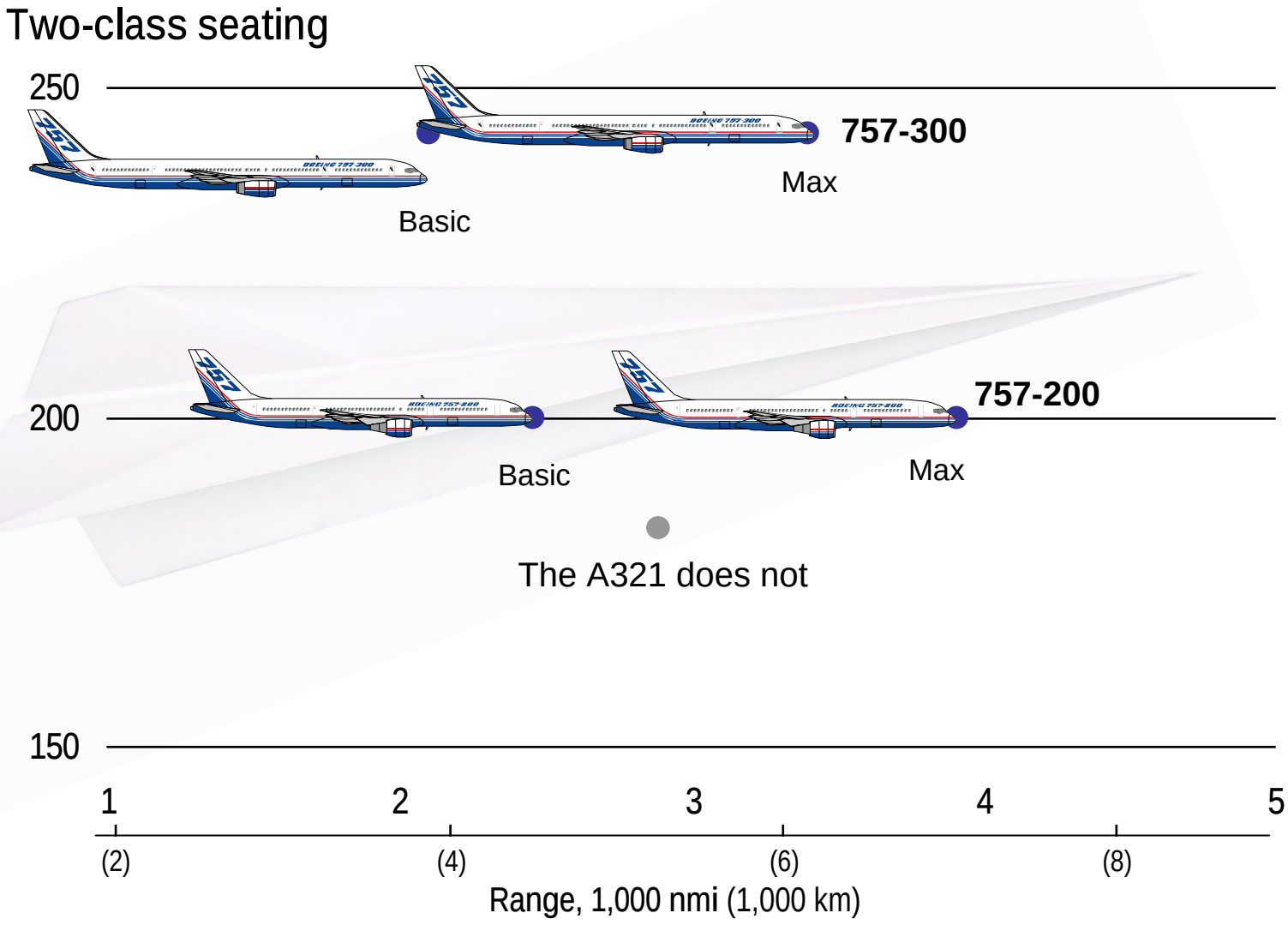
The 757 has the performance to serve short-, medium-, and long-range missions

StartupBoeing



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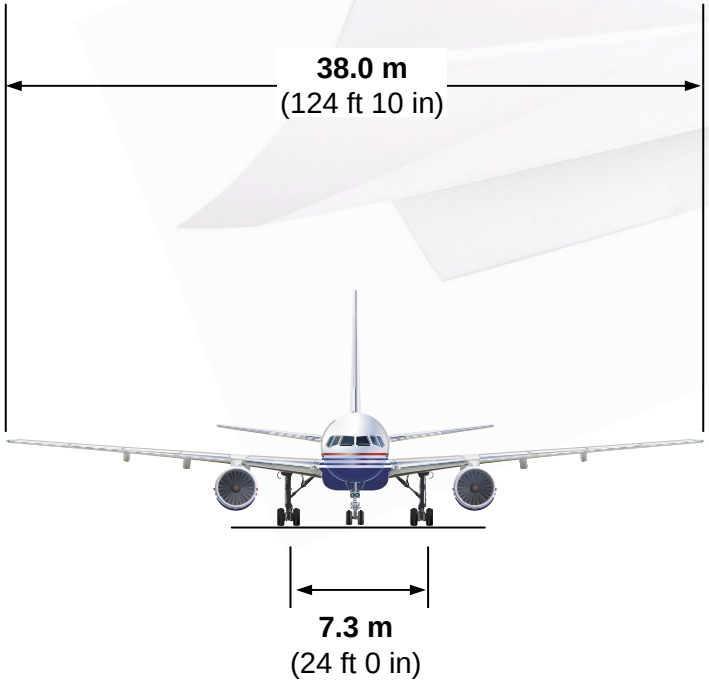
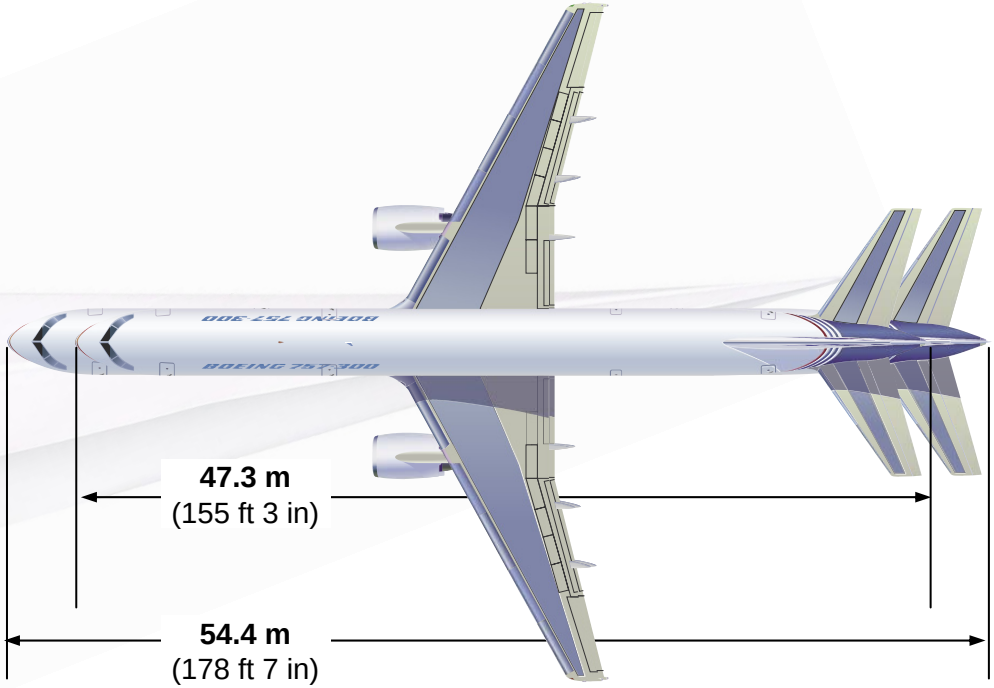
General arrangement

