



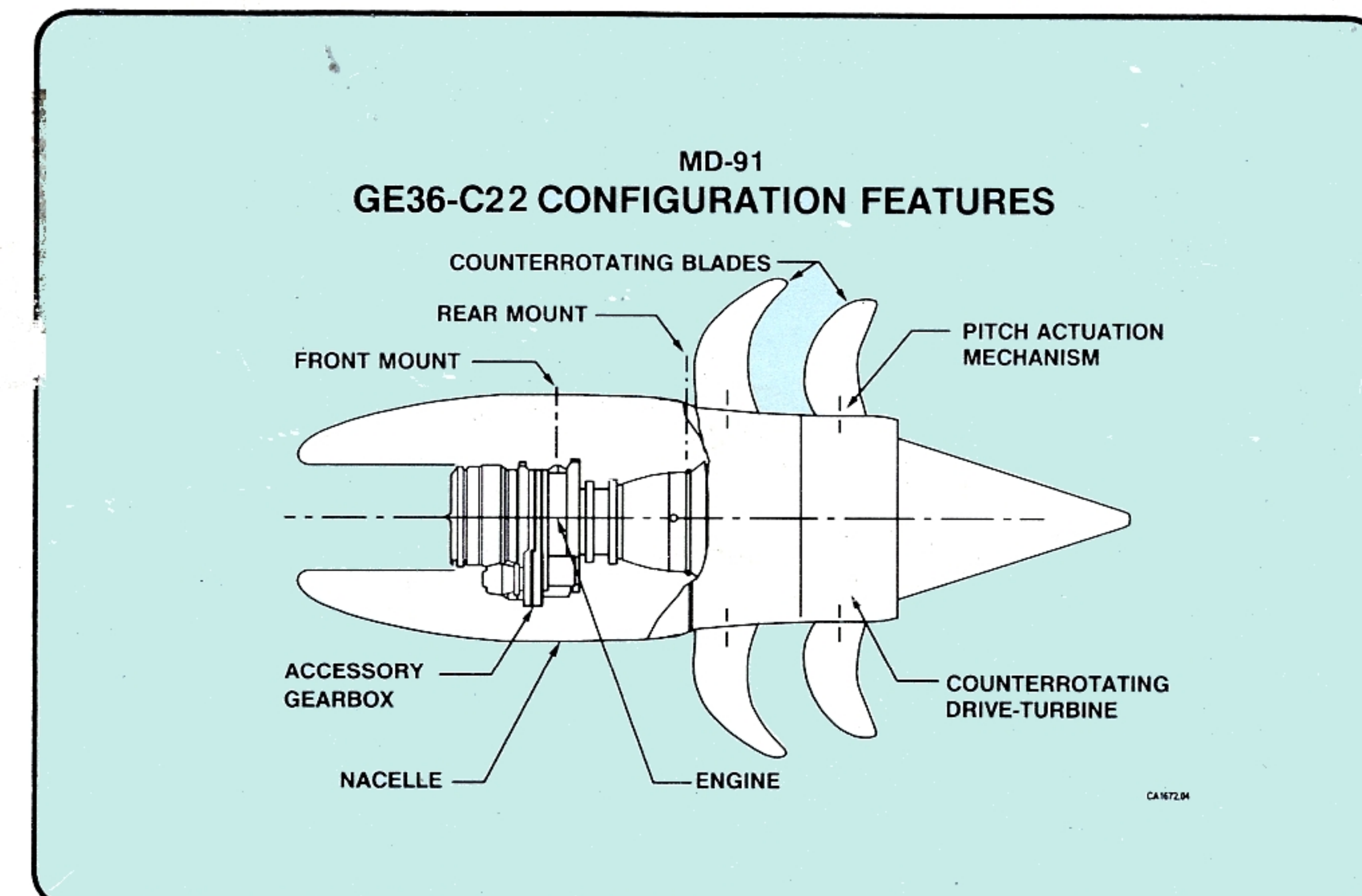
