DO NOT USE FOR FLIGHT

Boeing 757-200 / -300

Checklist / Flow-Procedure

including basic Flight-Planning-Charts

for CaptainSim 757
with Microsoft Flight Simulator / Prepar3D

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Version 7.0
Print Notice: Page size DIN A5. Print 2 pages per A4 or Letter page. This page is the front cover.

Attention:
There is no possibility to load panel states with the "757 Captain", you have to create a Dark&Cold flight. This step only has to be done once, you can reload the flight anytime.

⇨ Load up FlightSim / Prepar3d
⇨ Start a flight with the standard Cessna
⇨ Engine **off**
⇨ Check avionics button **on** (or you won't be able to activate a NAV frequency)!!!
⇨ Battery 1 & 2 **off**
⇨ Load new aircraft ➜ any 757 type
⇨ Modify cockpit as desired (size off sub-windows in 2d-mode)
⇨ Save flight for all your future flights

Parking Position / Preparation:

• Load at ACE	Set
--- Note Total Load Weight in lbs!!! ---	
• ULD-weight at ACE	Set
--- (to reach MTOW set to ≈ 2650 lbs) ---	
• Dep-Metar	Check & note
• Flighplan	Create a flightplan (e.g. at AsaLink Route-Finder / FSBuild)
• FSX	Start & load saved d&c 757 flight
• Parkingbreak	Set
• Load (inside FSX)	Set
• Fuel (inside FSX)	Set
• IVAP-Connection	Activate
• Door(s)	Open
• Gangway	Enable (if available) (Ctrl + J)
• Gear	Check down
• Fuel Control Switches	Check Cut Off
• (Freighter	Load with ingame-loader)
• Battery	On & Guard
• Standby Power	Auto
• APU GEN Switch	On
• Bus Tie Switches	Auto

- Utility Bus Switches   On (Off lights could still be illuminated too.)
- GENerator CONTrol switches   On
  ---GEN Off lights will be illuminated too. ---
- Panel Lights (if required)
  - Glareshield   On
  - Aisle Stand   On
  - CKT BKR   On
  - OVHD Panel   On
  - Dome   On
- ALL other Lights   Off
  --- Activate Ext Pwr & Bleed Air Units via the Simicon control panel. ---
- Ext Pwr   On
  --- If Ext Pwr not available continue with APU Start, if available you can start the APU before engine start. ---
- APU   Start ➜ On
  --- Wait till APU start --
- Ext Pwr   Off
- POS Lights   On
- IRS Alignment (OVHP & FMC):
  - IRS switches (1-3)   Off
  - IRS switches (1-3)   Nav
    ---wait till ON DC light flashes and then ALIGN light is illuminated---
  - DSPL SEL knob   PPOS
  - SYS DSPL knob   IRU L, C or R
  - ➜ FMC (CDU):
    - Index page   Go to…)
    - Ident page   1L
    - Pos Init page   6R
    - 4-letter Dep. Aprt. Code   2L
- Yaw Dampers   On (both)
- EEC switches   On (both)
- Hydraulic panel (Hyd Pumps):
  - Primary engine pumps   On (L/R ENG)
  - Primary electric switches   Off (L/R ENG ELEC)
  - Demand pump switches   Off(C 1/2 ELEC)
- Overhead Cautions   Check (no abnormal warnings)

- Emergency Light switch   Armed & Guarded
- Passenger Oxygen switch   Blank & Guarded
- Window heat   On
- Ram Air Turbine switch   Blank & Guarded
- Ignition switch   1: odd days / 2: even days /
                                        both: cold weather
- Engine Start selectors   Auto
- Fuel Panel:
    o All fuel pumps   Off (Blank)
    o Crossfeed   Off (Blank)
- Fuel quantity and balance   Check
- Engine & Wing anti-ice   Off (on under 10°C TAT)
- (Cargo heat   As required)
- Passenger Signs:
    o No smoking   On
    o Seatbelts   On or Auto
- Cabin Alt. Control:
    o Mode Select   Auto1: odd days /
                                        Auto2: even days
    o Auto Rate   Detent position (marked arrow)
- Equipment Cooling   Auto (Blank)
- Temp. Control (Cabin & Flt Dk)   Auto (or as required)
- Trim Air   On
- Recirculation Fan switches   On
- Packs:
    o APU in use   Both Packs Auto
    o External Air   Both Packs Off
- Isolation Valve Switch   On
- Engine Bleed switches   On
  --- Attention: Before you continue APU should now run at least 1min. ---
- APU Bleed   On
- FMC
  - Clear messages ➔ CLR
  - Route Page ➔RTE
  - Enter flight number ➔ 2R
  - Enter Departure Airport ➔ 1L

