

# 767-200ER performance summary

# 767

## Three-class seating, General Electric engines

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/BC/EC) pallets/containers <sup>1</sup>	181 (15/40/126) 3/10	
Engines SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	CF6-80C2B6F 60,200/86	CF6-80C2B7F 62,100/86
Maximum taxi weight	kg (lb)	157,390 (347,000)	179,620 (396,000)
Maximum takeoff weight	kg (lb)	156,480 (345,000)	179,160 (395,000)
Maximum landing weight	kg (lb)	126,090 (278,000)	136,070 (300,000)
Maximum zero fuel weight	kg (lb)	114,750 (253,000)	117,930 (260,000)
Operating empty weight	kg (lb)	85,680 (188,900)	85,680 (188,900)
Fuel capacity	L (U.S. gal )	90,770 (23,980)	90,770 (23,980)
Design range (MTOW, full passenger payload)	nmi (km)	5,015 (9,285)	6,590 <sup>3</sup> (12,200) <sup>3</sup>
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	1,885 (6,200)	2,480 (8,150)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	37,800	35,000
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	18,300	13,700
Landing field length (MLW)	m (ft)	1,505 (4,950)	1,615 (5,300)
Approach speed (MLW)	kias	137	142
Fuel burn/seat 3,000 nmi	kg (lb)	148.4 (327.2)	148.4 (327.2)

• Typical mission rules.

<sup>1</sup> 96- x 125-in pallets/LD-2 containers.

<sup>2</sup> Highest optional weight.

<sup>3</sup> Fuel volume limited.

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## Three-class seating, Pratt & Whitney engines

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/BC/EC) pallets/containers <sup>1</sup>	181 (15/40/126) 3/10	
Engines		PW4052	PW4060
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	52,300/92	60,200/92
Maximum taxi weight	kg (lb)	157,390 (347,000)	179,620 (396,000)
Maximum takeoff weight	kg (lb)	156,480 (345,000)	179,160 (395,000)
Maximum landing weight	kg (lb)	126,090 (278,000)	136,070 (300,000)
Maximum zero fuel weight	kg (lb)	114,750 (253,000)	117,930 (260,000)
Operating empty weight	kg (lb)	85,860 (189,300)	85,860 (189,300)
Fuel capacity	L (U.S. gal)	90,770 (23,980)	90,770 (23,980)
Design range (MTOW, full passenger payload)	nmi (km)	4,905 (9,080)	6,485 <sup>3</sup> (12,010) <sup>3</sup>
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,175 (7,150)	2,560 (8,400)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	37,900	35,000
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	17,000	15,300
Landing field length (MLW)	m (ft)	1,505 (4,950)	1,600 (5,250)
Approach speed (MLW)	kias	137	142
Fuel burn/seat 3,000 nmi	kg (lb)	151.7 (334.4)	151.7 (334.4)

• Typical mission rules.

<sup>1</sup> 96- x 125-in pallets/LD-2 containers.

<sup>2</sup> Highest optional weight.

<sup>3</sup> Fuel volume limited.

# 767-300ER performance summary

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## Three-class seating, General Electric engines

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/BC/EC) pallets/containers <sup>1</sup>	218 (18/46/154) 4/14	
Engines SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	CF6-80C2B6F 60,200/86	CF6-80C2B7F 62,100/86
Maximum taxi weight	kg (lb)	172,810 (381,000)	187,330 (413,000)
Maximum takeoff weight	kg (lb)	172,360 (380,000)	186,880 (412,000)
Maximum landing weight	kg (lb)	136,070 (300,000)	145,140 (320,000)
Maximum zero fuel weight	kg (lb)	126,090 (278,000)	133,800 (295,000)
Operating empty weight	kg (lb)	90,300 (203,500)	92,300 (203,500)
Fuel capacity	L (U.S. gal )	90,770 (23,980)	90,770 (23,980)
Design range (MTOW, full passenger payload)	nmi (km)	4,970 (9,200)	5,975 (11,065)
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,285 (7,500)	2,710 (8,900)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	35,100	33,400
Engine-out altitude capability (MTOW, ISA + 10°C)	m (ft)	15,300	12,400
Landing field length (MLW)	m (ft)	1,580 (5,200)	1,675 (5,500)
Approach speed (MLW)	kias	140	145
Fuel burn/seat 3,000 nmi	kg (lb)	137.3 (302.8)	137.3 (302.8)

• Typical mission rules.

<sup>1</sup> 96- x 125-in pallets/LD-2 containers.

