

Presenting the C-27J Spartan.

And its competition.

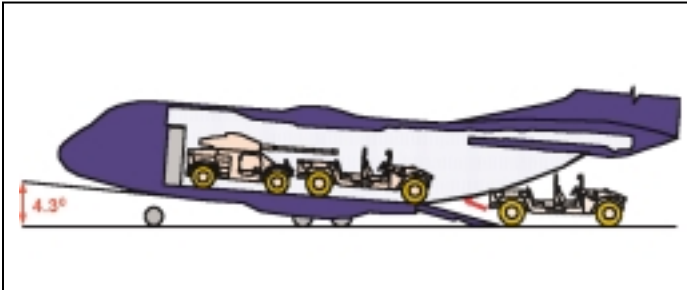


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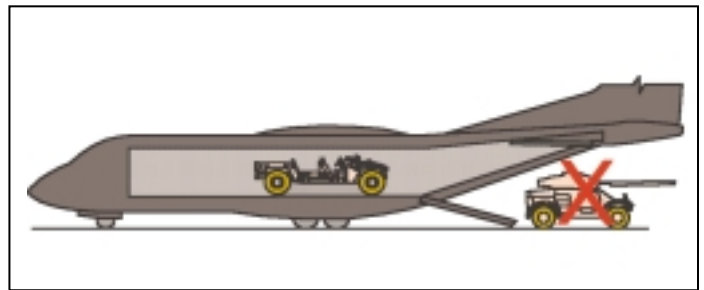
DRIVE-ON/DRIVE-OFF CAPABILITY

The capability to drive-on/drive-off dramatically reduces loading/unloading time. Military vehicles such as combat ready HMMWVs require only a few minutes to be driven in/out of a C-27J fuselage.

C-27J



C-295

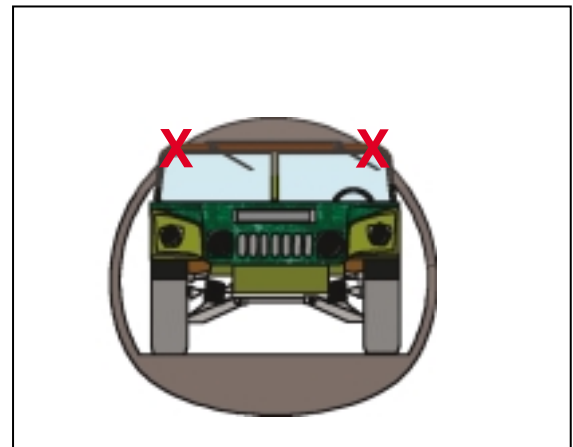


The C-27J can carry most common vehicles, including combat ready hard-top HMMWVs, without modifications or dismount. Internal cabin room allows ease of drive-on/drive-off as well as cargo inspection during flight.

C-27J



C-295



The C-295 has limited fuselage height (6'3" vs. 8'6" for the C-27J) that allows only vehicles with soft and removable tops. The limited height will not allow a hard top HMMWV to be driven directly into the fuselage (cross section width does not allow the driver to exit the vehicle and prevents safety access to the load).

CONCLUSION: The C-27J Spartan is easy drive-on/drive-off and dramatically reduces loading/unloading time.

CRITICAL REQUIREMENTS SUMMARY:

✓ **INTEROPERABILITY**

✓ **PAYLOAD**

- Superior cabin efficiency
- Heavy Airlift Interoperability (e.g. C-130)
- Greater floor strength
- Heavy Airlift Commonality (e.g. C-130)

- More volume
- Greater systems redundancy
- More payload
- Greater survivability

- Easy drive-on/drive-off
- Higher mission accomplishment rate
- Better loadability
- Higher productivity