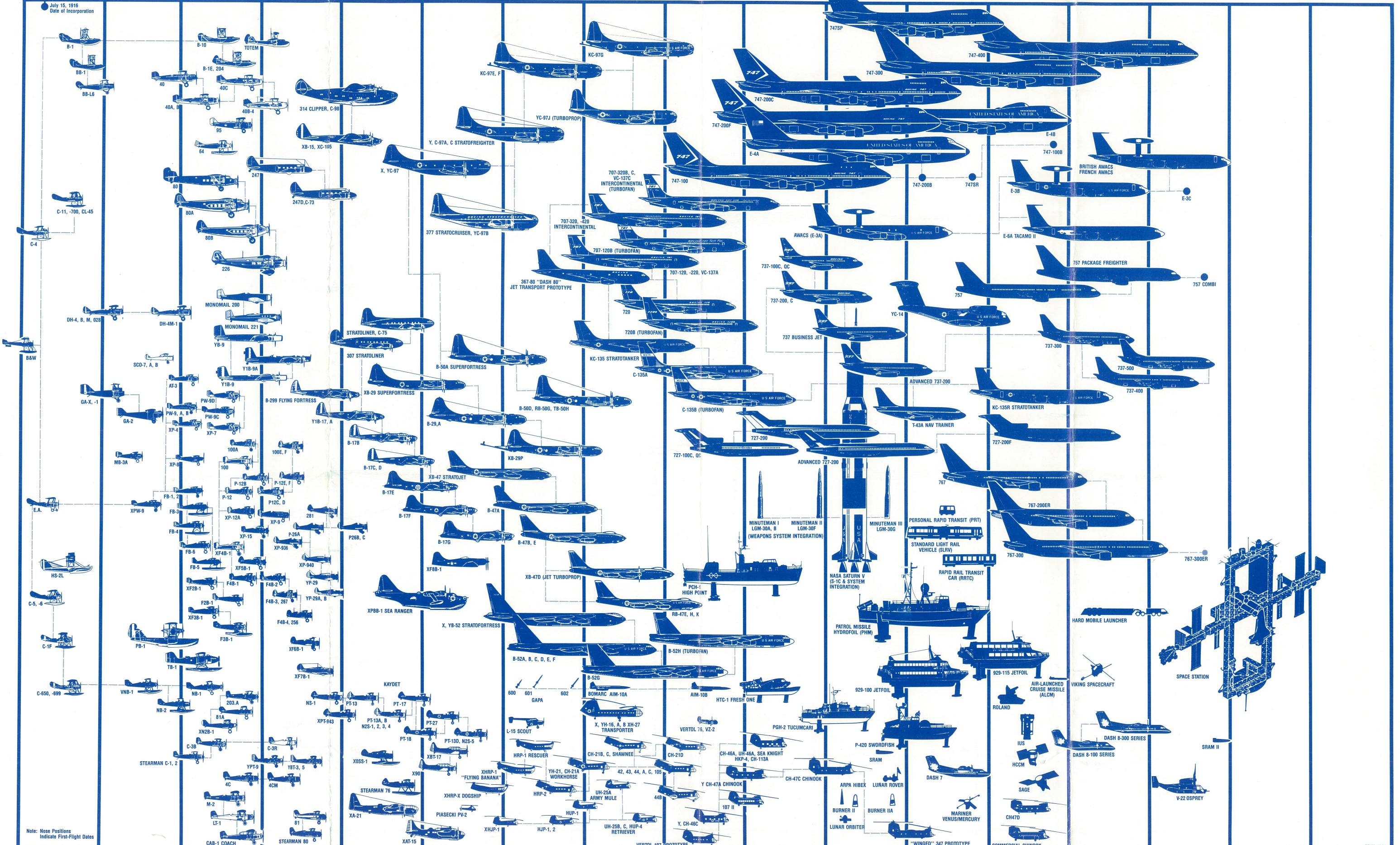


Boeing Parade of Progress

1915 1920 1925 1930 1935 1940 1945 1950 1955 1960 1965 1970 1975 1980 1985 1990 1995 2000



