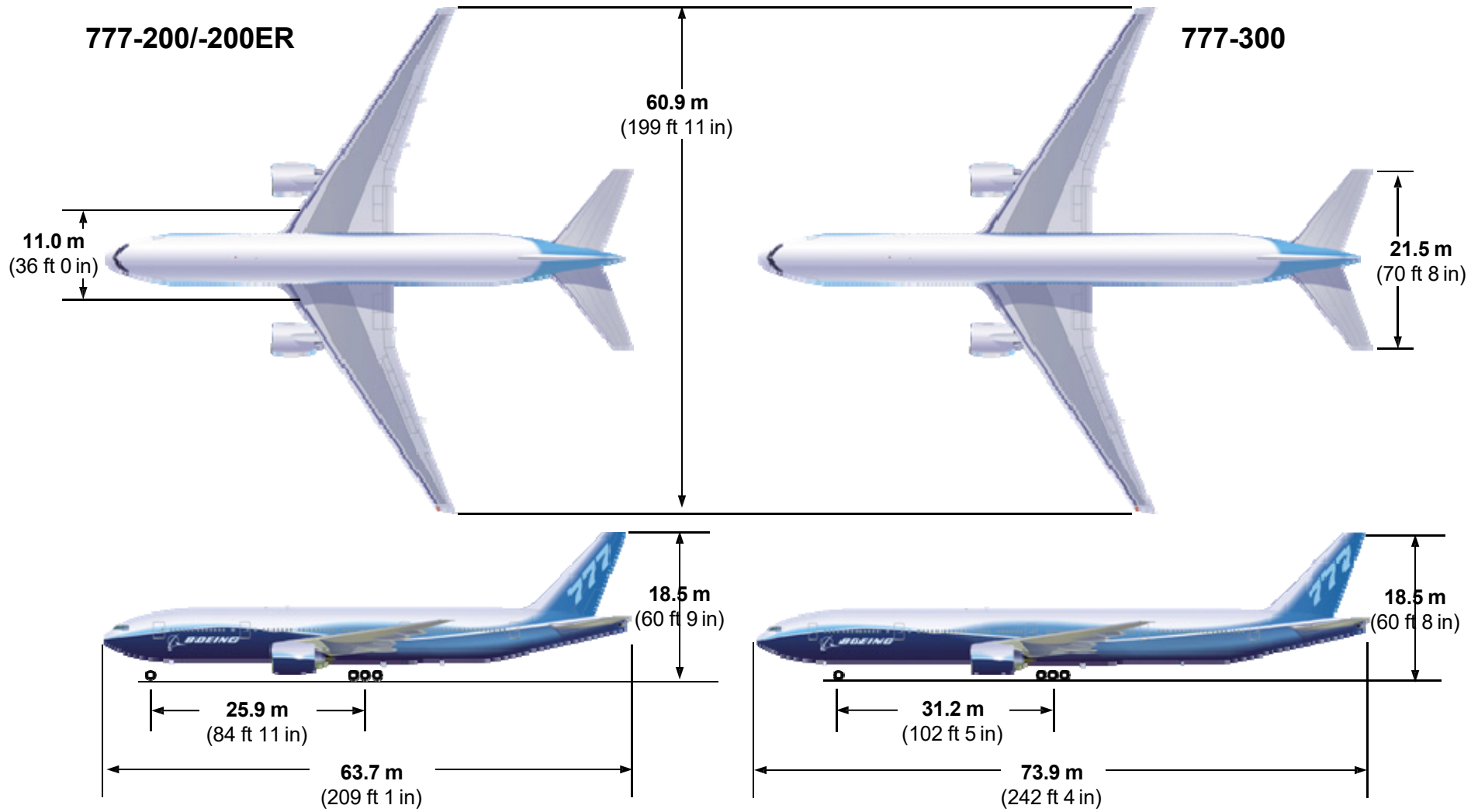


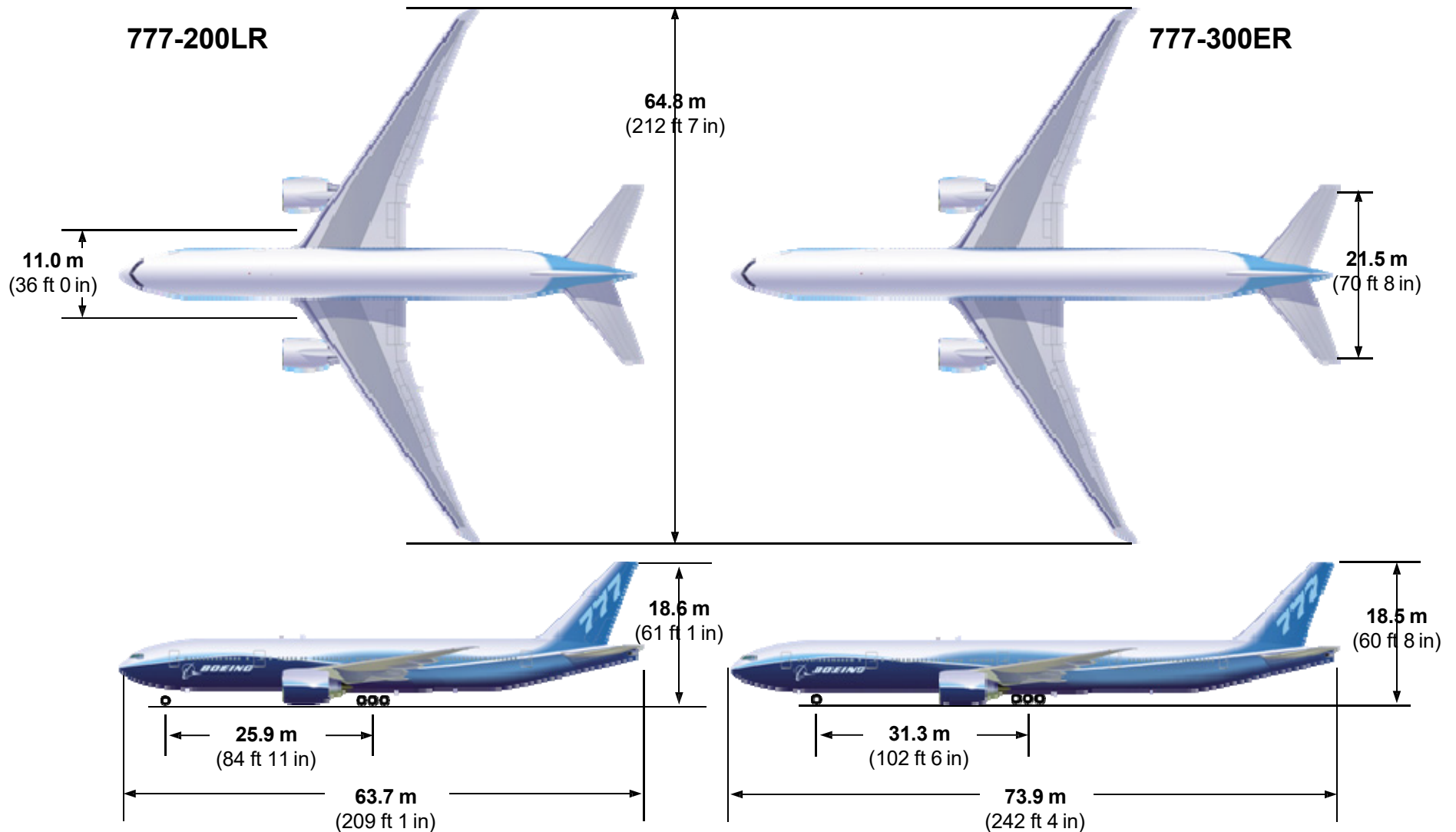
777-200, 777-200ER, and 777-300 general arrangement

