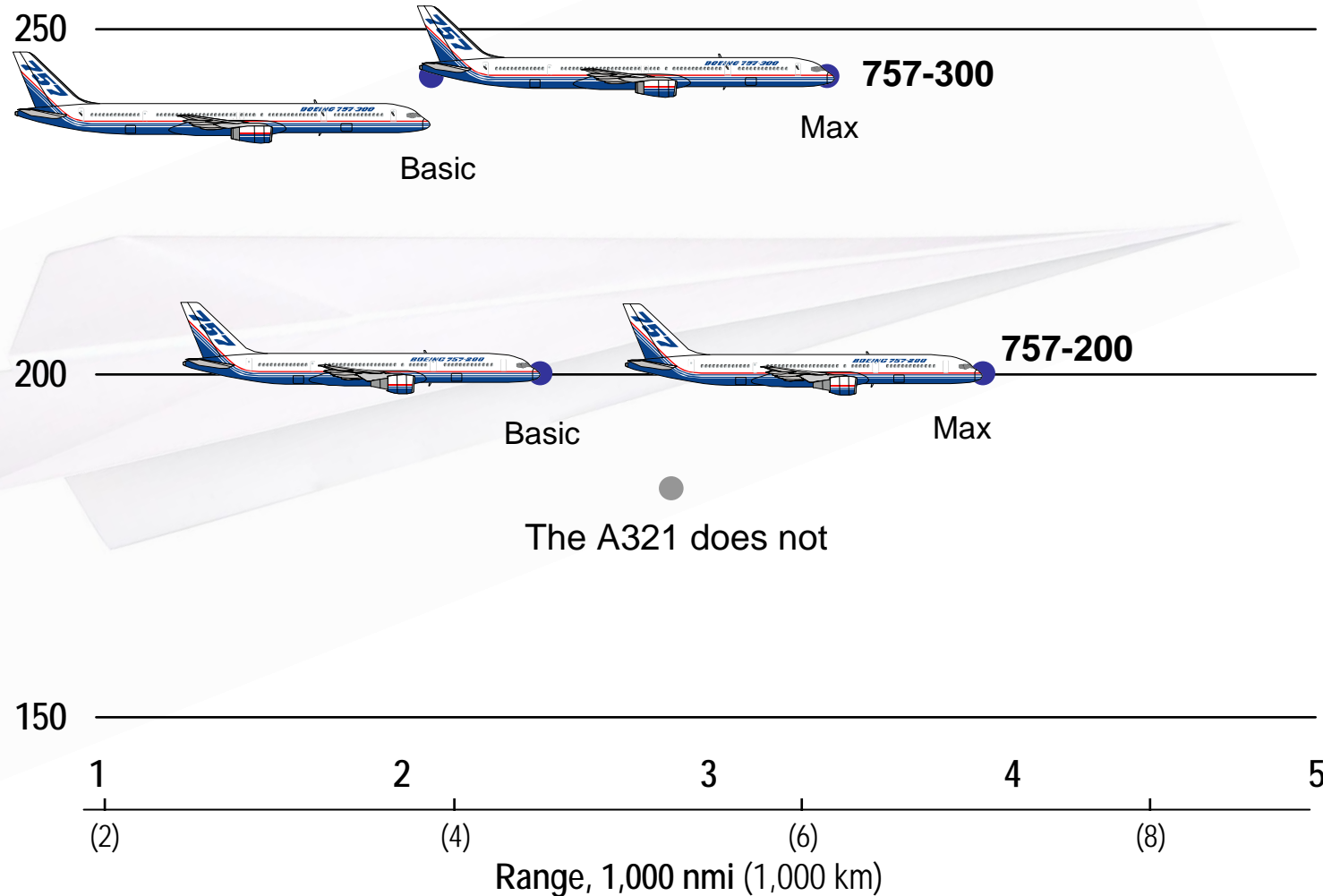


The 757 has the performance to serve short-, medium-, and long-range missions StartupBoeing

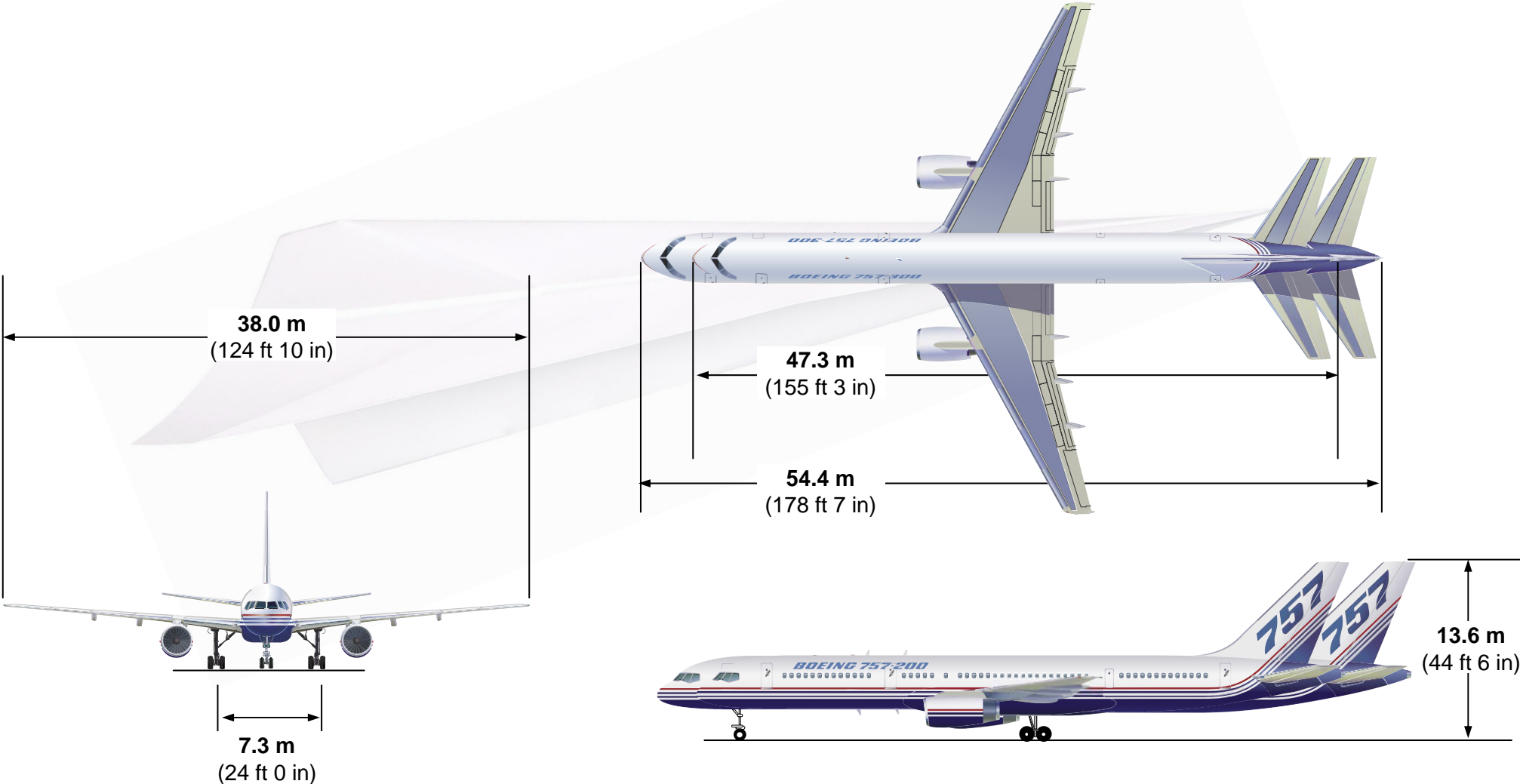
Two-class seating



General arrangement

StartupBoeing

757-200 and 757-300



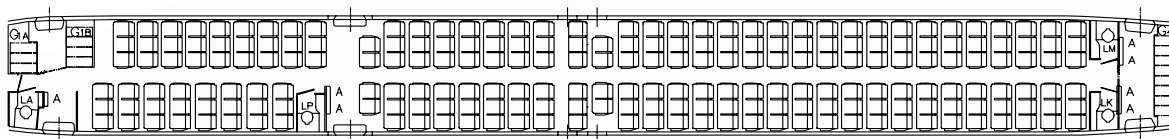
Interior arrangements

StartupBoeing

757-200/-300, inclusive-tour seating

757-200 (overwing exits)

