Boeing Receives A-10 Modernization Contracts From US Air Force

ST. LOUIS, Sept. 24, 2009 -- The Boeing Company [NYSE: BA] announced today that it has received two separate contracts from the U.S. Air Force to support modernization of the service's fleet of 365 A-10 Thunderbolt II aircraft. The contracts, which have a total value of $4.2 million, consist of several tasks ranging in duration from three to 18 months.

The first contract, which will be performed by Boeing and Southwest Research Institute (SwRI), provides engineering services for the A-10 Aircraft Structural Integrity Program (ASIP). The program centers on updating and aligning modern structural analysis tools, processes and standards for the A-10 fleet.

The second contract, which will be performed by Boeing and industry team partners Raytheon Technical Services and BAE Systems Platform Solutions, is for a Trade Study Analysis and Operational Assessment/Proof of Concept for the Upgraded Data Transfer Unit (UDTU). The goal of this contract is to update the aircraft's avionics architecture to improve memory and data capability.

The ASIP and the UDTU contracts are two of many that will be awarded as part of the $1.6 billion A-10 Thunderbolt Life-Cycle Program Support (TLPS) contract. A-10 TLPS is designed to support the sustainment of the A-10 and integration of current and future requirements. In June, Boeing was selected as one of three contractors to fulfill several A-10 TLPS task and delivery orders for the Air Force.

Other A-10 contracts Boeing has received include a services contract that provides the Air Force with on-site engineering support and 3-D models of the A-10 wing, and a contract for fuselage lofting (transfer of a scaled-down plan to full size). The $2 billion A-10 Wing Replacement Program, which Boeing received in June 2007, plans to manufacture up to 242 enhanced wing assemblies. Work remains on schedule as Boeing continues to develop the 3-D models that provide the engineering foundation for production of the new wings. The models allowed the Air Force to quickly resolve wing-crack issues that temporarily grounded the A-10 fleet last year.

"We are honored to continue supporting the Air Force and the A-10 fleet," said Bill Moorefield, A-10 program manager for Boeing. "We are committed to the standard of excellence we have exhibited on the A-10 Wing Replacement Program, and we look forward to delivering the same outstanding level of customer satisfaction and performance on this contract."

The A-10, also known as the Warthog, was introduced into the Air Force inventory in 1976. The twin-engine aircraft provides close-air support of ground forces and employs a wide variety of conventional munitions, including general-purpose bombs. The simple, effective and survivable single-seat aircraft can be used against all ground targets, including tanks and other armored vehicles. The aircraft is supporting warfighters in Afghanistan and Iraq today.

A unit of The Boeing Company, Boeing Integrated Defense Systems is one of the world's largest space and defense businesses specializing in innovative and capabilities-driven customer solutions, and the world's largest and most versatile manufacturer of military aircraft. Headquartered in St. Louis, Boeing Integrated Defense Systems is a $32 billion business with 70,000 employees worldwide.

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