

Type : *B737-NG*
Model : *B737-900ER*
Family : *Narrow-body*

Airframe Manufacturer : *Boeing*
1st Delivery : *2007*

No of Engines : *2*
Engine Type – Model : *CFM 56-7B27*

Seat Capacity :
215-220 seats in Economy Configuration

Weight and Payload :
85,139 Kgs Max Take Off Weight (MTOW)

Range Capacity : *3200 nm / 5900 km*

Other Important Features :
Heads-up Flight Display Unit, Blended Winglets, Electronic Flight Bag, Boeing Sky Interior, 180 minutes ETOPS.

Appraiser's Opinion

B737-900ER



Ameya Gore
Sr. ISTAT Appraiser

Appraiser's Opinion

The Boeing B737-900ER is the largest variant in the Boeing B737-Next Generation (NG) family of aircraft. The B737-900 was the original version but received very low demand in comparison to the 900ER (Extended Range) version which received more than 500 orders. The overall demand for B737-900ER has been concentrated in North America and South East Asia accounting for 85% of the overall orders and deliveries in these global regions alone. The first 737-900ER was delivered in 2007 and the last aircraft in 2019.

Traditionally, the B737-900ER was designed and developed to cater to middle-mile transport routes such as coast-to-coast in the USA, or trans-South East Asia. Its main competitor has been the A321-200 which offers similar payload and range capabilities. As the B757 and B767 aircraft programs were being phased out in the mid-2000s, advancing technology in propulsion, cabin design and the introduction of composite materials pushed the case in favour of B737NG aircraft. The introduction of B777 in essence replaced the B767 on the wide-body long-haul routes and the B737-900ER was better placed to act as a proxy for the outgoing B757 on the medium-haul routes. The Boeing 737-900ER was the ideal type, equipped with better operating economics, additional centre tanks, advanced fuel-efficient engines and new-age cabin interiors. The aircraft garnered substantial orders from leading airlines across the world. The B737-900ER can carry up to a maximum of 220 passengers.

However, the successive development and introduction of B787 & A350 families pushed the envelope for mid-to-long haul travel. With more flexibility on offer, the B787 and A350 variants were better suited to serve the same markets traditionally suited to the B737-900ER. This divided the aircraft families more distinctly -- B737 or A320 family for Short Haul and B787, B777 or A330, and A350 for medium-long haul travel.


Despite lower demand, the lease rates have not been negatively impacted significantly. This is attributed to the fact that the aircraft continues to be a stable work-horse for the existing operators. All in all, while the aircraft was able to garner 500 + orders, the changing market dynamics and introduction of new aircraft in overlapping market segments will place downward pressure on the B737-900ER. With production completely stopped for B737-NG, the future for the B737-900ER may lean towards potential cargo conversions or niche flight routes suitable for its capabilities.

Disclaimer

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Value Projections

Source: fin-S Online Valuation on SPARTA



BV and CMV (DEFAULT)
 FBV

Serial Number

Date of Manufacture *

Max Take Off Weight * Lbs

Aircraft Type *

Engine Type *

Max Take Off Weight * Kgs

Modifications/Enhancements

ADS-B ETOPs CDSS IFE


Maintenance Condition*

Half Life Full Life Both

Please select Aircraft and Engine to enable full life

Inflation Rate * %


Projection To *



\$19.887 m

Half Life

Current Base Value



\$18.097 m

Half Life


Current Market Value



Lease Rates Projections

Source: fin-S Online Valuation on SPARTA

BLR and MLR^(DEFAULT)
 FBLR



Serial Number:

