Boeing Reports Second Quarter Deliveries

The Boeing Company today reported second quarter and six months 2000 deliveries across its commercial, military and space operations. The company reported delivering 167 commercial jet transports in the second quarter of 2000. This reflects planned deliveries, as well as additional deliveries that were delayed due to the engineering strike.

"As promised, by the end of the second quarter, we have essentially recovered from the strike," said Boeing Chairman and CEO Phil Condit. "The Boeing team really pulled together to get things back on track for our customers, and we are delighted with the results." Boeing's year-to-date major program deliveries follow:

Major Programs	2nd Quarter 2000	Six Months 2000
Commercial Airplanes		
717	8	11
737 Classic	0	2
737 Next-Generation	102	141
747	8	12
757	18	28
767	13	18
777	17	27
MD-11	1	3
Total Commercial	**167**	**242**
C-17	3	6
F15	1	5
F/A-18C/D	8	14
F/A-18E/F	7	11
AH-64D	2	4
CH-47	3	4
T-45TS	5	9
Delta II	0	2

On June 29, the company also announced that the production rate for Next-Generation 737s would increase from the current 24 per month to 28 per month with deliveries in the third quarter of 2001.

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 production rate increases and deliveries. This forward-looking information is based upon a number of assumptions including assumptions regarding demand; current and future markets for the company's products and services; internal performance; product performance; customer financing; customer, supplier and subcontractor performance; government policies and actions; and successful negotiation of contracts with the company's labor unions. 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, production system initiatives, supplier contract negotiations, asset management plans, procurement plans, and other cost-reduction efforts; product performance risks; the cyclical nature of the Company's businesses; volatility of the market for certain products; domestic and international competition; 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 and Form 10-Q for the quarterly period ended March 31, 2000.

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