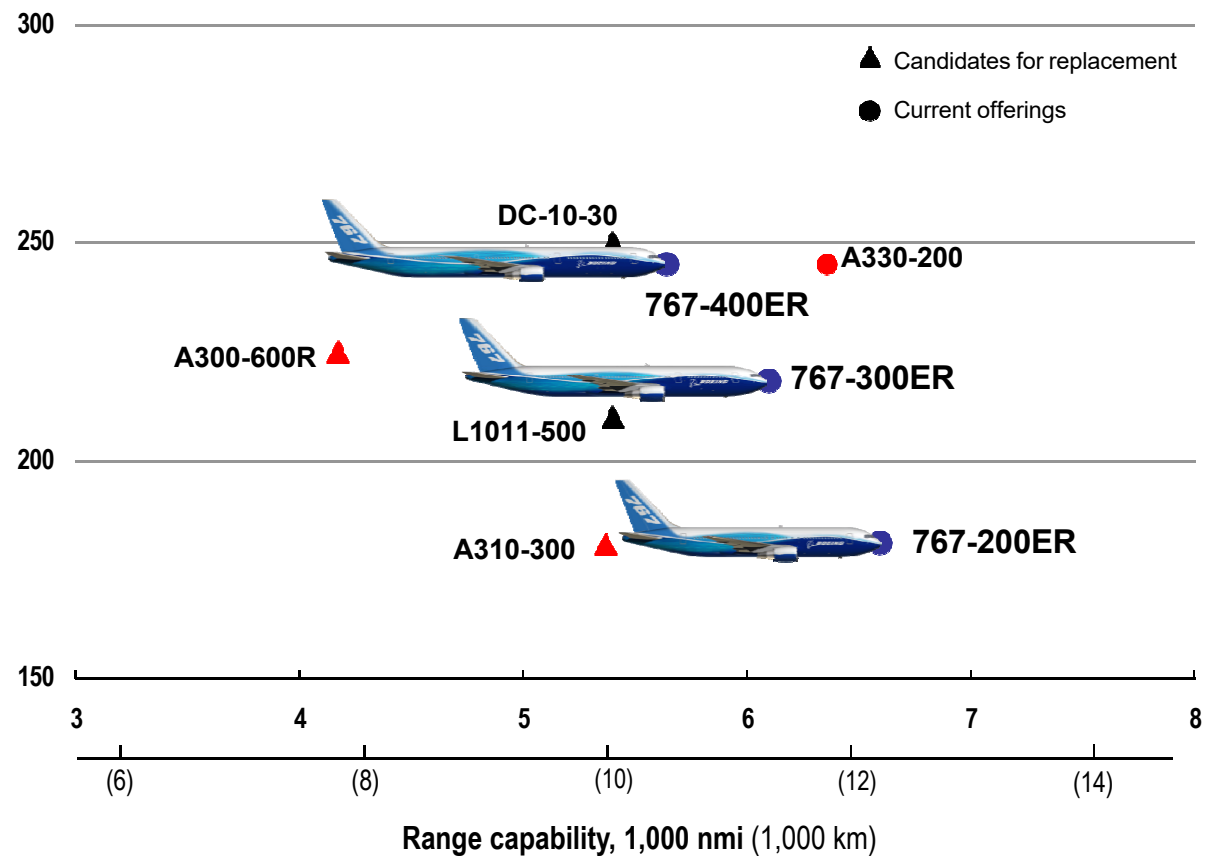


The 767 family provides unparalleled size and range in the middle market

StartupBoeing

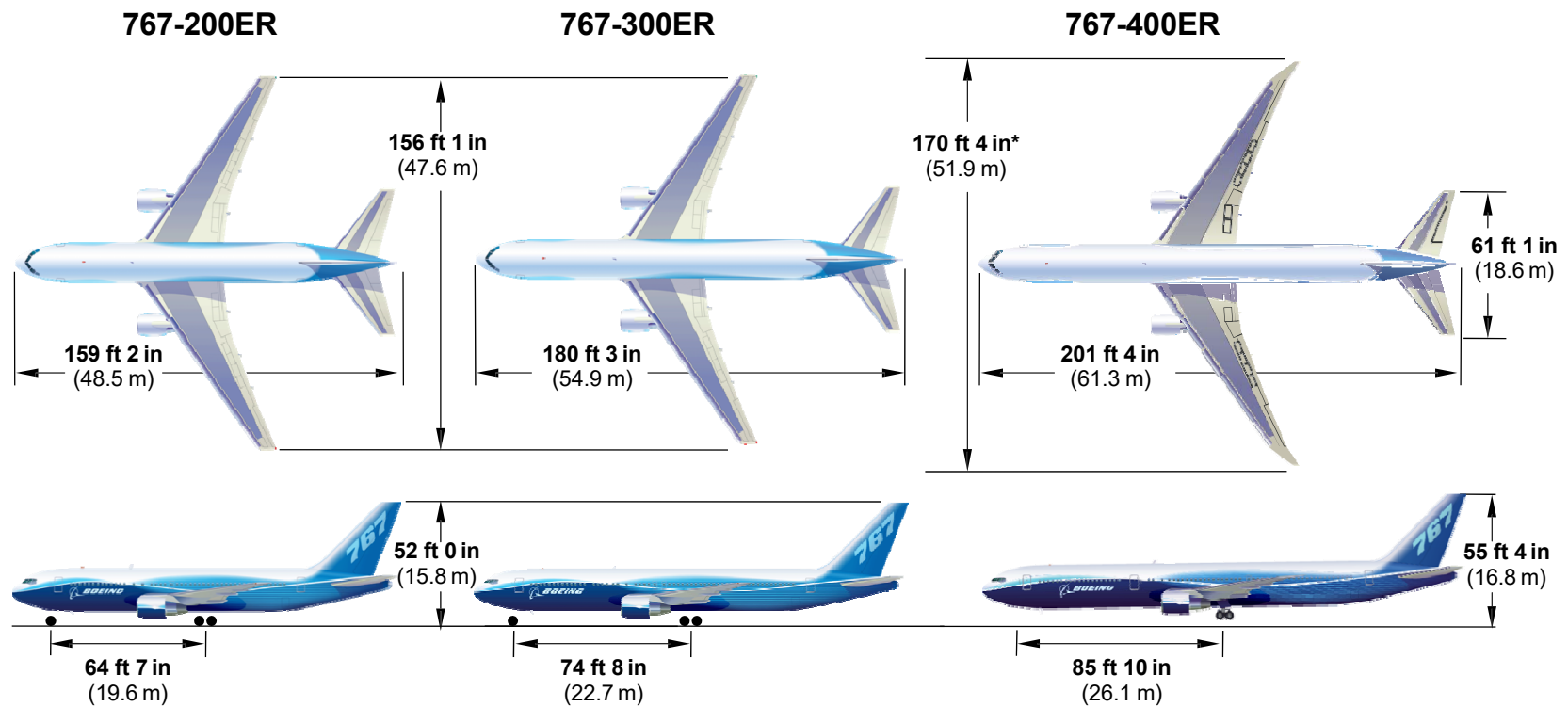


Three-class seats



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

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Typical interior arrangements

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Three-class seating

767-200ER

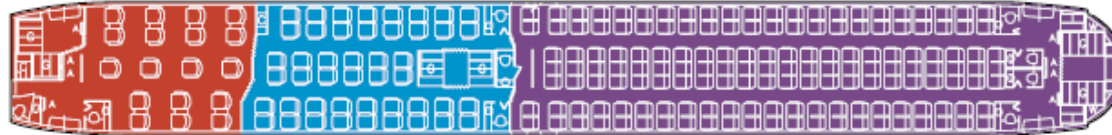
15 first at 60-in pitch
40 business at 38-in pitch
126 premium at 32-in pitch



181 passengers

767-300ER

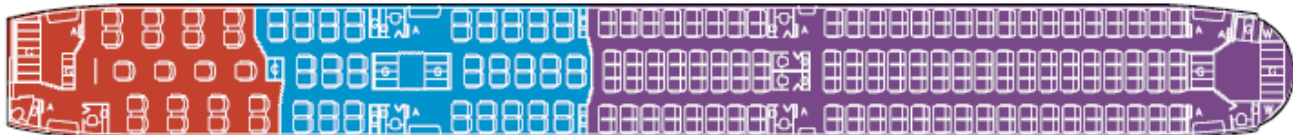
18 first at 60-in pitch
46 business at 38-in pitch
154 premium at 32-in pitch



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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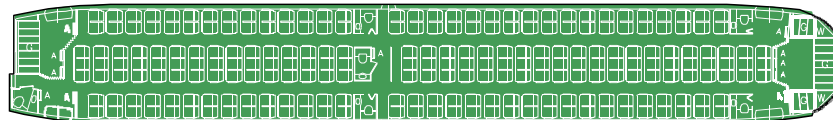
Typical interior arrangements

