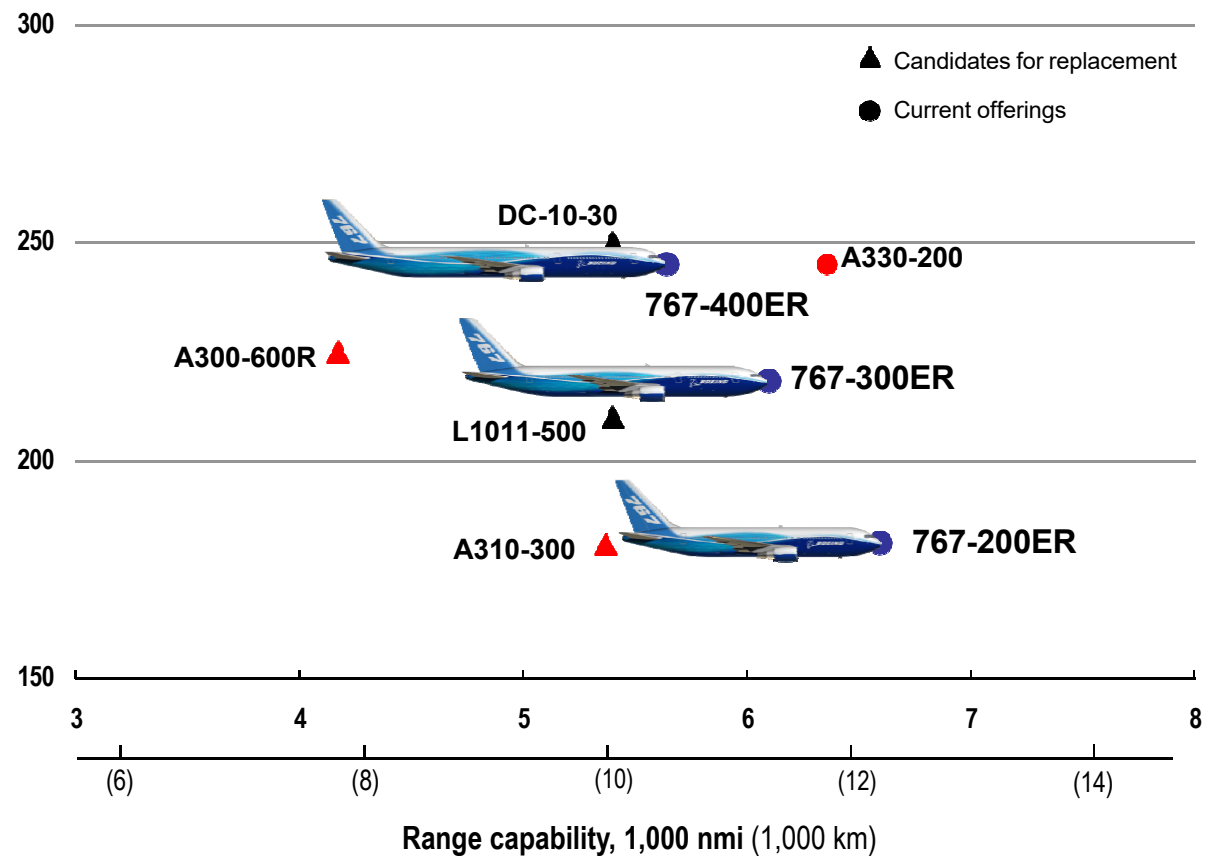


# The 767 family provides unparalleled size and range in the middle market

StartupBoeing

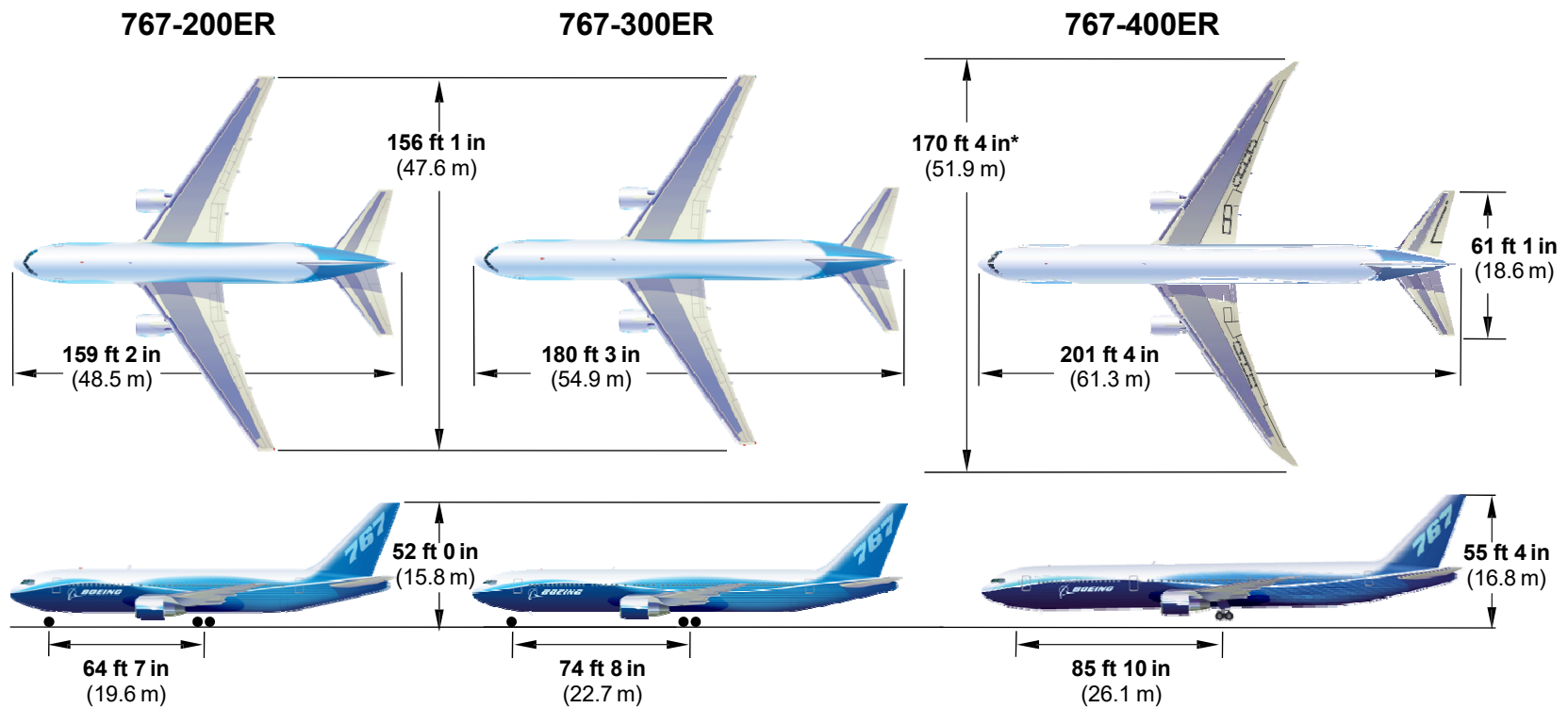


## Three-class seats



# 767 size comparison

StartupBoeing



\*170 ft 7 in (52.0 m) fully loaded

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The 767 has the passenger-  
preferred new Boeing signature  
interior

StartupBoeing



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# Typical interior arrangements

StartupBoeing

## *Three-class seating*

### **767-200ER**

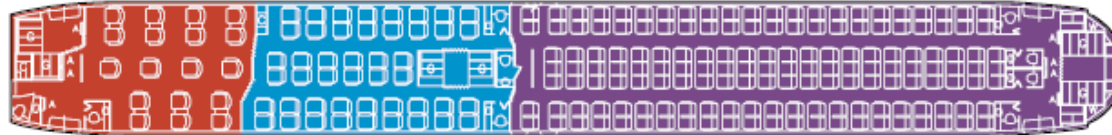
15 first at 60-in pitch  
40 business at 38-in pitch  
126 premium at 32-in pitch



**181 passengers**

### **767-300ER**

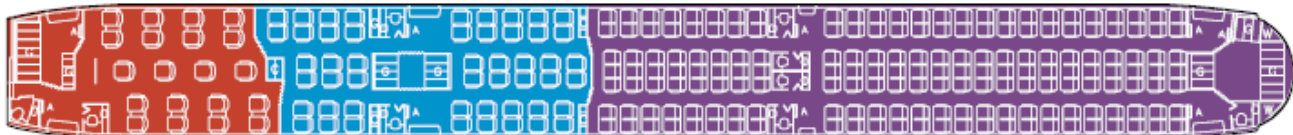
18 first at 60-in pitch  
46 business at 38-in pitch  
154 premium at 32-in pitch



**218 passengers**

### **767-400ER**

20 first at 60-in pitch  
50 business at 38-in pitch  
175 premium at 32-in pitch



**245 passengers**

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# Typical interior arrangements

