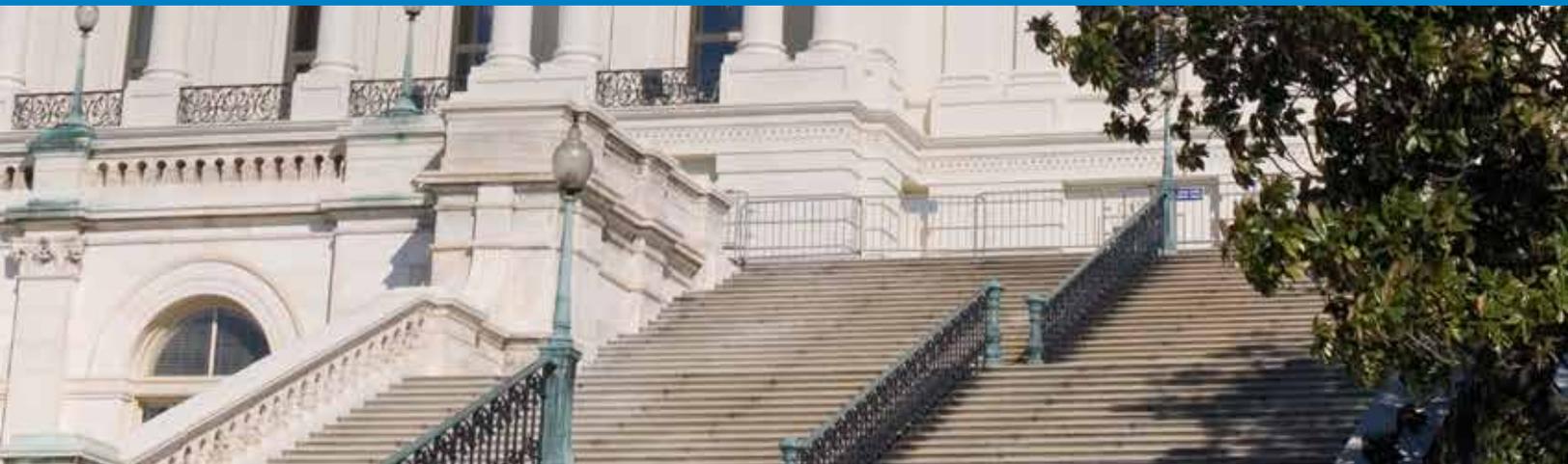


2015 Aviation Business Conference

Air Charter Summit + Aviation Business & Legislative Conference



2015 CONGRESSIONAL FLY-IN





2015 Aviation Business Conference

Air Charter Summit + Aviation Business & Legislative Conference

NATA Aviation Business Conference attendees will have the opportunity to visit the United States Capitol Visitor Center (CVC) on Tuesday, June 15, 2015 and meet with key Members of Congress to discuss the state of general aviation in advance of the upcoming FAA reauthorization. Our time at the CVC is limited, so please read the information below and come prepared to clear Capitol security in an expeditious manner.

NATA SCHEDULE OF EVENTS

- 8:45 a.m. – 9:45 a.m.** CEO Industry Panel — Hyatt Regency Columbia B
- 9:45 a.m.** Attendees walk to Capitol Visitor Center, clear security and meet in HVC-200.
- 10:30 a.m. – 11:30 a.m.** Congressional Fly-In — HVC-200
- 11:40 a.m.** Attendees walk back to Hyatt Regency for Annual Meeting and Networking Luncheon in the Thornton Room (11th Floor).

PROHIBITED ITEMS AT THE CAPITOL VISITOR CENTER AND U.S. CAPITOL

The Capitol Visitor Center is located underground, on the east side of the Capitol. Escalators and elevators are located near the public stairways, and wheelchairs are available upon request at the Visitor Center.

Capitol visitor policies are designed to keep visitors and staff safe and secure and to preserve the collections, facilities, and historic building and grounds for generations to come. Before entering the Capitol Visitor Center, all visitors are screened by a magnetometer and all items that are permitted inside the building are screened by an x-ray device. The following items are strictly prohibited in the Capitol, including the Capitol Visitor Center:

- Liquid, including water
- Food or beverages of any kind, including fruit and unopened packaged food
- Aerosol containers
- Non-aerosol spray (Prescriptions for medical needs are permitted.)
- Any pointed object, e.g. knitting needles and letter openers (Pens and pencils are permitted.)
- Any bag larger than 18” wide x 14” high x 8.5” deep
- Electric stun guns, martial arts weapons or devices
- Guns, replica guns, ammunition, and fireworks
- Knives of any size
- Mace and pepper spray
- Razors and box cutters

Please note that the U.S. Capitol Police are authorized to make exceptions if a prohibited item is determined to be necessary and required to serve medical or other special needs. If you have questions, please call the Office of Congressional Accessibility Services at (202) 224-4048.

Dear Aviation Business Leader:

On behalf of the NATA team, it is my pleasure to welcome you to the 2015 Congressional Fly-In. Your presence in Washington, D.C., this week is timely as hearings on the FAA reauthorization bill have largely concluded and congressional policymakers are now putting pen to paper, drafting the legislation that will serve as the FAA's policy framework for the next three to five years. That framework is critical to the success of our industry and is legislation that we hope will provide you with the continued certainty to invest and grow your businesses.



