

# Congress of the United States

Washington, DC 20515

March 20, 2026

The Honorable Ken Calvert  
Chairman  
Subcommittee on Defense  
Committee on Appropriations  
H-405, The Capitol  
Washington, D.C. 20515

The Honorable Betty McCollum  
Ranking Member  
Subcommittee on Defense  
Committee on Appropriations  
1036 Longworth House Office Building  
Washington, D.C. 20515

Dear Chairman Calvert and Ranking Member McCollum,

In response to service demand and recognized need, Fiscal Year (FY) 2027 will mark the first fiscal year since FY2023 that a C-130J variant could appear in the President's Budget. As you consider the FY2027 defense appropriations bill we strongly urge the House Appropriations Subcommittee on Defense markup to add eight (+8) C-130Js to continue the unfunded recapitalization of the Air National Guard (ANG) / Air Force Reserve Command (AFRC), add + \$100M for fleetwide Diminishing Manufacturing Sources (DMS) (i.e. obsolescence) as a result the of USAF funding shortfalls, add six (+6) Navy Reserve (USNR) KC-130Js to continue recap for the C/KC-130T, add four (+4) LC-130J ski-equipped aircraft for the ANG, add \$25-40 million to complete non-recurring engineering (NRE) requirements for the LC-130J, and add two (+2) KC-130Js to replace operational losses by the USMC. These actions would continue the unfunded recapitalization of the remaining 48 legacy ANG and AFRC C-130Hs, sustain efforts to recapitalize the 30 aging USNR C-130T fleet logistics aircraft and recapitalize the 9 New York ANG LC-130H "arctic ski birds."

The FY19-23 Multiyear Procurement contract III (MYP III) completed recap of the active-duty USAF with C-130Js. Since 2016 the President's Budget requests have not funded recap of ANG and AFRC C-130Hs and LC-130H polar mission aircraft. Congress has stepped in and added a total of 79 C-130Js from FY17-26 for the ANG and AFRC. In addition, the USAF, as lead service for C-130J, has not funded DMS requirements in recent years. This imperils sustainment for all services, as well as new aircraft production.

MYP III (FY19-23) mostly finished the recapitalization of the USMC's older KC-130Ts. FY24 Appropriations funded the last two KC-130Js which completed the original program of record (POR). USMC has added nine aircraft to its POR for backup and attrition, and two aircraft have been lost during combat operations. Currently, 11 KC-130J's remain to be procured.

Due to continued low availability rates for the KC/C-130Ts, the Commander, Navy Reserve has continued to identify KC-130T recapitalization to KC-130J as the #1 recapitalization priority for FY27. As the Navy's only organic intra-theater airlift for oversized cargo, the aircraft remains the only Navy option to fulfill every airlift capability Distributed Maritime Operations requires. The first aircraft was appropriated in FY24, with two more in FY25, and a planned program of record of 37. We expect the Navy will continue to include KC-130J on its annual Unfunded

Priorities List (UPL) as they try to budget to meet CNO's stated recapitalization timeframe of 2030.

The Navy plans to replace its aircraft supporting the nuclear sub C3 mission, currently performed by the E-6B Mercury, with a C-130J-30, dubbed "E-130J." The Navy funded the first three test (RDT&E) aircraft in FY23 and will fund mission system development from FY24 to FY27, with initial fleet production starting in FY29 (total of 31 aircraft). E-130J will initially augment the E-6, then eventually replace the E-6 and relieve it of duties/orbits for the nuclear sub C3 mission in the early 2030's.

As realized with the MYP III, multiyear procurement contracts deliver significant cost savings for the U.S. Government and guarantee stable production rates for industry. The MYP III (FY19-23), saved the government about 11%, or \$580M, when compared to previous annual procurement costs. As Navy TACAMO C-130Js budgeted production commences in FY29, we strongly recommend DoD consider a MYP strategy beginning with FY28 EOQ (Economic Order Quantity) to reduce total procurement costs from FY29-33. The Navy has indicated its desire for MYP IV; the Air Force, as the program executive agent has agreed to support the request.