StartupBoeing



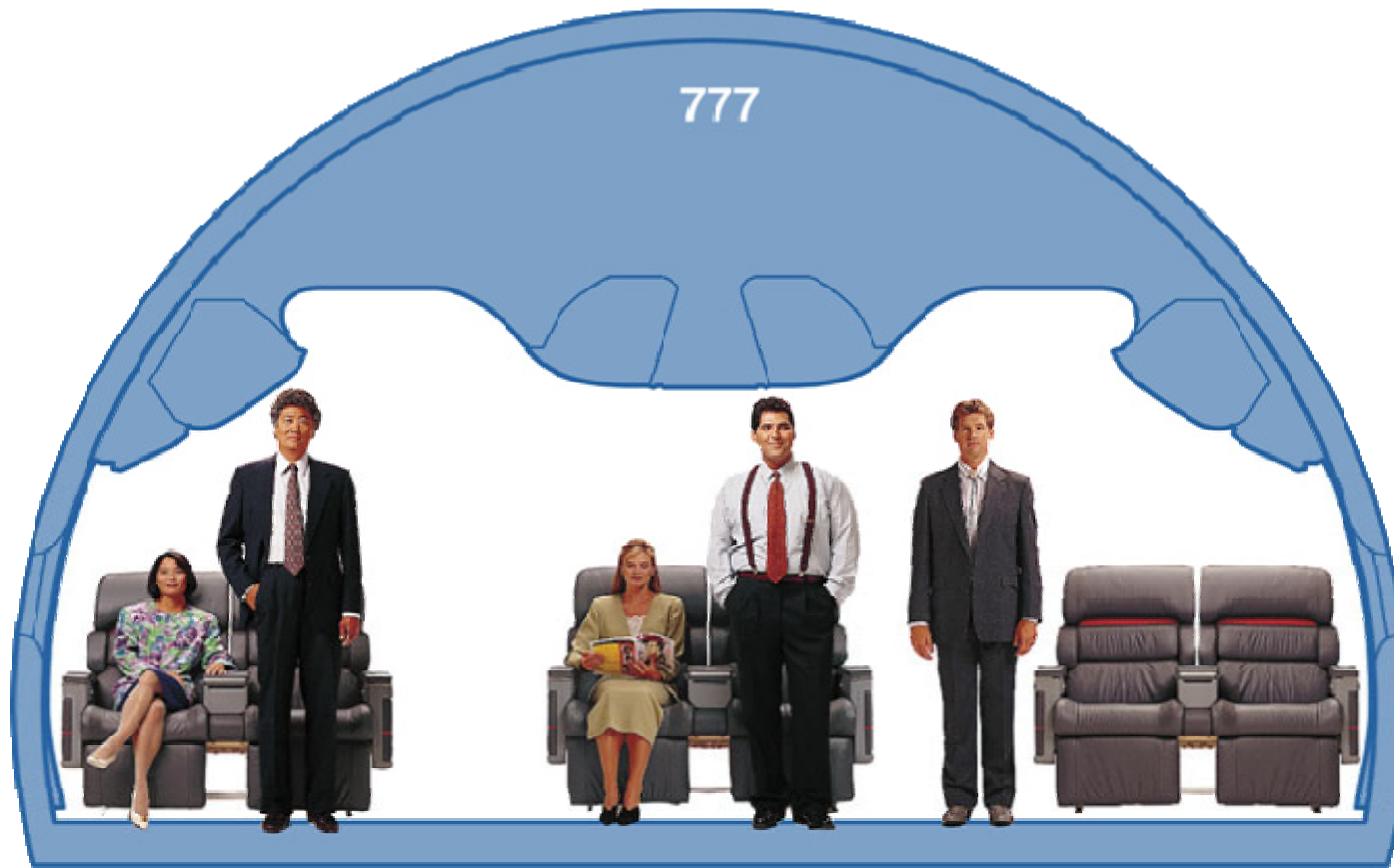
777-200LR and 777-300ER general arrangement

