One airplane in four sizes to best meet market demands

Two-class seating

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

Range, 1,000 nmi (1,000 km)

www.StartupBoeing.com
General arrangement

737-600

34.3 m
(112 ft 7 in)

14.3 m
(47 ft 1 in)

5.7 m
(18 ft 9 in)

31.2 m
(102 ft 6 in)

12.6 m
(41 ft 3 in)

www.StartupBoeing.com
General arrangement

737-900ER

42.1 m
(138 ft 2 in)

35.8 m
(117 ft 5 in)

34.3 m
(112 ft 7 in)

14.3 m
(47 ft 1 in)

5.7 m
(18 ft 9 in)

12.5 m
(41 ft 2 in)

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www.StartupBoeing.com
737NG Boeing Sky Interior connects passengers to the flying experience

- New Pivot Bins with greater than BigBin Capacity
- Color LED Ceiling Lighting Enhances the Sense of Spaciousness
- Speaker in every PSU enhances sound quality
- New PSUs with LED Reading Lights
- Life Vest in PSU*
- New Sculped Sidewalls
- Color LED Sidewall Lighting
- Brighter Color & Décor
- New Window Reveal
- Improved Operational Security Features
- Quieter Cabin
- New Touch-Screen Attendant Panel

* Optional feature

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

- 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.
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.

<table>
<thead>
<tr>
<th>Two-class seating</th>
<th>Maximum seating</th>
</tr>
</thead>
<tbody>
<tr>
<td>220</td>
<td>737-900ER (215)</td>
</tr>
<tr>
<td>200</td>
<td>737-800 (189)</td>
</tr>
<tr>
<td>180</td>
<td>737-700 (162)</td>
</tr>
<tr>
<td>160</td>
<td>737-600 (132)</td>
</tr>
<tr>
<td>140</td>
<td></td>
</tr>
<tr>
<td>120</td>
<td></td>
</tr>
<tr>
<td>100</td>
<td></td>
</tr>
</tbody>
</table>

Flexibility to meet market demands
Two-class interiors

**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

www.StartupBoeing.com
One-class interiors

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
Inclusive tour interiors

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

- 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

Existing G4B galley

New G4C galley

New G4D galley

- Triple seat instead of forward galley due to larger aft galley
- +3 seats

737-800
175 economy at 32 in-pitch

737-800
178 economy at 32-in pitch

+3 carts

Larger

Split galley
+ lavatory

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

www.StartupBoeing.com
### Cargo compartment summary

<table>
<thead>
<tr>
<th>Model</th>
<th>Forward hold m³ (ft³)</th>
<th>Aft hold m³ (ft³)</th>
<th>Total m³ (ft³)</th>
</tr>
</thead>
<tbody>
<tr>
<td>737-600</td>
<td>7.0 (248)</td>
<td>13.4 (472)</td>
<td>20.4 (720)</td>
</tr>
<tr>
<td>737-700</td>
<td>10.9 (384)</td>
<td>16.4 (580)</td>
<td>27.3 (964)</td>
</tr>
<tr>
<td>737-800</td>
<td>19.0 (672)</td>
<td>25.0 (883)</td>
<td>44.0 (1,555)</td>
</tr>
<tr>
<td>737-900ER</td>
<td>23.4 (825)</td>
<td>28.2 (999)</td>
<td>51.6 (1,824)</td>
</tr>
</tbody>
</table>

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

[StartupBoeing.com](http://www.StartupBoeing.com)
**Cargo compartment dimensions**

---

**Cargo compartment lengths**

<table>
<thead>
<tr>
<th></th>
<th>Aft hold, m (ft)</th>
<th>Forward hold, m (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>737-600</td>
<td>7.0 (23.0)</td>
<td>3.3 (10.8)</td>
</tr>
<tr>
<td>737-700</td>
<td>8.0 (26.3)</td>
<td>4.7 (15.3)</td>
</tr>
<tr>
<td>737-800</td>
<td>10.9 (35.7)</td>
<td>7.7 (25.2)</td>
</tr>
<tr>
<td>737-900ER</td>
<td>11.9 (39.2)</td>
<td>9.3 (30.3)</td>
</tr>
</tbody>
</table>

---

* 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

- 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.

www.StartupBoeing.com
### Winglet performance benefits

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

* Winglets are an optional feature.

