These are exciting times in the aviation industry. We’re seeing increased use of composite material for airframe structure, one-piece fuselage sections, advanced systems capabilities, and global partnerships – just to name a few achievements.

The Boeing Company is leading the way in leveraging these new technologies and business models – for both our airline customers and the passengers who will soon experience the super-efficient 787 Dreamliner.

By focusing hard on the right technologies and working with the best partners, we’re delivering an airplane with breakthrough economics for airlines and a passenger experience superior to any airplane flying. The 787 offers a pleasing interior, unmatched fuel efficiency, and a 30 percent reduction in maintenance costs.

Our emphasis on environmental benefits has been very well received by our customers — beyond even our own expectations. Our new business model of getting design input from financiers allowed for early decisions that affect the lifecycle value of the airplane and will keep the 787 Dreamliner a good investment for many years. Designing and building this airplane with the best domestic and international partners has been key to making us competitive in the marketplace. And offering a family of 787 models (see accompanying chart) enables us to be flexible and meet the different needs of the airlines.

In April, our final assembly factory in Everett, Washington, received the first major 787 structures from our partners around the world. The nose and tail sections, wings, and center fuselage section for the first airplane were delivered using our new Dreamlifter, a modified 747-400 passenger airplane that hauls more cargo by volume than any airplane in the world.

Final assembly began in May, and on July 8, 2007, we premiered the first 787 Dreamliner with a wonderful event shared by employees, airlines, partners, and thousands of others around the world. Seeing the airplane at the Premiere for the first time was a reflection of the hard work of so many
people during the past five years. It’s not every
day we get to bring a new airplane to market and
showcase it to the world!

Now our team is very focused on getting the
787 ready for first flight and flight test. We are
installing final systems elements, interiors, and
flight-test equipment. The flight-test program,
which includes a total of six airplanes, will
conclude in May 2008 with the certification
of the airplane, followed shortly thereafter by
the first delivery of a 787 to launch customer
All Nippon Airways (ANA).

In addition to the visible work going on in the
Everett final assembly factory, a lot of great work
is going on behind the scenes to ensure that
we meet our 787 commitments and promises
to customers. We are working tirelessly to ensure
the airplane is service-ready and the airlines are
able to take full advantage of the new technology
being built into the 787 to reduce operating costs
and maximize revenue flights.

At a series of service-ready conferences
recently held around the world, customers were
given a detailed look at how to use 787 technology
to maximize efficiencies within their maintenance,
training, and flight operations. We’ve also issued
the first release of the maintenance task cards,
recommended spare parts lists, and preliminary
flight operations manuals. And we’ve completed
the first maintenance training class, which was
attended by Boeing Flight Test mechanics.

As of July 31, 47 customers worldwide
have ordered 683 airplanes worth more than
$110 billion at current list prices, making the
787 Dreamliner the most successful commercial
airplane launch in history. And there’s more
to come!

MIKE BAIR
Vice President and General Manager,
787 Program
The Boeing 787 Family

Flexibility to meet different airline needs

**Boeing 787-8 Dreamliner**
- Description: Super-efficient airplane with new passenger-pleasing features. Brings the economics of large jet transports to the middle of the market, using 20 percent less fuel than any other airplane of its size.
- Features: A wing and structure optimized for shorter-range flights.
- Seating: 210–250 passengers
- Range: 7,650 to 8,200 nautical miles (14,200 to 15,200 kilometers)
- Configuration: Twin aisle
- Cross Section: 226 inches (574 centimeters)
- Wing Span: 197 feet (60 meters)
- Length: 186 feet (57 meters)
- Height: 56 feet (17 meters)
- Cruise Speed: Mach 0.85
- Maximum Takeoff Weight: 484,000 pounds (219,540 kilograms)
- Total Cargo Volume: 4,400 cubic feet (1,341 cubic meters)
- Entry into Service: 2008

**Boeing 787-3 Dreamliner**
- Seating: 290–330 passengers
- Range: 2,500 to 3,050 nautical miles (4,650 to 5,650 kilometers)
- Configuration: Twin aisle
- Cross Section: 226 inches (574 centimeters)
- Wing Span: 170 feet (52 meters)
- Length: 186 feet (57 meters)
- Height: 56 feet (17 meters)
- Cruise Speed: Mach 0.85
- Maximum Takeoff Weight: 364,000 pounds (165,100 kilograms)
- Total Cargo Volume: 4,400 cubic feet (1,341 cubic meters)
- Entry into Service: 2010

**Boeing 787-9 Dreamliner**
- Seating: 250–290 passengers
- Range: 8,000 to 8,500 nautical miles (14,800 to 15,750 kilometers)
- Configuration: Twin aisle
- Cross Section: 226 inches (574 centimeters)
- Wing Span: 203 feet (62 meters)
- Length: 206 feet (63 meters)
- Height: 56 feet (17 meters)
- Cruise Speed: Mach 0.85
- Maximum Takeoff Weight: 540,000 pounds (244,940 kilograms)
- Total Cargo Volume: 5,400 cubic feet (1,646 cubic meters)
- Entry into Service: Late 2010

A slightly bigger version of the 787-8.
The 787 Dreamliner is one of Boeing's most popular twin-engine wide-bodies thanks to its fuel efficiency, lower operating costs, and passenger-friendly amenities, which have proven to be endearing qualities for airlines and private owners alike. As with all of its bestsellers, the manufacturer also offers the aircraft as part of its Boeing Business Jet line-up, which caters to the ultra-elite that require airliner-sized private jets when they travel. Unlike its wide-body siblings, however, the 787 Dreamliner can make its flyers feel good about taking to the skies in a flying mansion thank The production of the Boeing 787 promised the next evolution in flight technology. Since its introduction, however, the plane has been fraught with... What's to blame for the potentially fatal mishaps of this one-time dream machine of the skies, and how much information is being hidden from an unsuspecting public? The documentary Broken Dreams: The Boeing 787, produced by Al Jazeera, peeks behind the curtain to expose a troubling business model that places the lives of every day travelers at risk on a daily basis; one that is defined by compromised quality standards, operator error, and corporate cover-up.