StartupBoeing



The spacious 777 cabin is preferred by passengers

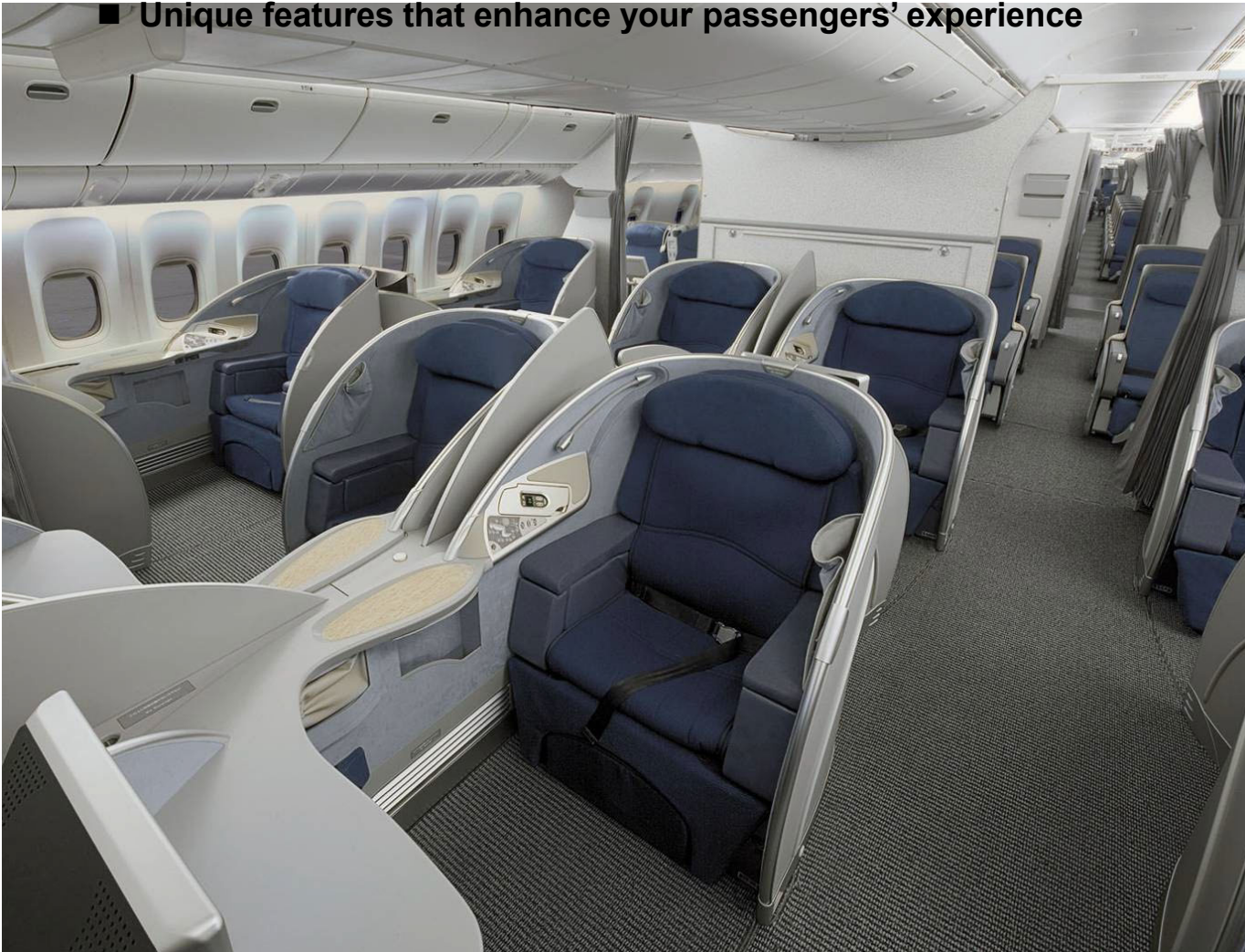
StartupBoeing



777 First class seating

StartupBoeing

- 777 flexibility that meets your exclusive interior needs
- Premium products for your most valued customers
- Unique features that enhance your passengers' experience



777 Business class seating

StartupBoeing

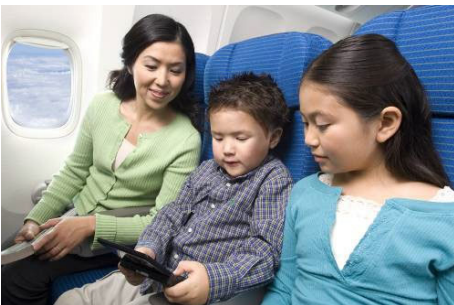
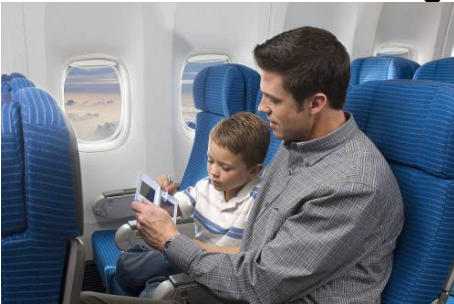
- More personal space for each of your valued passengers
- More seats—seven-abreast seating that provides more revenue without sacrificing comfort
- More space for passenger bags



777 Economy class seating

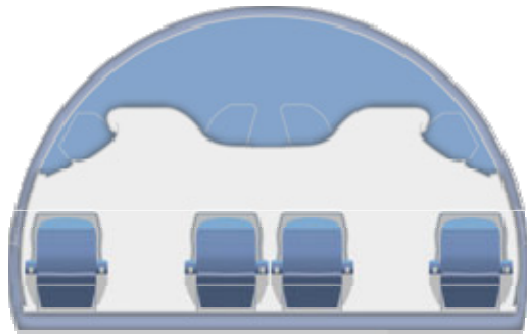
StartupBoeing

- A comfort difference that you can feel and that passengers seek
- Leader in interior innovation
- Similar to the 747, the 777 offers 10-abreast seating in economy—maximizing revenue without sacrificing comfort

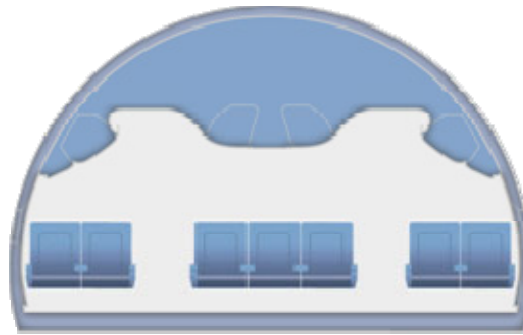


777 Interior flexibility provides revenue opportunity

StartupBoeing



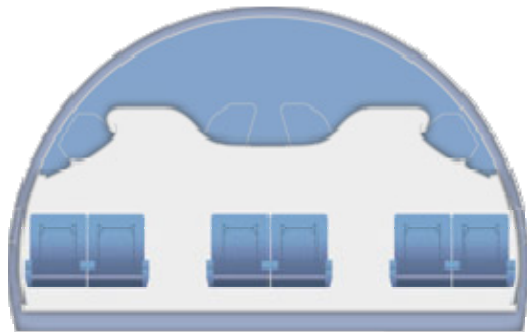
**First class
4-abreast pod seats**



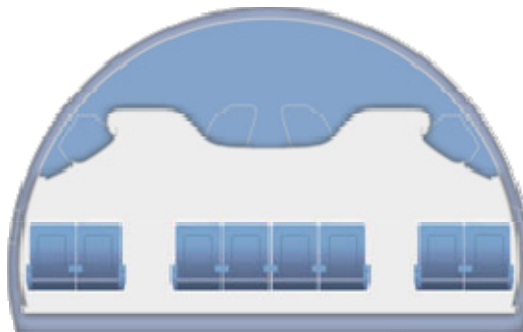
**Business class
7-abreast**



**Premium economy class
9-abreast**



**First class
6-abreast**



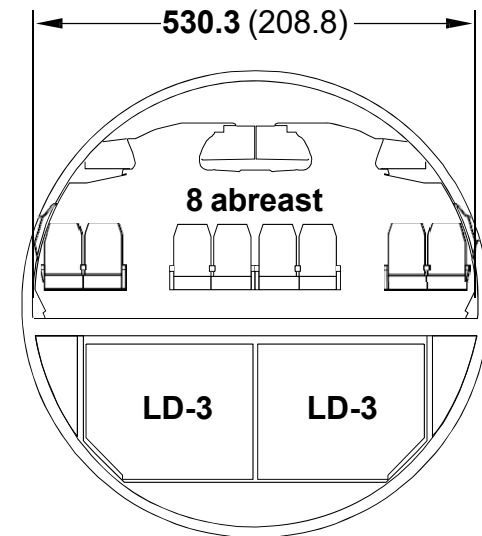
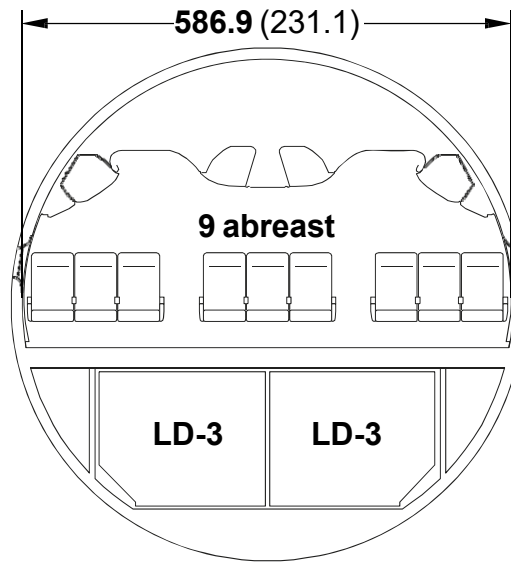
**Regional business class
8-abreast**