StartupBoeing

One-class seating

767-200ER

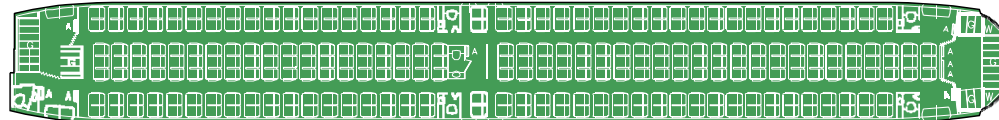
233 economy at 32-in pitch



233 passengers

767-300ER

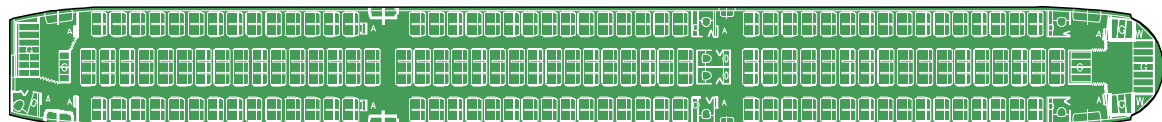
286 economy at 32-in pitch



286 passengers

767-400ER

327 economy at 32-in pitch



327 passengers

www.StartupBoeing.com

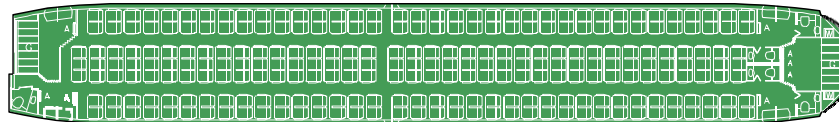
Typical interior arrangements

StartupBoeing

Inclusive-tour seating

767-200ER

255 economy at 30-in pitch



255 passengers

767-300ER

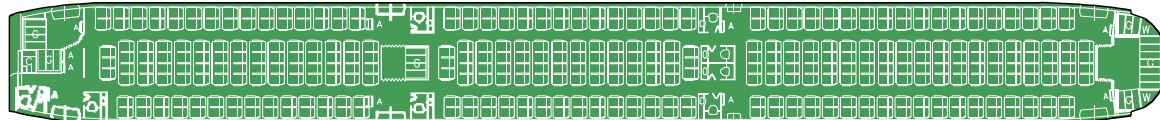
350 economy at 28-in pitch



350 passengers

767-400ER

375 economy at 31-in pitch



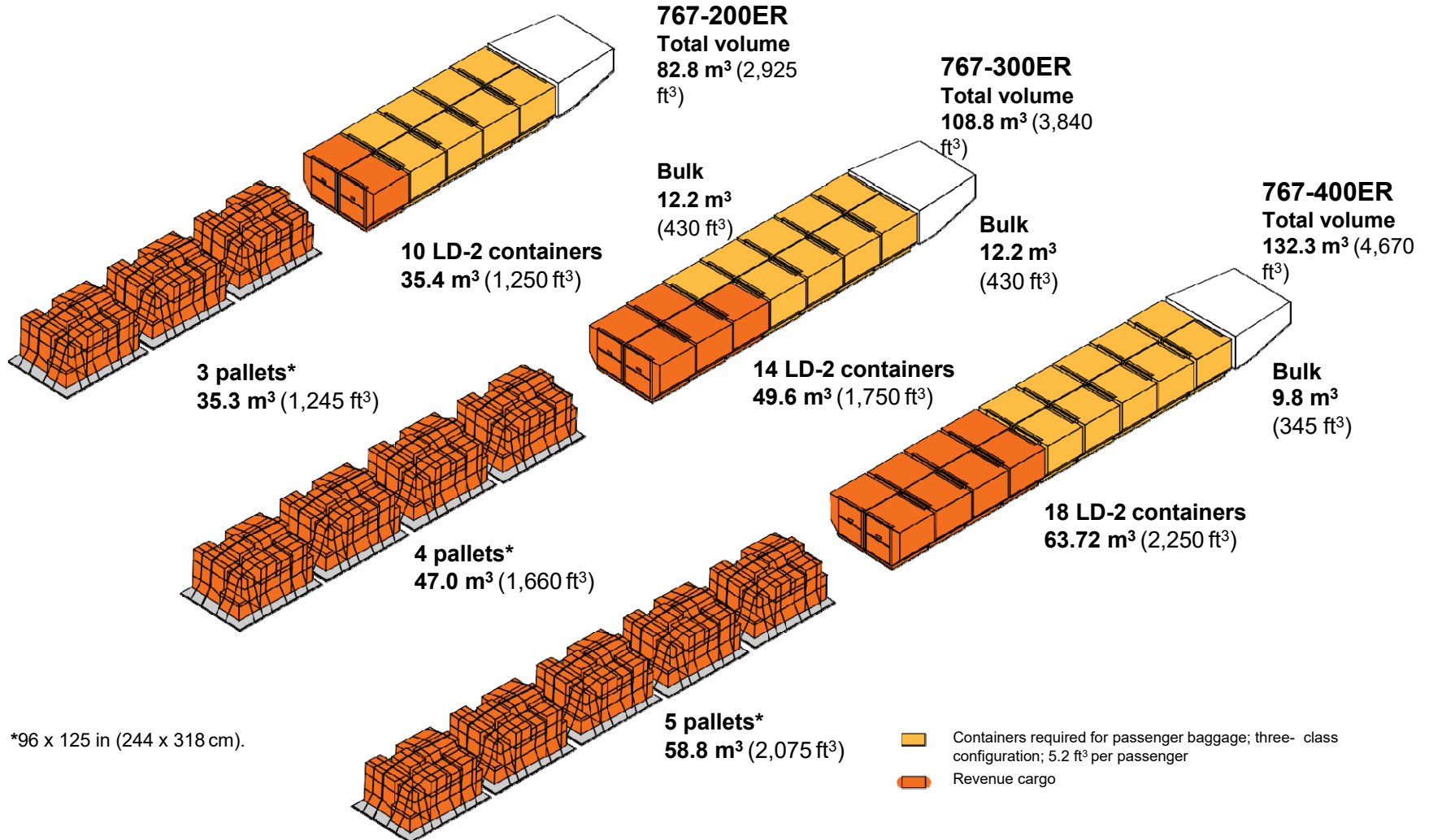
375 passengers

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Lower hold payload capability

