

Boeing Discusses Progress on 787 Dreamliner

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Boeing [NYSE: BA] during a briefing at the Paris Air Show reported strong progress on many aspects of the all-new 787 Dreamliner that make the airplane more appealing to passengers and airlines.

787 Vice President and General Manager Mike Bair highlighted the airplane's new air purification system, which will provide cleaner air during flights, as one advance passengers will truly appreciate.

"Passengers will notice a difference," Bair said. "They will feel more refreshed after their 787 flights. It may be difficult for passengers to recognize the differences between today's airplanes, but the 787 will be distinct. From its larger windows to its unique interior architecture, and from its lower cabin altitude to its cleaner air, passengers will enjoy their flights on a 787."

Bair also provided an update on the progress being made in the design and development of the new airplane.

"We've built four development composite barrel sections at this point and are entirely convinced that we have our manufacturing solutions in place," Bair said. Most recently the team in Wichita, Kan., built a nose section as part of the development effort.

In Everett, the 787 team is building part of a full-scale wing box to demonstrate the manufacturing techniques and support certification of the new airplane.

"It is a true testament to the team that we have created and proven these techniques in so short a period of time and with truly outstanding results," Bair said.

He credited the innovative and integrated Product Lifecycle Management (PLM) toolset developed by Paris-based Dassault Systemes with providing a real competitive advantage.

"Our international team is better equipped to develop solutions, consider alternatives and make decisions thanks to our digital toolset," Bair said. "Even now, one year before we start building our first airplane and two years before it flies, we know that our designs are optimized and achievable."

Although the 787 has significantly more advances compared to previous airplanes, the team has reduced the development cycle by one year thanks in large part to the digital toolset, Bair said. He added that the market response to the 787 is "validation" that the team is getting it right.

"We have the right airplane at the right time," Bair said. "Its fuel efficiency, range, cargo capability and improved maintenance make it very attractive to airlines. The number of customers and their diversity in terms of geography and business models highlight the 787's ability to meet the different needs of different airlines.

"The team is humbled and motivated by the market response. We're working diligently to meet the expectations of our customers. They have put their trust in us and we will perform."

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