



News Release

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Boeing Reports First Quarter EPS of \$0.75, Excluding Non-Recurring Items and Accounting Change **-- Reaffirms outlook for 2002 and 2003**

First Quarter Highlights:

- **Reported net earnings of \$602 million, or \$0.75 per diluted share, excluding non-recurring items and adoption of new accounting standard (SFAS 142)**
- **Achieved operating margins of 7.4 percent, excluding non-recurring items**
- **Delivered 110 commercial jet airplanes; achieved strong Commercial Airplanes operating results**
- **Selected to negotiate with the U.S. Air Force for the 767 tanker program**
- **Selected as lead system integrator for U.S. Army Future Combat Systems program**
- **Continued prudent growth of customer financing portfolio**
- **Installed first Connexion by BoeingSM system on a commercial airliner**

Summary Financial Results:

(In millions, except per share data)

	<u>First Quarter</u>		<u>% Change</u>
	<u>2002</u>	<u>2001</u>	
Revenues	\$13,821	\$13,293	4%
<u>Before cumulative change in accounting*</u>			
Net earnings	\$578	\$1,236	
Adjust for Non-Recurring charges/(gains), net	<u>\$24</u>	<u>(\$475)</u>	
Reported Earnings before Non-Recurring	\$602	\$761	(21%)
Earnings per share (diluted)	\$0.72	\$1.45	
Adjust for Non-Recurring charges/(gains), net	<u>\$0.03</u>	<u>(\$0.56)</u>	
Reported EPS before Non-Recurring	\$0.75	\$0.89	(16%)
Diluted Shares for EPS	807.8	852.2	

*Effective 1/1/02, Boeing adopted SFAS 142 and recognized a \$1.8 billion non-cash, after-tax charge as a "Cumulative effect of accounting change, net of taxes" in its Statement of Operations.

CHICAGO, April 17, 2002 – The Boeing Company [NYSE: BA] reported first quarter net earnings of \$602 million, or \$0.75 per share, on \$13.8 billion of revenues, excluding non-recurring items and the impact of adopting a new accounting standard related to goodwill. During the same period last year, the

company reported net earnings before non-recurring items of \$761 million, or \$0.89 per share on \$13.3 billion of revenue.

Boeing's financial results include the impact of stock compensation expenses which reduced first quarter earnings per share by \$0.13 and \$0.02 during the same period last year. When stock compensation expenses are excluded, along with non-recurring items and changes in accounting, earnings per share totaled \$0.88 in the first quarter of 2002 compared with \$0.91 per share in 2001.

Excluding non-recurring items, operating earnings and margins for the period totaled \$1.0 billion and 7.4 percent, respectively, versus \$1.2 billion and 9.2 percent during the first quarter of 2001.

Current quarter results reflect higher revenues at Military Aircraft and Missile Systems, as well as at Boeing Capital Corporation, and generally strong operating performance across the company's core aerospace and finance businesses. However, period results were impacted by increases in commercial satellite program costs and continued softness in the commercial satellite marketplace.

"Our first quarter financials reflect strong performance at our Commercial Airplanes and our Military Aircraft and Missile Systems businesses, as well as continued prudent, profitable growth at Boeing Capital Corporation," said Phil Condit, Boeing chairman and chief executive officer. "Our Space and Communications team continues to execute on the vast majority of its programs, and is taking significant action to resolve commercial satellite production issues that affected first quarter results. Commercial Airplanes continues to aggressively implement lean manufacturing to maximize efficiency through the down-cycle, and Military Aircraft and Missile Systems again turned in excellent program performance."

The company recognized three non-recurring items during the quarter. These include, on an after-tax basis: 1) a \$15 million non-recurring benefit related to the F-15 program; 2) a \$24 million non-recurring charge related to decreased valuations of commercial aircraft related to the events of Sept. 11; and, 3) a \$15 million charge recognized on a long-held equity investment. Net earnings, before changes in accounting and including these non-recurring items, totaled \$578 million, or \$0.72 per share.