StartupBoeing

757-200 and 757-300





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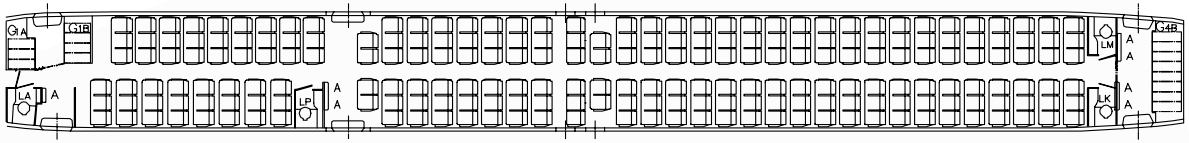
Interior arrangements

StartupBoeing

757-200/-300, inclusive-tour seating

757-200 (overwing exits)

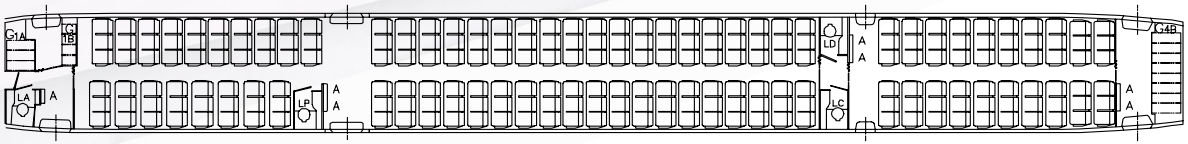
221 economy at 30-in pitch



221 passengers

757-200 (four doors)

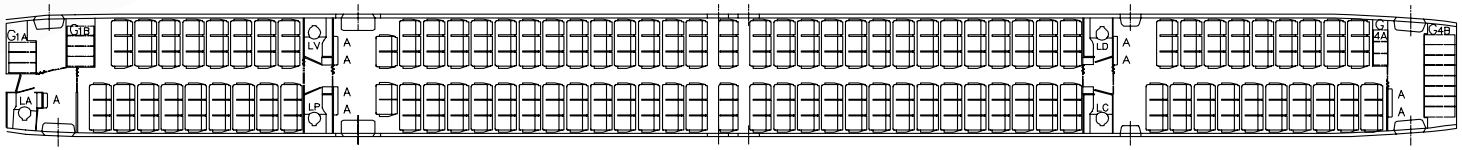
228 economy at 28-in pitch



228 passengers

757-300

280 economy at 28-in pitch



280 passengers

B570621
B570623a
B570607

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Interior arrangements

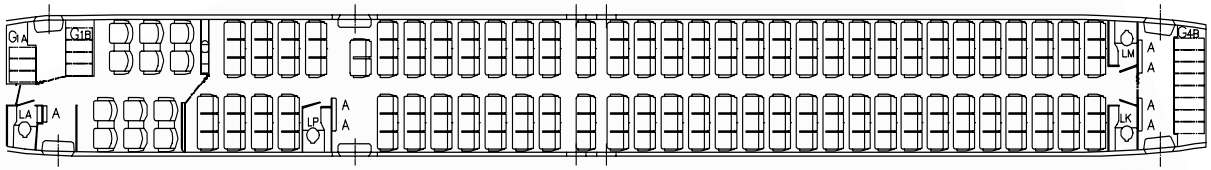
StartupBoeing

757-200/-300, two-class seating

757-200 (overwing exits)

12 first at 36-in pitch

188 economy at 32-in pitch

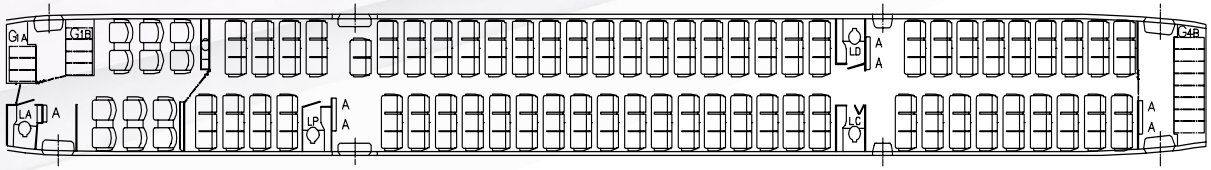


200 passengers

757-200 (four doors)

