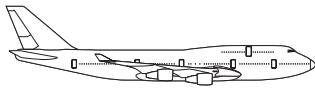


# Selected Boeing Products, Programs and Services

## Boeing Commercial Airplanes

Alan R. Mulally, President and CEO, Renton, Washington, U.S.A.

### The Boeing 747-400



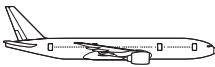
The 747-400 seats 416 to 568 passengers, depending on seating configuration. The 747-400ER (Extended Range), which entered service in 2002, has an extended range of up to 7,720 nautical miles (nmi). The world's only 400-seat jetliner, the 747 offers competitive seat-mile economy and 21 percent better trip costs than competing airplanes. The 747-400 is available in an all-cargo freighter version, and the 747-400ER freighter has

an increased maximum takeoff weight of 412,770 kilograms (910,000 pounds). The 747 freighter is designed and optimized as a freighter, and is the industry's only nose-loading cargo jet. Boeing is studying the 747 Advanced, a design that will continue the company's strong leadership position in the world's high-capacity, long-range market.

Orders: 1,385\*

Deliveries: 1,353\*

### The Boeing 777-200



### 777-300



The 777 family of airplanes is the most technologically advanced in the world. The 777-200, which seats 305 to 440 passengers, depending on seating configuration, has a range of up to 5,210 nmi. The 777-200ER (Extended Range) can fly the same number of passengers up to 7,730 nmi. The 777-300 is about 10 meters (33 feet) longer than the -200 and can carry from 368 to 550 passengers, depending on seating configuration, with a

range of 5,955 nmi. Boeing recently introduced two 777 models designed to serve long-range markets. The 777-300ER is the same size as the -300, but has a range of 7,880 nmi. The 777-200LR (Longer Range) is the same size as the -200ER, but has a range of 9,420 nmi. We are also offering a freighter derivative based on the 777-200LR.

Orders: 673\*

Deliveries: 499\*

### The Boeing 767-200



### 767-300



### 767-400



The 767-200 will typically fly 181 to 224 passengers up to 6,600 nmi in its extended-range version. The 767-300, also offered in an extended-range version, offers 20 percent more passenger seating than the 767-200 and has a range of 6,100 nmi. A freighter version of the 767-300 is available. Boeing also offers the 767-400ER,

which seats 245 to 304 passengers and has a range of 5,645 nmi. In a high-density inclusive-tour arrangement, the 767-400ER can carry up to 375 passengers.

Orders: 950\*

Deliveries: 925\*

### The Boeing 757-200



### 757-300



In late 2003, Boeing announced it would end production of the 757 family, which includes the 757-200, 757-200 freighter and 757-300, after filling the order backlog. The 757 is one of only seven large commercial jetliner models that sold more than 1,000 units. On October 28, 2004, Boeing marked the completion of its 757

commercial airplane program with the final 757, as thousands of employees, retirees and guests saluted one of history's most successful passenger airplanes.

Orders: 1,049\*

Deliveries: 1,047\*

### The Boeing 737-600



### 737-700



### 737-800



### 737-900



The Boeing 737 is the best-selling commercial jetliner of all time. The new 737s (-600/-700/-800/-900) incorporate advanced technology and design features that translate into cost-efficient, high-reliability operations and superior passenger satisfaction. The 737 is the only airplane family to span the entire 110- to 189-seat market with maximum ranges up to 3,365 nmi. This flexibility gives

operators the ability to respond to the needs of the market. The 737 family also includes two Boeing Business Jets—derivatives of the 737-700 and -800—as well as a convertible passenger-to-cargo derivative.

Orders: 5,530\*

Deliveries: 4,754\*

### The Boeing 717-200



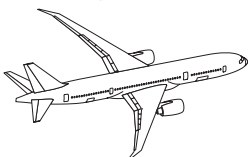
In January 2005, Boeing announced that it would complete production of the 717 jetliner after meeting its current commitments to customers. The durable and ultraquiet 717, serving the 100-seat

market, will continue to provide its operators with reliability and efficiency for decades to come.

