*This document contains draft letters to the editor regarding the Safe Aircraft Maintenance Standards Act (H.R. 5119). Each letter is on a separate page. To send a letter to the editor, do the following:*

1. Go to <https://www.nationalpopularvote.com/send-letter-editor-newspapers-your-state> to identify publications in your state.



2. Using the “Find” function in Word (see picture to the right), search for the letter to the editor for your state using your state’s name (pages are arranged in order of the industry’s employment and economic footprint in each state, not alphabetically).

3. Copy the text for your state’s letter and paste it into the web form for the publication to which you wish to submit the letter. Feel free to personalize the letter as you wish but try to keep the letter as close to 200 words as possible (the shorter it is, the more likely you are to get published). Be sure to provide your contact information at the end of the letter where indicated in the draft text (or remove it and include it elsewhere in the publication’s letter to the editor submission web form.

4. Monitor the publication for the next several days to see if your letter is published. In many cases, as a matter of due diligence newspapers will contact you prior to publication to confirm that you actually submitted the letter.

5. If the letter is published, please send a link or copy to ARSA Executive Vice President Christian A. Klein (christian.klein@arsa.org). Don’t be disheartened if the letter is not published. The mere fact that you submitted will help elevate the issue and the maintenance industry’s visibility. This, in turn, will help shape future coverage.

6. If you have questions along the way or need additional assistance, please contact Christian at the email above or by calling 703.739.9543 ext. 106.

Thank you!

Letter to the editor for Florida publications.

To the editor:

The aircraft maintenance industry is an important economic force in Florida. Local repair stations employ more than 18,000 people and the maintenance sector contributes $2.76 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Florida’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Florida’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Florida’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for California publications

To the editor:

The aircraft maintenance industry is an important economic force in California. Local repair stations employ more than 24,000 people and the maintenance sector contributes $5.23 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But California’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject California’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. California’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Texas publications

To the editor:

The aircraft maintenance industry is an important economic force in Texas. Local repair stations employ more than 16,000 people and the maintenance sector contributes $3.77 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Texas’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Texas’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Texas’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Arizona publications

To the editor:

The aircraft maintenance industry is an important economic force in Arizona. Local repair stations employ more than 5,900 people and the maintenance sector contributes $4.43 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Arizona’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Arizona’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Arizona’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Kansas publications

To the editor:

The aircraft maintenance industry is an important economic force in Kansas. Local repair stations employ more than 5,900 people and the maintenance sector contributes $2.53 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Kansas’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Kansas’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Kansas’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Connecticut publications

To the editor:

The aircraft maintenance industry is an important economic force in Connecticut. Local repair stations employ more than 4,500 people and the maintenance sector contributes $3.14 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Connecticut’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Connecticut’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Connecticut’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Oklahoma publications

To the editor:

The aircraft maintenance industry is an important economic force in Oklahoma. Local repair stations employ more than 11,800 people and the maintenance sector contributes $1.58 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Oklahoma’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Oklahoma’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Oklahoma’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Washington publications

To the editor:

The aircraft maintenance industry is an important economic force in Washington. Local repair stations employ more than 8,600 people and the maintenance sector contributes $4.4 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Washington’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Washington’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Washington’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for New York publications

To the editor:

The aircraft maintenance industry is an important economic force in New York. Local repair stations employ more than 5,000 people and the maintenance sector contributes $1.76 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But New York’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject New York’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. New York’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Ohio publications

To the editor:

The aircraft maintenance industry is an important economic force in Ohio. Local repair stations employ more than 7,100 people and the maintenance sector contributes $2.04 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Ohio’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Ohio’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Ohio’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Georgia publications

To the editor:

The aircraft maintenance industry is an important economic force in Georgia. Local repair stations employ more than 18,500 people and the maintenance sector contributes $2.92 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Georgia’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Georgia’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Georgia’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Illinois publications

To the editor:

The aircraft maintenance industry is an important economic force in Illinois. Local repair stations employ more than 3,100 people and the maintenance sector contributes $1.12 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Illinois’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Illinois’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Illinois’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Michigan publications

To the editor:

The aircraft maintenance industry is an important economic force in Michigan. Local repair stations employ more than 4,400 people and the maintenance sector contributes $1.52 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Michigan’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Michigan’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Michigan’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for North Carolina publications

To the editor:

The aircraft maintenance industry is an important economic force in North Carolina. Local repair stations employ more than 3,700 people and the maintenance sector contributes $736 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But North Carolina’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject North Carolina’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. North Carolina’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Alabama publications

To the editor:

