[Template:Infobox company](/wiki/Template:Infobox_company" \o "Template:Infobox company)

**The Boeing Company** ([Template:IPAc-en](/wiki/Template:IPAc-en)) is an American [multinational corporation](/wiki/Multinational_corporation) that designs, manufactures, and sells [airplanes](/wiki/Airplane), [rotorcraft](/wiki/Rotorcraft), [rockets](/wiki/Rocket), and [satellites](/wiki/Satellite) worldwide. It also provides leasing and product support services. Boeing is among the largest global [aircraft manufacturers](/wiki/Aerospace_manufacturer), is the second-largest [defense contractor](/wiki/Defense_contractor) in the world based on 2013 revenue,<ref name=DefenseNews\_2013\_ranking>["Defense News Top 100 for 2014"](http://special.defensenews.com/top-100/) (based on 2013 data). [*Defense News*](/wiki/Defense_News), August 4, 2014.</ref> and is the largest exporter in the United States by dollar value.[[1]](#cite_note-1)<ref name=Boeing>[? "About"](http://www.boeing.com/boeing/companyoffices/aboutus/index.page). Boeing.com, July 2014.</ref> Boeing stock is a component of the [Dow Jones Industrial Average](/wiki/Dow_Jones_Industrial_Average).

The Boeing Company's corporate headquarters are located in [Chicago](/wiki/Chicago) and the company is led by President and CEO [Dennis Muilenburg](/wiki/Dennis_Muilenburg).[[2]](#cite_note-2)[[3]](#cite_note-3)[[4]](#cite_note-4) and [B-52 Stratofortress](/wiki/B-52_Stratofortress) bombers in the late-1940s and into the 1950s. During the early 1950s, Boeing used company funds to develop the [367–80](/wiki/Boeing_367-80) jet airliner demonstrator that led to the [KC-135 Stratotanker](/wiki/KC-135_Stratotanker) and [Boeing 707](/wiki/Boeing_707) jetliner. Some of these were built at Boeing's facilities in [Wichita, Kansas](/wiki/Wichita,_Kansas), which existed from 1931 to 2014.

In the mid-1950s technology had advanced significantly, which gave Boeing the opportunity to develop and manufacture new products. One of the first was the guided short-range [missile](/wiki/Missile) used to intercept enemy aircraft. By that time the [Cold War](/wiki/Cold_War) had become a fact of life, and Boeing used its short-range missile technology to develop and build an intercontinental missile.

In 1958, Boeing began delivery of its 707, the United States' first commercial [jet airliner](/wiki/Jet_airliner), in response to the British [De Havilland Comet](/wiki/De_Havilland_Comet), French [Sud Aviation Caravelle](/wiki/Sud_Aviation_Caravelle) and [Soviet](/wiki/Soviet_Union) [Tupolev Tu-104](/wiki/Tupolev_Tu-104), which were the world's first generation of commercial jet aircraft. With the 707, a four-engine, 156-passenger airliner, the U.S. became a leader in commercial jet manufacture. A few years later, Boeing added a second version of this aircraft, the [Boeing 720](/wiki/Boeing_720), which was slightly faster and had a shorter range.

Boeing was a major producer of small turbine engines during the 1950s and 1960s. The engines represented one of the company's major efforts to expand its product base beyond military aircraft after World War II. Development on the gasoline turbine engine started in 1943 and Boeing's gas turbines were designated models 502, 520, 540, 551 and 553. Boeing built 2,461 engines before production ceased in April 1968. Many applications of the Boeing gas turbine engines were considered to be firsts, including the first turbine-powered helicopter and boat.[[21]](#cite_note-21)

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### 1960s[[edit](/index.php?title=(none)&action=edit&section=5)]

[thumb|alt=Boeing 747 on the runway and 707 in the air|The](/wiki/File:UA747.HNL.1973..reprocessed.arp.jpg) [707](/wiki/Boeing_707) and [747](/wiki/Boeing_747) formed the backbone of many major airline fleets through the end of the 1970s, including [United](/wiki/United_Airlines) (747 on this picture) and [Pan Am](/wiki/Pan_American_World_Airways) (707 on this picture) [thumb|alt=Lufthansa-branded Boeing 727|](/wiki/File:Lufthansa_Boeing_727-30C_Fitzgerald.jpg)[Lufthansa](/wiki/Lufthansa) [Boeing 727](/wiki/Boeing_727). [thumb|alt=Lufthansa-branded Boeing 737|A](/wiki/File:Lufthansa_737-130_D-ABED.jpg) [Boeing 737](/wiki/Boeing_737), the best-selling aircraft.

[Vertol Aircraft Corporation](/wiki/Piasecki_Helicopter) was acquired by Boeing in 1960,[[22]](#cite_note-22) and was reorganized as Boeing's [Vertol division](/wiki/Boeing_Vertol). The twin-rotor [CH-47 Chinook](/wiki/CH-47_Chinook), produced by Vertol, took its first flight in 1961. This heavy-lift [helicopter](/wiki/Helicopter) remains a work-horse vehicle up to the present day. In 1964, Vertol also began production of the [CH-46 Sea Knight](/wiki/CH-46_Sea_Knight).

In December 1960, Boeing announced the model [727](/wiki/Boeing_727) jetliner, which went into commercial service about three years later. Different passenger, freight and convertible freighter variants were developed for the 727. The 727 was the first commercial jetliner to reach 1,000 sales, and a few years later the 1,500 mark was reached.[Template:Citation needed](/wiki/Template:Citation_needed)

Boeing won a contract in 1961 to manufacture the S-IC stage of the [Saturn V](/wiki/Saturn_V) rocket, manufactured at the [Michoud Assembly Facility](/wiki/Michoud_Assembly_Facility) in New Orleans, Louisiana.

In 1966, Boeing president [William M. Allen](/wiki/William_M._Allen) asked [Malcolm T. Stamper](/wiki/Malcolm_T._Stamper) to spearhead production of the new [747](/wiki/Boeing_747) airliner on which the company's future was riding. This was a monumental engineering and management challenge, and included construction of the world's biggest factory in which to build the 747 at [Everett, Washington](/wiki/Everett,_Washington), a plant which is the size of 40 football fields.[[23]](#cite_note-23) In 1967, Boeing introduced another short- and medium-range airliner, the twin-engine [737](/wiki/Boeing_737). It has become since then the best-selling commercial jet aircraft in aviation history.[Template:Citation needed](/wiki/Template:Citation_needed) Several versions have been developed, mainly to increase [seating capacity](/wiki/Seating_capacity) and range. The 737 remains in production as of 2016.