- Enter Arrival Airport ➔ 1R
- RTE Page 2 ➔ Next Page
- Enter first waypoint after SID ➔ R1
- Continue adding all other waypoints ➔ Rx
- Enter the Departure Airport as last waypoint ➔ Rx
  --- You might have to change to the "next page" after 5 waypoints. ---
- Activate ➔ 6R ➔ EXEC
- DEP/ARR page ➔ DEP/ARR
- Set SID
  - o 1. Choose active Rwy
  - o 2. Choose SID
- Execute ➔ EXEC
- Legs Page ➔ LEGS
- Delete any discontinuities by copying the next waypoint after the disco into the disco-line
- Execute ➔ EXEC
- Performance initialization page ➔ INIT REF
- Enter ZFW (in 1000 LBS) ➔ 3L
  - o Zero Fuel Weight = Operating Empty Weight + Total Load Weight
  ---GW (Gross Weight) should now auto-fill in L1---
- Enter Reserve Fuel (in 1000 LBS) ➔ 4L
- Enter FL / Altitude ➔ 1R (max FL for 757 = FL430)
- Enter Cost Index (0 to 9999) (80 eco cruise, 100 normal cruise) ➔ 2R
- Enter step climb value (*2000* for RVSM or *4000/ICAO* for CVSM) ➔ 5R
- Note auto CRZ CG (in %) !!!
- Takeoff Reference page ➔ 6R
- Enter t/o flap setting (standard 15) ➔ 1L
  ---V1, VR and V2 should be auto-filled now (note V2)---
- Confirm V1, VR and V2 ➔ 1R ➔ 2R ➔ 3R
- Enter t/o CG (in %) ➔ 4R (enter CRZ CG)
  --- PRE-FLT column should say COMPLETE now---
- EFIS Control panel route check (optional):
  - o EHSI control knob   PLAN
  - o Range knob   20nm (or as required)
  - o FMC Legs page   LEGS
  - o FMC stepwise forward   STEP ➔ 6R

---when finished checking route---
- o EHSI control knob · · · · · · · · · · MAP
- o Range Knob · · · · · · · · · · · · · · · 40nm (or as required)
- IVAP-flightplan · · · · · · · · · · · · · Create
- MACH at flightplan · · · · · · · · · · Enter in IVAP FP
  (eco cruise Mach 0.80)
- Departure Time · · · · · · · · · · · · · Enter (UTC)
- GND-Control · · · · · · · · · · · · · · · · Set frequency
- IFR-clrc · · · · · · · · · · · · · · · · · · · Request (when ATC active)
- FP-correction · · · · · · · · · · · · · · · Correct (if required / requested)
- IFR-clrc-data · · · · · · · · · · · · · · · Note
  --- Note Squawk, First-Altitude, QNH ➜ Readback ---
- Squawk · · · · · · · · · · · · · · · · · · · Set
- Altimeter · · · · · · · · · · · · · · · · · · Set to atmospheric pressure (B)
- F/D (AP) · · · · · · · · · · · · · · · · · · · Off ➜ On
- A/T (AP) · · · · · · · · · · · · · · · · · · · Off
- IAS/MACH (AP) · · · · · · · · · · · · · · Set to V2 speed
- HDG (AP) · · · · · · · · · · · · · · · · · · Set rwy heading
- Altitude (AP) · · · · · · · · · · · · · · · Set first altitude
- AP Disengage Bar · · · · · · · · · · · · Up
  ---continue when IRS alignment finished---
- Instrument Source selectors · · · · · Norm
- EADI · Check
- EHSI · Check (range & display mode as required)
- Clock · Set
- Autobreak · · · · · · · · · · · · · · · · · Off
- EICAS · Check for failure messages ➜ cancel all ➜ recall all
- Thrust Rating Panel:
  - o Set thrust (max EPR) · · · · · · · TO/GA, CLB, Derate 1 or Derate 2
- Flap indicator · · · · · · · · · · · · · · · Check 0
- Flap Override Switch · · · · · · · · · · Norm (Blank)
- Landing gear · · · · · · · · · · · · · · · · Down & 3 Green
- Alternate gear switch · · · · · · · · · Guarded off

