

Boeing Reports Third Quarter Deliveries

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The Boeing Company today announced third quarter and nine months 2000 deliveries across its commercial, military and space operations. The company reported delivering 117 commercial jet transports in the third quarter of 2000. Year-to-date deliveries now total 359 commercial jet aircraft, which is on plan with the year end target of 490 delivered aircraft.

Boeing's year-to-date major program deliveries follow:

Major Programs	3rd Quarter 2000	Nine Months 2000
<i>Commercial Airplanes</i>		
717	9	20
737 Classic	0	2
737 Next-Generation	68	209
747	7	19
757	9	37
767	12	30
777	11	38
MD-11	1	4
Total Commercial	117	359
C-17	4	10
F15	0	5
F/A-18C/D	2	16
F/A-18E/F	6	17
AH-64D	2	6
CH-47	1	5
T-45TS	4	13
Delta II	0	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 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 June 30, 2000.

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