Boeing Confirms Lion Air Order for 22 737s

The Boeing Company [NYSE: BA] today confirmed a previously unidentified Lion Air order for 22 Next-Generation 737-900ER (Extended Range) airplanes. Jakarta-based Lion Air's order was placed during the second quarter of 2007 and was listed in the unidentified category on Boeing's Orders and Deliveries Web site. This order, valued at more than $1.7 billion at current list prices, brings Lion Air's combined orders for the 737-900ER to 122.

"The Next-Generation 737's reliability, passenger comfort, and low cost of operation and maintenance play a crucial role in supporting our growing route structure," said Lion Air founder and President Director Rusdi Kirana. "The 737 is the right airplane for our airline and our customers."

Boeing launched the 737-900ER program in July 2005 when Lion Air announced the initial order for 30 of the newest 737 model. In July 2006, the airline announced an order for 30 more 737-900ERs, and in June 2007 it announced an order for an additional 40 at the Paris Air Show. All of Lion Air's airplanes will be equipped with performance-enhancing Blended Winglets, which improve fuel efficiency and reduce CO2 emissions by up to 4 percent.

"Lion Air, the world's largest operator of the 737-900ER, is providing unmatched service for its customers throughout Southeast Asia, and is utilizing the 737-900ER's economic advantages to provide value for the airline and for its passengers," said Dinesh Keskar, vice president, Sales, Boeing Commercial Airplanes. "We look forward to growing our relationship with this most valued customer for many years to come."

The 737-900ER incorporates a new pair of exit doors and a flat rear-pressure bulkhead that allow a maximum capacity of 220 passengers in a single-class layout. Aerodynamic and structural design changes - including strengthened wings, a two-position tailskid, enhancements to the leading- and trailing-edge flap systems, optional Blended Winglets, and auxiliary fuel tanks - will allow the 737-900ER to accommodate higher takeoff weights and increase its range to 3,200 nautical miles (5,900 km).

The 737-900ER has substantial economic advantages over competing models, including 6 percent lower operating costs per trip and 4 percent lower operating costs per seat than the A321 -- which is more than 9,550 pounds (4,340 kg) heavier. The 737-900ER joins the 737-600, -700, -700ER and -800 airplanes and will share the same industry-leading reliability of the other Next-Generation 737 series models.

As of Nov. 30, eight customers have placed orders for 169 Next-Generation 737-900ERs. The 737 is the best-selling commercial jetliner in history, with more than 7,000 orders from more than 240 customers around the world. Boeing has more than 1,800 unfilled orders for the airplane with a value exceeding $130 billion at current list prices.

Lion Air received the first 737-900ER in April when the airplane was delivered in a special dual paint scheme that combined the Lion Air lion on the vertical stabilizer and the Boeing livery colors on the fuselage. The airline will receive a total of seven 737-900ERs in 2007. Lion Air operates an all-Boeing fleet and is the largest low-cost airline in Asia, with traffic approaching 1 million passengers per month since the airline began operations in June 2000.

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