

Precision Aircraft Solutions has announced details of a new MZFW upgrade for 757-200PCFs. The latest modification will produce 757 freighters with gross structural payloads of up to 84,000lbs or 82,000lbs depending upon the engine variant.

Precision Aircraft Solutions increases MZFW for 757-200PCF

Precision Aircraft Solutions announced in January approval from the US Federal Aviation Administration (FAA) for a new maximum zero fuel weight (MZFW) increase for its 757-200 passenger-to-freighter (P-to-F) modification.

MZFW upgrade

Precision Aircraft Solutions provides a full freight conversion for 757-200s. Aircraft that undergo the modification are designated 757-200PCFs (see Cherry picking 757-200s for conversion to freighter, Aircraft Commerce, February/March 2014, p60).

A 757-200PCF can accommodate up to 15 88-inch x 125-inch unit load devices (ULDs) or pallets on its main deck. This provides a main deck containerised volume of about 6,600 cubic feet (cu ft).

The latest MZFW upgrade covers all 757-200s manufactured from line number (L/N) 210 onwards. It will allow Precision to increase the MZFW to about 200,000lbs for aircraft with Rolls-Royce engines and 198,000lbs for those with Pratt & Whitney engines.

This will result in gross structural payloads of up to 84,000lbs and 82,000lbs for aircraft with Rolls-Royce and Pratt & Whitney engines respectively (see table, this page).

Precision's latest MZFW upgrade is available for 757-200 aircraft with and without winglets.

Prior to the current upgrade, the highest MZFWs offered by Precision were 196,000lbs and 194,000lbs for 757-200s with RB211-535 and PW2000 series engines respectively. These weights were only available for aircraft without winglets and resulted in gross structural payloads of 80,000lbs for RB211-535-powered aircraft and 78,350lbs for those

with PW2000 engines.

This is 4,000lbs less than the new MZFW upgrade will offer.

Winglet-equipped 757-200s were previously restricted to MZFWs of about 189,320lbs and 187,320lbs for respective RB211-535 and PW2000-powered aircraft. This resulted in gross structural payloads of up to 72,000lbs for aircraft with Rolls-Royce engines and 70,350lbs for those with Pratt & Whitney engines.

The new MZFW upgrade will, therefore, provide about 10,600lbs of additional gross structural payload for winglet-equipped aircraft.

Precision believes the new MZFW upgrade will expand the available feedstock for conversion and improve residual value for owners.

The company claims that there are more than 300 low-cycle 757-200 conversion candidates that would qualify for the latest modification.

Precision Aircraft Solutions

Precision Aircraft Solutions is one of two organisations offering P-to-F modifications for 757-200s. The other is ST Aerospace.

Precision Aircraft Solutions was previously known as Precision Conversions. Since rebranding in 2014 the company has added a number of new services to complement its 757-200 conversion work.

Precision claims that, in addition to sourcing and converting 757-200s, it can design, substantiate, certify, support and manage aircraft programmes, modifications and repairs.

Precision has converted 47 757-200s so far and has a backlog of another 14 aircraft. It is in discussions for an additional 15 conversions over the next three years. [AC](#)

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NEW WEIGHT SPECIFICATIONS FOR 757-200PCFS

Aircraft Type	757-200PCF	757-200PCF
No Winglets		
Engine family	RB211-535	PW2000
L/N	From 210	From 210
MZFW (lbs)	200,000	198,000
OEW (lbs)	116,000	115,650
Gross structural payload (lbs)	84,000	82,350
Winglets		
Engine family	RB211-535	PW2000
L/N	From 210	From 210
MZFW (lbs)	200,000	198,000
OEW (lbs)	117,320	116,970
Gross structural payload (lbs)	82,680	81,030

Notes:

- 1). Winglets add 1,320lbs to OEW.
- 2). OEWs are estimates and will vary by individual aircraft.