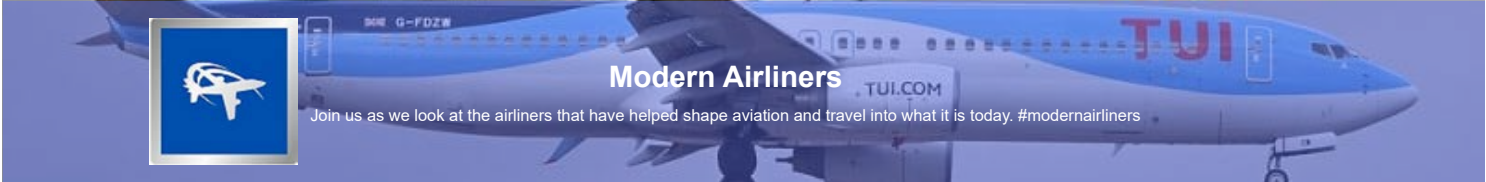


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Aircraft Types ≡

Boeing 737 Specifications

Boeing 737 Specs

In the more than fifty years of its existence, the [Boeing 737](#) has evolved from a stumpy little twin-jet airliner into a family of high performance and versatile jet transports. Check out the Boeing 737 Specs tables below to get a clear picture of how these city jets stack up.

The global climate of rising fuel costs, as well as increased competition in the form of the Airbus A320, have ensured that Boeing continues to bring out more improved versions of the type. Of course, we know that there have been major hiccups in the introduction of the new [737 MAX](#) with the tragic loss of life as a result. Whatever the reason, we hope that both Boeing and the F.A.A. (Federal Aviation Administration) have cleaned up their act and made the MAX as safe an airliner as its predecessors.



A Boeing 737 MAX in Boeing house colours.



Only whole vacation homes. ... -

Vrbo

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Its all about family

The Boeing 737 has four distinct families of variants within the type. These are:

Family	Variant				
Original	737 100	737 200ADV	–	–	–
Classic	737-300	737-400	737-500	–	–
Next Generation (NG)	737-600	737-700	737-800	737-900	–
MAX	MAX-7	MAX-9	MAX-200	MAX-9	MAX-10

Below is a table of the main features and specifications for the [Boeing 737](#) family of aircraft.

Boeing 737 Specs (Two Tables)

[Jump to Specification Table Boeing 737 Original and Boeing 737 Classic.](#)

[Jump to Specification Table Boeing 737 Next Gen and Max.](#)

Boeing 737 Specs Table for Original and Classic.

FAMILY	ORIGINAL		CLASSIC		
Variant	737 100	737 200ADV	737 300	737 400	737 500
Flight Crew	2		2		
Prices					
Milestones					
Maiden Flight	09 APR 1967	08 AUG 1967	24 FEB 1984	19 FEB 1988	30 JUN 1989
Launch Delivery	28 DEC 1967	29 DEC 1967	28 NOV 1984	15 SEP 1988	28 FEB 1990

Final Delivery	02 NOV 196902 AUG 1988		17 DEC 199925 FEB 2000		21 JUL 1999
Power Plant					
Model	JT8D		CFM56-3		
Type	7	15A	B2	C-1	B1
Thrust	64.4Kn 14,000lb	71.2Kn 16,000lb	88.9Kn 20,000lb	104.5Kn 23,500lb	82.3Kn 18,500lb
Dimensions					
Fuselage					
Aircraft Length	28.65M 94Ft	30.53M 100Ft 2In	33.40M 109Ft 7In	36.45M 119Ft 7In	31.01M 101Ft 9In
Fuselage Height	4.01M (13Ft 2In)		4.01M (13Ft 2In)		
Fuselage Width (Outside)	3.76M (12Ft 4In)		3.76M (12Ft 4In)		
Cabin Width	3.54M (11Ft 5In)		3.54M (11Ft 5In)		
Cargo	18M³ 650Ft³	24.8M³ 875Ft³	TBA³ TBA³	TBA³ TBA³	TBA³ TBA³
Wing					
Span	28.35M (93Ft)		28.88M (94Ft 9In)		
Wing Area	102M²(1,098Ft²)		105.4M²(1,134Ft 6In²)		
Dihedral	6 Degrees		6 Degrees		
Sweep Back	25 Degrees		25 Degrees		
FAMILY	ORIGINAL		CLASSIC		
Variant	737 100	737 200ADV	737 300	737 400	737 500
Tail Fin					
Aircraft Height	11.28M (37Ft)		11.12M (36Ft 6In)		
Tail Fin Height	6.15M (20Ft 2In)		6.15M (20Ft 2In)		
Tail Fin Area	20.81M² (224Ft²)		23.13M² (249Ft²)		

