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## ON THE MONITOR

Rivals Vie for US Army Cargo Program

by [Ted McKenna](#)  
May. 13, 2005

Competitors for the contract to provide the US Army with new cargo aircraft this week began more aggressively marketing their respective offerings.



Manufacturers of the C-27J, proposed for the US Army's Future Cargo Aircraft program, say the aircraft can carry two "uparmored" Humvees, standard-size cargo pallets, or 64 soldiers.

Global Military Aircraft Systems

Following the May 9 deadline for the US Army's request for information on the Future Cargo Aircraft (FCA), which would replace the Army's aging C-21 Sherpa airplanes, EADS CASA North America (Arlington, VA) announced May 10 that Raytheon (Waltham, MA) will act as the prime contractor for its offerings, the C-295 and the CN-235. Meanwhile, Alenia North America (Washington, DC) and partner L-3 Integrated Systems (New York, NY) on May 11 at Ft. Belvoir, VA, kicked off a US tour of the C-27J that will provide flight demonstrations at airbases around the country. The EADS CASA-

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update to the Artech House classic Modern Radar Systems Analysis, this reference is a comprehensive and cohesive introduction to radar systems design and performance estimation. It offers you the knowledge you need to specify, evaluate, or apply radar technology in civilian or military systems. The book presents accurate detection range equations that let you realistically estimate radar performance in a variety of practical situations. With its clear, easy-to-understand language, you quickly learn the tradeoffs between choice of wavelength and radar performance and see the inherent advantages and limitations associated with each radar band.

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Raytheon team is doing a multi-state tour of its own, visiting various Army facilities and industry conventions to promote its aircraft.

The Army is expected to issue a request for proposals (RFP) this summer for the 33-aircraft program, valued at some \$1 billion, and a "downselect" to two competitors is expected around year's end, with the final contract awarded in late 2006 or early 2007. The EADS CASA-Raytheon partnership and the Alenia-L-3 Global Military Aircraft Systems joint venture are the only two known candidates at this time, though an L-3 executive said that there could eventually be as many as four or five proposals.

Despite the US Air Force's traditional role as provider and operator of cargo aircraft for US military operations, both competing ventures said they expected the program eventually to expand and involve many more aircraft, although they would not speculate on how many. One executive said that the Army's decision to limit the program to 33 aircraft initially – simply replacing the 43 Sherpa planes the Army has currently – forestalled tension between the Army and the Air Force over the program.



The C-295, a stretched-fuselage version of the CN-235, has a cabin cross-section that matches that of the CH-47, which the Future Cargo Aircraft program is intended to complement.

## EADS CASA

In touting their respective offerings, the Alenia-L-3 and EADS-Raytheon joint ventures both emphasized plans to build their aircraft – should they win the contract, of course – somewhere in the US, thereby meeting the "Buy America" provisions of Congress's Defense Authorization Act. The irony of the FCA program, as EADS North America Chairman and CEO Ralph D. Crosby Jr. noted in a teleconference on May 10, is that the aircraft of the two major rivals for the contract are European in origin. But such is the global nature of the aircraft industry today, he said.

As for the characteristics of the aircraft, Alenia and L-3 noted that the loading ramp of its C-27J matches the proportions of the C-130, making transference of cargo from the larger cargo aircraft to the FCA easy. EADS CASA and Raytheon, on the other hand, emphasized that the cross-section of the C-295 aircraft's cargo cabin

matches that of the CH-47 Chinook, the helicopter the Army typically uses for tactical supply. The FCA – whichever aircraft is ultimately chosen – is supposed to serve as a medium between the larger C-130 and the more maneuverable but less capacious CH-47.

The C-27J is already in use by the Italian and Hellenic Air Forces, and Alenia North America President and CEO Giuseppe Giordo said he expects within the month to finalize a \$250-million order from Bulgaria for eight C-27Js. Twenty-four military or government customers already use the EADS CASA CN-235, of which the C-295 is a stretched-fuselage version, including the US Coast Guard for its Medium Range Surveillance Maritime Patrol Aircraft under the Deepwater program (see "[US Coast Guard Ventures Into Deepwater](#)").

The Army is expected to provide more information this summer through its RFP on what types of communications and countermeasures the FCA will be equipped with.

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