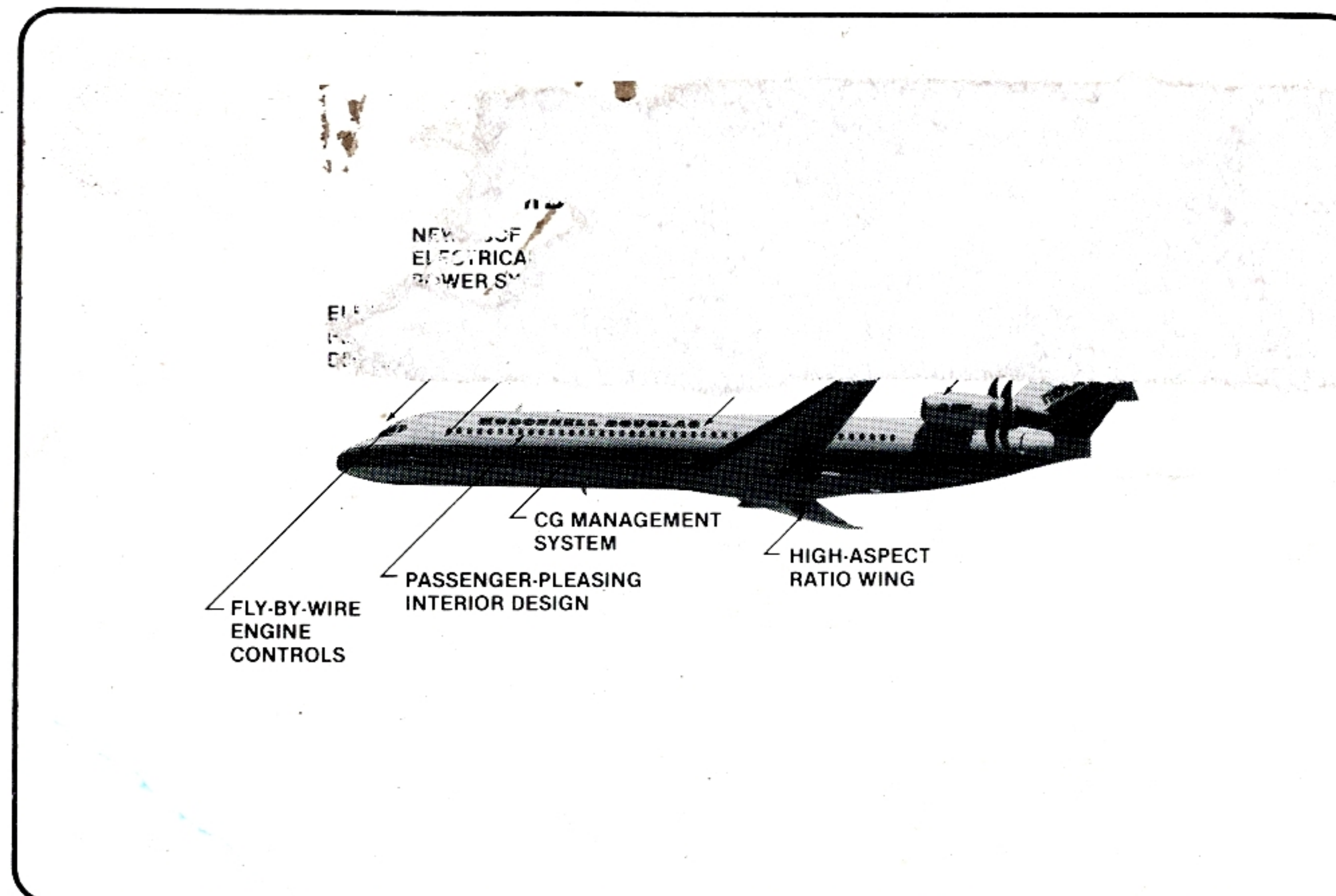


