



3,000 and counting

Boeing Everett celebrates 3,000th widebody jetliner delivery

BY BILL SEIL

The Boeing Everett, Wash., site reached a major milestone in August with the delivery of its 3,000th widebody jetliner. The milestone recognizes the remarkable success of the 747, 767 and 777 programs, which have revolutionized international travel and airfreight operations.

The 3,000th widebody delivery is a 777-200ER (Extended Range) for Korean Air, a long-time Boeing customer. The airline plans to use the new 777 for long-haul business routes to the Americas, Europe and the Middle East.

Korean Air has a fleet of 123 airplanes, which includes 13 777-200ERs, four 777-300s, 24 747-400s and 21 747-400 Freighters. It also has 35 airplanes on order from the Everett pro-

grams including 777-300ERs, 777 Freighters, 747-8 Freighters and 787 Dreamliners. In addition, the airline has four 737s on order from the Boeing factory in Renton, Wash.

Ross R. Bogue, vice president and general manager, 747/767/777 Airplane Programs and Everett site, thanked Korean Air for its decades of support and lauded employees for their role in reaching the new milestone.

“We can all take great pride in this achievement,” Bogue said. “The Boeing 747, 767 and 777 are amazing airplanes with an unparalleled record of reliability. Today, more than 80 percent of the airplanes produced by this plant are still in service.”

Over the years, the 3,000 widebody airplanes assembled at the Everett site have established a strong track record. Com-

bined, the 747, 767 and 777 have completed more than 34.5 million flights through June 2007. They have logged approximately 148 million flight hours, or nearly 17,000 years of flight time. The airplanes have flown approximately 71 billion nautical miles (131 billion kilometers), which is the equivalent of flying around the world 3.3 million times.

The 3,000th delivery of a Boeing widebody jetliner at the Everett site comes just nine years after the plant celebrated its 2,000th delivery—a 747-400 to British Airways. That delivery occurred on May 15, 1998. The plant’s 1,000th widebody delivery on Aug. 14, 1989, was a 767-300ER delivered to Scandinavian Airlines.

Over the years, Boeing widebody jetliners have set records and made headlines. In 2005, a Boeing 777-200 Longer Range Worldliner established a

The 3,000th widebody airplane produced by the Boeing site in Everett, Wash., a 777-200ER for Korean Air, rolls out of the paint hangar in early August.



3,000 747s, 767s and 777s built at Boeing's Everett site

3,000th Everett-built airplane:	Korean Air 777-200ER <i>Delivered August 2007</i>
2,000th Everett-built airplane:	British Airways 747-400 <i>Delivered May 1998</i>
1,000th Everett-built airplane:	Scandinavian Airlines 767-300ER <i>Delivered August 1989</i>
First Everett-built airplane:	Pan Am World Airways 747-100 <i>Delivered December 1969</i>
Airplanes in service:	2,610 – More than 80 percent of the airplanes built in Everett over the last 40 years
Total flights completed:	34.5 million
Total flight hours:	Approximately 148 million hours, nearly 17,000 years of flight time
Total fleet mileage:	Approximately 71 billion nautical miles, the equivalent of flying around the world 3.3 million times

new world record for distance traveled nonstop by a commercial airplane—11,664 nautical miles (21,602 km)—when it flew from Hong Kong to London Heathrow Airport. In May 2007, the company announced that its 777 jetliner fleet completed its 1 millionth flight under regulations for extended operations (ETOPS).

Boeing widebodies have pioneered ETOPS, beginning in 1985 when a 767 in transatlantic service performed the world's first ETOPS flight. Before ETOPS, large four-engine and three-engine airplanes dominated air travel between Europe and North America. Today, more than 70 percent of all transatlantic flights are ETOPS

flights by intermediate-size twin-engine airplanes like the 767 and 777.

The 747 program in March 2007 reached a major milestone when it surpassed the 1,500 order mark. The 747, along with the 737, continues to be one of the longest-lasting and most successful commercial airplane programs in history.

