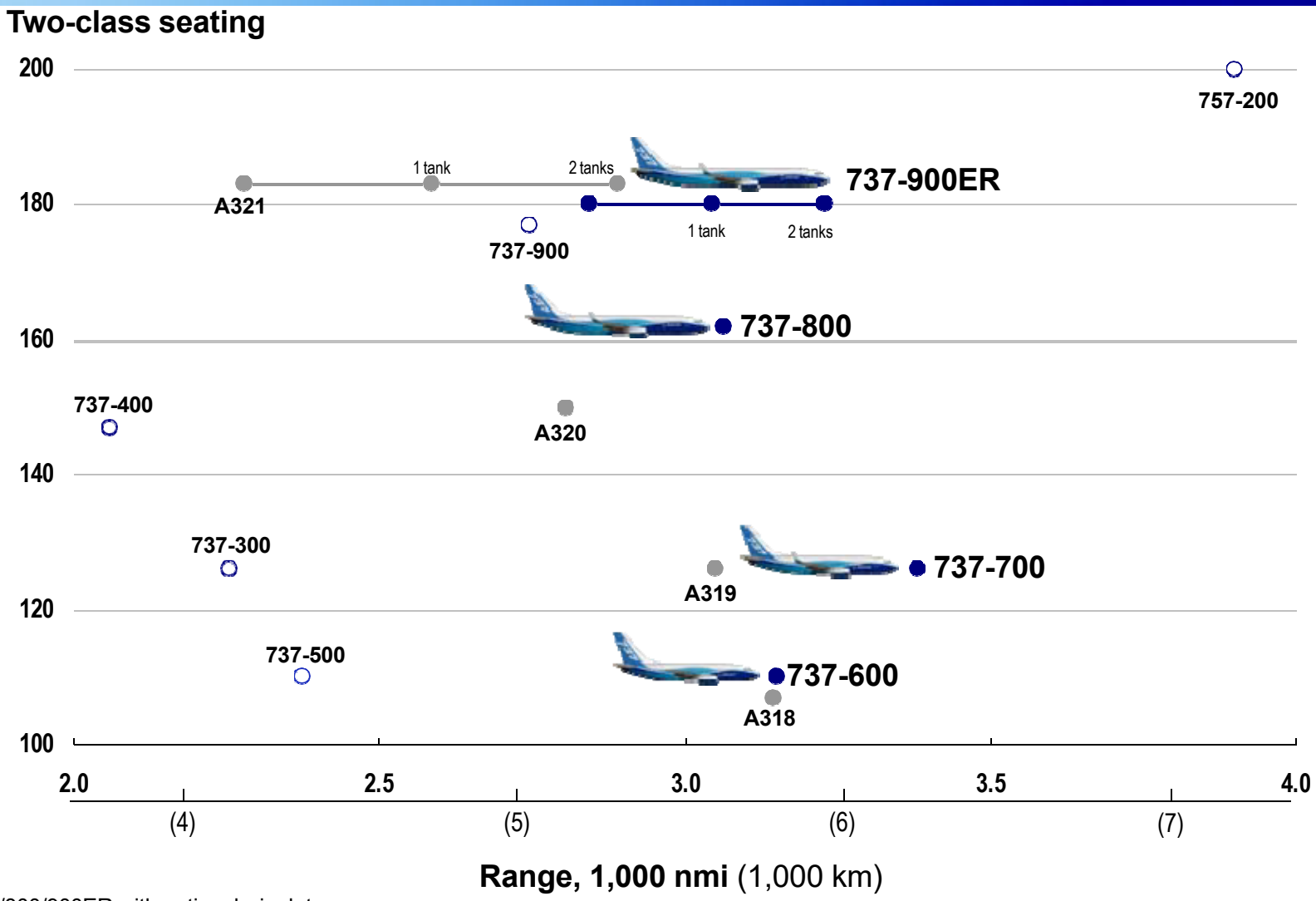
One airplane in four sizes to best meet market demands

StartupBoeing



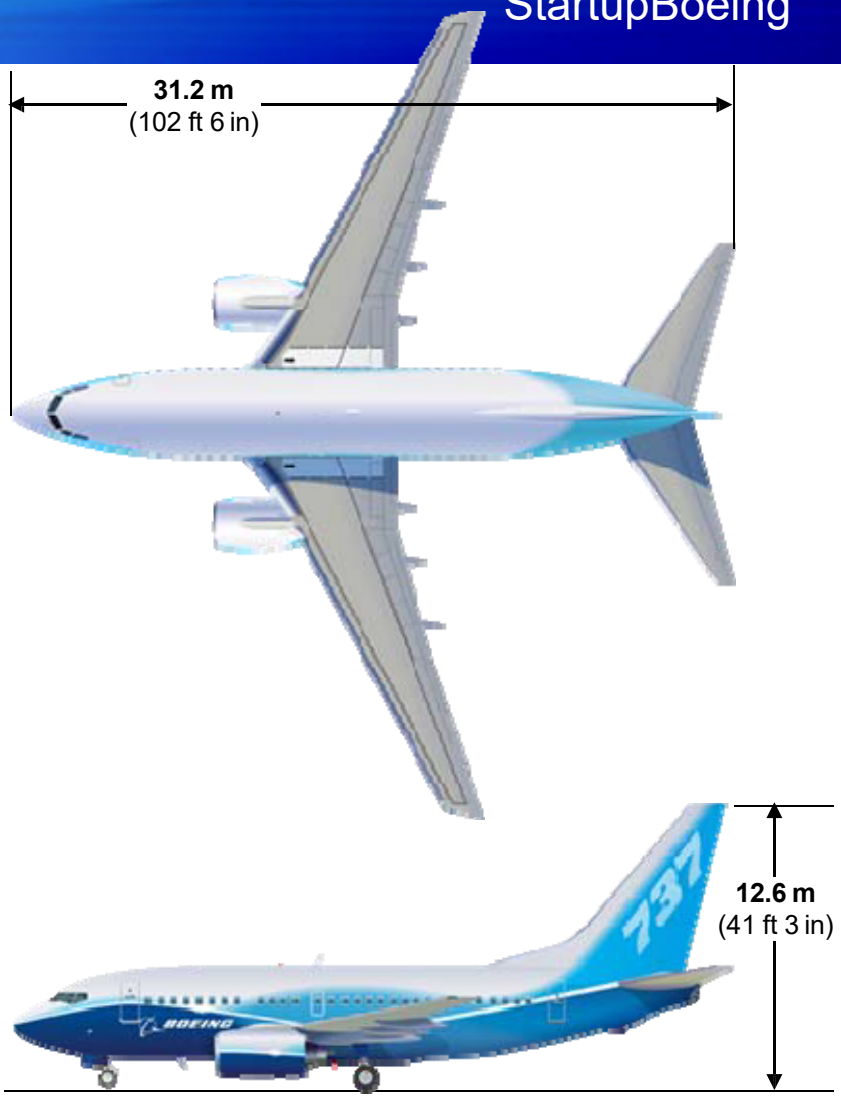
- 737-700/800/900ER with optional winglets.

