Boeing Presents Airplane Solutions For Long-Range Market

Building on the foundation of providing customer-focused solutions, Boeing today presented overviews of the commercial airplanes that respond to the demands of the long-range travel market.

John Roundhill, Boeing vice president of Commercial Airplanes Product Strategy and Development, reviewed the 747 and 777 airplane families and capabilities. In a briefing for reporters attending the Farnborough International 2000 air show here, he highlighted the two longer-range Boeing 777 derivatives, launched in February, and the future 747 family currently under development. Roundhill explained how the company has continued working together with customers worldwide to develop airplanes that deliver the best value and respond to evolving travel trends.

"We're working very hard with our customers to offer total solutions that respond to their needs and the preferences of their passengers," Roundhill said. "The best examples of customer-focused solutions for the long-range travel market are our newest 777 derivatives and the 747X family of airplanes."

The longer-range 777-200 and -300 join three other 777 models now in production and complete the original 777 family plan developed with the airlines before the 777 was launched in October 1990. The first of the new longer-range 777s will enter service in 2003. The longer-range 777-200 sets the industry's range standard of more than 8,860 nautical miles (16, 405 kilometers) while the larger -300 is the perfect solution for routes that don't demand the 747's size.

"The 777 has been embraced by the world's traveling public, airline crews and customers," Roundhill said. "The 747-400 and 777 are the airplanes of choice in the long-range market, providing comfort and spaciousness, faster speed and shorter trip times, and unmatched economics. That's better value."

The future 747 family of airplanes leverage the proud heritage of the "queen of the skies" and add the capability and capacity needed for the 21st century. Roundhill explained that the 747-400X, 747X and 747X Stretch provide the right solution for the small but important 747-and-larger airplane market. He identified four key advantages of the future 747 family over its proposed competition: superior economics, ease of integration into existing 747 fleets, modern features in a family of airplanes, and better performance.

"The feedback to our future 747 models has been extremely positive," Roundhill said. "It's gratifying to have customers react so favorably to the new interior, the innovative overhead space areas, the flight deck upgrades, the range capability and capacity. With our customers, we have developed a wonderful large-airplane solution."

The 747-400X could enter service in 2002, providing more capability and a bridge to the future 747X models. The 747X has range similar to the world's longest-range airplane -- the 777-200 longer-range derivative -- and capacity up to 442 passengers. The 747X Stretch becomes the largest 747, with seating for up to 522 passengers and range similar to the 747-400X. Either of these models could enter service in 2005.

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For further information:
Susan Bradley at Farnborough
+44 1252 380997
Barbara Murphy in Seattle
(206) 766-2949