



International Association of Machinists & Aerospace Workers

DEFENSE SPENDING: NATIONAL SECURITY AND JOB CREATION

Robust U.S. defense spending is not only necessary to ensure the sovereignty and safety of our nation, but also creates hundreds of thousands of jobs and is the very backbone of the United States manufacturing sector.

In February 2018, Congress passed the Bipartisan Budget Act which allowed for substantial, much needed increases in U.S. defense spending in fiscal year 2018 and 2019. The deal lifted stiff caps on defense spending which were put in place by the Budget Control Act of 2011, and provided temporary relief from budget sequestration, a rigid budget policy that the IAM has long opposed.

The two year budget deal achieved by the Bipartisan Budget Act certainly helped to improve our military readiness and capability while at the same time creating high-quality, union jobs in the defense industry. However, additional defense spending will be needed to combat the accumulated effects of the Budget Control Act. The Budget Control Act still has two years of authority remaining, with massive cuts to defense spending and the threat of sequestration hanging in the balance. It is the IAM's firm position that lawmakers must work past the arbitrary budget caps for 2020 and 2021, eliminate the threat of budget sequestration, and spend appropriately on national defense to ensure that our military men and women have the tools need to do their job safely and effectively.

Buy American Requirements

In order to fully harness the economic benefits of U.S. defense spending and provide the highest quality products to our nation's warfighters, the Machinists Union strongly advocates for strengthening Buy American requirements for federal defense procurement. The Machinists Union supports 100 percent U.S. content requirements on all U.S. defense procurement programs and the elimination of loopholes that reduce the effectiveness of domestic content requirements.

As the largest defense and aerospace union in North America, we strongly support the following defense programs:

F-35 Joint Strike Fighter

The F-35 Joint Strike Fighter is our nation's only 5th Generation stealth aircraft currently in production and is the key to future air superiority. In order to restore planned production rates, maintain cost savings, and ensure future air dominance the F-35 program requires funding the Department of Defense (DoD) production rate of 60 F-35As, 22 F-35Bs, and 20 F-35Cs in FY20 for a total of 102 F35 aircraft. In addition, funding is needed for spare parts and depot level repair capability to support required availability rates. While significant progress has been made in reducing unit costs, the production line must ramp up to continue this positive trend.

C-130 Strategic Airlift

The U.S. must maintain its strategic airlift capability through continued production of the C-130J Hercules. The C-130J is the most modern military tactical transport in service today. The

Machinists Union supports the Administration's Budget request for FY 2020 for C-130J procurement within the multi-year procurement (MYP III) which adds stability to the program and greatly reduces per unit production costs. We also ask that Congress support the Service's unfunded requirement to add 8 additional C-130Js to support C-130J recapitalization for the Air National Guard and Air Force Reserve.

F-15EX Eagle

The Administration's FY 2020 budget requests 8 F-15EX aircraft to provide an immediate opportunity for the Air Force to address capacity and readiness issues in its current fighter fleet. The Air Force has extended the current F-15C/D fleet well beyond its expected service life. The Air Force has now determined that purchasing new F-15EX aircraft is a more efficient use of taxpayer dollars than executing life extension and modernization programs of the aging F-15C/D fleet. The Machinists Union supports the Administration's request for procurement of 8 F-15EX in FY 2020.

F/A-18E/F Super Hornet

The Administration's FY 2020 Budget requests 24 F/A-18E/F Super Hornets for the U.S. Navy. The program requires continued funding as the Navy hopes to buy 110 F-18s between 2019 and 2023 as part of a multi-year procurement (MYP) contract. Additional funding is also needed for maintenance and overhaul projects. The Machinists Union supports the Administration's request to procure 24 F/A 18 E/F aircraft.

Aerial Refueling

The Administration's FY 2020 Budget request includes \$2.3 Billion for 12 KC-46 Pegasus refueling tankers that will be critical to finally replacing the aging Eisenhower era KC-135 tankers currently in use. The KC-46 was approved for low rate initial production in 2016, but is expected to begin Full Rate Production with 12 aircraft in 2020. For continued cost reduction and sustainment of this vital Air Force program the Machinists Union supports the Administration's request of funding for 12 KC-46 tankers in FY 2020.

Support U.S. Ship Building

The U.S. Navy released a force structure assessment in October 2018 that called for the Navy fleet to grow from 270 ships to 355 ships. This will not happen without significant increases in funding. Although progress toward this goal was made in FY 2019 with the Defense Appropriations Act allocating \$24.2 billion to procure 13 Navy ships, more needs to be done to reach the 355 ship goal. More immediately, the IAM supports funding of an additional Virginia-class submarine in FY 2020 moving to 3 Virginia-class subs this year. The Machinists Union also strongly supports full funding for 3 DDG-51 destroyers, funding for 2 aircraft carriers (CVN 80 and CVN 81), and ramp up of the Columbia-class submarine program. Additionally, more can be done to sustain U.S. ship building by strengthening the Jones Act, funding the Title XI Ship Loan Guarantee Program, and by limiting leases of foreign-built ships by the Department of Defense.

Fully Fund NASA

NASA has long been one of our nation's largest generators of new technologies, products, and manufacturing jobs. We strongly support the Air Force's National Security Space Launch program's Phase 2 acquisition strategy and oppose any attempts to delay or modify the current acquisition schedule. Additionally, we continue to support the Launch Services Program, the Orion Multi-Purpose Crew Vehicle, and further investment in space operations and basic science.