As previously announced, during the quarter the company adopted the Statement of Financial Accounting Standards No. 142 effective Jan. 1, 2002. As a result, the company recognized a \$1.8 billion non-cash, after-tax charge as a “cumulative effect of accounting change, net of taxes” in the attached Statement of Operations. A supplementary table at the end of this release summarizes the impact of non-recurring items and the goodwill accounting change on quarterly results.

Total backlog at the end of the quarter was \$131.1 billion compared with \$134.1 billion at the end of 2001. Contractually committed backlog was up to \$110.2 billion, compared with \$106.6 billion at year end.

The company generated \$174 million of free cash flow (operating cash flow less capital expenditures) in the quarter. Quarterly free cash was impacted by movement of payment timing on certain government contracts to the second quarter. Ending cash and short-term investment balances totaled \$541 million.

Consolidated first quarter debt totaled \$12.9 billion compared with \$12.3 billion at the end of 2001, reflecting continued growth at Boeing Capital Corporation. Debt attributable to The Boeing Company at the end of the quarter totaled \$4.4 billion, essentially unchanged, while Boeing Capital Corporation debt increased to \$7.9 billion. Non-recourse customer financing obligations totaled about \$0.6 billion.

Since 1998, Boeing has recognized the impact of its stock compensation plans on company earnings. During the first quarter, the increase in the company’s stock price raised pre-tax general and administrative expenses attributable to deferred stock compensation by \$62 million, decreasing earnings per share \$0.05. General and administrative expenses will continue to fluctuate with the company’s stock price. Pre-tax expenses associated with ongoing share-based plans totaled \$104 million, reducing earnings per share an additional \$0.08, for a total EPS reduction of \$0.13.

Commercial Airplanes: First quarter Commercial Airplanes segment revenues totaled \$8.3 billion, essentially unchanged compared to the first three months of 2001. Commercial Airplanes delivered 110 new jet airplanes during the quarter compared to 122 during the first quarter of 2001. Segment operating earnings and margins, excluding the non-recurring item, totaled \$1.0 billion and

12.1 percent, respectively, compared to \$860 million and 10.2 percent during the first quarter of 2001. Segment margin performance was positively impacted by continued operating improvements, strong cost performance in recently completed production blocks, and delivery mix.

During the quarter, Commercial Airplanes further refined the estimated financial impacts directly attributable to the events of Sept. 11, 2001, and recognized a \$34 million pre-tax, non-cash charge primarily due to decreased used aircraft valuations. Segment earnings and margins for the quarter, including this charge, totaled \$973 million and 11.7 percent, respectively.

Commercial Airplanes continued to take aggressive actions to improve operating efficiency during the current market downturn and beyond. This includes achieving fully operational moving line production on the high-volume 737 program, which reflects significant improvement in manufacturing processes and related supply chain management. Commercial Airplanes remains on track to achieve an orderly reduction of production rates by about one-half of 2001 levels by mid-2002. Other major events during the quarter included securing, from Ryanair, the largest-ever single firm order (100) for Next-Generation 737 aircraft.

Commercial Airplanes received 120 gross orders during the quarter. Contractual backlog at quarter-end totaled \$71.6 billion, compared with \$75.9 billion at the end of 2001.

Military Aircraft and Missile Systems: Military Aircraft and Missile Systems revenues for first quarter increased 22 percent to \$3.0 billion compared with \$2.4 billion a year ago. Aircraft, rotorcraft, and tactical weapons program deliveries were all higher, as were revenues from military aerospace support. Operating performance continued to be strong as segment earnings and operating margins, excluding the benefit of a non-recurring item, totaled \$339 million and 11.4 percent, respectively. This compares to segment earnings and operating margins of \$246 million and 10.1 percent during the first quarter of 2001.