⇨ *Pedestal only*
- Parking break   Check set
- Spoilers   Down / Detent
- Throttles   Closed
- Fuel Control switches   Cut off
- Trim Settings   Set as indicated on FMC
                                        T/O REF Page (Init Ref)
- Flaps   Up / 0
⇨ End of *Pedestal only*

Engine s/u & Pushback:
- Gangway   Disable (Ctrl + J)
- EICAS messages   Cancel all
- Fuel pumps   On (all tanks containing fuel)
- Red Anti-collision Lights   On
- Packs   Off
- Stabilizer Trim   Set (as indicated on load sheet)
- Doors   Closed

- Engine s/u & Pushback p/b clrc   Request
- Parking break   Off
- Pushback   Start
  --- **Attention:** It is important to start with Engine 2 (right). ---
- Start Selector R   GND
  ---wait till N2 reaches 18% on lower EICAS Engine page---
- Fuel Control switch R   Run
  ---At 50% N2 Start Selector should go back to Auto---
- Start Selector L   GND
  ---wait till N2 reaches 18% on lower EICAS Engine page---
- Fuel Control switch L   Run
  ---At 50% N2 Start Selector should go back to Auto---
- Generator lights   Check off
- APU Bleed / Isolation   Off
- APU   Off
- (Engine anti-ice   On under 10°C)

- Isolation Switch   Off / Closed
- Packs   Auto
- Autobreak Selector   RTO
- EICAS   Check for abnormal messages
  --- It could be that GEN CONT L Off Light is still illuminated and EICAS shows L ENG OIL PRESS and L GEN OFF. ---
- EICAS Messages   Clear / Cancel

- Logo Light   On
- Runway turn-off lights   On
- Nose Wheel Landing Light   On
- Pushback   Finish

Taxi:
- Taxi-Clrc   Request
- Taxiways   Note
- Ground-Guidance   Request if needed
- Flaps   Select (as filled in FMC / standard 15°)

h/p:
- Hand-off GND to TWR   Change frequency
- l/u & t/o clearance   Request (rdy for dep h/p xx)
- Landing lights   All On
- White Anti-collision Lights   On
- Wing Lights   On
- Transponder   On
- TCAS switch   TA/RA
- Position & hold   Taxi & stop on rwy

Ready to Takeoff:
- Parkingbreak   Activate
- Autothrottle (AP)   On
- AP settings   Check (FD on, HDG, IAS, ALT)
- EPR (AP)   On
- Thrust Levers   Forward

- Parkingbreak   Release
- Yoke (till 80 knots)   Press forward
- V1   No abort of take-off
- VR   Lift nose up
- V2   Lift-off

Takeoff:
- Gear   Up (at positive climb rate >500ft)
  ---above 1000ft AGL---
- Autopilot   On (1 of 3) (normal C)
- LNAV   On
- VNAV   On
- Flaps   Raise (on schedule)
- Landing gear lever   Off position
- Airborne   Publish when on Unicom
- Starttime   Note (if needed)

Climb:
- Landing-/Taxi Lights   Off
  --- to final FL / when cleared for climb to next FL ---
- AP Altitude   Reset / Change
  ---do the following things if required---
- Hand-off to APP/CTR   Change frequency
- Engine & Wing anti-ice   On (under 10°C TAT)
- Altimeter   Readjust (above 18000ft)

Cruise:
- Radio /ATC contact   Maintain
- Autopilot / FMC   Check permanently
- FMC   Check **PROG**ress page for fuel consumption