# THE MCDONNELL DOUGLAS MD-91

The MD-91 will be powered by a revolutionary propulsion concept that combines the efficiency of advanced propellers with the speed of today's turbofans. These GE36-C22 unducted fan engines, featuring a counterrotating direct-drive turbine, will reduce fuel burn by almost 70 percent when compared to some first-generation single-aisle jet aircraft.

GE's fourth-generation UDF engines will also provide quieter aircraft operations relative to cabin noise levels and community operations. Data generated by the MD-80/GE UDF Demonstrator show that we can actually improve upon aft-cabin noise levels of today's quiet MD-80. Similarly, the MD-90 family of airliners will be considerably quieter than the current FAA Part 36 Stage III noise requirements and will provide significant operational flexibility from today's noise-sensitive airports.

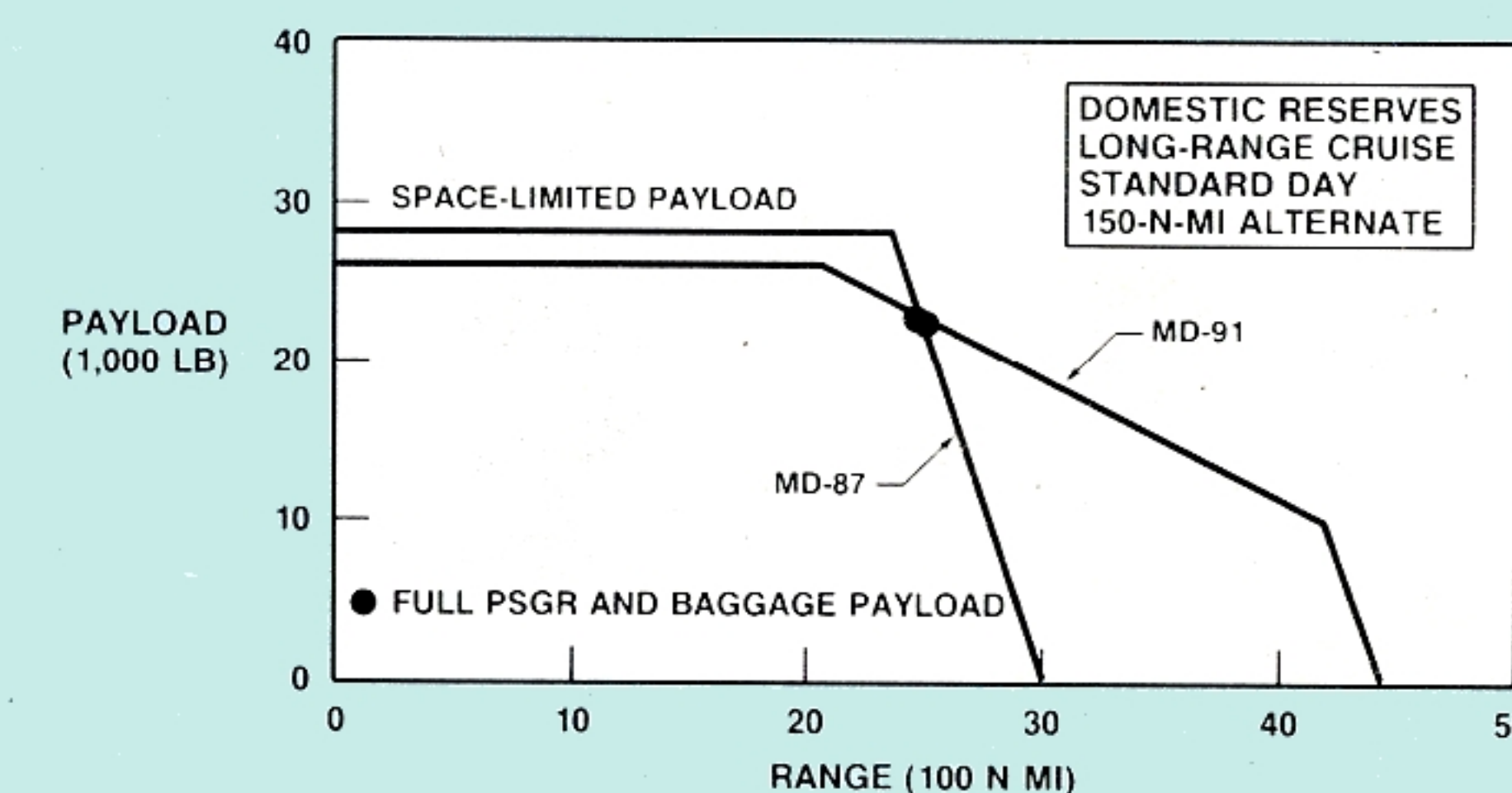
The MD-91, along with its partner, the MD-92, will be an advanced-technology family of airliners that will meet the changing needs of this dynamic industry and enhance the airlines' financial return.



