

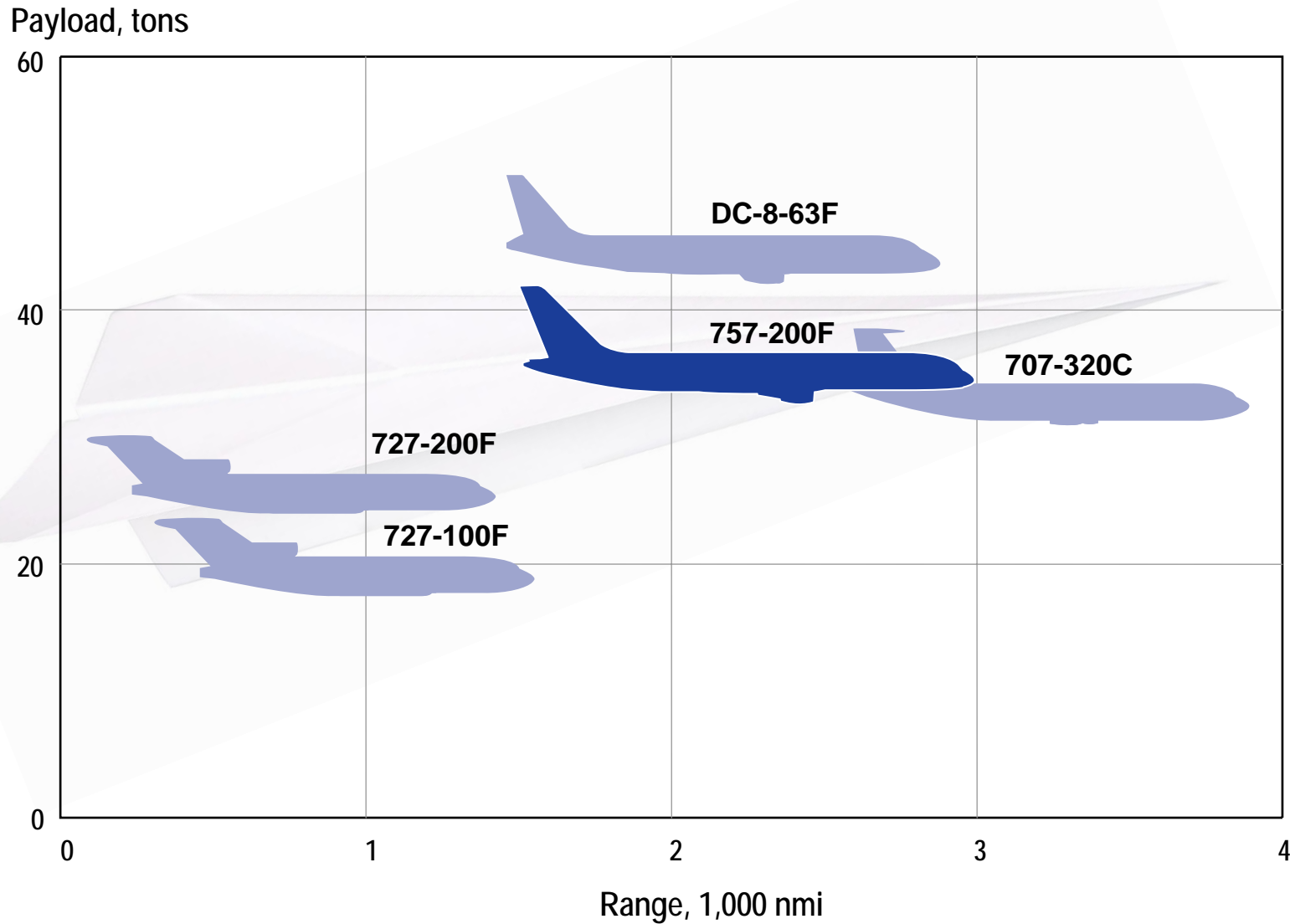
757-200F

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Boeing standard-body freighters

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757-200F

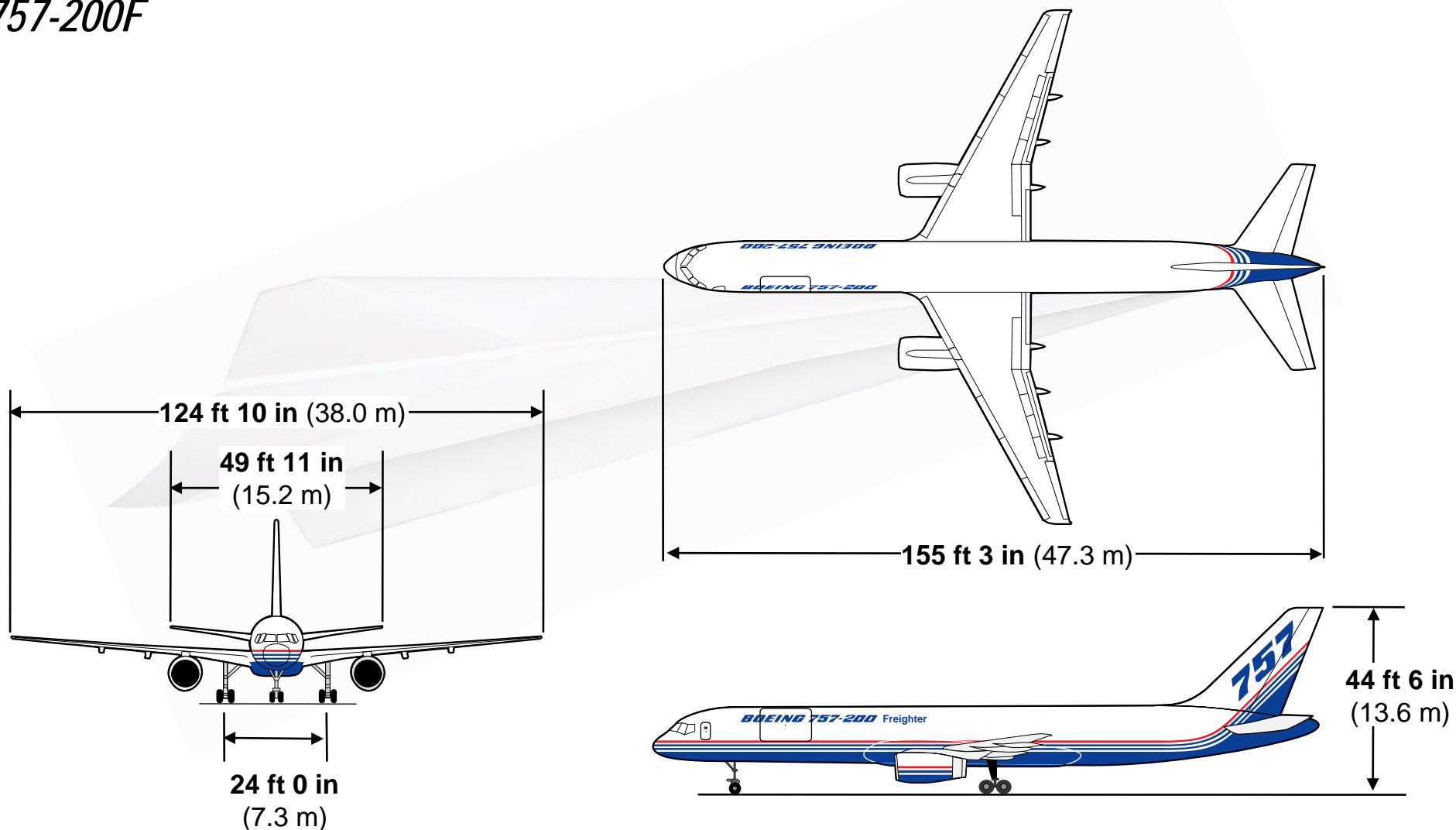
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General arrangement