Orders: 169\*

Deliveries: 137\*

### The Boeing 787



Boeing is focusing its new airplane development efforts on the Boeing 787 (formerly 7E7) Dreamliner, a super-efficient commercial airplane that applies the latest technologies in aerospace. The airplane will carry 200 to 300 passengers and fly 7,800 to 8,500 nmi, while providing dramatic savings in fuel use and operating costs. Its exceptional performance will come from improvements in

engine technology, aerodynamics, materials and systems. It will be the most advanced and efficient commercial airplane in its class and will set new standards for environmental performance and passenger comfort.

Orders: 56\*

First delivery scheduled for 2008

## Boeing Commercial Aviation Services



Boeing Commercial Aviation Services provides the most complete portfolio of commercial aviation support products and services in the industry. This organization is an important component in the company's total solutions approach. It offers a wide range of products and services aimed at bringing even more value to our customers. This includes spare parts, airplane modification and

engineering support, and a comprehensive worldwide customer support network. Commercial Aviation Services also oversees a number of joint ventures and wholly owned subsidiaries, such as Jeppesen Sanderson Inc. and Continental DataGraphics.

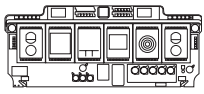
\*Orders and Deliveries as of December 31, 2004

# Selected Boeing Products, Programs and Services

## Boeing Integrated Defense Systems

James F. Albaugh, President and Chief Executive Officer, St. Louis, Missouri, U.S.A.

### Aerospace Support



Aerospace Support provides total support solutions for Boeing and non-Boeing military aircraft across the globe. Aerospace Support sustains aircraft by providing the full spectrum of products and services, including aircraft maintenance, modification and upgrades; supply chain management; engineering and logistics support; and pilot and

maintenance training. These combined capabilities, which reduce operators' life cycle costs and maximize aircraft readiness, have been leveraged on complex efforts such as the C-130 Avionics Modernization Program, the F/A-18E/F Integrated Readiness Support Teaming and the C-17 Globemaster Sustainment Partnership.

### AH-64D Apache Longbow

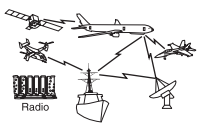


The AH-64D Apache Longbow is the most capable, survivable, deployable and maintainable multimission combat helicopter in the world. In addition to multiyear contracts from the U.S. government for 501 Apache Longbows, Boeing has delivered, is under contract for or has been selected to produce advanced Apaches for

Egypt, Greece, Israel, Japan, Kuwait, Singapore, The Netherlands and the United Kingdom. Several other nations are considering the Apache Longbow for their defense forces.

2004 deliveries: 83

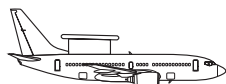
### Airborne, Maritime/Fixed Station Joint Tactical Radio System (AMF JTRS)



The U.S. Air Force awarded the Boeing-led team a 15-month \$54.6 million contract to develop system architectures and initial designs for the next iteration of JTRS software-defined radios. The AMF JTRS program is one of several aimed at satisfying emerging needs for secure, multiband/multimode software programmable digital radios for mobile military users in the air, on the ground

and at sea. A joint Air Force-Navy effort, the AMF JTRS program development will be carried out in two phases. The first will be a 15-month Pre-System Development and Demonstration, with a Preliminary Design Review held at month 11. The System Development and Demonstration phase will be full and open competition, with contract award anticipated in late 2005.

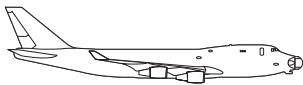
### 737-700 Airborne Early Warning and Control (AEW&C) System



The first of four 737 AEW&C systems ordered by Australia under Project Wedgetail began an air-worthiness flight test program in May 2004. Boeing has extensively modified the aircraft to handle air-to-air refueling and to house the dorsal-mounted multirole electronically scanned array antenna, wingtip electronic support measures, electronic warfare self-protection systems and a

mission suite. The first two Wedgetail aircraft are scheduled to be delivered in 2006. As part of its Peace Eagle program, Turkey has signed a contract for four 737 AEW&C aircraft, with the first delivery in 2007. The first "green" 737-700 for the Peace Eagle program rolled off the production line in November 2004.

