



State of Connecticut

GENERAL ASSEMBLY

STATE CAPITOL

HARTFORD, CONNECTICUT 06106-1591

May 22, 2008

President George W. Bush
The White House
1600 Pennsylvania Avenue NW
Washington, DC 20500

Dear Mr. President,

We are writing to strongly encourage you and Congress to review the contract process of the Air Force mid-air refueling tanker. There is no question that the United States Air Force needs a proven and adaptable refueling tanker aircraft to support the warfighters of today and tomorrow. As you are likely aware, the Boeing Company has been building and maintaining refueling tankers for 75 years and has more experience building tankers than any other company in the world.

The Boeing KC-767 is flying today with PW4000 engines while the competing European designed Airbus tanker is not flying or refueling today. More importantly, the KC-767 meets or exceeds all Air Force requirements including range and fuel offload capabilities, and mission flexibility for carrying patients, passengers and materials. Further, KC-767 is interoperable with 99% of the Air Force's existing equipment. Using the Boeing model over the Airbus would save an estimated \$4 billion in lifecycle costs and the Boeings would operate from existing infrastructure throughout the world saving the expense of costly runway, tarmac and hangar expansion required for the larger Airbus planes.

It is also important to note that the European-built Airbus tanker burns 24% more fuel while flying, producing 30% higher emissions and an estimated \$14.6 billion more in fuel costs over the life of the plane, while the KC-767, utilizing PW4000 engines, runs quieter, uses less fuel and creates less harmful emissions.

With the recent awarded contract, the American taxpayer will pay the bill for an untested plane that will be manufactured in Europe and "finished" in a yet-to-be-built facility in the United States. Alternatively, Boeing tankers would be built on an already existing

assembly line in the United States and would contain 85% of American-made content. The European manufacture of these critically important tankers will be controlled by European governments including France and Russia, giving Europeans 19,000 jobs that can and should be performed by American workers. Given the current state of the American economy, taxpayer dollars should not be used to fund the economic growth of European countries while the United States loses 44,000 quality jobs associated with the KC-767.

The United States must maintain a strong industrial base of critical skills and manufacturing capabilities as a crucial component of our national security, and awarding the tanker contract unjustifiably to a European manufacturer needlessly erodes our manufacturing capacities.

Of utmost importance to the signers of this letter is that Connecticut-based Pratt & Whitney would produce the engines for the Boeing tanker, utilizing the skills and experience of thousands of dedicated Connecticut workers both at its facilities and at other Connecticut aerospace vendor sites. Therefore, we call upon you to halt the contract process for the United States Air Force mid-air refueling tanker, and we strongly urge you to immediately and vigorously investigate the proposed outsourcing of taxpayer-funded jobs, its impact on the American economy and the procurement process that made possible this transfer of billions of dollars to foreign entities.

Additionally, we respectfully request that you investigate and thoroughly review the benefits, costs and national security risks associated with contracting for the design and construction of high-technology military equipment and systems in and by foreign nations which may not always be attuned to American interests, objectives or missions.

We appreciate your attention to this important matter. Please do not hesitate to contact us or the Connecticut Congressional delegation with any questions or for further information.

Sincerely,