Boeing Contracts with Stork Fokker for Engineering Services on the 747-8 Wing

The Boeing Company [NYSE: BA] today announced a contract with Stork Fokker to help design the wing for the new Boeing 747-8.

Stork Fokker is providing the 747-8 program with engineering services on a short-term contract, commonly known as an "industry assist". The Netherlands-based aerospace company has assigned 20 engineers to work as analysts and designers assisting Boeing on several aspects of the 747-8 wing design, with much of the focus on the trailing edge.

"We are excited to have Stork Fokker assisting us on the 747-8," said Corky Townsend, chief project engineer, 747-8 program, Boeing Commercial Airplanes. "The company routinely has demonstrated excellent design and project-management skills on several Boeing projects, including our 747 Large Cargo Freighter program. Stork Fokker's industry-leading engineers will serve a critical role in assisting our team design the 747-8's wing."

The new wing design will provide several enhancements for the 747-8. It will increase the airplane's fuel capacity and efficiency, while at the same time reducing noise and maintenance costs.

"This extension of our working relationship recognizes the dedication, commitment and respect of the entire team of Boeing and Stork Fokker employees," said Henk Valk, vice president of marketing and sales for Stork Aerospace. "It is an honor to be part of the team working the 747-8."

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.

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 late 2009.

Stork Aerospace: Stork Aerospace develops and produces advanced components and systems for the aviation and aerospace industry, and supplies integrated services and products to aircraft owners and operators. The group achieved a turnover of € 551 million in 2005 with 3,385 employees out of the total Stork turnover of €1.82 billion.
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For further information:
Tim Bader
Boeing 747 Communications
425-342-4771
mobile: 206-859-3633
Samantha Solomon
Boeing
44 7920 532 437
Marianne Mulder
Stork Aerospace
00 31 (0)786419848