

Ball Aerospace's First Standard Interface Vehicle Set to Launch

PR Newswire
BOULDER, Colo.

BOULDER, Colo., Nov. 17, 2010 /PRNewswire/ -- The first Space Test Program Standard Interface Vehicle (STP-SIV) built by Ball Aerospace & Technologies Corp. for the Space Development and Test Wing of the U.S. Air Force Space and Missile Systems Center is scheduled to launch aboard a Minotaur IV rocket as part of the STP-S26 mission from Alaska's Kodiak Launch Complex on November 19.

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[STPSat-2](#) is the first spacecraft in Ball's STP Standard Interface Vehicle product line that is compatible with multiple launch vehicles and supports a variety of experimental and risk reduction payloads at different low-Earth orbits. The standard payload interface can support up to four independent payloads, each having its own separate power and data interface. STPSat-2 is one of seven satellites and 16 experiments to make up the STP-S26 mission.

"The beauty of the responsive spacecraft bus used for STPSat-2 is its ability to accommodate a broad range of payloads," said David L. Taylor, president and CEO of Ball Aerospace. "The repeatable design provides low cost space access for the Air Force while accelerating the build schedule and reducing risk."

The two experiments mounted on the payload standard interface module of the first STP-SIV satellite include the Space Phenomenology Experiment (SPEX) which includes two payloads to evaluate sensor compatibility for the space environment; and the Ocean Data Telemetry MicroSatLink (ODTML) which will relay data from ocean and terrestrial sensors to users.

Ball Aerospace will complete work on an identical STP-SIV - STPSat-3 spacecraft by the end of 2010 that will host four experimental military payloads. Integration of payloads on the STPSat-3 spacecraft will begin in February 2011. In 2006, Ball Aerospace was awarded a contract for up to six STP-SIV spacecraft.

STPSat-2 is the first spacecraft for the Department of Defense Space Test Program Standard Interface Vehicle program managed by the Space Development and Test Wing at Kirtland Air Force Base, Albuquerque, N.M. The STP-SIV architecture developed for STPSat-2 supports the Operationally Responsive Space strategy to ensure U.S. space superiority. This is the first launch of a Ball Aerospace spacecraft from the state-of-the-industry spacecraft on Kodiak Island, working successfully with the Alaska Aerospace Corporation.

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. 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 14,000 people worldwide and reported 2009 sales of more than \$7.3 billion including discontinued operations. For the latest Ball news and for other company information, please visit 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 at our Web site 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; 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 current global recession 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 climate change, 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; reduced cash flow; interest rates affecting our debt; and changes to unaudited results due to statutory audits or other effects.

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