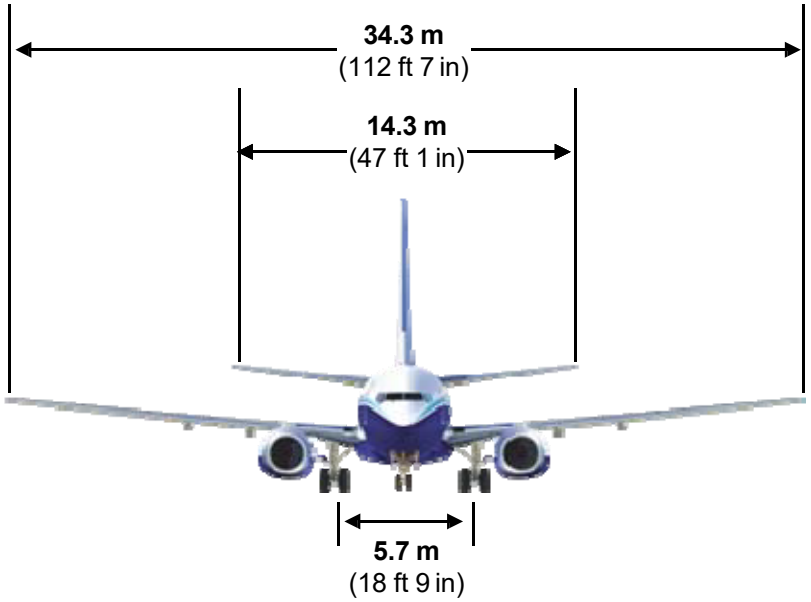
www.StartupBoeing.com

General arrangement

737-600

StartupBoeing

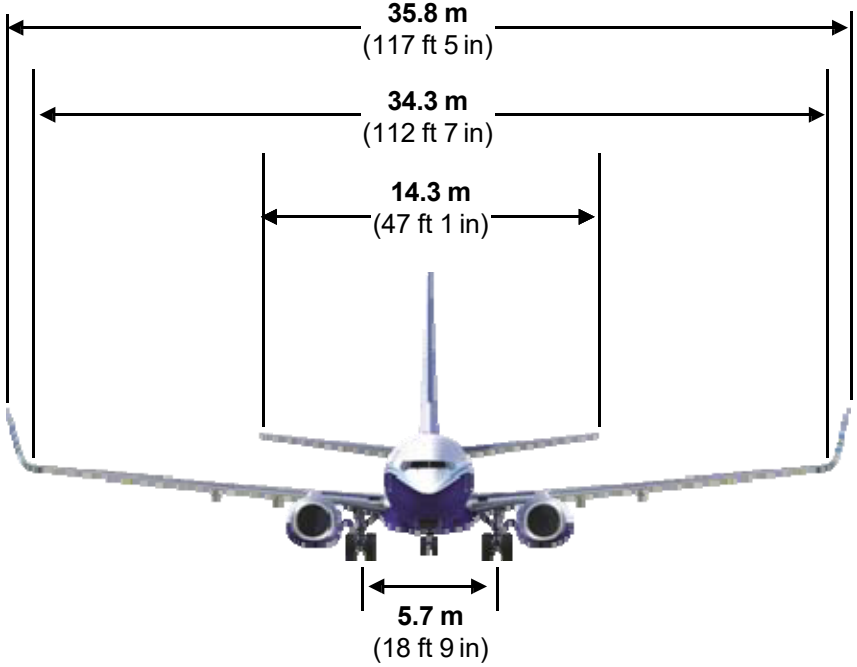


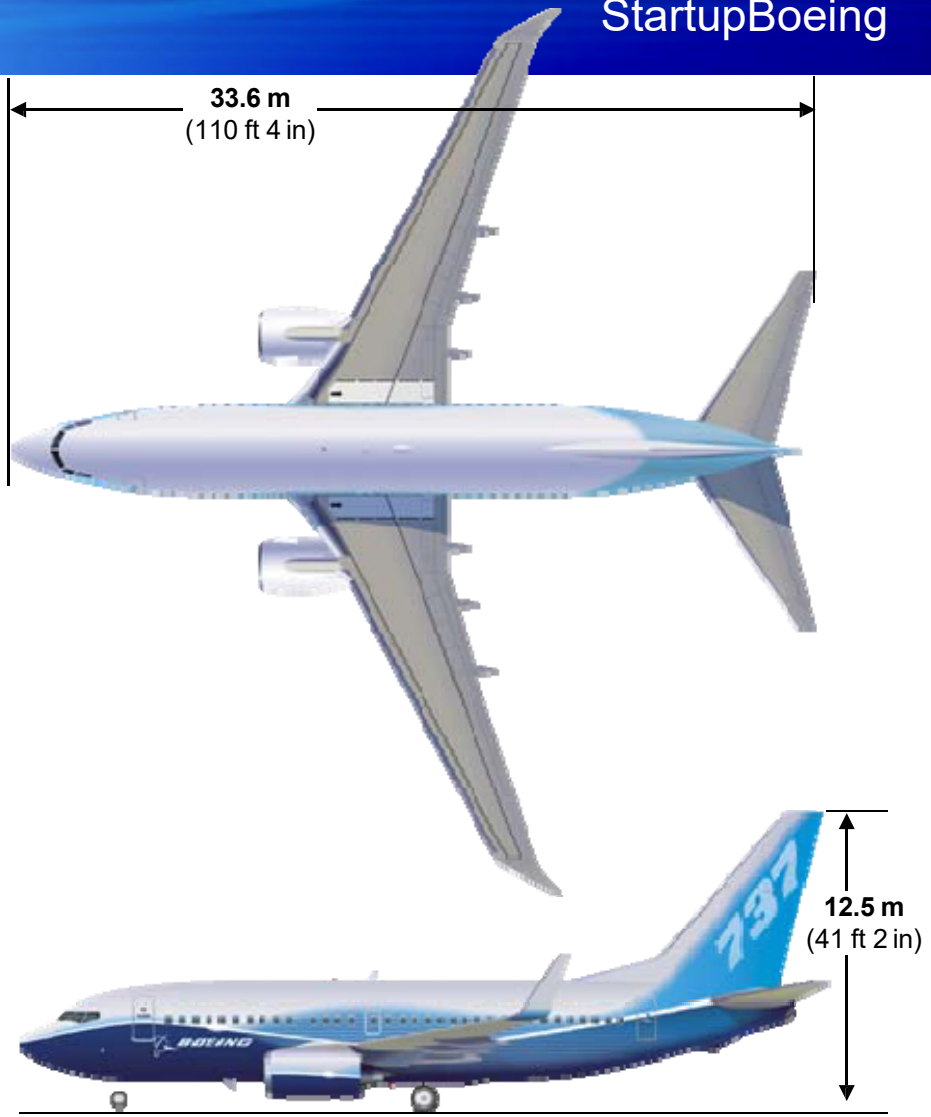


General arrangement

737-700

StartupBoeing

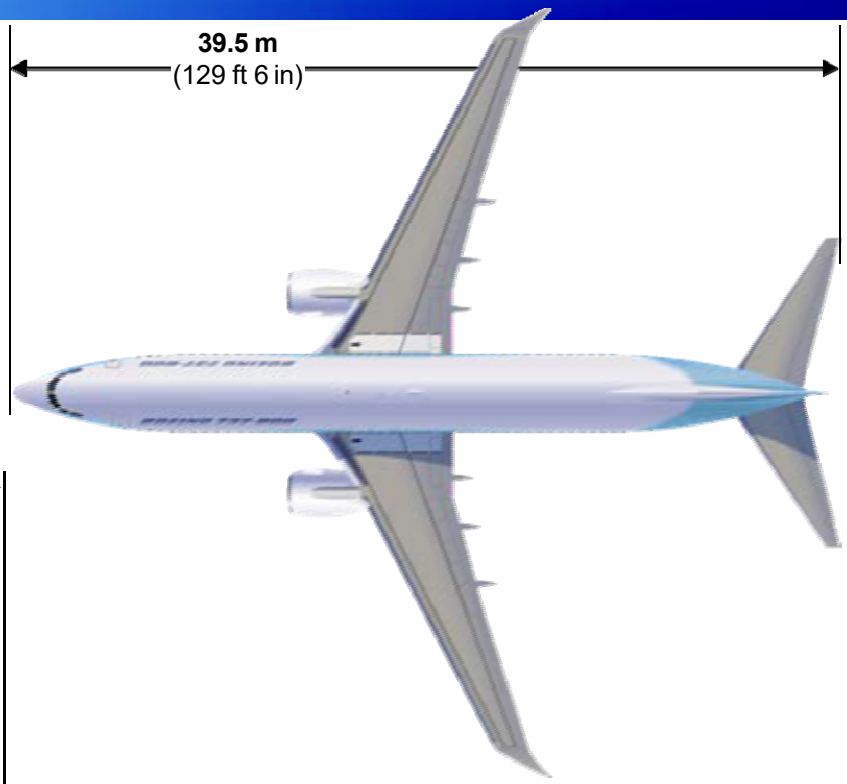


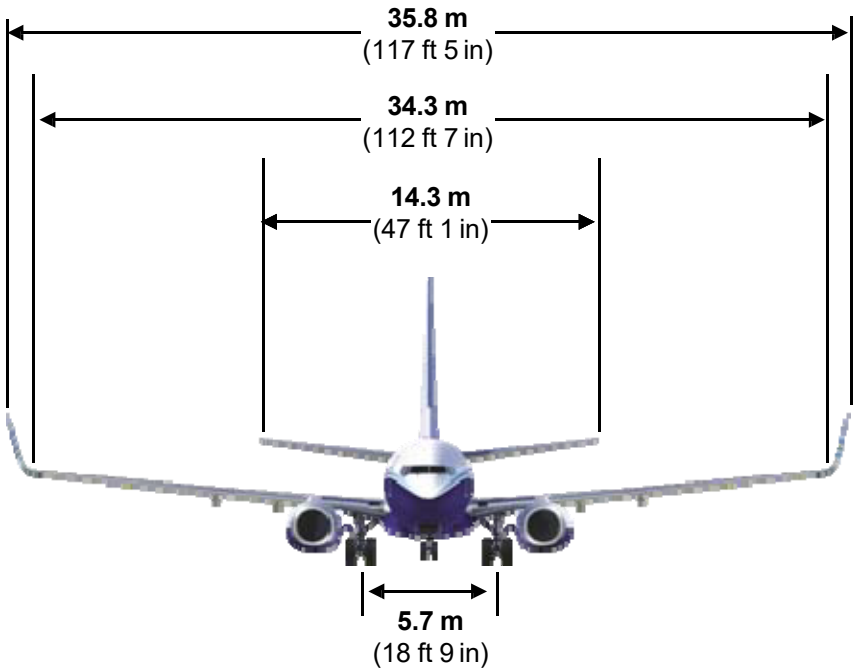


General arrangement

737-800

StartupBoeing



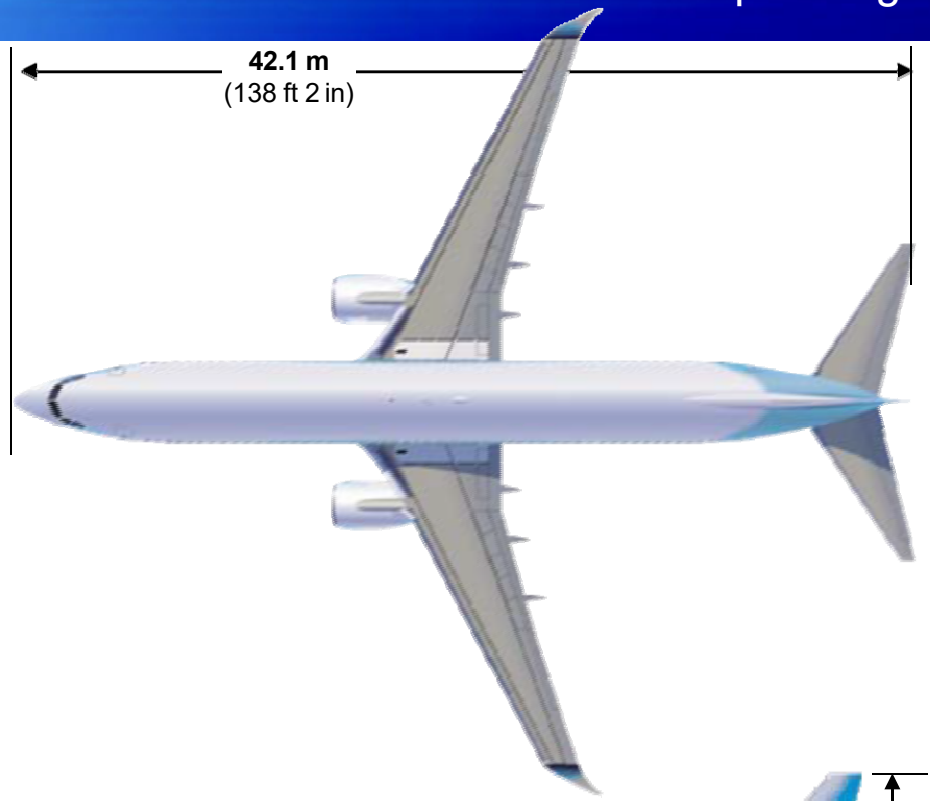


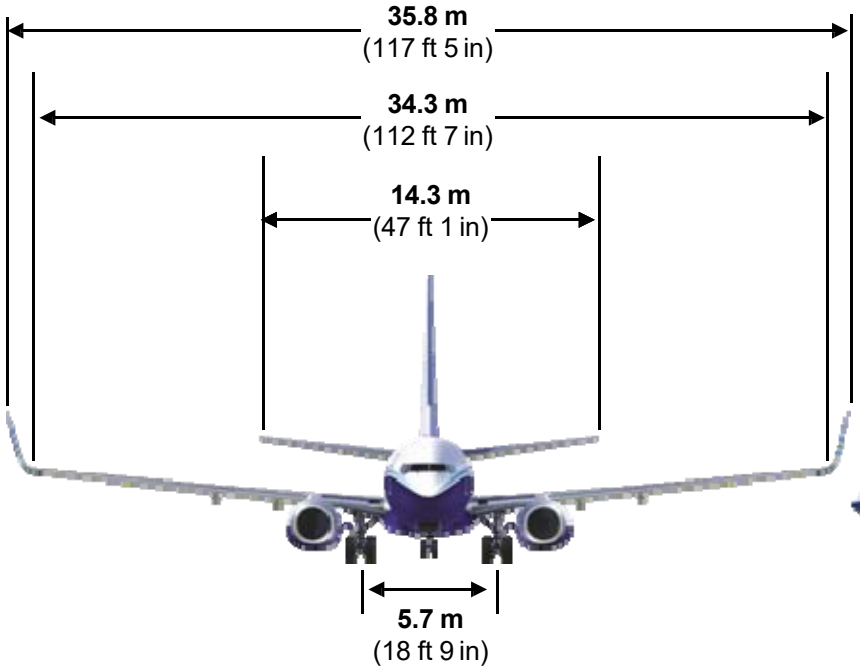
www.StartupBoeing.com

General arrangement

737-900ER

