

Congress of the United States
Washington, DC 20515

December 13, 2021

The Honorable Lloyd J. Austin III
Secretary of Defense
1300 Defense Pentagon
Washington, D.C. 20301-1300

Dear Secretary Austin,

We are writing to urge the Department of Defense (DOD) to pursue budgeting for a follow-on Block Buy or Multi-Year Procurement (MYP-IV) program for the C-130J program. The current C-130J MYP-III (FY2019-2023) has been a remarkable success resulting in validated DOD savings greater than 10 percent per aircraft and greater than \$379M over 50+ C-130J aircraft. However, the sparse budgeting for future FY2024-2030 C/LC/KC/HC-130J production requirements appears uncertain at best. As the C-130J program remains the only active U.S. airlifter production line, given growing threats across the globe, the airlift capacity of our nation's Armed Forces continues to be an important factor in near-peer competition scenarios.

In the FY2022 President's Budget documents, the U.S. Navy announced their FY2021 new start to develop and field a new TACAMO force with 30 new C-130Js which will replace the aging and increasingly expensive to operate E-6B, based on the 1970's era Boeing 707. The U.S. Navy Reserve published their FY2022 Unfunded Requirement to request the start of recapitalizing 30+ KC/C-130T with 30 new C-130Js. The U.S. Air Force's Arctic Military Strategy clearly makes the case that polar region military threats are growing, so it follows that we will soon need a robust fleet of 10+ new LC-130Js to replace the nation's only fleet of old 10 LC-130H "ski-birds" of the New York Air National Guard (ANG). These LC-130Hs, despite their advanced age, are being flown at the highest operational tempo in the fleet for both military and the National Science Foundation's climate change study missions. Lastly, the ANG and Air Force Reserve combat delivery C-130H units desire an additional 60-80 C-130Js.

Given that these validated requirements and unit demands for an additional 130-150 C/ LC/ KC/ HC-130J aircraft all remain unbudgeted as of the FY2022 President's Budget, we strongly recommend your serious consideration be given to request a Block Buy or MYP-IV to continue the most affordable method to produce these C-130Js.

The C-130 is the longest continuously running military production line in history. The current C-130J Super Hercules is the most capable tactical airlifter in the world. C-130J production is currently declining from 2020's healthy rate of 24+ aircraft per year down to a minimum 16 per year. The previous strong production rates were a direct result of MYP-III as well as Congress adding 32 C-130Js and 5 U.S. Coast Guard HC-130Js over the last 5 years. The planned FY2023 final year of MYP-III forecasts only 5 U.S. Marine Corps KC-130J orders. Such a significant drop in production could dramatically affect C-130J pricing and undermine the national supplier base.

A stable C-130J production line supporting current and future validated DOD requirements is the best approach to preserving the 380 suppliers across 36 states that support the 27,200 direct and indirect jobs, yielding over \$3.7B of total economic impact. 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 FY2023-2028 planned procurement requests for C/HC/LC/KC-130J during the annual budget process and report back to the congressional defense committees on a business case for a C-130J Block Buy or a MYP-IV. It is our hope that a C-130J MYP-IV request would be included as part of the FY2023 President's Budget submissions.