July 15, 1916
Date of Incorporation

Note: Nose Positions
Indicate First-Flight Dates

1915 1920 1925 1930 1935 1940 1945 1950 1955 1960 1965 1970 1975 1980 1985 1990 1995 2000

The First Family of Commercial Jet Airplanes

747-400	
Length	231 ft 10 in.
Height (at tail)	63 ft 4 in.
Wingspan	211 ft
Maximum Gross Weight	870,000 lb
Number of Passengers	400

747-300	
Length	231 ft 10 in.
Height (at tail)	63 ft 4 in.
Wingspan	195 ft 8 in.
Maximum Gross Weight	833,000 lb
Number of Passengers	400

767-300	
Length	180 ft 3 in.
Height (at tail)	52 ft
Wingspan	156 ft 1 in.
Maximum Gross Weight	407,000 lb
Number of Passengers	210

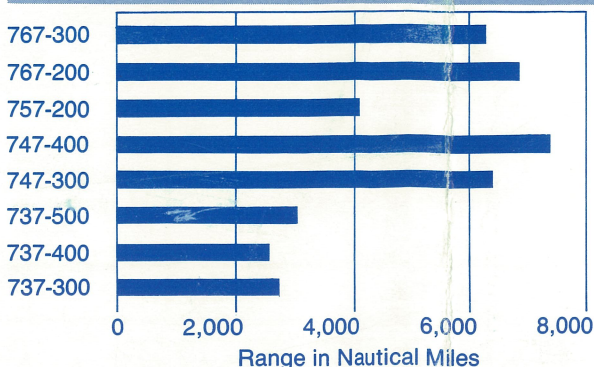
767-200	
Length	159 ft 2 in.
Height (at tail)	52 ft
Wingspan	156 ft 1 in.
Maximum Gross Weight	380,000 lb
Number of Passengers	174

757-200	
Length	155 ft 3 in.
Height (at tail)	44 ft 6 in.
Wingspan	124 ft 10 in.
Maximum Gross Weight	220,000 lb
Number of Passengers	186

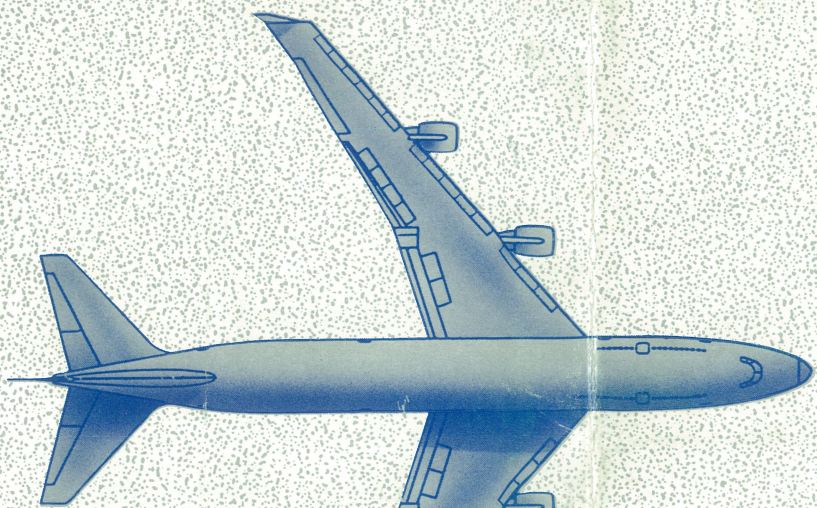
737-400	
Length	119 ft 7 in.
Height (at tail)	36 ft 6 in.
Wingspan	94 ft 9 in.
Maximum Gross Weight	138,500 lb
Number of Passengers	146

737-300	
Length	109 ft 7 in.
Height (at tail)	36 ft 6 in.
Wingspan	94 ft 9 in.
Maximum Gross Weight	124,500 lb
Number of Passengers	128