12 first at 36-in pitch

182 economy at 32-in pitch

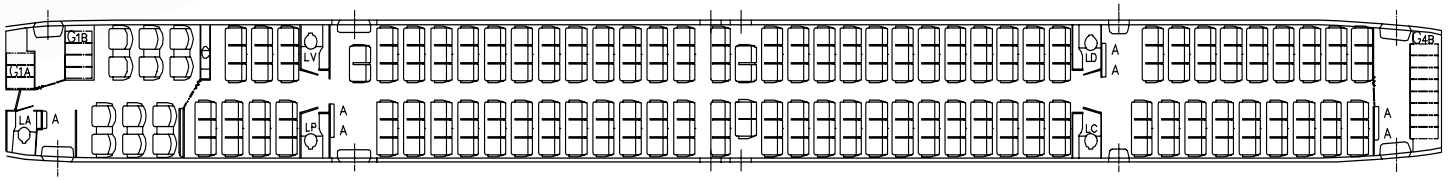


194 passengers

757-300

12 first at 36-in pitch

231 economy at 32-in pitch



243 passengers

B570505
B570507
B570606

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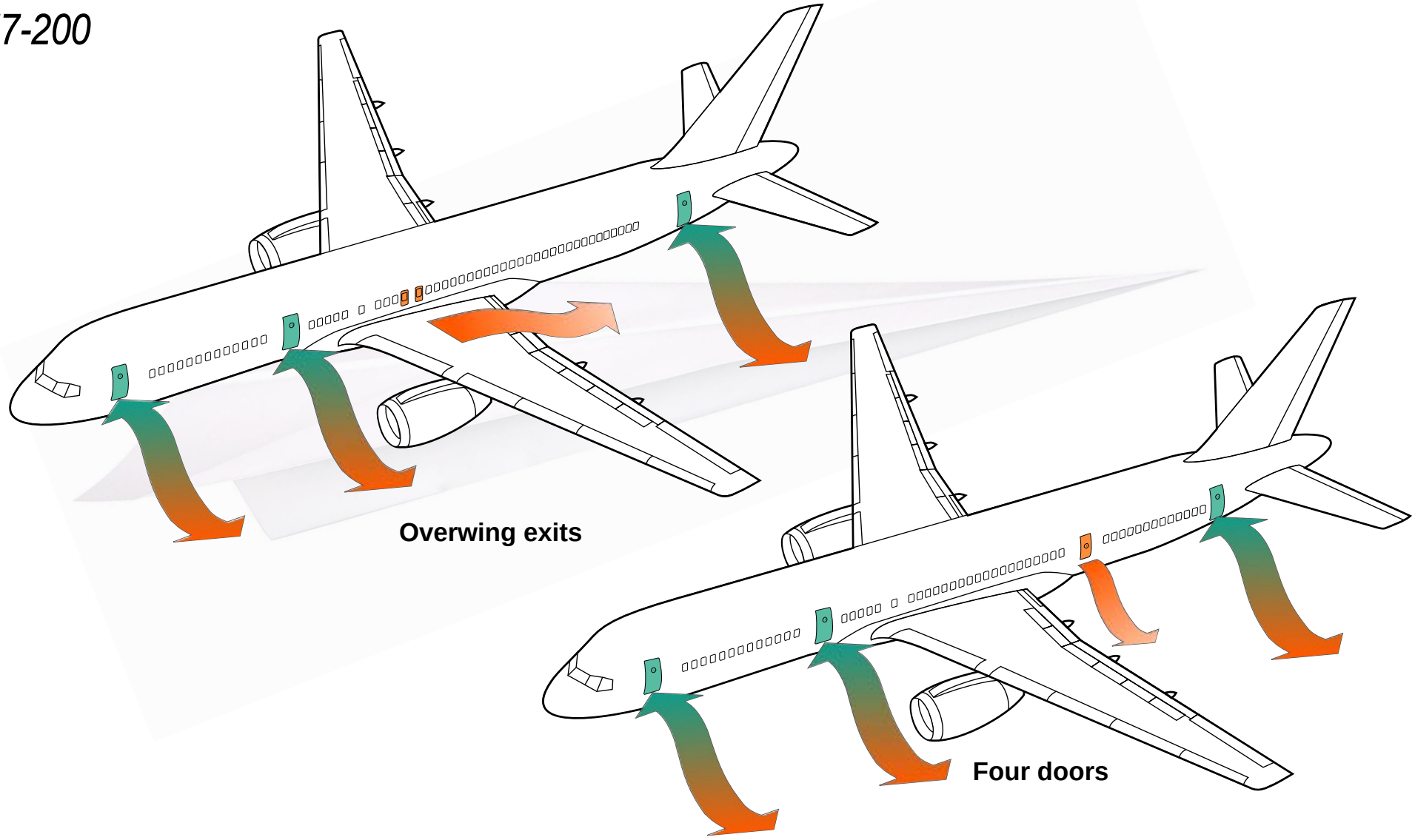
Door arrangements

StartupBoeing

757-200



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757 First Class Interior Seating

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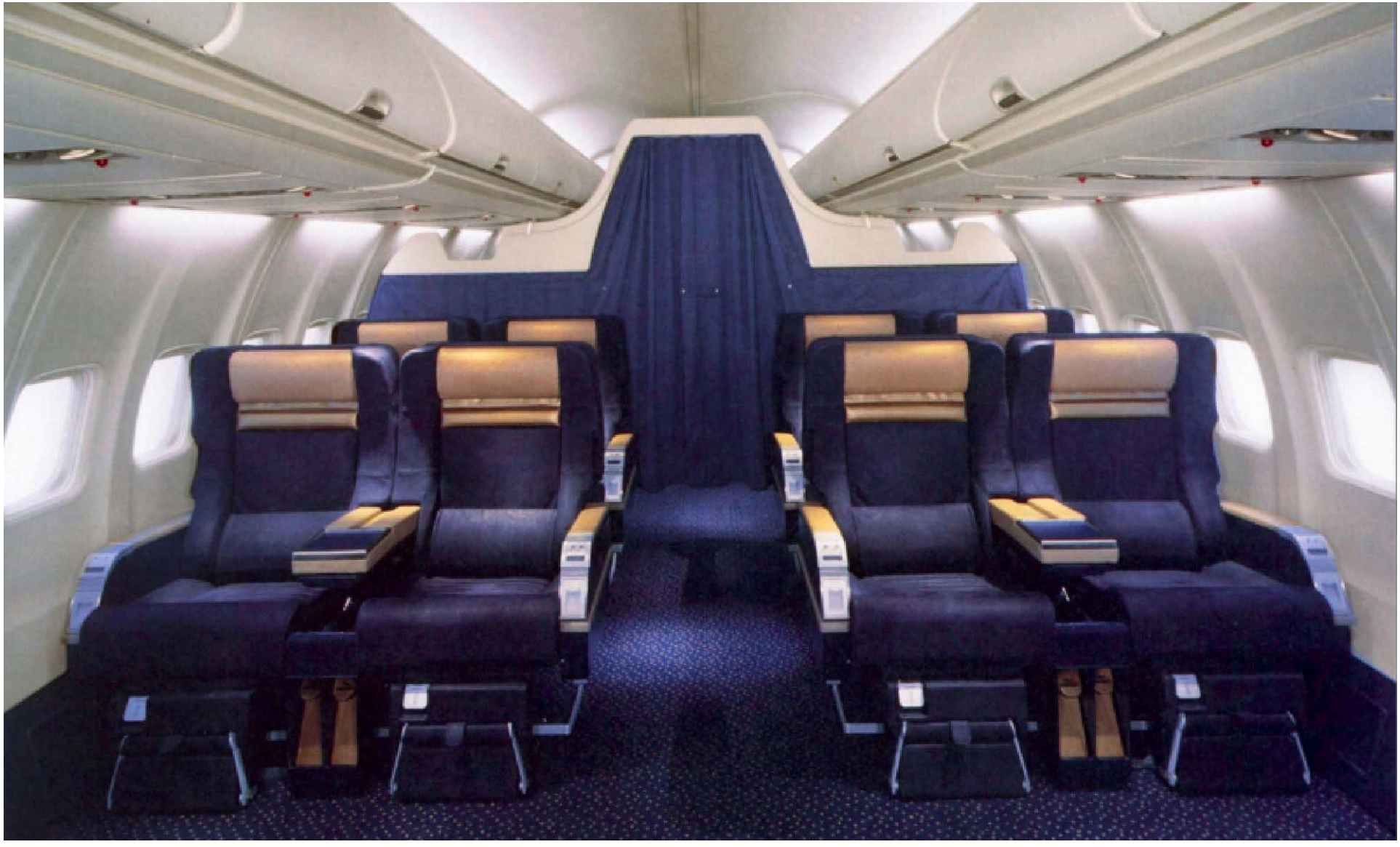

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757 Economy Class Interior Seating

StartupBoeing

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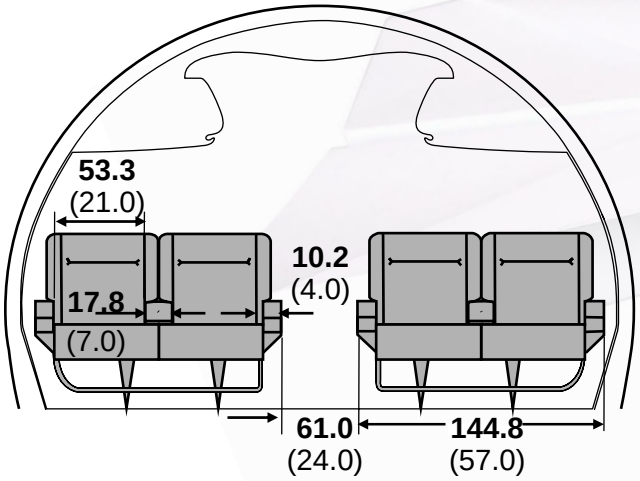
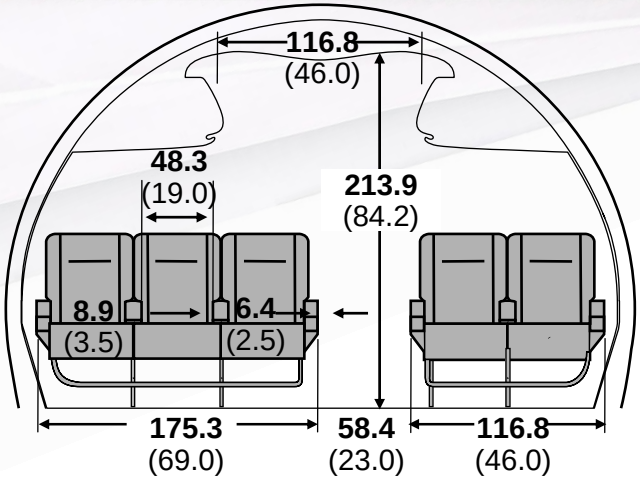
757 Interior Configurations

