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747-8 Airplane Characteristics for Airport Planning

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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 website:

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

This 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

1.2 INTRODUCTION

This document conforms to NAS 3601. It provides characteristics of the Boeing Model 747-8F (Freighter) and 747-8 (Intercontinental passenger) airplanes for airport planners, 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 reflects the certificated versions of the 747-8F and 747-8. The data will reflect typical airplanes in each model category. Data used is generic in scope and not customer-specific. The 747-8 series is a FAA Airplane Design Group VI and an ICAO Aerodrome Reference Code 4F category aircraft.

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1.3 A BRIEF DESCRIPTION OF THE 747-8

The 747-8 is the latest derivative of the 747 family of airplanes and is offered in both Freighter and Passenger versions. The 747-8 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 outsized cargo. The 747-8 has new high bypass ratio engines, GEnx 2B, which are the quiet and efficient GEnx engines developed for the 787 aircraft. The 747-8 has a cruise speed of Mach 0.845 for the Freighter and Mach 0.855 for the Intercontinental, which are increased speeds from the 747-400 series, due to changes in the wing, the new raked wingtips, and the GEnx engines. The 747-8F entered revenue service in October 2011. The 747-8 entered revenue service in 2012.

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
- GEnx-2B67 engines, including light weight composite fan case and fan blades, modified to provide current 747-8 bleed requirements
- Improved flight deck while preserving 747-400 operational commonality
- New interior architecture to enhance passenger experience
- Improved aerodynamic efficiency and reduced seat-mile cost (Passenger variant) and reduced ton-mile cost (Freighter variant)

2.0 AIRPLANE DESCRIPTION

2.1 GENERAL CHARACTERISTICS

Maximum Design Taxi Weight (MTW). Maximum weight for ground maneuver as limited by aircraft strength and airworthiness requirements. It includes weight of taxi and run-up fuel.

Maximum Design Takeoff Weight (MTOW). Maximum weight for takeoff as limited by aircraft strength and airworthiness requirements. This is the maximum weight at start of the takeoff run. (Also called Brake Release Weight)

Maximum Design Landing Weight (MLW). Maximum weight for landing as limited by aircraft strength and airworthiness requirements.

Maximum Design Zero Fuel Weight (MZFW). Maximum weight allowed before usable fuel and other specified usable agents must be loaded in defined sections of the aircraft as limited by strength and airworthiness requirements.

Operating Empty Weight (OEW). Weight of structure, powerplant, furnishing systems, unusable fuel and other unusable propulsion agents, and other items of equipment that are considered an integral part of a particular airplane configuration. Also included are certain standard items, personnel, equipment, and supplies necessary for full operations, excluding usable fuel and payload.

Maximum Payload. Maximum design zero fuel weight minus operating empty weight.

Maximum Seating Capacity. The maximum number of passengers specifically certificated or anticipated for certification.

Maximum Cargo Volume. The maximum space available for cargo.

Usable Fuel. Fuel available for aircraft propulsion.

2.1.1 General Characteristics: Model 747-8F

| CHARACTERISTICS | UNITS | 747-8F | 747-8F |
|---|--------------|------------|------------|
| MAX DESIGN TAXI WEIGHT | POUNDS | 978,000 | 990,000 |
| | KILOGRAMS | 443,613 | 449,056 |
| MAX DESIGN TAKEOFF WEIGHT | POUNDS | 975,000 | 987,000 |
| | KILOGRAMS | 442,252 | 447,695 |
| MAX DESIGN LANDING WEIGHT | POUNDS | 761,000 | 763,000 |
| | KILOGRAMS | 345,183 | 346,091 |
| MAX DESIGN ZERO FUEL WEIGHT | POUNDS | 725,000 | 727,000 |
| | KILOGRAMS | 328,854 | 329,761 |
| OPERATING EMPTY WEIGHT (1) | POUNDS | 434,600 | 434,600 |
| | KILOGRAMS | 197,131 | 197,131 |
| MAX STRUCTURAL PAYLOAD (1) | POUNDS | 290,400 | 292,400 |
| | KILOGRAMS | 131,723 | 132,630 |
| TYPICAL CARGO – MAIN DECK CONTAINERS | CUBIC FEET | 24,462 | 24,462 |
| | CUBIC METERS | 693 | 693 |
| MAX CARGO - LOWER DECK CONTAINERS (LD-1) | CUBIC FEET | 5,850 | 5,850 |
| | CUBIC METERS | 166 | 166 |
| MAX CARGO - LOWER DECK BULK CARGO | CUBIC FEET | 520 | 520 |
| | CUBIC METERS | 14.7 | 14.7 |
| USABLE FUEL CAPACITY | U.S. GALLONS | 59,734 (2) | 59,734 (2) |
| | LITERS | 226,117 | 226,117 |
| | POUNDS | 400,217 | 400,217 |
| | KILOGRAMS | 181,572 | 181,572 |

NOTES:

1. ESTIMATED WEIGHTS FOR ENGINE/AIRFRAME CONFIGURATION SHOWN. OPERATING EMPTY WEIGHT REFLECTS STANDARD ITEM ALLOWANCES. ACTUAL OEW AND PAYLOAD WILL VARY WITH AIRPLANE AND AIRLINE CONFIGURATION. CONSULT USING AIRLINE FOR VALUES.
2. 747-8F IS NOT DESIGNED WITH TAIL FUEL TANKS

2.1.2 General Characteristics: Model 747-8

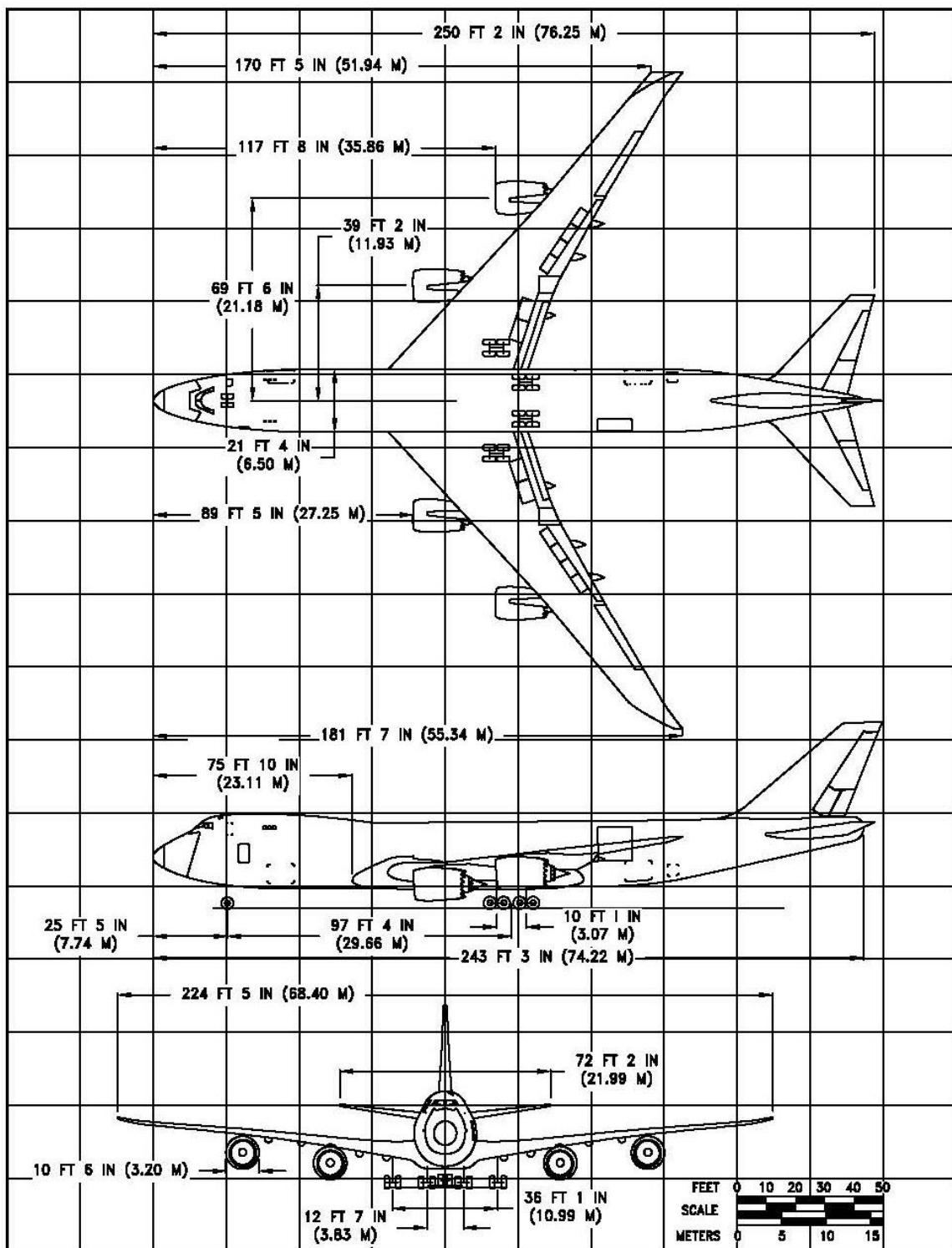
| CHARACTERISTICS | UNITS | 747-8 |
|---|--------------|---------------------------------------|
| MAX DESIGN TAXI WEIGHT | POUNDS | 990,000 |
| | KILOGRAMS | 449,056 |
| MAX DESIGN TAKEOFF WEIGHT | POUNDS | 987,000 |
| | KILOGRAMS | 447,695 |
| MAX DESIGN LANDING WEIGHT | POUNDS | 688,000 |
| | KILOGRAMS | 312,071 |
| MAX DESIGN ZERO FUEL WEIGHT | POUNDS | 651,000 |
| | KILOGRAMS | 295,288 |
| OPERATING EMPTY WEIGHT (1) | POUNDS | 485,300 |
| | KILOGRAMS | 220,128 |
| MAX STRUCTURAL PAYLOAD | POUNDS | 167,700 |
| | KILOGRAMS | 76,067 |
| TYPICAL SEATING CAPACITY (INCLUDES UPPER DECK) | UPPER DECK | 48 BUSINESS CLASS |
| | MAIN DECK | 19 FIRST, 96 BUSINESS, 352 ECONOMY |
| MAX CARGO - LOWER DECK CONTAINERS (LD-1) | CUBIC FEET | 5,705 |
| | CUBIC METERS | 162 |
| MAX CARGO - LOWER DECK BULK CARGO | CUBIC FEET | 640 |
| | CUBIC METERS | 18.1 |
| USABLE FUEL CAPACITY | U.S. GALLONS | 63,034 (2) |
| | LITERS | 238,609 |
| | POUNDS | 422,327 |
| | KILOGRAMS | 191,603 |

NOTES:

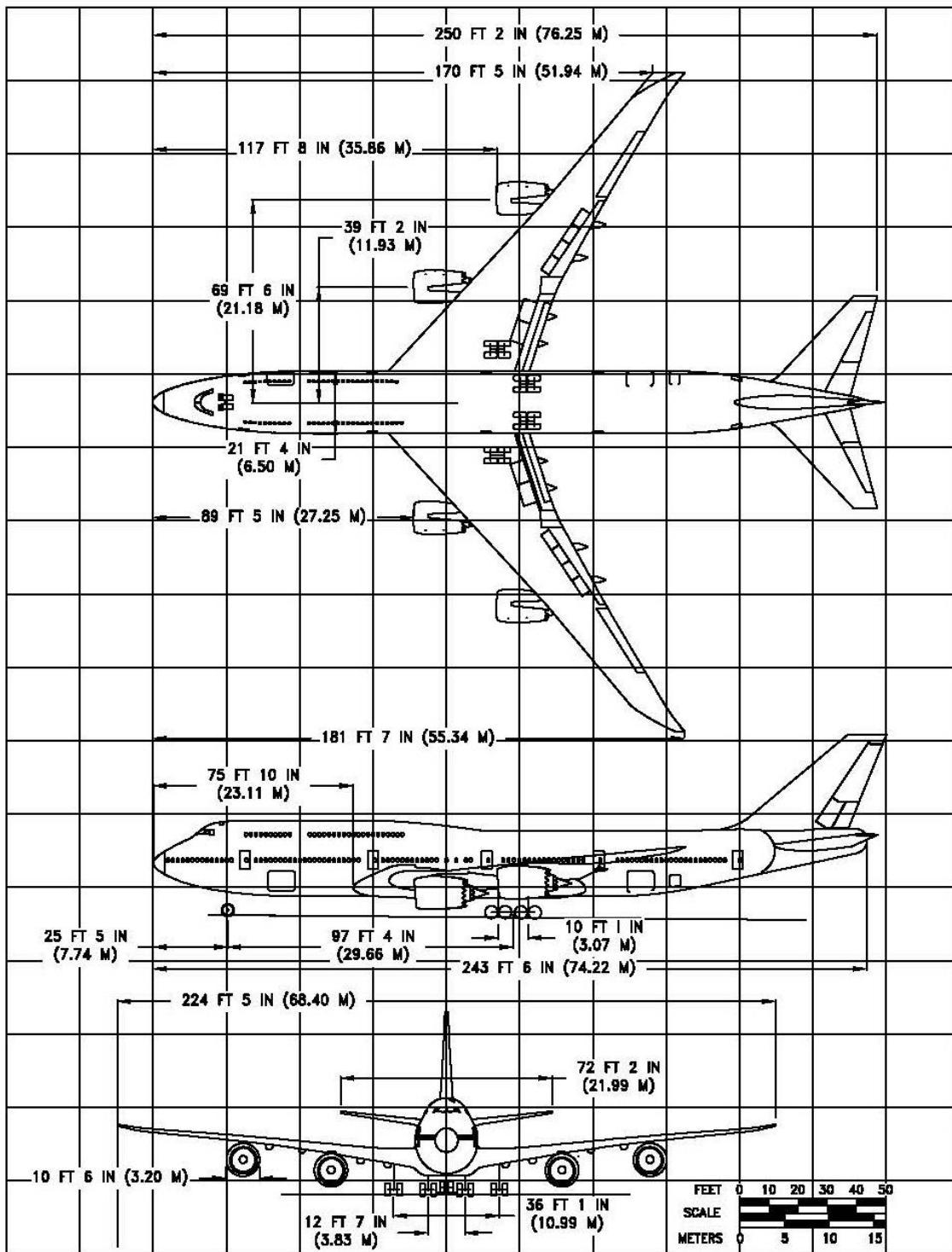
1. ESTIMATED WEIGHTS FOR ENGINE/AIRFRAME CONFIGURATION SHOWN. OPERATING EMPTY WEIGHT REFLECTS STANDARD ITEM ALLOWANCES. ACTUAL OEW AND PAYLOAD WILL VARY WITH AIRPLANE AND AIRLINE CONFIGURATION. CONSULT USING AIRLINE FOR VALUES.
2. VALUE INCLUDES TAIL FUEL TANK VOLUME.

2.2 GENERAL DIMENSIONS

2.2.1 General Dimensions: Model 747-8F

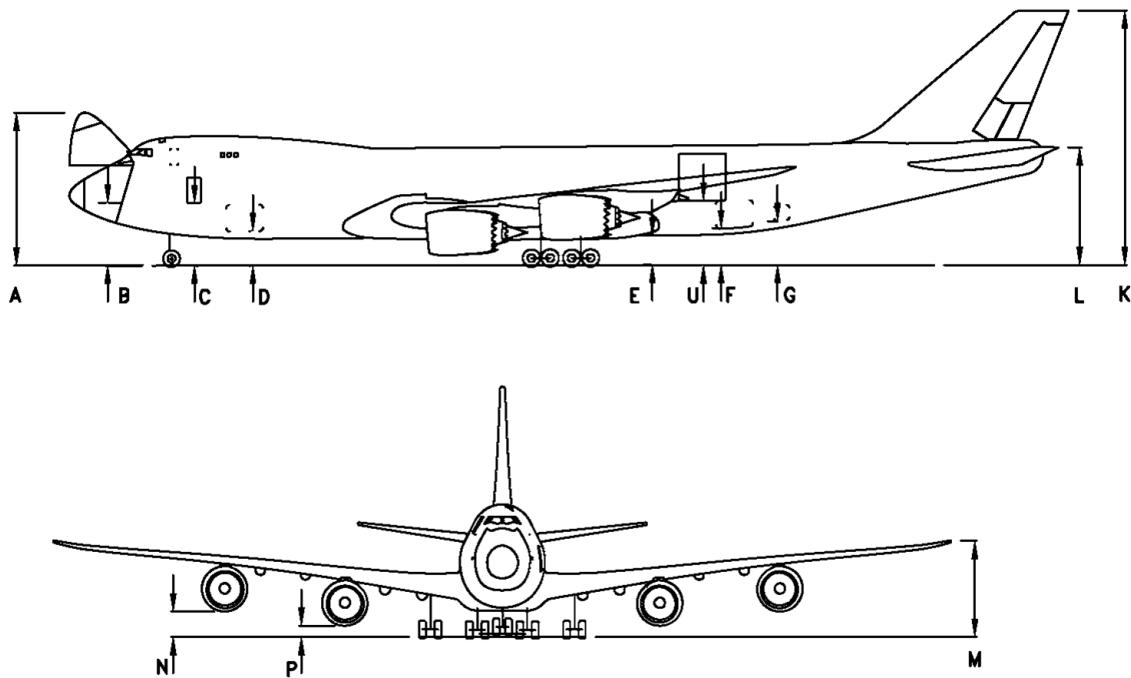


2.2.2 General Dimensions: Model 747-8



2.3 GROUND CLEARANCES

2.3.1 Ground Clearances: Model 747-8F

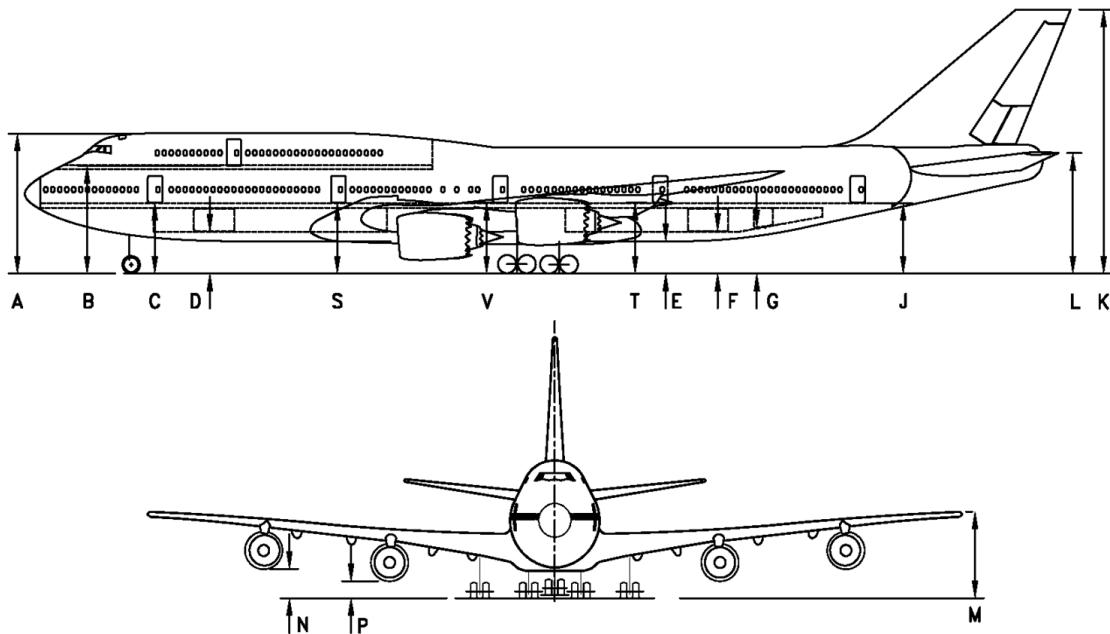


| Dimension | MINIMUM | | MAXIMUM | |
|-----------|---------|-------|---------|-------|
| | FT - IN | M | FT - IN | M |
| A | 38 - 8 | 11.79 | 40 - 3 | 12.24 |
| B | 15 - 7 | 4.75 | 17 - 2 | 5.24 |
| C | 15 - 8 | 4.78 | 17 - 1 | 5.19 |
| D | 9 - 0 | 2.75 | 10 - 4 | 3.14 |
| E | 5 - 9 | 1.75 | 6 - 8 | 2.04 |
| F | 9 - 6 | 2.90 | 10 - 7 | 3.21 |
| G | 10 - 1 | 3.07 | 11 - 3 | 3.42 |
| K | 62 - 3 | 18.97 | 64 - 2 | 19.56 |
| L | 28 - 2 | 8.58 | 30 - 1 | 9.16 |
| M | 21 - 5 | 6.52 | 22 - 5 | 6.48 |
| N | 6 - 3 | 1.90 | 6 - 11 | 2.10 |
| P | 2 - 5 | 0.73 | 3 - 3 | 0.99 |
| U | 16 - 3 | 4.95 | 17 - 3 | 5.25 |

NOTES: VERTICAL CLEARANCES SHOWN OCCUR DURING MAXIMUM VARIATIONS OF AIRPLANE ATTITUDE. COMBINATIONS OF AIRPLANE LOADING/UNLOADING ACTIVITIES THAT PRODUCE THE GREATEST POSSIBLE VARIATIONS OF ATTITUDE WERE USED TO ESTABLISH THE VARIATIONS SHOWN. DURING ROUTINE SERVICING, THE AIRPLANE REMAINS RELATIVELY STABLE; PITCH AND ELEVATION CHANGES OCCUR SLOWLY.

A GSE TETHERING DEVICE MAY BE USED TO MAINTAIN STABILITY BETWEEN THE MAIN DECK DOOR SILL AND THE LOADING DOCK. CARGO BRIDGE ATTACHMENT FITTINGS LOCATED ON THE NOSE DOOR SILL AT THE FORWARD EDGE OF THE MAIN CARGO DOOR DECK MAY BE USED FOR NOSE DOOR SILL STABILIZATION.

2.3.2 Ground Clearances: Model 747-8

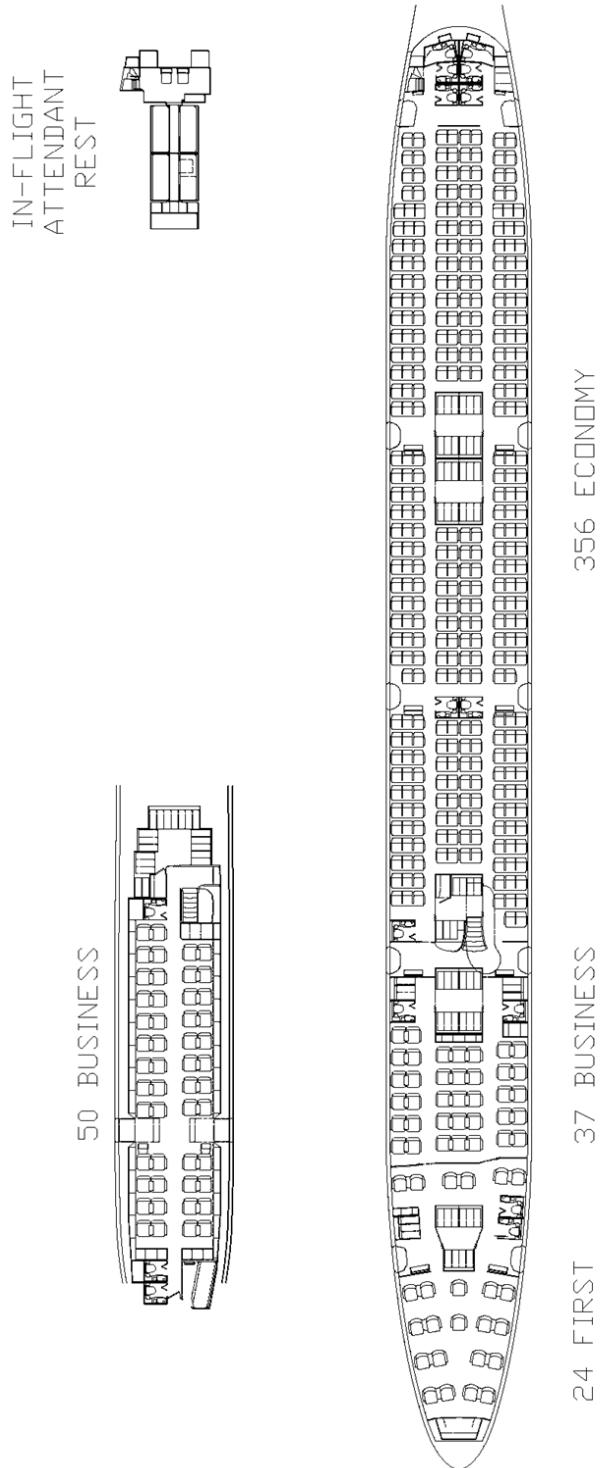


| Dimension | MINIMUM | | MAXIMUM | |
|-----------|---------|-------|---------|-------|
| | FT - IN | M | FT - IN | M |
| A | 31 - 0 | 9.44 | 32 - 3 | 9.84 |
| B | 24 - 10 | 7.56 | 25 - 11 | 7.90 |
| C | 15 - 8 | 4.78 | 16 - 11 | 5.16 |
| D | 9 - 0 | 2.75 | 10 - 2 | 3.09 |
| E | 5 - 9 | 1.75 | 6 - 7 | 2.01 |
| F | 9 - 6 | 2.89 | 10 - 5 | 3.18 |
| G | 10 - 1 | 3.07 | 11 - 1 | 3.38 |
| J | 16 - 3 | 4.95 | 17 - 5 | 5.32 |
| K | 62 - 3 | 18.97 | 64 - 0 | 19.51 |
| L | 28 - 2 | 8.58 | 29 - 11 | 9.12 |
| M | 21 - 4 | 6.51 | 22 - 4 | 6.80 |
| N | 6 - 3 | 1.90 | 6 - 10 | 2.07 |
| P | 2 - 5 | 0.73 | 3 - 2 | 0.96 |
| S | 16 - 0 | 4.87 | 16 - 10 | 5.14 |
| T | 16 - 3 | 4.95 | 17 - 1 | 5.20 |
| V | 16 - 2 | 4.94 | 16 - 9 | 5.12 |

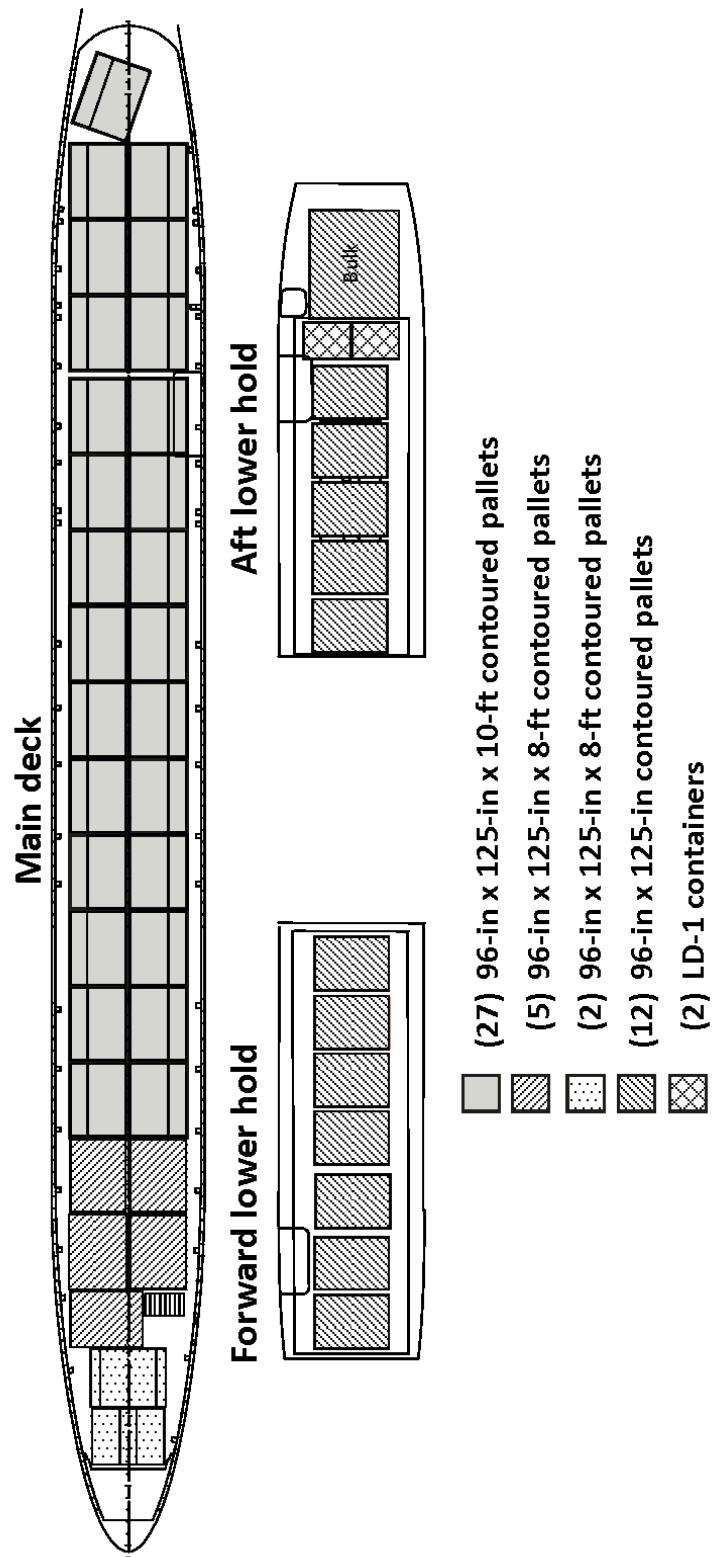
NOTES: VERTICAL CLEARANCES SHOWN OCCUR DURING MAXIMUM VARIATIONS OF AIRPLANE ATTITUDE. COMBINATIONS OF AIRPLANE LOADING/UNLOADING ACTIVITIES THAT PRODUCE THE GREATEST POSSIBLE VARIATIONS OF ATTITUDE WERE USED TO ESTABLISH THE VARIATIONS SHOWN. DURING ROUTINE SERVICING, THE AIRPLANE REMAINS RELATIVELY STABLE; PITCH AND ELEVATION CHANGES OCCUR SLOWLY

2.4 TYPICAL INTERIOR ARRANGEMENTS

2.4.1 Typical Interior Arrangements: Model 747-8, Three Class, 467 Passengers

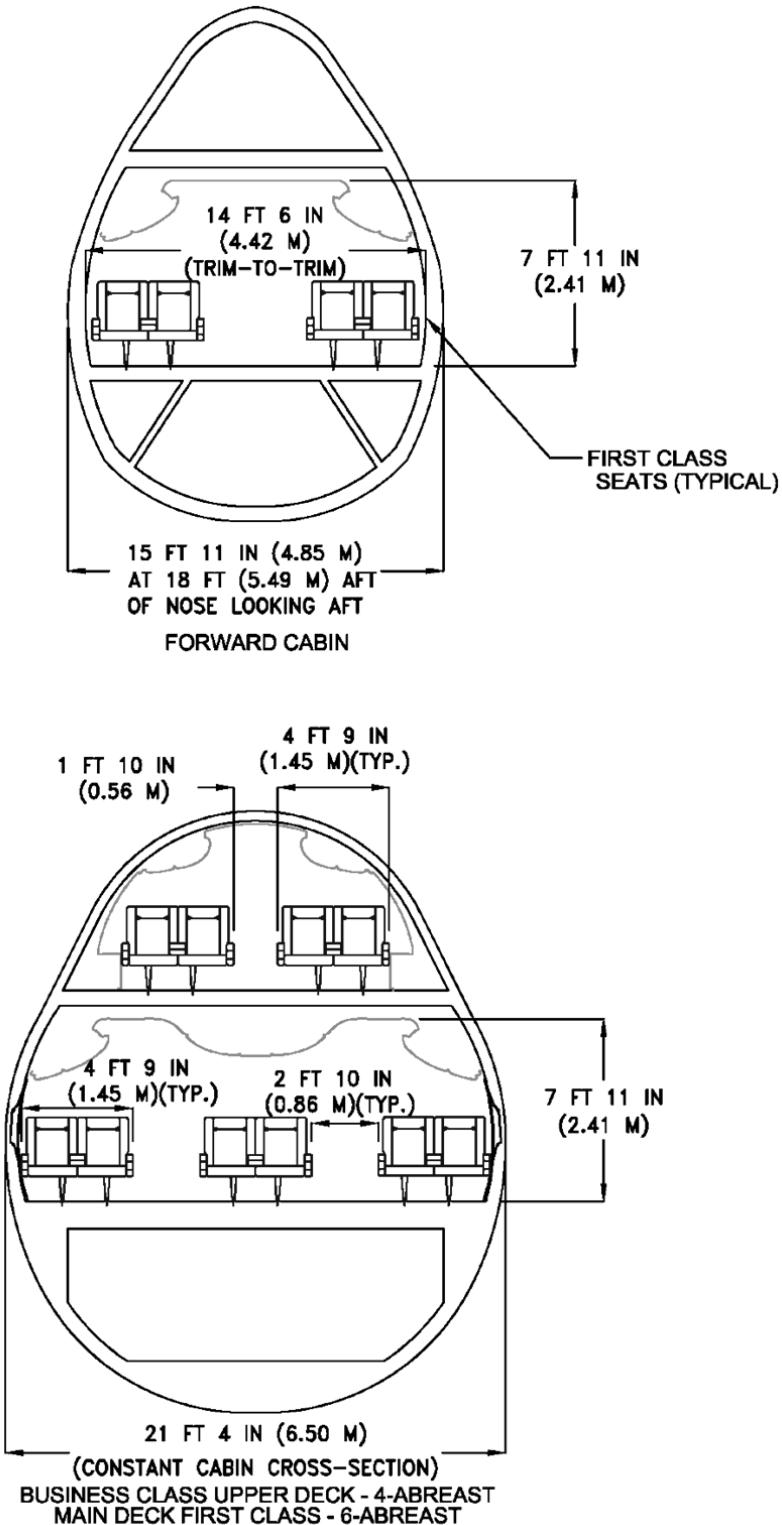


2.4.2 Typical Interior Arrangements: Model 747-8F, Main Deck Cargo

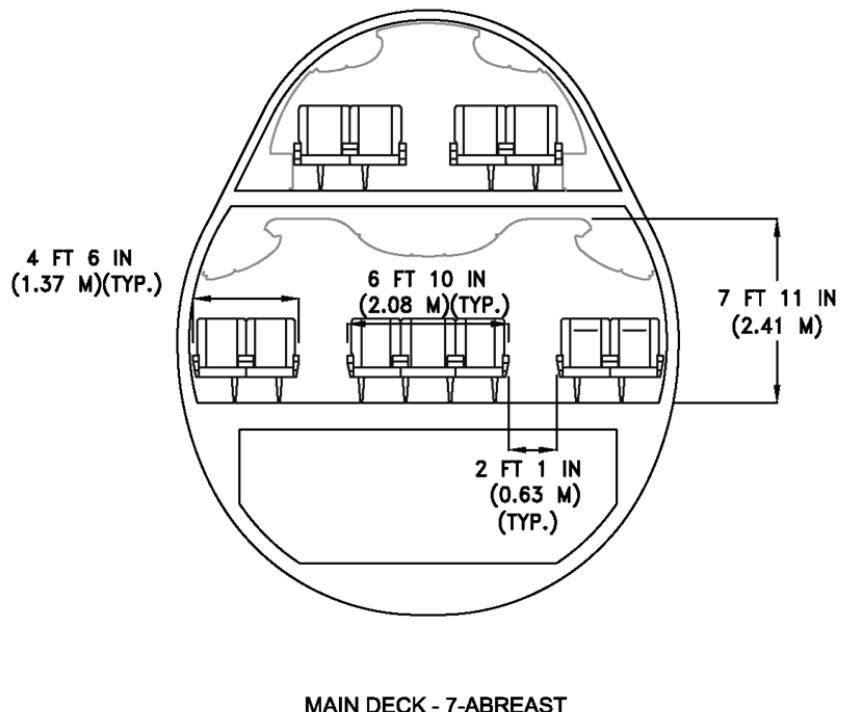
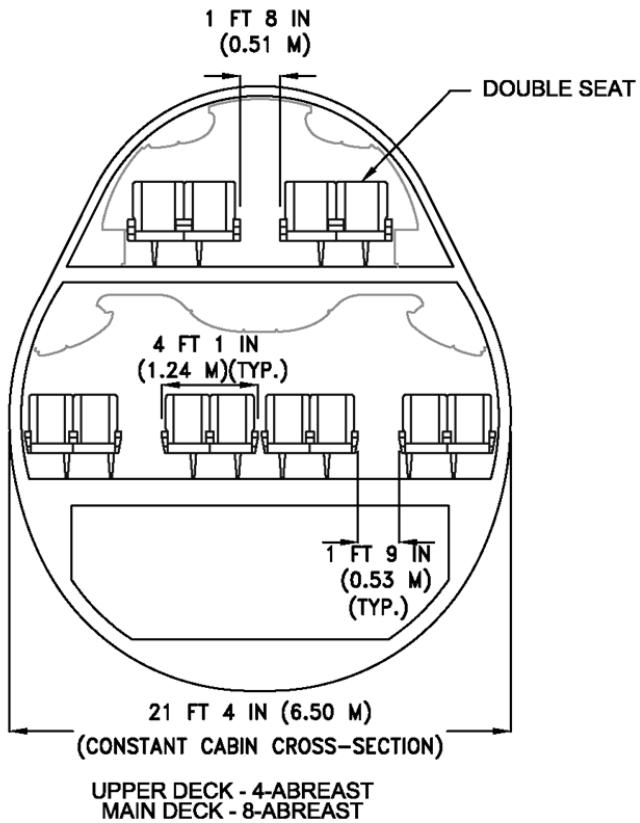


2.5 CABIN CROSS SECTIONS

2.5.1 Cabin Cross-Sections: Model 747-8, Forward Cabin and Business Class

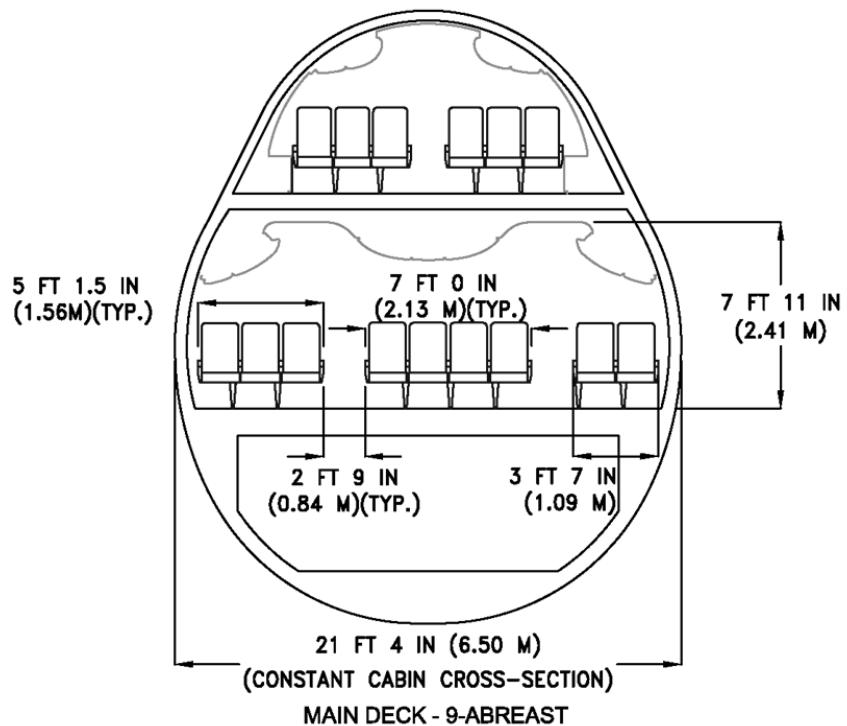
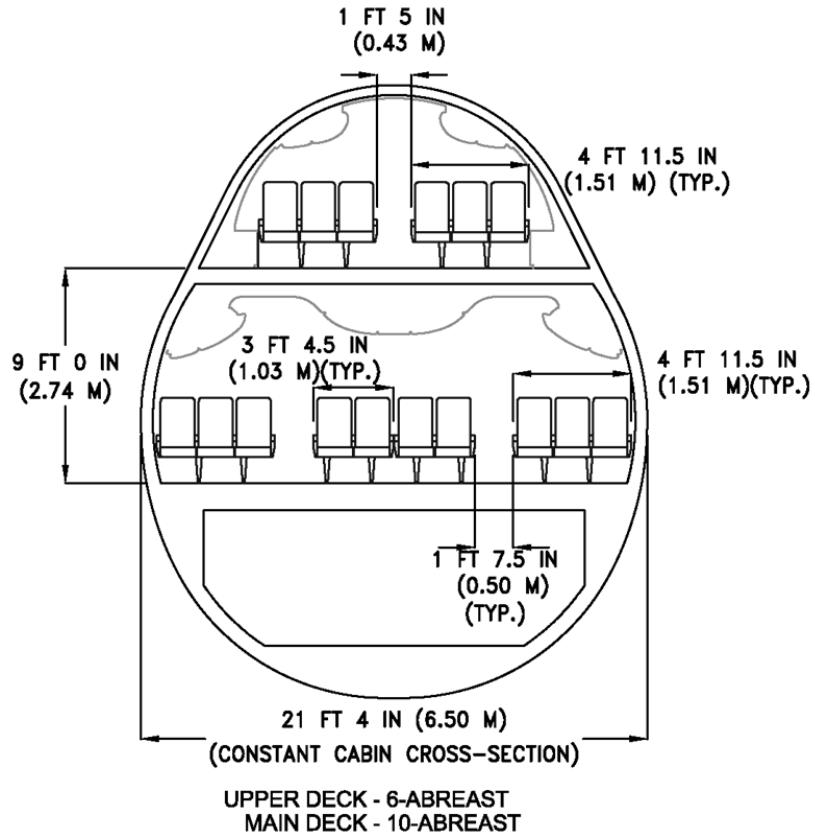


2.5.2 Cabin Cross-Sections: Model 747-8, Upper and Main Deck



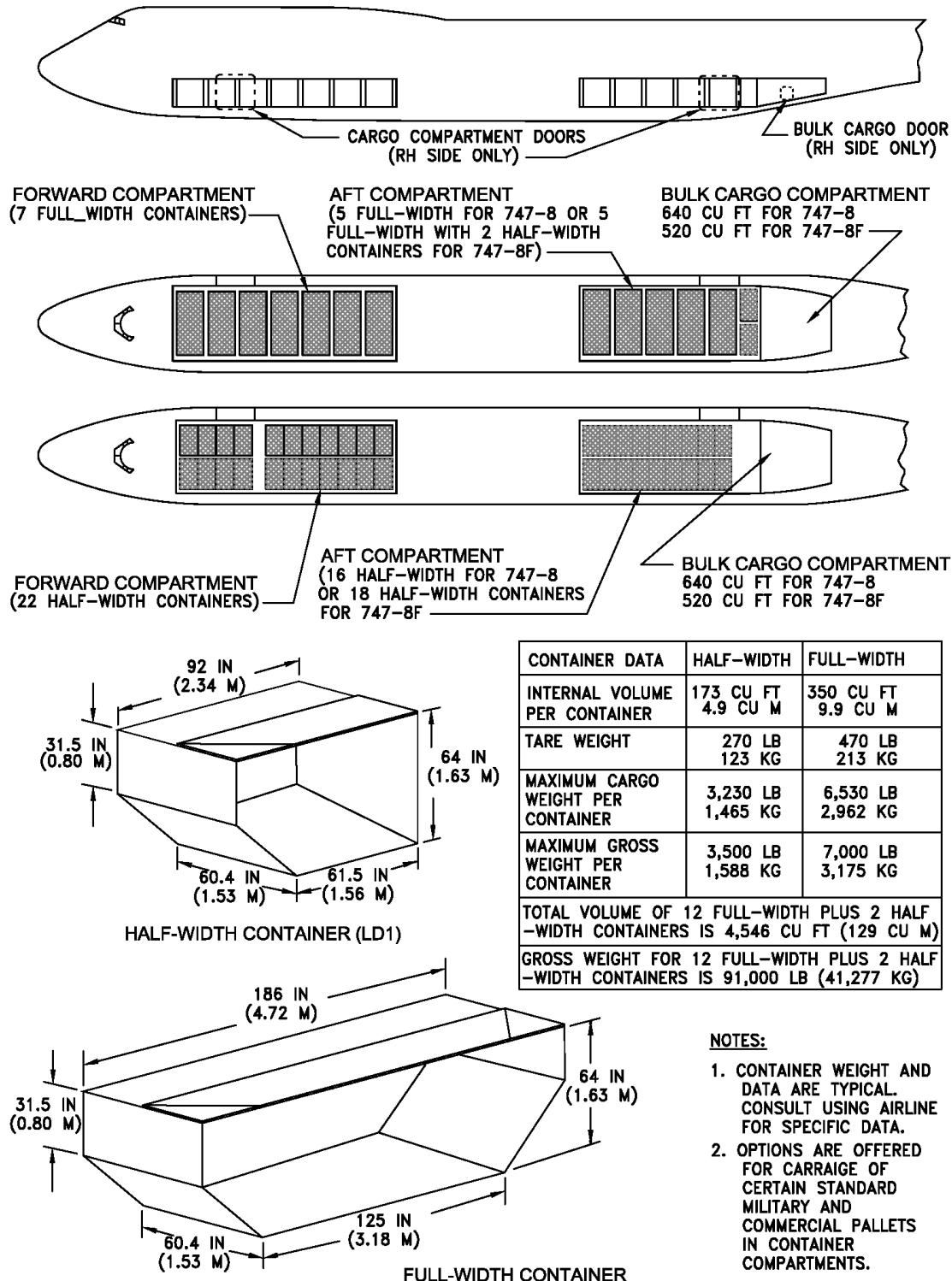
MAIN DECK - 7-ABREAST

2.5.3 Cabin Cross-Sections: Model 747-8, Upper and Main Deck



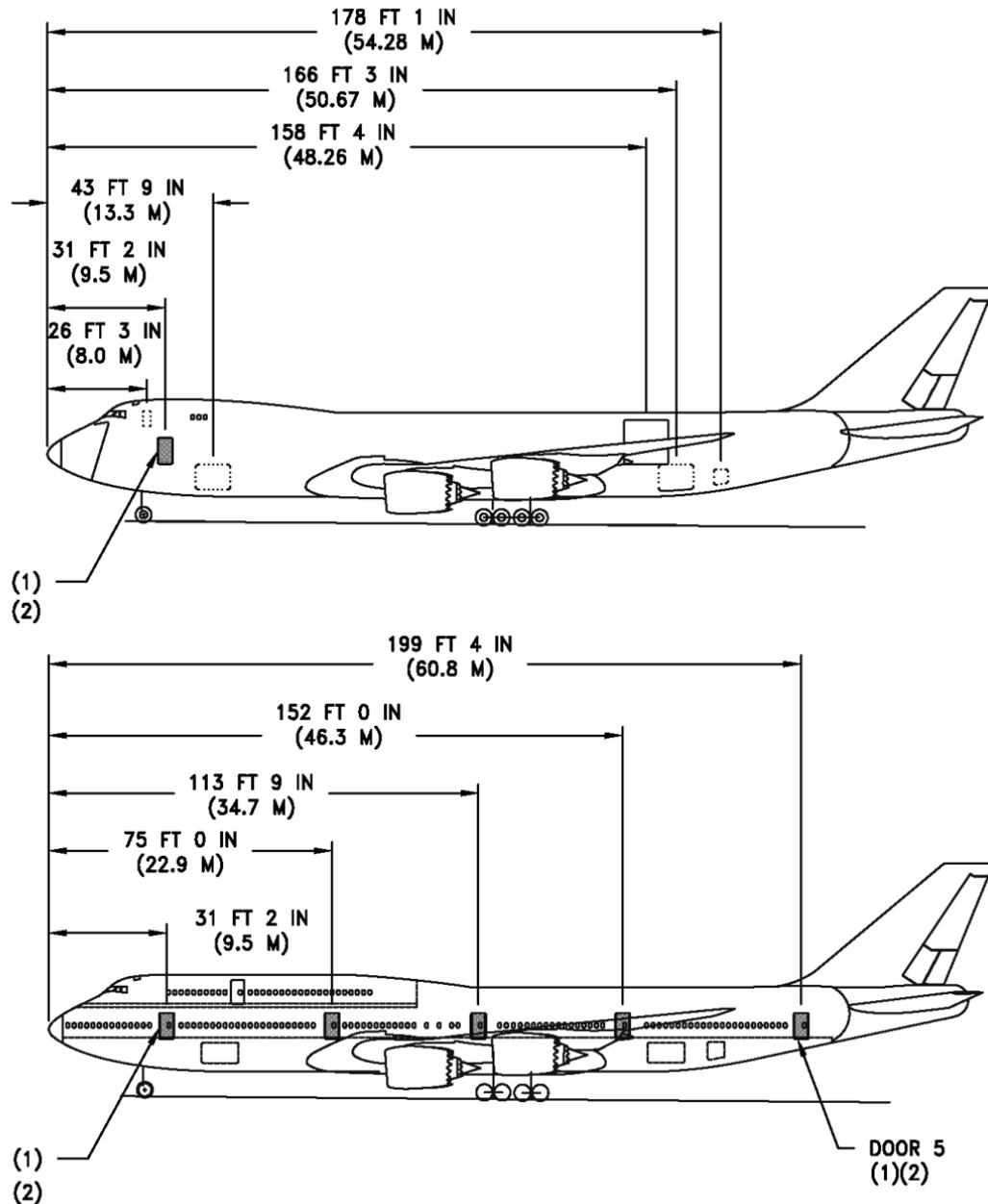
2.6 LOWER CARGO COMPARTMENTS

2.6.1 Lower Cargo Compartments: Model 747-8, 747-8F, Containers and Bulk Cargo



2.7 DOOR CLEARANCES

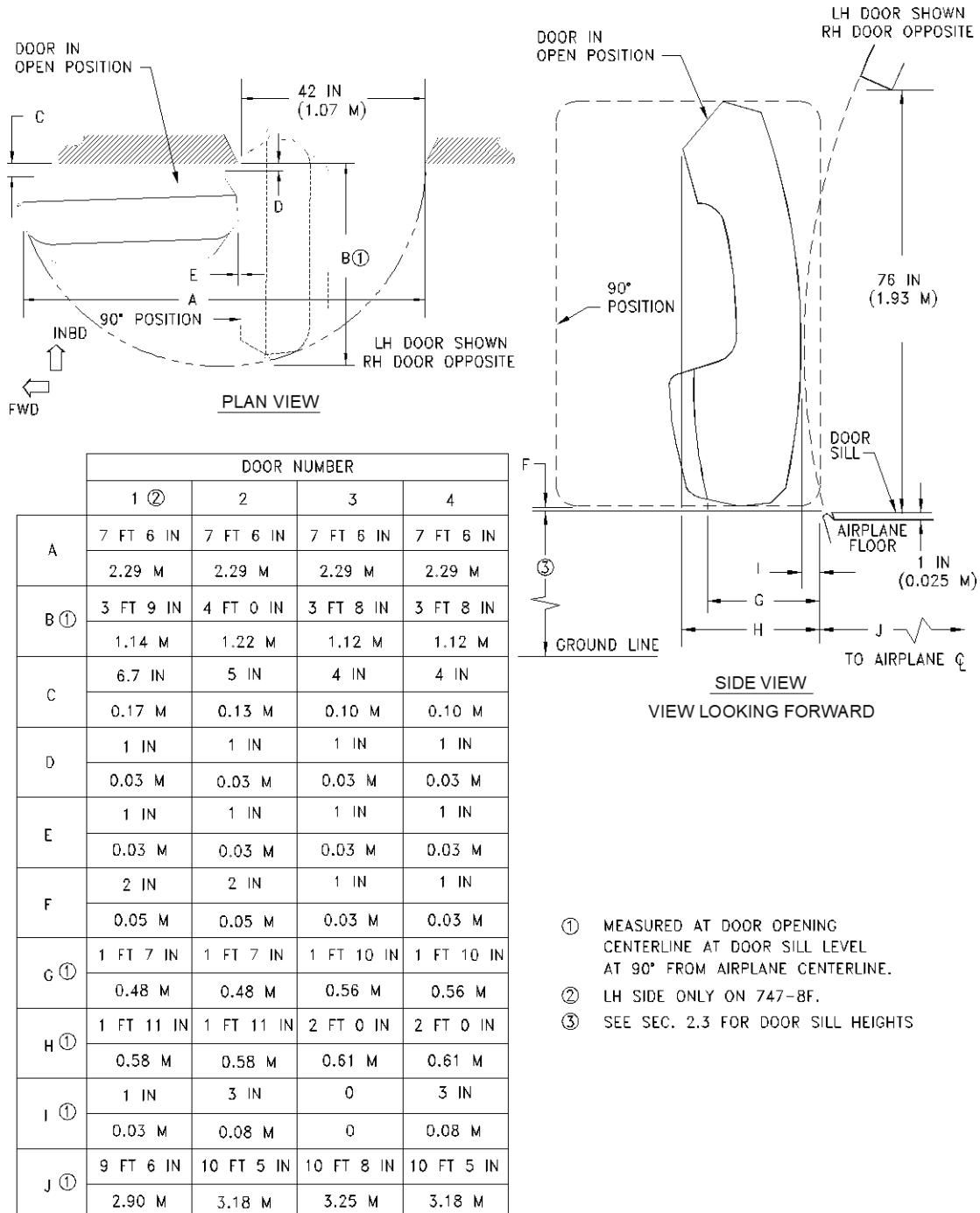
2.7.1 Door Locations: Model 747-8, 747-8F, Passenger and Cargo Doors



