

**BOEING REPORTS STRONG THIRD QUARTER RESULTS, \$0.88 EPS, EXCLUDING NON-RECURRING ITEM; AFFIRMS IMPORTANCE OF TRANSFORMATION STRATEGY**

**Highlights:**

- **Reported net earnings of \$713 million (\$0.88 per share diluted) and operating margins of 8.5 percent, excluding a non-recurring item**
- **Rapidly resizing its Commercial Airplanes, Shared Services Group, and Connexion by Boeing<sup>SM</sup> units in response to new market realities**
- **Foresees continuing growth in space, defense and financing businesses**
- **Delivered 120 commercial airplanes in the third quarter; including 29 after Sept. 11**

Summary Financial Results: (In millions, except per share data)	3 <sup>rd</sup> Quarter		%	Nine months ended September 30		
	2001 <sup>(1)</sup>	2000		Change	2001	2000
	Revenues	\$13,687	\$11,877	15%	\$42,496	\$36,628
Net earnings	\$650	\$609	7%	\$2,727	\$1,647	66%
Non-recurring items <sup>(2)</sup>	\$63	\$14		(\$448)	(\$11)	
Earnings w/o non-recurring items	\$713	\$623	14%	\$2,279	\$1,636	39%
Earnings per share (diluted)	\$0.80	\$0.70	14%	\$3.26	\$1.89	72%
Non-recurring items	\$0.08	\$0.02		(\$0.53)	(\$0.01)	
EPS w/o non-recurring items	\$0.88	\$0.72	22%	\$2.73	\$1.88	45%
Diluted Shares for EPS	814.7	873.3		837.4	873.5	

(1) See comments regarding ongoing evaluations of Sept. 11 impacts on page 2; (2) non-recurring impacts are detailed on pages 2 and 3. Totals reflect rounding impacts.

CHICAGO, Oct. 18, 2001 – Boeing [NYSE:BA] reported third quarter net earnings of \$713 million, or \$0.88 per share, on \$13.7 billion of revenue. These results exclude non-recurring severance costs totaling \$100 million related to the first round of job reductions following the Sept. 11 terrorist attacks. Net earnings including the non-recurring severance costs totaled \$650 million, or \$0.80 per share. Backlog totaled \$141.3 billion, of which \$114.2 billion is contractually committed. The company continues to evaluate the impact of the Sept. 11 terrorist attacks on the operations and financial results of its businesses.

“We posted strong operating results for the quarter despite lower than expected commercial airplane deliveries,” said Boeing Chairman and Chief Executive Officer Phil Condit. “The entire Boeing team demonstrated tremendous

resolve in responding to sudden and dramatically altered circumstances following the events of Sept. 11. We are entering this difficult period with businesses that are performing very well.

“Our strategy to transform Boeing and bring a better balance to our aerospace portfolio is being validated by the changes in our core markets. While there are certainly some significant challenges ahead for us in Commercial Airplanes, there also are new growth opportunities in our space, defense and financing businesses,” he said.

Net earnings for the first nine months of 2001, excluding non-recurring items, were \$2,279 million, or \$2.73 per share, on revenues of \$42.5 billion, compared with \$1,636 million, or \$1.88 per share, on revenues of \$36.6 billion for the first three quarters of 2000. Reported net earnings for the first nine months of 2001 totaled \$2,727 million and reflect a non-recurring tax benefit of \$475 million in the first quarter and an after-tax benefit of \$36 million related to the F-15E program in the second quarter.

During the quarter the company initiated plans to significantly resize Boeing Commercial Airplanes and related Shared Services Group support. The non-recurring severance costs related to initial employee reductions totaling approximately 12,000 people is included in the third quarter, resulting in an after-tax charge of \$63 million, or \$0.08 per share. The cumulative impact of non-recurring items on net earnings in 2001 is summarized in the table below:

<b>2001 Cumulative Non-Recurring Impact:</b> <i>(Dollars in Millions, except EPS)</i>	<b>EPS*</b>	<b>Net Earnings</b>
Net earnings excluding non-recurring	<u>\$2.73</u>	<u>\$2,279</u>
<b>1Q01</b>		
R&D tax settlement	\$0.40	\$343
Interest on R&D tax settlement	\$0.16	\$132
<b>2Q01</b>		
F-15E program adjustment	\$0.04	\$36
<b>3Q01</b>		
Severance – initial 9/11 reductions	(\$0.08)	\$(63)
Total	<u>\$0.53</u>	<u>\$448</u>
<b>Cumulative Reported Net Earnings</b>	<b><u>\$3.26</u></b>	<b><u>\$2,727</u></b>

\*837.4 million diluted shares for EPS as of Sept. 30, 2001. Totals reflect rounding impact.

Non-recurring impacts to net earnings for the first nine months of 2000 included, on an after-tax basis, a \$26 million gain from the sale of a long-held investment, \$33 million in interest income from a federal income tax audit settlement and charges of \$48 million for a demonstration launch of a Delta III rocket. The net impact to 2000 nine months earnings per share was \$0.01.

The company generated \$1,200 million of free cash flow (operating cash flow less capital expenditures) for the quarter and \$2,956 million for the nine months. Cash flow during the third quarter was negatively impacted by lower than anticipated commercial airplane deliveries after Sept. 11. Year-to-date free cash also was reduced by a tax payment of approximately \$900 million in the second quarter. Ending third quarter cash and short-term investment balances were \$1.6 billion.

The company repurchased 15.9 million shares during the third quarter, all prior to Sept. 11. Year-to-date, the company has repurchased 40.7 million shares, or approximately 48 percent of the current board authorization.

Consolidated debt at the end of the period totaled \$11.7 billion, of which \$6.3 billion is attributable to Boeing Capital Corporation, \$4.7 billion to The Boeing Company and the remainder to non-recourse customer financing. Consolidated debt increases of \$1.1 billion during the quarter primarily reflect continued growth of the customer-financing portfolio of Boeing Capital Corporation (see "Customer and Commercial Financing" below).

Third quarter earnings per share increased \$0.04 due to the impact of the company's stock-based compensation plans. This increase is made up of two components. First, the company's stock price decline during the quarter lowered pre-tax general and administrative expenses attributable to deferred stock compensation by \$148 million, increasing earnings per share \$0.11. Second, ongoing share-based plans pre-tax expenses totaled \$98 million, reducing earnings per share \$0.07.

**Commercial Airplanes:** Third quarter Commercial Airplanes segment revenues totaled \$8.0 billion, compared with \$7.5 billion last year. Third quarter 2001 operating earnings and segment margins totaled \$835 million and 10.5 percent, respectively. Their continued operating improvements were offset by lower

than anticipated airplane deliveries. Segment operating margins for the first nine months of 2001 were 10.3 percent compared with 8.4 percent for the same period last year.

Commercial Airplanes delivered 120 airplanes during the quarter – 29 after Sept. 11 – compared with 117 a year ago. Prior to Sept. 11, Commercial Airplanes expected to deliver 139 airplanes during the third quarter. Deliveries through the first nine months of 2001 totaled 383 airplanes.

For the first nine months of 2001, Commercial Airplanes received 232 gross orders. Backlog at the end of the quarter totaled \$82.7 billion.

**Military Aircraft and Missile Systems:** Military Aircraft and Missile Systems revenues for the third quarter totaled \$3.3 billion compared with \$2.8 billion a year ago. The year-over-year revenue increase is primarily due to growth in Aerospace Support, initial C-40 deliveries to the U.S. Navy and an increased delivery rate of F/A-18E/F aircraft. Segment operating earnings and margins were again strong, totaling \$412 million and 12.5 percent, respectively, compared with \$367 million and 13.0 percent during the third quarter of 2000. Results for the third quarters of 2001 and 2000 were impacted by favorable contract adjustments in each period.

Excluding non-recurring items, segment operating margins for the first nine months of 2001 were 11.5 percent compared with 10.3 percent for the same period last year.

Contractual backlog at the end of the quarter was \$17.8 billion.