StartupBoeing

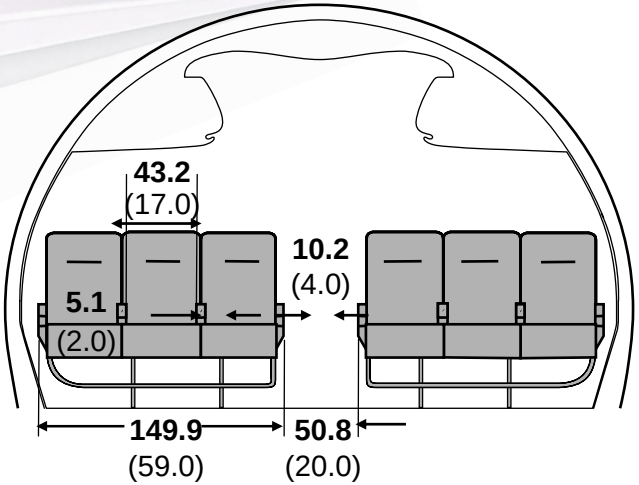
First class



Business class



Economy class



- Dimensions in centimeters (inches).

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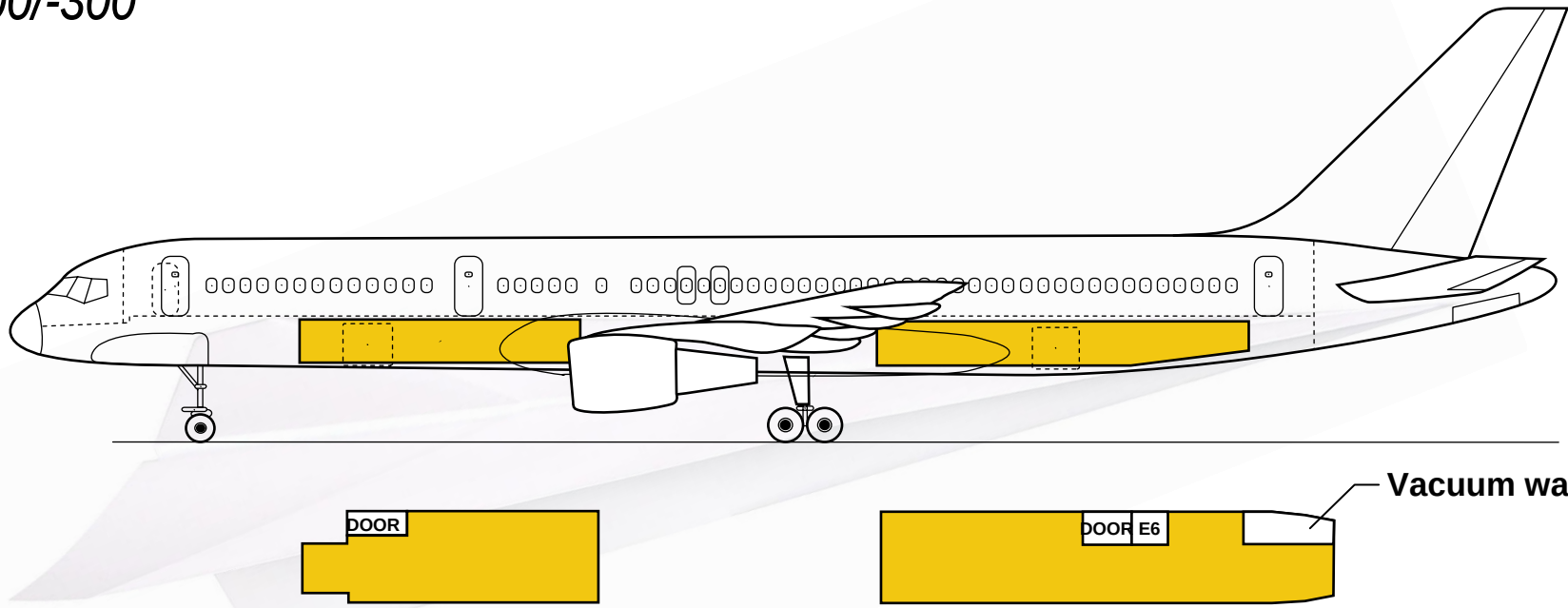
Cargo and baggage capability

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)**	

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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.

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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.

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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.

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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.

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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.

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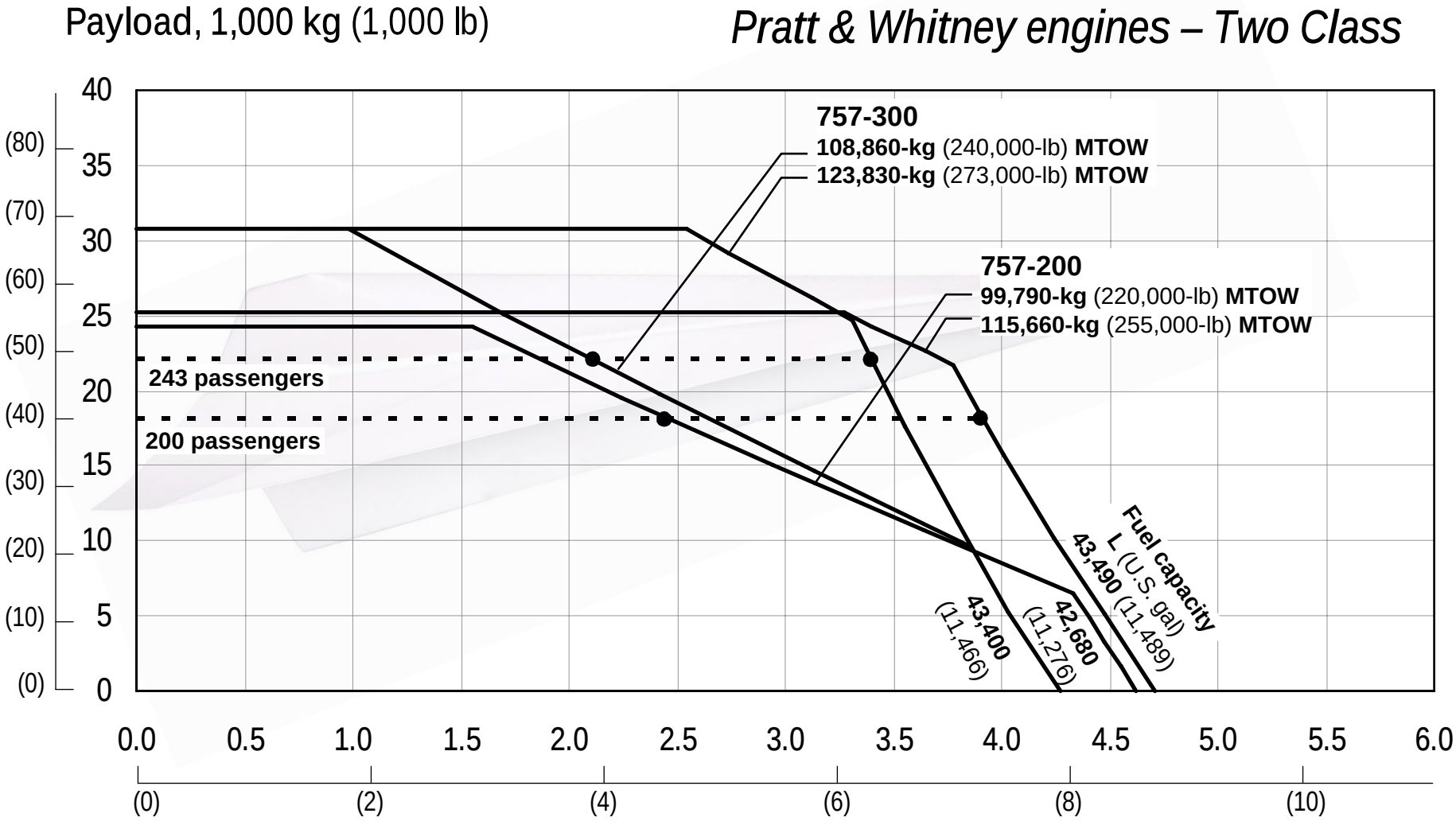
757-200/-300 payload-range capability