Sweep Back	35 Degrees		35 Degrees		
Under carriage					
Track	5.23M 17Ft 2In		5.25M 17Ft 3In		
Wheelbase	10.46M (34Ft 4In)	11.38M (37Ft 4In)	12.40M (40Ft 8In)	14.27M (46Ft 10In)	11.07M (36Ft 4In)
Number of Nose wheels	2		2		
Number of Main wheels	4		4		
Cabin					
Max. Certified Seating	124	136	149	188	140
Typical Seating	113	119	149	179	140
Seats Abreast	6 3×3		6 3×3		
Weights					
Max. Ramp Weight	44,361K (97,816lb)	52,615K (116,016lb)	56,700K (125,023lb)	63,049K (139,023lb)	63,049K (139,023lb)
Max. Takeoff Weight	44,225K (97,516lb)	52,390K (115,520lb)	56,472K (124,521lb)	62,822K (138,522lb)	62,823K (138,525lb)
Maximum Landing Weight	40,687K (89,715lb)	46,720K (103,018lb)	51,710K (114,021lb)	54,885K (121,021lb)	49,895K (110,018lb)
Max. Zero Fuel	38,555K (85,014lb)	43,091K (94,857lb)	47,625K (105,013lb)	51,256K (113,019lb)	46,720K (103,018lb)
Fuel					
Fuel Capacity	17,865L (4,720UG)	19,532L (5,160UG)	20,105L (5,312UG)	20,105L (5,312UG)	20,105L (5,312UG)
Speeds					
Vmo/Mmo Velocity/Mach Maximum Operating speed	350Kn 0.84M		340Kn 0.82M		

True Airspeed (Kt)	420		430		
Ceiling (Ft)	35,000	37,000	37,000		
Range with Max Payload(nm)	1,720Nm (3,185Km)	2,645Nm (4,899Km)	2,950Nm (5,463Km)	2,800Nm (5,186Km)	2,950Nm (5,463Km)
Variant	737 100	737 200ADV	737 300	737 400	737 500
FAMILY	ORIGINAL		CLASSIC		

[Specification Table Boeing 737 Original and Boeing 737 Classic \(Top\).](#)

Boeing 737 Specs Table for Next Gen and Max.

FAMILY	NEXT GENERATION (NG)				737 MAX				
Variant	600	700	800	900	Max 7	Max 8	Max 200	Max 9	Max 10
Milestones									
Prices (Millions)	—	US\$89.1	US\$106.1	US\$112.6	US\$99.7	US\$121.6	US\$124.8	US\$128.9	US\$132.5
Maiden Flight	22 JAN 1998	09 FEB 1997	31 JUL 1997	03 AUG 2000	16 MAR 2018	29 JAN 2016	13 JAN 2019	13 APR 2017	Late 2020
Launch Delivery	18 Sep 1998	17 Dec 1997	22 Apr 1998	15 May 2001	2019	22 MAY 2017	2019	21 March 2018	2020
Launch Airline	SAS	Southwest Airlines	Hapag Lloyd	Alaska Airlines	Westjet	Malindo Air	Ryan Air	Lion Air	TBA
Power Plant									
Model	CFM56-7				CFM				
Type	7B18	7B20	7B24	7B26	Leap-1B				
Thrust	82.0Kn, 18,500lb	89.0Kn, 20,600lb	107.0Kn, 24,200lb	117.3Kn, 26,300lb	119–130Kn, 26,786–29,317lb				
Dimensions									
Fuselage									
Fuselage Length	31.20M (102Ft 4In)	33.60M (110Ft 3In)	39.50M (129Ft 7In)	42.10M (138Ft 2In)	35.56M (116Ft 8In)	39.52M (129Ft 8In)	39.52M (129Ft 8In)	42.16M (138Ft 4In)	43.80M (143Ft 8In)