The aircraft maintenance industry is an important economic force in Alabama. Local repair stations employ more than 4,700 people and the maintenance sector contributes $569 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Alabama’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Alabama’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Alabama’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Missouri publications

To the editor:

The aircraft maintenance industry is an important economic force in Missouri. Local repair stations employ more than 1,400 people and the maintenance sector contributes $199 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Missouri’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Missouri’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Missouri’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Tennessee publications

To the editor:

The aircraft maintenance industry is an important economic force in Tennessee. Local repair stations employ more than 2,300 people and the maintenance sector contributes $759 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Tennessee’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Tennessee’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Tennessee’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for New Jersey publications

To the editor:

The aircraft maintenance industry is an important economic force in New Jersey. Local repair stations employ more than 3,500 people and the maintenance sector contributes $687 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But New Jersey’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject New Jersey’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. New Jersey’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Indiana publications

To the editor:

The aircraft maintenance industry is an important economic force in Indiana. Local repair stations employ more than 2,600 people and the maintenance sector contributes $758 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Indiana’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Indiana’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Indiana’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Wisconsin publications

To the editor:

The aircraft maintenance industry is an important economic force in Wisconsin. Local repair stations employ more than 2,100 people and the maintenance sector contributes $296 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Wisconsin’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Wisconsin’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Wisconsin’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Massachusetts publications

To the editor:

The aircraft maintenance industry is an important economic force in Massachusetts. Local repair stations employ more than 2,100 people and the maintenance sector contributes $415 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Massachusetts’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Massachusetts’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Massachusetts’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Pennsylvania publications

To the editor:

The aircraft maintenance industry is an important economic force in Pennsylvania. Local repair stations employ more than 2,500 people and the maintenance sector contributes $436 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Pennsylvania’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Pennsylvania’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Pennsylvania’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Colorado publications

To the editor:

The aircraft maintenance industry is an important economic force in Colorado. Local repair stations employ more than 1,400 people and the maintenance sector contributes $279 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Colorado’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Colorado’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Colorado’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Kentucky publications

To the editor:

The aircraft maintenance industry is an important economic force in Kentucky. Local repair stations employ more than 1,400 people and the maintenance sector contributes $351 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Kentucky’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Kentucky’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Kentucky’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Nevada publications

To the editor:

The aircraft maintenance industry is an important economic force in Nevada. Local repair stations employ more than 700 people and the maintenance sector contributes $189 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Nevada’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Nevada’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Nevada’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for South Carolina publications

To the editor:

The aircraft maintenance industry is an important economic force in South Carolina. Local repair stations employ more than 1,800 people and the maintenance sector contributes $225 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But South Carolina’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject South Carolina’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. South Carolina’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Louisiana publications

To the editor:

The aircraft maintenance industry is an important economic force in Louisiana. Local repair stations employ more than 2,100 people and the maintenance sector contributes $346 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Louisiana’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Louisiana’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Louisiana’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Minnesota publications

To the editor:

The aircraft maintenance industry is an important economic force in Minnesota. Local repair stations employ more than 2,600 people and the maintenance sector contributes $522 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Minnesota’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Minnesota’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Minnesota’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Arkansas publications

To the editor:

The aircraft maintenance industry is an important economic force in Arkansas. Local repair stations employ more than 1,300 people and the maintenance sector contributes $192 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Arkansas’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Arkansas’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Arkansas’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Virginia publications

To the editor:

The aircraft maintenance industry is an important economic force in Virginia. Local repair stations employ more than 1,300 people and the maintenance sector contributes $1.12 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Virginia’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Virginia’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Virginia’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for West Virginia publications

To the editor:

The aircraft maintenance industry is an important economic force in West Virginia. Local repair stations employ more than 1,100 people and the maintenance sector contributes $142 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But West Virginia’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject West Virginia’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. West Virginia’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Oregon publications

To the editor:

The aircraft maintenance industry is an important economic force in Oregon. Local repair stations employ more than 1,700 people and the maintenance sector contributes $283 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Oregon’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Oregon’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Oregon’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Utah publications

To the editor:

The aircraft maintenance industry is an important economic force in Utah. Local repair stations employ more than 500 people and the maintenance sector contributes $288 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Utah’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Utah’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Utah’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Iowa publications

To the editor:

The aircraft maintenance industry is an important economic force in Iowa. Local repair stations employ more than 2,700 people and the maintenance sector contributes $1.96 billion annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Iowa’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Iowa’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Iowa’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Mississippi publications

To the editor:

The aircraft maintenance industry is an important economic force in Mississippi. Local repair stations employ more than 900 people and the maintenance sector contributes $161 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Mississippi’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Mississippi’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Mississippi’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Puerto Rico publications