The roll-out ceremonies for the first [747–100](/wiki/Boeing_747) took place in 1968, at the massive new factory in Everett, about an hour's drive from Boeing's Seattle home. The aircraft made its first flight a year later. The first commercial flight occurred in 1970. The 747 has an intercontinental range and a larger [seating capacity](/wiki/Seating_capacity) than Boeing's previous aircraft.

Boeing also developed [hydrofoils](/wiki/Boeing_hydrofoils) in the 1960s. The screw-driven [USS *High Point* (PCH-1)](/wiki/USS_High_Point_(PCH-1)) was an experimental submarine hunter. The patrol hydrofoil [USS *Tucumcari* (PGH-2)](/wiki/USS_Tucumcari_(PGH-2)) was more successful. Only one was built, but it saw service in Vietnam and Europe before running aground in 1972. Its waterjet and fully submersed flying foils were the example for the later Pegasus-class patrol hydrofoils and the [Model 929 Jetfoil](/wiki/Boeing_929) ferries in the 1980s. The Tucumcari and later boats were produced in Renton. While the Navy hydrofoils were withdrawn from service in the late 1980s, the Boeing Jetfoils are still in service in Asia.

### 1970s[[edit](/index.php?title=(none)&action=edit&section=6)]

In the early 1970s Boeing suffered from the simultaneous decline in [Vietnam War](/wiki/Vietnam_War) military spending, the slowing of the space program as [Project Apollo](/wiki/Project_Apollo) neared completion, the [recession of 1969–70](/wiki/Recession_of_1969–70),[Template:R](/wiki/Template:R)[Template:Rp](/wiki/Template:Rp) and the company's $2 billion in debt as it built the new [747](/wiki/Boeing_747) airliner.[Template:R](/wiki/Template:R)[Template:Rp](/wiki/Template:Rp) Boeing did not receive any orders for more than a year. Its bet for the future, the 747, was delayed in production by three months because of problems with its Pratt & Whitney engines. Another problem was that, in 1971, the U.S. Congress decided to stop the funding for the development of the [supersonic](/wiki/Supersonic) [2707](/wiki/Boeing_2707), Boeing's answer to the British-French [Concorde](/wiki/Concorde), forcing the company to discontinue the project.[Template:Citation needed](/wiki/Template:Citation_needed)

[Commercial Airplane Group](/wiki/Boeing_Commercial_Airplanes), by far the largest unit of Boeing, went from 83,700 employees in 1968 to 20,750 in 1971. Each unemployed Boeing employee cost at least one other job, and unemployment rose to 14 percent, the highest in the United States.[Template:Citation needed](/wiki/Template:Citation_needed) Housing vacancy rates rose to 16 percent from 1 percent in 1967.[Template:Citation needed](/wiki/Template:Citation_needed) [U-Haul](/wiki/U-Haul) dealerships ran out of trailers because so many people moved out. A billboard appeared near the airport:[[24]](#cite_note-24)[Template:Rp](/wiki/Template:Rp) [Template:Quote](/wiki/Template:Quote)

In January 1970, the first 747, a four-engine long-range airliner, flew its first commercial flight with [Pan American World Airways](/wiki/Pan_American_World_Airways). The 747 changed the airline industry, providing much larger [seating capacity](/wiki/Seating_capacity) than any other airliner in production. The company has delivered over 1,500 Boeing 747s. The 747 has undergone continuous improvements to keep it technologically up-to-date. Larger versions have also been developed by stretching the upper deck. The newest version of the 747, the [747-8](/wiki/Boeing_747-8) is in production as of 2015.

Boeing launched three Jetfoil 929-100 hydrofoils that were acquired in 1975 for service in the Hawaiian Islands. When the service ended in 1979 the three hydrofoils were acquired by Far East Hydrofoil for service between Hong Kong and Macau.[[25]](#cite_note-25) During the 1970s, Boeing also developed the [US Standard Light Rail Vehicle](/wiki/US_Standard_Light_Rail_Vehicle), which has been used in San Francisco, Boston, and Morgantown, [West Virginia](/wiki/West_Virginia).[Template:Citation needed](/wiki/Template:Citation_needed)

### 1980s[[edit](/index.php?title=(none)&action=edit&section=7)]

[thumb|left|alt=Boeing 757 aircraft branded with Turkmenistan Airlines|The narrow body Boeing 757 replaced the 707 and 727. This example is in](/wiki/File:Turkmenistan_Boeing_757-200_Beltyukov-1.jpg) [Turkmenistan Airlines](/wiki/Turkmenistan_Airlines) livery. [thumbnail|left|alt=Boeing 767 branded with Qantas|The Boeing 767 replaced the Boeing 707. This example is in](/wiki/File:Boeing_767-338-ER,_Qantas_AN0398522.jpg) [Qantas](/wiki/Qantas) livery.

In 1983, the economic situation began to improve. Boeing assembled its 1,000th 737 passenger aircraft. During the following years, commercial aircraft and their military versions became the basic equipment of airlines and air forces. As passenger air traffic increased, competition was harder, mainly from [Airbus](/wiki/Airbus), a European newcomer in commercial airliner manufacturing. Boeing had to offer new aircraft, and developed the single-aisle [757](/wiki/Boeing_757), the larger, twin-aisle [767](/wiki/Boeing_767), and upgraded versions of the 737. An important project of these years was the [Space Shuttle](/wiki/Space_Shuttle_program), to which Boeing contributed with its experience in space rockets acquired during the Apollo era. Boeing participated also with other products in the space program, and was the first contractor for the [International Space Station](/wiki/International_Space_Station) program.

During the decade several military projects went into production, including Boeing support of the stealth B-2 bomber. As part of an industry team led by Northrop, Boeing built the outboard portion of the B-2 stealth bomber wing, the aft center fuselage section, landing gear, fuel system and weapons delivery system. At its peak in 1991, the B-2 was the largest military program at Boeing, employing about 10,000 people. The same year, the National Aeronautic Association of the USA awarded the B-2 design team the Collier Trophy for the greatest achievement in aerospace in America. The first B-2 rolled out of the bomber's final assembly facility in [Palmdale, California](/wiki/Palmdale,_California), in November 1988 and it flew for the first time on July 17, 1989.[[26]](#cite_note-26) The Avenger air defense system and a new generation of short-range missiles also went into production. During these years, Boeing was very active in upgrading existing military equipment and developing new ones. Boeing also contributed to [wind power](/wiki/Wind_power) development with the experimental [MOD-2 Wind Turbines](/wiki/MOD-2_Wind_Turbine) for [NASA](/wiki/NASA) and the [United States Department of Energy](/wiki/United_States_Department_of_Energy), and the [MOD-5B](/wiki/MOD-5B_Wind_Turbine) for Hawaii.<ref name=boeingwindpower>[Template:Cite web](/wiki/Template:Cite_web)</ref>