### Airborne Laser (ABL)



ABL is the nation's first transformational directed-energy airborne weapons platform. As the prime contractor and systems integrator for the ABL weapon system, Boeing is placing a megawatt-class, high-energy chemical oxygen iodine laser on a Boeing 747-400F aircraft to detect, track and destroy ballistic missiles in the boost phase of flight. The ABL aircraft can also pass information on launch site, target track and predicted impact

to other layers of the global ballistic missile defense system. The ABL fired a laser beam for the first time in 2004 using its flight laser modules, achieving a critical milestone that advances the program to its next phase of testing. Also, in 2004, ABL conducted its first flight test complete with battle management and beam control/fire control systems. The program is slated to continue laser test firings and flight tests over the next year.

### C-17 Globemaster III



The C-17 Globemaster III is the most advanced, versatile airlifter ever produced. Capable of long range with a maximum payload of 74,818 kilograms (164,900 pounds), the C-17 can operate from short, austere runways—even dirt—close to the front lines. As the U.S. Air Force's premier airlifter, the C-17 continues to be used extensively during Operation Iraqi Freedom. During that service, it conducted its first combat airdrop, and it set

a new single-day delivery record of 725,953 kilograms (1.6 million pounds). Under a multi-year procurement contract to design, build and deliver 180 C-17s to the Air Force, Boeing has delivered 128 aircraft through 2004. The United Kingdom operates four leased C-17s, with plans to purchase them outright along with a fifth C-17.

2004 deliveries: 16

### C-32A Executive Transport



The C-32A is a specially configured Boeing 757-200 for the U.S. Air Force. The aircraft provides safe, reliable worldwide airlift for the Vice President, U.S. Cabinet members and other

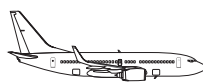
U.S. government officials. Four C-32As currently are in service. Boeing is providing a major communications upgrade to the C-32A, including Connexion by Boeing<sup>SM</sup>.

### C-40 Clipper

C-40A



C-40B



C-40C

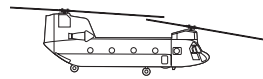


The C-40A Military Transport is a modified 737-700C that increases the logistical capability of the U.S. Navy's worldwide fleet. It can be configured as an all-passenger, all-cargo or combination passenger-cargo transport. The Naval Reserve has contracted for nine aircraft, the latest in December 2004. Boeing delivered the seventh C-40A in 2004; the eighth will be delivered in 2005 and the ninth in 2006.

The C-40B Combatant Commander Support Aircraft is a specially modified Boeing Business Jet (BBJ) that provides high-performance, flexible and cost-effective airlift support for combatant commanders and senior government leadership.

C-40B aircraft are equipped with Connexion by Boeing<sup>SM</sup>, allowing the users to send, receive and monitor real-time data communications worldwide. The U.S. Air Force has ordered four aircraft. The third was delivered in November 2004; the fourth will be delivered in 2005.

The C-40C Executive Transport is a modified BBJ in team travel configuration designed for U.S. government travel from the Washington, D.C. area. In 2002, the U.S. Air Force contracted with Boeing to lease up to three C-40C aircraft. The first two C-40Cs were delivered to the Air Force in 2002; the third in 2004.

**CH-47 Chinook**

Boeing has begun modernization of the U.S. Army's fleet of CH-47 Chinooks and MH-47 Special Operations Chinooks. The CH-47F is scheduled to enter service in 2006 with several major system improvements. The new MH-47G will feature advanced common cockpit architecture. Under

this program, Chinooks will remain in Army service through 2035 and will achieve an unprecedented service life in excess of 75 years.