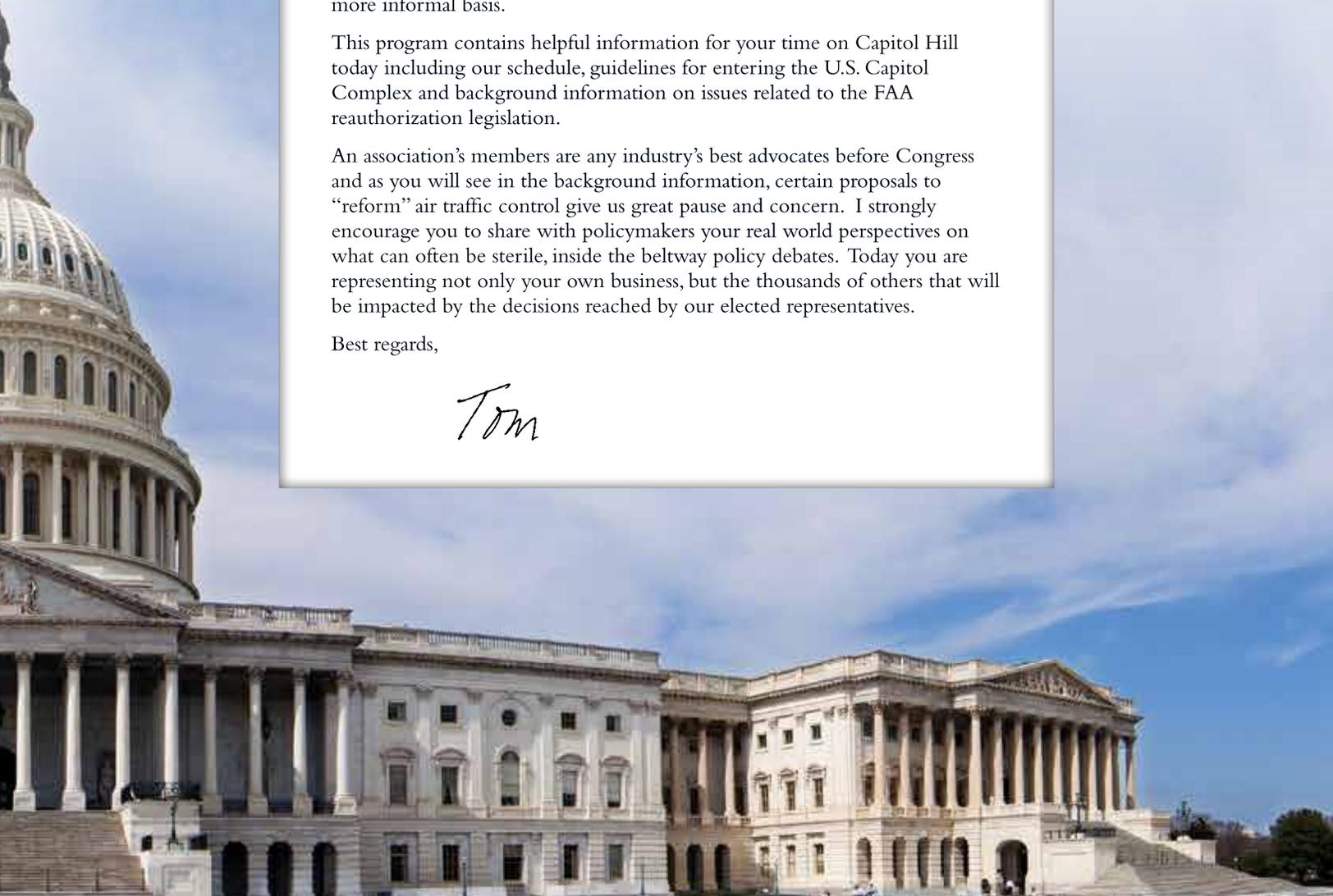
We will begin our fly-in with a CEO Industry Panel that will help place in perspective what you will hear up on the Hill today. I am delighted that my colleagues from ACI-NA, AAAE, AOPA, GAMA, HAI and NBAA have taken time out of their schedules to visit with us and share the legislative outlook of their members. At the conclusion of the panel, we will take a short walk from the Hyatt to the U.S. Capitol Visitor Center to meet with Members of Congress and discuss pending aviation legislation. We will return to Capitol Hill at the end of the day for our annual Congressional Reception, an opportunity for you to interact with Members and congressional staff on a more informal basis.

This program contains helpful information for your time on Capitol Hill today including our schedule, guidelines for entering the U.S. Capitol Complex and background information on issues related to the FAA reauthorization legislation.

An association's members are any industry's best advocates before Congress and as you will see in the background information, certain proposals to "reform" air traffic control give us great pause and concern. I strongly encourage you to share with policymakers your real world perspectives on what can often be sterile, inside the beltway policy debates. Today you are representing not only your own business, but the thousands of others that will be impacted by the decisions reached by our elected representatives.

Best regards,

Tom



Aviation Issues — 114th Congress

To date, aviation issues have not been the front-burner transportation issue on Capitol Hill. Instead, Congress and the Administration continue to grapple with how to fund highway construction. Shortly before the Memorial Day recess Congress approved a two-month extension of highway funding through the end of July. It's unclear whether Congress and the Administration can achieve consensus on extending highway funding through the end of the year, let alone agreeing to a multi-year funding bill. It is also unclear how this issue will impact efforts to approve a multi-year reauthorization of the FAA and its programs.

2015 FAA Reauthorization

What is an authorization?

Under congressional rules, an agency or program must first be authorized in order to be eligible to receive an appropriation. Authorization acts go beyond merely making programs or agencies eligible for funding by also providing agencies policy guidance. The FAA's last reauthorization bill, the "FAA Modernization and Reform Act of 2012" (PL 112-95), authorized spending for the FAA's major accounts and programs including NextGen for FY2012 through the end of FY2015 (September 30th). The House Transportation and Infrastructure Committee, led by Representative Bill Shuster (R-PA), and the Senate Commerce Committee, led by Senator John Thune (R-SD), are responsible for developing the FAA reauthorization.

