

**BULLET BACKGROUND PAPER**  
**ON**  
**COMMERCIAL APPLICATION OF MILITARY AIRLIFT AIRCRAFT (CAMAA)**

**PURPOSE:** Summarize CAMAA Project

**BACKGROUND:**

- CAMAA is a concept involving the AF, Boeing and a commercial operator to provide needed outsize airlift capacity to the DoD using a commercially owned/operated C-17 derivative (BC-17)
- Follow-on C-17 MYP will enable BC-17 pricing to support a viable commercial business case
  - CAMAA would replace 10 C-17s in the buy with commercial aircraft at significant savings to AF
  - Strong need for additional C-17s is based on airlift requirements documented in MRS-05 and AMC's Oversize & Outsize AoA
    - CJCS and Service Chiefs support 54.5 MTM/day as minimum requirement for moderate risk
- **Benefits of CAMAA include:**
  - Taxpayer and AF **avoid over \$6B of ownership costs** for 10 aircraft during 30 yr. life
  - Maintains industrial base: C-17 is the only US outsize cargo aircraft in production
  - Modernizes & increases flexibility of CRAF - first participation in outsize cargo delivery
  - Provides efficient dual-use production, reduces cost of both C-17 and BC-17X aircraft
- All aircraft would be pledged to the Civil Reserve Air Fleet (CRAF)
- BC-17 configuration will be as close to military C-17 as possible - minus classified systems/software
- Currently, there are 20-25 Ukrainian operated, Russian built An-124 military cargo aircraft serving the commercial large/heavy cargo market
  - Conservative market analysis projects growth for outsize air cargo would support a fleet of about 10 BC-17s by 2010 in addition to the An-124 fleet
- The CAMAA study proposed possible business arrangements to ensure commercial viability and facilitate financing – Congressional approval will likely be required
  - Readiness Option: An up-front and/or annual payments to the airline to secure DOD (CRAF) availability during time of war or contingency
  - Guaranteed Annual Government Freight Business: A negotiated amount of government airlift freight business over a period of years.
  - Residual Value: Financial institutions may require residual value guarantee from Gov't

**GOVERNMENT ISSUES:**

- Congressional approval of CAMAA concept and underlying C-17 follow-on MYP
- State Dept approval of export license that will allow routine overseas operations
- FAA certification of the BC-17

**STATUS:**

- AF & Boeing conducted 1-2 Feb 2001 Industry exchange with 30 plus companies
  - High level of interest from several firms - discussions on business case options continue
- AF and DoD (DTRA) are reviewing draft framework for license request to State Dept
- BC-17 configuration description being provided to FAA to begin certification roadmap

**END GOAL:**

- Contracts in place by Dec 2001 between owner/operator and Boeing for aircraft purchase & support, between AF and Boeing for follow-on C-17 MYP, and between AF and commercial service provider for guaranteed airlift capacity using BC-17s