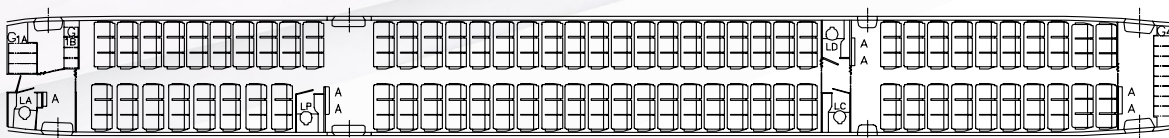
221 economy at 30-in pitch



221 passengers

757-200 (four doors)

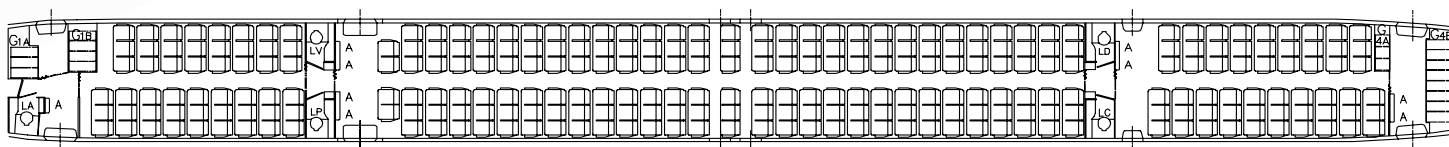
228 economy at 28-in pitch



228 passengers

757-300

280 economy at 28-in pitch

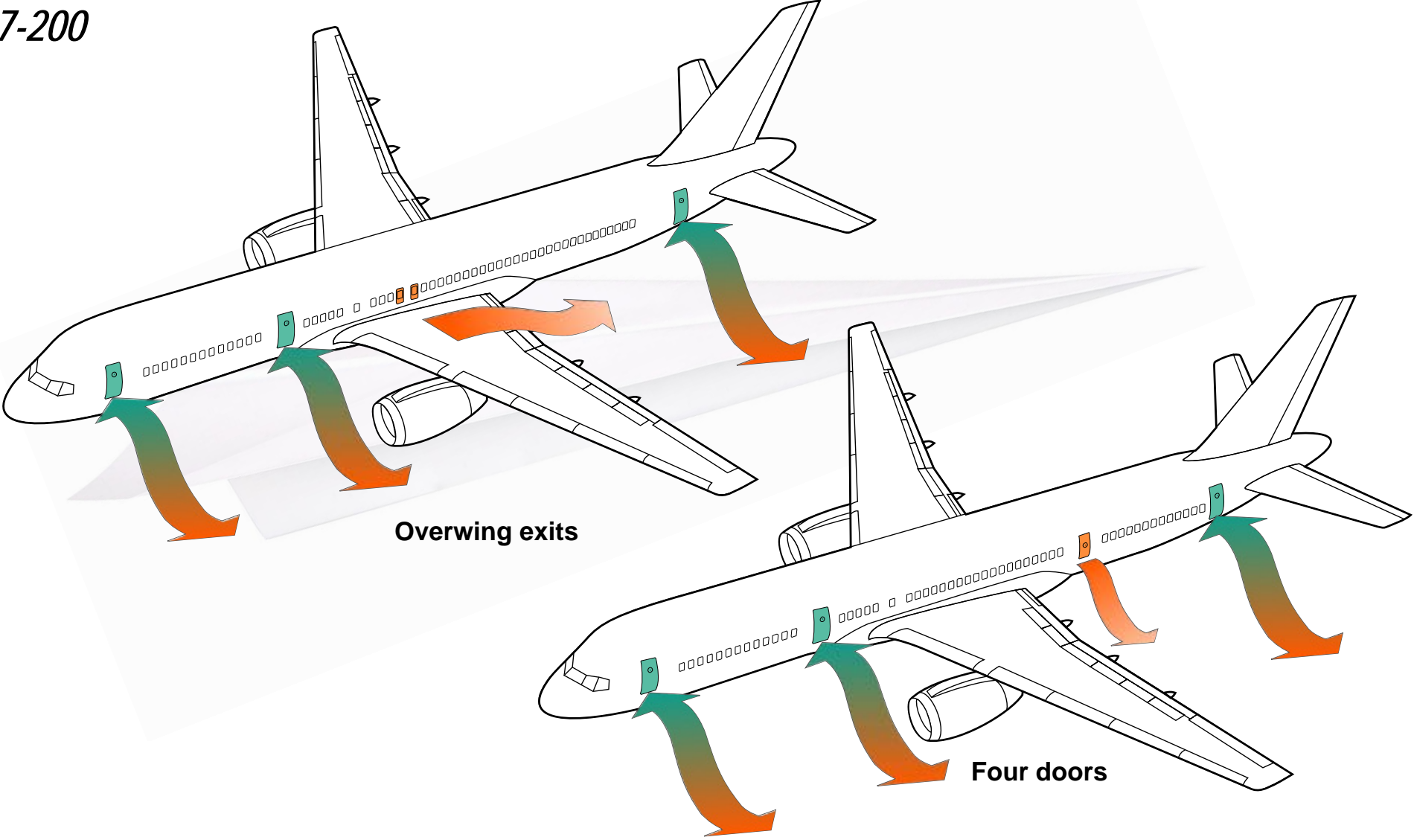


280 passengers

B570621
B570623a
B570607

Door arrangements

757-200



757 First Class Interior Seating

StartupBoeing



757 Economy Class Interior Seating

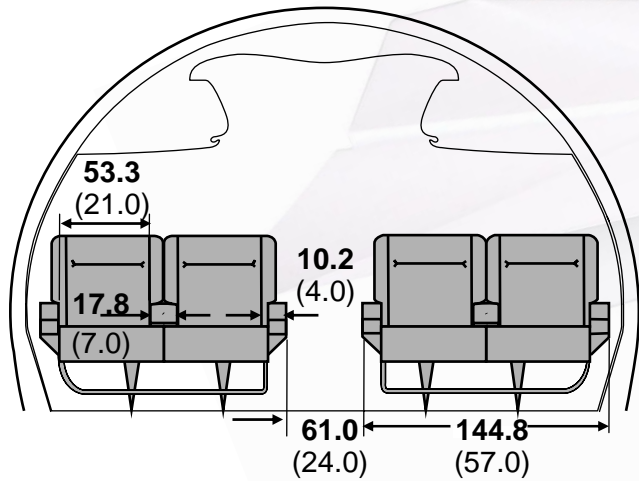
StartupBoeing



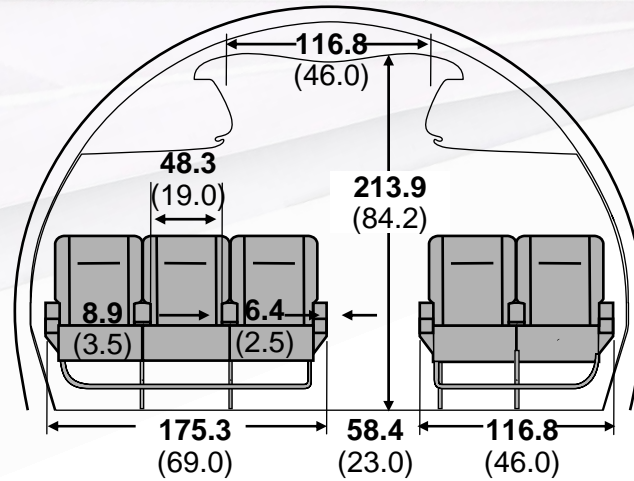
757 Interior Configurations

StartupBoeing

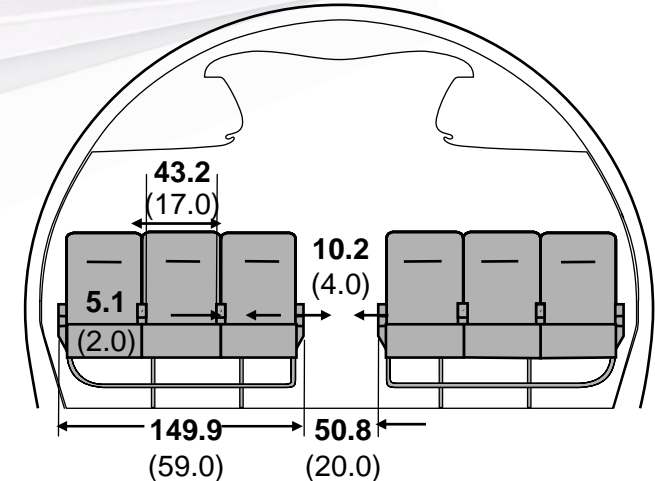
First class



Business class



Economy class

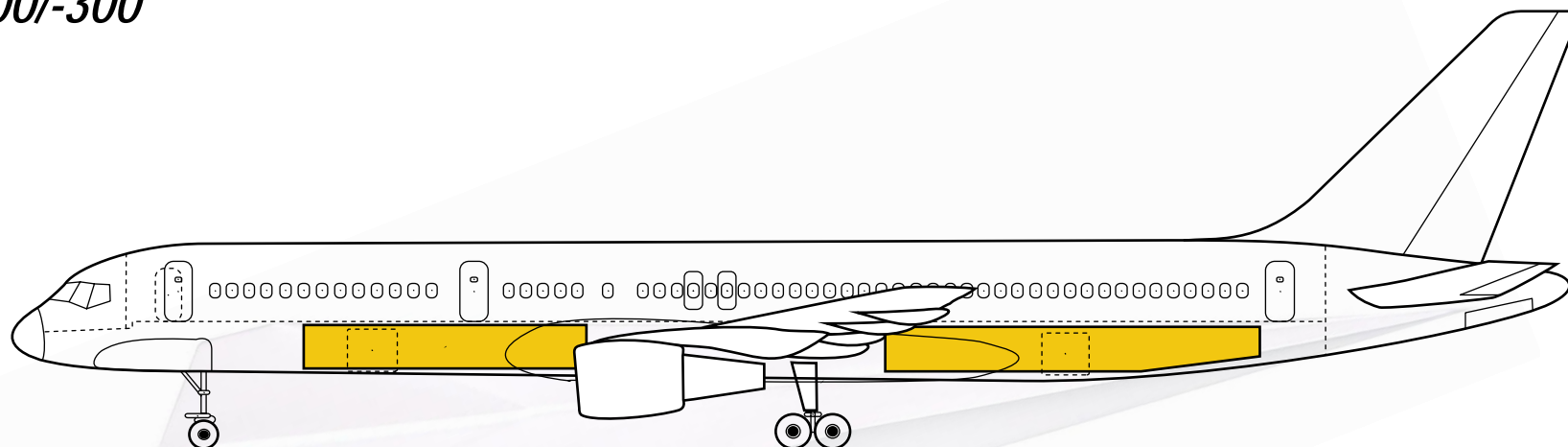


• Dimensions in centimeters (inches).

Cargo and baggage capability

StartupBoeing

757-200/-300



	Forward	Aft	Total volume
757-200			
Bulk volume, m ³ (ft ³)	19.8 (699)	27.5 (971)	47.3 (1,670)
Load capability, kg (lb)	4,670 (10,300)	7,390 (16,300)	
757-300			
Bulk volume, m ³ (ft ³)	30.3 (1,071)	36.8 (1,299)	67.1 (2,370)
Load capability, kg (lb)	7,300 (16,100)	8,845 (19,500)	

757-200 performance summary

StartupBoeing

Pratt & Whitney engines – Two Class

		Basic	Maximum
Passengers	(FC/EC)	200 (12/188)	
Cargo volume	m ³ (ft ³)	47.3 (1,670)	
Engines		PW2037	PW2040
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	36,600/87	40,100/87
Maximum taxi weight	kg (lb)	100,240 (221,000)	116,120 (256,000)
Maximum takeoff weight	kg (lb)	99,790 (220,000)	115,660 (255,000)
Maximum landing weight	kg (lb)	89,810 (198,000)	95,250 (210,000)
Maximum zero fuel weight	kg (lb)	83,460 (184,000)	84,360 (186,000)
Operating empty weight	kg (lb)	59,160 (130,440)	59,160 (130,440)