StartupBoeing





www.StartupBoeing.com

737NG Boeing Sky Interior connects passengers to the flying experience

Improved Operational Security Features

Quieter Cabin

New Touch-Screen Attendant Panel

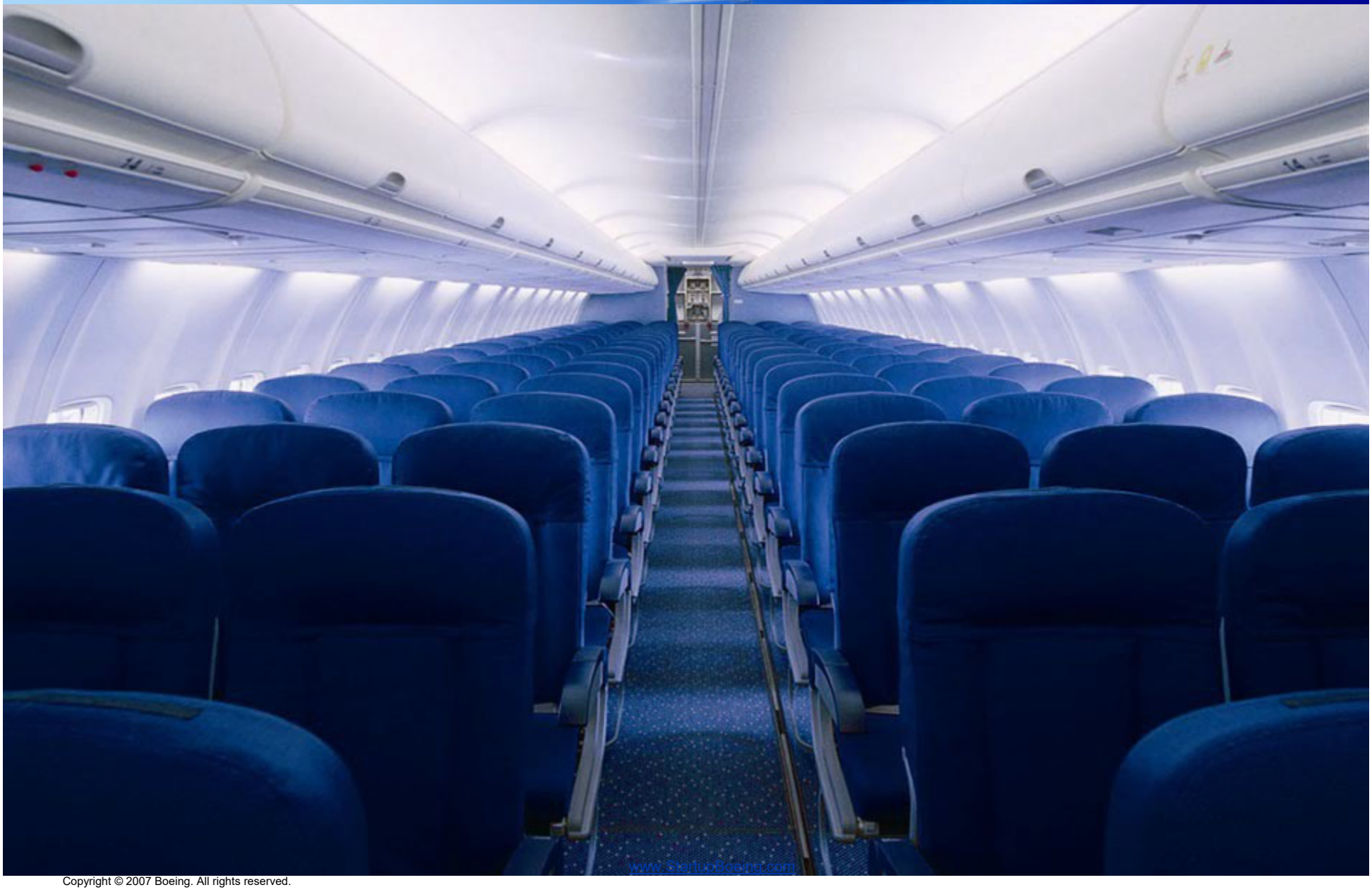
www.StartupBoeing.com

- The 737 Boeing Sky Interior is offered as an option on 737-700, -800 and -900ER only

* Optional feature

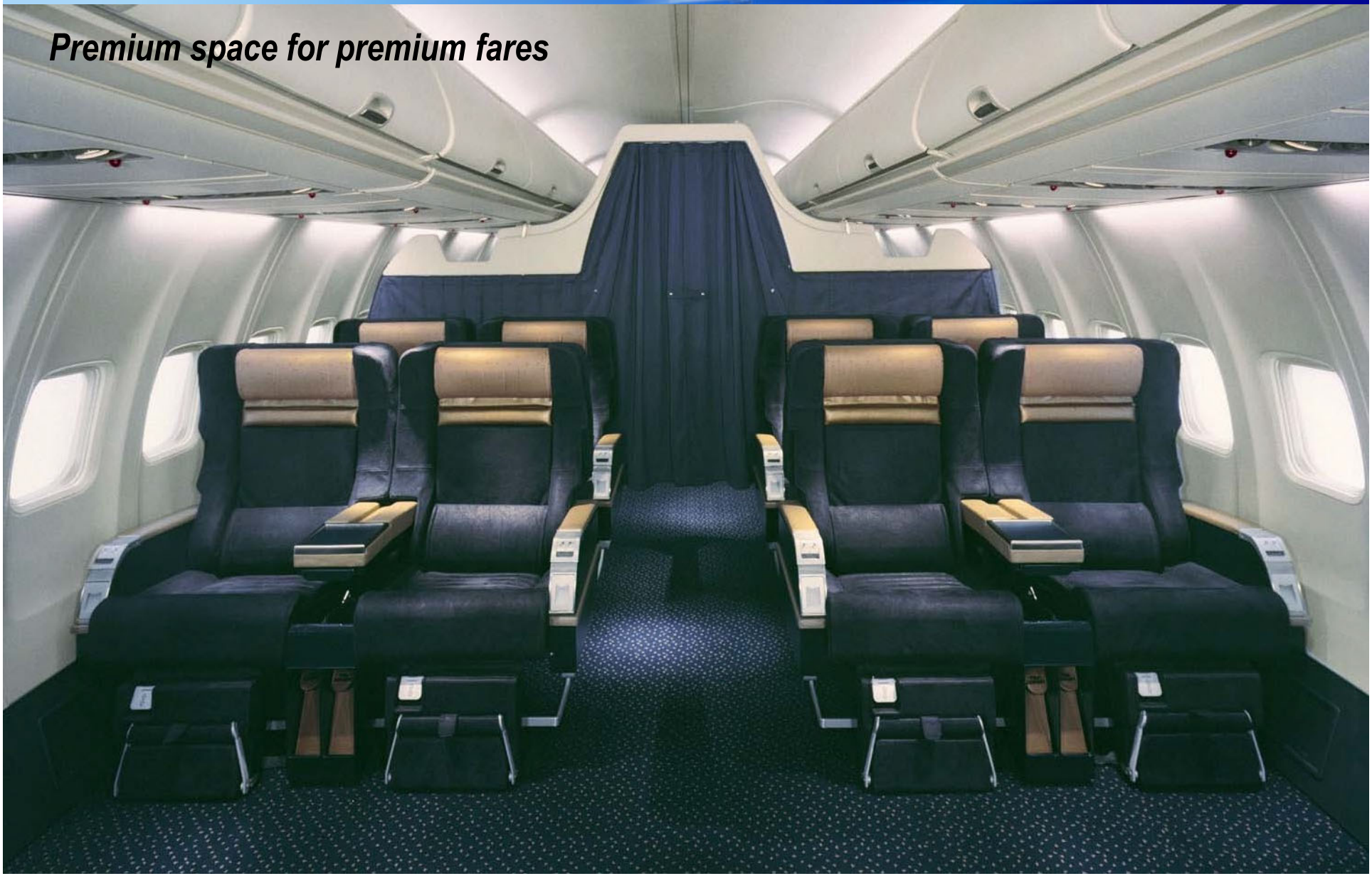
737NG Current interior continues to deliver world class comfort to passengers worldwide

