

737

More Value From The World's Best Selling Family Of Commercial Airplanes

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**737-900ER
(Extended Range)
Media Briefing**



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Changes That Add Value: Major changes from the 737-900

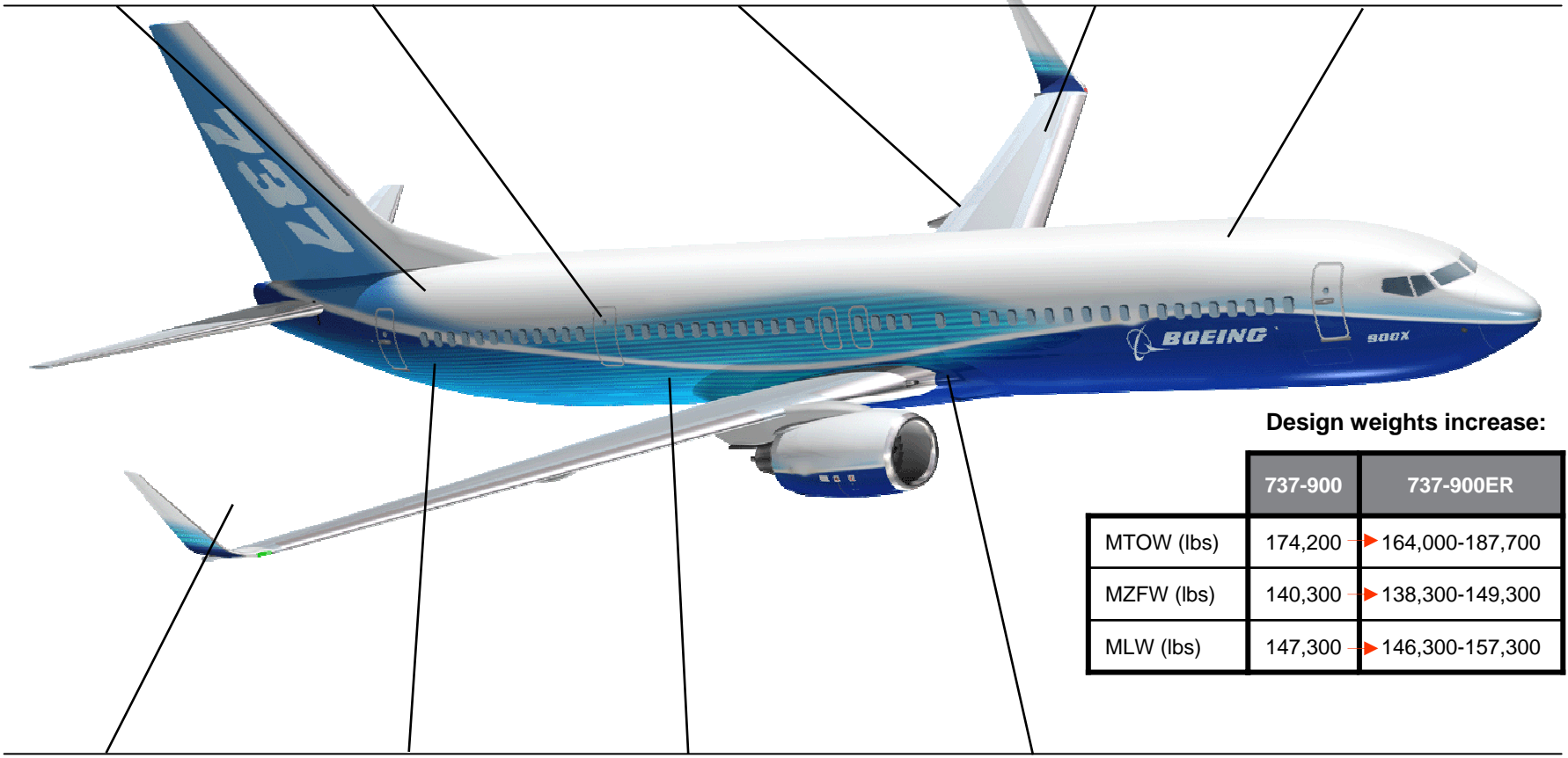
Flat aft pressure bulkhead

Standard type 2 exit doors (when activated exit limit increases to 215)

