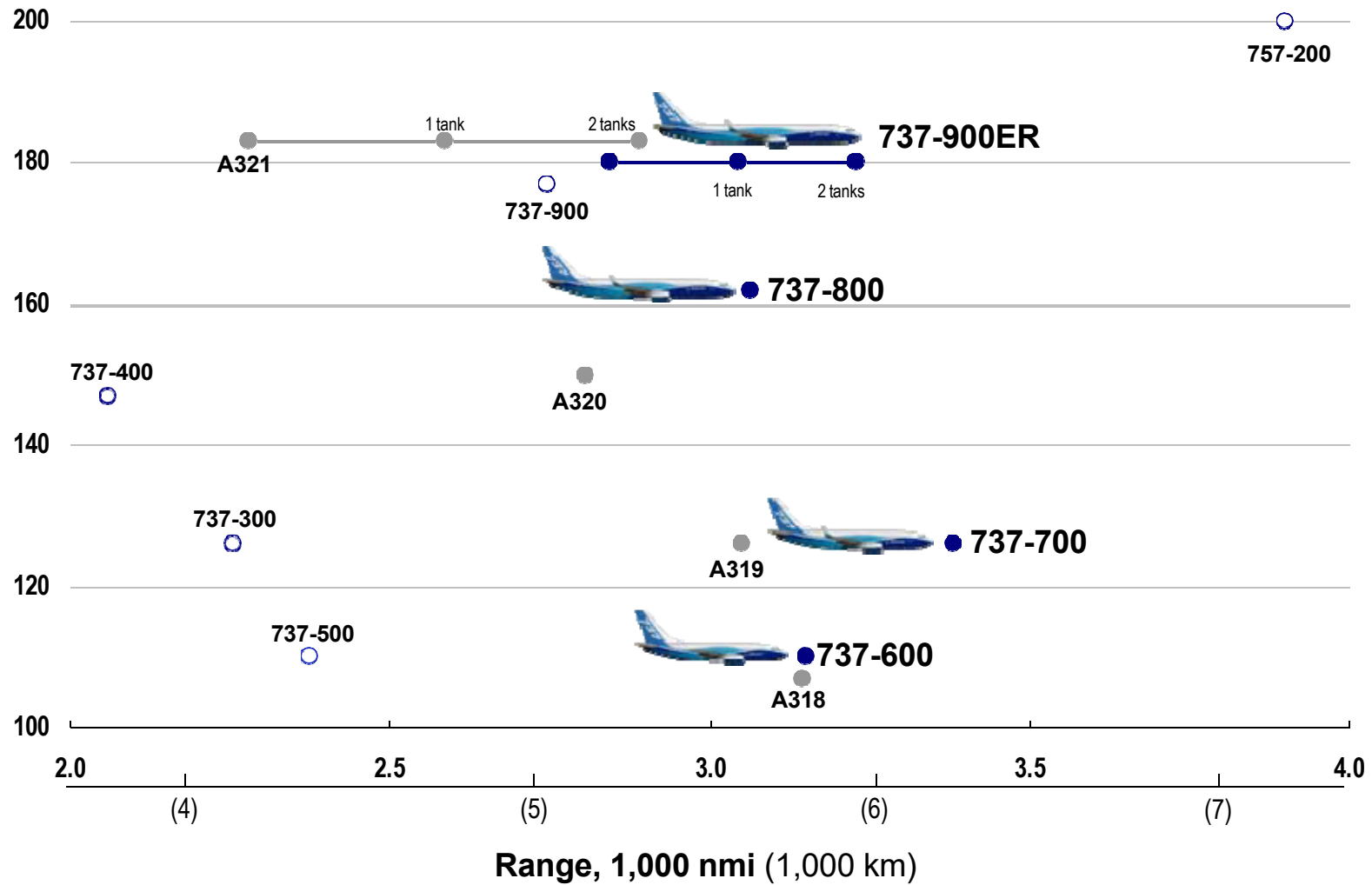


One airplane in four sizes to best meet market demands

StartupBoeing

Two-class seating



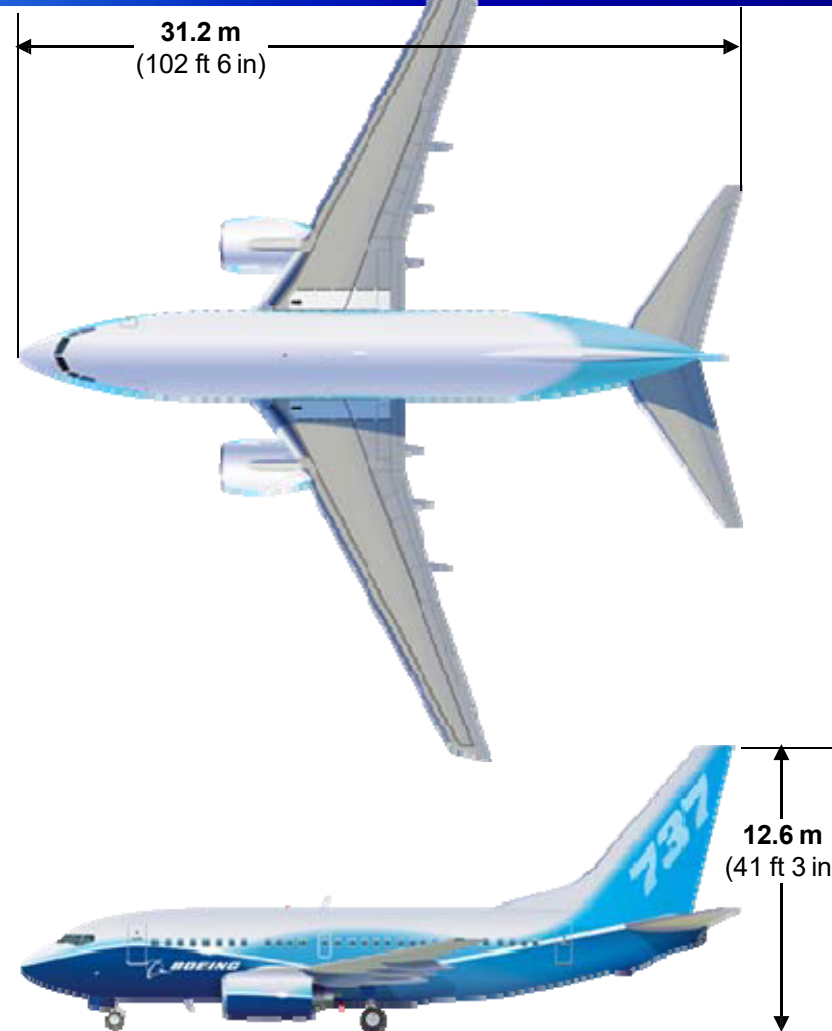
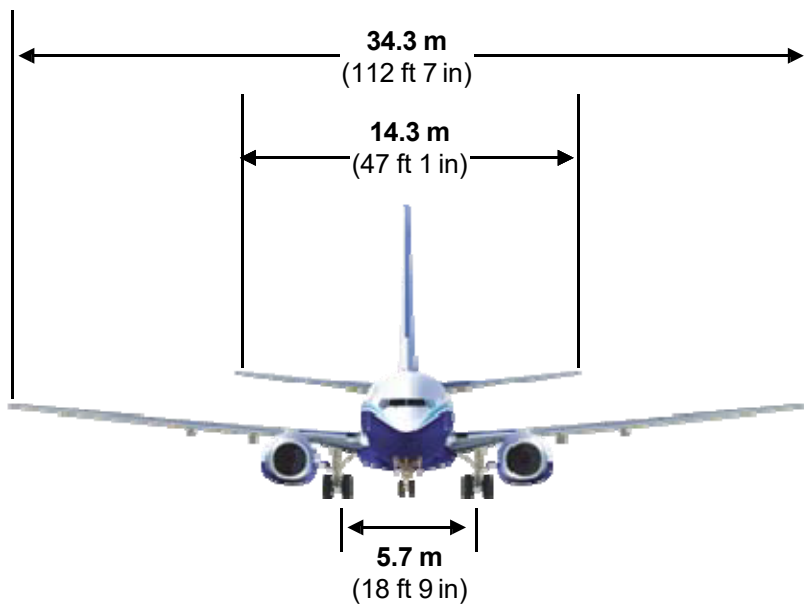
- 737-700/800/900ER with optional winglets.

