

AERONAUTICS

Q: Aerospace is the single largest contributor to a positive

A: According to a NASA Inspector General audit, aeronautics companies have missed opportunities to commercialize certain products and technologies developed by agencies such as NASA. There seems to be a general disconnect among NASA program managers about the proper ways to commercialize technologies developed through aeronautical R&D. Effective commercialization of certain NASA-developed technologies not only generates a monetary return on investment, but also builds public interest in future pursuits. I will support legislation or committee report language which directs NASA and related entities to refocus on the technology transfer and commercialization process to increase revenue and public interest in aeronautics R&D.

Q: The European Union's Position....

A: I remain opposed to the European Union 's proposed emission taxes and will continue to work to ensure our operators are not penalized by this unilaterally imposed illegal tax scheme. As a member of the Transportation and Infrastructure Committee, we held oversight hearings on this issue and passed legislation through the House to prohibit U.S. aircraft operators from participating in this scheme. The bill also instructs U.S. officials to take any action necessary to ensure U.S. aviation operators are not penalized. U.S. airlines have estimated that this European tax could cost more than \$3.1 billion between 2012 and 2020 which will ultimately increase the cost to passengers. I will ensure our legislation is signed into law to protect our nation's sovereignty, our operators, and our passengers from this scheme.

Q: Air travel is projected to triple....

A: As I supported the original Capstone Program in Alaska, the precursor to Nextgen, I support the effort to deploy this technology across our national aviation airspace. This long-term modernization project to replace ground-based radar with GPS and satellite-based surveillance will reduce air traffic delays, improve safety, cut down on emissions and pollution, and lower costs for consumers. I will work to ensure adequate oversight and guidance is provided to the implementation of NextGen. Further, I will continue to be supportive of initiatives to incentivize future technological enhancements to benefit safety and efficiency.

DEFENSE

Q: Considering the significant financial and workforce impacts....

A: Our current budget situation will cause additional strategic gaps. Congress must work to ensure that these gaps are minimized as much as possible. It is important that both the Administration and Congress stick to a principle of "no flash cuts." In the short-term, the House, adhering to this concept, passed legislation to replace the first year of the sequester with targeted spending cuts and commonsense reforms to ensure that the defense industry does not unfairly carry the burden of deficit and debt reduction. Longer-term, difficult funding decisions will have to be made and efficiencies will have to be found. Along these lines, increased collaboration between DOD, the defense community, and our close allies helps us consolidate resources and leverage them to the areas that really need them. To specifically address the new challenges in the areas of space, aerospace, and cyber, much more R&D is needed; this is the key challenge as technology continues to advance on a global scale. Unfortunately, R&D is extremely expensive and Congress must not hesitate to cut off funding for R&D programs that do not produce quick and useful results.

INDUSTRIAL BASE

Q: The aerospace and defense industrial base....

A: In 1998, Congress passed legislation that reclassified all satellites and satellite parts as weapons under the International Traffic in Arms Regulations (ITAR). As you know, this has limited the ability of domestic manufacturers of commercial space equipment to sell abroad and has allowed foreign rivals to increase their global market share. On April 18, 2012, the Department of Defense (DOD) issued a congressionally assessment of removing satellites and related parts from the United States Munitions List (USML). I support findings in this report by DOD which conclude that most communication and lower performing remote sensing satellites (and related components) can be moved from the USML to the Commerce Control List (CCL), thus decreasing the regulatory hurdles our domestic aerospace manufacturers currently face. Although this report and possible subsequent action lie in the House Science and Technology Committee's jurisdiction, I will support the committee of jurisdiction's recommendations following review of this report in order to increase our aerospace sector's global competitiveness.

RESEARCH AND INFRASTRUCTURE

Q: How will you sustain and revitalize major ...