**Space and Communications:** Space and Communications reported third quarter revenues of \$2.7 billion, up 67 percent compared with the \$1.6 billion revenues reported in the third quarter of 2000. The year-over-year increase in revenues primarily reflects the growth in missile defense and classified programs as well as the addition of Boeing Satellite Systems.

Third quarter operating earnings totaled \$181 million. Operating margins increased again this quarter to 6.7 percent versus 0.3 percent during the third quarter of 2000. Segment operating margins for the first nine months of 2001 improved to 5.3 percent compared with 0.8 percent in 2000. In 2000, Space and Communications recognized non-recurring charges in the second and third quarters related to the successful Delta III demonstration launch. The margin improvement

also reflects continued strong program performance and modestly lower research and development.

In October 2000, Boeing Space and Communications became the world's premier space-based communications company when it acquired Hughes Electronics Corporation's space and communications businesses. Additional balance sheet adjustments related to the acquisition were made during the third quarter.

Contractual backlog at the end of the quarter was \$13.7 billion.

**Customer and Commercial Financing:** Customer and Commercial Financing, which consists primarily of Boeing Capital Corporation (BCC), had third quarter revenues totaling \$176 million, an increase of 10 percent versus the prior year period. Financing related interest costs totaled \$69 million and earnings before income taxes totaled \$38 million.

BCC debt increased during the quarter from \$5.6 billion to \$6.3 billion to support the continuing growth of its customer-financing portfolio. As a result of the market changes impacting its airline customers, BCC has both the opportunity to grow faster in the near term as well as the need to carefully manage its portfolio. BCC will continue its prudent financing and portfolio management practices during this period of industry adjustment.

**Connexion by Boeing<sup>SM</sup>** : The events of Sept. 11 increased customer interest in the ability of Connexion by Boeing<sup>SM</sup> to support improvements in air transport security. At the same time, the initial offering of the Connexion by Boeing<sup>SM</sup> consumer broadband services is likely to be delayed. Consequently, employment will be reduced by some 200 people by the end of 2001. Connexion by Boeing<sup>SM</sup> is working with government customers to meet emerging security requirements. It remains positioned to offer its consumer broadband service when market conditions improve.

**Air Traffic Management:** The events of Sept. 11 significantly enhanced interest in the safety and security benefits of a satellite-based global air traffic control system. During the quarter, the Federal Communications Commission granted Boeing Air Traffic Management (ATM) a spectrum license for a new mobile

satellite service, which is a key enabler of the space-based component of the company's air traffic management concept. ATM continues to work with stakeholders and regulators on the requirements of the next generation air traffic control system.

**Outlook:** "Looking ahead, our defense, space and financing businesses are positioned to grow, while commercial revenues will reflect lower intermediate-term demand," said Mike Sears, senior vice president and chief financial officer. "We are aggressively aligning our resources to meet new market realities and preserve financial strength. Our business unit leaders are taking strong actions to ensure the health of their businesses. The combination of our more balanced portfolio and our business-focused culture gives us confidence in our ability to manage through this change effectively and emerge a stronger company than we were before."

The company's revised outlook reflects expected strong operating performance from the company's core businesses. The change from prior company guidance is due primarily to the impact of revised commercial airplane delivery projections.

Commercial Airplanes is working closely with customers to complete scheduled deliveries in the near term and rephase deliveries in the intermediate term, taking into consideration reduced airline capacity requirements and contractual agreements. Commercial Airplanes continues to evaluate the production and delivery schedules of its airplane programs, which retain continuing customer support. Consequently, Commercial Airplanes is well positioned to effectively manage through the downturn. However, Commercial Airplanes is carefully assessing the impact of market conditions on the 717 program, which remains the one production line in question. Commercial Airplanes is evaluating a range of alternatives, including stopping production. While no decision has been made, a decision to stop production on the 717 program would likely result in material non-recurring charges.

Deliveries for 2001 are expected to total 522 airplanes. Delivery estimates for 2002 are expected to range between 350 and 400 airplanes. Current estimates for 2003 indicate the downward trend will continue.

