



Boeing 737 MAX Overview

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THE NEW 737 MAX

Single-aisle market demand drivers



Emerging and
developing
economies



Global expansion
of Low Cost model

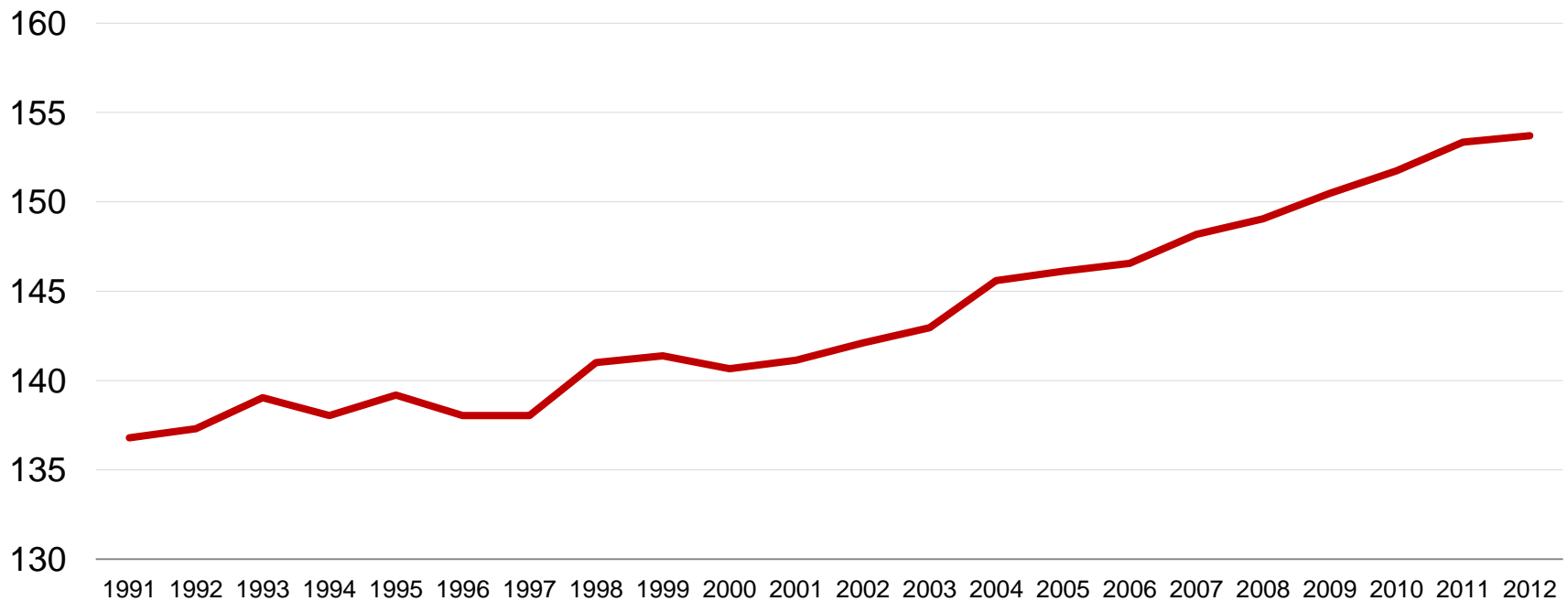


Replacement

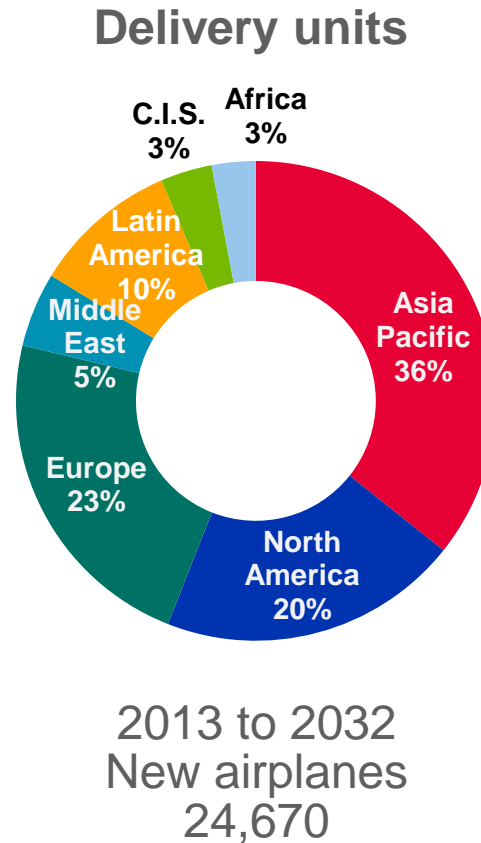
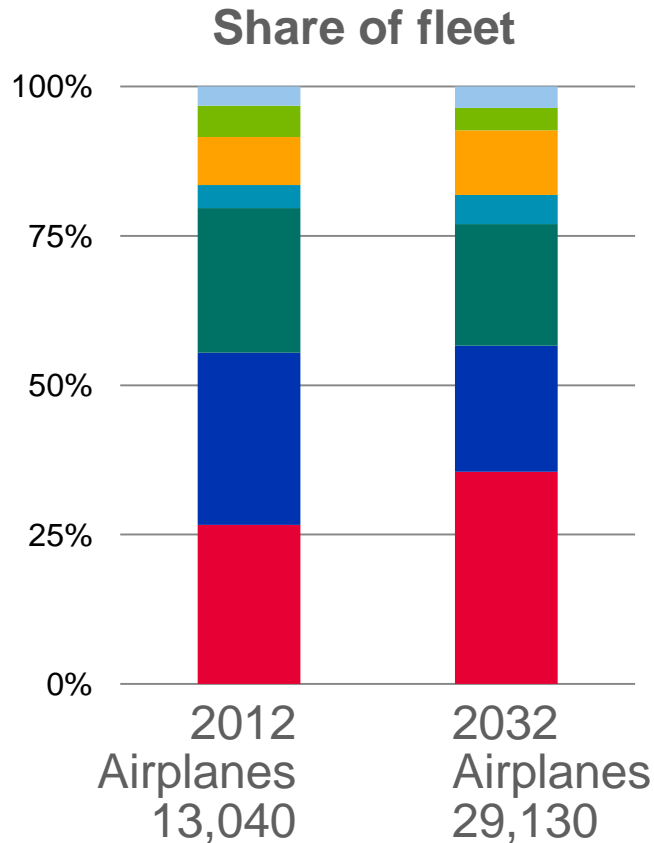