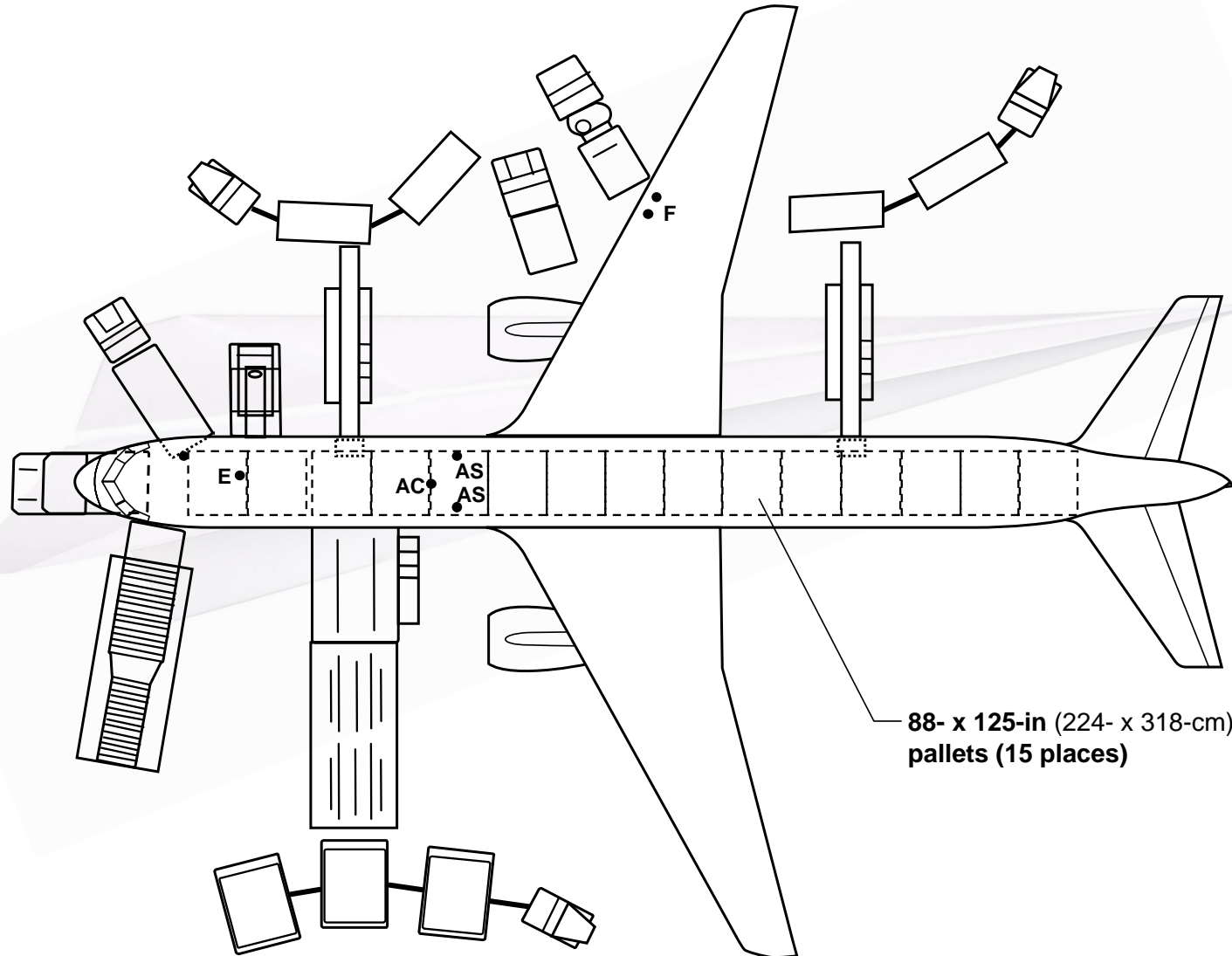
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757-200F