FAA Structure/Funding

The major reauthorization issue continues to be whether and how Congress will address the FAA's future organization and funding stream. On the House side, Transportation Committee Chairman Shuster is particularly interested in the idea of separating air traffic from the agency's safety oversight function. At a House Transportation Committee hearing on ATC reform Shuster stated, "The only answer is transformational reform that will ensure that our ATC service provider operates like a business, with no degradation in safety levels." Senator Thune has not taken a position on ATC reform though recently stated, "We must carefully consider if there is a better way to deliver ATC services for the traveling public and airspace users, and I am open to considering all ideas."

No one in the aviation community suggests accepting the status quo, the injection of additional private sector practices has and will continue to greatly improve the FAA's operating structure and performance. However, proposals like ATC corporations give NATA and others in the general aviation community great pause and concern.

The United States operates the world's most complex, yet safest, air traffic control system. As a result, we must proceed very carefully in any efforts to reform the system. Further, if an ATC corporation were to be established that is entirely funded via user fees and controlled in perpetuity by a board of industry insiders, general aviation would find itself in

constant peril, rural America starved of access to cutting-edge technology, and the travelling public doubtless paying ever increasing fees.

NATA continues to work closely with other GA associations and recently provided the FAA's Management Advisory Committee and congressional policymakers with three principles necessary to ensure the economic viability of general aviation in the United States:

- Fuel taxes should be the mechanism through which general aviation pays for its use of the national aviation system.
- General aviation should continue to have its current non-discriminatory access to airports, heliports and airspace.
- Authority over increases, decreases, or the establishment of new revenue streams should remain with Congress.

Consistency of regulatory interpretation

The 2012 FAA reauthorization required the agency to convene a government/industry panel to develop recommendations to improve the consistency of its regulatory interpretations. As a result, six recommendations were put forward in November 2012. It is important the panel's recommendations, particularly the creation of a Master Source Guidance System and the establishment of a panel to provide clarity to FAA staff and stakeholders on questions related to the application of regulations, be implemented as quickly as possible.

FAA certification process

Similar to the experiences in many other sectors of the economy, current FAA certification processes were not designed for today's rapid pace of innovation. New standards need to be performance-based, not based on specific technology, so that the industry can quickly innovate. Congress recognized this issue in the 2012 FAA reauthorization and the agency is moving toward expanded delegation to improve the certification process, but the pace of that expansion has been slower than the industry needs to effectively compete in the global economy.

Maximizing use of existing FAA resources in support of aviation business

Regardless of the resolution of the debate about the FAA's current organizational structure, it's unlikely the regulatory functions of the agency can expect to see dramatic increase to its funding. As a result, it is imperative the agency maximizes the use of its existing resources.

For example, the FAA uses Certificate Management Units (CMUs) and Certificate Management Offices (CMOs) to provide a comprehensive certificate management structure for monitoring airline operations. The FAA should establish policy defining the criteria under which this concept will apply to repair stations and other certificate holders. In addition, Part 135 on-demand air carriers now face difficulty in securing FAA inspectors to certify pilots. Expanded use of delegation authority would better meet the needs

of aviation businesses and free up resources. Realigning the Flight Standards Service regional offices to specialized areas of aviation safety oversight and technical expertise, similar to the Aircraft Certification Service, would be better aligned with the policy organizations in Washington D.C., and provide for a more direct, streamlined flow of communication regarding policy implementation.

FY2016 FAA Appropriations

The development of the annual appropriation bill funding the FAA is underway. As you see in the chart below, there are challenges associated with funding agencies like the FAA in an era of reduced federal spending.

	FY2015	Admin FY2016 Proposal	FY2016 House
Ops	\$9.74b	\$9.915b	\$9.87b
F&E	\$2.6b	\$2.855b	\$2.5b
R&D	\$157m	\$166m	\$156.75m
AIP	\$3.35b	\$2.9b*	\$3.35b
Total	\$15.847	\$15.836	\$15.876

*Proposal assumes an increase in the Passenger Facility Charge (PFC) from \$4.50 to \$8.00 and focus of remaining funds on smaller commercial and GA airports.

The House funding proposal provides the FAA an additional \$40m above the President's request. However, the legislation denies the President's request to increase the PFC, thereby causing other FAA accounts to absorb cuts in order to level fund airport infrastructure projects.

While the bill may survive the House, where a solid Republican majority exists, its prospects, and those of other appropriations bills are in doubt. The Republican budget, which increases defense spending at the expense of domestic spending, will run into the reality of the need for 60 votes to proceed to Senate floor consideration. As a result, discussions are beginning about the possibility of increasing the discretionary spending caps, similar to 2013 deal that produced two years of relative budget peace.

Pro-Aviation Business Tax Policy

Clarify the Status of Aircraft Management Services

– In March of 2012, an IRS Chief Counsel opinion concluded that aircraft owners employing aircraft management services that allow the use of the aircraft for occasional charter operations should be assessing the 7.5 percent commercial ticket tax on amounts paid for those management services. Aircraft management services typically include hiring, training, and scheduling pilots and other personnel; fueling the aircraft; conducting weather and flight planning; and overseeing key safety standards. The IRS interpretation is unprecedented as all aviation taxes are movement based. If an owner is using an aircraft for personal

reasons, the fuel tax is assessed. The same aircraft, used by a management company for charter services, assesses the commercial ticket tax (i.e. federal excise tax (FET)) on the charter customer.

