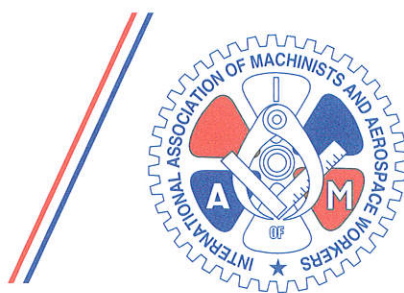


**International
Association of
Machinists and
Aerospace Workers**



9000 Machinists Place
Upper Marlboro, Maryland 20772-2687

Area Code 301
967-4500



OFFICE OF THE INTERNATIONAL PRESIDENT

May 23, 2017

Dear Representative,

As the largest defense and aerospace union in the United States, I am writing to urge you to sign on to an important bipartisan Dear Colleague letter (see attached) to Defense Secretary Mattis in support of a follow-on Multi-Year Procurement (MYP-III) for the C-130J airlift program. The current MYP-II, which has resulted in savings of over \$600 million (more than 10 percent of program costs), ends in 2018 with a acknowledged unmet need by the Department of Defense (DOD) for more than one hundred additional C-130J aircraft.

Without the MYP-III and given sequester funding caps, production of C-130J aircraft for the DOD will be cut in half. This will increase unit costs and undermine current pricing to the detriment of the U.S. taxpayer.

Machinists Union members have been proudly manufacturing C-130 aircraft since production began in the 1950s. As our nation's longest running military production aircraft line, the C-130 program has established an extraordinary record of dependable performance. The program currently employs 570 suppliers across forty-one states. The MYP-III would provide important stability to the program's supplier base while supporting over 30,000 good paying American jobs.

The most cost effective approach to maintaining this vital program is through the MYP III. I strongly urge you to sign on to the letter to Secretary Mattis. To do so, please contact Susannah Johnston in Representative Barry Loudermilk's office at susannah.johnston@mail.house.gov (5-2931), or Ashley Smith in Representative David Scott's office at ashley.smith1@mail.house.gov (5-2939).

Please contact Legislative Director Hasan Solomon at (202) 420-5902 if you have any questions.

Sincerely,

Robert Martinez, Jr.
International President

XX May, 2017

Dear Secretary Mattis:

We are writing to encourage the Department of Defense (DOD) to pursue a follow-on Multi-Year Procurement (MYP-III) program for the C-130J program. The current C-130J MYP-II (FY14-18) has been a remarkable success resulting in validated DOD savings greater than 10 percent per aircraft and greater than \$600M over 80+ C-130J aircraft. Yet, last year's sequestration-constrained budget plans for FY19-23 project drastic cuts in annual C-130J purchases that threaten the future of the only remaining active US airlifter production line.

In November-December 2016, the DOD and Services were presented with an unsolicited follow-on MYP-III (FY19-23) proposal for an additional 60-80 C-130Js with projected savings of 12-17 percent savings vs. annual year procurements. Given the validated requirements for an additional 100 C/HC/MC/KC-130J variants that remain unfilled, serious consideration must be given to continue the most affordable method to produce these C-130Js. C-130J MYP-III simply makes sense.

The C-130 is the longest continuously running military production line in history. The current C-130J variant is the most capable tactical airlifter in the world. C-130J production is currently at a healthy rate of 24 aircraft per year (including 16 DOD aircraft per year.) Last year's forecasts suggest future DOD procurement (FY19+) would drop to approximately 7-8 aircraft per year. Such a significant drop in production could dramatically affect C-130J pricing and undermine the only active tactical airlifter production line.

The DOD has validated requirements for 100 additional C-130Js that would be appropriate candidates for a follow-on MYP. This does not include any potential future recapitalization of 150 legacy C-130H aircraft currently flying in the Air National Guard and Air Force Reserve. While the USAF, AFSOC, USMC, USCG, and others have embraced full fleet recapitalization with C-130J models, the proven concepts of proportional and concurrent fielding of C-130Js in the Air National Guard and USAF Reserve fleets appear to have been abandoned.

A stable C-130J production line supporting current and future validated DOD requirements is the best approach to support the 32,000 jobs and 570 suppliers across 41 states that contribute to the C-130J. By design, the C-130J provides significant operational/ support savings, more operational capability per aircraft, lower life-cycle costs, common logistics/ training support, and improved active duty/air reserve component interoperability.

We respectfully urge the department to increase the FY19-23 planned procurement requests for C/HC/MC/KC-130J during the annual budget process, and report back to the congressional defense committees on a business case for a C-130J MYP-III. It is our hope that a C-130J MYP-III request would be included as part of the FY19 President's Budget submission.

We look forward to your response.

Sincerely,