StartupBoeing

## *Two-class seating*

### **767-200ER**

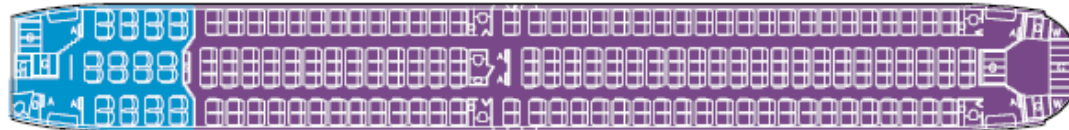
18 business at 38-in pitch  
206 premium at 32-in pitch



**224 passengers**

### **767-300ER**

24 business at 38-in pitch  
245 premium at 32-in pitch



**269 passengers**

### **767-400ER**

28 business at 38-in pitch  
276 premium at 32-in pitch



**304 passengers**

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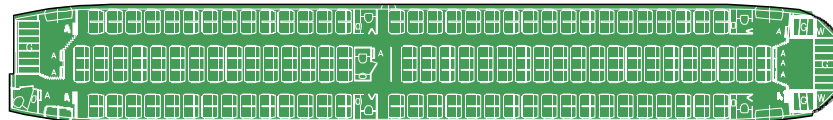
# Typical interior arrangements

StartupBoeing

## One-class seating

**767-200ER**

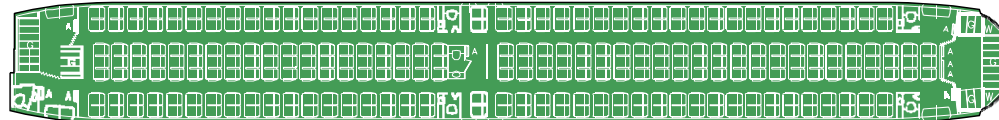
233 economy at 32-in pitch



**233 passengers**

**767-300ER**

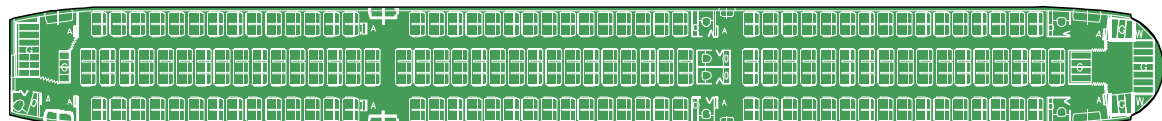
286 economy at 32-in pitch



**286 passengers**

**767-400ER**

327 economy at 32-in pitch



**327 passengers**

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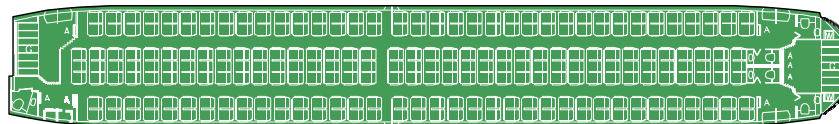
# Typical interior arrangements

StartupBoeing

## *Inclusive-tour seating*

**767-200ER**

255 economy at 30-in pitch



**255 passengers**

**767-300ER**

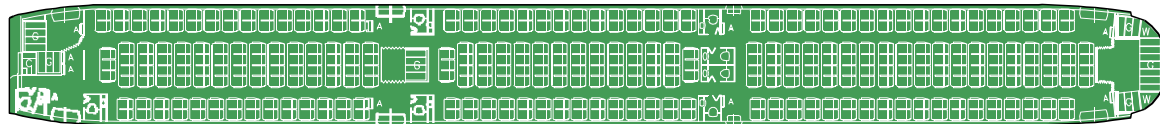
350 economy at 28-in pitch



**350 passengers**

**767-400ER**

375 economy at 31-in pitch



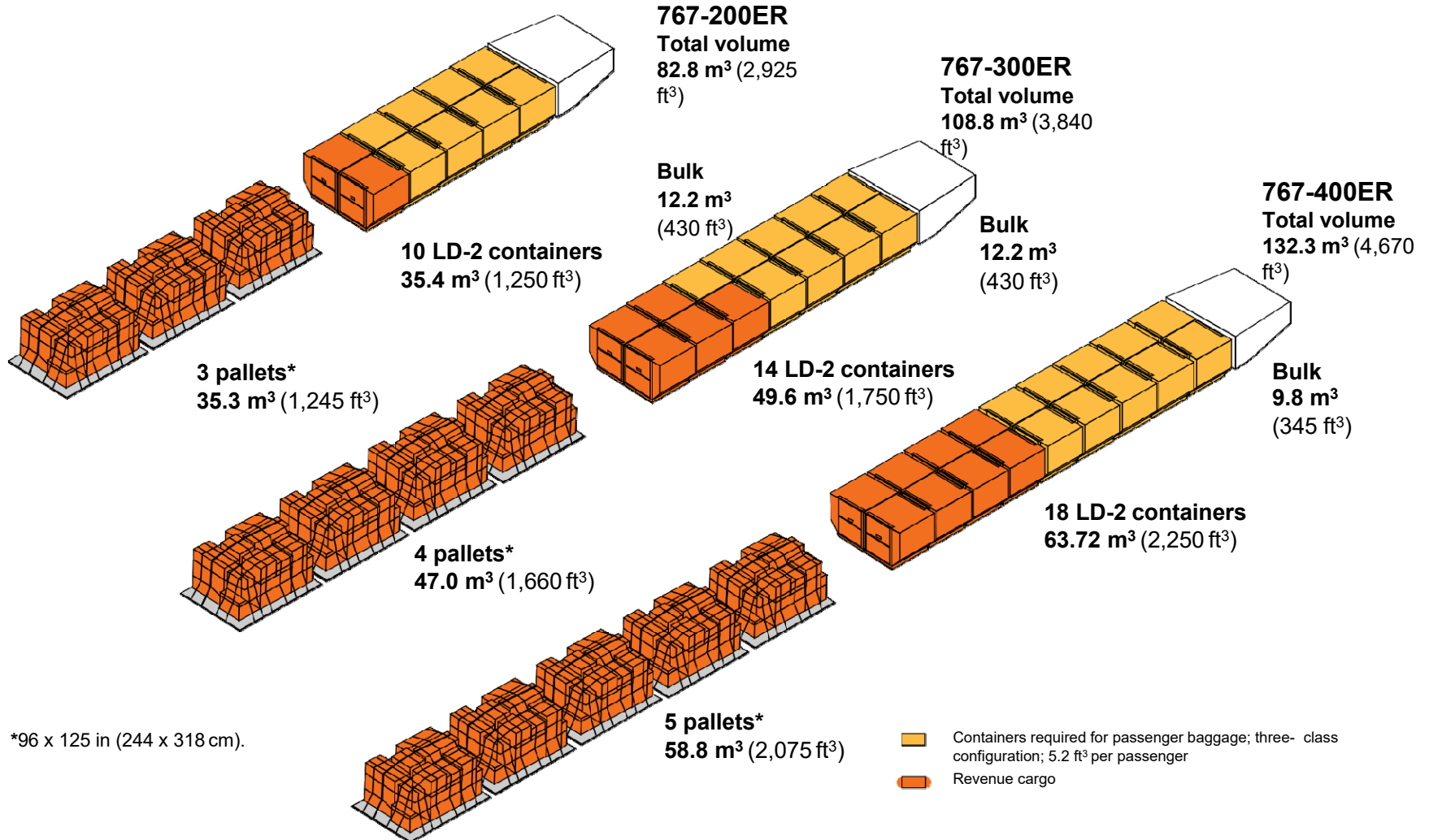
**375 passengers**

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# Lower hold payload capability