After a significant number of operators successfully appealed audit findings assessing the FET to aircraft management services, in May of 2013 the IRS suspended assessment collections based on that opinion. Since then NATA has been in constructive dialogue with Treasury and IRS and the issue has been placed on the agency's priority guidance list for a second consecutive year. However, the Treasury/IRS is not committing itself to a timeline for resolution and though the IRS has put audit assessments on hold, aviation businesses are still vulnerable to potentially enormous assessments. On the Hill, Representative Tiberi (R-OH) and Senators Brown (D-OH) and Portman (R-OH) are leaders in developing a legislative solution to the issue and identifying possible legislative vehicles, including the FAA reauthorization.

Cease Aviation Trust Fund Diversions – Since 2005, the tax rate applied to nearly all jet fuel sales is at the highway fuel tax rate of 24.4c per gallon and all collected funds are deposited into the Highway Trust Fund instead of the Airport and Airway Trust Fund (AATF). The change was based on a suspicion of fraud due to a slightly lower aviation fuel tax rate compared to the highway tax and a belief that jet fuel could be used in diesel trucks. This policy has increased Highway Trust Fund revenues at the expense of those in the Airport and Airway Trust Fund.

The IRS provides no avenue for a noncommercial general aviation end-user to apply for the refund. A fuel vendor may apply for refunds, but only after completing an arduous IRS registration process and then managing the substantial administrative burden to maintain records for the IRS. There is no requirement for fuel vendors to register with the IRS; it is purely voluntary and most fuel vendors are not participating due to the additional workload. Thus the AATF receives no revenue from the majority of non-airline jet fuel sales because noncommercial end users are not permitted to apply for the refund themselves. NATA believes the premises that led to enactment of this provision should be reviewed as a precursor to its repeal.

Investment Policy – NATA is one of the leading supporters of permanently extending bonus depreciation and Section 179 expensing for small businesses at a level of \$500,000 and supports the ongoing efforts of the House of Representatives to make these two pro-growth provisions permanent. Comprehensive tax reform legislation provides the opportunity to go even farther. Many economists support NATA's belief that while accelerated depreciation is helpful to investment and the overall economy, the ultimate goal should be to fully write-off business investment expenses immediately.



JOHN BOOZMAN (R-AR)

U.S. Senator

Co-chair, Senate General Aviation Caucus



John Boozman, a successful businessman and life-long resident of Arkansas, was sworn-in as U.S. Senator on January 5, 2011.

Raised in Fort Smith, John graduated from Northside High School and went on to play football for the University of Arkansas Razorbacks while completing his pre-optometry requirements. He graduated from the Southern College of Optometry in 1977 and entered private practice that same year co-founding a family business with his brother that would ultimately become a major provider of eye care to Northwest Arkansas.

John serves on five committees and chairs two subcommittees in the 114th Congress.

Along with these committees, John serves on the Commission on Security and Cooperation in Europe, commonly referred to as the Helsinki Commission, and the Congressional Study Group on Europe (CSGE), a bipartisan organization dedicated to frank and candid dialogue between American lawmakers and their peers in European capitals and Brussels.

John's main legislative priority remains getting Arkansas's economy back on track. Since agriculture accounts for nearly one-quarter of Arkansas's economic activity, John has used his seat on the Agriculture Committee to fight for an equitable farm bill to ensure that Arkansas's farmers, ranchers and loggers are protected. While an equitable farm bill is one way that the federal government can help Arkansas's farmers, over-regulating is one way it can harm them. For that reason, John focuses his work on the EPW Committee to

limit the size and intrusiveness of the federal government to help. And in this particularly difficult economy, John remains committed to providing our veterans with economic opportunities to ensure they can assume their rightful role as an indispensable part of America's work force.

Prior to serving in the Senate, John represented the people of the Third District of Arkansas in the U.S. House of Representatives for five terms where he established a reputation as an advocate for Arkansas, especially our state's veterans for whom he passed legislation to improve the transition to civilian life, expand treatments for our wounded warriors and modern educational benefits under the GI Bill. He was instrumental in bringing together Third District and state leaders with the international community culminated in the creation the Arkansas World Trade Center (AWTC) in Rogers, which opened in 2007.

Prior to his election to Congress, John served two terms on the Rogers School Board, which is one of the largest school districts in the state. He established the low vision program at the Arkansas School for the Blind in Little Rock and worked as a volunteer optometrist at an area clinic that provides medical services to low-income families. John successfully raised Polled Hereford cattle that were competitive in the show ring, as well as in bull testing at Oklahoma State University.

John, 64, is married to the former Cathy Marley and they currently reside in Rogers, AR. The couple has three daughters and one granddaughter.

PETER DEFAZIO (D-OR) U.S. Representative Ranking Member, Transportation and Infrastructure Committee



Congressman Peter DeFazio was first elected to the U.S. Congress in 1986 and is now the longest serving House member in Oregon's history. As the dean of the Oregon House delegation, he has developed a reputation as an independent, passionate and effective lawmaker.

In 2014, DeFazio was elected to the powerful position of Ranking Member on the House Transportation & Infrastructure Committee, which has jurisdiction over the Coast Guard, highways and transit, water resources, railroads, aviation, and economic development.