StartupBoeing

Pratt & Whitney engines – Two Class



- Two-class seating.
- Typical mission rules.

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757-200/-300 payload-range capability

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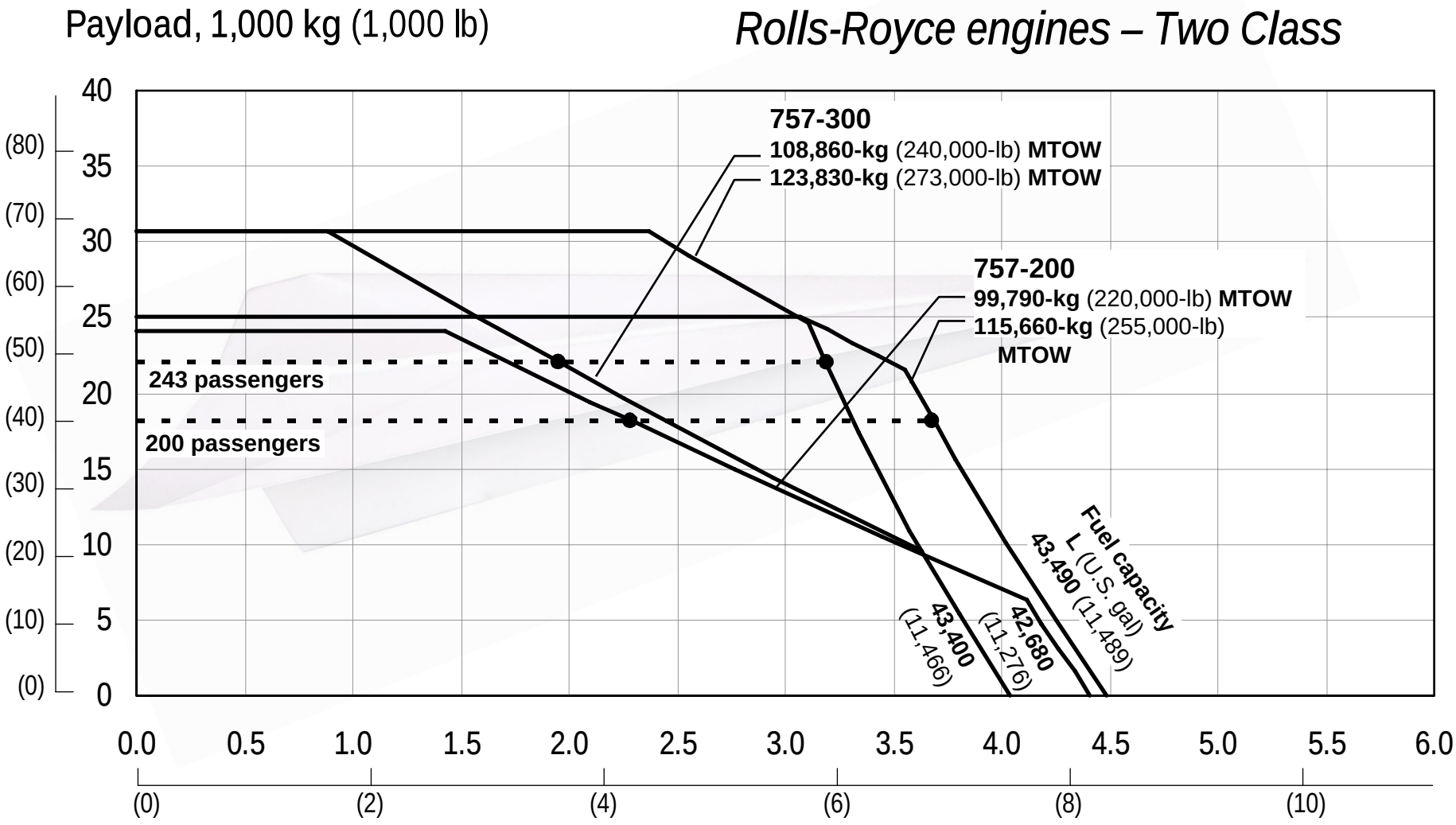

- Two-class seating.
- Typical mission rules.

