Limitations (ASM 1, PHB 1, FOM)

	B-757-200F	B-767-300F
Wingspan:	124' 10" (38 m)	156' 1" (47.6 m)
Tail Height:	44' 6" (13.6 m)	52' (15.9 m)
Track:	24' (7.3 m)	30' 6" (9.3 m)
Min Rwy Width for 180º:	120' (36.6 m)	150' (45.7 m)

		951-6,988	
Max Taxi Wt:	231,000	221,000	409,000
Max Take Off Wt:	**230,000**	**220,500**	**408,000**
Max Landing Wt:	**198,000**	**198,000**	**326,000**
Max Zero Fuel Wt:	184,000	184,000	309,000

Straight-In App Cat: C   D
Design Group/Code: IV (FAA) / D (ICAO)

Emergency Fuel: 5,000#   7000#
FOB vs: Release 1000#   W&B 2000#   FSF 500/tnk;1000 tot

Max (6.7#/gal):   Mains 14,579#   Ctr 46,237#   Tot 75,395#
Max Lateral Imbalance: 1950#
If 0 < Ctr < 2000# w/Main<14,579#:   ZFW+Ctr Fuel < 184,000#
Max (6.7#/gal):   Mains 40,669#   Ctr 80,400#   Tot 161,738#
Max Lateral Imbalance: 2500# (L+R<48k)   1500# (L+R>48k)
If 0 < Ctr < 22,050# w/Main<40,669#:   ZFW+Ctr Fuel < 309,000#

Fuel Temps: Max   JP4/Jet B 29ºC   Others   49ºC
            Min   -45ºC | FrzPt+3ºC (WEG)

Door Wind (kts): Main Ops 40   Main Open 60 65   Other 60

Equipment Cooling   34º - 49ºC   one pack (or ground cooling)
(after >20 mins)   > 49ºC   two packs (or ground cooling)

Dry Ice kg [waiver]:   Main   Fwd   Aft+Blk   Total   Animals

	Main	Fwd	Aft+Blk	Total	Animals
	907 [1408]	0	0	907 [1408]	454
2 pk, LwrCgo-ON	966 [1593]	267[267]	0	966 [1860]	454
LowerCargo–OFF	966 [1779]	0	0	966 [1779]	454

Altimeters: C v F: 40'(SL), 45'(5k); 200'(in-flt)   C/F v Fld Elev: 75'

Taxi (kts):   Normal **20**   Long Straight **30**   Dry Turns **10**

Max Cruise Speed: 0.84M   Gear: 270KT / 0.82M
Turbulent Air Penetration: 290KT / 0.78M (WEL)
Severe Turbulence | Heavy Precip: Ignition – CONT

Max Alt: Ops   **42,000'**   **43,100'**   Flaps: 20,000'
    T/O & Land   8,400' | 9,500' | 14k'   9,500'   Slope ±2%

Autopilot: After Takeoff: ≥1000'AGL
    Airport Press Alt > 8400' 8500':   ≥100'RA
    Appr: ILS (no A/Ld): 50'AGL   Non-Prec: 50'↓DA | 100'↓DDA

Lower-Than-Standard Takeoff Minimums (FOM 4.67) – 2-Eng Std: 5000R | 1SM (4.65)

5 = not req'd, ctrl'g **if rprtd**
nr = advsry if rprtd

T/O Alternate: ≤1 hour @ 1-eng inop cruise (still air)
◁ ▷ = may subst for inop.

RWY ft	Lighting	RVRs ft	Notes
1600R	¼SM	*HIRL |*CL |*RCLM	16 ◁ nr / nr / nr	*or other rwy mrkng/ltng providing adequate vis ref
12/10R	HIRL	day: RCLM	12 ◁ 12 ▷ 10 / nr	
1000R	HIRL+RCLM	CL	10 ◁ 10 ▷ 10 / nr	
500R	HIRL+CL	5 ◁ 5 ▷ 5 / nr	if charted 600R: mins = 600R

All T/Os: **10T | 15T (see FP/R),15T**; Dry/Damp:**30x** | Fair/Med:**15x** | Poor:**10x**; Slope ≤ ±2%
Capt T/O Mandatory: Hi Mins Capt, <500R (FOM 3.43, 4.51); Capt T/O Rec'd: Adverse Conditions (FOM 4.51)

