NEWS RELEASE

787-9: American takes delivery of a plane in a class of its own

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On Dec. 15, more than 100 American Airlines employees from across the system received the rare opportunity to fly on our most recent addition to the fleet as American took delivery of a brand new B787-9 Dreamliner from the Boeing Delivery Center in Charleston, South Carolina (CHS). In addition to traveling on the ceremonial first flight to Dallas/Fort Worth International Airport (DFW), employees took a private tour of the Boeing factory and enjoyed the sights of Charleston.

This morning, that plane embarked on its inaugural operational flight — daily service between DFW and Sao Paulo (GRU).

Seats on the delivery flight were filled by a couple of ways. Ninety employees were randomly chosen to attend after submitting their favorite American story during our 90th birthday celebration week. The other employees won their seats by participating in American drawings and activities. Every workgroup was represented from around the world.

Matt Schlessman, team lead – International Revenue Management, earned his seat aboard the flight when he won the annual Geek Off competition this year with his team partner, Tim Lyon, managing director – Revenue Management. The game-show style competition quizzes contestants on aviation stats and trivia. It's the second year his team has won. Team name: The Price Isn't Right.

9 fun facts about American's new 787-9, according to Matt Schlessman

The first 787-9 was delivered to New Zealand and initially operated between Auckland (AKL) and Sydney (SYD).
The -9 has the same wing assembly as other 787 variants, but has two fuselage extensions, making it 20 feet longer than the -8.
The -9 can carry around 116 tons of fuel, or 33,384 gallons.
The Dec. 15, 2016 delivery is the 4th 787-9 in American's fleet and the 21st 787 aircraft.
The flight deck of the 787 does not have windows that open, the only emergency egress point is a ceiling hatch. The fixed windows create an extremely quiet flight deck.
The 787-9 has an advertised range at typical configuration of 7,635 nautical miles, 300 nautical miles further than the -8.
The wingspan of the 787-9 is 73 feet longer than the Wright Brother's plane used for the first powered flight.
The -9 carriers a common type rating, meaning qualified flight crews can operate with all other 787 variants.
The passenger oxygen masks in the 787-9 do not have a bag attached to the cone.
Bonus: Why was 6 afraid of 7? Because 789.

The aviation enthusiast, who can rattle stats from among all of American's fleet, has loved flying since he was a kid. Growing up in St. Louis, he remembers fondly his trips aboard Trans World Airlines jets. When he got an offer to move to Tempe, Arizona, for a position with US Airways' Revenue Management department, he knew it was a perfect fit for him to work in the airline industry. Matt describes the experience as "once in a lifetime."

"Something like this doesn't happen very often," he said. "The 789-9 delivery was an amazing event. The enthusiasm shared by the American and Boeing teams was truly inspiring. The -9 brings a new level of innovation to air travel

and offers new features for our employees and team members that will set American apart for years to come. For an avgeek like me, there is nothing quite as exciting as that new airplane smell!"

Matt shares some fun facts about American's newest aircraft below.