*With pallets forward*

StartupBoeing

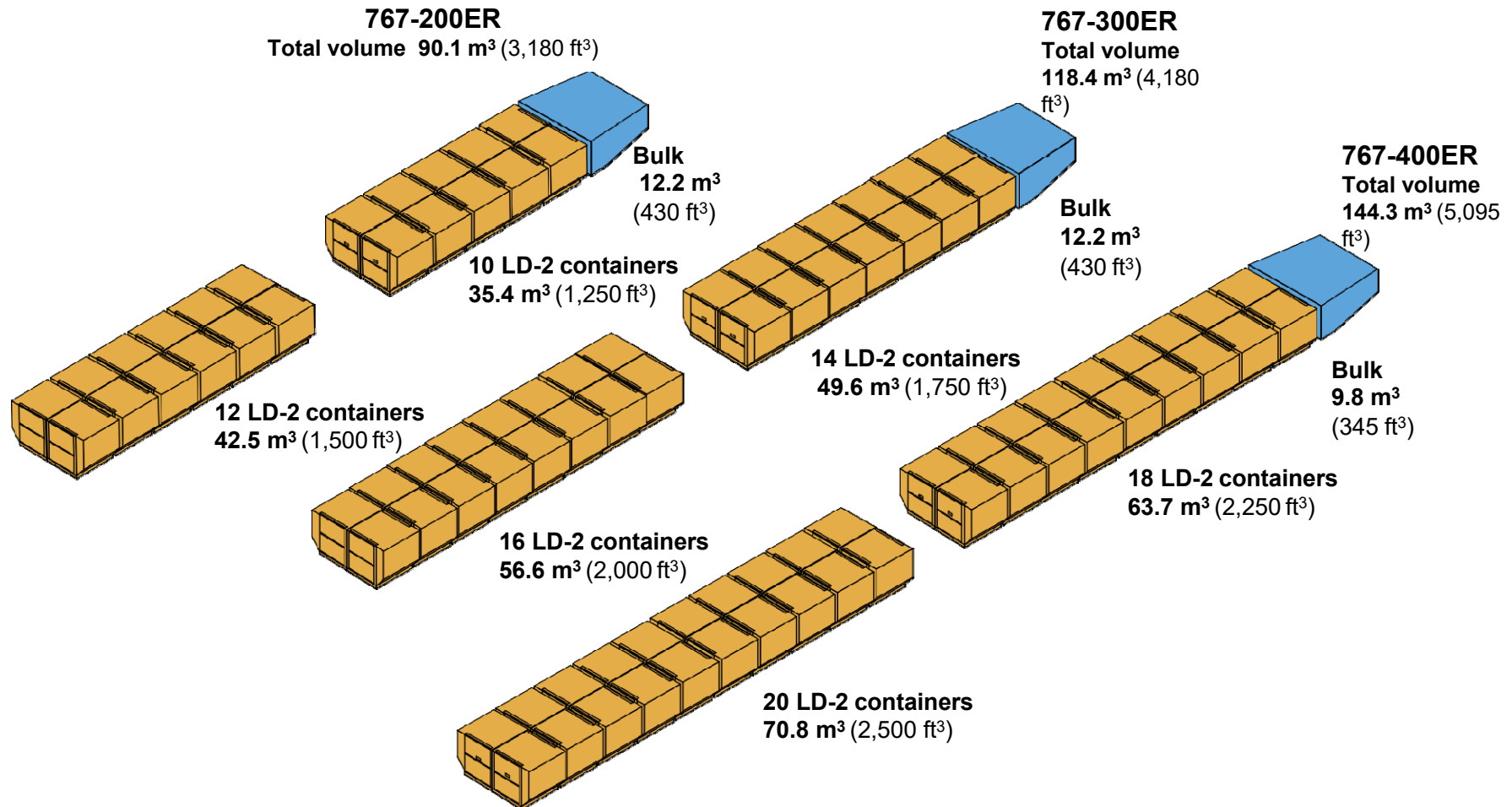




# Lower hold payload capability

StartupBoeing

With LD-2 containers

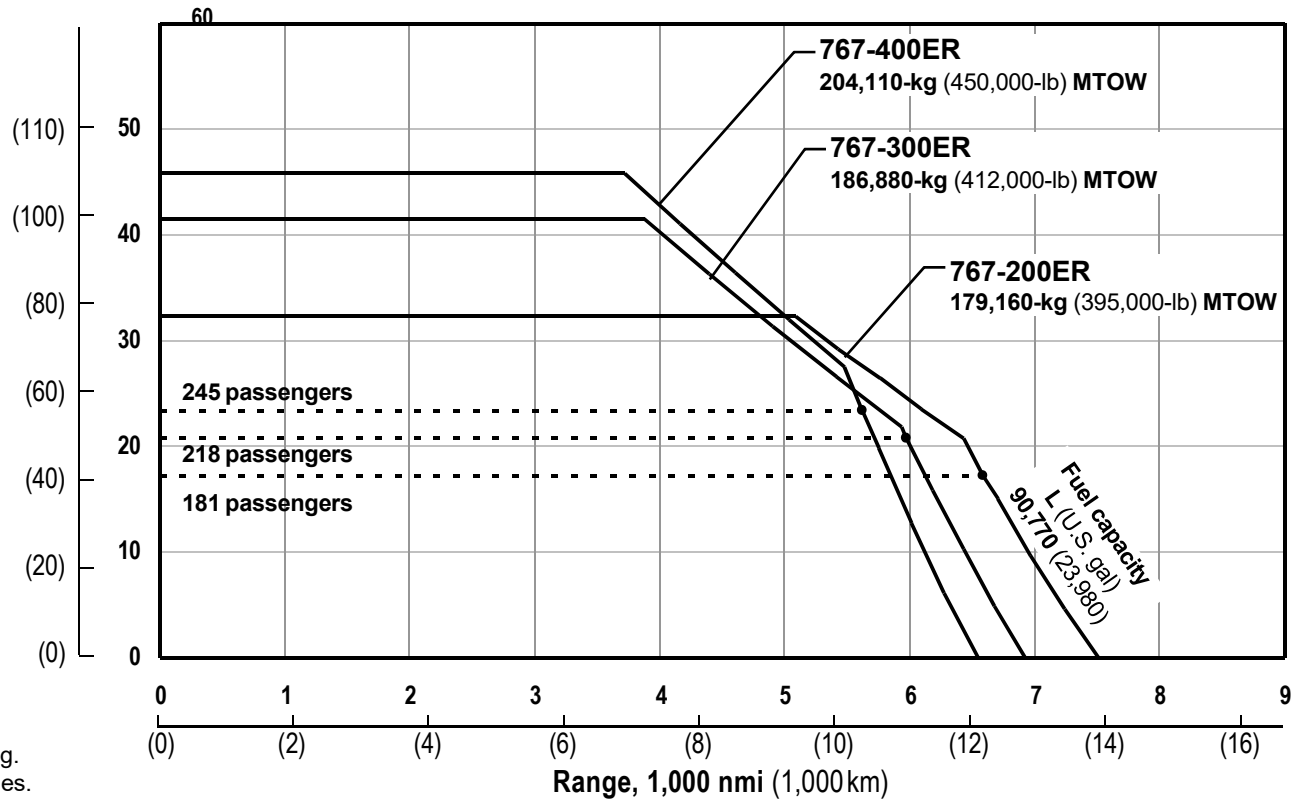


# Payload-range capability

Three-class seating, General Electric engines

StartupBoeing

Payload, 1,000 kg (1,000 lb)



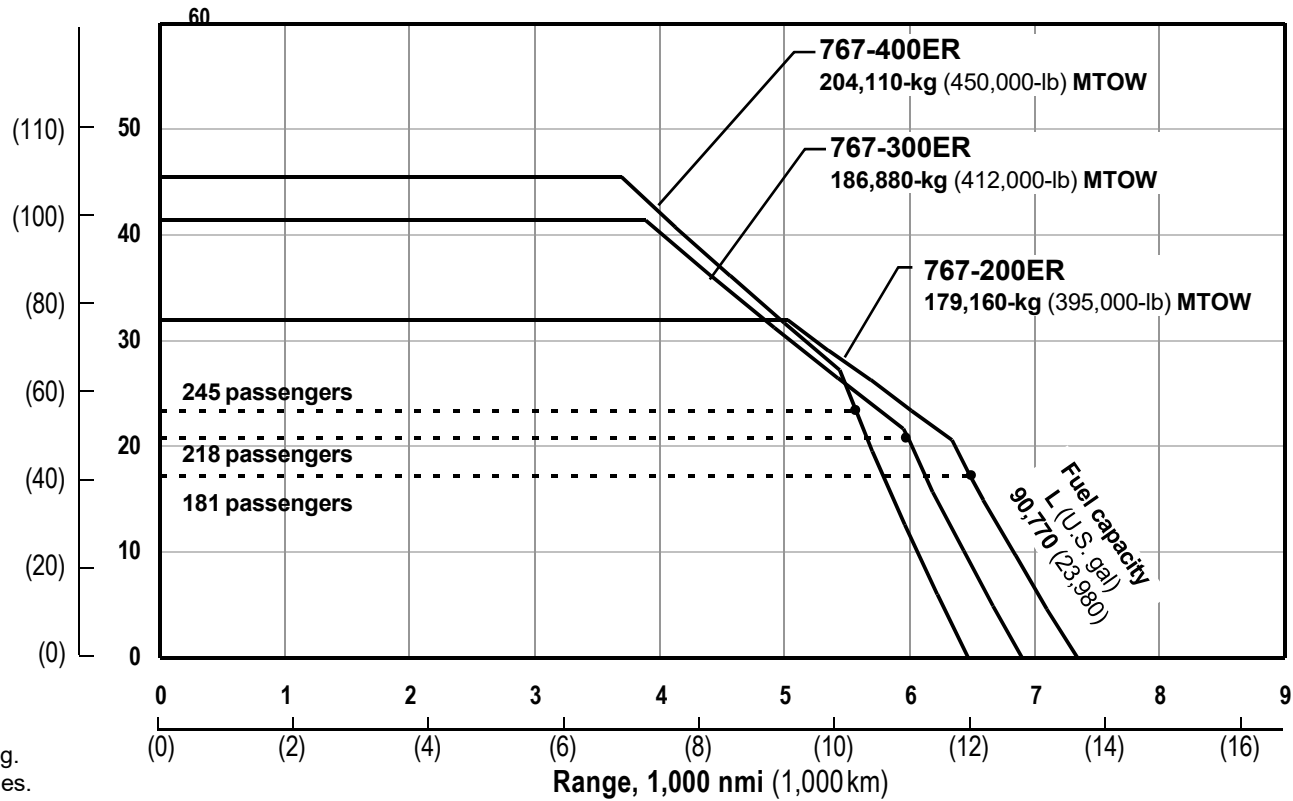
- Three-class seating.
- Typical mission rules.

