

**Congress of the United States**  
**Washington, DC 20515**

January 27, 2022

The Honorable Jon Tester  
Chairman  
Subcommittee on Defense  
Senate Committee on Appropriations  
Washington, DC 20510

The Honorable Richard Shelby  
Ranking Member  
Subcommittee on Defense  
Senate Committee on Appropriations  
Washington, DC 20510

The Honorable Betty McCollum  
Chairwoman  
Subcommittee on Defense  
House Committee on Appropriations  
Washington, DC 20515

The Honorable Ken Calvert  
Ranking Member  
Subcommittee on Defense  
House Committee on Appropriations  
Washington, DC 20515

Dear Chairman Tester, Chairwoman McCollum, Ranking Member Shelby, and Ranking Member Calvert,

As you continue negotiations on the Fiscal Year 2022 (FY22) Defense Appropriations Act, we strongly urge you to increase funding for the A-10 Warthog to maintain its current fleet size, consistent with the FY22 National Defense Authorization Act (NDAA), and to complete modernization of the aircrafts' wings. The A-10 is an invaluable close air support asset to American ground troops with unmatched mission capable rates. As you are aware, the President's Budget calls for a reduction in fleet size of 63 total aircraft over two fiscal years. While we support the imperative of modernizing the force, the Air Force has yet to provide reports as mandated in the FY17 NDAA, showing the competence of other aircraft to assume the close air support, combat search and rescue, and forward air controller mission sets currently fulfilled by the A-10. Additionally, there is significant concern about the parameters in which the comparison tests were conducted.

Section 1046 of the FY22 NDAA requires the comparison report to be released within 53 days of passage, as well as an assessment from the Secretary of the Air Force identifying short-term and long-term strategies to preserve Air Force capability in these critical mission sets. In order to prevent widening capability gaps, which could put U.S. ground troops at unnecessary risk, the FY22 NDAA also retains the current prohibition on divesting aircraft. It would be premature to retire such a significant portion of the A-10 fleet before the Air Force demonstrates a suitable successor capability and Congress is able to conduct appropriate oversight.

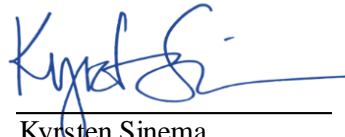
Due to these concerns and unaddressed capability risk mitigation, we strongly urge you to restore the A-10 program in the Defense Appropriations bill, as authorized in the FY22 NDAA, to avoid creating an unfunded mandate for the Air Force. This includes \$149 million in Operation and Maintenance lines to restore the A-10, \$156 million for contract aircraft maintainers A-10/F-35, and \$93 million for MILPERS A-10/F-35. Additionally, we request \$100 million to continue rewinging efforts and removal of the \$39 million rescission from A-10 procurement in the Senate Defense Appropriations bill to ensure the A-10 fleet can continue to operate safely and effectively. With notable increases in the NDAA-authorized defense budget and surplus post-Afghanistan funds, we believe these are sensible investments to keep a proven fleet flying until a suitable replacement that can effectively protect our ground troops is identified.

Thank you for your consideration.

Sincerely,



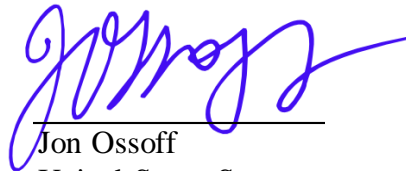
Mark Kelly  
United States Senator



Kyrsten Sinema  
United States Senator



Reverend Raphael Warnock  
United States Senator



Jon Ossoff  
United States Senator



Debbie Stabenow  
United States Senator



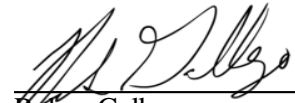
Chris Van Hollen  
United States Senator





Gary C. Peters  
United States Senator

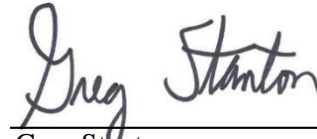


Ann Kirkpatrick  
Member of Congress

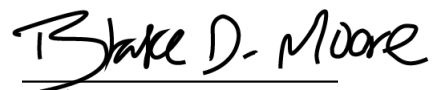
  
Ruben Gallego  
Member of Congress

  
Vicky Hartzler  
Member of Congress

  
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Greg Stanton  
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Lisa McClain  
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