



Airport Compatibility Brochure – 737 MAX

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Specific airport compatibility questions concerning Boeing commercial aircraft should be forwarded to:

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Introduction

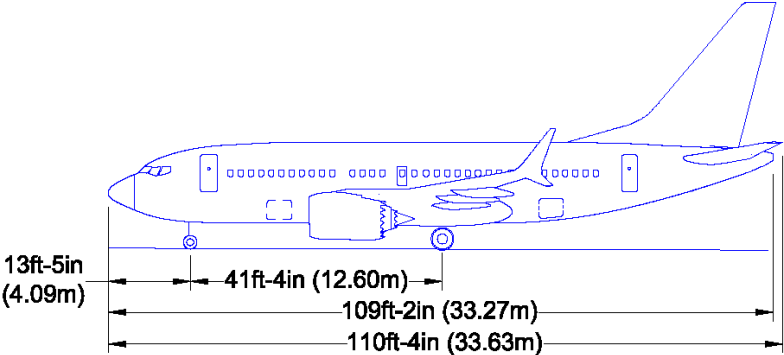
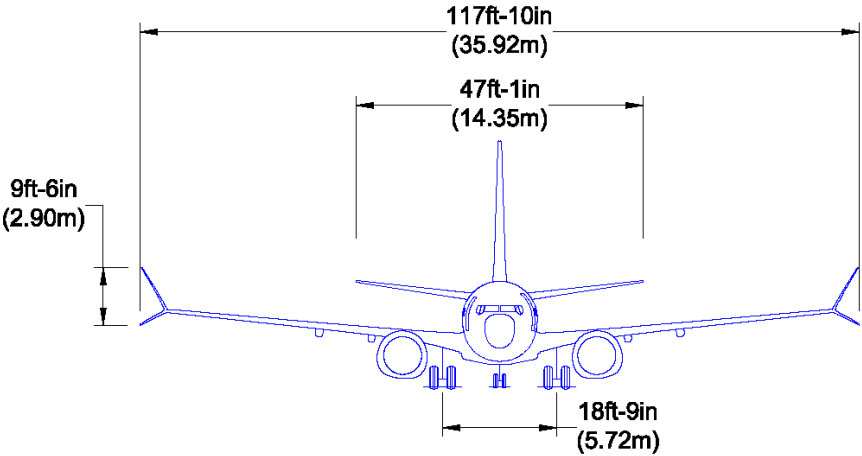
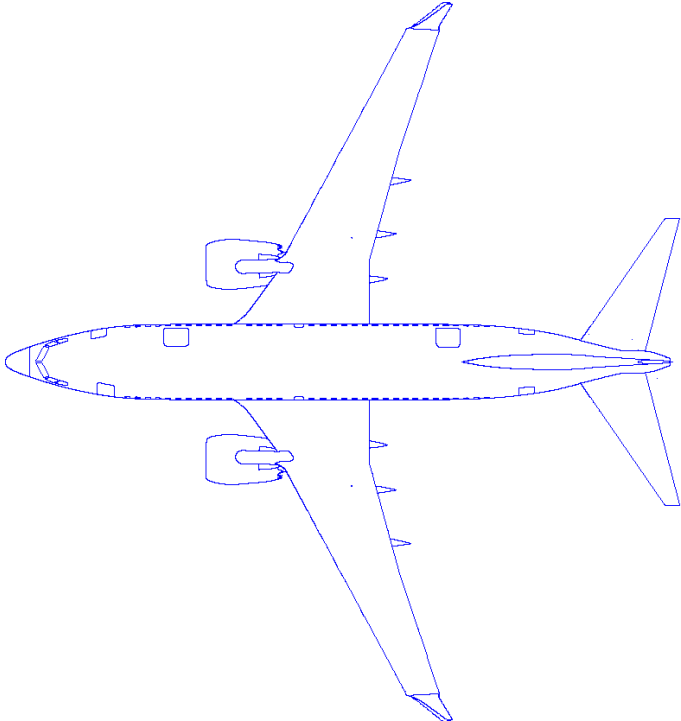
This brochure provides airplane characteristics for the 737 MAX family models that have an impact on airport compatibility. This information is intended solely for airport planning purposes. All information for the 737 MAX is preliminary and may change during development and testing. More detailed data for these models will be found in the Airplane Characteristics for Airport Planning document (ACAP) to be published at a future date.

The 737 MAX are derivative aircraft of the 737-700/800/900ER, respectively.

The 737 MAX 8 is scheduled to enter into service in the third quarter of 2017 while 737 MAX 9 and 737 MAX 7 are planned to enter into service in 2018 and 2019, respectively.

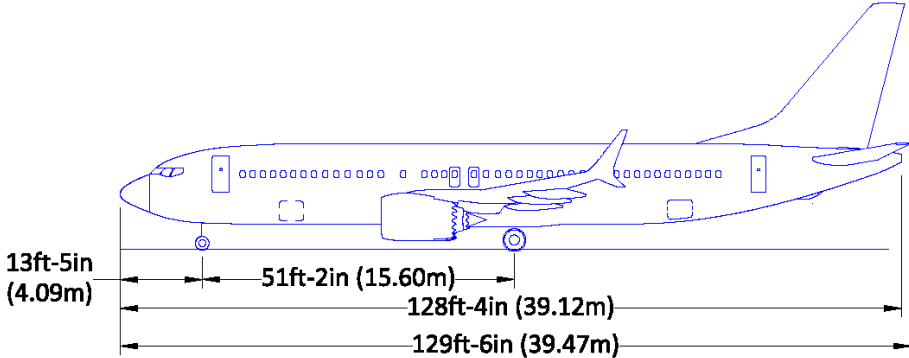
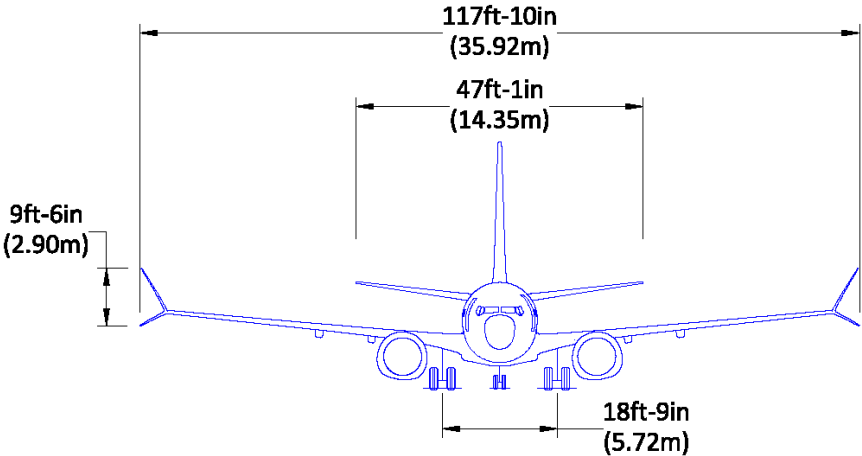
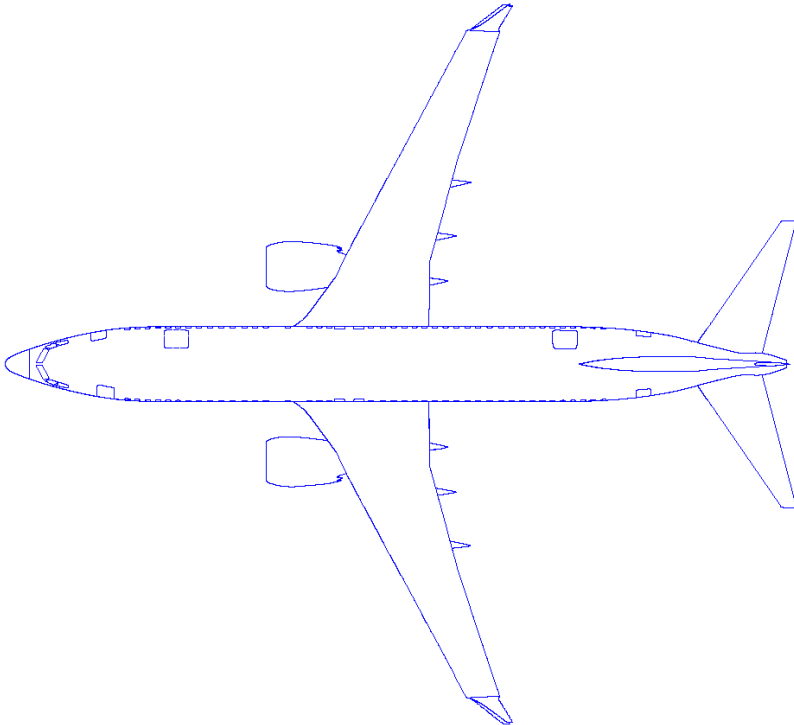
737 MAX 7 General Arrangement