### 1990s[[edit](/index.php?title=(none)&action=edit&section=8)]

[thumb|alt=Boeing 777-300ER aircraft branded with Air France|](/wiki/File:Air_France_Boeing_777-300ER_F-GSQD_take_off_Charles_de_Gaulle_23_Jan_2005.jpg)[Air France](/wiki/Air_France) 777-300ER

Boeing was one of seven competing companies that bid for the [Advanced Tactical Fighter](/wiki/Advanced_Tactical_Fighter). Boeing agreed to team with General Dynamics and Lockheed, so that all three companies would participate in the development if one of the three companies design was selected. The Lockheed design was eventually selected and developed into the [F-22 Raptor](/wiki/F-22_Raptor).[[27]](#cite_note-27) In April 1994, Boeing introduced the most modern commercial jet aircraft at the time, the twin-engine [777](/wiki/Boeing_777), with a [seating capacity](/wiki/Seating_capacity) of approximately 300 to 370 passengers in a typical three-class layout, in between the 767 and the 747. The longest range twin-engined aircraft in the world, the 777 was the first Boeing airliner to feature a "[fly-by-wire](/wiki/Aircraft_flight_control_systems)" system and was conceived partly in response to the inroads being made by the European Airbus into Boeing's traditional market. This aircraft reached an important milestone by being the first airliner to be designed entirely by using [computer-aided design](/wiki/Computer-aided_design) (CAD) techniques.[[28]](#cite_note-28) The 777 was also the first airplane to be certified for 180 minute [ETOPS](/wiki/ETOPS) at entry into service by the [FAA](/wiki/FAA).[[29]](#cite_note-29) Also in the mid-1990s, the company developed the revamped version of the 737, known as the [737 "Next-Generation"](/wiki/Boeing_737_Next_Generation), or 737NG. It has since become the fastest-selling version of the 737 in history, and on April 20, 2006 sales passed those of the ["Classic 737"](/wiki/Boeing_737_Classic), with a follow-up order for 79 aircraft from [Southwest Airlines](/wiki/Southwest_Airlines).

In 1995, Boeing chose to demolish the headquarters complex on East Marginal Way South instead of upgrading it to match new seismic standards. The headquarters were moved to an adjacent building and the facility was demolished in 1996.[[30]](#cite_note-30) In 1997, Boeing was headquartered on East Marginal Way South, by [King County Airport](/wiki/King_County_Airport), in Seattle.[[31]](#cite_note-31) In 1996, Boeing acquired [Rockwell's](/wiki/Rockwell_International) aerospace and defense units. The Rockwell business units became a subsidiary of Boeing, named Boeing North American, Inc. In August 1997, Boeing merged with [McDonnell Douglas](/wiki/McDonnell_Douglas) in a US$13 billion stock swap under the name *The Boeing Company*. However this name had actually been Boeing's official name previously adopted on May 21, 1961.[[32]](#cite_note-32) Following the merger, the McDonnell Douglas MD-95 was renamed the [Boeing 717](/wiki/Boeing_717), and the production of the MD-11 was limited to the freighter version. Boeing introduced a new corporate identity with completion of the merger, incorporating the Boeing logo type and a stylized version of the McDonnell Douglas symbol, which was derived from the Douglas Aircraft logo from the 1970s.

Aerospace analyst Scott Hamilton heavily criticized the CEO and his deputy, [Philip M. Condit](/wiki/Philip_M._Condit) and [Harry Stonecipher](/wiki/Harry_Stonecipher), for thinking of their personal benefit first, and with it causing the problems hitting Boeing many years later. Instead of investing the huge cash reserve to build new airplanes, they initiated a program to buy back Boeing stock for more than US$10 billion.[[33]](#cite_note-33)[Template:Importance inline](/wiki/Template:Importance_inline)

### 2000–2009[[edit](/index.php?title=(none)&action=edit&section=9)]

[thumb|alt=International Space Station (STS-134)|](/wiki/File:STS-134_International_Space_Station_after_undocking.jpg)[International Space Station](/wiki/International_Space_Station) [thumb|right|alt=Boeing's factory in Everett, Washington in 2011. The planes are on tarmac outside warehouse-like buildings|](/wiki/File:Aerial_Boeing_Everett_Factory_October_2011.jpg)[Boeing Everett Factory](/wiki/Boeing_Everett_Factory) in 2011

In January 2000, Boeing chose to expand its presence in another aerospace field of satellite communications by purchasing Hughes Electronics.[[34]](#cite_note-34) [Hughes Space and Communications Company](/wiki/Hughes_Space_and_Communications_Company), which had pioneered the satellite communications field and represented 70 percent of all commercial communications built in 1997.[Template:Citation needed](/wiki/Template:Citation_needed)

In September 2001, Boeing moved its corporate headquarters from Seattle to Chicago. Chicago, [Dallas](/wiki/Dallas) and [Denver](/wiki/Denver) – vying to become the new home of the world's largest aerospace concern – all had offered packages of multimillion-dollar tax breaks.[[35]](#cite_note-35) Its offices are located in the [Fulton River District, Chicago](/wiki/Fulton_River_District,_Chicago) just outside the [Loop, Chicago](/wiki/Loop,_Chicago).[[36]](#cite_note-36) On October 10, 2001, Boeing lost to its rival [Lockheed Martin](/wiki/Lockheed_Martin) in the fierce competition for the multibillion-dollar [Joint Strike Fighter](/wiki/Joint_Strike_Fighter_Program) contract. Boeing's entry, the [X-32](/wiki/Boeing_X-32), was rejected in favor of Lockheed's [X-35](/wiki/Lockheed_Martin_X-35) entrant. Boeing continues to serve as the prime contractor on the International Space Station and has built several of the major components.

Boeing began development of the [KC-767](/wiki/Boeing_KC-767) aerial refueling tanker in the early 2000s. Italy and Japan ordered four KC-767s each. After development delays and FAA certification, Boeing delivered the tankers to Japan from 2008[[37]](#cite_note-37)[[38]](#cite_note-38) with the second KC-767 following on 5 March.[[39]](#cite_note-39) to 2010.[[40]](#cite_note-40) Italy received its four KC-767 during 2011.[[41]](#cite_note-41)<ref name=Def\_News\_into\_Service>Kington, Tom.["Italy Enters First 2 Boeing Tankers Into Service"](http://defensenews.com/story.php?i=6536620&c=EUR&s=TOP). Defense News, 17 May 2011.</ref>[[42]](#cite_note-42) In 2004, Boeing ended production of the 757 after 1,050 aircraft were produced. More advanced, stretched versions of the 737 were beginning to compete against the 757, and the planned 787-3 was to fill much of the top end of the 757 market. Also that year, Boeing announced that the 717, the last civil aircraft to be designed by McDonnell Douglas, would cease production in 2006. The 767 was in danger of cancellation as well, with the 787 replacing it, but orders for the freighter version extended the program.

