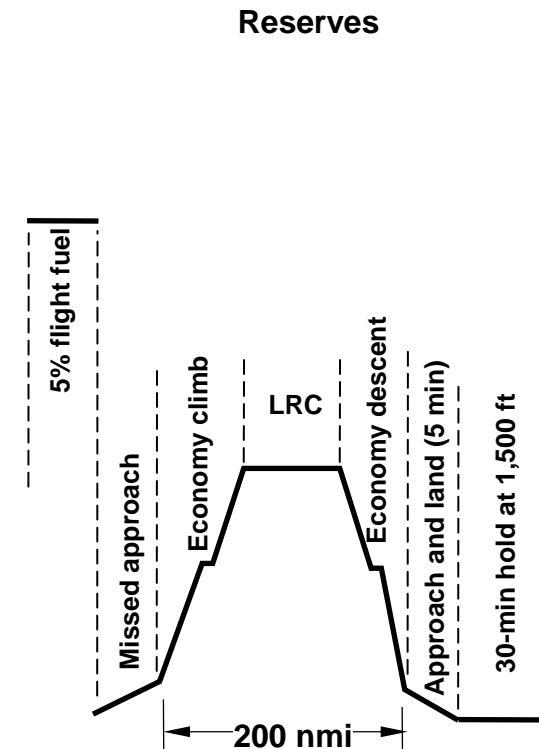
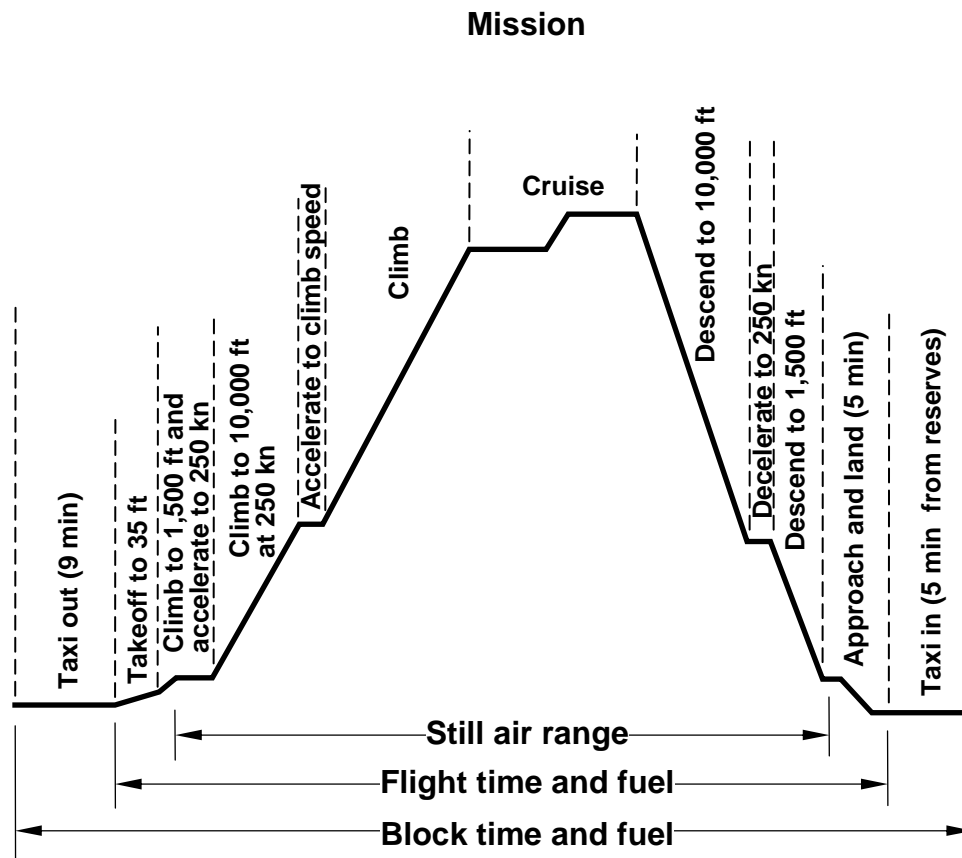


Mission profile

767

Typical mission rules



- Standard day
- Fuel density, 6.7 lb per U.S. gal
- Nominal performance

767-300F is the right freighter for the medium-widebody market

767

*Maximum revenue payload**

767-300F
186,800-kg (412,000-lb) MTOW
53,660-kg (118,300-lb) revenue payload



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

*Does not include tare weight.

767-300F is the right freighter for the medium-widebody market

767

*Maximum revenue payload**

767-300F
186,800-kg (412,000-lb) MTOW
53,660-kg (118,300-lb) revenue payload



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

*Does not include tare weight.

767-300F is the right freighter for the medium-widebody market

767

*Maximum revenue payload**

767-300F
186,800-kg (412,000-lb) MTOW
53,660-kg (118,300-lb) revenue payload



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

*Does not include tare weight.

767-300F is the right freighter for the medium-widebody market

767

Maximum revenue payload*

767-300F
186,800-kg (412,000-lb) MTOW
53,660-kg (118,300-lb) revenue payload



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

*Does not include tare weight.

767-300F is the right freighter for the medium-widebody market

767

*Maximum revenue payload**

767-300F
186,800-kg (412,000-lb) MTOW
53,660-kg (118,300-lb) revenue payload



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

*Does not include tare weight.