* Static ground line condition, all gears approximately 80% compressed



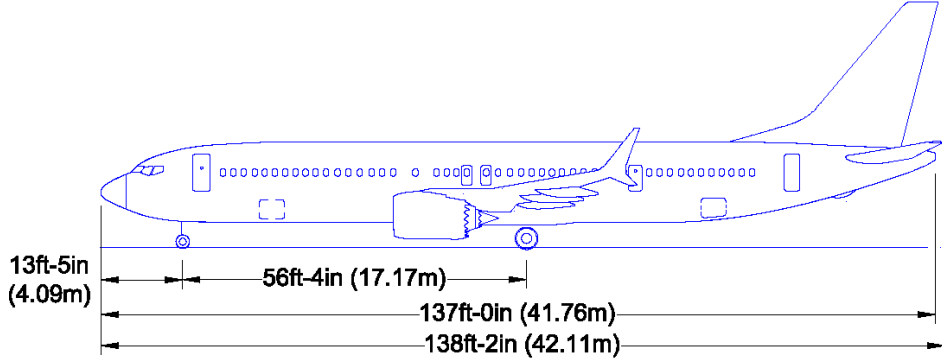
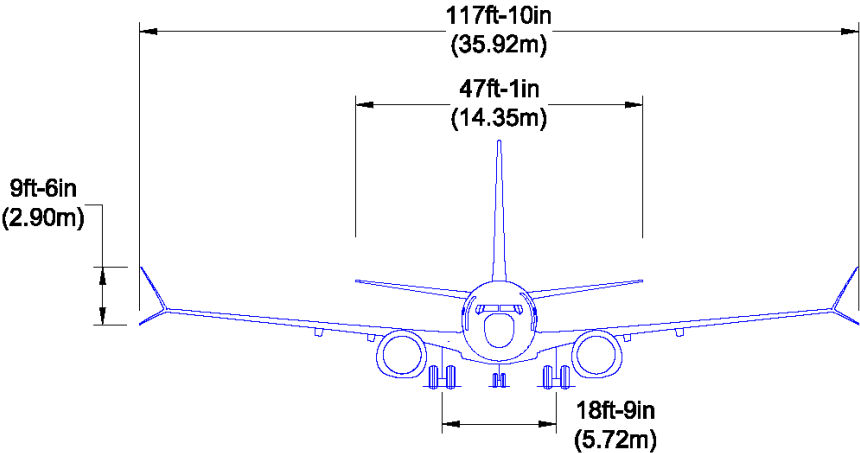
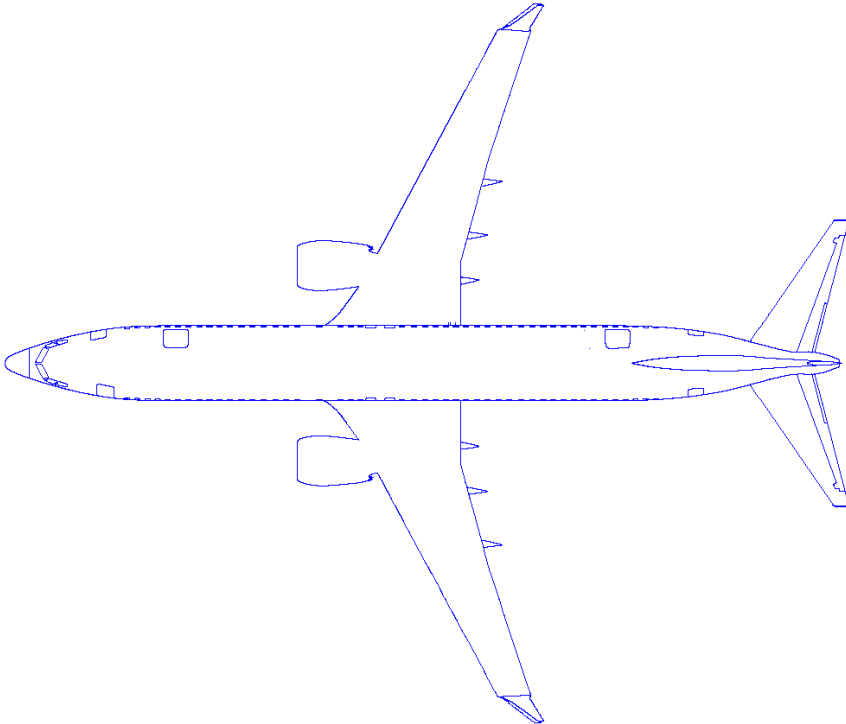
737 MAX 8 General Arrangement