2004 deliveries: 11 remanufactured

**Delta II**

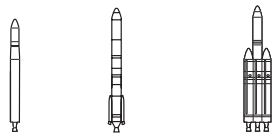
The Delta II family of expendable launch vehicles can lift payloads weighing up to 2,133 kilograms (4,702 pounds) to geosynchronous transfer orbit. Delta II is "the workhorse of the launch industry"

and is the most successful launch vehicle in its class. Delta II completed seven missions in 2004.

2005 manifest: As many as nine missions

**Delta IV**

Medium Medium-Plus Heavy



Delta IV launch vehicles can lift payloads weighing up to 12,757 kilograms (28,124 pounds) to geosynchronous transfer orbit. The Delta IV currently supports U.S. government customers and has completed four missions to date, including a demonstration flight of the Heavy configuration.

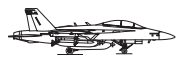
The Delta IV family consists of five configurations: the Medium, three versions of the Medium-Plus, and the Heavy.

2005 manifest: As many as three missions

**E-10A Multisensor Command and Control Aircraft (MC2A)**

The E-10A-MC2A is the next-generation wide-area airborne surveillance platform. The 767-400ER-based system will provide a near real-time picture of the battlespace and is a critical component in cruise missile defense. Boeing is teamed with

Northrop Grumman and Raytheon for the E-10A airborne ground surveillance Increment 1. Boeing is responsible for the structural modification, testing and certification of the E-10A testbed.

**EA-18G**

A variant of the U.S. Navy F/A-18F two-crew strike fighter, the EA-18G combines the combat-proven F/A-18F strike fighter with the proven Improved Capability III Airborne Electronic Attack avionics suite. The EA-18G is the U.S. Navy's choice to replace the aging EA-6B Prowler. Boeing and the U.S. Navy signed a 5-year System Development and Demonstration contract on December 29, 2003. The SDD contract runs from 2004 through

early 2009 and encompasses all laboratory, ground and flight tests from component-level testing through full-up EA-18G weapons system performance flight testing. The first EA-18G flight test aircraft went into production at the Boeing St. Louis facility on October 22, 2004. Boeing plans to fly the first production EA-18G in October 2007, with Initial Operating Capability for the EA-18G expected in 2009.

**F/A-18E/F Super Hornet**

The combat-proven F/A-18E/F Super Hornet is the cornerstone of U.S. naval aviation and the United States' newest, most advanced strike fighter. Designed to perform both fighter (air-to-air) and attack (air-to-surface or strike) missions, the Super Hornet provides all the capability, flexibility and performance necessary to modernize the air

or naval aviation forces of any country. More than 200 of the 284 Super Hornets on order by the U.S. Navy have been delivered—and all were delivered on or ahead of schedule. Production is expected to run through at least 2012.

2004 deliveries: 48

**F-15E Eagle**

The F-15E Eagle is the world's most capable multirole fighter and the backbone of the U.S. Air Force fleet. The F-15E carries payloads larger than those of any other tactical fighter, and it retains the air-to-air capability and air superiority of the F-15C. It can operate around the clock and in any weather. Since entering operational service, the F-15 has a perfect air combat record, with more than 100 victories and no losses. Three other nations are currently flying the F-15, with the Republic of Korea scheduled to receive the first two of 40

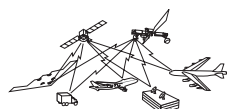
F-15Ks in 2005. Boeing's F-15T was selected as one of three finalists in the Republic of Singapore's Next Fighter Replacement Program, with a final selection scheduled for the Spring of 2005 and with deliveries planned for 2008. Boeing and Raytheon have proposed upgrading 161 U.S. Air Force F-15C/Ds with improved Active Electronically Scanned Array Radar.

2004 deliveries: 3

**F/A-22 Raptor**

Boeing is teamed with Lockheed Martin, Pratt & Whitney and the U.S. Air Force to develop and produce the F/A-22 Raptor as a replacement for the F-15C beginning in 2005. The fighter is a weapon system designed to overcome future threats and quickly establish air dominance

using its revolutionary blend of stealth, super cruise, advanced integrated avionics and superior maneuverability. The Air Force plans to procure more than 300 F/A-22s, with production expected to run through 2013. The F/A-22 team is currently on contract to deliver 74 production aircraft.

