

BOEING 767-300ER Model Guide

BOEING 767-300ER is a twin-engine Boeing 767 variant. The registry row for it is unreliable: it lists category single-engine-piston and engine type piston, but the family record says turbofan and the checklist covers a two-engine start. The row gives no seats, years, range or weights, so this guide uses only the three documents supplied.

KEY TAKEAWAYS

- Registry data is thin and contradicts itself (piston vs turbofan). Confirm engines, seats and weights from the airframe's own records.
- Checklist speeds: V1 140, Vr 145, V2 150 KIAS; landing 145 KIAS. They come from a 2007 third-party document, not a Boeing manual.
- Boeing bulletin 767-27-0201 calls for a pogo check of six elevator actuator input rods every 12,000 flight hours or less. Its listed effectivity is 767-400ER.
- Boeing's October 2012 maintenance planning data lists airworthiness limitations and certification maintenance requirements to check against the aircraft's records.

SPEEDS IN THE PILOT CHECKLIST

The checklist gives climb-out trim at 250 KIAS and 1800 fpm. Maximum speed is 250 KIAS below 10000 ft and 300 KIAS above. Cruise targets are 0.68 M / 332 KIAS at FL180, 0.75 M / 343 KIAS at FL240, and 0.80 M at FL280 and FL330 (325 and 292 KIAS). Final approach is 155 KIAS and taxi speed is capped at 20 knots.

ELEVATOR POGO CHECK BULLETIN

Service Bulletin 767-27-0201 (June 27, 2007) requires a pogo check of the input rod assembly on each of the six elevator power control actuators. The repeat interval must not exceed 12,000 flight hours, and the estimate is 32.0 task hours. Its effectivity lists 767-400ER only. Ask the seller how ADs 2000-17-05 and 2001-04-09 and related bulletins were handled on this airframe.

MAINTENANCE PLANNING DATA TO REVIEW

Section 9 of the 767 Maintenance Planning Data (D622T001-9, October 2012) covers structural inspections, safe life parts, and systems limits. The systems limits include fuel system ignition prevention and the nitrogen generation system. It also lists certification maintenance requirements. Freightier conversions have separate limits, for example 2,000 flight cycles for 767-300BCF landing gear, so confirm the airframe's passenger or freighter history.

PERFORMANCE

Climb Trim Speed Kts	250
Climb Trim Rate Fpm	1800
Max Speed Below 10000 Ft Kts	250
Max Speed Above 10000 Ft Kts	300
Cruise Fl180 Kts	332
Cruise Fl240 Kts	343
Cruise Fl280 Kts	325
Cruise Fl330 Kts	292

V-SPEEDS

V1 Kts	140
Vr Kts	145
V2 Kts	150
Flaps 5 Retract Kts	180
Flaps Up Retract Kts	210
Final Approach Kts	155
Landing Kts	145

SAFETY NOTES

- One operator reported a drooping left elevator at preflight, with sheared rivets in the bellcrank assemblies. The single hydraulic system check may not detect such rivets.
- Per the bulletin, several 767-200, 767-300 and 767-300F airplanes failed the one-time shear-rivet check. Verify AD 2000-17-05 and 2001-04-09 compliance records.
- The registry lists this model as single-engine piston, which conflicts with the other inputs. Do not rely on it for a purchase.