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Boeing (NYSE: BA) and Aeromexico today said the airline is going to install the Boeing Electronic Flight Bag (EFB) on two new 777-200ERs scheduled to be delivered in the first four months of 2006. Aeromexico will become the first airline in Central or South America to have installed Boeing's Class 3 EFB.

"Boeing's Class 3 EFB is the perfect solution for us to enhance the safety and efficiency of the new 777-200ERs that we will be getting in 2006," said Pablo Lopez, senior vice president Technical for Aeromexico. "In today's competitive environment, airlines need to explore every option to optimize their operations, and we think EFB will help us be successful."

"We're gratified by the steady drumbeat of new airline customers who are recognizing the value and superior capability of a Boeing Class 3 EFB," said Dan da Silva, vice president of Sales and Marketing for Boeing Commercial Aviation Services. "We are committed to helping our customers succeed, and EFB is just one of a host of new Boeing products and services that satisfy such an ambition."

Boeing sees EFB and similar e-Enabled products as central to a revolution in the air transport system in which data, information and knowledge can be shared instantly across any air-transport enterprise. Using software developed by Boeing and its subsidiary, Jeppesen, and hardware from Astronautics Corp. of America (ACA), the Boeing EFB digitizes vital charts, manuals and documents, giving pilots instant access to the information they need. The EFB even gives flight crews a viewer for cabin surveillance systems, helping them meet enhanced security requirements.

EFB can offer significant efficiencies and improved communications between an airplane cockpit crew and airline maintenance teams that enhance the value of the airplanes on which it is installed.

Also, with 80 Gigabytes of available storage, the Boeing EFB provides plenty of room for additional applications as they become available, such as enhanced fault reporting, electronic checklists, real-time weather information, and real-time Notice To Airmen (NOTAM) information. In addition, the open-architecture design of the Class 3 EFB and its integration into the airplane's larger systems give it unmatched potential for Boeing, airlines and even third-party software designers to create exciting new applications.

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For further information:

Tim Healy

Boeing Commercial Aviation Services Communications

(206) 766-2116