www.StartupBoeing.com

General arrangement

737-600

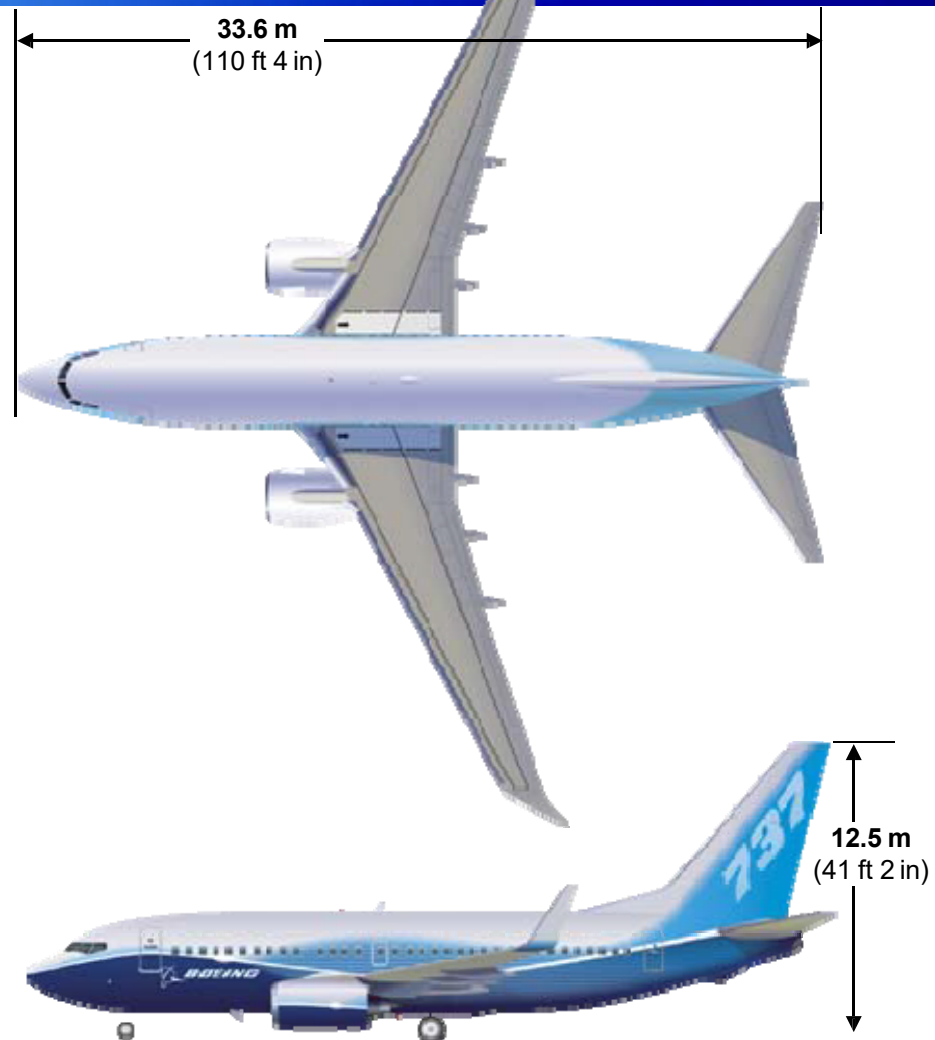
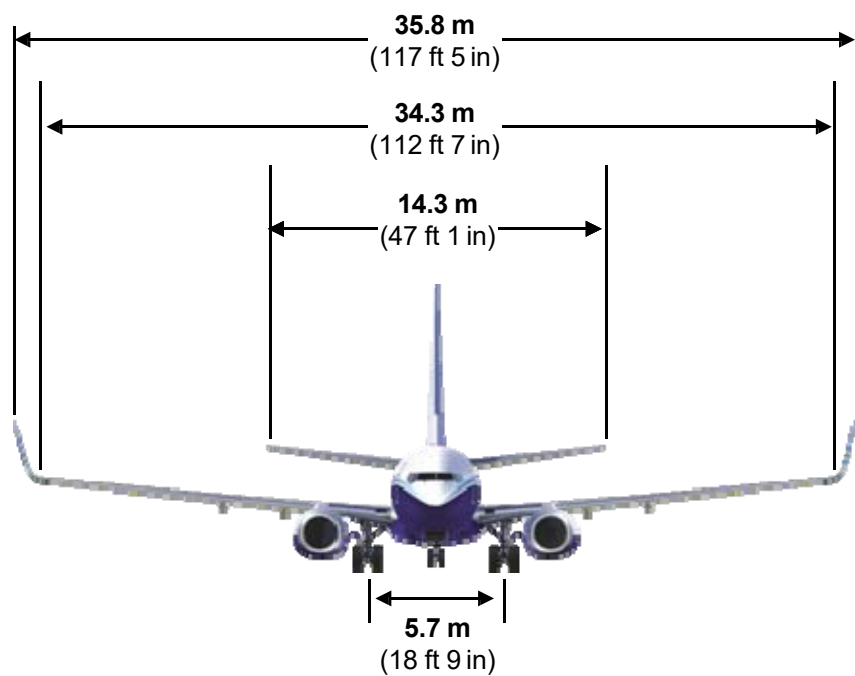
StartupBoeing



