



# Fact Sheet

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Boeing Commercial Airplanes  
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## Boeing 747-8 Intercontinental and 747-8 Freighter

### **Brief description:**

**The 747-8 Intercontinental** is the only jetliner in the 400- to 500-seat market, stretched 3.6 m (11.7 ft) from the 747-400 to provide 450 seats in a three-class configuration and a 14,815-km (8,000-nmi) range. Using 787-technology engines, the airplane will be quieter, produce lower emissions, and achieve better fuel economy than any competing jetliner. The 747 Intercontinental will provide equivalent trip costs and 8 percent lower seat-mile costs than the 747-400, plus 21 percent greater cargo volume. Operating economics will offer a significant improvement over the A380. The 747-8 is more than 13 percent lighter per seat than the A380 and will consume 14 percent less fuel per passenger than the 555-seat airplane. That translates into a trip-cost reduction of 22 percent and a seat-mile cost reduction of more than 6 percent, compared to the A380. Both the 747-8 Intercontinental and 747-8 Freighter can use the existing infrastructure and ground equipment at more than 210 airports worldwide.

**The 747-8 Freighter** will be longer than the 747-400F by 5.6 m (18.3 ft) and enjoy a maximum structural payload capability of 140 metric tonnes (154 tons) with a range of 8,275 km (4,475 nmi). Also powered by 787-technology engines, it will achieve the same environmental benefits as the 747-8 Intercontinental. The 747-8 Freighter will provide equivalent trip costs and 15 percent lower ton-mile costs than the 747-400, plus 16 percent more revenue cargo volume than its predecessor with slightly greater range. The additional 117 m<sup>3</sup> (4,124 ft<sup>3</sup>) of volume means the airplane can accommodate four additional main-deck pallets and three additional lower-hold pallets. Operating economics of the 747-8 Freighter will be significantly superior to the A380F. The 747-8F's empty weight is 86 tonnes (95 tons) lighter than the A380F, resulting in a 25 percent lower fuel burn per ton, 20 percent lower trip costs and 23 percent lower ton-mile costs than the A380F.

### **Seating:**

450 passengers in a three-class configuration

### **Range:**

14,815 km (8,000 nmi) (Intercontinental)  
8,275 km (4,475 nmi) (Freighter)

**Configuration:**

Twin aisle

**Wing span:**

68.5 m (224 ft 9 in)

**Length:**

74.2 m (243 ft 6 in) (Intercontinental)

76.3 m (250 ft 2 in) (Freighter)

**Height:**

19.4 m (63 ft 6 in)

**Thrust:**

66,500 pounds (GENx-2B67)

**Cruise speed:**

Mach 0.855

**Maximum Takeoff Weight:**

435,456 kg (960,000 pounds)

**Program milestones:**

- Launch – November 2005
- Final configuration – fourth-quarter 2006
- Rollout – third-quarter 2008.
- First flight – fourth-quarter 2008
- Certification and entry into service – September 2009

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