<sup>2</sup> Highest optional weight.

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## Three-class seating, Pratt & Whitney engines

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/BC/EC) pallets/containers <sup>1</sup>	218 (18/46/154) 4/14	
Engines SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	PW4056 57,100/92	PW4062 63,300/86
Maximum taxi weight	kg (lb)	172,810 (381,000)	187,330 (413,000)
Maximum takeoff weight	kg (lb)	172,360 (380,000)	186,880 (412,000)
Maximum landing weight	kg (lb)	136,070 (300,000)	145,140 (320,000)
Maximum zero fuel weight	kg (lb)	126,090 (278,000)	133,800 (295,000)
Operating empty weight	kg (lb)	92,480 (203,900)	92,480 (203,900)
Fuel capacity	L (U.S. gal)	90,770 (23,980)	90,770 (23,980)
Design range (MTOW, full passenger payload)	nmi (km)	4,955 (8,150)	5,980 (11,070)
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,480 (8,150)	2,650 (8,700)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	35,200	33,500
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	15,300	12,800
Landing field length (MLW)	m (ft)	1,580 (5,200)	1,675 (5,500)
Approach speed (MLW)	kias	140	145
Fuel burn/seat 3,000 nmi	kg (lb)	137.7 (303.5)	137.7 (303.5)

• Typical mission rules.

<sup>1</sup> 96- x 125-in pallets/LD-2 containers

<sup>2</sup> Highest optional weight.

# 767-400ER performance summary

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## Three-class seating, General Electric engines

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/BC/EC) pallets/containers <sup>1</sup>	245 (20/50/175) 5/18	
Engines SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	CF6-80C2B7F1 62,100/86	CF6-80C2B8F 63,500/86
Maximum taxi weight	kg (lb)	181,890 (401,000)	204,570 (451,000)
Maximum takeoff weight	kg (lb)	181,430 (400,000)	204,110 (450,000)
Maximum landing weight	kg (lb)	158,750 (350,000)	158,750 (350,000)
Maximum zero fuel weight	kg (lb)	149,680 (330,000)	149,680 (330,000)
Operating empty weight	kg (lb)	103,820 (228,900)	103,820 (228,900)
Fuel capacity	L (U.S. gal )	90,770 (23,980)	90,770 (23,980)
Design range (MTOW, full passenger payload)	nmi (km)	4,275 (7,915)	5,625 <sup>3</sup> (10,415) <sup>3</sup>
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,435 (8,000)	3,290 (10,800)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	34,800	32,600
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	15,200	11,100
Landing field length (MLW)	m (ft )	1,885 (6,200)	1,885 (6,200)
Approach speed (MLW)	kias	150	150
Fuel burn/seat 3,000 nmi	kg (lb)	131.1 (289.1)	131.1 (289.1)

• Typical mission rules.

<sup>1</sup> 96- x 125-in pallets/LD-2 containers.

<sup>2</sup> Highest optional weight.

<sup>3</sup> Fuel volume limited.

# 767-400ER performance summary

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## Three-class seating, Pratt & Whitney engines

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/BC/EC) pallets/containers <sup>1</sup>	245 (20/50/175) 5/18	
Engines		PW4062 63,300/86	PW4062 63,300/86
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F		
Maximum taxi weight	kg (lb)	181,890 (401,000)	204,570 (451,000)
Maximum takeoff weight	kg (lb)	181,430 (400,000)	204,110 (450,000)
Maximum landing weight	kg (lb)	158,750 (350,000)	158,750 (350,000)
Maximum zero fuel weight	kg (lb)	149,680 (330,000)	149,680 (330,000)
Operating empty weight	kg (lb)	104,190 (229,700)	104,190 (229,700)
Fuel capacity	L (U.S. gal )	90,770 (23,980)	90,770 (23,980)
Design range (MTOW, full passenger payload)	nmi (km)	4,195 (7,765)	5,570 <sup>3</sup> (10,315) <sup>3</sup>
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,405 (7,900)	3,320 (10,900)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	35,200	32,700
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	16,500	11,500
Landing field length (MLW)	m (ft)	1,885 (6,200)	1,885 (6,200)
Approach speed (MLW)	kias	150	150
Fuel burn/seat 3,000 nmi	kg (lb)	132.8 (292.7)	132.8 (292.7)

• Typical mission rules.

<sup>1</sup> 96- x 125-in pallets/LD-2 containers.

<sup>2</sup> Highest optional weight.

