

THE BIG TWIN

AERCAP
CARGO



March 2025

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Due to rounding, numbers presented throughout this document may not add up precisely to the totals provided and percentages may not precisely reflect the absolute figures.



CO-INVESTOR

LAUNCH CUSTOMER

PROGRAM MANAGEMENT LEAD

MARKETING LEAD

PROVIDE PROTOTYPE AIRCRAFT

**COMMIT 18X FIRM AND 12X
OPTION CONVERSION**

OPERATING LEASE TO MARKET



Global Leader in P2F

CO-INVESTOR

P2F CONVERTER

STC HOLDER

**DESIGN, ENGINEERING
DEVELOPMENT AND CERTIFICATION**

**PRODUCT, MAINTENANCE AND
TECHNICAL SUPPORT**

SUPPLEMENTAL MANUAL

CARGO PAYLOAD MODIFICATIONS

- Increase MZFW to allow 220k lb payload
- 146.5" x 120" main deck cargo door
- Reinforced fuselage and replaced floor structure



MODIFIED CREW COMPARTMENT

- 4 to 11 supernumeraries

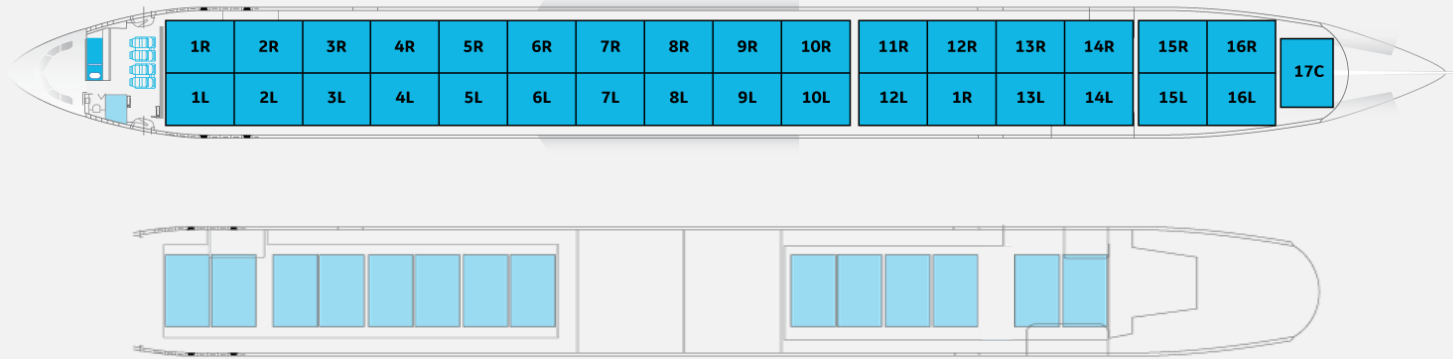
CARGO SYSTEMS

- Multi cargo configuration
- Powered cargo loading system
- 9G rigid cargo barrier
- One-minute smoke detection
- 6 independent temperature zone
- Perishable and live animal carriage

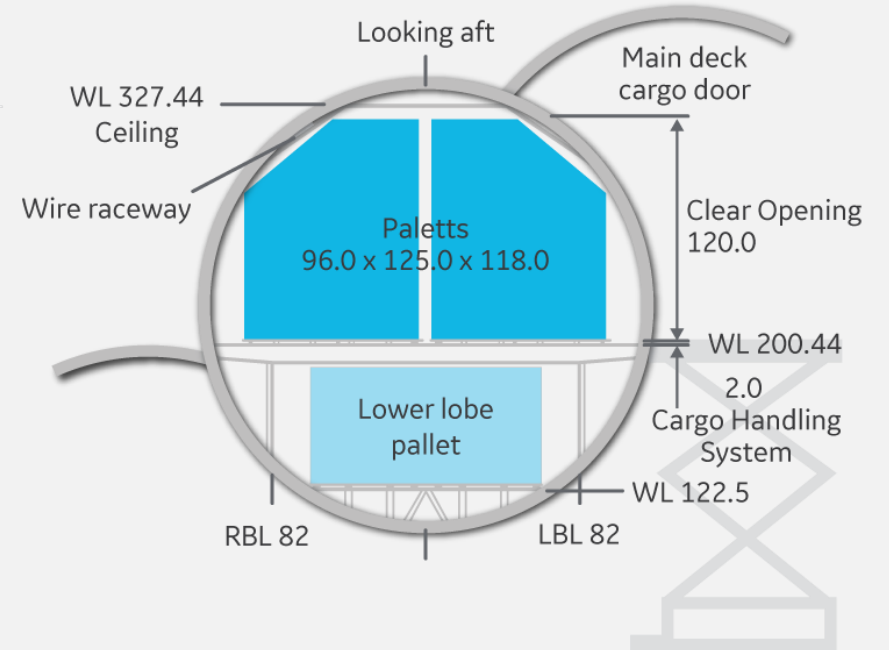
Commercial application has driven the design phase from start to end