General arrangement

737-700

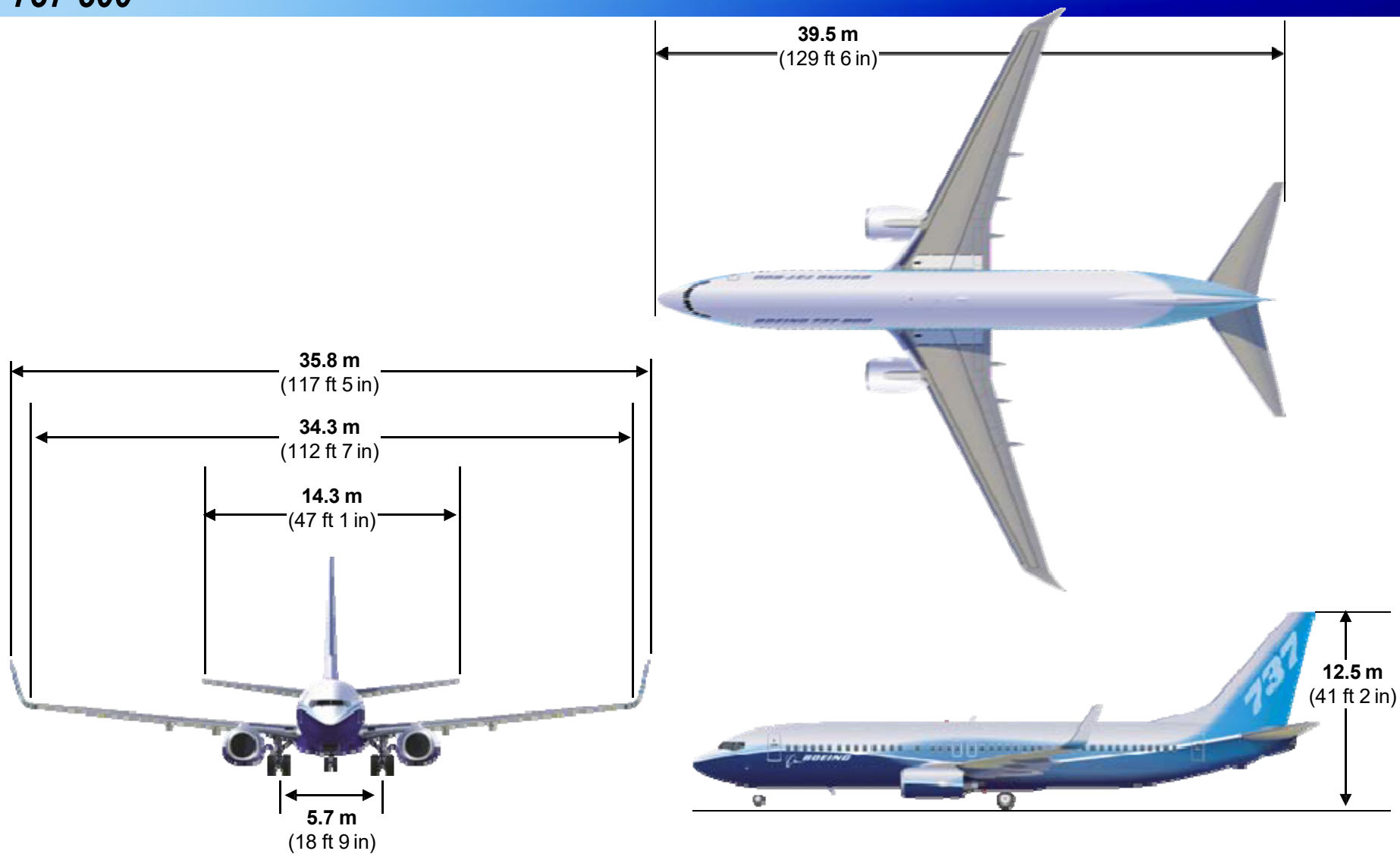
StartupBoeing



General arrangement

737-800

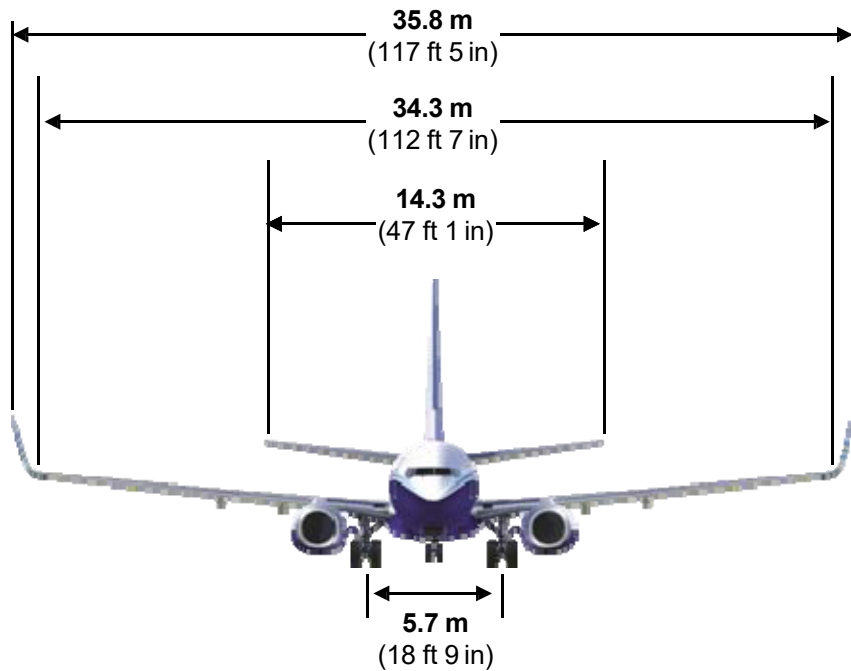
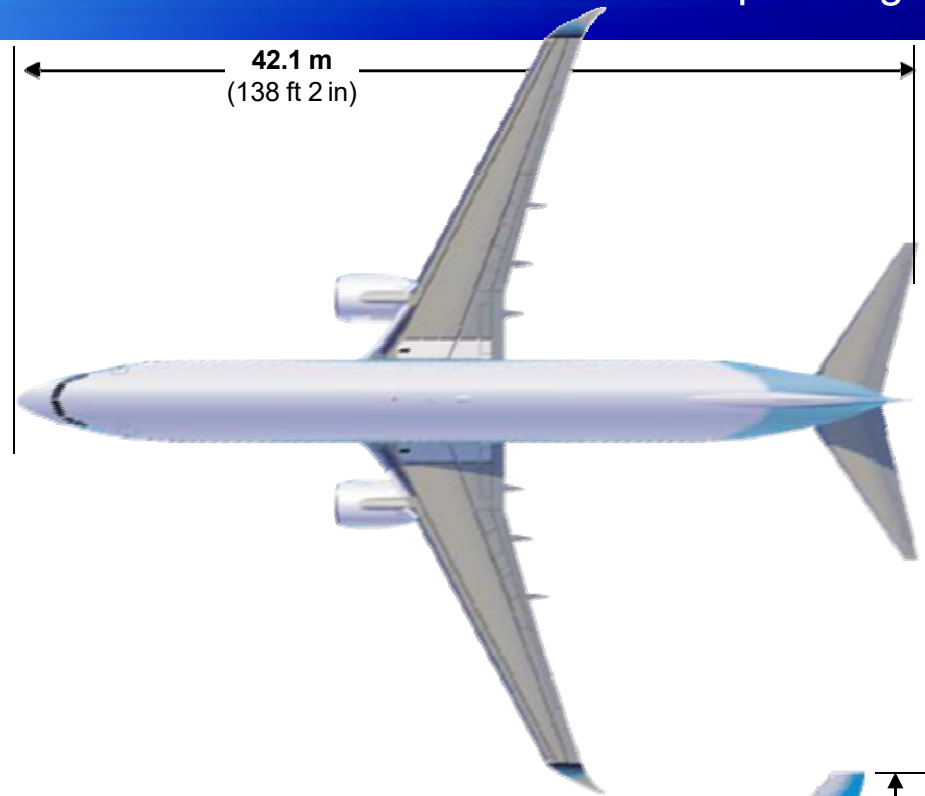
StartupBoeing