<sup>3</sup> Fuel volume limited.

# 767-200ER performance summary

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## Two-class seating, General Electric engines

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/EC) pallets/containers <sup>1</sup>	224 (18/206) 3/10	
Engines SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	CF6-80C2B6F 50,600/90	CF6-80C2B7F 62,100/86
Maximum taxi weight	kg (lb)	157,390 (347,000)	179,620 (396,000)
Maximum takeoff weight	kg (lb)	156,480 (345,000)	179,160 (395,000)
Maximum landing weight	kg (lb)	126,090 (278,000)	136,070 (300,000)
Maximum zero fuel weight	kg (lb)	114,750 (253,000)	117,930 (260,000)
Operating empty weight	kg (lb)	85,040 (187,500)	85,040 (187,500)
Fuel capacity	L (U.S. gal)	90,770 (23,980)	90,770 (23,980)
Design range (MTOW, full passenger payload)	nmi (km)	4,710 (8,720)	6,475 <sup>3</sup> (11,990) <sup>3</sup>
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	1,885 (6,200)	2,480 (8,150)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	37,800	35,000
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	18,300	13,700
Landing field length (MLW)	m (ft)	1,505 (4,950)	1,615 (5,300)
Approach speed (MLW)	kias	137	142
Fuel burn/seat 3,000 nmi	kg (lb)	122.3 (269.7)	122.3 (269.7)

• Typical mission rules.

<sup>1</sup> 96- x 125-in pallets/LD-2 containers.

<sup>2</sup> Highest optional weight.

<sup>3</sup> Fuel volume limited.

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## Two-class seating, Pratt & Whitney engines

		Basic	Maximum <sup>2</sup>
Passengers	(FC/EC)	224 (18/206) 3/10	
Cargo	pallets/containers <sup>1</sup>		
Engines		PW4052	PW4060
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	52,300/92	60,200/92
Maximum taxi weight	kg (lb)	157,390 (347,000)	179,620 (396,000)
Maximum takeoff weight	kg (lb)	156,480 (345,000)	179,160 (395,000)
Maximum landing weight	kg (lb)	126,090 (278,000)	136,070 (300,000)
Maximum zero fuel weight	kg (lb)	114,750 (253,000)	117,930 (260,000)
Operating empty weight	kg (lb)	85,230 (187,900)	85,230 (187,900)
Fuel capacity	L (U.S. gal)	90,770 (23,980)	90,770 (23,980)
Design range (MTOW, full passenger payload)	nmi (km)	4,605 (8,525)	6,375 <sup>3</sup> (11,805) <sup>3</sup>
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,175 (7,150)	2,560 (8,400)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	37,900	35,000
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	17,000	15,300
Landing field length (MLW)	m (ft)	1,505 (4,950)	1,600 (5,250)
Approach speed (MLW)	kias	137	142
Fuel burn/seat 3,000 nmi	kg (lb)	124.9 (275.3)	124.9 (275.3)

• Typical mission rules.

<sup>1</sup> 96- x 125-in pallets/LD-2 containers.

<sup>2</sup> Highest optional weight.

<sup>3</sup> Fuel volume limited.



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## Two-class seating, General Electric engines

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/EC) pallets/containers <sup>1</sup>	269 (24/245) 4/14	
Engines		CF6-80C2B6F	CF6-80C2B7F
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	60,200/86	62,100/86
Maximum taxi weight	kg (lb)	172,810 (381,000)	187,330 (413,000)
Maximum takeoff weight	kg (lb)	172,360 (380,000)	186,880 (412,000)
Maximum landing weight	kg (lb)	136,070 (300,000)	145,140 (320,000)
Maximum zero fuel weight	kg (lb)	126,090 (278,000)	133,800 (295,000)
Operating empty weight	kg (lb)	90,620 (202,000)	91,620 (202,000)
Fuel capacity	L (U.S. gal )	90,770 (23,980)	90,770 (23,980)
Design range (MTOW, full passenger payload)	nmi (km)	4,640 (8,590)	5,725 (10,600)
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,285 (7,500)	2,710 (8,900)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	35,100	33,400
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	15,300	12,400
Landing field length (MLW)	m (ft)	1,580 (5,200)	1,675 (5,500)
Approach speed (MLW)	kias	140	145
Fuel burn/seat 3,000 nmi	kg (lb)	113.9 (251.0)	113.9 (251.0)

• Typical mission rules.

<sup>1</sup> 96- x 125-in pallets/LD-2 containers.