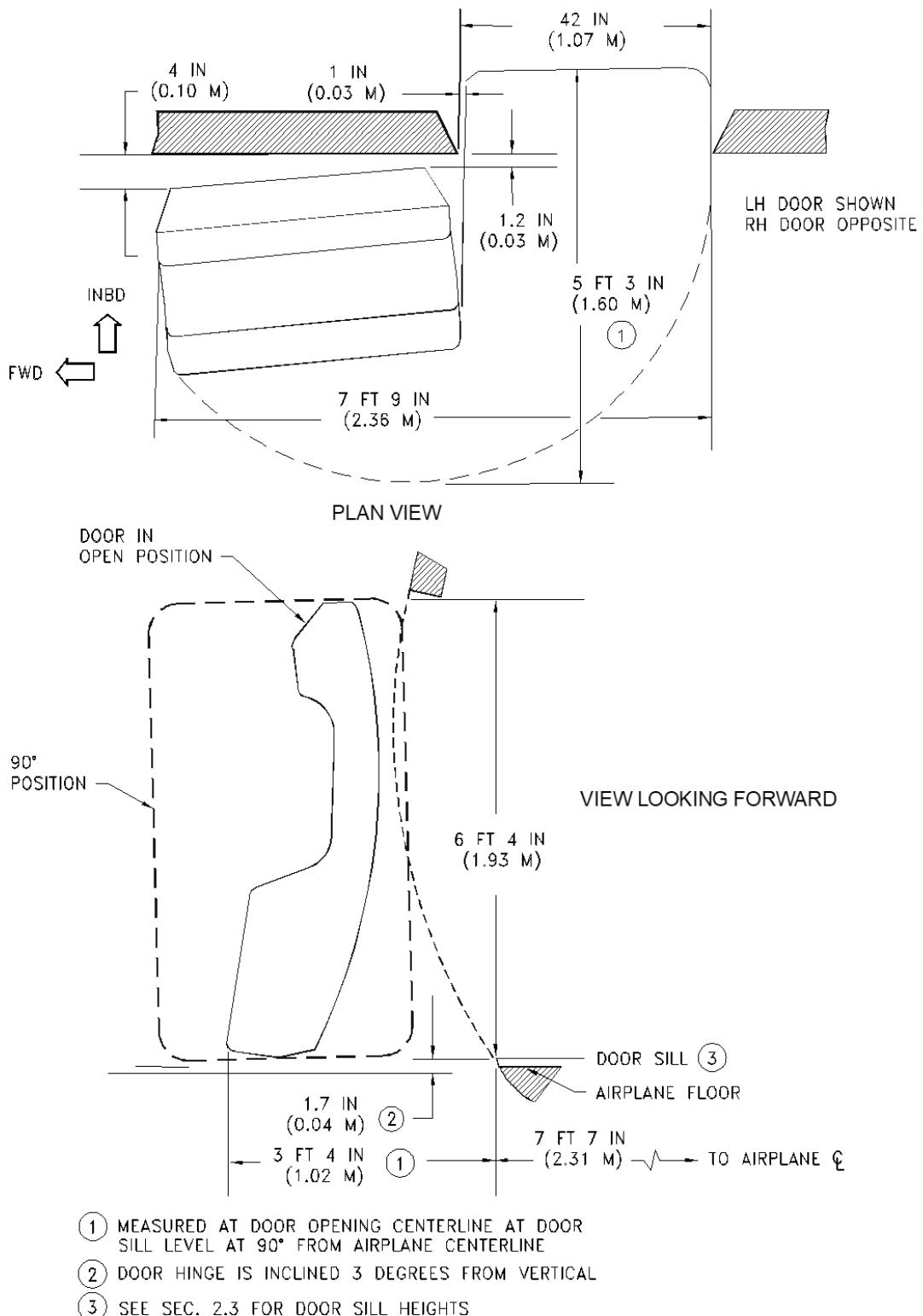
NOTES:

- (1) 1 PASSENGER DOOR - LEFT SIDE ONLY FOR THE 747-8 FREIGHTER
10 PASSENGER DOORS - 5 EACH SIDE FOR THE 747-8 INTERCONTINENTAL
DOOR OPENING SIZE = 42 BY 76 IN (1.07 BY 1.93 M)
OVERALL DOOR SIZE = 47 BY 76 IN (1.19 BY 1.93 M)
- (2) SEE SECTION 2.3 FOR DOOR SILL HEIGHTS

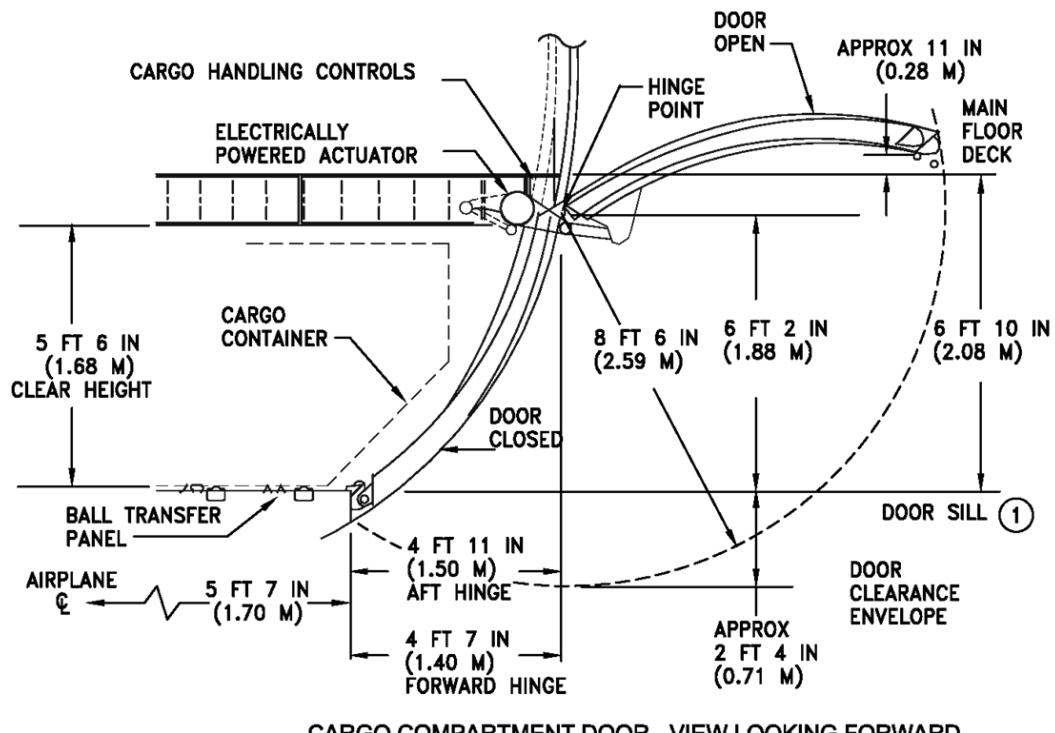
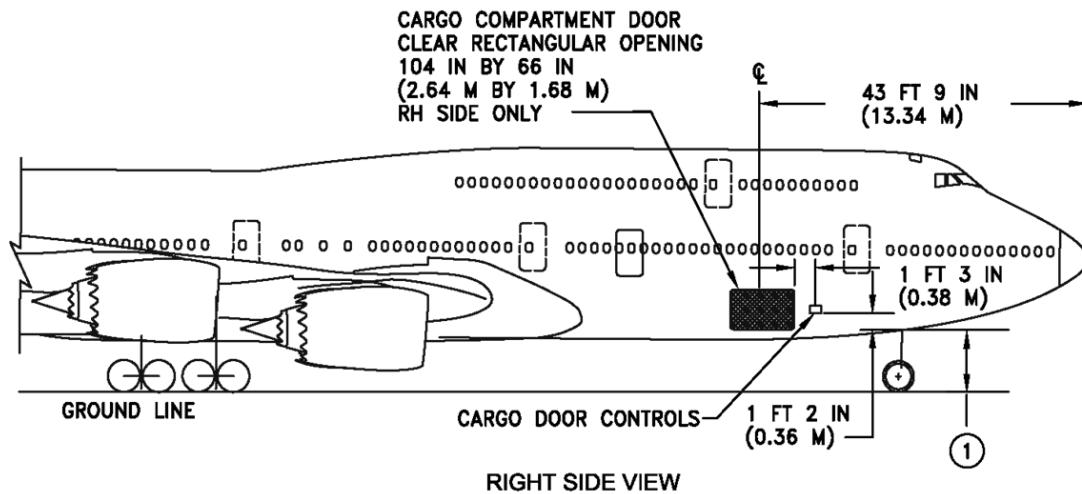
2.7.2 Door Clearances: Model 747-8, 747-8F, Main Deck Entry and Service Doors 1-4



2.7.3 Door Clearances: Model 747-8, Main Deck Entry and Service Door 5

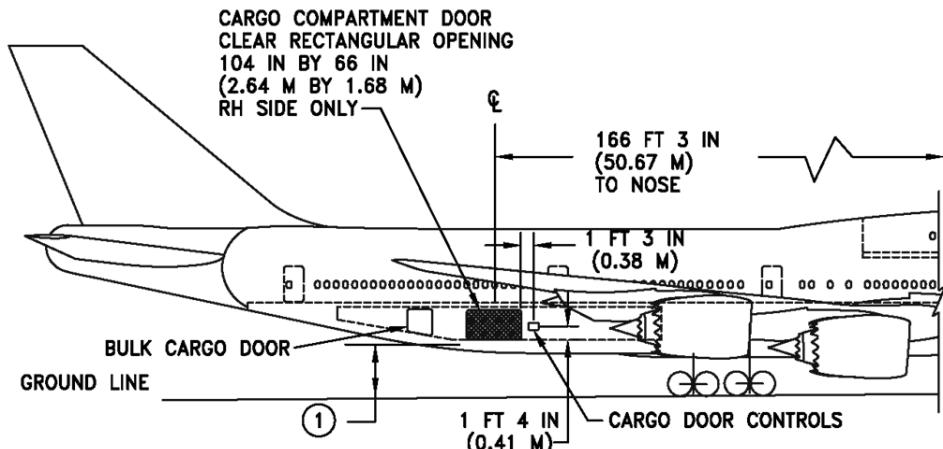


2.7.4 Door Clearances: Model 747-8, 747-8F, Lower Deck Cargo Door (Forward)

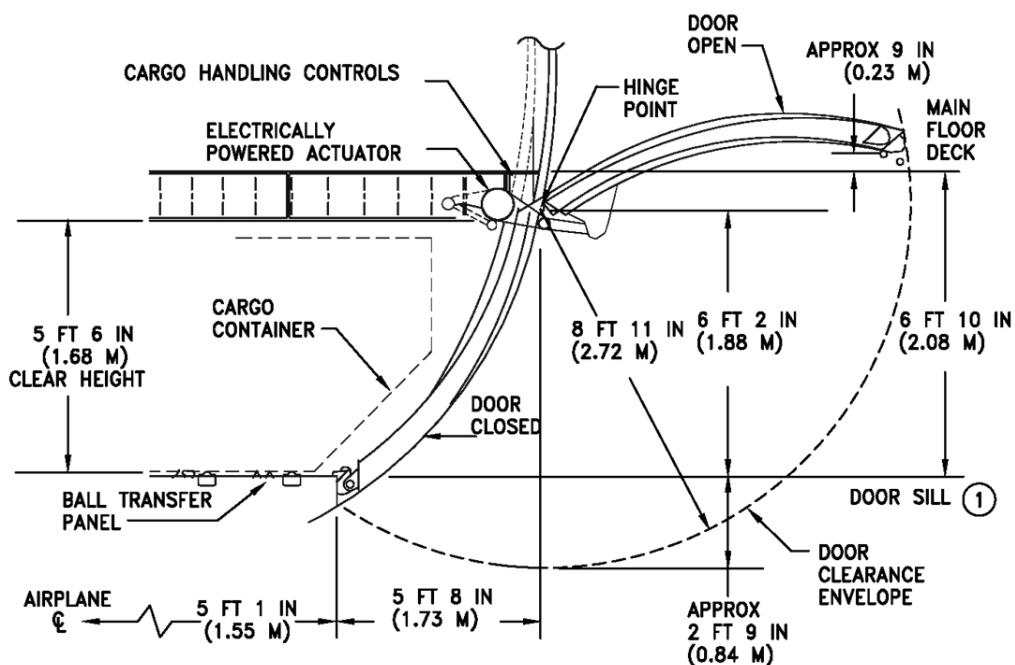


(1) SEE SECTION 2.3 FOR DOOR SILL HEIGHTS

2.7.5 Door Clearances: Model 747-8, 747-8F, Lower Deck Cargo Door (Aft)



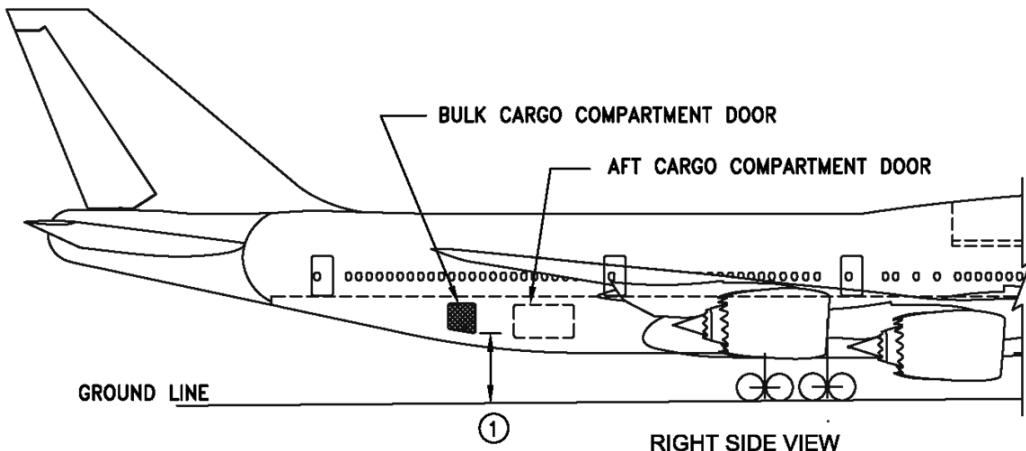
RIGHT SIDE VIEW



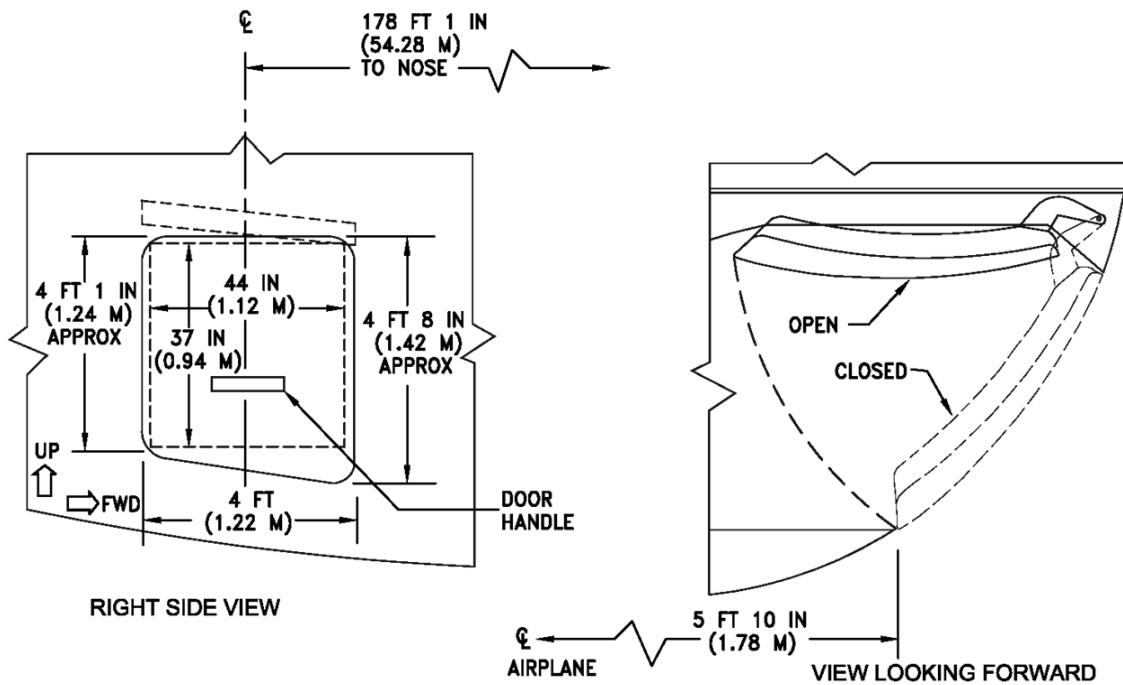
CARGO COMPARTMENT DOOR - VIEW LOOKING FORWARD

① SEE SECTION 2.3 FOR DOOR SILL HEIGHTS

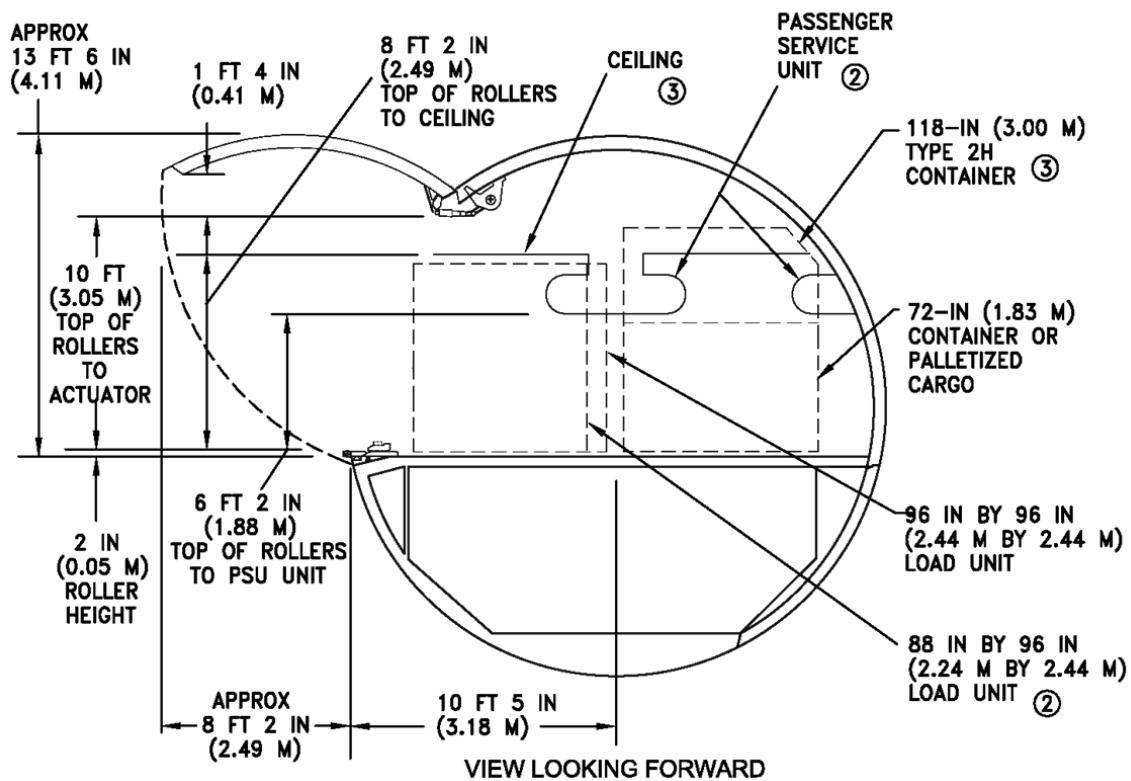
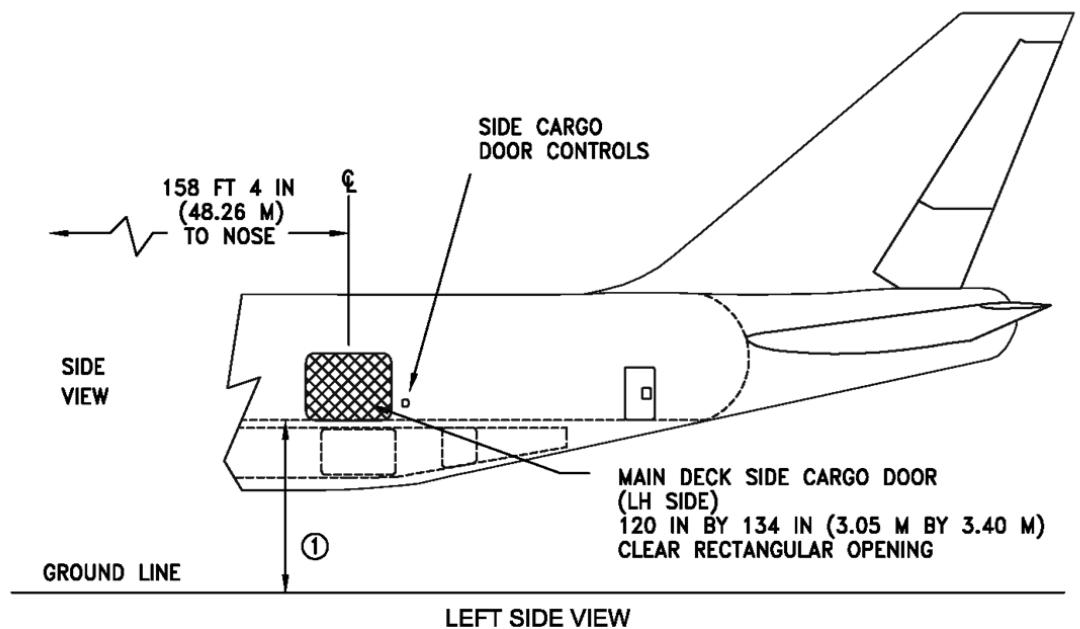
2.7.6 Door Clearances: Model 747-8, Bulk Cargo Door



① SEE SECTION 2.3 FOR DOOR SILL HEIGHTS

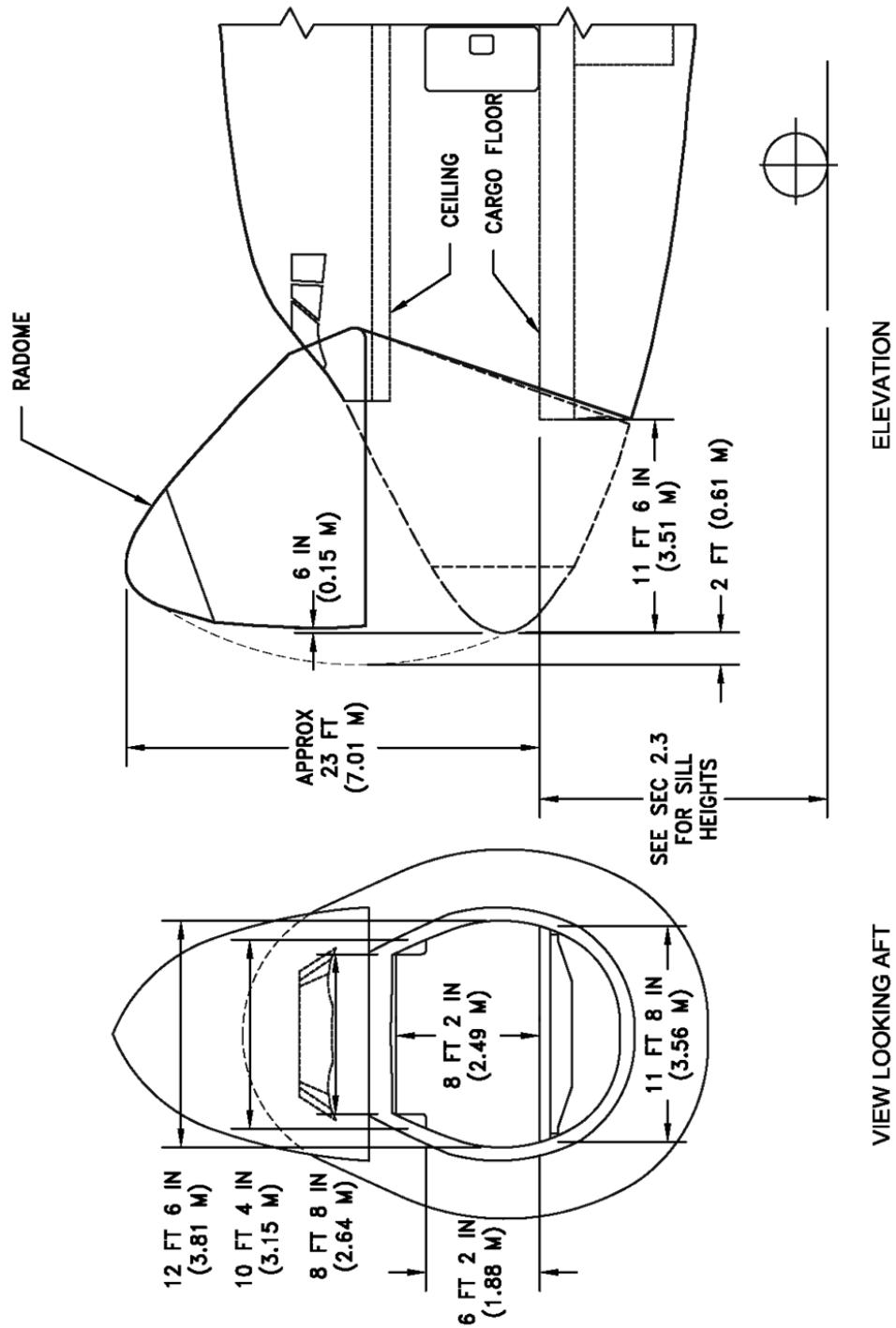


2.7.7 Door Clearances: Model 747-8F, Main Deck Cargo Door



① SEE SECTION 2.3 FOR DOOR SILL HEIGHTS

2.7.8 Door Clearances: Model 747-8F, Nose Cargo Door



3.0 AIRPLANE PERFORMANCE

3.1 GENERAL INFORMATION

The graphs in Section 3.2 provide information on payload-range capability of the 747-8 airplane. To use these graphs; if the trip range and zero fuel weight (OWW + payload) are known, the approximate takeoff weight can be found; limited by maximum zero fuel weight, maximum design takeoff weight, or fuel capacity.

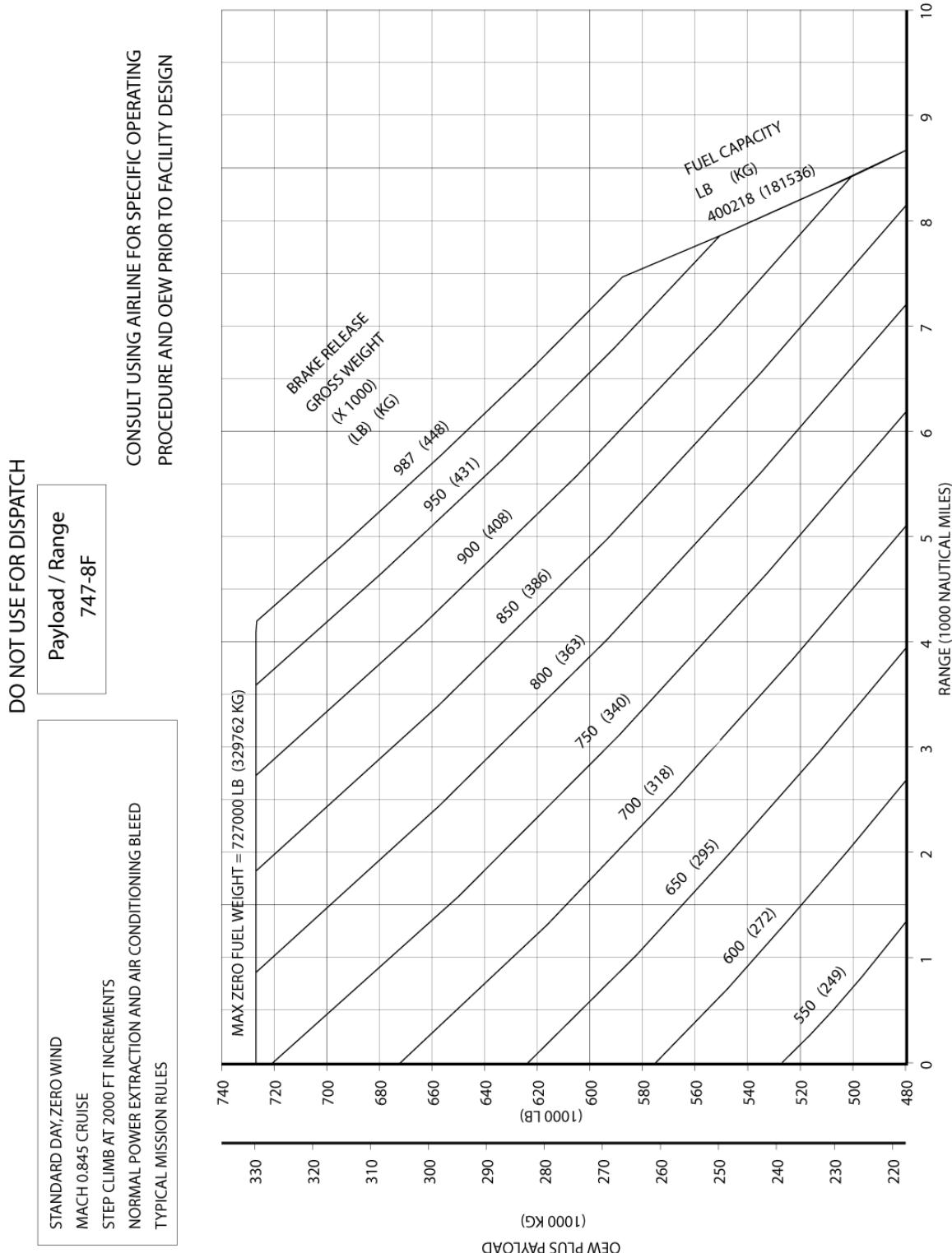
The graphs in Section 3.3 provide information on FAA/EASA takeoff runway length requirements with typical engines and various conditions. Maximum takeoff weights shown on the graphs are the heaviest for the particular airplane models with the corresponding engines. Standard day temperatures for pressure altitudes shown on the FAA/EASA takeoff graphs are given below:

| PRESSURE ALTITUDE | | STANDARD DAY TEMP | |
|-------------------|--------|-------------------|-------|
| FEET | METERS | °F | °C |
| 0 | 0 | 59.0 | 15.0 |
| 2,000 | 610 | 51.9 | 11.0 |
| 4,000 | 1,219 | 44.7 | 7.1 |
| 6,000 | 1,829 | 37.6 | 3.1 |
| 8,000 | 2,438 | 30.5 | -0.8 |
| 10,000 | 3,048 | 23.3 | -4.8 |
| 12,000 | 3,658 | 16.2 | -8.8 |
| 14,000 | 4,267 | 9.1 | -12.7 |

The graphs in Section 3.4 provide information on landing runway length requirements for different airplane weights and airport altitudes. The maximum landing weights shown are the heaviest for the particular airplane model.

3.2 PAYLOAD/RANGE

3.2.1 Payload/Range: Model 747-8F

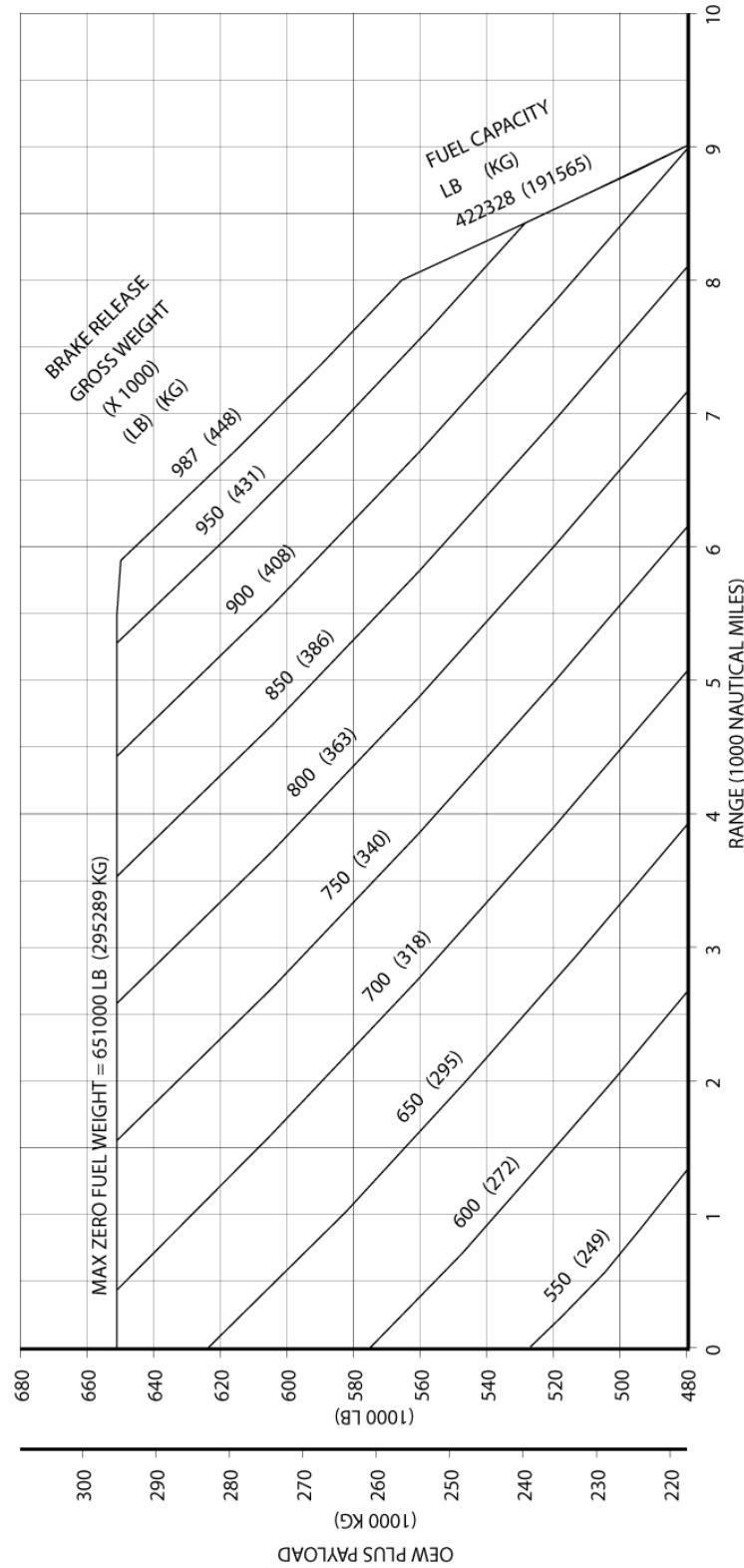


3.2.2 Payload/Range: Model 747-8

DO NOT USE FOR DISPATCH
Payload / Range
747-8

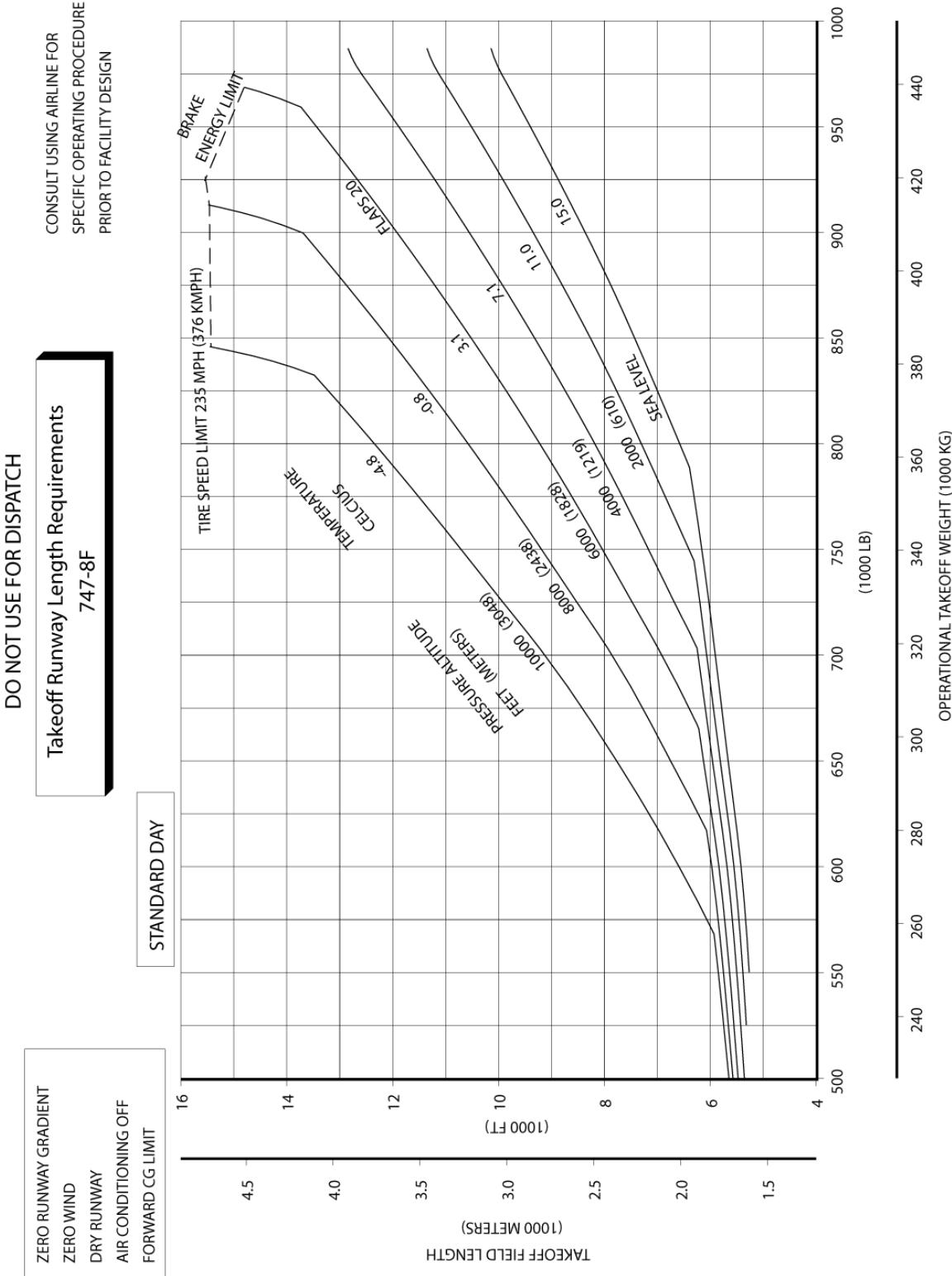
STANDARD DAY, ZERO WIND
MACH 0.855 CRUISE
STEP CLIMB AT 2000 FT INCREMENTS
NORMAL POWER EXTRACTION AND AIR CONDITIONING BLEED
TYPICAL MISSION RULES

CONSULT USING AIRLINE FOR SPECIFIC OPERATING
PROCEDURE AND OEW PRIOR TO FACILITY DESIGN



3.3 FAA/EASA TAKEOFF RUNWAY LENGTH REQUIREMENTS

3.3.1 FAA/EASA Takeoff Runway Length Requirements - Standard Day: Model 747-8F



D6-58326-3

REV E

January 2026

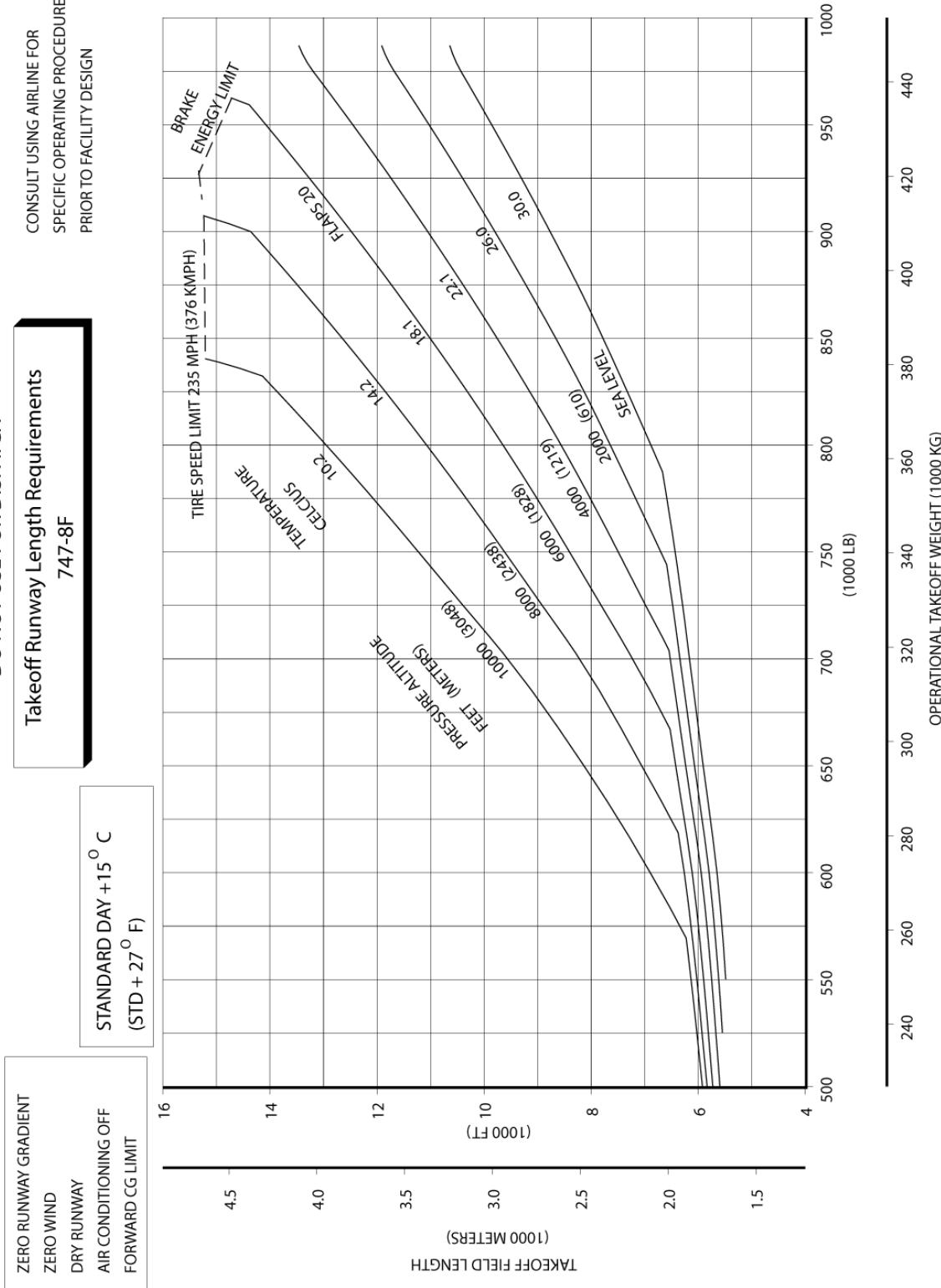
3-4

3.3.2 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 27°F (STD + 15°C): Model 747-8F

DO NOT USE FOR DISPATCH

Takeoff Runway Length Requirements
747-8F

CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE PRIOR TO FACILITY DESIGN



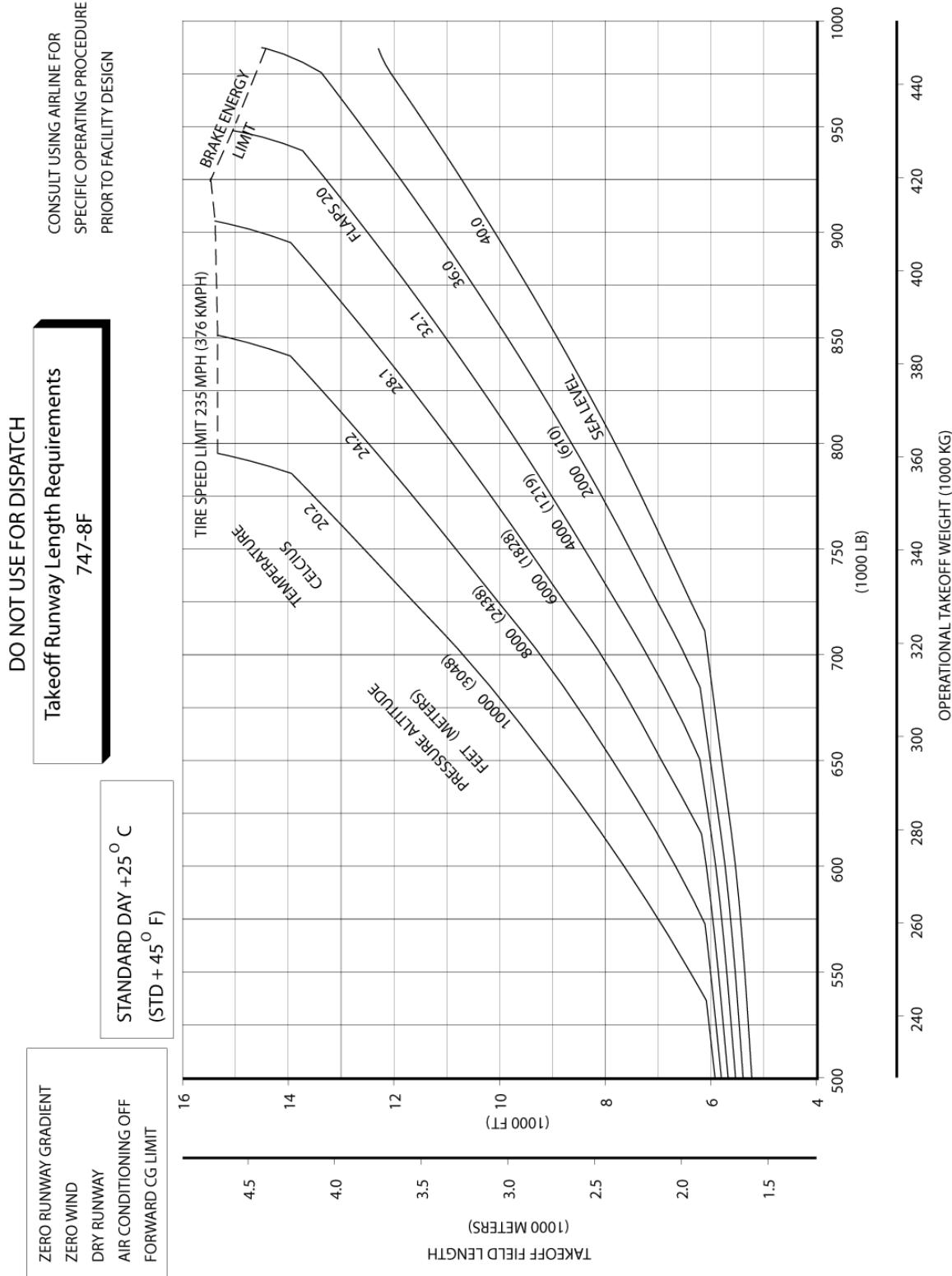
D6-58326-3

REV E

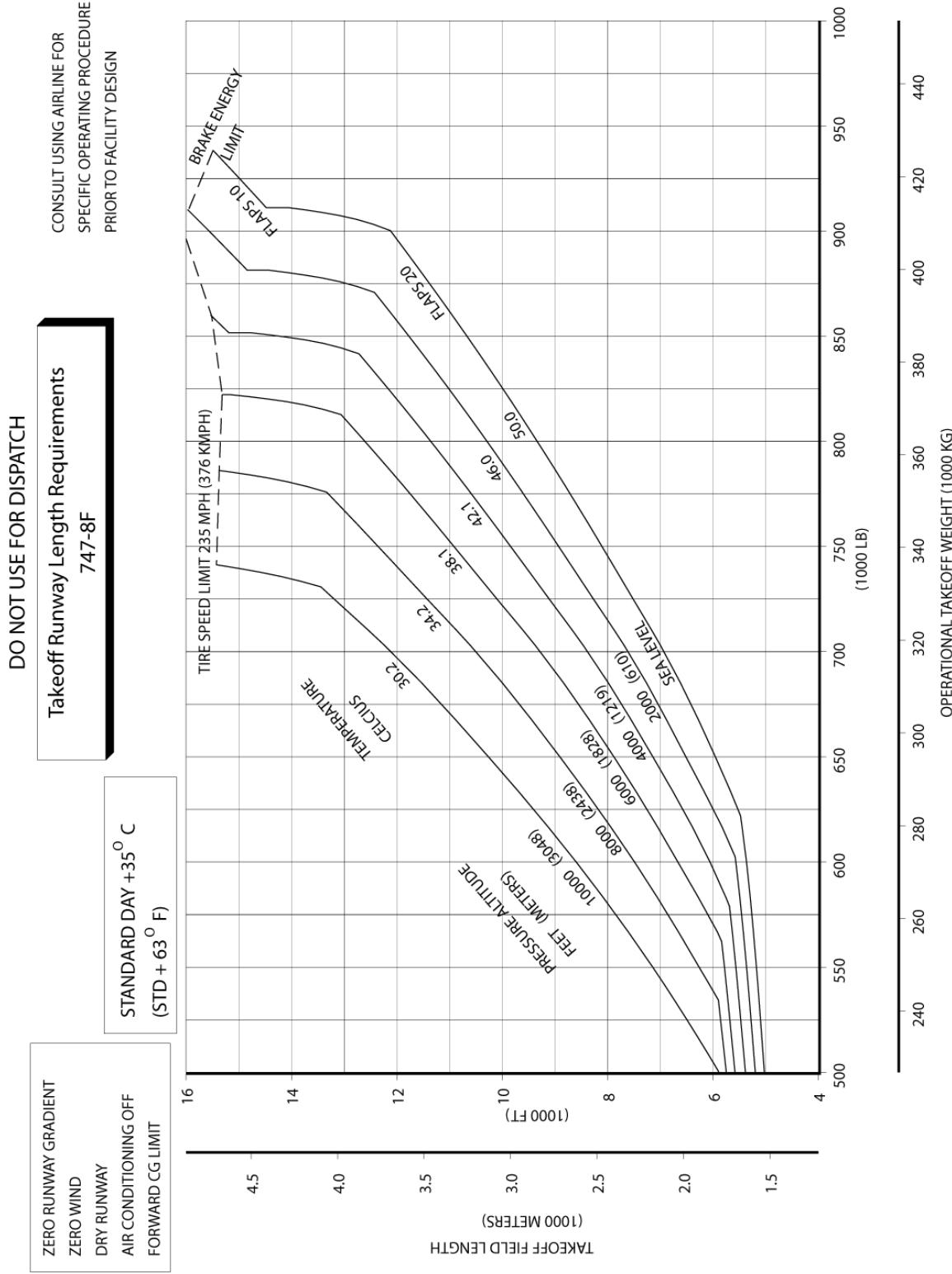
January 2026

3-5

3.3.3 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 45°F (STD + 25°C): Model 747-8F



3.3.4 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 63°F (STD + 35°C): Model 747-8F