**Family of Advanced Beyond-Line-of-Sight Terminals (FAB-T)**

FAB-T is a key military transformation program that enables the U.S. Department of Defense to use the power of technology to strike an enemy with speed, security and precision. Boeing is under contract with the U.S. Air Force to design and develop this family of multimission capable,

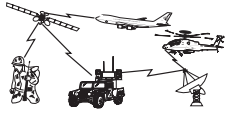
satellite communications (SATCOM) terminals that will enable information exchange among ground, air and space platforms. The first prototype is in integration and scheduled to be delivered in 2005.

# Selected Boeing Products, Programs and Services

## Boeing Integrated Defense Systems

continued

### Future Combat Systems (FCS)



Boeing and Science Applications International Corporation work together as the lead systems integrator for the U.S. Army's visionary transformation plan. Made up of 18 individual systems, the network and the soldier, FCS is a network-centric "system of systems," using advanced

communications and technologies to link soldiers with both manned and unmanned ground and air platforms and sensors. FCS will enable the Army of the future to rapidly deploy anywhere in the world and to see first, understand first, act first and finish decisively.

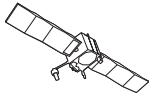
### Future Imagery Architecture



Boeing leads the team that is developing Future Imagery Architecture—a key element of the U.S. National Reconnaissance Office's space-based architecture. This significant contract, which the NRO awarded in 1999 and which extends through

2010, confirms Boeing's leadership in the area of space imaging. An independent Pentagon review panel concluded in mid-2004 that the program "is making good progress."

### Global Positioning System (GPS)



Boeing has built a total of 40 GPS satellites and is under contract to build 12 follow-on Block IIF satellites, with an option for additional satellites. Also, a U.S. Air Force contract to lead the development of the ground control segment of the GPS

constellation and a study contract to define the requirements for GPS III ensure that Boeing will continue to provide navigation system leadership well into the future.

### Ground-based Midcourse Defense (GMD)



As prime contractor for the Ground-based Midcourse Defense program, Boeing delivered the United States' first set of missile defense capabilities to protect against a long-range ballistic missile threat. Meeting President George W. Bush's 2002 directive, the GMD team emplaced six ground-based interceptors at Fort Greely, Alaska, in late 2004. A total of 18 interceptors will be in place at the Greely site and at a second missile field at Vandenberg Air Force Base, Calif., by the end of 2005. Initial GMD components include the

ground-based interceptors, high-powered land-and sea-based radars, and a command-and-control system consisting of an extensive communications network and two fire control nodes. Initial GMD capability is planned to expand under the government's spiral development plan to protect the U.S., and its friends, allies and troops abroad. Over the next year, Boeing will lead efforts to integrate the Sea-Based X-Band Radar and Britain's Fylingdales Radar Site into the overall GMD architecture.

### Harpoon



Harpoon Block II expands the capabilities of the Harpoon antiship weapon. Harpoon, the world's most successful antiship missile, features autonomous, all-weather, over-the-horizon capability. Harpoon Block II can execute both land-strike and antiship missions. To strike targets on land and ships in port, the missile uses GPS-aided inertial navigation to hit a designated target aim point. The 500-pound blast warhead delivers lethal firepower against a wide variety of land-based targets,

including coastal defense sites, surface-to-air missile sites, exposed aircraft, port/industrial facilities and ships in port. Currently, 26 international customers have Harpoon; 11 have Block II capability.

2004 deliveries: 62 new all-up-rounds, 57 Block II kits

2005 deliveries expected: 44 new all-up-rounds; 137 Block II kits

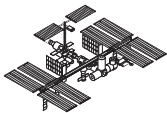
### Homeland Security and Services



Combating terrorism requires gathering information and turning information into knowledge to allow officials to intercede and prevent future catastrophes. Boeing is integrating the "best of industry" and leveraging its network-centric operations capabilities to help bring together disparate and

legacy systems to provide comprehensive situational awareness and a common operating picture. This integration will provide unprecedented access to, and situational awareness from, customs and border patrol agencies to trucks on the road, container ships at sea and activity at U.S. airports.