A: As I previously stated, I would support effective commercialization of certain NASA-developed technologies. Although I do not sit on the House Committee of jurisdiction, I remain open to reforms that repurpose existing

resources at NASA to improve technology transfer activities. Perhaps, if future budgets permit, Congress could reallocate existing funding within NASA to increase production from NASA's Innovative Partnership Office staff, which is primarily tasked with technology commercialization. As for sustaining aerospace research at universities, I voted in favor of the House-passed Commerce, Justice, and Science Appropriations Act of 2013. This bill would award \$7.3 billion to the National Science Foundation, which funds basic scientific and engineering research at universities. This amount represents a \$229 million increase over previously enacted levels.

SPACE AND SPACE EXPLORATION

(all three questions together)

A: Overall, space exploration fuels innovation. For every dollar invested in NASA, the U.S. Economy receives \$8 in benefit. Yet many Americans no longer see a purpose in exploring beyond the confines of our planet. Unfortunately, the U.S. Space program no longer creates the awe and inspiration it used to during the space race. Over the next 10 years, as China attempts to land on the moon, U.S. policymakers must once again ignite the spirit of competition and innovation that used to fuel the space program. By leveraging private investment and building international cooperation around the international space station, U.S. policymakers can help re-prioritize and refocus on space exploration and China advances its space program. Also, in order to retain the U.S. competitive edge in space, we must continue to innovate. However, this innovation is expensive and it must be targeted to the right areas that yield to both exploration goals and private sector applications. NASA, the Administration, and Congress must set clear and dynamic space goals to win both hearts and mind of the American people. The narratives created by these goals will fuel the imagination of and inspire millions of young minds in the U.S., as the Apollo missions did for previous generations.

WORKFORCE AND EDUCATION

Q: The production of college STEM degrees....

A: I voted in support of House-passed legislation which extends the student loan rate freeze at 3.4% for another year. I believe suppressing rising student loan rates is a necessary action to incentivize student's pursuit of education. I also supported a House-introduced bill which would give existing lottery visas to foreign graduates of U.S. universities with advanced STEM degrees. These actions will funnel a larger number of STEM graduates into American aerospace industries. With this increase in recruitment, hopefully universities which offer STEM programs can enjoy increased enrollment, which will in turn

cause STEM programs to increase their recruitment budget. With increased outreach and education on the benefits of STEM degrees and subsequent careers, a new wave of STEM graduates will help increase our nation's global competitiveness.

Q: Space and aeronautics are inspiring to America's students....

A: I support each state's ability to primarily manage their education systems so as to offer a diverse range of robust programs and expertise. However, I believe NASA can and should be available as a resource to education programs which either offer a robust STEM program or wish to do so.

Q: Airplanes, spacecraft, and America's cutting edge defense ...

A: America must have a workforce that keeps us on the cutting edge of aerospace and defense development. For years, U.S. innovation in these fields has ensured our technological dominance, which in turn has protected the lives of citizens at home and overseas. We stand at a decisive juncture- foreign powers are now aggressively pursuing new aerospace and defense systems and bolstering their workforces to support their efforts. To remain competitive, America should take a comprehensive approach to sustaining and bettering its aerospace and defense workforces.

Most large defense and aerospace companies operate on a broad, international scale. Because these companies often have the ability to choose where they site development and manufacturing activities, it is critical that the U.S. has a pool of well-educated workers to attract business. Government should incentivize programs that make graduates workforce-ready. For example, public-private educational partnerships (particularly those at research universities) can create job opportunities for students and allow companies to contribute to the learning process.

We also need our aerospace and defense workers to keep pace with the constant advancements in their industries. Defense and aerospace technologies evolve quickly. The federal government has a responsibility to sustain a regulatory environment that allows companies to adapt and workers to thrive. Businesses should not be hindered by unnecessary regulations as they train new and current employees. Workers should not be deterred from improving their knowledge and skills. Rather, the federal government's role should focus on providing resources to companies and workers and collaborating with defense and aerospace groups to create dynamic standards.

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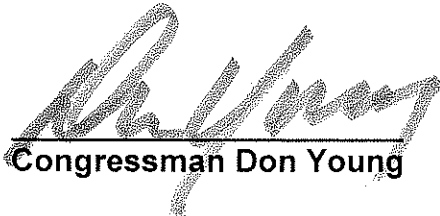
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Congressman Don Young