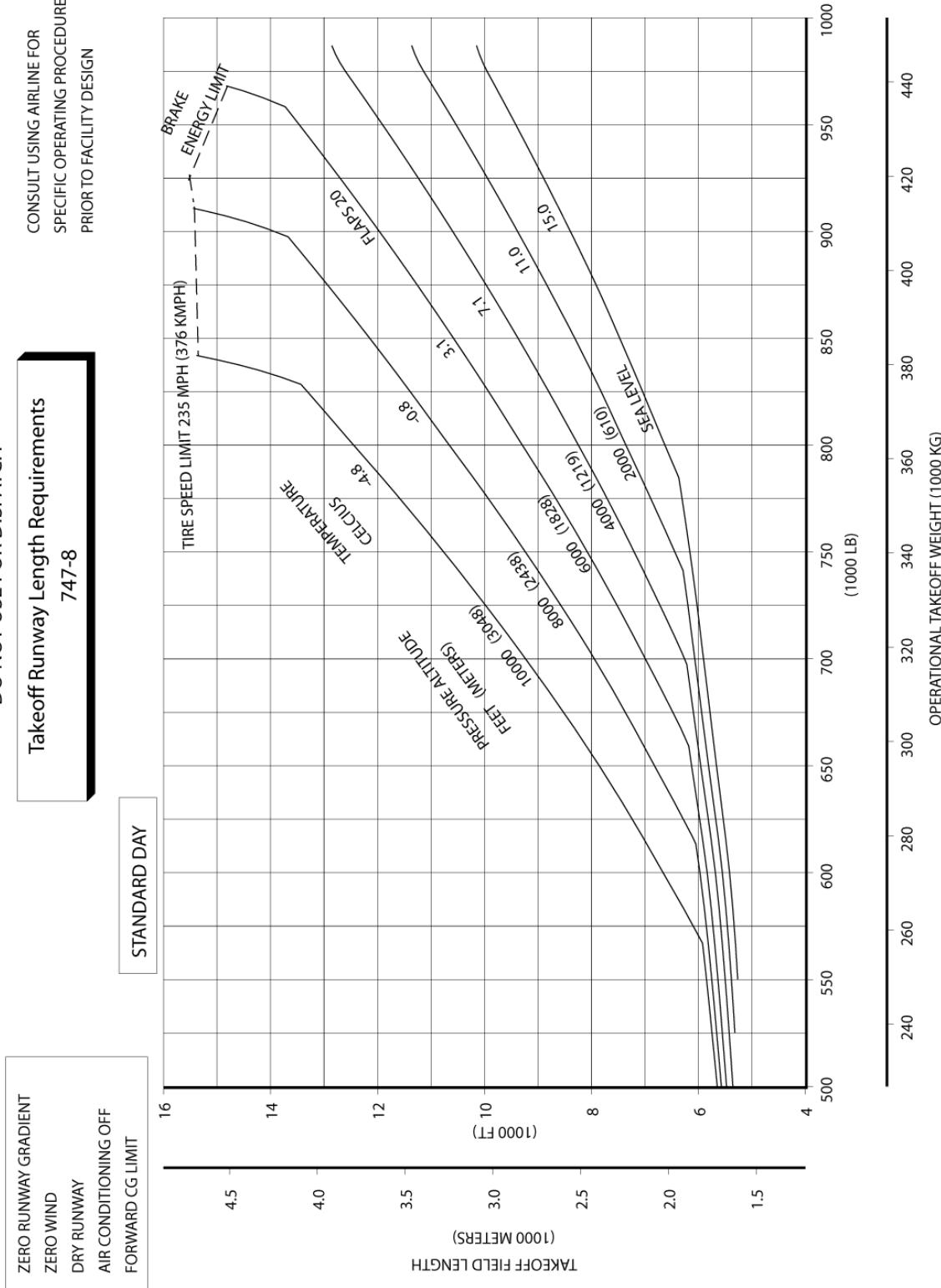


3.3.5 FAA/EASA Takeoff Runway Length Requirements - Standard Day: Model 747-8F

DO NOT USE FOR DISPATCH

Takeoff Runway Length Requirements 747-8

CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE PRIOR TO FACILITY DESIGN



D6-58326-3

REV E

January 2026

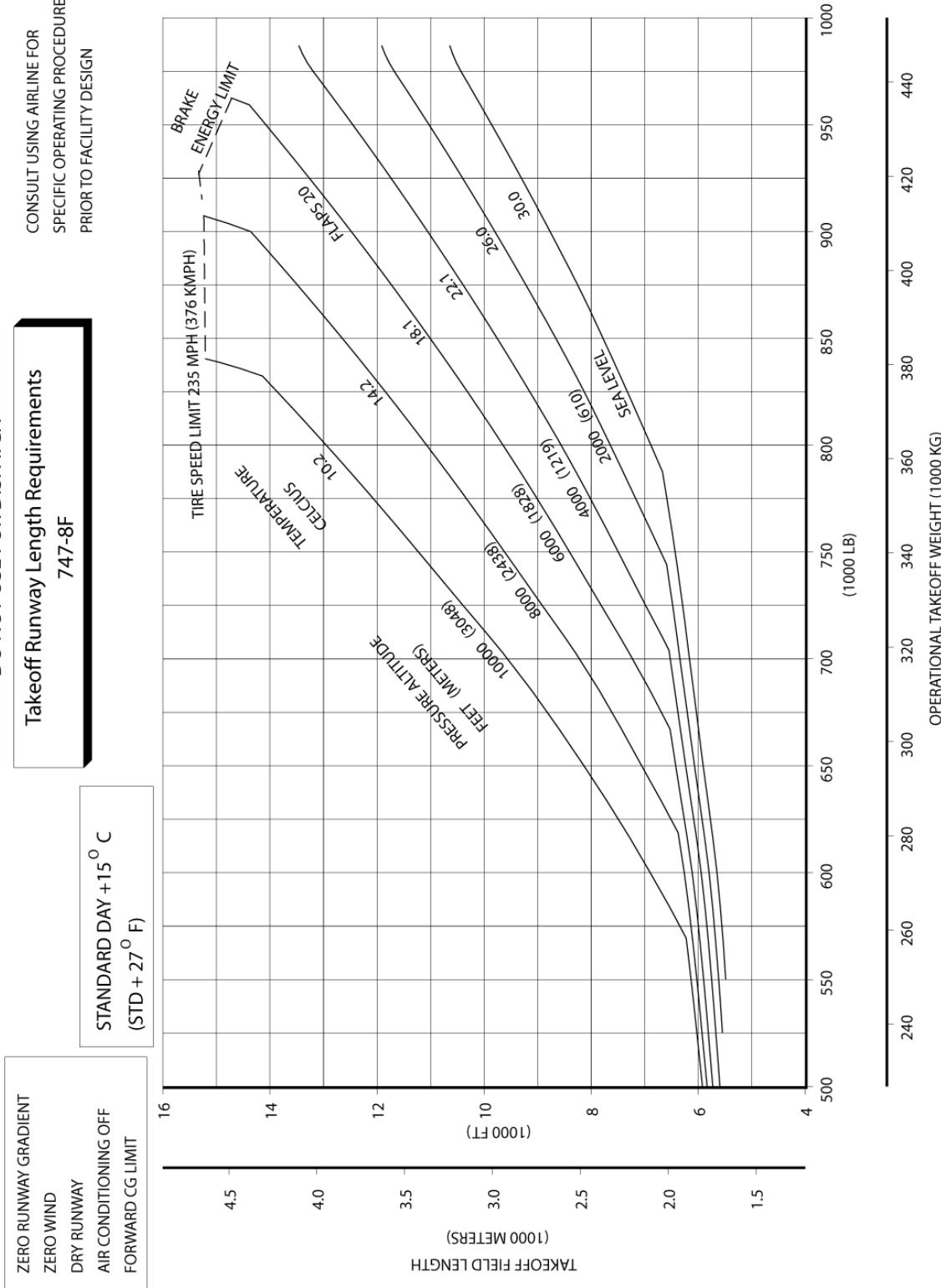
3-8

3.3.6 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 27°F (STD + 15°C): Model 747-8

DO NOT USE FOR DISPATCH

Takeoff Runway Length Requirements
747-8F

CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE PRIOR TO FACILITY DESIGN



D6-58326-3

REV E

January 2026

3-9

3.3.7 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 45°F (STD + 25°C): Model 747-8

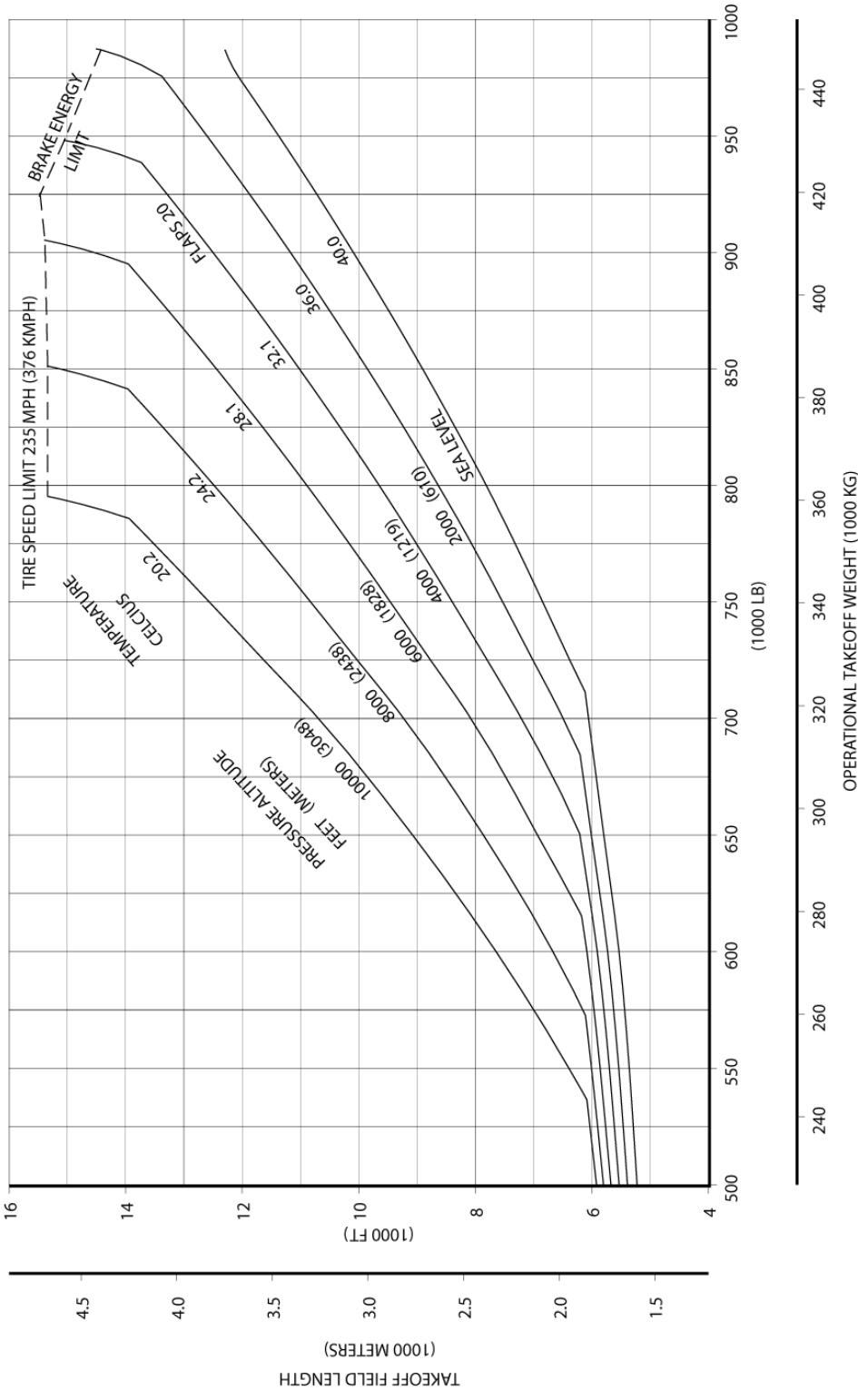
DO NOT USE FOR DISPATCH

Takeoff Runway Length Requirements
747-8E

STANDARD DAY +25° C
(STD + 45° F)

ZERO RUNWAY GRADIENT
ZERO WIND
DRY RUNWAY
AIR CONDITIONING OFF
FORWARD CG LIMIT

CONSULT USING AIRLINE FOR SPECIFIC OPERATING PROCEDURE PRIOR TO FACILITY DESIGN



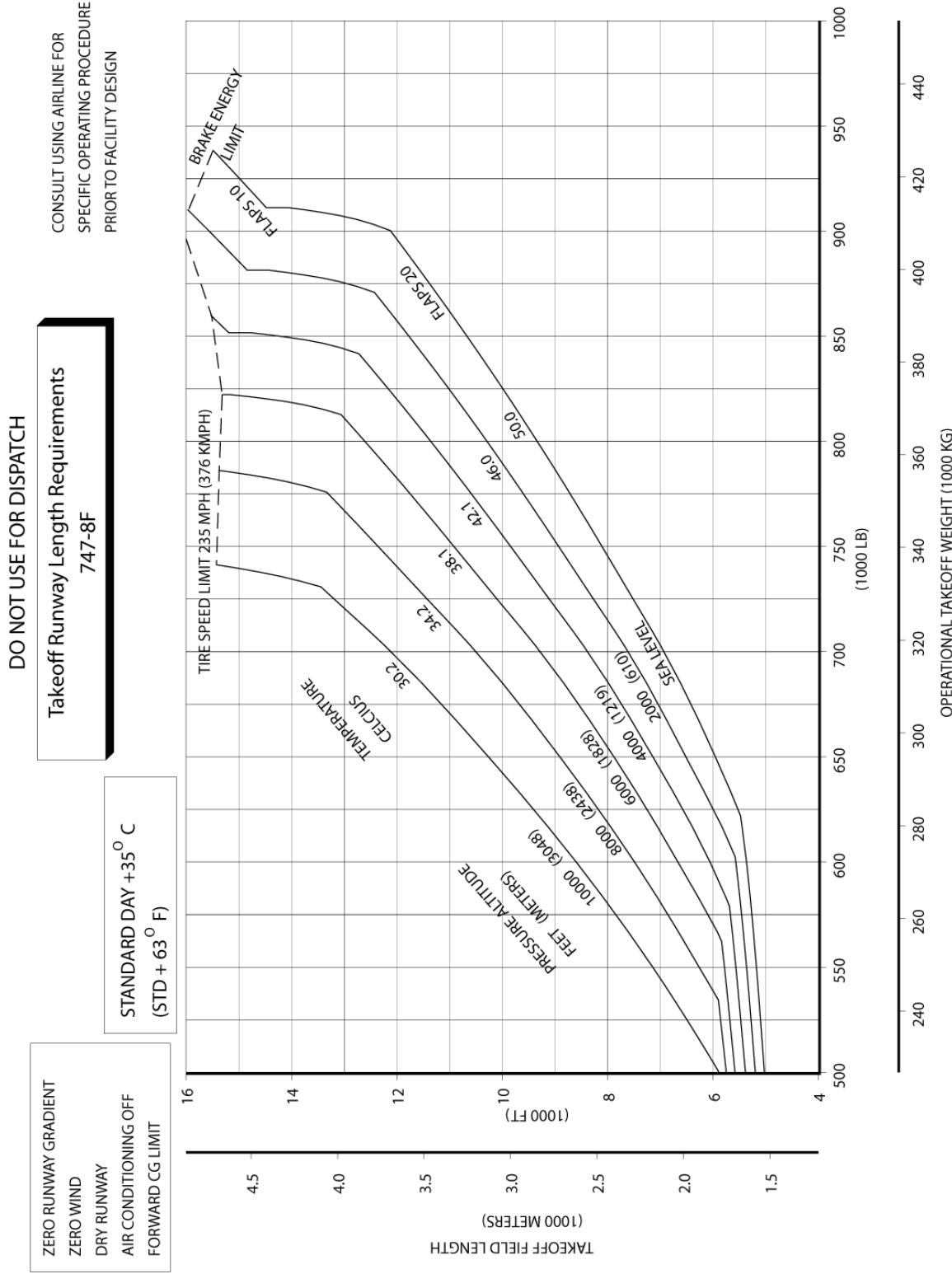
D6-58326-3

REV E

January 2026

3-10

3.3.8 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 63°F (STD + 35°C): Model 747-8



D6-58326-3

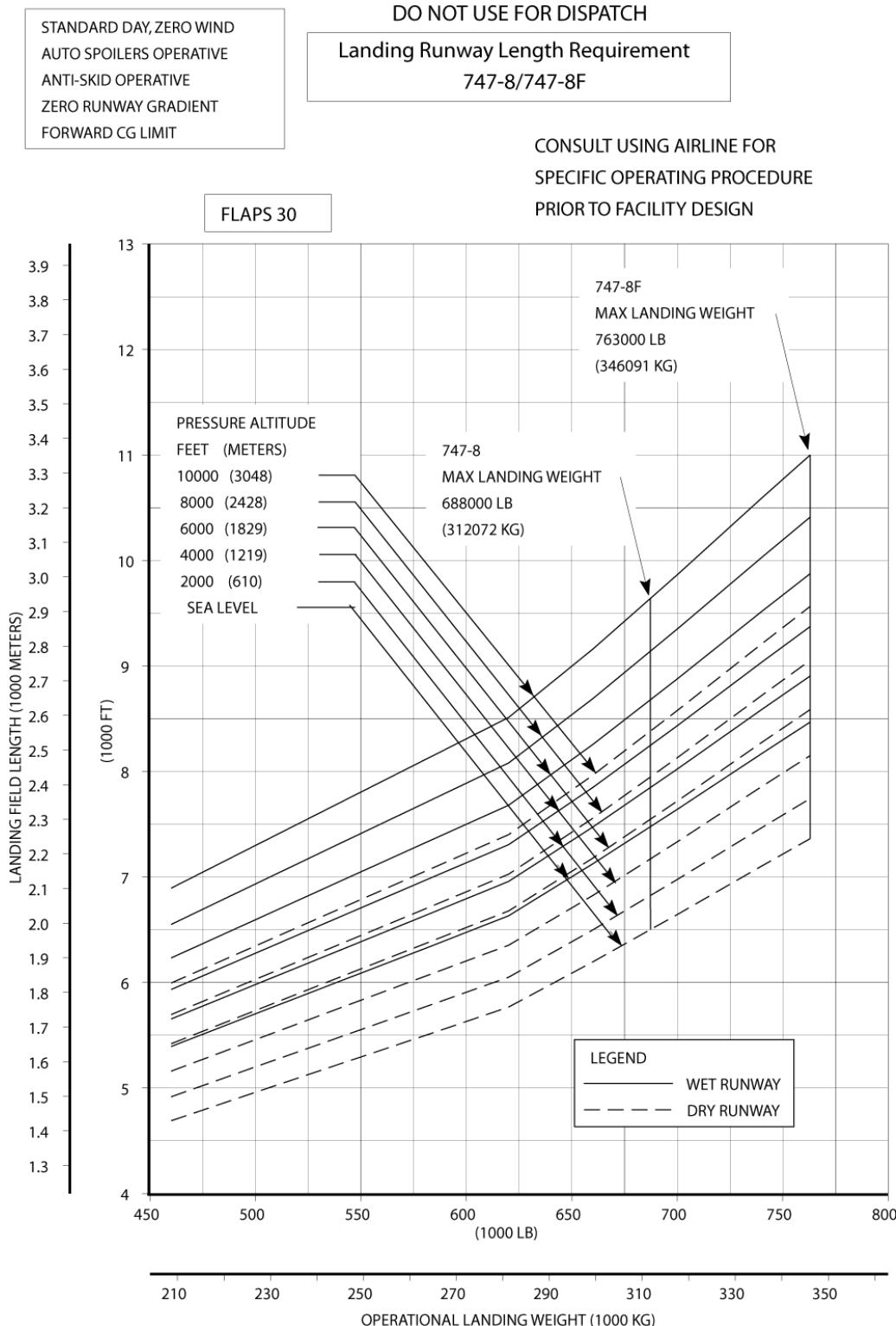
REV E

January 2026

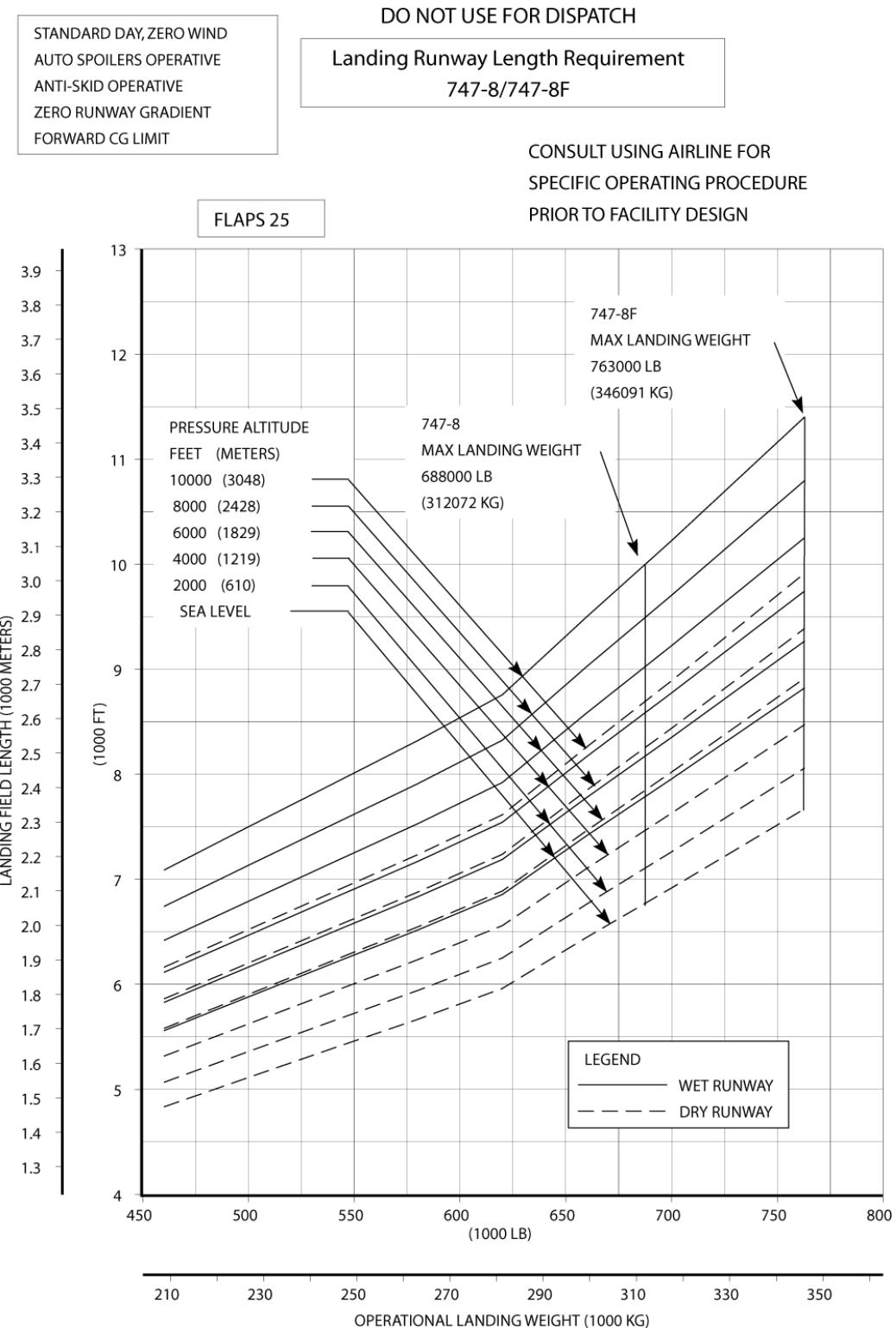
3-11

3.4 FAA/EASA LANDING RUNWAY LENGTH REQUIREMENTS

3.4.1 FAA/EASA Landing Runway Length Requirements - Flaps 30: Model 747-8F and 747-8



3.4.2 FAA/EASA Landing Runway Length Requirements - Flaps 25: Model 747-8F and 747-8



D6-58326-3

REV E

January 2026

3-13

4.0 GROUND MANEUVERING

4.1 GENERAL INFORMATION

The 747-8 main landing gear consists of four main struts, each strut with four wheels. This geometric arrangement of the four main gears results in somewhat different ground maneuvering characteristics from those experienced with typical landing gear aircraft.

Basic factors that influence the geometry of the turn include:

1. Nose wheel steering angle
2. Engine power settings
3. Center of gravity location
4. Airplane weight
5. Pavement surface conditions
6. Amount of differential braking
7. Ground speed
8. Main landing gear steering

The steering system of the 747-8 incorporates steering of the main body landing gear in addition to the nose gear steering. This body gear steering system is hydraulically actuated and is programmed electrically to provide steering ratios proportionate to the nose gear steering angles. During takeoff and landing, the body gear steering system is centered, mechanically locked, and depressurized.

Steering of the main body gear has the following advantages over ground maneuvering without this steering feature; overall improved maneuverability, including improved nose gear tracking; elimination of the need for differential braking during ground turns, with subsequent reduced brake wear; reduced thrust requirements; lower main gear stress levels; and reduced tire scrubbing. The turning radii shown in Section 4.2 are derived from a previous test involving a 747-200. The 747-8 is expected to follow the same maneuvering characteristics.

This section provides airplane turning capability and maneuvering characteristics.

For ease of presentation, these data have been determined from the theoretical limits imposed by the geometry of the aircraft, and where noted, provide for a normal allowance for tire slippage. As such, they reflect the turning capability of the aircraft in favorable operating circumstances. These data should be used only as guidelines for the method of determination of such parameters and for the maneuvering characteristics of this aircraft.

In the ground operating mode, varying airline practices may demand that more conservative turning procedures be adopted to avoid excessive tire wear and reduce possible maintenance problems. Airline operating procedures will vary in the level of performance over a wide range of operating circumstances throughout the world. Variations from standard aircraft operating patterns may be necessary to satisfy physical constraints within the maneuvering area, such as adverse grades, limited area, or high risk of jet blast damage. For these reasons, ground maneuvering requirements should be coordinated with the using airlines prior to layout planning.

Section 4.2 presents turning radii for various nose gear steering angles. Radii for the main and nose gears are measured from the turn center to the outside of the tire.

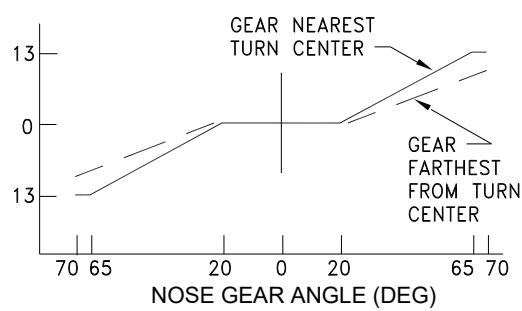
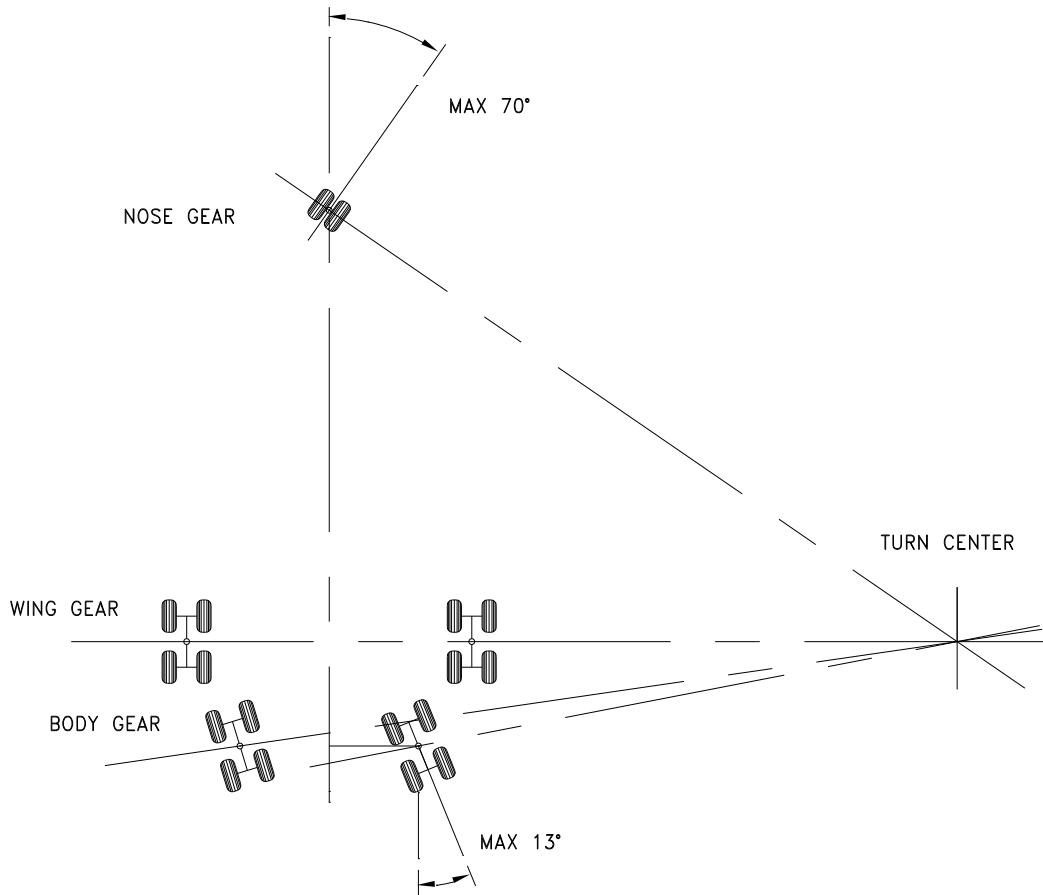
Section 4.3 shows data on minimum width of pavement required for 180° turn.

Section 4.4 provides pilot visibility data from the cockpit and the limits of ambinocular vision through the windows. Ambinocular vision is defined as the total field of vision seen simultaneously by both eyes.

Section 4.5 shows approximate wheel paths for various runway and taxiway turn scenarios. The pavement fillet geometries are based on the FAA's Advisory Circular (AC) 150/5300-13 (thru change 16). They represent typical fillet geometries built at many airports worldwide. ICAO and other civil aviation authorities publish many different fillet design methods. Prior to determining the size of fillets, airports are advised to check with the airlines regarding the operating procedures and aircraft types they expect to use at the airport. Further, given the cost of modifying fillets and the operational impact to ground movement and air traffic during construction, airports may want to design critical fillets for larger aircraft types to minimize future operational impacts.

Section 4.6 illustrates a typical runway holding bay configuration.

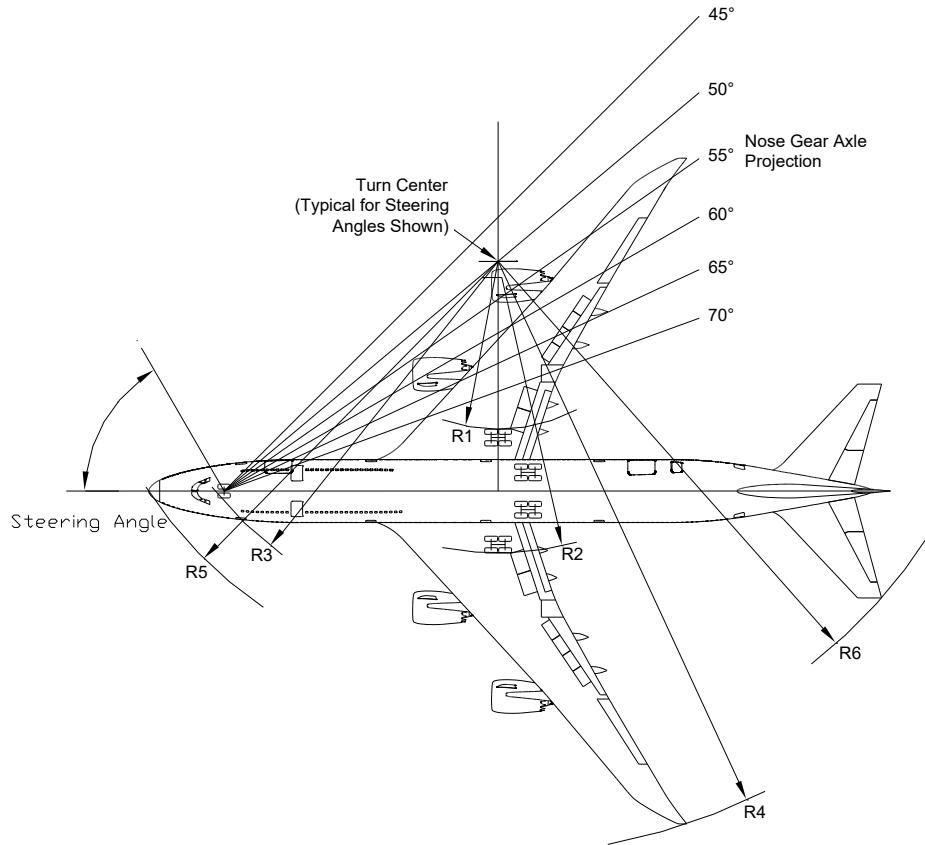
4.1.1 General Information – Body Gear Steering System: Model 747-8, 747-8F



NOSE GEAR/BODY GEAR TURN RATIOS

4.2 TURNING RADII

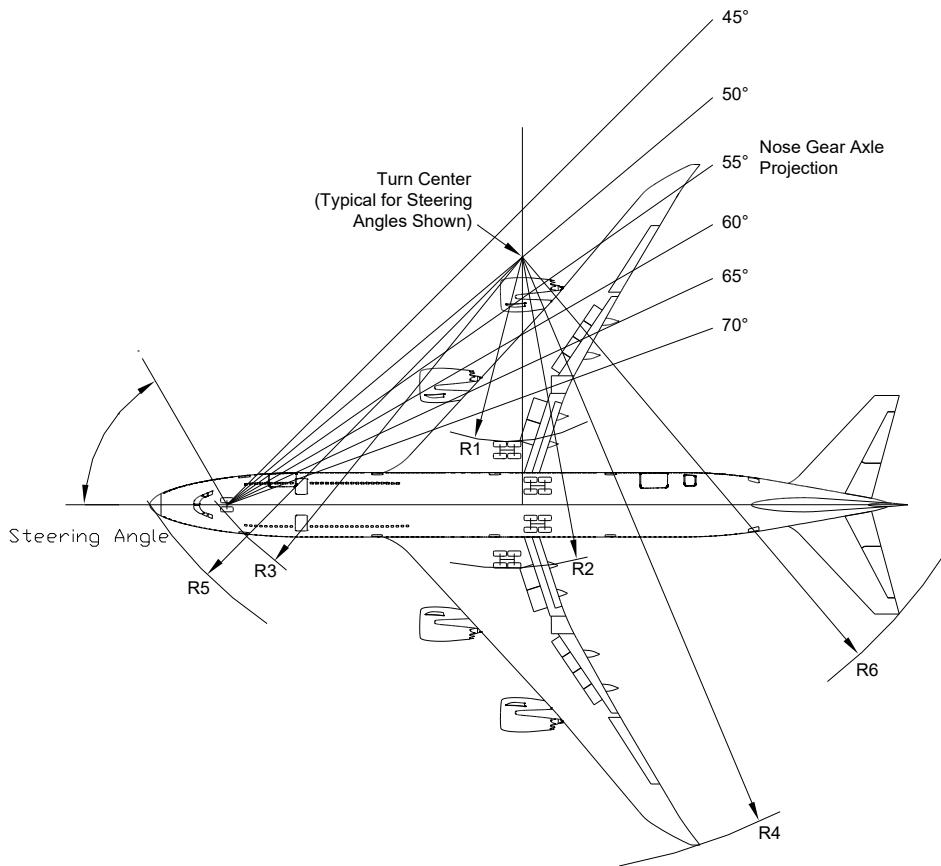
4.2.1 Turning Radii – No Slip Angle – With Body Gear Steering: Model 747-8, 747-8F



NOTES: DATA SHOWN FOR AIRPLANE WITH BODY GEAR STEERING
 ACTUAL OPERATING TURNING RADII MAY BE GREATER THAN SHOWN
 CONSULT WITH AIRLINE FOR SPECIFIC OPERATING PROCEDURE
 DIMENSIONS ROUNDED TO NEAREST FOOT AND 0.1 METER

| STEERING ANGLE (DEG) | R1 INNER GEAR | | R2 OUTER GEAR | | R3 NOSE GEAR | | R4 WINGTIP | | R5 NOSE | | R6 TAIL | |
|-------------------------|---------------|------|---------------|------|--------------|------|------------|------|---------|------|---------|------|
| | FT | M | FT | M | FT | M | FT | M | FT | M | FT | M |
| 30 | 139 | 42.4 | 181 | 55.2 | 188 | 57.3 | 280 | 85.3 | 199 | 60.7 | 233 | 71.0 |
| 35 | 111 | 33.8 | 153 | 46.6 | 164 | 50.0 | 252 | 76.8 | 177 | 54.0 | 210 | 64.0 |
| 40 | 89 | 27.1 | 131 | 39.9 | 147 | 44.8 | 231 | 70.4 | 161 | 49.1 | 193 | 58.8 |
| 45 | 72 | 21.9 | 113 | 34.4 | 134 | 40.8 | 214 | 65.2 | 150 | 45.7 | 180 | 54.9 |
| 50 | 57 | 17.4 | 98 | 29.9 | 124 | 37.8 | 200 | 61.0 | 141 | 43.0 | 170 | 51.8 |
| 55 | 44 | 13.4 | 86 | 26.2 | 116 | 35.4 | 188 | 57.3 | 134 | 40.8 | 162 | 49.4 |
| 60 | 33 | 10.1 | 74 | 22.6 | 110 | 33.5 | 177 | 54.0 | 129 | 39.3 | 155 | 47.2 |
| 65 | 22 | 6.7 | 64 | 19.5 | 105 | 32.0 | 168 | 51.2 | 125 | 38.1 | 149 | 45.4 |
| 70 (MAX) | 13 | 4.0 | 55 | 16.8 | 101 | 30.8 | 159 | 48.5 | 123 | 37.5 | 144 | 43.9 |

4.2.2 Turning Radii – No Slip Angle –Body Gear Steering Inoperative: Model 747-8, 747-8F

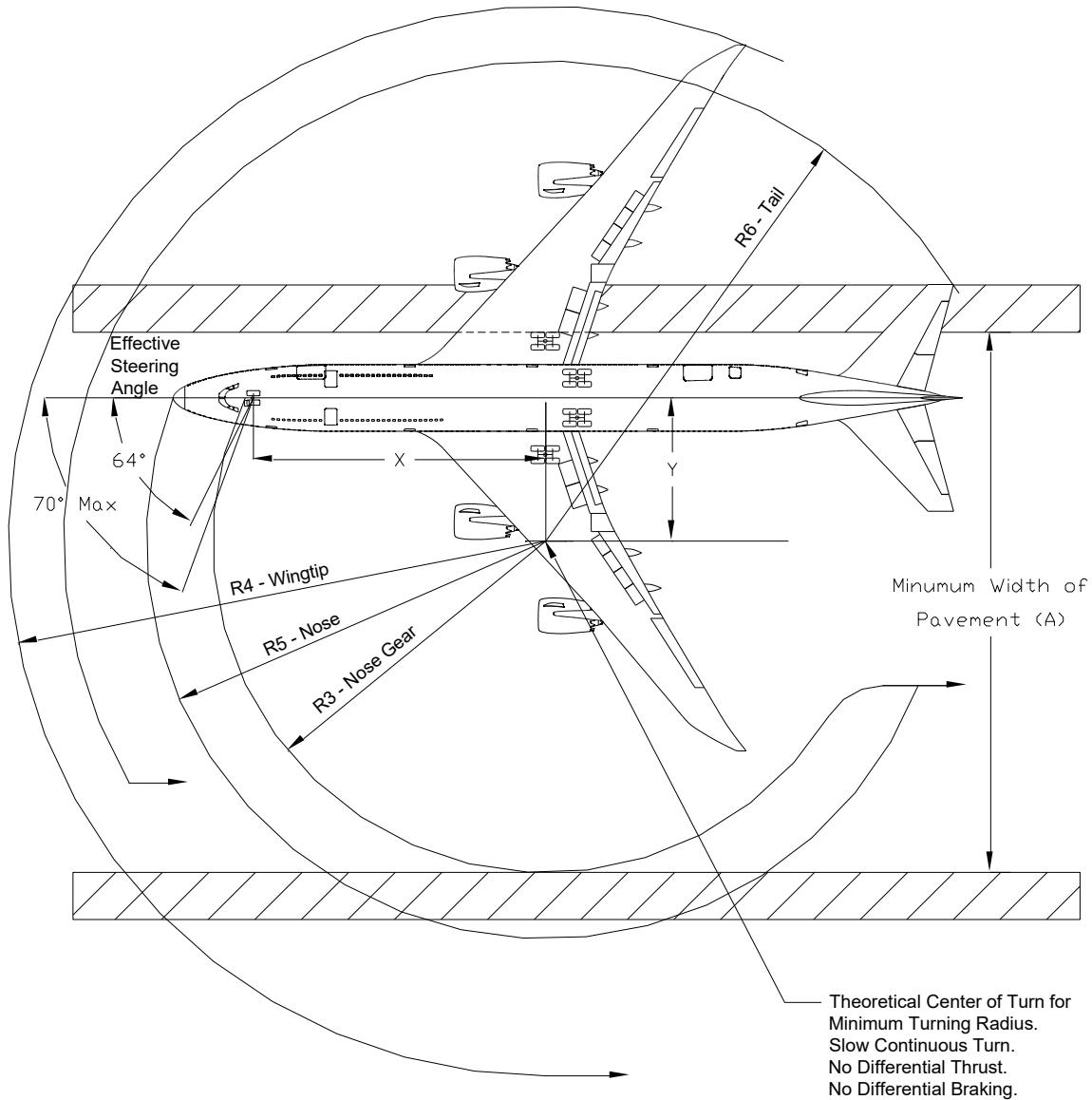


NOTES: DATA SHOWN FOR AIRPLANE WITH BODY GEAR STEERING INOPERATIVE
 ACTUAL OPERATING TURNING RADII MAY BE GREATER THAN SHOWN
 CONSULT WITH AIRLINE FOR SPECIFIC OPERATING PROCEDURE
 DIMENSIONS ROUNDED TO NEAREST FOOT AND 0.1 METER

| STEERING ANGLE (DEG) | R1 INNER GEAR | | R2 OUTER GEAR | | R3 NOSE GEAR | | R4 WINGTIP | | R5 NOSE | | R6 TAIL | |
|-------------------------|---------------|------|---------------|------|--------------|------|------------|------|---------|------|---------|------|
| | FT | M | FT | M | FT | M | FT | M | FT | M | FT | M |
| 30 | 148 | 45.1 | 190 | 57.9 | 198 | 60.4 | 287 | 87.5 | 209 | 63.7 | 240 | 73.2 |
| 35 | 118 | 36.0 | 160 | 48.8 | 173 | 52.7 | 258 | 78.6 | 186 | 56.7 | 215 | 65.5 |
| 40 | 95 | 29.0 | 137 | 41.8 | 155 | 47.2 | 236 | 71.9 | 169 | 51.5 | 196 | 59.7 |
| 45 | 77 | 23.5 | 118 | 36.0 | 141 | 43.0 | 218 | 66.4 | 157 | 47.9 | 182 | 55.5 |
| 50 | 61 | 18.6 | 103 | 31.4 | 130 | 39.6 | 203 | 61.9 | 148 | 45.1 | 171 | 52.1 |
| 55 | 47 | 14.3 | 89 | 27.1 | 122 | 37.2 | 190 | 57.9 | 141 | 43.0 | 162 | 49.4 |
| 60 | 36 | 11.0 | 77 | 23.5 | 116 | 35.4 | 178 | 54.3 | 135 | 41.1 | 155 | 47.2 |
| 65 | 25 | 7.6 | 66 | 20.1 | 111 | 33.8 | 168 | 51.2 | 131 | 39.9 | 149 | 45.4 |
| 70 (MAX) | 15 | 4.6 | 57 | 17.4 | 107 | 32.6 | 159 | 48.5 | 128 | 39.0 | 143 | 43.6 |

4.3 CLEARANCE RADII

4.3.1 Clearance Radii – With Body Gear Steering: Model 747-8, 747-8F



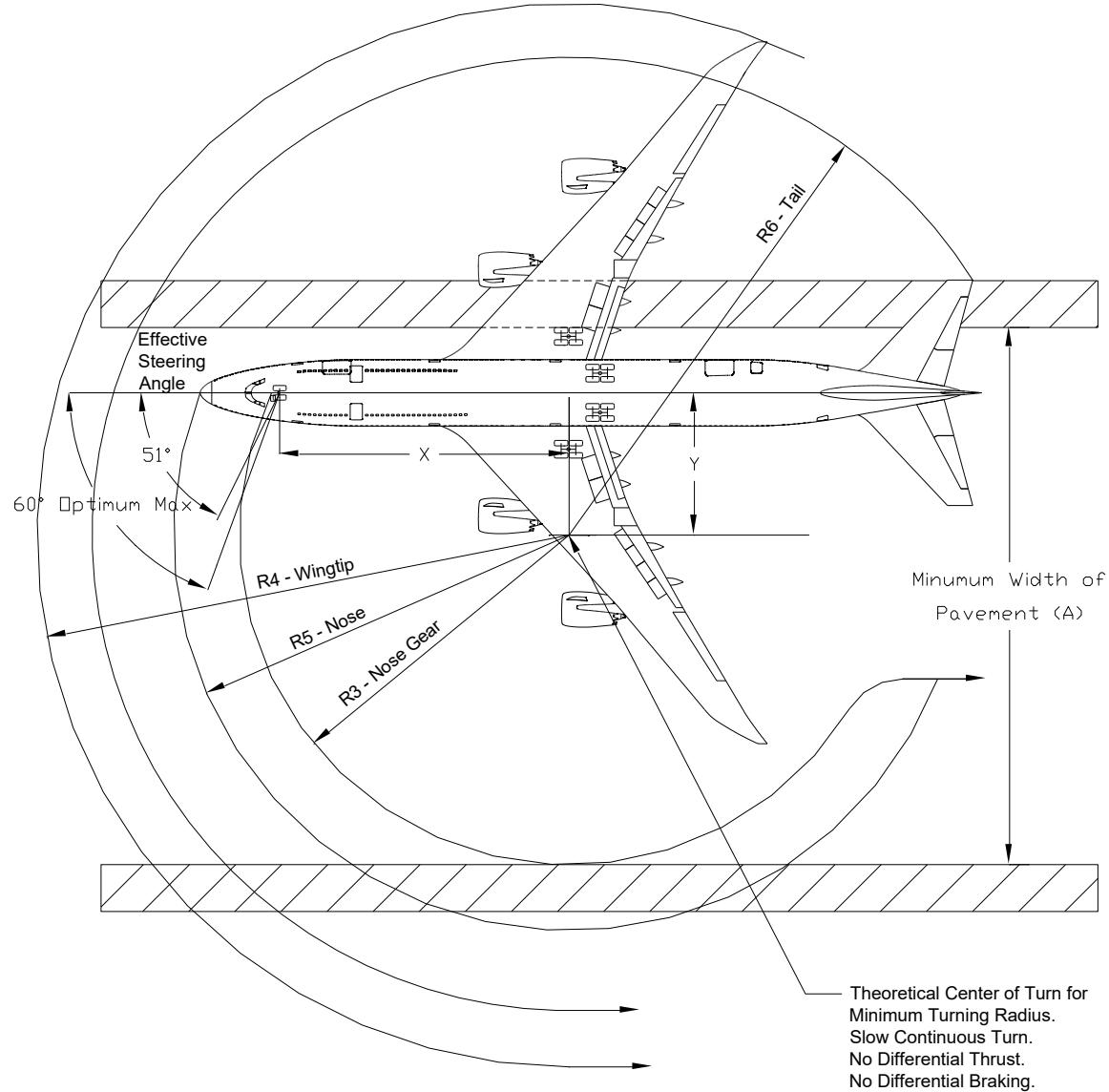
Notes:

- 6° Tire Slip Angle – Approximate Only For 70° Maximum Turn Angle
- Consult Airline For Actual Operating Data.

| AIRPLANE MODEL | EFFECTIVE TURNING ANGLE (DEG) | X | | Y | | A | | R3 | | R4 | | R5 | | R6 | |
|----------------|-------------------------------|----|------|----|------|-----|------|-----|------|-----|------|-----|------|-----|------|
| | | FT | M | FT | M | FT | M | FT | M | FT | M | FT | M | FT | M |
| 747-8, 747-8F | 64 | 93 | 28.3 | 46 | 14.0 | 172 | 52.4 | 105 | 32.0 | 170 | 51.8 | 126 | 38.4 | 153 | 46.6 |

NOTE: DIMENSIONS ARE ROUNDED TO THE NEAREST FOOT AND 0.1 METER.

4.3.2 Clearance Radii – Body Gear Steering Inoperative: Model 747-8, 747-8F



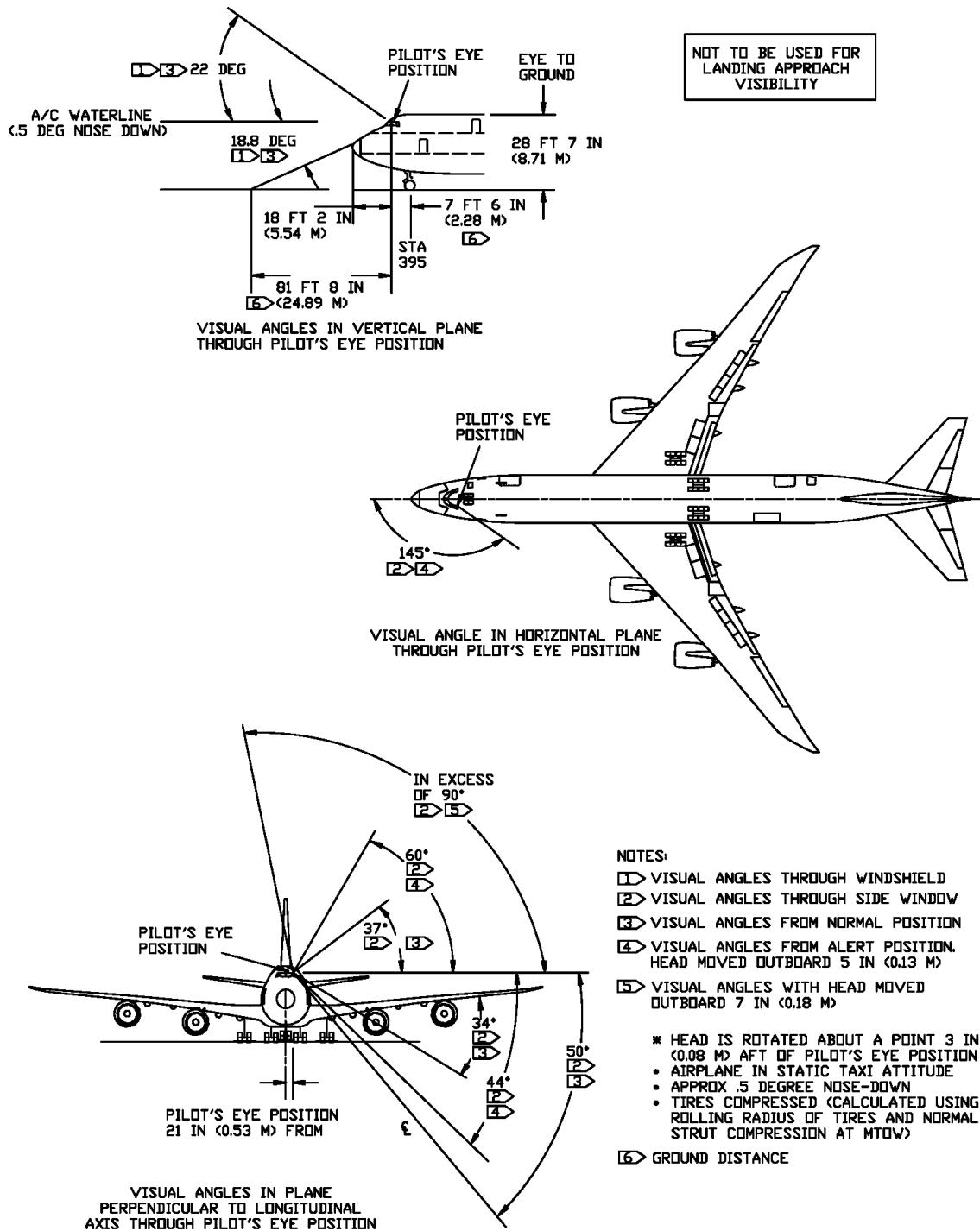
Notes:

- Body Gear Steering Inoperative Rarely Occurs. Data Provided As Reference Only
- 9° Tire Slip Angle – Approximate Only For 60° Turn Angle (Optimum Max Steering Angle)
- Consult Airline For Actual Operating Data.

| AIRPLANE MODEL | EFFECTIVE TURNING ANGLE (DEG) | X | | Y | | A | | R3 | | R4 | | R5 | | R6 | |
|------------------|-------------------------------|----|------|----|------|-----|------|-----|------|-----|------|-----|------|-----|------|
| | | FT | M | FT | M | FT | M | FT | M | FT | M | FT | M | FT | M |
| 747-8, 747-8F | 51 | 98 | 29.9 | 79 | 24.1 | 228 | 69.5 | 129 | 39.3 | 200 | 61.0 | 146 | 44.5 | 169 | 51.5 |

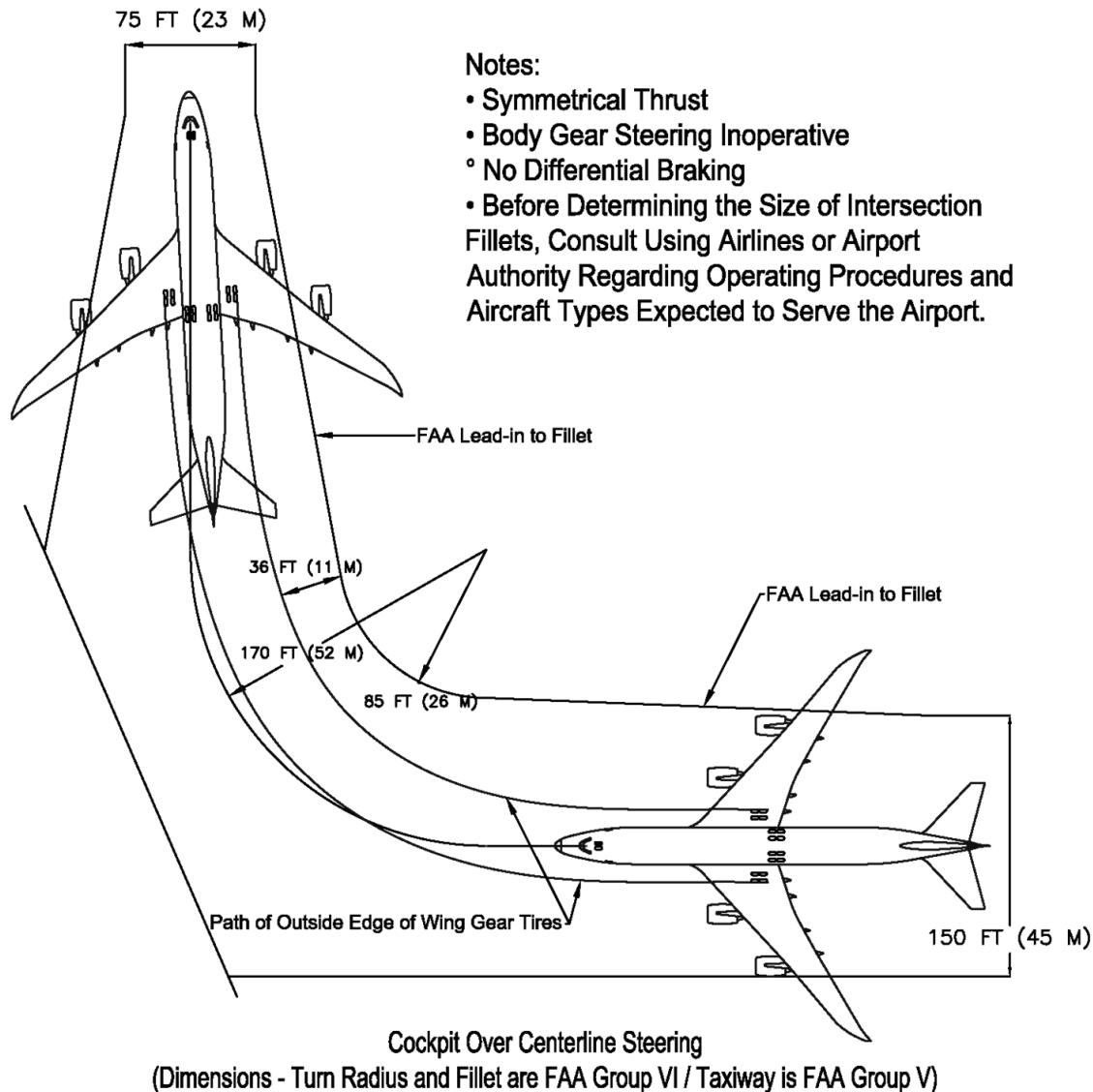
NOTE: DIMENSIONS ARE ROUNDED TO THE NEAREST FOOT AND 0.1 METER.