**Economy class
10-abreast**

The 777 is the most comfortable airplane in its class

StartupBoeing



Seat type	Abreast	777			A330 and A340	
		Seat bottom	Aisle width	Remarks	Seat bottom	Aisle width
First	5	— 53.3	— 73.7	8.9-cm (3.5-in) aisle armrest	53.3 (21.0)	50.8 (20.0)
	6	(21.0)	(29.0)	20.3-cm (8-in) center armrest	50.8 (20.0)	53.3 (21.0)
Business	6	— 50.8	— 54.6	7.6-cm (3-in) aisle armrest	50.8 (20.0)	53.3 (21.0)
	7	(20.0)	(21.5)	17.8-cm (7-in) center armrest	48.3 (19.0)	48.3 (19.0)
	8	48.3 (19.0)	49.3 (19.5)	10.2-cm (4-in) center armrest	—	—
Economy	8	— 47.0	— 48.9	—	47.7 (18)	48.3 (19.0)
	9	(18.5)	(19.25)	5.1-cm (2-in) aisle armrest	—	—
	10	43.2 (17.0)	43.2 (17.0)	5.1-cm (2-in) center armrest	—	—

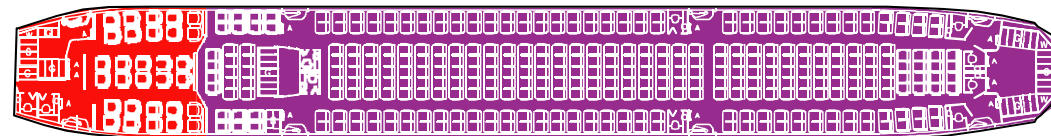
• Dimensions in centimeters (inches)

Typical interior arrangements

StartupBoeing

Two-class seating, 9-abreast

777-200/-200ER/-200LR
30 first-class seats
345 premium-economy seats



375 passengers

777-300/-300ER
40 first-class seats
411 premium-economy seats



451 passengers

- Medium/Long-range rules

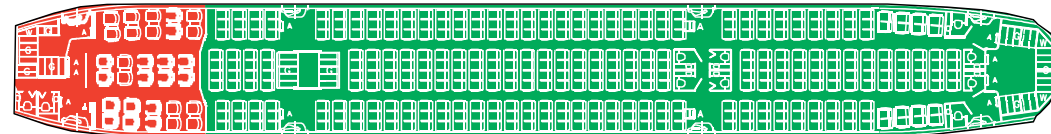
Typical interior arrangements

Two-class seating, 10-abreast

StartupBoeing

777-200/-200ER/-200LR

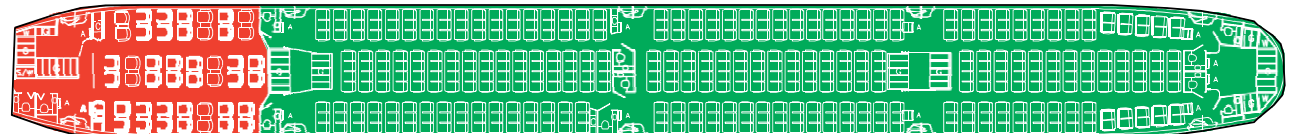
30 first-class seats
370 standard-economy seats



400 passengers

777-300/-300ER

44 first-class seats
435 standard-economy seats



479 passengers

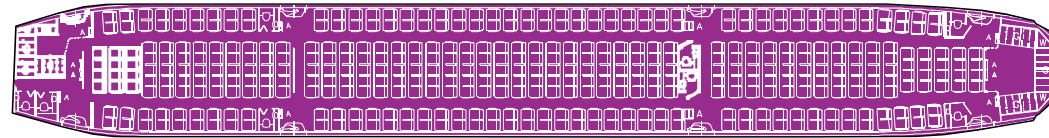
- Medium/Long-range routes

Typical interior arrangements

One-class seating, 9-abreast

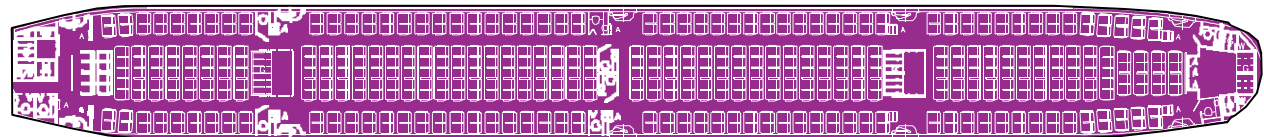
StartupBoeing

777-200/-200ER/-200LR
418 premium-economy seats



418 passengers

777-300/-300ER
500 premium-economy seats



500 passengers

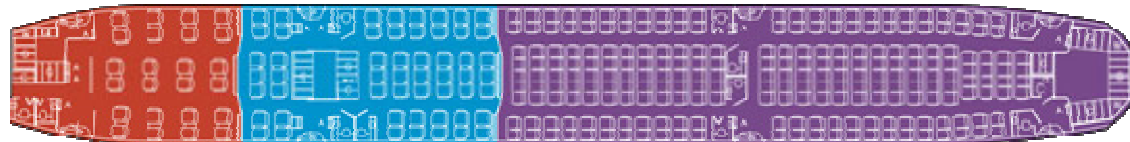
Typical interior arrangements

StartupBoeing

Three-class seating, 9-abreast

777-200

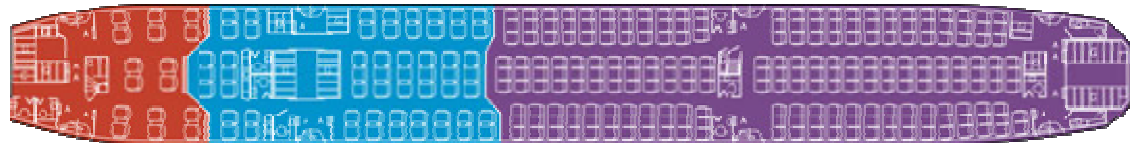
24 first-class seats
54 business-class seats
227 premium-economy seats



305 passengers

777-200ER*/-200LR*

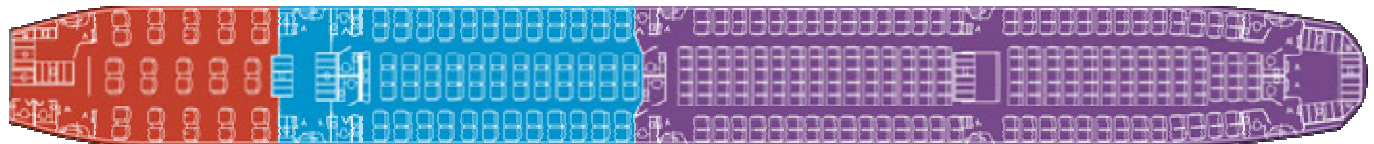
16 first-class seats
58 business-class seats
227 premium-economy seats



301 passengers

777-300

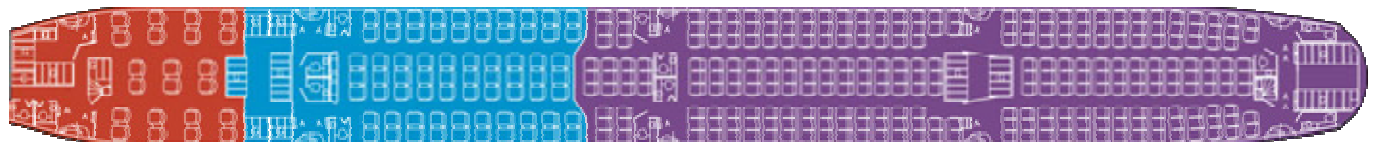
30 first-class seats
84 business-class seats
254 premium-economy seats