737-500	
Length	101 ft 9 in.
Height (at tail)	36 ft 6 in.
Wingspan	94 ft 9 in.
Maximum Gross Weight	115,500 lb
Number of Passengers	108



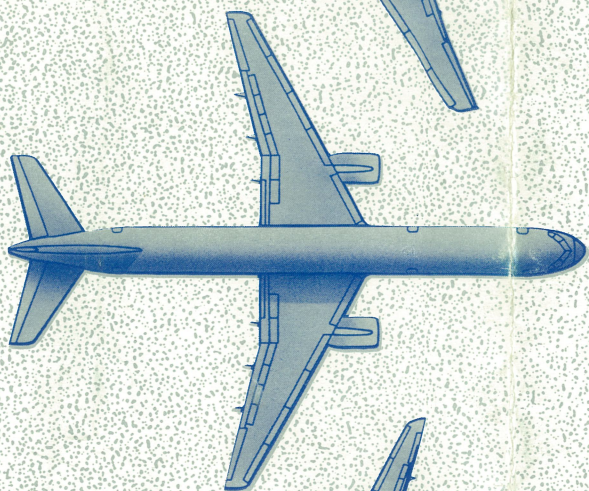
747



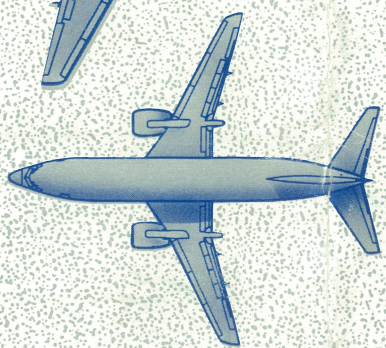
767



757



737



When Boeing designed and developed its first prototype jet transport in the 1950s, it gave birth to the international jet era. The 707 jetliner also marked the beginning of the Boeing "family" of commercial airplanes, which has grown to include the 727, 737, 747, 757 and 767.

A high-technology family of 737s using CFM56-3 engines to obtain low noise, excellent reliability and reduced operating costs further enhance the popular fleet. The 128-passenger 737-300, currently a best seller, introduced the 20-inch aisle to the Boeing standard-width airplanes. The fuselage of the 737-400 has been extended 10 feet to carry 18 more passengers than the 737-300. The newest family member, the 737-500, seats 108 passengers in a two-class configuration.

The family concept is readily apparent in the three 737 models. Flight crews can move interchangeably between the models, greatly reducing training costs. Common maintenance procedures, spare parts and ground support equipment also mean savings for customers who choose 737 family members.

The world's most fuel-efficient twinjet, the 757-200, features advanced-technology engine and wing designs that allow quiet takeoffs and higher cruise altitudes. The efficient flight deck of the 757 allows the two-person flight crew to fly more precise, fuel-saving routes of up to 4,000 nautical miles. The 757, along with the 737, is assembled at the Boeing plant in Renton.

The 767 lineup includes the 767-200 and -300, with extended-range versions of both for use on intercontinental routes. The 767-200 features twin aisles, unique seven-across seating and a range of up to 6,800 nautical miles in the extended-range version. The 767-300, with a fuselage more than 21 feet longer, offers 21% more passenger capacity and 34% more cargo capacity than the 767-200. The extended-range 767-300 can carry 210 passengers more than 6,200 nautical miles.

The 767 and 757 share the same advanced-technology flight deck. This also means greater crew flexibility and lower training costs for airlines that fly Boeing family members.

The 747 is the world's largest, longest-range commercial airplane. The newest model, the 747-400, features a new two-crew digital flight deck, advanced engines, additional wingspan and six-foot-high winglets, all of which contribute to a range ability exceeding 7,300 nautical miles. The 747 and 767 are assembled at the vast Everett plant, located next to Paine Field.

The Boeing team continuously improves and enhances its commercial jet transport family. Even now, Boeing employees are looking well into the 21st century to develop aircraft that will meet the needs of the world's airlines and the traveling public.