With pallets forward

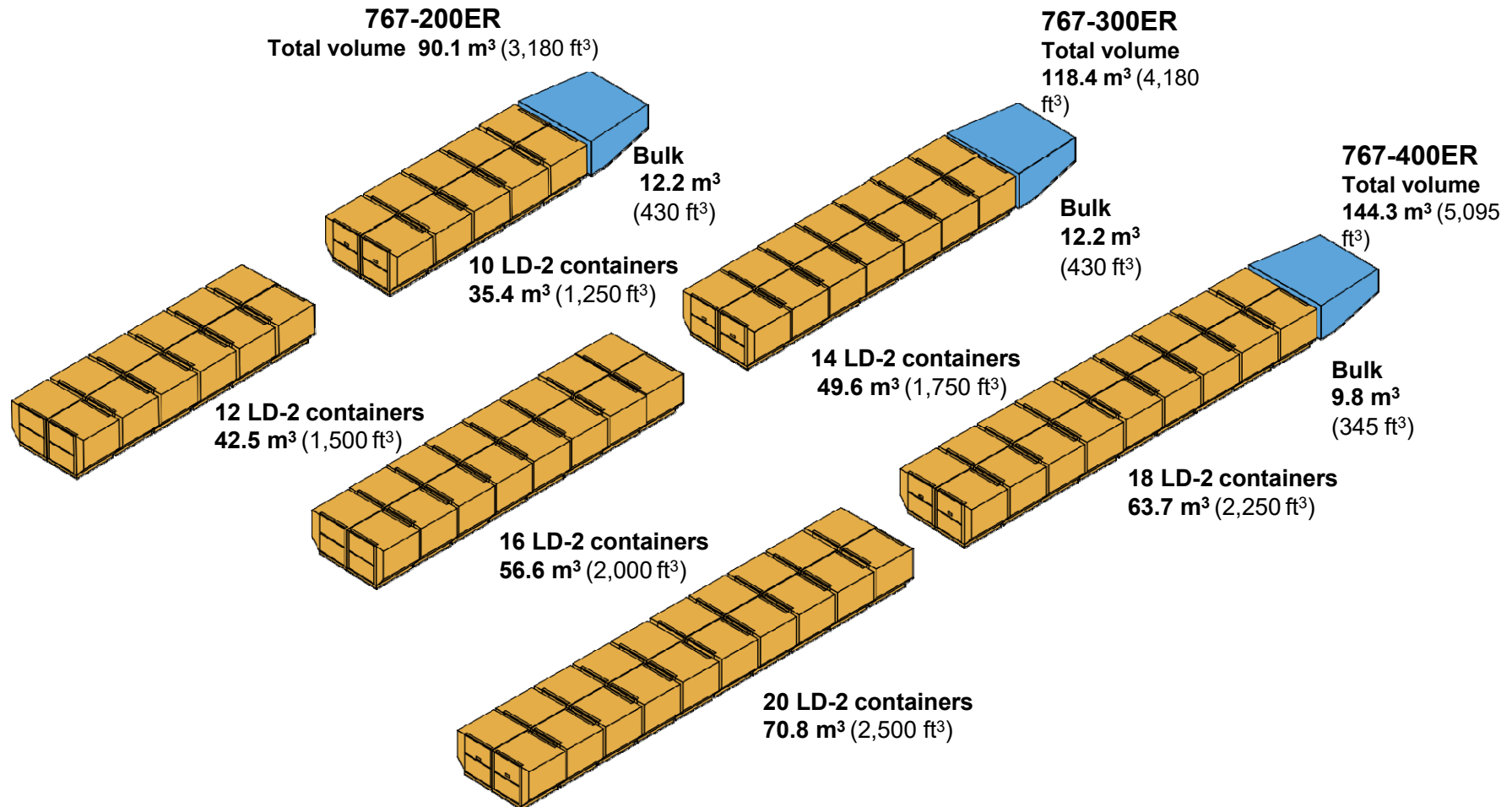
StartupBoeing



Lower hold payload capability

StartupBoeing

With LD-2 containers

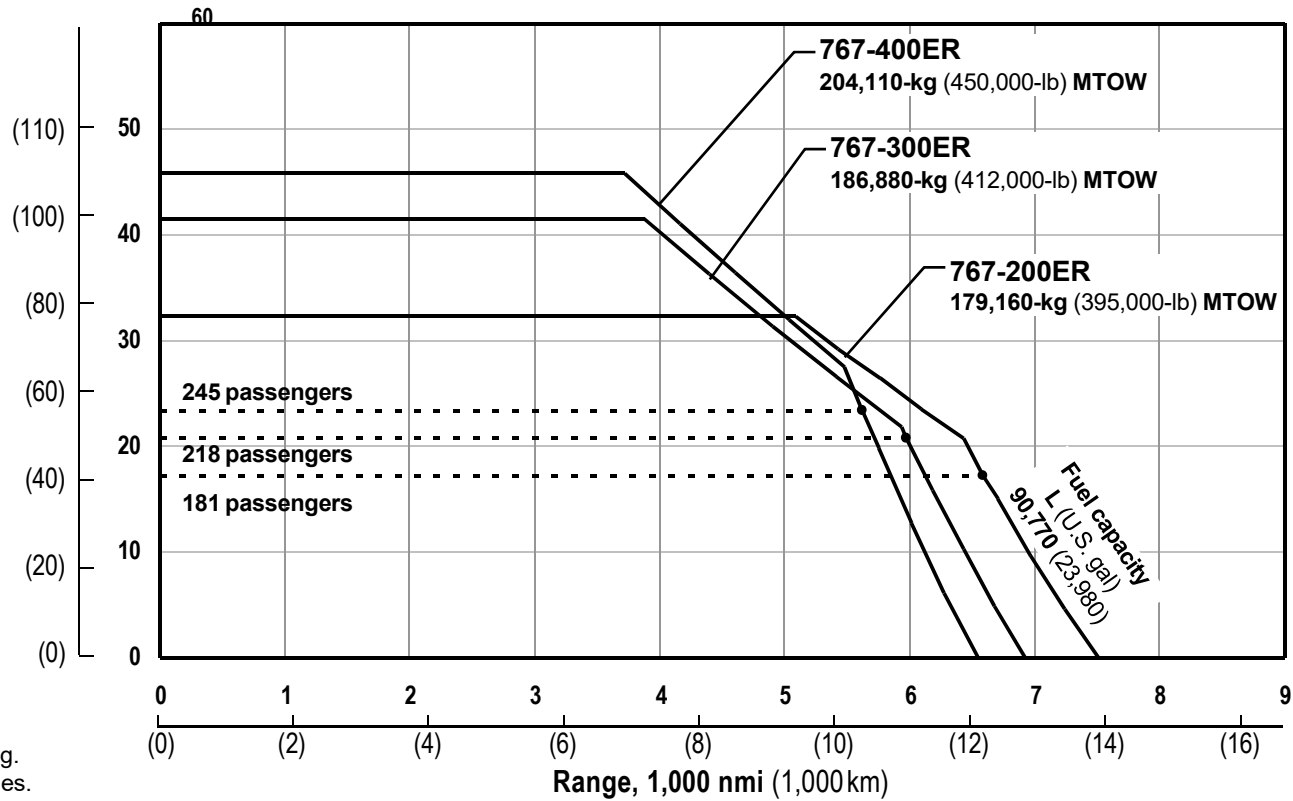


Payload-range capability

Three-class seating, General Electric engines

StartupBoeing

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



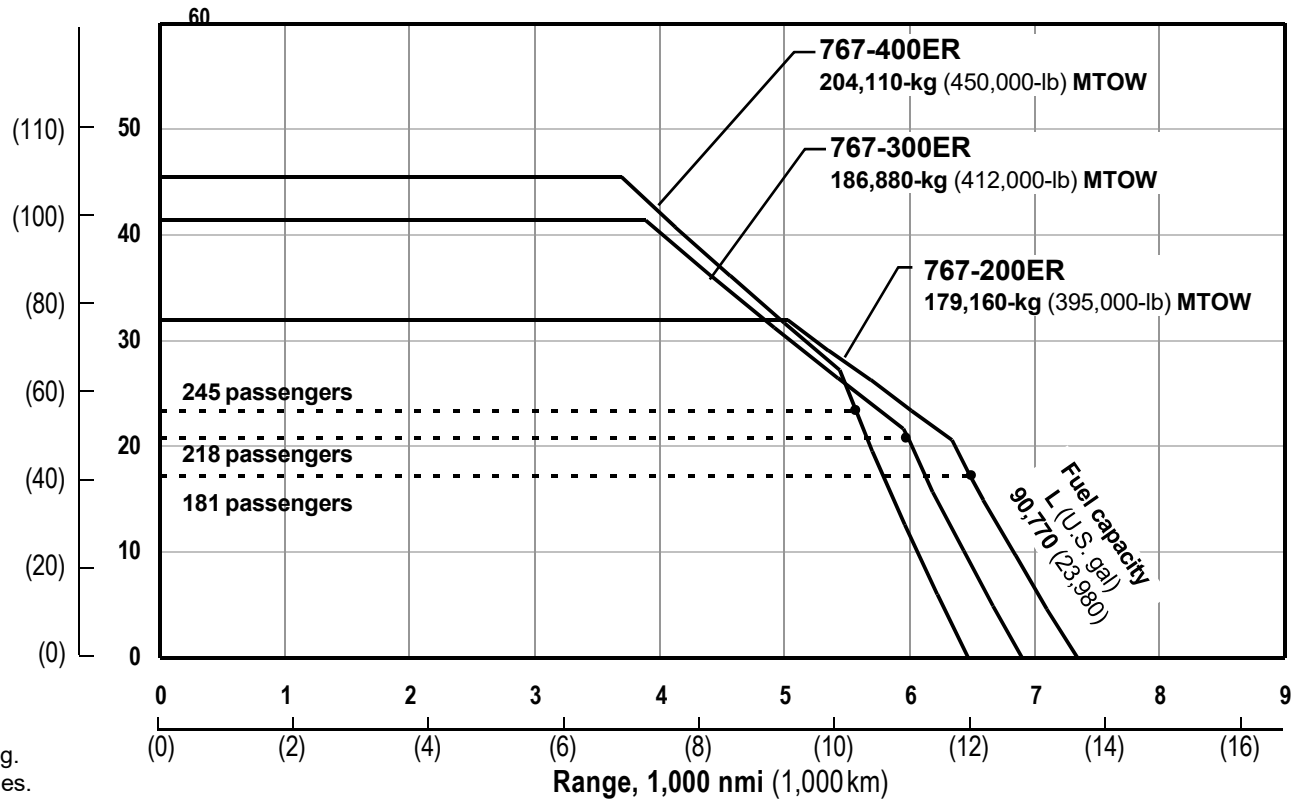
- Three-class seating.
- Typical mission rules.