* Static ground line condition, all gears approximately 80% compressed



737 MAX 9 General Arrangement

* Static ground line condition, all gears approximately 80% compressed



Weight Comparisons with 737-700/800/900ER

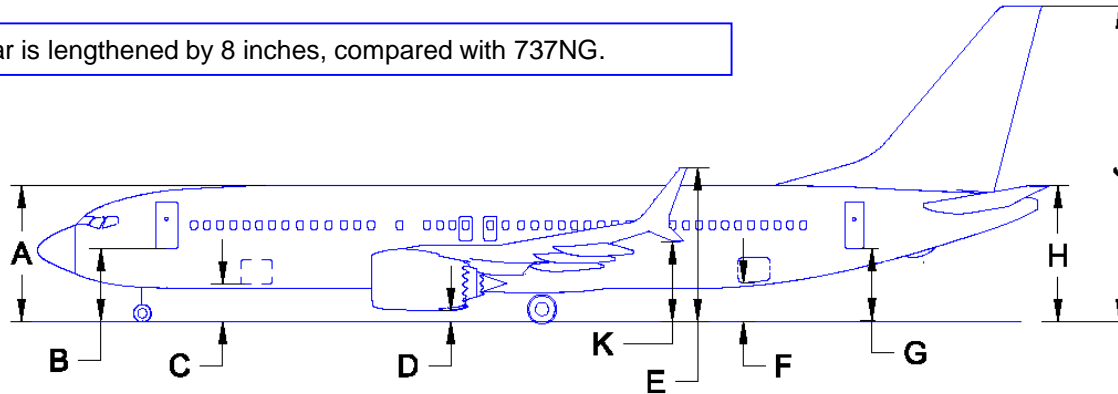
Characteristics	Unit	737 MAX 7	737-700 with Winglet	737 MAX 8	737-800 with Winglet	737 MAX 9	737-900ER with Winglet
Max Design Taxi Weight	lb	160,000	155,000	181,700	174,700	195,200	188,200
	kg	72,575	70,307	82,418	79,243	88,541	85,366
Max Design Takeoff Weight	lb	159,500	154,500	181,200	174,200	194,700	187,700
	kg	72,348	70,080	82,191	79,016	88,314	85,139
Max Design Landing Weight	lb	135,500	129,200	152,800	146,300	163,900	157,300
	kg	61,462	58,604	69,309	66,361	74,344	71,350
Max Design Zero Fuel Weight	lb	128,600	121,700	145,400	138,300	156,500	149,300
	kg	58,332	55,202	65,952	62,732	70,987	67,721
Max Design Fuel Capacity	US gallon	6,853	6,875	6,853	6,875	6,853	6,875
	liter	25,941	26,024	25,941	26,024	25,941	26,024

Size Comparisons with 737-700/800/900ER

	737 MAX 7	737-700 with Winglet	737 MAX 8	737-800 with Winglet	737 MAX 9	737-900ER with Winglet
Wing Span (ft-in/m)	117-10 / 35.92	117-5 / 35.79	117-10 / 35.92	117-5 / 35.79	117-10 / 35.92	117-5 / 35.79
- ICAO Code Letter	C	C	C	C	C	C
- FAA Design Group	III	III	III	III	III	III
Overall Length (ft-in/m)	110-4 / 33.63	110-4 / 33.63	129-6 / 39.47	129-6 / 39.47	138-2 / 42.11	138-2 / 42.11
- ICAO RFF Category	6	6	7	7	7	7
- FAA ARFF Index	B	B	C	C	C	C

737 MAX Ground Clearances

Nose gear is lengthened by 8 inches, compared with 737NG.

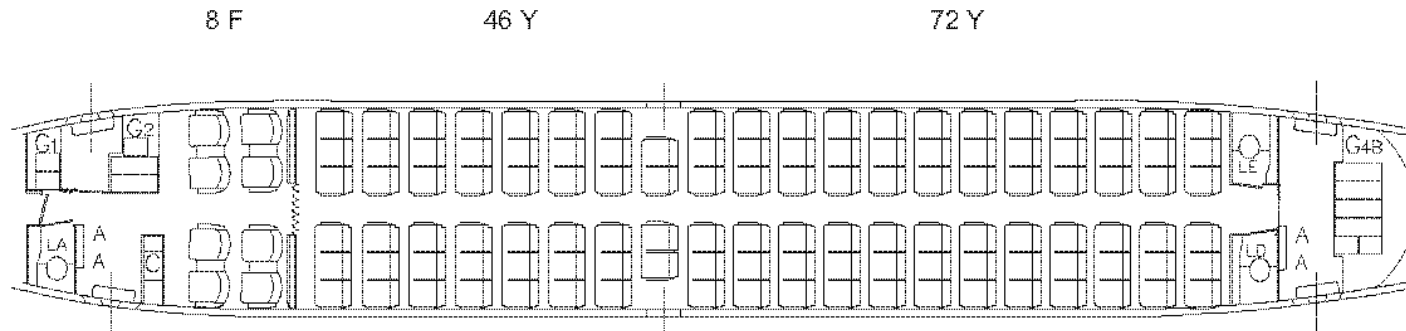


Description	737 MAX 7				737 MAX 8				737 MAX 9			
	Max.		Min.		Max.		Min.		Max.		Min.	
	ft-in	m	ft-in	m	ft-in	m	ft-in	m	ft-in	m	ft-in	m
A Top of Fuselage	18 - 11	5.77	18 - 6	5.64	18 - 11	5.77	18 - 6	5.64	19 - 0	5.79	18 - 7	5.66
B Entry Door No 1	9 - 11	3.02	9 - 1	2.77	10 - 1	3.07	9 - 2	2.79	10 - 1	3.07	9 - 2	2.79
C FWD Cargo Door	5 - 4	1.63	4 - 8	1.42	5 - 6	1.68	4 - 8	1.42	5 - 6	1.68	4 - 9	1.45
D Engine	1 - 11	0.58	1 - 5	0.43	1 - 11	0.58	1 - 5	0.43	1 - 11	0.58	1 - 5	0.43
E Top of Winglet	20 - 3	6.17	19 - 6	5.94	20 - 3	6.17	19 - 6	5.94	20 - 3	6.17	19 - 6	5.94
F Aft Cargo Door	5 - 5	1.65	4 - 6	1.37	5 - 4	1.63	4 - 5	1.35	5 - 4	1.63	4 - 4	1.32
G Entry Door No 2	9 - 8	2.95	8 - 4	2.54	9 - 6	2.90	8 - 3	2.51	9 - 5	2.87	8 - 3	2.51
H Stabilizer	17 - 10	5.44	15 - 10	4.83	17 - 7	5.36	15 - 9	4.80	17 - 6	5.33	15 - 9	4.80
J Vertical Tail	41 - 0	12.50	39 - 0	11.89	40 - 9	12.42	38 - 11	11.86	40 - 8	12.40	38 - 11	11.86
K Bottom of Winglet	10 - 9	3.28	10 - 0	3.05	10 - 9	3.28	10 - 0	3.05	10 - 9	3.28	10 - 0	3.05

Notes:

- Clearances shown are preliminarily nominal values and subject to change during the aircraft configuration development. Numbers are rounded to nearest whole inch.
- During routine servicing, the airplane remains relatively stable, pitch and elevation changes occur slowly.

