Boeing Executive Scott Carson to Lead Commercial Airplanes Business

Jim Jamieson Named Commercial Airplanes' Chief Operating Officer

Boeing Chairman, President and CEO Jim McNerney today announced the appointment of Scott E. Carson as president and CEO, Boeing Commercial Airplanes.

Carson, 60, a 34-year Boeing veteran, moves to the leadership position from vice president, Sales, for Commercial Airplanes. He replaces Alan Mulally, who has been named chief executive of Ford Motor Company.

"Scott Carson is a seasoned and well-respected leader who knows our customers, our business strategies, and our products and services inside and out," said McNerney. "He is uniquely qualified to step in and lead our commercial airplanes team and continue to advance our performance and growth plans."

Boeing also named James M. Jamieson, 58, to the new position of chief operating officer, Boeing Commercial Airplanes. Jamieson currently serves as senior vice president, Engineering, Operations & Technology, at Boeing's corporate offices in Chicago. Jamieson will report to Carson and oversee airplane operations and product development.

"Adding the strength of Jim's background and experience in engineering, operations and product development will make our already strong Commercial Airplanes team even stronger," said McNerney.

Carson has a long record of accomplishment across Boeing. In his most recent position he reinvigorated sales of Boeing commercial airplanes and related services to airline customers and leasing companies around the world. He has also served as executive vice president and chief financial officer of Boeing Commercial Airplanes, where he led the finance and business strategy organizations, as well as information systems and services. He also held leadership positions in the company's defense business and was the first president of Connexion by Boeing.

"I am excited and energized by the prospect of leading the people of this great business," Carson said. "We will remain steadfast and focused on executing our growth and productivity strategies, and meeting our commitments to our customers."

Carson will continue to lead the Commercial Airplanes sales team until a successor is named.

Jamieson is a 30-year company veteran steeped in commercial airplane engineering, design and production. In his current position, he worked to strengthen engineering and operations functions across the company, and provided leadership to the Boeing technology and information technology organizations. He served previously as senior vice president of airplane programs for Commercial Airplanes, where he was responsible for the design and production of all Boeing commercial airplanes. Other roles he has held include head of Boeing's single-aisle commercial airplane programs, chief project engineer for the 757, and chief of customer engineering for the 747 and 767 programs.

Mulally was named to his position at Ford today after 37 years with Boeing.

"We thank Alan for his enduring contributions and nearly 40 years of service to our company," said McNerney. "We wish him great success as he moves on to become CEO at Ford."

The Boeing leadership changes are effective immediately.

Editor's note: Biographies and photos of these Boeing executives can be found at http://boeingmedia.com/

Forward-Looking Information Is Subject to Risk and Uncertainty

Certain statements in this report may constitute "forward-looking" statements within the meaning of the Private Litigation Reform Act of 1995. Words such as "expects," "intends," "plans," "projects," "believes," "estimates," and similar expressions are used to identify these forward-looking statements. These statements are not guarantees of future performance and involve risks, uncertainties and assumptions that are difficult to predict. Forward-looking statements are based upon assumptions as to future events that may not prove to be accurate. Actual outcomes and results may differ materially from what is expressed or forecasted in these forward-looking statements. As a result, these statements speak only as of the date they were made and the company undertakes no obligation to publicly update or revise any forward-looking statements, whether as a result of new information, future events or otherwise. The company's actual results and future trends may differ materially depending on a variety of factors, including the continued operation, viability and growth of major airline customers; adverse developments in the value of collateral securing customer and other financings; the occurrence of any significant collective bargaining labor dispute; its successful execution of internal performance plans including its company-wide growth and productivity initiatives, production rate increases and decreases (including any reduction in or termination of an aircraft product), availability of raw materials, acquisition and divestiture plans, and other cost-reduction and productivity efforts; ability to meet development,

production and certification schedules for the 787 program ; the actual outcomes of certain pending sales campaigns and the launch of the 787 program; the cyclical nature of some of its businesses; performance issues with key suppliers, subcontractors and customers; significant disruption to air travel worldwide (including future terrorist attacks); global trade policies; worldwide political stability; domestic and international economic conditions; price escalation; the outcome of political and legal processes; legal and investigatory proceedings; tax settlements with the IRS and various states; 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, its Annual Report on Form 10-K for the year ended December 31, 2005 and its Quarterly Reports on Form 10-Q for the quarter ended March 31, 2006 and for the quarter ended June 30, 2006.

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For further information:
John Dern
Communications
312-544-2002
Dave Dohnalek
Investor Relations
312-544-2140