Boeing 757 Quick Reference Guide

Taxi (Dep.)
- Breakaway no more than 35% N1
- Little thrust required to keep movement going
- Should roll at idle thrust
- 90˚ turns, no more than 10-12kts GS ~~ 20-30kts normal straightaways
- Taxi to runway on Eng. #1 (keep #2 off until departure)

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Takeoff
- Flaps 5 (most common for departures)
- Flaps 15 (shorter runway ops. 'DCA, SNA, SAN etc'.)
- Flaps 20 (heavier ops, short runways 'LIH, DCA, etc.')

- Advance PWR to 60% N1 before applying T/O PWR
- Positive Rate - **Gear up**
- Initial pitch 16˚-20˚ nose up
- **Gusty Winds:** A higher takeoff power setting than normal is recommended

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Acceleration Alt. (1000ft AFE)
- Set Climb Thrust
- Flap Retraction (Sequential/One at a time)
- Clean (gear & flaps up) by 190-210kts

Climb
- 250kts to 10,000ft
- CLB Spd: 296kts - 310kts until or @FL280

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Cruise
- M.78 - M.80
- Heavy departures ≥250,000lbs [113,400kgs] no higher than FL340
- Do not go above FL380 unless lighter than 200,000lbs [90,700kgs]

Fuel Planning
- Hour 1: 10,000lbs [4,535kgs] (higher due to weight and climb to alt)
- Hour 2+: 8,000lbs [3,628kgs]

Descent
- Plan to be at 10,000ft , 30nm from the airport.
- If straight in, plan 10k 40nm out
- Below 10,000ft, idle thrust descent rate ≈1400ft/min
- 2300-2500ft/min with speed brakes

Arrival Planning
- Plan to be at 250kts @ 10,000ft
- Better to be slowed down sooner than later.
- Anticipate aircraft to accelerate with power idle for rates 2000ft/min and greater
- Plan well ahead

Arrival (Configure)
- 210kts - Flaps 1
- >170kts - Flaps 5

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Glideslope Capture
- Gear down, Flaps 20, Arm speed brakes
- 150kts - Flaps 30
- ≈60% N1 once stabilized

Landing
- Land no slower than 125kts
- ≈60% N1, 2.5˚ Nose up
- GPWS callouts... once 20ft, slightly raise nose to lower descent rate.
- Hold pitch and slowly reduce power to idle.
- Power idle and gear touchdown should occur at same time.

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Reversers & Taxi (Arr.)
- @80kts, Reduce to Idle.
- @60kts, Reversers Stowed
- Taxi to parking on Eng. #2 (turn off #1 2 mins after exiting runway)