

 **DELTA AIR LINES'**

BOEING
767





DELTA'S 767

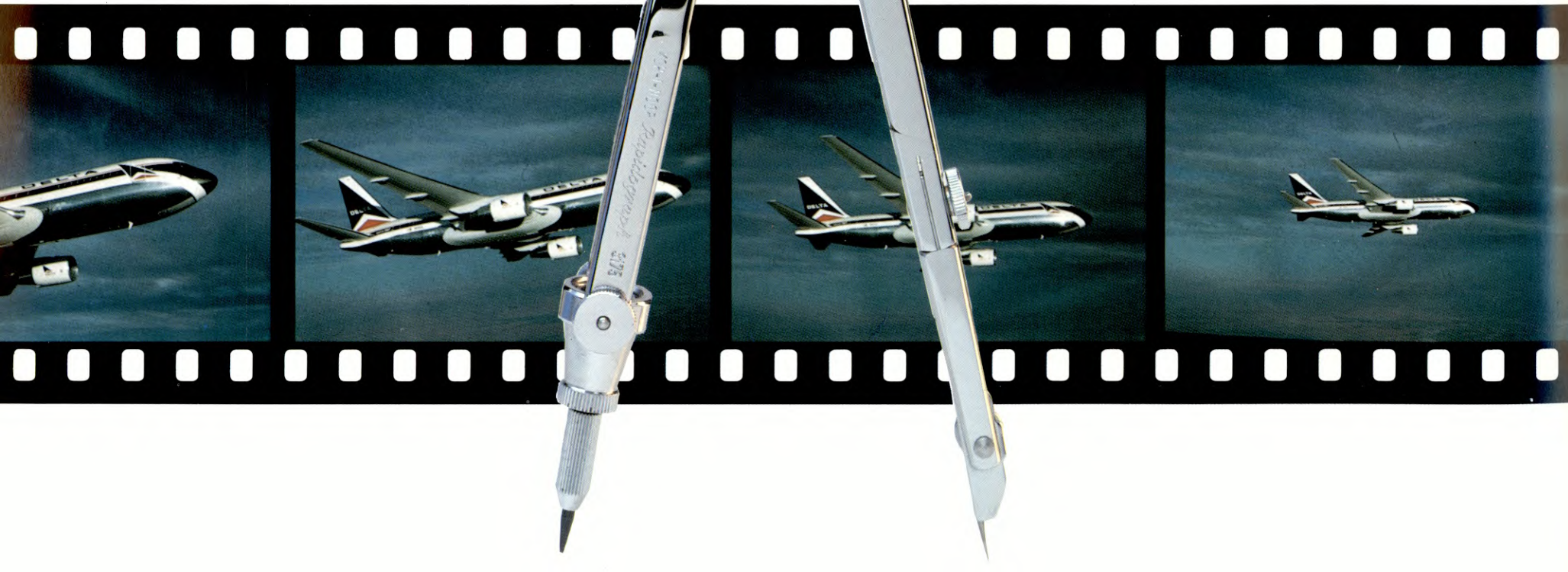


It's Here!

An Airplane for Today—and Tomorrow

It's here: an airplane to meet the needs of a time when "best" is no longer synonymous with "biggest," and the most successful design is one that uses available resources with maximum efficiency. Delta's twin-engine Boeing 767 brings improvements in passenger comfort, in dependability, and in performance and economy that were not possible a mere decade ago. It's the most advanced

commercial airliner in the world, the culmination of years of planning, development, and testing. But the sleek 767 has also been designed for a long and beautiful future because of the extra measure of adaptability that has been built into the aircraft to facilitate the addition of technological advances not yet developed.





A Higher Standard of Passenger Comfort

The attractive interior of Delta's twin-aisle 767 is destined to bring wide-body convenience and comfort to passengers on routes where larger airplanes have never flown. Five feet wider than the standard fuselage Boeing jetliners now in service, Delta's 767 has a roomy, well-lit interior with an 8-foot-high ceiling for good headroom. An extra-wide door makes entry and exit easy, and the aisles are uniformly wide and straight to speed movement throughout the cabin and enhance passenger service.