737 MAX 7 Interior Arrangement (typical)



32-in pitch 6 rows no recline*

3-in recline**

Dual Class - 126 Passengers

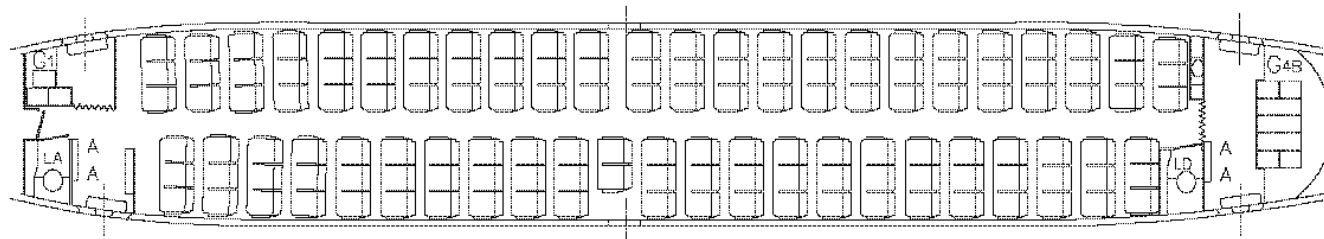
8 First Class – 36 in. Pitch

118 Economy Class – 31 in. Pitch

36 Seats at 32 in. Pitch

65 Y

75 Y



31-in pitch 6 rows R only no recline*
31-in pitch 2 rows L only 1-in recline**

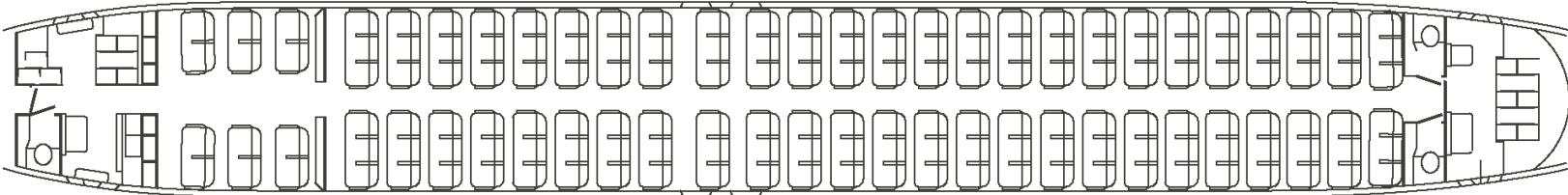
2-in recline R only***
No recline L only***