Single-aisle seats per aircraft growing slightly

Mix of higher density seating and slightly larger aircraft



Airlines will need 24,670 new single-aisle airplanes valued at \$2.3 trillion



737 is the best ever



Most successful
program in aviation
history

11,275 orders and
7,789 deliveries
Through October 31, 2013



Market Leader

10,128 orders since
A320 launch
Through October 31, 2013

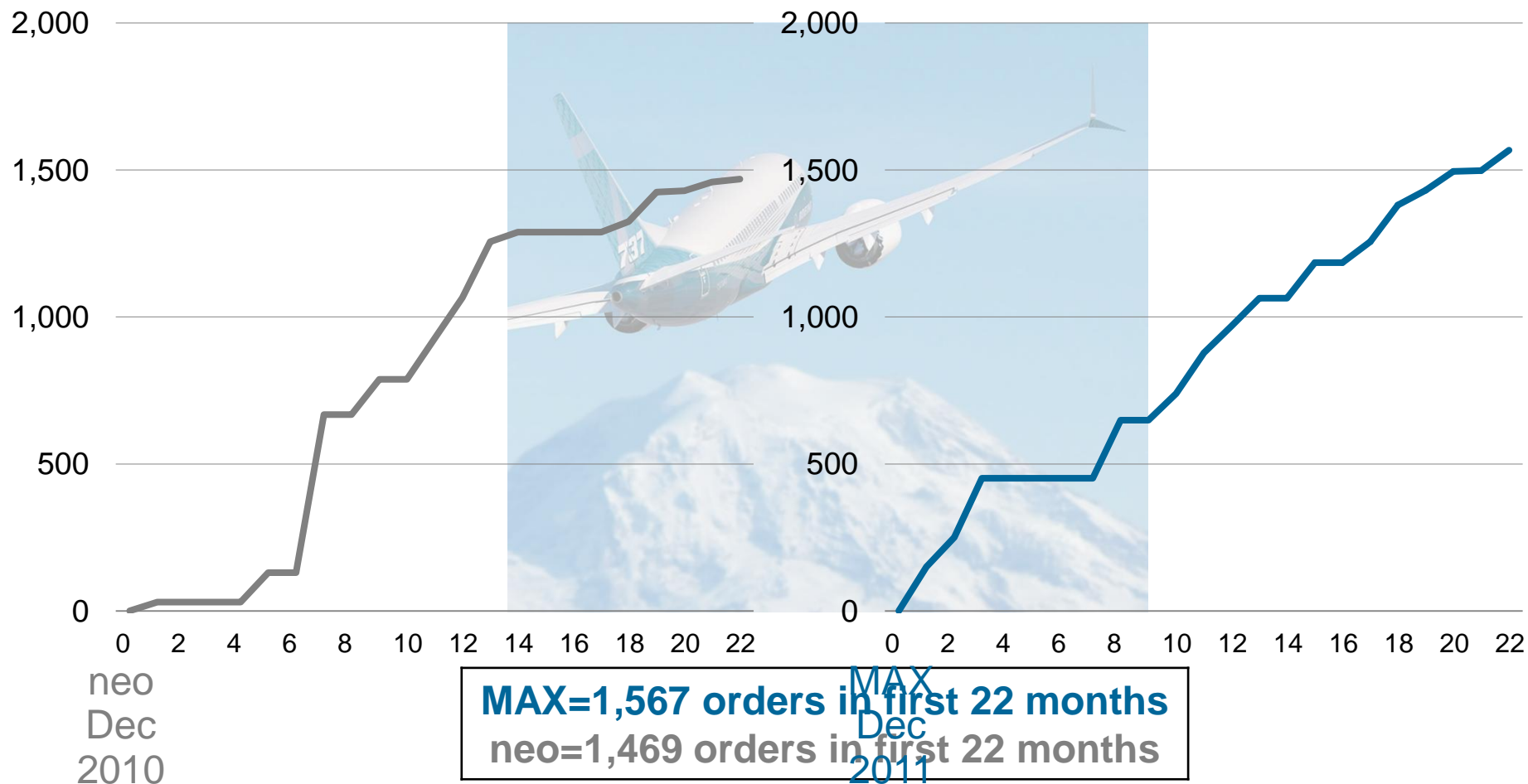


MAX selling at
record pace

1,635 firm MAX
orders from 28
customers
As of November 14, 2013

Orders - MAX vs. neo

Months since first order



1,635 firm orders for the MAX

UNITED 	100	 SOUTHWEST.COM®	200	Lion air 	201
norwegian.com 	100	 australia	23	 AIR LEASE CORPORATION	84
AVOLON 	15	 GE Capital Aviation Services	75	GOL Linhas aéreas inteligentes	60
<i>Alaska Airlines</i>	37	 ALAFCO	20	 AEROMEXICO	60
 SILKAIR	31	 AVIATION CAPITAL GROUP A Pacific LifeCorp Company	60	American Airlines 	100
ICELANDAIR 	16	TURKISH AIRLINES 	50	CIT	30
 TUI	60	 TRAVEL Service	3	WESTJET 	65
UNIDENTIFIED CUSTOMERS	245				

As of November 14, 2013

737 MAX continues to improve

- 1% improvement in fuel-efficiency, now 14% more fuel efficient
- Early delivery (one-quarter) to our customers
- 51% of market in first 22 months vs. neo
- Cleaner and quieter



737 MAX schedule

Early entry into service – 3rd quarter 2017



2012	2013	2014	2015	2016	2017
Firm Concept	Firm Configuration	Design	Build	First Flight	Entry into Service

Program progress-to-date

Key accomplishments achieved per plan



Configuration

- ✓ Major trades
- ✓ New winglet
- ✓ Performance guarantees
- ✓ Low/high speed lines
- ✓ Systems prelim definition
- ✓ Key suppliers on contract
- ✓ Firm concept
- ✓ Propulsion firm configuration
- ✓ Firm configuration

Detailed Design

- ✓ Detailed requirements
- ✓ Design-to loads
- ✓ Engine design-to loads
- ✓ Design concepts started
- ✓ Long lead 50% design release

Production Integration

- ✓ Production ramp plan
- ✓ Preliminary build plan
- ✓ First part release

Program Integration

- ✓ Integrated test plans
- ✓ FAA application submit
- ✓ Engine contract signed
- ✓ EASA application submit
- ✓ MAX catalog
- ✓ Airplane spatial integration

