# Boeing Delivers 50th Boeing Next-Generation 737 To SAS

Boeing today delivered to Scandinavian Airlines Systems (SAS) its 50th new direct-purchase Boeing Next-Generation 737 jetliner in just three years. With this milestone delivery, the Stockholm, Sweden-based airline now has 15 Next-Generation 737-800s, six 737-700s and 29 737-600s in its fleet.

Eight of the airplanes were delivered in 1998, 21 in 1999, 19 in 2000 and one earlier this year. SAS has eight more Next-Generation 737s on order; they are scheduled for delivery in 2001 and 2002.

A long-time operator of Boeing airplanes, SAS ordered its first Boeing jetliner, the DC-8, in 1955. Forty years later, in March 1995, the airline helped Boeing launch the Next-Generation 737-600 by ordering 41 of the new-model jetliners. Boeing delivered the first 737-600 to SAS in September 1998.

"For more than 45 years, we have teamed with Boeing to provide our passengers with the most reliable, comfortable airplanes available," said Kurt Kuhne, vice president of Fleet Development at SAS. "With the Next-Generation 737, Boeing also produced an airplane with the economics we need to maintain our competitive advantage and the design which allow us to be an environmentally responsible neighbor."

Kuhne said the Next-Generation 737s primarily replace Fokker F-28s and McDonnell Douglas DC-9s in the SAS fleet.

"The 737s consume 20 percent less fuel and produce 20 percent lower emissions of carbon dioxide than the DC-9s," he said. "Emissions of nitrous oxide from the 737's jet engines are 40 percent lower than those of the DC-9."

Building a quieter, more fuel-efficient airplane was a top priority for Boeing engineers designing the Next-Generation 737 family. The new, advanced-technology wing design on the models helps improve fuel efficiency. The model's new CFM56-7 engines produced by CFMI, a joint venture of General Electric Co. of the United States and Snecma of France, meet community noise restrictions well below current Stage 3 limits and below expected Stage 4 limits. Emissions also are reduced beyond required standards

"The delivery of this 50th 737 is a remarkable achievement and a result of the long-term partnership between SAS and Boeing," said Toby Bright, Boeing Commercial Airplanes vice president - Europe and Russia. "We are proud they have chosen the 737 as the right airplane to operate in the environmentally sensitive European region."

SAS uses its Boeing Next-Generation 737-800s on intra-Europe and domestic Sweden routes, its 737-700s on domestic Norway routes only and its 737-600s on intra-Europe and domestic Norway and Sweden routes.

The Boeing 737-600 is the smallest member of the Next-Generation 737 family of airplanes. It can seat from 108 to 132 passengers and can fly as far as 3,050 nautical miles (5,649 kilometers) without refueling.

Maximum range of the 737-700, which can carry 128 to 149 passengers, is 3,260 nautical miles (6,038 kilometers). The 737-800, the largest of the 737s in the SAS fleet, can hold 162 to 189 passengers and fly up to 2,950 nautical miles (5,449 kilometers).

SAS, formed in 1946, is jointly owned by a Danish, Swedish and Norwegian parent company.

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