4.4 VISIBILITY FROM COCKPIT IN STATIC POSITION: MODEL 747-8, 747-8F

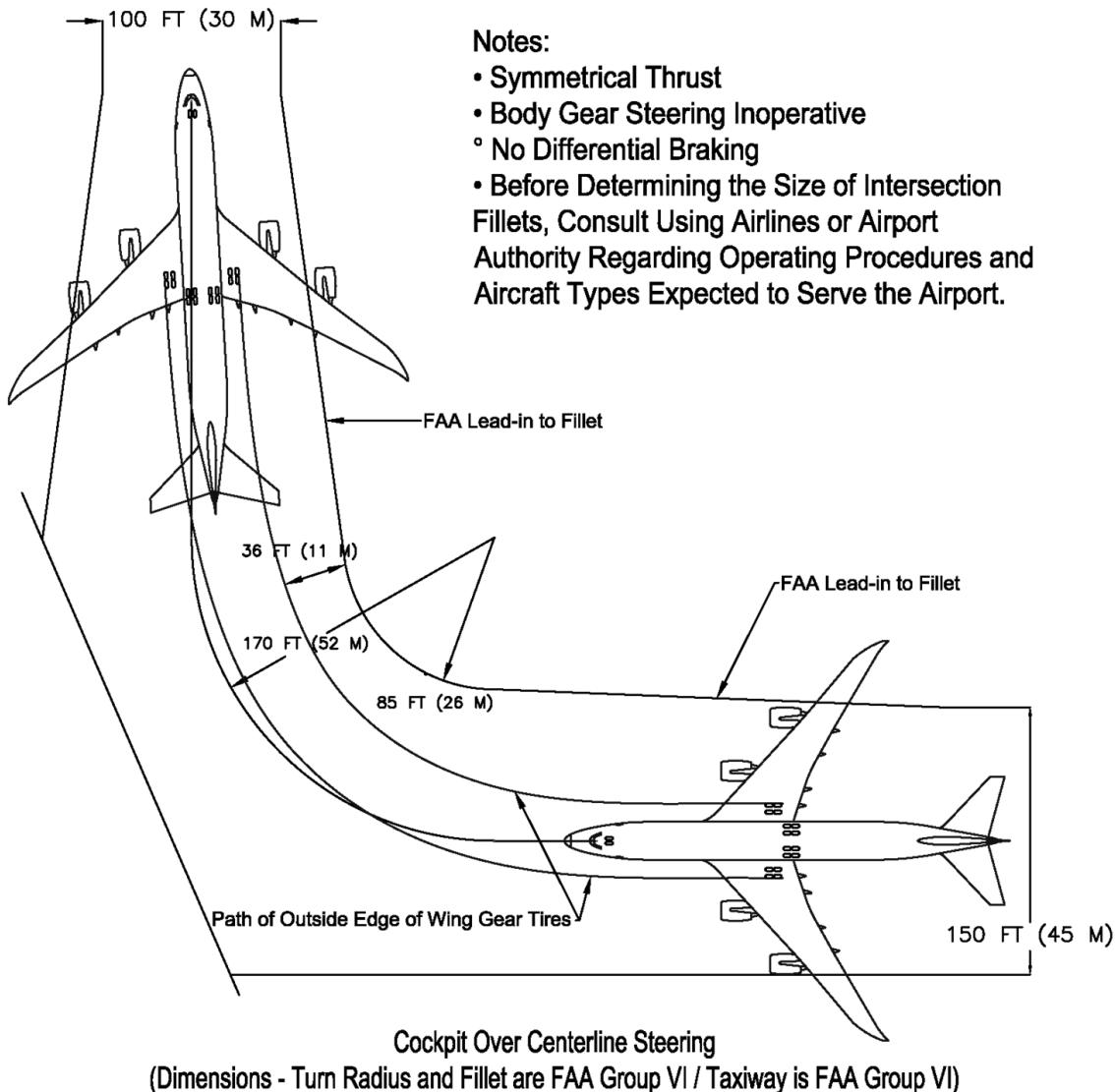


4.5 RUNWAY AND TAXIWAY TURN PATHS

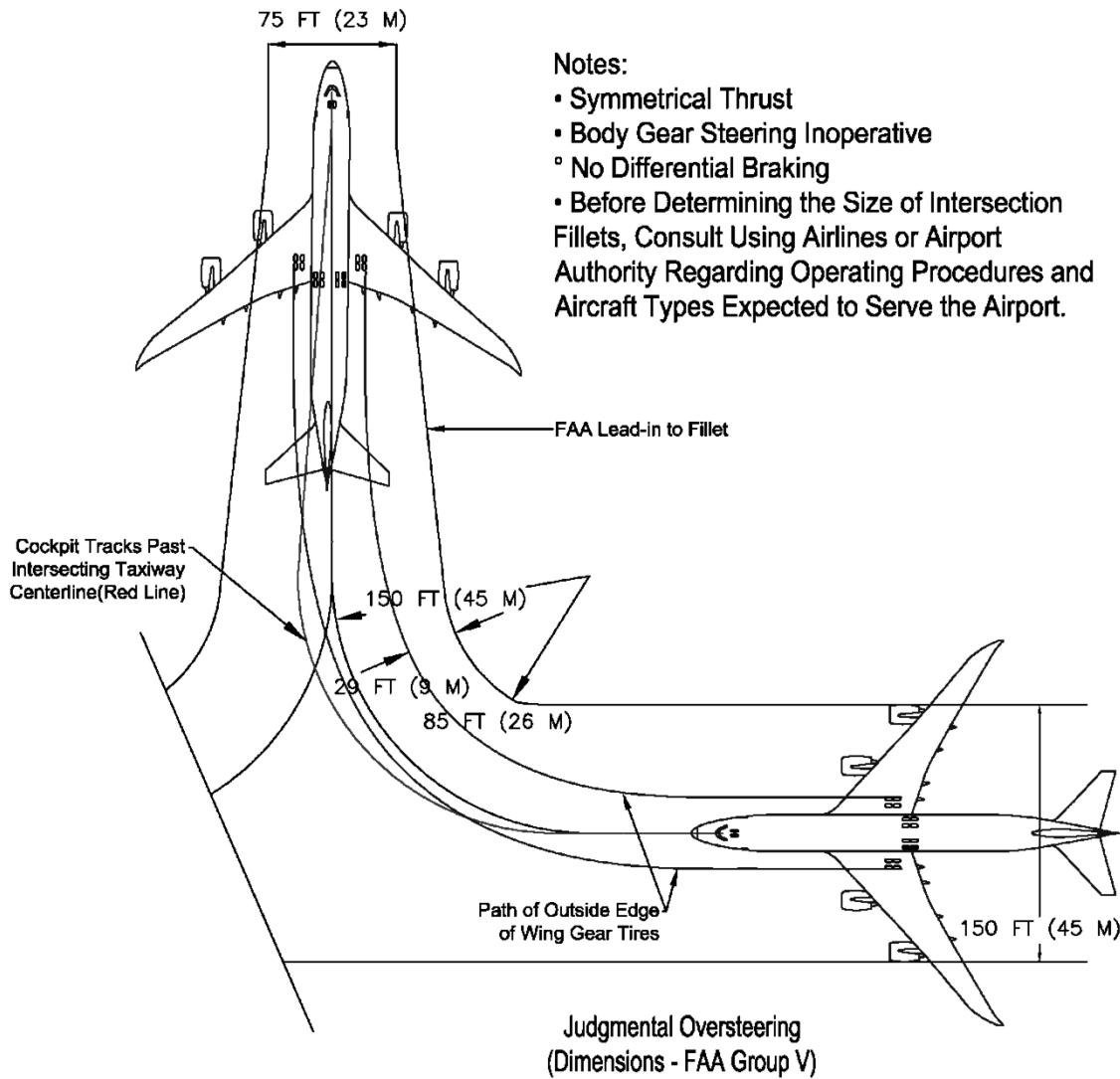
4.5.1 Runway and Taxiway Turnpaths - Runway-to-Taxiway, 90 Degrees, Cockpit Over Centerline (FAA Group VI Radius/Fillet to Group V Taxiway): Model 747-8, 747-8F



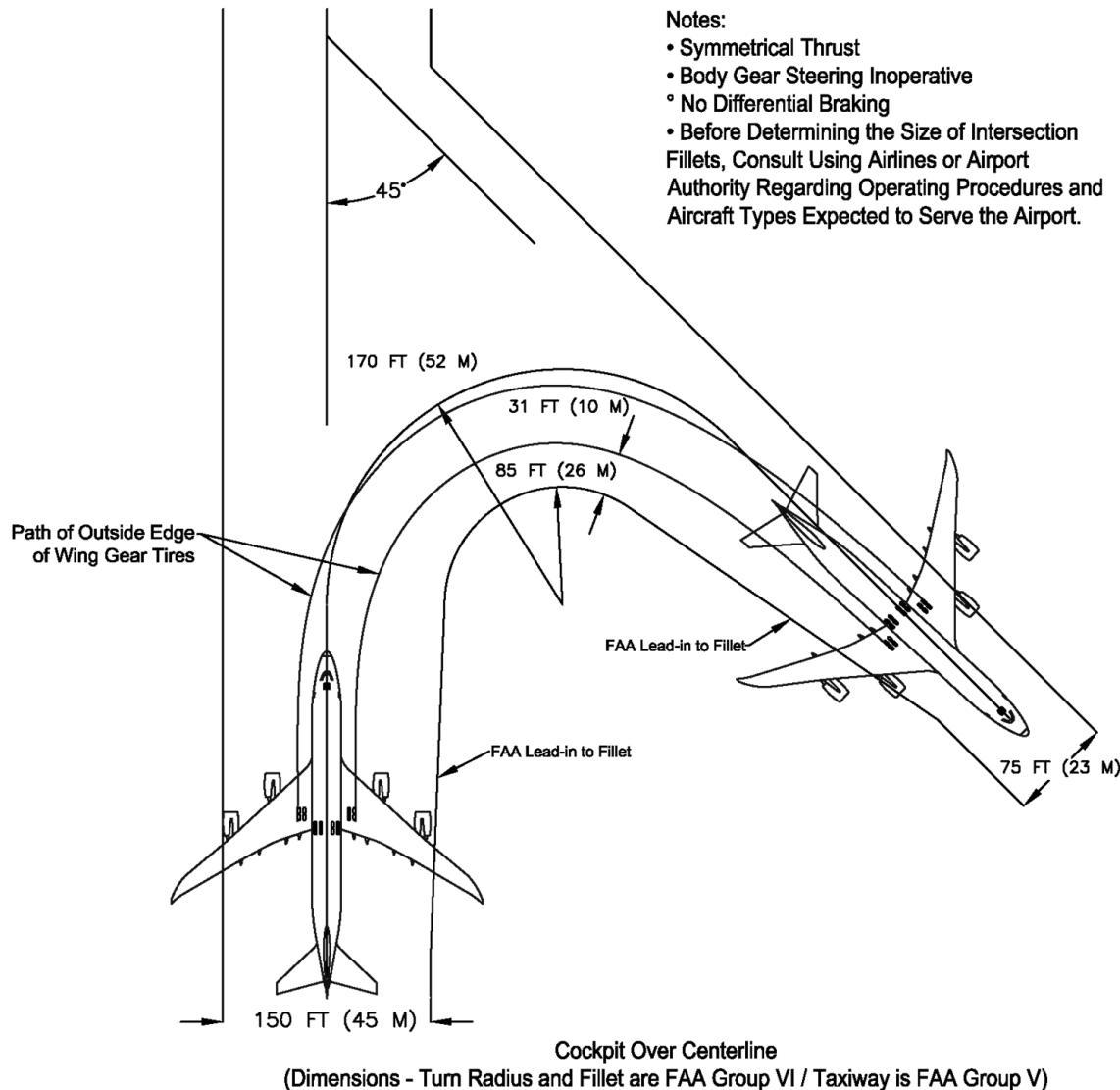
4.5.2 Runway and Taxiway Turnpaths - Runway-to-Taxiway, 90 Degrees, Cockpit Over Centerline (FAA Group VI Radius/Fillet to Group VI Taxiway): Model 747-8, 747-8F



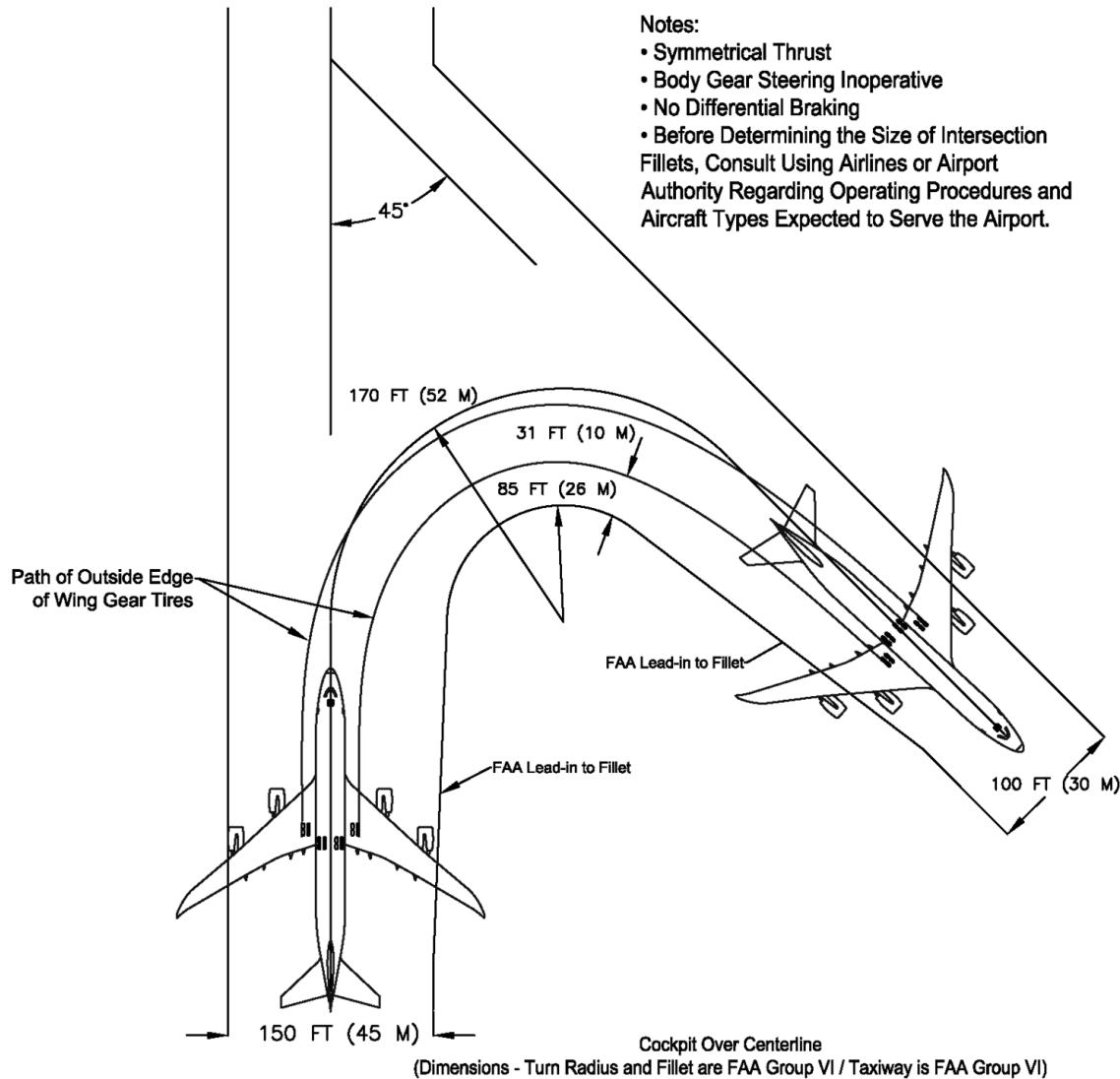
4.5.3 Runway and Taxiway Turnpaths - Runway-to-Taxiway, 90 Degrees, Judgmental Oversteer (FAA Group V Radius/Fillet to Group V Taxiway): Model 747-8, 747-8F



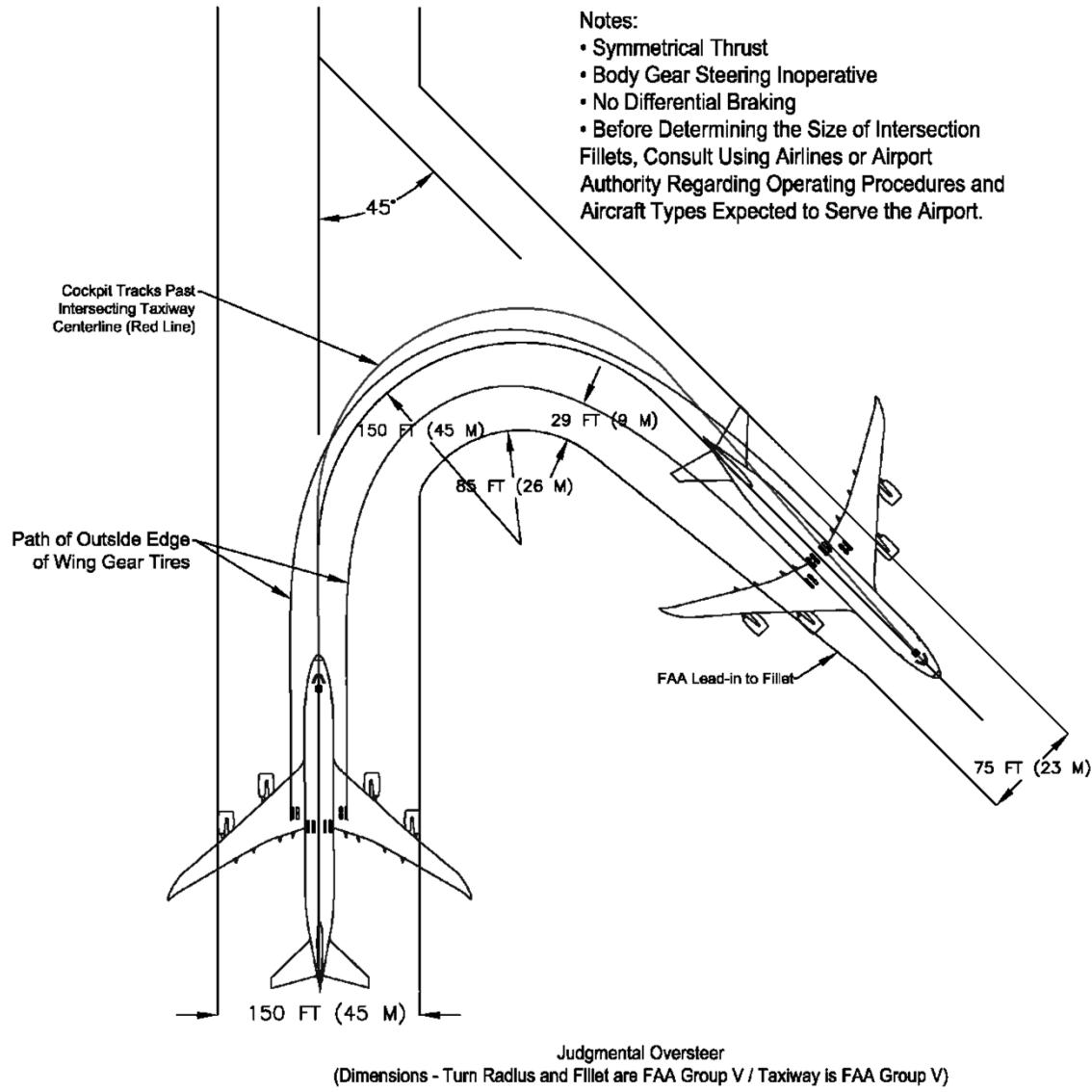
4.5.4 Runway and Taxiway Turnpaths - Runway-to-Taxiway, More Than 90 Degrees, Cockpit Over Centerline (FAA Group VI Radius to Group V Taxiway): Model 747-8, 747-8F



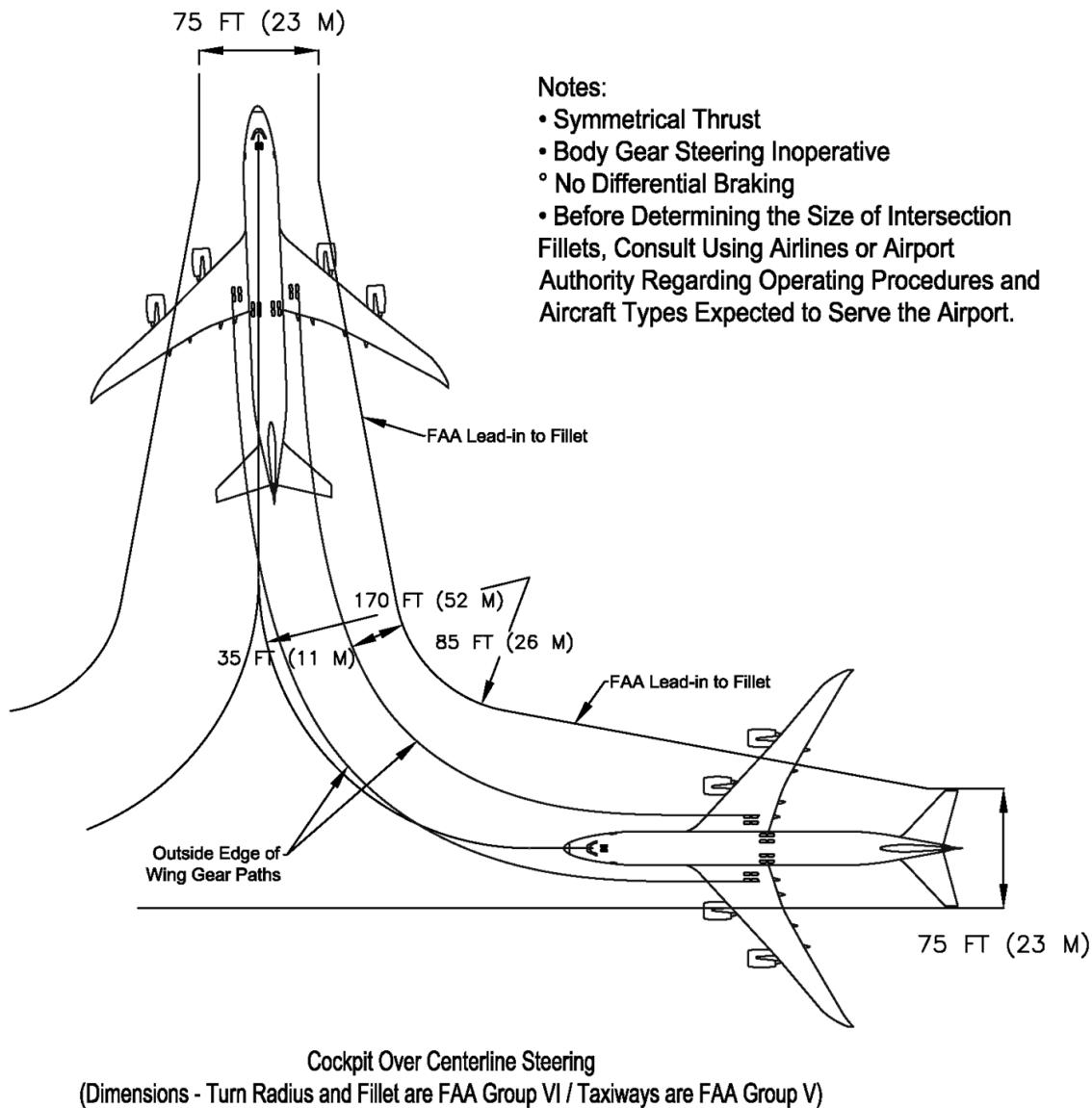
4.5.5 Runway and Taxiway Turnpaths - Runway-to-Taxiway, More Than 90 Degrees, Cockpit Over Centerline (FAA Group VI Radius to Group VI Taxiway): Model 747-8, 747-8F



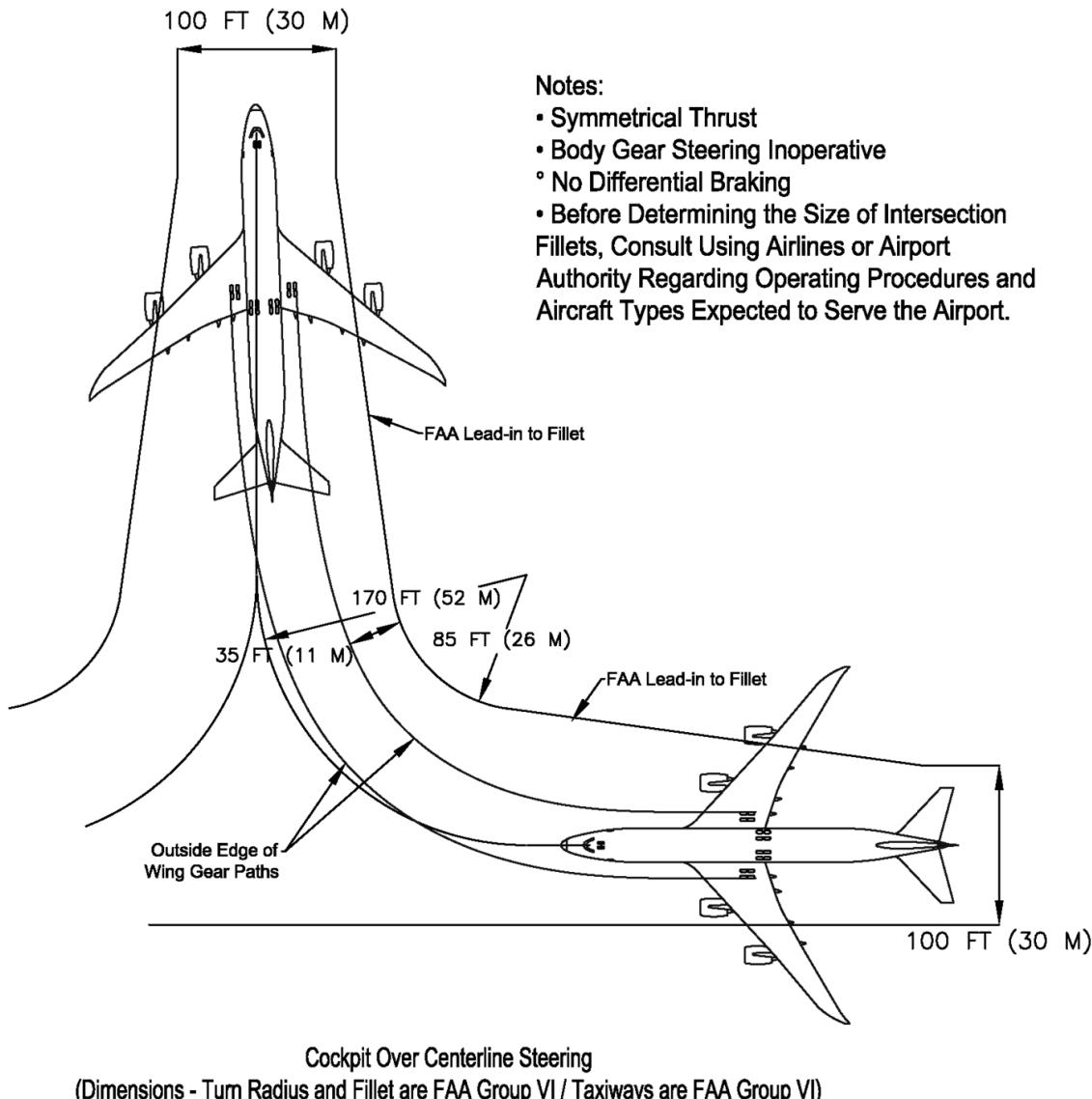
4.5.6 Runway and Taxiway Turnpaths - Runway-to-Taxiway, More Than 90 Degrees, Judgmental Oversteer (FAA Group V Radius to Group V Taxiway): Model 747-8, 747-8F



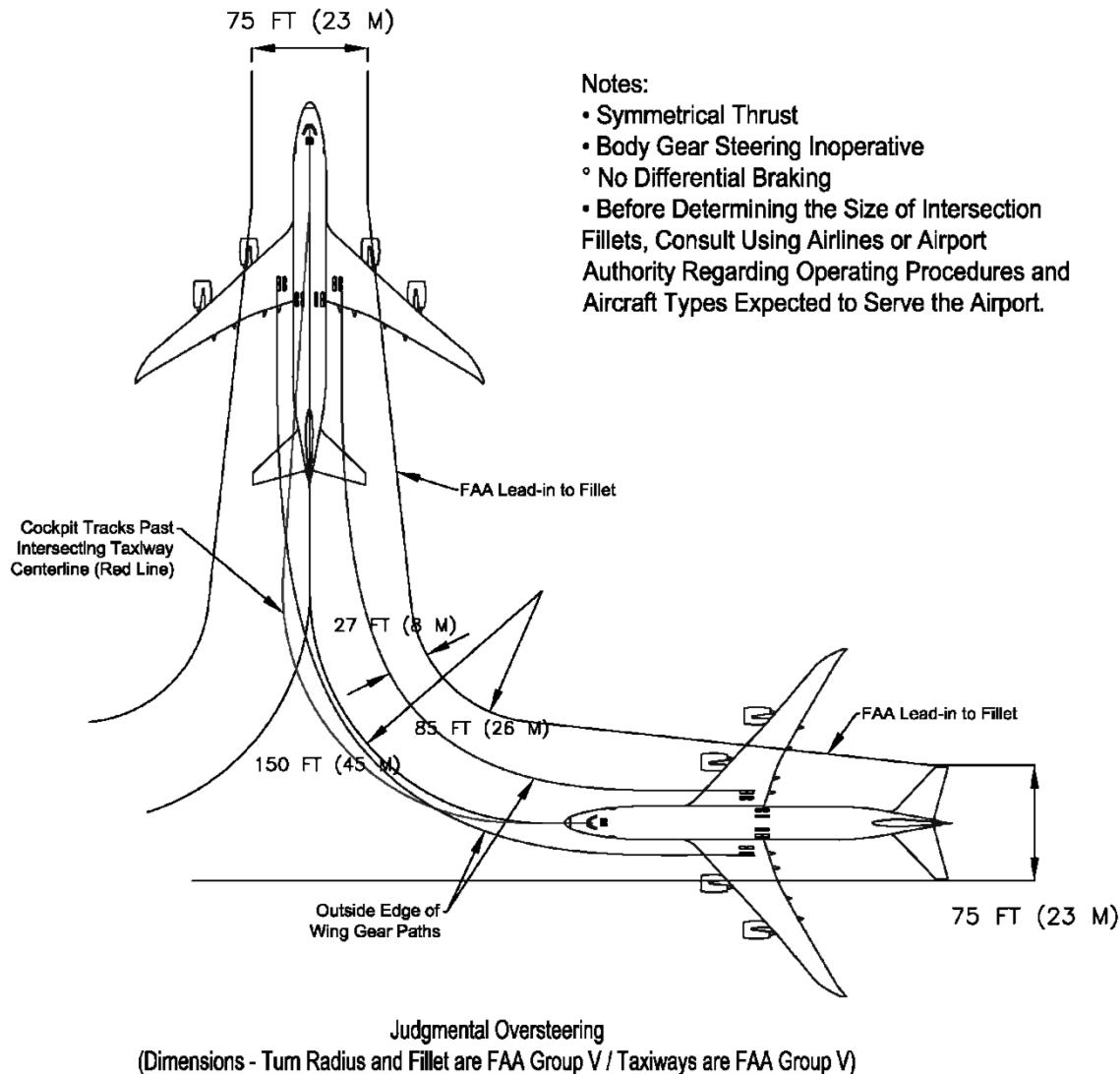
4.5.7 Runway and Taxiway Turnpaths - Taxiway-to-Taxiway, 90 Degrees, Cockpit Over Centerline (FAA Group VI Radius to Group V Taxiways): Model 747-8, 747-8F



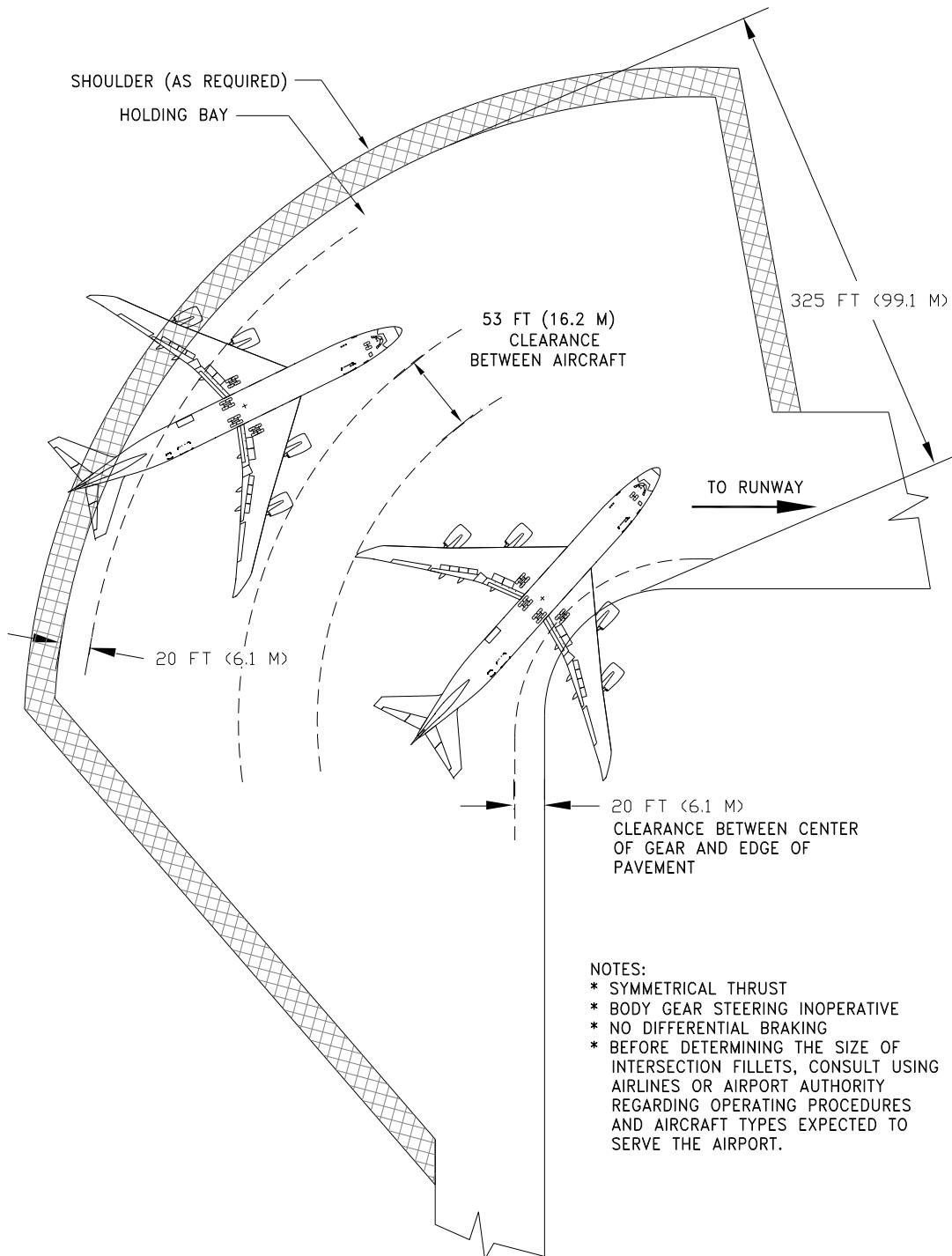
4.5.8 Runway and Taxiway Turnpaths - Taxiway-to-Taxiway, 90 Degrees, Cockpit Over Centerline (FAA Group VI Radius to Group VI Taxiways): Model 747-8, 747-8F



4.5.9 Runway and Taxiway Turnpaths - Taxiway-to-Taxiway, 90 Degrees, Judgmental Oversteer (FAA Group V Radius to Group V Taxiway): Model 747-8, 747-8F



4.6 RUNWAY HOLDING BAY: MODEL 747-8, 747-8F



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5.0 TERMINAL SERVICING

During turnaround at the terminal, certain services must be performed on the aircraft, usually within a given time, to meet flight schedules. This section shows service vehicle arrangements, schedules, locations of service points, and typical service requirements. The data presented in this section reflect ideal conditions for a single airplane. Service requirements may vary according to airplane condition and airline procedure.

Section 5.1 shows typical arrangements of ground support equipment during turnaround. When the auxiliary power unit (APU) is used, the electrical, air start, and air-conditioning service vehicles may not be required. Passenger loading bridges or portable passenger stairs could be used to load or unload passengers.

Sections 5.2 and 5.3 show typical service times at the terminal. These charts give typical schedules for performing service on the airplane within a given time. Service times could be rearranged to suit availability of personnel, airplane configuration, and degree of service required.

Section 5.4 shows the locations of ground service connections in graphic and in tabular forms. Typical capacities and service requirements are shown in the tables. Services with requirements that vary with conditions are described in subsequent sections.

Section 5.5 shows typical sea level air pressure and flow requirements for starting different engines. The curves are based on an engine start time of 90 seconds.

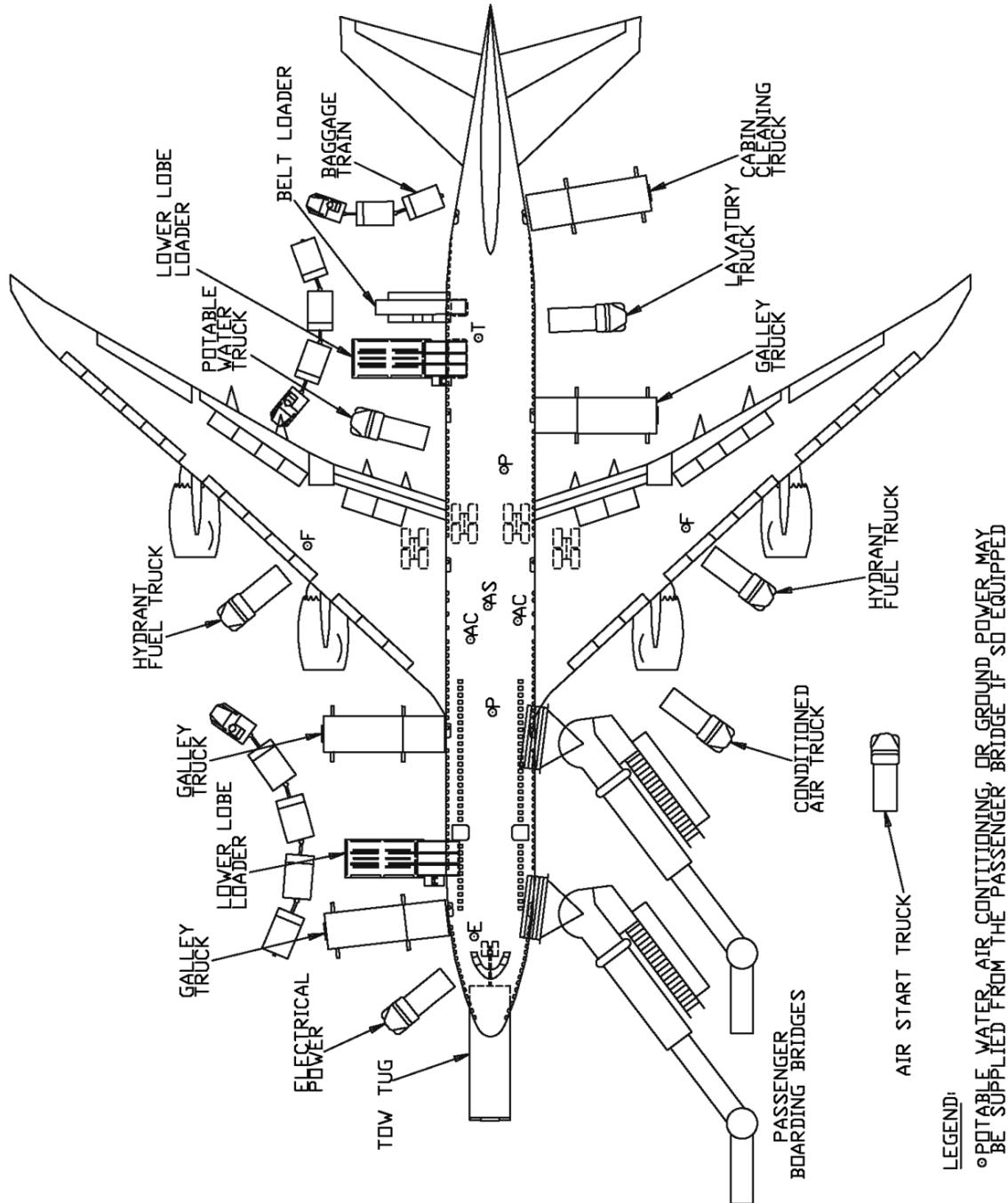
Section 5.6 shows pneumatic requirements for heating and cooling (air conditioning) using high pressure air to run the air cycle machine. The curves show airflow requirements to heat or cool the airplane within a given time and ambient conditions. Maximum allowable pressure and temperature for air cycle machine operation are 60 psia and 450°F, respectively.

Section 5.7 shows pneumatic requirements for heating and cooling the airplane, using low pressure conditioned air. This conditioned air is supplied through an 8-in ground air connection (GAC) directly to the passenger cabin, bypassing the air cycle machines.

Section 5.8 shows ground towing requirements for various ground surface conditions.

5.1 AIRPLANE SERVICING ARRANGEMENT - TYPICAL TURNAROUND

5.1.1 Airplane Servicing Arrangement - Typical Turnaround: Model 747-8



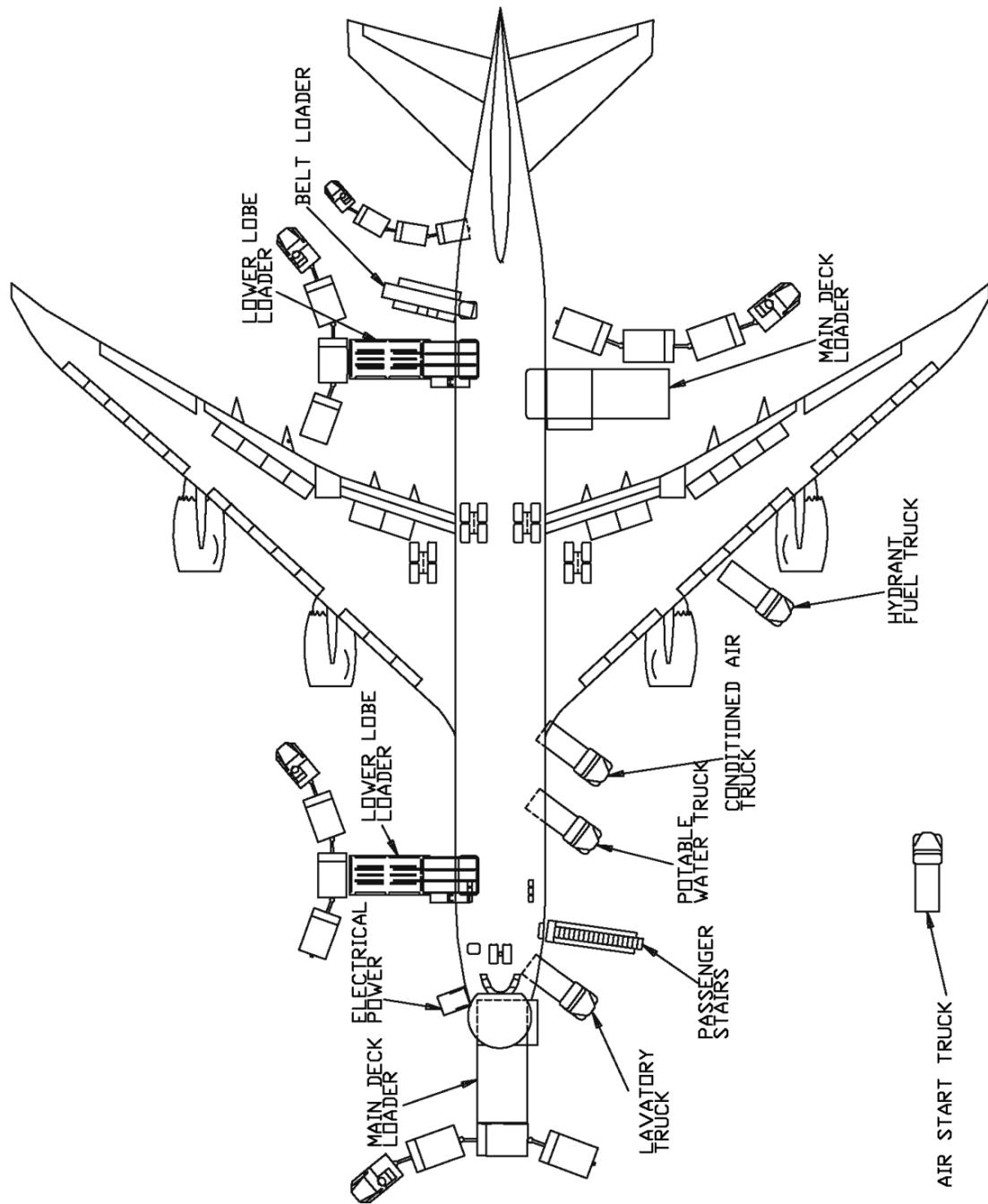
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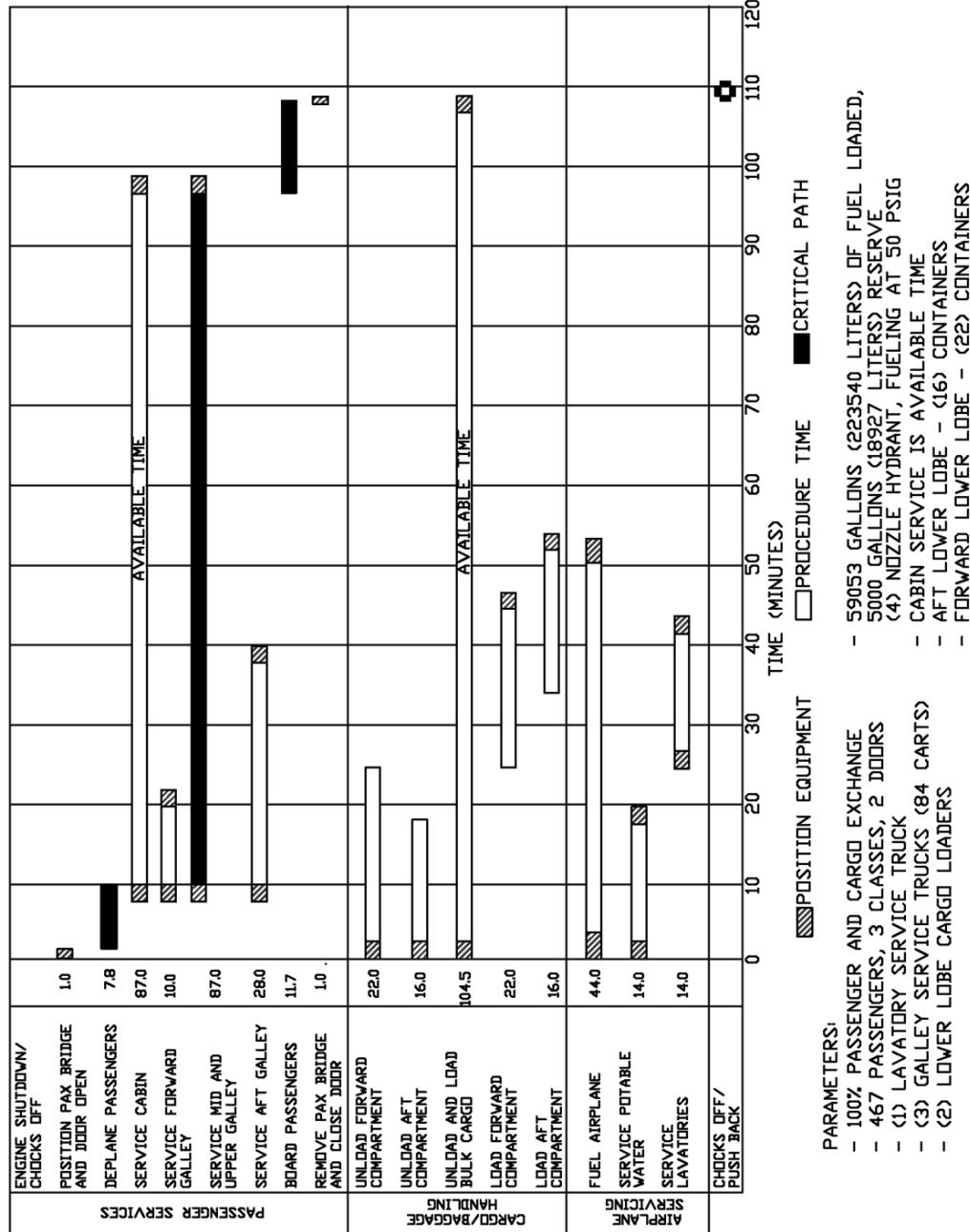
5.1.2 Airplane Servicing Arrangement - Typical Turnaround: Model 747-8F



5.2 TERMINAL OPERATIONS - TURNAROUND STATION

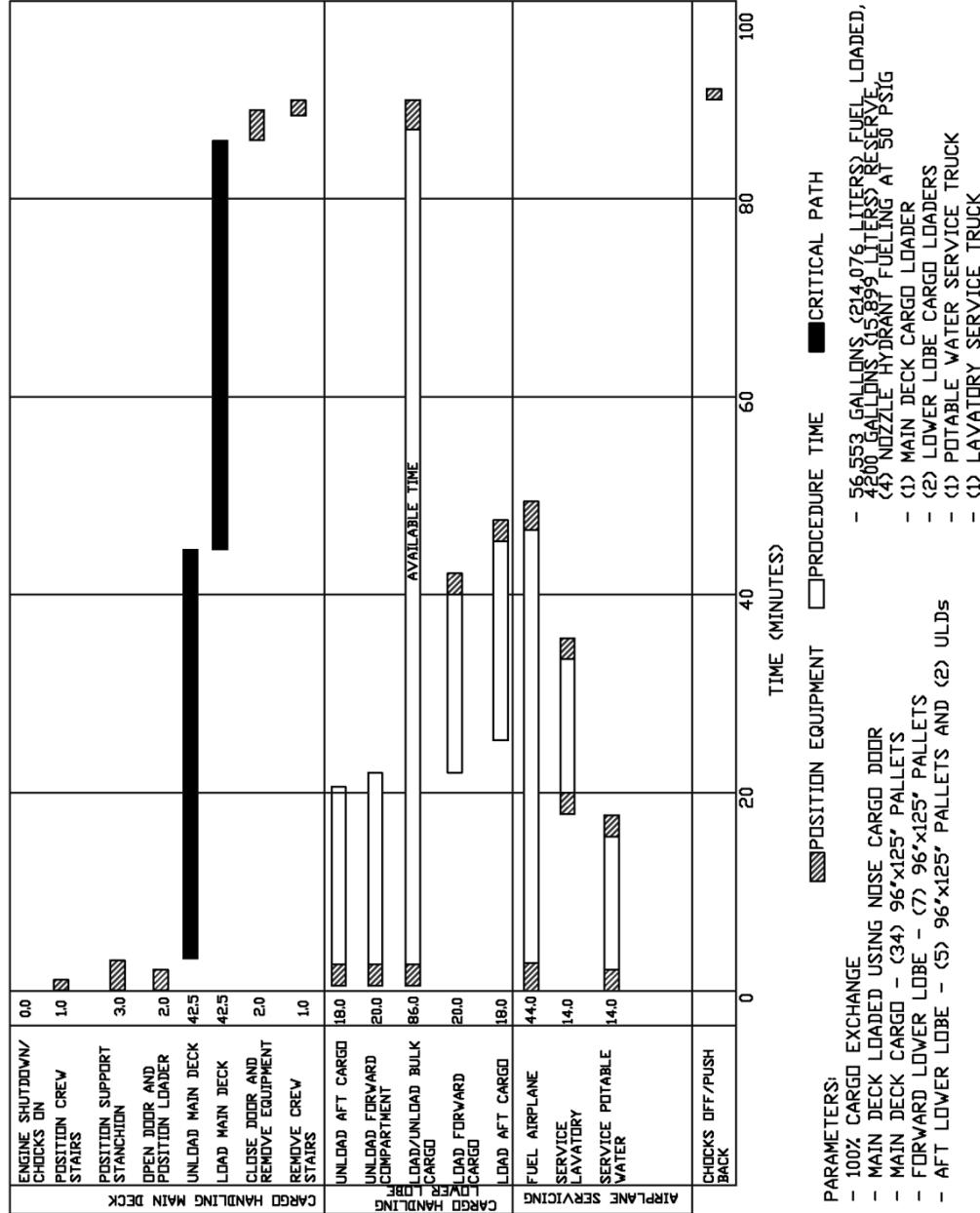
5.2.1 Terminal Operations - Turnaround Station – All Passenger: Model 747-8