To the editor:

The aircraft maintenance industry is an important economic force in Puerto Rico. Local repair stations employ more than 600 people and the maintenance sector contributes $84 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Puerto Rico’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Puerto Rico’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Puerto Rico’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Idaho publications

To the editor:

The aircraft maintenance industry is an important economic force in Idaho. Local repair stations employ more than 400 people and the maintenance sector contributes $76 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Idaho’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Idaho’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Idaho’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Maine publications

To the editor:

The aircraft maintenance industry is an important economic force in Maine. Local repair stations employ more than 1,000 people and the maintenance sector contributes $174 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Maine’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Maine’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Maine’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Vermont publications

To the editor:

The aircraft maintenance industry is an important economic force in Vermont. Local repair stations employ more than 150 people and the maintenance sector contributes $131 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Vermont’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Vermont’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Vermont’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Maryland publications

To the editor:

The aircraft maintenance industry is an important economic force in Maryland. Local repair stations employ more than 400 people and the maintenance sector contributes $293 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Maryland’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Maryland’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Maryland’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for New Hampshire publications

To the editor:

The aircraft maintenance industry is an important economic force in New Hampshire. Local repair stations employ more than 700 people and the maintenance sector contributes $95 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But New Hampshire’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject New Hampshire’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. New Hampshire’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for New Mexico publications

To the editor:

The aircraft maintenance industry is an important economic force in New Mexico. Local repair stations employ more than 650 people and the maintenance sector contributes $106 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But New Mexico’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject New Mexico’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. New Mexico’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for North Dakota publications

To the editor:

The aircraft maintenance industry is an important economic force in North Dakota. Local repair stations employ more than 175 people and the maintenance sector contributes $59 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But North Dakota’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject North Dakota’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. North Dakota’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Delaware publications

To the editor:

The aircraft maintenance industry is an important economic force in Delaware. Local repair stations employ more than 950 people and the maintenance sector contributes $142 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Delaware’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Delaware’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Delaware’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Alaska publications

To the editor:

The aircraft maintenance industry is an important economic force in Alaska. Local repair stations employ more than 450 people and the maintenance sector contributes $67 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Alaska’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Alaska’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Alaska’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Nebraska publications

To the editor:

The aircraft maintenance industry is an important economic force in Nebraska. Local repair stations employ more than 1,400 people and the maintenance sector contributes $651 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Nebraska’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Nebraska’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Nebraska’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Rhode Island publications

To the editor:

The aircraft maintenance industry is an important economic force in Rhode Island. Local repair stations employ more than 300 people and the maintenance sector contributes $56 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Rhode Island’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Rhode Island’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Rhode Island’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Hawaii publications

To the editor:

The aircraft maintenance industry is an important economic force in Hawaii. Local repair stations employ more than 600 people and the maintenance sector contributes $139 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Hawaii’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Hawaii’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Hawaii’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Montana publications

To the editor:

The aircraft maintenance industry is an important economic force in Montana. Local repair stations employ more than 400 people and the maintenance sector contributes $59 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Montana’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Montana’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Montana’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for South Dakota publications

To the editor:

The aircraft maintenance industry is an important economic force in South Dakota. Local repair stations employ more than 50 people and the maintenance sector contributes $69 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But South Dakota’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject South Dakota’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. South Dakota’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY

Letter to the editor for Wyoming publications

To the editor:

The aircraft maintenance industry is an important economic force in Wyoming. Local repair stations employ more than 60 people and the maintenance sector contributes $14 million annually to the state’s economy. Many repair stations are small businesses.

Those facilities, which are closely regulated by the Federal Aviation Administration, have made air travel safer and airlines more efficient. But Wyoming’s maintenance industry is under attack on Capitol Hill. The misnamed Safe Aircraft Maintenance Standards Act (H.R. 5119) was recently approved by the U.S. House of Representatives Transportation & Infrastructure Committee. The bill would unnecessarily disrupt the relationship between airlines and their maintenance contractors and potentially subject Wyoming’s repair stations to retaliation by foreign regulators.

If the bill becomes law, U.S. airlines would find it harder to operate globally and U.S. manufacturers would be prevented from supporting customers in emerging markets around the world. Faced with higher ticket prices, less domestic capacity and fewer travel options to some foreign destinations, passengers would ultimately be the biggest losers.

Aviation laws and regulations should be based on facts with safety as the overarching goal. H.R. 5119 isn’t. Wyoming’s congressional delegation needs to be aware of the H.R. 5119’s potentially disastrous consequences for our local aviation industry.

Sincerely,

YOURNAME

YOURTITLE

YOURCOMPANY

YOURCITY