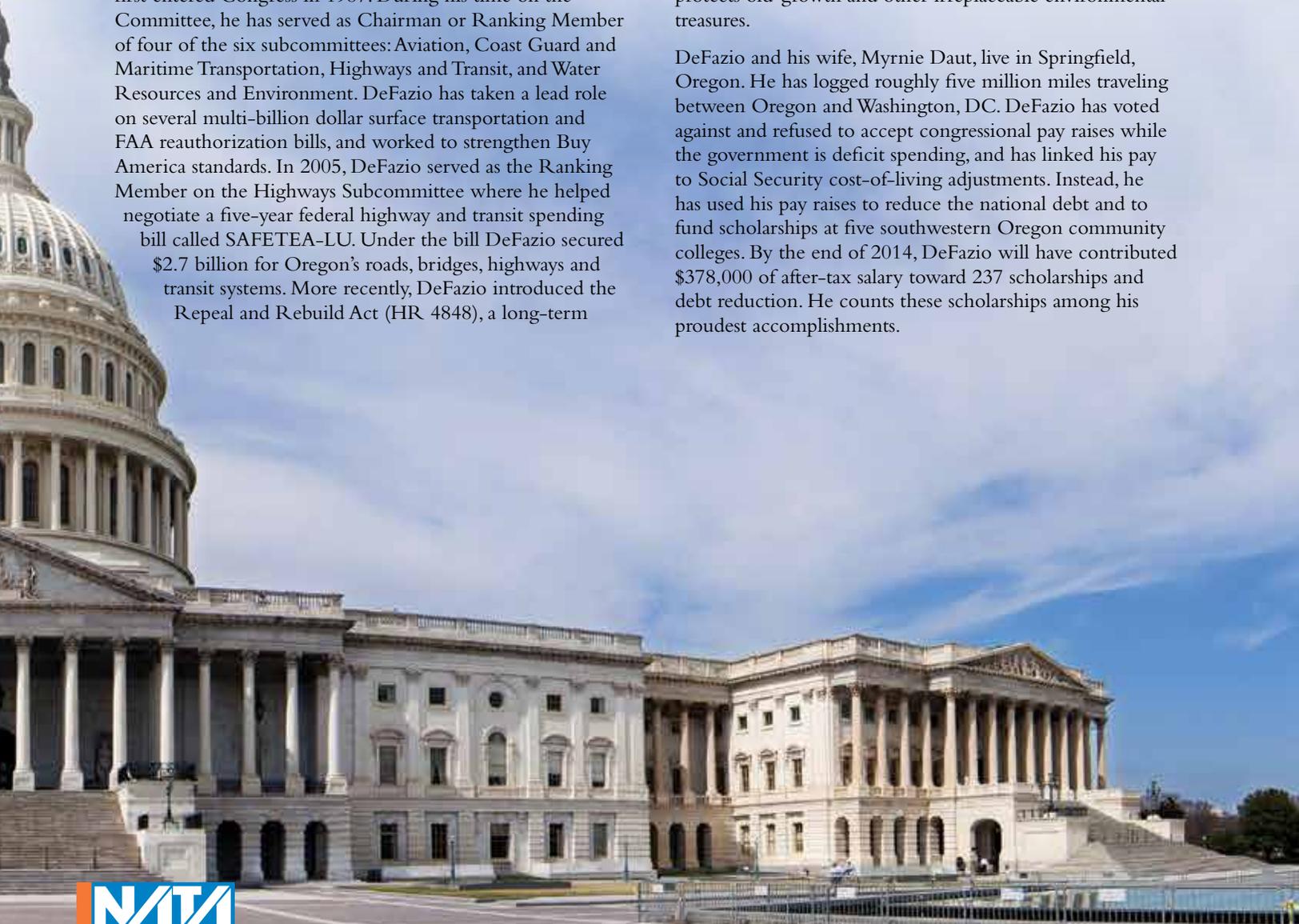
DeFazio has served as a member of the House Transportation & Infrastructure Committee since he first entered Congress in 1987. During his time on the Committee, he has served as Chairman or Ranking Member of four of the six subcommittees: Aviation, Coast Guard and Maritime Transportation, Highways and Transit, and Water Resources and Environment. DeFazio has taken a lead role on several multi-billion dollar surface transportation and FAA reauthorization bills, and worked to strengthen Buy America standards. In 2005, DeFazio served as the Ranking Member on the Highways Subcommittee where he helped negotiate a five-year federal highway and transit spending bill called SAFETEA-LU. Under the bill DeFazio secured \$2.7 billion for Oregon's roads, bridges, highways and transit systems. More recently, DeFazio introduced the Repeal and Rebuild Act (HR 4848), a long-term

solution to replenish the Highway Trust Fund. (Read more about HR 4848 [here](#).)

As the new Ranking Member of the House Transportation & Infrastructure Committee, DeFazio will continue to fight for infrastructure investment that results in job creation, increased safety, economic efficiency and strategic growth.

DeFazio previously served as the Ranking Member on the House Natural Resources Committee, where he focused on energy, federal lands, ocean and fisheries, and Native American issues. In 2013, he successfully passed his balanced, bipartisan O&C solution that creates private sector jobs, provides revenues to failing counties, and permanently protects old-growth and other irreplaceable environmental treasures.

DeFazio and his wife, Myrnie Daut, live in Springfield, Oregon. He has logged roughly five million miles traveling between Oregon and Washington, DC. DeFazio has voted against and refused to accept congressional pay raises while the government is deficit spending, and has linked his pay to Social Security cost-of-living adjustments. Instead, he has used his pay raises to reduce the national debt and to fund scholarships at five southwestern Oregon community colleges. By the end of 2014, DeFazio will have contributed \$378,000 of after-tax salary toward 237 scholarships and debt reduction. He counts these scholarships among his proudest accomplishments.



SAM GRAVES (R-MO)

U.S. Representative

Co-chair, House General Aviation Caucus



Congressman Sam Graves is a lifelong resident of Missouri's Sixth Congressional District. As a small businessman and a sixth-generation family farmer, Sam has spent his life working to make Missouri a better place to live, work, and raise a family.

In Congress, Sam serves as Chairman of the House Subcommittee on Highways and Transit. This committee oversees the development of a national transportation policy and focuses on improving America's highway system. As chairman, Sam continues to work on behalf of Missouri's 34,000 highway miles and 10,400 bridges in need of maintenance and repair.