# Payload-range capability

Three-class seating, Pratt & Whitney engines

StartupBoeing

Payload, 1,000 kg (1,000 lb)



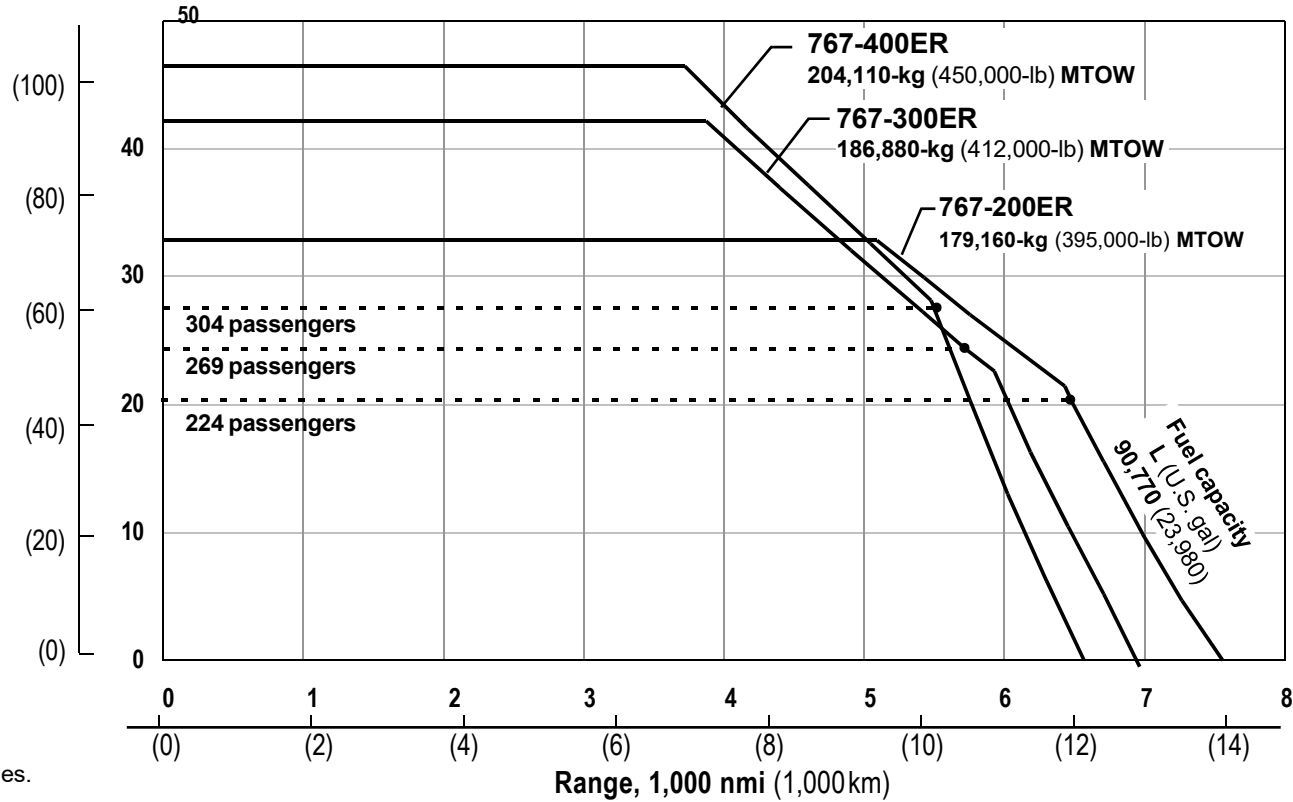
- Three-class seating.
- Typical mission rules.

# Payload-range capability

Two-class seating, General Electric engines

StartupBoeing

Payload, 1,000 kg (1,000 lb)



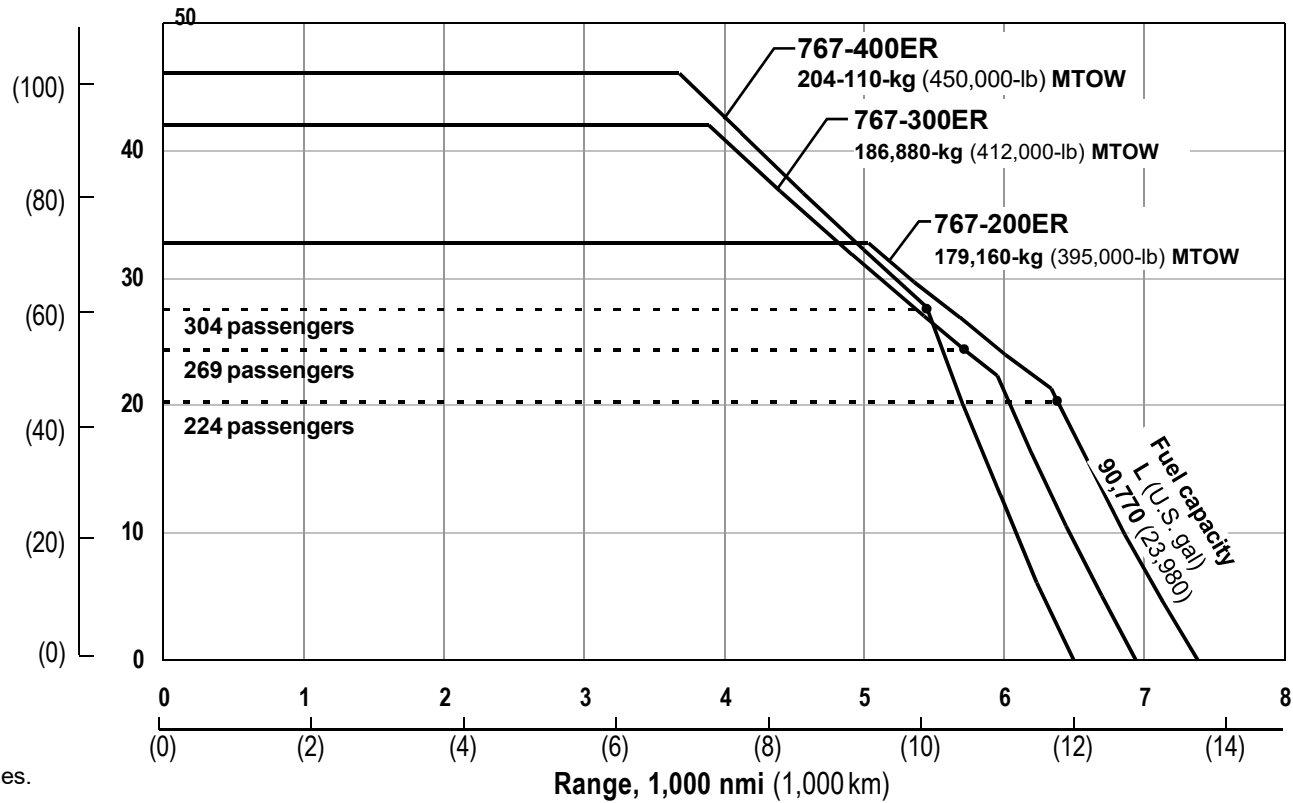
• Typical mission rules.

# Payload-range capability

Two-class seating, Pratt & Whitney engines

StartupBoeing

Payload, 1,000 kg (1,000 lb)



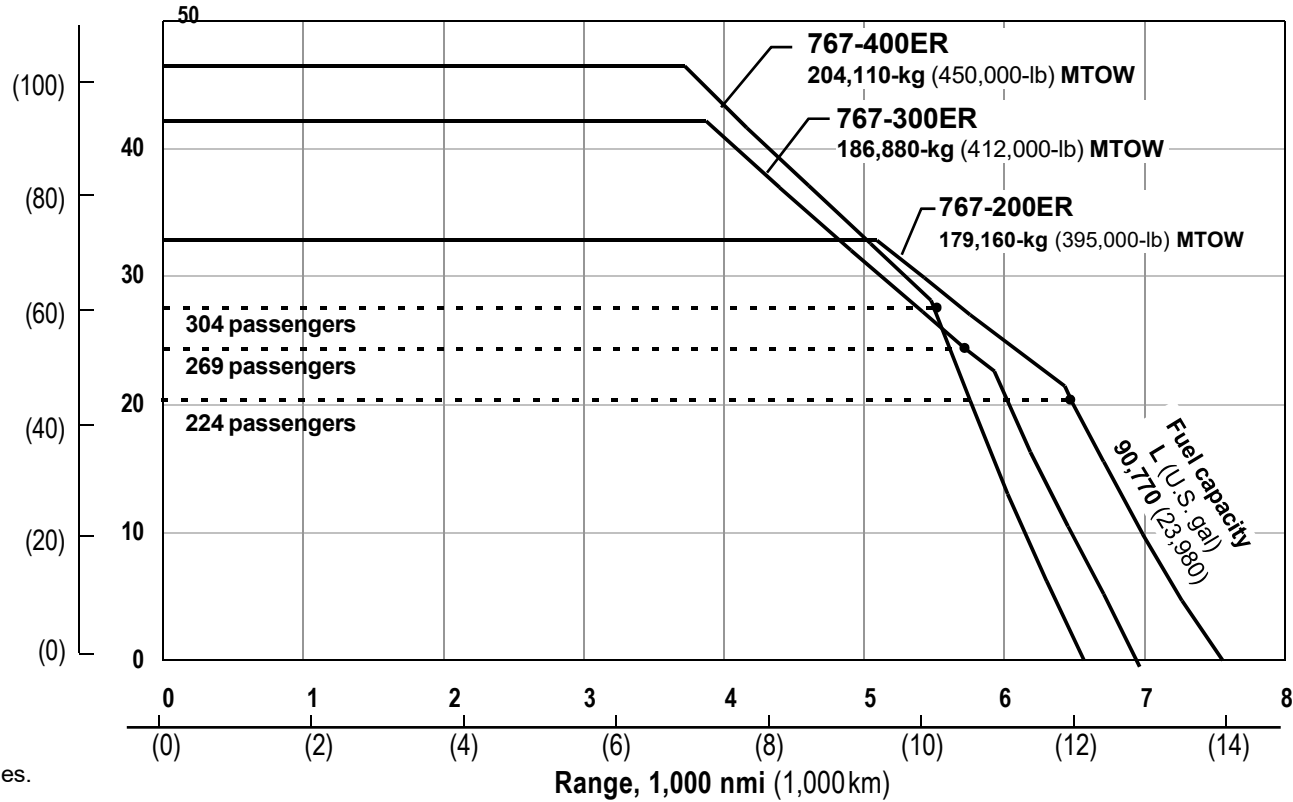
• Typical mission rules.