747-8 TURNTIME ANALYSIS
467 PASSENGERS, 2 DOORS
108.5 MINUTES



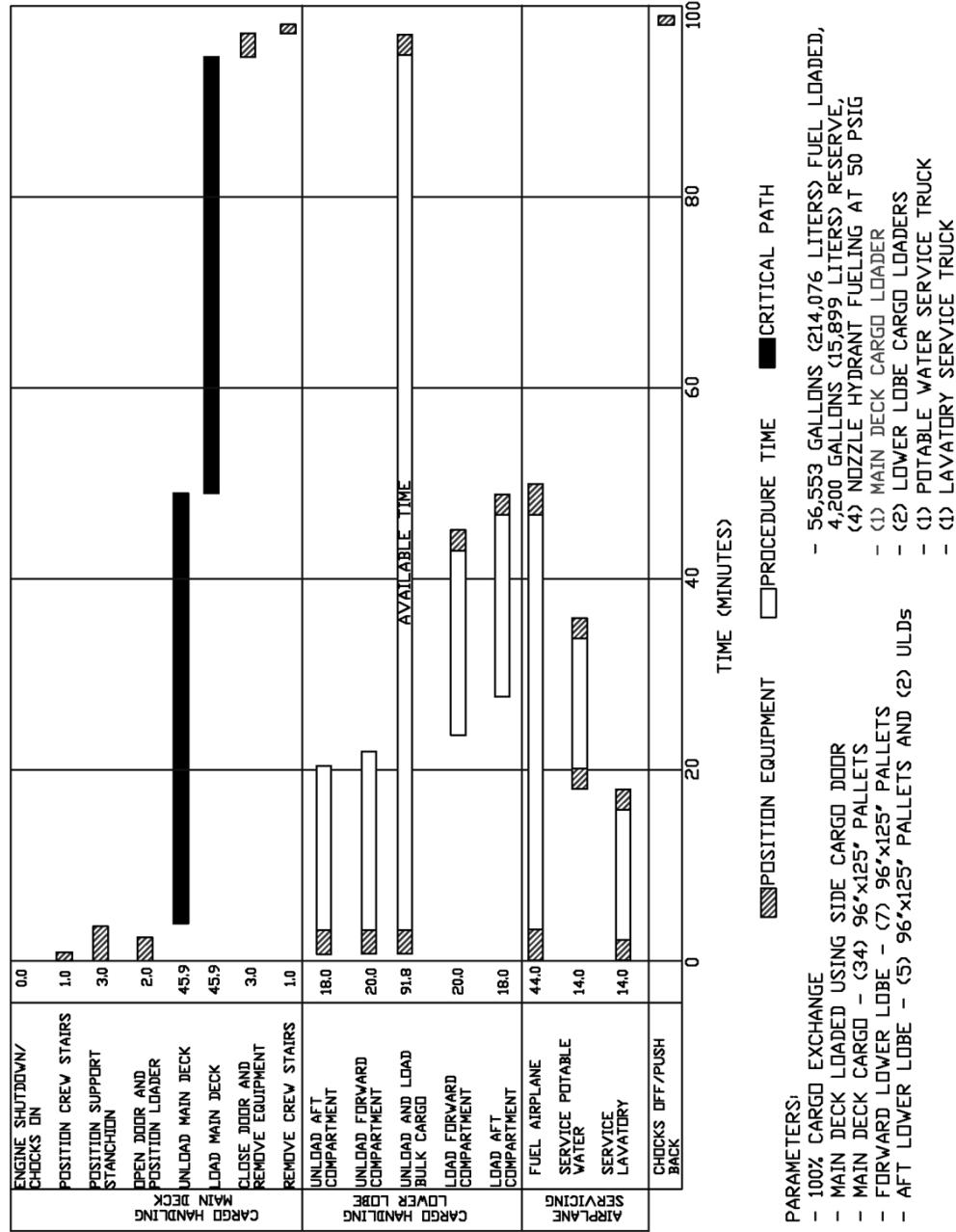
5.2.2 Terminal Operations - Turnaround Station – All Cargo, Nose Door Loading: Model 747-8F

747-8F TURN TIME ANALYSIS
91 MINUTES
CARGO DOOR ONLY

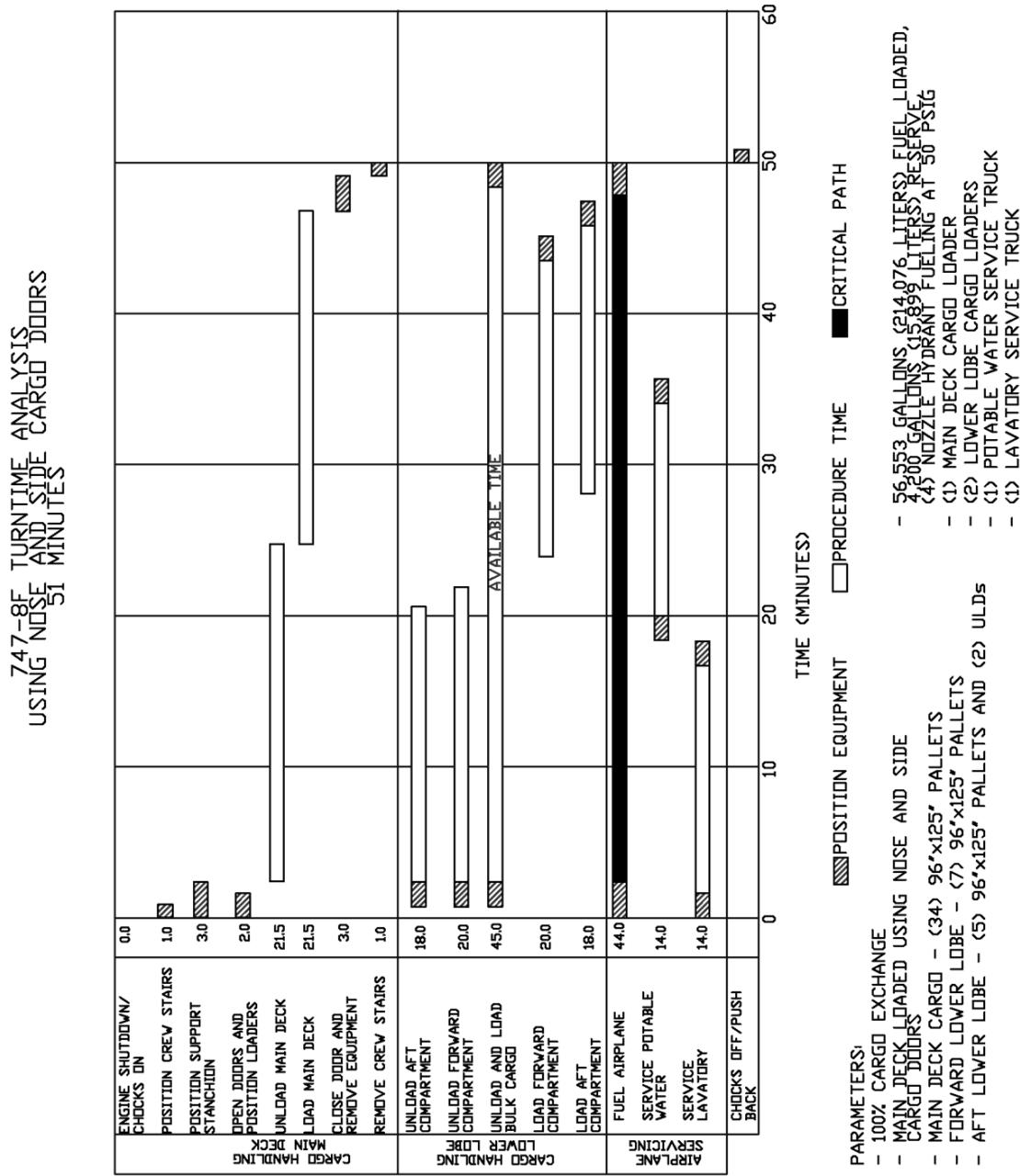


5.2.3 Terminal Operations - Turnaround Station – All Cargo, Side Door Loading: Model 747-8F

747-8F TURN TIME ANALYSIS
USING 98 MINUTES
SIDE CARGO DOOR ONLY



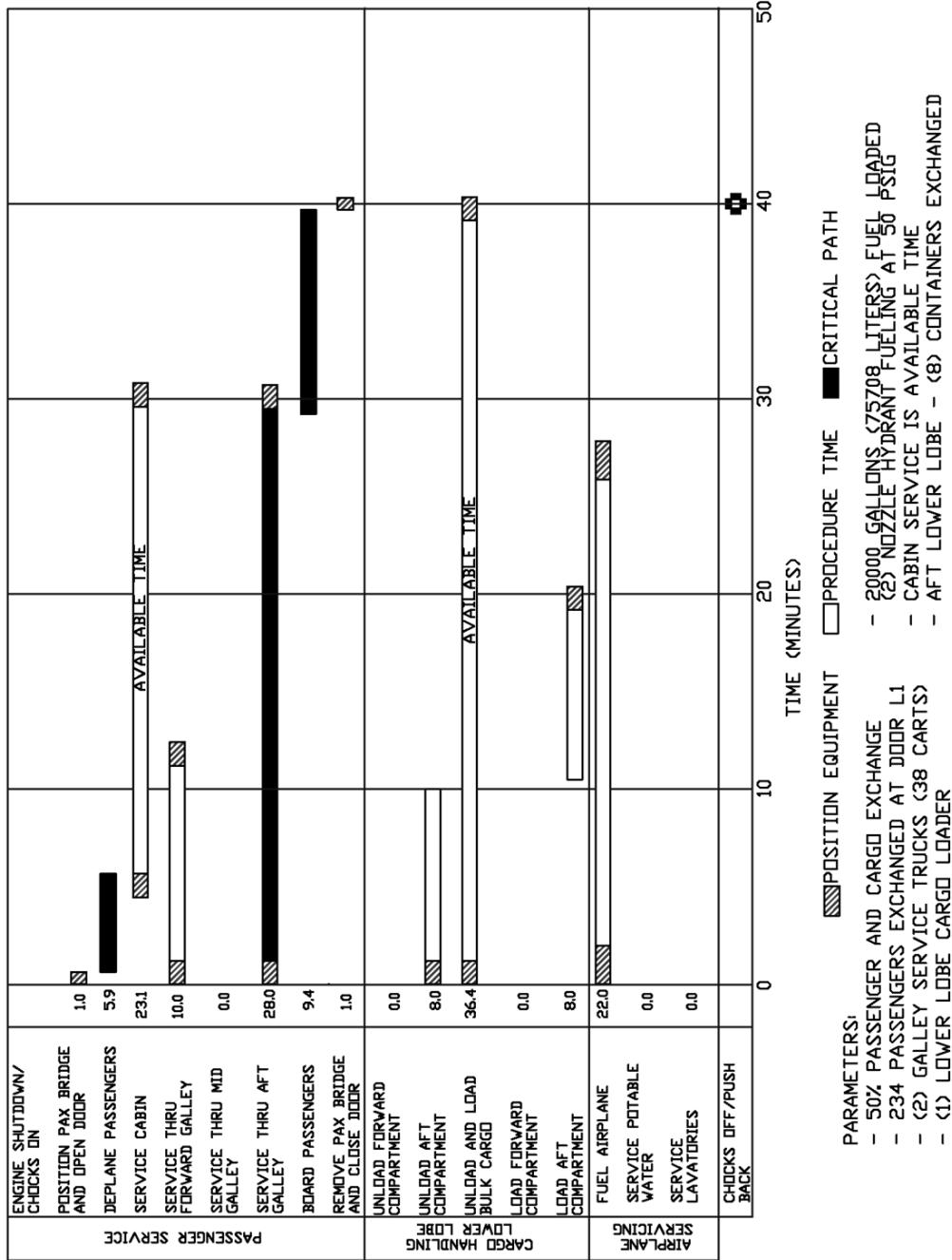
5.2.4 Terminal Operations – Turnaround Station – All Cargo, Nose And Side Door Loading: Model 747-8F



5.3 TERMINAL OPERATIONS - EN ROUTE STATION

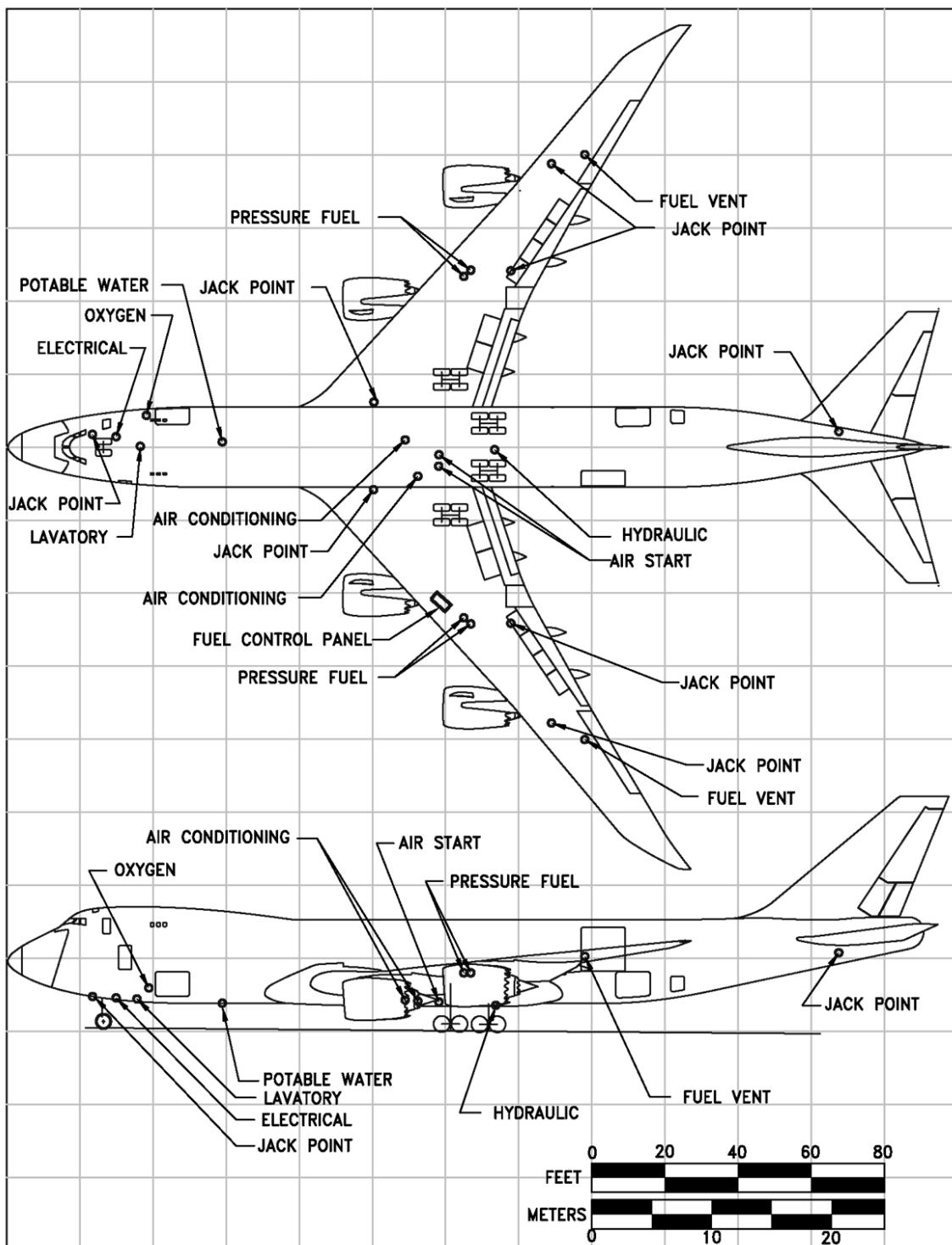
5.3.1 Terminal Operations - En Route Station - All Passenger: Model 747-8

EN ROUTE, 50% PASSENGER EXCHANGE
40.5 MINUTES

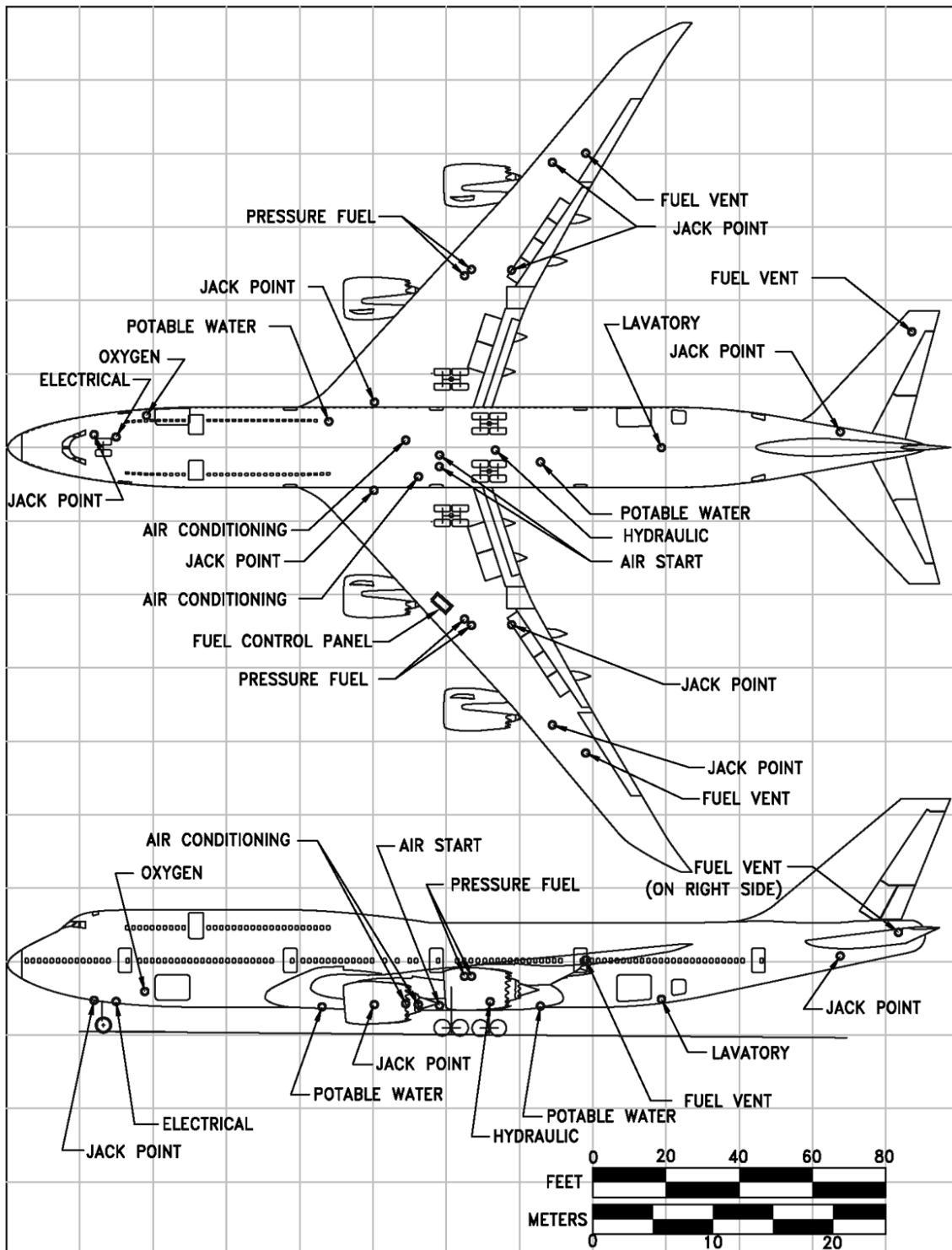


5.4 GROUND SERVICING CONNECTIONS

5.4.1 Ground Service Connections: Model 747-8F



5.4.2 Ground Service Connections: Model 747-8



5.4.3 Ground Service Connections: Model 747-8, 747-8F

| SYSTEM | DISTANCE AFT OF | | DISTANCE FROM AIRPLANE CENTERLINE | | | | HEIGHT ABOVE GROUND | | | |
|--|--------------------|----------------|-----------------------------------|----------------|-------------------|----------------|---------------------|--------------|-------------------|--------------|
| | NOSE | | LH SIDE | | RH SIDE | | MINIMUM | | MAXIMUM | |
| | FT-IN | M | FT-IN | M | FT-IN | M | FT-IN | M | FT-IN | M |
| ELECTRICAL TWO CO-LOCATED CONNECTORS - 90 KVA, 115/120 V AC 400 HZ, 3-PHASE EA. | 26 - 9 | 8.15 | - | - | 3 - 4 | 1.02 | 8 - 1 | 2.46 | 9 - 3 | 2.82 |
| FUEL OUTBOARD UNDER-WING PRESSURE CONNECTORS (2 EACH WING) INBOARD UNDER-WING PRESSURE CONNECTORS (2 EACH WING) MAX FUELING RATE 500 US GPM (1,890 LPM) PER NOZZLE TOTAL MAX FUEL PRESSURE 50 PSIG (3.52 KG/CM ²) FUELING CONTROL PANEL | 119 - 7 118 - 9 | 36.45 36.20 | 47 - 7 46 - 7 | 14.50 14.20 | 47 - 7 46 - 7 | 14.50 14.20 | 15 - 4 15 - 3 | 4.67 4.65 | 16 - 0 15 - 10 | 4.88 4.83 |
| WING FUEL VENT TAIL FUEL VENT [1] | 166 - 4 239 - 7 | 50.70 73.03 | 92 - 7 - | 28.22 - | 92 - 7 29 - 10 | 28.22 9.09 | 16 - 10 26 - 9 | 5.13 8.15 | 19 - 3 28 - 3 | 5.87 8.61 |

| FUEL TANK | VOLUME | 747-8F | 747-8 |
|-----------------------|--------------|-------------|-------------|
| RESERVE NO 1 & 4 | U.S. GALLONS | 1,534 EACH | 1534 EACH |
| | LITERS | 5,806 EACH | 5,806 EACH |
| MAIN NO 1 & 4 | U.S. GALLONS | 5,320 EACH | 5,320 EACH |
| | LITERS | 20,138 EACH | 20,138 EACH |
| MAIN NO 2 & 3 | U.S. GALLONS | 14,430 EACH | 14,430 EACH |
| | LITERS | 54,623 EACH | 54,623 EACH |
| CENTER WING | U.S. GALLONS | 17,000 | 17,000 |
| | LITERS | 64,352 | 64,352 |
| HORIZONTAL STABILIZER | U.S. GALLONS | - | - |
| | LITERS | - | - |
| TOTAL USABLE | U.S. GALLONS | 59,734 | 59,734 |
| | LITERS | 226,113 | 226,113 |

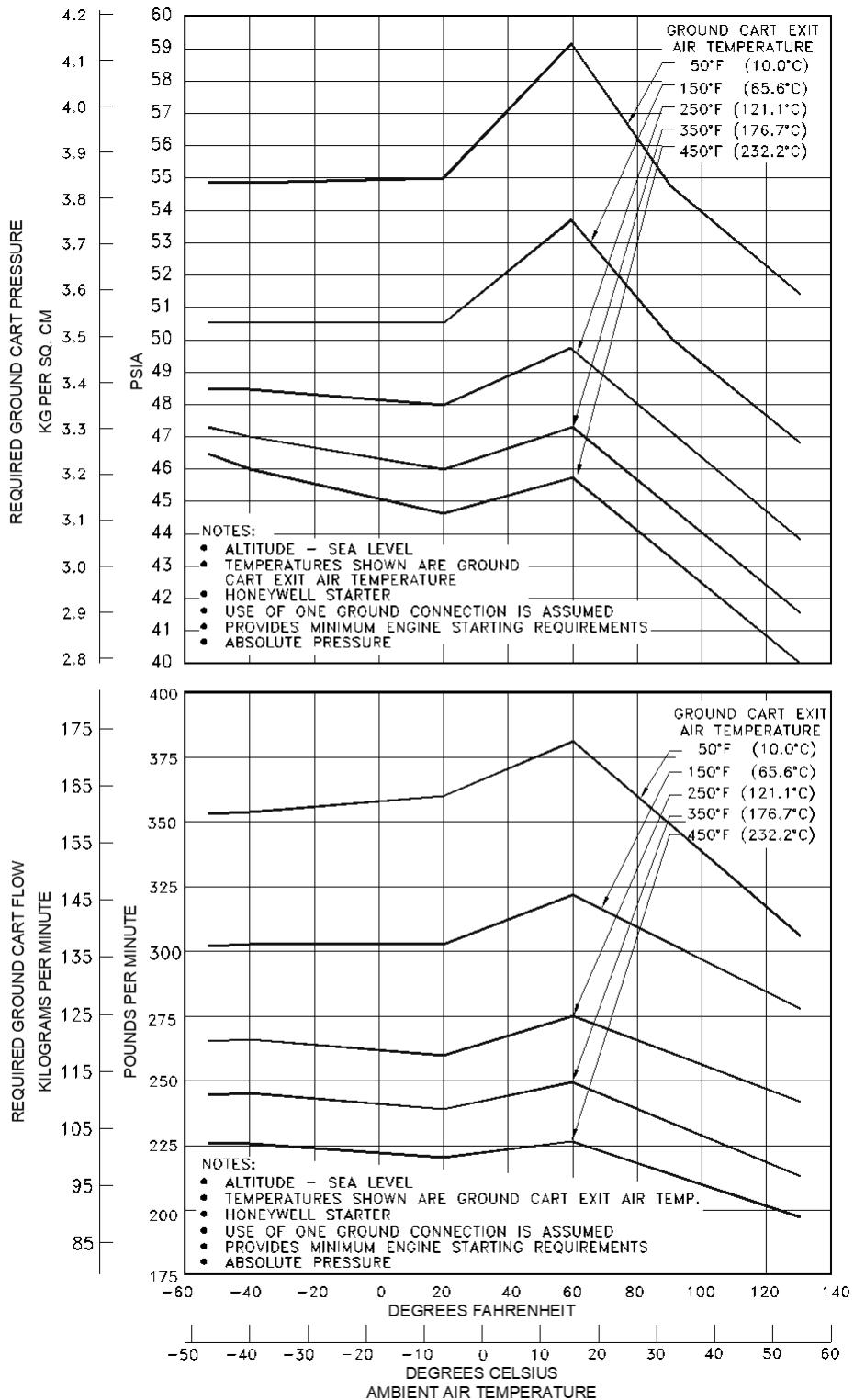
[1] PASSENGER AIRPLANE ONLY

5.4.4 Ground Servicing Connections: Model 747-8, 747-8F

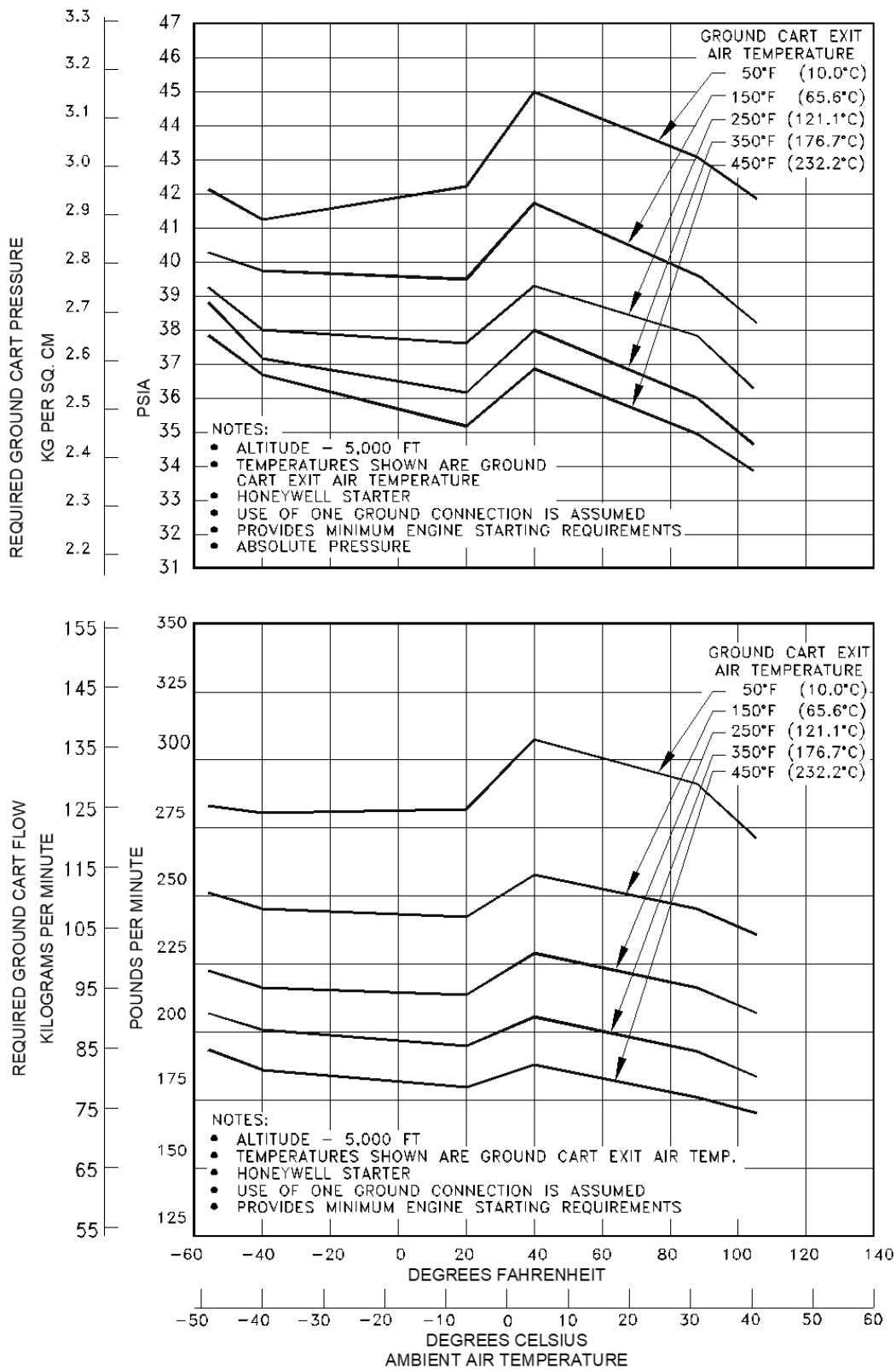
| SYSTEM | DISTANCE AFT OF | | DISTANCE FROM AIRPLANE CENTERLINE | | | | HEIGHT ABOVE GROUND | | | |
|--|----------------------|----------------|-----------------------------------|--------------|------------|-----------|---------------------|--------------|----------------|--------------|
| | NOSE | | LH SIDE | | RH SIDE | | MINIMUM | | MAXIMUM | |
| | FT-IN | M | FT-IN | M | FT-IN | M | FT-IN | M | FT-IN | M |
| LAVATORY ONE SERVICE PANEL: THREE CONNECTIONS DRAIN: ONE 4-IN (10.0 CM) FLUSH: TWO 1-IN (3.0 CM) FLUSH REQS: FLOW: 10 GPM (38 LPM) , 30 PSIG (2.11 KG/CM ²) TOTAL CAPACITY, 4 TANKS 300 US GAL (1,135 L) | 178 - 4 | 54.37 | - | - | - | - | 8 - 8 | 2.64 | 9 - 8 | 2.95 |
| PNEUMATIC TWO 3-IN (7.67 CM) HIGH-PRESSURE PORTS TWO 8-IN (20 CM) GROUND CONDITIONED AIR CONNECTIONS | 109 - 10 109 - 10 | 33.48 33.48 | 2 - 0 3 - 0 | 0.61 0.91 | - - | - - | 6 - 8 6 - 8 | 2.03 2.03 | 7 - 3 7 - 3 | 2.21 2.21 |
| TANK CAPACITIES: POTABLE WATER - ONE CONNECTION, SIZE 3/4 IN (1.90 CM), CAPACITY - 345 U.S GAL (1,306 L), MAX FILL PRESSURE – 60 PSIG (414 kPa), TYPICAL FILL RATE – 30 GPM (114.5 LPM) DRAIN SIZE 1 IN (2.54 CM) -8F - SECOND CONNECTION CAPACITY 22 US GAL (83 L) | 87 - 8 145 - 6 | 26.72 44.35 | - 2 - 10 | - 0.86 | 1 - 4 - | 0.41 - | 7 - 4 7 - 3 | 2.24 2.21 | 8 - 1 8 - 0 | 2.46 2.44 |
| HYDRAULIC ONE SERVICE PANEL 4 RESERVOIRS ENG 1 - 9.5 U.S. GAL (35.9 L) ENG 2 - 5.5 U.S. GAL (20.8 L) ENG 3 - 5.5 U.S. GAL (20.8 L) ENG 4 - 9.5 U.S. GAL (35.9 L) 150 PSI (10.6 KG/CM ²) MAX | 127 - 4 | 38.82 | 0 - 10 | 0.25 | - | - | 7 - 0 | 2.13 | 7 - 0 | 2.13 |
| OXYGEN ONE CONNECTION - SIZE 3/16 IN (0.48 CM) 1850 PSIG (130 KG/CM ²) MAX | 39 - 2 | 11.94 | - | - | 8 - 4 | 2.54 | 13 - 7 | 4.14 | 14 - 8 | 4.47 |

5.5 ENGINE STARTING PNEUMATIC REQUIREMENTS

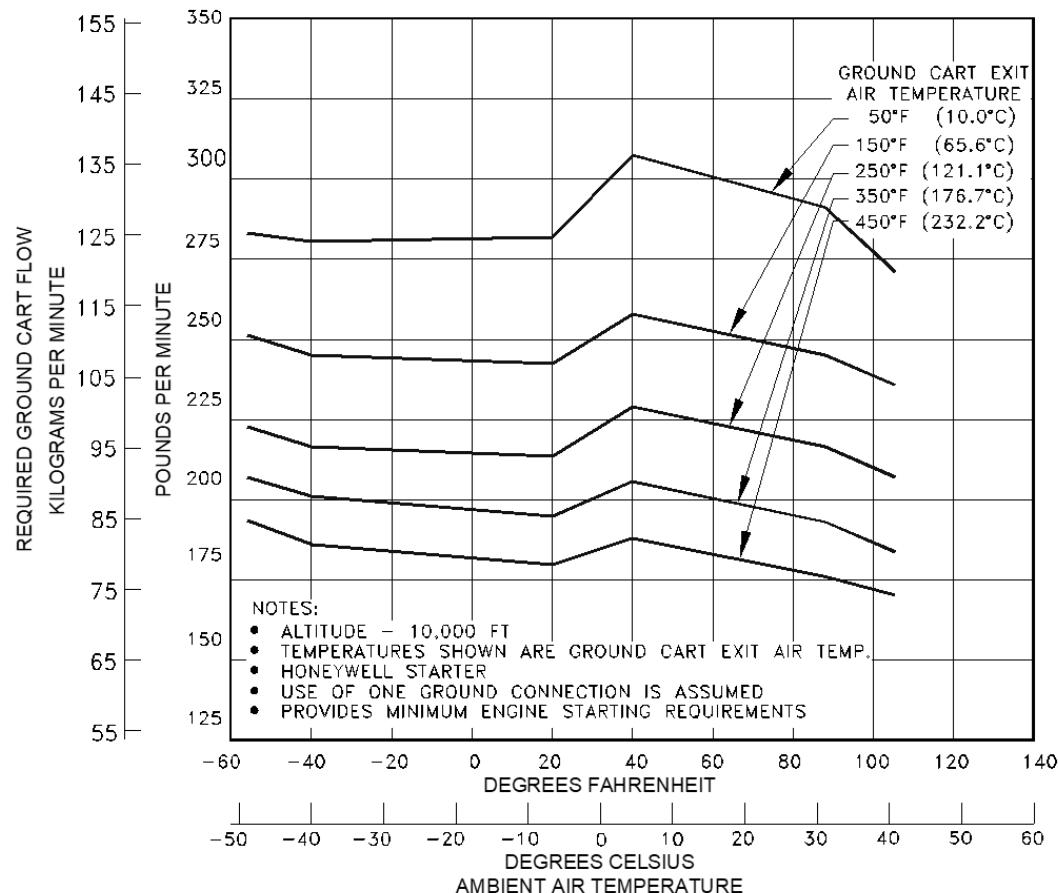
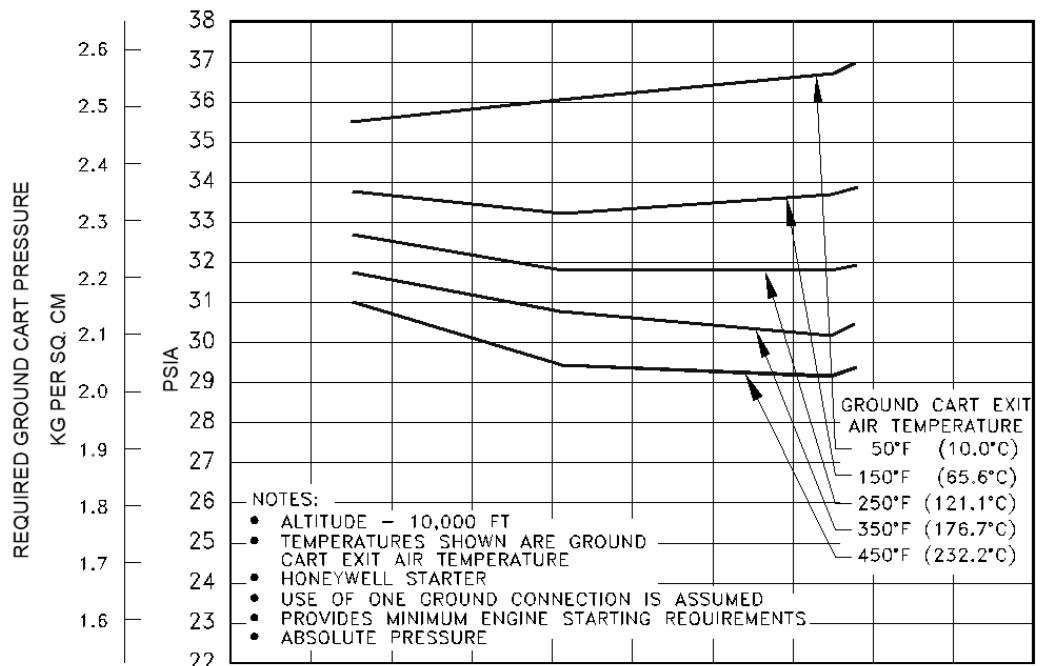
5.5.1 Engine Start Pneumatic Requirements - Sea Level: Model 747-8, 747-8F



5.5.2 Engine Start Pneumatic Requirements – 5,000 FT: Model 747-8, 747-8F

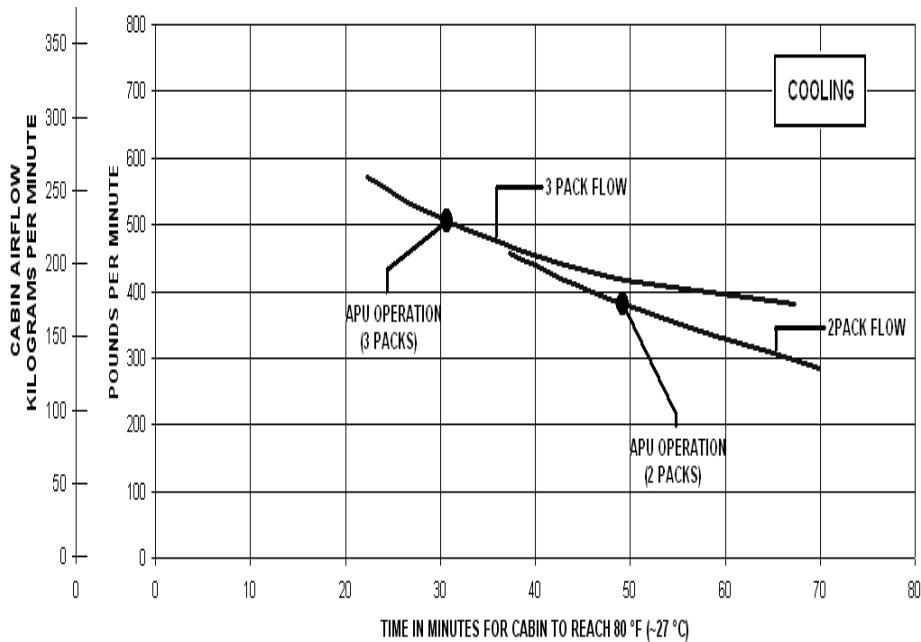
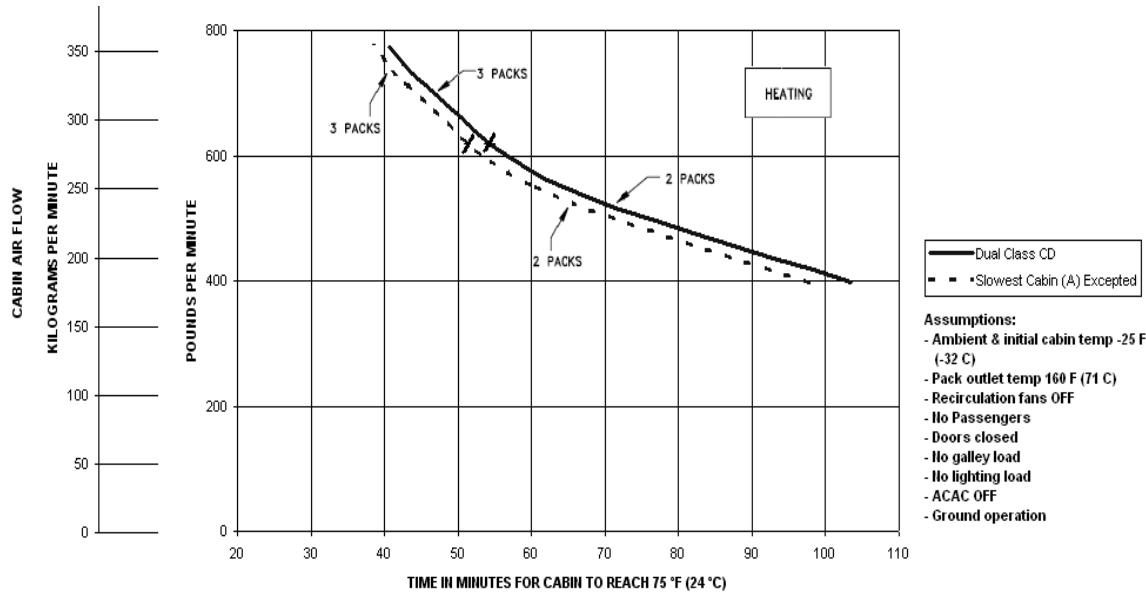


5.5.3 Engine Start Pneumatic Requirements – 10,000 FT: Model 747-8, 747-8F



5.6 GROUND PNEUMATIC POWER REQUIREMENTS

5.6.1 Ground Pneumatic Power Requirements - Heating/Cooling: Model 747-8, 747-8F



5.7 CONDITIONED AIR REQUIREMENTS

5.7.1 Conditioned Air Flow Requirements: Model 747-8, 747-8F

CONDITIONS:

ALL DOORS AND HATCHES CLOSED

① 75°F (23.9°C) CABIN TEMP. 590 OCCUPANTS: 28,000 BTU/HR (7,050 KCAL/HR)

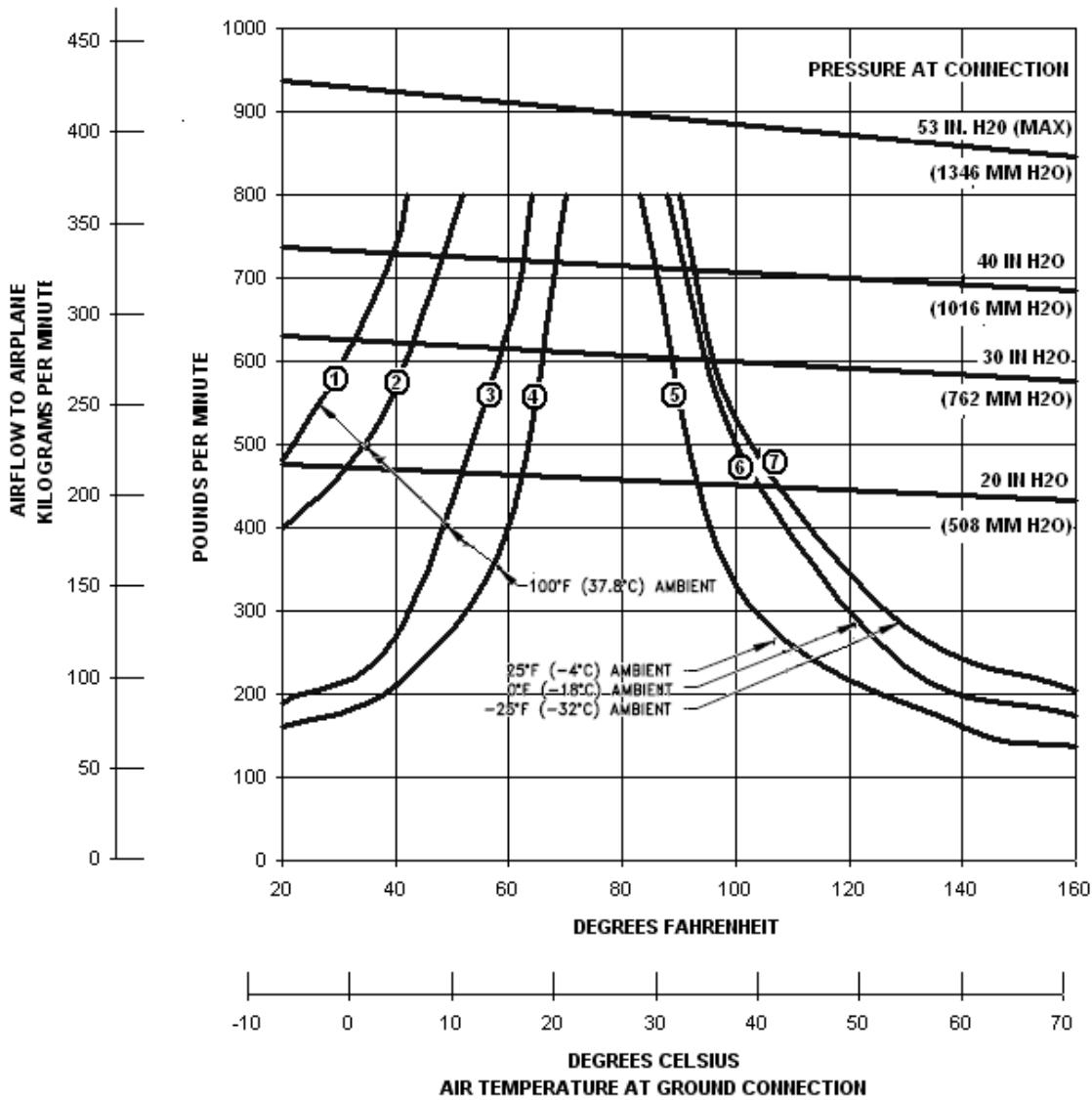
SOLAR LOAD AND 75,000 BTU/HR (18,900 KCAL/HR) ELECTRICAL LOAD

② 80°F (26.7°C) CABIN TEMP. HEAT LOADS SAME AS ①, ABOVE

③ 75°F (23.9°C) CABIN TEMP. 3 OCCUPANTS 28,000 BTU/HR (7,050 KCAL/HR) SOLAR LOAD

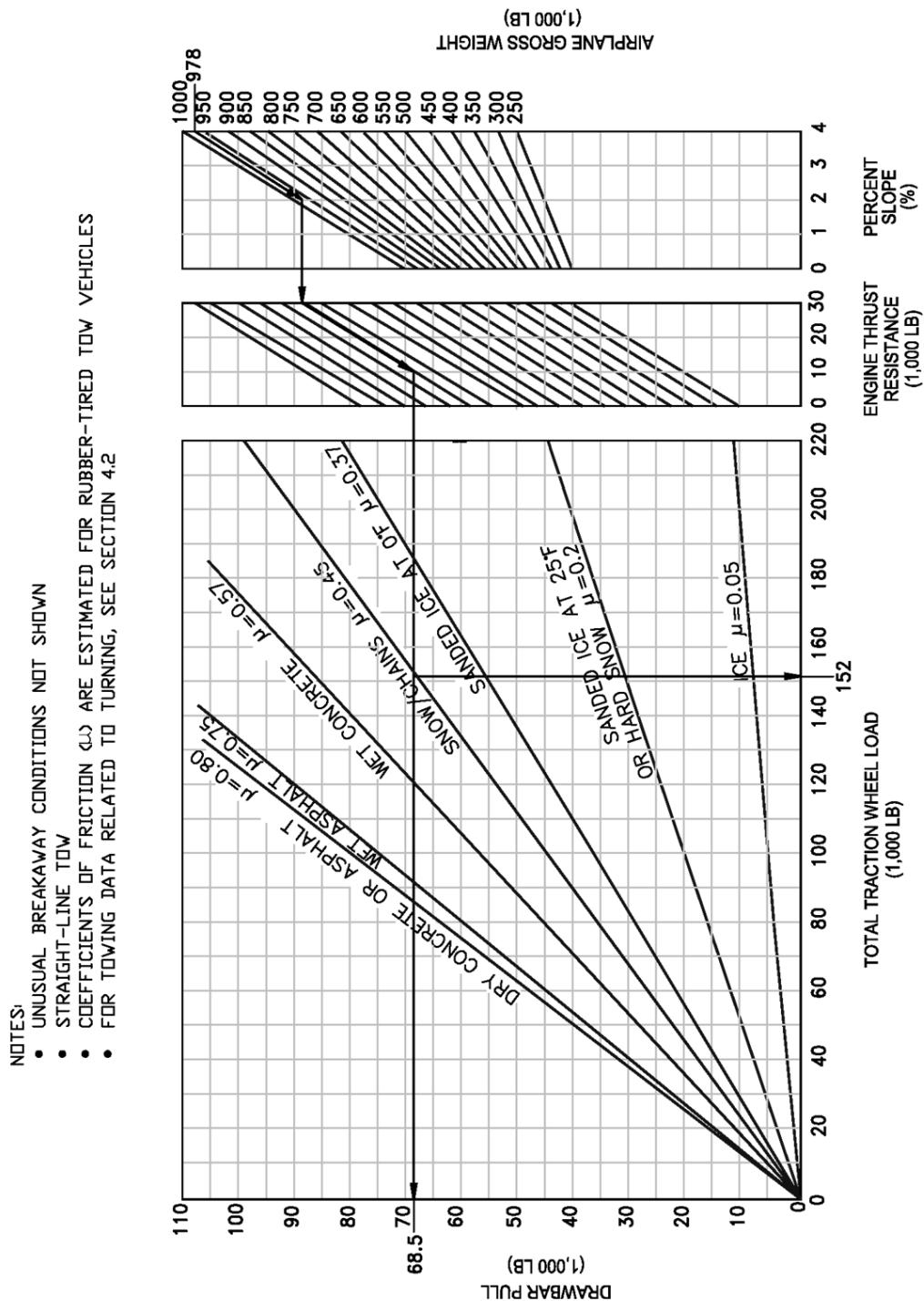
④ 80°F (26.7°C) CABIN TEMP. HEAT LOADS SAME AS ③, ABOVE

⑤ ⑥ ⑦ 75°F (23.9°C) CABIN TEMP. NO OCCUPANTS OR HEAT LOADS



5.8 GROUND TOWING REQUIREMENTS

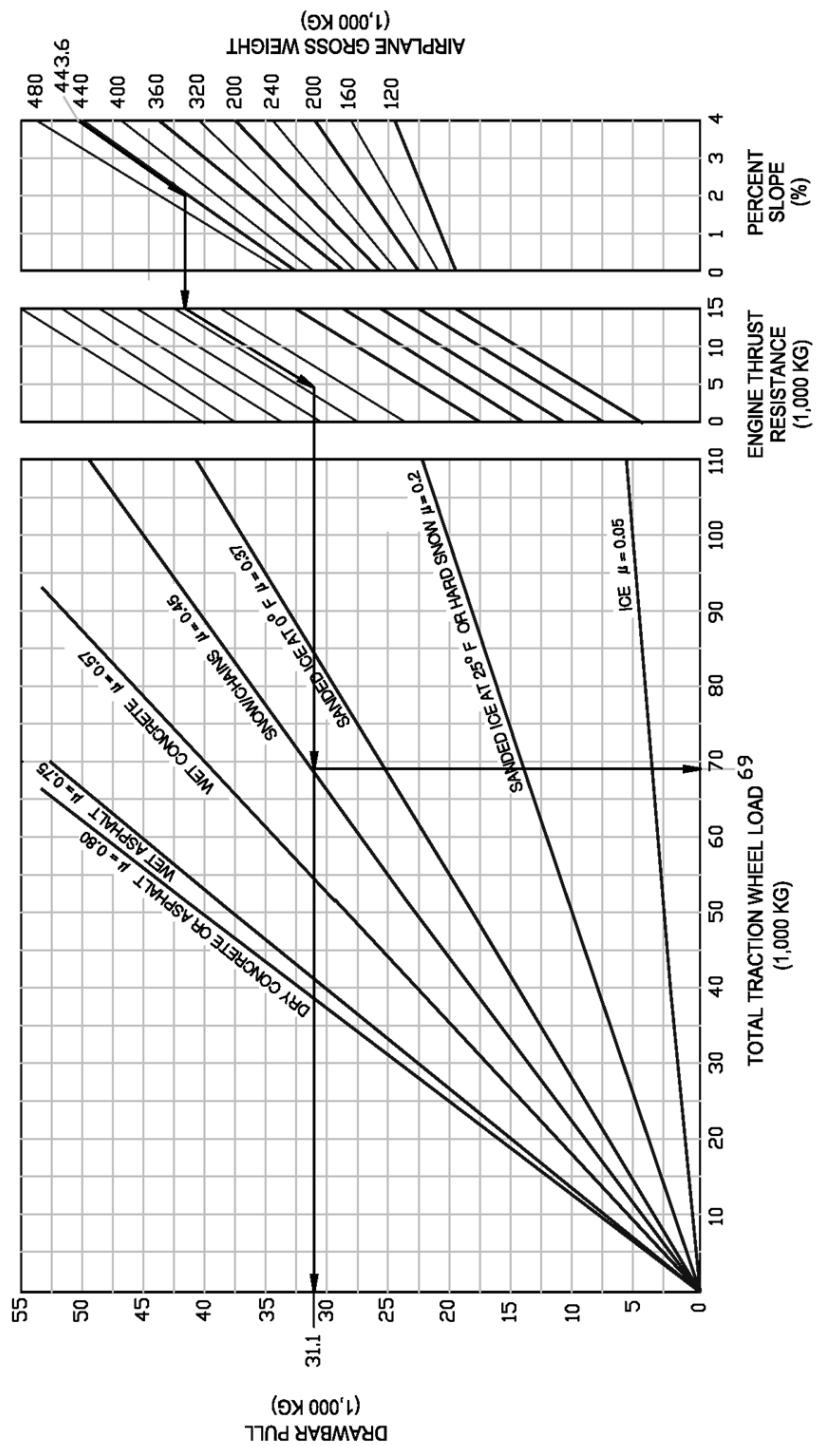
5.8.1 Ground Towing Requirements - English Units: Model 747-8, 747-8F



5.8.2 Ground Towing Requirements - Metric Units: Model 747-8, 747-8F

NOTES:

- UNUSUAL BREAKAWAY CONDITIONS NOT SHOWN
- STRAIGHT-LINE TOW
- COEFFICIENTS OF FRICTION (μ) ARE ESTIMATED FOR RUBBER-TIRED TOW VEHICLES
- FOR TOWING DATA RELATED TO TURNING, SEE SECTION 4.2



6.0 JET ENGINE WAKE AND NOISE DATA

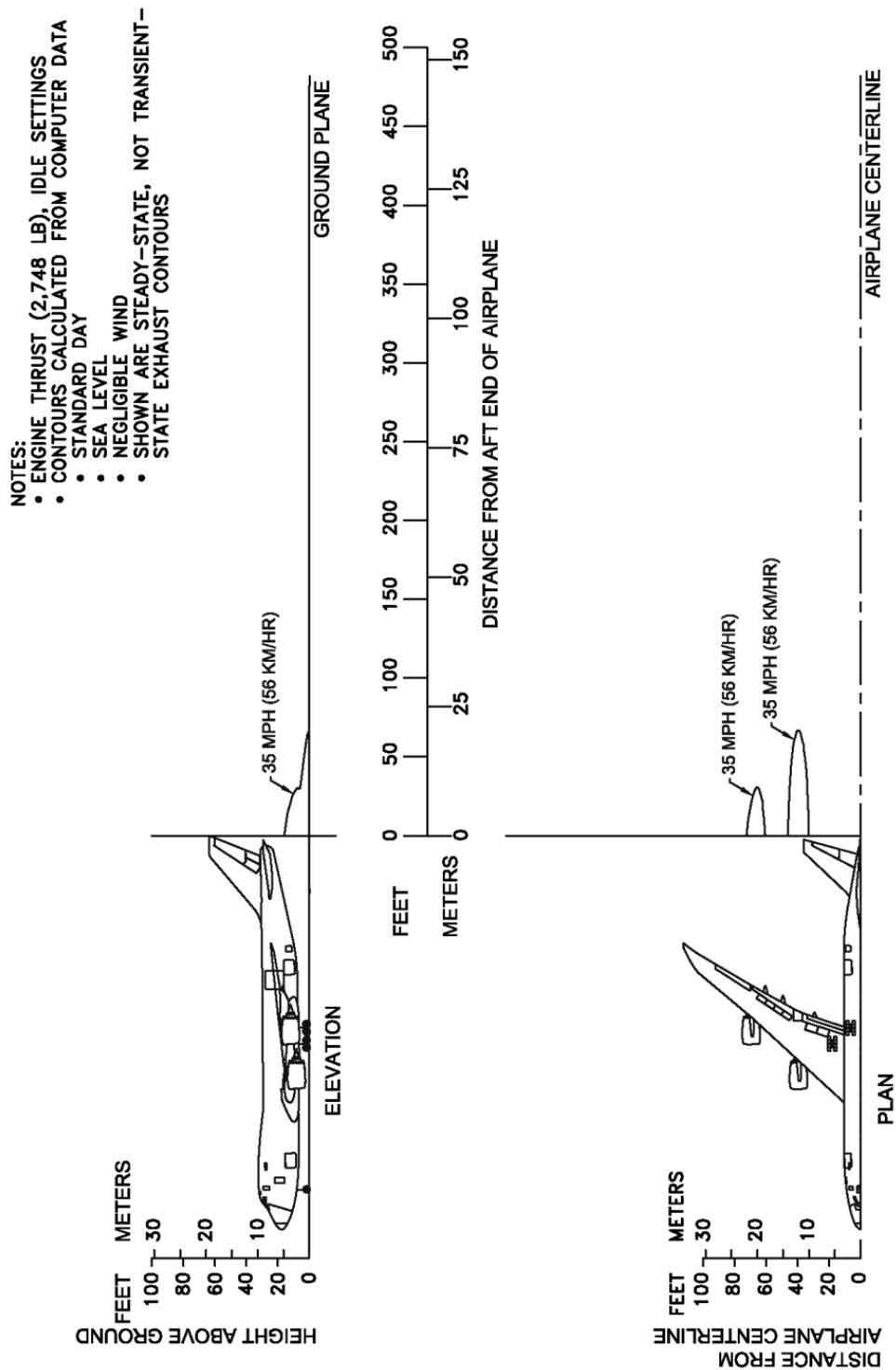
6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURES

This section shows exhaust velocity and temperature contours aft of the 747-8 and 747-8 Freighter airplanes due to the use of the same engine and same weight for both airplanes. The contours were calculated from a standard computer analysis using three-dimensional viscous flow equations with mixing of primary, fan, and free-stream flow. The presence of the ground plane is included in the calculations. Mixing of flows from the engines is also calculated. The analysis does not include thermal buoyancy effects which tend to elevate the jet wake above the ground plane. The buoyancy effects are considered to be small relative to the exhaust velocity and therefore are not included.