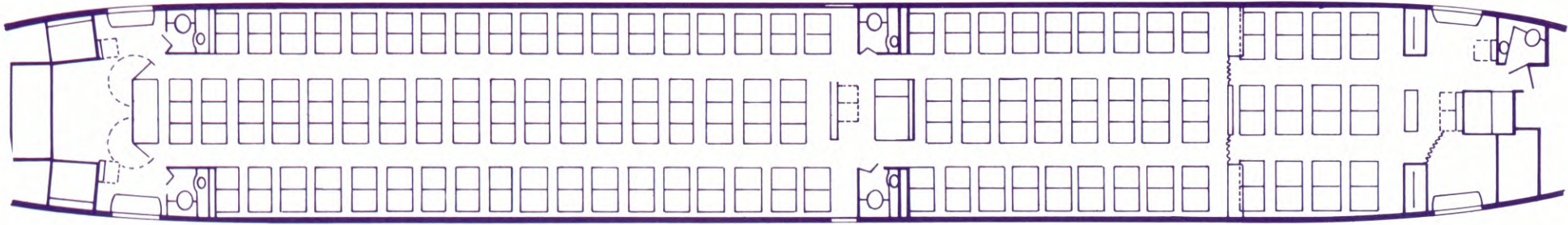


The 210-passenger seating of Delta's 767 features a 7-abreast configuration in the aft cabin, selected after considerable passenger preference testing in which this arrangement proved to be the clear choice of travelers. With 7 seats across, there is a larger proportion of window and aisle seats than on any other 2-aisle aircraft. In fact, the 767 will have to be 88% full before the use of even one center seat will be necessary. A straighter sidewall design gives more shoulder room at the window seats, too.



Footroom on the 767 is no problem because of the exceptional stowage elsewhere that puts carry-on luggage out of the passenger's way. Stowage volume per passenger is nearly twice





that provided on many wide-bodies. Roomy overhead side bins are 88" long to accommodate fully extended garment bags, and center overhead bins accept most passenger carry-ons without sacrificing head space. Cabin closets have wide openings that make each coat or jacket readily accessible.

Conveniently placed galleys and lavatories also aid improved passenger service. The spacious main galleys are located away from passenger traffic but with direct access to both aisles. Lavatories are located in the forward, aft, and mid-cabin areas so that they are easy to reach from anywhere in the cabin, even during a meal service.

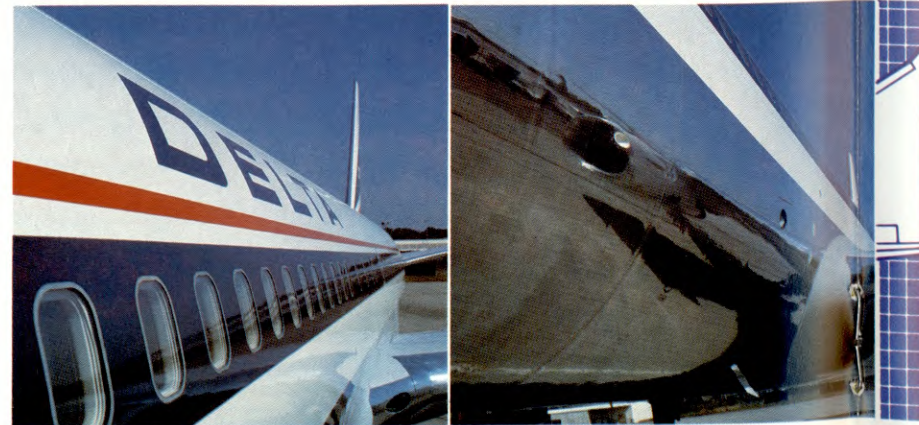
Aside from these improvements in the 767 cabin, the new jet also embodies advances in aircraft design which create a smoother, quieter ride that passengers are sure to appreciate.