### International Space Station (ISS)



The first two modules of the ISS were launched and joined in orbit in 1998, and the first crew arrived in 2000. Today, the space laboratory, which is continuously inhabited with crews, weighs more than 181,629 kilograms (400,423 pounds) and has a habitable volume of 425 cubic meters (15,000 cubic feet). ISS crews conduct research to support human exploration of space and to take

advantage of the space environment as a laboratory for scientific, technological and commercial research. As prime contractor, Boeing built all of the major U.S. elements and is responsible for design, development, construction and integration of the ISS. The ISS is the largest, most complex international scientific project in history and mankind's largest adventure in space to date.

### Joint Direct Attack Munition (JDAM)

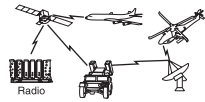


The JDAM guidance kit converts an unguided bomb into one of the most capable, cost-effective and combat-proven air-to-surface weapons, revolutionizing warfare. JDAM gives the United States and allied forces the capability to reliably

defeat multiple high-value targets in a single pass, in any weather, with minimal risk to the aircraft.

2004 deliveries: 36,557

2005 deliveries expected: 35,031

**Joint Tactical Radio System (JTRS) Cluster 1**

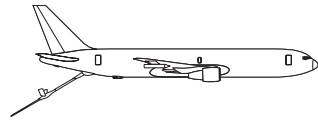
JTRS is a joint service initiative to develop a family of software-programmable tactical radios that will provide integrated voice, video and data communications across the battlespace. Boeing is under contract with the U.S. Army to design and develop JTRS Cluster 1—the first of several “clusters” of radios under the JTRS program. As prime systems integrator, Boeing has implemented a

network-centric approach utilizing a full suite of wideband networking technologies compliant with the JTRS Software Communications Architecture. The Cluster 1 team will provide single- and multi-channel radios for waveform development, integration and confidence testing during Early Operational Assessment occurring between December 2004 and May 2005.

**Multi-mission Maritime Aircraft (MMA)**

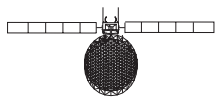
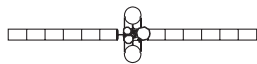
The Multi-mission Maritime Aircraft (MMA) is a modified Boeing 737-800 designed to replace the U.S. Navy's fleet of P-3s. The MMA will dramatically improve the Navy's anti-submarine warfare and anti-surface warfare capabilities, as well as armed intelligence, surveillance and reconnaissance. The MMA will utilize the world's most

reliable high-bypass turbofan jet engine and an open mission system architecture. These features, coupled with next-generation sensors, will provide superior performance well into the 21st century. Boeing was awarded a \$3.9 billion contract for system development and demonstration of the MMA in June 2004.

**767 Tanker Transport**

The KC-767 Tanker Transport is the reliable, low-risk solution for military air-refueling and transport needs. The KC-767 is being built today for the Italian Air Force and the Japan Air Self-Defense Forces. The first KC-767 rolls out of the Boeing-Wichita Modification Center in early 2005, and will undergo a flight test certification process before delivery as the first of four Italy KC-767s in April 2006. The first of four Japan KC-767s delivers

in 2007. The KC-767—the U.S.-designed and -built replacement candidate for the U.S. Air Force's KC-135 fleet—is currently on hold within the Department of Defense. It carries 20 percent more fuel, many more passengers and much greater cargo, and it gives the customer greater flexibility in meeting military mission needs than does the KC-135.

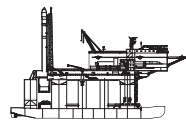
**Satellite Systems****Boeing 376****Boeing GEM****Boeing 601****Boeing 702**

Boeing is the world's leading manufacturer of geostationary satellites. As a large systems integrator, our core competencies include digital payloads, reconfigurable antennas, and other network-centric operations enabling technology. Core products include the Boeing 702, the world's highest-power satellite, and the Boeing 601, the world's best-selling large spacecraft. Every satellite is designed, manufactured at and shipped from the Boeing Satellite Development Center, located in El Segundo, Calif. Encompassing an area of nearly a million square feet, this state-of-the-art facility is the largest dedicated satellite factory in the world.