Fuel capacity	L (U.S. gal)	42,680 (11,276)	43,490 (11,489)
Design range (MTOW, full passenger payload)	nmi (km)	2,460 (4,550)	3,915* (7,250)*
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	1,825 (6,000)	2,360 (7,750)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	38,300	35,300
Landing field length (MLW)	m (ft)	1,475 (4,850)	1,550 (5,100)
Approach speed (MLW)	kias	132	137
Fuel burn/seat			
500 nmi	kg (lb)	21.7 (47.8)	
1,000 nmi	kg (lb)	38.5 (84.9)	

- Two-class seating.
- Typical mission rules.

*Fuel volume limited.

757-200 performance summary

StartupBoeing

Rolls-Royce engines – Two Class

		Basic	Maximum
Passengers	(FC/EC)	200 (12/188)	
Cargo volume	m (ft)	47.3 (1,670)	
Engines		RB211-535E4	RB211-535E4B
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	40,200/84	43,500/77
Maximum taxi weight	kg (lb)	100,240 (221,000)	116,120 (256,000)
Maximum takeoff weight	kg (lb)	99,790 (220,000)	115,660 (255,000)
Maximum landing weight	kg (lb)	89,810 (198,000)	95,250 (210,000)
Maximum zero fuel weight	kg (lb)	83,460 (184,000)	84,360* (186,000)*
Operating empty weight	kg (lb)	59,300 (130,730)	59,300 (130,730)
Fuel capacity	L (U.S. gal)	42,680 (11,276)	43,490 (11,489)
Design range (MTOW, full passenger payload)	nmi (km)	2,290 (4,240)	3,685** (6,825)**
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	1,660 (5,450)	2,070 (6,800)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	38,700	35,600
Landing field length (MLW)	m (ft)	1,420 (4,660)	1,505 (4,950)
Approach speed (MLW)	kias	132	137
Fuel burn/seat			
500 nmi	kg (lb)	22.9 (50.6)	
1,000 nmi	kg (lb)	40.6 (89.5)	

- Two-class seating.
- Typical mission rules.

* MZFW of 85,275 kg (188,000 lb) is available if MTW is reduced to 115,210 kg (254,000 lb).