Sincerely,



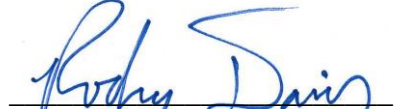
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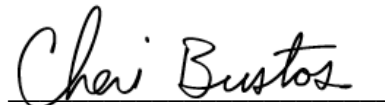
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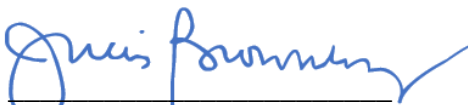
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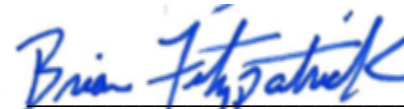
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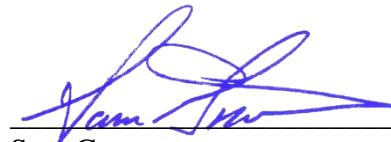
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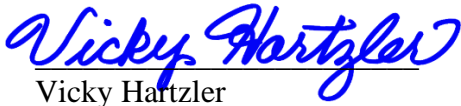
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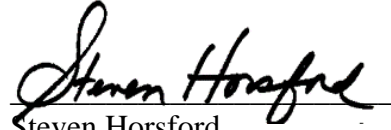
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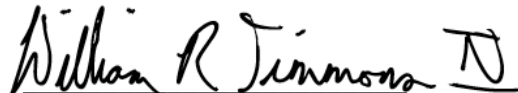
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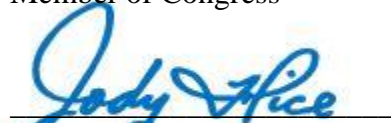
Adam Kinzinger
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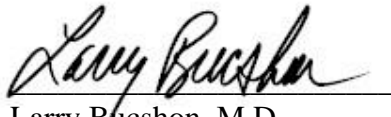
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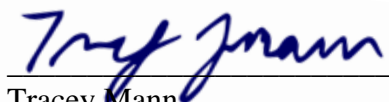
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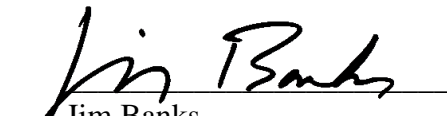
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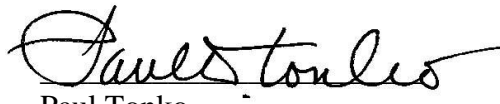
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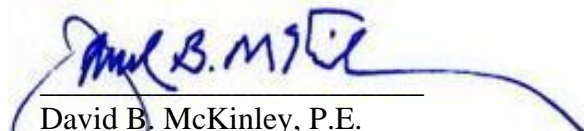
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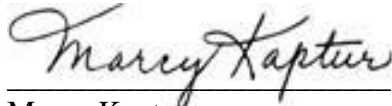
Andy Barr
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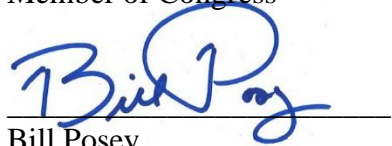
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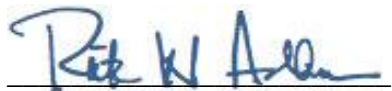
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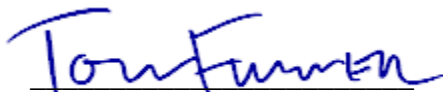
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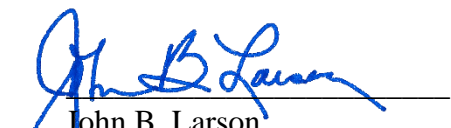
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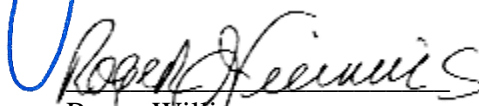
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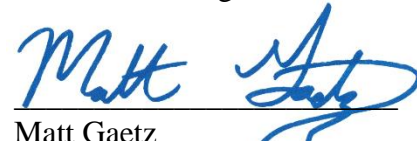
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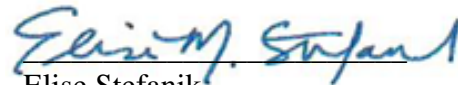
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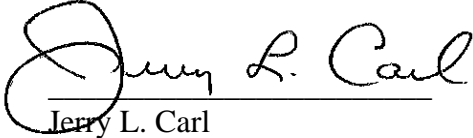
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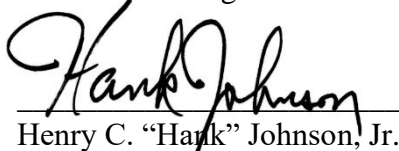
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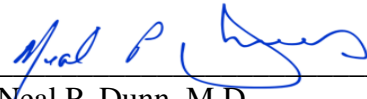
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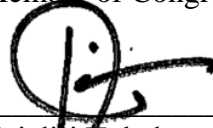
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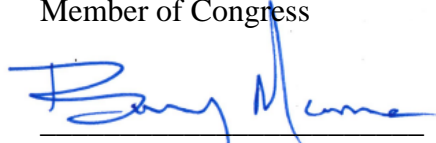
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