



VIRGIN ATLANTIC BOEING 787 DREAMLINER FACT SHEET

The Order

- Largest single 787 Dreamliner order by a European airline
- First UK airline to order Boeing 787-9 Dreamliner
- Virgin Atlantic has ordered 15 Boeing 787-9 Dreamliner aircraft
- It has options for a further eight and purchase rights on a further 20
- The order is worth up to US\$8bn
- Virgin Atlantic currently has 38 aircraft in its fleet, 19 A340-600s, 6 A340-300s and 13 B747-400s

Passenger Experience

- The aircraft creates an even better flying experience for passengers
- The largest windows in the air offering passengers seated throughout the aircraft an impressive view
- More space - wider aisles and higher ceilings
- Long-range capability enabling more non-stop travel
- Larger overhead bins, even better lighting and more headroom
- Lower cabin altitude and a smoother ride
- New technologies improve air purification and humidity to ensure the best solution for passenger well being
- Improvements in level and quality of noise making the aircraft quiet for communities on the ground and passengers and crew in the air

Routes

- The aircraft will be used on many of the airline's existing routes from Heathrow, Gatwick and Manchester to the US, Caribbean, Africa, the Middle East and Asia
- It will also be instrumental in introducing new routes like Bangkok, Melbourne, Rio de Janeiro, Seattle, Toronto and Vancouver
- Due to the long range of the aircraft, both Perth and Hawaii are currently under consideration

Capacity and Configuration

- Virgin Atlantic's Boeing 787-9 Dreamliner aircraft will have between 250 and 290 seats depending on whether the aircraft is used for business routes or leisure routes

- It will be configured in the airline's three classes: J – featuring the award winning Upper Class Suite; W – the airline's pioneering Premium Economy; Y – Economy

Environmental performance and efficiency

- The Boeing 787-9 Dreamliner burns 27% less than the A340-300.
- Four key technologies contribute to the fuel efficiency: new engines, increased use of lighter materials, more efficient systems applications and highly advanced aerodynamics
- Less fuel burnt equals a similar saving in carbon emissions
- Fewer hazardous materials and less waste in production due to the composite manufacturing process
- Boeing is working on recycling plans for when the aircraft is eventually retired
- Quieter for airport communities, quieter take offs and landings
- Acoustically treated engine inlets and chevrons along with distinctive serrated edges at the back of the engine to reduce sound to keep it within airport boundaries
- Noise footprint is around 60% smaller than those of similarly sized planes today

Operating characteristics

- The Boeing 787-9 Dreamliner will have a range of between 8000-8500nm (14,800-15,750km)
- It is a twin-aisle airplane
- Dimensions - Wingspan – 203 feet (62 metres) Length – 206 feet (63 metres)
- Boeing's expected entry into service for 787-9 is 2010
- Cargo – 5400 cubic feet
- 50% of the primary structure – including the fuselage and wing – on the 787 will be made of composite materials
- The aircraft will provide new levels of fuel efficiency and noise emissions per seat when compared to current in-service aircraft types
- It will be quieter and more efficient
- Advanced and innovative flight controls
- Speed – Mach 0.85 (around the same as a 747)
- Days to assemble plane – the goal is 3 days!