

Boeing Reports Third Quarter Deliveries

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The Boeing Company today announced third quarter and nine months 1998 deliveries as follows:

Major Programs	3rd Quarter	Nine Months
737 Classic	25	92
737 Next-Generation	41	91
747	11	32
757	12	35
767	11	35
777	15	52
MD-80	2	5
MD-90	4	18
MD-11	2	8
Total Commercial Airplanes	123	368
C-17	2	6
F15	12	25
F/A-18C/D	8	24
T-45TS	4	11
767 AWACS	-	2
757 C32-A	-	2
Delta II	1	8
Delta III	1	1

At the end of the third quarter there were 36 undelivered commercial airplanes in storage, including 10 737 Classics, 8 Next-Generation 737s, 9 747s, 1 767, 3 777s and 5 MD-90s. The majority of these airplanes are awaiting final customer-financing arrangements, most of which are expected to occur in the fourth quarter.

Boeing plans to deliver approximately 550 commercial airplanes this year, including four non-commercial 757-C32As for the U.S. Government.

Forward-Looking Information Is Subject to Risk and Uncertainty

Certain statements in this release contain "forward-looking" information that involves risk and uncertainty, including projections for deliveries and customer financing. This forward-looking information is based upon a number of assumptions, including assumptions regarding demand, internal performance, customer financing, supplier and subcontractor performance, and government policies and actions. Actual future results and trends may differ materially depending on a variety of factors, including the Company's successful execution of internal performance plans including production recovery and production rate increases; the cyclical nature of the Company's business, volatility of the market for certain products; product performance risks associated with regulatory certifications of the Company's commercial aircraft by the U.S. Government and foreign governments; other regulatory uncertainties; collective bargaining labor disputes; performance issues with key suppliers, subcontractors and customers; governmental export and import policies; factors that result in significant and prolonged disruption to air travel worldwide; global trade policies; worldwide political stability and economic conditions, particularly in Asia; and legal proceedings. Additional information regarding these factors is contained in the Company's Annual Report on Form 10-K for the year ended 1997 and Form 10-Q for the quarterly period ended June 30, 1998.

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