After several decades of success, Boeing [lost ground to Airbus](/wiki/Competition_between_Airbus_and_Boeing) and subsequently lost its lead in the airliner market in 2003. Multiple Boeing projects were pursued and then canceled, notably the [Sonic Cruiser](/wiki/Boeing_Sonic_Cruiser), a proposed jetliner that would travel just under the [speed of sound](/wiki/Speed_of_sound), cutting intercontinental travel times by as much as 20 percent. It was launched in 2001 along with a new advertising campaign to promote the company's new motto, "Forever New Frontiers", and to rehabilitate its image. However, the plane's fate was sealed by the changes in the commercial aviation market following the [September 11 attacks](/wiki/September_11_attacks) and the subsequent weak economy and increase in fuel prices.

Subsequently, Boeing streamlined its production and turned its attention to a new model, the [Boeing 787 Dreamliner](/wiki/Boeing_787_Dreamliner), using much of the technology developed for the Sonic Cruiser, but in a more conventional aircraft designed for maximum efficiency. The company also launched new variants of its successful 737 and 777 models. The 787 proved to be highly popular choice with airlines, and won a record number of pre-launch orders. With delays to Airbus' [A380](/wiki/Airbus_A380) program several airlines threatened to switch their A380 orders to Boeing's new 747 version, the [747-8](/wiki/Boeing_747-8).[[43]](#cite_note-43) Airbus's response to the 787, the [A350](/wiki/Airbus_A350), received a lukewarm response at first when it was announced as an improved version of the A330, and then gained significant orders when Airbus promised an entirely new design. The 787 program has encountered delays, with the first flight not occurring until late 2009.[[44]](#cite_note-44) After regulatory approval, Boeing formed a joint venture, [United Launch Alliance](/wiki/United_Launch_Alliance) with its competitor, Lockheed Martin, on December 1, 2006. The new venture is the largest provider of rocket launch services to the U.S. government.[[45]](#cite_note-45) On August 2, 2005, Boeing sold its [Rocketdyne](/wiki/Rocketdyne) rocket engine division to [Pratt & Whitney](/wiki/Pratt_&_Whitney). On May 1, 2006, Boeing agreed to purchase Dallas, Texas-based Aviall, Inc. for $1.7 billion and retain $350 million in debt. Aviall, Inc. and its subsidiaries, Aviall Services, Inc. and ILS formed a wholly owned subsidiary of Boeing Commercial Aviation Services (BCAS).[[46]](#cite_note-46) Realizing that increasing numbers of passengers have become reliant on their computers to stay in touch, Boeing introduced [Connexion by Boeing](/wiki/Connexion_by_Boeing), a satellite based Internet connectivity service that promised air travelers unprecedented access to the World Wide Web. The company debuted the product to journalists in 2005, receiving generally favorable reviews. However, facing competition from cheaper options, such as cellular networks, it proved too difficult to sell to most airlines. In August 2006, after a short and unsuccessful search for a buyer for the business, Boeing chose to discontinue the service.[[47]](#cite_note-47)[[48]](#cite_note-48) On August 18, 2007, NASA selected Boeing as the manufacturing contractor for the liquid-fueled upper stage of the [Ares I](/wiki/Ares_I) rocket.[Template:Citation needed](/wiki/Template:Citation_needed) The stage, based on both [Apollo](/wiki/Project_Apollo)-[Saturn](/wiki/Saturn_V) and [Space Shuttle](/wiki/Space_Shuttle) technologies, was to be constructed at NASA's [Michoud Assembly Facility](/wiki/Michoud_Assembly_Facility) near New Orleans; Boeing constructed the [S-IC](/wiki/S-IC) stage of the [Saturn V](/wiki/Saturn_V) rocket at this site in the 1960s.

[thumb|left|The Boeing 787 Dreamliner on its first flight](/wiki/File:Boeing_787first_flight.jpg) Boeing launched the [777 Freighter](/wiki/Boeing_777) in May 2005 with an order from [Air France](/wiki/Air_France). The freighter variant is based on the −200LR. Other customers include [FedEx](/wiki/FedEx_Express) and [Emirates](/wiki/Emirates_(airline)). Boeing officially announced in November 2005 that it would produce a larger variant of the 747, the 747-8, in two versions, commencing with the Freighter version with firm orders for two cargo carriers. The second version, named the Intercontinental, is for passenger airlines. Both 747-8 versions feature a lengthened fuselage, new, advanced engines and wings, and the incorporation of other technologies developed for the 787.

Boeing also received the launch contract from the [U.S. Navy](/wiki/U.S._Navy) for the [P-8 Poseidon](/wiki/Boeing_P-8_Poseidon) Multimission Maritime Aircraft, an [anti-submarine warfare](/wiki/Anti-submarine_warfare) patrol aircraft. It has also received orders for the [737 AEW&C](/wiki/Boeing_737_AEW&C) "Wedgetail" aircraft. The company has also introduced new extended range versions of the 737. These include the 737-700ER and 737-900ER. The 737-900ER is the latest and will extend the range of the 737–900 to a similar range as the successful 737–800 with the capability to fly more passengers, due to the addition of two extra emergency exits.

[thumb|alt=777-200LR Worldliner at the Paris Air Show 2005|The record-breaking 777-200LR Worldliner, presented at the](/wiki/File:B777-200LR_Paris_Air_Show_2005_display.jpg) [Paris Air Show](/wiki/Paris_Air_Show) 2005. The 777-200LR Worldliner embarked on a well-received global demonstration tour in the second half of 2005, showing off its capacity to fly farther than any other commercial aircraft. On November 10, 2005, the 777-200LR set a world record for the longest non-stop flight. The plane, which departed from Hong Kong traveling to London, took a longer route, which included flying over the U.S. It flew 11,664 nautical miles (21,601 km) during its 22-hour 42-minute flight. It was flown by [Pakistan International Airlines](/wiki/Pakistan_International_Airlines) pilots and PIA was the first airline to fly the 777-200LR Worldliner.