Engines

	RR	PW	GE
Start:	25% N3	Max Motor (min 15%)	Max Motor (min 18% N2)	Start: 20% N2	Max Motor (min 15% N2)
Abort (all):	No EGT in 20"; EGT quickly nears|exceeds limit; Oil Press not norm by stabilized		
Also abort for:	N/A	+No N1 w EGT; +N2 Idle by 2' after Run	+No EGT in 25"; +No N1 30" after N2 stable
Starter Duty:	3 x 2' on, then 15' off	3 x 2' on, then 15' off	5' on, then 30" off per 1' on
Re-engagement (all):	0% N3 Rec'd; 0-20% N3 Normal; >20% Fire		
Warm-up / Oil:	5' (3' if ≤ 90') / > amber band	5' (3' if ≤ 90') / > 50ºC	3' / > 10psi, < 160ºC (175º for 15')

Right Engine Start/Restart (QRH Norm.1.5)   Rec'd Breakaway Thrust 35-40% N1

Wing Anti-Ice ≤ 22,000'

Pack Selectors – OFF;   Isolation Switch(es) – OPEN
◆ APU: Right Engine – START w/APU
◆ XBLD: APU Bleed – OFF;   Eng Bleed – ON;   65% N3 | 70% N2;   Right Eng – START
AFTER START Checklist;   Overhead Panel – CHECK (fuel & bleed panels);   BEFORE TAKEOFF Checklist

	TAKEOFF	V1 CUT	GO AROUND	S.E. GO AROUND
↑	80 kts, V1, rotate 2 - 2.5º/s to 15º positive rate Gear Up	80kts, V1, rotate, **eng failure** **Rudder**, 2º/s to 12.5º positive rate Gear Up, **Trim Pitch**	GA Paddle Go Around, Flaps 20º positive rate Gear Up, Check MA Alt	GA Paddle Go Around, Flaps **5º** positive rate Gear Up, Check MA Alt
400'RA	HDG SEL or LNAV	HDG SEL or LNAV call tower	HDG SEL or LNAV call tower	HDG SEL or LNAV call tower
1000'AFE	(or 1500' for NADP-1) VNAV or FLCH / 215 Engage Autopilot	(or NSEOAA) **V/S 200, Speed 180-215,** Engage Autopilot, **What's The Problem?**	Speed 180	Speed 180
5↑	Flaps 1º	engine fire	seizure	failure A/T Arm switch – OFF Thrust Lever – IDLE	20↑ Flaps 5º	Flaps 5º
1↑	Flaps Up, After TO ✓s if FLCH: Speed 250			
180 KIAS		**FLCH • 180** Engage Autopilot **Select/Set CONT** **divide cockpit, run QRH** After TO ✓s	FLCH • 180 Engage Autopilot After TO ✓s	FLCH • 180 Engage Autopilot Select/Set CONT After TO ✓s
GS Alive	Flp 20º, Gr Dn, Bef Ldg ✓s	Flp 20º, Gr Dn, Bef Ldg ✓s Speed Following	Flp 20º, Gr Dn, Bef Ldg ✓s	Flp 20º, Gr Dn, Bef Ldg ✓s Speed Following

LGW	141	150	160	170	180	190	198
RR	4817	5022	5252	5482	5712	5942	6134
PW	4763	4977	5217	5457	5697	5937	6129
LGW	220	240	260	280	300	320	326
GE	5011	5339	5686	6027	6368	6713	6815

(QRH Perf/Inflt.1)

$$V_{APP} = V_{REF} + \tfrac{1}{2}\,HW + Gust$$
$$V_{REF}+5 \le V_{APP} \le V_{REF}+20$$

maintain gust corr., bleed of HW corr.

Headwind component: 1   .9   .7   .5   .3

15º off   30º off   45º off   60º off   75º off

X-wind component: .3   .5   .7   .9   1

Holding (PHS Performance Data)

ICAO	Altitude ft	U.S.	DC/NY	inbd leg	CA	FF_Tot (PPM)	
0.83 IMN	34,000 & above					105	175
265 KIAS	20,000 – 34,000					110	170
240 KIAS	14,001 – 20,000	265 KIAS	265	1'30"	265 KIAS	115	170
230 KIAS	6,001 – 14,000	230 KIAS	210	1'00"	230 KIAS	115	175
	up to 6,000	200 KIAS	200			125	180