777-300ERSF

- 47 positions / 811m³ / 28,640 ft³
- 33x Main deck (96" x 125" x 10ft) + 14x Lower deck (96" x 125")



Same Door Aperture as 777-200LRF
ULD commonality



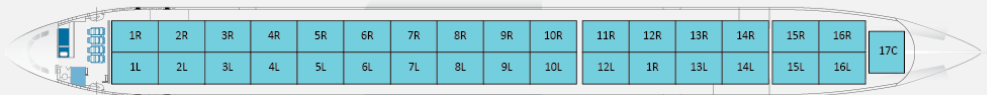
777-300ERSF has:

- +10 positions** / 164m³ / 5,800ft³ vs 777-200LRF
- +8 positions** / 83m³ / 2,930ft³ vs 747-400F
- +5 positions** / 96m³ / 3,390ft³ vs A350F
- +3 positions** / 52m³ / 1,840ft³ vs 777-8F

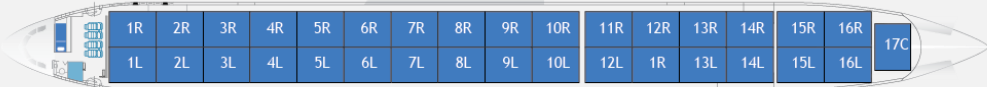
Standard 47 positions is 10 more than the 777-200LRF and 8 more than the 747-400F, and also maintains volume advantage on new build production freighters

CARGO LOADING SYSTEM CLS PROVIDES FLEXIBILITY TO ACHIEVE A RANGE OF MISSIONS

THE BIG TWIN 777-300ERSF



Size Code A – 88" x 125" ULDs (33)



Size Code M – 96" x 125" ULDs (33)

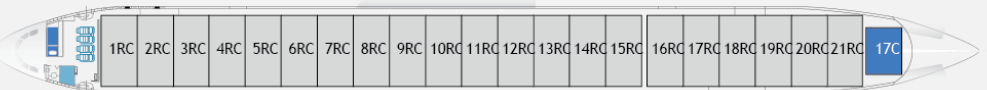


Size Code G – 96" x 238.5" ULDs (13) + 96" x 125" ULDs (7)

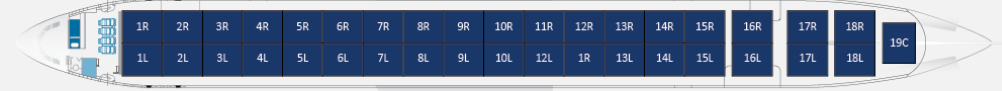


Option 5: Size Code R – 96" x 196" ULDs (13) + 96" x 125" ULDs (7)*

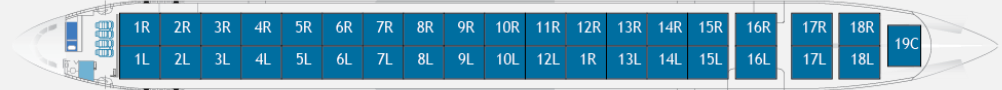
Standard Configuration with Conversion



Option 4: Size Code R (lateraled) – 96" x 196" ULDs (21) + 96" x 125" ULDs (1)