# Payload-range capability

Two-class seating, General Electric engines

StartupBoeing

Payload, 1,000 kg (1,000 lb)



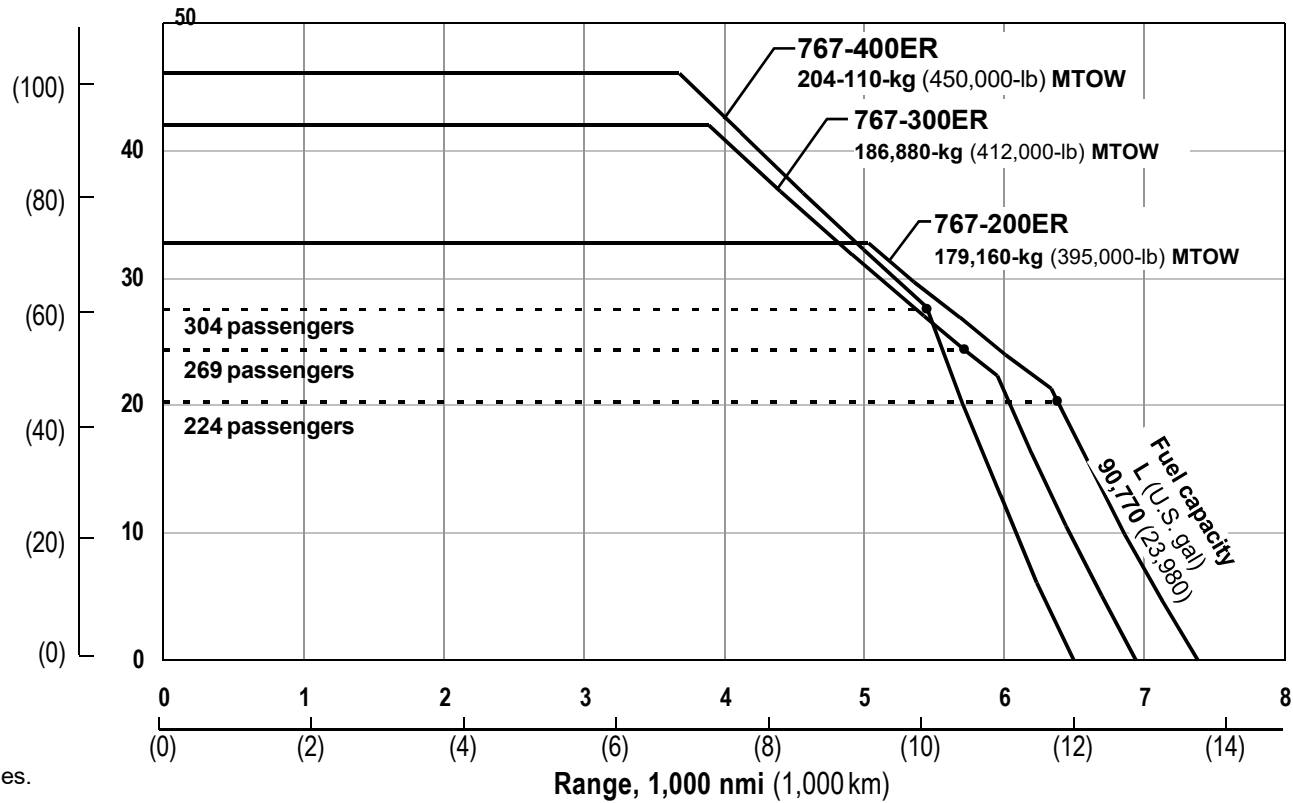
• Typical mission rules.

# Payload-range capability

Two-class seating, Pratt & Whitney engines

StartupBoeing

Payload, 1,000 kg (1,000 lb)



• Typical mission rules.

# 767-200ER performance summary

*Three-class seating, General Electric engines*

StartupBoeing

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/BC/EC) pallets/containers <sup>1</sup>	181 (15/40/126) 3/10	
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)	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.

[www.StartupBoeing.com](http://www.StartupBoeing.com)



# 767-200ER performance summary

Three-class seating, Pratt & Whitney engines

StartupBoeing

		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.

[www.StartupBoeing.com](http://www.StartupBoeing.com)

# 767-300ER performance summary

*Three-class seating, General Electric engines*

StartupBoeing

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/BC/EC) pallets/containers <sup>1</sup>	218 (18/46/154) 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)	90,300 (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.

# 767-300ER performance summary

Three-class seating, Pratt & Whitney engines

StartupBoeing

		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.

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# 767-400ER performance summary

*Three-class seating, General Electric engines*

StartupBoeing

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/BC/EC) pallets/containers <sup>1</sup>	245 (20/50/175) 5/18	
Engines		CF6-80C2B7F1	CF6-80C2B8F
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	62,100/86	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.

[www.StartupBoeing.com](http://www.StartupBoeing.com)

# 767-400ER performance summary

Three-class seating, Pratt & Whitney engines

StartupBoeing

		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	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)	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.

[www.StartupBoeing.com](http://www.StartupBoeing.com)

# 767-200ER performance summary

*Two-class seating, General Electric engines*

StartupBoeing

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/EC) pallets/containers <sup>1</sup>	224 (18/206) 3/10	
Engines		CF6-80C2B6F	CF6-80C2B7F
SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	50,600/90	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.

[www.StartupBoeing.com](http://www.StartupBoeing.com)

# 767-200ER performance summary

Two-class seating, Pratt & Whitney engines

StartupBoeing

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/EC) pallets/containers <sup>1</sup>	224 (18/206) 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)	85,230 (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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# 767-300ER performance summary

*Two-class seating, General Electric engines*

StartupBoeing

		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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# 767-300ER performance summary

Two-class seating, Pratt & Whitney engines

StartupBoeing

		Basic	Maximum <sup>2</sup>
Passengers Cargo	(FC/EC) pallets/containers <sup>1</sup>	269 (24/245) 4/14	
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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# 767-400ER performance summary

*Two-class seating, General Electric engines*

StartupBoeing

		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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# 767-400ER performance summary

Two-class seating, Pratt & Whitney engines

StartupBoeing

		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.

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# 767 connects key markets around the world