Height	18.7M, (61Ft 4In)				18.7M, (61Ft 4In)				
Fuselage Width (Outside)	3.76M, (12Ft 4In)				3.76M, (12Ft 4In)				
Cabin Width	3.53M,(11Ft 7In)				3.53M,(11Ft 7In)				
Wing									
Span	34.32M (112Ft 7In)				35.92M (117Ft 10In)				
Wing Area	124.58M ² (1,340Ft ²)				127M ² (1,370Ft ²)				
Dihedral	6 Degrees				6 Degrees				
Sweep Back	25.02 Degrees				25.03 Degrees				
Tail Fin									
Aircraft Height	12.6M (41Ft 4In)				12.3M (40ft 4in)				
Tail Fin Height	7.16M (23F 6In)				7.16M (23F 6In)				
Tail Fin Area	26.44M ² (285Ft ²)				26.44M ² (285Ft ²)				
Rudder Area	5.22M ² (56Ft ²)				5.22M ² (56Ft ²)				
FAMILY	NEXT GENERATION (NG)				737 MAX				
Variant	600	700	800	900	Max 7	Max 8	Max 200	Max 9	Max 10
Under carriage									
Track	5.76M (18Ft 11In)				5.72M (18Ft 9In)				
Wheelbase	–	12.6M (41Ft 4In)	15.6M (51Ft 2In)	–	12.6M (41Ft 4In)	15.6M (51Ft 2In)	17.17M (56Ft 4In)	–	–
Number of Nose wheels	2				2				
Number of Main wheels	4				4				

Max. Certified Seating	149		189		215		149		189		200		220		244			
Typical Seating	145				180		140				175				192		216	
Seats Abreast	6						6											
Weights																		
Max. Ramp Weight	65,317Kg (143,999lb)	70,307Kg (155,000lb)	79,229Kg (174,670lb)	79,229Kg (174,670lb)	–		82,417Kg (181,729lb)	–		–		–		–				
Max. Takeoff Weight	65,090Kg (153,499lb)	70,080Kg (154,500lb)	79,002Kg (174,170lb)	79,002Kg (174,170lb)	80,286Kg (177,000lb)		82,190Kg (181,229lb)	82,191Kg (181,200lb)		88,314Kg (194,700lb)		TBA						
Maximum Landing Weight	54,657Kg (120,499lb)	58,604Kg (130,000lb)	66,349Kg (146,275lb)	66,349Kg (146,275lb)	66,043Kg (145,600lb)		69,309Kg (152,800lb)	69,309Kg (152,800lb)		74,344Kg (163,900lb)		TBA						
Max. Zero Fuel	51,709Kg (113,999lb)	55,202Kg (121,700lb)	62,721Kg (138,276lb)	63,628Kg (140,276lb)	62,913Kg (138,700lb)		65,952Kg (145,400lb)	65,952Kg (145,400lb)		70,987Kg (156,500lb)		TBA						
Fuel																		
Capacity (Litres)	26,035L, (6,878 US Gal)						26,035L, (6,878 US Gal)											
Speeds																		
Vmo/Mmo Velocity/Mach Maximum Operating speed	340/0.82						340/0.82											
Cruise Speed IAS/Mach	230/0.785						230/0.785											
True Airspeed	450Kt						450Kt											
Ceiling (Ft)	41,000						41,000											
Range with Max Payload NM(Km)	4,500 (8,334)	4,400 (8,149)	4,000 (7,408)	3,200 (5,926)	3,850 (7,130)		3,550 (6,570)						3,300 (6,100)					
Variant	600	700	800	900	Max 7		Max 8	Max 200		Max 9		Max 10						

[Specification Table Boeing 737 Original and Boeing 737 Classic.\(Top\)](#)

[Specification Table Boeing 737 Next Gen and Max.\(Top\)](#)

A KLM
(Netherlands)
Boeing 737
900A.

If there is more you want to learn about this airliner, please visit: [Boeing 737 Home](#), [Boeing 737 Interior](#), [Boeing 737 Order Book](#), [Boeing 737 History](#), [Boeing 737 Assembly](#) and [Boeing 737 Max](#).

For more detailed information on the Boeing 737 Specs, you can click on this [Boeing 737 PDF](#).

We welcome your comment below, is there more we could be showing or are there topics you would like to see? Thank you.

54 thoughts on “Boeing 737 Specifications”

Daniel

[16/10/2016 at 02:25](#)

[REPLY](#)

Why has Boeing maintained its designation to be B737, despite the latest B737 bears little resemblance to the original variant of the B737?