** Fuel volume limited.

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757-300 performance summary

StartupBoeing

Pratt & Whitney engines – Two Class

		Basic	Maximum
Passengers	(FC/EC)	243 (12/231)	
Cargo volume	m ³ (ft ³)	67.1 (2,370)	
Engines		PW2040	PW2043
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	40,100/87	42,600/96
Maximum taxi weight	kg (lb)	109,310 (241,000)	124,050 (273,500)
Maximum takeoff weight	kg (lb)	108,860 (240,000)	123,830 (273,000)
Maximum landing weight	kg (lb)	101,600 (224,000)	101,600 (224,000)
Maximum zero fuel weight	kg (lb)	95,250 (210,000)	95,250 (210,000)
Operating empty weight	kg (lb)	64,470 (142,140)	64,470 (142,140)
Fuel capacity	L (U.S. gal)	43,400 (11,466)	43,400 (11,466)
Design range (MTOW, full passenger payload)	nmi (km)	2,105 (3,890)	3,400* (6,295)*
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,100 (6,900)	2,635 (8,650)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	36,950	34,250
Landing field length (MLW)	m (ft)	1,735 (5,700)	1,735 (5,700)
Approach speed (MLW)	kias	142	142
Fuel burn/seat			
500 nmi	kg (lb)	19.8 (43.6)	19.8 (43.6)
1,000 nmi	kg (lb)	35.7 (78.7)	35.7 (78.7)

- Two-class seating.
- Typical mission rules.

*Fuel volume limited.

757-300 performance summary

StartupBoeing

Rolls-Royce engines – Two Class

		Basic	Maximum
Passengers	(FC/EC)	243 (12/231)	
Cargo volume	m ³ (ft ³)	67.1 (2,370)	
Engines		RB211-535E4	RB211-535E4B
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	40,200/84	43,500/77
Maximum taxi weight	kg (lb)	109,310 (241,000)	124,050 (273,500)
Maximum takeoff weight	kg (lb)	108,860 (240,000)	123,830 (273,000)
Maximum landing weight	kg (lb)	101,600 (224,000)	101,600 (224,000)
Maximum zero fuel weight	kg (lb)	95,250 (210,000)	95,250 (210,000)
Operating empty weight	kg (lb)	64,560 (142,340)	64,560 (142,340)
Fuel capacity	L (U.S. gal)	43,400 (11,466)	43,400 (11,466)
Design range (MTOW, full passenger payload)	nmi (km)	1,945 (3,600)	3,190* (5,910)*
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,115 (6,950)	2,605 (8,550)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	36,950	34,300
Landing field length (MLW)	m (ft)	1,735 (5,700)	1,735 (5,700)
Approach speed (MLW)	kias	142	142
Fuel burn/seat			
500 nmi	kg (lb)	20.9 (46.1)	
1,000 nmi	kg (lb)	37.8 (83.3)	

- Two-class seating.
- Typical mission rules.

*Fuel volume limited.

757-200 performance summary

StartupBoeing

Pratt & Whitney engines - Inclusive Tour

		Basic	Maximum
Passengers	(FC/EC)	228	
Cargo volume	m ³ (ft ³)	47.3 (1,670)	
Engines		PW2037	PW2040
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	36,600/87	40,100/87
Maximum taxi weight	kg (lb)	100,240 (221,000)	116,120 (256,000)
Maximum takeoff weight	kg (lb)	99,790 (220,000)	115,660 (255,000)
Maximum landing weight	kg (lb)	89,810 (198,000)	95,250 (210,000)
Maximum zero fuel weight	kg (lb)	83,460 (184,000)	84,360 (186,000)
Operating empty weight	kg (lb)	58,440 (128,840)	58,440 (128,840)
Fuel capacity	L (U.S. gal)	42,680 (11,276)	43,490 (11,489)
Design range (MTOW, full passenger payload)	nmi (km)	2,185 (4,045)	3,845* (7,120)*
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	1,825 (6,000)	2,360 (7,750)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	38,300	35,300
Landing field length (MLW)	m (ft)	1,475 (4,850)	1,550 (5,100)
Approach speed (MLW)	kias	132	137
Fuel burn/seat			
500 nmi	kg (lb)	19.4 (42.7)	
1,000 nmi	kg (lb)	34.4 (75.7)	

- Inclusive-tour seating.
- Typical mission rules.

*Fuel volume limited.

757-200 performance summary

StartupBoeing

Rolls-Royce engines - Inclusive Tour

		Basic	Maximum
Passengers	(FC/EC)	228	
Cargo volume	m ³ (ft ³)	47.3 (1,670)	
Engines		RB211-535E4	RB211-535E4B
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	40,200/84	43,500/77
Maximum taxi weight	kg (lb)	100,240 (221,000)	116,120 (256,000)
Maximum takeoff weight	kg (lb)	99,790 (220,000)	115,660 (255,000)
Maximum landing weight	kg (lb)	89,810 (198,000)	95,250 (210,000)
Maximum zero fuel weight	kg (lb)	83,460 (184,000)	84,360* (186,000)*
Operating empty weight	kg (lb)	58,570 (129,130)	58,570 (129,130)
Fuel capacity	L (U.S. gal)	42,680 (11,276)	43,490 (11,489)
Design range (MTOW, full passenger payload)	nmi (km)	2,020 (3,740)	3,610** (6,685)**
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	1,660 (5,450)	2,070 (6,800)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	38,700	35,600
Landing field length (MLW)	m (ft)	1,420 (4,660)	1,505 (4,950)
Approach speed (MLW)	kias	132	137
Fuel burn/seat			
500 nmi	kg (lb)	20.5 (45.1)	20.5 (45.1)
1,000 nmi	kg (lb)	36.3 (79.9)	36.3 (79.9)

- Inclusive-tour seating.
- Typical mission rules.

* MZFW of 85,275 kg (188,000 lb) is available if MTW is reduced to 115,210 kg (254,000 lb).

** Fuel volume limited.

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757-300 performance summary

StartupBoeing

Pratt & Whitney engines - Inclusive Tour

		Basic	Maximum
Passengers	(FC/EC)	280	
Cargo volume	m ³ (ft ³)	67.1 (2,370)	
Engines		PW2040	PW2043
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	40,100/87	42,600/96
Maximum taxi weight	kg (lb)	109,310 (241,000)	124,050 (273,500)
Maximum takeoff weight	kg (lb)	108,860 (240,000)	123,830 (273,000)
Maximum landing weight	kg (lb)	101,600 (224,000)	101,600 (224,000)
Maximum zero fuel weight	kg (lb)	95,250 (210,000)	95,250 (210,000)
Operating empty weight	kg (lb)	64,340 (141,860)	64,340 (141,860)
Fuel capacity	L (U.S. gal)	43,400 (11,466)	43,400 (11,466)
Design range (MTOW, full passenger payload)	nmi (km)	1,680 (3,110)	3,235* (5,990)*
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,100 (6,900)	2,635 (8,650)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	36,950	34,250
Landing field length (MLW)	m (ft)	1,735 (5,700)	1,735 (5,700)
Approach speed (MLW)	kias	142	142
Fuel burn/seat			
500 nmi	kg (lb)	17.6 (38.9)	17.6 (38.9)
1,000 nmi	kg (lb)	32.0 (70.5)	31.9 (70.4)

- Inclusive-tour seating.
- Typical mission rules.

*Fuel volume limited.

