

The Boeing 767-200

Country of origin

United States of America

Photos



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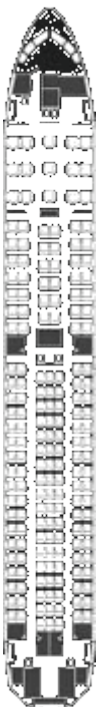


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More cockpit photos...

Seatmap



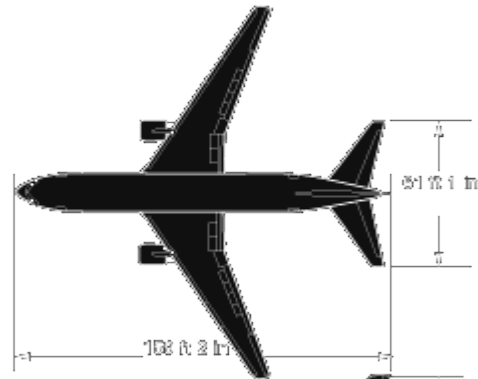
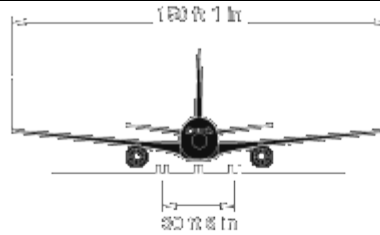
Powerplants

767-200 - Two 213.5kN (48,000lb) Pratt &

Type

Medium to long range widebody airliner

Schematics



History

The narrowest widebody in service, the 767 started life as an advanced technology mid to large size airliner in the late 1970s.

Launched in July 1978, the 767 was developed in tandem with the narrowbody 757 with which it shares a common two crew EFIS flightdeck (with six colour CRT displays) and many systems. The 767 also features a unique width fuselage typically seating seven abreast in economy, and a new wing design with greater sweepback (compared to the 757) which was designed with high altitude cruise in mind.

The 767 program also features a high degree of international participation, with Japanese companies in particular having a large share of construction.

Initially Boeing intended to offer two versions, the longer 767-200 and short fuselage 767100 (which was not launched as it was too close in capacity to the 757). The 767 first flew on September 26 1981, and entered service (with United) on September 26 1982 (certification with P&W engines was awarded on July 30 1982).

The longer range 767-200ER (Extended Range) version features higher weights and an additional wing centre section fuel tank. It first flew on March 6 1984, and service entry, with Ethiopian Airlines, was two months later. The 200ER accounts for 111 of the total 239 767-200s

Whitney JT9D7R4D turbofans, or 222.4kN (50,000lb) PW4050s, or 233.5kN (52,500lb) General Electric CF680C2B2s. 767-200ER - Two PW4050s (as above), or 231kN (52,000lb) PW4052s, or 252.4kN (56,750lb) PW4056s, or 257.7kN (57,900lb) CF680C2B4Fs.

Performance

767-200 - Max cruising speed 914km/h (493kt), economical cruising speed 854km/h (461kt). Range of basic aircraft with JT9Ds 5855km (3160nm), medium range version with CF6s 7135km (3850nm). 767-200ER - Speeds same. Range with PW4056s 12,269km (6625nm), with CF6s 12,352km (6670nm).

Weights

767-200 - Empty with JT9Ds 74,752kg (164,800lb), with CF6s 74,344kg (163,900lb). Operating empty with JT9Ds 80,920kg (178,400lb), with CF6s 80,510kg (177,500lb). Max takeoff 136,078kg (300,000lb), medium range max takeoff 142,881kg (315,000lb). 767-200ER - Empty with PW4056s 76,566kg (168,800lb), with CF680C2B4s 76,476kg (168,600lb), operating empty with PW4056s 84,415kg (186,100lb), with CF680C2B4Fs 84,370kg (186,000lb). Max takeoff with PW4056s or CF680C2B4Fs 175,540kg (387,000lb).

Dimensions

Wing span 47.57m (156ft 1in), length 48.51m (159ft 2in), height 15.85m (52ft 0in). Wing area 283.3m² (3050sq ft).

Capacity

Flightcrew of two, or optionally three. Typical two class seating for 18 premium and 198 economy class pax. Max seating for 290 at eight abreast and 76cm (30in) pitch. Underfloor cargo holds can accommodate up to 22 LD2 containers.

Production

Total 767 sales in late 2002 stood at 934. 245 767-200/200ER orders were placed by this time, of which 240 had been delivered.

ordered.

The last airliner 767-200/-200ER was delivered in 1994 until a November 1998 order from Continental. These had all been delivered by 2002, but military orders for 767 tankers will keep the -200 in production.

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The Boeing 757-200

Country of origin

United States of America

Photos



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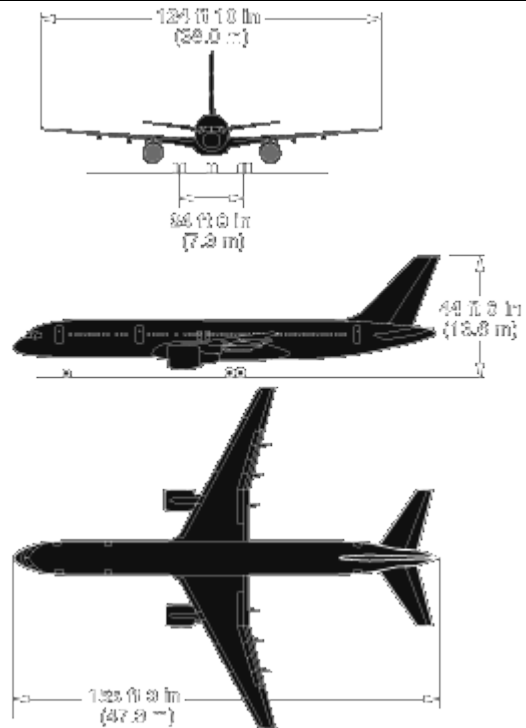
Seatmap



Type

Medium range narrowbody airliner

Schematics



History

After a slow sales start, the medium range single aisle 757 has become yet another sales success story for Boeing.

