

Boeing Defense, Space & Security  
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## US Army Special Operations Command MH-47G Special Operations Chinook



### Description & Purpose:

The MH-47G is required to complete long-range missions at low level, day or night, in adverse weather, over all 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. CAAS includes integrated 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 a 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. 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 combat missions in Iraq and Afghanistan. The MH-47G builds on the MH-47E capabilities with the addition of the CAAS cockpit and enhanced aircraft survivability equipment. With Chinook fleet growth, the 160th SOAR will add a Chinook battalion and expand its operational capabilities.

### 8 Additional New Build MH-47Gs planned for 160<sup>th</sup> SOAR

8 New Build aircraft are currently in development and production, based on a newly designed monolithic, machine framed fuselage similar to the CH-47F. The first delivery of these New Build aircraft begin in October 2014, and set the stage for a potential upgrade of the entire 61 Aircraft Fleet of 40+ year old sheet metal Fuselages.

### General Characteristics

- Length: Fuselage – 52.0 ft. (15.9 m) Incl. Rotors – 99.0 ft. (30.18 m)
- Width: 15.75 ft (4.80 m)
- Rotor Diameter: 60 ft. (18.29 m)
- Height: 18.92 ft. (5.77 m)

- Propulsion: 2 Honeywell 55-GA-714A engines, 4,733 shp (3,529 kW) each
- Speed: 170 kts (315 km/h)
- Fuel: 2,068 gal. (7,828 L)
- Useful Load: 25,000 lbs. (11,340 kg)
- Mission Radius: 340 nm (630 km)
- Max Gross Weight: 54,000 lbs. (24,494 kg)
- Mission: Transport of troops, ammunition, vehicles, equipment, fuel, supplies, and civil and humanitarian relief
- Service Customer: U.S. Army, in service since 1995.
- First Flight: MH-47G 12 March 2004

**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 common MH-47G/CH-47F production line.

The Chinook has been in U.S. Army service since 1962, and the current CH-47F/MH-47G modernization programs, which includes a mix of remanufactured and new aircraft, will ensure this tandem rotor 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 19 international customers and performed in commercial service around the world.

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