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757-300 performance summary

StartupBoeing

Rolls-Royce engines - Inclusive Tour

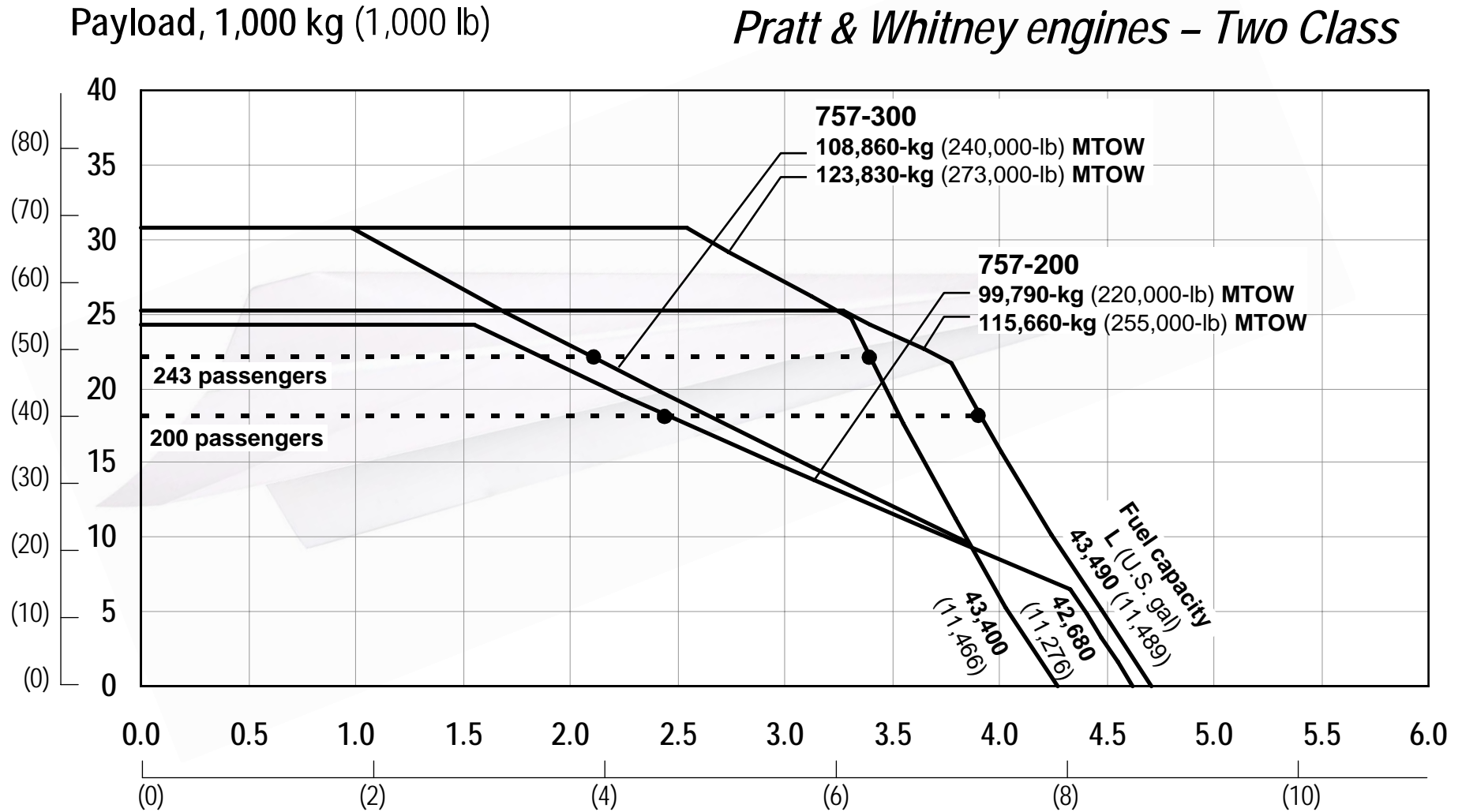
		Basic	Maximum
Passengers	(FC/EC)	280	
Cargo volume	m ³ (ft ³)	67.1 (2,370)	
Engines		RB211-535E4	RB211-535E4B
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	40,200/87	43,500/77
Maximum taxi weight	kg (lb)	109,310 (241,000)	124,055 (273,500)
Maximum takeoff weight	kg (lb)	108,860 (240,000)	123,830 (273,000)
Maximum landing weight	kg (lb)	101,600 (224,000)	101,600 (224,000)
Maximum zero fuel weight	kg (lb)	95,250 (210,000)	95,250 (210,000)
Operating empty weight	kg (lb)	64,430 (142,060)	64,430 (142,060)
Fuel capacity	L (U.S. gal)	43,400 (11,466)	43,400 (11,466)
Design range (MTOW, full passenger payload)	nmi (km)	1,540 (2,850)	3,020* (5,595)*
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,115 (6,950)	2,605 (8,550)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	36,950	34,300
Landing field length (MLW)	m (ft)	1,735 (5,700)	1,735 (5,700)
Approach speed (MLW)	kias	142	142
Fuel burn/seat			
500 nmi	kg (lb)	18.7 (41.3)	
1,000 nmi	kg (lb)	33.8 (74.5)	

- Inclusive-tour seating.
- Typical mission rules.

*Fuel volume limited.

757-200/-300 payload-range capability

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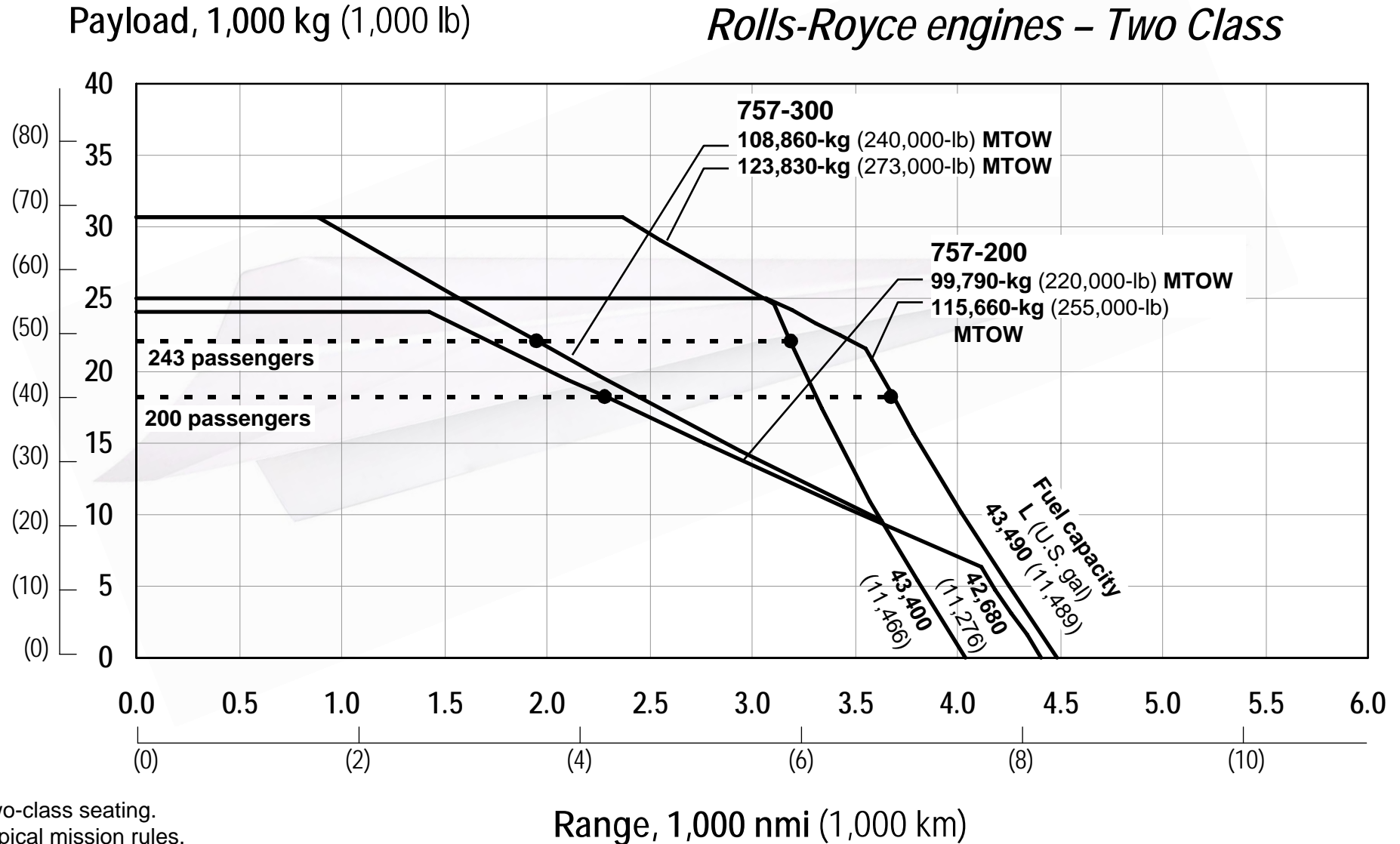


- Two-class seating.
- Typical mission rules.

