Boeing Commercial Airplanes  
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Fact Sheet

Boeing 737 MAX

Operating cost*: 8 percent per-seat lower than A320neo

Fuel consumption*: 14 percent per-seat lower than today's most efficient single-aisle airplane the Next-Generation 737  
20 percent per-seat lower than the first Next-Generation 737s produced  
8 percent per-seat lower than A320neo

Engine: CFM International LEAP-1B (optimized for 737 MAX)

First Delivery: 2017

Interior: MAX 7/8/200/9 Boeing Sky Interior

Wingspan: MAX 7/8/200/9 117 ft 10 in (35.9 m)

Length: MAX 7 110 ft 5 in (33.7 m)  
MAX 8/200 129 ft 8 in (39.5 m)  
MAX 9 138 ft 4 in (42.2 m)

Tail Height: MAX 7/8/200/9 40 ft 4 in (12.3 m)

Cruise Speed: MAX 7/8/200/9 Mach 0.79

Comparative** maximum take off weights and range limits:

<table>
<thead>
<tr>
<th>Model</th>
<th>MTOW (lb)</th>
<th>Range (nmi)</th>
<th>Two-class seating</th>
</tr>
</thead>
<tbody>
<tr>
<td>737-700</td>
<td>154,500</td>
<td>3,010</td>
<td>126</td>
</tr>
<tr>
<td>737 MAX 7</td>
<td>159,500</td>
<td>3,350</td>
<td>126</td>
</tr>
<tr>
<td>737-800</td>
<td>174,200</td>
<td>2,935</td>
<td>162</td>
</tr>
<tr>
<td>737 MAX 8</td>
<td>181,200</td>
<td>3,515</td>
<td>162</td>
</tr>
<tr>
<td>737-900ER</td>
<td>187,700</td>
<td>2,750</td>
<td>178</td>
</tr>
<tr>
<td>737 MAX 9</td>
<td>194,700</td>
<td>3,280</td>
<td>178</td>
</tr>
</tbody>
</table>

Note: range of 737 MAX 200 in one-class seating with 200 passengers is 2,700 nmi

July 2015  
Contact: Boeing Communications, 206-766-1345

* Based on: U.S. Domestic rules, 800-nmi mission, Two-class seating, Fuel price: $3.00 per U.S. gallon, 737 MAX 8.  
**Next-Generation 737 values are calculated with Blended Winglets. Standard rules, two-class seating applies