Fact Sheet

Boeing Commercial Airplanes
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The New Boeing 737-900ER

737-900ER

The 737-900ER is a short-to-medium range twinjet that increases the capability of the Next-Generation 737 family. It was launched on July 18, 2005, with an order for 30 airplanes from Lion Air. The exterior dimensions of the new 737-900ER are identical to the 737-900. Aerodynamic and structural changes allow the 737-900ER to carry more passengers and fly farther than the 737-900. Entry into service is scheduled for the first half of 2007.

Major Changes

- An extra pair of exit doors, aft of the wings
- A two-position tail skid
- A flat rear pressure bulkhead
- Wing strengthening changes
- Enhancements to the leading and trailing edge flap systems
- Up to two optional auxiliary fuel tanks
- Optional Blended Winglets

Benefits

- Carries 26 more passengers than the 737-900, up to 215 passengers in a single-class configuration
- Flies about 500 nautical miles farther, up to 3,200 nm (5,925 km)
- Weighs more than 10,000 pounds (4,536 kgs) less than the A321.

- Has lower operating costs than the A321; about 9 percent lower per trip, and 7 percent lower per seat.

Technical Specifications

• Wingspan	112 feet 7 inches (34.3 meters)
Wingspan w/winglets	117 feet 5 inches (35.7 meters)
• Cabin width	11 feet 7 inches (3.53 meters)
• Overall length	138 feet 2 inches (42.1 meters)
• Tail height	41 feet 2 inches (12.5 meters)
• Lower hold volume	1,827 cubic ft. (51.7 m^3)
Volume with 1 aux tank	1,673 cubic ft. (47.3 m^3)
Volume with 2 aux tanks	1,585 cubic ft. (44.9 m^3)

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