Ball News Releases

Ball Aerospace Completes CDR for Air Force STP-SIV Program

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Ball Aerospace & Technologies Corp. has successfully completed the Space Test Program Standard Interface Vehicle (STP-SIV) Critical Design Review (CDR) for the United States Air Force. Ball Aerospace is developing the STP-SIV program for the Space and Missile's Command Space Development and Test Wing Space Development Group.

The CDR demonstrated the design maturity of the spacecraft bus to perform over a wide range of orbit conditions and payload operating parameters, and also validated payload accommodation design and test plans. Representatives from the Development Group at Kirtland Air Force Base, Aerospace Corp., AeroAstro, Inc., Broad Reach Engineering, and prime contractor Ball Aerospace participated in the CDR. The Air Force determined that the CDR criteria had been successfully met to proceed with fabrication, assembly, payload integration, and test activities for the space vehicle and the detailed Integration and Test procedure development.

"The successful STP-SIV CDR establishes the baseline for this important program that is a key enabler for Operationally Responsive Space," said Fred Doyle, vice president and general manager for Ball Aerospace's National Defense Solutions business unit. "The advancement of the STP-SIV program continues the success Ball Aerospace celebrated earlier this year through our involvement in the Air Force STP-1 mission in providing the serviceable NextSat satellite for the Orbital Express Mission."

The STP, managed by the Space Development and Test Wing of the Air Force Space & Missile Command at Kirtland Air Force Base in New Mexico, has launched more than 400 space technology experiments and is celebrating its 40th anniversary this year. The goal of the STP-SIV program is to increase flexibility and reduce the cost of small satellite missions through the use of a standard bus design and standard payload interface capable of supporting a variety of experimental payloads and launch vehicles.

Ball Aerospace was awarded the contract in 2006 for up to six vehicle delivery orders. As prime contractor, Ball Aerospace is responsible for the overall system including the standard payload interface design, payload integration, space vehicle environmental testing, and launch and mission support. AeroAstro is responsible for supplying the spacecraft bus as well as providing integration, launch and mission operation support.

Ball Aerospace & Technologies Corp. supports critical missions of important 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. Over the past 50 years, Ball Aerospace has been responsible for numerous technological and scientific 'firsts' and acts as a technology innovator for the aerospace market.

Ball Corporation is a supplier of high-quality metal and plastic packaging products for beverage, food and household customers, and of aerospace and other technologies and services, primarily for the U.S. government. Ball Corporation and its subsidiaries employ more than 15,500 people worldwide and reported 2006 sales of $6.6 billion.

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.

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