757-200F Ground servicing

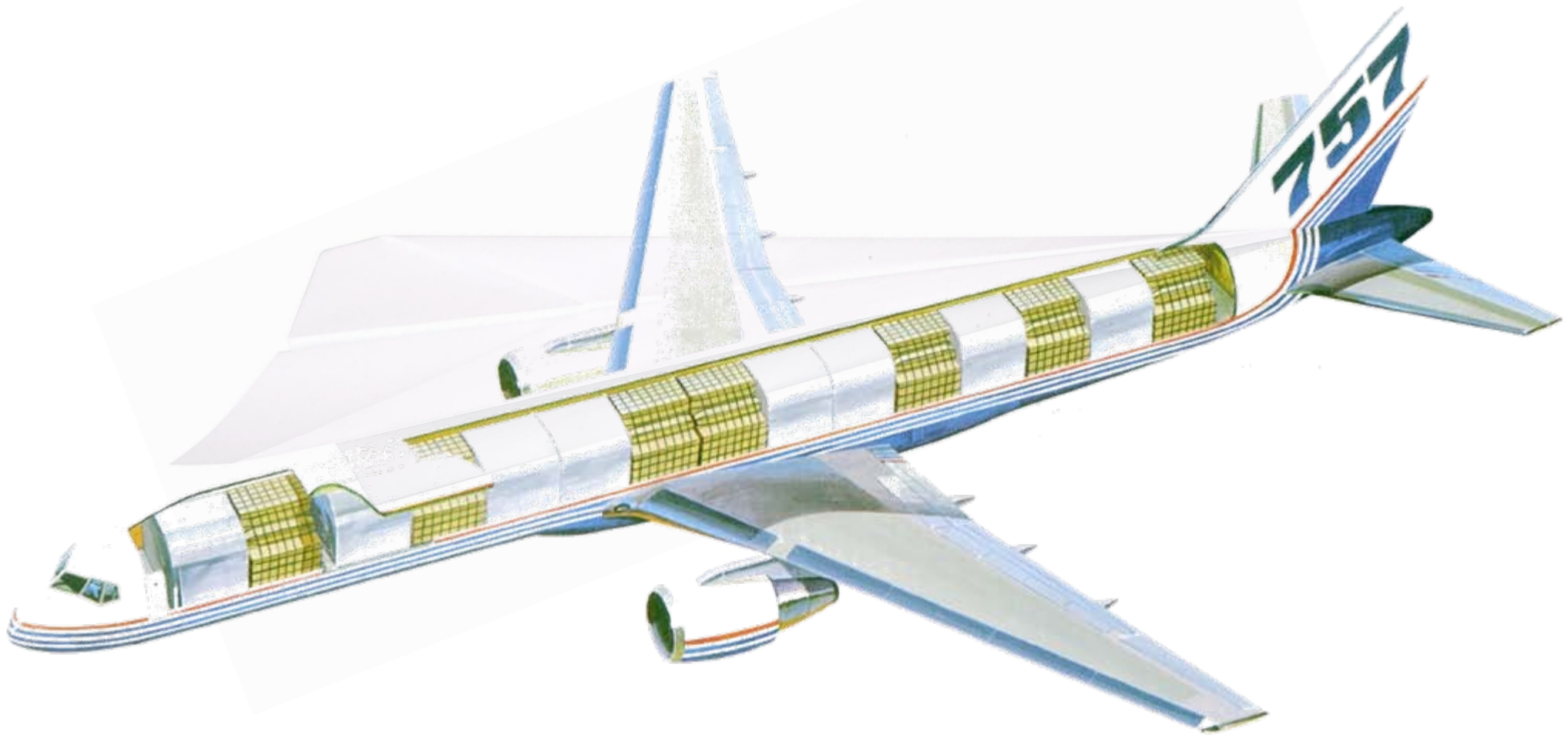
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757-200F Main Deck pallet & container positions

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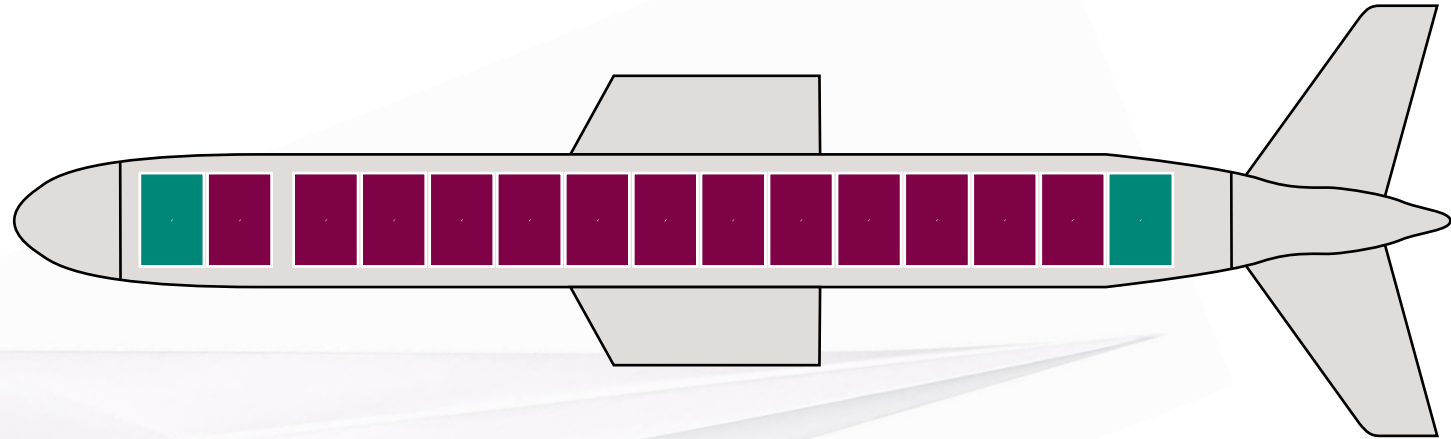
Total ULD volume: 6,600 ft³ (187 m³)



