



Wingspan Increases Due to the Addition of Winglets

A number of airports have contacted Airport Technology to understand the increase in wingspan, when the Aviation Partners Boeing (APB) winglets are installed. The following table provides the requested data from APB.

Note that the 737-300 / -500 / -700 / -800 / -900 models can have the winglets added as a retrofit. Winglet installation is optional during manufacture for the 737-700 / -800 / -900. The early model BBJs did not have winglets installed, but all these aircraft have had the winglets installed as retrofits. All current production BBJs, BBJ2s and all BBJ3s have the winglets installed during manufacture. Winglet installation for the 757-200 will be as a retrofit. Winglet installation for the 767-300ER, will be as either retrofit or installed during manufacture.

Aircraft	Maximum Wingspan (Baseline)	Maximum Wingspan with Winglets (Full Fuel)	Availability
727-200	108' (32.9 m)	109' 3" (33.3 m)	Third Party Retrofit*
737-300**	94' 9" (28.9 m)	102' 1" (31.1 m)	Retrofit
737-500**	94' 9" (28.9 m)	102' 1" (31.1 m)	Retrofit
737-700	112' 7" (34.3 m)	117' 5" (35.8 m)	Retrofit or in-production installation
737-800	112' 7" (34.3 m)	117' 5" (35.8 m)	Retrofit or in-production installation
737-900	112' 7" (34.3 m)	117' 5" (35.8 m)	Retrofit or in-production installation
BBJ/BBJ2	112' 7" (34.3 m)	117' 5" (35.8 m)	Retrofit or in-production installation
BBJ3	112' 7" (34.3 m)	117' 5" (35.8 m)	In-production installation
757-200/-300	124' 10" (38.0 m)	134' 9" (41.1 m)	Retrofit
767-300ER**	156' 1" (47.6 m)	167' 0" (50.9 m)	Retrofit or in-production installation

* Third Party Retrofit – Not provided by APB

** APB provided data

Any further questions concerning these winglets should be referred to APB as follows:

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