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757-200/-300 payload-range capability

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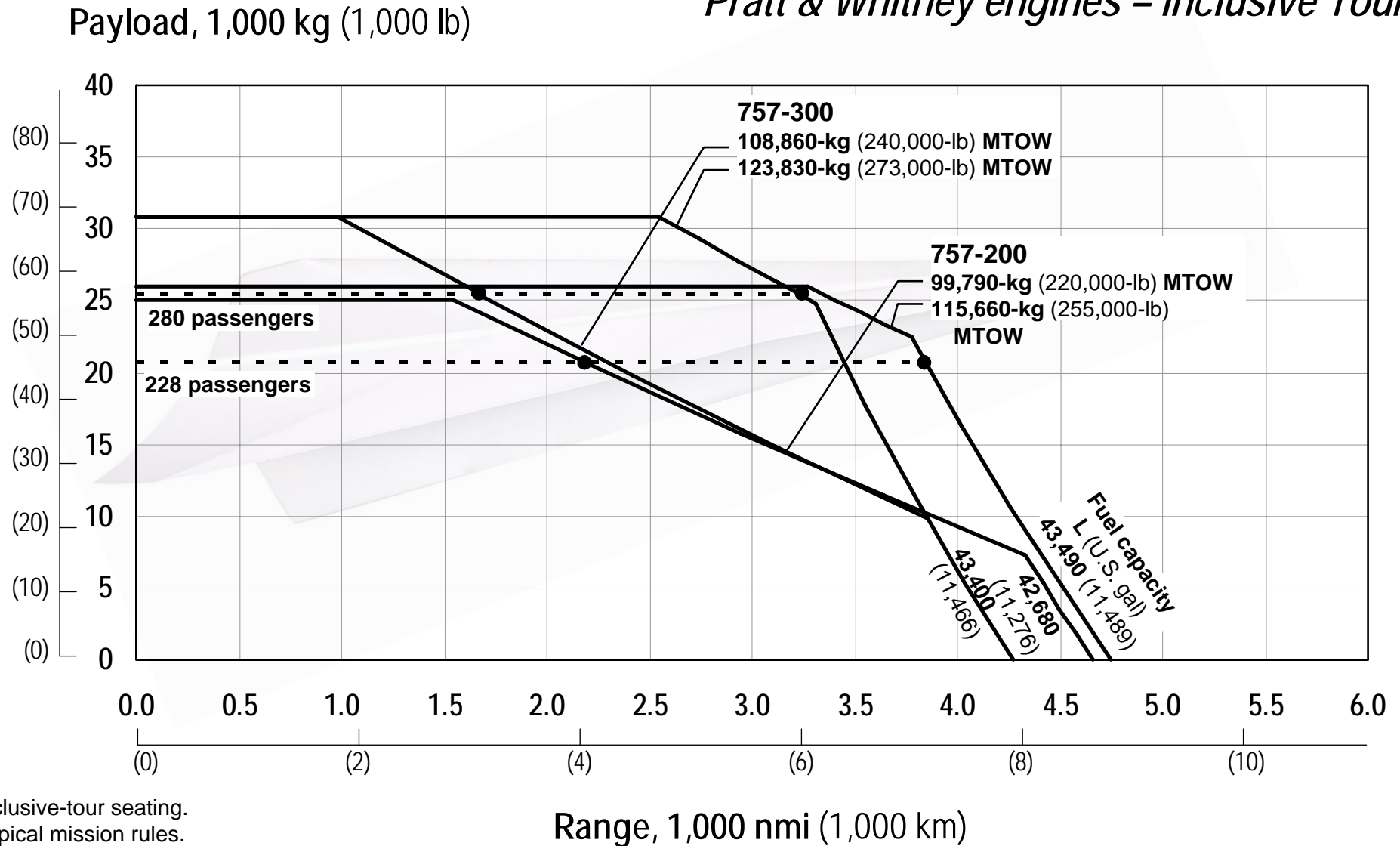
- Two-class seating.
- Typical mission rules.

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757-200/-300 payload-range capability

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Pratt & Whitney engines – Inclusive Tour



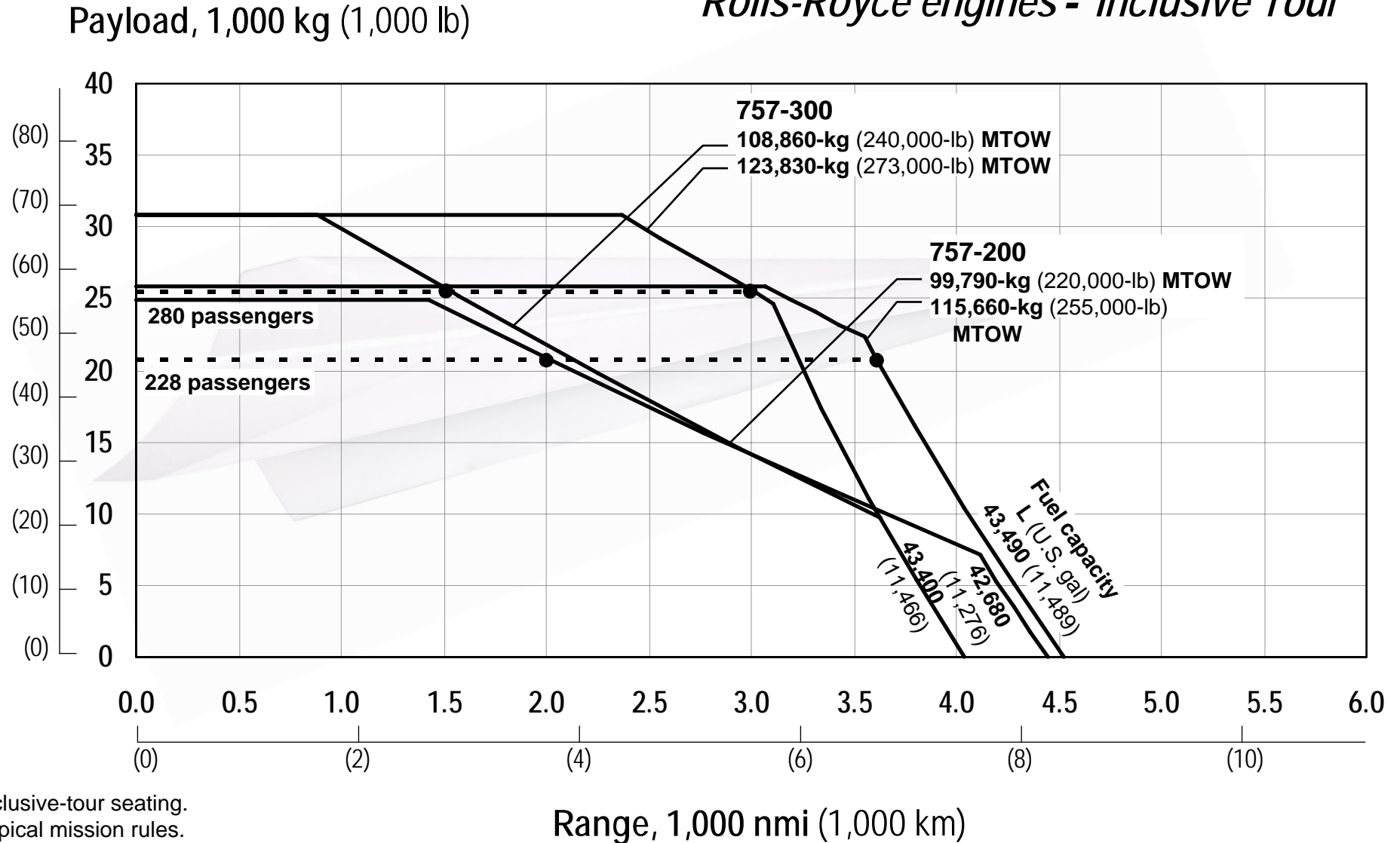
- Inclusive-tour seating.
- Typical mission rules.