* 7,000 feet field length, sea level.

[www.StartupBoeing.com](http://www.StartupBoeing.com)
Flight deck features that enhance safety, capability, and efficiency

- Head-up display
- Integrated approach navigation
- Vertical situation display
- Integrated standby flight display
- Category III B 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

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

www.StartupBoeing.com
All 737NG family members provide outstanding range capability

- 737-600: 110 passengers, 3,150 nmi (5,530 km)
- 737-700: 126 passengers, 3,380 nmi (6,255 km)
- 737-800: 162 passengers, 3,065 nmi (5,675 km)
- 737-900ER: 180 passengers, 2,845 nmi (5,265 km)

* With two optional auxiliary fuel tanks.

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

www.StartupBoeing.com
Reliable transcontinental range capability

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

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.

www.StartupBoeing.com
Connecting Europe, Asia, and Africa through the Middle East

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 Dubai.

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

www.StartupBoeing.com
Point-to-point service throughout Asia

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.

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

www.StartupBoeing.com
# 737-600 Performance Summary

## Basic Maximum<sup>1</sup>

<table>
<thead>
<tr>
<th></th>
<th>Basic</th>
<th>Maximum&lt;sup&gt;1&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Passengers</strong> (FC/EC)</td>
<td>110 (8/102)</td>
<td>110 (8/102)</td>
</tr>
<tr>
<td><strong>Cargo m&lt;sup&gt;3&lt;/sup&gt; (ft&lt;sup&gt;3&lt;/sup&gt;)</strong></td>
<td>20.4 (720)</td>
<td>20.4 (720)</td>
</tr>
<tr>
<td><strong>Engines</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boeing-equivalent thrust/flat-rated temperature lb/°F</td>
<td>CFM56-7B18/3 18,400/86</td>
<td>CFM56-7B22/3 22,000/86</td>
</tr>
<tr>
<td><strong>Maximum taxi weight</strong></td>
<td>kg (lb)</td>
<td>56,470 (124,500)</td>
</tr>
<tr>
<td><strong>Maximum takeoff weight</strong></td>
<td>kg (lb)</td>
<td>56,240 (124,000)</td>
</tr>
<tr>
<td><strong>Maximum landing weight</strong></td>
<td>kg (lb)</td>
<td>54,650 (120,500)</td>
</tr>
<tr>
<td><strong>Maximum zero fuel weight</strong></td>
<td>kg (lb)</td>
<td>51,480 (113,500)</td>
</tr>
<tr>
<td><strong>Operating empty weight</strong></td>
<td>kg (lb)</td>
<td>37,340 (82,330)</td>
</tr>
<tr>
<td><strong>Fuel capacity L (U.S. gal)</strong></td>
<td>26,020 (6,875)</td>
<td>26,020 (6,875)</td>
</tr>
<tr>
<td><strong>Design range (MTOW, full passenger payload)</strong></td>
<td>nmi (km)</td>
<td>1,280 (2,370)</td>
</tr>
<tr>
<td><strong>Cruise Mach</strong></td>
<td>0.785</td>
<td>0.785</td>
</tr>
<tr>
<td><strong>Takeoff field length (SL, 30°C, MTOW)</strong></td>
<td>m (ft)</td>
<td>1,615 (5.310)</td>
</tr>
<tr>
<td><strong>Initial cruise altitude (MTOW, ISA + 10°C)</strong></td>
<td>ft</td>
<td>41,000</td>
</tr>
<tr>
<td><strong>Engine-out altitude capability (MTOW, ISA + 10°C)</strong></td>
<td>ft</td>
<td>22,900</td>
</tr>
<tr>
<td><strong>Landing field length (MLW)</strong></td>
<td>m (ft)</td>
<td>1,335 (4,380)</td>
</tr>
<tr>
<td><strong>Approach speed (MLW)</strong></td>
<td>kias</td>
<td>125</td>
</tr>
<tr>
<td><strong>Fuel burn/seat 500 nmi</strong></td>
<td>kg (lb)</td>
<td>26.7 (58.9)</td>
</tr>
<tr>
<td><strong>Fuel burn/seat 1,000 nmi</strong></td>
<td>kg (lb)</td>
<td>46.8 (103.2)</td>
</tr>
</tbody>
</table>

