

Ball Aerospace Integrates Four of Five Payloads onto STPSat-3

PR Newswire
BOULDER, Colo.

BOULDER, Colo., Dec. 20, 2012 /PRNewswire/ -- Ball Aerospace & Technologies Corp. has successfully integrated four of the five payloads and a spacecraft de-orbit module onto STPSat-3, the Department of Defense Space Test Program's Standard Interface Vehicle (STP-SIV) slated to launch August 1, 2013. Integration of the four instruments and the MMA Design LLC De-Orbit Module was completed in 18 days.

STPSat-3 is a common spacecraft, standard payload interface series of satellites built by Ball Aerospace for the Air Force Space and Missile Systems Center, Space Development & Test Directorate. The standard interface vehicle supports a variety of experimental and risk reduction payloads at various low-Earth orbits. The design is based on the flight-proven Ball Configurable Platform 100 (BCP-100) which is compatible with multiple launch vehicles.

"With a build time of 47 days for STPSat-3 and 18 days for integration, our spacecraft bus continues to demonstrate its rapid production and deployment capability," said David L. Taylor, Ball Aerospace president and CEO.

The first payload integrated to the spacecraft was the NOAA Total Solar Irradiance Calibration Transfer Experiment (TCTE), built by the Laboratory for Atmospheric and Space Physics (LASP) at the University of Colorado, Boulder. This instrument will help determine the effects of solar radiation on Earth's climate and will provide continuity of climate data record measurements prior to the launch of the Joint Polar Satellite System in 2017. The JPSS-1 satellite is also being built by Ball Aerospace.

The additional four payloads integrated include: iMESA-R (Integrated Miniaturized Electrostatic Analyzer Reflight); SSU (Strip Sensor Unit); and SWATS (Small Wind and Temperature Spectrometer). All of the integrated instruments have been individually tested. The spacecraft is currently proceeding through space vehicle system performance testing. Arrival and installation of the final payload, J-CORE (Joint Component Research), will be completed by the end of 2012.

Ball Aerospace & Technologies Corp. supports critical missions for national agencies such as the Department of Defense, NASA, NOAA and other U.S. government and commercial entities. The company develops and manufactures spacecraft, advanced instruments and sensors, components, data exploitation systems and RF solutions for strategic, tactical and scientific applications. For more information visit www.ballaerospace.com.

Ball Corporation (NYSE: BLL) is a supplier of high quality packaging for beverage, food and household products customers, and of aerospace and other technologies and services, primarily for the U.S. government. Ball Corporation and its subsidiaries employ more than 14,500 people worldwide and reported 2011 sales of more than \$8.6 billion. For the latest Ball news and for other company information, please visit <http://www.ball.com>.

Forward-Looking Statements

This release contains "forward-looking" statements concerning future events and financial performance. Words such as "expects," "anticipates," "estimates" and similar expressions are intended to identify forward-

looking statements. Such statements are subject to risks and uncertainties which could cause actual results to differ materially from those expressed or implied. The company undertakes no obligation to publicly update or revise any forward-looking statements, whether as a result of new information, future events or otherwise. Key risks and uncertainties are summarized in filings with the Securities and Exchange Commission, including Exhibit 99.2 in our Form 10-K, which are available on our website and at www.sec.gov. Factors that might affect our packaging segments include fluctuation in product demand and preferences; availability and cost of raw materials; competitive packaging availability, pricing and substitution; changes in climate and weather; crop yields; competitive activity; failure to achieve anticipated productivity improvements or production cost reductions; mandatory deposit or other restrictive packaging laws; changes in major customer or supplier contracts or loss of a major customer or supplier; political instability and sanctions; and changes in foreign exchange rates or tax rates. Factors that might affect our aerospace segment include: funding, authorization, availability and returns of government and commercial contracts; and delays, extensions and technical uncertainties affecting segment contracts. Factors that might affect the company as a whole include those listed plus: accounting changes; changes in senior management; the recent global recession and its effects on liquidity, credit risk, asset values and the economy; successful or unsuccessful acquisitions; regulatory action or laws including tax, environmental, health and workplace safety, including U.S. FDA and other actions affecting products filled in our containers, or chemicals or substances used in raw materials or in the manufacturing process; governmental investigations; technological developments and innovations; goodwill impairment; antitrust, patent and other litigation; strikes; labor cost changes; rates of return projected and earned on assets of the company's defined benefit retirement plans; pension changes; uncertainties surrounding the U.S. government budget and debt limit; reduced cash flow; interest rates affecting our debt; and changes to unaudited results due to statutory audits or other effects.

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