

# 747F family performance summary

## General Electric engines

		747-200F	747-400F	747-400ERF	747-400BCF	747-8F
Engine model		CF6-50E2	CF6-80C2B5F	CF6-80C2B5F	CF6-80C2B1F	GENx-2B67
Boeing-equivalent thrust	lb	50,600	62,100	62,100	56,500	66,500
Maximum takeoff weight	lb	833,000	875,000	910,000	870,000	975,000
Maximum landing weight	lb	630,000	652,000	653,000	652,000	759,000
Maximum zero fuel	lb	590,000	610,000	611,000	610,000	719,000
Operating empty weight, includes tare	lb	345,310	360,900	361,600	372,250	423,800
Fuel capacity	U.S. gal	52,035	53,765	53,765	53,765	60,755
Design mission range	nmi	3,585	4,455	4,980	4,090	4,390
Cruise Mach		0.84	0.85	0.85	0.86	0.85
Wing area/span	ft <sup>2</sup> /ft	5,500/195	5,825/211	5,825/211	5,825/211	5,921/224
Revenue payload	lb	244,690	249,100	249,400	237,750	295,200
Cargo tare	lb	11,300 <sup>(1)</sup>	12,000 <sup>(2)</sup>	12,000 <sup>(2)</sup>	11,610 <sup>(3)</sup>	14,080 <sup>(4)</sup>
Main deck cargo volume	ft <sup>3</sup>	20,654	21,462	21,462	20,674	24,462
Lower hold cargo volume	ft <sup>3</sup>	3,735	4,085	4,085	3,735	5,330
Bulk cargo volume	ft <sup>3</sup>	800	520	520	690	496
Total cargo volume <sup>(5)</sup>	ft <sup>3</sup>	25,189	26,067	26,067	25,097	30,288
TOFL (MTOW, SL 86°F)	ft	11,350	9,900	10,950	10,950	10,550
Block fuel per ton of payload (3,000 nmi)	lb	1,404 (base)	1,207 (-14%)	1,207 (-14%)	1,288 (-8%)	999 (-29%)
LHR departure noise		QC16	QC4	QC4	QC4	QC2

- Typical mission rules

(1) 29 main deck pallets + 9 lower lobe pallets

(2) 30 main deck pallets + 9 lower lobe pallets + 2 LD – 1

(3) 30 main deck pallets + 9 lower lobe pallets

(4) 34 main deck pallets + 12 lower lobe pallets + 2 LD – 1

(5) Includes bulk

# 747F family performance summary

## General Electric engines – metric units

		747-200F	747-400F	747-400ERF	747-400BCF	747-8F
Engine model		CF6-50E2	CF6-80C2B5F	CF6-80C2B5F	CF6-80C2B1F	GE <sub>n</sub> x-2B67
Boeing-equivalent thrust	lb	50,600	62,100	62,100	56,500	66,500
Maximum takeoff weight	kg	377,840	396,890	412,770	394,630	442,250
Maximum landing weight	kg	285,760	295,740	296,190	295,740	344,280
Maximum zero fuel	kg	267,620	276,690	277,140	276,690	326,130
Operating empty weight, includes tare	kg	156,630	163,700	164,020	168,850	192,230
Fuel capacity	L	196,975	203,520	203,520	203,520	229,980
Design mission range	nmi	3,585	4,455	4,980	4,090	4,390
Cruise Mach		0.84	0.85	0.85	0.86	0.85
Wing area/span	m <sup>2</sup> /m	511/18.1	541/19.6	541/19.6	541/19.6	550/20.8
Revenue payload	kg	110,990	112,990	113,120	107,840	133,900
Cargo tare	kg	5,120 <sup>(1)</sup>	5,440 <sup>(2)</sup>	5,440 <sup>(2)</sup>	5,260 <sup>(3)</sup>	6,380 <sup>(4)</sup>
Main deck cargo volume	m <sup>3</sup>	584.8	607.7	607.7	585.4	692.7
Lower lobe cargo volume	m <sup>3</sup>	105.8	115.7	115.6	105.8	150.9
Bulk cargo volume	m <sup>3</sup>	22.7	14.7	14.7	19.5	14.0
Total cargo volume <sup>(5)</sup>	m <sup>3</sup>	713.3	738.1	738.1	710.7	857.6
TOFL (MTOW, SL 30°C)	m	3,460	3,020	3,340	3,340	3,260
Block fuel/tonne of payload (3,000 nmi)	kg	702 (base)	604 (-14%)	604 (-14%)	644 (-8%)	499 (-29%)
LHR departure noise		QC16	QC4	QC4	QC4	QC2

- Typical mission rules

(1) 29 main deck pallets + 9 lower lobe pallets

(2) 30 main deck pallets + 9 lower lobe pallets + 2 LD – 1

(3) 30 main deck pallets + 9 lower lobe pallets

(4) 34 main deck pallets + 12 lower lobe pallets + 2 LD – 1

(5) Includes bulk