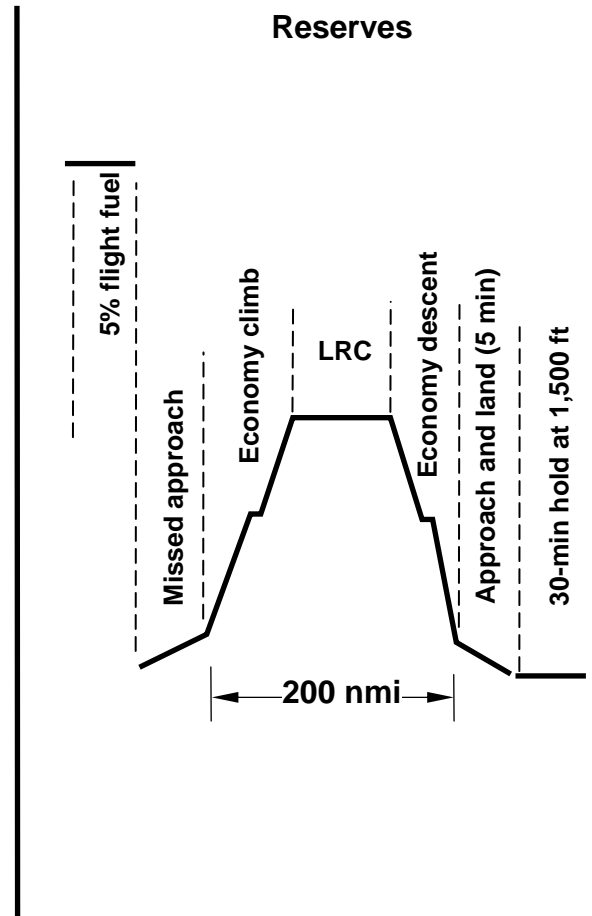
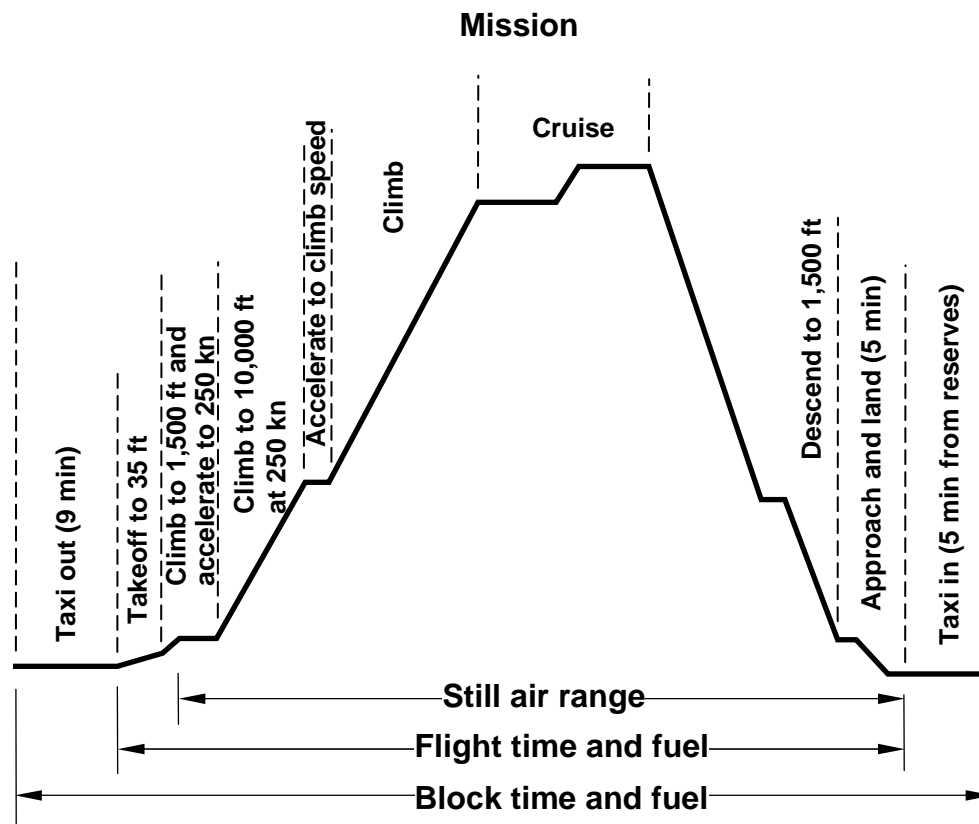


