

# 767 family fleet analysis

The 767 fleet comprises five main passenger types and three freighter types. The number of each variant and model are analysed.

A total of 932 civilian variants of the 767 family have been built, and a further 27 aircraft are on order. The active fleet comprises 836 aircraft, including 746 passenger models and 90 freighters. A further 63 aircraft are in storage or temporarily inactive. To date, 33 aircraft have been destroyed or retired.

The fleet falls into four main groups: the -200 series, the -300 series, the -400 series, and freighter variants. The -300 series predominates, accounting for 654 of the 899 aircraft in the active and inactive fleet.

## 767-200 fleet

The 767-200 comprises one of the smallest sub-fleets of active 767s. There are now just 11 active aircraft, 10 of which are equipped with the JT9D-7R4, and one with CF6-80A engines (see table, page 16). The JT9D-powered aircraft are operated by Air Canada, El Al, Maxjet and Japan Airlines (JAL). Most of these aircraft have accumulated more than 70,000 flight hours (FH) and 20,000 flight cycles (FC).

A large number of United and Air Canada aircraft with JT9D engines are in storage. Five aircraft with JT9D engines were also converted to freighter using Airborne Express's (ABX) unique passenger-to-freighter modification, which avoids the installation of a large cargo door. Special freight containers are loaded into the aircraft through the original passenger door.

Another 25 -CF6-80A-powered aircraft, previously operated by All Nippon Airways (ANA), were also converted to freighter using this modification, and are now operated by

ABX.

Apart from the 46 aircraft that are parked or inactive, another 22 767-200s have been retired or destroyed.

## 767-200ER fleet

Of the 124 aircraft produced, there remain 104 active and 10 parked 767-200ERs.

The active fleet includes 85 passenger-configured aircraft, powered by four different engines: 21 aircraft with the JT9D-7R4; 15 with the PW4000; 24 with the CF6-80A; and 35 with the CF6-80C2 (see table, page 16).

The JT9D-powered aircraft include those operated by Air Canada, El Al, Krasnoyarsk Airlines, Maxjet Airways and Air China. Qantas has sold its JT9D-powered aircraft. Many of these aircraft have accumulated more than 60,000FH.

The 15 active PW4000-powered aircraft are operated by Air China, Aeromexico, Air Zimbabwe, El Al and Avianca.

The majority of the 24 CF6-80A-powered aircraft are operated by American Airlines, while a few others are utilised by Transaero and Thomsonfly.

The 35 aircraft powered by the CF6-80C2 account for the largest number of the active 767-200ER passenger fleet. The majority of these aircraft are operated by Continental Airlines and USAirways, while other small fleets are operated by Bellview Airlines, Air Mauritius, LOT Polish, Thomsonfly and Malev.

A few additional CF6-80A- and CF6-80C2-powered aircraft are currently inactive, and are undergoing conversion to freighter.

## 767-300 fleet

The 767-300 has one of the smallest production runs of all 767 variants, and 102 of the 104 aircraft built remain in operation, including 13 JT9D-powered aircraft in operation with JAL. Having been used on domestic services, these aircraft have relatively low rates of utilisation, accumulating only 35,000-45,000FH over an operating life of 15-20 years.

The 767-300 fleet also includes a small group of 12 aircraft equipped with PW4056 and PW4060 engines. These are in operation with Shanghai Airlines, Air China and Delta Airlines.

The majority of the 767-300 fleet is powered by the CF6, with 22 aircraft using the CF6-80A and 55 aircraft the CF6-80C2.

All 22 aircraft with CF6-80A engines were delivered between 1986 and 1992, and are operated by Delta. These have now accumulated between 44,000 and



*The -300ER is the most numerous of all 767 models, accounting for 501 out of 745 passenger-configured aircraft in service. The majority of these have CF6-80C2 engines.*

## SUMMARY OF 767 FAMILY ACTIVE &amp; STORED AIRCRAFT

Aircraft variant	-200	-200ER	-300	-300ER	-400ER	TOTAL	-200F	-200ERF	-300ERF	TOTAL
ACTIVE FLEET										
JT9D-7R4	10	21	13			44	5			5
PW4000-94		15	12	176		203				
CF6-80A	1	24	22			47	28	5		33
CF6-80C2		34	55	293	37	419	4	5	44	53
RB211-524H				32		32				
<b>TOTAL</b>	<b>11</b>	<b>94</b>	<b>102</b>	<b>501</b>	<b>37</b>	<b>745</b>	<b>37</b>	<b>10</b>	<b>44</b>	<b>91</b>
STORED & TEMPORARILY INACTIVE FLEET										
JT9D-7R4	31	4				35				
PW4000-94				2		2				
CF6-80A	15	4	2	3		24				
CF6-80C2		2				2				
<b>TOTAL</b>	<b>46</b>	<b>10</b>	<b>2</b>	<b>5</b>		<b>63</b>				

60,000FH.