Modern interior design



Comfortable business-class seating

Premium space for premium fares



Airstairs enable operations at airports with limited facilities

StartupBoeing

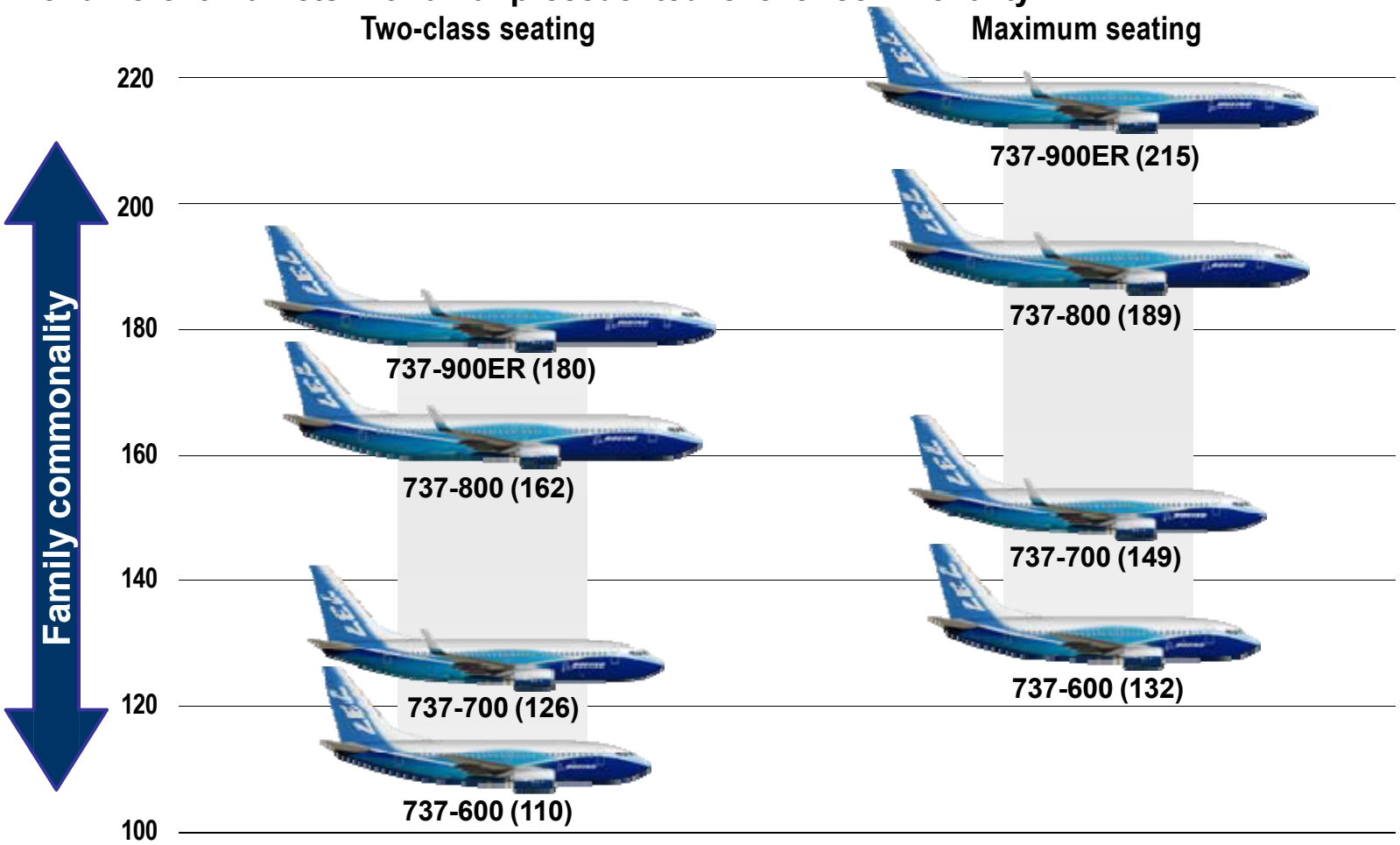
- **Mounted under cabin floor just below the forward entry door**
- **Airstairs can be removed and stored when not in use for an extended period of time**

• Optional feature.

Flexibility to meet market demands

StartupBoeing

737NG is a flexible aircraft family with the choice of seating capacities to suit the needs of different markets with an unprecedented level of commonality



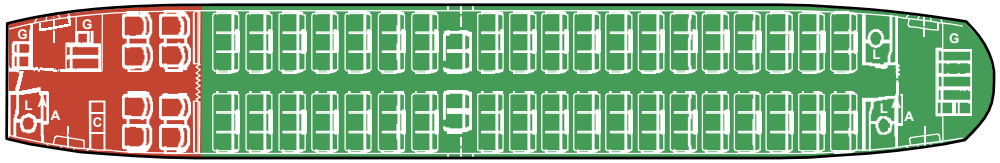
Two-class interiors

StartupBoeing

737-600
8 first at 36 in-pitch
102 economy at 32 in-pitch

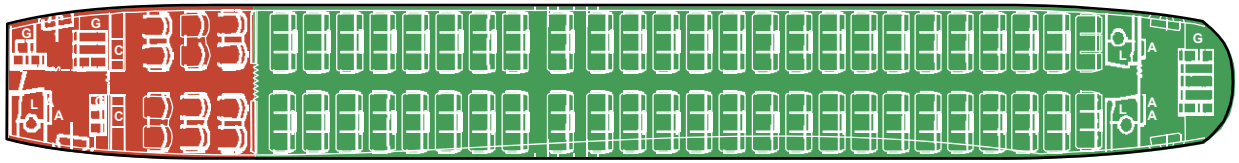
110 passengers

737-700
8 first at 36 in-pitch
118 economy at 32 in-pitch



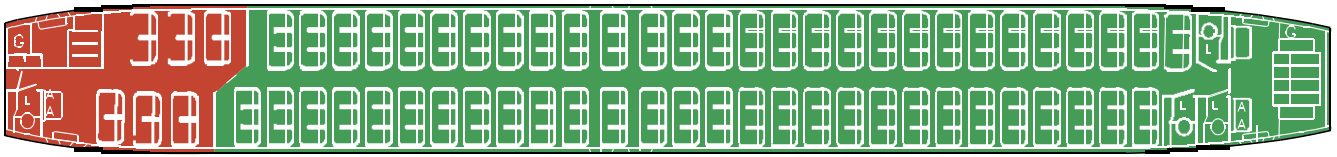
126 passengers

737-800
12 first at 36 in-pitch
150 economy at 32 in-pitch



162 passengers

737-900ER
12 first at 36 in-pitch
168 economy at 32 in-pitch



180 passengers

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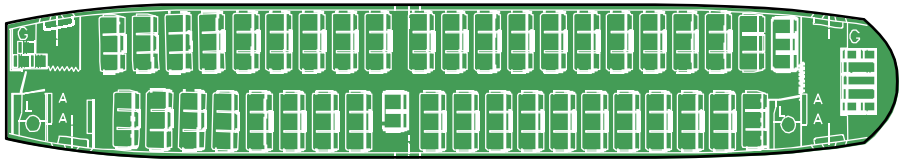
One-class interiors