# Mission profile

747

## Typical mission rules



- Standard day
- 6.7 lb per U.S. gal fuel density
- Nominal performance

# 747 performance analysis

747

## *Notes applicable to payload-range charts*

- **Optional increased design weights**
- **747-400 Freighter: Maximum zero fuel weight (MZFW) increases linearly from the basic to the optional weights with decreasing maximum takeoff weight (MTOW) between 870,000 lb (394,630 kg) and 811,000 lb (367,870 kg).**
- **747-200 Freighter: Only the basic MZFW of 590,000 lb (267,620 kg) and MLW limit of 630,000 lb (285,770 kg) apply above an MTOW of 820,000 lb (371,950 kg). MZFW increases linearly from the basic to the optional limits with decreasing MTOW between 820,000 lb (371,950 kg) and 800,000 lb (362,880 kg).**
- **Tare weights included in operating empty weights**
  - **747-200 Freighter**

■ 29 main deck pallets at 300 lb (136 kg) each	8,700 lb (3,946 kg)
■ 9 lower hold pallets at 290 lb (132 kg) each	2,610 lb (1,184 kg)
Total	11,310 lb (5,130 kg)
  - **747-400 Freighter**

■ 30 main deck pallets at 300 lb (136 kg) each	9,000 lb (4,082 kg)
■ 9 lower hold pallets at 290 lb (132 kg) each	2,610 lb (1,184 kg)
■ 2 LD-1 containers at 200 lb (91 kg) each	400 lb (181 kg)
Total	12,010 lb (5,448 kg)

# Range capability from London

# 747

## *Structural payload capability*

### **747-400F**

**875,000-lb (396,893-kg) MTOW**  
**248,300-lb (113-tonne) payload**

### **747-400ERF**

**910,000-lb (412,769-kg) MTOW**  
**248,600-lb (113-tonne) payload**

### **747-200F**

**833,000-lb (377,842-kg) MTOW**  
**242,800-lb (110-tonne) payload**

- Typical mission rules
- Airways and traffic allowances included
- 85% annual winds



# Range capability from Luxembourg

# 747

## *Structural payload capability*

### **747-400F**

875,000-lb (396,893-kg) **MTOW**  
248,300-lb (113-tonne) **payload**

### **747-400ERF**

910,000-lb (412,769-kg) **MTOW**  
248,600-lb (113-tonne) **payload**

### **747-200F**

833,000-lb (377,842-kg) **MTOW**  
242,800-lb (110-tonne) **payload**

- Typical mission rules
- Airways and traffic allowances included
- 85% annual winds



# Range capability from New York

# 747

## *Structural payload capability*

### **747-400F**

875,000-lb (396,893-kg) **MTOW**  
248,300-lb (113-tonne) **payload**

### **747-400ERF**

910,000-lb (412,769-kg) **MTOW**  
248,600-lb (113-tonne) **payload**

### **747-200F**

833,000-lb (377,842-kg) **MTOW**  
242,800-lb (110-tonne) **payload**

- Typical mission rules
- Airways and traffic allowances included
- 85% annual winds



# Range capability from Singapore

# 747

## *Structural payload capability*

### **747-400F**

875,000-lb (396,893-kg) MTOW  
248,300-lb (113-tonne) payload

### **747-400ERF**

910,000-lb (412,769-kg) MTOW  
248,600-lb (113-tonne) payload

### **747-200F**

833,000-lb (377,842-kg) MTOW  
242,800-lb (110-tonne) payload



- Typical mission rules
- Airways and traffic allowances included
- 85% annual winds

# Range capability from Tokyo

# 747

## *Structural payload capability*

### **747-400F**

**875,000-lb (396,893-kg) MTOW**  
**248,300-lb (113-tonne) payload**

### **747-400ERF**

**910,000-lb (412,769-kg) MTOW**  
**248,600-lb (113-tonne) payload**

### **747-200F**

**833,000-lb (377,842-kg) MTOW**  
**242,800-lb (110-tonne) payload**

- Typical mission rules
- Airways and traffic allowances included
- 85% annual winds