During the quarter, Military Aircraft and Missile Systems recognized a non-recurring \$24 million benefit to operating profits as a result of continuing supplier termination negotiations on the F-15E program. Segment earnings and margins for

the quarter, including this adjustment, totaled \$363 million and 12.2 percent, respectively.

Military Aircraft and Missile Systems took steps toward securing significant growth opportunities during the quarter. This includes additional Joint Direct Attack Munition orders, increasing production rates and accelerating deliveries in support of growing national security needs. In late March, the Korean Ministry of National Defense announced that Boeing's F-15K would proceed to the evaluation's second phase of the F-X competition. The U.S. Air Force also selected Boeing to proceed in negotiations on the 767 tanker program. Tanker negotiations are currently expected to be complete this summer.

Contractual backlog at the end of the quarter totaled \$22.5 billion compared with \$17.6 billion at the end of 2001.

Space and Communications: Space and Communications reported first quarter revenues of \$2.3 billion, a four percent increase over the same period in 2001. The year-over-year revenue reflects an increase in missile defense and integrated battlespace activities, partially offset by lower revenues in commercial satellites. First quarter operating earnings and margins totaled \$42 million and 1.8 percent, respectively, versus \$84 million and 3.7 percent during the first quarter of 2001. Margin reduction compared to the first quarter of 2001 was primarily driven by program performance on commercial satellite programs. The remainder of the business recognized margin improvement compared with the first quarter of 2001.

The commercial satellite business was reorganized to enhance efficiency and competitiveness by infusing Boeing lean manufacturing and quality processes into satellite manufacturing activities. This action includes facilities consolidation, workforce reductions, implementation of integrated product teams and streamlining of design and production. Space and Communications is continuing to assess the Boeing Satellite Systems program outlook, and expects the reorganization to improve commercial satellite manufacturing performance by year-end despite the current commercial satellite market downturn.

Major events during the quarter included a successful Ground-based Midcourse Defense program integrated flight test. Space and Communications also assumed the Systems Integration Lead for the new national industry team

established by the U.S. Missile Defense Agency. In addition, the unit achieved a significant milestone in its integrated battlespace growth strategy by being selected as prime contractor to develop the U.S. Army's Future Combat Systems program.

Contractual backlog at the end of the quarter totaled \$16.1 billion compared with \$13.1 billion at the end of 2001.

Boeing Capital Corporation: Boeing Capital Corporation new volume in the first quarter of 2002 totaled \$1.1 billion, up from \$420 million in the first quarter of 2001. The higher volumes in the latest two quarters reflect Boeing Capital's ability to prudently meet the increased need for financing among the major U.S. airlines in the post-Sept. 11 environment. Volume during the remainder of 2002 is expected to moderate as these airlines' borrowing needs diminish.

Boeing Capital's financing assets totaled \$9.9 billion at the end of the first quarter, up from \$9.0 billion at year-end 2001 and \$5.5 billion at the end of the first quarter of 2001. First quarter revenues increased 42 percent to \$228 million from \$161 million in the first quarter of 2001, consistent with the significant growth in financing assets in the prevailing lower interest rate environment. Pre-tax earnings climbed to \$66 million in the first quarter of 2002, compared with \$40 million in the first quarter of 2001.

Essentially all Boeing customer financing assets are now consolidated at Boeing Capital. Consequently, the segment formerly identified as Customer and Commercial Financing has been reclassified starting this quarter as Boeing Capital Corporation.

Other Segments: During the quarter, Connexion by BoeingSM completed the first system installation onboard a commercial airliner. Following technical testing, Lufthansa will begin consumer service trials onboard the 747-400 in late 2002. In addition, Connexion by Boeing signed a contract to equip four aircraft used by senior U.S. government officials and made strong progress toward certification of service hardware.

Air Traffic Management continued to generate interest both domestically and internationally with its approach to develop the next generation air traffic management system. During the quarter, a series of Working Together Team meetings with domestic industry stakeholders was completed, resulting in the

development and public release of a System Performance Requirements Document. A follow-on European Working Together Team is being established.