737 MAX designed for maximum advantage

Aft body
aerodynamic
improvements

Electronic bleed
air system

Boeing Sky
Interior

Advanced
flight deck
displays



Advanced
Technology
winglet

Fly by wire
spoilers

CFM LEAP-1B
engine

Nose landing
gear
lengthening

Boeing Sky Interior standard on 737 MAX



Next-Generation 737 flight deck



737 MAX flight deck

Larger displays, cross-model commonality



LEAP-1B optimized specifically for 737 MAX

- Optimized and more efficient core
- Fan diameter increased to 69.4"
- Negligible impact to nacelle shape
- Same ground clearance



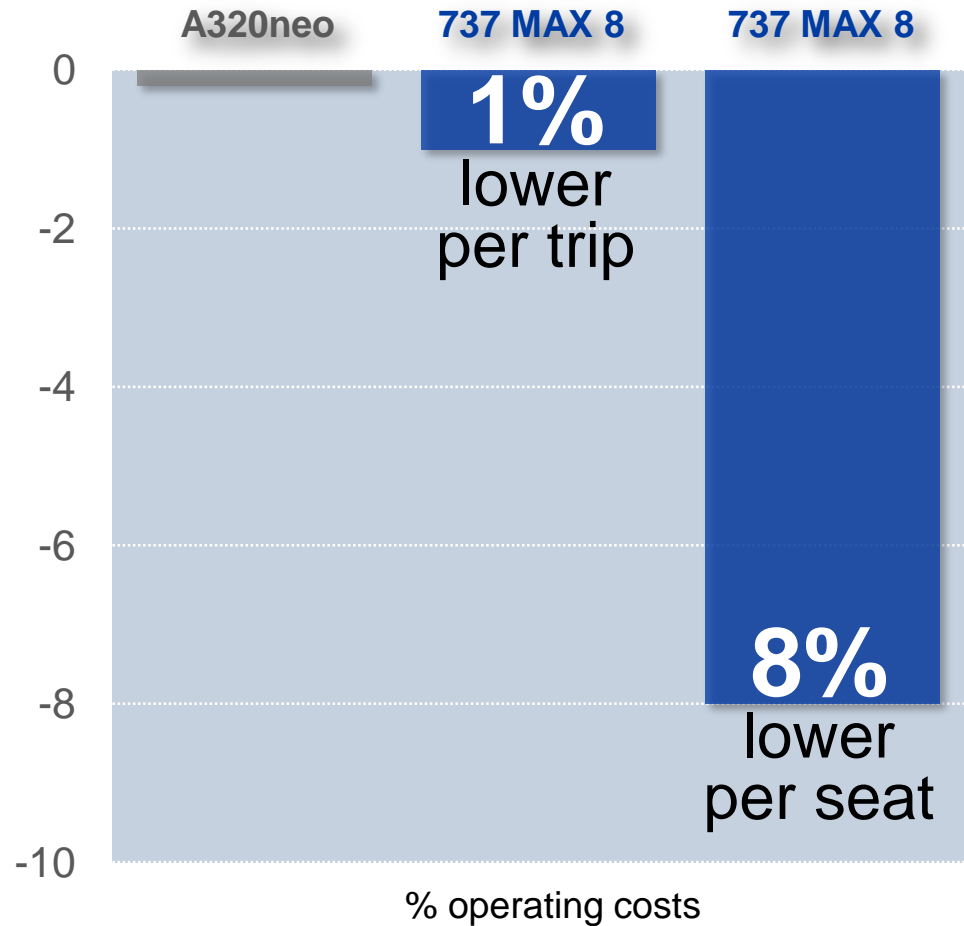
New AT winglet

Most advanced winglet technology



- Reduces fuel use more than an additional 1.5%
 - Nearly 1% at 500nmi
 - More than 1.5% at longer ranges
- Additional benefit opportunity for customers
 - Natural Laminar Flow

737 MAX will have lower CAROC than neo



737 MAX is cleaner, quieter, and more efficient



**14% reduction in fuel
and carbon emissions***



**50% below CAEP/6
limits for NOx**



**40% smaller community
noise footprint***

**Compared to Next-Generation 737*

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