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

<sup>1</sup> Highest optional weight.

www.StartupBoeing.com
## 737-700 performance summary

### Basic Maximum\(^1\)

<table>
<thead>
<tr>
<th>Feature</th>
<th>Basic</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers (FC/EC)</td>
<td>126 (8/118)</td>
<td>126 (8/118)</td>
</tr>
<tr>
<td>Cargo</td>
<td>27.3 (964)</td>
<td>27.3 (964)</td>
</tr>
<tr>
<td>Engines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boeing-equivalent thrust/flat-rated temperature</td>
<td>CFM-56-7B20/3</td>
<td>CFM-56-7B26/3</td>
</tr>
<tr>
<td></td>
<td>19,700/86</td>
<td>26,100/86</td>
</tr>
<tr>
<td>Maximum taxi weight</td>
<td>kg (lb) 60,550 (133,500)</td>
<td>kg (lb) 70,300 (155,000)</td>
</tr>
<tr>
<td>Maximum takeoff weight</td>
<td>kg (lb) 60,320 (133,000)</td>
<td>kg (lb) 70,080 (154,500)</td>
</tr>
<tr>
<td>Maximum landing weight</td>
<td>kg (lb) 58,050 (128,000)</td>
<td>kg (lb) 58,600 (129,200)</td>
</tr>
<tr>
<td>Maximum zero fuel weight</td>
<td>kg (lb) 54,650 (120,500)</td>
<td>kg (lb) 55,200 (121,700)</td>
</tr>
<tr>
<td>Operating empty weight</td>
<td>kg (lb) 38,410 (84,690)</td>
<td>kg (lb) 38,410 (84,690)</td>
</tr>
<tr>
<td>Fuel capacity L (U.S. gal)</td>
<td>26,020 (6,875)</td>
<td>26,020 (6,875)</td>
</tr>
<tr>
<td>Design range (MTOW, full passenger payload)</td>
<td>nmi (km) 1,560 (2,885)</td>
<td>nmi (km) 3,380 (6,255)</td>
</tr>
<tr>
<td>Cruise Mach</td>
<td>0.781</td>
<td>0.781</td>
</tr>
<tr>
<td>Takeoff field length (SL, 30°C, MTOW)</td>
<td>m (ft) 1,645 (5,410)</td>
<td>m (ft) 1,675 (5,500)</td>
</tr>
<tr>
<td>Initial cruise altitude (MTOW, ISA + 10°C)</td>
<td>ft 41,000</td>
<td>ft 38,400</td>
</tr>
<tr>
<td>Engine-out altitude capability (MTOW, ISA + 10°C)</td>
<td>ft 20,100</td>
<td>ft 16,900</td>
</tr>
<tr>
<td>Landing field length (MLW)</td>
<td>m (ft) 1,415 (4,650)</td>
<td>m (ft) 1,425 (4,690)</td>
</tr>
<tr>
<td>Approach speed (MLW)</td>
<td>kias 129</td>
<td>kias 130</td>
</tr>
<tr>
<td>Fuel burn/seat 500 nmi</td>
<td>kg (lb) 23.7 (52.3)</td>
<td>kg (lb) 23.6 (52.1)</td>
</tr>
<tr>
<td>1,000 nmi</td>
<td>kg (lb) 41.5 (91.4)</td>
<td>kg (lb) 41.4 (91.2)</td>
</tr>
</tbody>
</table>

