

Boeing Names Smiths Aerospace as Supplier for 747-8 Program

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The Boeing Company [NYSE: BA] today announced the selection of Smiths Aerospace to supply the thrust reverser actuator system (TRAS) for the new Boeing 747-8 airplane.

The London-based supplier will design a TRAS using similar technology to the system it provides for the Boeing 777. This continuity will offer Boeing and its 747-8 operators the benefits that result from the improved reliability of a mature product.

Smiths will design and manufacture the TRAS at its Los Angeles facility, with hardware deliveries expected to begin in second-quarter 2007. The TRAS will power the thrust-reverser system currently being developed, certified and produced by Middle River Aircraft Systems.

"Smiths' extensive knowledge of, and track record with, thrust reverser actuation systems make them the right choice for this critical component of the airplane," said Jeff Peace, vice president - program manager, 747-8 Program, Boeing Commercial Airplanes. "Together with our growing team of international partners, we continue to progress on making the newest member of our 747 family a reality."

The 747-8 family, which includes the 747-8 Intercontinental passenger airplane and the 747-8 Freighter, was launched in November 2005 by Cargolux Airlines and Nippon Cargo Airlines.

"Smiths' thrust reverser actuation system experience and reliability on the Boeing 777 program were strong contributors to winning the 747-8 program. This recent win continues Smiths' leadership position in thrust reverser actuation technology," said Dr. John Ferrie, president, Smiths Aerospace.

Additional Information

747-8 Family: The 747-8 is a family of passenger and freighter airplanes that serves the market for airplanes of 400 seats and larger. The 747-8 Intercontinental passenger airplane seats 450 passengers in a typical three-class configuration and offers the lowest seat-mile cost of any passenger airplane. It provides operators a 14,815-km (8,000-nmi) range, 21 percent greater cargo volume and 9 percent lower seat-mile costs compared to the 747-400. The 747-8 Freighter will fly 8,275 km (4,475 nmi) with a maximum structural payload capacity of 140 metric tonnes (154 tons). It offers 16 percent more revenue cargo volume than the 747-400F with slightly greater range. The 747-8 Freighter upholds its predecessor's legendary efficiency, with equivalent trip costs and 15 percent lower ton-mile costs than the 747-400F. The 747-8 Freighter will enjoy the lowest ton-mile costs of any freighter, giving operators unmatched profit potential. The first 747-8 Freighter will be delivered to launch customer Cargolux in September 2009.

Smiths Aerospace: Smiths Aerospace, a part of Smiths Group, is a leading transatlantic aerospace systems and equipment company, with more than 11,000 employees and \$2 billion revenues globally. The company holds key positions in the supply chains of all major military and civil aircraft and engine manufacturers and is a world-leader in digital, electrical power, mechanical systems, engine components and customer services.

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