



ASA Resolution 106-101

WHEREAS, aeronautics is vital to America's mobility, national security and economic well being;

WHEREAS, aeronautics research and development (R&D) are key to achieving these national needs and American industrial competitiveness in the future;

WHEREAS, around the world, governments are taking aim at America's aeronautics industry -- increasing their investment and making aeronautics R&D a top priority;

WHEREAS, more than five federal departments and agencies are engaged in aeronautics R&D;

WHEREAS, there is currently no national policy guiding aeronautics R&D across agency lines;

WHEREAS, the Congress of the United States has called for the President to develop a national policy to guide the aeronautics R&D programs of the United States through 2020;

WHEREAS, the Congress has asked the President's policy to include national goals for aeronautics R&D and describe the roles and responsibilities of each Federal agency that will carry out the policy;

WHEREAS, the States have a vital interest in greater air mobility, especially to smaller communities;

WHEREAS, the States have a vital interest in economic development within our states;

WHEREAS, the States have a vital interest in keeping American industry competitive;

WHEREAS, the States have a vital interest in providing science, technology, engineering and mathematics education and workforce development within our states;

WHEREAS, the States have a vital interest in government investment in University research to inspire our youth to enter into aeronautics fields and attract the brightest and best to our universities;

WHEREAS, the States have a vital interest in maintaining world class aeronautics facilities within our states; and

WHEREAS, the States have a vital interest in the role of NASA as an investor and catalyst for innovation, up to and including flight demonstrators where appropriate.

As a result of a hearing conducted in Washington, D.C. on June 7, 2006, the Aerospace States Association concludes that federally funded aeronautics research and development in the America is broken and Presidential policy is required. We base this on the following:

The final report of the Presidential Commission on the Future of the U.S. Aerospace Industry, the National Institute of Aerospace report to Congress, and the just released National Academy Decadal Survey cite the urgent need for long term stable direction and significantly increased federal funding for aeronautics research in collaboration with industry and academia.

A continuing decline in aeronautics R&D funding and elimination of NASA's ongoing demonstration efforts that have resulted in the government being an unreliable partner with industry and bring into question whether government research will be implemented to improve the aviation system in the public interest.

NASA has eliminated its aeronautics advisory committee and collaborations with industry that are essential to providing insight and direction of its research program.

Current federal policy results in NASA fundamental technology aiding companies outside the U.S. so that these companies and foreign countries can focus their investment on subsidizing commercial development efforts in competition with U.S. companies.

NOW THEREFORE BE IT RESOLVED, that the Aerospace States Association hereby calls on the President, Cabinet Secretaries, and members of the United States Congress to ensure that the National Aeronautics R&D Policy address the following:

1. **Leadership** -- Emphasize the critical role of the federal government in civilian and defense aeronautics research to ensure United States' economic and national security.
2. **Vision** -- Provide a clear, compelling vision that will drive decisions and priorities for the future of domestic aeronautics research: a vision that, once set, will be adhered to for years to come and will avoid the dramatic reversals seen in recent years.
3. **Responsibility**-- Clarify the roles of NASA, DOD, DHS, DOC, FAA, and the JPDO to achieve national civil and military goals through aeronautics R&D. Clarify that NASA's aeronautics role is to provide R&D support to FAA and the U.S. aviation industry. Provide clear guidance for budget submissions to Congress and the appropriateness of using the best people and other resources available across agency lines.
4. **Relevance and Consultation** -- Develop and implement a process whereby States, industry technology customers, and other U.S. government stakeholders (NASA, Department of Defense, Department of Homeland Security, Department of Commerce, FAA, etc.) are consulted during the development of government research roadmaps.
5. **Facilities** -- Ensure that cost-effective, state-of-the-art national test facilities are available to meet future civil and defense aeronautics research needs. Consider the use of capital markets. Provide an incentive for industry investment in and use of federal aeronautics facilities.
6. **Education and Training**-- Secure the future of America's workforce through emphasis on primary, secondary, and post-secondary education in engineering, mathematics and science disciplines that are critical to the aviation sector.
7. **Fundamental Research** -- Change the policy that permits NASA to transfer fundamental research to companies and governments outside the United States and implement an aggressive policy to collaborate with and transfer this research exclusively to U.S. companies and universities.
8. **Technology Transfer** -- Establish a framework to ensure that the technologies pursued and developed by the federal government will be of interest and transitionable to domestic operators and manufacturers. This framework will spur greater private sector investment and provide tangible public return on government-funded research

9. **Programs –**

- Ensure that the Next Generation Air Transportation System is supported by appropriately funded research in all relevant disciplines to the point that it can be certified and implemented in the aviation system.
- Provide aeronautics research with application to advanced fixed and rotary wing aircraft and propulsion concepts in subsonic, supersonic, and hypersonic fields, while ensuring a plan for timely and applicable transfer of these research results to industry and government stakeholders.

Approved by a vote of the ASA membership on June 8, 2006

A handwritten signature in black ink that reads "Loren Leman". The signature is written in a cursive, flowing style.

Loren Leman, Chairman
Aerospace States Association
Lieutenant Governor, Alaska