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

\(^1\) Highest optional weight.
# 737-800 Performance Summary

## Basic Maximum

<table>
<thead>
<tr>
<th>Description</th>
<th>Unit</th>
<th>Basic</th>
<th>Max 1</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Passengers</strong></td>
<td></td>
<td>162 (12/150)</td>
<td>162</td>
</tr>
<tr>
<td><strong>Cargo</strong></td>
<td></td>
<td>44.0 (1,555)</td>
<td>44.0</td>
</tr>
<tr>
<td><strong>Engines</strong></td>
<td></td>
<td>CMF56-7B24/3</td>
<td>CMF56-7B27/3B1F</td>
</tr>
<tr>
<td><strong>Max taxi weight</strong></td>
<td>kg/lb</td>
<td>70,760 (156,000)</td>
<td>79,240 (174,700)</td>
</tr>
<tr>
<td><strong>Max takeoff weight</strong></td>
<td>kg/lb</td>
<td>70,530 (155,500)</td>
<td>79,010 (174,200)</td>
</tr>
<tr>
<td><strong>Max landing weight</strong></td>
<td>kg/lb</td>
<td>65,310 (144,000)</td>
<td>66,360 (146,300)</td>
</tr>
<tr>
<td><strong>Max zero fuel weight</strong></td>
<td>kg/lb</td>
<td>61,680 (136,000)</td>
<td>62,730 (138,300)</td>
</tr>
<tr>
<td><strong>Oper empty weight</strong></td>
<td>kg/lb</td>
<td>41,720 (91,990)</td>
<td>41,720 (91,990)</td>
</tr>
<tr>
<td><strong>Fuel capacity</strong></td>
<td>L(U.S. gal)</td>
<td>26,020 (6,875)</td>
<td>26,020 (6,875)</td>
</tr>
<tr>
<td><strong>Range</strong></td>
<td>nmi/km</td>
<td>1,970 (3,645)</td>
<td>3,065* (5,675)*</td>
</tr>
<tr>
<td><strong>Cruise Mach</strong></td>
<td></td>
<td>0.789</td>
<td>0.789</td>
</tr>
<tr>
<td><strong>TFL</strong> (SL, 30°C, MTOW)</td>
<td>m/ft</td>
<td>2,025 (6,650)</td>
<td>2,230 (7,330)</td>
</tr>
<tr>
<td><strong>Initial cruise altitude</strong></td>
<td>ft</td>
<td>38,300</td>
<td>35,900</td>
</tr>
<tr>
<td><strong>Engine-out altitude capability</strong></td>
<td>ft</td>
<td>16,600</td>
<td>14,900</td>
</tr>
<tr>
<td><strong>Landing field length</strong></td>
<td>m/ft</td>
<td>1,630 (5,360)</td>
<td>1,655 (5,440)</td>
</tr>
<tr>
<td><strong>Approach speed</strong></td>
<td>kias</td>
<td>141</td>
<td>142</td>
</tr>
<tr>
<td><strong>Fuel burn/seat</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>500 nmi</strong></td>
<td>kg/lb</td>
<td>20.5 (45.1)</td>
<td>20.5 (45.2)</td>
</tr>
<tr>
<td><strong>1,000 nmi</strong></td>
<td>kg/lb</td>
<td>36.2 (79.7)</td>
<td>36.2 (79.7)</td>
</tr>
</tbody>
</table>

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

*Fuel volume limited.

1 Highest optional weight.

* www.StartupBoeing.com

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737-900ER performance summary

