Boeing 757-300 Reliability Delivers Value To Airlines And Passengers

The Boeing 757-300 recorded a 99.7 percent reliability rate during 2001, which means flights departed as scheduled and airlines delivered passengers to their destinations on time.

After several years of proven, reliable service with European tour operators, the sleek, efficient 757-300 successfully debuted in North America with American Trans Air (ATA) in August 2001. Operating a fleet of five 757-300s, the Indianapolis-based airline had a fleet-wide reliability rate of 99.5 percent for the 90-day period ending Dec. 31, 2001.

"With its lower seat mile costs, the new 757-300s have added even greater value to our fleet," said Jim Hlavacek, ATA chief operating officer. "The increased fuel efficiency and superior maintenance reliability of the -300 has continued the tradition of outstanding performance of the 757 airplane."

The single-aisle jetliner entered into service in 1999 and quickly established a strong reputation for reliability. In its first year of revenue service with launch customer Condor Flugdienst, the airplane recorded a schedule-reliability rate of 99.64 -- the highest rating ever by any commercial airplane model in its first year of operation. Operating with the largest fleet of 757-300s, Condor continues to experience this record-setting reliability rate.

"We couldn't be more pleased with the performance and reliability of our 757-300s. Our fleet of 13 757-300s allows us to provide a high-quality, high-service product to the leisure market, and it's an airplane our passengers enjoy flying in," said Rudolf Tewes, executive vice president Airline Operations of Thomas Cook AG.

Condor's sister carrier, JMC Airlines, which also is part of Thomas Cook AG, is experiencing the same success with the 757-300. Since premiering in the United Kingdom in April 2001 with Manchester-based charter operator JMC Airlines, the 757-300 has achieved a 99.5 percent reliability rate. It established a 99.8 percent reliability rate in its first seven months of revenue service with Arkia Israeli Airlines.

"The 757-300 is one of the world's most reliable, fuel efficient and environmentally friendly airplanes. Operators can rely on the 757-300 to generate profit and passengers can depend on it to consistently get them where they are going comfortably and on time," said Pat Shanahan, 757 program vice president and general manager.

Schedule reliability is an aviation standard defined by several factors. Achieving 100 percent schedule reliability means no flight can be canceled, turned back in the air, diverted to another airport or delayed longer than 15 minutes due to mechanical problems with an airplane.

The 757-300 carries 243 passengers in a typical dual-class configuration. The single-aisle airplane has the lowest seat-mile costs of any single-aisle and mid-sized jetliner, making it an extremely cost-effective airplane for airlines to operate. It burns less fuel than older mid-range airplanes, meets community noise restrictions well below current Stage 3 limits and complies with strict new international emissions standards. The 757-300 also has an all-new interior, which is based on the popular, award-winning 777 passenger cabin interior.

Entering the new year following strong market success in 2001, the 757-300 expands beyond the inclusive tour operator market and premiers in scheduled, dual-class service with Continental Airlines. Boeing will deliver to carriers such as Icelandair and Northwest Airlines later this year. With its reliability, efficiency and passenger-pleasing cabin, the 757 continues to create value for airline customers and passengers around the world.

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