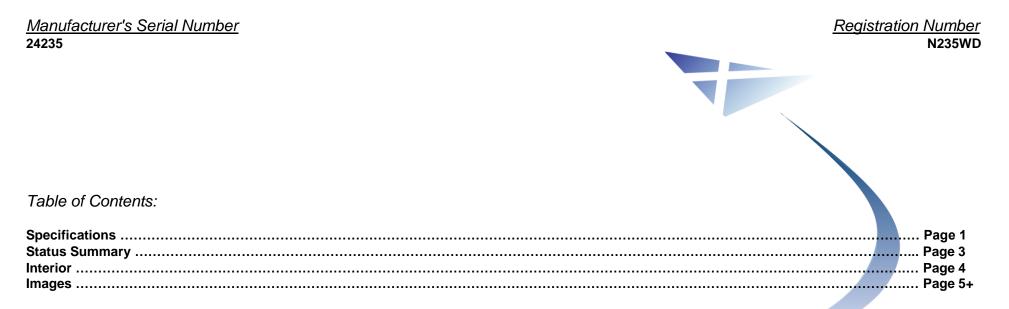




# **Specification and Status Summary**

# Boeing 757-28AF (Freighter)



No warranty is made or implied as to the completeness or accuracy of the data presented herein, which is subject to change. Buyer or lessee may verify via inspection of aircraft and aircraft records as requested.



Boeing 757-28AF

# SPECIFICATIONS

| Summary                     | MSN 242                                       |
|-----------------------------|-----------------------------------------------|
| Current Registration Number | N235\                                         |
| Minor Variant               | -28                                           |
| Date of Manufacture         | 01 May 19                                     |
| Manufacture Line Number     | 1                                             |
| Total Hours Since New       | 71,1                                          |
| Total Cycles Since New      | 24,7                                          |
| Interior                    |                                               |
| Configuration               | Full Freighter : Alcoa-SIE Cargo Conversion S |
| Galleys                     | 1:G                                           |
| Lavatories                  | 1 : F\                                        |
|                             |                                               |

### Weights<sup>1</sup>

| 0                      |             |
|------------------------|-------------|
| Max. Taxi Weight       | 251,000 lbs |
| Max. Take Off Weight   | 250,000 lbs |
| Max. Landing Weight    | 198,416 lbs |
| Max. Zero Fuel Weight  | 184,085 lbs |
| Operating Empty Weight | 119,388 lbs |
| Fuel Capacity          | 11,276 USG  |
|                        |             |

### Engines - **PENDING**

| g                                 |                |
|-----------------------------------|----------------|
| Make                              | Rolls Royce    |
| Model                             | RB211-535E4    |
| Stage III / Chapter III Compliant | Yes            |
| APU                               |                |
| Make                              | Honeywell      |
| Model                             | GTCP 331-200ER |
| In-Flight Certification           | Yes            |
|                                   |                |



# Boeing 757-28AF

# Major Alterations List

| QTY | Avionics                   | Manufacturer  | Part Number      |
|-----|----------------------------|---------------|------------------|
| 1   | Cockpit Voice Recorder     | Allied Signal | 980-6022-001     |
| 2   | HF Transceiver             | Collins       | 622-5272-001     |
| 3   | VHF Transceiver            | Thomas CSF    | EVR716-01-0200   |
| 1   | Selcal Decoder             | Motorola      | NA138-174B       |
| 1   | EGPWS Computer             | Honeywell     | 965-0976-020-212 |
| 3   | Inertial Reference Unit    | Honeywell     | HG1050AD11       |
| 2   | ATC Transponder            | Collins       | 822-1338-003     |
| 1   | TCCAS Computer             | Collins       | 7517900-10004    |
| 3   | ILS Receiver               | Collins       | 822-0298-001     |
| 1   | VOR Marker Beacon          | Collins       | 622-5132-109     |
| 1   | SSFDR                      | Allied Signal | 980-4700-042     |
| 2   | Air Data Computer          | Honeywell     | 4040800-912      |
| 2   | Flight Management Computer | Honeywell     | 4052500-962      |



STATUS SUMMARY

Status Summary Date: 12-Aug-20

| N I |            |
|-----|------------|
| N   | 235WD      |
|     | 71,187     |
|     | 24,100     |
|     |            |
|     | Aug-19     |
| 28- | Feb-21     |
| 5-  | Oct-21     |
|     | 28-<br>28- |

#### Engine 1 – PENDING

Boeing 757-28AF

| Time Since New               | PENDING |
|------------------------------|---------|
| Cycles Since New             | PENDING |
| Time Since Last Shop Visit   | PENDING |
| Cycles Since Last Shop Visit | PENDING |
| LLP Limiter                  | PENDING |
| Limiting Cycles              | PENDING |
| Current Status               | PENDING |

| Engine 2 – PENDING           |         |
|------------------------------|---------|
| Time Since New               | PENDING |
| Cycles Since New             | PENDING |
| Time Since Last Shop Visit   | PENDING |
| Cycles Since Last Shop Visit | PENDING |
| LLP Limiter                  | PENDING |
| Limiting Cycles              | PENDING |
| Current Status               | PENDING |
|                              |         |

### Landing Gear Status

| P/N 161N0001-141 - S/N M1001N0495 | 28,417                            |
|-----------------------------------|-----------------------------------|
|                                   | 2,880                             |
|                                   | 18-Apr-23                         |
| P/N 161N0001-142 - S/N M1002N0495 | 28,417                            |
|                                   | 2,880                             |
|                                   | 16-Apr-23                         |
| P/N 162N0001-115 - S/N M0498N0495 | 28,756                            |
|                                   | 2,880                             |
|                                   | 18-Apr-23                         |
|                                   | P/N 161N0001-142 - S/N M1002N0495 |



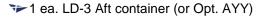
**INTERIOR** 

Boeing 757-28AF

#### Interior

| Configuration | Full Freighter : Alcoa-SIE Cargo Conversion STC |
|---------------|-------------------------------------------------|
| Galleys       | 1 : G1A                                         |
| Lavatories    | 1 : FWD                                         |

☞ 14 Full contour A2 or SAA Containers "Plus" Configuration



► Upper Deck Volume of 6390 cu. ft.

The standard main deck cargo loading system (MDCLS) provides unobstructed loading for 14 conventional SAA containers "PLUS" an aft LD-3 (or Optional AYY). This intermix capability is a simplified design developed by ASCC for low weight and maximized capability per unit cost. This arrangement avoids fuselage complexities and maintains the standard OEM fwd door arrangement for ground servicing flexibility.