*Full passenger payload*

StartupBoeing

## 767-200ER

175,610-kg (387,150-lb) TOGW\*  
181 three-class passengers

## 767-300ER

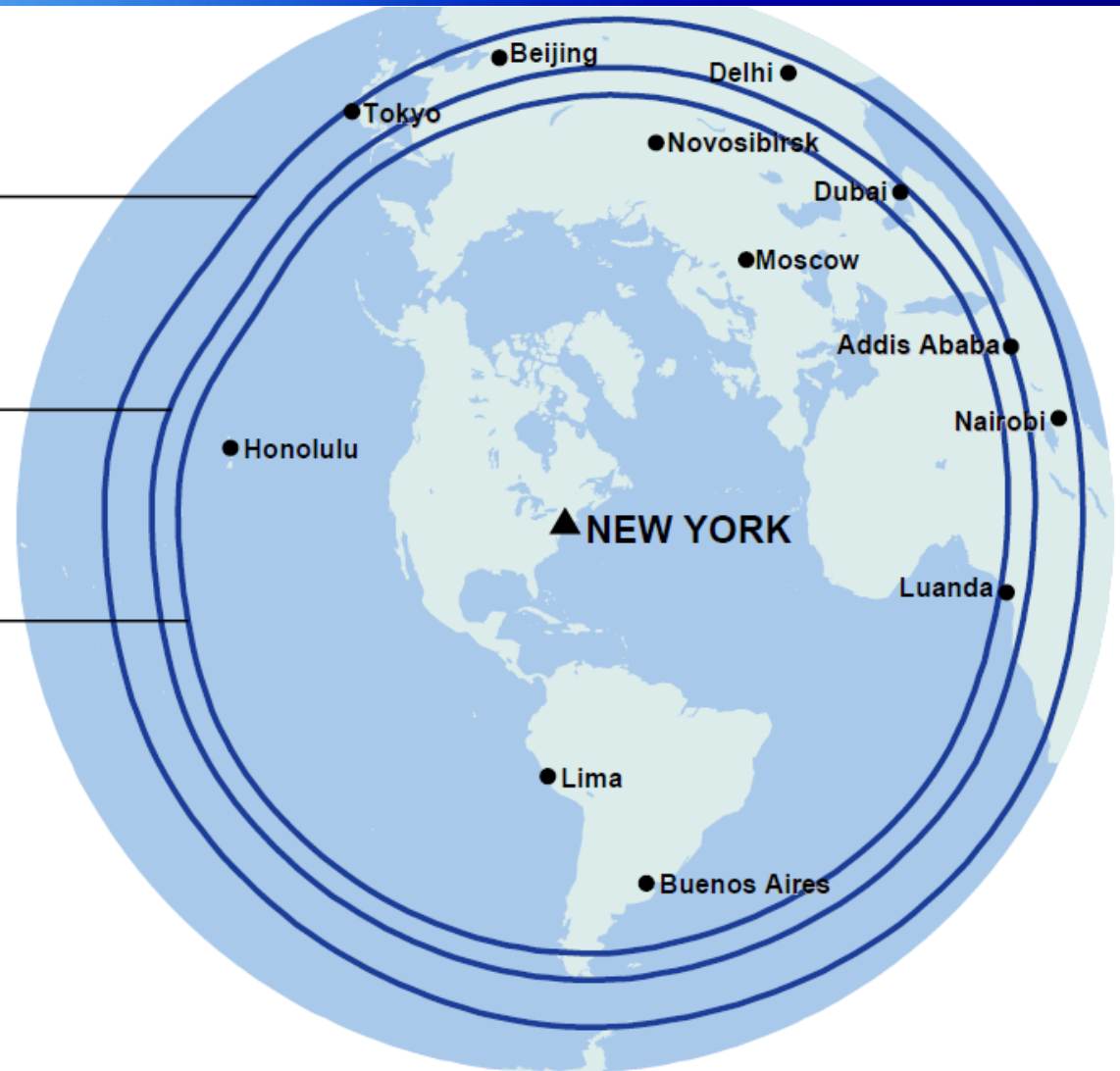
185,755-kg (409,520-lb) TOGW\*  
218 three-class passengers

## 767-400ER

199,850-kg (440,590-lb) TOGW\*  
245 three-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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# 767 connects key markets around the world

*Full passenger payload*

StartupBoeing

**767-200ER**  
175,610-kg (387,150-lb) TOGW\*  
181 three-class passengers

**767-300ER**  
185,755-kg (409,520-lb) TOGW\*  
218 three-class passengers

**767-400ER**  
199,850-kg (440,590-lb) TOGW\*  
245 three-class passengers

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

\* Fuel volume limited.



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# 767 connects key markets around the world

**Full passenger payload**

StartupBoeing

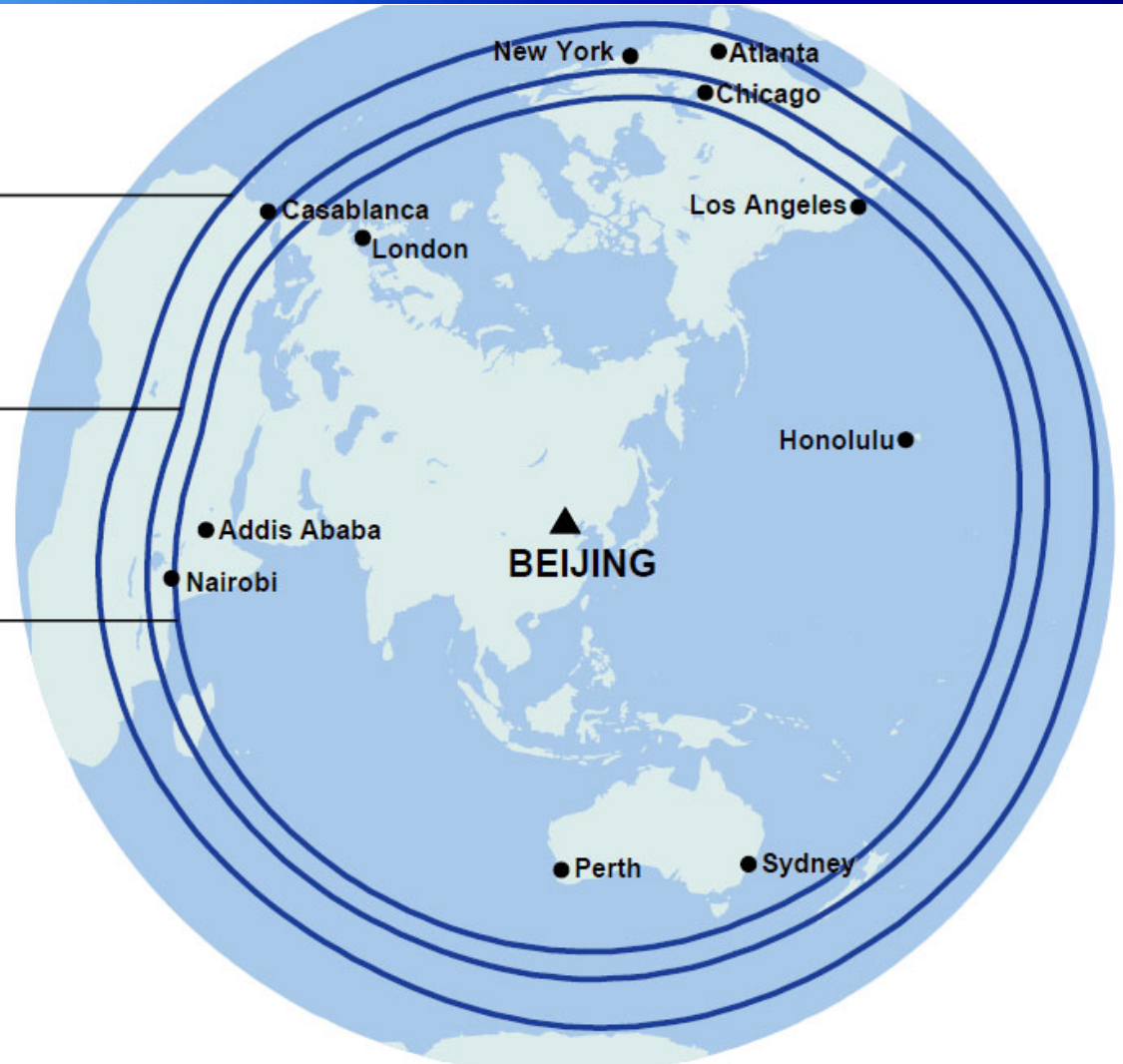
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199,850-kg (440,590-lb) TOGW\*  
245 three-class passengers

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

\* Fuel volume limited.