  ---when center wing tanks empty---
- Left / Right Fuel Pumps   Off

Descent & Approach:

--- When approaching Top of Descent (T/D) ---

- Descent preparations   Begin 50nm before T/D
- Airport-/Meta-Information   Retrieve
- FMC:
  - Arrivals page ➔ DEP/ARR
  - Index ➔ 6L
  - Destination Airport ARR ➔ 2R
  - Set active rwy (and approach/STAR)
  - Approach Ref page ➔ INIT REF button
  - Copy flap and corresponding Vref setting ➔ 1R, 2R or 3R
  - Paste for approach ➔ 4R
  - Note approach speed (see 4R)
  - NAV Radio page ➔ NAV/RAD
  - Note rwy heading (see 4L ILS-MLS)
  - Close FMC

--- The following step has to be done before reaching T/D. ---
--- (Do not reset AP Alt, if ATC did not clear you for descend) ---

- AP Altitude   Reset (to next descend altitude)

--- If you did the last step after T/D, reset AP altitude & press VNAV again. ---

- Autobrakes   Set

--- If FMC displays "drag required". ---

- Spoiler   Up
- Altimeter   Readjust (under 18000ft)
- Hand-off CTR to APP   Change frequency
- Landing Lights   On
- Taxi / Nose Light   On

Final approach & Landing (Autoland):

- Spoiler   Off & Arm
- Flaps   Lower
- Gear   Down (under 250kt / at least at flap 20)
- ILS captured   Announce
- LOC (AP)   On (to follow ILS localizer)
- APP (AP)   On (to follow ILS glideslope path)

---check, when APP pressed, LOC, VNAV off, 3 AP on---

• Hand-off APP to TWR	Change frequency
• Landing clrc	Request

---Touchdown---

• Throttles	Idle
• Thrust reversers	Engage (if needed)
• Thrust reversers	Disengage (under 80kt) (Throttles idle)
• Autopilot (AP)	Disengage
• A/T (AP)	Off
• F/D (AP)	Off
• Runway	Vacate („rwy vacated")

Final approach & Landing (w/o Autoland):

• Spoiler	Off & Arm
• Flaps	Lower (continue as indicated on PFD)
• Gear	Down (under 250kt / at flap 20)
• ILS captured	Announce

---check flaps to set degree and gear down---

• Hand-off APP to TWR	Change frequency
• Autopilot (AP)	Disengage (Disengage bar down)
• A/T (AP)	Off
• Trim settings	Adjust (when needed)
• Landing clrc	Request

---Touchdown---

• Throttles	Idle
• Thrust reversers	Engage (if needed)
• Thrust reversers	Disengage (under 80kt) (Throttles idle)
• F/D (AP)	Off
• Runway	Vacate („rwy vacated")

Taxi:

- Transponder STBY
- TCAS switch STBY
- Hand-off TWR to GND Change frequency
- Taxiways Note and follow
- (Ground-Guidance Request if required)
- Flaps Set 0
- Spoiler Down (if still manually engaged)
- Autobrakes Off
- Landing lights Off (Nose Landing lights stay on)
- White Anti-Collision Lights Off
- Wing Lights Off
- Landing time Note (if needed)
- APU Start

Parking Position:

- Parking brake Set
- ATC contact End (state "on blocks")
- Engine anti-ice Off
- Isolation Switch On
- APU Bleed / Isolation On
- APU Gen Verify On
- Ext Pwr On (if available)
  --- ONLY if Ext Pwr available. ---
- APU Off
  --- Continue here in any case. ---
- Fuel control switches Cut off
- Red anti-collision lights Off
- Seat Belts Off
- Primary Electric pumps Off
- Primary Engine pumps Stay on
- Fuel pump switches Off
- Doors Open (shift + e)
- Gangway Enable (ctrl + j)
  --- Aircraft ready for turn-around /next flight. ---
  --- Continue if Dark & Cold desired. ---

