

# 747-400BCF performance summary

## General Electric Engines

|                                       |   | 747-200SF      |           | 747-400BCF     |           |
|---------------------------------------|---|----------------|-----------|----------------|-----------|
|                                       |   | CF6-50E1       |           | CF6-80C2B1F    |           |
| <b>Maximum Taxi Weight</b>            | <b>kg (lb)</b>                              | <b>379,203</b> | (836,000) | <b>395,986</b> | (873,000) |
| <b>Maximum Takeoff Weight</b>         | <b>kg (lb)</b>                              | <b>377,842</b> | (833,000) | <b>394,625</b> | (870,000) |
| <b>Maximum Landing Weight</b>         | <b>kg (lb)</b>                              | <b>285,763</b> | (630,000) | <b>295,742</b> | (652,000) |
| <b>Maximum Zero Fuel Weight</b>       | <b>kg (lb)</b>                              | <b>267,619</b> | (590,000) | <b>276,691</b> | (610,000) |
| <b>Estimated OEW (including tare)</b> | <b>kg (lb)</b>                              | <b>160,939</b> | (354,810) | <b>168,850</b> | (372,250) |
| <b>Tare</b>                           | <b>kg (lb)</b>                              | <b>5,130</b>   | (11,310)  | <b>5,266</b>   | (11,610)  |
| <b>Fuel Capacity</b>                  | <b>L (U.S. gal)</b>                         | <b>196,974</b> | (52,035)  | <b>203,523</b> | (53,765)  |
| <b>Revenue Payload</b>                | <b>kg (lb)</b>                              | <b>106,680</b> | (235,190) | <b>107,842</b> | (237,750) |
| <b>Design Range</b>                   | <b>nmi (km)</b>                             | <b>3,174</b>   | (5,878)   | <b>4,091</b>   | (7,577)   |
| <b>Total Volume</b>                   | <b>m<sup>3</sup> (ft<sup>3</sup>)</b>       | <b>704.4</b>   | (24,877)  | <b>710.7</b>   | (25,097)  |
| <b>Density</b>                        | <b>kg/m<sup>3</sup> (lb/ft<sup>3</sup>)</b> | <b>151.4</b>   | (9.5)     | <b>151.9</b>   | (9.5)     |
| <b>Main Deck Volume (Pallets)</b>     | <b>m<sup>3</sup> (ft<sup>3</sup>)</b>       | <b>570.4</b>   | (20,142)  | <b>585.4</b>   | (20,674)  |
| 96x125 x96 (BCF/SF 96x125 x86)        | <b>Quantity</b>                             |                | <b>8</b>  |                | <b>9</b>  |
| 96x125 x118                           | <b>Quantity</b>                             |                | <b>21</b> |                | <b>21</b> |
| <b>Lower Deck Volume</b>              | <b>m<sup>3</sup> (ft<sup>3</sup>)</b>       | <b>105.8</b>   | (3,735)   | <b>105.8</b>   | (3,735)   |
| 96x125                                | <b>Quantity</b>                             |                | <b>9</b>  |                | <b>9</b>  |
| LD-1                                  | <b>Quantity</b>                             |                | <b>0</b>  |                | <b>0</b>  |
| <b>Bulk</b>                           | <b>m<sup>3</sup> (ft<sup>3</sup>)</b>       | <b>28.3</b>    | (1,000)   | <b>19.5</b>    | (688)     |

- Typical mission rules
- Nominal fuel burn + 4%

# 747-400BCF performance summary

## Pratt and Whitney Engines

|                                       |   | 747-200SF      |           | 747-400BCF     |           |
|---------------------------------------|---|----------------|-----------|----------------|-----------|
|                                       |   | JT9D-7R4G2     |           | PW4062         |           |
| <b>Maximum Taxi Weight</b>            | <b>kg (lb)</b>                              | <b>379,203</b> | (836,000) | <b>395,986</b> | (873,000) |
| <b>Maximum Takeoff Weight</b>         | <b>kg (lb)</b>                              | <b>377,842</b> | (833,000) | <b>394,625</b> | (870,000) |
| <b>Maximum Landing Weight</b>         | <b>kg (lb)</b>                              | <b>285,763</b> | (630,000) | <b>295,742</b> | (652,000) |
| <b>Maximum Zero Fuel Weight</b>       | <b>kg (lb)</b>                              | <b>267,619</b> | (590,000) | <b>276,691</b> | (610,000) |
| <b>Estimated OEW (including tare)</b> | <b>kg (lb)</b>                              | <b>159,397</b> | (351,410) | <b>168,895</b> | (372,350) |
| <b>Tare</b>                           | <b>kg (lb)</b>                              | <b>5,130</b>   | (11,310)  | <b>5,266</b>   | (11,610)  |
| <b>Fuel Capacity</b>                  | <b>L (U.S. gal)</b>                         | <b>198,393</b> | (52,410)  | <b>204,355</b> | (53,985)  |
| <b>Revenue Payload</b>                | <b>kg (lb)</b>                              | <b>108,223</b> | (238,590) | <b>107,796</b> | (237,650) |
| <b>Design Range</b>                   | <b>nmi (km)</b>                             | <b>3,435</b>   | (6,362)   | <b>4,100</b>   | (7,593)   |
| <b>Total Volume</b>                   | <b>m<sup>3</sup> (ft<sup>3</sup>)</b>       | <b>704.4</b>   | (24,877)  | <b>710.7</b>   | (25,097)  |
| <b>Density</b>                        | <b>kg/m<sup>3</sup> (lb/ft<sup>3</sup>)</b> | <b>153.6</b>   | (9.6)     | <b>151.8</b>   | (9.5)     |
| <b>Main Deck Volume (Pallets)</b>     | <b>m<sup>3</sup> (ft<sup>3</sup>)</b>       | <b>570.4</b>   | (20,142)  | <b>585.4</b>   | (20,674)  |
| 96x125 x96 (BCF/SF 96x125 x86)        | <b>Quantity</b>                             |                | <b>8</b>  |                | <b>9</b>  |
| 96x125 x118                           | <b>Quantity</b>                             |                | <b>21</b> |                | <b>21</b> |
| <b>Lower Deck Volume</b>              | <b>m<sup>3</sup> (ft<sup>3</sup>)</b>       | <b>105.8</b>   | (3,735)   | <b>105.8</b>   | (3,735)   |
| 96x125                                | <b>Quantity</b>                             |                | <b>9</b>  |                | <b>9</b>  |
| LD-1                                  | <b>Quantity</b>                             |                | <b>0</b>  |                | <b>0</b>  |
| <b>Bulk</b>                           | <b>m<sup>3</sup> (ft<sup>3</sup>)</b>       | <b>28.3</b>    | (1,000)   | <b>19.5</b>    | (688)     |