On August 11, 2006, Boeing agreed to form a joint-venture with the large Russian [titanium](/wiki/Titanium) producer, [VSMPO-Avisma](/wiki/VSMPO-Avisma) for the machining of titanium forgings. The forgings will be used on the 787 program.[[49]](#cite_note-49) On December 27, 2007 Boeing and VSMPO-Avisma created a joint venture, Ural Boeing Manufacturing, and signed a contract on [titanium](/wiki/Titanium) product deliveries until 2015, with Boeing planning to invest $27 billion in Russia over the next 30 years.[[50]](#cite_note-50) In February 2011, Boeing received a contract for 179 [KC-46](/wiki/Boeing_KC-46) U.S. Air Force tankers at a value of $35 billion.<ref name=179tank>[Template:Cite news](/wiki/Template:Cite_news)</ref> The KC-46 tankers are based on the KC-767.

[thumb|left|alt=Drawing of XM1202 tank|Graphic representation of the](/wiki/File:XM1202_MCS.jpg) [XM1202](/wiki/XM1202) Mounted Combat System vehicle Boeing jointly with [Science Applications International Corporation](/wiki/Science_Applications_International_Corporation) (SAIC), were the prime contractors in the U.S. military's [Future Combat Systems](/wiki/Future_Combat_Systems) program.[[51]](#cite_note-51) The FCS program was canceled in June 2009 with all remaining systems swept into the [BCT Modernization](/wiki/BCT_Modernization) program.[[52]](#cite_note-52) Boeing works jointly with SAIC in the BCT Modernization program like the FCS program but the U.S. Army will play a greater role in creating baseline vehicles and will only contract others for accessories.

[Defense Secretary](/wiki/U.S._Secretary_of_Defense) [Robert M. Gates'](/wiki/Robert_M._Gates) shift in defense spending to, "make tough choices about specific systems and defense priorities based solely on the national interest and then stick to those decisions over time"[[53]](#cite_note-53) hit Boeing especially hard, because of their heavy involvement with canceled Air Force projects.[[54]](#cite_note-54)

#### Unethical conduct[[edit](/index.php?title=(none)&action=edit&section=10)]

In May 2003, the [U.S. Air Force](/wiki/U.S._Air_Force) announced it would lease 100 [KC-767](/wiki/Boeing_KC-767) tankers to replace the oldest 136 of its [KC-135s](/wiki/KC-135_Stratotanker). In November 2003, responding to critics who argued that the lease was more expensive than an outright purchase, the DoD announced a revised lease of 20 aircraft and purchase of 80. In December 2003, the Pentagon announced the project was to be frozen while an investigation of allegations of corruption by one of its former procurement staffers, [Darleen Druyun](/wiki/Darleen_Druyun) (who began employment at Boeing in January) was begun. The fallout of this resulted in the resignation of Boeing CEO Philip M. Condit and the termination of CFO [Michael M. Sears](/wiki/Michael_M._Sears).[[55]](#cite_note-55) [Harry Stonecipher](/wiki/Harry_Stonecipher), former McDonnell Douglas CEO and Boeing COO, replaced Condit on an interim basis. Druyun pleaded guilty to inflating the price of the contract to favor her future employer and to passing information on the competing [Airbus A330 MRTT](/wiki/Airbus_A330_MRTT) bid. In October 2004, she received a jail sentence for corruption.[[56]](#cite_note-56) In March 2005, the Boeing board forced President and CEO Harry Stonecipher to resign. Boeing said an internal investigation revealed a "consensual" relationship between Stonecipher and a female executive that was "inconsistent with Boeing's Code of Conduct" and "would impair his ability to lead the company".[[57]](#cite_note-57) [James A. Bell](/wiki/James_A._Bell) served as interim CEO (in addition to his normal duties as Boeing's CFO) until the appointment of [Jim McNerney](/wiki/Jim_McNerney) as the new Chairman, President, and CEO on June 30, 2005.

#### Industrial espionage[[edit](/index.php?title=(none)&action=edit&section=11)]

In June 2003, Lockheed Martin sued Boeing, alleging that the company had resorted to [industrial espionage](/wiki/Industrial_espionage) in 1998 to win the [Evolved Expendable Launch Vehicle](/wiki/Evolved_Expendable_Launch_Vehicle) (EELV) competition. Lockheed Martin claimed that the former employee Kenneth Branch, who went to work for [McDonnell Douglas](/wiki/McDonnell_Douglas) and Boeing, passed nearly 30,000 pages of proprietary documents to his new employers. Lockheed Martin argued that these documents allowed Boeing to win 19 of the 28 tendered military satellite launches.<ref name=Anatomy>[Template:Cite news](/wiki/Template:Cite_news)</ref><ref name=Boeing\_probe/>

In July 2003, Boeing was penalized, with the Pentagon stripping seven launches away from the company and awarding them to Lockheed Martin.<ref name=Anatomy/> Furthermore, the company was forbidden to bid for rocket contracts for a twenty-month period, which expired in March 2005.<ref name=Boeing\_probe>[Template:Cite news](/wiki/Template:Cite_news)</ref> In early September 2005, it was reported that Boeing was negotiating a settlement with the U.S. Department of Justice in which it would pay up to $500 million to cover this and the Darleen Druyun scandal.[[58]](#cite_note-58)

### 1992 EU-US Agreement notes[[edit](/index.php?title=(none)&action=edit&section=12)]

Until the late 1970s, the U.S. had a near monopoly in the Large Civil Aircraft (LCA) sector.[[59]](#cite_note-59) The Airbus consortium (created in 1969) started competing effectively in the 1980s. At that stage the U.S. became concerned about the European competition and the alleged subsidies paid by the European governments for the developments of the early models of the Airbus family. This became a major issue of contention, as the European side was equally concerned by subsidies accruing to U.S. LCA manufacturers through NASA and Defense programs.

The EU and the U.S. started bilateral negotiations for the limitation of government subsidies to the LCA sector in the late 1980s. Negotiations were concluded in 1992 with the signing of the EC-US Agreement on Trade in Large Civil Aircraft which imposes disciplines on government support on both sides of the Atlantic which are significantly stricter than the relevant [World Trade Organization](/wiki/World_Trade_Organization) (WTO) rules: Notably, the Agreement regulates in detail the forms and limits of government support, prescribes transparency obligations and commits the parties to avoiding trade disputes.[[60]](#cite_note-60)

#### Subsidy disputes[[edit](/index.php?title=(none)&action=edit&section=13)]

In 2004, the EU and the U.S. agreed to discuss a possible revision of the 1992 EU-US Agreement provided that this would cover all forms of subsidies including those used in the U.S., and in particular the subsidies for the Boeing 787; the first new aircraft to be launched by Boeing for 14 years. In October 2004 the U.S. began legal proceedings at the WTO by requesting WTO consultations on European launch investment to Airbus. The U.S. also unilaterally withdrew from the 1992 EU-US Agreement.[[61]](#cite_note-61) The U.S. claimed Airbus had violated a 1992 bilateral accord when it received what Boeing deemed "unfair" subsidies from several European governments. Airbus responded by filing a separate complaint, contesting that Boeing had also violated the accord when it received tax breaks from the U.S. Government. Moreover, the EU also complained that the investment subsidies from Japanese airlines violated the accord.

