

# Boeing 777 Freighter

Hello Tomorrow



# Emirates' Boeing 777F

A new generation of world-class freighters



“The Emirates SkyCargo Boeing 777Fs, with their new technology and efficiencies, will enable us to serve our customers even more effectively throughout our global operations. As the world’s longest-range twin-engine freighter, the Boeing 777F is the newest addition to our ever-expanding fleet, marking the beginning of a new generation of world-class freighters.”

A handwritten signature in black ink, featuring stylized Arabic calligraphy.

**H. H. Sheikh Ahmed bin Saeed Al-Maktoum**  
Chairman and Chief Executive, Emirates Airline and Group





Flying to over  
130 destinations  
worldwide





## A world of solutions

Emirates SkyCargo continuously strives to provide the best solutions for our customer's logistics needs, while taking the environment into consideration. With a long-range flying capacity of over 16 hours without refuelling, and technologically advanced General Electric (GE) engines, the Boeing 777F ensures the most economical and environmentally-friendly operation.

To service the ever-growing demand from its worldwide market, Emirates SkyCargo is expanding its fleet with these latest world-class freighters. The Boeing 777F will serve our vast network of international routes, significantly contributing to our excellent on-time performance records and demonstrating our ongoing commitment to the environment.





Caring for  
our planet





## Cutting-edge design and technology

As the first all-new, digitally designed airplane, the Boeing 777 family is the most technologically advanced in the industry. Based on the Boeing 777-200LR Worldliner (Long Range) the Boeing 777F enjoys all the benefits of the Boeing 777 family. Its sophisticated features include:

- The lowest fuel burn of any comparably sized aircraft, consuming nearly 18% less fuel than today's freighters.
- An enhanced, lightweight, powered cargo handling system with built-in test equipment that continually monitors the operational health of the system.
- A manoeuvre load alleviation system which helps distribute the load on the aircraft while in flight.
- The world's most powerful commercial jet engines, General Electric's GE90-110B1.
- QC2 noise standards compliance for maximum accessibility to noise-sensitive airports.
- Smooth integration with existing cargo operations and facilitates interlining with the Boeing 747 freighter fleet, which comprises about half of the world's freighter capacity.
- Easy transition of 10-foot-high pallets between the Boeing 777 and Boeing 747 freighters via the large main deck cargo door.
- A state-of-the-art flight deck, fly-by-wire design and advanced wing design.
- Simplified uplift of oversized shipments with a main deck cargo door which is the largest of any wide body freighter at 3.7 metres wide and 3 metres high.



Accommodating  
cargo of all types  
and sizes





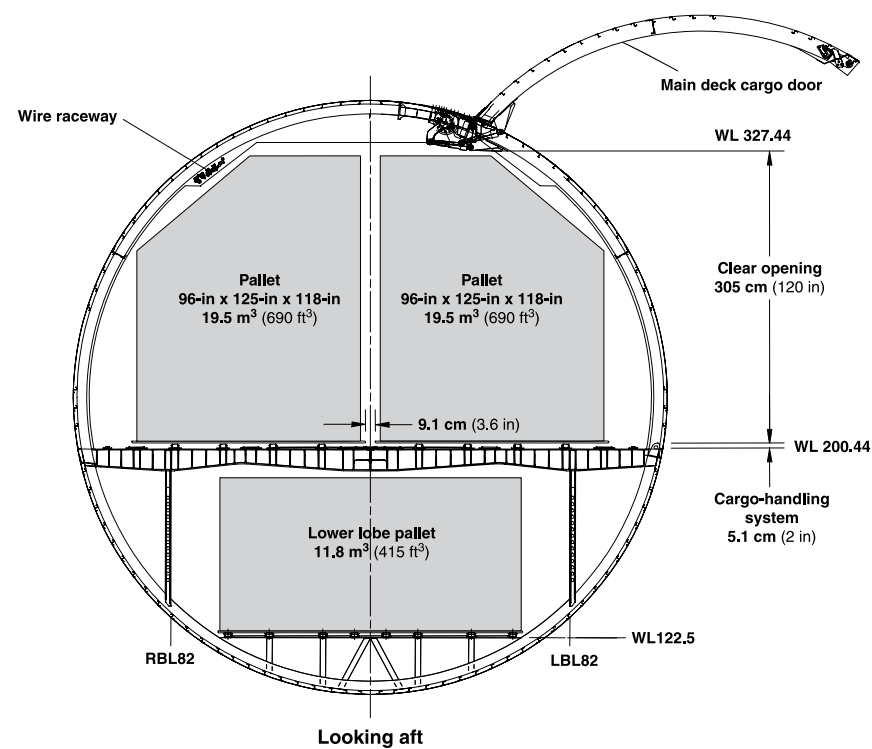


## The leader in performance, range and capacity

The Boeing 777F provides the lowest trip cost and tonne-mile economics of any large freighter. An acknowledged leader within the industry, the Boeing 777F's superior performance can be attributed to its distinctive range and capacity features that include the following:

- A maximum takeoff weight of 766,000 pounds (347,450 kg), with a revenue payload capability of 226,000 pounds (103 metric tonnes).
- Unparalleled capacity, accommodating 27 standard pallets (96 in x 125 in; 2.5 m x 3 m) on the main deck. The industry-standard 10-foot-high (3.1 m) pallets will be accommodated by the large main deck cargo door that will make use of the freighter's volume capability. The lower cargo hold has the capacity for 10 pallets and has 17 cubic metres for additional bulk cargo.
- Ability to fly 4,800 nautical miles (9,047 km) with a full payload and general cargo market densities.
- Enhanced efficiency and lower costs for customers due to fewer stops and associated landing fees, less congestion at transfer hubs, lower cargo handling costs and shorter cargo delivery times.
- The capacity to transport large shipments such as high-speed sports cars and spare parts for international motor racing events, which can be accommodated as one entire shipment.
- Hygienic horse stalls with the capacity to carry over 30 horses and a large supernumerary area capable of carrying up to 11 grooms.



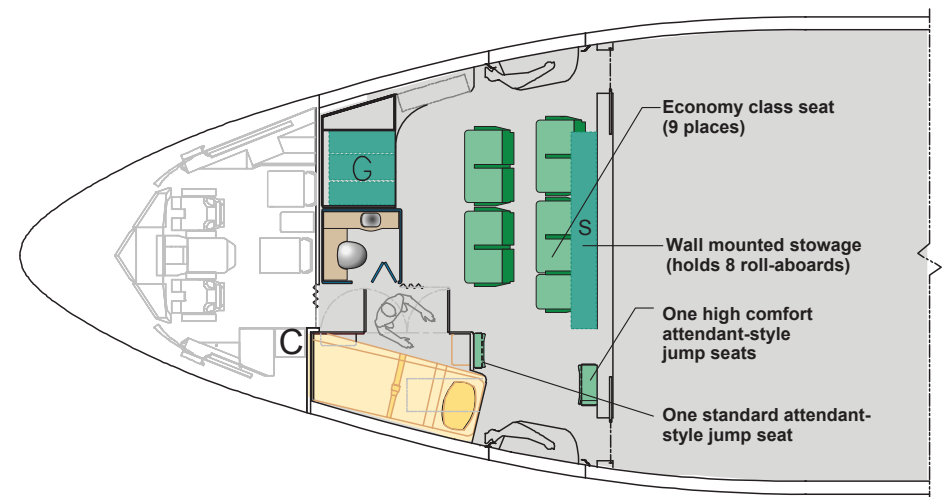
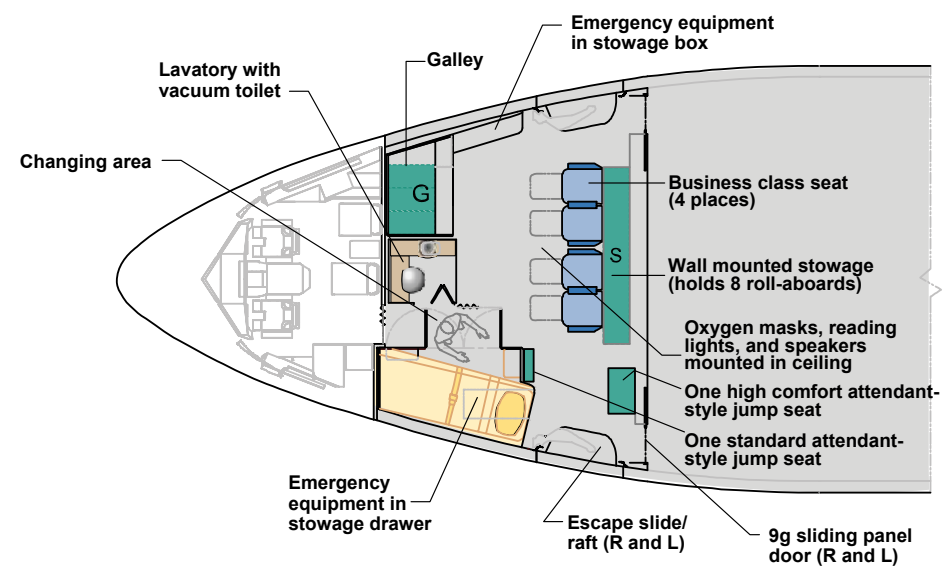