Single Class – 140 Passengers

32 in. Pitch

24 Seats at 31 in. Pitch

737 MAX 8 Interior Arrangement (typical)

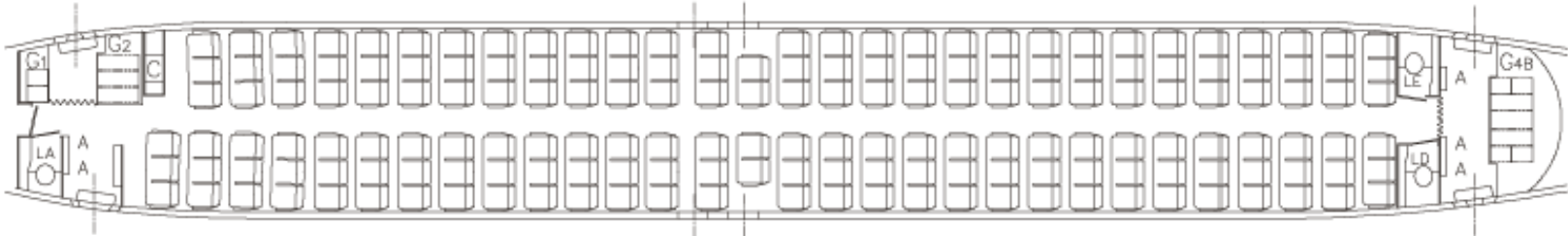


Dual Class -162 Passengers

12 First Class - 36 in. Pitch
150 Economy Class – 32 in. pitch

81 Y

94 Y



31-in pitch 3 rows no recline**

1-in recline*

Single Class -175 Passengers

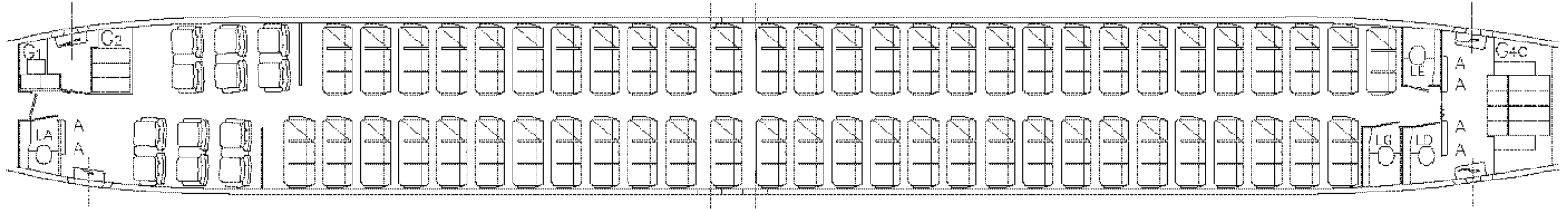
32 in. Pitch
18 Seats at 31 in. Pitch

737 MAX 9 Interior Arrangement (typical)

12 F

63 Y

105 Y



No recline*

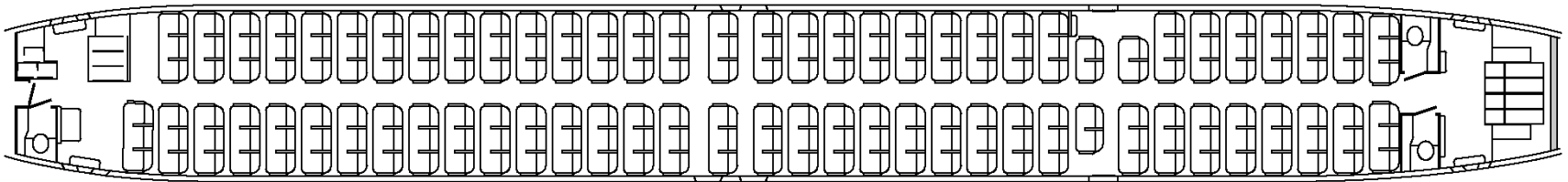
5-in recline R only**

3-in recline L only**

Dual Class - 180 Passengers

12 First Class – 36 in. Pitch

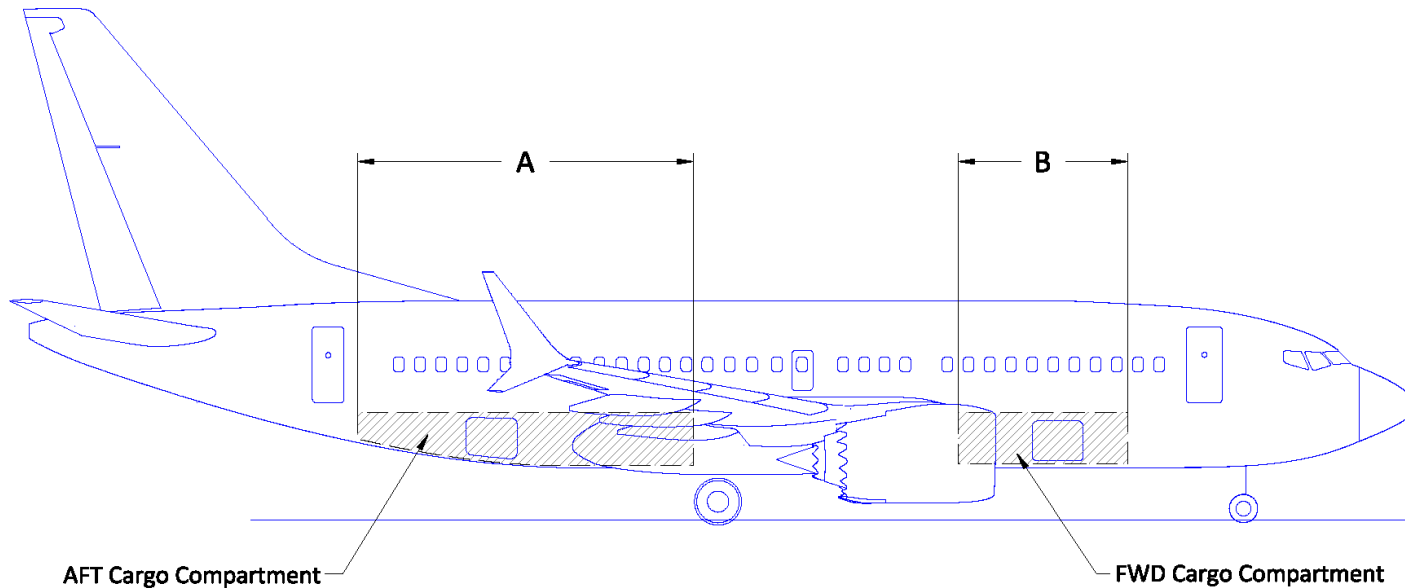
168 Economy Class – 32 in. Pitch



Single Class - 204 Passengers

30 in. Pitch

737 MAX Cargo Compartments



Airplane	Dimension A	Dimension B
737 MAX 7	26 ft - 4 in / 8.03 m	14 ft - 11 in / 4.55 m
737 MAX 8	35 ft - 8 in / 10.87 m	24 ft - 9 in / 7.54 m
737 MAX 9	39 ft - 2 in / 11.94 m	29 ft - 11 in / 9.12 m

Airplane	AFT Cargo Compartment Capacity	FWD Cargo Compartment Capacity	Total Cargo Capacity
737 MAX 7	580 cu. ft. / 16.42 cu. m	374 cu. ft. / 10.59 cu. m	954 cu. ft. / 27.01 cu. m
737 MAX 8	883 cu. ft. / 25.00 cu. m	660 cu. ft. / 18.69 cu. m	1,543 cu. ft. / 43.69 cu. m
737 MAX 9	996 cu. ft. / 28.20 cu. m	818 cu. ft. / 23.16 cu. m	1,814 cu. ft. / 51.37 cu. m

737 MAX Door Locations

- All 737 MAX 7 door locations remain the same as 737-700 with or without winglet.
- All 737 MAX 8 door locations remain the same as 737-800 with or without winglet.
- All 737 MAX 9 door locations remain the same as 737-900ER with or without winglet.

Please refer to the following link to access the 737 Airplane Characteristics for Airport Planning (ACAP), Section 2.0 Airplane Description, for 737-700/800/900ER door locations:

<http://www.boeing.com/airports>

737 MAX Takeoff / Cruise / Landing Performance

While the 737 MAX has its most improved performance in cruise, which will improve the payload range capability by a percentage, the 737 MAX may have slightly better performance in regards to field length limited takeoff and landing charts. Using the existing 737NG charts will be a conservative estimate.

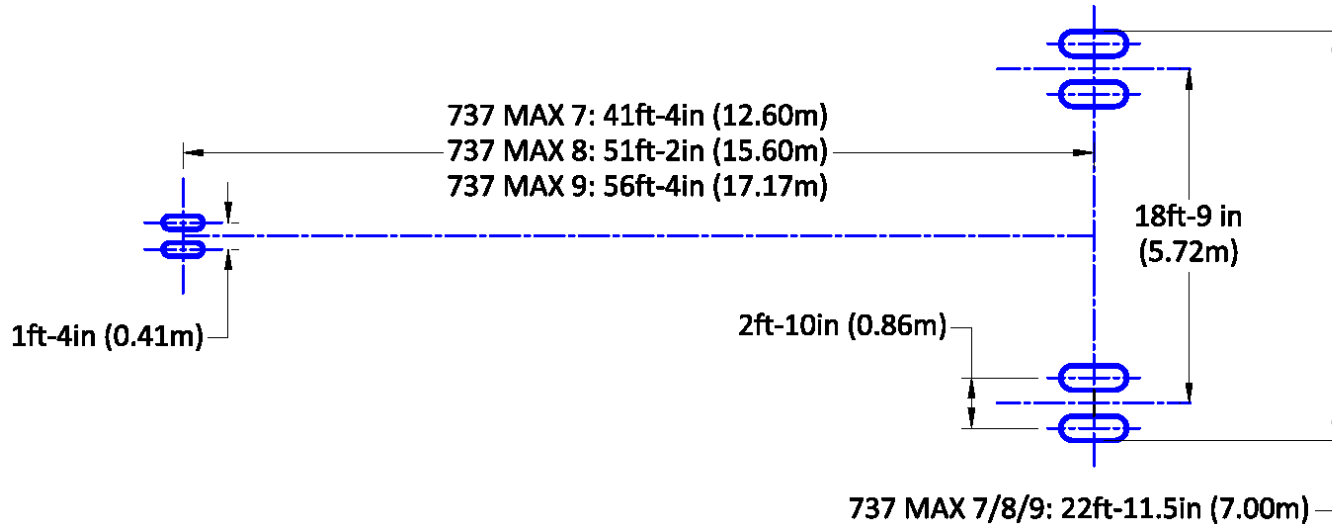
Please refer to the following link to access the 737 Airplane Characteristics for Airport Planning (ACAP), Section 3.0 Airplane Performance, for 737-700/800/900ER performance:

<http://www.boeing.com/airports>

Please consult with operating airlines for detailed airplane performance data.