In 2004, Boeing Commercial/Civil Satellite Programs received contracts to build three Boeing 702 satellites for DIRECTV.

Boeing Military Satellite Communications Programs is a leader in developing solutions for network-centric operations for the U.S. military. Military programs include up to six U.S. Air Force Wideband Gapfiller Satellites and the U.S. Navy UHF Follow-On 11-satellite fleet.

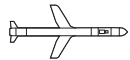
2004 deliveries: 3

**Sea Launch Company, LLC**

Odyssey Launch Platform

Sea Launch is an international company in which Boeing is a 40-percent investor with partner firms in Russia, Ukraine and Norway. Sea Launch offers heavy-lift commercial launch services in the 4,000- to 6,000-kilogram (8,818 to 13,228 pounds) payload class from an ocean-based platform positioned on the Equator. Sea Launch has completed 13 successful missions since its inaugural launch in March 1999, including three in 2004. Sea Launch

also offers land-based commercial launch services for medium-weight satellites up to 3,500 kilograms (7,716 pounds) from the Baikonur Cosmodrome in Kazakhstan, in collaboration with International Space Services, of Moscow. Sea Launch World Headquarters and Home Port are located in Long Beach, Calif. Sea Launch anticipates five or six missions in 2005.

**SLAM-ER**

The Standoff Land Attack Missile Expanded Response (SLAM-ER) is the only air-to-surface weapon that can engage fixed or moving targets on the land and sea, providing the customer with a distinct advantage. SLAM-ER is a day/night, adverse weather, over-the-horizon, precision strike missile for the U.S. Navy. SLAM-ER addresses the Navy's requirements for a precision-guided Standoff Outside of Area Defense weapon.

SLAM-ER extends the weapon system's combat effectiveness, providing an effective, long-range,

precision-strike option for both preplanned and target-of-opportunity attack missions against land and ship targets. A moving target capability for SLAM-ER will be fielded in fiscal year 2006. In addition to the U.S. Navy, Korea is also a customer.

2004 deliveries: 106 retrofits form the SLAM configuration

2005 deliveries expected: 69 retrofits form the SLAM configuration; 25 new missiles

**Small Diameter Bomb**

Currently under development, the Small Diameter Bomb (SDB) system consists of a 250-pound class near-precision, all-weather, day/night, 40-plus nautical mile standoff guided munition, a four-place smart pneumatic carriage system, accuracy support infrastructure, a mission planning system, and a logistics system. Its miniaturized size allows each aircraft to carry more weapons per sortie,

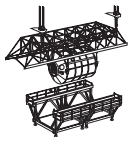
and its near-precision accuracy provides war planners with greater target effectiveness. SDB production deliveries for deployment on the F-15E will begin in 2006, with future integration expected on most other U.S. Air Force delivery platforms, including the internal carriage on F/A-22 Raptor, Joint Strike Fighter and X-45 Joint Unmanned Combat Air System.

# Selected Boeing Products, Programs and Services

## Boeing Integrated Defense Systems

continued

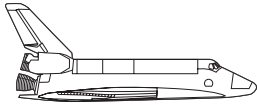
### Space Payloads



Boeing has prepared payloads for space flight since the dawn of the Space Age. Under the Checkout, Assembly and Payload Processing Services contract with NASA, Boeing and its teammates receive and process payloads, prepare mission cargo, test for launch vehicle compatibility, extract

payloads at mission end, and operate and maintain associated facilities and ground systems. Boeing has processed every Space Shuttle payload since the first flight in 1981 and prepares every component of the International Space Station before it leaves Earth.

