Boeing names Telair International as supplier for 747-8 program

German supplier to provide 747-8 family with its cargo-handling system

EVERETT, Wash., Jan. 22, 2008 -- The Boeing Company [NYSE: BA] today announced the selection of Telair International to supply the cargo-handling system for the new Boeing 747-8. The supplier will provide systems for the main deck and lower hold of the 747-8 Freighter, as well as the lower hold of the 747-8 Intercontinental.

Telair International, based in Miesbach, Germany, will design and manufacture a cargo-handling system for the 747-8 that is similar to those found on many 747 fleets currently operating worldwide. This continuity will offer Boeing and its 747-8 operators the benefits that result from improved reliability of a mature product.

"Telair's knowledge of, and track record with, cargo-handling systems make it the right choice as a supplier for the 747-8," said Michael Teal, deputy chief project engineer for the 747 program. "They are an excellent addition to our team of international partners. Their contribution will be critical as we bring to market the 747-8 Freighter in late 2009 and the 747-8 Intercontinental in late 2010."

The cargo-handling system features "intelligent" power drive units networked through a control system that allows them to communicate with one another. This enables a safe and non-labor-intensive loading and unloading of the airplane, as well as simplifying system maintenance.

"We are pleased to be selected as the supplier for the 747-8 cargo-handling system," said Axel Hauner, president of Telair International. "We value our growing relationship with Boeing and are excited about the opportunity to work on the 747-8."

Telair has a long-standing and successful history of working with Boeing on the 747 and 767 programs, as well as freighter conversions. In 2005, Telair won the contract to develop the unique cargo-handling system for the Dreamlifter, a fleet of modified 747-400 airplanes used to transport the major assemblies of the 787 Dreamliner from partners worldwide to the Boeing factory in Everett, Wash.

"German aerospace companies, such as Telair, contribute to the success of Boeing's programs with technologically advanced products and services," said Lianne Stein, president of Boeing Germany. "Boeing partners with German companies on existing and new airplane models, such as the 787 and the 747-8."

Telair will design and manufacture the cargo-handling system at its facility in Miesbach. The first hardware deliveries are expected in late 2008.

The 747-8 family:

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. Lufthansa is the first airline to order the 747-8 Intercontinental. 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 14 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.

Telair International:

Telair International, a subsidiary of Teleflex Incorporated (NYSE:TFX), has been serving the airline industry for more than 35 years. Over that time, Telair has evolved from a component manufacturer to a producer of complete cargo loading and baggage handling systems, working in partnership with aircraft manufacturers and airlines.

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