The graphs show jet wake velocity and temperature contours for a representative engine. The results are valid for sea level, static, standard day conditions. The effect of wind on jet wakes was not included. There is evidence to show that a downwind or an upwind component does not simply add or subtract from the jet wake velocity, but rather carries the whole envelope in the direction of the wind. Crosswinds may carry the jet wake contour far to the side at large distances behind the airplane.

The users of these exhaust velocity contour data should understand that these data reflect steady-state at maximum taxi weight and not transient-state exhaust velocities. A steady-state is achieved with the aircraft in a fixed location, engine running at a given thrust level and measured when the contours stop expanding and stabilize in size, which could take several seconds. The steady-state condition, therefore, is conservative. Contours shown also do not account for performance variables such as ambient temperature or field elevation. For the terminal area environment, the transient-state is a more accurate representation of the actual exhaust contours when the aircraft is in motion and encountering static air with forward or turning movement, but it is very difficult to model on a consistent basis due to aircraft weight, weather conditions, the high degree of variability in terminal and apron configurations, and intensive numerical calculations. If the contours presented here are overly restrictive for terminal operations, The Boeing Company recommends conducting an analysis of the actual exhaust contours experienced by the using aircraft at the airport.

6.1.1 Jet Engine Exhaust Velocity Contours – Idle Thrust: Model 747-8, 747-8F



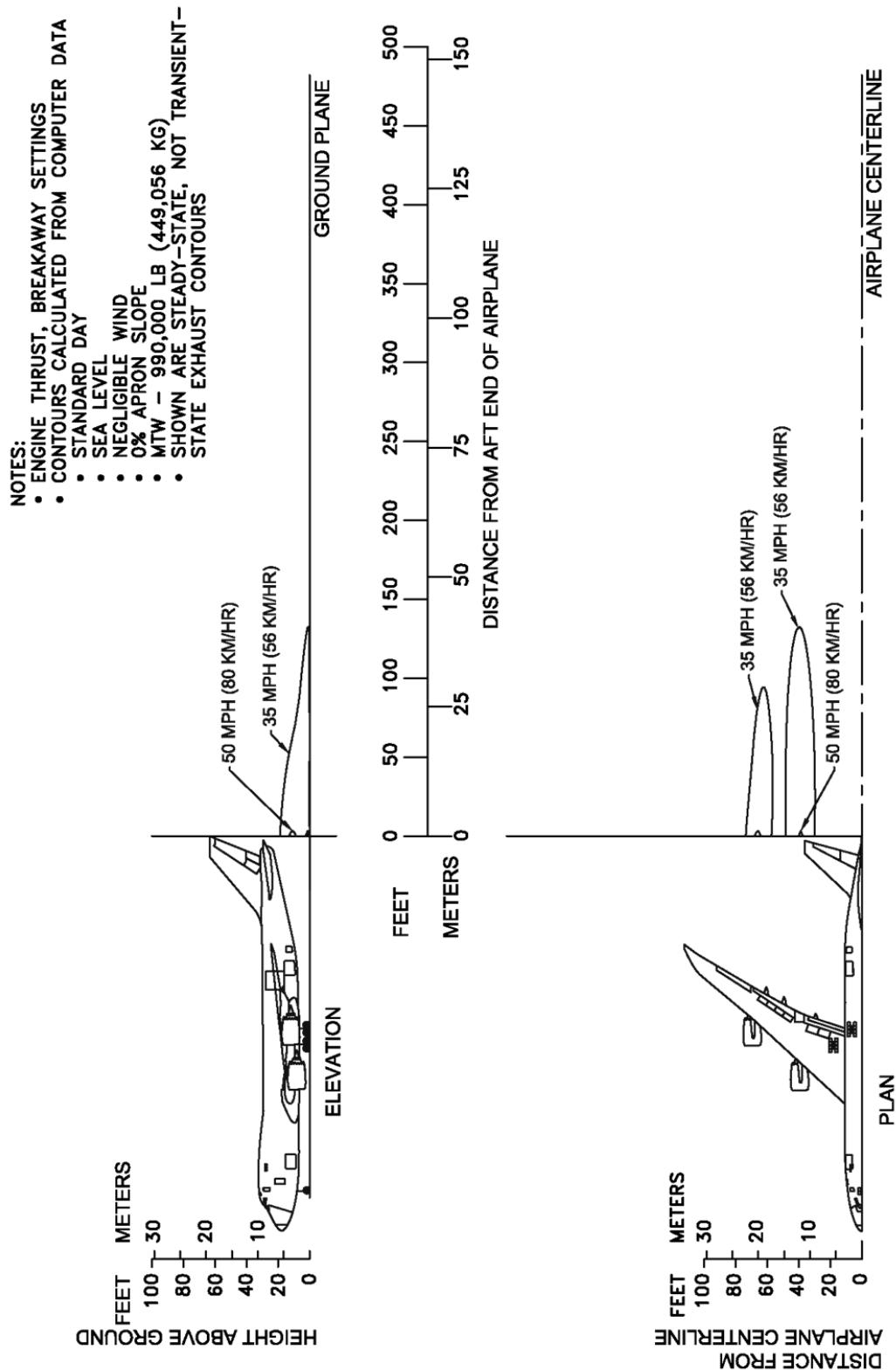
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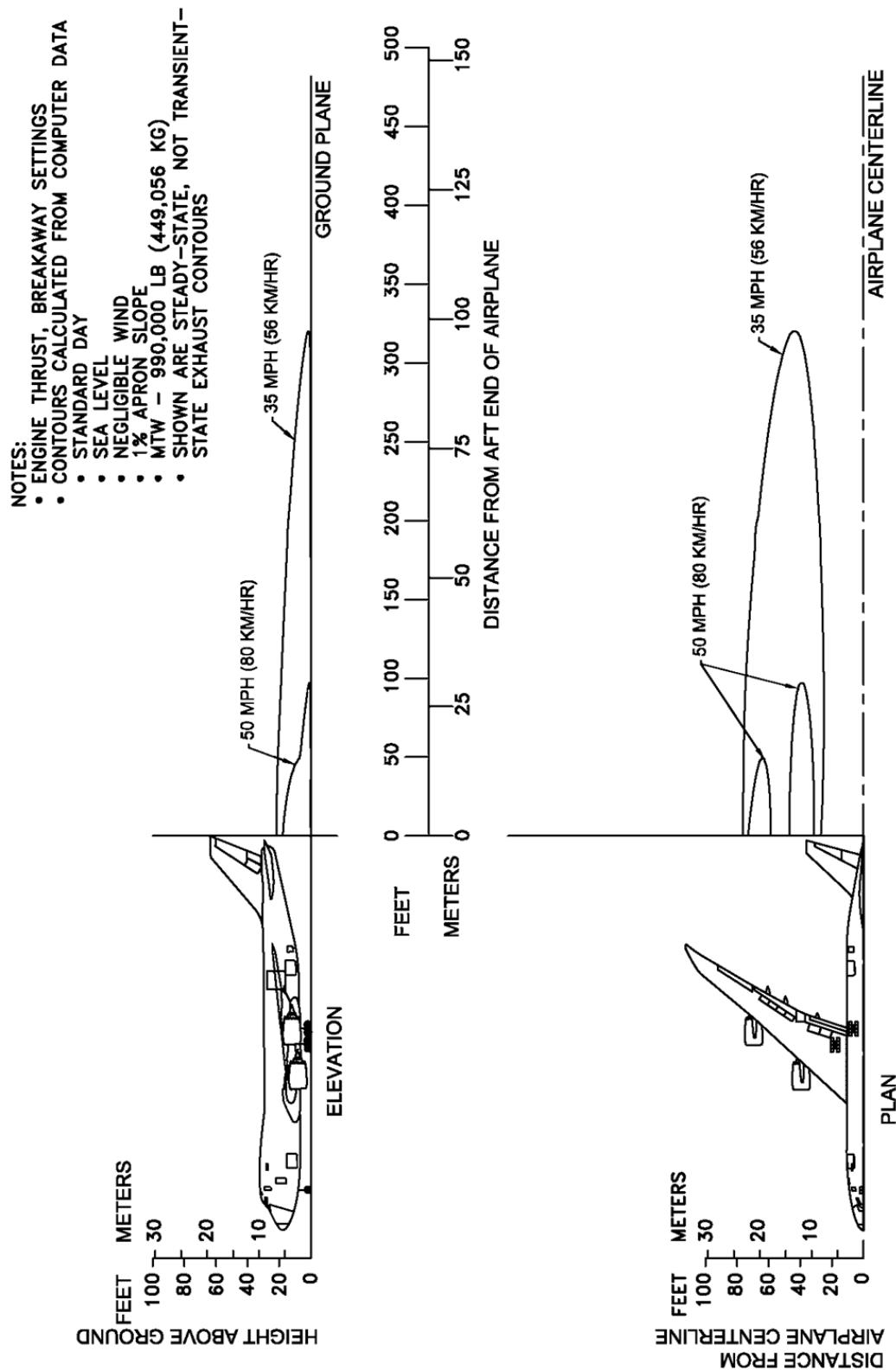
January 2026

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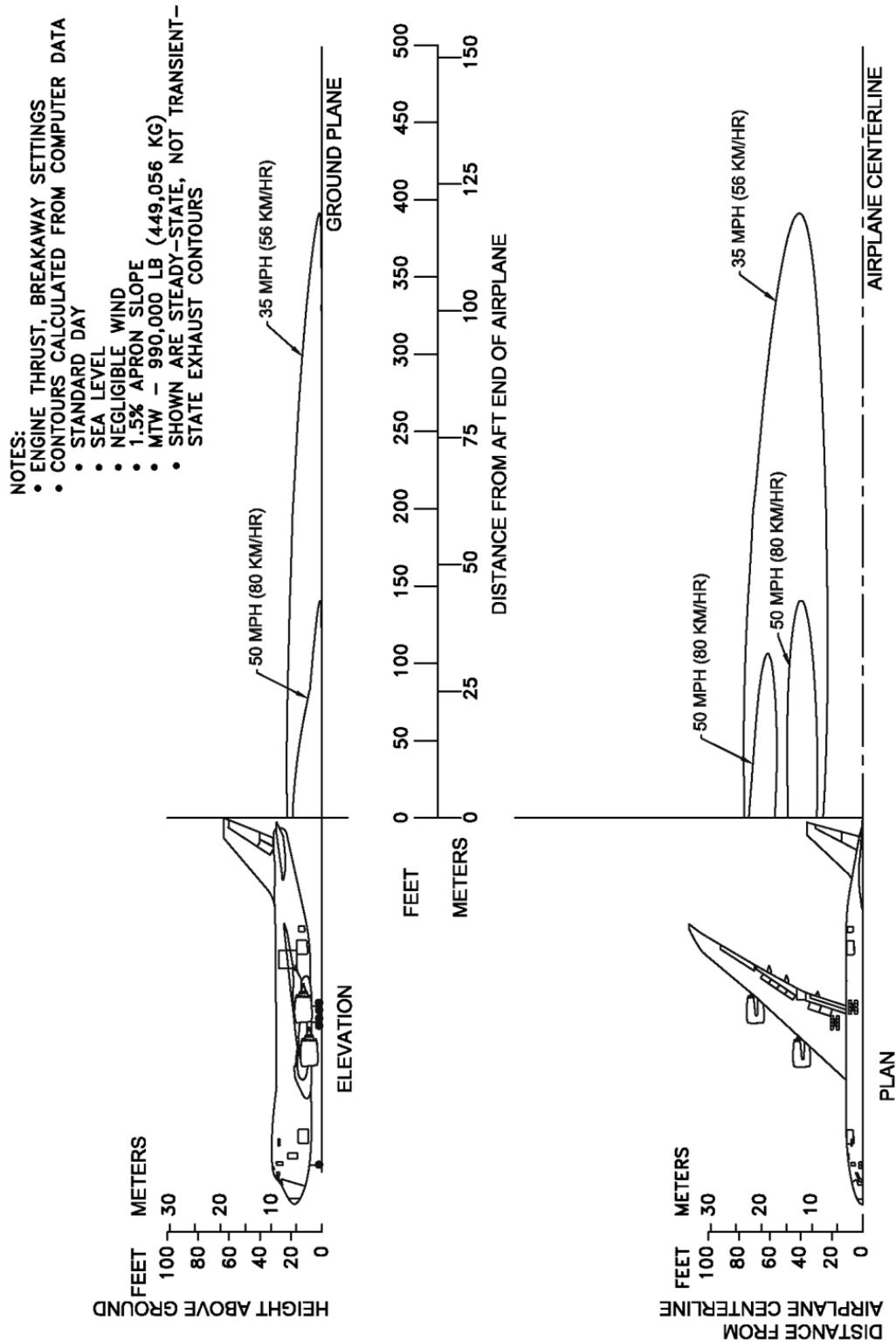
6.1.2 Jet Engine Exhaust Velocity Contours – Breakaway Thrust – Level Pavement: Model 747-8, 747-8F



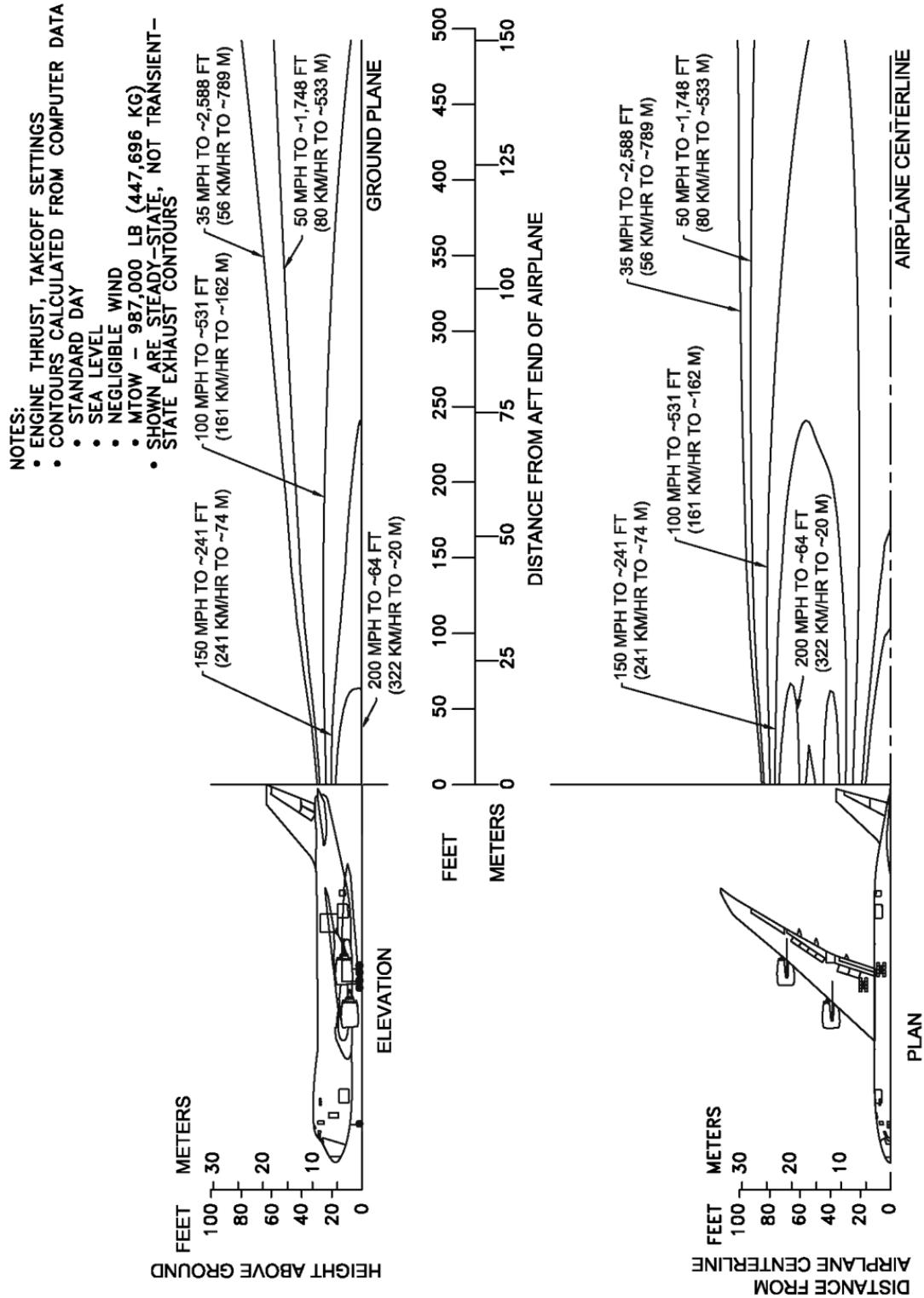
6.1.3 Jet Engine Exhaust Velocity Contours – Breakaway Thrust - 1% Pavement Upslope: Model 747-8, 747-8F



6.1.4 Jet Engine Exhaust Velocity Contours - Breakaway Thrust - 1.5% Pavement Upslope: Model 747-8, 747-8F



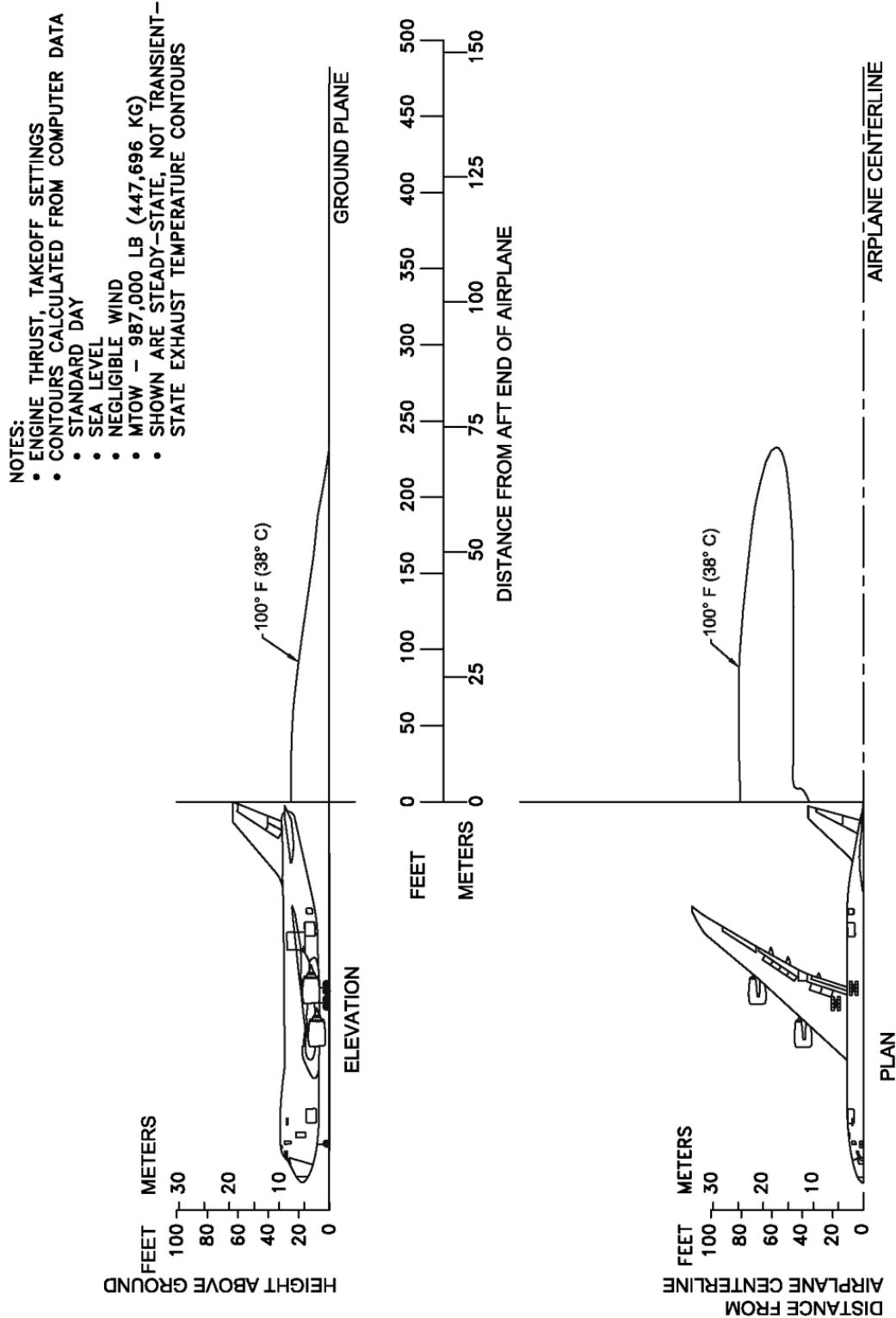
6.1.5 Jet Engine Exhaust Velocity Contours - Takeoff Thrust: Model 747-8, 747-8F



6.1.6 Jet Engine Exhaust Temperature Contours – Idle/Breakaway Thrust: Model 747-8, 747-8F

Temperature contours for idle/breakaway power conditions are not shown as the maximum temperature aft of the 747-8/ -8F is predicated to be less than 100° F (38° C) for standard day conditions of 59° F (15° C).

6.1.7 Jet Engine Exhaust Temperature Contours - Takeoff Thrust: Model 747-8, 747-8F



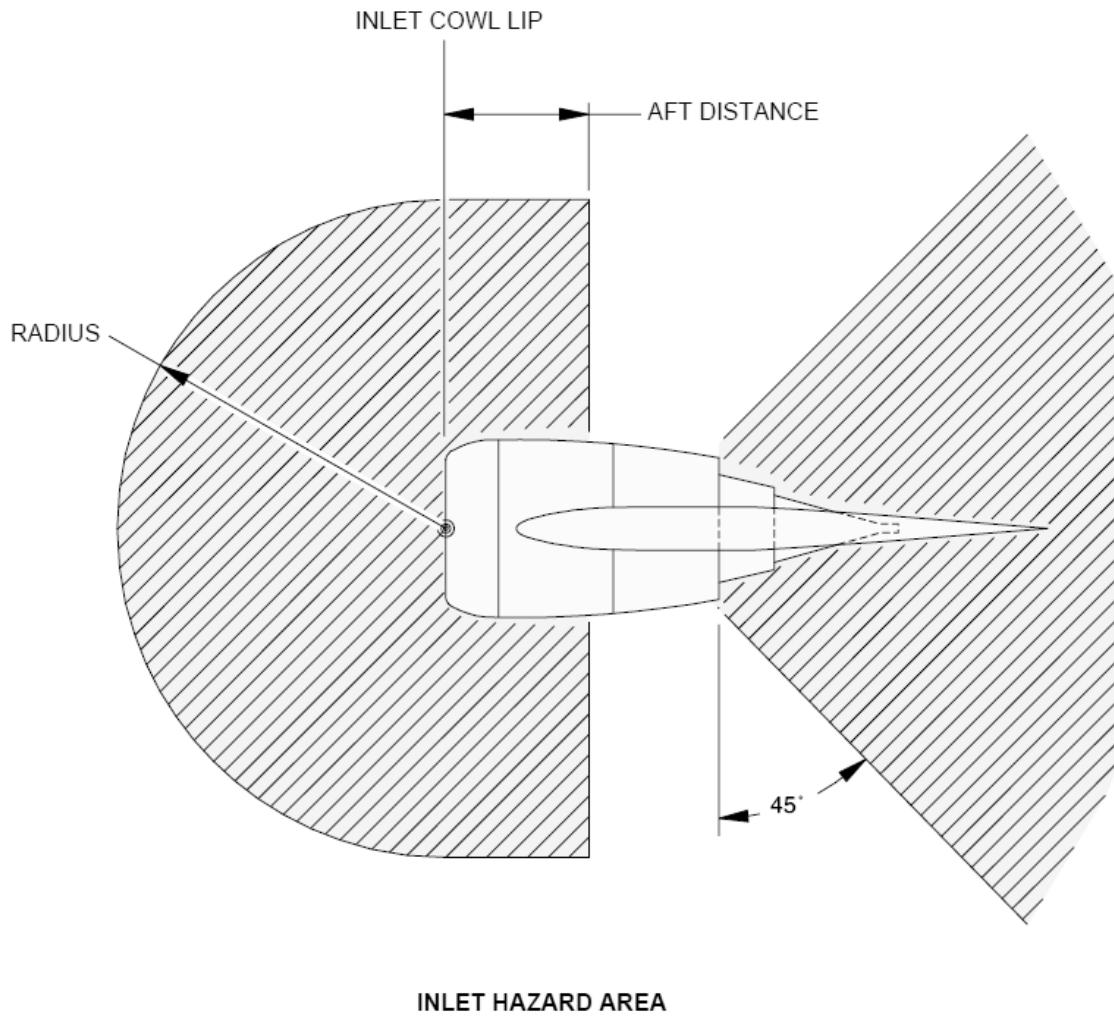
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6.1.8 Inlet Hazard Areas: All Models



| | RADIUS | | AFT DISTANCE | |
|-------------------------|---------|--------|--------------|-------|
| IDLE THRUST | 15.0 FT | 4.6 M | 6.8 FT | 2.1 M |
| BREAKAWAY THRUST | 18.0 FT | 5.5 M | 9.0 FT | 2.7 M |
| TAKEOFF THRUST | 33.0 FT | 10.1 M | 15.0 FT | 4.6 M |

6.2 AIRPORT AND COMMUNITY NOISE

Airport noise is of major concern to the airport and community planner. The airport is a major element in the community's transportation system and, as such, is vital to its growth. However, the airport must also be a good neighbor, and this can be accomplished only with proper planning. Since aircraft noise extends beyond the boundaries of the airport, it is vital to consider the impact on surrounding communities. Many means have been devised to provide the planner with a tool to estimate the impact of airport operations. Too often they oversimplify noise to the point where the results become erroneous. Noise is not a simple subject; therefore, there are no simple answers.

The cumulative noise contour is an effective tool. However, care must be exercised to ensure that the contours, used correctly, estimate the noise resulting from aircraft operations conducted at an airport.

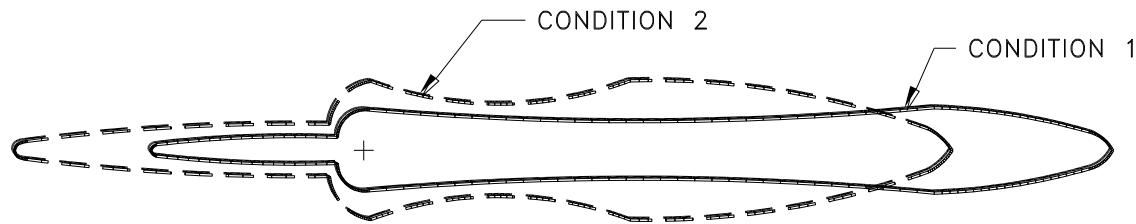
The size and shape of the single-event contours, which are inputs into the cumulative noise contours, are dependent upon numerous factors. They include the following:

1. Operational Factors
 - a. Aircraft Weight - Aircraft weight is dependent on operating empty weight, distance to be traveled, en route winds, payload, and reserve fuel anticipated from a potential aircraft delay upon reaching the destination.
 - b. Engine Power Settings - The rates of ascent and descent and the noise levels emitted at the source are influenced by the power setting used.
 - c. Airport Altitude - Higher airport altitude will affect engine performance and thus can influence noise.
2. Atmospheric Conditions-Sound Propagation
 - a. Wind - With stronger headwinds, the aircraft can take off and climb more rapidly relative to the ground. Also, winds can influence the distribution of noise in surrounding communities.
 - b. Temperature and Relative Humidity - The absorption of noise in the atmosphere along the transmission path between the aircraft and the ground observer varies with both temperature and relative humidity.
3. Surface Condition - Shielding, Extra Ground Attenuation (EGA)
 - a. Terrain - If the ground slopes down after takeoff or up before landing, noise will be reduced since the aircraft will be at a higher altitude above ground. Additionally, hills, shrubs, trees, and large buildings can act as sound buffers.

All these factors can alter the shape and size of the contours appreciable. To demonstrate the effect of some of these factors, estimated noise level contours for two different operating conditions are shown below. These contours reflect a given noise level upon a ground level plane at runway elevation.

Condition 1

| Landing | Takeoff | | | | |
|------------------|---------|---------|----------------|--------|---------|
| Maximum Weight | Design | Landing | Maximum Weight | Design | Takeoff |
| 10-knot Headwind | | | Zero Wind | | |
| 3° Approach | | | 84 °F (29 °C) | | |
| 84 °F (29 °C) | | | Humidity 15% | | |
| Humidity 15% | | | | | |



Condition 2

| Landing | Takeoff | | |
|-------------------------------|---------|-------------------------------|--------|
| 85% of Maximum Landing Weight | Design | 80% of Maximum Takeoff Weight | Design |
| 10-knot Headwind | | 10-knot Headwind | |
| 3° Approach | | 59 °F (15 °C) | |
| 59 °F (15 °C) | | Humidity 70% | |
| Humidity 70% | | | |

As indicated from these data, the contour size varies substantially with operating and atmospheric conditions. Most aircraft operations are, of course, conducted at less than maximum gross weights because average flight distances are much shorter than maximum aircraft range capability and average load factors are less than 100%. Therefore, in developing cumulative contours for planning purposes, it is recommended that the airlines serving a particular city be contacted to provide operational information.

In addition, there are no universally accepted methods for developing aircraft noise contours or for relating the acceptability of specific zones to specific land uses. It is therefore expected that noise contour data for particular aircraft and the impact assessment methodology will be changing. To ensure that the best currently available information of this type is used in any planning study, it is recommended that it be obtained directly from the Office of Environmental Quality in the Federal Aviation Administration in Washington, D.C.

It should be noted that the contours shown herein are only for illustrating the impact of operating and atmospheric conditions and do not represent the single-event contour of the family of aircraft described in this document. It is expected that the cumulative contours will be developed as required by planners using the data and methodology applicable to their specific study.

7.0 PAVEMENT DATA

7.1 GENERAL INFORMATION

A brief description of the pavement charts that follow will help in their use for airport planning. A brief description of the pavement charts that follow will help in their use for airport planning. Each airplane configuration is depicted with a minimum range of five loads imposed on the main landing gear to aid in interpolation between the discrete values shown. All curves for any single chart represent data based on rated loads and tire pressures considered normal and acceptable by current aircraft tire manufacturer's standards. Tire pressures, where specifically designated on tables and charts, are at values obtained under loaded conditions as certificated for commercial use.

Section 7.2 presents basic data on the landing gear footprint configuration, maximum design taxi loads, and tire sizes and pressures.

Maximum pavement loads for certain critical conditions at the tire-to-ground interface are shown in Section 7.3, with the tires having equal loads on the struts.

Pavement requirements for commercial airplanes are customarily derived from the static analysis of loads imposed on the main landing gear struts. The charts in Section 7.4 are provided in order to determine these loads throughout the stability limits of the airplane at rest on the pavement. These main landing gear loads are used as the point of entry to the pavement design charts, interpolating load values where necessary.

The flexible pavement design curves (Section 7.5) are based on procedures set forth in Instruction Report No. S-77-1, Procedures for Development of CBR Design Curves, June 1977, and as modified according to the methods described in FAA Advisory Circular 150/5320-6D, Airport Pavement Design and Evaluation, July 1995. Instruction Report No. S-77-1 was prepared by the U.S. Army Corps of Engineers Waterways Experiment Station, Soils and Pavements Laboratory, Vicksburg, Mississippi. The line showing 10,000 coverages is used to calculate Aircraft Classification Number (ACN).

The following procedure is used to develop the curves, such as shown in Section 7.5:

1. Having established the scale for pavement depth at the bottom and the scale for CBR at the top, an arbitrary line is drawn representing 5,000 annual departures.
2. Values of the aircraft gross weight are then plotted.
3. Additional annual departure lines are drawn based on the load lines of the aircraft gross weights already established.
4. An additional line representing 10,000 coverages (used to calculate the flexible pavement Aircraft Classification Number) is also placed.

All Load Classification Number (LCN) curves (Sections 7.6 and 7.8) have been developed from a computer program based on data provided in International Civil Aviation

Organization (ICAO) Document 9157-AN/901, Aerodrome Design Manual, Part 3, "Pavements", Second Edition, 1983. LCN values are shown directly for parameters of weight on main landing gear, tire pressure, and radius of relative stiffness (δ) for rigid pavement or pavement thickness or depth factor (h) for flexible pavement.

Rigid pavement design curves (Section 7.7) have been prepared with the Westergaard equation in general accordance with the procedures outlined in the Design of Concrete Airport Pavement, 1955 edition, by Robert G. Packard, published by the Portland Cement Association, 5420 Old Orchard Road, Skokie, Illinois 60077-1083. These curves are modified to the format described in the Portland Cement Association publication XP6705-2, Computer Program for Airport Pavement Design (Program PDILB), 1968, by Robert G. Packard.

The following procedure is used to develop the rigid pavement design curves shown in Section 7.7:

5. Having established the scale for pavement thickness to the left and the scale for allowable working stress to the right, an arbitrary load line is drawn representing the main landing gear maximum weight to be shown.
6. Values of the subgrade modulus (k) are then plotted.
7. Additional load lines for the incremental values of weight on the main landing gear are drawn on the basis of the curve for $k = 300$, already established.

For the rigid pavement design (Section 7.9) refer to the FAA AC 150/5320-6, Airport Pavement Design and Evaluation and pavement design program FAARFIELD. Both are available on the FAA website:

FAA AC 150/5320-6: https://www.faa.gov/airports/resources/advisory_circulars/

FAARFIELD: https://www.faa.gov/airports/engineering/design_software/

The ACN/PCN system (Section 7.10) as referenced in ICAO Annex 14, Aerodromes, Volume I, "Aerodrome Design and Operations," Ninth Edition, July 2022, provides a standardized international airplane/pavement rating system replacing the various S, T, TT, LCN, AUW, ISWL, etc., rating systems used throughout the world. ACN is the Aircraft Classification Number and PCN is the Pavement Classification Number. An aircraft having an ACN equal to or less than the PCN can operate on the pavement subject to any limitation on the tire pressure. Numerically, the ACN is two times the derived single-wheel load expressed in thousands of kilograms, where the derived single wheel load is defined as the load on a single tire inflated to 181 psi (1.25 MPa) that would have the same pavement requirements as the aircraft. Computationally, the ACN/PCN system uses the PCA program PDILB for rigid pavements and S-77-1 for flexible pavements to calculate ACN values.

The ACR-PCR system (Section 7.11) follows ICAO Annex 14, Aerodromes, Volume I, "Aerodrome Design and Operations," Ninth Edition, July 2022, and guidance from ICAO

Doc 9157-AN/901, Aerodrome Design Manual, Part 3, "Pavements," Third Edition, 2022, replacing the ACN/PCN system used throughout the world. ACR is the Aircraft Classification Rating and PCR is the Pavement Classification Rating. The ACR-PCR system allows an aircraft having an ACR equal to or less than the PCR to operate on the pavement subject to any limitation on the tire pressure. Numerically, the ACR is two times the derived single-wheel load expressed in hundreds of kilograms, where the derived single wheel load is defined as the load on a single tire inflated to 218 psi (1.5 MPa) that would have the same pavement requirements as the aircraft.

The method of pavement evaluation is left up to the airport with the results of their evaluation presented as follows:

| PCN/ PCR | PAVEMENT TYPE | SUBGRADE CATEGORY | TIRE PRESSURE CATEGORY | EVALUATION METHOD |
|-------------|------------------|----------------------|---------------------------|----------------------|
| | R = Rigid | A = High | W = No Limit | T = Technical |
| | F = Flexible | B = Medium | X = To 254 psi (1.75 MPa) | U = Using Aircraft |
| | | C = Low | Y = To 181 psi (1.25 MPa) | |
| | | D = Ultra Low | Z = To 73 psi (0.5 MPa) | |

ACN values for flexible pavements are calculated for the following four subgrade categories:

Code A - High strength; characterized by CBR 15 and representing all CBR values above 13.

Code B - Medium strength; characterized by CBR 10 and representing a range in CBR of 8 to 13.

Code C - Low strength; characterized by CBR 6 and representing a range in CBR of 4 to 8.

Code D - Ultra-low strength; characterized by CBR 3 and representing all CBR values below 4.

ACN values for rigid pavements are calculated for the following four subgrade categories:

Code A - High strength; characterized by $k = 150 \text{ MN/m}^3$ (552.6 pci) and representing all k values above 120 MN/m^3 .

Code B - Medium strength; characterized by $k = 80 \text{ MN/m}^3$ (294.7 pci) and representing a range in k values of 60 to 120 MN/m^3 .

Code C - Low strength; characterized by $k = 40 \text{ MN/m}^3$ (147.4 pci) and representing a range in k values of 25 to 60 MN/m^3 .

Code D - characterized by $k = 20 \text{ MN/m}^3$ (73.7 pci) and representing all k values below 25 MN/m^3 .

ACR values at any mass on rigid and flexible pavements are calculated for the following four subgrade categories:

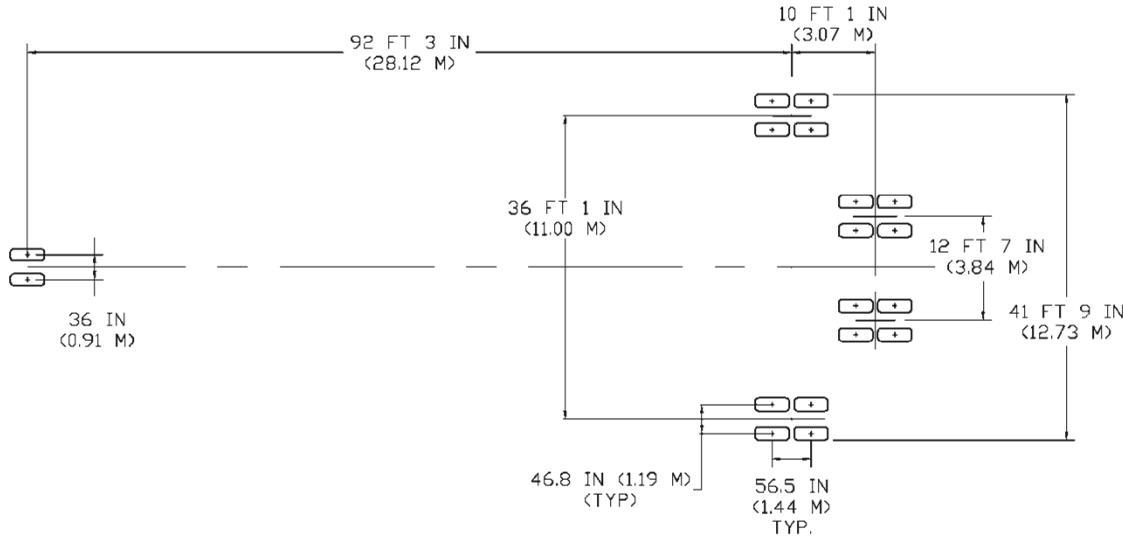
Code A - High strength; characterized by $E = 200$ MPa (29,008 psi) and representing all E values equal to or above 150 MPa, for rigid and flexible pavements.

Code B - Medium strength; characterized by $E = 120$ MPa (17,405 psi) and representing a range in E equal to or above 100 MPa and strictly less than 150 MPa, for rigid and flexible pavements.

Code C - Low strength; characterized by $E = 80$ MPa (11,603 psi) and representing a range in E equal to or above 60 MPa and strictly less than 100 MPa, for rigid and flexible pavements.

Code D - Ultra-low strength; characterized by $E = 50$ MPa (7,252 psi) and representing all E values strictly less than 60 MPa, for rigid and flexible pavements.

7.2 LANDING GEAR FOOTPRINT



NOT TO SCALE

| | UNITS | 747-8F | 747-8, 747-8F | |
|--------------------------------|------------|--------------------|--------------------|--|
| MAXIMUM DESIGN TAXI WEIGHT | LB KG | 978,000 443,613 | 990,000 449,056 | |
| PERCENT OF WEIGHT ON MAIN GEAR | % | SEE SECTION 7.4 | | |
| NOSE GEAR TIRE SIZE | IN. | 50x20.0R22, 26PR | 50x20.0R22, 26PR | |
| NOSE GEAR TIRE PRESSURE | PSI MPa | 167 1.15 | 167 1.15 | |
| MAIN GEAR TIRE SIZE | IN. | 52x21.0R22, 36PR | 52x21.0R22, 36PR | |
| MAIN GEAR TIRE PRESSURE | PSI MPa | 221 1.52 | 221 1.52 | |

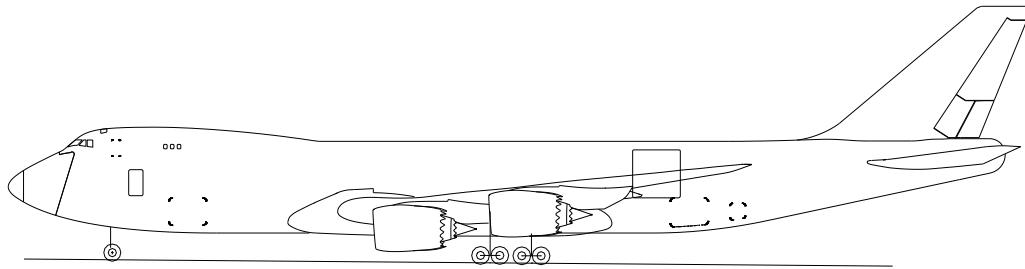
7.3 MAXIMUM PAVEMENT LOADS

V_{NG} = MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CENTER OF GRAVITY

V_{MG} = MAXIMUM VERTICAL MAIN GEAR GROUND LOAD AT MOST AFT CENTER OF GRAVITY

H = MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

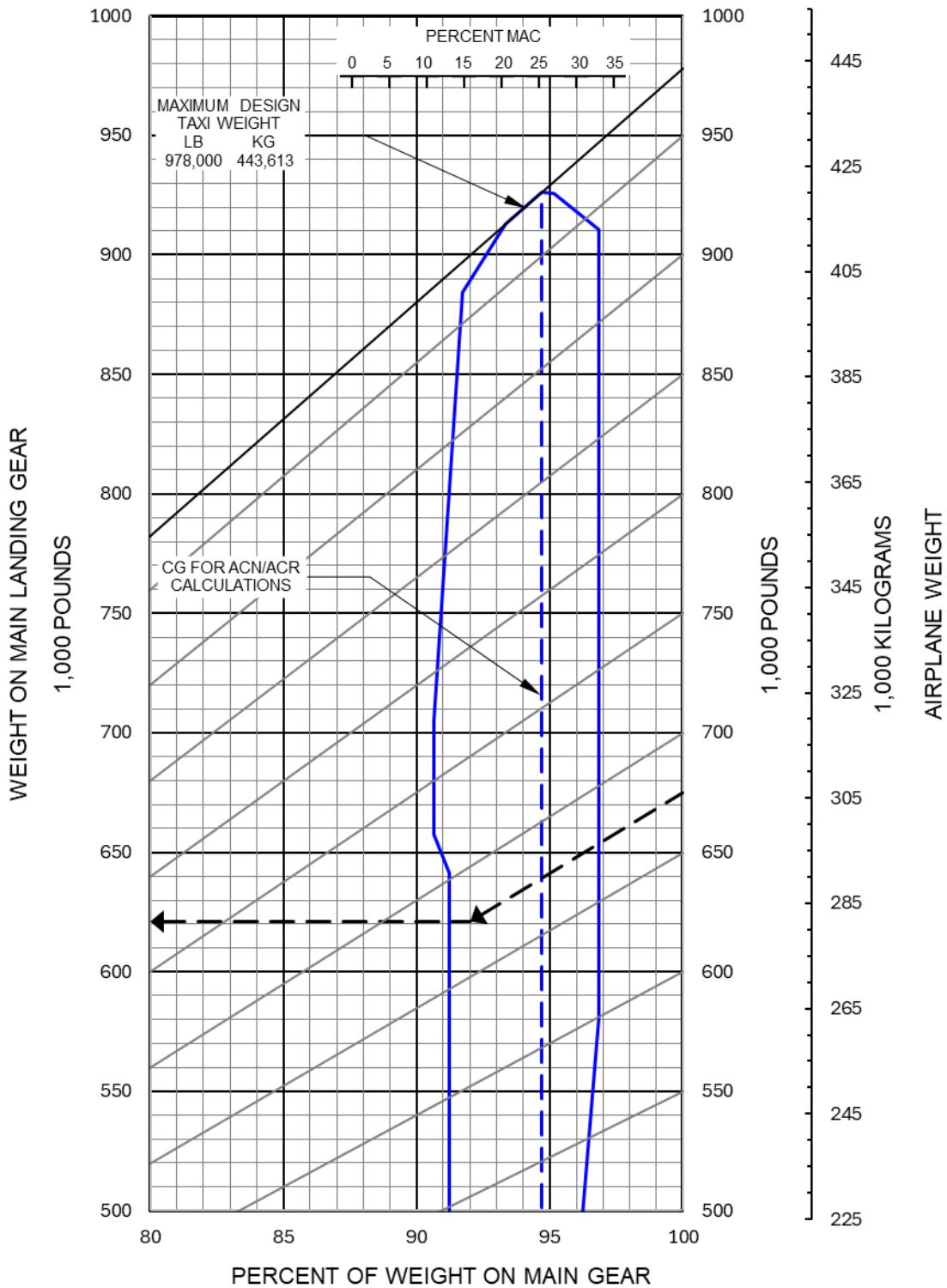
NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM DESIGN TAXI WEIGHT



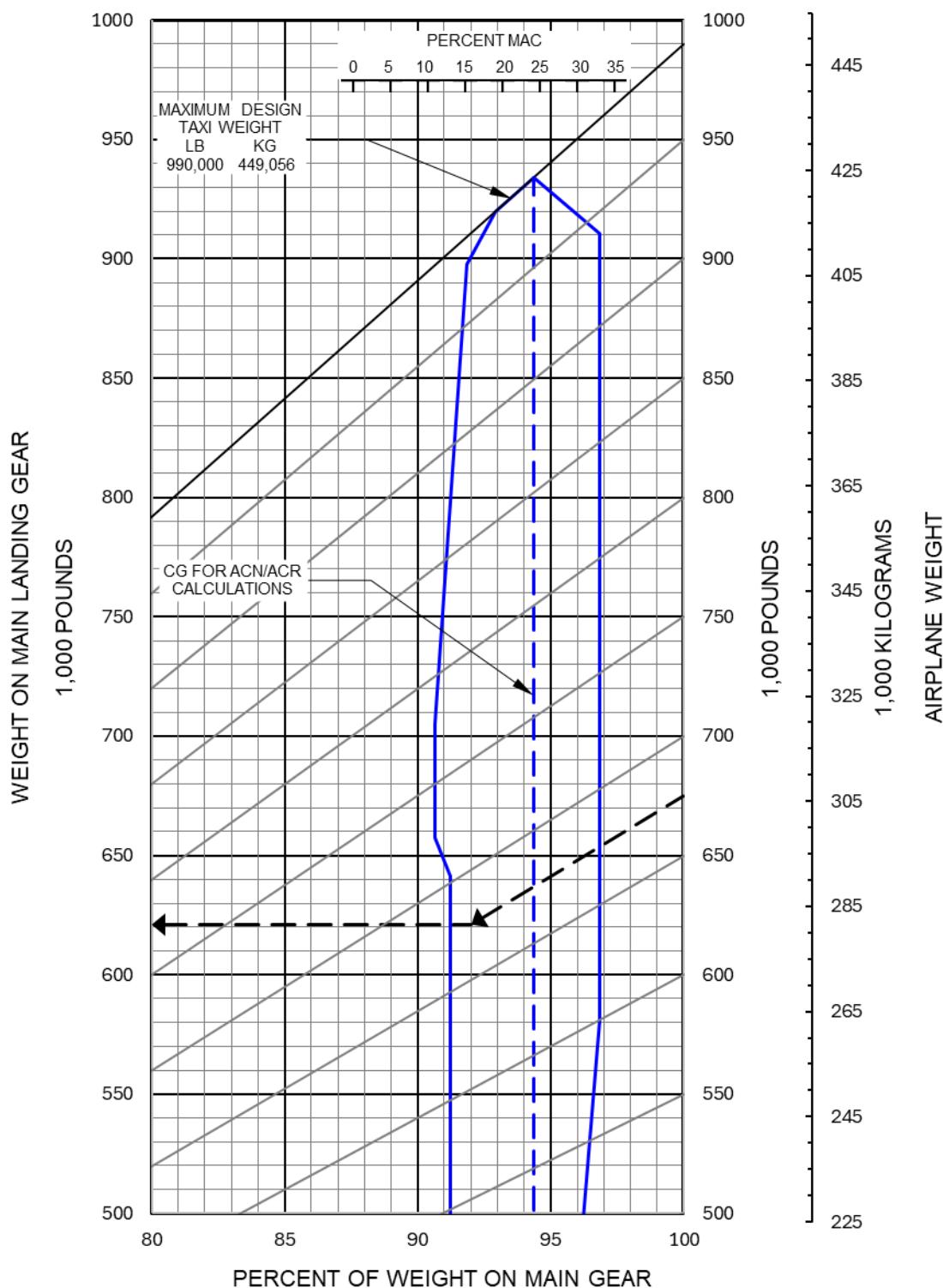
| AIRPLANE MODEL | UNITS | MAX DESIGN TAXI WEIGHT | V_{NG} | | V_{MG} PER STRUT (4) | H PER STRUT (4) | |
|----------------|-------|------------------------|-------------------------|---|------------------------|-----------------------------|---|
| | | | STATIC AT MOST FWD C.G. | STATIC + BRAKING 10 FT/SEC ² DECEL | | MAX LOAD AT STATIC AFT C.G. | STEADY BRAKING 10 FT/SEC ² DECEL |
| 747-8 | LB | 990,000 | 70,112 | 119,606 | 234,348 | 76,874 | 187,478 |
| | KG | 449,056 | 31,802 | 54,252 | 106,299 | 34,870 | 85,039 |
| 747-8F | LB | 978,000 | 65,145 | 116,380 | 231,507 | 75,942 | 185,206 |
| | KG | 443,613 | 29,549 | 52,789 | 105,010 | 34,447 | 84,008 |
| 747-8F | LB | 990,000 | 70,112 | 119,606 | 234,515 | 76,874 | 186,812 |
| | KG | 449,056 | 31,802 | 54,252 | 105,921 | 34,870 | 84,736 |