Windshear = A/S ± 10kts (PHS 3.6, QRH Man.2)

AVOID Severe = A/S ± 15kts | V/S ± 500FPM | Attitude ± 5º
TO: Max Thrust, Flaps 20º, V_1-V_R-Rotate (@V_{Rmax})
Lnd: Fl 25°|30º, Stable @ 1000', Add gust correction
A/P Rec: GA Paddle (verify), S/B retract, Monitor
Man Rec: click/click, Max/GA, roll 0º/pitch 15º, S/B, F/D

GPWS: click/click, Max, roll 0º/pitch 20º, S/B, pitch↑limit

(QRH Man.2)

RNP (PHB 2.16.9)

Min RNP 0.13 *(tempo 0.30 during implementation)*
If multiple minima & <0.30 desired, MANUALLY ENTER
Need Satellite Coverage note on release
Prior to IAF: Load IAP; Verify RNP (PosRef 2/4);
   Set DA; Sel TERR; Arm LNAV/VNAV
IAF to FAF: MCP Alt to TDZE ↑100'; Mon X/VTK
FAF Active: ND to "5"; VNAV Path
Passing FAF: Verify Alt; VTK ±75,XTK<RNP; Set MAA

Cold Weather Ops (PHB 4.2)

Icing: **-40ºC ≤ OAT(gnd) | TAT(flt) ≤ 10ºC and**
   Vis Moisture (precip | vis≤1) or Stdg Water/Ice/Snow
OK: ⅛" frost on lower surface of wing
   thin hoarfrost on upper fuselage
CLEAN: leading edge dev, control surfaces, upper wing
Taxi w Flaps Up if Precip < 0ºC, Slush, or Stdg Water
Run Up (≤3ºC) N_1: {RR} 60%,10",60' {PW} 50%,1",15'
   {GE} 60%,30",30'
TO: Dry Snow ≤ 4"   Slush, Wet Snow, Stdg Water ≤ ½"
TO w Contam'd Rwy: No ATM   Max Pwr   TO|TO1|TO2
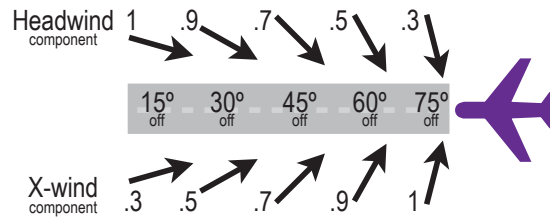Close Eng A-I in CLB/CRZ if SAT < -40ºC
Fan Ice: Quickly to Idle for 5" [then 90%] 70%,10"-30",10'
Apply Cold Temp Alt Corrections ≤ -30ºC (PHB 4.2.12)

EO Driftdown Procedures   (PHB 5.7.5)

APU – START/ON; A/T ARM switch – OFF
Select & Set CON (using EPR / N_1 #, not carat)
Select ENG OUT on VNAV CRZ page (5R)
Begin Slowing to EO D/D Speed
Request Lower Altitude
Set Altitude in MCP; One Ping to put Alt in FMS
Pick Airport; Get Clearance; Turn
When reaching D/D Speed:
   Execute FMS (to activate EO speed/alt)
   Select VNAV (verify VNAV SPD on FMA)
After Alt Capture, Manually Adjust Thrust

Approach Requirements Table (FOM 6.43, 6.85, 6.86, 6.87; QRH)

P1R = MALSR | SSALR
P1/P1F = ALSF-1
P2/P2F = ALSF-2
SFL (RAIL) may be inop for all Cat II / III

R = Required
C = Captain's Req'd
# = Number Req'd
- = not required

M =Mandatory
rec=recommend
nr =not req'd | not rec'd

# = minimum
6 = not req'd, ctrl'g **if** rprtd
nr= advsry if rptd
◁ ▷ may subst for inop.

757 - S.E. A/Ld | Cat III: N/A
767 - Auth for S.E. Fl 25|30º A/Ld | Cat III (fail pass)
Pilot Ldg must be PF
   by 1000'AFE

