



from the builder of the world's most successful jetliners:

# short-range Boeing 737

offering airlines the advantage of 4, 5  
6-abreast seating—providing the highest  
profit potential—and the lowest seat-mile  
cost—of any short-range airliner.

The 737 will have a gross weight half  
that of the 727.

The 737's wing-mounted engine arrange-  
ment is right for the job. It provides known  
excellent stall characteristics in a two-  
engine airplane, cuts weight and installation  
costs, permits interchange of identical  
engines, and adds to the ease of mainten-  
ance. Furthermore, the engines are the same  
Pratt & Whitney JT8Ds used on the 727.

The 737 will carry 75 to 100 passengers

at cruise speeds of 550 to 580 miles an  
hour. It will have the same advanced high-  
lift devices as the 727, assuring excep-  
tional low speed, short-field performance.  
The 737 is designed for operation by a  
two-man crew. Roll out is scheduled for  
November of next year.

With many of the same cabin features,  
systems and components as the larger  
Boeing jets, the 737 offers substantial  
savings in maintenance, spares inventories,  
training and reliability to airlines now flying  
Boeing equipment.

Even more important the 737 offers air-  
lines the benefits of Boeing's unequalled

experience as builder of the world's most  
successful jet-liners. Boeing jets, in almost  
2 thousand million miles of commercial  
operations, have demonstrated superior  
passenger appeal, reliability and profit-  
ability. These are some of the reasons why  
airlines have ordered—and re-ordered—  
more jetliners from Boeing than from any  
other manufacturer.

**BOEING 737**