Outlook: The outlook for 2002 and guidance for 2003, shown below, remain consistent with that previously provided.

“We expect our aerospace and finance businesses to perform well this year,” said Senior Vice President and Chief Financial Officer Mike Sears. “Commercial Airplanes is well positioned to continue performing profitably at lower production and delivery levels, and Military Aircraft and Missile Systems is poised to again realize solid double-digit margins,” he added. “Space and Communications is focused on delivering strong performance across its program base, with an emphasis on improved profitability in commercial satellites, and Boeing Capital is positioned for prudent, profitable growth.”

Commercial Airplanes remains on track to resize for lower airplane delivery levels during the second half of 2002. Planned employment reductions are on schedule to reach approximately 30,000 by mid-year. Segment operating margins are expected to moderate somewhat from levels achieved during the first quarter as the company continues to lower production rates.

The outlook for Commercial Airplanes deliveries remains unchanged at approximately 380 airplanes in 2002 and between 275 and 300 airplanes in 2003. The delivery forecast is essentially sold out for 2002 and is now more than 80 percent sold for 2003 at the lower end of the range. The outlook for single-aisle airplanes remains solid. However, the market for twin-aisle airplanes remains a near-term watch item and has the potential to impact the mix of 2003 deliveries.

Space and Communications’ missile defense and integrated battlespace programs remain key growth areas during the outlook period. Keys to achieving full year-over-year unit earnings and margin improvements in 2002 include commercial satellite manufacturing profit recovery, as well as Delta IV successful first flight and initial market acceptance. Revenue growth is also planned from Military Aircraft and Missile Systems’ aerospace support programs and increased deliveries of tactical fighters, rotorcraft and transport aircraft under multi-year procurements.

Revenue guidance for 2002 remains unchanged at +/- \$54 billion. For 2003, revenues are anticipated to be +/- \$52 billion as growth in the company’s space and

defense businesses partially offset revenue declines from fewer commercial airplane deliveries. Operating margin guidance for 2002 remains unchanged at +/-8.25 percent, and the company intends to hold 2003 margins at +/- 8.25 percent as well.

Free cash flow guidance for 2002 remains between \$2.5 billion and \$3.0 billion. Free cash flow guidance for 2003 is unchanged at greater than \$3 billion.

Financial Outlook	2002	2003
Revenue (in billions)	\$54 +/-	\$52 +/-
Operating margins (%)	8.25% +/-	8.25% +/-
Free cash flow (in billions)	\$2.5 - \$3.0	>\$3.0

Research and development during the guidance period is expected to remain between 3.0 and 3.5 percent of sales, but near the lower end of the range.

Summary of Non-Recurring Items: A summary of non-recurring impacts to the company’s financial results is provided below:

2002 and 2001 NRE and Accounting Change Impacts To Net Earnings – Year to Date			
Gains/(Charges) - Millions of Dollars After Tax			
	<u>2002</u>	<u>2001</u>	
First Quarter			
F-15E Program Settlement	\$ 15	\$ 343	R&D Tax Settlement
Used Aircraft Valuation*	\$ (24)	\$ 132	Interest on R&D Tax Settlement
Loss on Long-Held Equity Investment	\$ (15)		
Net Earnings Impact	<u>\$ (24)</u>	<u>\$ 475</u>	
Diluted EPS Impact	\$ (0.03)	\$ 0.56	
Change In Accounting			
SFAS 142 (Goodwill)	\$ (1,827)	\$ 1	SFAS 133 (Derivatives)
Diluted EPS Impact	\$ (2.26)	\$ 0.00	

*Sept-11 related event identified in Statement of Operations per EITF 01-10: Accounting for the impact of the Terrorist Attacks of Sept. 11, 2001.