General arrangement

737-900ER

StartupBoeing



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

Life Vest in PSU*

New PSUs with LED Reading Lights

New Sculpted Sidewalls

Color LED Sidewall Lighting

Brighter Color & Décor

New Window Reveal

Improved Operational Security Features

Quieter Cabin

New Touch-Screen Attendant Panel

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

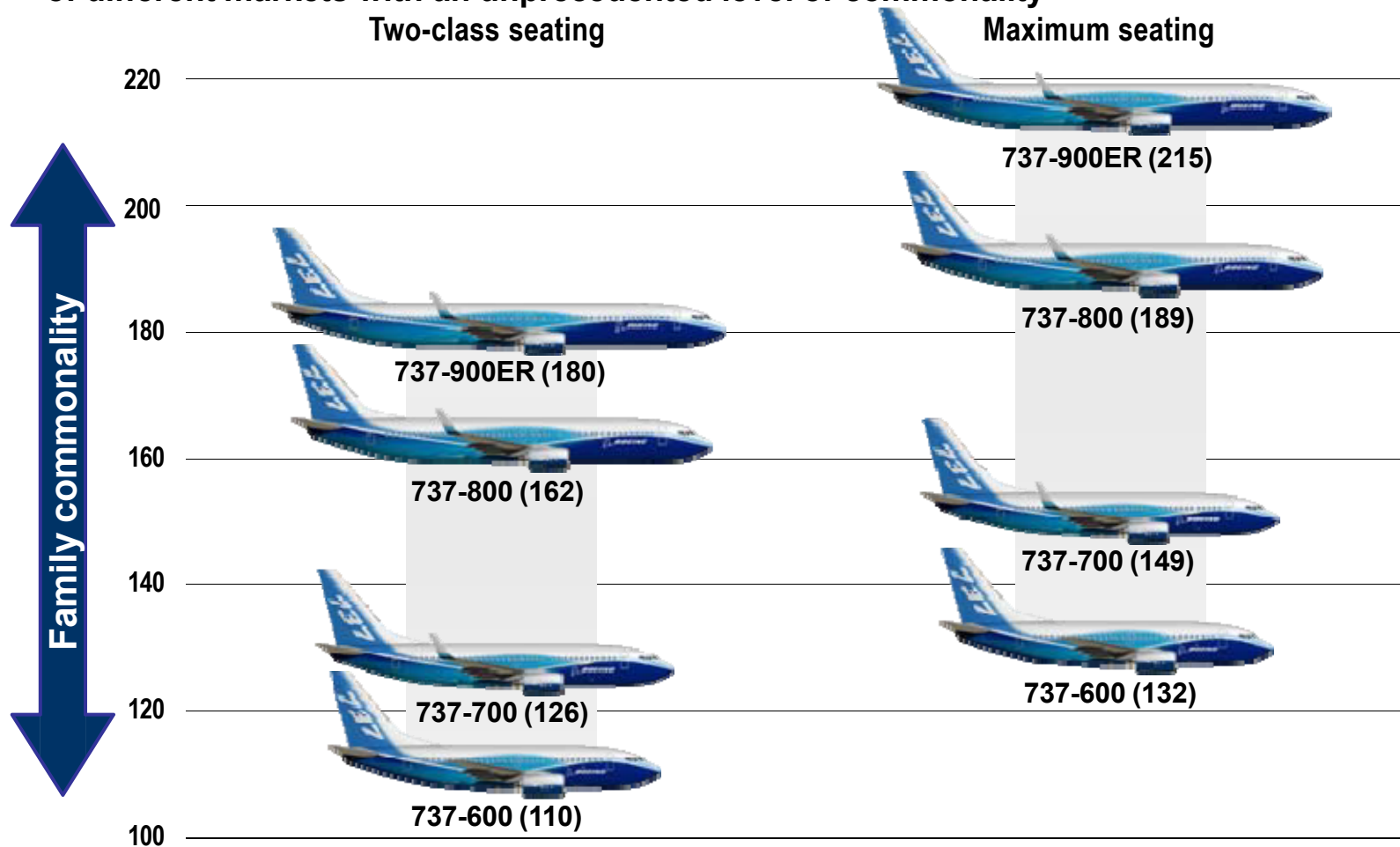


- Optional feature.

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

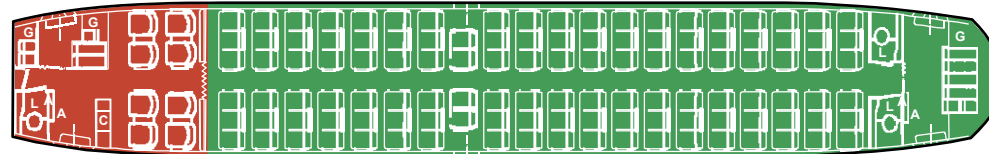
8 first at 36 in-pitch
102 economy at 32 in-pitch



110 passengers

737-700

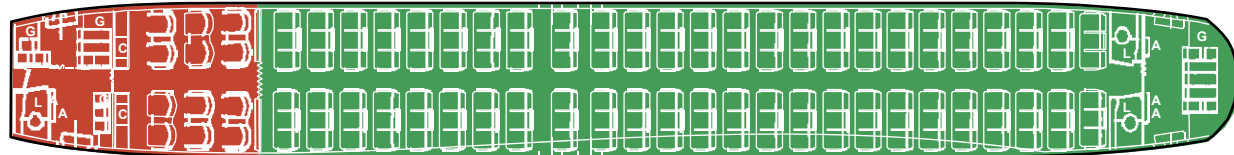
8 first at 36 in-pitch
118 economy at 32 in-pitch



126 passengers

737-800

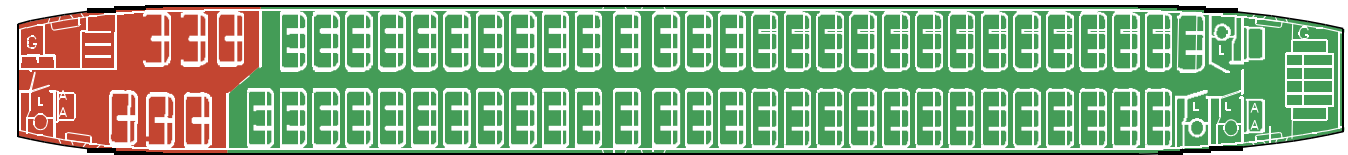
12 first at 36 in-pitch
150 economy at 32 in-pitch