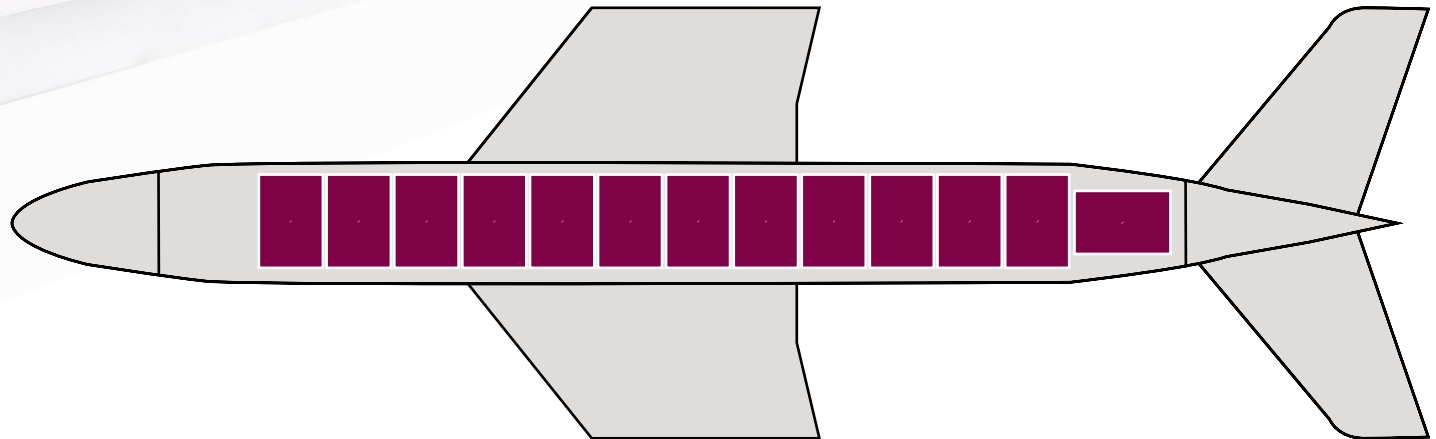
The 757-200F has two more pallet positions than the 707

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757-200F



707-320C

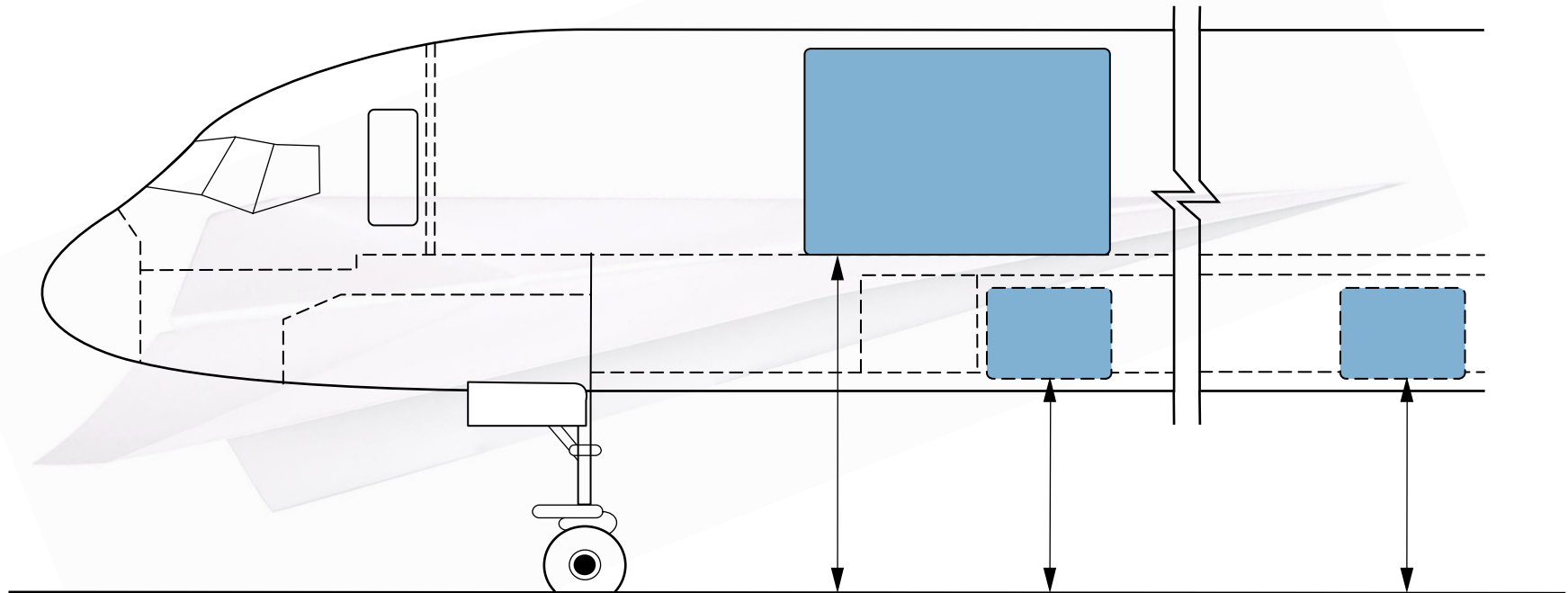


The 757-200F Cargo Doors

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Cargo door (same as 707C and 727F)

134 x 86 in
(340 x 218 cm)



Sill heights

Maximum, in (cm)
Minimum, in (cm)