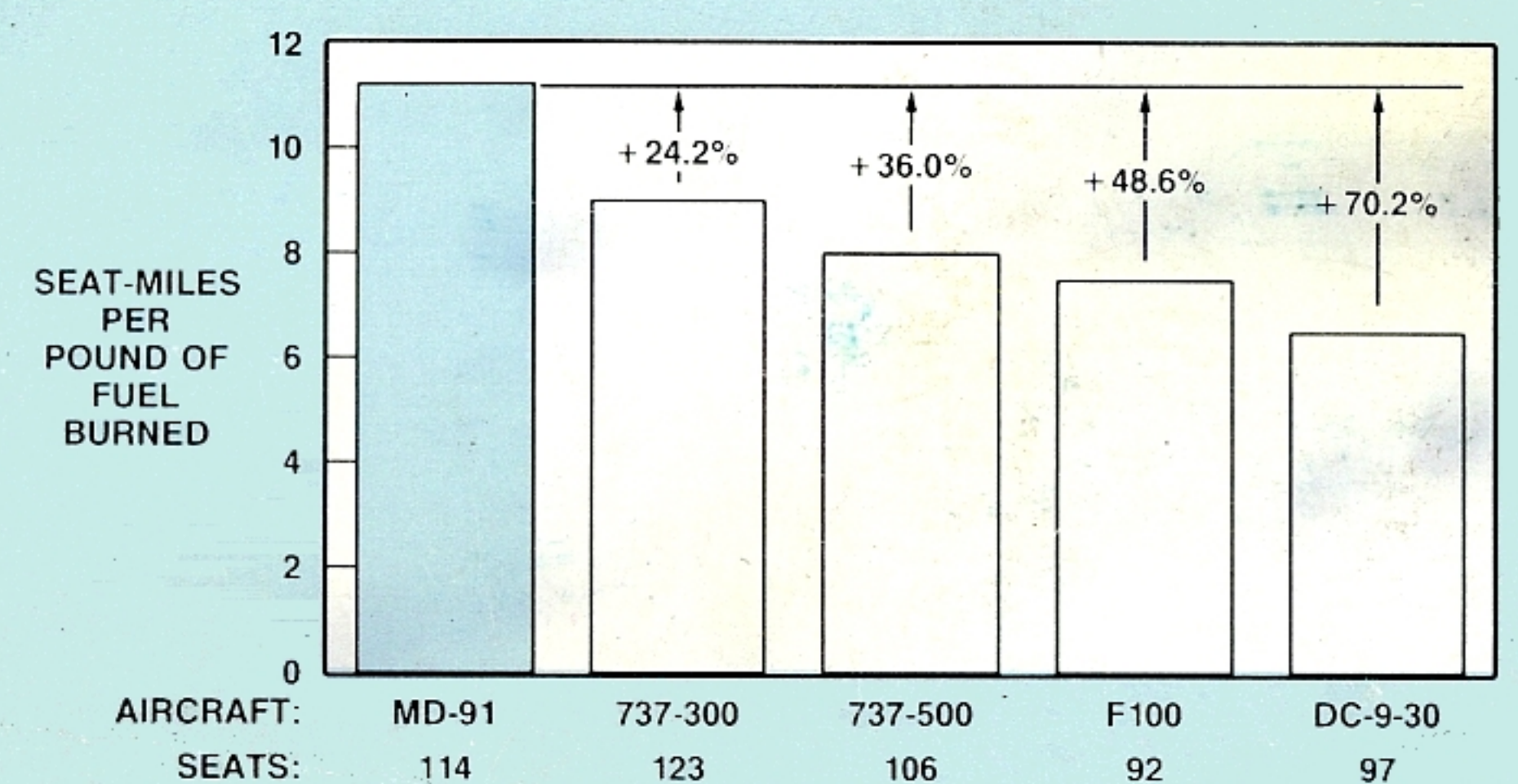
MD-91  
COMPARATIVE CHARACTERISTICS  
DOUGLAS AIRCRAFT COMPANY RULES

AIRPLANE	MD-87	MD-91
ENGINES	JT8D-217C	GE36-C22
MIXED CLASS SEATS (NO.)	114	114
OEW (LB)	74,300	84,055
MTOGW (LB)	140,000	133,000
RANGE (N MI)	2,500	2,484
TOFL (MTOGW/SL/84°F)(FT)	6,400	5,275
CRUISE SPEED (MACH NO.)	0.76	0.76
FUEL BURN (500 N MI/100% LF)	BASE	-34%
LOWER HOLD CARGO VOLUME (FT <sup>3</sup> )		727

MD-91 VERSUS MD-87  
PAYLOAD-RANGE COMPARISON  
DOUGLAS AIRCRAFT COMPANY RULES



MD-91  
TRANSPORT EFFICIENCY  
500-N-MI MISSION



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