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245 three-class passengers

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

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*Full passenger payload*

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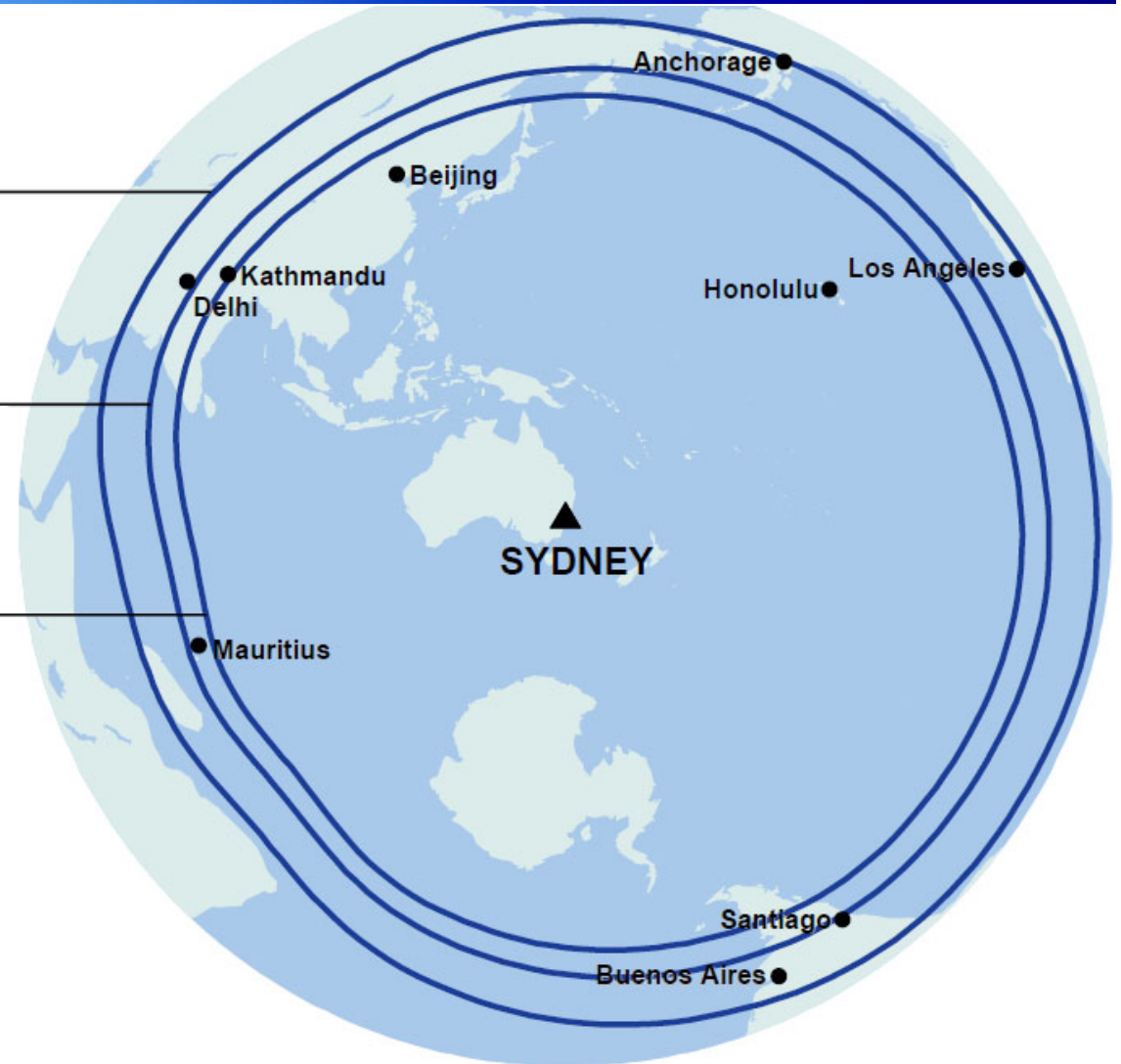
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- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from Rio de Janeiro.

\* Fuel volume limited.



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# 767 connects key markets around the world

*Full passenger payload*

StartupBoeing

## 767-200ER

178,055-kg (392,543-lb) **TOGW\***  
224 two-class passengers

## 767-300ER

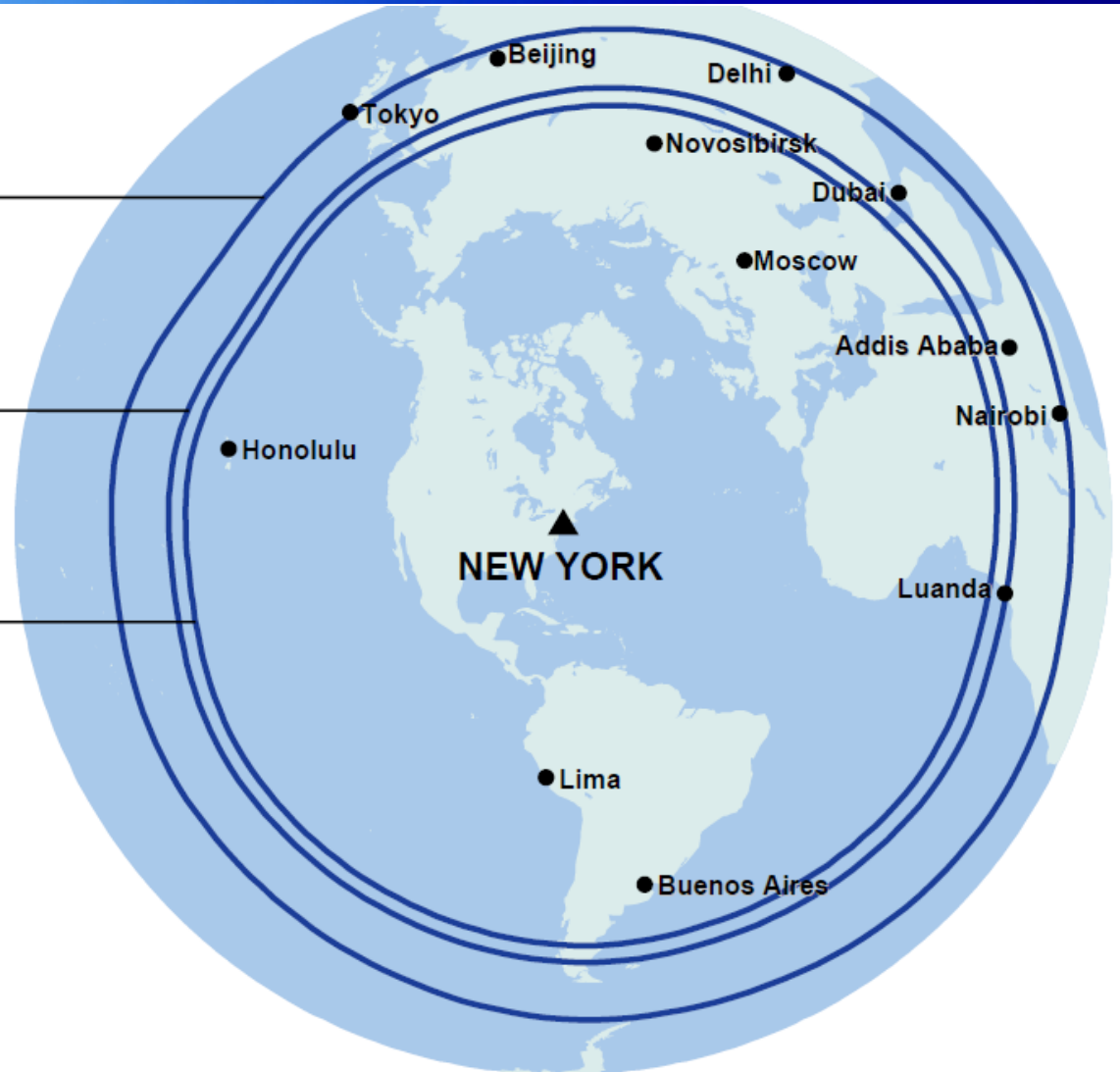
186,800-kg (412,000-lb) **MTOW**  
269 two-class passengers

## 767-400ER

203,500-kg (448,645-lb) **TOGW\***  
304 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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# 767 connects key markets around the world

*Full passenger payload*

StartupBoeing

## 767-200ER

178,055-kg (392,543-lb) TOGW\*

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## 767-300ER

186,800-kg (412,000-lb) MTOW

269 two-class passengers

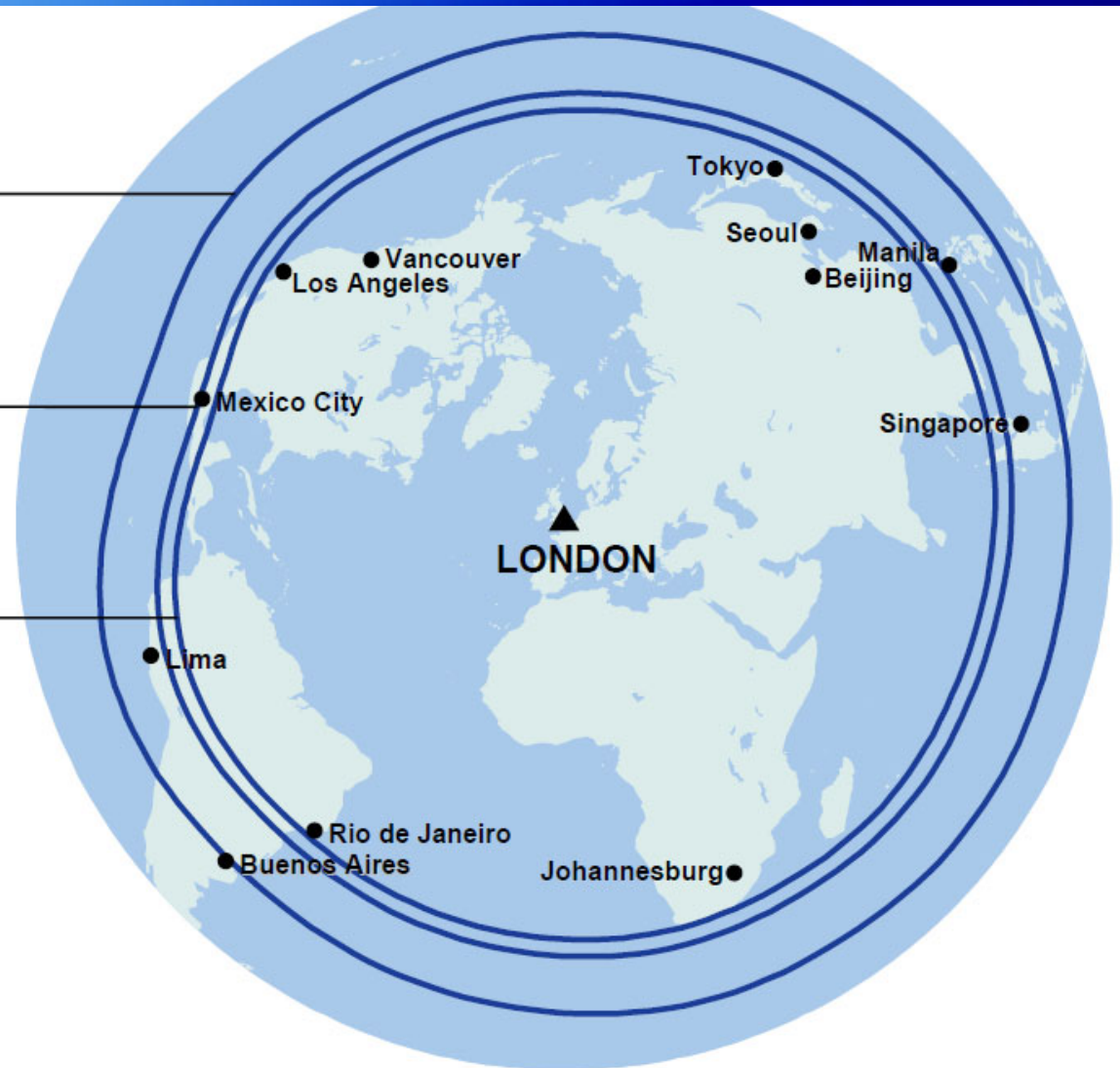
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*Full passenger payload*