Pisquali

[20/10/2016 at 03:14](#)

[REPLY](#)

Hi and thanks for stopping by. I suppose you have to look at the 737 as an aircraft class that is targeting a certain segment of the market. The Boeing 737 is designed to fill the smaller jet airliners space over a given range of seats. Whilst bigger than the Embraer E-Jets, Boeing feels this is an optimum size range for a small city jet which can also be used for medium-haul international services.

If you look at your favourite model of car, you would see that they have also evolved over time to be something unrecognisable from their ancestors. Gains in technology as well as traveller expectations, continue to drive aeroplane makers to come up with improved, more cost efficient and more comfortable versions of their offerings.

Jeff Barrick

[29/04/2020 at 07:54](#)

[REPLY](#)

Pisquali

29/04/2020 at 17:28

[REPLY](#)

Hi Jeffrey,

I'm not sure I understand the question. Are you after the radius of the fuselage at the level of the cargo door?

Cheers Peter

Lemuel Rodriguez

12/11/2020 at 14:14

[REPLY](#)

Greetings. A family consultation. In which manual could you find the cross-sectional dimensions of the wing spars and stabilizer (737-300)

You could support me with that.

I already checked in the AMM, SRM.

Pisquali

12/11/2020 at 16:21

[REPLY](#)

Hi Lemuel,

maybe this site can help you.

https://www.researchgate.net/publication/302903333_On_Boeing_737_-_300_Wing_Aerodynamics_Calculations_Based_on_VLM_Theory

Cheers Peter

Shawn Breslin

02/07/2018 at 05:01

[REPLY](#)

Do you have the estimated production material used for the 737 Next Gen? I know the 787 is moving toward using more composite material instead of aluminum. Is the same happening with the 737?

Pisquali

02/07/2018 at 17:27

[REPLY](#)

Hi Shawn,

it seems that Boeing has not leaped ahead with the 737 as much as they have with the 787. The use of composite materials in the [737 Next Gen](#) or even the [737 Max](#) is quite conservative. Aluminium alloys are still the mainstay of the construction materials used with various blends used according to the strength required for the particular component.

For Example:

Slats, flaps and Fuselage skin – areas primarily loaded in tension – Aluminium alloy 2024 (Aluminium and copper)

Wing lower skin – Aluminium alloy 7055 (Aluminium, zinc, magnesium and copper)

Wing ribs, Frames, stringers, keel and floor beams – Aluminium alloy 7075 (Aluminium and zinc)

I hope that helps.

Cheers Peter

Simon

[18/01/2019 at 13:24](#)

[REPLY](#)

Hi. I am looking for a wheelbase in one main shin and the pressure in the wheel (Boeing 737-500)

Pisquali

[12/02/2019 at 18:38](#)

[REPLY](#)

Hi and thanks for your question. For the wheels, I will give you two measurements. The wheelbase which is the distance from the nosewheel to the line between the main wheels, which is 11.07 metres. The wheel track, which is the distance between the main wheels is 5.25 metres. The nose wheel pressure in PSI is 186-194. The main wheel tyre pressures are 193-202, once again PSI.

Happy Flying.

Anumula Sai Pramod

[17/08/2019 at 01:09](#)

[REPLY](#)

Hi. I am looking to build a prototype of Boeing 737 for numerical simulation purpose. Can you please tell me where to look for the cabin height,width, seat height, width and door to door length. from cockpit door to the kitchen alley .

Pisquali

[17/08/2019 at 11:25](#)

[REPLY](#)

Hi Anumula,

thank you for stopping by. I found this image that might have some of the answers you need. Click [here](#).

We'd love you to share what you build when you're done. Best of luck.

Cheers Peter

Anumula Sai Pramod

[05/03/2020 at 23:44](#)

[REPLY](#)

Thanks, peter!

I started of using with this image. I will be very happy to share with you once I get decent results. My simulation is focused on postcrash fires. And I hope I will get some good stuff to post it to you

Andre Renaldy Pandie

[17/10/2019 at 17:11](#)

[REPLY](#)

Pisquali20/10/2019 at 09:31[REPLY](#)

Hi Andrey,

It sounds like you have a bit of a project on your hands. The information is surely out there, but maybe the questions need to be a bit more specific.

Good luck.

Cheers Peter

Ben Shepherd29/10/2019 at 22:02[REPLY](#)

Hello, do you know the meaning of the 737-8K5 designation and its background? The aircraft look like standard -800s, so why the difference?

