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1.1 Scope

This document provides, in a standardized format, airplane characteristics data for general airport planning. Since operational practices vary among airlines, specific data should be coordinated with the using airlines prior to facility design. The Boeing Commercial Airplane Group should be contacted for any additional information required.

Content of the document reflects the results of a coordinated effort by representatives from the following organizations:

- Aerospace Industries Association
- Airports Council International - North America
- Air Transport Association of America
- International Air Transport Association

The airport planner may also want to consider the information presented in the "CTOL Transport Aircraft, Characteristics, Trends, and Growth Projections," available from the US AIA, 1250 Eye St., Washington DC 20005, for long-range planning needs. This document is updated periodically and represents the coordinated efforts of the following organizations regarding future aircraft growth trends:

- International Coordinating Council of Aerospace Industries Associations
- Airports Council International - North American and World Organizations
- Air Transport Association of America
- International Air Transport Association

1.2 Introduction

This document conforms to NAS 3601. It provides characteristics of the Boeing Model 777 family of airplanes for airport planners and operators, airlines, architectural and engineering consultant organizations, and other interested industry agencies. Airplane changes and available options may alter model characteristics; the data presented herein reflect typical airplanes in each model category.

For additional information contact:

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1.3 A Brief Description of the 777 Family of Airplanes

777-200 Airplane

The 777-200 is a twin-engine airplane designed for medium to long range flights. It is powered by advanced high bypass ratio engines. Characteristics unique to the 777 include:

- Two-crew cockpit with digital avionics
- Circular cross-section
- Lightweight aluminum and composite alloys
- Structural carbon brakes
- Six-wheel main landing gears
- Main gear aft axle steering
- High bypass ratio engines
- Fly-by-wire system

777-300 Airplane

The 777-300 is a second-generation derivative of the 777-200. Two body sections are added to the fuselage to provide additional passenger seating and cargo capacity.

Main Gear Aft Axle Steering

The main gear axle steering is automatically engaged based on the nose gear steering angle. This allows for less tire scrubbing and easier maneuvering into gates with limited parking clearances.

High Bypass Ratio Engines

The 777 airplane is powered by two high bypass ratio engines. The following table shows the available engine options.

ENGINE MFR	MODEL	THRUST	MAX TAXI WEIGHT (LBS)	
			777-200	777-300
GENERAL ELECTRIC	GE 90-B3/-B4	74,500 LB	537,000	
	GE 90-B5	76,400 LB	537,000	
	GE 90-B1	84,100 LB	634,000	
	GE 90-B4	84,700 LB	634,000	
	GE 90-92B	90,500 LB		662,000
	GE 90-98B	98,000 LB		662,000
PRATT & WHITNEY	PW 4073/4073A	73,500 LB	537,000	
	PW 4077	77,200 LB	537,000	
	PW 4082	82,200 LB	634,000	
	PW 4084	84,600 LB	634,000	
	PW 4090	90,500 LB		662,000
	PW 4098	98,000 LB		662,000
ROLLS ROYCE	TRENT 870/871	71,200 LB	537,000	
	TRENT 877	74,900 LB	537,000	
	TRENT 882	82,200 LB	634,000	
	TRENT 884	84,300 LB	634,000	
	TRENT 890	90,000 LB		662,000
	TRENT 898	98,000 LB		662,000

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