- Engine Bleed Switches   Off
- Packs   Off
- Recirculation Fan   Off
- Trim Air   Off
- (Cargo Heat   Off)
- Engine & Wing Anti-Ice   Off
- Window Heat   Off
- Emergency Light   Off / Disarmed
- Yaw Dampers   Off
- IRS selectors   Off
- GENerator CONTrol Switches   Off
- Utility Bus Switches   Off
- APU GEN   Off
- If still on APU (no Ext Pwr):
  - APU   Off
- APU Bleed   Off
- External Power   Off
- External lights   Off (all)
- Internal lights   Off (all)
- Bus Tie Switches   Off
- Stdby power selector   Auto or Off
- Battery   Off

Intentionally Blank

Fuel Planning Charts:

757-200 Fuel Planning:

Flightplan Fuel only No Wind	91% ZFW 150.650 lbs See below! *	Fuel Consumed (lbs)	Break Release to Landing	Climb: 250 / 300 kt M 0.78	Cruise: M 0.80	Descend: M 0.78 300 / 250 kt
757-200 max. Range with max. Fuel, a ZFW of 145.650 lbs (88%) and 15.000 lbs of reserves ≈ 3500 nm						

Distance (nm)	Payload * % / lbs	Fuel (lbs) at FL 290/300	Fuel (lbs) at FL 310 - 340	Fuel (lbs) at FL 350 - 450
100***	91 / 150.650	3000	≈ 98% of FL290	≈ 97% of FL 290
200		5000		
300		6800		
400		8000		
500		9000		
1000		18000		
1500		26500		
2000		35000		
2500		43000		
3000		51500		
After 3000nm payload has to be traded for range. **				
3500	88 / 145.650	60500	≈ 98% of FL290	≈ 97% of FL 290
4000****	88 / 145.650	68500		

* 91% ZFW = Full Pax & maximum number of ULDs with a weight of 1000 lbs each.

** 88% ZFW = Full Pax & only 4 ULDs loaded with a weight of 1000 lbs each.

*** FL150 for 100nm

**** 4000nm are possible with limited reserves.

757-200 Fuel Planning Continued:

	Basic Operating Weight (OEW)	115.000	LBS
+	Payload (passengers & cargo)	XXX.XXX	LBS
	(max 050.000 LBS)		
=	Zero Fuel Weigh (ZFW)	XXX.XXX	LBS
	(max 165.000 LBS)		
+	Minimum Landing Fuel	005.000	LBS
+	Alternate Fuel (200nm distance)	005.000	LBS
+	Contingency Fuel (holding, taxi, etc.)	005.000	LBS
=	Planned Landing Weight (PLW)	XXX.XXX	LBS
	(max 198.000 LBS)		
+	Flight Plan Fuel (fuel for route)	XXX.XXX	LBS
	(max 075.500 LBS)		
=	Planned Takeoff Weight (PTOW)	XXX.XXX	LBS
	(max 221.000 LBS)		

➔ **Flight Plan Fuel + 15.000 LBS = Total Fuel = Block Fuel**

➔ *Total fuel = Enough fuel for route, 1h contingency (holding & taxi), problematic winds, alternate fuel for 200nm and a minimum landing fuel (1h+). Modify alternate value as needed.*
➔ Load all wing tanks with same amount of fuel; outer tanks full ➔ center tanks.

➔ Note: CaptainSim messed up the weights, the 757-200 OEW is 134.100 lbs (RR) / 128.300 lbs (PW) in reality, the maximum structural payload is 49.910 (RR) / 55.600 (PW).
With this lighter plane and the ZFW reduced by 19.000 you can carry more fuel than the real aircraft relative to your payload.

757-300 Fuel Planning:

Flightplan Fuel only No Wind	65% ZFW 174.640 lbs See below! *	Fuel Consumed (lbs)	Break Release to Landing	Climb: 250 / 300 kt M 0.78	Cruise: M 0.80	Descend: M 0.78 300 / 250 kt
757-300 max. Range with max. Fuel, a ZFW of 174.640 lbs (65%) and 15.000 lbs of reserves ≈ 3500 nm						

Distance (nm)	Payload * % / lbs	Fuel (lbs) at FL 290/300	Fuel (lbs) at FL 310 - 340	Fuel (lbs) at FL 350 - 450
100***		3000		
200		5000		
300		6800		
400		8500		
500		9000		
1000	65 / 174.640	18000	≈ 98% of FL290	≈ 97% of FL 290
1500		26500		
2000		35000		
2500		43000		
3000		51500		
3500		60500		

* 65% ZFW = Full Pax & maximum number of ULDs with a weight of 1300 lbs (ingame, not ACE) each.

