

Boeing, Aeroméxico Announce 737-700 and 787 Dreamliner Orders

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Aeroméxico grows Next-Generation 737 orders by 10

Airline adds two more Dreamliners to planned 787 fleet

The Boeing Company [NYSE: BA] and Aeroméxico, Mexico's largest airline, today announced the carrier ordered two more 787-8 Dreamliners and 10 more Next-Generation 737-700s.

This Dreamliner order brings to five the number of 787s Aeroméxico plans to acquire. In June the airline announced plans to lease three 787-8s from International Lease Finance Corp. (ILFC) with deliveries scheduled to begin in early 2010, making it the first Latin American airline to incorporate the mostly composite airplane into its fleet. The two new 787s are scheduled for delivery in 2011 while the 10 new 737-700s are scheduled to deliver in 2010. The 787 carries a list price of \$148 million to \$158 million; 737-700s have list prices of \$54 million to \$64 million. Both orders previously were attributed to an unidentified customer on the Boeing Commercial Airplanes Orders and Deliveries Web site.

Today's announcement follows Aeroméxico orders earlier this year for six Next-Generation 737s and the recent deliveries of two 777-200ERs on lease from ILFC. The twin-aisle 787s and 777s are part of Aeroméxico's continued fleet renewal plan and will be used on routes to Europe, South America and Asia, replacing Boeing 767s coming off of leases. The 777s and 787s will provide long-range, point-to-point capability and flexibility to respond to changing capacity demands.

"Aeroméxico's order announcement today reaffirms Boeing's market view that the future of civil aviation lies in providing reliable, economic transportation to passengers wanting to fly where they want to go, when they want to go-point to point," said John Wojick, vice president-Sales, Latin America and the Caribbean, Boeing Commercial Airplanes. "The scalability of the Boeing airplanes, from the Next-Generation 737, to the 787 Dreamliner and up to the 777, will provide Aeroméxico the flexibility to respond to these demands."

"The speed and flight deck commonality of the 787 and the 777 will allow Aeroméxico to adjust its long-distance routes - such as between Mexico and Japan -- according to capacity demands, while the new 737s will continue to drive down costs with reduced fuel and maintenance costs," said Andres Conesa, Aeroméxico chief executive officer.

To date, Boeing has received a total of 455 orders and commitments for the 787. Aeroméxico joins a growing team of 787 customers who have recognized the 787's exceptional value and superior operating performance.

The Boeing 787 Dreamliner is being designed with airlines, passengers, investors and the environment in mind. The technologically advanced airplane will use 20 percent less fuel per seat than today's airplanes of comparable size, will provide air carriers with significantly more cargo revenue capacity and will present passengers with innovations including a new interior environment with higher humidity, wider seats and aisles, larger windows and other conveniences.

Aeroméxico received its first 737-800 in September, making it the first Mexican Airline to operate the 737-800. Aeroméxico this year is scheduled to take delivery of nine Next-Generation 737s ordered previously, and the carrier also has ordered a total of 16 Next-Generation 737 airplanes in 2006.

All 16 of the 737s ordered this year will come with Blended Winglets - eight-foot-long wing tip extensions that reduce fuel consumption by approximately 4 percent and increase the aircraft's range. These performance-enhancing winglets improve the airplane's performance at hot, high-altitude airports like Mexico City, and help reduce engine maintenance costs by reducing engine wear. They also contribute to the

airplane's excellent noise performance by lowering the engine thrust required at takeoff.

Additional 787 Dreamliner Information

The 787 is a family of airplanes in the 200- to 300-seat class that will carry passengers on routes between 3,500 and 8,500 nautical miles (6,500 to 16,000 kilometers). The 787 will allow airlines to offer passengers more of what they want: affordable, comfortable, nonstop, point-to-point travel to more destinations around the world. In addition to bringing big-jet ranges to mid-size airplanes, the 787 will fly at Mach 0.85, as fast as today's fastest commercial airplanes, while using much less fuel. Also, for the first time in commercial jet history, the 787 family will offer a standard engine interface for the two types of engines to be offered on the airplane, the General Electric GENX (GE Next Generation) or Rolls-Royce's Trent 1000, allowing the 787 to be fitted with either manufacturer's engines at any point in time. Major assembly of the Dreamliner began earlier this year. Final assembly begins in early 2007 with first flight scheduled for late 2007 and certification, delivery and entry into service in mid-2008.

Additional Next-Generation 737 Information

The digitally designed Next-Generation 737 is the most technologically advanced airplane in the single-aisle market. With a bigger wing and more powerful engines, the 737 can fly higher, faster and farther than previous models and its competitor. As of Oct. 31, the Next-Generation Boeing 737 has received orders for more than 3,500 units from carriers worldwide.

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