Aircraft Type *
B737-900ER

Date of Manufacture *
30-11-2007

Engine Type *
CFM56-7B27/3


Max Take Off Weight *
182981.8 Lbs

Max Take Off Weight *
83000.0000 Kgs

Modifications/Enhancements
 ADS-B ETOPs CDSS IFE


Inflation Rate *
2 %

Projection To *
30-06-2032



\$199.308 k

Base Lease Rate



\$177.384 k

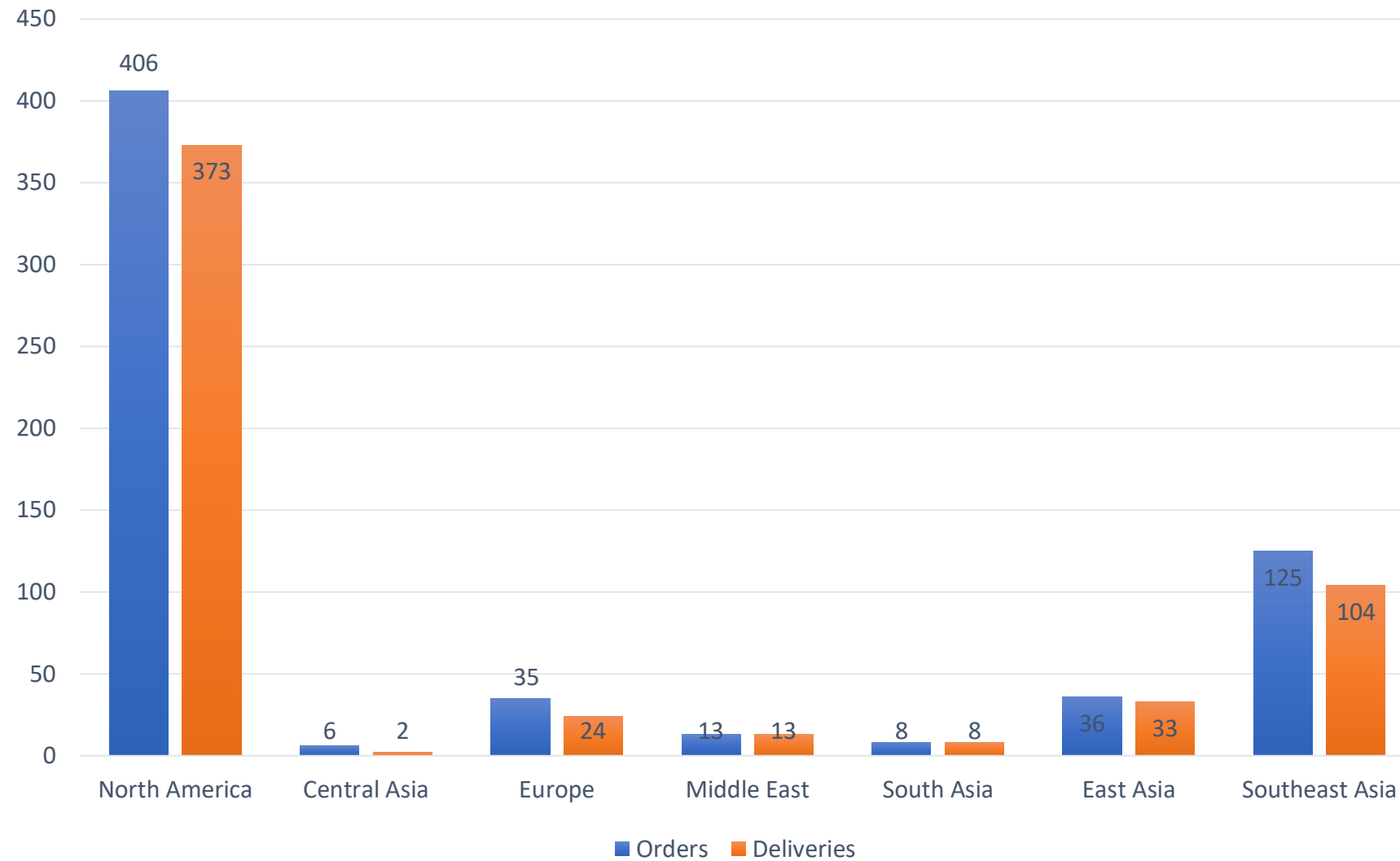
Market Lease Rate

Value as of: Mar 10, 2023



Orders and Unfilled Orders

B737-900/900ER Orders vs Deliveries



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