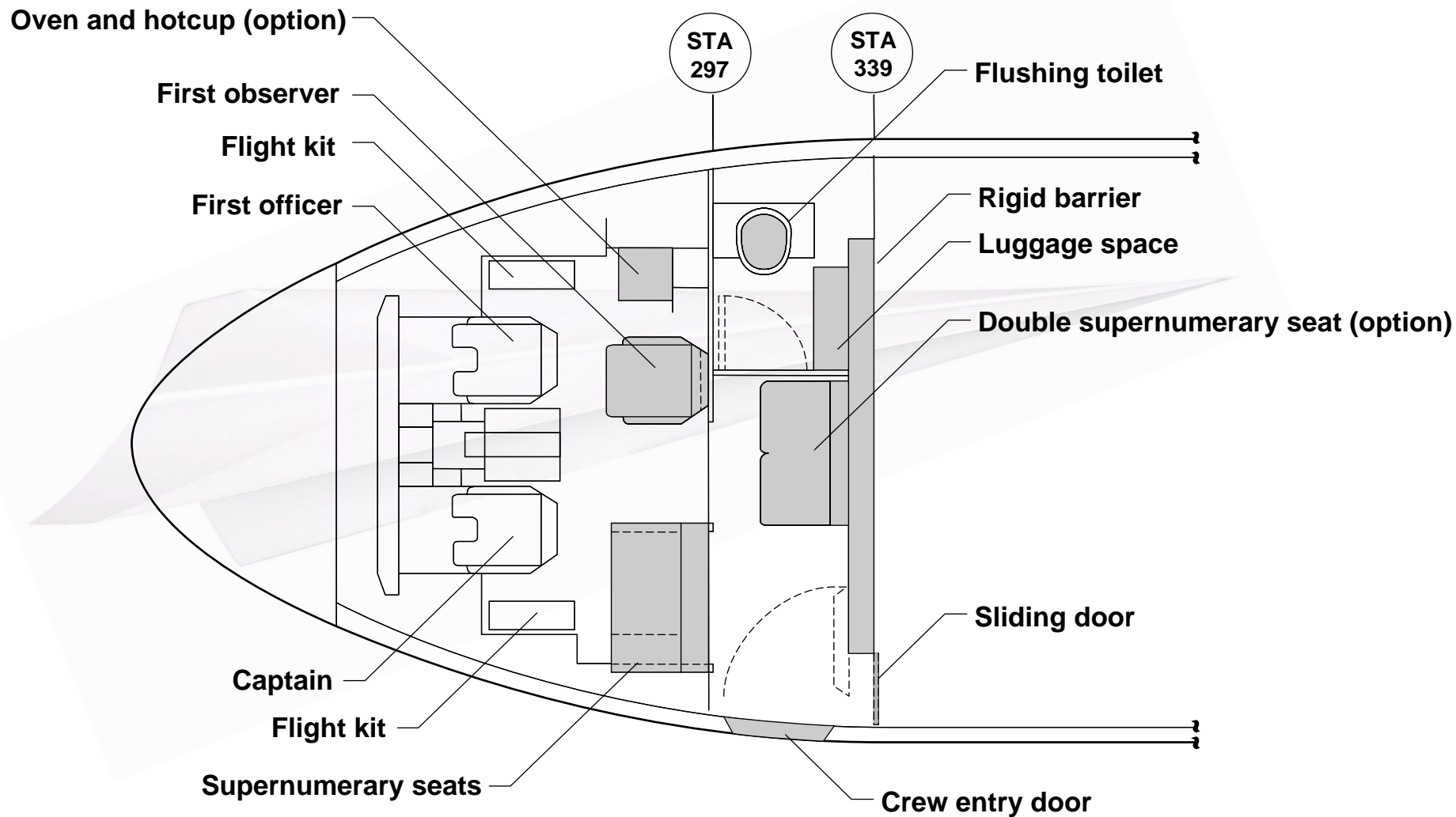
158 (401)
150 (381)
Main deck
side door
(top of rollers)

105 (267)
97 (246)
Lower deck
forward door

99 (251)
93 (236)
Lower deck
aft door

757-200F Flight deck features

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757-200F Main Deck

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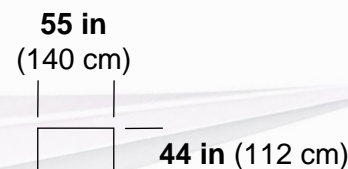
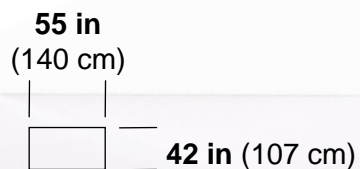
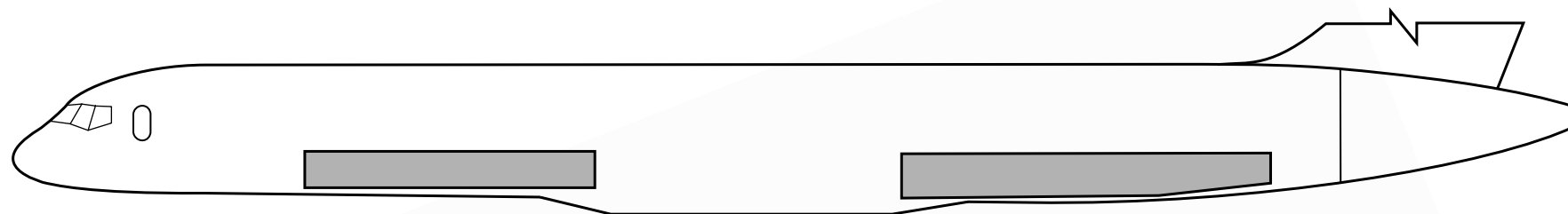
757-200F Main Deck

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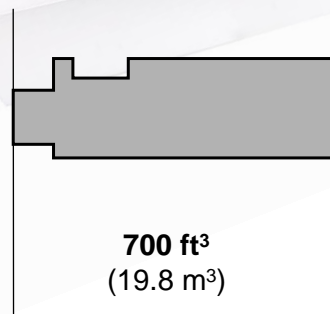
757-200F Lower hold cargo volume

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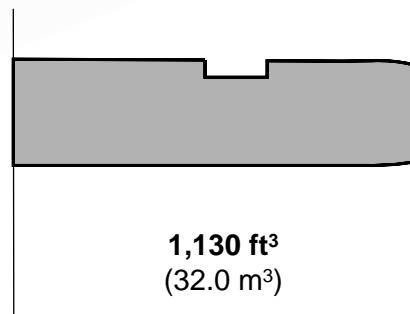


Forward

Aft



All bulk



Total volume

1,830 ft³
(51.8 m³)

Load capacity: 10,300 lb (4,670 kg)

16,300 lb (7,390 kg)