*** FL150 for 100nm

757-300 Fuel Planning Continued:

	Basic Operating Weight (OEW)	130.000	LBS
+	Payload (passengers & cargo)	XXX.XXX	LBS
	(max 068.000 LBS)		
=	Zero Fuel Weigh (ZFW)	XXX.XXX	LBS
	(max 198.000 LBS)		
+	Minimum Landing Fuel	005.000	LBS
+	Alternate Fuel (200nm distance)	005.000	LBS
+	Contingency Fuel (holding, taxi, etc.)	005.000	LBS
=	Planned Landing Weight (PLW)	XXX.XXX	LBS
	(max 224.000 LBS)		
+	Flight Plan Fuel (fuel for route)	XXX.XXX	LBS
	(max 076.900 LBS)		
=	Planned Takeoff Weight (PTOW)	XXX.XXX	LBS
	(max 250.000 LBS)		

➔ **Flight Plan Fuel + 15.000 LBS = Total Fuel = Block Fuel**

➔ *Total fuel = Enough fuel for route, 1h contingency (holding & taxi), problematic winds, alternate fuel for 200nm and a minimum landing fuel (1h+). Modify alternate value as needed.*
➔ Load all wing tanks with same amount of fuel; outer tanks full ➔ center tanks.

➔ Note: CaptainSim messed up the weights, the 757-300 OEW is about 142.000 lbs (RR/PW) in reality, the maximum structural payload is about 68.000 lbs (RR/PW), but in the case of the -300 they also reduced the MTOW by 20.000 lbs.
With this lighter plane and the ZFW reduced by 12.000, but also reduced MTOW by 20.000 lbs you can carry less fuel than the real aircraft relative to your payload.

757-200PF Fuel Planning:

Flightplan Fuel only No Wind	99% ZFW 189.850 lbs See below! *	Fuel Consumed (lbs)	Break Release to Landing	Climb: 250 / 300 kt M 0.78	Cruise: M 0.80	Descend: M 0.78 300 / 250 kt
757-200PF max Range with max Fuel, a ZFW of 145.850 lbs (76%) and 15.000 lbs of reserves ≈ 3500 nm						

Distance (nm)	Payload * % / lbs	Fuel (lbs) at FL 290/300	Fuel (lbs) at FL 310 - 340	Fuel (lbs) at FL 350 - 450
100***		3000		
200		5000		
300	99 / 189.850	6800	≈ 98% of FL290	≈ 97% of FL 290
400		8000		
500		9000		
1000		18000		
After 1000nm payload has to be traded for range.				
1500	94 / 179.850	26500		
2000	89 / 169.850	35000		
2500	85 / 161.850	43000	≈ 98% of FL290	≈ 97% of FL 290
3000	81 / 155.000	51500		
3500	76 / 145.850	60500		

* 99% ZFW = 12 ULDs on the upper deck (11 at 6000lbs, 1 at 3000lbs) & 15 ULDs on the lower deck at 1000lbs each

*** FL150 for 100nm

757-200PF Fuel Planning Continued:

	Basic Operating Weight (OEW)	105.000	LBS
+	Payload (passengers & cargo)	XXX.XXX	LBS
	(max 086.000 LBS)		
=	Zero Fuel Weigh (ZFW)	XXX.XXX	LBS
	(max 191.000 LBS)		
+	Minimum Landing Fuel	005.000	LBS
+	Alternate Fuel (200nm distance)	005.000	LBS
+	Contingency Fuel (holding, taxi, etc.)	005.000	LBS
=	Planned Landing Weight (PLW)	XXX.XXX	LBS
	(max 210.000 LBS)		
+	Flight Plan Fuel (fuel for route)	XXX.XXX	LBS
	(max 075.500 LBS)		
=	Planned Takeoff Weight (PTOW)	XXX.XXX	LBS
	(max 221.000 LBS)		

➔**Flight Plan Fuel + 15.000 LBS = Total Fuel = Block Fuel**

➔ *Total fuel = Enough fuel for route, 1h contingency (holding & taxi), problematic winds, alternate fuel for 200nm and a minimum landing fuel (1h+). Modify alternate value as needed.*
➔ Load all wing tanks with same amount of fuel; outer tanks full ➔ center tanks.