Pisquali29/10/2019 at 22:28[REPLY](#)

Hi Ben,

You are right, it does look very much like a 737-800. That is because it is an 800. It is simply an 800 with certain modifications that might have been stipulated by the customer airliner. In this case I believe TUI fly is the main customer. We don't actually have access to a table of these variants and their features. If anyone does, please feel free to share with us all.

Thank you.

Cheers Peter

Ben Shepherd29/10/2019 at 23:47[REPLY](#)

Peter

Thank you for your reply. I cannot find any more information anywhere, but if I stumble across it, I will be sure to post it!

Ben

Ben Shepherd29/10/2019 at 23:51[REPLY](#)

Well, what do you know...?! Here's the list of Boeing Customer Codes:

https://en.m.wikipedia.org/wiki/List_of_Boeing_customer_codes

Pisquali30/10/2019 at 08:34

Ana-Maria STOICA[17/04/2020 at 03:54](#)[REPLY](#)

Hello! I would like to know what is the AOA during cruise for B737 NG and also the Fuel Flow cruise.

Pisquali[21/04/2020 at 20:03](#)[REPLY](#)

Hi Anna-Maria,
this question can have so many answers depending on the conditions, such as weight, air density, required speed etc.
Maybe there is someone out there who can give you a better answer.
Thanks for stopping by.
Cheers Peter

Pingback: [Is Covid-19 isolation an opportunity to learn to fly? - Modern Airlines](#)

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Josep[22/05/2020 at 05:50](#)[REPLY](#)

Hi,
Is the Range with Max Payload NM(Km) wrong?
At least with the Max 8, looking into the ACAP of Boeing (Rev E), I found it is 2500nm.
I think in the table you are talking about the range where payload is limited by MTOW.
Can you confirm if I'm right or wrong?
Thank you so much

Pisquali[23/05/2020 at 13:33](#)[REPLY](#)

Hi Josep,

thank you for stopping by and we appreciate you checking us out on the details. You were right, there were some discrepancies around the range. We have rechecked with Boeing and the figure should now be up to date and correct.

Cheers Peter

Pingback: [Council Post: Aviation Is The Driving Force Of Hydrogen | QNewsHub](#)

Pingback: [When will the Boeing 737 MAX fly again? - Modern Airlines](#)

How many square feet (or cubic feet) of space is in the 737 MAX flight deck?

Pisquali

31/08/2020 at 13:30

[REPLY](#)

Hi Mark,

thanks for stopping by. As you can appreciate, the cockpit of any aircraft is always a non-standard shape. With the tapering of the aircraft nose, it is hard to give any one clear answer. what we have done is sourced a document that gives the various dimensions of a 737 cockpit with which you should be able to find your desired outcome.

<https://www.markuspilot.com/download/BOEING%20737%20MEASUREMENTS.pdf>

Perhaps you will build a cockpit and use it with the new [Flight Sim 2020](#). 😊

Happy flying.

Peter

Aaron

25/10/2020 at 07:38

[REPLY](#)

Hi I was just wondering where you got this data from. Do you have a reference please?

Pisquali

25/10/2020 at 13:49

[REPLY](#)

Hi Aaron,

thank you for stopping by. The data for our pages are sourced from various locations, ranging from airliner manufacturer websites, technical airliner manuals etc.

Cheers Peter

Aaron

26/10/2020 at 00:03

[REPLY](#)

Hi Peter,

Have you got any exact places or web address please? Just not sure how to access these.

Thank you

Aaron

Pisquali

28/10/2020 at 11:29

[REPLY](#)

Cheers Peter

<http://toulouse747.com/wp-content/uploads/2018/12/Boeing-B737-700-800-900-Operations-Manual.pdf>

Mehmet DURMAZ

[REPLY](#)

23/11/2020 at 10:00

Hi, How can I learn aerospace materials about a and b basis allowables for Boeing-737 ? I am looking forward to your responses.

Thanks now.

Pisquali

[REPLY](#)

23/11/2020 at 10:13

Hi Mehmet,

I not sure what you mean by a and b basis allowable.

Cheers Peter

Mehmet DURMAZ

[REPLY](#)

23/11/2020 at 23:10

Firstly, thank you for reply. For instance, What is the Aluminium alloy 7055 basis values ?

