

Boeing Initiates Changes to 787 Power Panel, Updates to Software

Boeing Initiates Changes to 787 Power Panel, Updates to Software

EVERETT, Wash., Nov. 24, 2010 /[PRNewswire](#)/ -- Boeing (NYSE: BA) is developing minor design changes to power distribution panels on the 787 and updates to the systems software that manages and protects power distribution on the airplane. These changes come as the result of what has been learned from the investigation of an onboard electrical fire on a test airplane, ZA002, earlier this month in Laredo, Texas.

"We have successfully simulated key aspects of the onboard event in our laboratory and are moving forward with developing design fixes," said Scott Fancher, vice president and general manager of the 787 program. "Boeing is developing a plan to enable a return to 787 flight test activities and will present it to the U.S. Federal Aviation Administration (FAA) as soon as it is complete."

Engineers have determined that the fault began as either a short circuit or an electrical arc in the P100 power distribution panel, most likely caused by the presence of foreign debris. The design changes will improve the protection within the panel. Software changes also will be implemented to further improve fault protection.

The P100 panel is one of five major power distribution panels on the 787. It receives power from the left engine and distributes it to an array of systems.

The 787 team is now assessing the time required to complete the design changes and software updates that are being developed. A revised 787 program schedule is expected to be finalized in the next few weeks.

"Our team is focused on developing these changes and moving forward with the flight test program," said Fancher. "The team in Laredo is also well along in preparing to return ZA002 to Seattle."

Forward-Looking Statements

Certain statements in this report may be "forward-looking" within the meaning of the Private Securities Litigation Reform Act of 1995. Words such as "expects," "intends," "plans," "projects," "believes," "estimates," "targets," "anticipates," and similar expressions are used to identify these forward-looking statements. Forward-looking statements are based upon assumptions about future events that may not prove to be accurate. These statements are not guarantees of future performance and involve risks, uncertainties and assumptions that are difficult to predict. Actual outcomes and results may differ materially from what is expressed or forecasted in these forward-looking statements. As a result, these statements speak to events only as of the date they are made and we undertake no obligation to publicly update or revise any forward-looking statements, whether as a result of new information, future events or otherwise, except as required by federal securities laws. Specific factors that could cause actual results to differ materially from forward-looking statements include, but are not limited to, statements we make regarding our guidance relating to future financial and operating performance, the effect of economic conditions in the United States and globally, and general industry conditions as they may impact us or our customers, as well as the other important factors disclosed previously and from time to time in our other filings with the Securities and Exchange Commission.

Contact:

Lori Gunter

787 Communications

+1 206-931-5919

SOURCE Boeing