162 passengers

737-900ER

12 first at 36 in-pitch
168 economy at 32 in-pitch

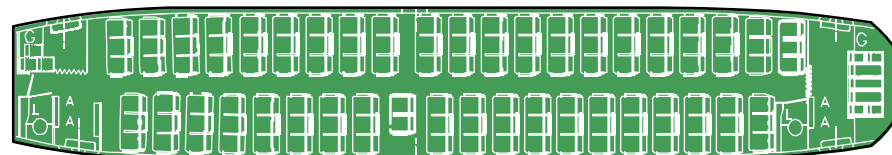


180 passengers

One-class interiors

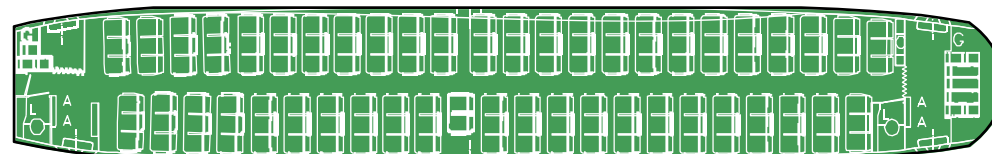
StartupBoeing

737-600
122 economy at 32 in-pitch



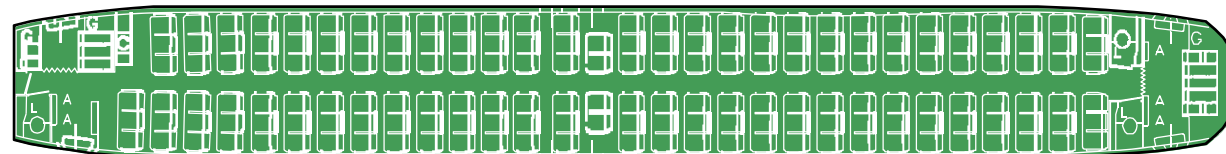
122 passengers

737-700
140 economy at 32 in-pitch



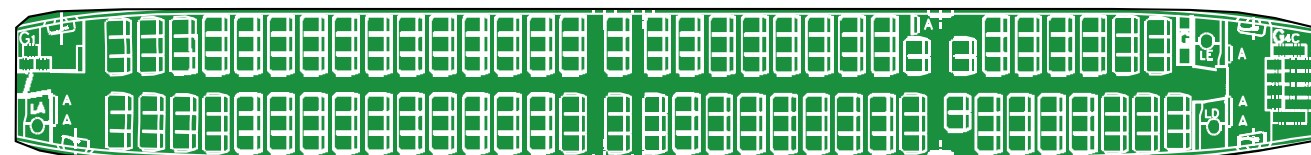
140 passengers

737-800
175 economy at 32 in-pitch



175 passengers

737-900ER
192 economy at 32 in-pitch

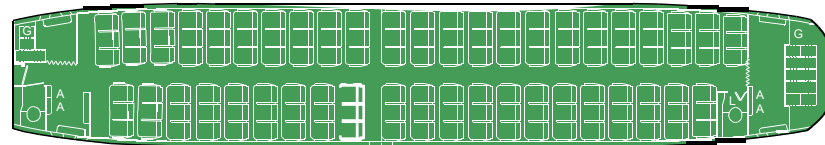


192 passengers

Inclusive tour interiors

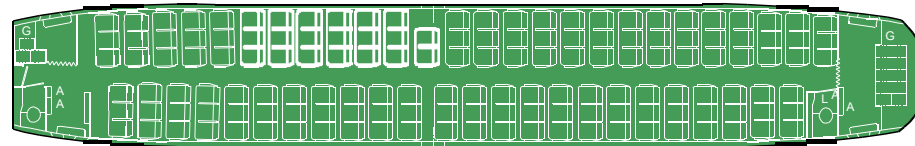
StartupBoeing

737-600
132 economy at 30 in-pitch



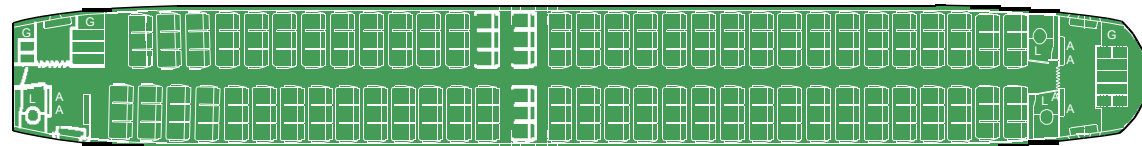
132 passengers

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



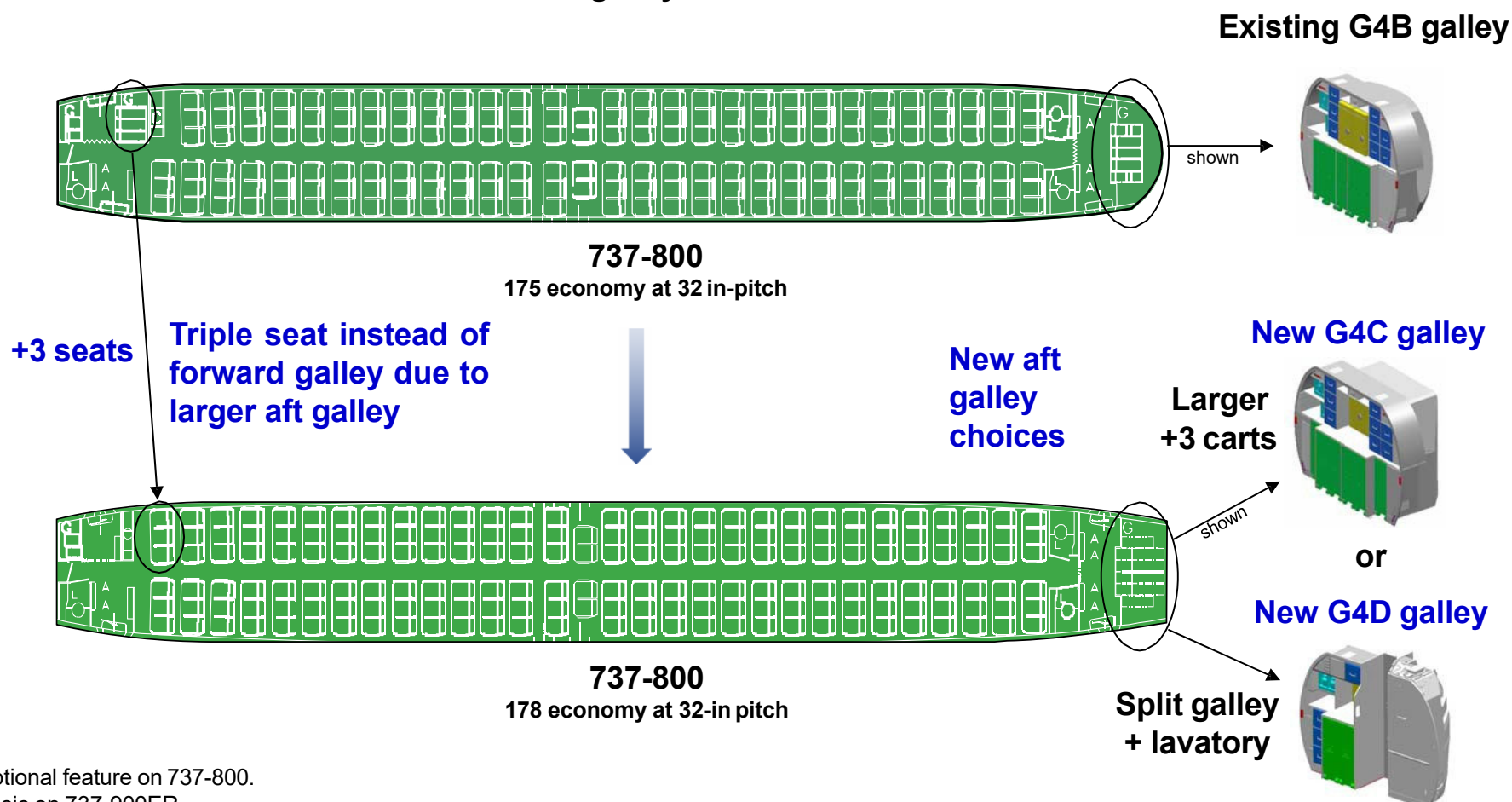
204 passengers

* 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.

Copyright © 2007 Boeing. All rights reserved.

www.StartupBoeing.com

Cargo compartment summary

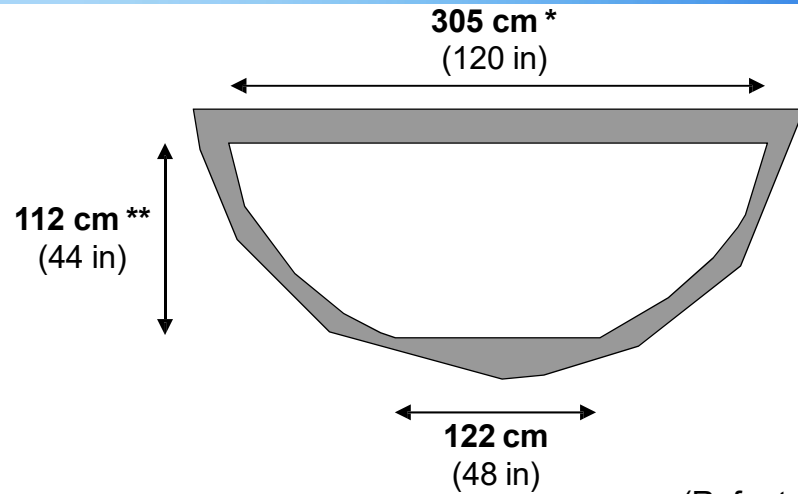
StartupBoeing

	Forward hold m³ (ft³)	Aft hold m³ (ft³)	Total m³ (ft³)
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)

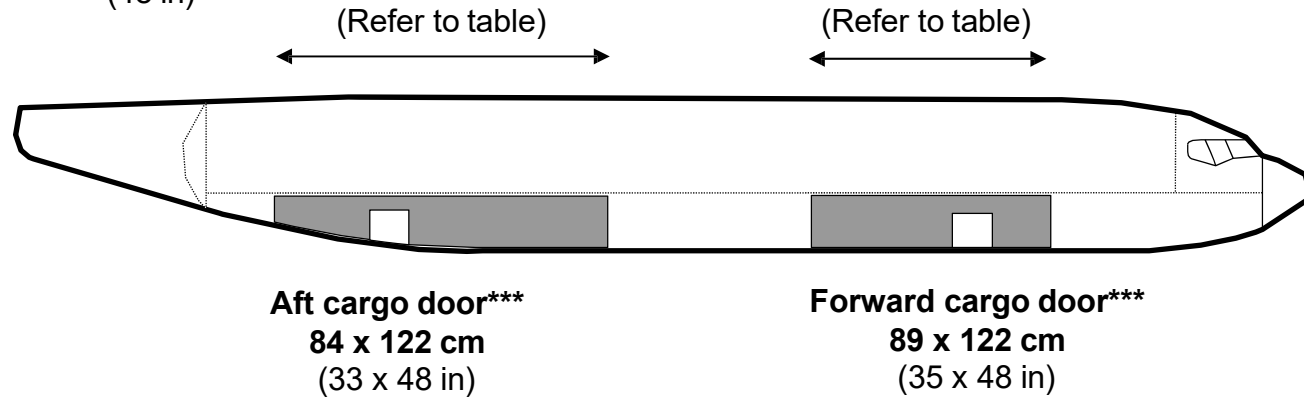
- All volumes listed are usable bulk and do not include unusable area near cargo doors.

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.