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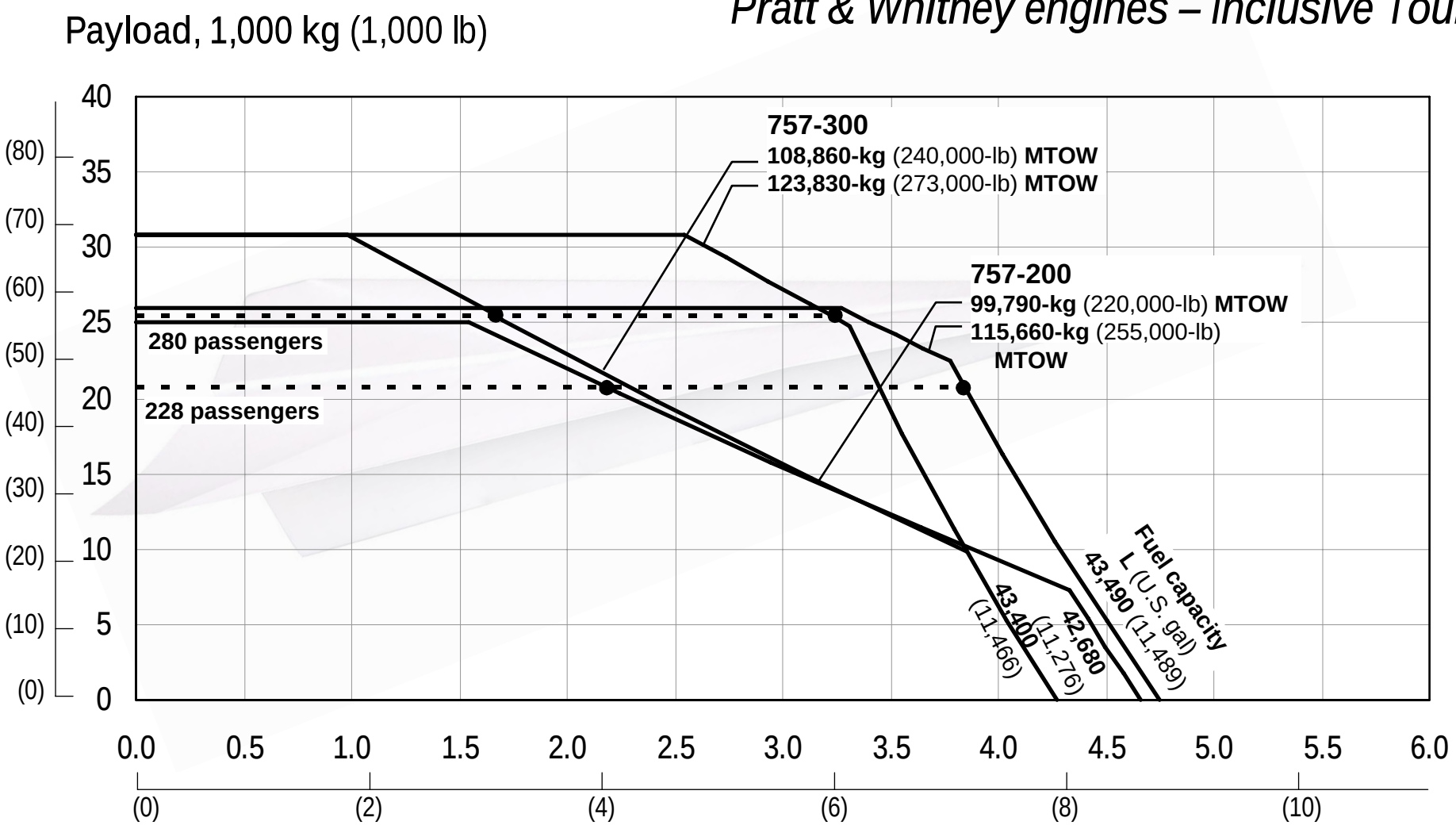
757-200/-300 payload-range capability

StartupBoeing

Pratt & Whitney engines – Inclusive Tour



- Inclusive-tour seating.
- Typical mission rules.

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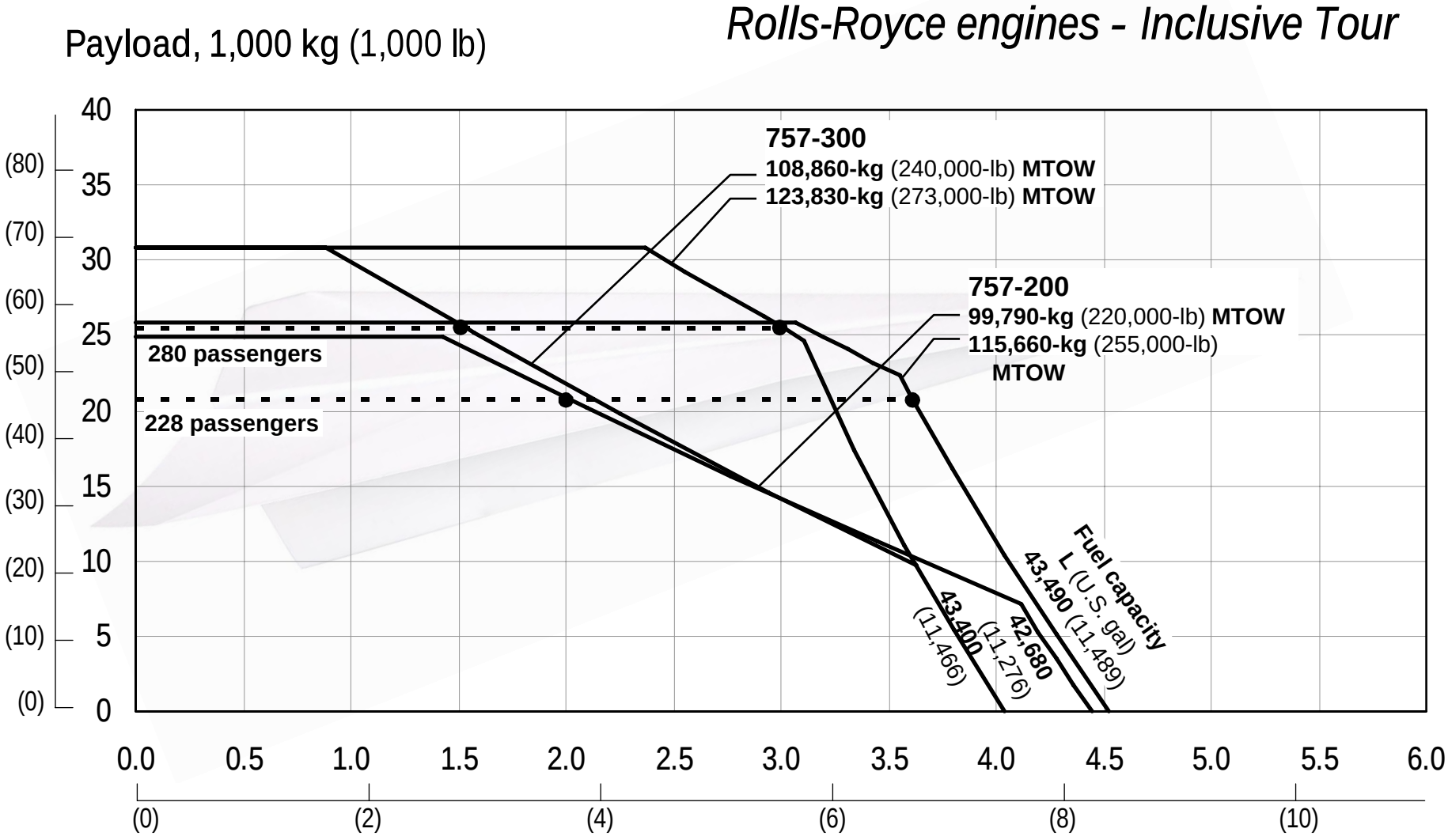
757-200/-300 payload-range capability

StartupBoeing

Rolls-Royce engines - Inclusive Tour



- Inclusive-tour seating.
- Typical mission rules.