The 767 has also established an impressive overall sales record. In February, it reached 1,000 orders, joining an elite group of airplanes that includes Boeing 707, 727, 737, 747, 757 and MD-80 models.

The company's experience in building widebody airplanes has taken some interesting turns over the past 40 years. For ex-

The 767-400ER was introduced in 2000 during a world tour to 17 cities on three continents. The airplane making the tour had a distinctive look, both inside and out, featuring illustrations from Greek mythology and drawings by Leonardo da Vinci. The words "Leading the Way" were displayed on the fuselage.



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All Nippon Airways in 1993 took delivery of a 747-400 with special “flying fish” livery. The artwork, created by a 12-year-old girl, was the winning entry in an ANA-sponsored contest to commemorate the airline’s milestone of 500 million passengers. It featured a variety of sea creatures superimposed on a huge blue whale.

ample, the 767 has been adapted to serve as a military tanker and as a platform for the Airborne Warning and Control System. The 747 has been adapted to serve as Air Force One and as a transport vehicle to carry the space shuttle.

Some widebody deliveries were memorable because of the unique look of the airplanes. In July 1993, All Nippon Airways’ newest Boeing 747-400 jumbo jet was unveiled to amazed onlookers, including a proud 12-year-old girl from Chiba Prefecture, Japan. The exterior paint design featured a variety of sea creatures superimposed on a huge blue whale. The livery was designed by the girl, who had won a contest sponsored by the airline to commemorate ANA’s milestone of 500 million passengers.

The ultimate importance of Boeing widebody airplanes lies in the way they have changed our lives. By pioneering widebody jetliners, Boeing revolutionized international air travel. Trips to far-off lands soon became affordable. In addition, widebodies, with their large cargo capacity and low ton-mile cost, opened a new era in the airfreight industry.

“Our world has become smaller and more interconnected,” noted Mike Lombardi, Boeing corporate historian. “I firmly believe that this is a result of the widebodies, which brought the dream of world travel to average people. Boeing launched this era

with the 747, and then went on to develop a successful family of widebody twinjets. We continue to lead the way.”

The Boeing Company’s success in the development of widebody jets is due in large part to its solid understanding of the world jetliner market.

Joe Sutter, who led the engineering team that created the Boeing 747, believes the 767 and 777 were logical complements to the larger 747. They allowed passengers to bypass major international hubs and travel directly between secondary population centers. The resulting “market fragmentation” opened new opportunities for the flying public.

“This point-to-point flying serves travelers better by providing them with greater choice and convenience in travel times and by reducing the need for layovers or costly overnight stays,” Sutter said. “The 787 Dreamliner will continue this ongoing trend of bypass flying. So will the 747-8 in markets with high travel demand.”

Boeing has been recognized for its widebody aircraft since the first 747 went into service in 1970. It was followed by the 767 in 1982 and the 777 in 1995. The newest member of the widebody family, the 787 Dreamliner, is expected to enter service in 2008. The Dreamliner, the world’s first mostly composite commercial jetliner, will use 20 percent less fuel per passenger than similarly sized airplanes and offer

increased passenger comfort and convenience.

In addition to the Dreamliner, existing members of the Boeing widebody fleet will soon have new derivatives. The new 747-8 Intercontinental and 747-8 Freighter will offer airlines the lowest operating costs and best economies of any large passenger or freighter airplane. The designation 747-8 was chosen to show the technology connection between the 787 and the new 747. In addition, Boeing launched the 777 Freighter program in May 2005. Based on the 777-200LR platform, the 777 Freighter will be the world’s most capable twin-engine freighter.

The Boeing widebody family also includes DC-10 and MD-11 airplanes, which were produced by McDonnell Douglas. Deliveries of these widebody commercial airplanes totaled 586 after production ceased in 2000. Boeing and McDonnell Douglas merged in 1997.

Boeing Everett opened its major manufacturing facilities on May 1, 1967. The first employees to work in the buildings were called “The Incredibles.” That nickname recognized their efforts to develop the 747, the world’s first jumbo jet. The history of the Everett site is described in a Boeing Everett 40th anniversary Web site, which can be found at www.boeing.com/everett40. ■

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