Leading and trailing edge flap revisions

Standard short-field performance enhancements

Strengthened fuselage, wing box and center section



Design weights increase:

	737-900	737-900ER
MTOW (lbs)	174,200	164,000-187,700
MZFW (lbs)	140,300	138,300-149,300
MLW (lbs)	147,300	146,300-157,300

Optional blended winglets

Dual position tailskid

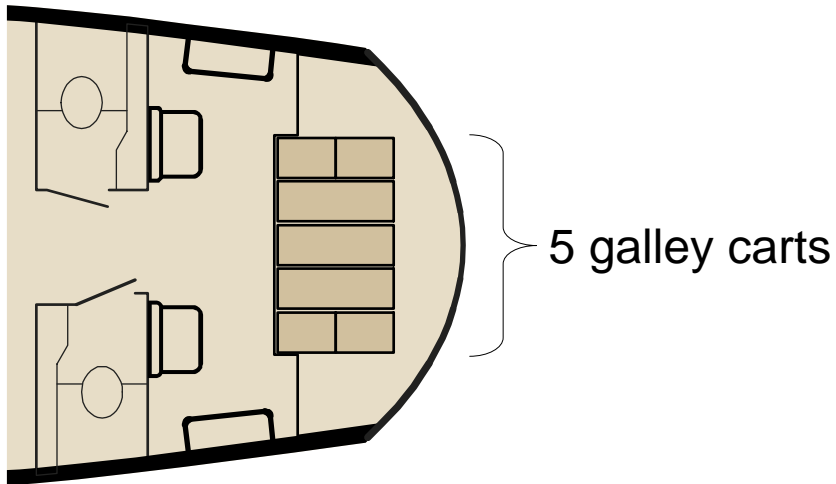
Optional aux. Fuel tanks (1 or 2)

Strengthened landing gear and supports, increased capacity wheels tires and brakes

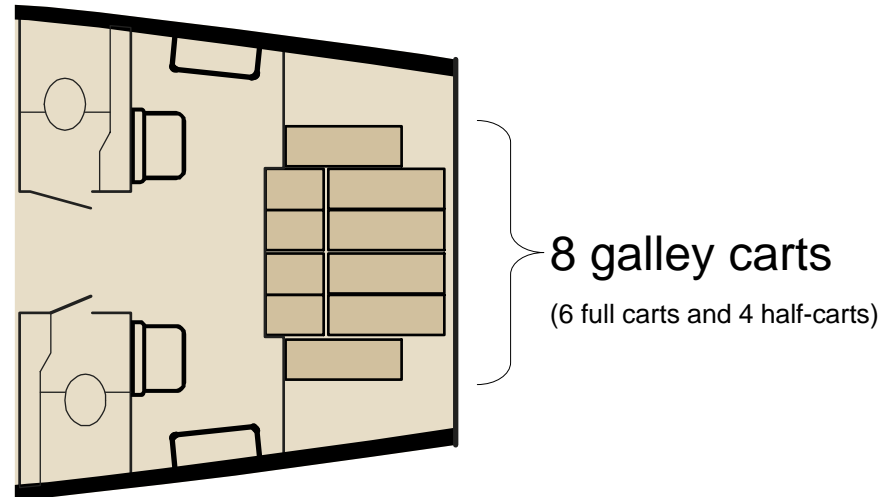
Changes That Add Value: Flat Aft Pressure Bulkhead

The new flat aft bulkhead is standard on the 737-900ER, offering increased space for catering and/or ancillaries.

Current aft. galley



New aft. galley



A Flexible Design Concept For All Stakeholders

Exit door deactivated:

- Dual class seating
- Exit limit is 189 passengers



Exit door activated:

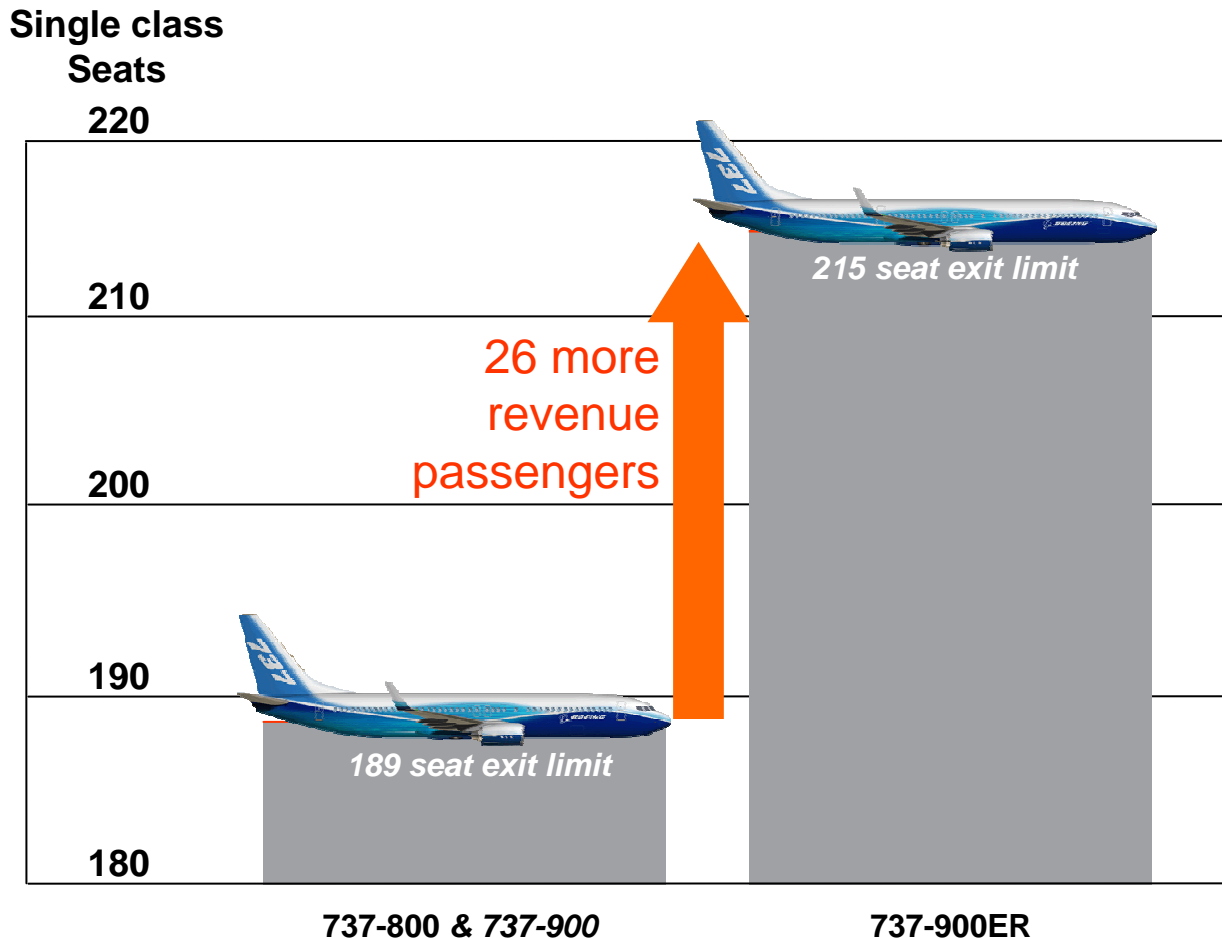
- Single class or Charter seating
- Exit limit increases from 189 to 215 single-class passengers