Sam is also a member of the House Committee on Armed Services. Missouri has a \$15 billion military footprint and plays a critical role in ensuring our troops have the resources they need. Sam remains determined to protect Missouri's various military installations and all of the brave men and women who serve in uniform.

Congressman Graves was born in Tarkio, Missouri on November 7, 1963. He graduated from Tarkio High School in 1982 and attended college at the University of Missouri-Columbia, where he received his degree in Agronomy from the School of Agriculture.

In 1992, Sam won his first race for State Representative. In 1994, he was elected State Senator for the 12th Senatorial District and was subsequently re-elected in 1998.

Sam's leadership has been recognized by organizations like the Missouri Chamber of Commerce, the Missouri Farm Bureau, the Missouri Hospital Association and the National Federation of Independent Businesses. As a father, farmer, businessman, and former State legislator, Sam knows the values, hopes, and beliefs of the hard-working people of the Sixth District, and will continue to work tirelessly for Missouri families in the United States House of Representatives.



RICK LARSEN (D-WA)

U.S. Representative

Ranking Member, House Aviation Subcommittee



Rick represents the Second Congressional District of Washington state, which includes portions of Snohomish, Skagit and Whatcom counties and all of Island and San Juan counties.

Rick serves on the House Transportation and Infrastructure Committee and the House Armed Services Committee. These committees enable Rick to focus on creating jobs and opportunity to meet the local needs of Northwest Washington.

As a member of the Transportation and Infrastructure Committee, Rick is committed to investing in transportation to drive job growth and keep the economy moving. Rick will continue to fight for strong investments in roads, bridges, highways and transit to build a foundation for future economic growth. Rail safety is another priority issue for Rick, and he has worked hard to push for better safety standards for crude oil traveling by rail.

Rick is the Ranking Member, the most senior Democratic member, of the Aviation Subcommittee. The work of the Subcommittee is critical to jobs and the economy in Washington state and the Second District. He says, “The Pacific Northwest is the aerospace capital of the world, and I will work hard to make sure the United States invests in our aviation future. Aviation means jobs in Northwest Washington. Anything I can do to support the growth and safety of air travel will bring good jobs to our communities.”

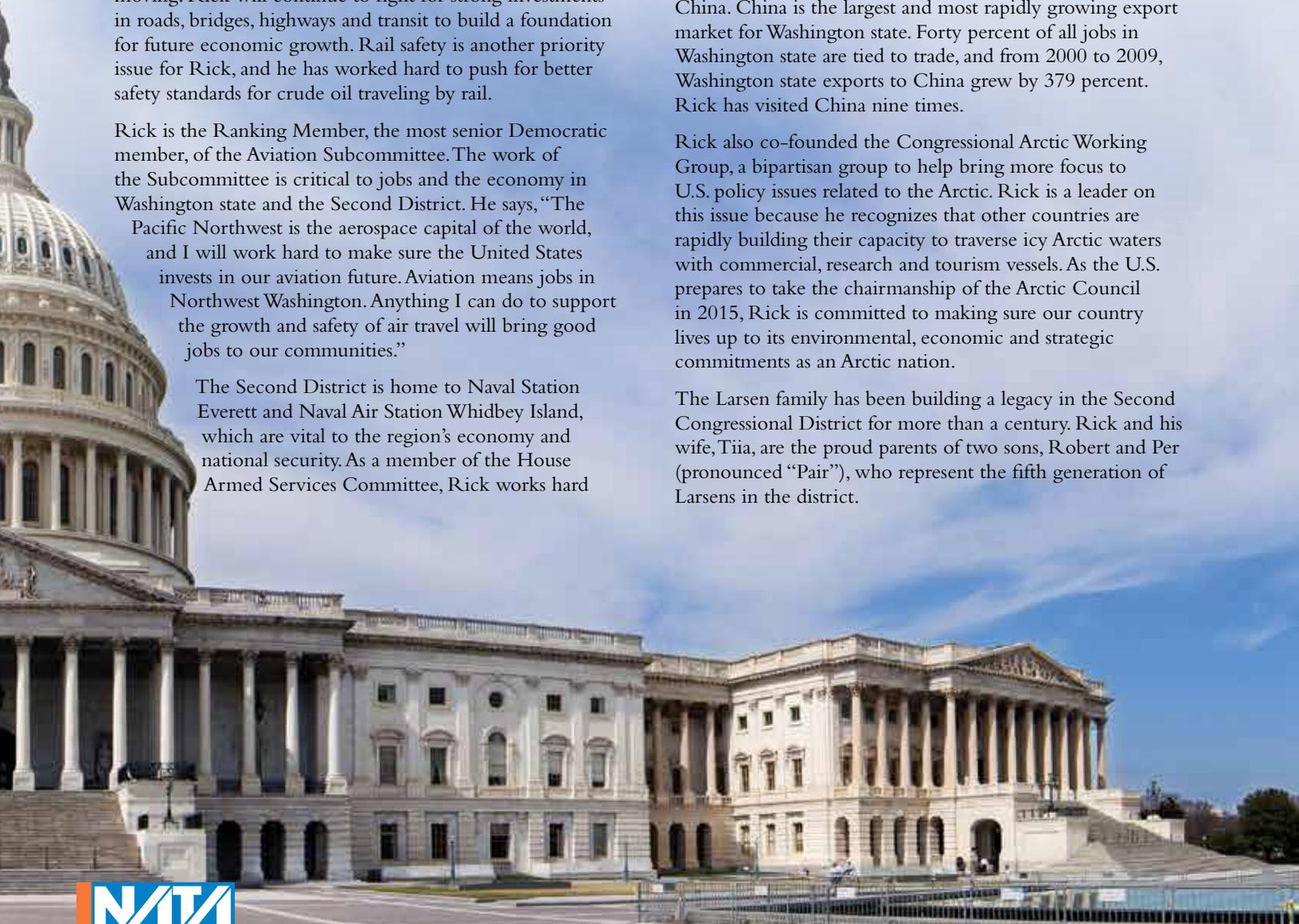
The Second District is home to Naval Station Everett and Naval Air Station Whidbey Island, which are vital to the region’s economy and national security. As a member of the House Armed Services Committee, Rick works hard