StartupBoeing

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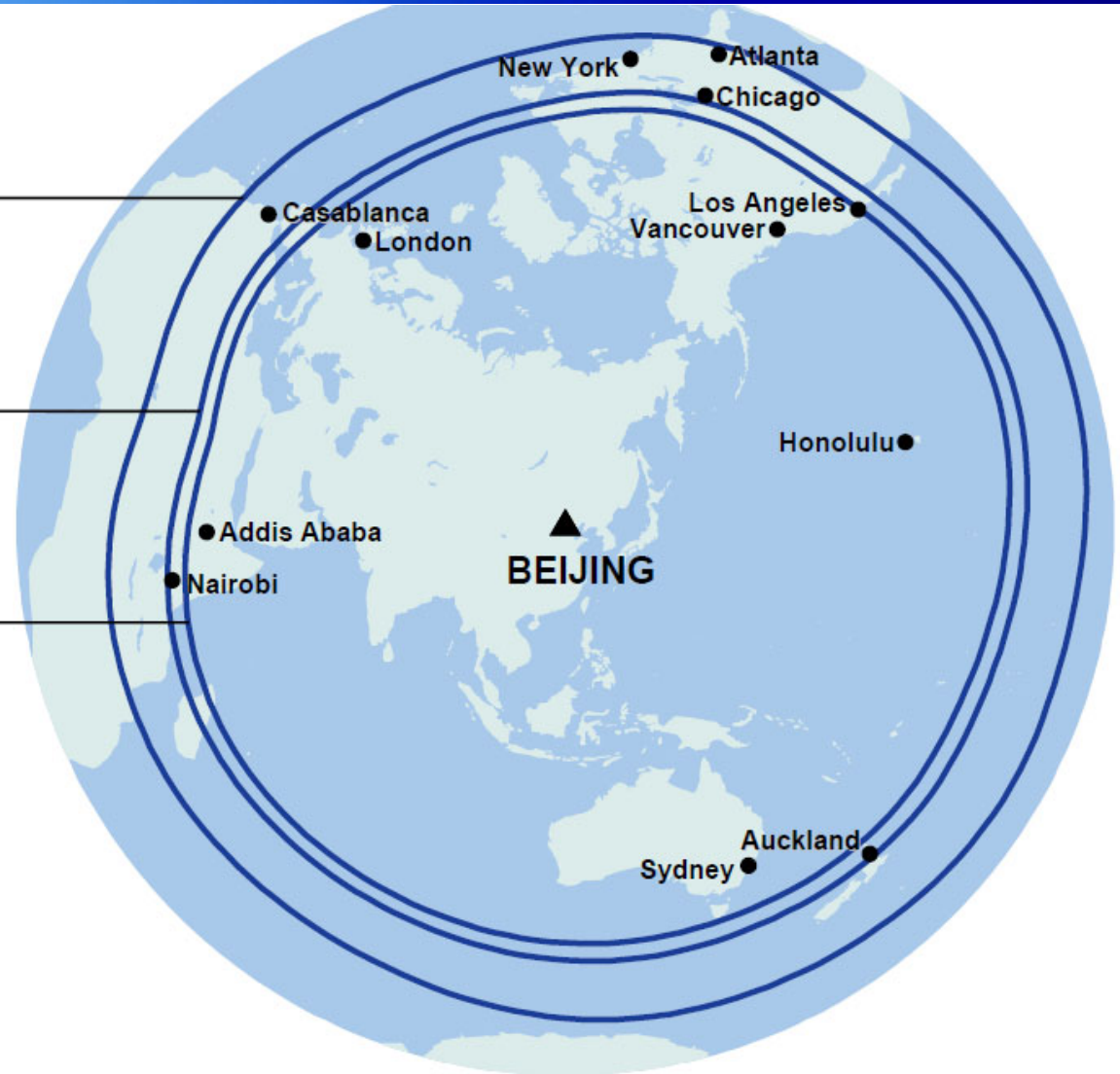
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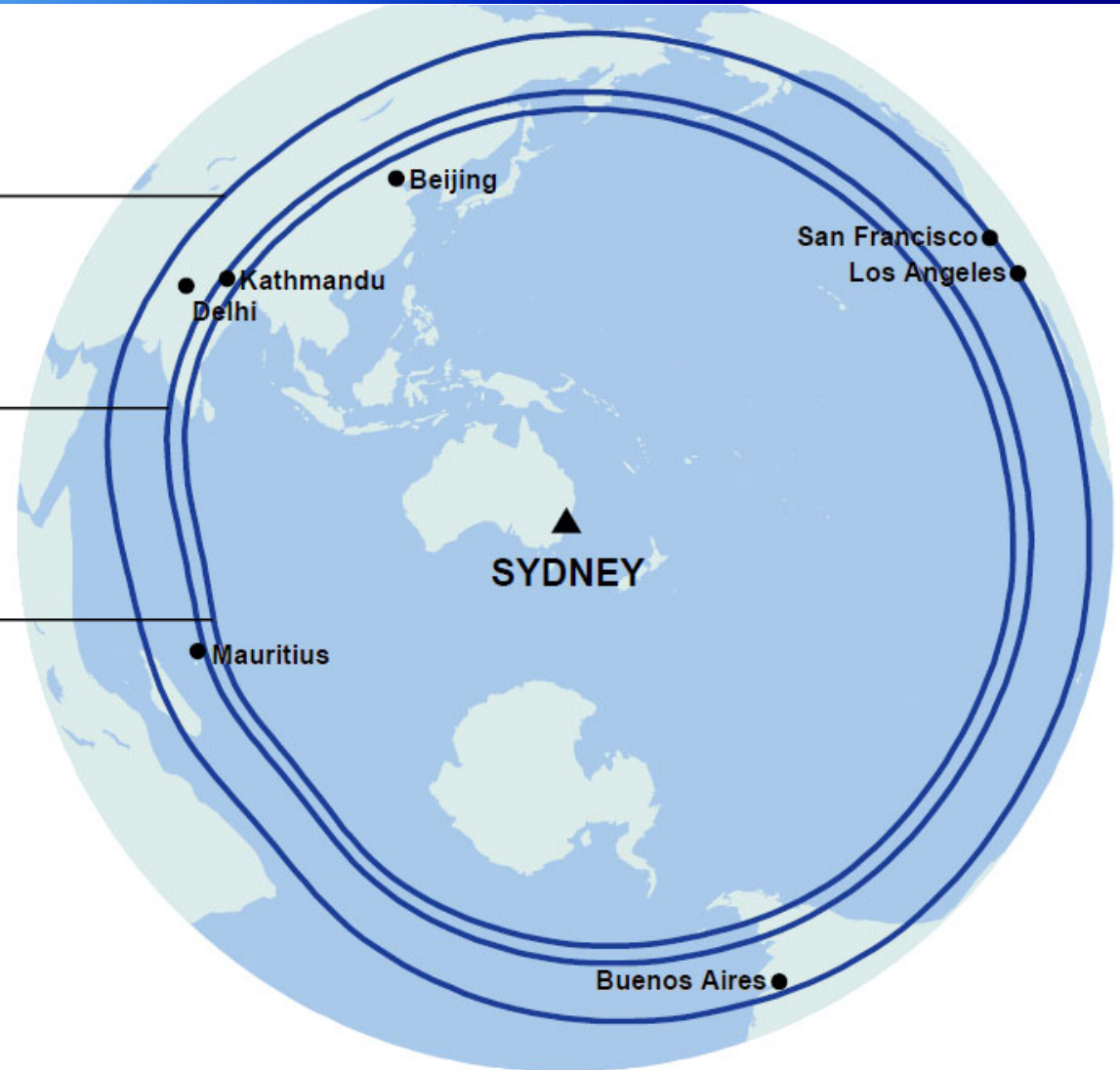
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# 767-200ER/767-300ER Flight Deck

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# 767-400ER Flight Deck

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