### Space Shuttle



The Space Shuttle is the world's only operational, reusable launch vehicle capable of supporting human space flight mission requirements. Boeing is a major subcontractor to NASA's space flight operations contractor, United Space Alliance. As the original developer and manufacturer of the Space Shuttle Orbiter, Boeing is responsible for orbiter engineering, major modification design,

engineering support to operations, including launch, and overall shuttle systems and payload integration services. Boeing is also responsible for the Space Shuttle Main Engine program. The Space Shuttle Discovery, dubbed STS-114, is expected to return to flight in spring 2005, following the loss of Columbia and its crew on February 1, 2003.

### T-45 Training System

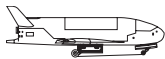


The two-seat T-45 Goshawk is the heart of the integrated T-45 Training System, which the U.S. Navy employs to prepare pilots for the fleet's carrier-based jets. The system includes advanced flight simulators, computer-assisted instruction, and a computerized training integration system.

U.S. Navy, U.S. Marine Corps and international student naval aviators train in the T-45A/C at Naval Air Stations in Meridian, Miss., and Kingsville, Texas.

2004 deliveries: 7

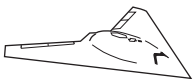
### X-37



Boeing is developing the X-37 Approach and Landing Test Vehicle (ALTV), an atmospheric technology demonstrator based on the NASA X-37 unmanned reusable space plane program. The Defense Advanced Research Projects Agency has taken over the development of the ALTV, which will

serve as a testbed for key technologies applicable to airframe, guidance, navigation and control. These tests are designed to prove the capability of safe and affordable autonomous flight and landing capabilities for future unmanned vehicles.

### X-45 Joint Unmanned Combat Air System (J-UCAS)



The X-45 J-UCAS program will produce the first highly autonomous, adaptive, unmanned system specifically designed for combat operations. Developed with the Defense Advanced Research Project Agency, the U.S. Air Force and the U.S. Navy, Boeing's J-UCAS program has produced two X-45 technology demonstrators and is now

building the first of three larger, longer-range X-45C air vehicles (with two mission control stations and a logistics support package) to demonstrate the system's military utility and operational value to both the U.S. Air Force and U.S. Navy. The first X-45C is scheduled to fly in early 2007.

### V-22 Osprey

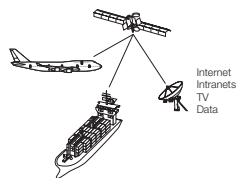


Developed in partnership with Bell Helicopter Textron, the revolutionary V-22 Osprey tiltrotor aircraft is now completing an unprecedented, rigorous flight test program. Carrying greater payload at altitudes and distances of turboprop transports, the multiservice, multimission aircraft

is being delivered to the U.S. Marine Corps (360) and the U.S. Air Force Special Operations Command (50). The U.S. Navy is scheduled to take delivery of 48 V-22s.

2004 deliveries: 12

### Connexion by Boeing



### Laurette T. Koellner, President, Seattle and Kent, Washington, and Irvine, California, U.S.A.

Connexion by Boeing<sup>SM</sup> provides high-speed Internet communication services to mobile platforms, including aircraft and maritime vessels. Air travelers enjoy high-speed, in-flight Internet access, including personal and virtual-private-network-secured business e-mail and intranets.

The Connexion by Boeing high-bandwidth approach also permits applications to link aircraft or maritime vessel data systems with operations, enhancing operational efficiency on the ground, in the air and at sea.

### Boeing Capital Corporation



### Walter E. Skowronski, President, Renton, Washington, U.S.A.

Boeing Capital is a global provider of financial solutions. Working with Boeing Commercial Airplanes, Boeing Capital develops value-added customer financing by facilitating, arranging and, where appropriate, providing financing for Boeing Commercial Airplanes customers. For Boeing Integrated Defense Systems, Boeing Capital's role encompasses arranging and structuring financing

solutions for government and commercial customers around the world. Our partnership with the other Boeing business units, together with more than 36 years of knowledge and experience in customer financing, provides a competitive edge that benefits Boeing and the company's customers. Boeing Capital manages a \$10 billion portfolio of about 500 airplanes.