to support these military bases. He is pushing to make sure our men and women in uniform get the pay and benefits they have earned and the equipment they need to keep our country safe. Rick is also focused on ensuring that veterans have access to the resources and health care they need to help them be successful in civilian life. Rick worked hard with local veterans to open a Community Based Outpatient Clinic in Mount Vernon to make health care and services more accessible for veterans in the Second District.

Rick is the co-chair of the bipartisan U.S.-China Working Group, which educates Members of Congress about U.S.-China issues through meetings and briefings with academic, business and political leaders from the United States and China. China is the largest and most rapidly growing export market for Washington state. Forty percent of all jobs in Washington state are tied to trade, and from 2000 to 2009, Washington state exports to China grew by 379 percent. Rick has visited China nine times.

Rick also co-founded the Congressional Arctic Working Group, a bipartisan group to help bring more focus to U.S. policy issues related to the Arctic. Rick is a leader on this issue because he recognizes that other countries are rapidly building their capacity to traverse icy Arctic waters with commercial, research and tourism vessels. As the U.S. prepares to take the chairmanship of the Arctic Council in 2015, Rick is committed to making sure our country lives up to its environmental, economic and strategic commitments as an Arctic nation.

The Larsen family has been building a legacy in the Second Congressional District for more than a century. Rick and his wife, Tiia, are the proud parents of two sons, Robert and Per (pronounced “Pair”), who represent the fifth generation of Larsens in the district.



FRANK LOBIONDO (R-NJ)

U.S. Representative

Chair, House Aviation Subcommittee



From a young boy in South Jersey, Frank LoBiondo would grow up admiring his father; a man who balanced the demands of running a business, holding elected office, active community involvement, membership in his church and providing for his family. As a young man, Frank would become a successful small businessman himself, working for more than 26 years at his family-owned and operated trucking company. He would be an active participant in numerous civic and charitable efforts, including the SPCA, the Cumberland County Guidance Center, the local YMCA and rotary. And, with the foundation of these accomplishments, he would be asked by local leaders and private citizens to continue his service by running for public office.

Starting with his successful election to the Cumberland County Board of Chosen Freeholders in 1984, Frank has served South Jersey on the county, state and federal levels ever since. After three years on the Freeholders Board, he went on to being elected to the New Jersey General Assembly, representing the First Legislative District from 1988-1994. In November 1994, Frank won election to the U.S. House of Representative, serving constituents from New Jersey's Second Congressional District to this day.

On Capitol Hill, Congressman LoBiondo is a member of the House Transportation & Infrastructure Committee. He takes great pride in serving as the Chairman of the Subcommittee on Aviation, given its critical importance to South Jersey. He is also pleased to sit on the Subcommittee on Highways and Transit and the Subcommittee on Coast Guard & Maritime Transportation – both of which have jurisdiction over critical issues that affect New Jersey's growing and ever-changing transportation needs. A staunch advocate for strengthening our nation's security, Congressman LoBiondo also serves on the House Armed Services Committee and is a champion for New Jersey's

bases and service personnel, especially on issues of military pay and benefits. And, appointed in the 112th Congress, Frank serves on the House Permanent Select Committee on Intelligence where he serves as Chairman of the newly-created 10-member CIA Subcommittee with oversight over the Central Intelligence Agency.

Drawing from his childhood love of the outdoors, Frank has always maintained a strong commitment to protecting the environment. Throughout his time in public office, he has worked to protect fragile wildlife and wetlands areas and stood up for projects that will preserve and restore the New Jersey coastline. His work in Congress has won recognition from many environmental groups including the Audubon Society, the League of Conservation Voters and the Sierra Club.

Reflecting on his background in business, Frank has been a strong voice for the private sector. He believes it is not the government, but private businesses which create jobs and grow the economy. He has also supported efforts to increase total transparency in the process of allocating taxpayer dollars. Additionally, showing that fiscal restraint begins with the individual, Frank returns the unused funds each year from his congressional office's account to the U.S. Treasury. He has spent among the least any current member who has served since 1995.

Born on May 12, 1946, Frank went on to receive his B.A. in Business Administration from St. Joseph's University in Philadelphia before returning home to Cumberland County. To this day, Frank's family roots run deep in the community. A true South Jersey man from Rosenhayn, Frank currently lives in Atlantic County with his wife Tina and their two Weimaraners – Lucia & Luca.



MARC VEASEY (D-TX)

U.S. Representative

Co-chair, House General Aviation Caucus



United States Congressman Marc Veasey proudly represents Texas' newly drawn Congressional District 33 in the U.S. House of Representatives. Rep. Veasey comes to Congress with over a decade of public service experience and has established himself as a strong and effective advocate who finds fair-minded and balanced solutions to problems.

First elected to the Texas State House in 2004, Congressman Veasey represented District 95 – an area now part of the 33rd Congressional District – for four consecutive terms. As a member of the Texas State House, Rep. Veasey served in a number of leadership positions including Democratic Whip and Chair of the Democratic Caucus. At home, he earned a reputation for his strong voice in the state legislature, fighting for good jobs, good schools, affordable healthcare, voting rights and justice for all Texans.