On January 11, 2005, Boeing and Airbus agreed that they would attempt to find a solution to the dispute outside of the WTO. However, in June 2005, Boeing and the United States government reopened the trade dispute with the WTO, claiming that Airbus had received illegal subsidies from European governments. Airbus has also responded to this claim against Boeing, reopening the dispute and also accusing Boeing of receiving subsidies from the U.S. Government.[[62]](#cite_note-62) On September 15, 2010, the WTO ruled that Boeing had received billions of dollars in government subsidies.[[63]](#cite_note-63) Boeing responded by stating that the ruling was a fraction of the size of the ruling against Airbus and that it required few changes in its operations.[[64]](#cite_note-64) Boeing has received $8.7 billion in support from Washington state.<ref name=taxrebate2>[Template:Cite web](/wiki/Template:Cite_web)</ref>

### Future concepts[[edit](/index.php?title=(none)&action=edit&section=14)]

In May 2006, four concept designs being examined by Boeing were outlined in [The Seattle Times](/wiki/The_Seattle_Times) based on corporate internal documents. The research aims in two directions: low-cost airplanes, and environmental-friendly planes. Codenamed after the well-known [Muppets](/wiki/Muppets), a design team known as the Green Team concentrated primarily on reducing fuel usage. All four designs illustrated rear-engine layouts.<ref name=ST/>

* "Fozzie" employs open rotors and offers a lower cruising speed.<ref name=ST/>
* "Beaker" has very thin, long wings, with the ability to partially fold-up to facilitate easier taxiing.
* "Kermit Kruiser" has forward swept wings over which are positioned its engines, with the aim of lowering noise below due to the reflection of the exhaust signature upward.<ref name=ST/>
* "Honeydew" with its delta wing design, resembles a marriage of the [flying wing](/wiki/Flying_wing) concept and the traditional tube fuselage.<ref name=ST/>

As with most concepts, these designs are only in the exploratory stage, intended to help Boeing evaluate the potentials of such radical technologies.<ref name=ST>[Template:Cite news](/wiki/Template:Cite_news)</ref>

Boeing recently patented its own force field technology, also known as the shock wave attenuation system, that would protect vehicles from shock waves generated by nearby explosions.[[65]](#cite_note-65) Boeing has yet to confirm when they plan to build and test the technology.[[66]](#cite_note-66)

### 2010-present[[edit](/index.php?title=(none)&action=edit&section=15)]

[thumb|alt=Boeing's Wichita plant in 2010|Boeing's Wichita plant in 2010. Boeing ended its presence in Kansas in 2012-13.](/wiki/File:Boeing_Wichita.jpg)

In 2010, Boeing completed its acquisition of Argon ST Inc. Based in Fairfax, Virginia, Argon ST develops C4ISR (Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance) and combat systems. On June 30, 2010, Boeing announced its intent to acquire Argon ST as part of the company's strategy to expand its capabilities to address the C4ISR, cyber and intelligence markets.[[67]](#cite_note-67) On November 17, 2011, it was reported that [Lion Air](/wiki/Lion_Air) has committed to ordering 201 [Boeing 737 MAX](/wiki/Boeing_737_MAX) and 29 737-900ER airliners. This order, when finalized, is worth $21.7 billion at list prices. This is larger than any of Boeing's previous commercial aircraft sales. The deal includes options for a further 150 airliners.[[68]](#cite_note-68)[[69]](#cite_note-69) On January 5, 2012, Boeing announced plans to close its facilities in [Wichita, Kansas](/wiki/Wichita,_Kansas) with 2,160 workers before 2014, more than 80 years after it was established. Boeing had employed as many as 40,000 people there.[[70]](#cite_note-70)[[71]](#cite_note-71)[[72]](#cite_note-72) Boeing announced on May 13, 2013 it would cut 1,500 [IT](/wiki/Information_technology) jobs in [Seattle](/wiki/Seattle,_Washington), [Washington](/wiki/Washington_(State)) over the next three years in combination of layoffs, attrition and relocation. Most of those will be relocated (approximately 600 jobs each) to [St. Louis](/wiki/St._Louis,_Missouri), [Missouri](/wiki/Missouri), and [North Charleston](/wiki/North_Charleston,_South_Carolina), [South Carolina](/wiki/South_Carolina).[[73]](#cite_note-73)[[74]](#cite_note-74) The company announced a 26 percent increase in profits—US$1.23 billion total—for Q4 2013, citing higher demand for commercial aircraft.[[75]](#cite_note-75) In April 2014, Boeing announced their [Long Beach](/wiki/Long_Beach,_California) manufacturing facility would shut down by the end of the year. The facility was responsible for building the [Boeing C-17 Globemaster III](/wiki/Boeing_C-17_Globemaster_III) [military transport aircraft](/wiki/Military_transport_aircraft). The last C-17, #276, left final assembly in 2015. The assembly site officially closed in February 2015, and by April, Boeing had been auctioning factory manufacturing parts off. Some 2,200 jobs are affected.[[76]](#cite_note-76) [NASA](/wiki/NASA) awarded contracts to Boeing and [SpaceX](/wiki/SpaceX) for transporting astronauts to the International Space Station.[[77]](#cite_note-77)[[78]](#cite_note-78)[[79]](#cite_note-79) In February 2016, Boeing announced that Boeing President and CEO Dennis Muilenburg was elected the 10th Chairman of the Board, succeeding James McNerney.<ref name=MuilenburgChairman>[Template:Cite press release](/wiki/Template:Cite_press_release)</ref>

