Boeing Selects Rockwell Collins for 747-8 Avionics System

The Boeing Company [NYSE: BA] has selected Rockwell Collins to provide the entire suite of displays, autopilot, communication, navigation, surveillance, maintenance, emergency and data management systems for its new 747-8 family. The 747-8 is scheduled to enter into service in late 2009.

"This program win is a testament to the successful teamwork approach that we've developed with Boeing," said Kelly Ortberg, executive vice president and chief operating officer, Commercial Systems for Rockwell Collins. "The avionics, which have been selected as standard equipment for all future 747-8 airplanes, will provide advanced technology while maximizing commonality with existing 747-400 fleets."

A key feature of the avionics suite is the Rockwell Collins WXR-2100 MultiScan Hazard Detection System, which is the first and only radar that analyzes and determines actual weather hazards, not simply atmospheric moisture content. It is a fully automatic, hands-free airborne radar system with more than four years of proven operational experience. The WXR-2100 reduces pilot workload and enhances safety and passenger comfort by minimizing unexpected turbulence encounters, while providing optimal clutter-free weather detection from the nose of the airplane to 320 nautical miles (593 kilometers).

"We are excited to have Rockwell Collins on the 747-8 team," said Corky Townsend, chief project engineer, 747 Program. "Rockwell Collins has a long-standing relationship with Boeing and we know they will help us create an airplane that airlines love to operate."

The display system, featuring Rockwell Collins DU-7001 LCD displays, will be upgraded to include many of the advanced features found on the Boeing 777, such as an electronic checklist with cursor control panel, navigation performance scales and vertical situation displays.

The autopilot and navigation systems provided by Rockwell Collins will be enhanced with GPS Landing System functionality, providing added value to the customer and supporting future airspace capacity enhancements.

Other equipment that Rockwell Collins will be providing includes: Communication Management Unit, Satellite Communications System, VHF and HF transceivers, VHF Omnidirectional Radio, Distance Measuring Equipment, Automatic Direction Finder, Multi Mode Receiver, Mode S Transponder, Cockpit Voice Recorder, Flight Data Recorder, Emergency Locator Transmitter, Flight Deck Printer and the Data Management Unit.

Boeing launched the new 747-8 Intercontinental passenger airplane and the 747-8 Freighter on Nov. 14, 2005. Since launch, the program has secured firm orders for 24 747-8 Intercontinentals and 54 747-8 Freighters.

Rockwell Collins [NYSE: COL] is a pioneer in the development and deployment of innovative communication and aviation electronics solutions for both commercial and government applications. Their expertise in flight deck avionics, cabin electronics, mission communications, information management and simulation and training is strengthened by 18,000 employees, and a global service and support network that crosses 27 countries. To find out more, please visit www.rockwellcollins.com.

The 747-8 Program is a family of passenger and freighter airplanes. The 747-8 Intercontinental passenger airplane is the only jetliner in the 400- to 500-seat market. Stretched 5.6 m (18.3 ft) from the 747-400 to provide 467 seats in a typical three-class configuration, the Intercontinental offers the lowest seat-mile cost of any passenger airplane. It provides operators a 14,815-km (8,000-nmi) range, 28 percent greater cargo volume and 10 percent lower seat-mile costs compared to the 747-400. The 747-8 Freighter will fly 8,287 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.

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