757-200F performance summary

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Pratt & Whitney engines

		Basic	Maximum
Engines		PW2037	PW2040
Takeoff thrust*	lb/°F	36,600/87	40,100/87
Main deck cargo 88- x 125-in pallets		15	15
Lower hold cargo Bulk	ft ³ (m ³)	1,830 (51.8)	1,830 (51.8)
Maximum taxi weight	lb (kg)	251,000 (113,850)	256,000 (116,120)
Maximum takeoff weight	lb (kg)	250,000 (113,400)	255,000 (115,660)
Maximum landing weight	lb (kg)	210,000 (92,250)	210,000 (92,250)
Maximum zero fuel weight	lb (kg)	200,000 (90,720)	200,000 (90,720)
Operating empty weight (includes 3,300-lb tare)	lb (kg)	115,580 (52,430)	115,580 (52,430)
Fuel capacity	U.S. gal (L)	11,276 (42,680)	11,276 (42,680)
Volume-limit payload (pallets)**	lb (kg)	72,210 (32,755)	72,210 (32,755)
Design range (MTOW, volume-limit payload)	nmi (km)	2,900 (5,370)	3,150 (5,830)
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	ft (m)	8,950 (2,728)	7,700 (2,347)
Initial cruise altitude (MTOW)	ft (m)	35,900 (10,940)	35,400 (10,790)
Landing field length (MLW)	ft (m)	5,100 (1,555)	5,100 (1,555)
Approach speed (MLW)	kn	137	137
Fuel consumption at volume-limit payload	500		
nmi lb (kg)		10,264 (4,656)	10,264 (4,656)
1,000 nmi	lb (kg)	18,308 (8,305)	18,308 (8,305)

• Typical mission rules

* Boeing-equivalent thrust

** Volume-limit payload based on 9-lb/ft³ cargo density and 7-lb/ft³ bulk density

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757-200F performance summary

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Rolls-Royce Engines

		Basic	Maximum
Engines		RB211-535E4	RB211-535E4-B
Takeoff thrust*	lb/°F	40,200/84	43,500/77
Main deck cargo			
88- x 125-in pallets		15	15
Lower hold cargo			
Bulk	ft ³ (m ³)	1,830 (51.8)	1,830 (51.8)
Maximum taxi weight	lb (kg)	251,000 (113,850)	256,000 (116,120)
Maximum takeoff weight	lb (kg)	250,000 (113,400)	255,000 (115,660)
Maximum landing weight	lb (kg)	210,000 (92,250)	210,000 (92,250)
Maximum zero fuel weight	lb (kg)	200,000 (90,720)	200,000 (90,720)
Operating empty weight (includes 3,300-lb tare)	lb (kg)	115,870 (52,560)	115,870 (52,560)
Fuel capacity	U.S. gal (L)	11,276 (42,680)	11,276 (42,680)
Volume-limit payload (pallets)**	lb (kg)	72,210 (32,755)	72,210 (32,755)
Design range (MTOW, volume-limit payload)	nmi (km)	2,700 (5,000)	2,935 (5,435)
Cruise Mach		0.80	0.80
Takeoff field length (SL, 86°F, MTOW)	ft (m)	7,100 (2,164)	6,900 (2,103)
Initial cruise altitude (MTOW)	ft (m)	36,100 (11,000)	35,700 (10,880)
Landing field length (MLW)	ft (m)	4,950 (1,510)	4,950 (1,510)
Approach speed (MLW)	kn	137	137
Fuel consumption at volume-limit payload			
500 nmi	lb (kg)	10,875 (4,933)	10,875 (4,933)
1,000 nmi	lb (kg)	19,355 (8,780)	19,355 (8,780)

• Typical mission rules

* Boeing-equivalent thrust

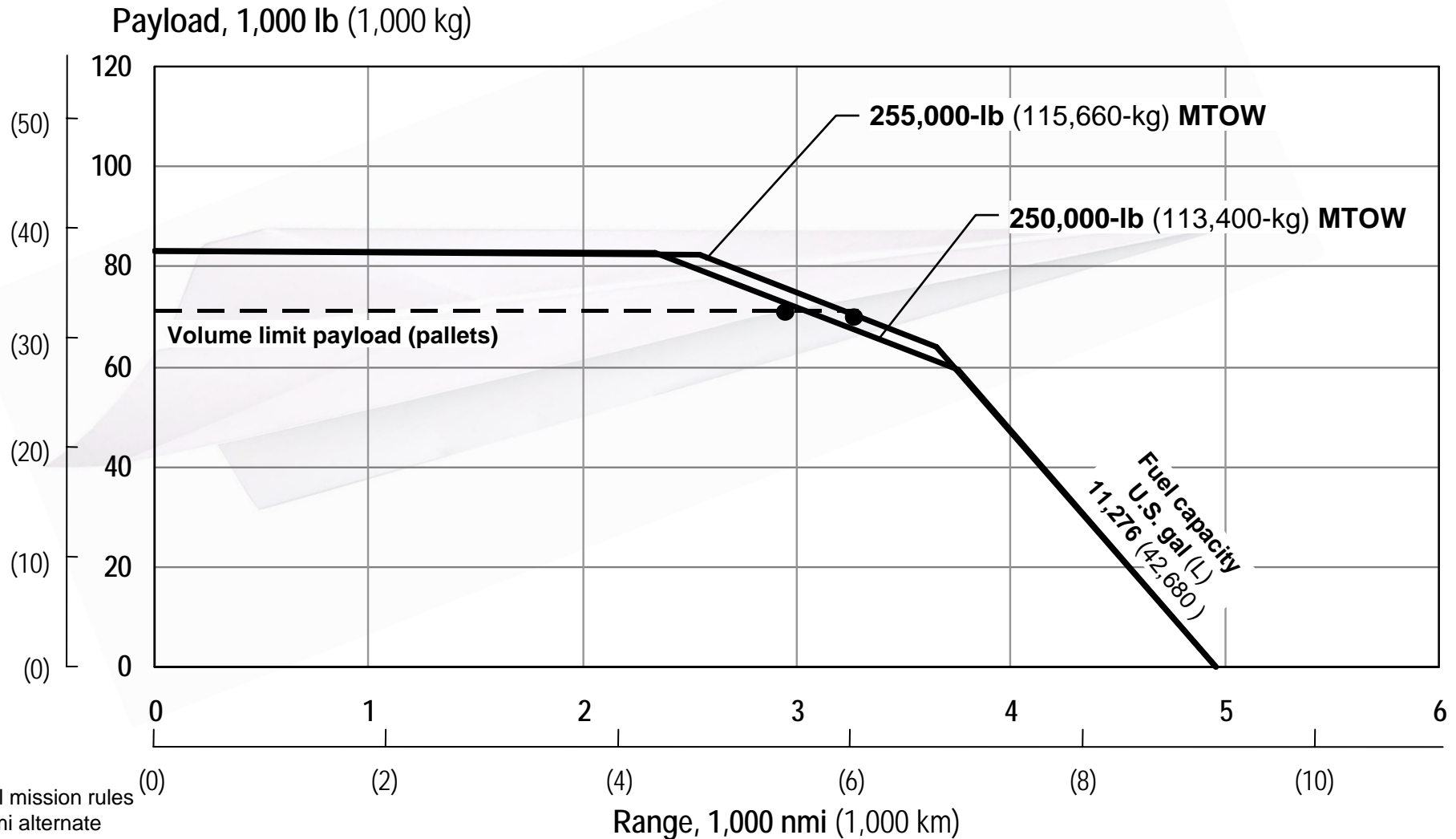
** Volume-limit payload based on 9-lb/ft³ cargo density and 7-lb/ft³ bulk density