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Mission profile

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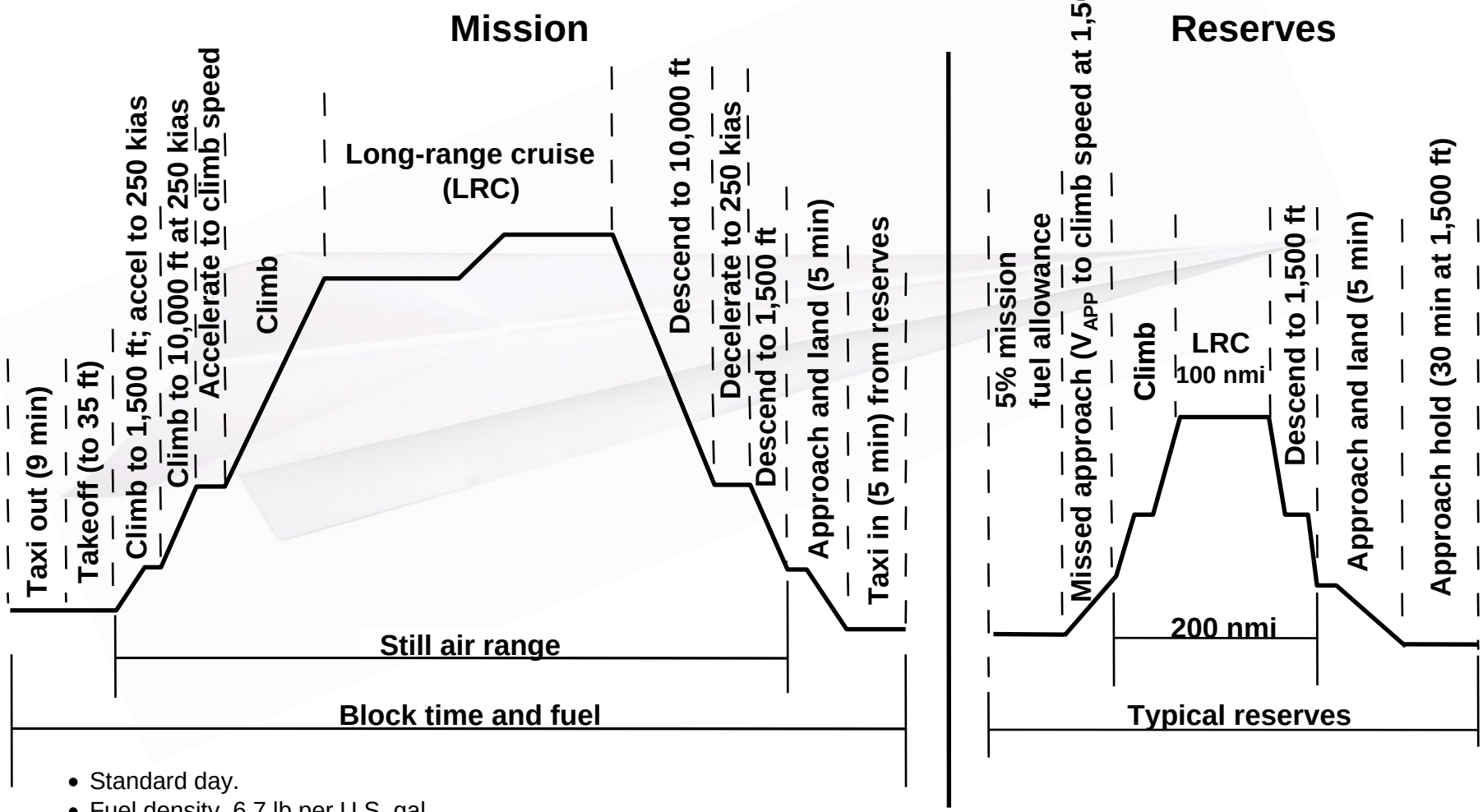
Typical mission rules



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

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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 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***
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 London.

*Fuel volume limited.

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The 757 is a transcontinental airplane

StartupBoeing

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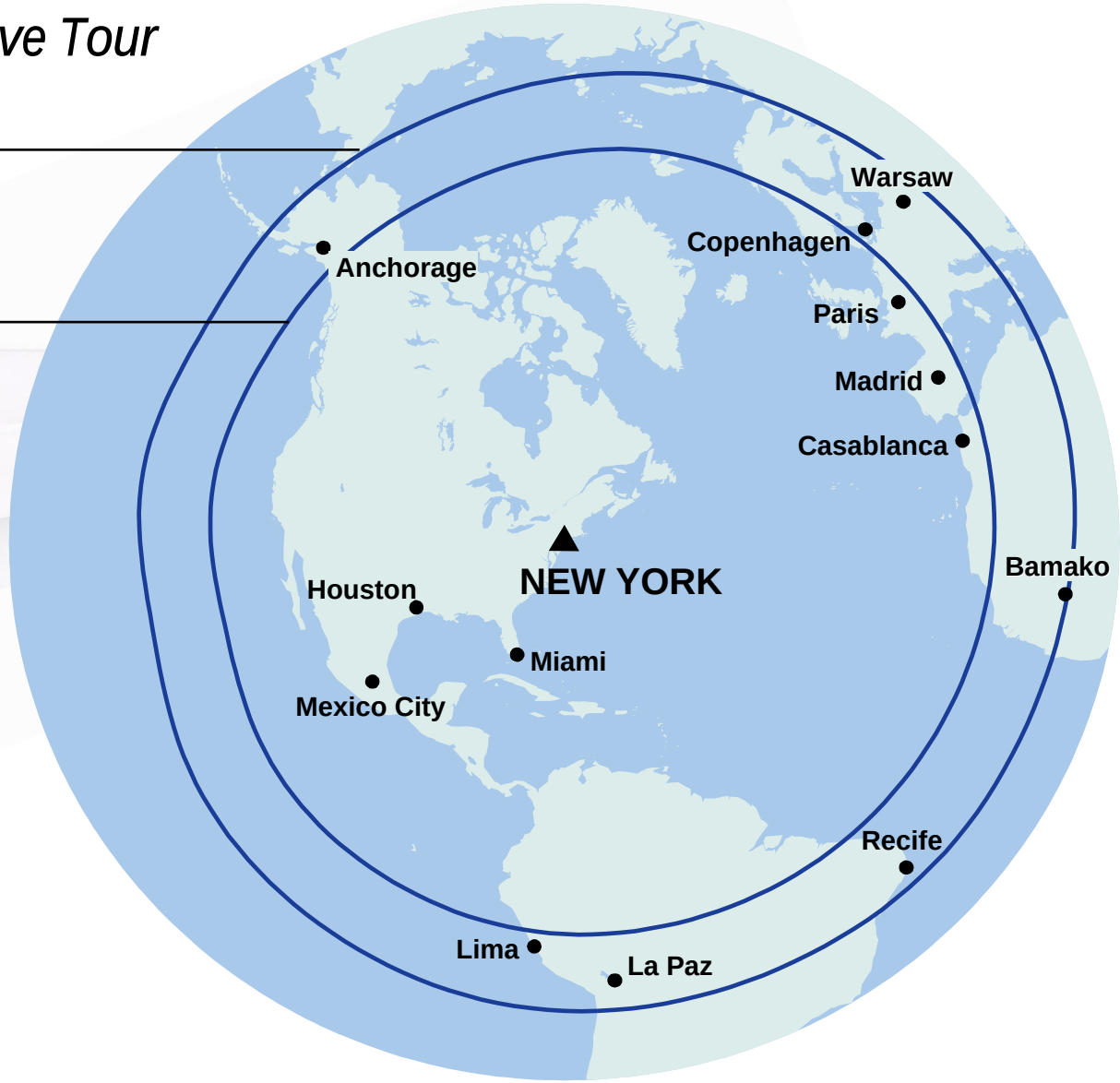
Full passenger payload - Inclusive Tour

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.

