

International Association of Machinists and Aerospace Workers



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OFFICE OF THE INTERNATIONAL PRESIDENT

LABOR STATEMENT ON GAO TANKER REPORT

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We are writing to express our strong support for the Boeing KC-767 as the refueling tanker for the U.S. Air Force. By sustaining Boeing's protest of the flawed award to the Northrop Grumman/EADS Airbus tanker, the Government Accountability Office (GAO), showed the KC-767 to be the clear winner in the competition, and, as such, the refueling tanker contract should be awarded to Boeing without delay.

It is critically important to note that the GAO found that the Air Force failed to prove that the Airbus tanker could refuel all of the Air Force's fleet as required by the Request For Proposal (RFP). **Why would the Air Force spend what will eventually be over \$100 billion of our tax dollars for a tanker that cannot even do the job?**

The disturbing GAO findings show that the Air Force did not evaluate the tanker proposals in accordance with the original RFP, which stipulated a midsize refueling tanker to replace the KC-135. Extra credit then went to the mammoth Airbus tanker, even though the Airbus tanker burns twenty-five percent more fuel and is too large for many airfields. Additionally, the Airbus tanker failed to meet the important support requirement for "depot-level maintenance" within two years of the first tanker delivery.

According to the GAO, the KC-767 has lower life-cycle costs than the Airbus tanker, making the Boeing tanker a better value for the taxpayer.

The GAO investigation, however, was not charged with the responsibility of examining other critical issues directly related to the tanker contract. The GAO report did not evaluate the impact of awarding a \$100 billion contract to a foreign competitor on our defense industrial base, or the fallout on our economy from the loss of good paying jobs associated with the highly unionized domestic aerospace industry. Further, the GAO did not take into consideration that European governments gave billions in illegal subsidies to EADS, which put Boeing at a competitive disadvantage and American jobs at risk.

The Air Force needs new tankers now. Continuing this phony "competition" only adds unnecessary delays and costs to the tanker refueling program. The Boeing KC-767 tanker fulfills the requirements of the original RFP and has over 85 percent domestic content—a clear win for America. **Only Boeing has the skilled workforce and fully operational production line to immediately meet the Air Force's demand for new tankers. We strongly urge that Congress act now and award the tanker refueling contract to the original winner, the Boeing KC-767.**

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Air Line Pilots Association

American Federation of State, County, and Municipal Employees

American Federation of Teachers

International Brotherhood of Boilermaker

Building and Construction Trades Department

Communication Workers of America

Coalition of Black Trade Unionists

International Association of Machinists and Aerospace Workers

International Brotherhood of Electrical Workers

International Federation of Professional and Technical Engineers

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Industrial Union Council

Labor Council for Latin American Advancement

Metal Trades Department

International Brotherhood of Teamsters

Transportation Communications International Union

Transport Workers Union of America

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