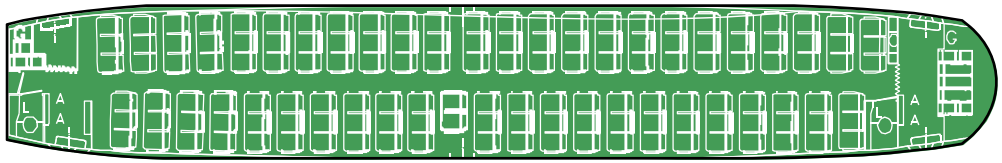
StartupBoeing

737-600
122 economy at 32 in-pitch



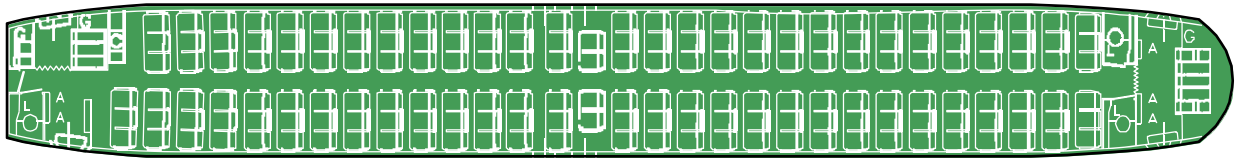
122 passengers

737-700
140 economy at 32 in-pitch



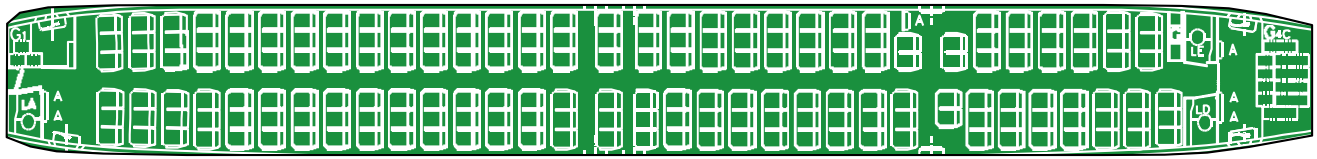
140 passengers

737-800
175 economy at 32 in-pitch



175 passengers

737-900ER
192 economy at 32 in-pitch



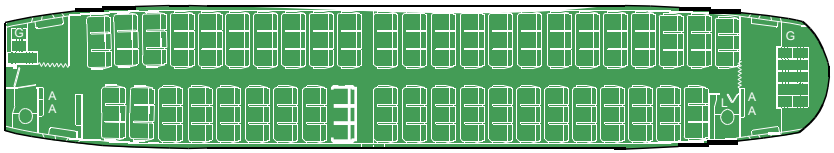
192 passengers

www.StartupBoeing.com

Inclusive tour interiors

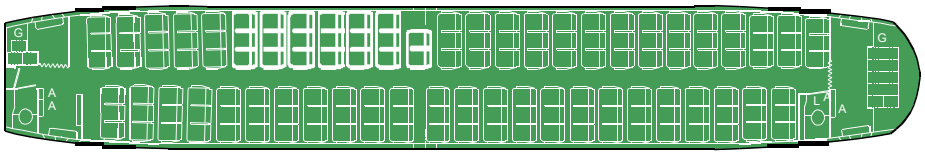
StartupBoeing

737-600
132 economy at 30 in-pitch



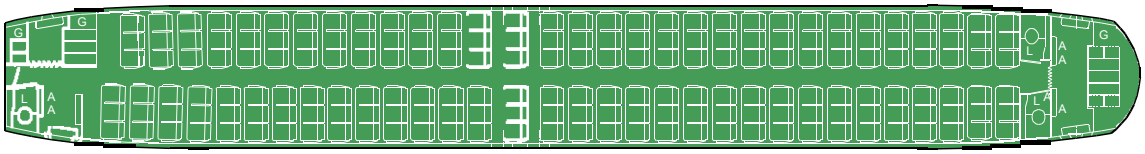
132 passengers

737-700
149 economy at 30 in-pitch



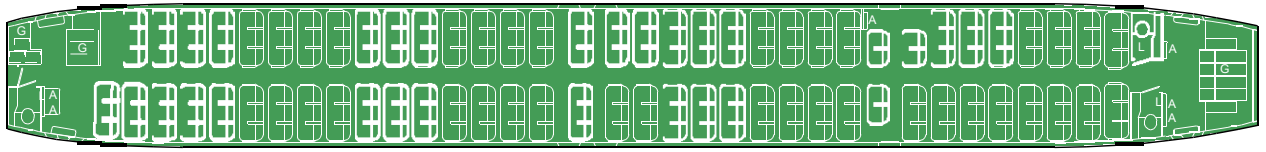
149* passengers

737-800
189 economy at 30 in-pitch



189* passengers

737-900ER
204 economy at 30 in-pitch



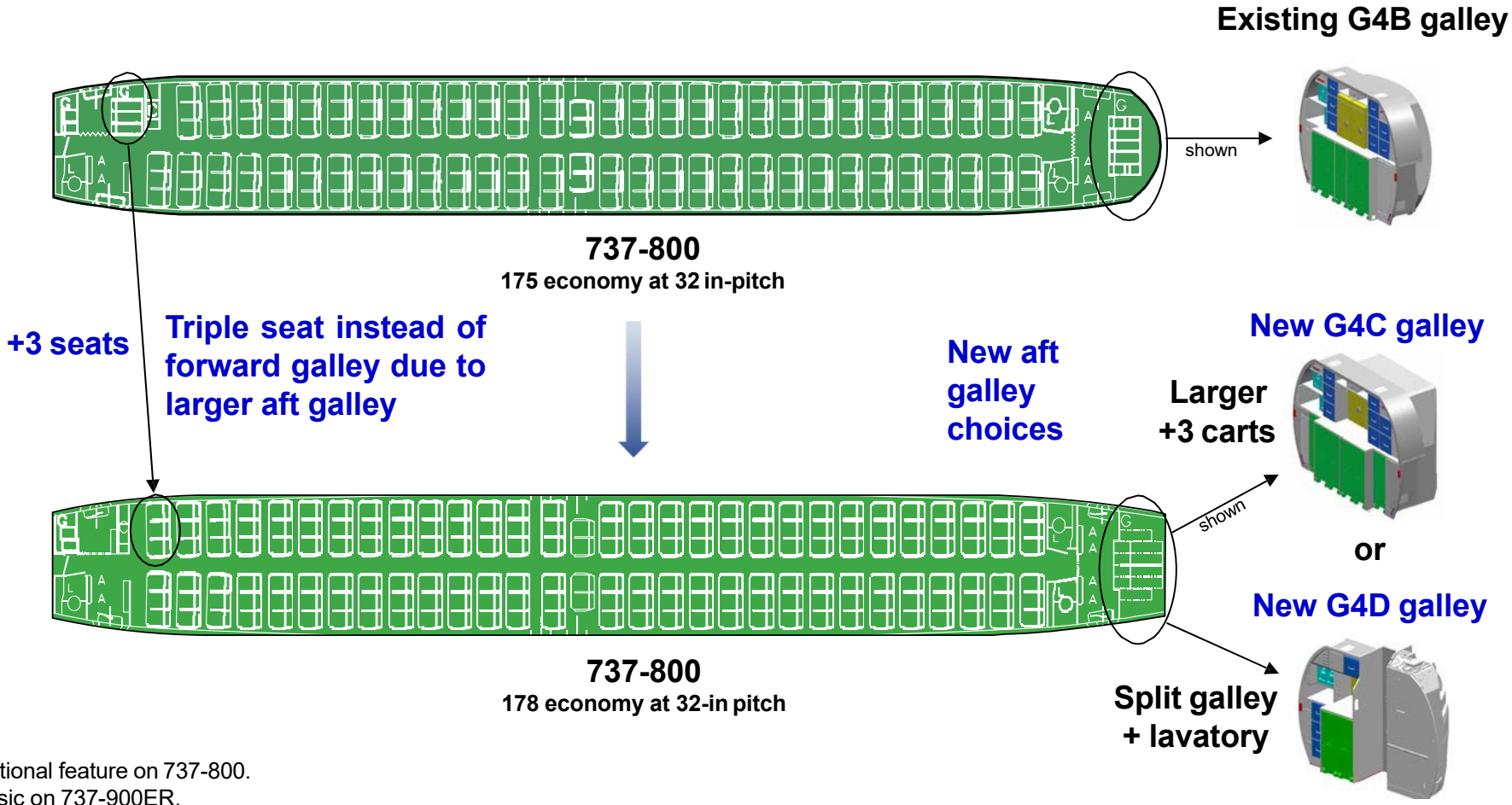
204 passengers

* Exit limit.

Flat aft bulkhead enables more seats and more aft galley choices

StartupBoeing

- **Extends the cabin floor aft 66 cm** (26 in)
- **More passenger seats and/or more galley volume**
- **Customers have two new additional aft galley choices**



• Optional feature on 737-800.
• Basic on 737-900ER.

Cargo compartment summary

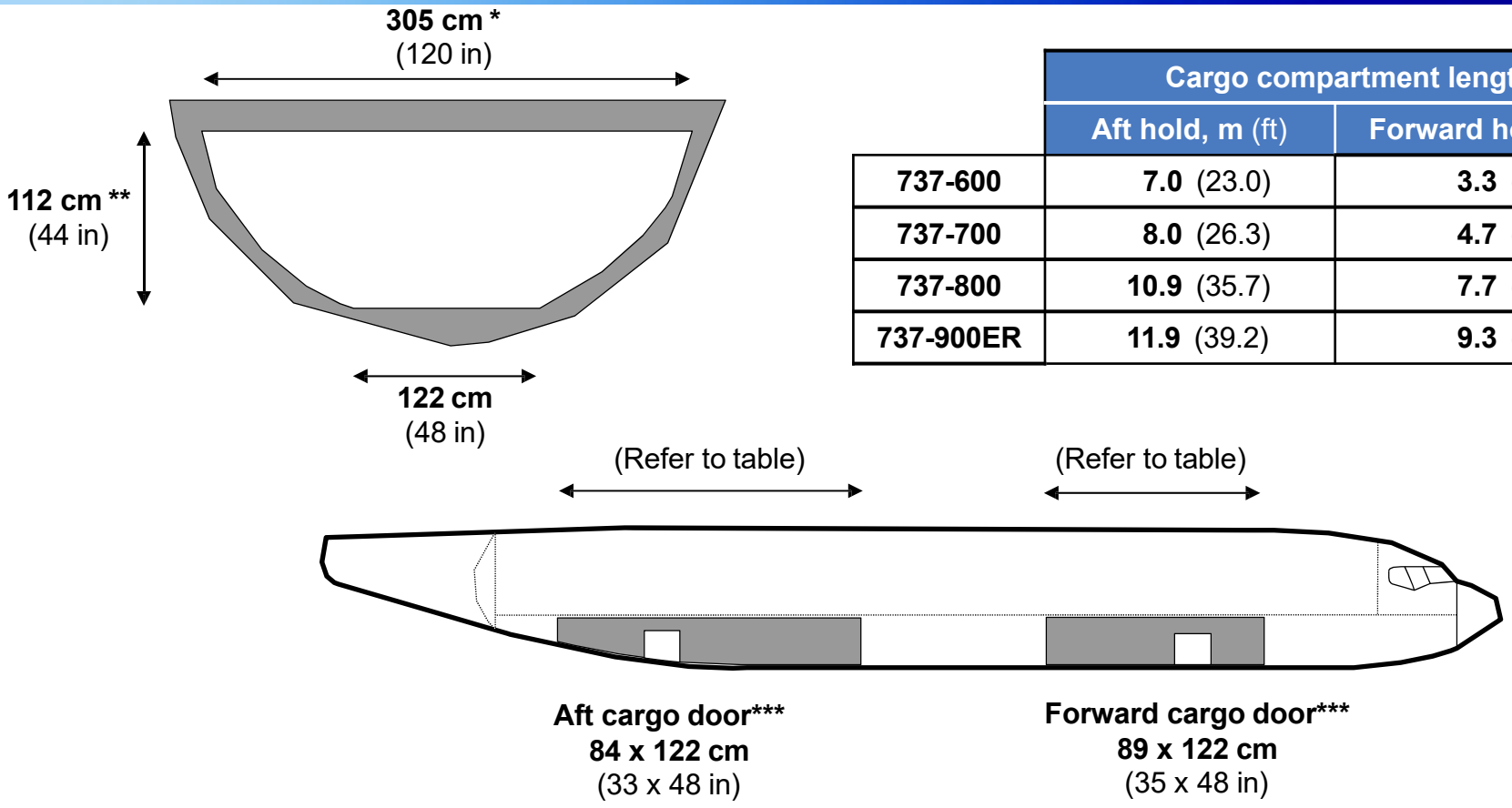
StartupBoeing

	Forward hold m^3 (ft^3)	Aft hold m^3 (ft^3)	Total m^3 (ft^3)
737-600	**7.0** (248)	**13.4** (472)	**20.4** (720)
737-700	**10.9** (384)	**16.4** (580)	**27.3** (964)
737-800	**19.0** (672)	**25.0** (883)	**44.0** (1,555)
737-900ER	**23.4** (825)	**28.2** (999)	**51.6** (1,824)

• All volumes listed are usable bulk and do not include unusable area near cargo doors.

Cargo compartment dimensions

StartupBoeing



	Cargo compartment lengths	
	Aft hold, m (ft)	**Forward hold, m** (ft)
737-600	**7.0** (23.0)	**3.3** (10.8)
737-700	**8.0** (26.3)	**4.7** (15.3)
737-800	**10.9** (35.7)	**7.7** (25.2)
737-900ER	**11.9** (39.2)	**9.3** (30.3)

* Forward hold, aft hold forward bulkhead is 292 cm (115 in), and aft hold aft bulkhead is 208 cm (82 in).

** Forward hold, aft hold forward bulkhead is 119 cm (47 in), and aft hold aft bulkhead is 59 cm (23 in).

*** Clear opening dimensions.

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Telair sliding carpet improves cargo loading efficiency

StartupBoeing

- **Reduces loading crew size**
- **Reduces cargo loading time**
- **Reduces baggage damage**
- **Reduces cargo lining wear**
- **Displaces minimal cargo**
- **Installed or on order with more than 30 customers on more than 1,100 737 airplanes**

• Optional feature.

Winglet performance benefits

StartupBoeing

	737-700	737-800	737-900ER
Lower fuel consumption			
500 nmi	**–2.4%**	**–2.6%**	**–2.2%**
1,000 nmi	**–3.3%**	**–3.4%**	**–3.0%**
1,500 nmi	**–3.5%**	**–3.7%**	**–3.5%**
Design range increase	**+120 nmi** (+220 km)	**+125 nmi** (+230 km)	**+110 nmi** (+200 km)
Payload capability increase (fixed range)			
Fuel capability limit	**+2,350 kg** (+5,200 lb)	**+2,580 kg** (+5,700 lb)	**+2,490 kg** (+5,500 lb)
Maximum takeoff weight limit	**+360 kg** (+800 lb)	**+450 kg** (+1,000 lb)	**+450 kg** (+1,000 lb)
Improved takeoff performance			
Engine	**CFM56-7B24**	**CFM56-7B27**	**CFM56-7B27/3B1F**
High/hot takeoff weight increase			
Denver Rwy 17L, 30°C	**+1,950 kg** (+4,300 lb)	**+1,900 kg** (+4,200 lb)	**+1,950 kg** (+4,300 lb)
Obstacle-limited takeoff weight increase*			
Close obstacle (50 ft high, 300 ft out)	**+1,040 kg** (+2,300 lb)	**+810 kg** (+1,800 lb)	**+1,450 kg** (+3,200 lb)
Distant obstacle (500 ft high, 8,000 ft out)	**+1,540 kg** (+3,400 lb)	**+1,630 kg** (+3,600 lb)	**+2,040 kg** (+4,500 lb)
Reduced certification noise			
Takeoff noise reduction at cutback	**-0.5 to -1.0 EPNdB**	**-0.5 to -1.0 EPNdB**	**-0.5 to -1.0 EPNdB**

• Winglets are an optional feature.