368 passengers

777-300ER*

22 first-class seats
70 business-class seats
273 premium-economy seats



365 passengers

* Long-range rules. Includes overhead flight crew and attendant rest

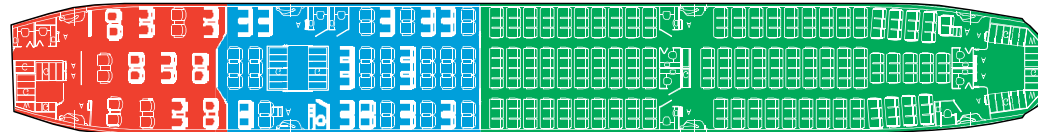
Typical interior arrangements

StartupBoeing

Three-class seating, 10-abreast

777-200

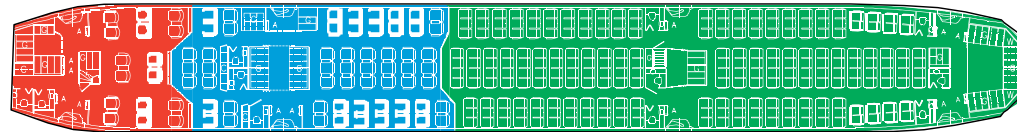
24 first-class seats
61 business-class seats
235 standard-economy seats



320 passengers

777-200ER*/-200LR*

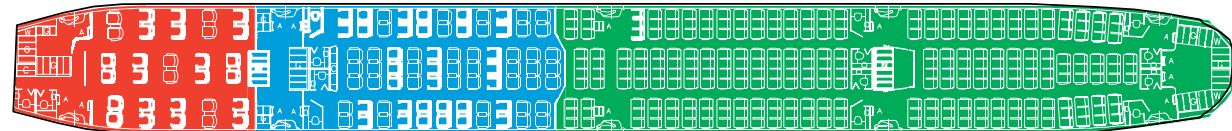
16 first-class seats
58 business-class seats
236 standard-economy seats



310 passengers

777-300

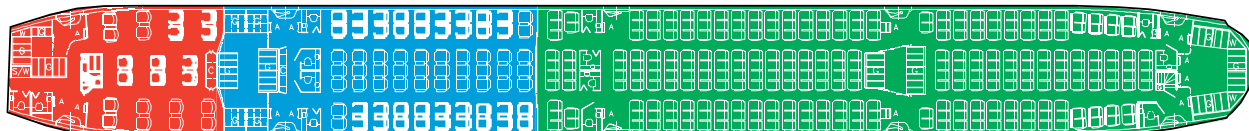
30 first-class seats
77 business-class seats
279 standard-economy seats



386 passengers

777-300ER*

22 first-class seats
70 business-class seats
288 standard-economy seats



380 passengers

*Long-range rules. Includes overhead flight crew and attendant rest

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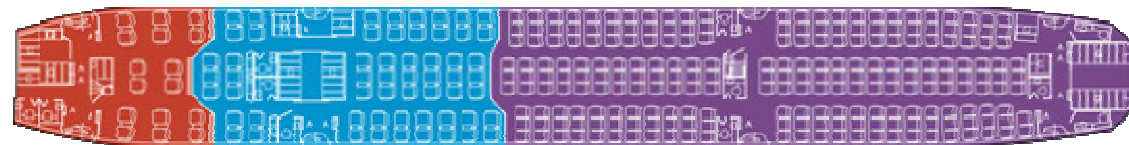
Seating flexibility to meet market demands

StartupBoeing

Three-class seating, 9-abreast

777-200ER/-200LR

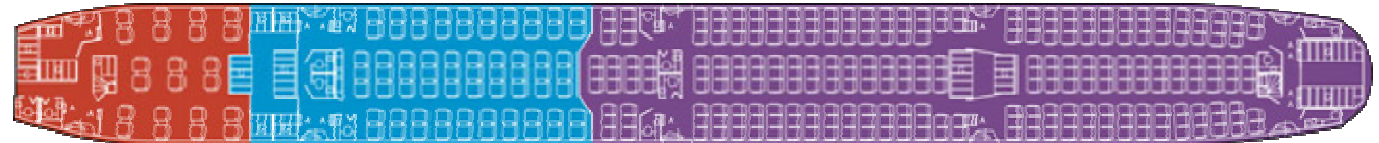
16 first-class seats
58 business-class seats
227 premium-economy seats



301 passengers

777-300ER

22 first-class seats
70 business-class seats
273 premium-economy seats



365 passengers

- Long-range rules, includes overhead flight crew and attendant rest

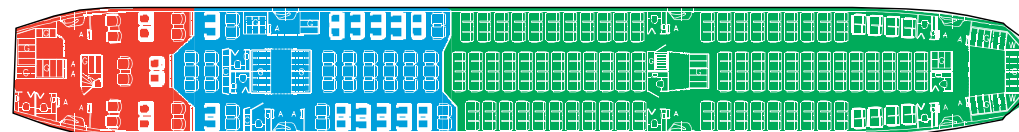
Seating flexibility to meet market demands

StartupBoeing

Three-class seating, 10-abreast

777-200ER/-200LR

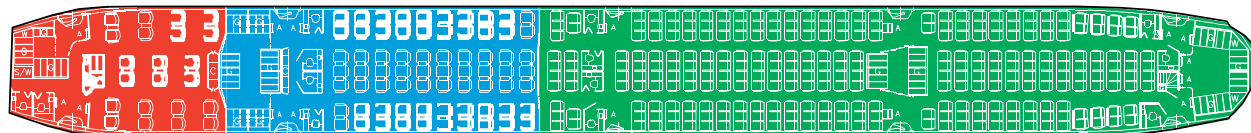
16 first-class seats
58 business-class seats
236 standard-economy seats



310 passengers

777-300ER

22 first-class seats
70 business-class seats
288 standard-economy seats



380 passengers

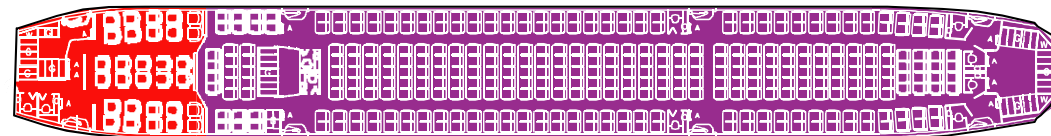
- Long-range rules, includes overhead flight crew and attendant rest