Option 3: Military pallet 463L – 88" x 109" ULDs (37)



Option 3.1: Size Code B and – 88" x 108" ULDs (37)

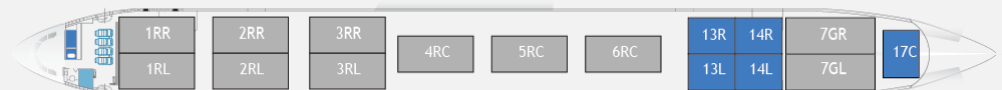


Option 3.2: Military pallet 463L – 88" x 108" ULDs (42)*

Civil Reserve Air Fleet (CRAF) US Military Capability



Option 1: Size Code M (centerline) – 96" x 125" ULDs (17)



Option 6: Size Code R (centerline) – 96" x 196" ULDs (11) + 96" x 125" ULDs (5)*



Option 2: Size Code G (centerline) – 96" x 238.5" ULDs (11) + 96" x 125" ULDs (4)

Centerline Options

777-300ERSF

Engines	GE90-115	
Maximum Taxi Weight - MTW	352,441 Kg	777,000 Lbs
Maximum Take-Off Weight - MTOW	351,534 Kg	775,000 Lbs
Maximum Landing Weight - MLW	264,444 Kg	583,000 Lbs
Maximum Zero Fuel Weight - MZFW	253,105 Kg	558,000 Lbs
Maximum Structural Payload – MSP*	100,698 Kg	222,000 Lbs
Maximum Fuel Capacity - MFC	181,283 L /145,538 Kg	47,890 USG / 320,863 Lbs
Total Cargo Volume	811 m ³	28,640 ft ³
Main deck position	33x ULD 96" x 125"	
Lower deck position	14x ULD 96" x 125"	
Bulk	17 m ³	600 ft ³

*With powered cargo loading system





Flight Crew

Same aircraft type
No simulator training



Spares & Tooling

~90% commonality



Engines

Same engine
100% commonality with 777-300ER/-200LR/-200LRF fleets



Mechanics

Same aircraft type
>90% commonality in tasks



Ground Support Equipment

>95% commonality

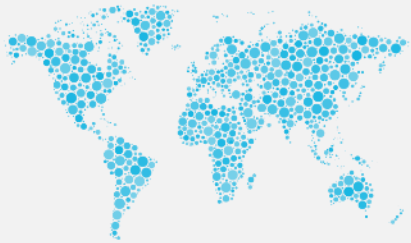


Pallets & Containers

Same pallets & containers
100% commonality providing seamless interlining

777-300ERSF allows operators to simplify their operation and benefit from a global network

SUPERIOR REVENUE



RANGE MATCHING THE 747-400
4,650nm range allows a seamless replacement solution for aging 747Fs



EASY CAPACITY GROWTH
25% more volume than a 777-200LRF
15% more volume than a 747-400ER BCF

LOWEST COST



GAME-CHANGING ECONOMICS
Low fuel burn and low capital costs cut operating cost by up to 22% per tonne versus the 777-200LRF



UNMATCHED VERSATILITY
Low capital cost enables class-leading efficiency even with utilization below 2500FH per year

PROVEN PLATFORM



GE90 EFFICIENCY
The world's most powerful in-service engine gives the 777-300ERSF 21% lower fuel burn per tonne than the 747-400F



