

Fact Sheet: Boeing 737 MAX8, Airbus A320neo and Boeing 737-800

Norwegian has placed orders with Boeing and Airbus for a total of 372 state-of-the-art single-aisle aircraft whereof 222 are on firm order. The aircraft on firm order comprise 100 Boeing 737 MAX8, 100 Airbus A320neo and 22 Boeing 737-800s. The delivery period for the new aircraft starts in 2016. The orders also comprise 100 purchase rights from Boeing and 50 from Airbus. The firm order is the largest ever in Europe measured both by value and number of aircraft.

The agreements provide Norwegian with the most cost efficient and environmentally friendly single-aisle aircraft fleet possible to obtain in the nearest 15-20 years. Norwegian has a progressive delivery schedule and has thus secured access to a large batch of the available MAXs and NEOs in the first years of production. Norwegian will be the launch customer in Europe for the MAX.

Following today's order, Norwegian has a total of 286 undelivered aircraft on firm order. Norwegian has previously placed orders for 112 aircraft whereof 48 are delivered. The order consists of 78 purchased Boeing 737-800 (23 delivered), 28 leased 737-800 (25 delivered), 3 purchased Boeing 787-8 Dreamliner and 3 leased Boeing 787-8 Dreamliner.

22 Boeing 737-800

The Boeing 737-800, abbreviated «800», is the backbone in Norwegian's operations with a total of 48 aircraft of the type in the fleet. The 800 is the most cost- and fuel efficient aircraft available for short- and medium-haul operations today.

The aircraft type has a fuel burn which is about 20 % lower than its predecessor, the Boeing 737-300 which Norwegian is phasing out. Compared to the 737-600 NG (737-MINI) and aging MD-80s, the fuel consumption is 30 – 40 % lower per seat.

The 800 is an important contributor to Norwegian's position as one of the most reliable, cost efficient and environmentally friendly airlines in Europe.

All future deliveries will be equipped with Boeing SKY Dreamliner interior and inflight Wi-Fi. Norwegian has opted to continue to reduce the seat count from 189 to 186 in order to offer market leading leg room and more overhead bin space per passenger.



«Boeing SKY», also known as the «Dreamliner interior», was introduced in 2011 and has been very popular with the passengers – particularly in combination with Wi-Fi

100 Boeing 737 MAX8 + 100 purchase rights

The 737 MAX8, dubbed «MAX8», will replace the 800 when it is certified for commercial traffic in 2017. The MAX 8 will have as much as 10 - 12 % lower fuel burn than the already efficient 800.

The order secures Norwegian an attractive delivery schedule, making Norwegian the launch customer in Europe for the MAX8.

The largest change from the existing model is new engines with larger diameter which increases efficiency. This has called for minor changes to the nose gear and the pylon connecting the engine with the wing.

The most distinct visual changes are a larger engine diameter, «chevrons» at the trailing edge of the engines and re-designed APU exhaust nozzle at the tail section.



Noise reducing «chevrons» at the trailing edge of the engines and a more aerodynamic tail design are the most distinct visual changes.

The MAX8 will be equipped with modern Boeing SKY Dreamliner interior, Wi-Fi and will have the same or better legroom than the 800.

100 Airbus A320neo + 50 purchase rights

The Airbus A320neo, abbreviated «NEO», will be an entirely new aircraft type for Norwegian.

NEO is short for «New Engine Option» and is as with the MAX an enhancement of an already existing aircraft type primarily by adding larger and more efficient engines. The NEO will have 15 % lower fuel burn than the present A320.

The order secures Norwegian an attractive delivery schedule, making Norwegian the launch customer for the NEO in Europe.

The NEO is equipped with “sharklets”, vertical wingtips that reduce drag. They replace the smaller and less efficient “wingtip fence” of the A320.



The primary visual differences between the A320 and the NEO are larger engines and new wingtips called “sharklets”

Dual Fleet

The size of the Airbus and Boeing orders are individually large enough to optimize scale economies alone. The choice of a dual fleet increases bargaining power for Norwegian and secures a more optimal delivery schedule of aircraft, as one single manufacturer is not able to accommodate Norwegian’s need for aircraft. A dual fleet also reduces the risk of delayed certification and other risks associated with being dependent on one aircraft type only.

Fleet Plan and Growth

The 222 aircraft order is an important part of Norwegian’s strategy of continuously renewing the fleet. A large proportion of the order will be used to replace aging 800s. The intention is to never operate aircraft older than 7-8 years.

The order implies a moderate growth rate averaging 11 % from 2016 to 2023. From the launch of the low-cost operations in 2002 through 2011 the growth rate has been about three times higher, averaging 30 % per year.

Norwegian has the following fleet plan including leases:

- 134 Boeing 737-800 (48 delivered)
- 100 Boeing 737 MAX8
- 100 Airbus A320neo
- 6 Boeing 787-8 Dreamliner
- 14 Boeing 737-300 (all delivered – being phased out)