The fleet of 55 aircraft with CF6-80C2 engines comprises 34 aircraft operated by ANA, a further nine operated by JAL and a large fleet operated by Asiana Airlines. The nine aircraft operated by JAL supplement the 13 older aircraft equipped with JT9D engines.

### 767-300ER fleet

The 767-300ER accounts for the largest number of all 767 variants. To date, 508 aircraft have been built, and another 19 are on order.

Only five aircraft are in storage or inactive and two have been retired or destroyed. This leaves 501 aircraft still active (*see table, this page*). Of these, 176 are equipped with PW4000 engines, 293 with CF6-80C2 engines, and 32 with RB211-524H engines. This makes the 767-300ERs powered by CF6-80C2 engines the most numerous type of all 767s, and also the most popular and sought-after model in the used aircraft market.

The 176 aircraft equipped with PW4000 engines are split between those with PW4052, PW4056, PW4060 and PW4062 engines. There are only 14 aircraft with PW4052 engines, rated at 52,000lbs thrust, and operated by United Airlines. These were delivered between 1998 and 2001, and so have only accumulated up to 25,000FH.

There are 17 aircraft with PW4056 engines, rated at 56,000lbs thrust. These are operated by Air Canada, Royal Brunei, and Hainan Airlines.

Aircraft equipped with PW4060 engines, rated at 60,000lbs thrust, constitute the largest group of PW4000-powered 767-300ERs, and total 133

units. These aircraft are operated by Delta, United, Hawaiian, Mexicana, Avianca, LAN Airlines, Martinair, El Al, Condor, Austrian, Ethiopian Airlines, Shanghai Airlines, Air China and Hainan Airlines.

A further 12 aircraft are equipped with the PW4062, which is rated at 62,000lbs thrust, the highest engine thrust rating available on the 767 family. These aircraft were built between 1992 and 2005, and are operated by LAN Airlines, Blue Panorama and Ethiopian Airlines.

The 293 aircraft equipped with CF6-80C2 engines can be split into four main groups, comprising aircraft with -80C2B2, B4, B6 and B7 engines.

There are just 12 active aircraft with -80C2B2/B2F engines, built between 1989 and 1997. The majority are operated by ANA.

There are 19 aircraft equipped with CF6-80C2B4s. These were built between 1986 and 1994, and are operated by LAB, Gulf Air and Delta Airlines.

The largest group of CF6-80C2-powered aircraft comprises 190, equipped with CF6-80C2B6/B6F engines, and built between 1988 and 2005. They are operated by a large number of airlines, including American Airlines, Delta Airlines, Air Canada, Qantas, Air New Zealand, LOT Polish, LAN Airlines, Aeroflot, Alitalia, EVA Airways, KLM, and ANA.

Another 72 aircraft are equipped with the CF6-80C2B7/B7F rated at 60,800lbs thrust. These aircraft were built between 1992 and 2005, and are operated by many of the same carriers that have -80C2B6-powered aircraft. In addition, JAL has a fleet of -80C2B7-powered aircraft.

LAN Airlines, ANA and JAL also

have 19 -80C2B7-powered aircraft on order.

There are 32 aircraft equipped with RB211-524H engines. Three are operated by China Eastern, and the remainder are split between British Airways and Qantas.

### 767-400ER fleet

There are just 37 767-400ERs, all of which are powered by CF6-80C2B7F/B8F engines. Continental has eight aircraft with -80C2B7F engines. Another 29 aircraft have -80C2B8F engines, of which Delta has 21, and Continental eight aircraft.

### 767 freighter fleet

The 767 freighter fleet is split between factory-built freighters and aircraft converted to freighters. There are 91 active 767 freighters, split between 47 -200s and 44 -300s.

The -200Fs are five JT9D- and 28 CF6-80A-powered aircraft operated by ABX, as well as three CF6-80C2-powered aircraft operated by Star Air. These are all converted aircraft.

The -200ERFs comprise another six CF6-80A2-powered aircraft operated by Star Air, and four CF6-80C2-powered aircraft operated by Tampa Colombia.

No 767-300s have yet been converted to freighter, so all 44 aircraft in operation are factory-built freighters. These are all powered by the CF6-80C2B6F/B7F, and include the -300ERF model, with a fuel capacity of 24,140 US Gallons. These are operated by United Parcel Service, LAN Cargo and other members of the LAN Cargo group. Another seven aircraft are on order with JAL, ANA and LAN Cargo. [AC](#)