

BOEING 757-200F

USA

Aircraft variants

757-200	Freighter
757-200PF	Package Freighter. Original cargo model developed for UPS
757-200SF	Special Freighter. Ex-airline operated aircraft converted for DHL
757-200M	Combi. Combined accommodation for typically 150 pax and 3 containers on main deck

Noise levels (EPNdb) PW2037 engines

Take off	86.2
Sideline	94
Approach	97.7

General dimensions

Wingspan	38 m (124' 10")
Length	47.3 m (155' 3")
Height	13.6 m (44' 6")

Freight deck/cabin dimensions

Length	32 m (105')
Max width	3 m (10')
Width at floor	2.7 m (8' 10")
Height	3 m (10')
Volume	187 m ³ (6 600 ft ³)

Freight door dimensions

Main	3.4 m x 2.8 m (11' 2" x 7' 2")
Forward	N/A
Aft	1.81 m x 1.71 m (5' 11" x 5' 7")
Bulk A	2.67 m x 2.46 m (8' 9" x 8' 1")
Bulk B	2.51 m x 2.36 m (8' 3" x 7' 9")
Ramp	N/A

Weights

EOW	90 718 kg (200 000 lb)
MZF	115 665 kg (255 000 lb)
MTOW	95 250 kg (210 000 lb)



Operating data

Max cruise speed	512 kts (590 mph) 950 kph @ 8 230 m (27 000')
Fuel capacity	42 684 litres at MTOW
Fuel burn p/h	4 600 kg (10 141 lb)
Runway required T/O	1 814 m (5 950') @ MTOW, sea level, 30° C
Runway required Ldg	1 463 m (4 800') @ MTOW, sea level, 30° C

Short/medium range freighter

2 turbofans • First flight 1982



BOEING 757-200F

Payload

Normal revenue payload of 32 755 kg (72 210 lb) bulk; 36 220 kg (79 850 lb) containers; 38 260 kg (84 350 lb) pallets

15 main deck positions for 88" x 125" containers/pallets

Lower hold provides 51.82 m³ (1 830 ft³) of bulk cargo volume

Additional information

- High degree of commonality with Boeing 767
- Loading options for lower hold include hand loading of bulk cargo; Air Cargo Equipment (ACE) telescoping shelf system; sliding carpet as a continuous-belt-with-backstop system; and Aeroveyer belt-driven system
- Aeroveyer system used for container loading
- Airport limits - LCN 36 at 100 224 kg (221 000 lb) taxi weight and grade C flexible pavement