

Ball Aerospace Presents Proposal for Ares I Crew Launch Vehicle Instrument Unit Avionics

PRNewswire-FirstCall
HUNTSVILLE, Ala.

Ball Aerospace & Technologies Corp., Hamilton Sundstrand, and Pratt & Whitney Rocketdyne, Inc., (Team Ball) presented an oral summary of its Ares I Crew Launch Vehicle Instrument Unit Avionics (IUA) proposal to NASA Marshall Space Flight Center on August 7, following a July 30 submission of the proposal for cost volume.

During the presentation, Ball Aerospace, the proposed prime contractor, communicated the integrated approach supported by Hamilton Sundstrand and Pratt & Whitney Rocketdyne, Inc., both subsidiaries of United Technologies Corp., highlighting the complementary capabilities, system engineering and integration, innovation, experience and culture that Team Ball offers NASA in Huntsville on the Ares I Instrument IUA. Team Ball also noted the major investments made in preparation for successfully meeting the requirements of the IUA contract, including the development of collaborative design tools, Ares-related Independent Research and Development (IRAD) activities and identification of Huntsville facilities from which to execute the program. Together, these investments will enable Team Ball to perform immediately upon contract award.

"The exceptional and complementary space system integration and human space flight experience that Team Ball brings to the Ares I Instrument Unit Avionics pursuit, provides NASA with the right capabilities at the right time in our nation's history, as we take the next giant step forward in returning humans to the moon," said Bill Townsend, Ball Aerospace vice president for exploration systems.

About the companies:

Ball Aerospace & Technologies Corp. develops and manufactures spacecraft, advanced instruments and sensors, components, data exploitation systems and RF solutions for strategic, tactical and scientific applications that support critical missions for the Department of Defense, NASA, NOAA and other U.S. government and commercial entities. Ball Aerospace is a wholly owned subsidiary of Ball Corporation, a supplier of high-quality metal and plastic packaging products for beverage, food and household customers. Ball Corporation and its subsidiaries employ more than 15,500 people worldwide and reported 2006 sales of \$6.6 billion.

With 2006 revenues of \$5 billion, Hamilton Sundstrand employs approximately 17,500 people worldwide and is headquartered in Windsor Locks, Conn. Among the world's largest suppliers of technologically advanced aerospace and industrial products, the company designs, manufactures and services aerospace systems and provides integrated system solutions for commercial, regional, corporate and military aircraft. It also is a major supplier for international space programs. Hamilton Sundstrand is on the Lockheed Martin Orion team with responsibility for Power Management and Distribution, Environmental Control and Life Support Systems and Active Thermal Control. NASA recently selected Hamilton Sundstrand for the advanced technology contract related to the Thrust Vector Controls turbine pump assembly for application on the Ares I upper stage.

Pratt & Whitney Rocketdyne, Inc., a part of Pratt & Whitney, offers a complete line of propulsion products used in a wide variety of government and commercial applications, including the main engines for the space shuttle, Atlas and Delta launch vehicles, missile defense systems and advanced hypersonic engines.

Pratt & Whitney is a world leader in the design, manufacture and service of aircraft engines, space propulsion systems and industrial gas turbines. United Technologies, based in Hartford, Conn., is a diversified company, providing high technology products and services to the global aerospace and building industries.

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 at our Web site and at <http://www.sec.gov/>. Factors that might affect our packaging segments include fluctuation in consumer and customer demand and preferences; availability and cost of raw materials, including recent significant increases in resin, steel, aluminum and energy costs, and the ability to pass such increases on to customers; competitive packaging availability, pricing and substitution;

changes in climate and weather; crop yields; industry productive capacity and competitive activity; failure to achieve anticipated productivity improvements or production cost reductions, including those associated with our beverage can end project; the German mandatory deposit or other restrictive packaging laws; changes in major customer or supplier contracts or loss of a major customer or supplier; and changes in foreign exchange rates, tax rates and activities of foreign subsidiaries. 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; successful or unsuccessful acquisitions, joint ventures or divestitures; integration of recently acquired businesses; regulatory action or laws including tax, environmental and workplace safety; 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; reduced cash flow; interest rates affecting our debt; and changes to unaudited results due to statutory audits or other effects.

First Call Analyst:

FCMN Contact: rbrown@ball.com

SOURCE: Ball Aerospace & Technologies Corp.

CONTACT: Roz Brown of Ball Aerospace & Technologies Corp.,
+1-303-533-6059, rbrown@ball.com

Web site: <http://www.ballaerospace.com/>

<https://ball.mediaroom.com/2007-08-28-Ball-Aerospace-Presents-Proposal-for-Ares-I-Crew-Launch-Vehicle-Instrument-Unit-Avionics>