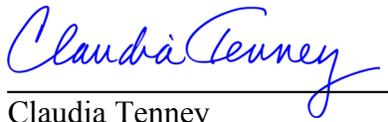
The C-130J program remains the only active U.S. airlifter production line and is the longest continuously running military production line in history. The current C-130J Super Hercules is the most capable tactical airlifter in the world. By design, the C-130J provides significant operational and support savings, more operational capability per aircraft, lower life cycle costs, common logistics and training support, and improved active duty and air reserve component interoperability. A stable C-130J production line supporting current and future validated DoD requirements is the best approach to preserving the 497 suppliers across 38 states that support the 33,563 direct and indirect jobs, yielding more than \$3.9 billion of total economic impact. C-130J production is currently declining from 2020's healthy rate of 24+ aircraft per year down to 20 per year and only continued adds will keep it from falling further. A significant drop in production over the next three years could dramatically increase C-130J pricing, undermine our national security and that of our allies at a dangerous time in world affairs, and erode the strength of the national supplier base when many future requirements remain unfilled.

Thank you for your consideration of this urgent request.

Sincerely,

  
Barry Loudermilk  
Member of Congress

  
Julia Brownley  
Member of Congress



Claudia Tenney  
Member of Congress



David Scott  
Member of Congress



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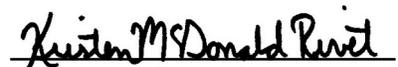
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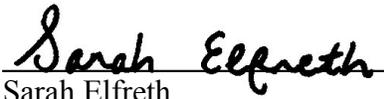
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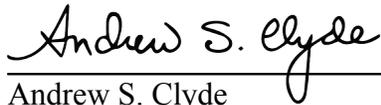
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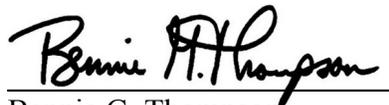
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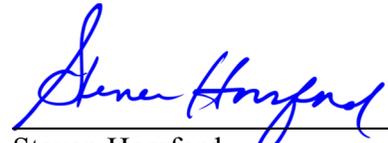
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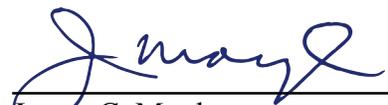
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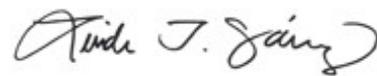
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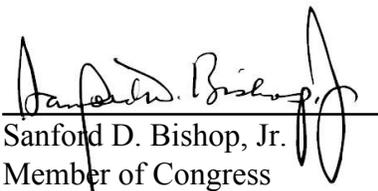
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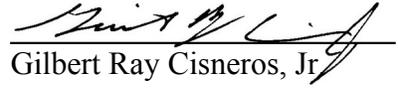


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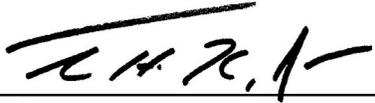
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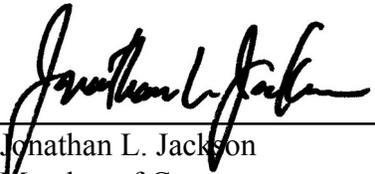
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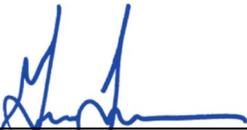
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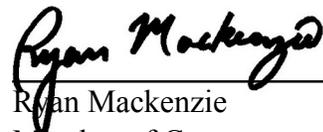
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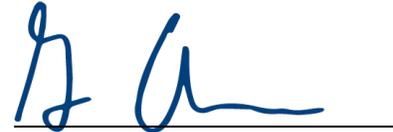
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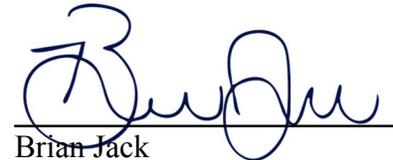
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