Payload-range capability

Three-class seating, Pratt & Whitney engines

StartupBoeing

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



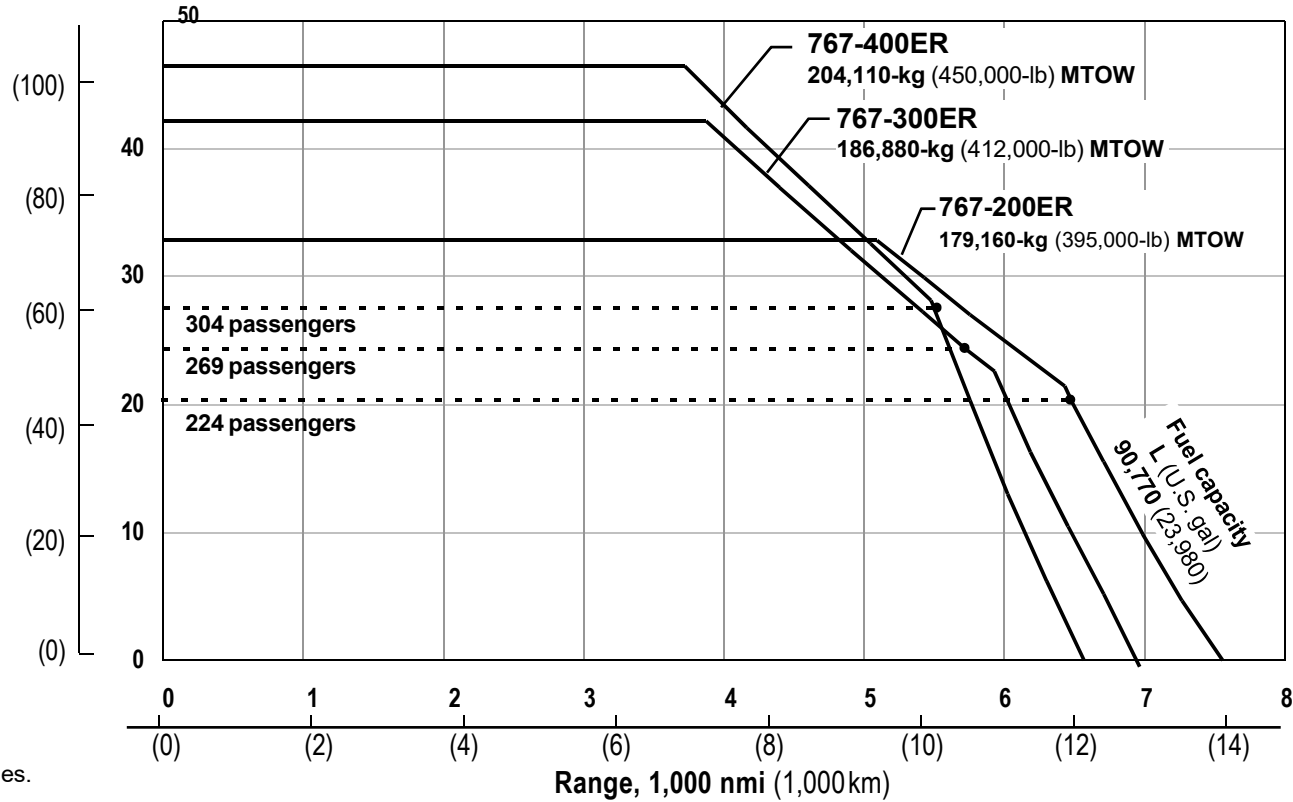
- Three-class seating.
- Typical mission rules.

Payload-range capability

Two-class seating, General Electric engines

StartupBoeing

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



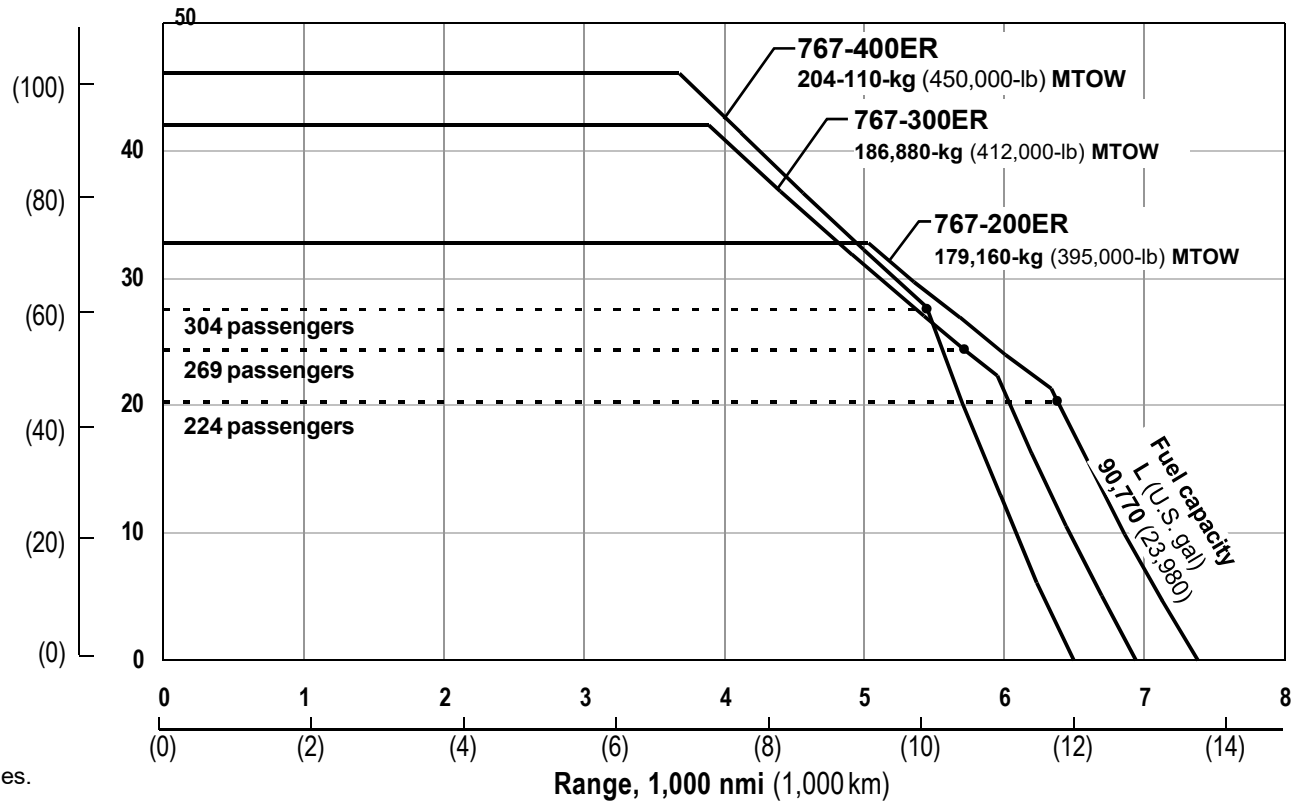
• Typical mission rules.

Payload-range capability

Two-class seating, Pratt & Whitney engines

StartupBoeing

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



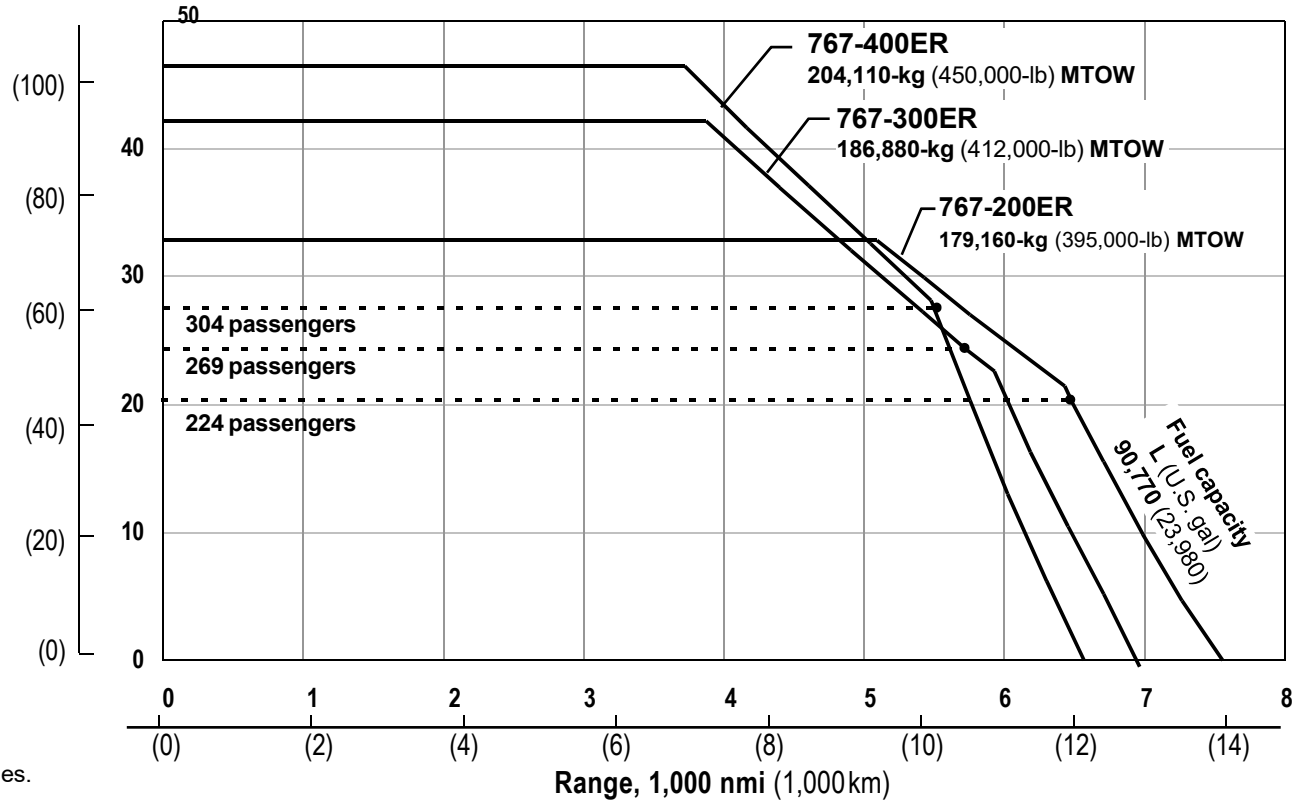
• Typical mission rules.