Typical interior arrangements

StartupBoeing

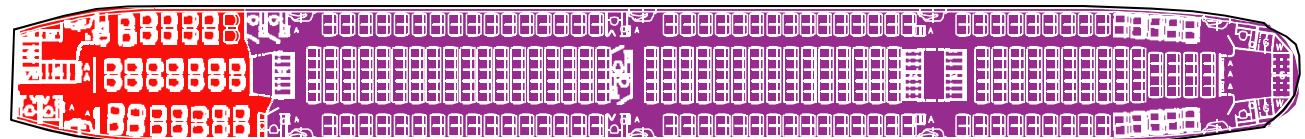
Two-class seating, 9-abreast

777-200/-200ER/-200LR
30 first-class seats
345 premium-economy seats



375 passengers

777-300/-300ER
40 first-class seats
411 premium-economy seats



451 passengers

- Medium/Long-range rules

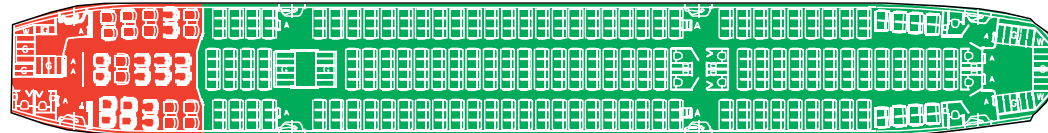
Typical interior arrangements

StartupBoeing

Two-class seating, 10-abreast

777-200/-200ER/-200LR

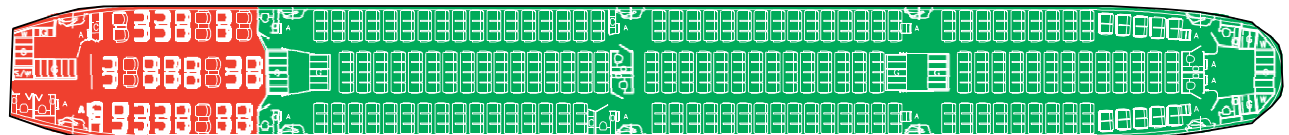
30 first-class seats
370 standard-economy seats



400 passengers

777-300/-300ER

44 first-class seats
435 standard-economy seats



479 passengers

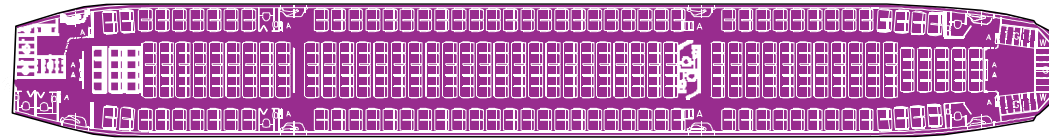
- Medium/Long-range rules

Typical interior arrangements

One-class seating, 9-abreast

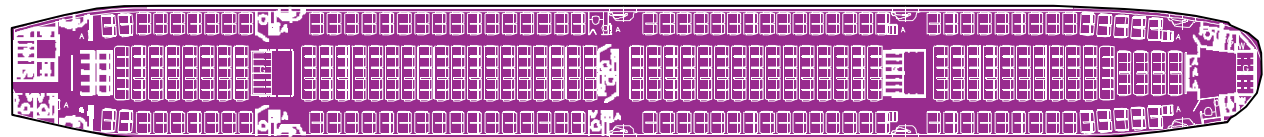
StartupBoeing

777-200/-200ER/-200LR
418 premium-economy seats



418 passengers

777-300/-300ER
500 premium-economy seats



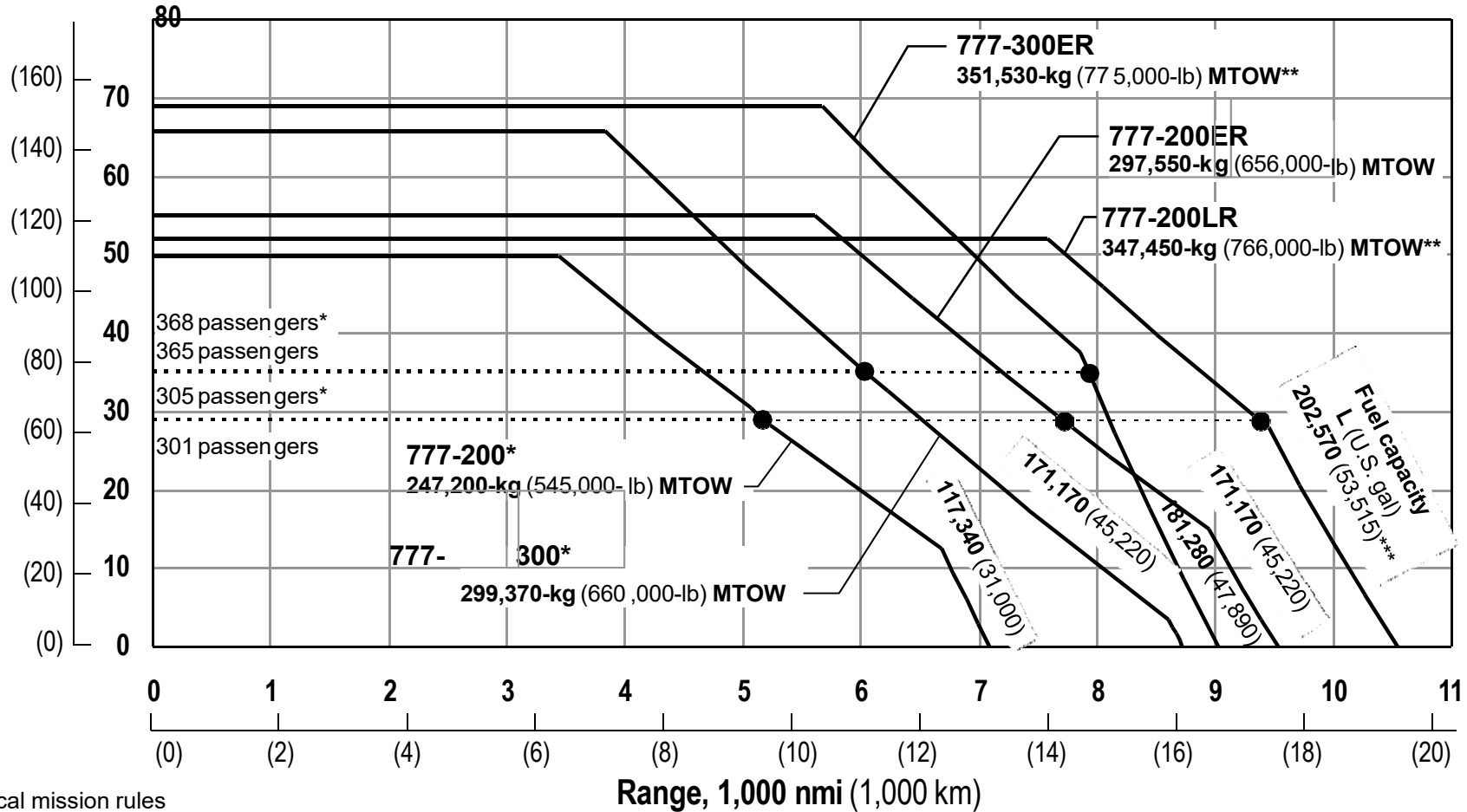
500 passengers

777 payload-range capability

StartupBoeing

General Electric engines

Payload, 1,000 kg (1,000 lb)