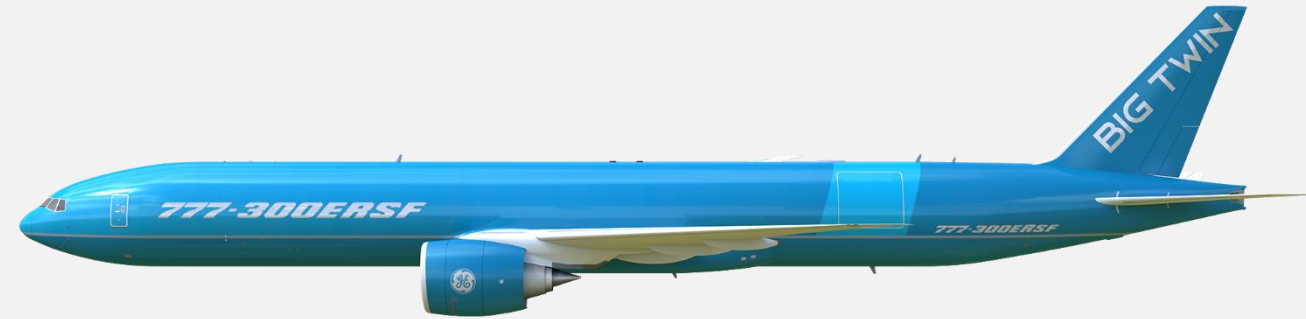
777 COMMONALITY
Global network of pilots, engineers, MRO to keep your fleet flying
Fleet integration for existing 777 operators

BOEING APPROVED CONVERSION WITH AGREED MSN LEVEL
MAP CERTIFYING POST CONVERSION RESPONSIBILITY

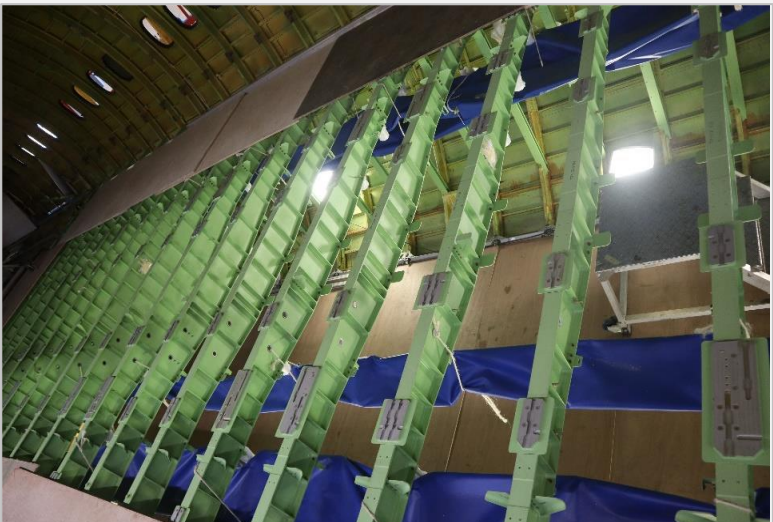
THE BIG TWIN
777-300ERSF

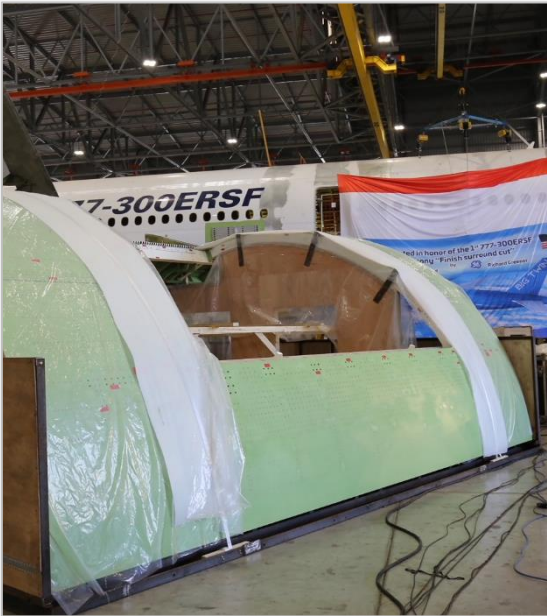


An approved conversion map for each MSN to set out clear division of structural and system responsibilities between Boeing and STC holder post conversion



PROGRAMME PROGRESS PHOTOS

















Main Deck Looking Aft



Main Deck Viewing RCB

SIX AIRCRAFT CURRENTLY IN CONVERSION PROCESS

THE BIG TWIN 777-300ERSF



THE BIG TWIN

777-300ERSF

AERCAP 
CARGO

