

## **Ball Aerospace Awarded Second Contract for STP-SIV Program**

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BOULDER, Colo.

Ball Aerospace & Technologies Corp. has been awarded a \$13.4 million U.S. Air Force contract to procure long-lead hardware for a second Space Test Program Standard Interface Vehicle (STP-SIV) spacecraft. The first STP-SIV spacecraft launch is expected in the first quarter of 2010.

(Photo: <http://www.newscom.com/cgi-bin/prnh/20090713/LA45058>)

The contract follows the prime contract signed in April 2006 for the first Department of Defense (DoD) STP-SIV vehicle, that included a provision for up to six vehicle orders for the Air Force Space Development & Test Wing's (SDTW) Space Development Group at Kirtland Air Force Base, Albuquerque, N.M. The system is a key enabler for the DoD Space Test Program.

The contract is a follow-on to the first STP-SIV space vehicle, which recently completed the initial phase of system environmental testing including electromagnetic interference and compatibility, to be followed by vibration and thermal vacuum testing.

"This type of arrangement, in addition to driving down costs, enhances U.S. space superiority by supporting the Operationally Responsive Space strategy," said Drew Crouch, vice president and general manager for Ball Aerospace's National Defense business unit.

To meet the U.S. Air Force's goal for small satellite missions that incorporate both flexibility and reduced cost, Ball Aerospace has employed a standard vehicle with a standard payload interface capable of supporting a variety of experimental payloads and launch vehicles. The 120 kg bus is designed to fly in a wide range of LEO orbits and supports a variety of launch vehicle configurations including the EELV Secondary Payload Adapter (ESPA). In addition to the overall STP-SIV system and payload interface design, Ball is responsible for payload integration, space vehicle environmental testing and launch and mission 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.

Ball Corporation is a supplier of high-quality metal and plastic 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 14,000 people worldwide and reported 2008 sales of approximately \$7.6 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 [www.sec.gov](http://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, including our beverage can end project; 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; changes in senior management; the current global credit squeeze and its effects on liquidity, credit risk, asset values and the economy; successful or unsuccessful acquisitions, joint ventures or divestitures; integration of recently acquired businesses; regulatory action or laws including tax, environmental, health and workplace safety, including in respect of 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; reduced cash flow; interest rates affecting our debt; and changes to unaudited results due to statutory audits or other effects.

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