Commercial Airplanes is taking decisive action to continue efficient and profitable delivery of airplanes and services, including:

- reducing employment some 20,000 to 30,000 people by the end of 2002, including related Shared Services Group support personnel;
- managing a rapid and orderly ramp down of airplane production over the next six to nine months to meet reduced market demand;
- rephasing product development activities while continuing critical path technology work on the sonic cruiser.

Over the next several quarters, the company is likely to recognize additional financial impacts resulting from the Sept. 11 terrorist attacks. These include, but are not limited to, employee severance and supplier termination costs, changes in asset values, and adjustments to Commercial Airplane program production plans and delivery schedules. These impacts, some of which could be material, are not reflected in the company's revised outlook.

The company's revised outlook for 2001 and 2002 reflects its current, ongoing assessment of the impact of Sept. 11 on its businesses. The commercial airplane market is in a period of unusual uncertainty. Recognizing this, revenue guidance for 2001 is modified from \$58 billion to +/- \$58 billion. For 2002, revenue guidance is decreased from greater than \$62 billion to +/- \$56 billion. Operating margin guidance for 2001 is decreased from greater than 8.75 percent to +/- 8.25 percent. For 2002, operating margin guidance is reduced from greater than 9.0 percent to +/- 8.25 percent.

Free cash flow guidance for 2001 is decreased from between \$3.5 billion and \$4.5 billion to +/- \$2.5 billion. For 2002, free cash flow guidance is reduced from greater than \$5.0 billion to +/- \$3.0 billion.

<b>Financial Outlook</b>	<b>2001</b>	<b>2002</b>
Revenue (in billions)	\$58 +/-	\$56 +/-
Operating margins (%)	8.25% +/-	8.25% +/-
Free cash flow (in billions)	\$2.5 +/-	\$3.0 +/-

The company expects aggregate research and development expenses to remain between 3.0 and 3.5 percent of sales.

**Note on segment reporting:**

Beginning first quarter 2001, segment results were realigned to reflect the revised business and management structure of the company as of 4Q00. Restated results by quarter for 2000 are available on the Boeing website at [www.boeing.com](http://www.boeing.com).

**Forward-Looking Information Is Subject to Risk and Uncertainty**

Certain statements in this release contain "forward-looking" information that involves risk and uncertainty, including projections for new products (including, without limitation, the "sonic cruiser"), deliveries, realization of technical and market benefits from acquisitions, revenues, operating margins, free cash flow, taxes, research and development expenses, and other trend projections. This forward-looking information is based upon a number of assumptions including assumptions regarding global economic, passenger and freight growth; current and future markets for the Company's products and services; demand for the Company's products and services; performance of internal plans, including, without limitation, plans for productivity gains, reductions in cycle time and improvements in design processes, production processes and asset utilization; product performance; customer financing; customer, supplier and subcontractor performance; customer model selections; favorable outcomes of certain pending sales campaigns and U. S. and foreign government procurement actions (including the Joint Strike Fighter program); supplier contract negotiations; price escalation; government policies and actions; successful negotiation of contracts with the Company's labor unions; regulatory approvals; and successful execution of acquisition and divestiture plans; and the Company's assessment of the impact of the attacks of September 11, 2001. Actual results and future 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 and decreases, product stoppages or cancellations, production system initiatives, timing of product deliveries and launches, supplier contract negotiations, asset management plans, acquisition and divestiture plans, procurement plans, and other cost-reduction efforts; the actual outcomes of certain pending sales campaigns and U. S. and foreign government procurement activities (including the Joint Strike Fighter program); acceptance of new products and services; product performance risks; the cyclical nature of some of the Company's businesses; volatility of the market for certain products and services; domestic and international competition in the defense, space and commercial areas; continued integration of acquired businesses; 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; domestic and international economic conditions; price escalation trends; the outcome of political and legal processes, including uncertainty regarding government funding of certain programs; changing priorities or reductions in the U.S. Government or foreign government defense and space budgets; termination of government contracts due to unilateral government action or failure to perform; 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 December 31, 2000 and the 10Q's for the quarters ending 31 March 2001 and 30 June 2001.