In March 2016 Boeing announced to cut 4,000 jobs from its commercial airplane division by mid-year.[[80]](#cite_note-80) Boeing opened a $1 billion 27 acres (11 hectares) putting under one roof the equivalent of 25 football fields, factory in Washington state on Friday, May 13, 2016 that will make carbon-composite wings for its newest jetliner, the [777X](/wiki/777X), a key step toward delivering the first aircraft by 2020.[[81]](#cite_note-81) Boeing has a [corporate citizenship](/wiki/Corporate_citizenship) program centered on charitable contributions in five areas: [education](/wiki/Education), [health](/wiki/Health), [human services](/wiki/Human_services), [environment](/wiki/Natural_environment), [the arts](/wiki/The_arts), [culture](/wiki/Culture), and [civic engagement](/wiki/Civics).[[96]](#cite_note-96)[Template:Better source](/wiki/Template:Better_source) In 2011, Boeing spent $147.3 million in these areas through [charitable grants](/wiki/Charity_(practice)) and [business sponsorships](/wiki/Patronage).[[97]](#cite_note-97) In February 2012, Boeing Global Corporate Citizenship partnered with the [Insight Labs](/wiki/Insight_Labs) to develop a new model for [foundations](/wiki/Foundation_(non-profit)) to more effectively lead the sector that they serve.[[98]](#cite_note-98)[Template:Better source](/wiki/Template:Better_source)

The company is a member of the [U.S. Global Leadership Coalition](/wiki/U.S._Global_Leadership_Coalition), a Washington D.C.-based coalition of over 400 major companies and NGOs that advocates for a larger International Affairs Budget, which funds American diplomatic and development efforts abroad.[[99]](#cite_note-99) A series of [U.S. diplomatic cables](/wiki/US_diplomatic_cables_release) show how U.S. diplomats and senior politicians intervene on behalf of Boeing to help boost the company's sales.[[100]](#cite_note-100) In 2007 and 2008, the company benefited from over $10 billion of long-term loan guarantees, helping finance the purchase of their commercial aircraft in countries including Brazil, Canada, Ireland and the United Arab Emirates, from the [Export-Import Bank of the United States](/wiki/Export-Import_Bank_of_the_United_States), some 65 percent of the total loan guarantees the bank made in the period.[[101]](#cite_note-101) In December 2011, the non-partisan organization [Public Campaign](/wiki/Public_Campaign#Reports) criticized Boeing for spending $52.29 million on [lobbying](/wiki/Lobbying) and [not paying taxes](/wiki/Tax_avoidance) during 2008–2010, instead getting $178 million in tax rebates, despite making a profit of $9.7 billion, laying off 14,862 workers since 2008, and increasing executive pay by 31 percent to $41.9 million in 2010 for its top five executives.[[102]](#cite_note-102)

## Divisions[[edit](/index.php?title=(none)&action=edit&section=21)]

[thumb|alt=Boeing plant in Ridley Park, Pennsylvania - a building with aluminum siding, parking lot in front, and a flagpole with seven flags|Boeing plant in](/wiki/File:Ridley_Park_PA_Boeing.JPG) [Ridley Park, Pennsylvania](/wiki/Ridley_Park,_Pennsylvania) The two largest divisions are Boeing Commercial Airplanes and Boeing Defense, Space & Security (BDS).<ref name=Brief>[Template:Cite web](/wiki/Template:Cite_web)</ref>

* [Boeing Capital](/wiki/Boeing_Capital)
* [Boeing Commercial Airplanes](/wiki/Boeing_Commercial_Airplanes)
* [Boeing Defense, Space & Security](/wiki/Boeing_Defense,_Space_&_Security)
  + [Phantom Works](/wiki/Boeing_Phantom_Works)
* Engineering, Test & Technology
  + Boeing Research & Technology
  + Boeing Test & Evaluation
  + Intellectual Property Management
  + Information Technology
  + Environment, Health, and Safety<ref name=Brief/>
* Boeing Shared Services Group
  + Boeing Realty
  + Boeing Travel Management Company
  + Boeing Supplier Management

## Employment numbers[[edit](/index.php?title=(none)&action=edit&section=22)]

The company's employment count is listed on its website below.

{| |- | style="text-align:left; vertical-align:top; width:50%;"|

|  |  |
| --- | --- |
| Employment by division  (2016)<ref name=employ>[Employment Data](http://www.boeing.com/company/general-info/#/employment-data). Boeing. Retrieved April 27, 2016.</ref> | |
| **Group** | **Employees** |
| [Commercial Airplanes (BCA)](/wiki/Boeing_Commercial_Airplanes) | 82,545 |
| [Defense, Space & Security (BDS)](/wiki/Boeing_Defense,_Space_&_Security) | 48,463 |
| Corporate | 28,461 |
| Engineering, Operations & Technology | 17,671 |
| Finance & Shared Services | 7,624 |
| Other | 3,166 |
| **Total Company** | 159,469 |

| style="vertical-align:top; width:50%;"|

|  |  |
| --- | --- |
| Employment by location  (2016)<ref name=employ/> | |
| **Location** | **Employees** |
| [Alabama](/wiki/Alabama) | 2,736 |
| [Arizona](/wiki/Arizona) | 3,838 |
| [California](/wiki/California) | 15,105 |
| [Missouri](/wiki/Missouri) | 14,599 |
| [Oklahoma](/wiki/Oklahoma) | 2,327 |
| [Pennsylvania](/wiki/Pennsylvania) | 4,869 |
| [South Carolina](/wiki/South_Carolina) | 8,104 |
| [Texas](/wiki/Texas) | 4,112 |
| [Washington](/wiki/Washington_(U.S._state)) | 78,225 |
| Other Locations | 25,554 |
| **Total Company** | 159,469 |

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Approximately 1.5 percent of Boeing employees are in the [Technical Fellowship](/wiki/Boeing_Technical_Fellowship) program, a program through which Boeing's top engineers and scientists set technical direction for the company.<ref name=techfellow>[Template:Cite web](/wiki/Template:Cite_web)</ref> The average salary at Boeing is $76,784, reported by former employees.<ref name=Steph.nox>[Template:Cite web](/wiki/Template:Cite_web)</ref>

## Corporate governance[[edit](/index.php?title=(none)&action=edit&section=23)]

{| |- | style="text-align:left; vertical-align:top; width:50%;"|

### Board of directors[[edit](/index.php?title=(none)&action=edit&section=24)]

* [Dennis Muilenburg](/wiki/Dennis_Muilenburg) – **Chairman**
* Admiral [Edmund P. Giambastiani](/wiki/Edmund_P._Giambastiani), Jr., U.S. Navy (ret)
* [Arthur D. Collins, Jr.](/wiki/Arthur_D._Collins,_Jr.)
* Simon Chirayath
* [Linda Cook](/wiki/Linda_Cook_(business))
* [Kenneth M. Duberstein](/wiki/Kenneth_M._Duberstein)
* [John Bryson](/wiki/John_Bryson)
* [John H. Biggs](/wiki/John_H._Biggs)
* [John McDonnell](/wiki/John_McDonnell_(businessman))
* [Mike S. Zafirovski](/wiki/Mike_S._Zafirovski)
* [Susan C. Schwab](/wiki/Susan_C._Schwab)
* [William M. Daley](/wiki/William_M._Daley)