7.4 LANDING GEAR LOADING ON PAVEMENT

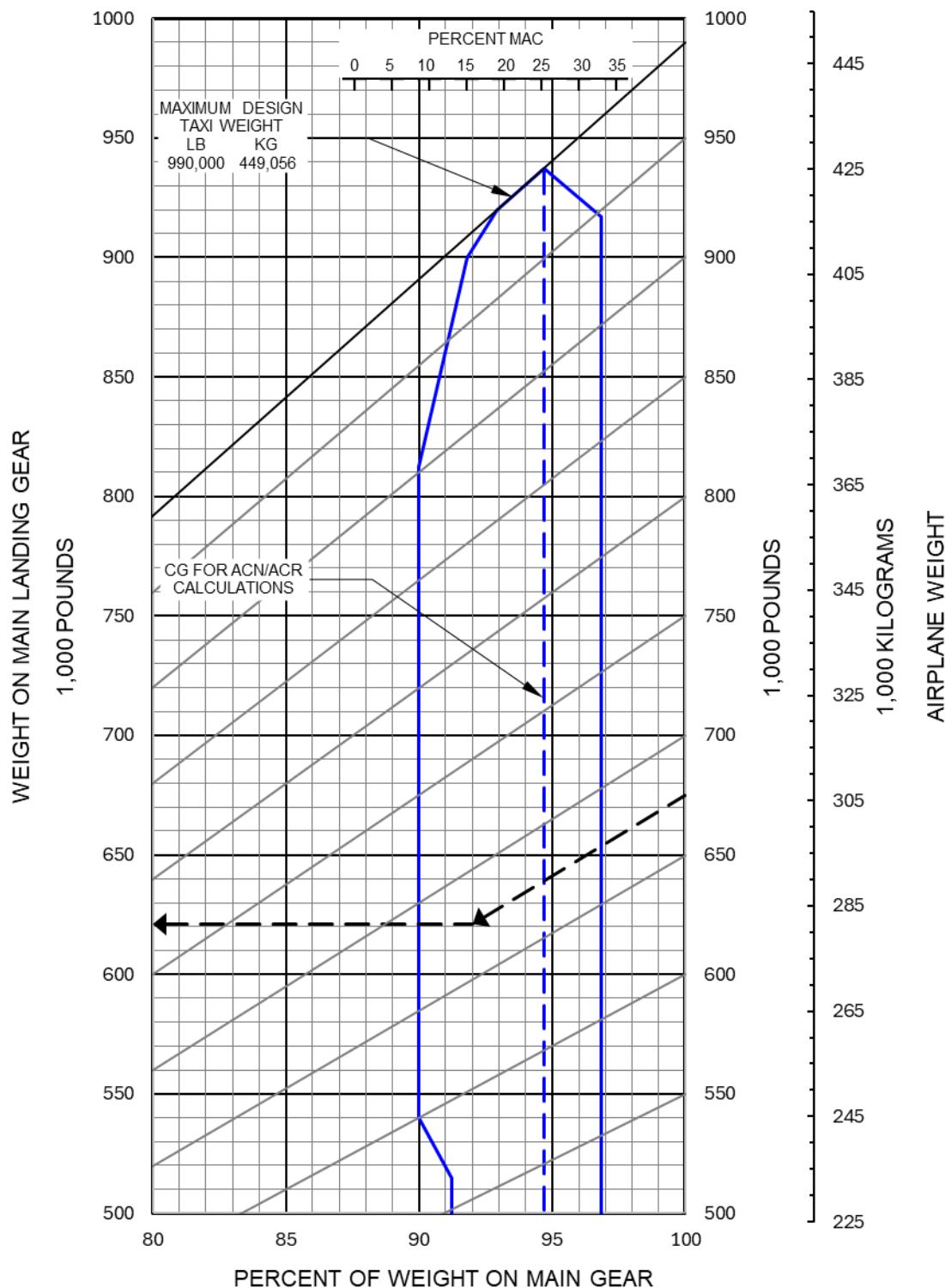
7.4.1 Landing Gear Loading on Pavement: Model 747-8F (978,000 LB, 443,613 KG)



7.4.2 Landing Gear Loading On Pavement: Model 747-8F (990,000 LB, 449,056 KG)



7.4.3 Landing Gear Loading on Pavement: Model 747-8 (990,000 LB, 449,056 KG)



7.5 FLEXIBLE PAVEMENT REQUIREMENTS - U.S. ARMY CORPS OF ENGINEERS METHOD S-77-1

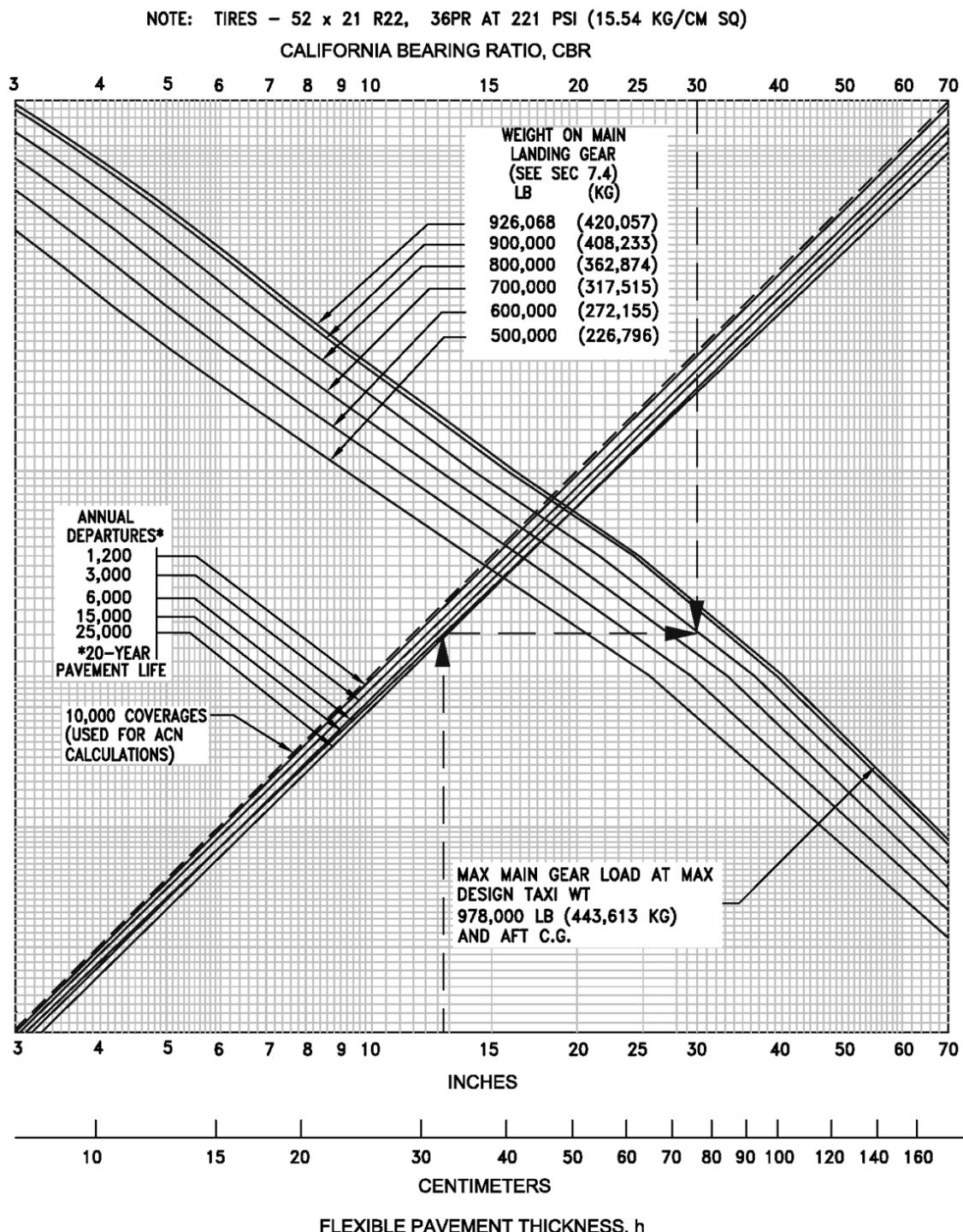
The following flexible-pavement design chart presents the data of six incremental main-gear loads at the minimum tire pressure required at the maximum design taxi weight.

In the examples shown in Section 7.5.1 and 7.5.2, for a CBR of 30 and an annual departure level of 15,000, the required flexible pavement thickness for an airplane with a main gear loading of 800,000 pounds (362,874 kg) is 12.5 inches (31.8 cm).

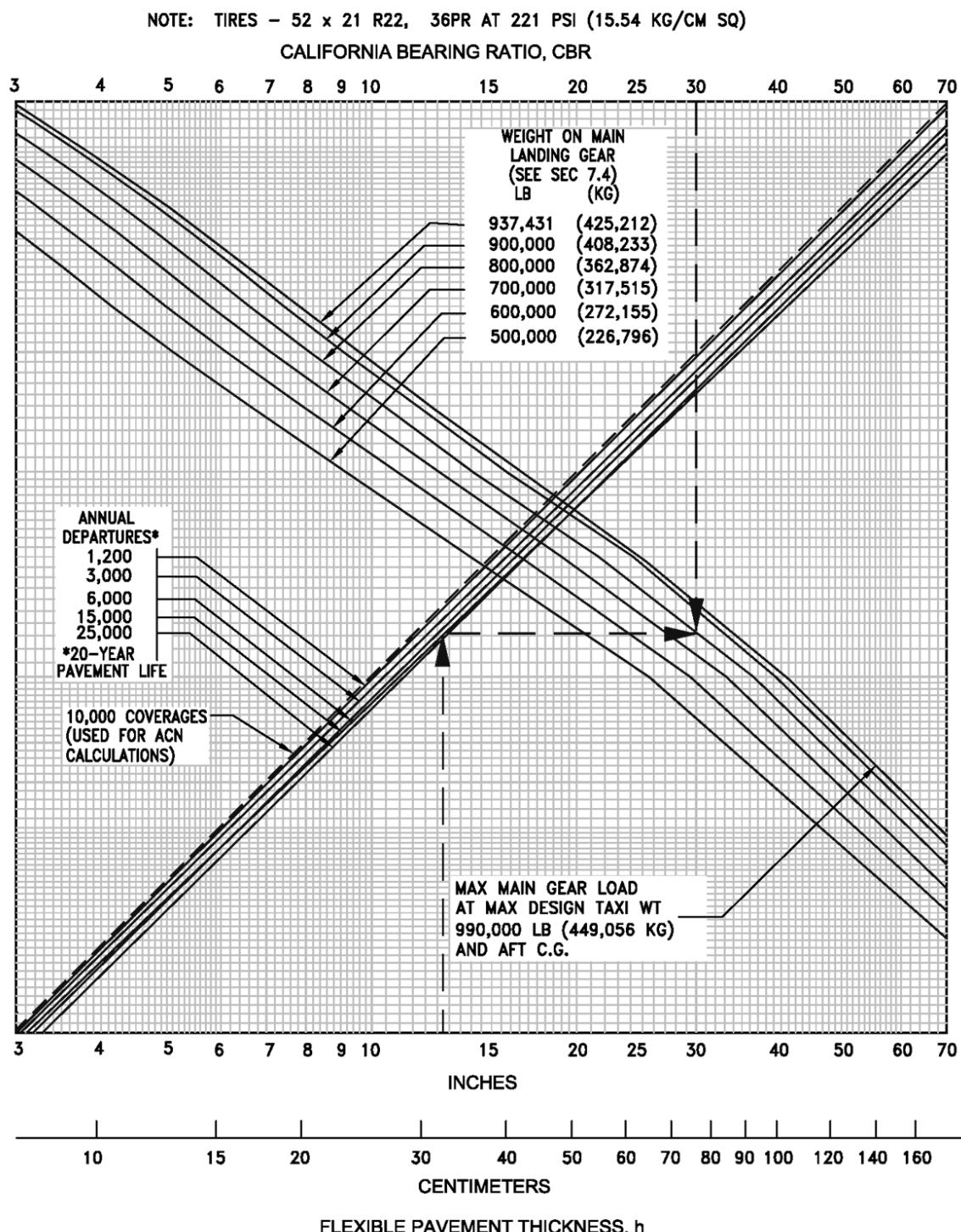
The line showing 10,000 coverages is used for ACN calculations (see Section 7.10).

The FAA design method uses a similar procedure using total airplane weight instead of weight on the main landing gears. The equivalent main gear loads for a given airplane weight could be calculated from Section 7.4.

7.5.1 Flexible Pavement Requirements - U.S. Army Corps of Engineers Design Method (S-77-1): Model 747-8F (978,000 LB, 443,613 KG)



7.5.2 Flexible Pavement Requirements - U.S. Army Corps of Engineers Design Method (S-77-1): Model 747-8, 747-8F (990,000 LB, 449,056 KG)



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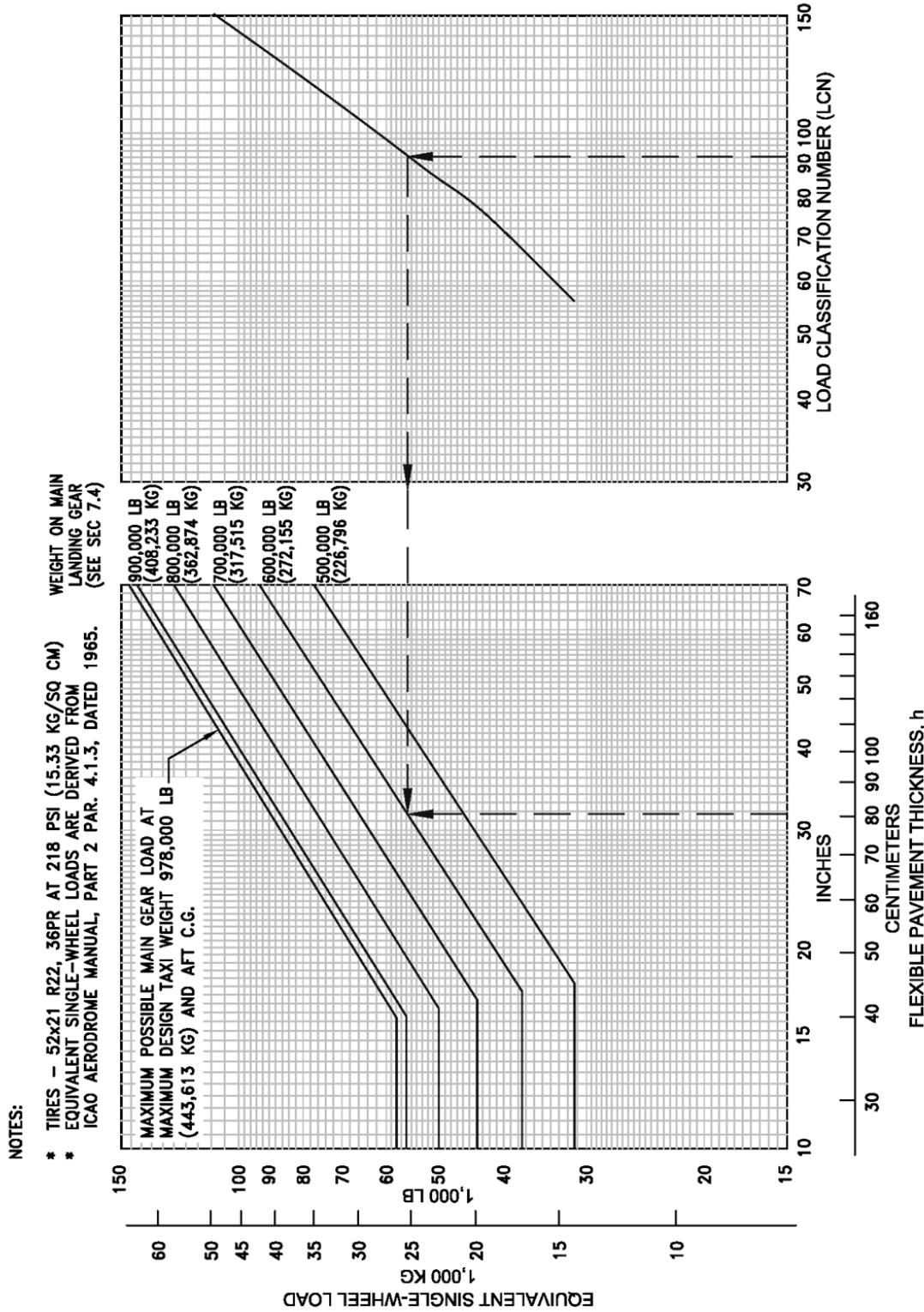
7.6 FLEXIBLE PAVEMENT REQUIREMENTS - LCN METHOD

To determine the airplane weight that can be accommodated on a particular flexible pavement, both the Load Classification Number (LCN) of the pavement and the thickness must be known.

In the example shown in Section 7.6.1 and 7.6.2, flexible pavement thickness is shown at 32 in (81 cm), with an LCN of 92. For these conditions, the apparent maximum allowable weight permissible on the main landing gear is 600,000 lb (272,155 kg) for an airplane with 221-psi (15.54 kg/cm²) main gear tires.

Note: If the resultant aircraft LCN is not more than 10% above the published pavement LCN, the bearing strength of the pavement can be considered sufficient for unlimited use by the airplane. The figure 10% has been chosen as representing the lowest degree of variation in LCN that is significant (reference: ICAO Aerodrome Design Manual, Part 2, "Aerodrome Physical Characteristics," Chapter 4, Paragraph 4.1.5.7v, 2nd Edition dated 1965).

7.6.1 FLEXIBLE PAVEMENT REQUIREMENTS - LCN METHOD: MODEL 747-8F (978,000 LB, 443,613 KG)



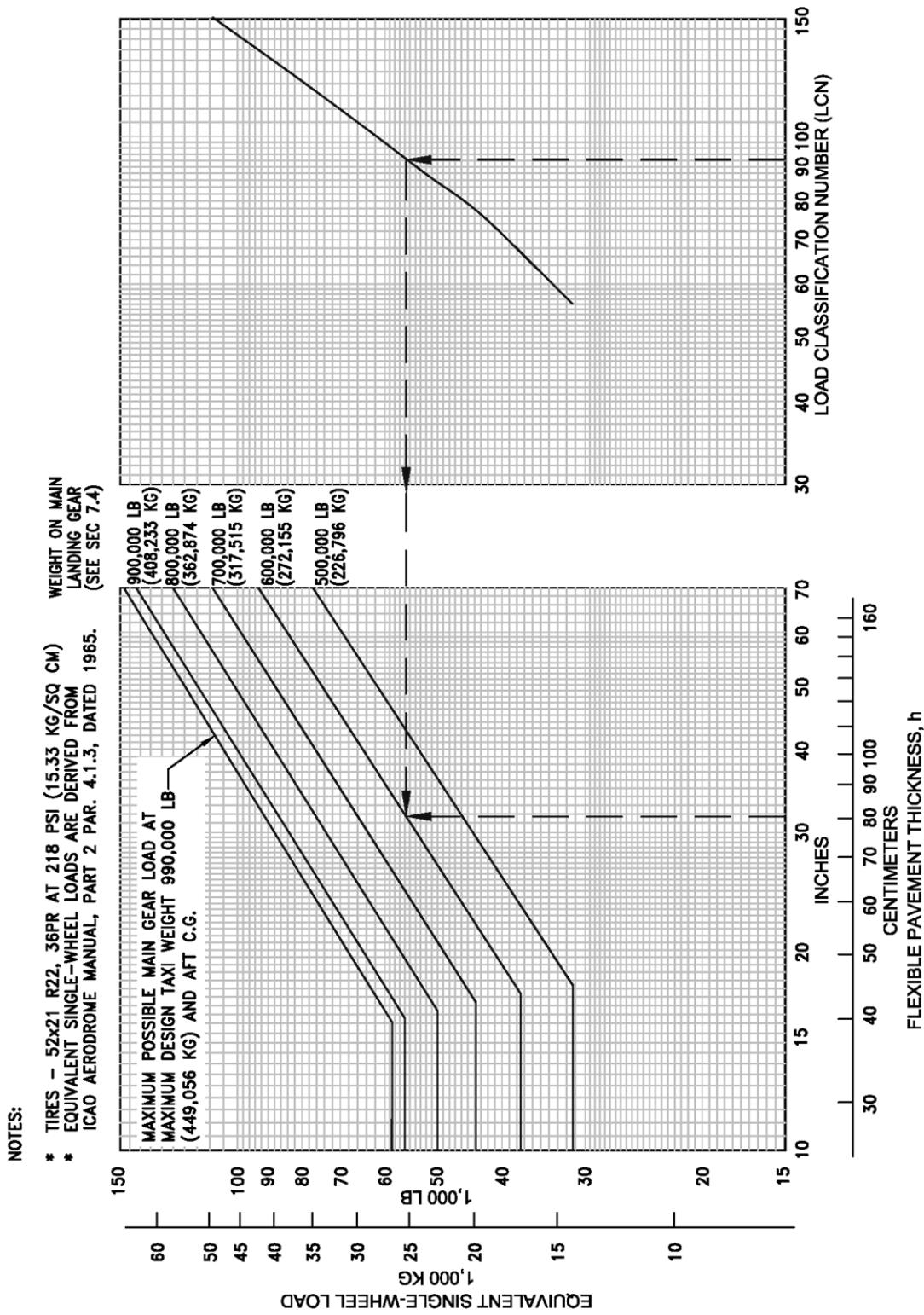
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7.6.2 FLEXIBLE PAVEMENT REQUIREMENTS - LCN METHOD: MODEL 747-8, 747-8F (990,000 LB, 449,056 KG)



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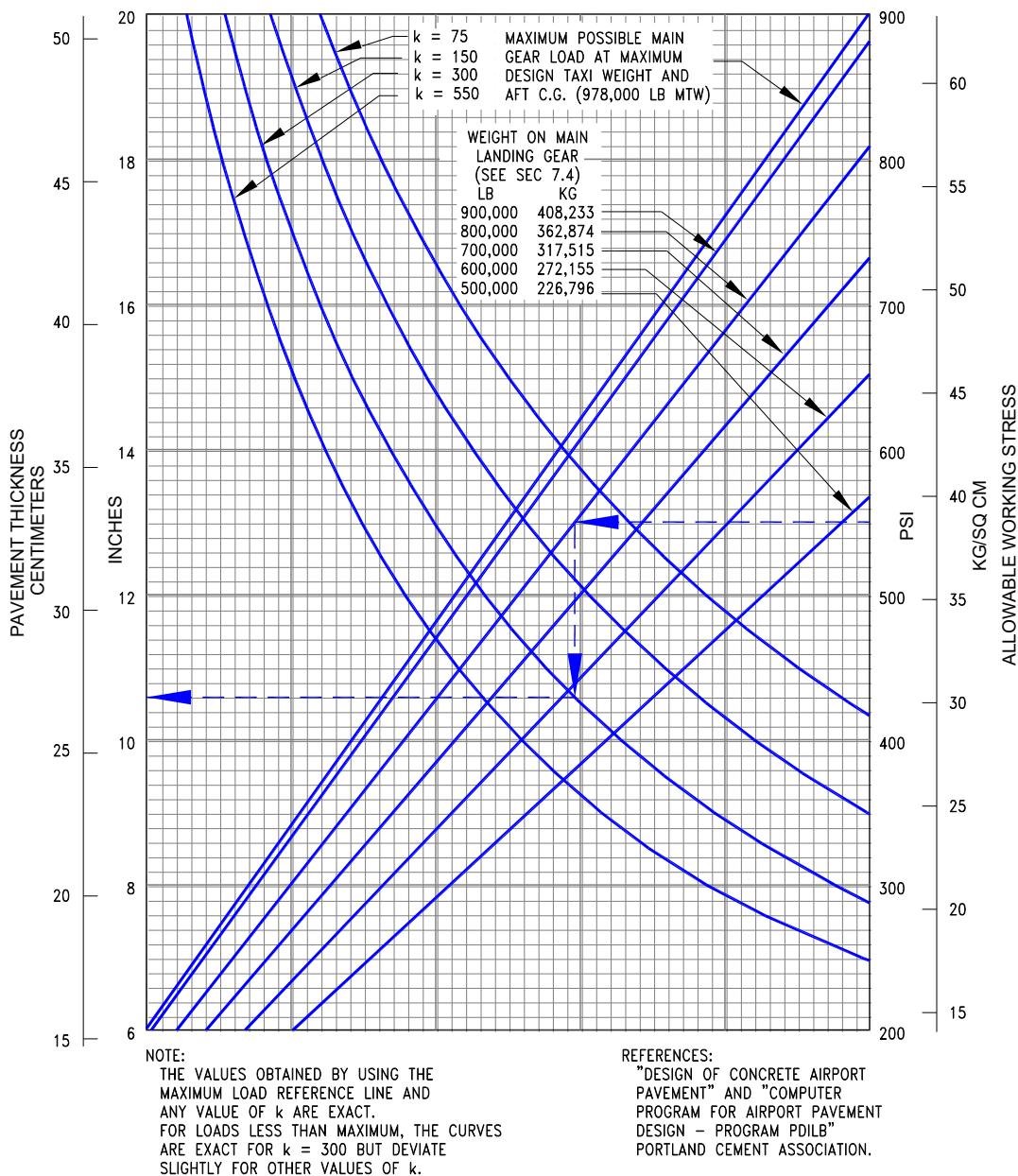
7.7 RIGID PAVEMENT REQUIREMENTS - PORTLAND CEMENT ASSOCIATION DESIGN METHOD

The Portland Cement Association method of calculating rigid pavement requirements is based on the computerized version of "Design of Concrete Airport Pavement" (Portland Cement Association, 1965) as described in XP6705-2, "Computer Program for Airport Pavement Design" by Robert G. Packard, Portland Cement Association, 1968.

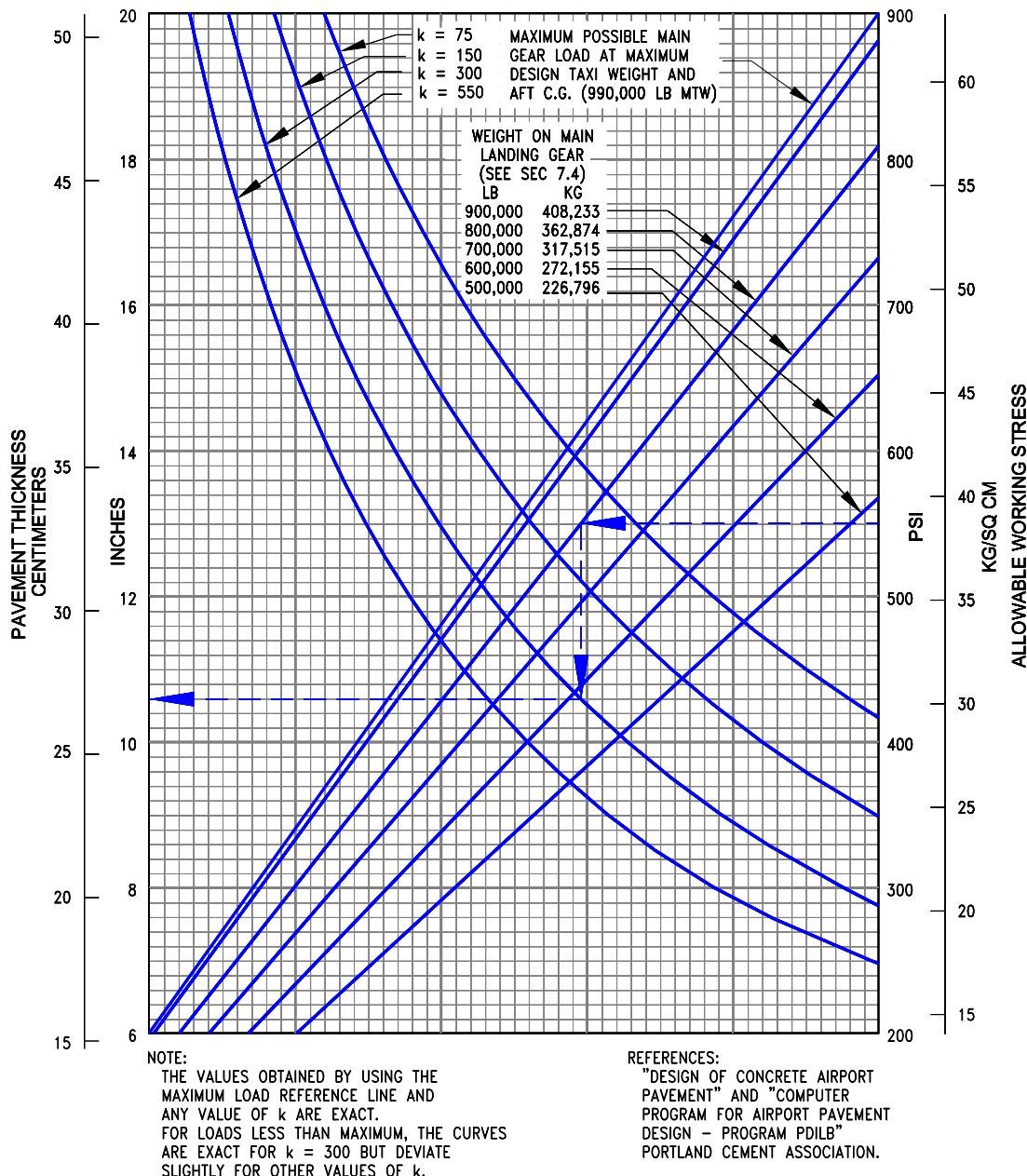
The rigid pavement design charts in Section 7.7.1 and 7.7.2, present the data for six incremental main gear loads at the minimum tire pressure required at the maximum design taxi weight.

In the example shown, for an allowable working stress of 550 psi (38.67 kg/cm^2), a main gear load of 800,000 lb (362,874 kg), and a subgrade strength (k) of 300, the required rigid pavement thickness is 10.6 in (26.9 cm).

7.7.1 Rigid Pavement Requirements - Portland Cement Association Design Method: Model 747-8F (978,000 LB, 443,613 KG)



7.7.2 Rigid Pavement Requirements - Portland Cement Association Design Method: Model 747-8, 747-8F (990,000 LB, 449,056 KG)



7.8 RIGID PAVEMENT REQUIREMENTS - LCN METHOD

To determine the airplane weight that can be accommodated on a particular rigid pavement, both the LCN of the pavement and the radius of relative stiffness (δ) of the pavement must be known.

In the examples shown in Section 7.8.2 for a rigid pavement with a radius of relative stiffness of 47 with an LCN of 91, and 7.8.3 for a rigid pavement with a radius of relative stiffness of 47 with an LCN of 87, the apparent maximum allowable weight permissible on the main landing gear is 600,000 lb (272,155 kg) for an airplane with 221-psi (15.54 kg/cm²) main tires.

Note: If the resultant aircraft LCN is not more than 10% above the published pavement LCN, the bearing strength of the pavement can be considered sufficient for unlimited use by the airplane. The figure 10% has been chosen as representing the lowest degree of variation in LCN that is significant (reference: ICAO Aerodrome Design Manual, Part 2, "Aerodrome Physical Characteristics," Chapter 4, Paragraph 4.1.5.7v, 2nd Edition dated 1965).

7.8.1 Radius of Relative Stiffness (Reference: Portland Cement Association)

RADIUS OF RELATIVE STIFFNESS (λ)

VALUES IN INCHES

$$\lambda = \sqrt[4]{\frac{Ed^3}{12(1-\mu^2)k}} = 24.1652 \sqrt[4]{\frac{d^3}{k}}$$

WHERE: E = YOUNG'S MODULUS OF ELASTICITY = 4×10^6 psi

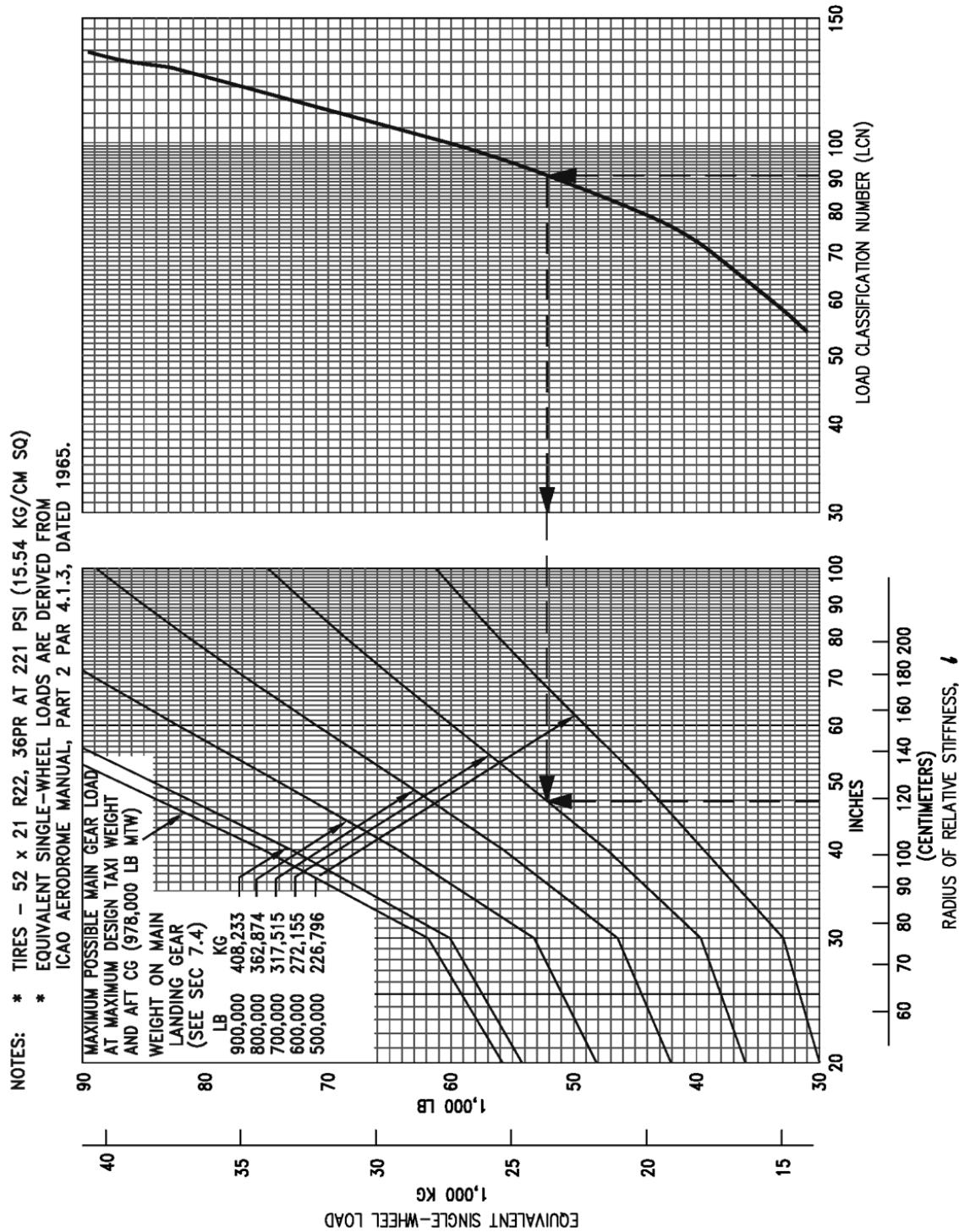
k = SUBGRADE MODULUS, LB PER CU IN

d = RIGID PAVEMENT THICKNESS, IN

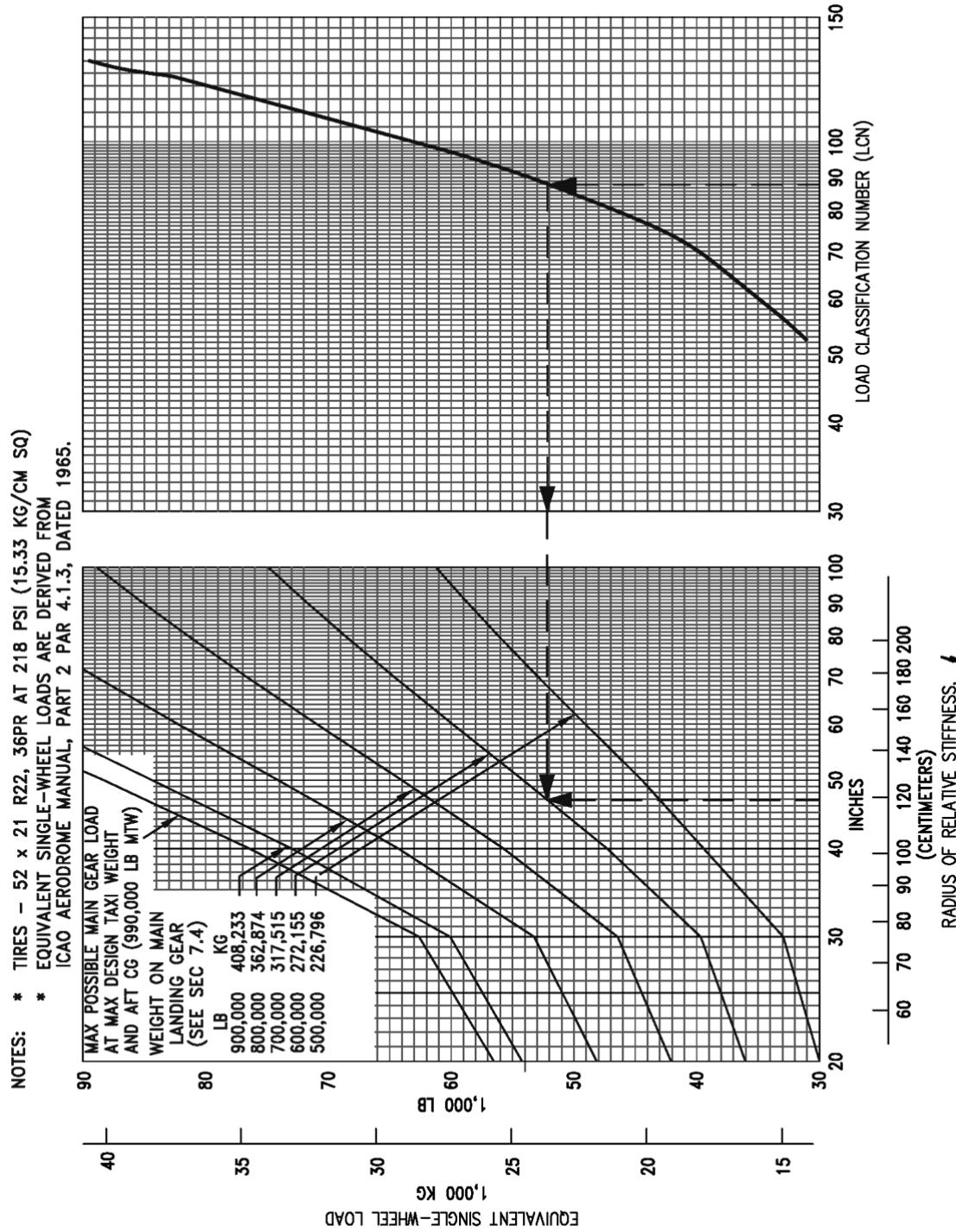
μ = POISSON'S RATIO = 0.15

| d | k = 75 | k = 100 | k = 150 | k = 200 | k = 250 | k = 300 | k = 350 | k = 400 | k = 500 | k = 550 |
|------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 6.0 | 31.48 | 29.29 | 26.47 | 24.63 | 23.30 | 22.26 | 21.42 | 20.71 | 19.59 | 19.13 |
| 6.5 | 33.42 | 31.10 | 28.11 | 26.16 | 24.74 | 23.63 | 22.74 | 21.99 | 20.80 | 20.31 |
| 7.0 | 35.33 | 32.88 | 29.71 | 27.65 | 26.15 | 24.99 | 24.04 | 23.25 | 21.99 | 21.47 |
| 7.5 | 37.21 | 34.63 | 31.29 | 29.12 | 27.54 | 26.31 | 25.32 | 24.49 | 23.16 | 22.61 |
| 8.0 | 39.06 | 36.35 | 32.84 | 30.56 | 28.91 | 27.62 | 26.57 | 25.70 | 24.31 | 23.73 |
| 8.5 | 40.87 | 38.04 | 34.37 | 31.99 | 30.25 | 28.90 | 27.81 | 26.90 | 25.44 | 24.84 |
| 9.0 | 42.66 | 39.70 | 35.88 | 33.39 | 31.57 | 30.17 | 29.03 | 28.07 | 26.55 | 25.93 |
| 9.5 | 44.43 | 41.35 | 37.36 | 34.77 | 32.88 | 31.42 | 30.23 | 29.24 | 27.65 | 27.00 |
| 10.0 | 46.17 | 42.97 | 38.83 | 36.13 | 34.17 | 32.65 | 31.41 | 30.38 | 28.73 | 28.06 |
| 10.5 | 47.89 | 44.57 | 40.27 | 37.48 | 35.44 | 33.87 | 32.58 | 31.52 | 29.81 | 29.10 |
| 11.0 | 49.59 | 46.15 | 41.70 | 38.81 | 36.70 | 35.07 | 33.74 | 32.63 | 30.86 | 30.14 |
| 11.5 | 51.27 | 47.72 | 43.12 | 40.12 | 37.95 | 36.26 | 34.89 | 33.74 | 31.91 | 31.16 |
| 12.0 | 52.94 | 49.26 | 44.51 | 41.43 | 39.18 | 37.43 | 36.02 | 34.83 | 32.94 | 32.17 |
| 12.5 | 54.58 | 50.80 | 45.90 | 42.71 | 40.40 | 38.60 | 37.14 | 35.92 | 33.97 | 33.17 |
| 13.0 | 56.21 | 52.31 | 47.27 | 43.99 | 41.60 | 39.75 | 38.25 | 36.99 | 34.98 | 34.16 |
| 13.5 | 57.83 | 53.81 | 48.63 | 45.25 | 42.80 | 40.89 | 39.34 | 38.05 | 35.99 | 35.14 |
| 14.0 | 59.43 | 55.30 | 49.97 | 46.50 | 43.98 | 42.02 | 40.43 | 39.10 | 36.98 | 36.11 |
| 14.5 | 61.01 | 56.78 | 51.30 | 47.74 | 45.15 | 43.14 | 41.51 | 40.15 | 37.97 | 37.07 |
| 15.0 | 62.58 | 58.24 | 52.62 | 48.97 | 46.32 | 44.25 | 42.58 | 41.18 | 38.95 | 38.03 |
| 15.5 | 64.14 | 59.69 | 53.93 | 50.19 | 47.47 | 45.35 | 43.64 | 42.21 | 39.92 | 38.98 |
| 16.0 | 65.69 | 61.13 | 55.23 | 51.40 | 48.61 | 46.45 | 44.69 | 43.22 | 40.88 | 39.92 |
| 16.5 | 67.22 | 62.55 | 56.52 | 52.60 | 49.75 | 47.53 | 45.73 | 44.23 | 41.83 | 40.85 |
| 17.0 | 68.74 | 63.97 | 57.80 | 53.79 | 50.87 | 48.61 | 46.77 | 45.23 | 42.78 | 41.77 |
| 17.5 | 70.25 | 65.38 | 59.07 | 54.97 | 51.99 | 49.68 | 47.80 | 46.23 | 43.72 | 42.69 |
| 18.0 | 71.75 | 66.77 | 60.34 | 56.15 | 53.10 | 50.74 | 48.82 | 47.22 | 44.65 | 43.60 |
| 19.0 | 74.72 | 69.54 | 62.83 | 58.47 | 55.30 | 52.84 | 50.84 | 49.17 | 46.50 | 45.41 |
| 20.0 | 77.65 | 72.26 | 65.30 | 60.77 | 57.47 | 54.91 | 52.83 | 51.10 | 48.33 | 47.19 |
| 21.0 | 80.55 | 74.96 | 67.73 | 63.03 | 59.61 | 56.95 | 54.80 | 53.00 | 50.13 | 48.95 |
| 22.0 | 83.41 | 77.62 | 70.14 | 65.27 | 61.73 | 58.98 | 56.75 | 54.88 | 51.91 | 50.68 |
| 23.0 | 86.23 | 80.25 | 72.51 | 67.48 | 63.82 | 60.98 | 58.67 | 56.74 | 53.67 | 52.40 |
| 24.0 | 89.03 | 82.85 | 74.86 | 69.67 | 65.89 | 62.95 | 60.57 | 58.58 | 55.41 | 54.10 |
| 25.0 | 91.80 | 85.43 | 77.19 | 71.84 | 67.94 | 64.91 | 62.46 | 60.41 | 57.13 | 55.78 |

7.8.2 Rigid Pavement Requirements - LCN Conversion: Model 747-8F (978,000 LB, 443,613 KG)



7.8.3 Rigid Pavement Requirements - LCN Conversion: Model 747-8, 747-8F (990,000 LB, 449,056 KG)



7.9 RIGID PAVEMENT REQUIREMENTS - FAA DESIGN METHOD

For the rigid pavement design, refer to the FAA AC 150/5320-6, Airport Pavement Design and Evaluation and pavement design program FAARFIELD. Both are available on the FAA website:

FAA AC 150/5320-6: https://www.faa.gov/airports/resources/advisory_circulars/

FAARFIELD: https://www.faa.gov/airports/engineering/design_software/

7.10 ACN/PCN REPORTING SYSTEM - FLEXIBLE AND RIGID PAVEMENTS

To determine the ACN of an aircraft on flexible or rigid pavement, both the aircraft gross weight and the subgrade strength category must be known. The chart in Section 7.10.1 shows that for a 747-8F aircraft with gross weight of 650,000 lb on a medium strength subgrade (Code B), the flexible pavement ACN is 39.9, which rounded to the nearest whole number is reported as 40. In Section 7.10.2, for the same aircraft weight and medium subgrade strength (Code B), the rigid pavement ACN is 42.9, which rounded to the nearest whole number is reported as 43.

The following table provides ACN data in tabular format similar to the one used by ICAO in Doc 9157-AN/901, Aerodrome Design Manual, Part 3, “Pavements,” Second Edition, 1983. If the ACN for an intermediate weight between the maximum taxi weight and the minimum weight specified in the table is required, Sections 7.10.1 through 7.10.6 should be consulted.

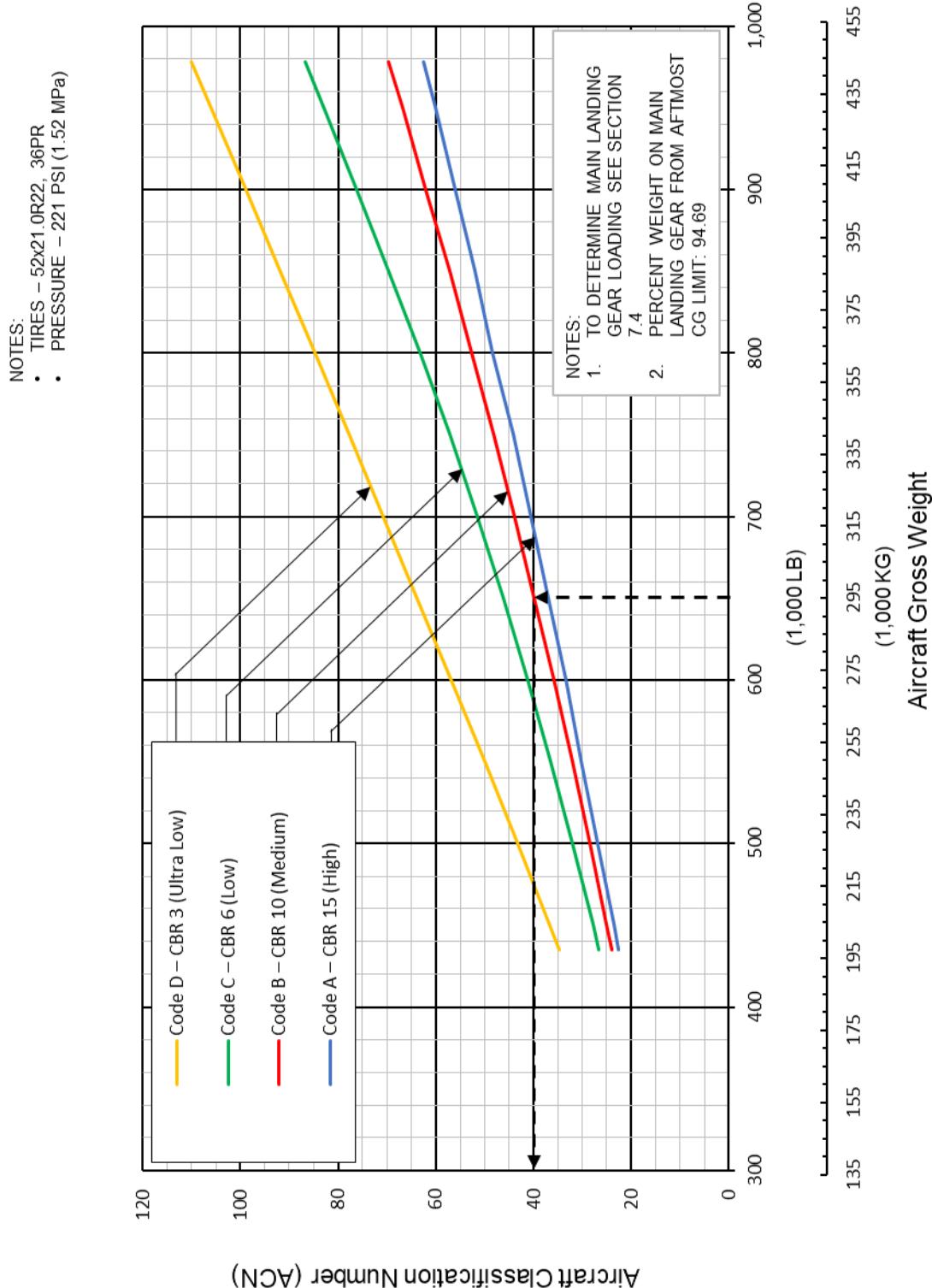
The ACN curve graphs were developed based on standard recommended practices from ICAO Annex 14, Aerodromes, Volume I, “Aerodrome Design and Operations,” Ninth Edition, July 2022, and guidance material from ICAO Doc 9157-AN/901, Aerodrome Design Manual, Part 3, “Pavements,” Second Edition, 1983. The Federal Aviation Administration has developed the “ICAO-ACN 1.0” program to calculate the ACN values for aircraft on flexible and rigid airport pavements, and it is available for download at:

<https://www.airporttech.tc.faa.gov/Products/Airport-Safety-Papers-Publications/Airport-Safety-Detail/icao-acn-10>.

