



Spirit AeroSystems selected to design and manufacture pylon for Bombardier CSeries Aircraft

Wichita, Kan., June 16, 2009 – Spirit AeroSystems, Inc. [NYSE: SPR] has been selected to design and build the pylon for the Bombardier CSeries* commercial jet. In addition to the pylon, the work package for both the CS100 and CS300 aircraft models includes systems, strut-to-wing hardware, and the aft fairing package.

“Spirit is honored to partner with Bombardier on the CSeries aircraft program,” said Mike King, senior vice president and general manager of Spirit’s Propulsion Segment. “We’re thrilled to welcome Bombardier as a new customer, and look forward to building the relationship.”

Pylon work will be performed at Spirit’s facility in Wichita, Kan. A pylon is a large, highly specialized aerostructure that holds an aircraft’s engine and its casing to the wing. Spirit’s Wichita location has decades of experience building pylons for large commercial aircraft. It currently builds pylons for every Boeing commercial airplane in production, and was awarded a contract to design and build the pylon for the Mitsubishi Regional Jet in 2008.

Industry-leading designs and processes will be applied by Spirit, including expansion of Spirit Exact™, an advanced manufacturing assembly process that utilizes detail part features such as holes, surfaces, and slots, to provide for "self location" of parts at assembly. The process minimizes or eliminates part locating tools and the cost, time and maintenance associated with them.

Parts will be designed and made from light-weight aluminum and titanium materials wherever possible, and will be manufactured at the company’s Wichita, Kan., facility.

“Spirit has established itself as a leader in propulsion systems in the commercial market, and adding this work package to our portfolio is an important step in the future of our company,” King said.

The Bombardier CSeries family of single-aisle commercial aircraft is designed for the 100- to 149-seat market, featuring the new Pratt & Whitney Geared Turbo Fan Engine. The CSeries aircraft combines advanced materials, leading-edge technology, and proven methods to meet commercial airline needs. The aircraft is expected to enter into service in 2013.

* CSeries is a trademark of Bombardier Inc. or of its subsidiaries.

On the web: www.spiritaero.com

Contact:

Debbie Gann, Spirit Corporate Communications, 316-526-3910

###

About Spirit AeroSystems Inc

Based in Wichita, Kan., Spirit AeroSystems is the world's largest independent supplier of commercial airplane assemblies and components. In addition to its Kansas facility, Spirit has locations in Tulsa and McAlester, Okla.; Prestwick, Scotland; Samlesbury, England; Kuala Lumpur, Malaysia; and is developing a new manufacturing facility in Kinston, N.C. In the U.S., Spirit's core products include fuselages, pylons, nacelles and wing components. Additionally, Spirit provides aftermarket customer support services, including spare parts, maintenance/repair/overhaul, and fleet support services in North America, Europe and Asia. Spirit Europe produces wing components for a host of customers, including Airbus.

About Bombardier

A world-leading manufacturer of innovative transportation solutions, from commercial aircraft and business jets to rail transportation equipment, systems and services, Bombardier Inc. is a global corporation headquartered in Canada. Its revenues for the fiscal year ended Jan. 31, 2009, were \$19.7 billion US, and its shares are traded on the Toronto Stock Exchange (BBD). Bombardier is listed as an index component to the Dow Jones Sustainability World and North America indexes. News and information are available at www.bombardier.com.

This press release contains forward-looking statements concerning future business opportunities. Actual results may vary materially from those projected as a result of certain risks and uncertainties, including but not limited to future levels of business in the aerospace and commercial transport industries or in the number of aircraft to be built; the success and timely progression of our customers' new programs; challenges in the design, development, production and support of advanced technologies; as well as other risks and uncertainties, including but not limited to those detailed in Spirit AeroSystems Holdings, Inc. Securities and Exchange Commission filings.