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757-200F payload-range capability

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Pratt & Whitney Engines

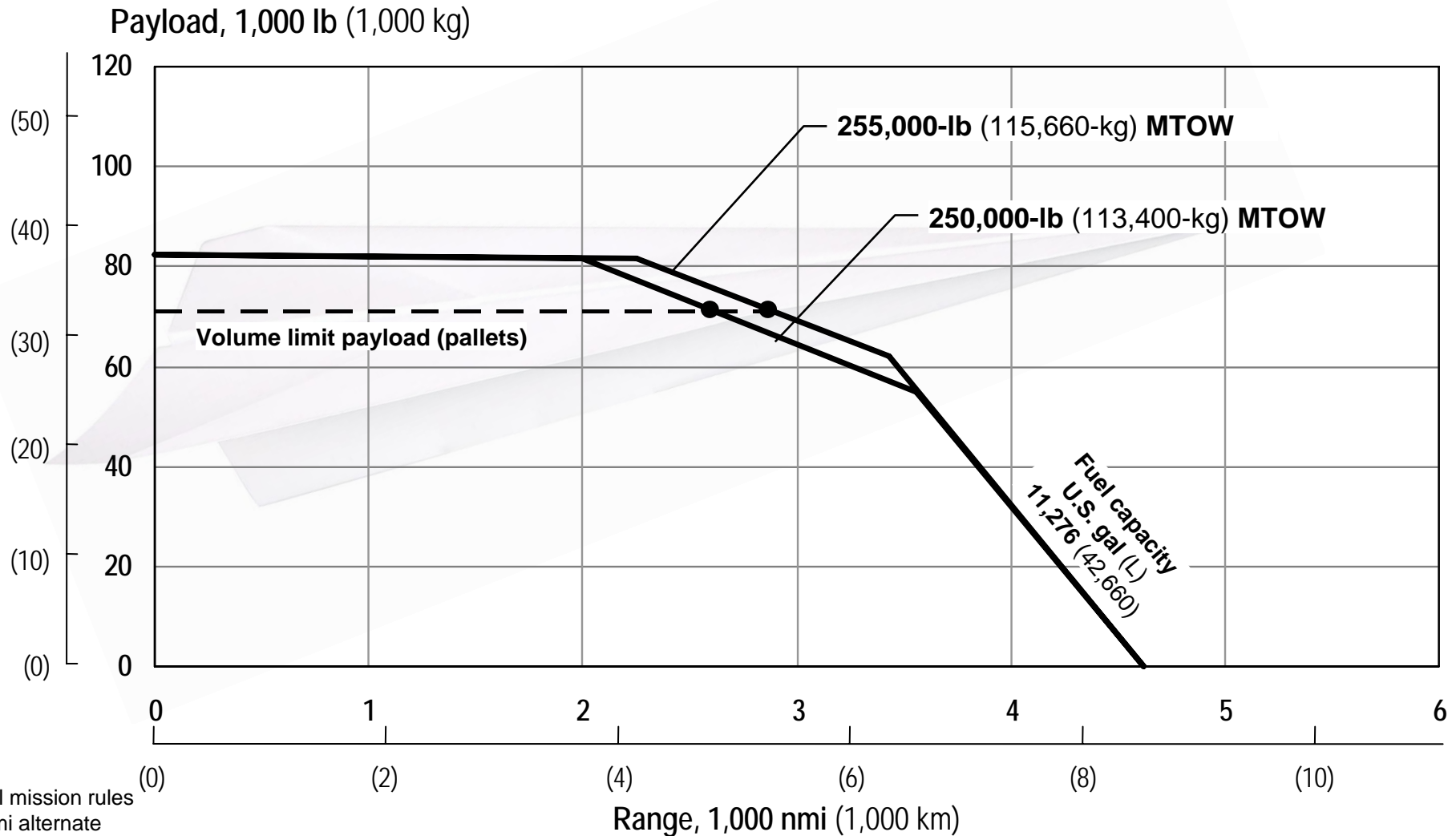


- Typical mission rules
 - 200-nmi alternate
 - 6.7 lb per U.S. gal fuel density
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757-200F payload-range capability