737 MAX Landing Gear Configuration

- 737 MAX 7 landing gear configuration remains the same as 737-700 with or without winglet.
- 737 MAX 8 landing gear configuration remains the same as 737-800 with or without winglet.
- 737 MAX 9 landing gear configuration remains the same as 737-900ER with or without winglet



	Unit	737 MAX 7	737 MAX 8	737 MAX 9
Maximum Design Taxi Weight	lb	160,000	181,700	195,200
	Kg	72,575	82,418	88,541
Nose Gear Tire Size	In	27x7.75R15, 12PR	27x7.75R15, 12PR	27x7.75R15, 12PR
Nose Gear Tire Pressure	psi	185	185	185
	kg/cm2	13.01	13.01	13.01
Main Gear Tire Size	In	H44.5X16.5R21, 30PR	H44.5X16.5R21, 30PR	H44.5X16.5R21, 32PR
Main Gear Tire Pressure	psi	184	213	230
	kg/cm2	12.94	14.98	16.17

737 MAX Turning Capability

- 737 MAX 7 turning capability remains similar to 737-700 with or without winglet.
- 737 MAX 8 turning capability remains similar to 737-800 with or without winglet.
- 737 MAX 9 turning capability remains similar to 737-900ER with or without winglet

Please refer to the following link to access the 737 Airplane Characteristics for Airport Planning (ACAP), Section 4.0 Ground Maneuvering, for 737-700/800/900ER turn capability:

<http://www.boeing.com/airports>

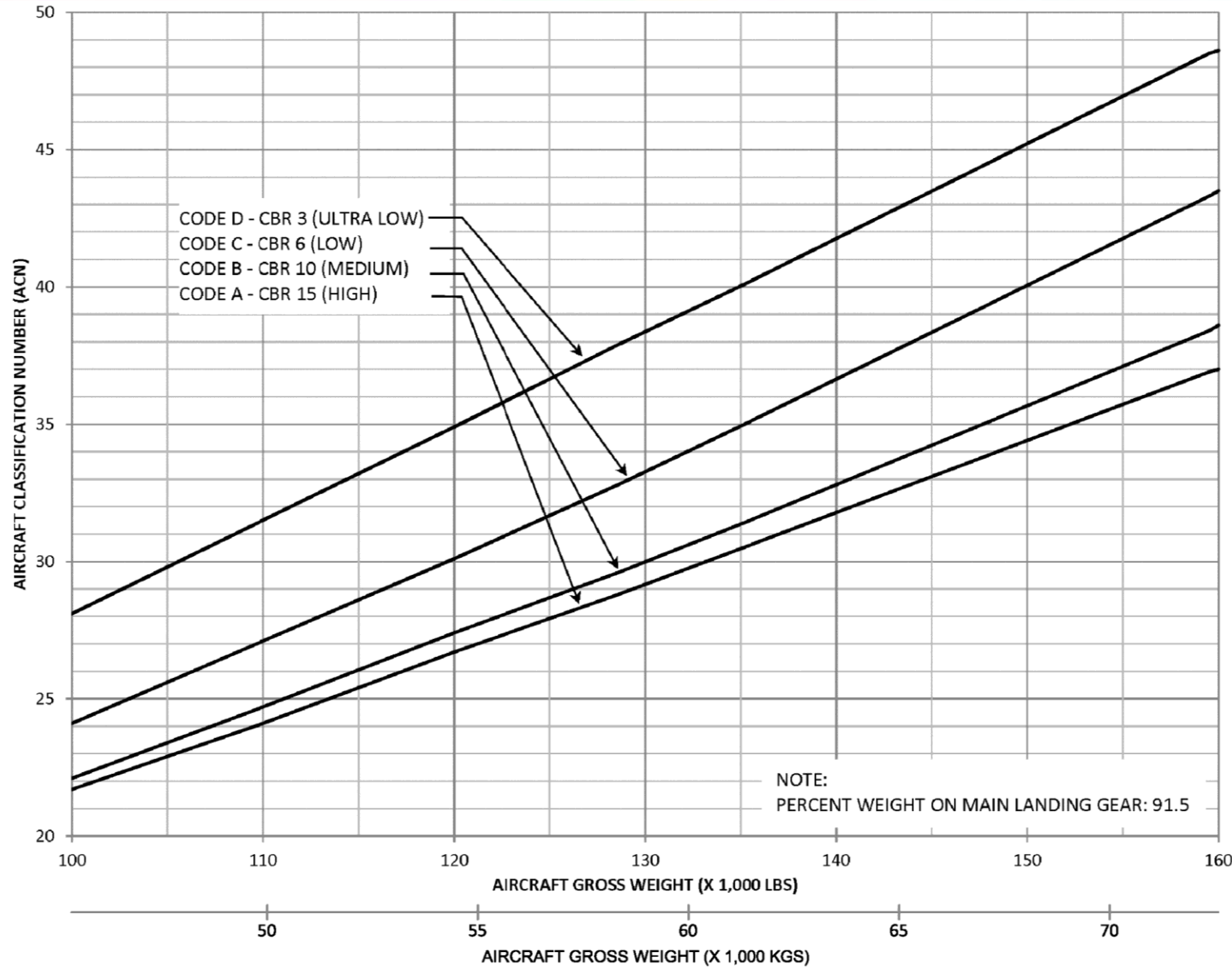
737 MAX Ground Servicing

- 737 MAX 7 ground servicing remains similar to 737-700 with or without winglet.
- 737 MAX 8 ground servicing remains similar to 737-800 with or without winglet.
- 737 MAX 9 ground servicing remains similar to 737-900ER with or without winglet

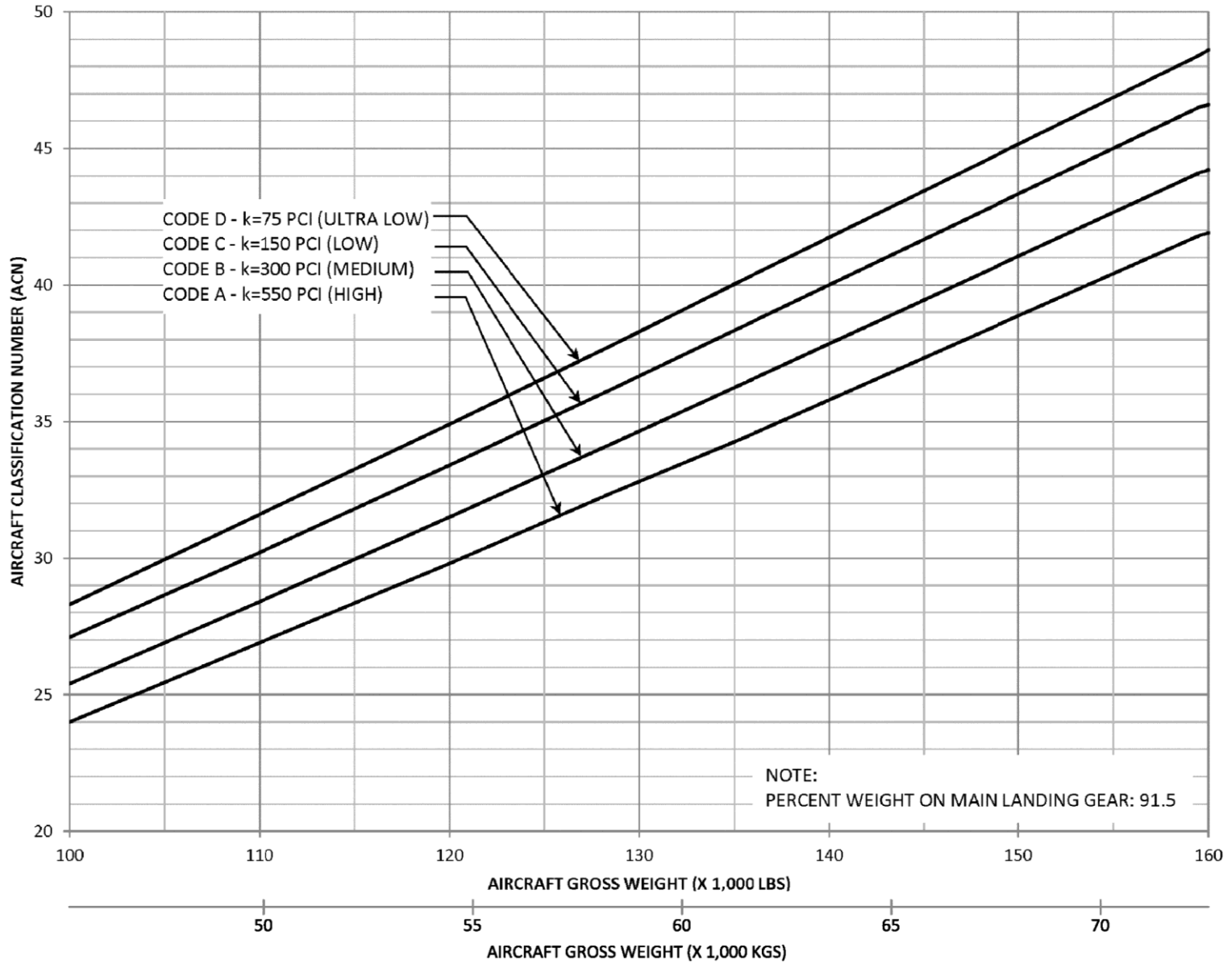
Please refer to the following link to access the 737 Airplane Characteristics for Airport Planning (ACAP), Section 5.0 Terminal Servicing, for 737-700/800/900ER ground serving:

<http://www.boeing.com/airports>

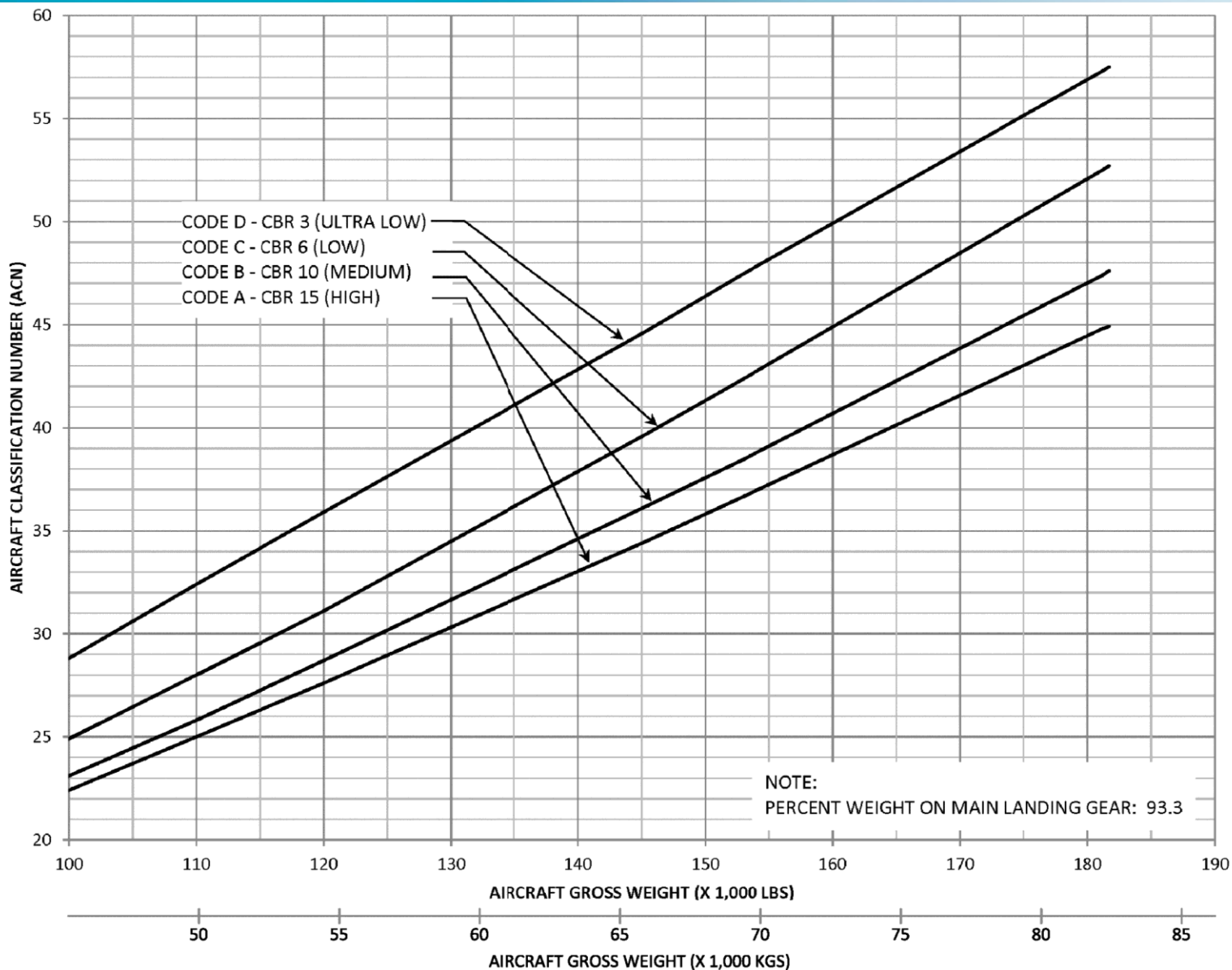
737 MAX 7 Aircraft Classification Number (ACN) - Flexible Pavement



