



New York Aircraft Carrier Supply Base

June 19, 2017

Dear Members of the New York Congressional Delegation:

Representing the **47 companies** in your state who provide parts and services for U.S. Navy aircraft carriers, we urge you to support a multi-ship procurement strategy for the construction of the next three U.S. Navy *Gerald R. Ford*-class aircraft carriers, *Enterprise* (CVN 80) and the yet-to-be-named CVN 81 and CVN 82.

Toward that end, we request an additional \$520 million in Advance Procurement for the Carrier Replacement Program in the fiscal year 2018 authorization and appropriations process. This funding will send a strong signal to the aircraft carrier industrial base to prepare for additional work volume associated with accelerated aircraft carrier production. Please support the inclusion of this legislation during the markup of the National Defense Authorization Act, H.R. 2410, which is set to begin next week, and its companion bill in the Senate.

A multi-ship purchase approach for the U.S. Navy's aircraft carrier fleet will save American taxpayers more than \$1.5 billion, approximately \$500 million per ship. To meet the dual objectives to lower the cost of carrier construction and increase the size of the U.S. Navy aircraft carrier fleet, a multi-ship approach maximizes the material procurement savings benefit through economic order quantities (EOQ) procurement and provides labor efficiencies.

Building aircraft carriers at an economically-optimal rate not only meets these two objectives it also supports thousands of jobs in your state and across the country.

Currently, **companies in New York provide \$87.7 million worth of parts and services** for the aircraft carrier program. This skilled workforce of men and women from your state and community would greatly benefit from the accelerated build rate. A multi-ship purchase will send a clear signal to these companies: to invest in new equipment and technology, acquire raw materials in economic quantities, and hire more and train skilled workers.

In his whitepaper, “The Future Navy”, which outlined a new vision and plan to achieve a larger and more capable U.S. Navy Fleet on an accelerated timeline, the Chief of Naval Operations Adm. John Richardson stated, “Buying aircraft carriers at the economically-optimal rate – three or four years apart instead of the current five or more years – will not only get us a more powerful fleet faster, but also will save considerable money.”

Like the CNO, we are committed to building U.S. Navy aircraft carriers at the lowest cost with the greatest efficiency. This is exactly what the multi-ship purchase approach does. It leverages potential efficiencies in the aircraft carrier industrial base to reduce construction costs on future *Ford*-class carriers, a critical objective given the fiscally constrained shipbuilding budget.

Thank you for your consideration, and we look forward to watching your leadership on this issue.

For questions and additional information please email steve@acibc.org.

The following companies support this letter:

The logo for Curtiss-Wright, featuring the company name in a bold, red, italicized sans-serif font.The logo for Dresser-Rand, featuring the company name in a bold, black, sans-serif font with a red underline, and the text "A Siemens Business" below it.