## Cross-sectional pallet

The main deck of the Boeing 777F accommodates two PMC pallets side by side, similar to the Boeing 747 freighter. Each pallet has a contour similar to the Boeing 747, which is 125 in x 96 in x 118 in (19.5 cubic metres).

The height of the lower deck is restricted to 62 inches (158 centimetres) which is the same as the Boeing 777 passenger aircraft.





## Cargo products that move the world

A large supernumerary (courier) area behind the flight deck accommodates 4 business class seats + 2 jump seats (low density configuration). This enables the carriage of large consignments of horses and livestock. In addition, seating can be changed to 9 economy class seats + 2 jump seats (high density configuration).



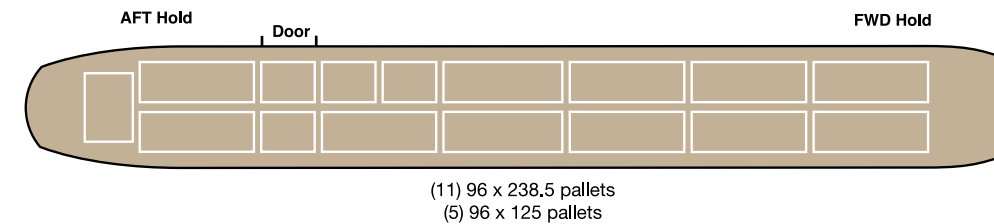
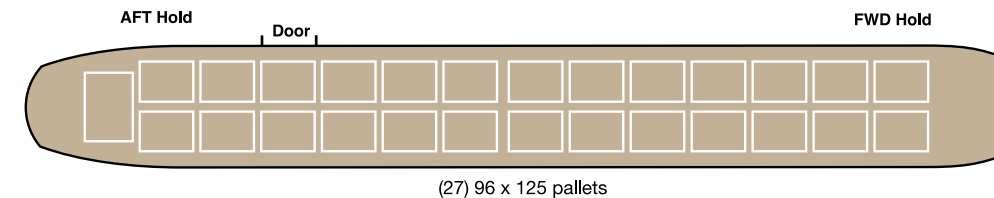


# Connecting the world

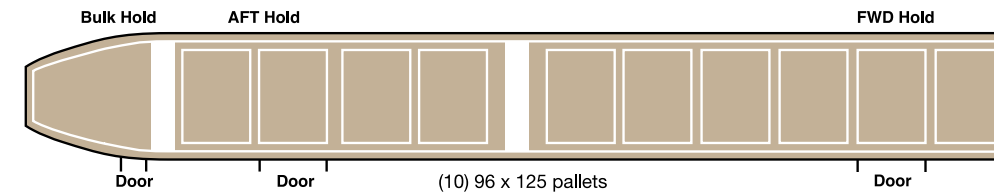
Move your business further and faster  
across six continents by air, sea and road



## MAIN DECK



## LOWER DECK



## Boeing 777 Freighter

STANDARD ULD CONFIGURATION:

Main Deck: 27 PMC (96" x 125")  
22 x 118" Height (Contour) / 4 x 116" Height (Contour) / 1 x 96" Height (No Contour)  
Lower Deck: Total 10 PMC (96" x 125")  
Forward Hold: 6 PMC  
AFT Hold: 4 PMC  
ULD Combinations are permitted  
Bulk Hold: 15 cubic metres

DOOR SIZES:

Main Deck Door: 142" X 120"  
Lower Deck Doors:  
Forward Hold: 106" x 67"  
AFT Hold: 106" x 67"  
Bulk Hold: 35" x 47"  
Cargo Tonnage: 103,000 kg  
Cargo Volume: 550 cubic met

Note: Height on lower deck units is restricted to 62" / 158 cm to make it compatible with passenger aircraft.







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