757-200/-300 payload-range capability

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Rolls-Royce engines - Inclusive Tour

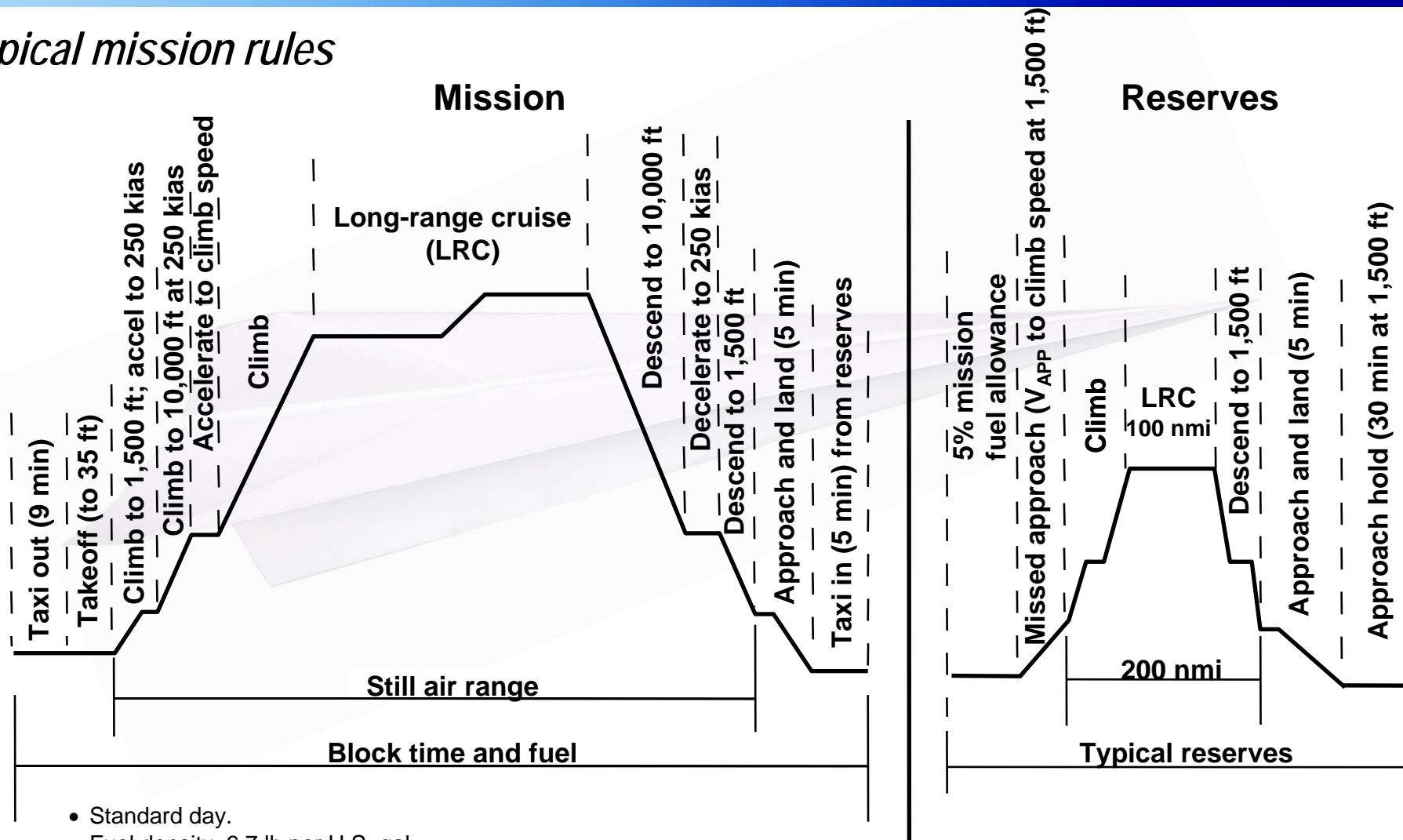


- Inclusive-tour seating.
- Typical mission rules.

Mission profile

StartupBoeing

Typical mission rules



- Standard day.
- Fuel density, 6.7 lb per U.S. gal.
- Nominal performance.
- Passengers at 90 kg (200 lb) passenger plus baggage.

The 757 is a transcontinental airplane

StartupBoeing

Full passenger payload - Two Class

757-200

112,080-kg (247,100-lb) TOGW*
200 two-class passengers

757-300

121,220-kg (267,240-lb) TOGW*
243 two-class passengers



- Typical mission rules.
- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from New York.

*Fuel volume limited.

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The 757 is a transcontinental airplane

StartupBoeing

Full passenger payload - Two Class

757-200

112,080-kg (247,100-lb) TOGW*
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243 two-class passengers



- Typical mission rules.
- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from London.

*Fuel volume limited.

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The 757 is a transcontinental airplane

StartupBoeing

Full passenger payload - Two Class

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757-300
121,220-kg (267,240-lb) TOGW*
243 two-class passengers



- Typical mission rules.
- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from Beijing.

*Fuel volume limited.

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The 757 is a transcontinental airplane

StartupBoeing

Full passenger payload - Two Class

757-200

112,080-kg (247,100-lb) TOGW*
200 two-class passengers

757-300

121,220-kg (267,240-lb) TOGW*
243 two-class passengers



- Typical mission rules.
- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from Dubai.

*Fuel volume limited.

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The 757 is a transcontinental airplane