* 7,000 feet field length, sea level.

Flight deck features that enhance safety, capability, and efficiency

StartupBoeing

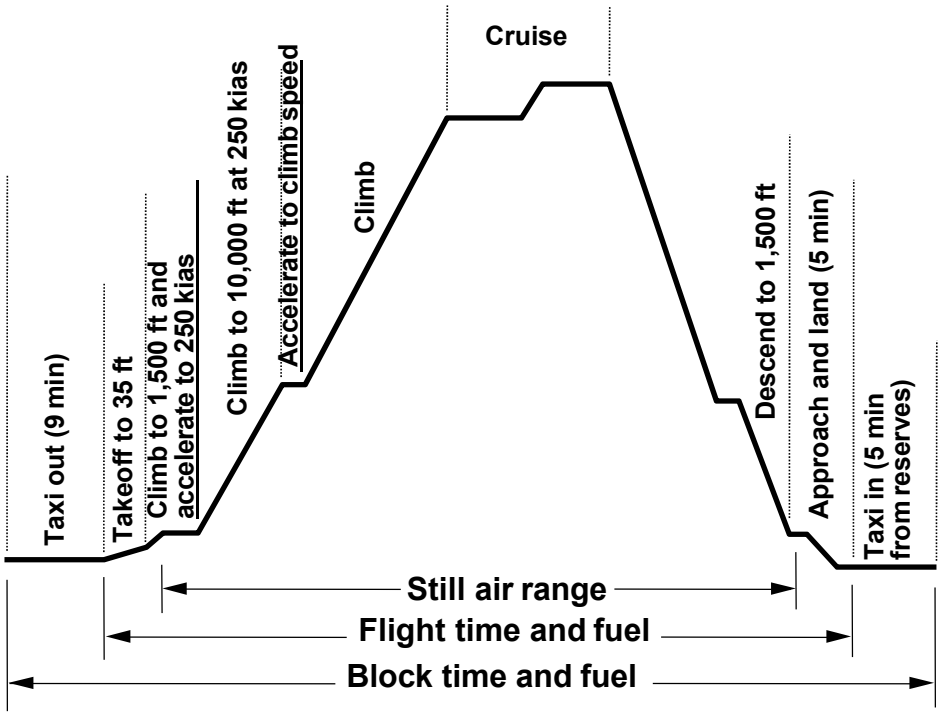
- **Head-up display**
- **Integrated approach navigation**
- **Vertical situation display**
- **Integrated standby flight display**
- **Category IIIB approach/landing**
- **Airline operation communication data link**
- **Navigation performance scales**
- **Quiet climb system**
- **Satellite communications**
- **GPS landing system**
- **Electronic flight bag**
- **Video surveillance**

• These features are offered as options so customers can choose between the benefits of new functionality and fleet commonality.

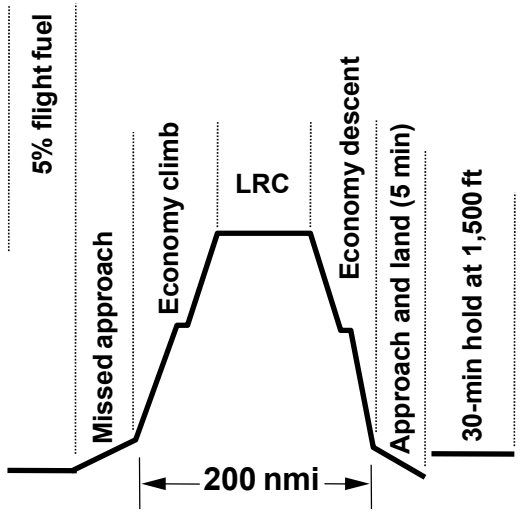
Typical mission profile

StartupBoeing

Mission



Reserve



- Standard day.
- Fuel density, 3.0 kg (6.7 lb) per U.S. gal.
- Nominal performance.
- 91 kg (200 lb) per passenger and baggage.

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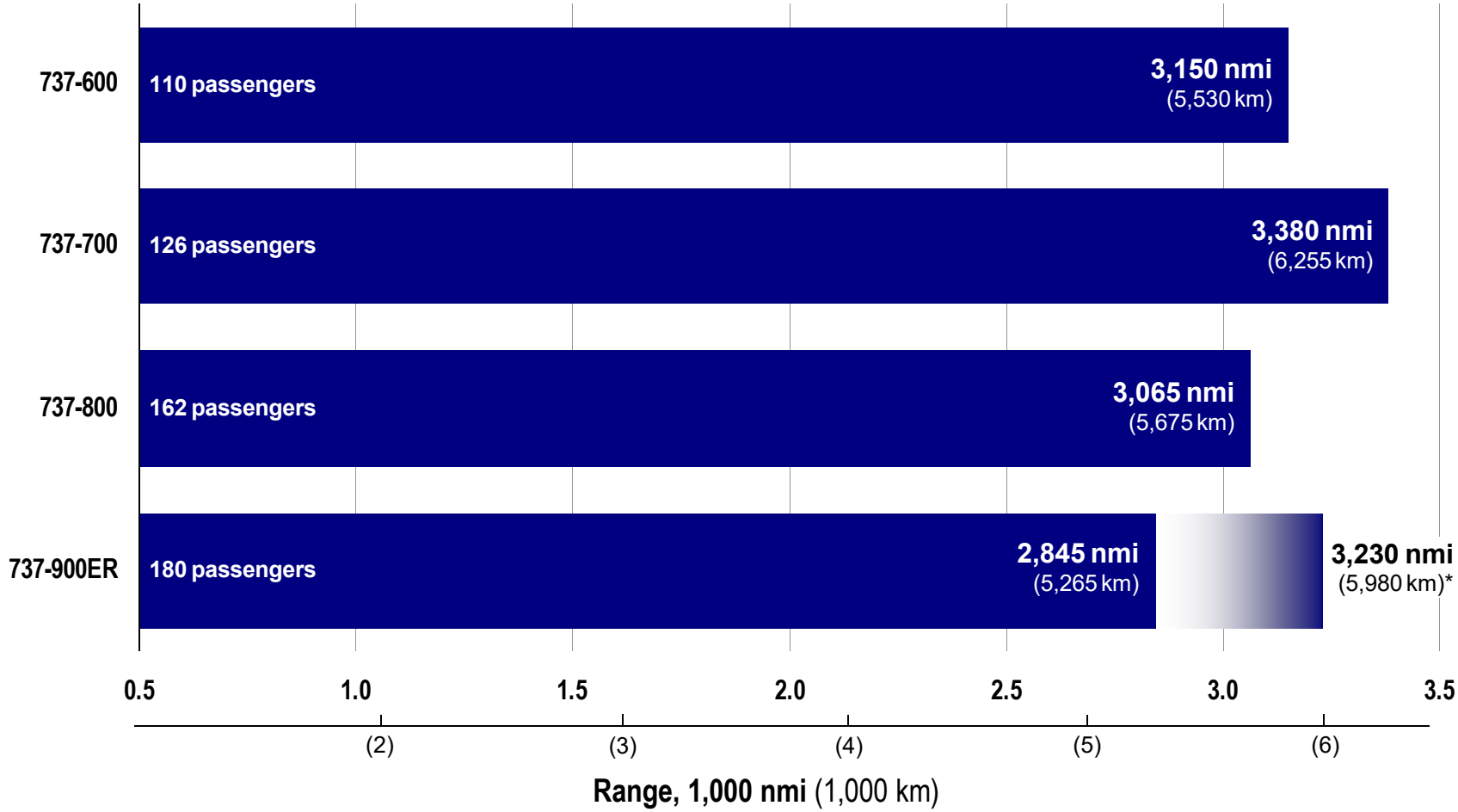
All 737NG family members provide outstanding range capability

StartupBoeing



- Typical mission rules.
- Two-class seating.
- 737-700/-800/-900ER with optional winglets.

* With two optional auxiliary fuel tanks.

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Reliable transcontinental range capability

