

# BELL-BOEING BEGINS DESIGNING CMV-22B WITH \$151 MILLION CONTRACT

News / Manufacturer



**A \$151 million contract awarded to V-22 tiltrotor manufacturer Bell-Boeing this week allows engineers to get started designing the US Navy's future Osprey variant, the CMV-22B, which is replacing the Northrop Grumman C-2 Greyhound twin turboprop in the aircraft carrier logistics role at sea.**

**Based on the US Marine Corps MV-22B Osprey variant, the navy's "CMV" tiltrotor will come equipped with extra fuel bladders to extend its range from 860nm to approximately 1,150nm.**

That's the most significant engineering challenge, but the service also requires a beyond line-of-sight radio and public address system so that crews can communicate en route to the aircraft carrier's deck, or between other ships in the battle group.

Asset Image type unknown

## Bell-Boeing

On 31 March, US Naval Air Systems Command (NAVAIR) announced the \$151 million contract with Bell Helicopter and Boeing's joint V-22 programme office in Amarillo, Texas, which covers "non-recurring engineering services associated with the development of the capability for the Navy variant of the V-22". NAVAIR confirmed that it covers the design changes for all three modifications, including the extended-range fuel system.

More than 70% of the work will be done in Philadelphia, Pennsylvania, where Boeing fabricates composite V-22 airframes. Another 20% will be completed at Bell's facility in Fort Worth, Texas.

Just \$15 million has been obligated at the time of the award, and work is expected to continue through September 2020. By that time, the first of 44 CMV-22B aircraft, which will be ordered in 2018, will begin delivered from Bell's final assembly and checkout facility in Amarillo.

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**SOURCE: FLIGHTGLOBAL**

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