StartupBoeing

Full passenger payload - Inclusive Tour

757-200

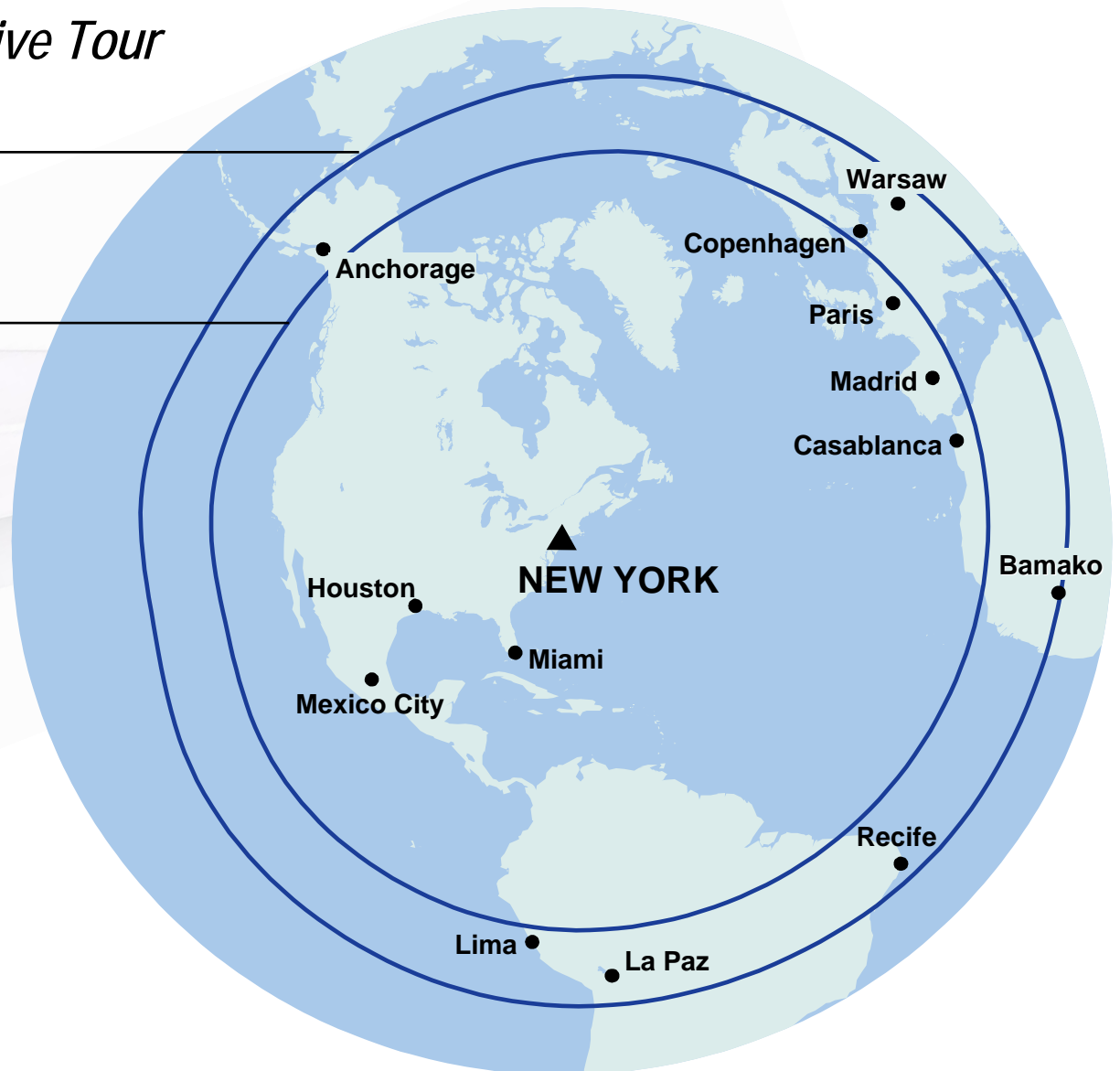
113,890-kg (251,100-lb) TOGW*

228 inclusive-tour passengers

757-300

123,830-kg (273,000-lb) MTOW

280 inclusive-tour passengers



- Typical mission rules.
- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from New York.

*Fuel volume limited.

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The 757 is a transcontinental airplane

StartupBoeing

Full passenger payload - Inclusive Tour

757-200

113,890-kg (251,100-lb) TOGW*
228 inclusive-tour passengers

757-300

123,830-kg (273,000-lb) MTOW
280 inclusive-tour passengers



- Typical mission rules.
- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from London.

*Fuel volume limited.

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The 757 is a transcontinental airplane

StartupBoeing

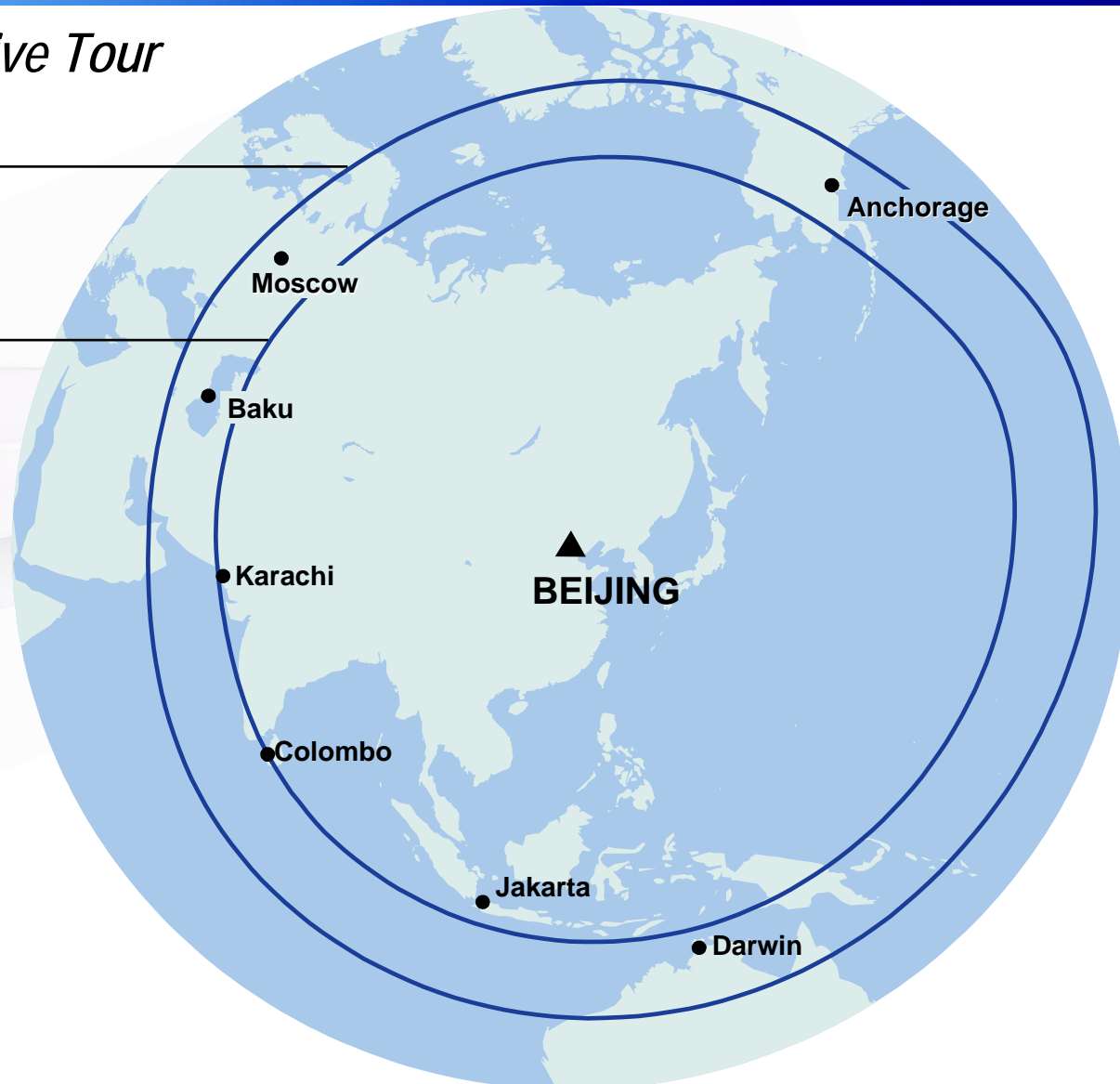
Full passenger payload - Inclusive Tour

757-200

113,890-kg (251,100-lb) TOGW*
228 inclusive-tour passengers

757-300

123,830-kg (273,000-lb) MTOW
280 inclusive-tour passengers



- Typical mission rules.
- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from Beijing.

*Fuel volume limited.

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The 757 is a transcontinental airplane

StartupBoeing

Full passenger payload - Inclusive Tour

757-200
113,890-kg (251,100-lb) **TOGW***
228 inclusive-tour passengers

757-300
123,830-kg (273,000-lb) **MTOW**
280 inclusive-tour passengers



- Typical mission rules.
- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from Dubai.

*Fuel volume limited.

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757 Flight Deck

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