Payload-range capability

Two-class seating, General Electric engines

StartupBoeing

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



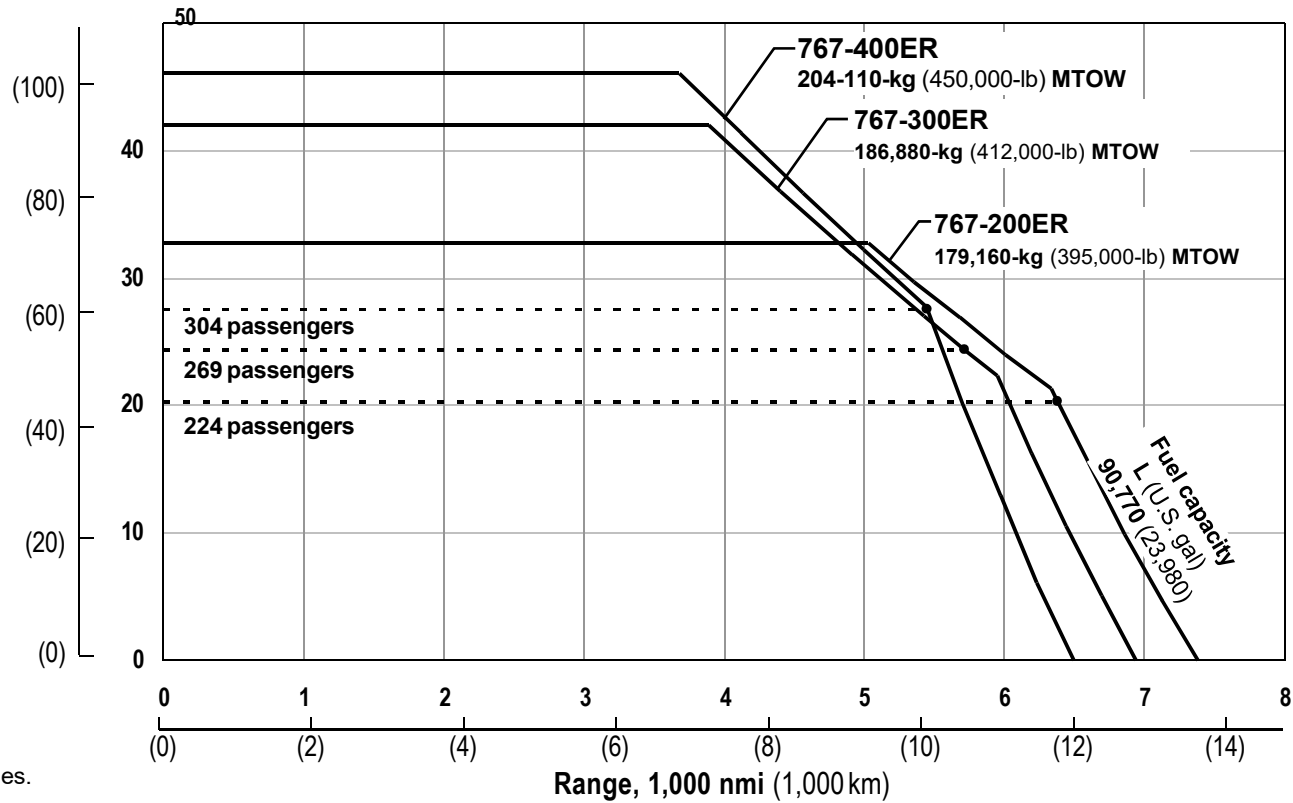
• Typical mission rules.

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 ²
Passengers Cargo	(FC/BC/EC) pallets/containers ¹	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 ³ (12,200) ³
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.

¹ 96- x 125-in pallets/LD-2 containers.

² Highest optional weight.

³ Fuel volume limited.

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767-200ER performance summary

Three-class seating, Pratt & Whitney engines

StartupBoeing

		Basic	Maximum ²
Passengers Cargo	(FC/BC/EC) pallets/containers ¹	181 (15/40/126) 3/10	
Engines SL standard-day takeoff thrust/flat-rated temperature (BET)	lb/°F	PW4052 52,300/92	PW4060 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 ³ (12,010) ³
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.

¹ 96- x 125-in pallets/LD-2 containers.

² Highest optional weight.

³ Fuel volume limited.

767-300ER performance summary

Three-class seating, General Electric engines

StartupBoeing

		Basic	Maximum ²
Passengers Cargo	(FC/BC/EC) pallets/containers ¹	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.

¹ 96- x 125-in pallets/LD-2 containers.

² Highest optional weight.

767-300ER performance summary

Three-class seating, Pratt & Whitney engines

StartupBoeing

		Basic	Maximum ²
Passengers Cargo	(FC/BC/EC) pallets/containers ¹	218 (18/46/154) 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)	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.

¹ 96- x 125-in pallets/LD-2 containers

² Highest optional weight.

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767-400ER performance summary

Three-class seating, General Electric engines

StartupBoeing

		Basic	Maximum ²
Passengers Cargo	(FC/BC/EC) pallets/containers ¹	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 ³ (10,415) ³
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.

¹ 96- x 125-in pallets/LD-2 containers.

² Highest optional weight.

³ Fuel volume limited.

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767-400ER performance summary

Three-class seating, Pratt & Whitney engines

StartupBoeing

		Basic	Maximum ²
Passengers Cargo	(FC/BC/EC) pallets/containers ¹	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 ³ (10,315) ³
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.

¹ 96- x 125-in pallets/LD-2 containers.

² Highest optional weight.

³ Fuel volume limited.

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767-200ER performance summary

Two-class seating, General Electric engines

StartupBoeing

		Basic	Maximum ²
Passengers Cargo	(FC/EC) pallets/containers ¹	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 ³ (11,990) ³
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.

¹ 96- x 125-in pallets/LD-2 containers.

² Highest optional weight.

³ Fuel volume limited.

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767-200ER performance summary

Two-class seating, Pratt & Whitney engines

StartupBoeing

		Basic	Maximum ²
Passengers Cargo	(FC/EC) pallets/containers ¹	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 ³ (11,805) ³
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.

¹ 96- x 125-in pallets/LD-2 containers.

² Highest optional weight.

³ Fuel volume limited.

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767-300ER performance summary

Two-class seating, General Electric engines

StartupBoeing

		Basic	Maximum ²
Passengers Cargo	(FC/EC) pallets/containers ¹	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.

¹ 96- x 125-in pallets/LD-2 containers.

² Highest optional weight.

767-300ER performance summary

Two-class seating, Pratt & Whitney engines

StartupBoeing

		Basic	Maximum ²
Passengers Cargo	(FC/EC) pallets/containers ¹	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.

¹ 96- x 125-in pallets/LD-2 containers.

² Highest optional weight.

www.StartupBoeing.com

767-400ER performance summary

Two-class seating, General Electric engines

StartupBoeing

		Basic	Maximum ²
Passengers Cargo	(FC/EC) pallets/containers ¹	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 ³ (10,185) ³
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.

¹ 96- x 125-in pallets/LD-2 containers.

² Highest optional weight.

³ Fuel volume limited.

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767-400ER performance summary

Two-class seating, Pratt & Whitney engines

StartupBoeing

		Basic	Maximum ²
Passengers Cargo	(FC/EC) pallets/containers ¹	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 ³ (10,080) ³
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.

¹ 96- x 125-in pallets/LD-2 containers.

² Highest optional weight.

