

## Boeing Reports First Quarter 2000 Deliveries

The Boeing Company today announced first quarter 2000 deliveries across its commercial, military and space operations. The company reported delivering 74 commercial jet transports, plus one 747 delivered for the U.S. Air Force, in the first quarter of 2000 - down from the 125 deliveries originally planned. This reflects delivery delays as the company recovers from a 40-day strike by engineers and technical workers that ended March 20, 2000.

Boeing Commercial Airplanes Group delivered 15 airplanes in March. The company still expects to recover from the strike delays and deliver about 490 jetliners, as planned, by the end of the year.

"It's great to have our engineering and technical team back. Though we have work to make up, our planned commercial deliveries for 2000 are less than the record output of last year. Our full attention is focused on once again satisfying our customers with quality products and services," said Phil Condit, Boeing chairman and chief executive officer.

Boeing's year to date major program deliveries follow:

Major Programs	1st Quarter
<i>Commercial Airplanes Programs</i>	<i>Deliveries</i>
717	3
737 Classic	2
737 Next-Generation	39
747	4
757	10
767	5
777	10
MD-11	2
<b>Total Commercial Airplanes</b>	<b>75</b>
C-17	3
F-15	4
F/A-18C/D	6
F/A-18E/F	4
Apache	2
CH-47 Chinook	1
T-45TS	4
Delta II	2

## Forward-Looking Information Is Subject to Risk and Uncertainty

Certain statements in this presentation contain "forward-looking" information that involves risk and uncertainty, including projections for commercial aircraft deliveries. This forward-looking information is based upon a number of assumptions including assumptions regarding internal performance; product performance; customer financing; customer, 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 continued research and development, production rate increases and decreases, production system initiatives, supplier contract negotiations, product performance risks; uncertainties 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; legal, financial and governmental risks related to international transactions; legal proceedings; and other economic, political and technological risks and uncertainties. Additional information regarding these factors is contained in the Company's SEC filings, including, without limitation, the Company's Annual Report on Form 10-K for the year ended 1999.

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