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<http://www.boeing.com>

**The Boeing Company and Subsidiaries**  
**Consolidated Statements of Operations**  
(Unaudited)

(Dollars in millions except per share data)

	Nine months ended September 30		Three months ended September 30	
	2001	2000	2001	2000
<b>Sales and other operating revenues</b>	<b>\$42,496</b>	\$36,628	<b>\$13,687</b>	\$11,877
Cost of products and services	<b>35,447</b>	31,484	<b>11,410</b>	9,993
	<b>7,049</b>	5,144	<b>2,277</b>	1,884
Equity in income from joint ventures	<b>72</b>	38	<b>28</b>	8
General and administrative expense	<b>1,713</b>	1,639	<b>546</b>	607
Research and development expense	<b>1,398</b>	1,024	<b>515</b>	361
Gain on dispositions, net	<b>20</b>	20	<b>20</b>	7
Share-based plans expense	<b>279</b>	193	<b>98</b>	66
Special charges due to events of September 11, 2001	<b>100</b>		<b>100</b>	
<b>Earnings from operations</b>	<b>\$ 3,651</b>	\$ 2,346	<b>\$ 1,066</b>	\$ 865
Other income, principally interest	<b>280</b>	343	<b>28</b>	121
Interest and debt expense	<b>(477)</b>	(320)	<b>(157)</b>	(110)
<b>Earnings before income taxes</b>	<b>\$ 3,454</b>	\$ 2,369	<b>\$ 937</b>	\$ 876
Income taxes	<b>728</b>	722	<b>287</b>	267
<b>Net earnings before cumulative effect of accounting change</b>	<b>\$ 2,726</b>	\$ 1,647	<b>\$ 650</b>	\$ 609
Cumulative effect of accounting change, net	<b>1</b>			
<b>Net earnings</b>	<b>\$ 2,727</b>	\$ 1,647	<b>\$ 650</b>	\$ 609
<b>Basic earnings per share</b>	<b>\$3.32</b>	\$1.91	<b>\$ .81</b>	\$.71
<b>Diluted earnings per share</b>	<b>\$3.26</b>	\$1.89	<b>\$ .80</b>	\$.70
<b>Cash dividends paid per share</b>	<b>\$.51</b>	\$.42	<b>\$.17</b>	\$.14
<b>Average diluted shares (millions)</b>	<b>837.4</b>	873.5	<b>814.7</b>	873.3

Excluding the impact of all stock-related compensation \*

Net Earnings	<b>\$2,777</b>	\$1,767	<b>\$618</b>	\$650
Diluted earnings per share	<b>\$3.32</b>	\$2.02	<b>\$ .76</b>	\$.74

Note: All references to earnings per share in the text of this press release refer to diluted earnings per share.

\* Share based plans expense plus general and administrative expense attributable to deferred stock compensation.

**The Boeing Company and Subsidiaries**  
**Consolidated Statements of Position**

(Dollars in millions except per share data)

**September 30**  
**2001**

December 31  
2000

	(Unaudited)	
<b>Assets</b>		
Cash and cash equivalents	\$ 1,572	\$ 1,010
Accounts receivable	4,804	4,928
Current portion of customer and commercial financing	1,605	995
Deferred income taxes	2,176	2,137
Inventories, net of advances and progress billings	7,776	6,794
Total current assets	17,933	15,864
Customer and commercial financing	7,613	5,964
Property, plant and equipment, net	8,695	8,814
Goodwill and acquired intangibles, net	6,536	5,214
Prepaid pension expense	5,602	4,845
Deferred income taxes		60
Other assets	1,526	1,267
	<b>\$47,905</b>	<b>\$42,028</b>
<b>Liabilities and Shareholders' Equity</b>		
Accounts payable and other liabilities	\$12,529	\$11,979
Advances in excess of related costs	4,713	3,517
Income taxes payable	1,751	1,561
Short-term debt and current portion of long-term debt	2,347	1,232
Total current liabilities	21,340	18,289
Deferred income taxes	52	
Accrued retiree health care	5,246	5,152
Deferred lease income	641	
Long-term debt	9,306	7,567
Minority interest in subsidiaries	16	
Shareholders' equity:		
Common shares, par value \$5.00 - 1,200,000,000 shares authorized; Shares issued – 1,011,870,159 and 1,011,870,159	5,059	5,059
Additional paid-in capital	1,657	2,693
Treasury shares, at cost – 174,421,299 and 136,385,222	(8,516)	(6,221)
Retained earnings	14,526	12,090
Accumulated other comprehensive income	(88)	(2)
Unearned compensation	(4)	(7)
ShareValue Trust shares – 39,511,640 and 39,156,280	(1,330)	(2,592)
Total shareholders' equity	11,304	11,020
	<b>\$47,905</b>	<b>\$42,028</b>