StartupBoeing

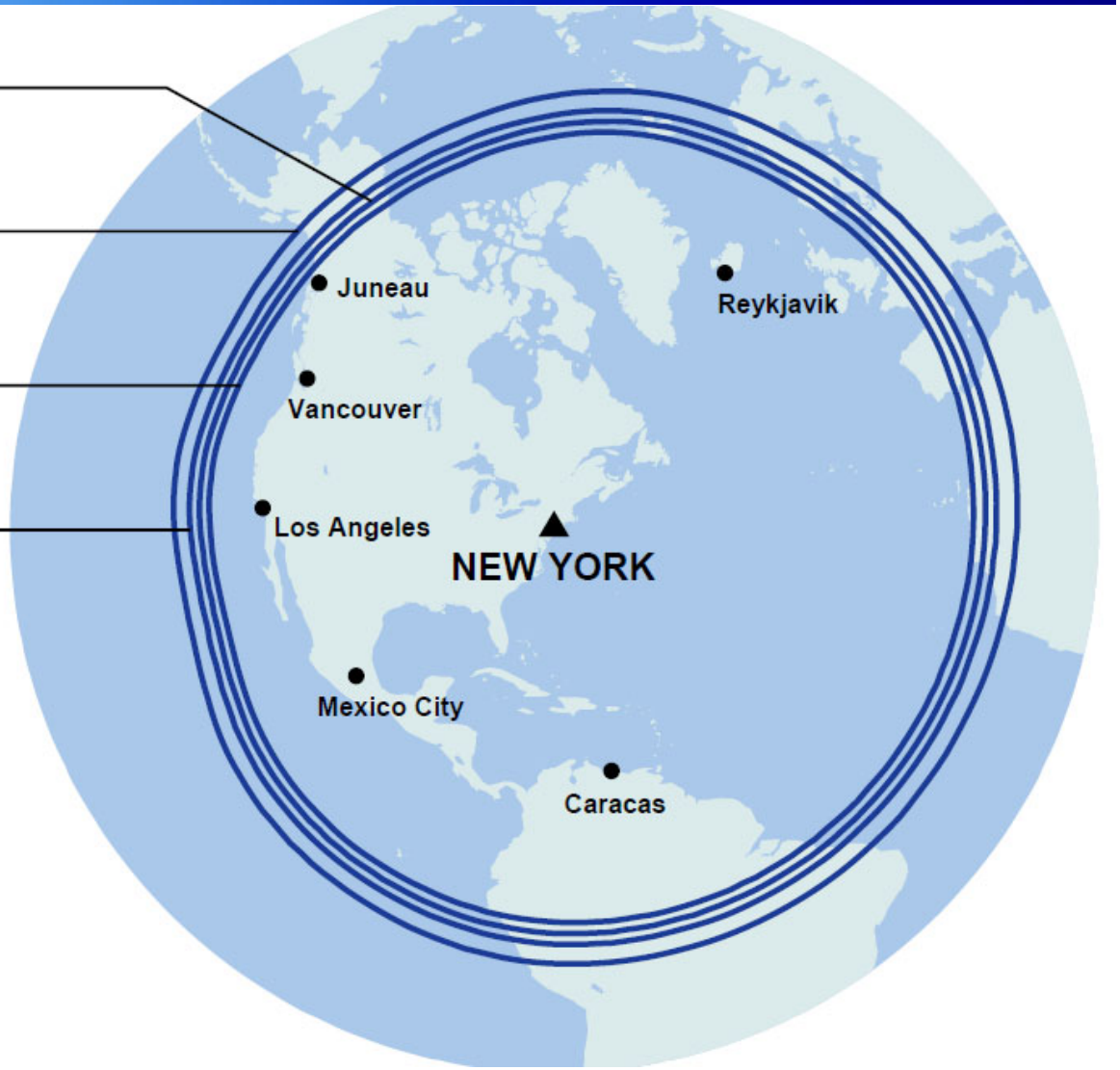
Full passenger payload

737-600
65,990-kg (145,500-lb) **MTOW**
110 two-class passengers

737-700*
70,080-kg (154,500-lb) **MTOW**
126 two-class passengers

737-800*
77,210-kg (170,220-lb) **TOGW*****
162 two-class passengers

737-900ER**
81,020-kg (178,620-lb) **TOGW*****
180 two-class passengers



- Typical mission rules.
- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from New York.

* With optional winglets.
** With optional winglets and two optional fuel tanks.
*** Fuel volume limited.

www.StartupBoeing.com

Nonstop service to Europe and beyond

StartupBoeing

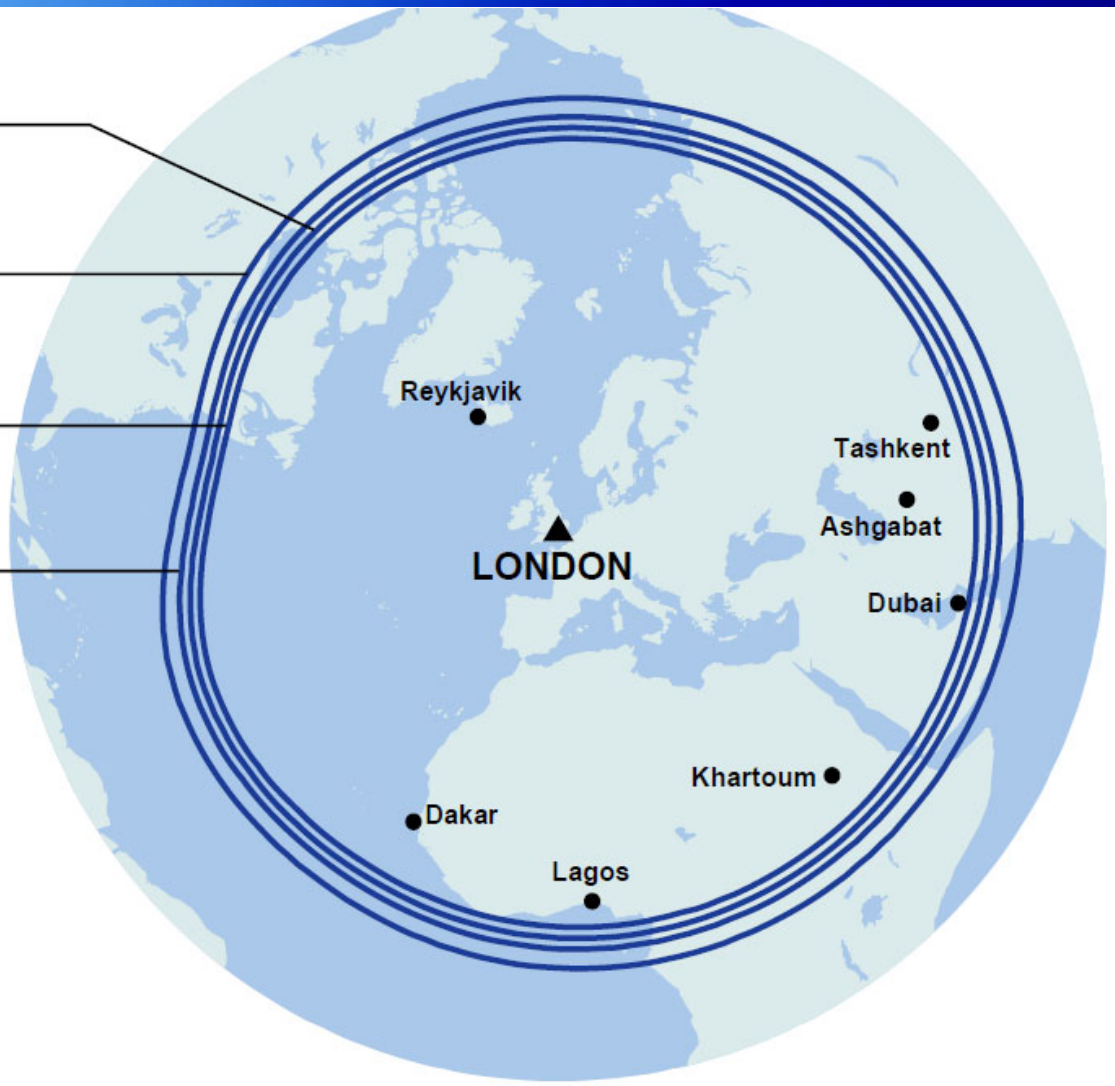
Full passenger payload

737-600
65,990-kg (145,500-lb) **MTOW**
110 two-class passengers

737-700*
70,080-kg (154,500-lb) **MTOW**
126 two-class passengers

737-800*
77,210-kg (170,220-lb) **TOGW*****
162 two-class passengers

737-900ER**
81,020-kg (178,620-lb) **TOGW*****
180 two-class passengers



- Typical mission rules.
- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from London.

* With optional winglets.
** With optional winglets and two optional fuel tanks.
*** Fuel volume limited.

Connecting Europe, Asia, and Africa through the Middle East

Full passenger payload

StartupBoeing

737-600
65,990-kg (145,500-lb) **MTOW**
110 two-class passengers

737-700*
70,080-kg (154,500-lb) **MTOW**
126 two-class passengers

737-800*
77,210-kg (170,220-lb) **TOGW*****
162 two-class passengers

737-900ER**
81,020-kg (178,620-lb) **TOGW*****
180 two-class passengers

- Typical mission rules.
- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from Dubai.

* With optional winglets.
** With optional winglets and two optional fuel tanks.
*** Fuel volume limited.

www.StartupBoeing.com

Point-to-point service throughout Asia

StartupBoeing

Full passenger payload

737-600
65,990-kg (145,500-lb) **MTOW**
110 two-class passengers

737-700*
70,080-kg (154,500-lb) **MTOW**
126 two-class passengers

737-800*
77,210-kg (170,220-lb) **TOGW*****
162 two-class passengers

737-900ER**
81,020-kg (178,620-lb) **TOGW*****
180 two-class passengers

- Typical mission rules.
- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from Hong Kong.

* With optional winglets.
** With optional winglets and two optional fuel tanks.
*** Fuel volume limited.

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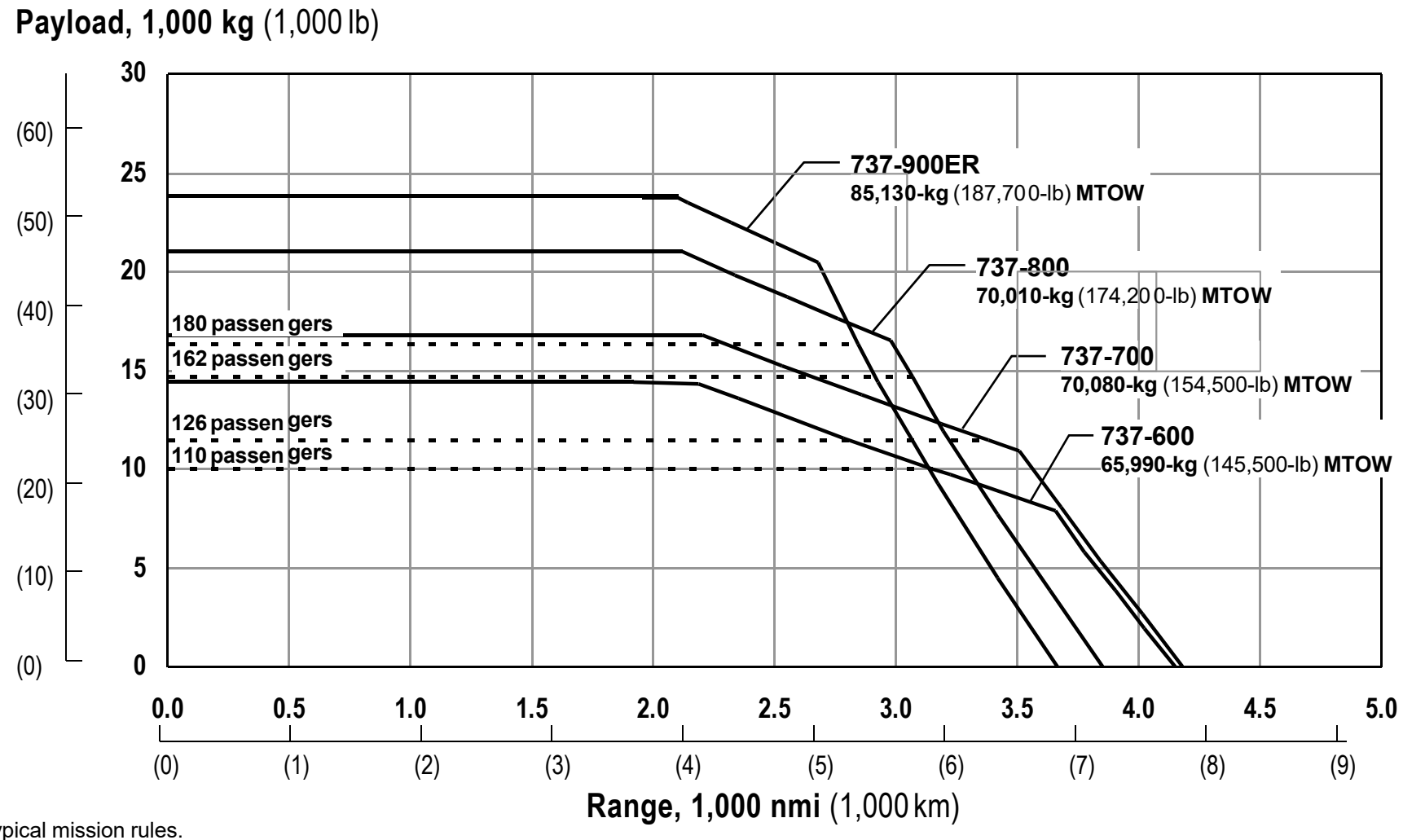
Family payload-range summary