Boeing considered a number of proposals for a successor to the 727 tri-jet during the 1970s, with many of these designs featuring the nose and T-tail of the earlier jet. It was not until later in that decade however that Boeing settled on a more conventional design featuring the same cross section as the 727 (not to mention the 737, 707 and 720) but with the fuselage considerably longer in length, an all new wing, nose and flightdeck and fuel efficient high bypass turbofan engines.

Boeing launched development of the 757 in March 1979 following orders from British Airways and Eastern. Developed in tandem with the larger widebody 767 the two types share a number of systems and technologies, including a common early generation EFIS flightdeck.

First flight was on February 19 1982 and the 757 entered service in January the following year. Subsequent versions to appear are the 757-200PF Package Freighter, a pure freighter, and the 757-200M Combi (only one has been built). The standard passenger aircraft is designated the 757-200, there being no -100. The stretched 757-300 is described separately.

Initial sales of the 757 were fairly slow, however orders picked up significantly in the mid to late 1980s as traffic on routes previously served by smaller 727s and 737s grew to require the 757's extra capacity. Today 757 sales comfortably exceed those of the 767, a position that was

Powerplants

Two 166.4kN (37,400lb) RollsRoyce RB211-535C turbofans, or 178.8kN (40,200lb) RB211-535E4s, or 193.5kN (43,500lb) RB211-535E4-Bs, or 162.8kN (36,600lb) Pratt & Whitney PW2037s, or two 178.4kN (40,100lb) PW2040s, or 189.5kN (42,600lb) PW2043s.

Performance

Max cruising speed 914km/h (493kt), economical cruising speed 850km/h (460kt). Range with P&W engines and 186 passengers 5053km (2728nm), with RR engines 4758km (2569nm). Range at optional max takeoff weight with P&W engines 7277km (3929nm), with RR engines 6888km (3719nm). 757-200PF - Speeds same. Range with 22,680kg payload and P&W engines 7195km (3885nm), with RR engines 6857km (3700nm).

Weights

Operating empty with P&W engines 57,840kg (127,520lb), with RB211s 57,975kg (127,810lb). Basic max takeoff 99,790kg (220,000lb), medium range MTOW 108,860kg (240,000lb), extended range MTOW 115,665kg (255,000lb) or 115,895kg (255,550lb).

Dimensions

Wing span 38.05m (124ft 10in), length 47.32m (155ft 3in), height 13.56m (44ft 6in). Wing area 185.3m² (1994sq ft).

Capacity

Flightcrew of two. 757-200 - Typical passenger arrangements vary from 178 two class (16 first & 162 economy), or 202 (12 first & 190 economy) or 208 (12 first and 196 economy) or 214 to 239 in all economy class. 757-200PF - Maximum of 15 standard 2.24 x 2.74m (88 x 108in) freight pallets on main deck.

Production

987 757-200s had been ordered by late 2002, of which over 983 had been delivered.

reversed until the late 1980s.

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Boeing 767-200

Airliner



Photo ©: Karsten Palt

The **Boeing 767-200** is a two-engined medium-to-long-range widebody airliner with a capacity of maximum 290 passengers produced by the American manufacturer *Boeing Commercial Airplanes*.

Engine options: Pratt and Whitney JT9D-7R4D/-7R4E/-7R4E4, PW4052, PW4056, PW4060A or General Electric CF6-80A/-80A2/-80C2.

Crew		2
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Passengers		216, max. 290
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Propulsion		2 Turbofan Engines
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Engine Model		Pratt & Whitney JT9D-7R4D
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Engine Power (each)	213,5 kN	48000 lbf
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alternative Engine Variant		
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Engine Model		Pratt & Whitney PW4056
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Engine Power (each)	252,4 kN	56750 lbf
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alternative Engine Variant		
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Engine Model		General Electric CF6-80A2
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Engine Power (each)	216,5 kN	48670 lbf
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Speed	850 km/h	459 kts <i>528 mph</i>
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Mmo (max. Mach)		Mach 0.80
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Service Ceiling	13.137 m	43.100 ft
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Range	9.401 km	5.076 NM <i>5.841 mi.</i>
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Empty Weight	80.286 kg	177.000 lbs
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max. Takeoff Weight	136.078 kg	300.000 lbs
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max. Landing Weight	134.078 kg	270.000 lbs
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Wing Span	47,57 m	156 ft 1 in
Wing Area	283,3 m ²	3049 ft ²
Length	48,51 m	159 ft 2 in
Height	15,85 m	52 ft 0 in
First Flight		26.09.1981
Production Status		in production
ICAO Code		B762
IATA Code		762 767 76F 76X
FAA TCDS		A1NM
EASA TCDS		A.035
Data for (Version)		Boeing 767-200
Variants		767-200ER