



# Backgrounder

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## **Boeing C-40A Navy Airlift Aircraft**

The U.S. Naval Reserve has contracted Boeing for nine 737-700 convertible/combi aircraft, designated the C-40A "Clipper." The aircraft will be used for the Navy Unique Fleet Essential Airlift (NUFEA) mission, transporting both passengers and cargo around the world.

Boeing delivered the seventh C-40A in November 2004. The eighth aircraft will be delivered in early 2005, the ninth in 2006.

The U.S. Naval Reserve – which will operate and maintain the aircraft – was the first customer for the newest member of the Boeing Next-Generation 737 family and is purchasing the aircraft to replace its fleet of aging C-9 Skytrains. Currently, the Naval Reserve provides 100 percent of the Navy's worldwide in-theater medium and heavy airlift.

The C-40A is certified to operate in three configurations: an all-passenger (121 passengers) configuration; an all-cargo configuration of up to eight pallets; or a combination, or "combi" configuration that will accommodate up to three cargo pallets and 70 passengers.

The C-40A already is setting new standards in performance, low-cost operations and reliability for the Navy's fleet logistics support mission. With its superior range and performance, 777-type flight deck, updated avionics and quiet, clean, fuel-efficient engines, the 737-700 aircraft increases the Navy's capability for rapid response to the fleet's airlift requirements.

## **First Flight To Delivery**

The initial C-40A made its first flight April 14, 1999, after which it entered a planned flight-test program. The aircraft later flew to the company's facility in Wichita, Kan., where it received modifications that allow it to be flown in the combi configuration. The first C-40A was delivered to the U.S. Naval Reserve in April 2001.

## **The 737 -- The World's Most Successful Commercial Airliner**

The Boeing 737-700 builds on the strengths that have made the 737 the world's most successful commercial airliner, while incorporating improvements designed for the 21st century. This next-generation aircraft provides higher cruise speed – 0.78 to 0.82 Mach, more range – 3,000 nautical miles, and new engines with improvements in noise, fuel burn and thrust. Additionally, a new flight deck common-display system increases commonality by incorporating programmable liquid-crystal displays.

The C-40A fleet is powered by CFM56-7 engines produced by CFM International, a joint venture of General Electric of the United States and SNECMA of France. The engines provide the ability to meet noise restrictions well below Stage 3 levels. Certified at 24,000 pounds of thrust, the new engines offer lower fuel burn and lower engine maintenance costs.

The Navy's C-40A fleet takes full advantage of the 737 next-generation aircraft's commercial introduction and lifetime support services, allowing high reliability at a lower maintenance cost. The 737 has aviation's most comprehensive field service and spares distribution network.

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