

We write to you concerning the February 27, 2013 award of 20 aircraft worth \$427.5 million to Brazilian owned Embraer under the United States' Building Partnership Capacity (BPC) Program. This award establishes Embraer as the program of record for Light Air Support (LAS), which will "establish air combat capability for allied countries under the Building Partnership Capacity program".

The origins of the requirements used to award this critical program of record are found in a Series of Memorandum of Requests (MORs) developed in Afghanistan first dated September 2009. These Afghani based requirements are "to support (an) indigenous combat flying capability" in Afghanistan. In the preface to the first MOR, the Afghani requirement is described as being "substantially similar to an Embraer EMB-314 Super Tucano Aircraft".

From these Afghan requirements to establish the Afghan Air Force as an effective combat unit, the USAF conducted a competition that established a program of record for what the U. S. Air Force has reported to be as many as 26 other nations. This seems like improper acquisition and requirements process - Afghani requirements are appropriate for an Afghani acquisition, they are not proper requirements with which to establish the program of record for the BPC. This is particularly disturbing because the full consequences to our national security, the American industrial base and its workers, as well as the American taxpayer, are so staggering.

A foreign sovereign controlled manufacturer is now a critical component of the United States' ability to conduct security force assistance (SFA) operations. The growing role of SFA in U.S. defense strategy and operations, and its increasingly critical element of building partnership capacity, will now rely on sharing Brazil's capacities with our allies. This insertion of foreign national interests appears to

defeat the purpose of the BPC program; to achieve improved US-Allied joint security through sharing U.S. force assistance capacities.

The U.S. aerospace industrial base, which the DOD and our Nation rely upon to produce the finest military capabilities in the world, will be harmed by this decision. Our Nation's global competitors understand the reward of a vibrant domestic aerospace industry for both economic growth and national security. Brazil certainly understands, as does China, that the linkages between product development, domestic manufacturing, and strategic investments in their aerospace industrial base and workforce - all strengthen their military capacities while expanding their indigenous industry.

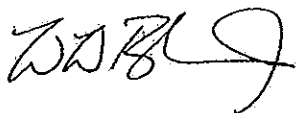
Brazil's effort to compete in the burgeoning, multi-billion dollar global light attack aircraft market has received the strongest endorsement possible - that of the U.S. Department of Defense. Brazil's aerospace industrial base and workforce will be strengthened, while the U.S. is weakened, by the Department of Defense's decision to establish Embraer as the LAS program of record for the BPC.

More concerning, the American taxpayer will foot this bill. Financed with an initial \$1 billion in American taxpayer dollars, Brazil will market its aircraft as the LAS program of record around the world.

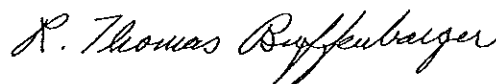
Had formal DOD acquisition processes been employed to develop the LAS requirements for the BPC program, the U.S. and our BPC allies would have an LAS program of record with validated capability needs, and with U.S. and allied commonality and interoperability for all users. Important consideration of supply chain, logistics and maintenance, which rightly weigh heavily in these formal acquisition processes, would have occurred.

We seek to discuss with you further the LAS award, the soundness of its requirements development and acquisition processes and the consequences to our Nation's national security, aerospace industry, and workforce. We believe these consequences can and should be mitigated in the FY 14 National Defense Authorization Act the Congress will soon consider.

Sincerely,



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CEO  
Beechcraft



R. Thomas Buffenbarger  
International President  
International Association of Machinists  
and Aerospace Workers