

Boeing in Japan

For more than half a century, Boeing has been the top provider of commercial jetliners to Japanese airlines and a major supplier of military equipment and aircraft to Japan's Ministry of Defense (MoD). Today, Boeing retains deep supplier, customer and partner relationships across Japanese government, industry and civil society.

Boeing opened its first office in Japan in 1953 and now has approximately 200 employees at more than 20 sites across the country. Boeing named Brett Gerry president of Boeing Japan in February 2016. Gerry is responsible for expanding Boeing's local presence, managing business partnerships and pursuing new growth and productivity initiatives in Japan — continuing a legacy that began 65 years ago.

Boeing Commercial Airplanes

Japanese carriers have ordered more than 970 Boeing jetliners, and Japan has long stood as one of the largest international markets for Boeing Commercial Airplanes, especially for large twin-aisle airplanes.

Boeing is privileged to have an approximately 80 percent share of Japan's current commercial jet fleet market, and every day more than 350,000 passengers fly on a Boeing airplane in Japan.

In addition to being a major customer for the 747, 767 and 777, Japan is the single biggest country-customer for the 787 Dreamliner, which was launched in 2004 with an order for 50 airplanes by Tokyo-based ANA — at the time the largest launch order ever for a Boeing commercial airplane. In addition, JAL selected the 787 Dreamliner as its next-generation mid-sized twin-aisle airplane. Both customers collaborated with Boeing in the development of the Dreamliner, sharing their expertise in passenger amenity, airplane performance and aircraft maintenance.

In 2014, ANA committed to extending this outstanding legacy of leadership when it chose to join the launch group of Boeing's latest airplane in development — the super-efficient 777X.

Boeing Defense, Space & Security

Boeing Defense, Space & Security and the MoD have a long history of working together to meet Japan's defense needs. This cooperation dates back to 1956 and Mitsubishi Heavy Industries' (MHI) licensed production of the F-86 Sabre Jet produced by Boeing heritage company North American Aviation. Boeing continued collaboration with the Japanese industry through licensed production of the Vertol 107 helicopter and the F-4 Phantom.

Over the past six decades, Boeing has delivered more than 300 aircraft in defense of Japan. In 1981, the first non-U.S. delivery of 10 F-15 Eagles began under the Peace Eagle program. Four more F-15s were delivered to Japan in 1983, and in total, MHI built nearly 200 F-15J/DJ Eagles under licensed production. Today, Japan operates the largest fleet of F-15s outside the United States. Together, Boeing and MHI are upgrading the F-15J/DJ aircraft to fulfill Japan's desired mission effectiveness well into the 21st century.

Defense, Space & Security has provided many other defense solutions to Japan's Self-Defense Forces. In 1978, the Japan Maritime Self-Defense Force (JMSDF) first placed orders for Harpoon anti-ship missiles; currently, JMSDF is second only to the U.S. Navy in terms of the number of Harpoon missiles in its inventory.

Boeing began delivering CH-47 Chinook helicopters to the Japan Air and Ground Self-Defense Forces (JASDF and JGSDF) in 1984. Since then, Kawasaki Heavy Industries (KHI), under license by Boeing, has manufactured and delivered 100 CH-47s to Japanese forces — providing Japan with the largest operational Chinook fleet outside the United States.

Boeing delivered the first of 13 AH-64D Apache Longbows to JGSDF in March 2006 through a license agreement with Subaru (formally Fuji Heavy Industries (FHI)). Boeing has also delivered four KC-767 tankers and four Airborne Warning and Control System (AWACS) aircraft to JASDF, and continues to provide ongoing support and upgrades for these platforms.

Japan became the first international customer for the KC-46 tanker in October 2015. In the same year, the MoD also became the first international customer for the V-22 Osprey.

The partnership between Boeing and Japan extends beyond the confines of Earth into outer space. The Boeing Syncom 3 satellite relayed live coverage of the 1964 summer Olympics opening ceremony in Tokyo around the world. Today, Boeing provides communications solutions for Japanese satellite operators JSAT and Kacific.

JCSAT-18/Kacific-1, a Boeing 702 satellite for two customers, completed its critical design review in February 2018 with teams from Boeing, SKY Perfect JSAT Corp. of Japan and Kacific Broadband Satellites of Singapore. This marks a major step forward for the Boeing 702 satellite that will have distinct payloads for each of the two Asia-Pacific region customers. The JCSAT-18 payload will improve mobile and broadband services for SKY Perfect JSAT Corp. Asia-Pacific customers, including Far East Russia. The Kacific-1 payload for Kacific Broadband Satellites will provide high-speed Ka-band satellite broadband internet to more than 20 countries in Southeast Asia and the Pacific.

Since the 1980s, Boeing has built 11 satellites for JSAT Corp. and Space Communications Corp., both now part of SKY Perfect JSAT Corp.

As the main contractor on the International Space Station, Boeing worked closely with NASA, JAXA, and MHI on the integration of the Kibo module, which has been an inspiring symbol of innovation and international collaboration to the people of Japan and others around the world.

Boeing Partners in Japan

Around 150 Japanese companies are suppliers to Boeing across its commercial and defense product lines. Boeing procures around \$5 billion worth of goods and services from Japan every year, and Boeing-related work supports tens of thousands of highly skilled aerospace jobs in Japan.

MHI, KHI and Subaru produce components for Boeing commercial models and manage licensed production of Boeing defense products. These companies designed and developed 35 percent of the 787 Dreamliner airframe structure, including the main wing box — the first time the design and build of such a critical part was entrusted outside the company. Together, they also supply 16 percent and 21 percent of the 767 and 777 airframes respectively, and have contracted with Boeing to provide 21 percent of the super-efficient 777X.

Other components provided by Japanese firms include tires, gear boxes, trailing-edge flaps, lavatories, flight deck interiors, altimeters, actuators, valves and video entertainment systems. Toray Industries is providing composite materials for the 787.

Boeing's partnerships in Japan extend well beyond the above examples. In fact, the company has meaningful collaborations in the technology and environmental areas with Japanese universities, research institutions and various government agencies.

Boeing Global Engagement

Boeing and its Japan-based employees are deeply involved in their communities. Through an annual funding process, Boeing Japan invests in nonprofit organization-led projects that align with the company's charitable guidelines. Recent projects supported by Boeing Japan include revitalizing a community devastated by mercury poisoning from industrial waste; providing therapy and support to children orphaned in difficult circumstances; supporting an outdoor camp for children with life-threatening illnesses; and the reforestation of a black pine forest devastated by the March 11, 2011, tsunami in the Tohoku region.

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