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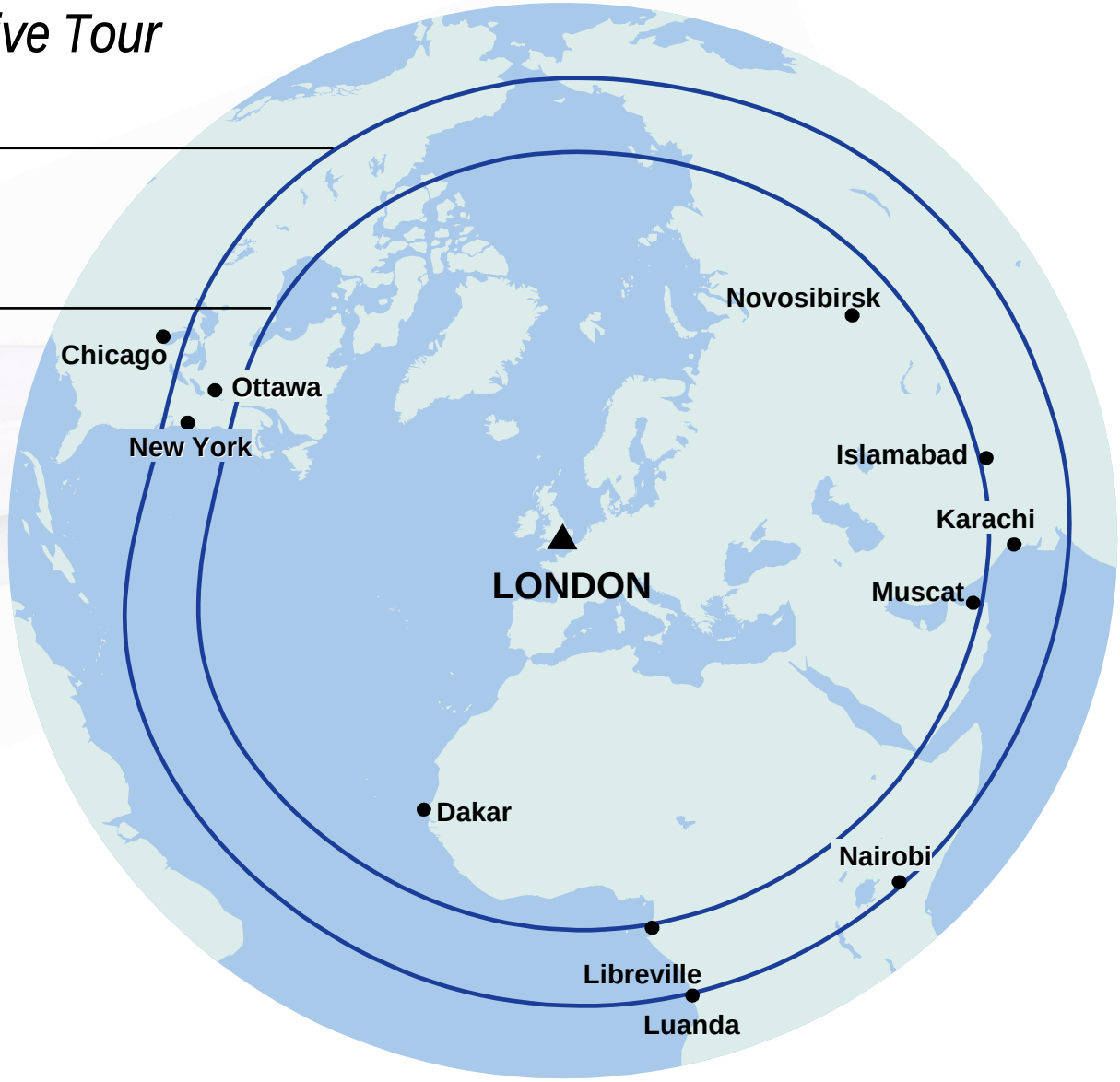

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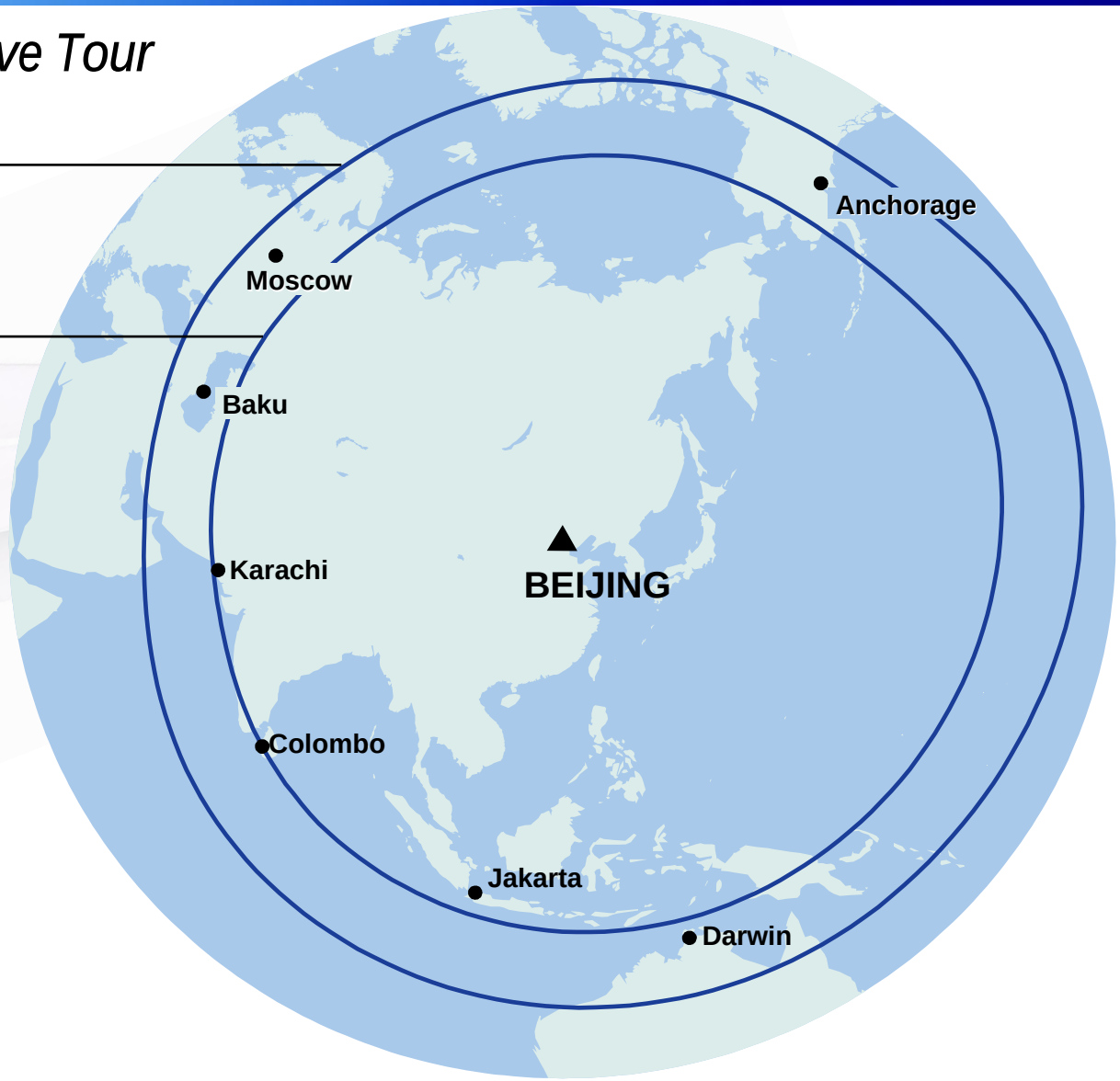

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757 Flight Deck

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