



Backgrounder

Integrated Defense Systems
P. O. Box 516
St. Louis, MO 63166
www.boeing.com

Boeing C-32A Executive Transport

Boeing built four 757-200s to replace the U.S. Air Force's aging fleet of four-engine Boeing VC-137 executive transports, which had been in service since the late 1950s. Designated C-32A, the modified airplanes carry the U.S. vice president, members of the U.S. cabinet and congress, and other government officials traveling on government business.

The first two C-32As entered operational service in June 1998, the final two entered service in early 1999. The C-32A fleet is based at Andrews Air Force Base, Md., and operated by the 89th Airlift Wing.

The C-32A contracts, which include both aircraft acquisition and contractor logistic support, run through 2005.

A Model of Acquisition Reform

The C-32A program is considered a model of acquisition reform, and was the first major acquisition program accomplished under the Federal Acquisition Streamlining Act. The combined government/Boeing team received the Vice President's Hammer Award for significantly reinventing the way the government buys and supports airplanes. The process used to purchase the aircraft enabled the Air Force to have airplanes in operational service in less than two years.

The Air Force purchased the C-32A much as any commercial airline customer would buy a 757. This new way of doing business has delivered significant cost savings for the taxpayer and a number of benefits for both the Air Force and Boeing. For example, the Air Force made extensive use of commercial practices in its contract negotiations, lease-purchase and eventual operational support of the four aircraft, thereby streamlining the acquisition process and reducing costs.

Also, a Boeing-United Airlines team provides contractor logistic support including maintenance, on-site logistics and technical support for the C-32A fleet at Andrews Air

Force Base. The team also provides spares, performs aircraft and engine heavy maintenance, as well as various other engineering services.

In an era of declining budgets and increasing demands for the greatest possible return on defense funds investments, the adaptation of commercial jet transports for military roles is increasingly important. By modifying and employing an existing, proven, commercial jetliner for such use, the Department of Defense gains the opportunity to rapidly meet its special air mission requirements while avoiding unnecessary development and logistics support costs.

Air Force Selects 757-200

The 757-200 selected by the Air Force enjoys an unmatched safety record and is the most efficient jetliner in the world in terms of operating cost per mile. The 757s delivered to the Air Force were certified to the most-current FAA standards.

Safety features on the aircraft include a Flight Management System (FMS) with integrated, non-precision approach capable Global Positioning Service (GPS); wind-shear warning integrated with the Ground Proximity Warning System (GPWS); Traffic Alert and Collision Avoidance Systems (TCAS) and the most-capable flight data and voice recorders available.

The aircraft, member of the popular 757/767 family of medium-sized airplanes, is a twin-engine medium-to-long-range jetliner incorporating advanced technology for exceptional fuel efficiency, low noise levels, increased passenger comfort and top operating performance. The aircraft has seating for 45 passengers and 16 crew members.

The engines, built by Pratt & Whitney, are Stage III noise compliant. High-bypass-ratio engines combined with an advanced wing design help make the 757 one of the quietest, most fuel-efficient jetliners in the world.

With the improved wing design, less engine power is required for takeoff and landing. Even with a full passenger payload, the 757 can operate from runways as short as those used by the much smaller 737-200 jetliner — about 5,500 feet for trips up to 2,000 statute miles. Additionally, the demonstrated reliability of the 757 has gained its approval for extended-range twin (engine) operation (ETOPS).

###

March 2005

Contact: Charles Ramey
Boeing Air Force Systems
(206) 662-0949