American Airlines Pushes Boeing 757 Orders Over 1,000 Mark

American Airlines today announced an order for 20 Boeing 757-200s, pushing the 757 program beyond the 1,000 mark to 1,009 orders from operators around the world. Deliveries of the airplanes are scheduled to begin in 2001 and continue through 2002.

The 757 is the most versatile single-aisle jetliner on the market. It flies long-haul transatlantic routes, is used in quick-turn, short-trip shuttle-type service in Taiwan, carries packages and passengers across the United States, transports Europeans to Mediterranean vacation destinations, and flies (in the military's C-32A version of the 757-200) top U.S. government leaders throughout the world.

With unmatched performance and low noise levels, Boeing 757s fly throughout China and to the high-altitude airports of Tibet, land on islands with short runways, take off from U.S. and European noise-restricted airports and perform well in heat- and cold-extreme climates.

"We're pleased to mark this milestone with American Airlines," said Seddik Belyamani, executive vice president of Sales and Marketing, Boeing Commercial Airplanes Group. "With this airplane's capability, there has been a sustained interest in the 757 since its introduction. Our customers are telling us this is the right airplane for the times and this order is another endorsement of its success in the market."

Belyamani said recent requests from the public for increased comfort have prompted some major U.S. carriers to increase legroom in economy class.

"The 757 is the biggest single-aisle twinjet ever made, so it gives the carriers more space to work with," he said.

The 757 family includes the 757-200, which can carry up to 229 passengers, the 757-200 freighter and the 757-300, capable of transporting up to 289 passengers.

In this time of high fuel prices, the 757 also can help airlines cut costs.

"The 757 is so fuel efficient, it makes sense for them to retire the less fuel-efficient airplanes in their fleets and use their 757s," Belyamani said.

With its fuel efficiency, low noise and low emissions, the 757 also appeals to operators who are concerned about the environment.

Introduced in 1983, the 757 has had a long history of success.

"We have taken a supreme machine and made it even better over the years," said Pat Shanahan, vice president and general manager of Boeing 757 Programs.

In the last few years, many avionics upgrades have been added to the 757 flight deck, allowing operators to use such high-technology tools as the Global Positioning System (GPS), Satellite Communications (SATCOM) and Enhanced Ground Proximity Warning System (EGPWS).

"The goal has been to add improvements that make the 757 easier and more efficient to fly," Shanahan said.

The 757, which has no direct competitor when it comes to size, range and performance, is part of a family of airplanes that provides solutions for every operator.

"The fundamental Boeing strategy is to offer a complete airplane family," Belyamani said.

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For further information:
Fernando Vivanco
206-766-2229
Cheryl Addams
425-237-0259