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

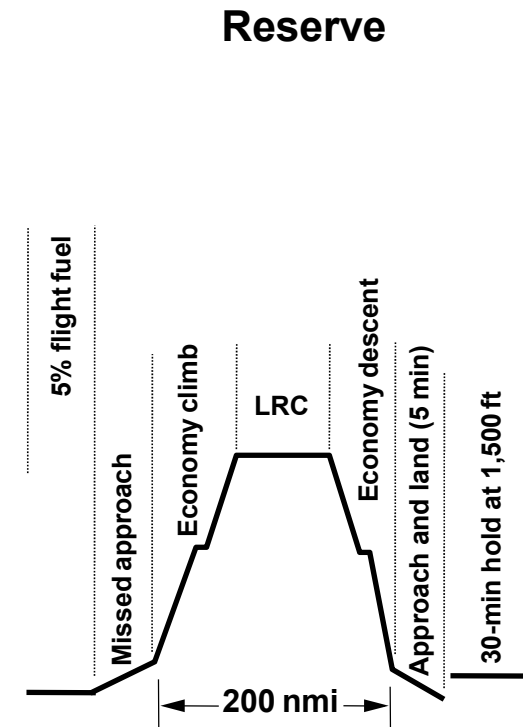
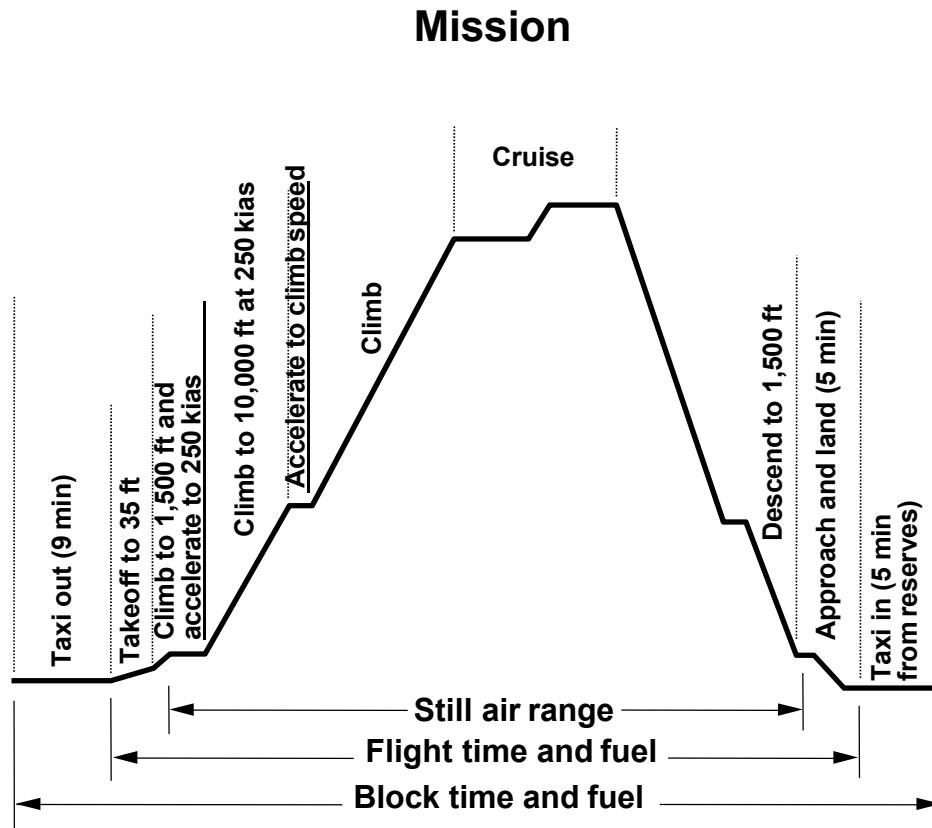
• These features are offered as options so customers can choose between the benefits of new functionality and fleet commonality.

Copyright © 2007 Boeing. All rights reserved.

www.StartupBoeing.com

Typical mission profile

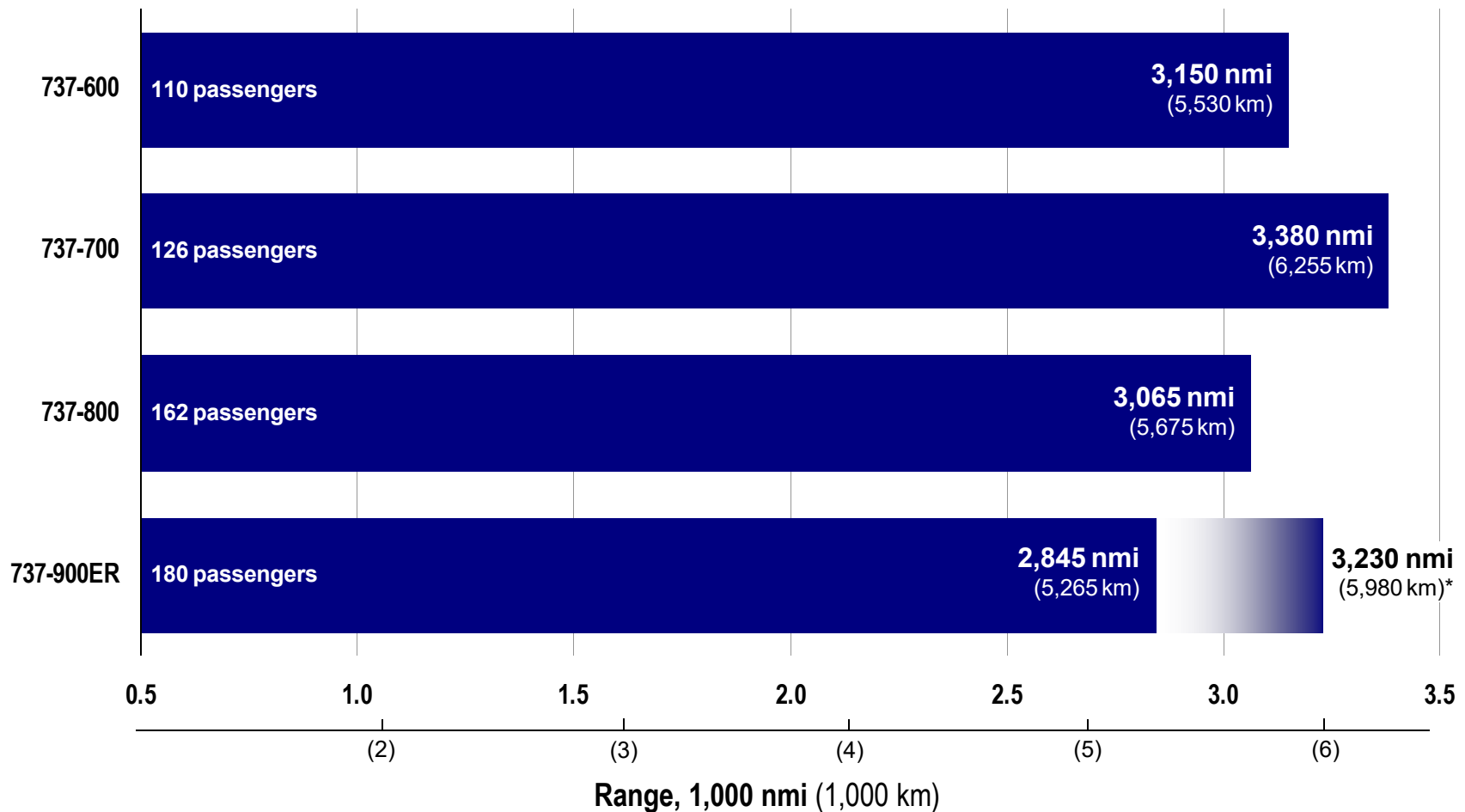
StartupBoeing



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

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.

Copyright © 2007 Boeing. All rights reserved.

www.StartupBoeing.com

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.