StartupBoeing



- Typical mission rules.
- Two-class seating.
- 737-700/-800/-900ER with optional winglets.

www.StartupBoeing.com

737-600 performance summary

StartupBoeing

		Basic	Maximum[1]
Passengers	**(FC/EC)**	**110 (8/102)**	**110 (8/102)**
Cargo	**m^3 (ft^3)**	**20.4** (720)	**20.4** (720)
Engines		**CFM56-7B18/3**	**CFM56-7B22/3**
Boeing-equivalent thrust/flat-rated temperature	**lb/°F**	**18,400/86**	**22,000/86**
Maximum taxi weight	**kg** (lb)	**56,470** (124,500)	**66,220** (146,000)
Maximum takeoff weight	**kg** (lb)	**56,240** (124,000)	**65,990** (145,500)
Maximum landing weight	**kg** (lb)	**54,650** (120,500)	**54,650** (120,500)
Maximum zero fuel weight	**kg** (lb)	**51,480** (113,500)	**51,700** (114,000)
Operating empty weight	**kg** (lb)	**37,340** (82,330)	**37,340** (82,330)
Fuel capacity	**L** (U.S. gal)	**26,020** (6,875)	**26,020** (6,875)
Design range (MTOW, full passenger payload)	**nmi** (km)	**1,280** (2,370)	**3,150** (5,830)
Cruise Mach		**0.785**	**0.785**
Takeoff field length (SL, 30°C, MTOW)	**m** (ft)	**1,615** (5.310)	**1,880** (6,180)
Initial cruise altitude (MTOW, ISA + 10°C)	**ft**	**41,000**	**39,800**
Engine-out altitude capability (MTOW, ISA + 10°C)	**ft**	**22,900**	**17,300**
Landing field length (MLW)	**m** (ft)	**1,335** (4,380)	**1,335** (4,380)
Approach speed (MLW)	**kias**	**125**	**125**
Fuel burn/seat			
500 nmi	**kg** (lb)	**26.7** (58.9)	**26.6** (58.7)
1,000 nmi	**kg** (lb)	**46.8** (103.2)	**46.7** (103.0)

- Typical mission rules.
- Two-class seating.
- Data does not reflect Tech Insertion.

[1] Highest optional weight.

www.StartupBoeing.com

737-700 performance summary

StartupBoeing

		Basic	Maximum[1]
Passengers	**(FC/EC)**	**126 (8/118)**	**126 (8/118)**
Cargo	**m^3 (ft^3)**	**27.3** (964)	**27.3** (964)
Engines		**CFM56-7B20/3**	**CFM56-7B26/3**
Boeing-equivalent thrust/flat-rated temperature	**lb/°F**	**19,700/86**	**26,100/86**
Maximum taxi weight	**kg** (lb)	**60,550** (133,500)	**70,300** (155,000)
Maximum takeoff weight	**kg** (lb)	**60,320** (133,000)	**70,080** (154,500)
Maximum landing weight	**kg** (lb)	**58,050** (128,000)	**58,600** (129,200)
Maximum zero fuel weight	**kg** (lb)	**54,650** (120,500)	**55,200** (121,700)
Operating empty weight	**kg** (lb)	**38,410** (84,690)	**38,410** (84,690)
Fuel capacity	**L** (U.S. gal)	**26,020** (6,875)	**26,020** (6,875)
Design range (MTOW, full passenger payload)	**nmi** (km)	**1,560** (2,885)	**3,380** (6,255)
Cruise Mach		**0.781**	**0.781**
Takeoff field length (SL, 30°C, MTOW)	**m** (ft)	**1,645** (5,410)	**1,675** (5,500)
Initial cruise altitude (MTOW, ISA + 10°C)	**ft**	**41,000**	**38,400**
Engine-out altitude capability (MTOW, ISA + 10°C)	**ft**	**20,100**	**16,900**
Landing field length (MLW)	**m** (ft)	**1,415** (4,650)	**1,425** (4,690)
Approach speed (MLW)	**kias**	**129**	**130**
Fuel burn/seat			
500 nmi	**kg** (lb)	**23.7** (52.3)	**23.6** (52.1)
1,000 nmi	**kg** (lb)	**41.5** (91.4)	**41.4** (91.2)

- Typical mission rules.
- Two-class seating.
- Data does not reflect Tech Insertion.
- With optional winglets.

[1] Highest optional weight.

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737-800 performance summary

StartupBoeing

		Basic	Maximum[1]
Passengers	**(FC/EC)**	**162 (12/150)**	**162 (12/150)**
Cargo	**m^3 (ft^3)**	**44.0** (1,555)	**44.0** (1,555)
Engines		**CFM56-7B24/3**	**CFM56-7B27/3B1F**
Boeing-equivalent thrust/flat-rated temperature	**lb/°F**	**23,700/86**	**28,400/86**
Maximum taxi weight	**kg** (lb)	**70,760** (156,000)	**79,240** (174,700)
Maximum takeoff weight	**kg** (lb)	**70,530** (155,500)	**79,010** (174,200)
Maximum landing weight	**kg** (lb)	**65,310** (144,000)	**66,360** (146,300)
Maximum zero fuel weight	**kg** (lb)	**61,680** (136,000)	**62,730** (138,300)
Operating empty weight	**kg** (lb)	**41,720** (91,990)	**41,720** (91,990)
Fuel capacity	**L** (U.S. gal)	**26,020** (6,875)	**26,020** (6,875)
Design range (MTOW, full passenger payload)	**nmi** (km)	**1,970** (3,645)	**3,065*** (5,675)*
Cruise Mach		**0.789**	**0.789**
Takeoff field length (SL, 30°C, MTOW)	**m** (ft)	**2,025** (6,650)	**2,230** (7,330)
Initial cruise altitude (MTOW, ISA + 10°C)	**ft**	**38,300**	**35,900**
Engine-out altitude capability (MTOW, ISA + 10°C)	**ft**	**16,600**	**14,900**
Landing field length (MLW)	**m** (ft)	**1,630** (5,360)	**1,655** (5,440)
Approach speed (MLW)	**kias**	**141**	**142**
Fuel burn/seat			
500 nmi	**kg** (lb)	**20.5** (45.1)	**20.5** (45.2)
1,000 nmi	**kg** (lb)	**36.2** (79.7)	**36.2** (79.7)

- Typical mission rules.
- Two-class seating.
- Data does not reflect Tech Insertion.
- With optional winglets.

[1] Highest optional weight.

*Fuel volume limited.

737-900ER performance summary

StartupBoeing

		Basic	Maximum[1]	One auxiliary tank[1]	Two auxiliary tanks[1]
Passengers	**(FC/EC)**	**180 (12/168)**	**180 (12/168)**	**180 (12/168)**	**180 (12/168)**
Cargo	**m^3 (ft^3)**	**51.6** (1,824)	**51.6** (1,824)	**47.4** (1,674)	**44.9** (1,585)
Engines		**CFM56-7B26/3**	**CFM56-7B27/3B1F**	**CFM56-7B27/3B1F**	**CFM56-7B27/3B1F**
Boeing-equivalent thrust/flat-rated temperature	**lb/°F**	**26,100/86**	**28,400/86**	**28,400/86**	**28,400/86**
Maximum taxi weight	**kg** (lb)	**74,610** (164,500)	**85,360** (188,200)	**85,360** (188,200)	**85,360** (188,200)
Maximum takeoff weight	**kg** (lb)	**74,380** (164,000)	**85,140** (187,700)	**85,140** (187,700)	**85,140** (187,700)
Maximum landing weight	**kg** (lb)	**67,720** (149,300)	**71,350** (157,300)	**71,350** (157,300)	**71,350** (157,300)
Maximum zero fuel weight	**kg** (lb)	**64,090** (141,300)	**67,720** (149,300)	**67,720** (149,300)	**67,720** (149,300)
Operating empty weight	**kg** (lb)	**43,890** (96,780)	**43,890** (96,780)	**44,520** (98,170)	**44,680** (98,510)
Fuel capacity	**L** (U.S. gal)	**26,020** (6,875)	**26,020** (6,875)	**27,970** (7,390)	**29,660** (7,837)
Design range (MTOW, full passenger payload)	**nmi** (km)	**1,830** (3,385)	**2,845*** (5,265)*	**3,045*** (5,635)*	**3,230*** (5,980)*
Cruise Mach		**0.794**	**0.793**	**0.793**	**0.793**
Takeoff field length (SL, 86°F, MTOW)	**m** (ft)	**2,045** (6,710)	**2,730** (8,970)	**2,730** (6,710)	**2,730** (8,970)
Initial cruise altitude (MTOW, ISA + 10°C)	**ft**	**36,880**	**34,000**	**34,000**	**34,000**
Engine-out altitude capability (MTOW, ISA + 10°C)	**ft**	**17,100**	**12,600**	**12,600**	**12,600**
Landing field length (MLW)	**m** (ft)	**1,515** (4,980)	**1,580** (5,200)	**1,580** (5,200)	**1,580** (5,200)
Approach speed (MLW)	**kias**	**137**	**141**	**141**	**141**
Fuel burn/seat					
500 nmi	**kg** (lb)	**19.6** (43.2)	**19.6** (43.2)	**19.7** (43.5)	**19.8** (43.6)
1,000 nmi	**kg** (lb)	**34.7** (76.5)	**34.7** (76.5)	**35.0** (77.2)	**35.1** (77.3)

- Typical mission rules.
- Two-class seating.
- With optional winglets.
- Auxiliary fuel tanks are an optional feature.
- Data does not reflect Tech Insertion.

[1] Highest optional weight.

*Fuel volume limited.

Family commonality offers key economic benefits

StartupBoeing

737-900ER
(180 – 215 seats)

737-800
(162 – 189 seats)

737-700
(126 – 149 seats)

737-600
(110 – 132 seats)

As new market opportunities develop, Next-Generation 737 operators grow their fleets with a lower investment in parts, equipment, and training

- **Same pilots**
- **Same engines**
- **Common maintenance**
- **Common spares**

One airplane in four sizes