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, deliveries, realization of technical and market benefits from acquisitions, revenues, operating margins, free cash flow, taxes, research and development expenses, prospects for delivery stream recovery in commercial aircraft, 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, program performance, benefits from reorganizations, 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 timing of procurement of tankers, 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 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 (particularly with respect to wide body production), production system initiatives, timing of product deliveries and launches, supplier contract negotiations, asset management plans, acquisition and divestiture plans, procurement plans, credit rating agency assessments, and other cost-reduction efforts; the actual outcomes of certain pending sales campaigns and U. S. and foreign government procurement activities; including the timing of procurement of tankers, 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; any additional impacts from the attacks of September 11, 2001; 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, 2001 and the 10-Q’s for the quarters ended 31 March 2001, 30 June 2001 and 30 September 2001.

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

(Dollars in millions except per share data)

	Three months ended	
	March 31	
	2002	2001
Sales and other operating revenues	\$13,821	\$13,293
Cost of products and services	11,571	11,070
	2,250	2,223
Equity in income from joint ventures	11	22
General and administrative expense	672	523
Research and development expense	459	422
Share-based plans expense	104	82
Special charges due to events of September 11, 2001	34	
Earnings from operations	992	1,218
Other income, principally interest	12	235
Interest and debt expense	(172)	(148)
Earnings before income taxes	832	1,305
Income taxes	254	69
Net earnings before cumulative effect of accounting change	578	1,236
Cumulative effect of accounting change, net of taxes	(1,827)	1
Net earnings (loss)	\$ (1,249)	\$ 1,237
Basic earnings per share before cumulative effect of accounting change	\$0.72	\$ 1.48
Cumulative effect of accounting change, net of taxes	(2.28)	
Basic earnings (loss) per share	\$ (1.56)	\$ 1.48
Diluted earnings per share before cumulative effect of accounting change	\$ 0.72	\$ 1.45
Cumulative effect of accounting change, net of taxes	(2.26)	
Diluted earnings (loss) per share	\$ (1.54)	\$ 1.45
Cash dividends paid per share	\$ 0.17	\$ 0.17
Average diluted shares (millions)	807.8	852.2

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

The Boeing Company and Subsidiaries
Consolidated Statements of Position

<i>(Dollars in millions except per share data)</i>	March 31 2002	December 31 2001
	(Unaudited)	
Assets		
Cash and cash equivalents	\$ 541	\$ 633
Accounts receivable	5,734	5,156
Current portion of customer and commercial financing	1,107	1,053
Deferred income taxes	2,543	2,444
Inventories, net of advances and progress billings	6,082	6,920
Total current assets	16,007	16,206
Customer and commercial financing	9,991	9,345
Property, plant and equipment, net	8,452	8,459
Goodwill and acquired intangibles, net	3,895	6,443
Prepaid pension expense	5,996	5,838
Other assets	2,152	2,052
	\$46,493	\$48,343
Liabilities and Shareholders' Equity		
Accounts payable and other liabilities	\$13,649	\$13,872
Advances in excess of related costs	3,572	4,306
Income taxes payable	385	909
Short-term debt and current portion of long-term debt	1,551	1,399
Total current liabilities	19,157	20,486
Deferred income taxes	236	177
Accrued retiree health care	5,420	5,367
Deferred lease income	602	622
Long-term debt	11,325	10,866
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	2,421	1,975
Treasury shares, at cost – 173,164,773 and 174,289,720	(8,454)	(8,509)
Retained earnings	13,091	14,340
Accumulated other comprehensive income	(446)	(485)
Unearned compensation	(2)	(3)
ShareValue Trust shares – 39,832,429 and 39,691,015	(1,916)	(1,552)
Total shareholders' equity	9,753	10,825
	\$46,493	\$48,343