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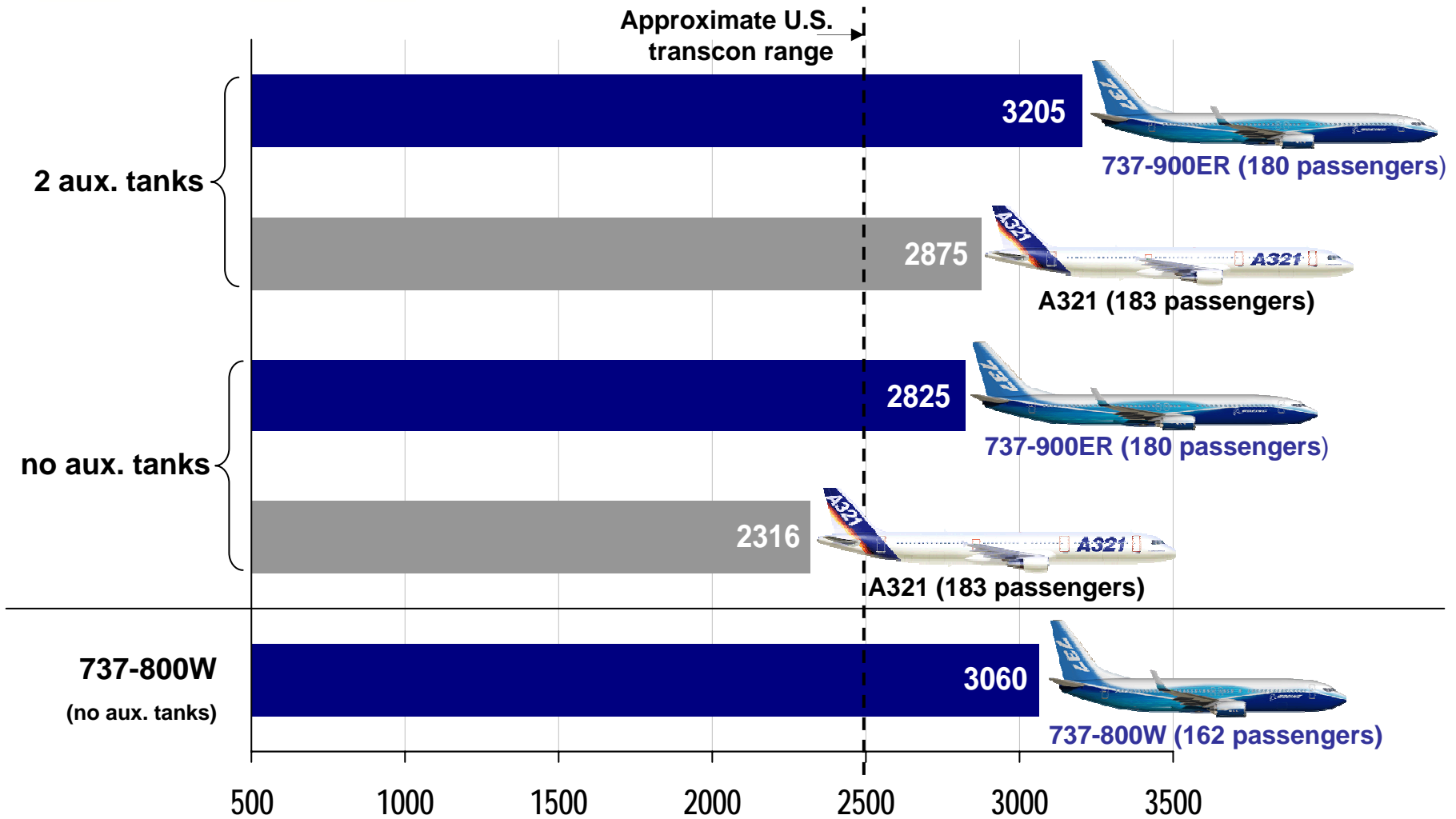
The 737-900ER Offers More Value: More Revenue

The additional exit doors on the 737-900ER will extend the maximum seating capacity of the Next-Generation 737 family, increasing its passenger revenue potential.