- Typical mission rules
- Three-class seating

* Medium-/long-range rules configuration

** Highest optional weight, loading restrictions apply above 750K (777-200LR) and 766K (777-300ER)

*** Includes three optional 7,095 L (1,875 U.S. gal) auxiliary fuel tanks

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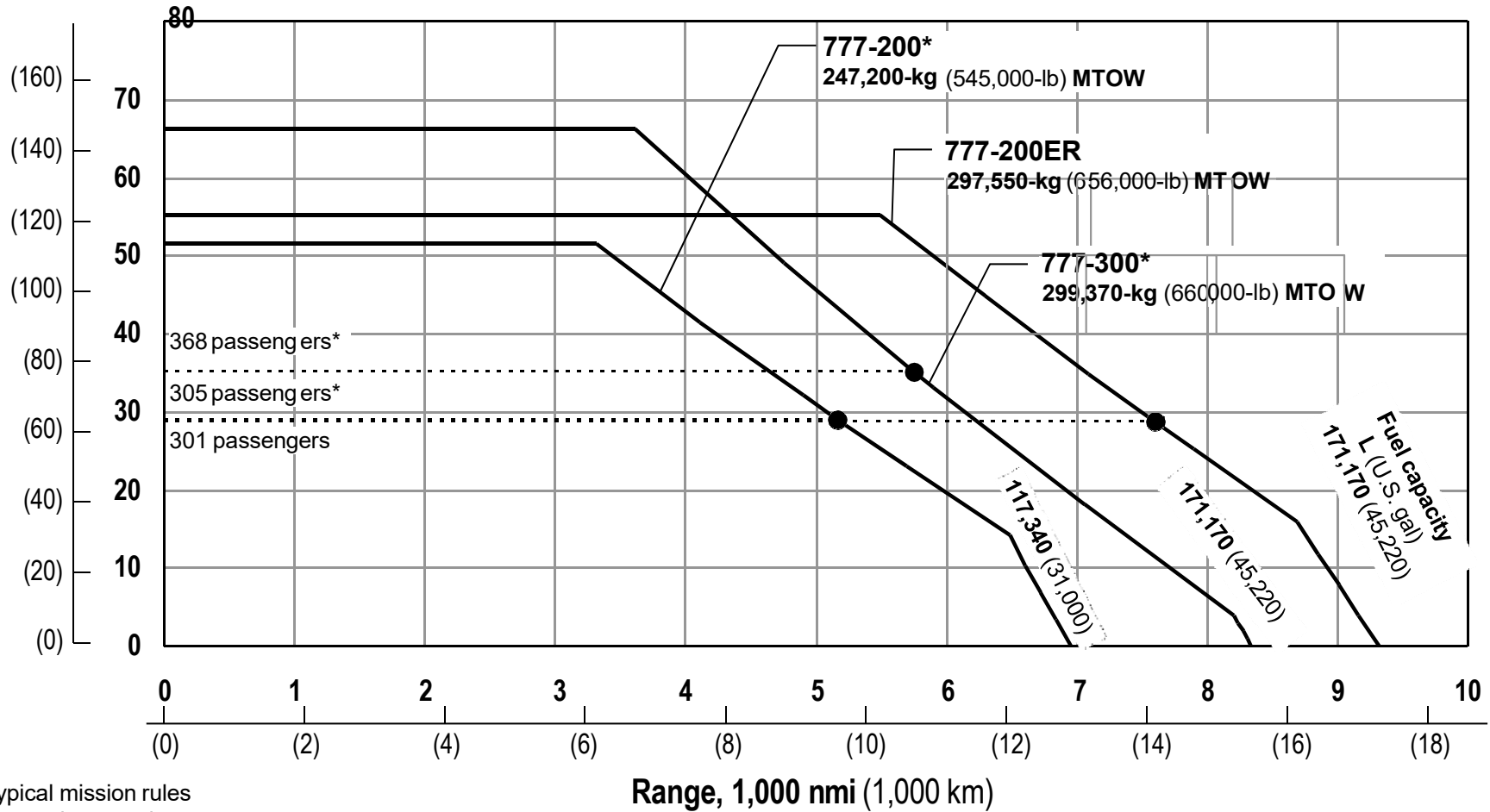
www.StartupBoeing.com

777 payload-range capability

StartupBoeing

Pratt & Whitney engines

Payload, 1,000 kg (1,000 lb)



- Typical mission rules
- Three-class seating

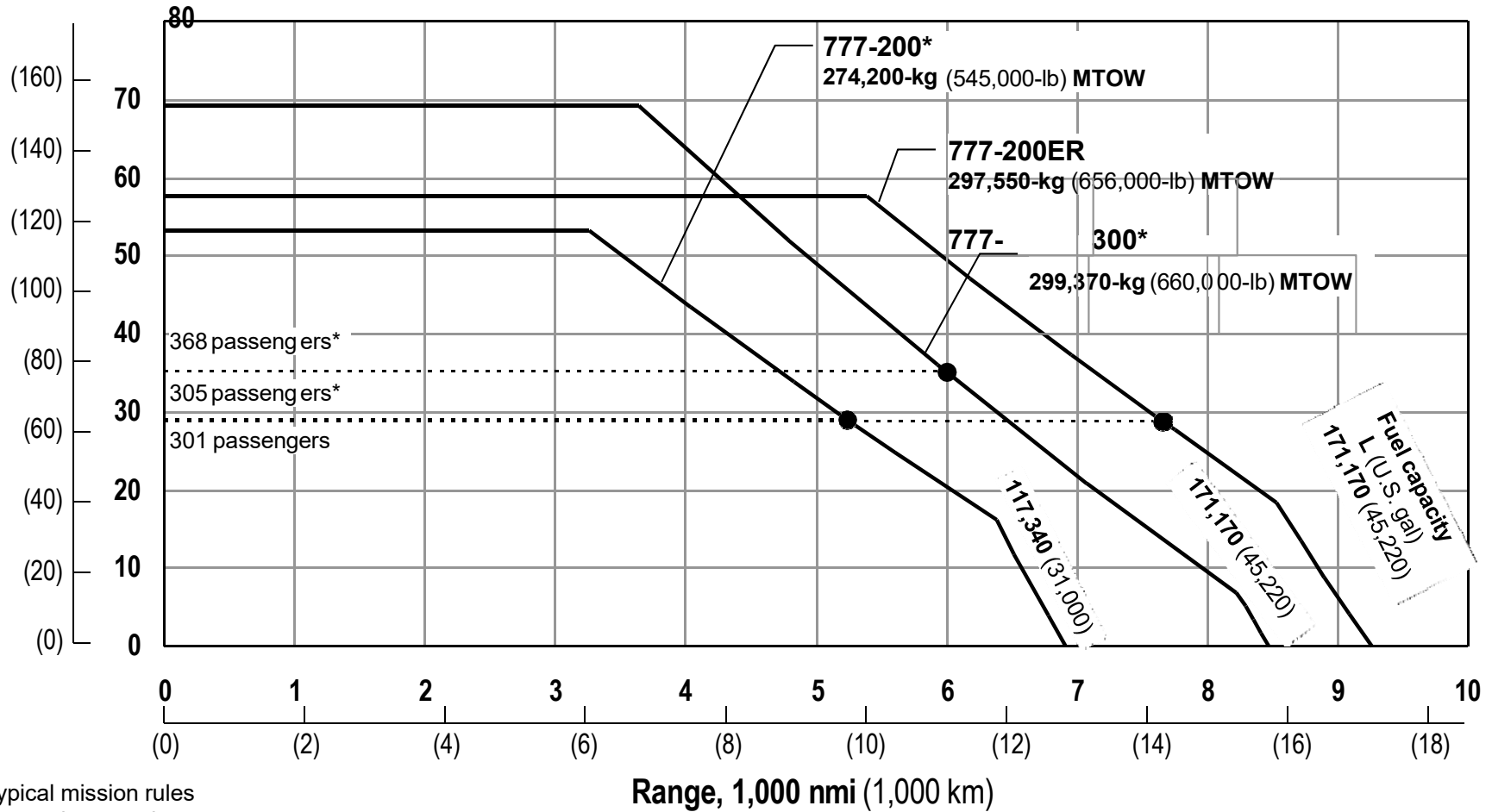
* Medium-/long-range rules configuration

