

Boeing Celebrates Groundbreaking for 777X Composite Wing Center

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Investment of more than \$1 billion will sustain thousands of Puget Sound jobs

EVERETT, Wash., Oct. 21, 2014 /PRNewswire/ -- Boeing (NYSE: BA) today celebrated the groundbreaking of its new 777X Composite Wing Center at the Everett, Wash., campus. Permitting for the new 1-million-square-foot facility was completed approximately seven weeks earlier than anticipated, allowing for an accelerated start to construction.

Boeing is investing more than \$1 billion in the Everett site for construction and outfitting of the new building.

Once completed, the facility located on the north side of the main final assembly building will help usher in composite wing fabrication for the company's newest commercial jetliner and sustain thousands of local jobs for decades to come.

"We're excited with the progress being made on this new facility that will play a crucial role in bringing the 777X to market," said Boeing Commercial Airplanes President and CEO Ray Conner. "We wouldn't be in this position without the support of our teammates and partners throughout the Puget Sound region and in Olympia - we owe them all a debt of gratitude."

Completion of the new building, which is expected in May 2016, will require approximately 3.5 million hours of work. At its peak, there will be approximately 1,200 contract employees working on the project. By the numbers, the new building will require:

- 31,000 tons (28,000 metric tons) of steel
- 480 miles (770 kilometers) of electrical cable
- 80,000 linear feet (24,384 meters) of process piping
- 530,000 cubic yards (405,210 cubic meters) of fill material
- 170,000 tons (154,000 metric tons) of concrete

To date, the 777X has accumulated 300 orders and commitments. Two models will comprise the 777X family - the 777-8X, with approximately 350 seats and a range capability of more than 9,300 nautical miles; and the 777-9X, with approximately 400 seats and a range of more than 8,200 nautical miles. The 777-8X competes directly with the Airbus A350-1000, while the 777-9X is in a class by itself, serving a market segment that no other airplane can. First delivery of the 777X is targeted for 2020.

MEDIA RESOURCES

Animated b-roll can be downloaded here: <http://bit.ly/1t3VNV5>

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