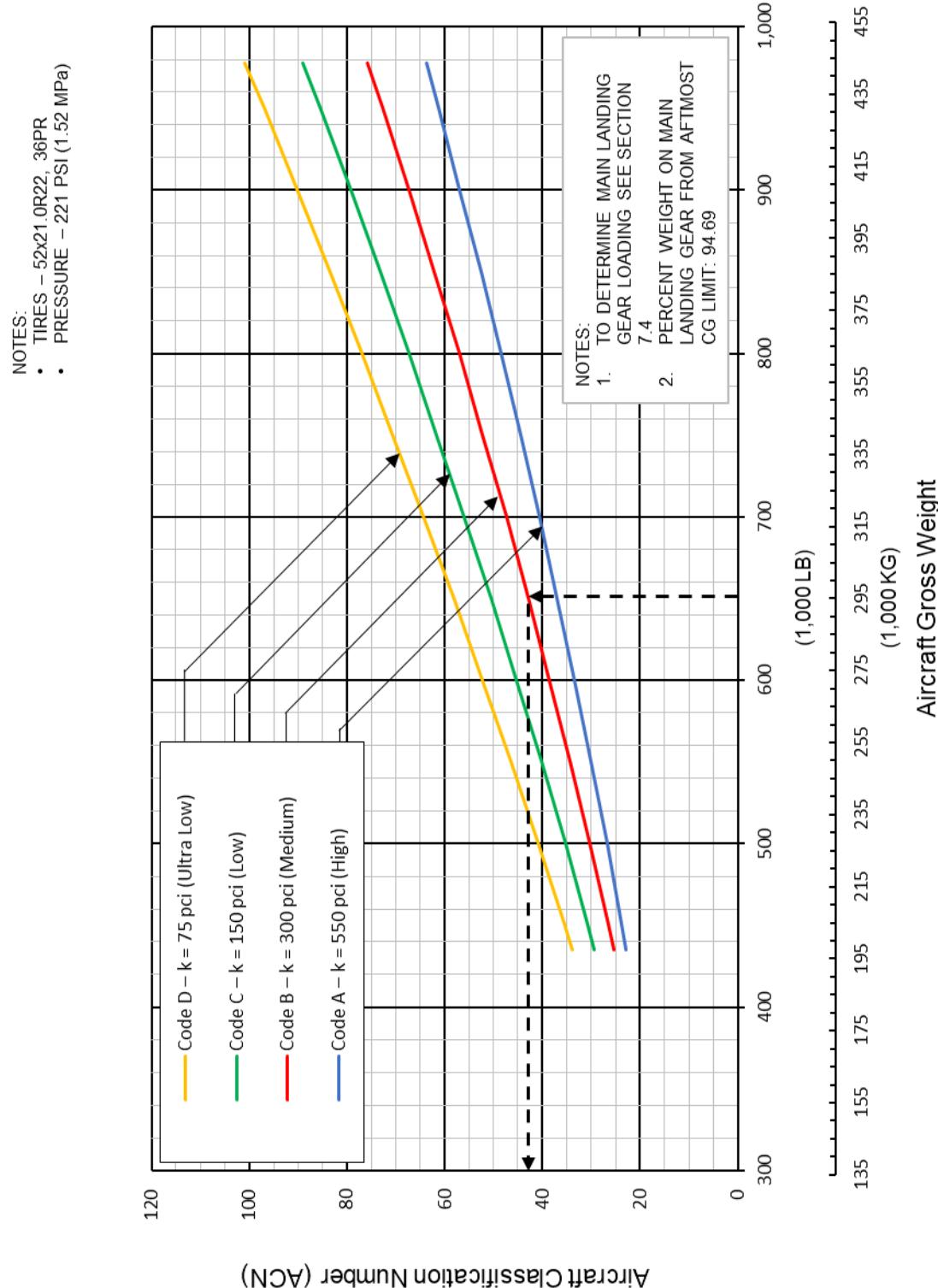
| AIRCRAFT TYPE | MAXIMUM TAXI WEIGHT MINIMUM WEIGHT *[1] lb (kg) | LOAD ON ONE MAIN GEAR LEG (%) | TIRE PRESSURE psi (MPa) | ACN FOR FLEXIBLE PAVEMENT SUBGRADES CBR | | | | ACN FOR RIGID PAVEMENT SUBGRADES k, pci (MN/m ³) | | | |
|---------------|---|----------------------------------|----------------------------|---|------------------|--------------|--------------------|--|------------------------|---------------------|--------------------------|
| | | | | HIGH (A) 15 | MEDIUM (B) 10 | LOW (C) 6 | ULTRA LOW (D) 3 | HIGH (A) 550 (150) | MEDIUM (B) 300 (80) | LOW (C) 150 (40) | ULTRA LOW (D) 75 (20) |
| 747-8F | 978,000 (443,613) | 23.67 | 221 (1.52) | 63 | 70 | 87 | 110 | 64 | 76 | 89 | 101 |
| | 434,600 (197,131) | | | 23 | 24 | 27 | 35 | 23 | 25 | 29 | 34 |
| 747-8F | 990,000 (449,056) | 23.59 | 221 (1.52) | 63 | 71 | 88 | 111 | 65 | 77 | 90 | 102 |
| | 434,600 (197,131) | | | 23 | 24 | 26 | 35 | 23 | 25 | 29 | 34 |
| 747-8 | 990,000 (449,056) | 23.67 | 221 (1.52) | 63 | 71 | 89 | 112 | 65 | 77 | 91 | 103 |
| | 434,600 (197,131) | | | 23 | 24 | 27 | 35 | 23 | 25 | 29 | 34 |

*[1] Minimum weight used solely as a baseline for ACN curve generation.

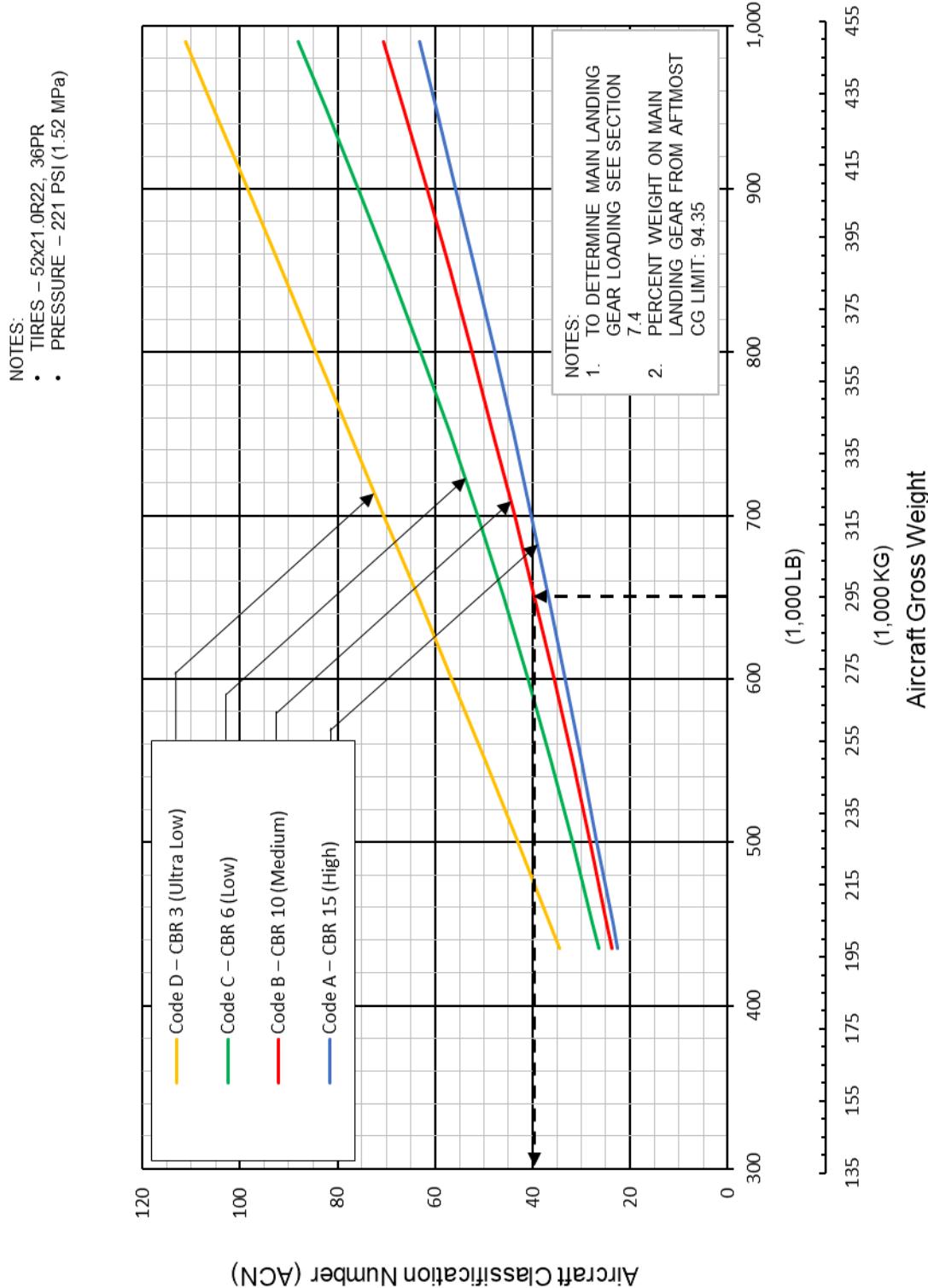
**7.10.1 Aircraft Classification Number - Flexible Pavement: Model 747-8F
(978,000 LB, 443,613 KG)**



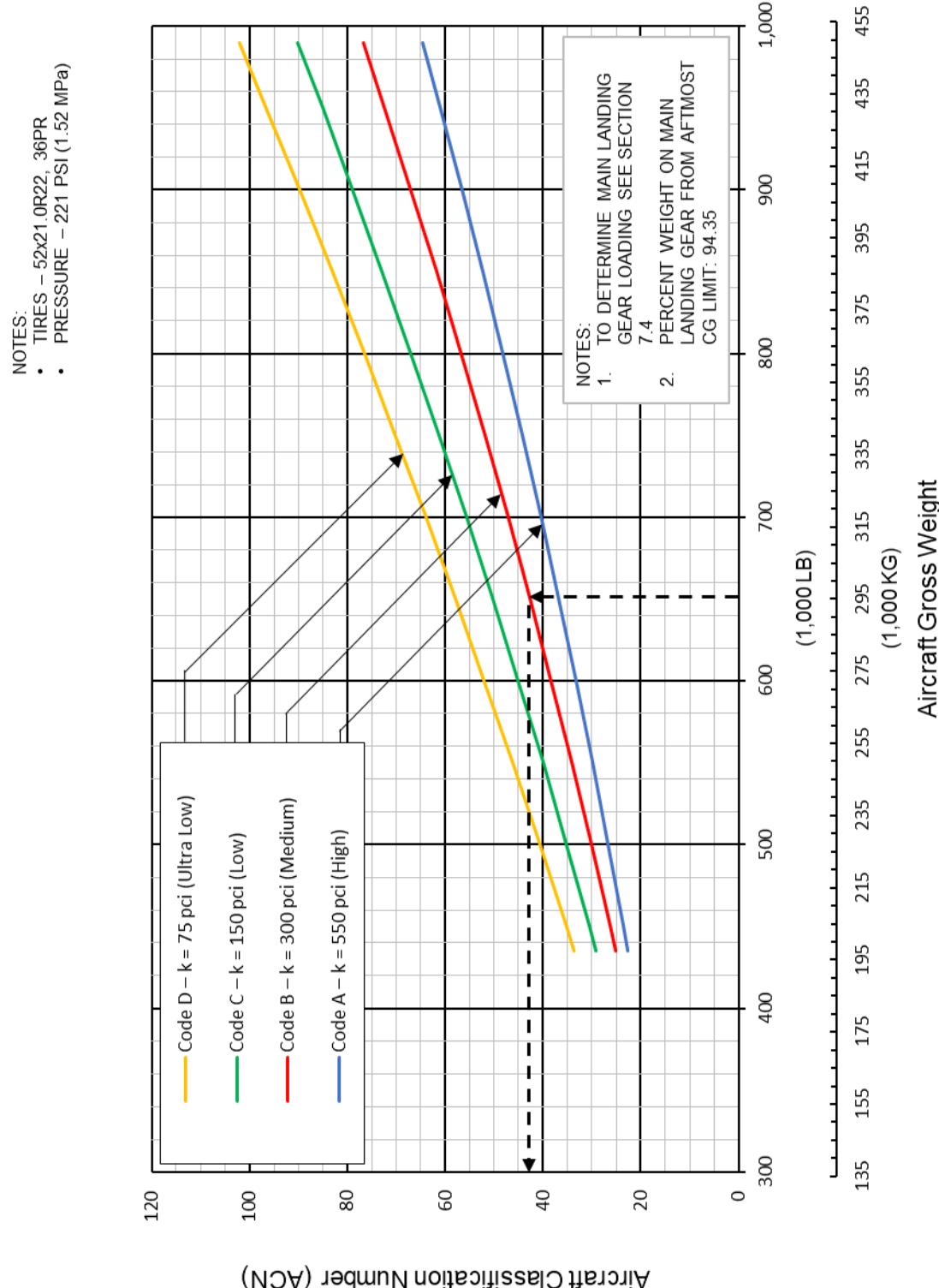
**7.10.2 Aircraft Classification Number - Rigid Pavement: Model 747-8F
(978,000 LB, 443,613 KG)**



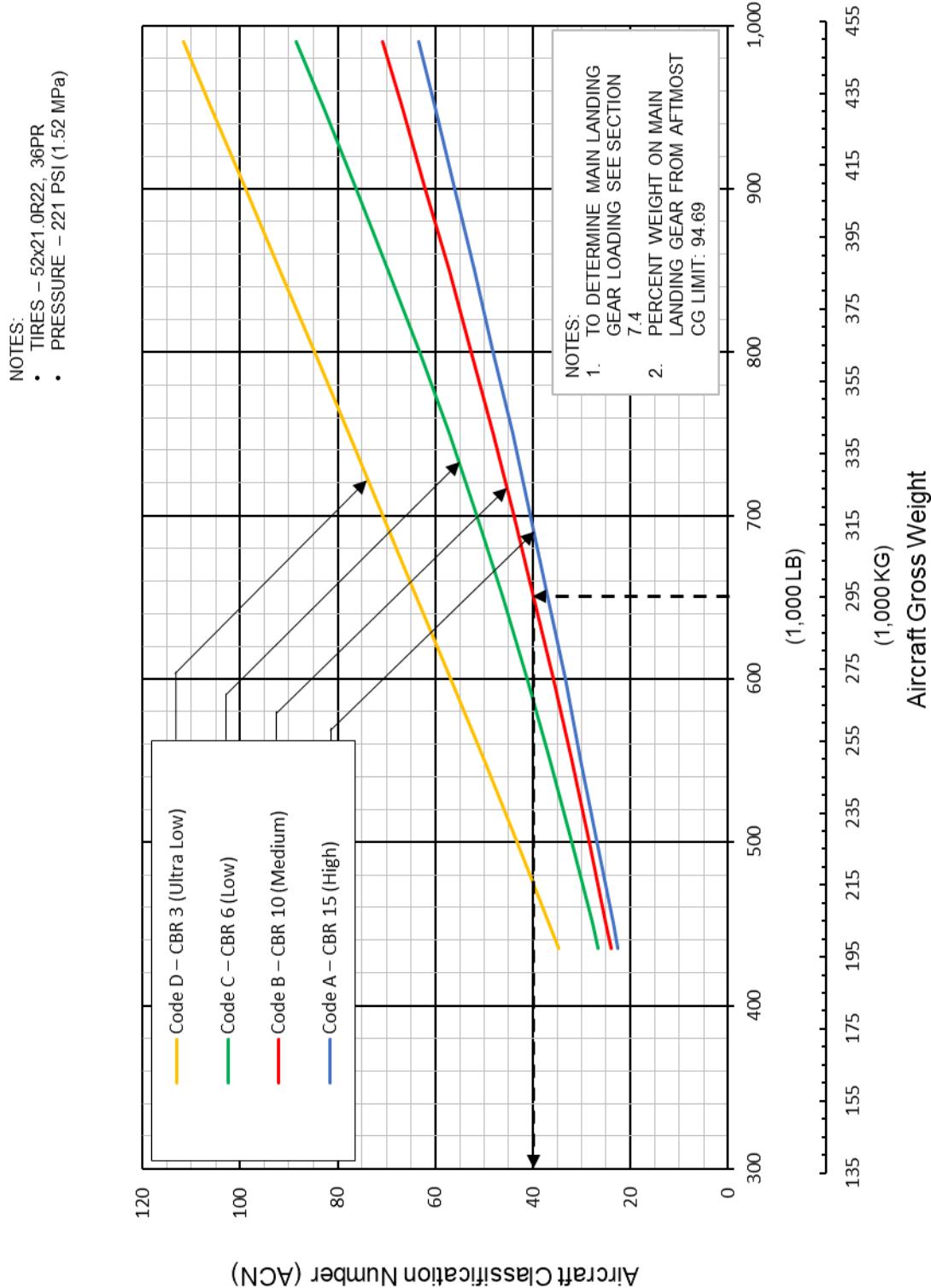
**7.10.3 Aircraft Classification Number - Flexible Pavement: Model 747-8F
(990,000 LB, 449,056 KG)**



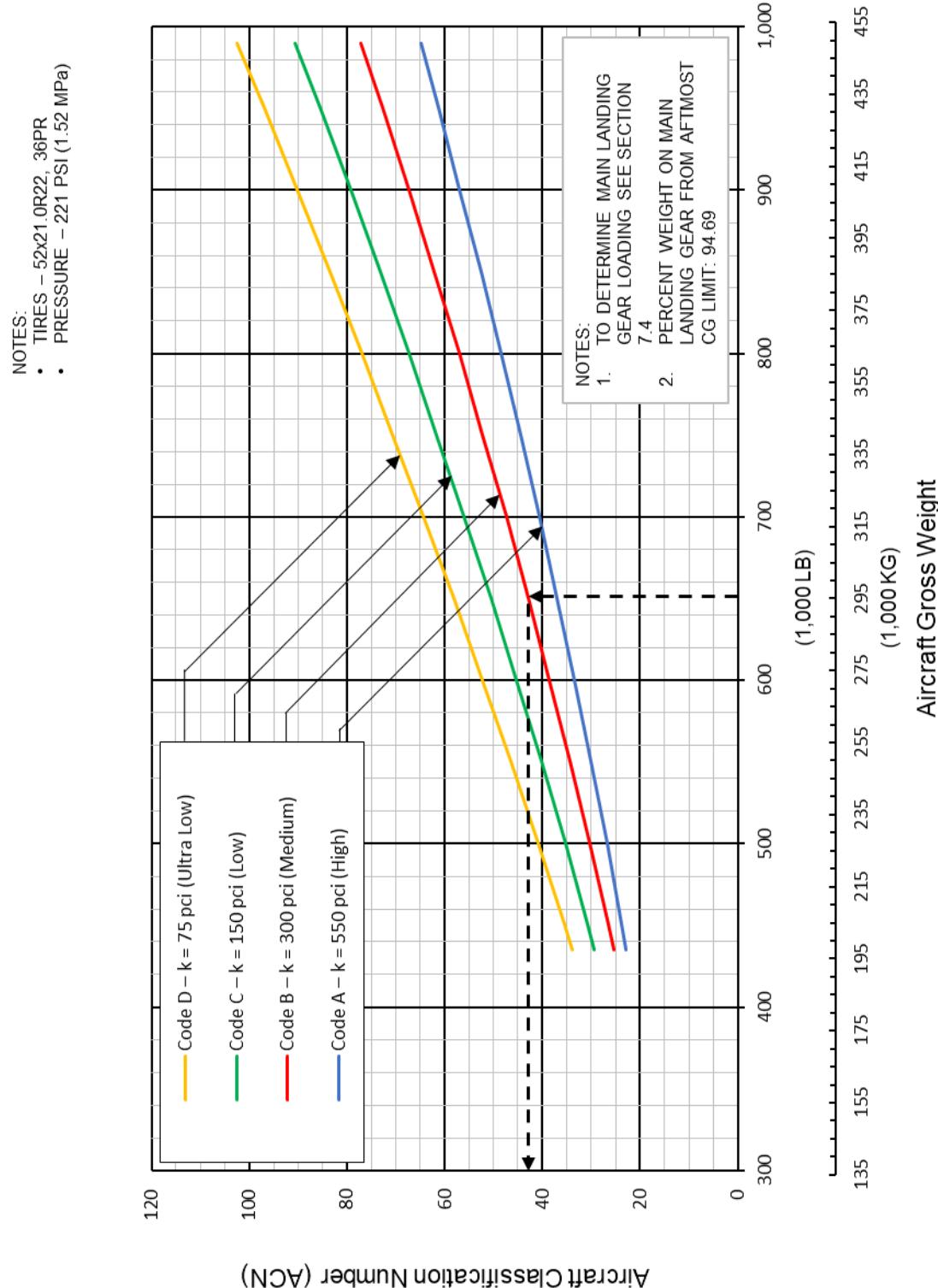
**7.10.4 Aircraft Classification Number - Rigid Pavement: Model 747-8F
(990,000 LB, 449,056 KG)**



**7.10.5 Aircraft Classification Number - Flexible Pavement: Model 747-8
(990,000 LB, 449,056 KG)**



7.10.6 Aircraft Classification Number - Rigid Pavement: Model 747-8 (990,000 LB, 449,056 KG)



7.11 ACR/PCR REPORTING SYSTEM – FLEXIBLE AND RIGID PAVEMENTS

To determine the ACR of an aircraft on flexible or rigid pavement, both the aircraft gross weight and the subgrade strength category must be known. The chart in Section 7.11.1 shows that for a 747-8F aircraft with gross weight of 650,000 lb on a medium strength subgrade (Code B), the flexible pavement ACR is 374, which rounded to the nearest multiple of ten is reported as 370. In Section 7.11.2, for the same aircraft weight and medium subgrade strength (Code B), the rigid pavement ACR is 456, which rounded to the nearest multiple of ten is reported as 460.

The following table provides ACR data in tabular format. If the ACR for an intermediate weight between the maximum taxi weight and the minimum weight specified in the table is required, Sections 7.11.1 through 7.11.6 can be consulted.

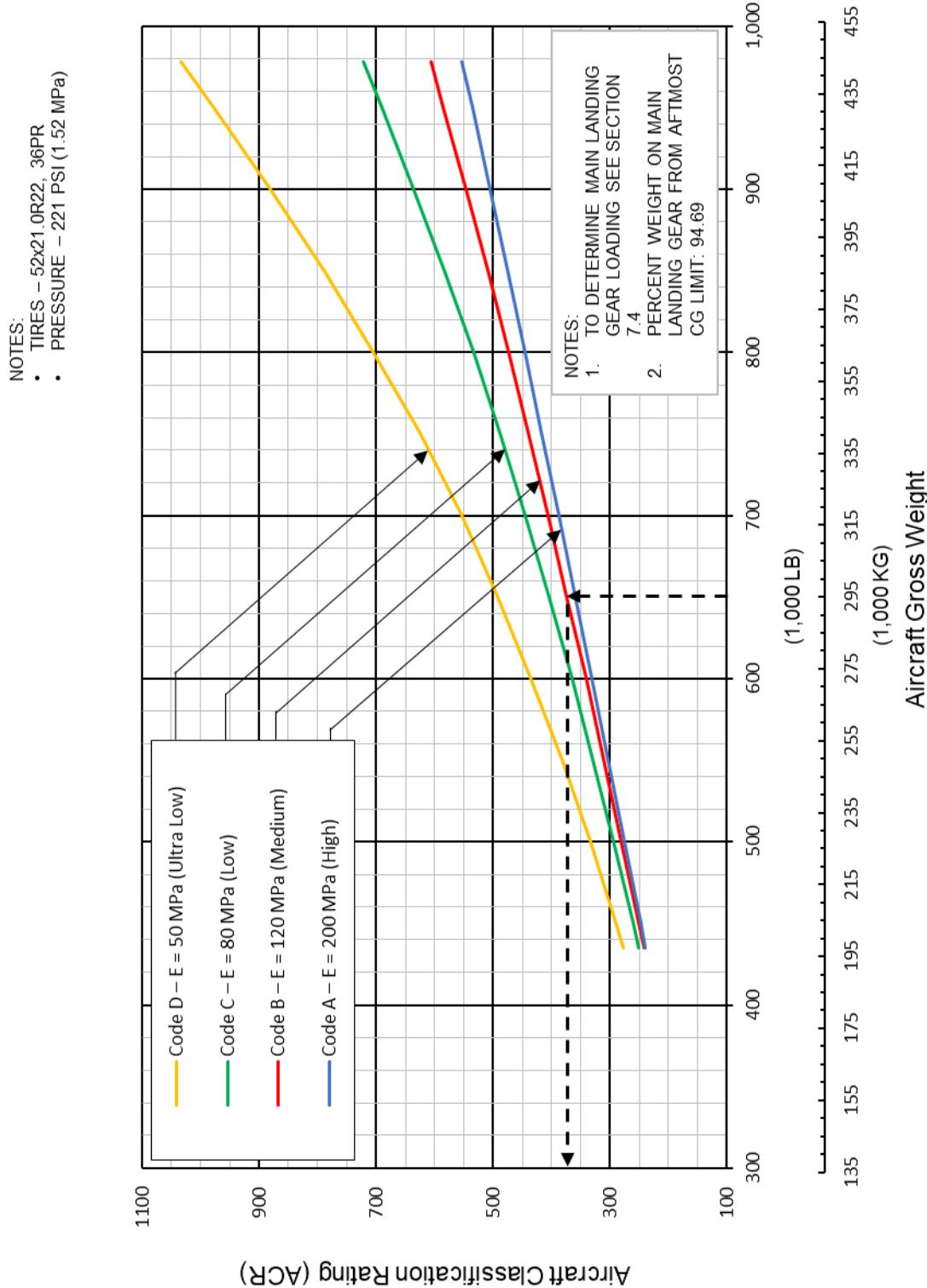
The ACR curve graphs were developed based on standard recommended practices from ICAO Annex 14, Aerodromes, Volume I, “Aerodrome Design and Operations,” Ninth Edition, July 2022, and guidance material from ICAO Doc 9157-AN/901, Aerodrome Design Manual, Part 3, “Pavements,” Third Edition, 2022. The Federal Aviation Administration has developed the “ICAO-ACR 1.4” program to calculate the ACR values for aircraft on flexible and rigid airport pavements”, and it is available for download at:

<https://www.airporttech.tc.faa.gov/Products/Airport-Safety-Papers-Publications/Airport-Safety-Detail/ICAO-ACR-14>.

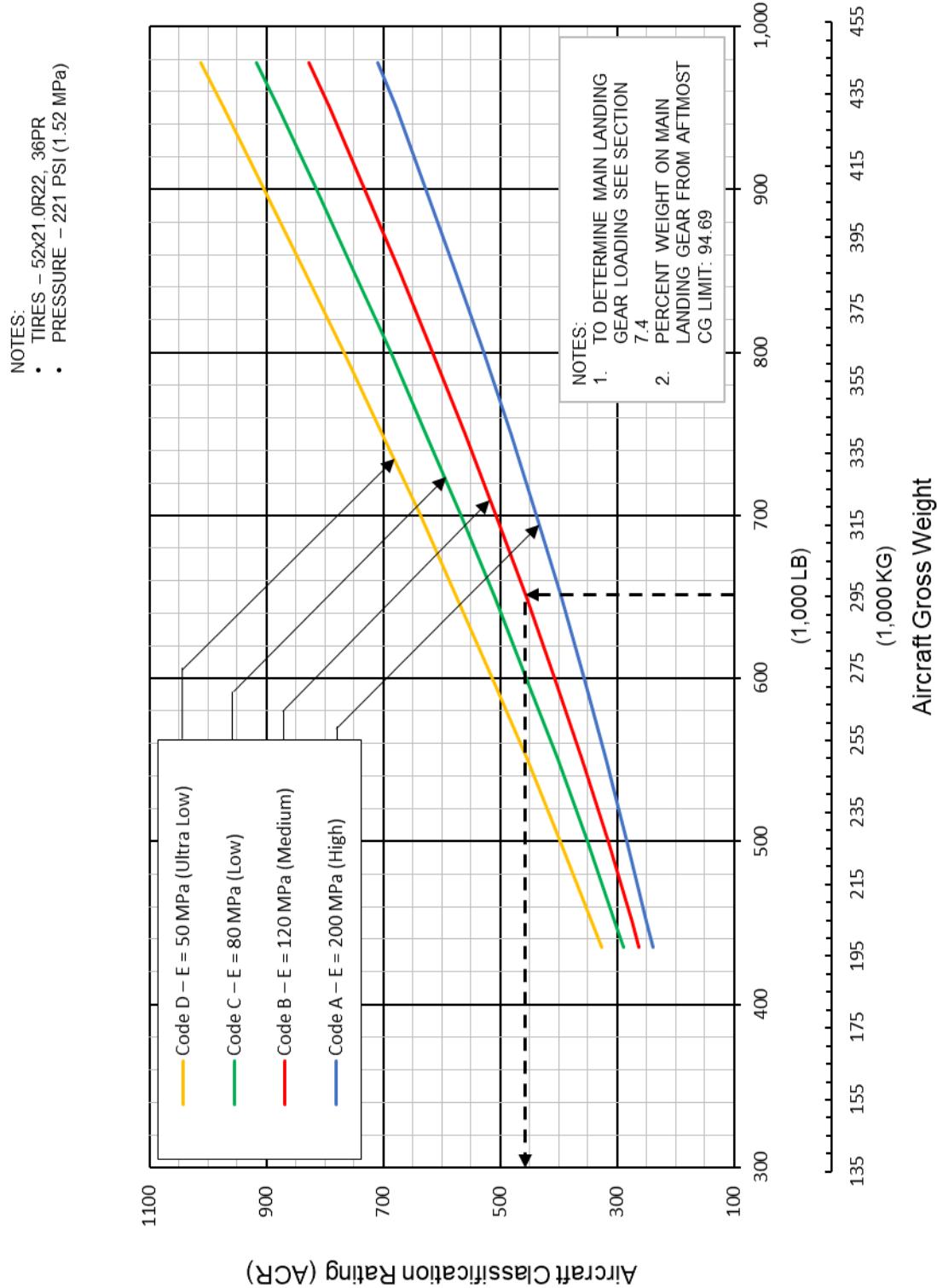
| AIRCRAFT TYPE | MAXIMUM TAXI WEIGHT MINIMUM WEIGHT * ^[1] lb (kg) | LOAD ON ONE MAIN GEAR LEG (%) | TIRE PRESSURE psi (MPa) | ACR FOR FLEXIBLE PAVEMENT SUBGRADES | | | | ACR FOR RIGID PAVEMENT SUBGRADES | | | |
|---------------|---|----------------------------------|----------------------------|-------------------------------------|---------------------------|-----------------------|-----------------------------|----------------------------------|---------------------------|-----------------------|-----------------------------|
| | | | | HIGH (A) E = 200 MPa | MEDIUM (B) E = 120 MPa | LOW (C) E = 80 MPa | ULTRA LOW (D) E = 50 MPa | HIGH (A) E = 200 MPa | MEDIUM (B) E = 120 MPa | LOW (C) E = 80 MPa | ULTRA LOW (D) E = 50 MPa |
| 747-8F | 978,000 (443,613) | 23.67 | 221 (1.52) | 550 | 610 | 720 | 1030 | 710 | 830 | 920 | 1010 |
| | 434,600 (197,131) | | | 240 | 240 | 250 | 280 | 240 | 260 | 290 | 330 |
| 747-8F | 990,000 (449,056) | 23.59 | 221 (1.52) | 560 | 610 | 730 | 1050 | 720 | 840 | 930 | 1030 |
| | 434,600 (197,131) | | | 240 | 240 | 250 | 280 | 240 | 260 | 290 | 320 |
| 747-8 | 990,000 (449,056) | 23.67 | 221 (1.52) | 560 | 620 | 740 | 1060 | 720 | 840 | 930 | 1030 |
| | 434,600 (197,131) | | | 240 | 240 | 250 | 280 | 240 | 260 | 290 | 330 |

*^[1] Minimum weight used solely as a baseline for ACR curve generation.

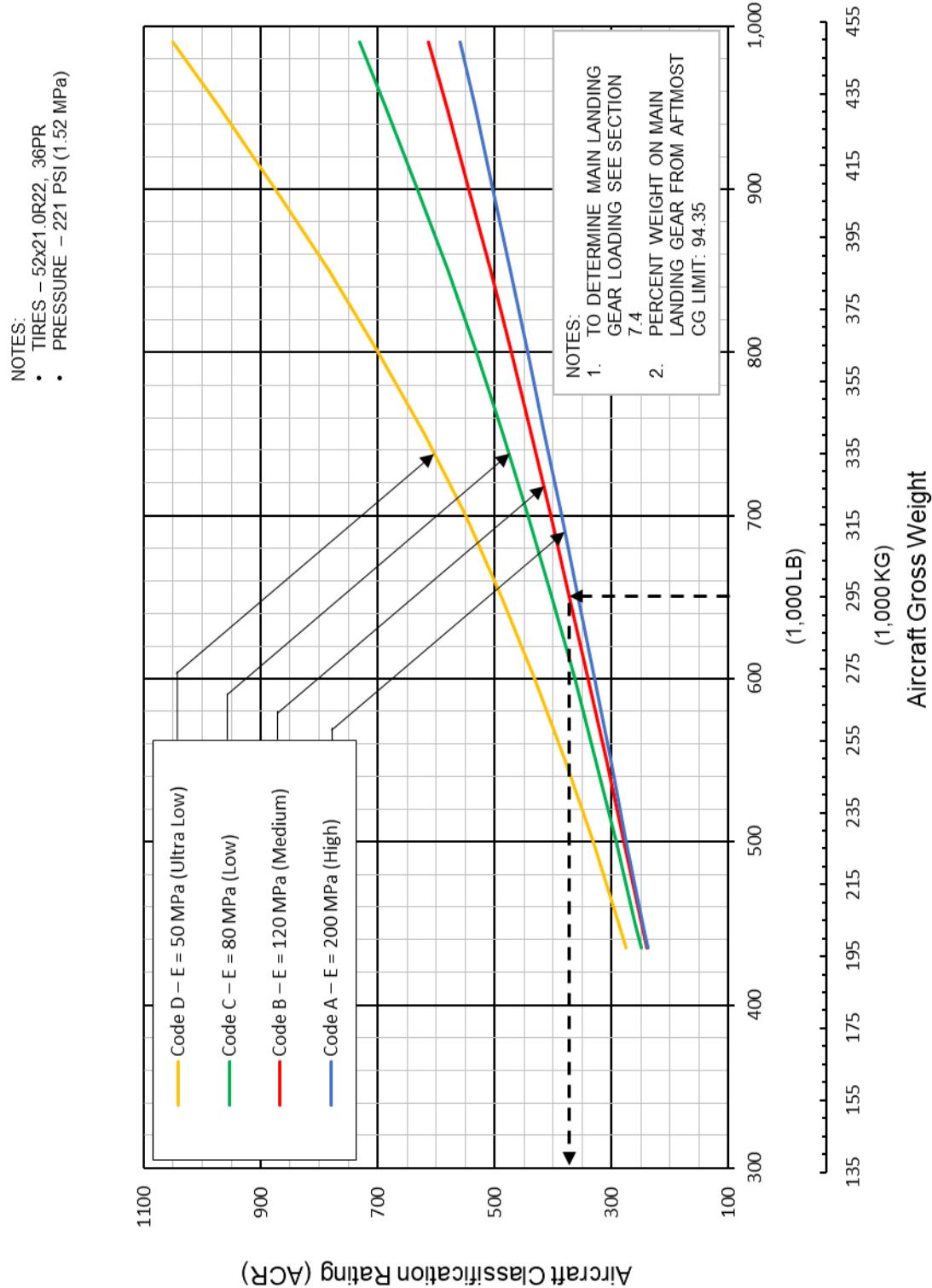
**7.11.1 Aircraft Classification Rating – Flexible Pavement: Model 747-8F
(978,000 LB, 443,613 KG)**



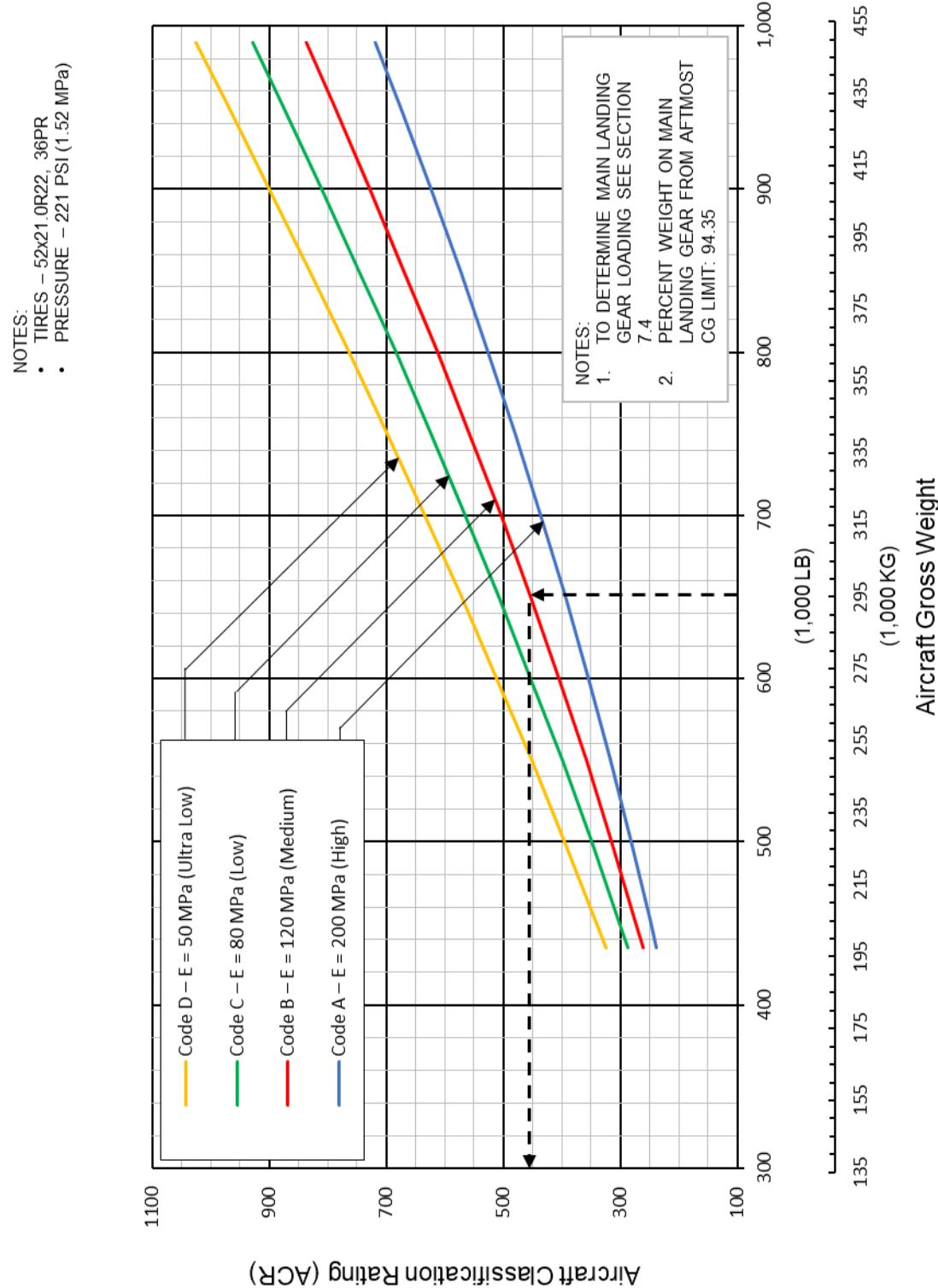
7.11.2 Aircraft Classification Rating – Rigid Pavement: Model 747-8F (978,000 LB, 443,613 KG)



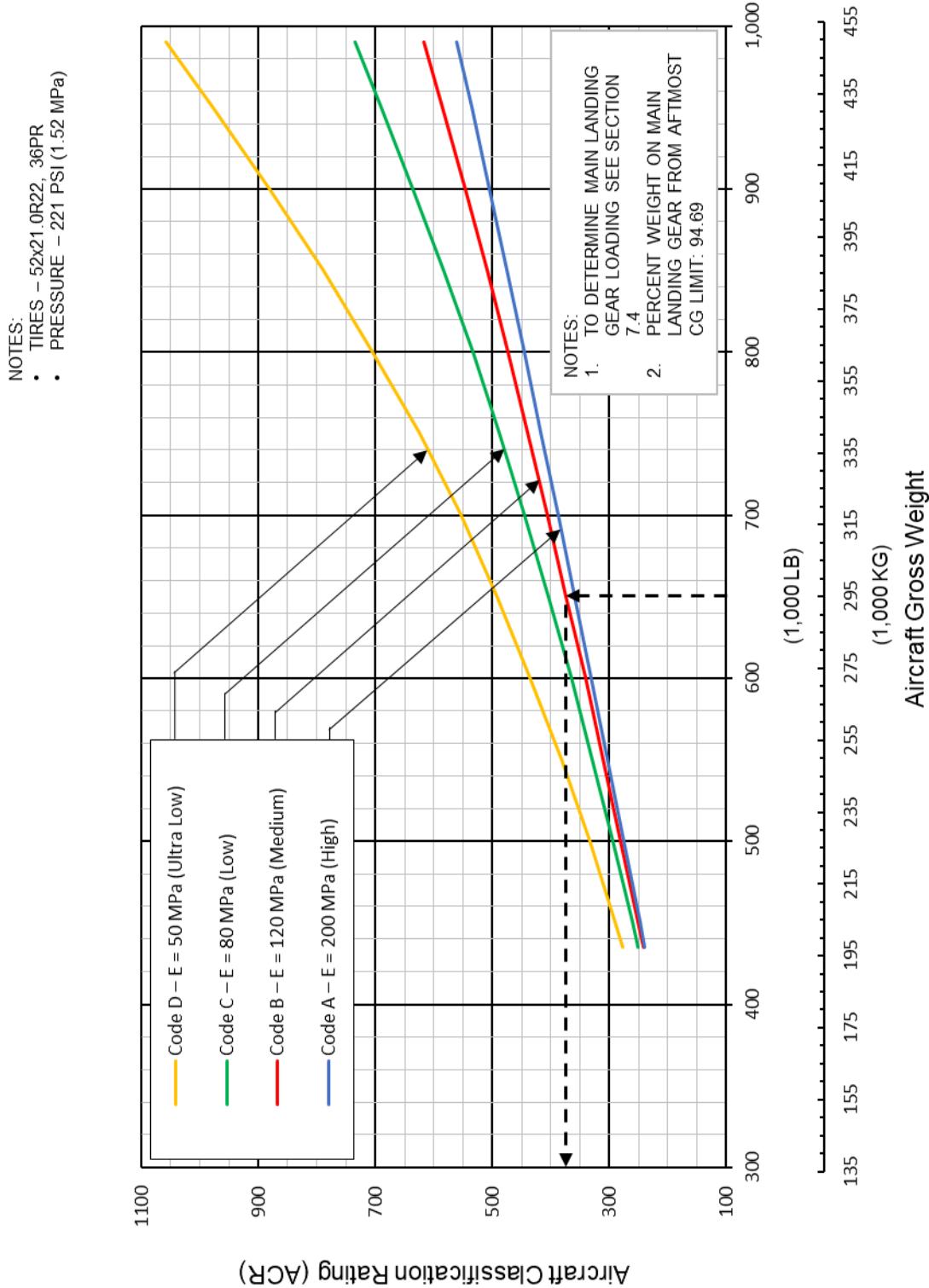
7.11.3 Aircraft Classification Rating – Flexible Pavement: Model 747-8F (990,000 LB, 449,060 KG)



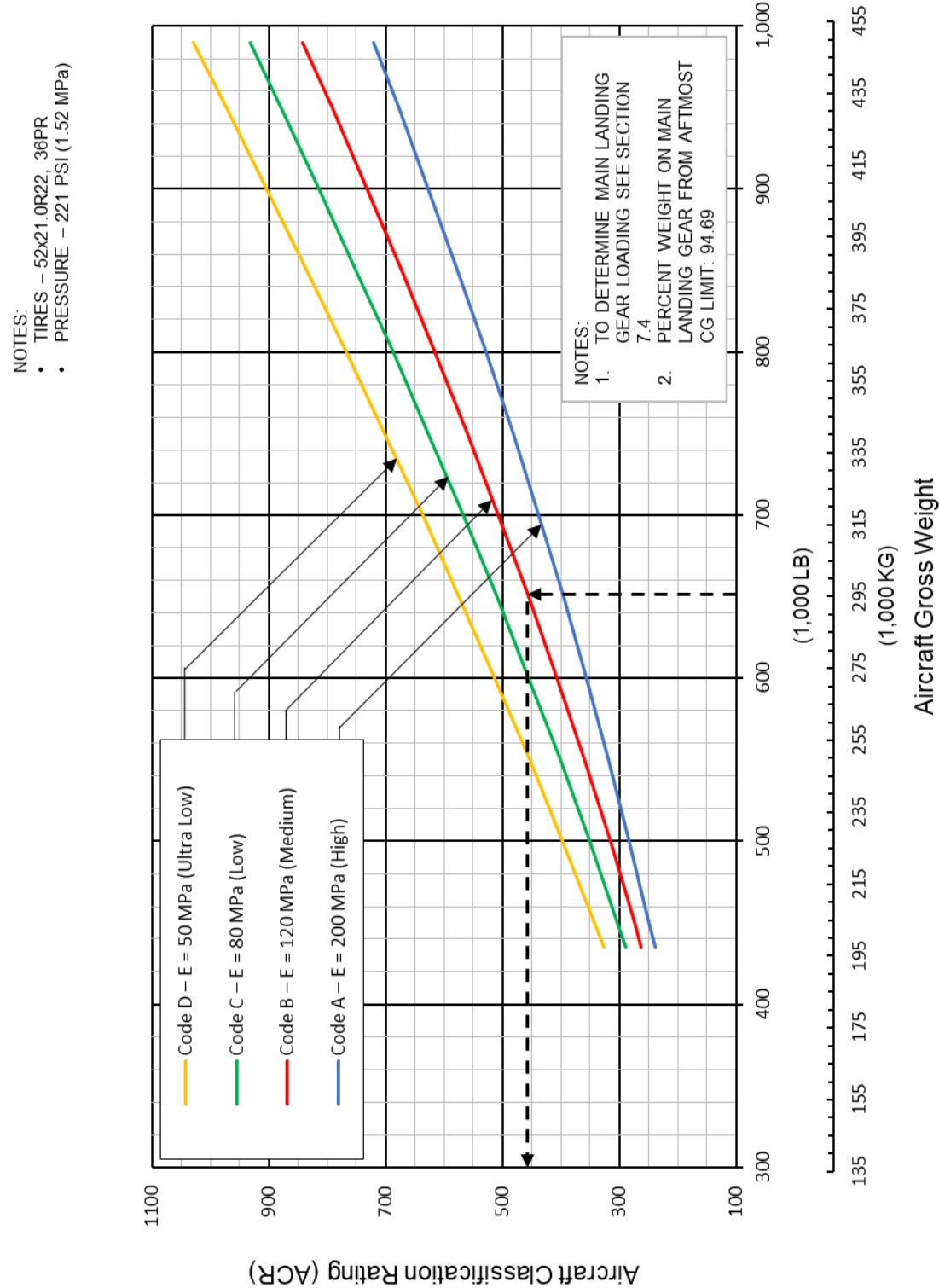
7.11.4 Aircraft Classification Rating – Rigid Pavement: Model 747-8F (990,000 LB, 449,060 KG)



7.11.5 Aircraft Classification Rating – Flexible Pavement: Model 747-8 (990,000 LB, 449,060 KG)



7.11.6 Aircraft Classification Rating – Rigid Pavement: Model 747-8 (990,000 LB, 449,060 KG)



8.0 FUTURE 747-8 DERIVATIVE AIRPLANES

As with most Boeing airplane programs, derivative models are typically being studied to provide additional capabilities of the 747-8 family of airplanes. Future growth versions could address additional passenger count, cargo capacity, increased range, or environmental performance.

Whether and/or when these or other possibilities are actually built is entirely dependent on future airline requirements. In any event, the impact on airport facilities will be a consideration in configuration and design.

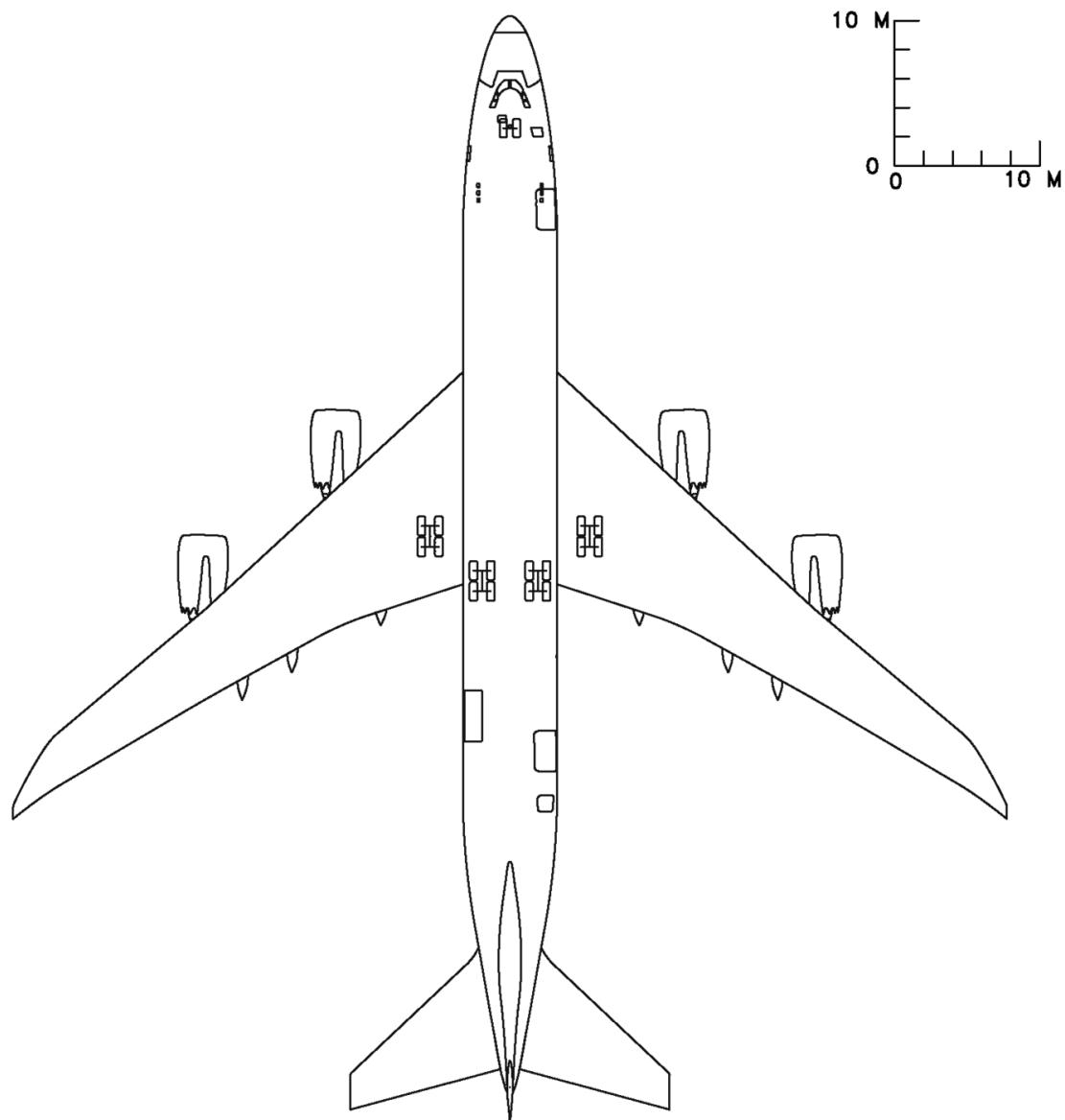
9.0 SCALED 747-8 DRAWINGS

The drawings in the following pages show airplane plan view drawings, drawn to approximate scale as noted. The drawings may not come out to exact scale when printed or copied from this document. Printing scale should be adjusted when attempting to reproduce these drawings. Three-view drawing files of the 747-8, along with other Boeing airplane models, may be downloaded from the following website:

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

9.1 747-8F, 747-8

9.1.1 SCALED DRAWING - 1:500: MODEL, 747-8F



NOTE: ADJUST FOR PROPER SCALING WHEN PRINTING THIS PAGE

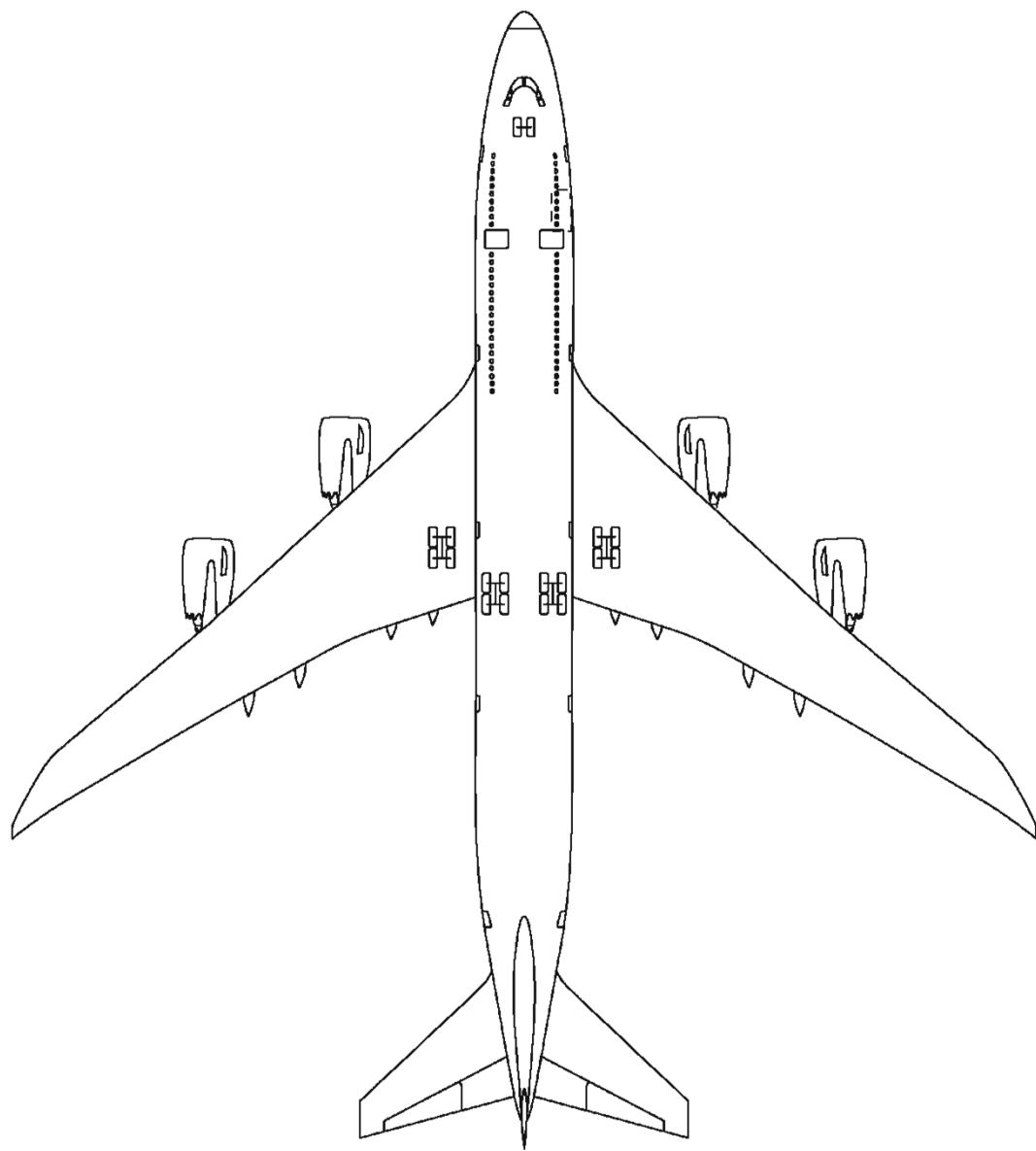
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9.1.2 SCALED DRAWING - 1:500: MODEL, 747-8



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