

767-300F performance summary

767

General Electric engines

		Basic	Maximum ²
Engines		CF6-80C2B7F	CF6-80C2B7F
Boeing-equivalent thrust/flat-rated temperature	lb/°F	62,100/86	62,100/86
Cargo	88- x 125-in (MD)/ 96- x 125-in (LD)/LD-2 (LD)	24/7/2	24/7/2
Maximum taxi weight	kg (lb)	185,510 (409,000)	187,300 (413,000)
Maximum takeoff weight	kg (lb)	185,060 (408,000)	186,880 (412,000)
Maximum landing weight	kg (lb)	147,870 (326,000)	147,870 (326,000)
Maximum zero fuel weight	kg (lb)	140,160 (309,000)	140,160 (309,000)
Operating empty weight¹	kg (lb)	86,500 (190,700)	86,500 (190,700)
Fuel capacity	L (U.S. gal)	90,770 (23,980)	90,770 (23,980)
Cruise Mach		0.80	0.80
Maximum revenue payload	kg (lb)	53,660 (118,300)	53,660 (118,300)
Design range (MTOW, full passenger payload)	nmi (km)	3,125 (5,785)	3,255 (6,025)
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,755 (9,050)	2,830 (9,300)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	33,600	33,400
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	12,800	12,400
Landing field length (MLW)	m (ft)	1,705 (5,600)	1,705 (5,600)
Approach speed (MLW)	kias	147	147
Fuel burn at maximum structural payload (3,000 nmi)	kg (lb)	36,370 (80,165)	36,370 (80,165)

• Typical mission rules.

¹ Includes 3,600 kg (7,950 lb) tare.

² Highest optional weight.