### Chief executive officer[[edit](/index.php?title=(none)&action=edit&section=25)]

|  |  |
| --- | --- |
| 1933–1939 | Clairmont L. Egtvedt |
| 1939–1944 | [Philip G. Johnson](/wiki/Philip_G._Johnson) |
| 1944–1945 | Clairmont L. Egtvedt[[103]](#cite_note-103) |
| 1945–1968 | [William M. Allen](/wiki/William_McPherson_Allen) |
| 1969–1986 | [Thornton "T" A. Wilson](/wiki/Thornton_Wilson) |
| 1986–1996 | [Frank Shrontz](/wiki/Frank_Shrontz)[[104]](#cite_note-104) |
| 1996–2003 | [Philip M. Condit](/wiki/Philip_M._Condit) |
| 2003–2005 | [Harry C. Stonecipher](/wiki/Harry_Stonecipher) |
| 2005 | [James A. Bell](/wiki/James_A._Bell) (acting) |
| 2005–2015 | [James McNerney](/wiki/James_McNerney) |
| 2015– | [Dennis Muilenburg](/wiki/Dennis_Muilenburg)[[105]](#cite_note-105) |

| style="vertical-align:top; width:33%;"|

### Chairman of the board[[edit](/index.php?title=(none)&action=edit&section=26)]

|  |  |
| --- | --- |
| 1916–1934 | [William E. Boeing](/wiki/William_Boeing) |
| 1934–1939 | Clairmont L. Egtvedt (acting) |
| 1939–1966 | Clairmont L. Egtvedt |
| 1968–1972 | William M. Allen |
| 1972–1987 | Thornton "T" A. Wilson |
| 1988–1996 | Frank Shrontz |
| 1997–2003 | Philip M. Condit |
| 2003–2005 | [Lewis E. Platt](/wiki/Lewis_E._Platt) |
| 2005–2016 | James McNerney |
| 2016–present | Dennis Muilenburg |

### President[[edit](/index.php?title=(none)&action=edit&section=27)]

|  |  |
| --- | --- |
| 1922–1925 | [Edgar N. Gott](/wiki/Edgar_Gott)[[106]](#cite_note-106) |
| 1926–1933 | Philip G. Johnson |
| 1933–1939 | Clairmont L. Egtvedt |
| 1939–1944 | Philip G. Johnson |
| 1944–1945 | Clairmont L. Egtvedt |
| 1945–1968 | William M. Allen |
| 1968–1972 | Thornton "T" A. Wilson |
| 1972–1985 | [Malcolm T. Stamper](/wiki/Malcolm_T._Stamper) |
| 1985–1996 | Frank Shrontz |
| 1996–1997 | Philip M. Condit |
| 1997–2005 | Harry C. Stonecipher |
| 2005 | James A. Bell (acting) |
| 2005–2013 | James McNerney |
| 2013- | Dennis Muilenburg[[107]](#cite_note-107) |

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## See also[[edit](/index.php?title=(none)&action=edit&section=28)]

[Template:Portal](/wiki/Template:Portal)

* [Boeing 7x7 series](/wiki/Boeing_7x7_series)
* [Boeing Renton Factory](/wiki/Boeing_Renton_Factory)
* [Competition between Airbus and Boeing](/wiki/Competition_between_Airbus_and_Boeing)
* [EADS](/wiki/EADS)/[Airbus Group](/wiki/Airbus_Group)
* [Comac](/wiki/Comac)
* [Future of Flight Aviation Center & Boeing Tour](/wiki/Future_of_Flight_Aviation_Center_&_Boeing_Tour) – Corporate public museum
* [Plant 42](/wiki/Plant_42)

## References[[edit](/index.php?title=(none)&action=edit&section=29)]

[Template:Reflist](/wiki/Template:Reflist)

## Further reading[[edit](/index.php?title=(none)&action=edit&section=30)]

* Cloud, Dana L. *We Are the Union: Democratic Unionism and Dissent at Boeing.* Urbana, IL: University of Illinois Press, 2011.
* Greider, William. *One World, Ready or Not: The Manic Logic of Global Capitalism*. London: Penguin Press, 1997.

## External links[[edit](/index.php?title=(none)&action=edit&section=31)]

[Template:Commons category](/wiki/Template:Commons_category)

* [The Boeing Company official site](http://www.boeing.com/)
* [Boeing suppliers, partners and customers](http://spiderbook.com/company/17272)
* [Historical Annual Reports for Boeing](http://content.lib.washington.edu/cdm4/results.php?CISORESTMP=results.php&CISOVIEWTMP=item_viewer.php&CISOMODE=thumb&CISOGRID=thumbnail,A,1;title,A,1;subjec,A,0;descri,200,0;none,A,0;20;title,none,none,none,none&CISOBIB=title,A,1,N;subjec,A,0,N;descri,200,0,N;none,A,0,N;none,A,0,N;20;title,none,none,none,none&CISOTHUMB=20%20(4x5);publis,none,none,none,none&CISOTITLE=20;title,none,none,none,none&CISOHIERA=20;subjec,title,none,none,none&CISOSUPPRESS=0&CISOTYPE=link&CISOOP1=all&CISOFIELD1=subjec&CISOBOX1=Boeing&CISOOP2=all&CISOFIELD2=subjec&CISOBOX2=&CISOOP3=all&CISOFIELD3=descri&CISOBOX3=&CISOOP4=all&CISOFIELD4=CISOSEARCHALL&CISOBOX4=&c=all&CISOROOT=%2Freports)
* [Transcripts of The Boeing Company's Quarterly Conference Calls](http://seekingalpha.com/transcripts/for/ba)
* [Template:OpenCorp](/wiki/Template:OpenCorp)

[Template:Boeing](/wiki/Template:Boeing) [Template:Boeing model numbers](/wiki/Template:Boeing_model_numbers) [Template:Boeing airliners](/wiki/Template:Boeing_airliners) [Template:Stearman](/wiki/Template:Stearman) [Template:Dow Jones Industrial Average companies](/wiki/Template:Dow_Jones_Industrial_Average_companies) [Template:Illinois Corporations](/wiki/Template:Illinois_Corporations) [Template:Aviation in Illinois](/wiki/Template:Aviation_in_Illinois) [Template:Use mdy dates](/wiki/Template:Use_mdy_dates)

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