<sup>2</sup> Highest optional weight.

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## Two-class seating, Pratt & Whitney engines

		Basic	Maximum <sup>2</sup>
Passengers	(FC/EC)	269 (24/245) 4/14	
Cargo	pallets/containers <sup>1</sup>		
Engines		PW4056	PW4062
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	57,100/92	63,300/86
Maximum taxi weight	kg (lb)	172,810 (381,000)	187,330 (413,000)
Maximum takeoff weight	kg (lb)	172,360 (380,000)	186,880 (412,000)
Maximum landing weight	kg (lb)	136,070 (300,000)	145,140 (320,000)
Maximum zero fuel weight	kg (lb)	126,090 (278,000)	133,800 (295,000)
Operating empty weight	kg (lb)	91,800 (202,400)	91,800 (202,400)
Fuel capacity	L (U.S. gal )	90,770 (23,980)	90,770 (23,980)
Design range (MTOW, full passenger payload)	nmi (km)	4,625 (8,565)	5,720 (10,590)
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,480 (8,150)	2,650 (8,700)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	35,200	33,500
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	15,300	12,800
Landing field length (MLW)	m (ft)	1,585 (5,200)	1,675 (5,500)
Approach speed (MLW)	kias	140	145
Fuel burn/seat			
3,000 nmi	kg (lb)	114.0 (251.3)	114.0 (251.3)

• Typical mission rules.

<sup>1</sup> 96- x 125-in pallets/LD-2 containers.

<sup>2</sup> Highest optional weight.

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## Two-class seating, General Electric engines

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/EC) pallets/containers <sup>1</sup>	304 (28/276) 5/18	
Engines SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	CF6-80C2B7F1 62,100/86	CF6-80C2B8F 63,500/86
Maximum taxi weight	kg (lb)	181,890 (401,000)	204,570 (451,000)
Maximum takeoff weight	kg (lb)	181,430 (400,000)	204,110 (450,000)
Maximum landing weight	kg (lb)	158,750 (350,000)	158,750 (350,000)
Maximum zero fuel weight	kg (lb)	149,680 (330,000)	149,680 (330,000)
Operating empty weight	kg (lb)	103,230 (227,600)	103,230 (227,600)
Fuel capacity	L (U.S. gal )	90,770 (23,980)	90,770 (23,980)
Design range (MTOW, full passenger payload)	nmi (km)	3,900 (7,220)	5,500 <sup>3</sup> (10,185) <sup>3</sup>
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,435 (8,000)	3,290 (10,800)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	34,800	32,600
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	15,200	11,100
Landing field length (MLW)	m (ft)	1,885 (6,200)	1,885 (6,200)
Approach speed (MLW)	kias	150	150
Fuel burn/seat 3,000 nmi	kg (lb)	108.3 (238.7)	108.3 (238.7)

• Typical mission rules.

<sup>1</sup> 96- x 125-in pallets/LD-2 containers.

<sup>2</sup> Highest optional weight.

<sup>3</sup> Fuel volume limited.

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## Two-class seating, Pratt & Whitney engines

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/EC) pallets/containers <sup>1</sup>	304 (28/276) 5/18	
Engines SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	PW4062 63,300/86	PW4062 63,300/86
Maximum taxi weight	kg (lb)	181,890 (401,000)	204,570 (451,000)
Maximum takeoff weight	kg (lb)	181,430 (400,000)	204,110 (450,000)
Maximum landing weight	kg (lb)	158,750 (350,000)	158,750 (350,000)
Maximum zero fuel weight	kg (lb)	149,680 (330,000)	149,680 (330,000)
Operating empty weight	kg (lb)	103,600 (228,400)	103,600 (228,400)
Fuel capacity	L (U.S. gal )	90,770 (23,980)	90,770 (23,980)
Design range (MTOW, full passenger payload)	nmi (km)	3,820 (7,070)	5,445 <sup>3</sup> (10,080) <sup>3</sup>
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,405 (7,900)	3,320 (10,900)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	35,200	32,700
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	16,500	11,500
Landing field length (MLW)	m (ft)	1,885 (6,200)	1,885 (6,200)
Approach speed (MLW)	kias	150	150
Fuel burn/seat 3,000 nmi	kg (lb)	109.6 (241.7)	109.6 (241.7)

• Typical mission rules.

<sup>1</sup> 96- x 125-in pallets/LD-2 containers.

<sup>2</sup> Highest optional weight.

<sup>3</sup> Fuel volume limited.