**The Boeing Company and Subsidiaries**  
**Consolidated Statements of Cash Flows**  
(Unaudited)

<i>(Dollars in millions)</i>	Nine months ended September 30	
	2001	2000
<b>Cash flows - operating activities:</b>		
Net earnings	\$ 2,727	\$ 1,647
Adjustments to reconcile net earnings to net cash provided by operating activities:		
Share-based plans	279	193
Depreciation	877	970
Amortization of goodwill and intangibles	215	89
Customer and commercial financing valuation provision	55	9
Gain on dispositions, net	(20)	(20)
Changes in assets and liabilities –		
Accounts receivable	103	(193)
Inventories, net of advances and progress billings	(961)	477
Accounts payable and other liabilities	702	254
Advances in excess of related costs	1,196	533
Income taxes payable and deferred	264	328
Deferred lease income	641	
Prepaid Pension Expense	(757)	(404)
Goodwill	(1,465)	
Accrued retiree health care	116	132
Other	(304)	(171)
<b>Net cash provided by operating activities</b>	<b>3,668</b>	<b>3,844</b>
<b>Cash flows - investing activities:</b>		
Customer financing and properties on lease, additions	(3,483)	(1,121)
Customer financing and properties on lease, reductions	994	1,026
Property, plant and equipment, net additions	(712)	(617)
Acquisitions, net of cash acquired	(22)	(316)
Proceeds from dispositions	135	120
<b>Net cash used by investing activities</b>	<b>(3,088)</b>	<b>(908)</b>
<b>Cash flows - financing activities:</b>		
New borrowings	3,453	1,610
Debt repayments	(691)	(569)
Common shares purchased	(2,417)	(894)
Stock options exercised, other	76	104
Dividends paid	(439)	(379)
<b>Net cash used by financing activities</b>	<b>(18)</b>	<b>(128)</b>
<b>Net increase in cash and cash equivalents</b>	<b>562</b>	<b>2,808</b>
Cash and cash equivalents at beginning of year	1,010	3,354
<b>Cash and cash equivalents at end of 3rd quarter</b>	<b>\$ 1,572</b>	<b>\$ 6,162</b>

**The Boeing Company and Subsidiaries**  
**Business Segment Data**  
(Unaudited)

(Dollars in millions)