The Most Advanced Aircraft Design

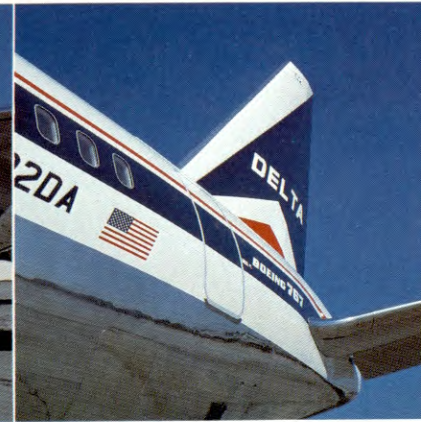
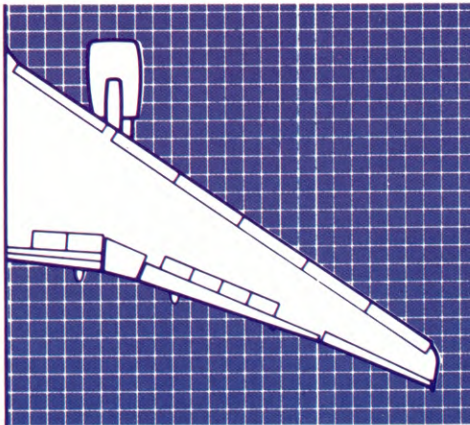
Among the design challenges met by Boeing in developing Delta's 767 was that of creating maximum fuel efficiency, a feature that pays off for the passenger by allowing the airline to keep fares low and passenger service standards high, despite rising fuel costs. This practical consideration is evident in the innovative aircraft design of the 767 jet which delivers a fuel efficiency up to 35% greater than previous medium-range jets.

Some of this fuel savings can be attributed to the introduction of a wing which is longer, thicker, less swept, yet stronger and capable of more efficient lift. The new wing design also allows the aircraft to climb quickly to its initial cruising altitude of 39,000 feet, high above weather and other traffic, resulting in a smoother flight.



The 767 also benefits from the use of several new structural composites developed for the space program, which are lighter and stronger than fiberglass or aluminum, to help achieve the goal of fuel economy by reducing aircraft weight and drag.

Delta's 767 is the first aircraft to use the new, fuel-efficient General Electric CF6-80A high bypass turbofan engines which can each produce 48,000 pounds of thrust.



Space-age Instrumentation

A glance into the cockpit of Delta's 767 is a look at "Century 21," the name given by Boeing to the design of the aircraft's flight deck. The 2-man crew on each Delta 767 works in a sophisticated environment where aircraft flight, comfort, and safety systems are regulated and monitored by nearly 140 computers. The digital Flight Management System can handle all the routine details of the flight from just after takeoff through landing and rollout, and makes possible safe landings at extremely low visibilities. The reliable accuracy of the 767's FMS allows the pilots to maintain more precise control of the flight with greater economy.

Aiding the crew in its control of the aircraft is the electronic instrumentation. Nine color display screens are programmed to show comprehensive flight data, equipment monitoring information, and weather and other external conditions in a concise, easy-to-read format. The display screens provide a higher degree of reliability, too, than is possible with mechanical instrumentation, and give an added bonus: future enhancements to these systems can be made through software changes without time-consuming mechanical overhaul to each aircraft.



BOEING 767



A Milestone in Cargo Handling Efficiency for Many Cities

Delta's 767 is equipped to use the new LD-2 containers, and as the aircraft serves more of Delta's markets, it will bring the efficiency and economy of containerized cargo handling to cities where those advantages have not

previously been obtainable. The large lower deck of the 767 has a volume 45% greater than the capacity of the Boeing 707 to hold more cargo and more passenger baggage, too.