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Rolls-Royce engines

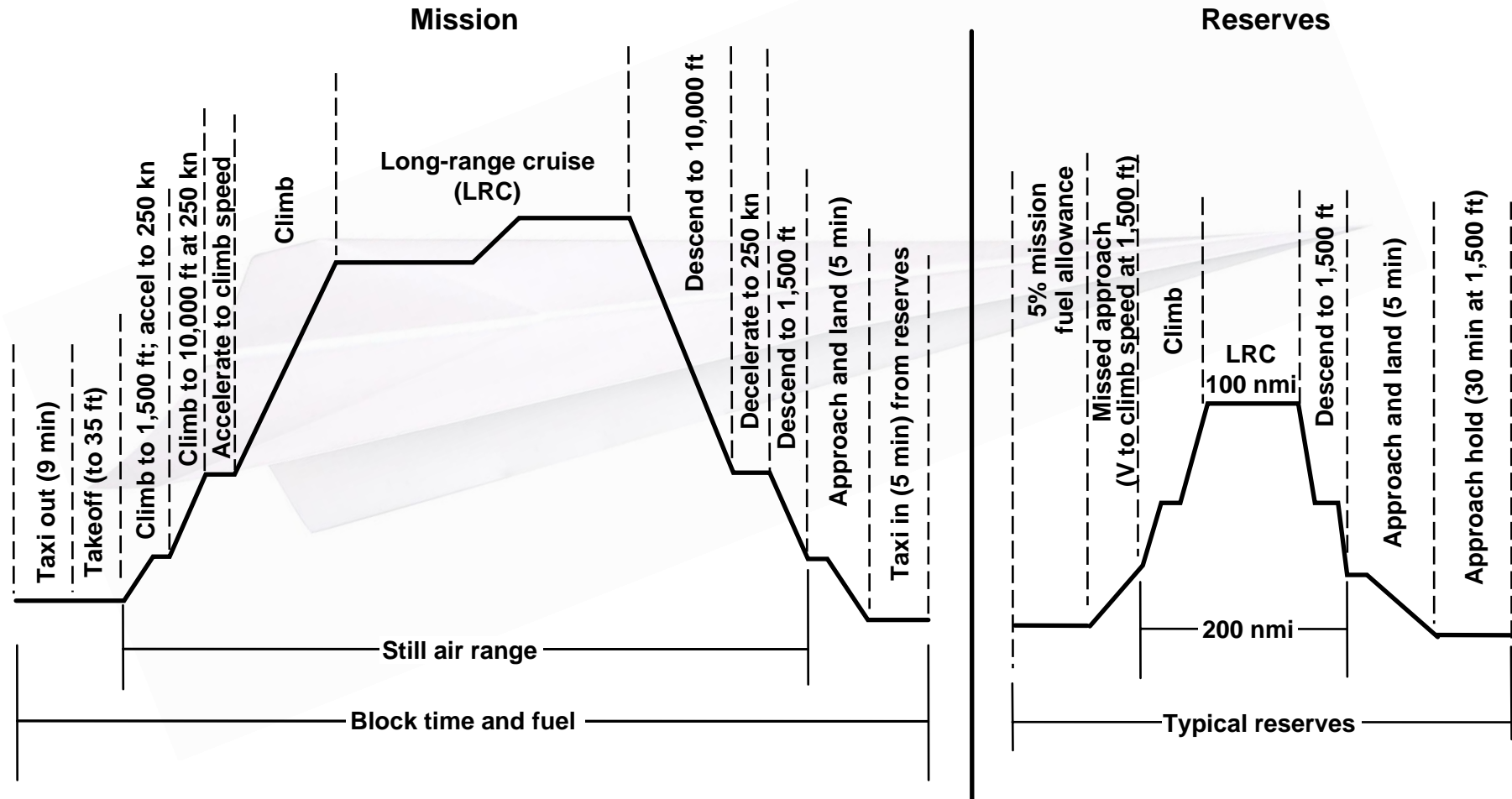


- Typical mission rules
 - 200-nmi alternate
 - 6.7 lb per U.S. gal fuel density
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Mission profile

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Typical mission rules



- Standard day
- Fuel density, 6.7 lb per U.S. gal
- Nominal performance

Range capability from Los Angeles

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Volume limit payload

757-200 Freighter
255,000-lb (115,660-kg) MTOW

757-200 Freighter
250,000-lb (113,400-kg) MTOW

- PW2037/2040 engines
- Typical mission rules
- Airways and traffic allowances included
- Nominal performance
- 85% annual winds
- 3,300-lb (1,500-kg) tare weight



Range capability from New York

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Volume limit payload

757-200 Freighter
255,000-lb (115,660-kg) MTOW

757-200 Freighter
250,000-lb (113,400-kg) MTOW

- PW2037/2040 engines
- Typical mission rules
- Airways and traffic allowances included
- Nominal performance
- 85% annual winds
- 3,300-lb (1,500-kg) tare weight



Range capability from Miami

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Volume limit payload

757-200 Freighter
255,000-lb (115,660-kg) MTOW

757-200 Freighter
250,000-lb (113,400-kg) MTOW

- PW2037/2040 engines
- Typical mission rules
- Airways and traffic allowances included
- Nominal performance
- 85% annual winds
- 3,300-lb (1,500-kg) tare weight



Range capability from London

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Volume limit payload

757-200 Freighter
255,000-lb (115,660-kg) MTOW

757-200 Freighter
250,000-lb (113,400-kg) MTOW

- PW2037/2040 engines
- Typical mission rules
- Airways and traffic allowances included
- Nominal performance
- 85% annual winds
- 3,300-lb (1,500-kg) tare weight



Range capability from Singapore

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Volume limit payload

757-200 Freighter
255,000-lb (115,660-kg) MTOW

757-200 Freighter
250,000-lb (113,400-kg) MTOW

- PW2037/2040 engines
- Typical mission rules
- Airways and traffic allowances included
- Nominal performance
- 85% annual winds
- 3,300-lb (1,500-kg) tare weight



Range capability from Tokyo

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Volume limit payload

757-200 Freighter
255,000-lb (115,660-kg) MTOW

757-200 Freighter
250,000-lb (113,400-kg) MTOW

- PW2037/2040 engines
- Typical mission rules
- Airways and traffic allowances included
- Nominal performance
- 85% annual winds
- 3,300-lb (1,500-kg) tare weight



757 Flight Deck

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