➔ Note: CaptainSim messed up the weights, the 757-200PF OEW is 114.000 lbs (RR/PW) in reality, the maximum structural payload is 86.000 (RR/PW), but in the case of the -200PF they also reduced the MTOW by 30.000 lbs. With this lighter plane and the ZFW reduced by 12.000, but also reduced MTOW by 30.000 lbs you can carry less fuel than the real aircraft relative to your payload.

Stabilizer Trim / Center of Gravity (CG) settings (all models):

WEIGHT (1000 LB)	STAB TRIM SETTING C.G %MAC						
	9	14	19	24	29	34	39
260	7	7	6	5	4 1/4	3 1/4	2 1/2
240	7	6 3/4	5 3/4	4 3/4	4	3 1/4	2 1/2
220	7	6 1/4	5 1/4	4 1/2	3 3/4	3 1/4	2 1/2
200	7	6	5	4 1/4	3 1/2	3	2 1/4
180	6 1/2	5 1/2	4 1/2	4	3 1/4	2 3/4	2 1/4
160	6 1/4	5 1/4	4 1/4	3 3/4	3	2 1/2	2

Optimum & Maximum Flight Level (all models):

WEIGHT (1000 LB)	OPTIMUM ALT (FT)	TAT (°C)	MARGIN TO INITIAL BUFFET 'G' (BANK ANGLE)				
			1.20(33°)	1.25 (36°)	1.30(39°)	1.40(44°)	1.50(48°)
260	31100	-6	34000*	34000*	34000*	33100	31600
250	31900	-8	35200*	35200*	35200*	33900	32500
240	32800	-10	36200*	36200*	36200*	34800	33300
230	33700	-12	37100*	37100*	37100*	35700	34200
220	34700	-14	37900*	37900*	37900*	36600	35200
210	35600	-17	38800*	38800*	38800*	37600	36100
200	36600	-18	39800*	39800*	39800*	38600	37200
190	37700	-18	40700*	40700*	40700*	39700	38200
180	38800	-18	41800*	41800*	41800*	40800	39400
170	40000	-18	42000	42000	42000	42000	40500
160	41300	-18	42000	42000	42000	42000	41800
150	42000	-18	42000	42000	42000	42000	42000
140	42000	-18	42000	42000	42000	42000	42000

Reference Fuel Consumption:

AIR DIST (NM)	PRESSURE ALTITUDE (1000 FT)									
	10		14		18		22		28	
	FUEL (1000	TIME (HR:M	FUEL (1000	TIME (HR:M	FUEL (1000	TIME (HR:M	FUEL (1000	TIME (HR:M	FUEL (1000	TIME (HR:M
200	7.9	0:51	7.2	0:49	6.5	0:47	6.0	0:45	5.3	0:42
400	16.2	1:40	15.0	1:35	13.7	1:30	12.8	1:25	11.6	1:19
600	24.2	2:29	22.5	2:21	20.7	2:14	19.4	2:07	17.7	1:56
800	32.1	3:19	29.9	3:09	27.6	2:58	25.9	2:48	23.7	2:33
1000	39.8	4:10	37.1	3:57	34.3	3:43	32.2	3:31	29.6	3:11
1200	47.3	5:02	44.1	4:46	40.9	4:30	38.4	4:14	35.4	3:50
1400	54.7	5:55	51.0	5:36	47.3	5:17	44.5	4:58	41.0	4:29
1600	61.9	6:49	57.8	6:27	53.6	6:04	50.4	5:43	46.5	5:09
1800	69.0	7:45	64.4	7:19	59.7	6:53	56.2	6:28	51.9	5:50

Long Range Cruise control (all models):