³ 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

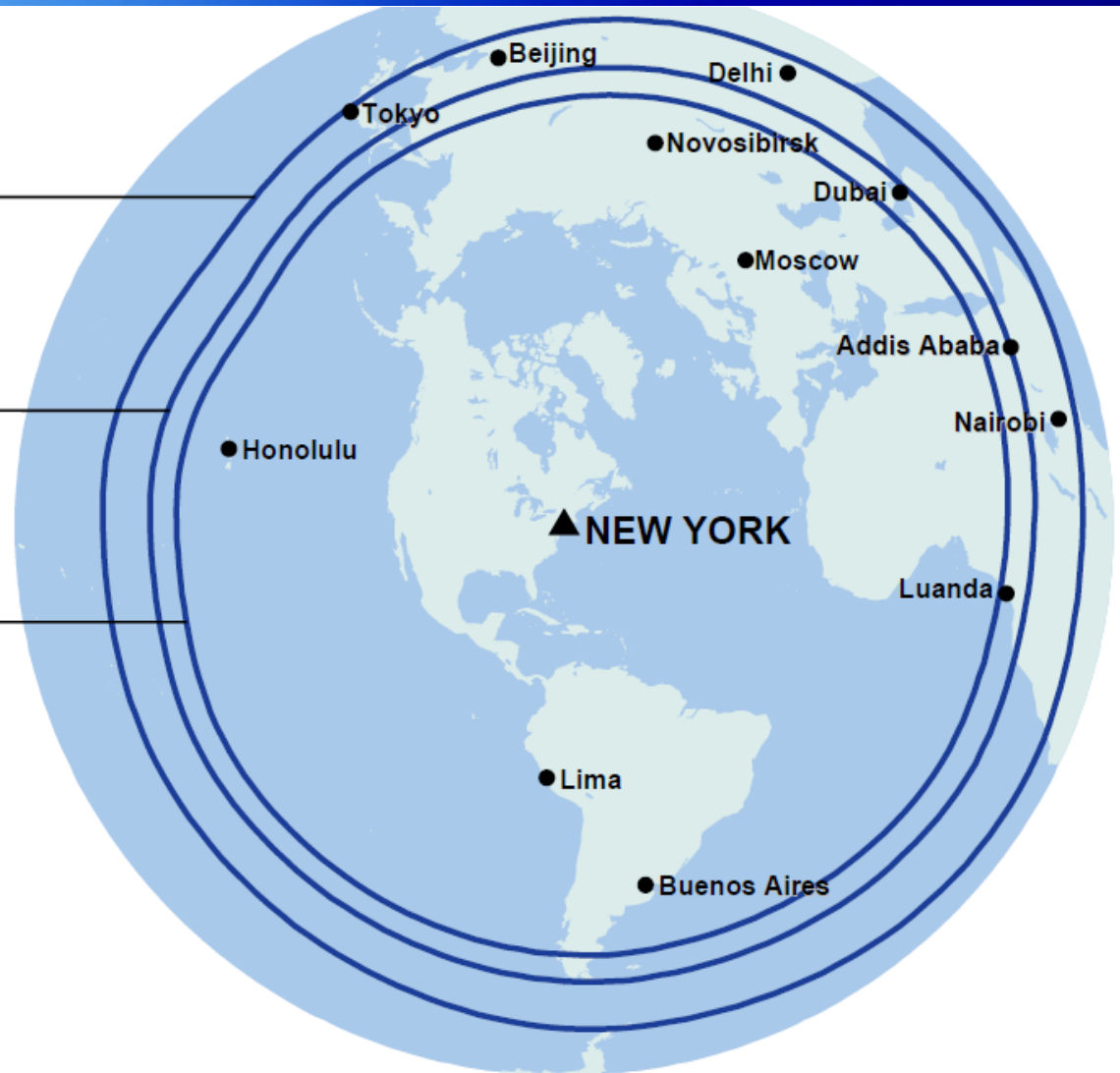
185,755-kg (409,520-lb) TOGW*
218 three-class passengers

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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Full passenger payload

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767-300ER
185,755-kg (409,520-lb) TOGW*
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767-400ER
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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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Full passenger payload

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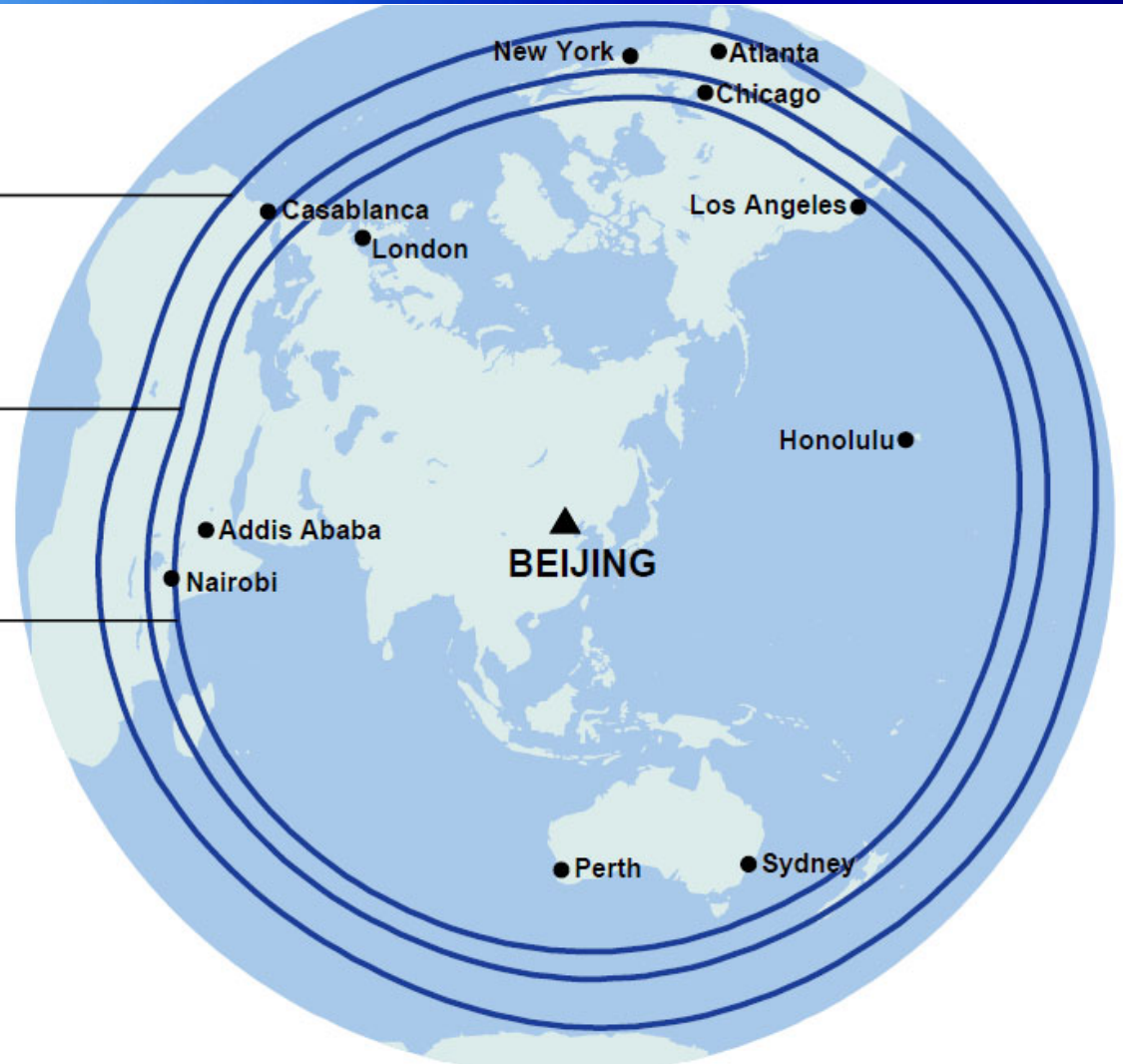
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767-400ER

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- Typical mission rules.
- 85% annual winds.
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- Range capability from Beijing.

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- Typical mission rules.
- 85% annual winds.
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- Range capability from Los Angeles.

* Fuel volume limited.



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767 connects key markets around the world