	Nine months ended		Three months ended	
	September 30		September 30	
	2001	2000	2001	2000
<b>Revenues:</b>				
Commercial Airplanes	<b>\$25,714</b>	\$22,512	<b>\$ 7,954</b>	\$ 7,461
Military Aircraft and Missiles	<b>9,005</b>	8,764	<b>3,289</b>	2,826
Space and Communications	<b>7,456</b>	5,071	<b>2,691</b>	1,614
Customer and Commercial Financing	<b>616</b>	504	<b>176</b>	160
Other	<b>288</b>	209	<b>122</b>	79
Accounting differences / eliminations	<b>(583)</b>	(432)	<b>(545)</b>	(263)
<b>Operating revenues</b>	<b>\$42,496</b>	\$36,628	<b>\$13,687</b>	\$11,877
<b>Earnings from operations:</b>				
Commercial Airplanes	<b>\$ 2,650</b>	\$ 1,880	<b>\$ 835</b>	\$ 739
Military Aircraft and Missiles	<b>1,068</b>	907	<b>412</b>	367
Space and Communications	<b>395</b>	41	<b>181</b>	5
Customer and Commercial Financing	<b>434</b>	358	<b>107</b>	121
Other	<b>(227)</b>	(33)	<b>(101)</b>	(10)
Accounting differences / eliminations	<b>(267)</b>	(360)	<b>(253)</b>	(113)
Share-based plans	<b>(279)</b>	(193)	<b>(98)</b>	(66)
Unallocated expense	<b>(123)</b>	(254)	<b>(17)</b>	(178)
<b>Earnings from operations</b>	<b>\$ 3,651</b>	\$ 2,346	<b>\$ 1,066</b>	\$ 865
Other income, principally interest	<b>\$ 280</b>	\$ 343	<b>\$ 28</b>	\$ 121
Interest and debt expense	<b>(477)</b>	(320)	<b>(157)</b>	(110)
Earnings before income taxes	<b>\$ 3,454</b>	\$ 2,369	<b>\$ 937</b>	\$ 876
Income Taxes	<b>728</b>	722	<b>287</b>	267
<b>Net earnings before cumulative effect of accounting change</b>	<b>\$ 2,726</b>	\$ 1,647	<b>\$ 650</b>	\$ 609
Effective income tax rate	<b>21.1%</b>	30.5%	<b>30.6%</b>	30.5%
<b>Research and development:</b>				
Commercial Airplanes	<b>\$622</b>	\$394	<b>\$237</b>	\$131
Military Aircraft and Missiles	<b>198</b>	187	<b>75</b>	64
Space and Communications	<b>375</b>	407	<b>127</b>	146
Other	<b>203</b>	36	<b>76</b>	20
<b>Total research and development expense</b>	<b>\$1,398</b>	\$1,024	<b>\$515</b>	\$361

**The Boeing Company and Subsidiaries**  
**Operating and Financial Data**

<b>Deliveries</b>	<b>Nine months</b>		<b>3rd Quarter</b>	
	<b>2001</b>	<b>2000</b>	<b>2001</b>	<b>2000</b>
<b>Commercial Airplanes</b>				
717	<b>37</b> (10)	20 (12)	<b>13</b> (1)	9 (6)
737	–	2	–	–
737 Next-Generation	<b>214</b> * (3)	209 *	<b>69</b> (1)	68 *
747	<b>24</b>	19 **	<b>8</b>	7
757	<b>32</b>	37	<b>12</b>	9
767	<b>29</b>	30	<b>6</b>	12
777	<b>45</b>	38	<b>12</b>	11
MD-11	<b>2</b>	4	–	1
Total	<b>383</b>	359	<b>120</b>	117
<b>Military Aircraft and Missiles</b>				
C-17	<b>9</b> (4)	10	<b>3</b> (2)	4
F-15	–	5	–	–
F/A-18 C/D	–	16	–	2
F/A-18 E/F	<b>27</b>	17	<b>11</b>	6
T-45TS	<b>11</b>	13	<b>3</b>	4
CH-47	<b>8</b>	5	<b>2</b>	1
C-40	<b>4</b>	–	<b>2</b>	–
Apache	<b>6</b>	6	<b>3</b>	2
<b>Space and Communications</b>				
Delta II	<b>4</b>	2	<b>1</b>	–
Satellites	<b>6</b>	–	<b>1</b>	–

\* Includes one intercompany C-40 Aircraft

\*\* Includes one ABL 747

Note: Commercial Airplanes deliveries by model include deliveries under operating lease, which are identified by parentheses.

	Sept 30	June 30	Dec. 31
	2001	2001	2000
<b>Contractual backlog</b> (Dollars in billions)			
Commercial Airplanes	\$ 82.7	\$ 86.9	\$89.8
Military Aircraft and Missiles	17.8	19.9	17.1
Space and Communications	13.7	14.2	13.7
<b>Total contractual backlog</b>	<b>\$114.2</b>	<b>\$121.0</b>	<b>\$120.6</b>
<b>Unobligated backlog</b>	<b>\$27.1</b>	<b>\$27.5</b>	<b>\$31.3</b>
<b>Workforce</b>	<b>198,000</b>	<b>199,000</b>	<b>198,000</b>