

Boeing 787-800 Payload



Here is the payload for the forthcoming Boeing 787-800 Dreamliner based on the excellent model by Robert Versluys. The payload has been modified following the weights and the typical interior arrangement for this aircraft, published by Boeing on the preliminary sheet, that all of us can read at http://www.airliners.net/discussions/general_aviation/read.main/2369934/ (the weights may change anymore). I've adjusted also the weight of fuel that the aircraft can carry. The cargo weights have been modified too.

I've emailed Robert and he gave me the right to modify the aircraft.cfg file (here attached. The old values have been kept putting them over the slashes, so they are unreadable by FS) at the condition to keep the original readme file. I've kept the original file, but, considering that the weights are changed, I've decided to make this eadme with the “true” weights, dimensions and passengers.

I'm not so skilled with the calculation of fuel consumption and climb rate, but I guess that the values that Robert wrote must be changed... (I don't dare edit the sheets!)

There are some problems with cargo, I guess there's too little space for it, but considering that I've inserted all the right values for the weights, it must be like this.

Specifications:

Operating empty weight	239,200 lbs
Payload (224 pax + baggage at 250 lbs each)	56,000 lbs
Maximum fuel	220,672 lbs (32,940 gal)
Maximum takeoff weight (MTOW)	476,000 lbs
Maximum landing weight (MLW)	365,000 lbs

The model provided has a zero fuel weight (ZFW) of:

$239,200 \text{ lbs} + 56,000 \text{ lbs} = 295,200 \text{ lbs}$

MTOW – ZFW:

$476,000 \text{ lbs} - 295,200 \text{ lbs} = 180,800 \text{ lbs}$

Which means that without going overweight you can only take 180,800 lbs ($\pm 26,990$ gal) of fuel and/or cargo load.

All the copyrights and all the disclaimers in the original file are ALL and FULLY valid.
For any question or comment you can write at vittorio.tenerini@poste.it