Pisquali

[REPLY](#)

24/11/2020 at 10:21

Hi Mehmet,

sorry that is way out of our knowledge here. Can we suggest copying and pasteing " Aluminium alloy 7055 basis value" into your search engine of choice? There seem to be a lot of answers that come up, some of which might be what you're looking for.

Good luck.

Cheers Peter

Hiya,

Just wondering, where did you get the information about what specific aluminium alloys are used on different parts of the aircraft? Are there any useful sources where I might find the exact materials used in other aircraft?

Thanks

Pisquali

[12/12/2020 at 13:11](#)

[REPLY](#)

Hi Henna,
each aircraft is sourced from different places. Usually, you can find technical manuals, sometimes in PDF form which are full of information.
Cheers Peter

weiwei

[24/01/2021 at 03:37](#)

[REPLY](#)

hi! how can i know the material of 737NG's nose landing gear lower drag strut?thank you.

Pisquali

[24/01/2021 at 13:03](#)

[REPLY](#)

Hi Weiwei,

you may find what you are looking for by [clicking here](#).

Cheers Peter

Conner

[23/04/2021 at 10:55](#)

[REPLY](#)

What is the mass of the wings and everything attached, except for the engine on the 737-800?

Pisquali

[08/05/2021 at 14:35](#)

[REPLY](#)

I really have no idea.

Stewart Carter

[19/10/2021 at 18:17](#)

[REPLY](#)

Hi there.. is anyone able to tell me the radius of the arc of the L1 and L2 doors as they are being opened? i.e..what is the maximum lateral distance the doors swing away from the aircraft, before they get to rest in the fully open position?

what is the VNE of a 737-800?

Pisquali

[24/03/2022 at 07:39](#)

[REPLY](#)

Hi Bradley,
thanks for stopping by. The VNE or never exceed speed for the Boeing 737-800 is 340 KIAS(Knots indicated airspeed) or Mach 0.82. Additionally, below 10,000 feet it should not exceed 250 knots.
Cheers Peter

Daniel Putra

[29/07/2022 at 12:15](#)

[REPLY](#)

Hi All,
Perhaps somebody has experience in shipment of landing gear. i would like to know the dimension of both nose and main landing gear crates also the approximate weight of the shipment.
Thank you.

maria johnson

[15/11/2022 at 09:16](#)

[REPLY](#)

Hi
I am looking for some spec information in more detail for a project
could you point me in the right direction or tell me what the weight of the landing gear would be on a 737? Also looking for the materials used for the front windscreen?
Thanks

Pisquali

[15/11/2022 at 16:23](#)

[REPLY](#)

Hi,

not sure where to find that kind of detail. This maybe?

<http://toulouse747.com/wp-content/uploads/2018/12/Boeing-B737-700-800-900-Operations-Manual.pdf>

Chers Peter

Bradley Scott

[20/01/2023 at 03:49](#)

[REPLY](#)

Hello

I'm doing a dissertation on morphing wingtip devices, looking at varying the cant angle to maximise efficiency. Do you know how or where I would be able to get details on the dimensions or materials of the wingtip for this aircraft or other similar aircraft?

Pisquali20/01/2023 at 09:35[REPLY](#)

Hi Bradley,

I'm glad you got something out of our site that was helpful. Regarding winglets, I think Simple Flying explains it well.

<https://simpleflying.com/how-aircraft-wings-are-made/>

I hope that helps.

Cheers Peter

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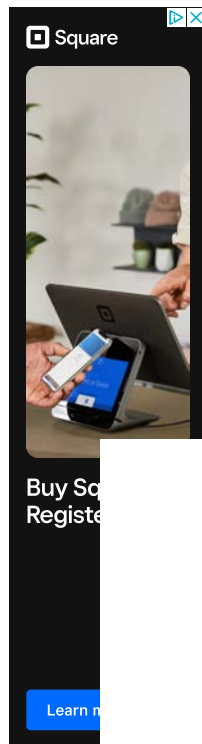
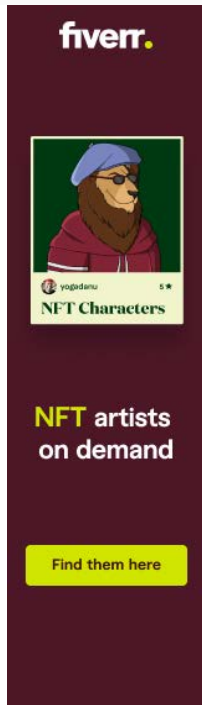
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