Boeing Adjusts 747-8 Program Production and Delivery Schedule

- Deliveries of 747-8 Freighter to begin third quarter of 2010; deliveries of 747-8 Intercontinental passenger model to begin second quarter of 2011.

- Company working with customers to minimize disruption.

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EVERETT, Wash., Nov. 14 /PRNewswire-FirstCall/ -- Boeing (NYSE: BA) today announced an adjusted schedule for production and delivery of the 747-8 Freighter and Intercontinental airplanes.

The revised schedule is based on a production and flight-test plan developed in conjunction with the company's suppliers that provides additional time for addressing issues that have slowed the program's progress. Those issues include supply chain delays driven by design changes to the airplane, limited availability of engineering resources inside Boeing, and the recent Machinists' strike that halted production in the company's factories.

Delivery of the first 747-8 Freighter will move from late 2009 to the third quarter of 2010. The first 747-8 Intercontinental passenger jet delivery moves from late 2010 to the second quarter of 2011.

"Our entire team has worked hard to mitigate growing schedule risk on this program but have been unable to overcome the collective impact of work statement increases to the original design, a tight supply of engineering resources, and the recent Machinists' strike," said Boeing Commercial Airplanes President and CEO Scott Carson. "We are clearly disappointed in what this schedule change means for our customers, employees, suppliers and other stakeholders. However, it is the appropriate and prudent decision to ensure a successful program, and we are committed to working with our customers to mitigate any disruption it causes them."

The revised schedule is the result of a comprehensive assessment of the production system and flight-test plan that began in late August and concluded with the incorporation of the impact of the recent strike.

"The remaining work on the 747-8 program is well defined," said Ross R. Bogue, vice president and general manager - 747 Program and Everett site. "This schedule adjustment provides the time we need to finish that work and bring both airplanes to market successfully for our customers."

The risk of a schedule adjustment on the program was previously identified and was provisioned for in Boeing's third quarter financial results. The company will provide updated financial guidance and a post-strike assessment of the schedule for all its commercial airplane programs at a later date.

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 Securities 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 in this press release include, among others, statements regarding future results as a result of our growth and productivity initiatives, our financial outlook and the benefits of the IDS structure. 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 we undertake no obligation to publicly update or revise any forward-looking statements, whether as a result of new information, future events or otherwise. Our 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 and non-airline customers (such as the U.S. Government); adverse developments in the value of collateral securing customer and other financings; the occurrence of any significant collective bargaining labor dispute; our successful execution of internal performance plans including our 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; charges from any future SFAS No. 142 review; ability to meet development, production and certification schedules for the 747-8 and/or 787 program and the ability to meet scheduled deliveries of the 747-8 and/or 787 airplane; technical or quality issues in development programs (affecting schedule and cost estimates) or in the satellite industry; an adverse development in rating agency credit ratings or assessments; the actual outcomes of certain pending sales campaigns and U.S. and foreign government procurement activities, including the uncertainty associated with the procurement of tankers by the U.S. Department of Defense (DoD) and funding of the C-17 program; the cyclical nature of some of our businesses; unanticipated financial market changes which may impact pension plan assumptions; domestic and international competition in the defense, space and commercial areas; continued integration of acquired 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, changing priorities or reductions in the U.S. Government or foreign government defense and space budgets; termination of government or commercial contracts due to unilateral government or customer action or failure to perform; legal, financial and governmental risks related to international transactions; legal and investigatory proceedings; tax settlements with the IRS and various states; U.S. Air Force review of previously awarded contracts; costs associated with the exit of the Connexion by Boeing business; and other economic, political and technological risks and uncertainties. Additional information regarding these factors is contained in our SEC filings, including, without limitation, our Annual Report on Form 10-K for the year ended December 31, 2007 and our Quarterly Reports on Form 10-Q for the quarters ended March 31, June 30, and September 30, 2008.

Contacts:
Tim Bader, 747 Program Communications, 425-342-4771,
tim.s.bader@boeing.com
Peter Conte, Boeing Commercial Airplanes Communications, 425-294-6102,
peter.b.conte@boeing.com

SOURCE: Boeing

CONTACT: Tim Bader, 747 Program Communications, +1-425-342-4771,
tim.s.bader@boeing.com, or Peter Conte, Boeing Commercial Airplanes
Communications, +1-425-294-6102, peter.b.conte@boeing.com, both of Boeing

Web site: http://www.boeing.com/