

BOEING 747-400F

USA

Aircraft variants

747-400M

Combi. Typically 268 pax in 3-class configuration with up to 40 tons of cargo carried on 6-7 pallets 3.4 m x 3.05 m (11' 2" x 10') fuselage cargo door. MTOW 396 893 kg (875 000 lb). Short range domestic version as no winglets

747ERF

Extended Range Freighter. Max. range of 9 200 km (5 716 m)

Noise levels (EPNdb) (CFB-89C2B1F engines)

Take off	99.8
Sideline	98.2
Approach	103.8

General dimensions

Wingspan	64.43 m (211' 5")
Length	70.7 m (231' 10")
Height	19.4 m (64' 8")

Freight deck/cabin dimensions

Length	43 m (141')
Max width	6.17 m (20' 3")
Width at floor	4.98 m (16' 4") between rails
Height	3 m (10')
Volume	604.48 m ³ (21 347 ft ³)

Freight door dimensions

Main	3.4 m x 3.12 m (11' 2" x 10' 3")
Forward	2.6 m x 1.68 m (8' 8" x 5' 6")
Aft	2.6 m x 1.68 m (8' 8" x 5' 6")
Bulk A	1.12 m x 1.19 m (3' 8" x 3' 11")
Bulk B	N/A
Nose	2.67 m x 2.49 m (8' 9" x 8' 2")

Weights MTOW shown is standard weight, giving 3 200 nm range with a 124 ton payload

EOW	180 260 kg (397 405 lb)
MZF	242 672 kg (535 000 lb)
MTOW	362 873 kg (800 000 lb)
MLW	285 764 kg (630 000 lb)

Operating data

Max cruise speed	522 kts (601 mph) 967 kph
Fuel capacity	224 912 litres (49 498 gal) 59 422 US gal
Fuel burn p/h	13 500 kg (29 762 lb)
Runway required T/O	3 185 m (10 400'), maximum MTOW @ 30° C
Runway required Ldg	1 905 m (6 250') @ MLW



Long range freighter

4 turbofans • First flight 1988



Payload

Typical payload of 112 490 kg (247 998 lb).

158.57 m³ (5 600 ft³) can be carried in lower hold along with 14.72 m³ (520 ft³) of bulk

Additional information

- Additional 26 tons of payload, or range increased by 1 820 km (1 130 miles) over -200F
- Burns 10-16% less fuel than -200F
- Revised layout gives 21.9 m³ (774 ft³) additional cargo space on main deck
- 2 additional LD-2 or LD-3 containers will fit into aft lower hold and 2 additional containers in forward hold depending on container/pallet mix
- Visor-type nose door allows straight-in loading of freight
- Combi lacks nose door. Roller trays on aft floor facilitate loading of pallets or containers
- Combi can be scheduled through an airport with the same turnaround time as a passenger 747
- Special Freighter conversion does not have nose freight door