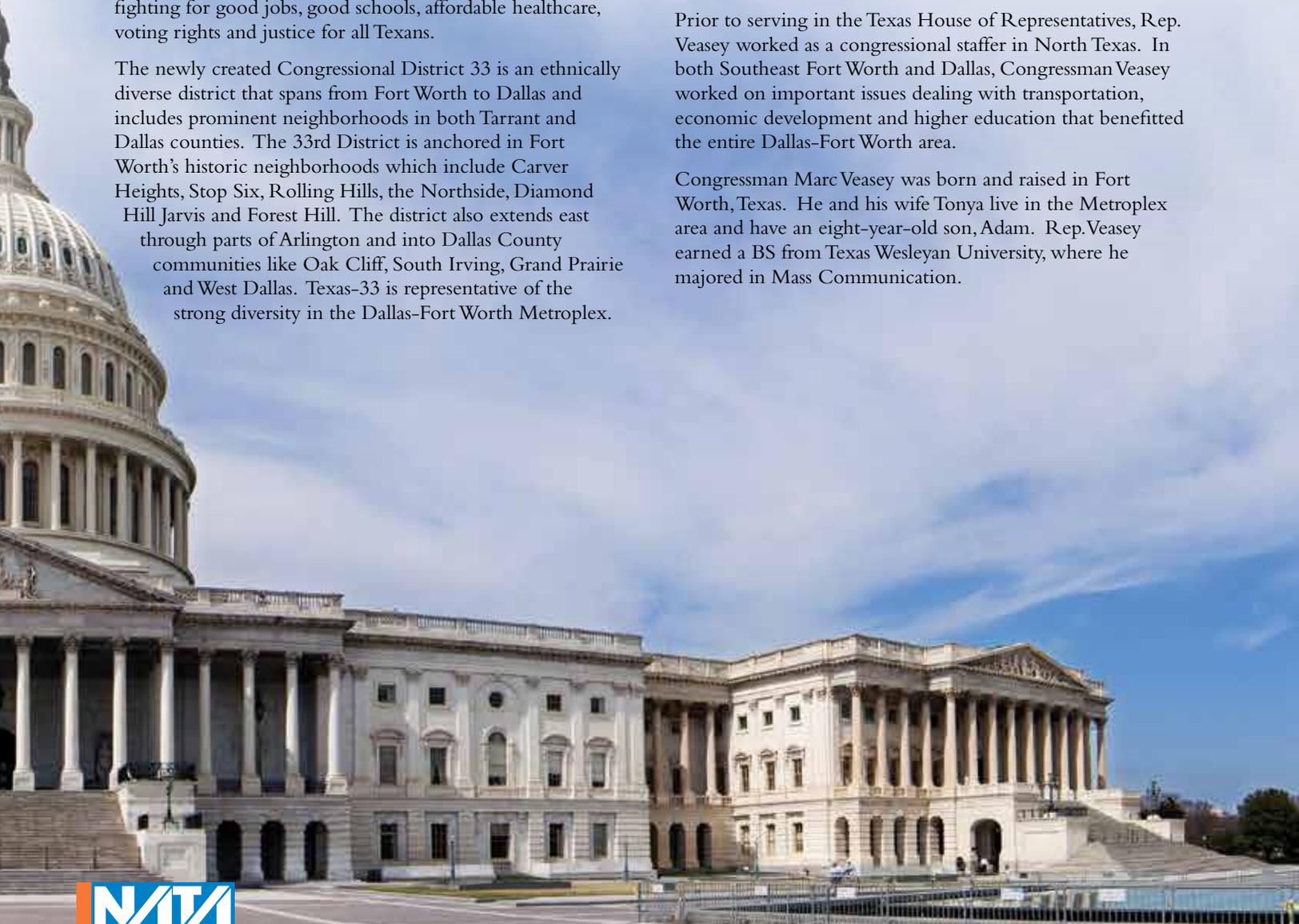
The newly created Congressional District 33 is an ethnically diverse district that spans from Fort Worth to Dallas and includes prominent neighborhoods in both Tarrant and Dallas counties. The 33rd District is anchored in Fort Worth's historic neighborhoods which include Carver Heights, Stop Six, Rolling Hills, the Northside, Diamond Hill Jarvis and Forest Hill. The district also extends east through parts of Arlington and into Dallas County communities like Oak Cliff, South Irving, Grand Prairie and West Dallas. Texas-33 is representative of the strong diversity in the Dallas-Fort Worth Metroplex.

As a Member of the U.S. House of Representatives, Rep. Veasey serves on the House Armed Services Committee and the Science, Space and Technology Committee. With over 15 major military installations in Texas, defense and scientific research and development are key industries in the 33rd District. In the 114th Congress, Rep. Veasey proudly accepted his appointment by U.S. House Democratic Minority Whip, Steny Hoyer, MD-5, to serve as an Assistant Whip and Regional Whip.

Congressman Veasey is committed to creating jobs, encouraging economic growth, improving public education, promoting immigration reform and ensuring access to quality healthcare.

Prior to serving in the Texas House of Representatives, Rep. Veasey worked as a congressional staffer in North Texas. In both Southeast Fort Worth and Dallas, Congressman Veasey worked on important issues dealing with transportation, economic development and higher education that benefitted the entire Dallas-Fort Worth area.

Congressman Marc Veasey was born and raised in Fort Worth, Texas. He and his wife Tonya live in the Metroplex area and have an eight-year-old son, Adam. Rep. Veasey earned a BS from Texas Wesleyan University, where he majored in Mass Communication.



**Join Us For Our
Congressional Reception
Tonight, 5:15 p.m. – 6:45 p.m.
2167 Rayburn House Office Building, Capitol Hill**

Transportation Provided



The Voice of Aviation Business

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