

Congress of the United States
Washington, DC 20515

June 12, 2017

The Honorable James Mattis
Secretary of Defense
U.S. Department of Defense
1300 Defense Pentagon
Washington, D.C. 20301-1300

Dear Mr. Secretary:

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,

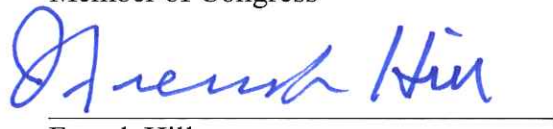

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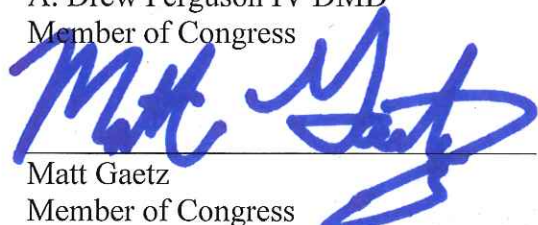

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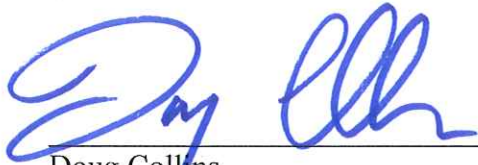

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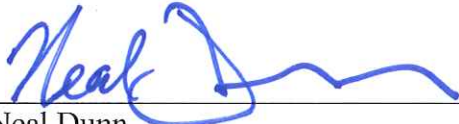

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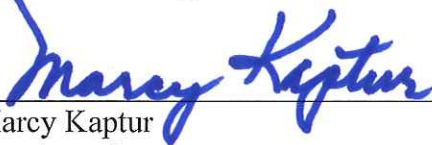
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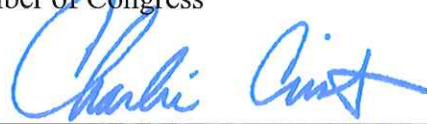
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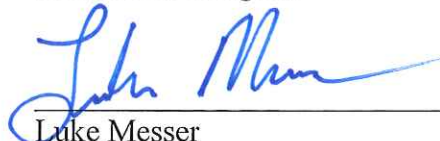
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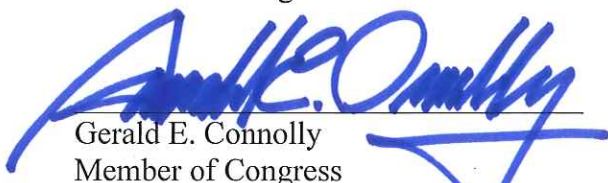
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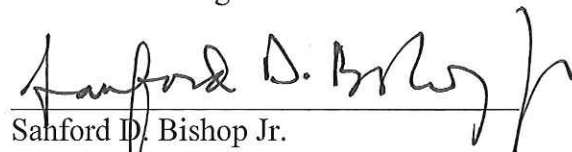
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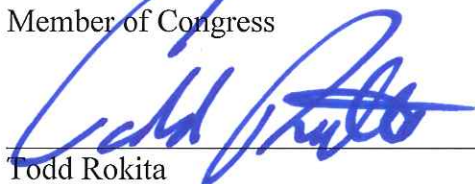
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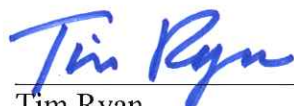
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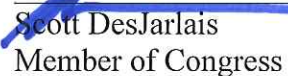
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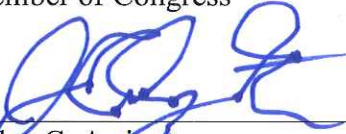
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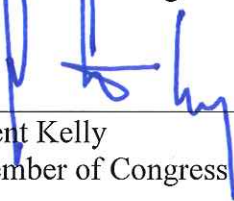
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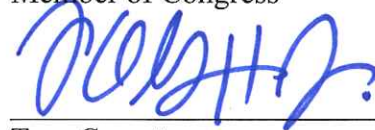
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