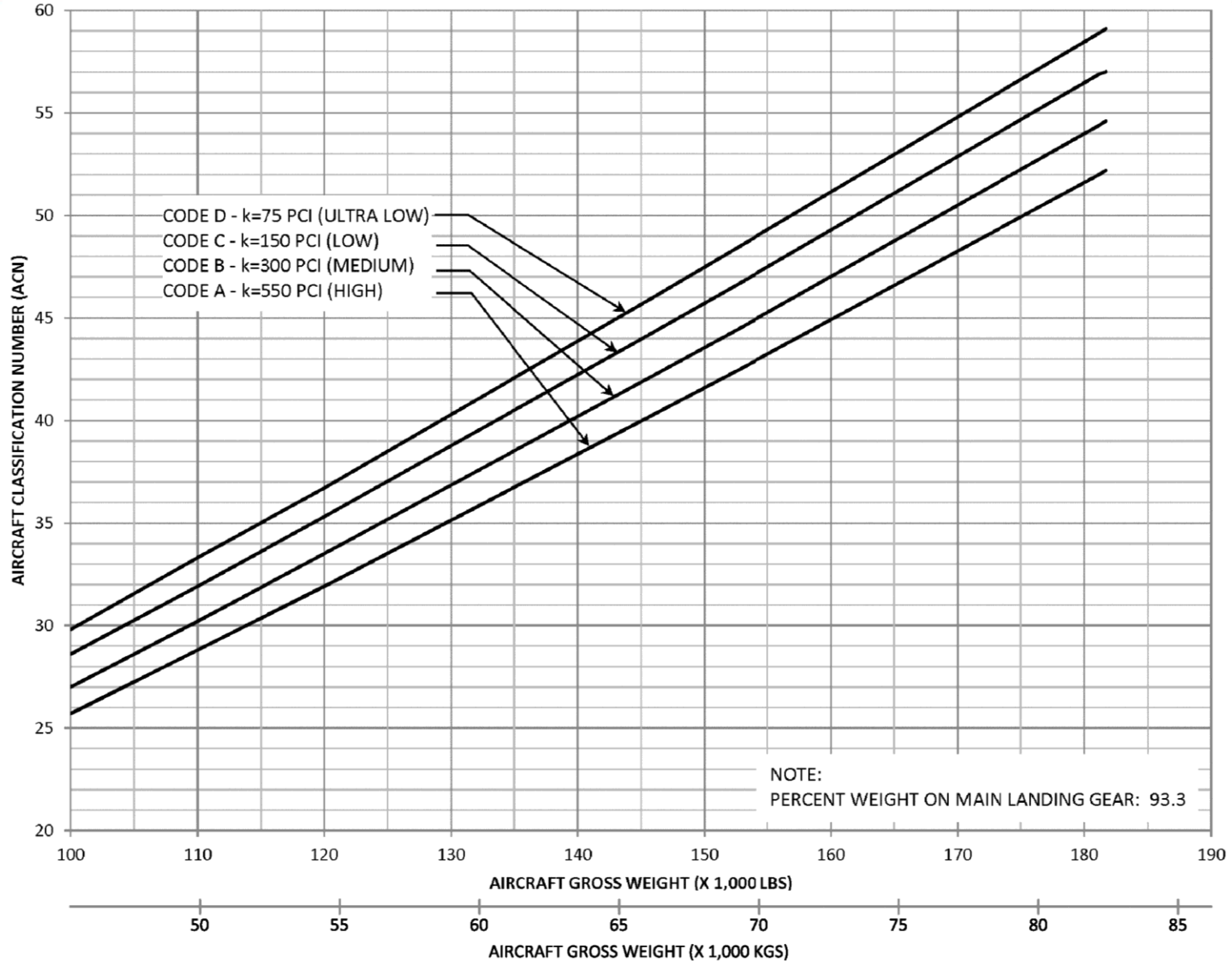
737 MAX 7 Aircraft Classification Number (ACN) - Rigid Pavement



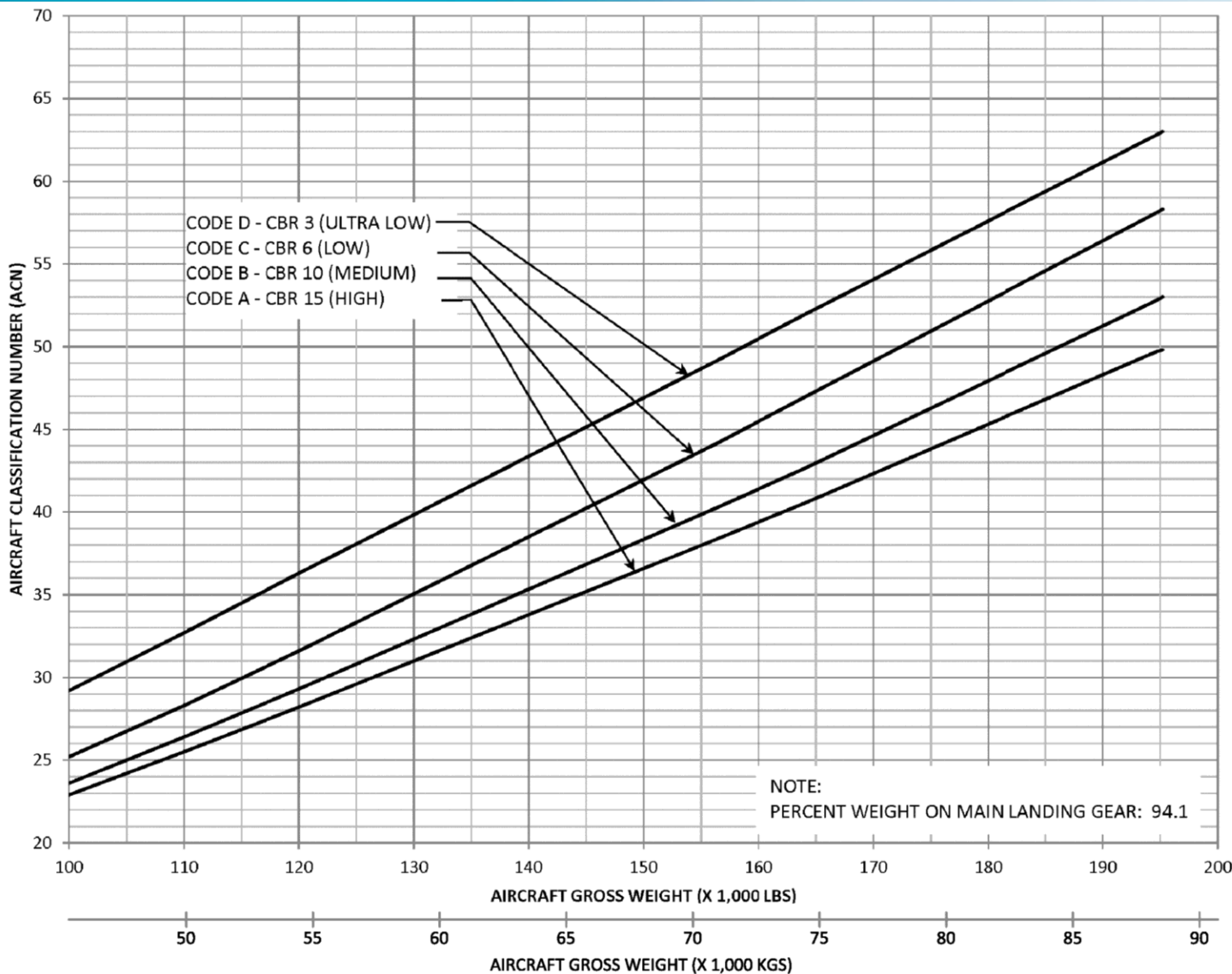
737 MAX 8 Aircraft Classification Number (ACN) - Flexible Pavement



737 MAX 8 Aircraft Classification Number (ACN) - Rigid Pavement



737 MAX 9 Aircraft Classification Number (ACN) - Flexible Pavement



737 MAX 9 Aircraft Classification Number (ACN) - Rigid Pavement

