Boeing Commits To Produce New Longer-Range 767-400ER

The Boeing Company today announced that it is committed to production of a new longer-range version of the 767-400ER that will allow airline customers to offer passengers more point-to-point service.

The longer-range 767-400ER joins six other models of the popular widebody, offering a complete family of 767s to serve the important "middle of the market" and provide maximum versatility. The first of this newest member of the 767 family will be delivered in the spring of 2004.

"The 767-400ER is truly leading the way as the first new airplane to be introduced in the 21st century," said Seddik Belyamani, executive vice president, Sales and Marketing, Boeing Commercial Airplanes Group. "We are delighted with our customers' response to the current airplane and confident that the enhanced, longer-range version will help maintain the 767's market leadership well into the future."

The new longer-range version flies the equivalent range of the smaller extended-range -300ER, but has the capacity of the larger -400ER. Belyamani noted that such capability provides the ideal replacement for earlier long-range trijets and the capacity needed for markets that have grown beyond the popular 767-300ER.

Agreements with Rolls-Royce and the General Electric-Pratt & Whitney Engine Alliance to provide engines for the longer-range -400ER were the final pieces needed to commit this airplane to production, Belyamani said. The engine makers revealed plans at the Farnborough International Air Show in July to offer the Rolls-Royce Trent 600 and Engine Alliance GP7172 engines for the newest 767. With thrust ratings up to 72,000 pounds, these same engines are offered on the 747X family of airplanes.

John Quinlivan, vice president and general manager of the 767 Program, said that today's announcement demonstrates how Boeing is continually improving and expanding its airplane family.

"The recently concluded 767-400ER world tour proves that airline customers and the flying public love the fact that the 767 is continually improved with new features and capabilities, that it offers a family of airplanes and the lowest operating cost of any widebody, and that the new 777-style interior is preferred by passengers," Quinlivan said. "Now, the seventh 767 gives them even more choices for comfort, capability and value."

The longer-range 767-400ER offers seating for 245 passengers in three classes -- the same as the current -400ER -- but will fly 7,080 miles (6,150 nautical, 11,390 kilometers), an increase of almost 600 miles (515 nautical, 950 kilometers). The newest 767 joins the -400ER in offering superior economics versus competitor airplanes, an upgraded flight deck and a modern interior architecture based on the award-winning 777 passenger cabin. It also provides improved takeoff field length performance, increased fuel volume without compromising cargo capacity, and a strengthened wing, fuselage and landing gear.

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