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

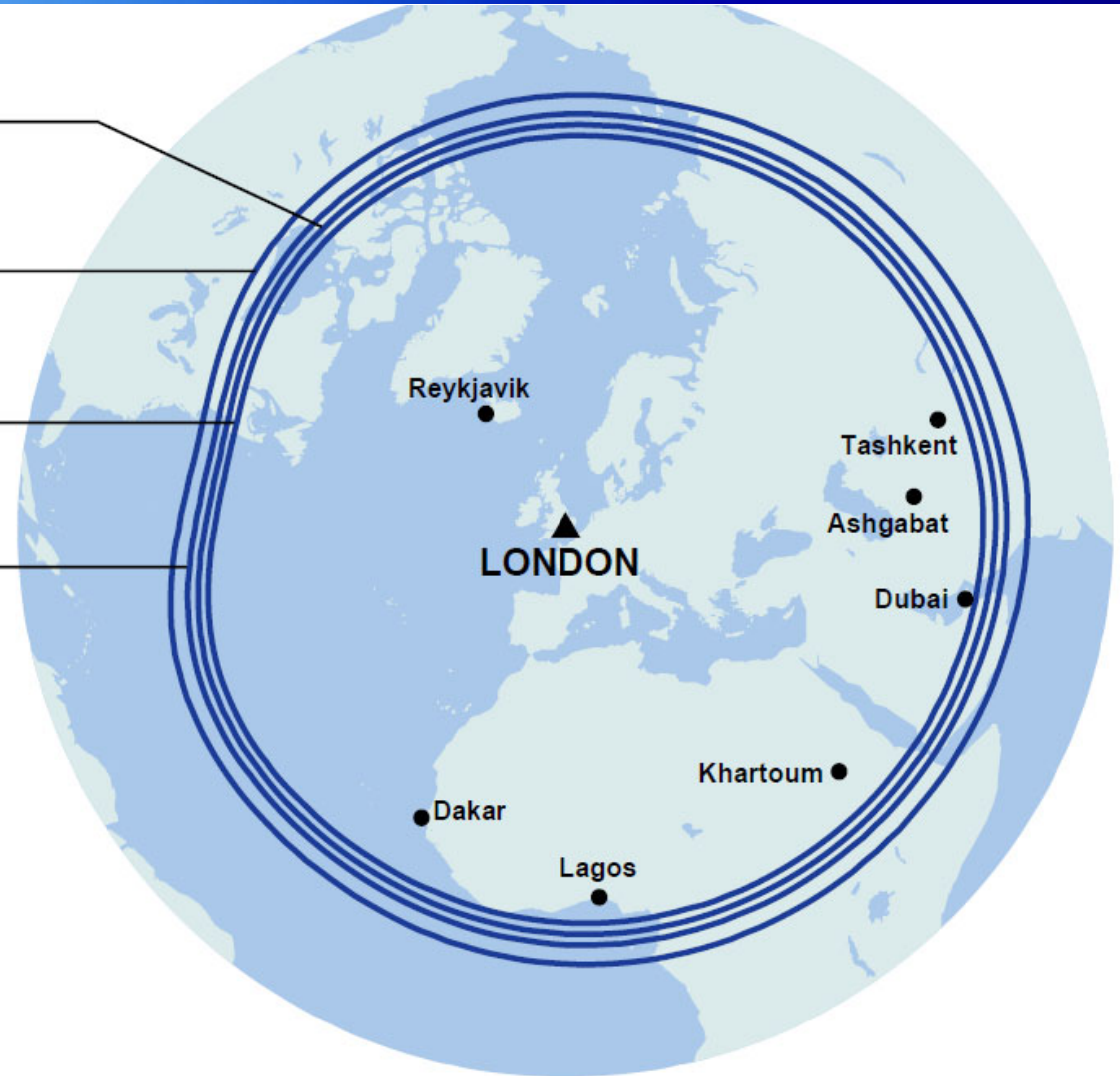
737-900ER**
81,020-kg (178,620-lb) TOGW***
180 two-class passengers

- 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

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

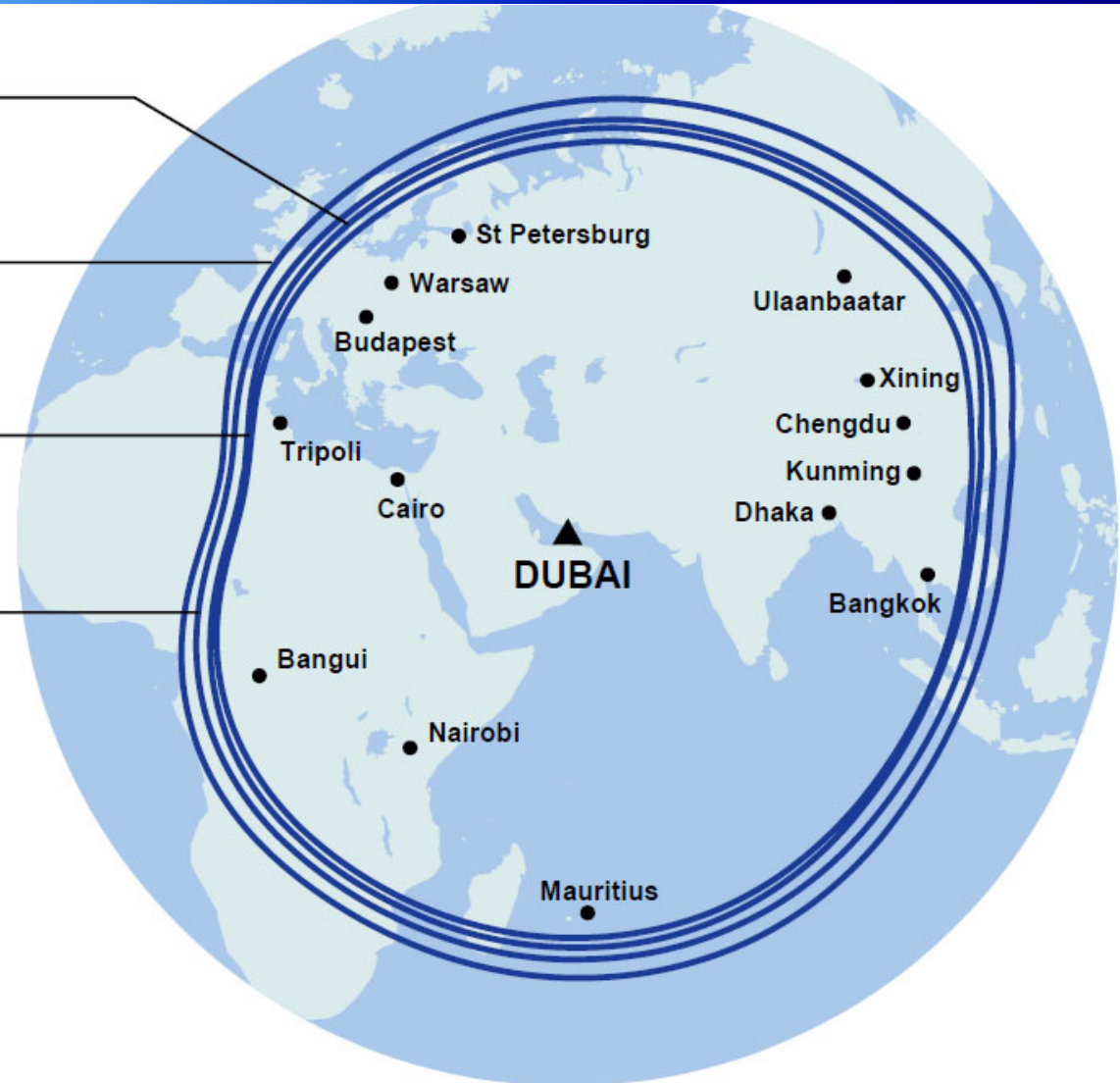
737-900ER**
81,020-kg (178,620-lb) TOGW***
180 two-class passengers