- Typical mission rules
- Nominal fuel burn + 4%

# 747-400BCF performance summary

## Rolls Royce Engines

|                                       |   | 747-200SF      |           | 747-400BCF     |           |
|---------------------------------------|---|----------------|-----------|----------------|-----------|
|                                       |   | RB211-524D4    |           | RB211-524G     |           |
| <b>Maximum Taxi Weight</b>            | <b>kg (lb)</b>                              | <b>379,203</b> | (836,000) | <b>395,986</b> | (873,000) |
| <b>Maximum Takeoff Weight</b>         | <b>kg (lb)</b>                              | <b>377,842</b> | (833,000) | <b>394,625</b> | (870,000) |
| <b>Maximum Landing Weight</b>         | <b>kg (lb)</b>                              | <b>285,763</b> | (630,000) | <b>295,742</b> | (652,000) |
| <b>Maximum Zero Fuel Weight</b>       | <b>kg (lb)</b>                              | <b>267,619</b> | (590,000) | <b>276,691</b> | (610,000) |
| <b>Estimated OEW (including tare)</b> | <b>kg (lb)</b>                              | <b>163,389</b> | (360,210) | <b>169,507</b> | (373,700) |
| <b>Tare</b>                           | <b>kg (lb)</b>                              | <b>5,130</b>   | (11,310)  | <b>5,266</b>   | (11,610)  |
| <b>Fuel Capacity</b>                  | <b>L (U.S. gal)</b>                         | <b>198,393</b> | (52,410)  | <b>204,355</b> | (53,985)  |
| <b>Revenue Payload</b>                |   |                |           |                |           |
|                                       | <b>kg (lb)</b>                              | <b>104,231</b> | (229,790) | <b>107,184</b> | (236,300) |
| <b>Design Range</b>                   |   |                |           |                |           |
|                                       | <b>nmi (km)</b>                             | <b>3,421</b>   | (6,336)   | <b>4,052</b>   | (7,504)   |
| <b>Total Volume</b>                   | <b>m<sup>3</sup> (ft<sup>3</sup>)</b>       | <b>704.4</b>   | (24,877)  | <b>710.7</b>   | (25,097)  |
| <b>Density</b>                        | <b>kg/m<sup>3</sup> (lb/ft<sup>3</sup>)</b> | <b>148.0</b>   | (9.2)     | <b>150.9</b>   | (9.4)     |
| <b>Main Deck Volume (Pallets)</b>     | <b>m<sup>3</sup> (ft<sup>3</sup>)</b>       | <b>570.4</b>   | (20,142)  | <b>585.4</b>   | (20,674)  |
| <b>96x125 x96 (BCF/SF 96x125 x86)</b> | <b>Quantity</b>                             |                | <b>8</b>  |                | <b>9</b>  |
| <b>96x125 x118</b>                    | <b>Quantity</b>                             |                | <b>21</b> |                | <b>21</b> |
| <b>Lower Deck Volume</b>              | <b>m<sup>3</sup> (ft<sup>3</sup>)</b>       | <b>105.8</b>   | (3,735)   | <b>105.8</b>   | (3,735)   |
| <b>96x125</b>                         | <b>Quantity</b>                             |                | <b>9</b>  |                | <b>9</b>  |
| <b>LD-1</b>                           | <b>Quantity</b>                             |                | <b>0</b>  |                | <b>0</b>  |
| <b>Bulk</b>                           | <b>m<sup>3</sup> (ft<sup>3</sup>)</b>       | <b>28.3</b>    | (1,000)   | <b>19.5</b>    | (688)     |

- Typical mission rules
- Nominal fuel burn + 4%