



Backgrounder

Integrated Defense Systems
P.O. Box 16858, M/S P10-18
Philadelphia, PA 19142-0858
www.boeing.com

Boeing MH-47G U.S. Army Special Operations Command Chinook

The MH-47G is required to complete long-range missions at low level, day or night, in adverse weather, over any types of terrain.

The MH-47G's fully integrated digital Common Avionics Architecture System (CAAS) permits global communications and navigation. CAAS is among the most advanced U.S. Army helicopter systems, soon to be installed in U.S. Army Special Operations Command's MH-60 and A/MH-6 helicopters. CAAS includes integrating forward-looking infrared (FLIR) and multimode radar for nap-of-the-earth and low-level flight operations in conditions of extremely poor visibility and adverse weather. Today's MH-47Gs contain fully integrated, digital cockpit management system, long-range fuel tanks and advanced cargo-handling capabilities that complement the aircraft's mission performance and handling characteristics.

61 MH-47Gs currently required for 160th SOAR

In 1995 Boeing completed delivery of a single MH-47E prototype and 25 production aircraft to the 160th Special Operations Aviation Regiment (Airborne), based at Fort Campbell, Ky., and Hunter Army Airfield, Savannah, Ga. This fleet has operated around the world and conducted combat missions in every climate and condition. The aircraft has excelled in high altitude operations as conducted in recent combat missions in Iraq and Afghanistan. With Chinook fleet growth, the 160th SOAR will add a Chinook battalion and expand its operational capabilities.

Interchangeable avionics

The Technical Applications Program Office selected Rockwell Collins to provide avionics hardware for CAAS. The purpose of this award was to assure the most efficient use of common hardware and software.

Customer(s)

Chinooks are currently in use by the U.S. Army, Special Operations Command.

Background

The MH-47G combines many proven Chinook systems and features. Notable among these are fuel tanks providing twice the capacity of the CH-47F and an in-flight refueling system. MH-47Gs are remanufactured on the CH-47F production line, with most G-model systems installed during the final stages of completion. Also, rescue hoist, fast rope, multi-mode radar and Forward Looking Infrared Radar.

The Chinook has been in U.S. Army service since 1962, and the current CH-47F/MH-47G modernization program, now completing Engineering and Manufacturing Development and in low-rate production, will ensure this tandem rotor heavy-lift helicopter remains in the Army fleet at least through the 2030s. It is conceivable that Chinooks will be Army Aviation assets for a century or more. In addition, Chinooks have served the armed forces of more than 15 international customers and performed in commercial service around the world.

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Contacts: Joseph LaMarca Jr., Director of Communications Rotorcraft Division, +1 321-604-6696, joseph.lamarca@boeing.com or Tom Marinucci, Communications Rotorcraft Division, +1 610-591-7057, Thomas.g.marinucci@boeing.com