



Backgrounder

Boeing Defense, Space & Security
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C-40C 737 BBJ Operational Support and Team Travel Aircraft



Description and Purpose:

The U.S. Air Force C-40C provides safe, comfortable and reliable transportation for Congressional Delegations and other senior government officials to locations around the world.

Customer(s):

Boeing's contract relationship is with the 655th Aeronautical Systems Squadron (Commercial Derivatives), Wright-Patterson Air Force Base, OH. Contracted activities include full Fleet Support, integrated with other USAF 737 assets, as well as on-going modifications and upgrades.

General Characteristics:

Primary Function: High-priority personnel transport
Engines: Two GE CFM 56-7B27 turbofan engines
Thrust: 27,300 pounds static thrust each engine
Length: 110 feet, 4 inches (33.6 meters)
Height: 41 feet, 2 inches (12.5 meters)
Wingspan: 117 feet, 5 inches (35.8 meters)
Speed: 0.78-.82 Mach cruise
Ceiling: 41,000 feet (12,727 meters)
Maximum Takeoff Weight: 171,000 pounds
Range: 4,400 nautical miles unrefueled range (maximum payload)
Maximum Load: 40 Passengers and 11 Crew
Maximum Fuel: 60,000 pounds (8880 USG)
Date Deployed: October 2002
Inventory: USG 6: Air National Guard (3) and Air Force Reserves (3)

Background:

The Air Force selected the C-40C to replace an aging fleet of C-22 aircraft, and to meet increasing demands for reliable and secure long range airlift for government officials. The Air Force took delivery of its first two C-40Cs in September 2002, using innovative commercial acquisition practices specifically authorized by Congress.

Like the C-40B, the C-40C is based upon the commercial Boeing 737-700 Business Jet. The aircraft is a variant of the Boeing next generation 737-700, and combines the 737-700 fuselage with the wings and landing gear from the larger and heavier 737-800. The

basic aircraft has winglets, auxiliary fuel tanks, missionized interior with self-sustainment features and managed passenger communication. The flight deck has state of the art commercial avionics equipment, and a head up display. Heading the safety equipment list is the Traffic Collision Avoidance System and enhanced weather radar.

Features / Capabilities

The C-40C is designed to provide safe and comfortable transport to Congressional Delegations as well as U.S. and foreign government dignitaries. It offers business class seating, a conference area, and non-secure telephone service. The C-40C may be reconfigured into several certified, higher/lower density seating arrangements to suit changing mission requirements over the life of the fleet. Self-Defensive Systems have been funded and will be installed on all C-40Cs.

State of the Art Flight Deck Avionics

- Flight management computer system with integrated GPS
- Compatible with future GATM/FANS operating environment (RNP-1)
- RVSM capable
- Traffic Alert and Collision Avoidance System II
- Enhanced ground proximity warning system
- Predictive wind shear
- Head-up display
- TACAN/UHF/IFF

Use of the commercial 737 platform allows the Air Force to take advantage of ongoing developments in the commercial market. The Enhanced Vision System, providing infra-red display enhancements is the latest such feature being developed at industry expense.

The C-40Cs in operation are maintained under an innovative Integrated Fleet Support contract, providing the Air Force with economies of scale ordinarily available to larger fleets. Last year the C-40C/B fleets had 94.5% aircraft availability and departure reliability of 96.6%.

Miscellaneous:

The C-40C is operated by the ANG 201st Airlift Squadron at Andrews Air Force Base, MD (3 aircraft), and the Air Force Reserve 932nd Airlift Wing, at Scott Air Force Base, III (3 aircraft).

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