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

<i>(Dollars in millions)</i>	Three months ended March 31	
	2002	2001
Cash flows - operating activities:		
Net earnings	\$(1,249)	\$ 1,237
Adjustments to reconcile net earnings to net cash provided by operating activities:		
Cumulative effect of accounting change, net	1,827	(1)
Share-based plans	104	82
Depreciation	294	315
Amortization of intangibles	28	69
Customer and commercial financing valuation provision	8	4
Changes in assets and liabilities –		
Accounts receivable	(563)	404
Inventories, net of advances and progress billings	838	(1,227)
Accounts payable and other liabilities	(83)	343
Advances in excess of related costs	(734)	426
Income taxes payable and deferred	98	(128)
Deferred lease income	(20)	
Prepaid pension expense	(158)	(249)
Accrued retiree health care	53	53
Other	(38)	(238)
Net cash provided by operating activities	405	1,090
Cash flows - investing activities:		
Customer financing and properties on lease, additions	(1,154)	(470)
Customer financing and properties on lease, reductions	390	264
Property, plant and equipment, net additions	(231)	(240)
Proceeds from dispositions		68
Net cash used by investing activities	(995)	(378)
Cash flows - financing activities:		
New borrowings	754	850
Debt repayments	(148)	(770)
Common shares purchased		(131)
Stock options exercised, other	34	29
Dividends paid	(142)	(148)
Net cash provided (used) by financing activities	498	(170)
Net increase (decrease) in cash and cash equivalents	(92)	542
Cash and cash equivalents at beginning of year	633	1,010
Cash and cash equivalents at end of 1st quarter	\$ 541	\$ 1,552

The Boeing Company and Subsidiaries
Business Segment Data
(Unaudited)

(Dollars in millions)

Three months ended
March 31

	2002	2001
Revenues:		
Commercial Airplanes	\$ 8,313	\$ 8,443
Military Aircraft and Missile Systems	2,972	2,427
Space and Communications	2,332	2,246
Boeing Capital Corporation	228	161
Other	126	116
Accounting differences / eliminations	(150)	(100)
Operating revenues	\$13,821	\$13,293
Earnings from operations:		
Commercial Airplanes	\$ 973	\$ 860
Military Aircraft and Missile Systems	363	246
Space and Communications	42	84
Boeing Capital Corporation	156	113
Other	(52)	(22)
Accounting differences / eliminations	(265)	25
Share-based plans	(104)	(82)
Unallocated expense	(121)	(6)
Earnings from operations	\$ 992	\$ 1,218
Other income, principally interest	12	235
Interest and debt expense		
Boeing Capital Corporation	(90)	(73)
Other	(82)	(75)
Earnings before income taxes	832	1,305
Income Taxes	254	69
Net earnings before cumulative effect of accounting change	\$ 578	\$ 1,236
Effective income tax rate	30.5%	5.3%
Research and development:		
Commercial Airplanes	\$ 223	\$ 195
Military Aircraft and Missile Systems	82	53
Space and Communications	128	123
Other	26	51
Total research and development expense	\$ 459	\$ 422

The Boeing Company and Subsidiaries
Operating and Financial Data

Deliveries	1st Quarter	
	2002	2001
Commercial Airplanes		
717	3	7 (1)
737 Next-Generation	59 * (1)	72 *
747	8	7
757	12	8
767	12	10
777	16	16
MD-11	—	2
Total	110	122
Military Aircraft and Missile Systems		
C-17	3	2
F/A-18 E/F	10	7
T-45TS	2	4
CH-47	2	2
Apache (New Builds)	5	2
Space and Communications		
Delta II	1	—
Satellites	3	1

* Includes one intercompany C-40 737 aircraft

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

	Mar 31	Dec. 31
Contractual backlog (Dollars in billions)	2002	2001
Commercial Airplanes	\$71.6	\$ 75.9
Military Aircraft and Missile Systems	22.5	17.6
Space and Communications	16.1	13.1
Total contractual backlog	\$110.2	\$106.6
Unobligated backlog	\$20.9	\$ 27.5
Workforce	178,000	188,000