<table>
<thead>
<tr>
<th></th>
<th>Basic</th>
<th>Maximum¹</th>
<th>One auxiliary tank¹</th>
<th>Two auxiliary tanks¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passengers (FC/EC)</td>
<td>180 (12/168)</td>
<td>180 (12/168)</td>
<td>180 (12/168)</td>
<td>180 (12/168)</td>
</tr>
<tr>
<td>Cargo m³ (ft³)</td>
<td>51.6 (1,824)</td>
<td>51.6 (1,824)</td>
<td>47.4 (1,674)</td>
<td>44.9 (1,585)</td>
</tr>
<tr>
<td>Engines</td>
<td>CFM56-7B26/3</td>
<td>CFM56-7B27/3B1F</td>
<td>CFM56-7B27/3B1F</td>
<td>CFM56-7B27/3B1F</td>
</tr>
<tr>
<td>Boeing-equivalent thrust/flat-rated temperature lb/°F</td>
<td>26,100/86</td>
<td>28,400/86</td>
<td>28,400/86</td>
<td>28,400/86</td>
</tr>
<tr>
<td>Maximum taxi weight kg (lb)</td>
<td>74,610 (164,500)</td>
<td>85,360 (188,200)</td>
<td>85,360 (188,200)</td>
<td>85,360 (188,200)</td>
</tr>
<tr>
<td>Maximum takeoff weight kg (lb)</td>
<td>74,380 (164,000)</td>
<td>85,140 (187,700)</td>
<td>85,140 (187,700)</td>
<td>85,140 (187,700)</td>
</tr>
<tr>
<td>Maximum landing weight kg (lb)</td>
<td>67,720 (149,300)</td>
<td>71,350 (157,300)</td>
<td>71,350 (157,300)</td>
<td>71,350 (157,300)</td>
</tr>
<tr>
<td>Maximum zero fuel weight kg (lb)</td>
<td>64,090 (141,300)</td>
<td>67,720 (149,300)</td>
<td>67,720 (149,300)</td>
<td>67,720 (149,300)</td>
</tr>
<tr>
<td>Operating empty weight kg (lb)</td>
<td>43,890 (96,780)</td>
<td>43,890 (96,780)</td>
<td>44,520 (98,170)</td>
<td>44,680 (98,510)</td>
</tr>
<tr>
<td>Fuel capacity L (U.S. gal)</td>
<td>26,020 (6,875)</td>
<td>26,020 (6,875)</td>
<td>27,970 (7,390)</td>
<td>29,660 (7,837)</td>
</tr>
<tr>
<td>Design range (MTOW, full passenger payload) nmi (km)</td>
<td>1,830 (3,385)</td>
<td>2,845* (5,265)</td>
<td>3,045* (5,635)*</td>
<td>3,230* (5,980)*</td>
</tr>
<tr>
<td>Cruise Mach</td>
<td>0.794</td>
<td>0.793</td>
<td>0.793</td>
<td>0.793</td>
</tr>
<tr>
<td>Takeoff field length (SL, 86°F, MTOW) m (ft)</td>
<td>2,045 (6,710)</td>
<td>2,730 (8,970)</td>
<td>2,730 (8,970)</td>
<td>2,730 (8,970)</td>
</tr>
<tr>
<td>Initial cruise altitude (MTOW, ISA + 10°C) ft</td>
<td>36,880</td>
<td>34,000</td>
<td>34,000</td>
<td>34,000</td>
</tr>
<tr>
<td>Engine-out altitude capability (MTOW, ISA + 10°C) ft</td>
<td>17,100</td>
<td>12,600</td>
<td>12,600</td>
<td>12,600</td>
</tr>
<tr>
<td>Landing field length (MLW) m (ft)</td>
<td>1,515 (4,980)</td>
<td>1,580 (5,200)</td>
<td>1,580 (5,200)</td>
<td>1,580 (5,200)</td>
</tr>
<tr>
<td>Approach speed (MLW) kias</td>
<td>137</td>
<td>141</td>
<td>141</td>
<td>141</td>
</tr>
<tr>
<td>Fuel burn/seat</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>500 nmi kg (lb)</td>
<td>19.6 (43.2)</td>
<td>19.6 (43.2)</td>
<td>19.7 (43.5)</td>
<td>19.8 (43.6)</td>
</tr>
<tr>
<td>1,000 nmi kg (lb)</td>
<td>34.7 (76.5)</td>
<td>34.7 (76.5)</td>
<td>35.0 (77.2)</td>
<td>35.1 (77.3)</td>
</tr>
</tbody>
</table>

- 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.

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Family commonality offers key economic benefits

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