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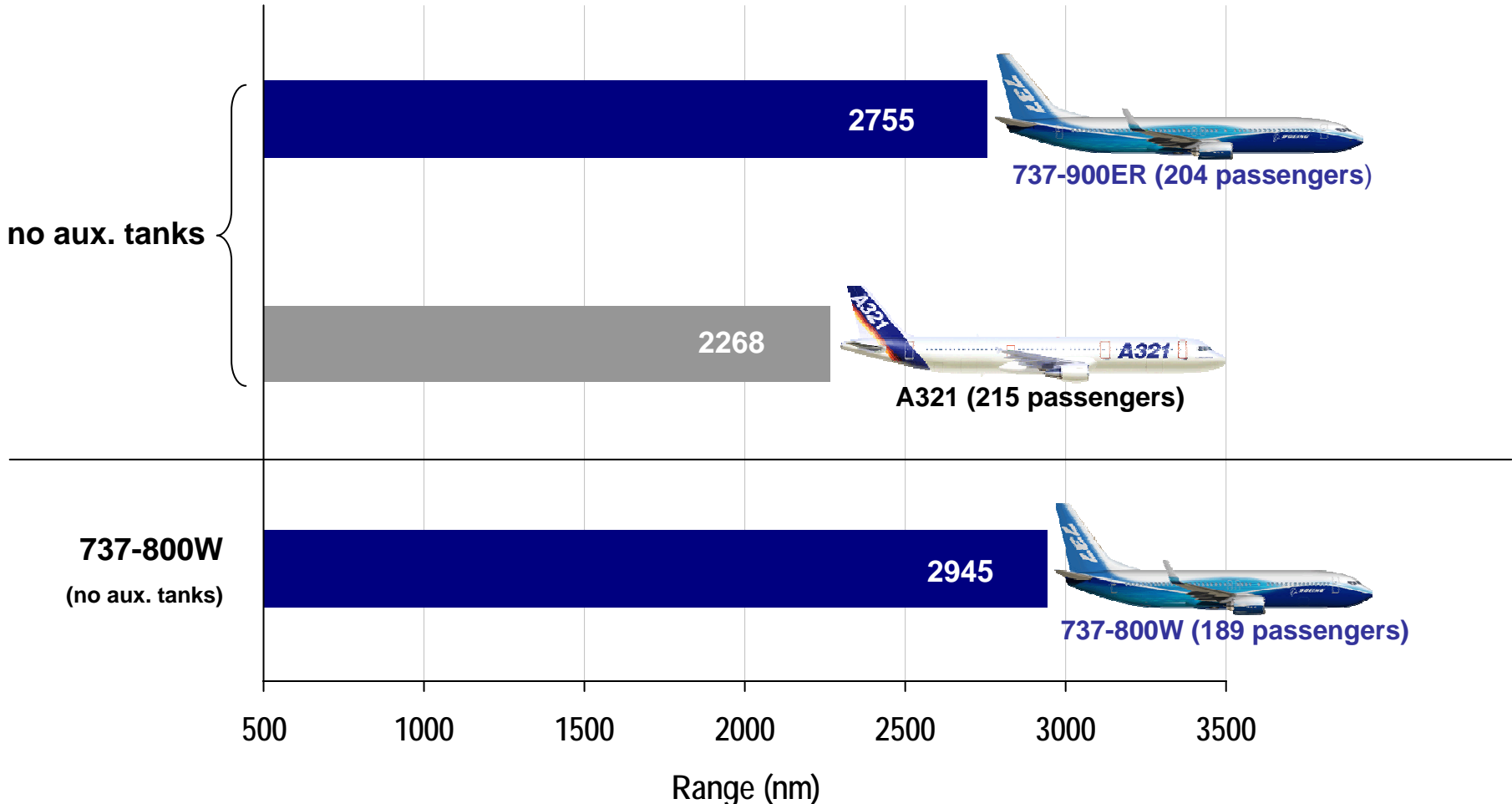
The 737-900ER Offers More Value: More Range



- Two-class interiors
- Typical mission rules
- 200 lbs/passenger

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The 737-900ER Offers More Value: More Range



- Single-class interiors
- Typical mission rules
- 200 lbs/passenger

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The 737-900ER Offers More Value: Family Commonality



737-900ER

98% Spares
commonality by
investment



737-900

737-800

737-700

737-600

The 737-900ER Has Broad Market Applications



More Range
Point-to-point flexibility

A great fit for **scheduled carriers** with existing fleets of A321s, 757-200s, or Next-Generation 737s.

- Low operating costs
- Transcontinental range for more flexibility
- Next-Generation 737 family commonality



More Revenue
Increased seating capacity

A great fit for **charter operators** with existing fleets of A321s, 757-200s, or Next-Generation 737s.

- Low operating costs
- Similar range as the 737-800 with more seating capacity – “A 737-800 with 26 more seats”



Low Operating Costs
Better profitability

A great fit for **low-cost carriers**.

- Increased seating capacity further lowers the seat-mile costs of the preferred airplane family of the low cost carrier
- A benefit to all!