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

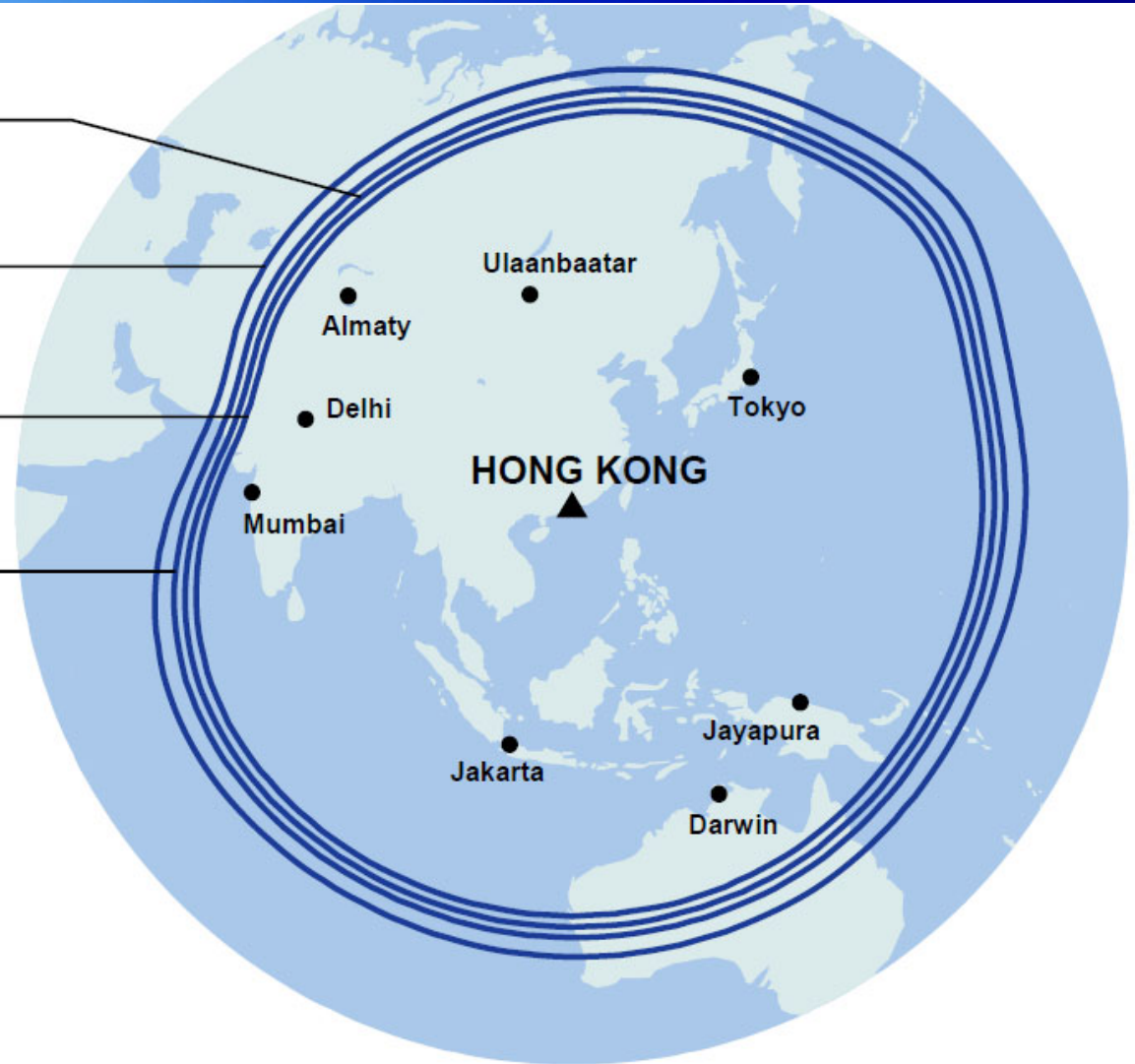
* With optional winglets.

** With optional winglets and two optional fuel tanks.

*** Fuel volume limited.

Copyright © 2007 Boeing. All rights reserved.

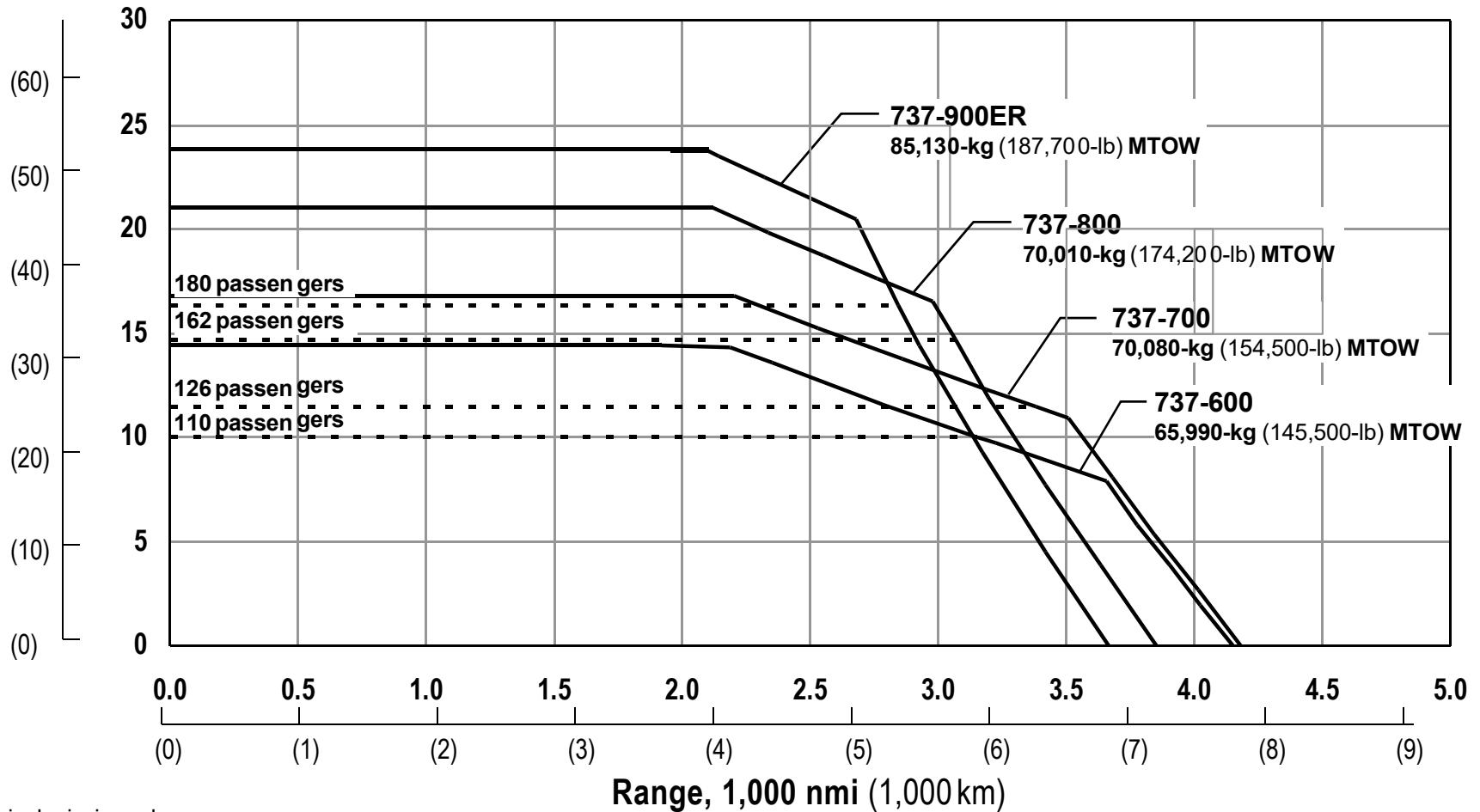
www.StartupBoeing.com



Family payload-range summary

StartupBoeing

Payload, 1,000 kg (1,000 lb)



- 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.

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.

www.StartupBoeing.com

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.

Copyright © 2007 Boeing. All rights reserved.

www.StartupBoeing.com

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.

Copyright © 2007 Boeing. All rights reserved.

www.StartupBoeing.com

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