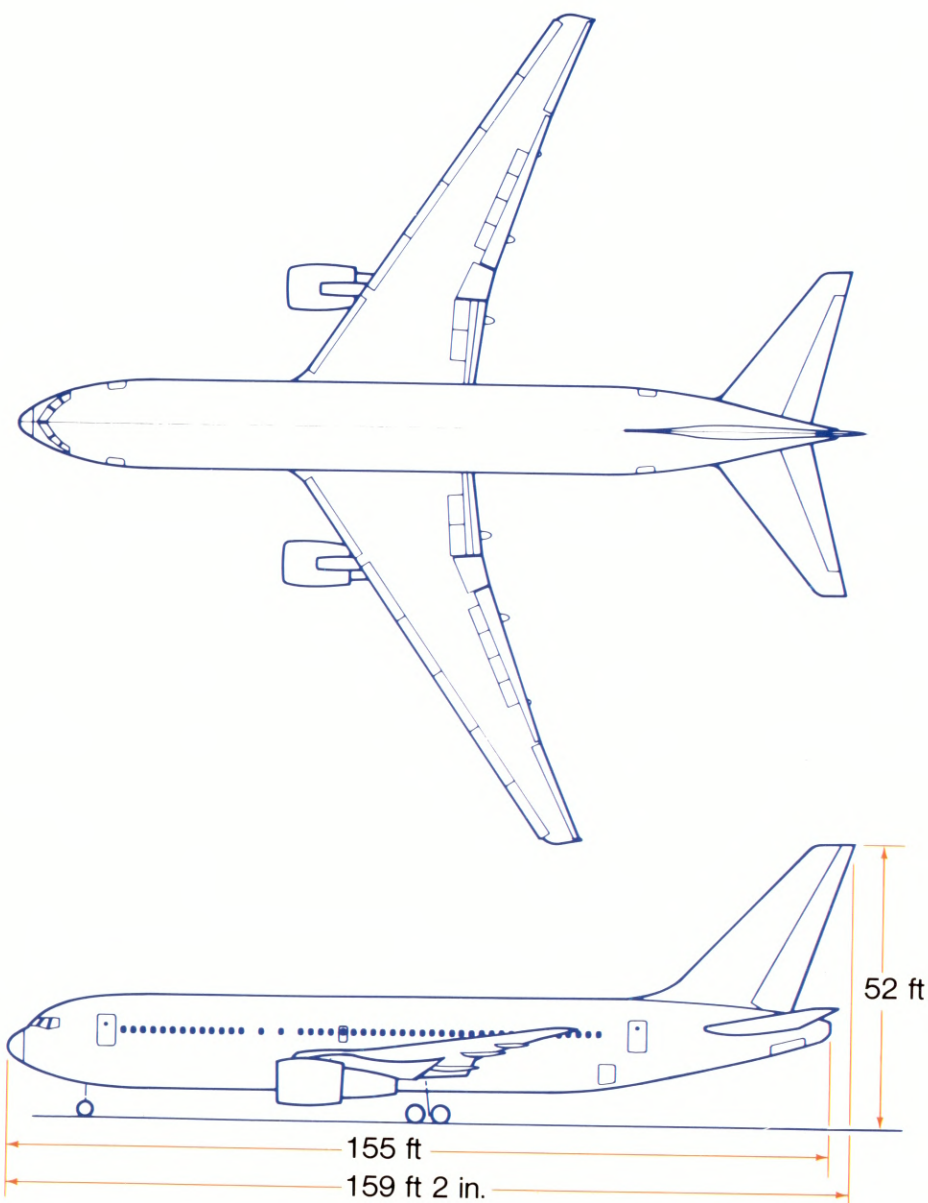
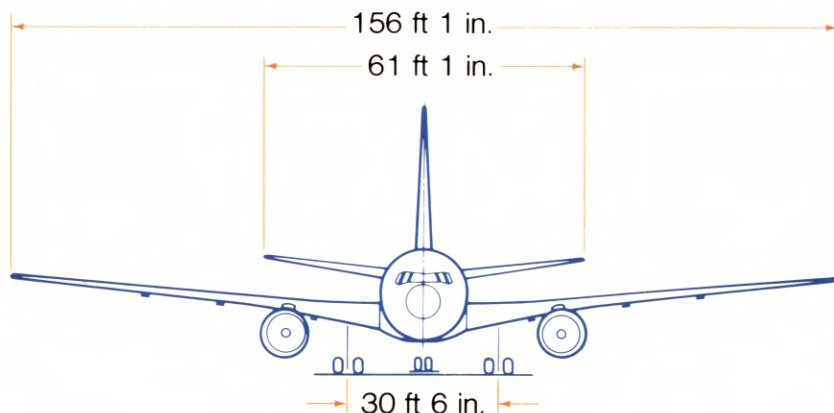


IT'S HERE!

We think you will share our excitement at the introduction of this fine new aircraft to the Delta Air Lines jet fleet, and we hope Delta's 767 will give you many pleasurable flights in the months and years to come.

The Delta Air Lines Boeing 767-232

Overall length	159 feet 2 inches
Fuselage length	155 feet
Body width	16 feet 6 inches
Wing span	156 feet 1 inch
Tail height	52 feet
Passengers	210 (24 first class, 186 coach)
Lower deck volume	3070 cubic feet



Service from the Delta Professionals

Another reason you'll like flying Delta's 767 is the service you'll enjoy on every flight. Because even the world's most advanced aircraft won't give you a great trip without great service from professionals who care. The Delta Professionals. Their high-flying spirit is known throughout the airline industry. Fly with them on the 767 or any of Delta's other jetliners to over 90 cities in the United States and abroad.







101

DELTA

BOEING 767



N101DA