App Type	RUNWAY			AIRCRAFT						FOM			
	Min ft	Lighting	APL (min)	ASA	A/T	TR	RO	A/S	W	Cpld	A/Ld	Wx Mins	Notes
Circling				No Autoland	-	-	-	-	-	(n/a)	(n/a)	c1000 – 3SM	Cat D Mins
Non-ILS				No Autoland	-	-	-	-	-	nr	(n/a)	c1000 – 3SM	
				No Autoland	-	-	-	-	-	M→Vis	(n/a)	lowest pub'd	
Cat I		HIRL	P1/F/R | P2/F	No Autoland	-	-	-	-	-	nr	nr	¾ SM | 4000R	
D**A** ≥200'	2400	HIRL	P1/F/R | P2/F	No Autoland	-	-	-	-	-	rec	nr	24 ◁nr / nr / nr	
	1800*	HIRL	P1/F/R | P2/F	No Autoland	-	-	-	-	-	rec	nr	18 ◁nr / nr / nr	* FD|AP|HUD to DA Req'd
Cat II	1600	HIRL+CL+TDZL	P1/F | P2/F	No Autoland	-	-	-	-	2	M	rec	16 / nr / nr	If DH150 pub'd,use DH150;
D**H** ≥100'	1600*	HIRL	P1R	>LAND 2<	-	-	-	-	2	M	M	16 / nr / nr	If not pub'd, use DH100;
	1200	HIRL+CL+TDZL	P1/F | P2/F	No Autoland	-	-	-	-	2	M	rec	12 / 6 ▷ 3 ◁nr	15x (manual or autoland);
	1200*	HIRL	P1R	>LAND 2<	-	-	-	-	2	M	M	12 / 6 ▷ 3 ◁nr	* "Req specific OPSPEC
	1000*	HIRL+CL+TDZL	P1/F | P2/F	>LAND 2<	-	-	-	-	2	M	M	10 / 6 ▷ 3 ◁nr	approval and A/Ld or HUD
Cat III Fail Pass **A**H 50' vis ref req	700R	HIRL+CL+TDZL	P1/F/R | P2/F	>LAND 2<	-	-	-	R	R	2	M	7 / 7 / 3 ◁nr	to touchdown."
	600R	HIRL+CL+TDZL	P1/F/R | P2/F	>LAND 2<	-	-	-	R	R	2	M	6 / 6 / 3 ◁nr	MID|RO RVR may be inop.
	300R	HIRL+CL+TDZL	P1/F/R | P2/F	>LAND 2<	-	-	-	R	R	2	M	6 / 6 / 3 ◁nr	Visual Ref by 50' Req'd if:
	300R	HIRL+CL+TDZL	P1/F/R | P2/F	>LAND 2<	-	R	-	R	R	2	M	6 / 4 / 3 ◁nr	•RO n/a •A/T n/a •TR n/a •Using **DH** • >LAND **2**< •IAP has Visual Ref Alt
Cat III Fail Ops **A**H 50'	700R	HIRL+CL+TDZL	P1/F/R | P2/F	LAND 3	R	R	R	R	R	2	M	7 / 7 / 3 ◁nr	Any 1 RVR may be inop.
	600R	HIRL+CL+TDZL	P1/F/R | P2/F	LAND 3	R	R	R	R	R	2	M	6 / 6 / 3 ◁nr	Visual Ref by 50' Req'd if:
	300R	HIRL+CL+TDZL	P1/F/R | P2/F	LAND 3	R	R	R	R	R	2	M	3 / 3 / 3 ◁nr	•IAP has Visual Ref Alt

Capt Ldg M: Cat II, Cat III, EFVS; <1800R | ½SM, Autoland; Hi Mins (6.43, 6.61, 3.43)
Capt Ldg rec: spcl arpt; slush, snow, stdg water; braking < Good;
   windshear in vicinity; when "prudent" (6.61)

< ½V: HIRL Req'd (6.09)
< 4000R | ¾V: APS Use Req'd (6.09)
Night: Rwy Edge Lts sufficient to define rwy (6.09)

Controlling Mins: reported wx ≥ mins to begin app; on final, wx < mins: continue; Cat III: on final app seg, if RVR < mins, initiate MA nlt AH (6.55)

DA(US & non-Euro Only): RNAV(GPS)-VNAV, ILS(GS OUT)-VNAV, VNAV w/"auth ops may…"; DDA: all other CDA, all Euro; MDA: non-CDA

All Ldg: 10T|15T,15T; Dry/Damp:30x | Fair/Med:15x | Poor:10x; SE 30x; Autoland: 25H, 25x (15x to Mins), 10T 15T, Flaps 25º|30º (PHB 1)