

Boeing Commercial Airplanes
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The Boeing 737-900ER

The Boeing 737-900ER is the newest member of the Next-Generation 737 airplane family, the world's best-selling jet airplane family. The higher capacity, longer-range derivative of the 737-900 was launched on July 18, 2005 with an order for 30 airplanes from Indonesia's Lion Air.

The first delivery to Lion Air is scheduled for the first half of 2007.

The 737-900ER can carry 26 more passengers or fly about 500 nautical miles farther than the 737-900. Aerodynamic and structural design changes such as an additional pair of exit doors, a flat rear pressure bulkhead allow more room for up to 215 passengers. Other changes such as a two-position tailskid, wing strengthening changes, enhancements to the leading and trailing edge flap systems, and optional Blended Winglets and auxiliary fuel tanks increase the range of the 737-900ER to 3,205 nautical miles (5,900 km).

The longer range of the 737-900ER will connect distant city pairs across continents (e.g., Seattle to Orlando, or San Francisco to Boston) in a generous two-class configuration.

Customers also can choose to seat up to 215 passengers for shorter trips while taking advantage of new levels of operating efficiency. The 737-900ER, which is 10,000 pounds (4,535 kgs) lighter than the A321, has 9 percent lower operating costs per trip and 7 percent lower operating costs per seat than the comparable Airbus model.

The 737-900ER shares the same performance attributes of the other models of the Next-Generation 737 family (737-600, 737-700, 737-800 and 737-900) such as reliability, lower maintenance costs, lower operating costs and state-of-the-art flight

deck systems such as Head-Up Display (HUD), Global Positioning Landing System and Vertical Situation Display.

The 737-900ER also shares the same advanced-technology wing design that helps increase fuel capacity and efficiency. The advanced wing airfoil design provides an economical cruise speed of .787 Mach (583 mph) – compared to .745 Mach for earlier 737 models – with sprint capability of .82 Mach.

The 737-900ER model is powered by new CFM56-7 engines produced by CFMI, a joint venture of General Electric Co. of the U.S. and Snecma of France. The engines meet community noise restrictions well below current Stage 3 limits and below expected Stage 4 limits.

Technical Characteristics

PASSENGERS	
Typical 2-class configuration	180
Typical 1-class configuration	215
Cargo	1,827 cubic ft (51.7 m ³) 1,673 cubic ft (47.3 m ³) w/aux. tank 1,585 cubic ft (44.9 m ³) w/2 aux. tanks
Engines (Maximum thrust)	CFM56-7 27,000 lbs.
Maximum Fuel Capacity	7,837 gallons
Maximum Takeoff Weight	187,700 lb (85,139 kg)
Maximum Range	3,205 nm (5,900 km) (two-class layout) 2,700 nm (5,000 km) (one-class layout)
Typical Cruise Speed	Mach 0.787
Basic Dimensions	
Wing Span	112 ft 7 in (34.3 m) 117 ft. 5 in. (35.7 m) with winglets
Overall Length	138 ft 2 in (42.1 m)
Tail Height	41 ft 2 in (12.5 m)
Interior Cabin Width	11 ft 7 in (3.53 m)
Body Exterior Width	12 ft 3 in (3.73 m)

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