Full passenger payload

StartupBoeing

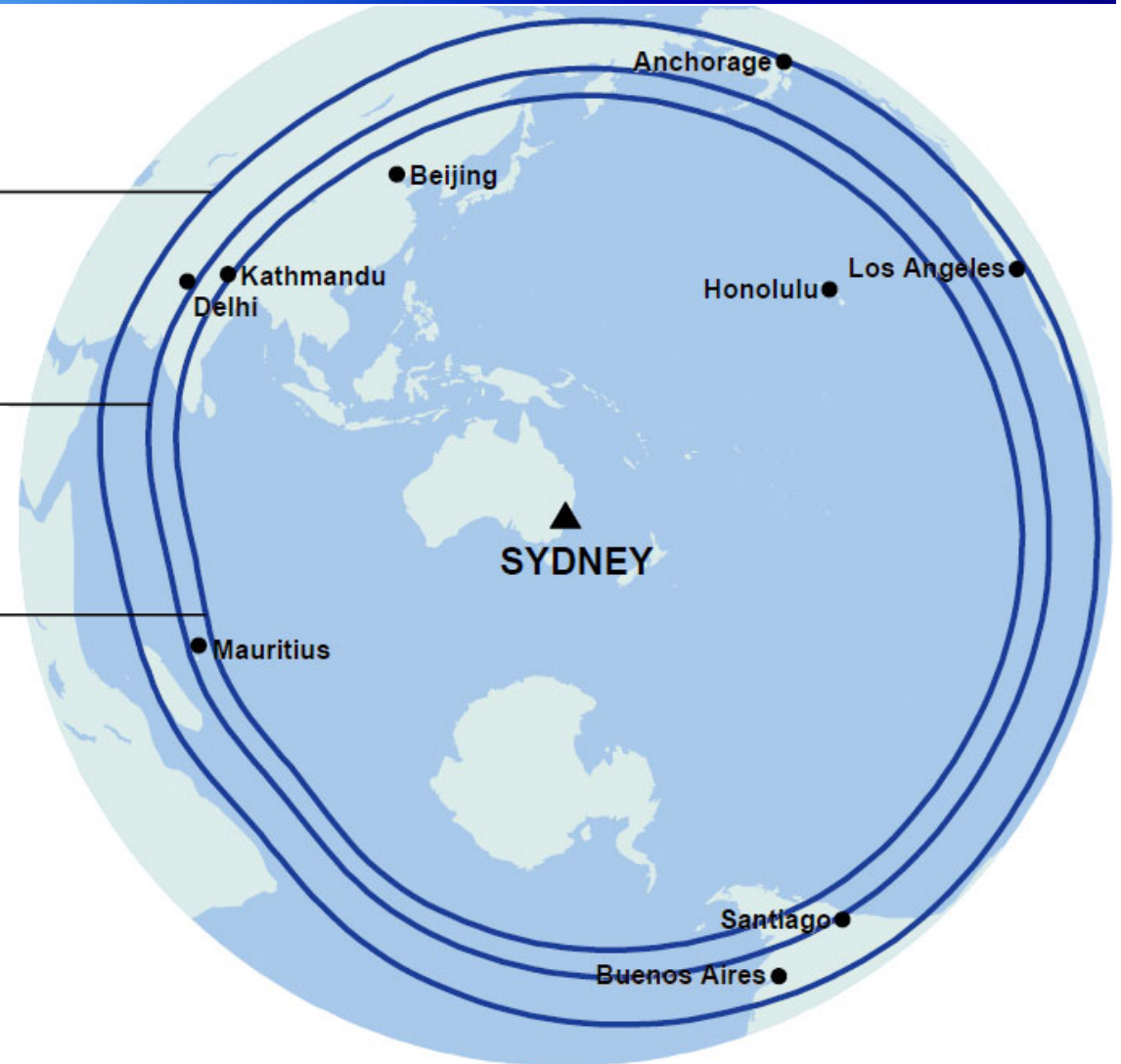
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- Typical mission rules.
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- 85% annual winds.
- Airways and traffic allowances included.
- Range capability from Rio de Janeiro.

* 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

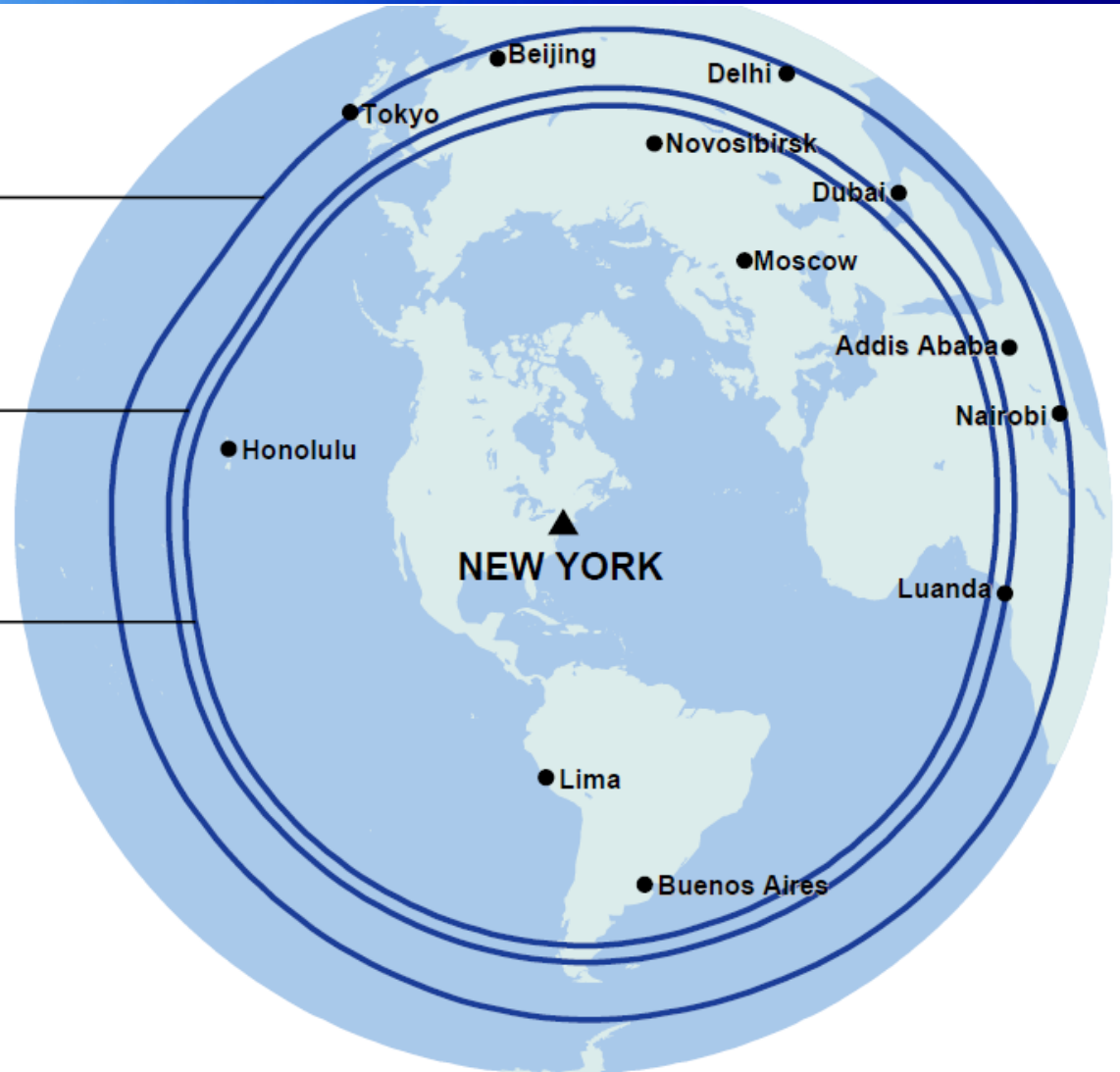
186,800-kg (412,000-lb) **MTOW**
269 two-class passengers

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

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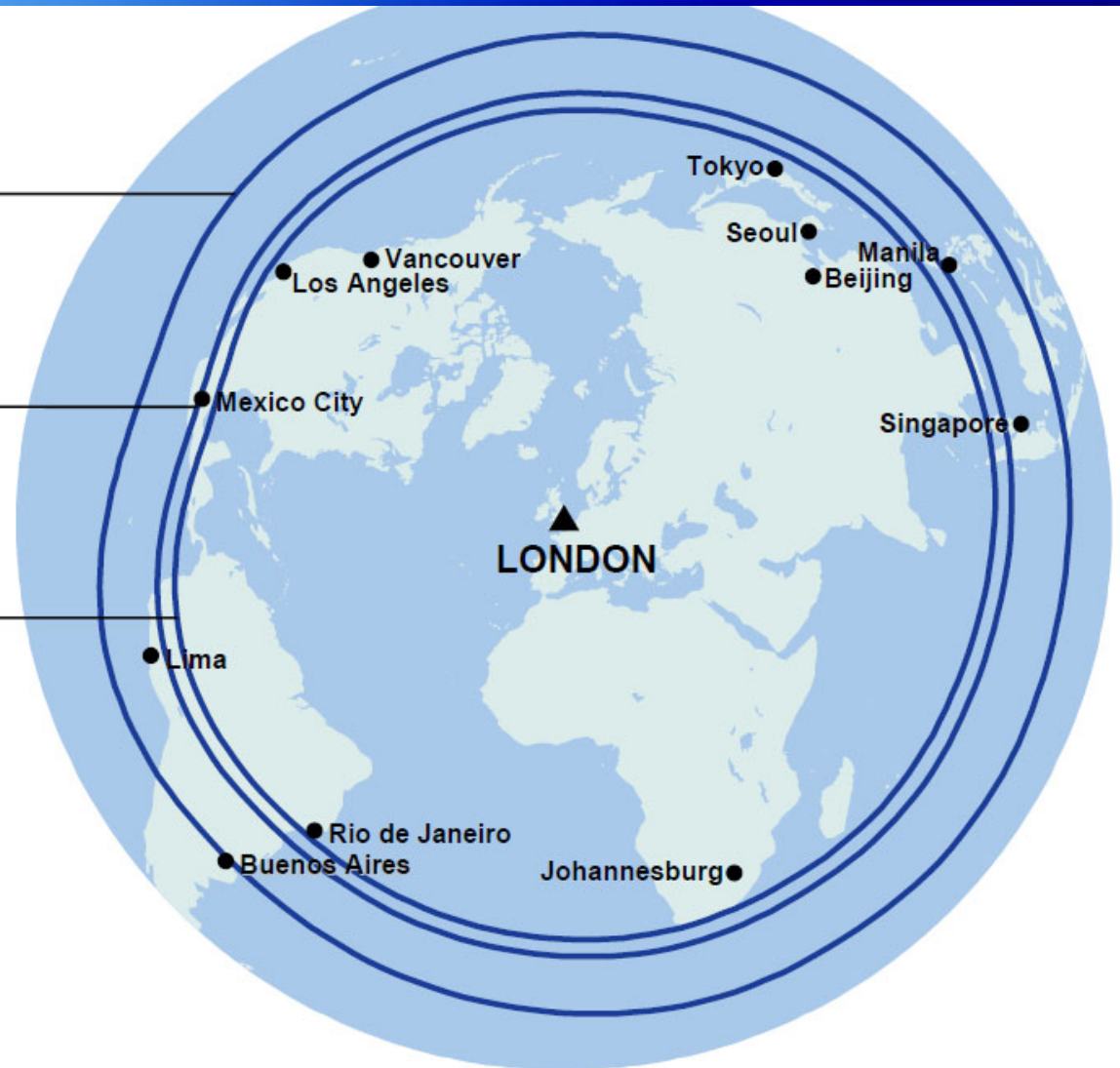
767-400ER

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 London.

