

PRELIMINARY

1.0 SCOPE AND INTRODUCTION

1.1 Scope

1.2 Introduction

1.3 A Brief Description of the 747-8

PRELIMINARY

1.0 SCOPE AND INTRODUCTION

1.1 Scope

This document provides, in a standardized format, airplane characteristics data for general airport planning. Since operational practices vary among airlines, specific data should be coordinated with the using airlines prior to facility design. Boeing Commercial Airplanes should be contacted for any additional information required.

Content of the document reflects the results of a coordinated effort by representatives from the following organizations:

- Aerospace Industries Association
- Airports Council International – North America
- International Industry Working Group
- International Air Transport Association

The airport planner may also want to consider the information presented in the "Commercial Aircraft Design Characteristics - Trends and Growth Projections," for long range planning needs and can be accessed via the following web site:

<http://www.boeing.com/airports>

The document is updated periodically and represents the coordinated efforts of the following organizations regarding future aircraft growth trends.

- International Civil Aviation Organization
- International Coordinating Council of Aerospace Industries Associations
- Airports Council International – North America and World Organizations
- International Industry Working Group
- International Air Transport Association

PRELIMINARY

1.2 Introduction

This document conforms to NAS 3601. It provides characteristics of the Boeing Model 747-8 Freighter airplane for airport planners and operators, airlines, architectural and engineering consultant organizations, and other interested industry agencies. Airplane changes and available options may alter model characteristics. The data presented herein will be mainly the 747-8F at this time. As the data for the 747-8 Intercontinental becomes available for publication, it will be added. These data will reflect typical airplanes in each model category. Data used is generic in scope and not customer-specific.

For additional information contact:

Boeing Commercial Airplanes
P.O. Box 3707
Seattle, Washington 98124-2207
U.S.A.

Attention: Manager, Airport Technology
Mail Code 67-KR
Email: AirportTechnology@boeing.com
Fax: 425-237-2665

PRELIMINARY

1.3 A Brief Description of the 747-8

The 747-8 is the latest derivative of the 747 family of airplanes and is being developed in both Freighter and Passenger versions. The -8 is externally similar to the 747-400 with a higher gross weight, longer fuselage and increased wingspan. The 747-8 Freighter retains the 747-400F nose cargo door, continuing the capability to easily load oversized cargo. The 747-8 will use the new high bypass ratio engines which are the quiet, efficient GENx engines being developed for the 787 aircraft. By combining changes in the wing, adding the raked wingtips, and using the GENx engines, the 747-8 will be the fastest flying aircraft at Mach 0.845 for the Freighter and Mach 0.855 for the Intercontinental. The 747-8 will enter into service in 2009.

Other characteristics unique to the 747-8 compared to the 747-400 include:

- Next generation advanced alloys
- New wing design, including new airfoils and raked wingtips replacing the winglets
- Derivative 787 Next Gen engines, including light weight composite fan case and fan blades
- Improved flight deck while preserving 747-400 operational commonality
- New interior architecture to enhance passenger experience
- Improved aerodynamic efficiency and reduced seat-mile cost