LONG RANGE CRUISE CONTROL

WEIGHT (1000 LB)		PRESSURE ALTITUDE (1000 FT)										
		21	23	25	27	29	31	33	35	37	39	41
260	EPR	1.05	1.07	1.09	1.12	1.16	1.21	1.29				
	MACH	.718	.743	.770	.789	.796	.798	.796				
	KIAS	326	325	324	319	309	297	283				
	FF/ENG	4786	4776	4781	4730	4654	4580	4551				
240	EPR	1.03	1.05	1.08	1.10	1.13	1.17	1.23	1.30			
	MACH	.700	.719	.745	.773	.790	.796	.798	.795			
	KIAS	317	314	313	312	306	296	284	270			
	FF/ENG	4465	4415	4403	4410	4351	4280	4213	4196			
220	EPR	1.03	1.04	1.06	1.08	1.11	1.14	1.18	1.24	1.32		
	MACH	.668	.699	.719	.745	.773	.790	.797	.798	.794		
	KIAS	302	304	301	300	299	293	283	271	258		
	FF/ENG	4068	4092	4044	4032	4038	3978	3916	3850	3877		
200	EPR	1.02	1.03	1.04	1.06	1.08	1.11	1.14	1.18	1.24	1.32	
	MACH	.640	.664	.696	.717	.743	.772	.790	.797	.798	.794	
	KIAS	289	288	291	288	287	281	281	271	259	246	
	FF/ENG	3710	3697	3716	3676	3662	3665	3617	3556	3525	3575	
180	EPR	1.01	1.02	1.03	1.04	1.06	1.08	1.11	1.14	1.18	1.24	1.32
	MACH	.619	.635	.659	.690	.713	.739	.768	.789	.796	.798	.795
	KIAS	279	275	274	276	274	273	272	268	258	247	235
	FF/ENG	3404	3346	3324	3376	3345	3291	3298	3262	3230	3223	3263
160	EPR	1.00	1.01	1.02	1.03	1.04	1.06	1.08	1.11	1.14	1.18	1.24
	MACH	.600	.614	.629	.650	.680	.707	.731	.761	.787	.795	.798
	KIAS	270	265	261	259	260	260	258	257	255	246	236
	FF/ENG	3143	3082	3018	2986	2994	2952	2936	2941	2949	2937	2928
140	EPR	.99	1.00	1.01	1.02	1.03	1.04	1.05	1.07	1.10	1.13	1.17
	MACH	.573	.592	.606	.621	.638	.664	.698	.720	.749	.778	.792
	KIAS	257	255	251	247	243	243	245	242	241	240	234
	FF/ENG	2831	2790	2725	2668	2620	2582	2603	2580	2636	2682	2682
120	EPR	.99	.99	1.00	1.00	1.01	1.02	1.04	1.05	1.07	1.09	1.12
	MACH	.537	.557	.577	.595	.610	.625	.646	.676	.706	.731	.762
	KIAS	241	240	239	236	232	228	226	226	226	224	224
	FF/ENG	2486	2456	2422	2381	2326	2272	2242	2250	2278	2559	2611

Shaded Fields mark Optimum Flight Level.

Wind Correction (all models):

AIR DISTANCE (NM)					GROUND DISTANCE (NM)	AIR DISTANCE (NM)				
HEADWIND COMPONENT (KTS)						TAILWIND COMPONENT (KTS)				
100	80	60	40	20		20	40	60	80	100
282	261	242	226	213	200	191	182	174	167	160
563	521	484	452	425	400	382	365	349	335	322
844	782	726	679	637	600	573	548	525	503	484
1127	1044	970	906	850	800	764	731	700	672	646
1412	1307	1213	1133	1063	1000	955	914	875	840	808
1697	1570	1457	1361	1276	1200	1146	1096	1050	1008	970
1984	1835	1701	1588	1489	1400	1337	1278	1225	1176	1131
2273	2101	1948	1817	1703	1600	1528	1461	1400	1343	1292
2563	2367	2193	2045	1916	1800	1719	1643	1574	1511	1453

Additional Flight Planning Material:
You will find all material you need in part 4 of the CaptainSim 757 manual.

More Information is available here:
http://boeing.com/commercial/airports/757.htm