* Fuel volume limited.



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767 connects key markets around the world

Full passenger payload

StartupBoeing

767-200ER

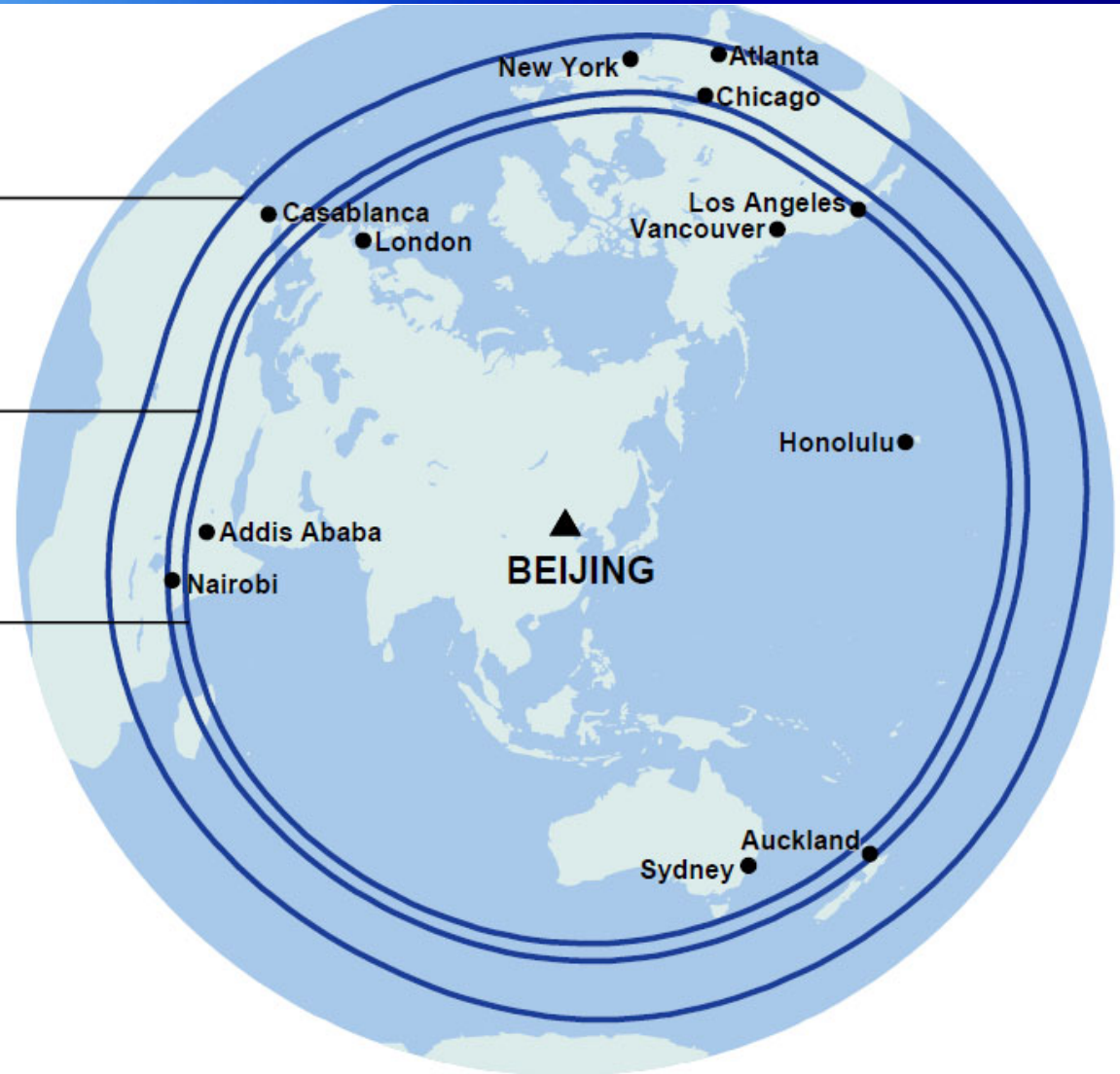
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Full passenger payload

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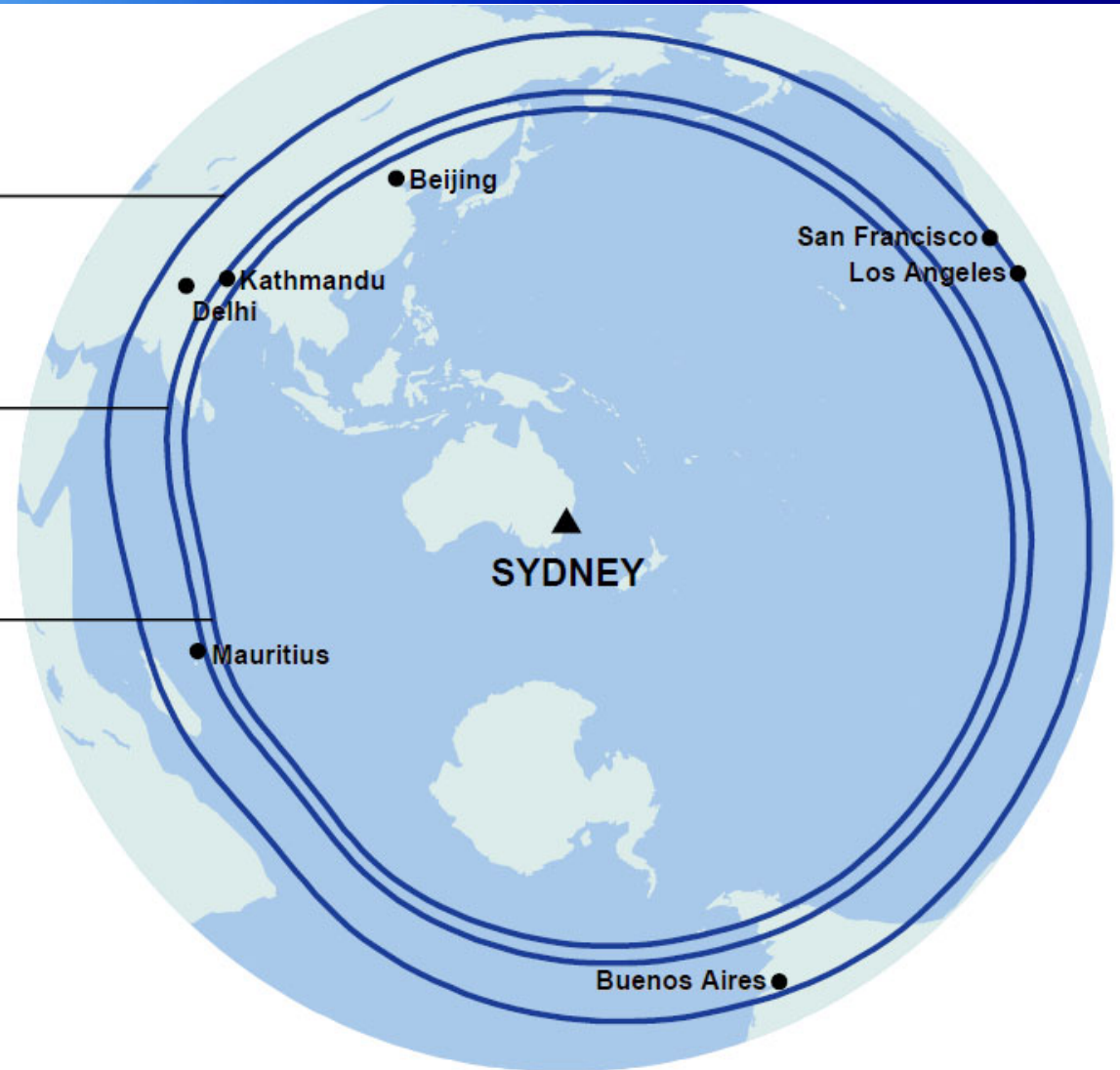
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186,800-kg (412,000-lb) **MTOW**
269 two-class passengers

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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 Sydney.

* Fuel volume limited.



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767-200ER/767-300ER Flight Deck

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767-400ER Flight Deck

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