777 payload-range capability

StartupBoeing

Rolls-Royce engines

Payload, 1,000 kg (1,000 lb)



- Typical mission rules
- Three-class seating

* Medium-/long-range rules configuration

777-200 performance summary

General Electric engines

StartupBoeing

		Basic	Maximum ²
Passengers	(FC/BC/EC)	305 (24/54/227)	
Cargo	pallets/containers ¹	6/14	
Engines		GE90-77B	GE90-77B
Boeing equivalent thrust/flat-rated temperature	lb/°F	77,000/91	77,000/91
Maximum taxi weight	kg (lb)	230,420 (508,000)	248,110 (547,000)
Maximum takeoff weight	kg (lb)	229,510 (506,000)	247,200 (545,000)
Maximum landing weight	kg (lb)	201,840 (445,000)	201,840 (445,000)
Maximum zero fuel weight	kg (lb)	190,500 (420,000)	190,500 (420,000)
Operating empty weight	kg (lb)	140,650 (310,100)	140,790 (310,400)
Fuel capacity	L (U.S. gal)	117,340 (31,000)	117,340 (31,000)
Design range (MTOW, full passenger payload)	nmi (km)	4,010 (7,425)	5,175 (9,580)
Cruise Mach		0.84	0.84
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,070 (6,800)	2,525 (8,300)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	39,300	37,900
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	18,000	15,400
Landing field length (MLW)	m (ft)	1,565 (5,150)	1,565 (5,150)
Approach speed (MLW)	kias	136	136
Approach speed (3,000-nmi trip)	kias	127	127
Fuel burn/seat			
3,000 nmi	kg (lb)	124.5 (274.5)	124.5(274.6)

- Typical mission rules
- Three-class seating
- Nine-abreast economy

¹ 96- x 125-in pallets/LD-3 containers

² Highest optional weight

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777-200 performance summary

Pratt & Whitney engines

StartupBoeing

		Basic	Maximum ²
Passengers	(FC/BC/EC)	305 (24/54/227)	
Cargo	pallets/containers ¹	6/14	
Engines		PW4074	PW4077
Boeing equivalent thrust/flat-rated temperature	lb/°F	74,400/86	77,000/92
Maximum taxi weight	kg (lb)	230,420 (508,000)	248,110 (547,000)
Maximum takeoff weight	kg (lb)	229,510 (506,000)	247,200 (545,000)
Maximum landing weight	kg (lb)	201,840 (445,000)	201,840 (445,000)
Maximum zero fuel weight	kg (lb)	190,500 (420,000)	190,500 (420,000)
Operating empty weight	kg (lb)	138,890 (306,200)	139,020 (306,500)
Fuel capacity	L (U.S. gal)	117,340 (31,000)	117,340 (31,000)
Design range (MTOW, full passenger payload)	nmi (km)	4,035 (7,470)	5,165 (9,565)
Cruise Mach		0.84	0.84
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,160 (7,100)	2,575 (8,450)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	37,900	36,600
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	16,200	15,600
Landing field length (MLW)	m (ft)	1,550 (5,100)	1,550 (5,100)
Approach speed (MLW)	kias	136	136
Approach speed (3,000-nmi trip)	kias	127	127
Fuel burn/seat			
3,000 nmi	kg (lb)	126.6 (279.3)	126.7 (279.5)

- Typical mission rules
- Three-class seating
- Nine-abreast economy

¹ 96- x 125-in pallets/LD-3 containers

² Highest optional weight

777-200 performance summary

Rolls-Royce engines

StartupBoeing

		Basic	Maximum ²
Passengers	(FC/BC/EC)	305 (24/54/227)	
Cargo	pallets/containers ¹	6/14	
Engines		Trent 875	Trent 877
Boeing equivalent thrust/flat-rated temperature	lb/°F	73,400/86	76,000/100
Maximum taxi weight	kg (lb)	230,420 (508,000)	248,110 (547,000)
Maximum takeoff weight	kg (lb)	229,510 (506,000)	247,200 (545,000)
Maximum landing weight	kg (lb)	201,840 (445,000)	201,840 (445,000)
Maximum zero fuel weight	kg (lb)	190,500 (420,000)	190,500 (420,000)
Operating empty weight	kg (lb)	137,030 (302,100)	137,160 (302,400)
Fuel capacity	L (U.S. gal)	117,340 (31,000)	117,340 (31,000)
Design range (MTOW, full passenger payload)	nmi (km)	4,130 (7,645)	5,240 (9,700)
Cruise Mach		0.84	0.84
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,160 (7,100)	2,575 (8,450)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	38,200	37,300
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	15,800	17,500
Landing field length (MLW)	m (ft)	1,550 (5,100)	1,550 (5,100)
Approach speed (MLW)	kias	136	136
Approach speed (3,000-nmi trip)	kias	126	126
Fuel burn/seat			
3,000 nmi	kg (lb)	127.5 (281.2)	127.6(281.4)

- Typical mission rules
- Three-class seating
- Nine-abreast economy

¹ 96- x 125-in pallets/LD-3 containers

² Highest optional weight

777-200ER performance summary

StartupBoeing

General Electric engines

		Basic	Maximum ²
Passengers	(FC/BC/EC)	301 (16/58/227)	
Cargo	pallets/containers ¹	6/14	
Engines		GE90-85B	GE90-94B
Boeing equivalent thrust/flat-rated temperature	lb/°F	84,700/86	93,700/86
Maximum taxi weight	kg (lb)	263,990 (582,000)	298,460 (658,000)
Maximum takeoff weight	kg (lb)	263,080 (580,000)	297,550 (656,000)
Maximum landing weight	kg (lb)	208,650 (460,000)	213,180 (470,000)
Maximum zero fuel weight	kg (lb)	195,040 (430,000)	200,480 (442,000)
Operating empty weight	kg (lb)	145,330 (320,400)	145,510 (320,800)
Fuel capacity	L (U.S. gal)	171,170 (45,220)	171,170 (45,220)
Design range (MTOW, full passenger payload)	nmi (km)	5,795 (10,730)	7,725 (14,305)
Cruise Mach		0.84	0.84
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,510 (8,250)	3,045 (10,000)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	36,600	34,700
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	13,100	12,200
Landing field length (MLW)	m (ft)	1,615 (5,300)	1,630 (5,350)
Approach speed (MLW)	kias	138	139
Approach speed (3,000-nmi trip)	kias	129	129
Fuel burn/seat			
3,000 nmi	kg (lb)	128.7 (283.8)	128.8 (284.1)
6,000 nmi	kg (lb)	N/A	274.5 (605.3)

- Typical mission rules
- Three-class seating
- Nine-abreast economy

¹ 96- x 125-in pallets/LD-3 containers

² Highest optional weight

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777-200ER performance summary

Pratt & Whitney engines

StartupBoeing

		Basic	Maximum ²
Passengers	(FC/BC/EC)	301 (16/58/227)	
Cargo	pallets/containers ¹	6/14	
Engines		PW4084	PW4090
Boeing equivalent thrust/flat-rated temperature	lb/°F	84,400/86	90,000/86
Maximum taxi weight	kg (lb)	263,990 (582,000)	298,460 (658,000)
Maximum takeoff weight	kg (lb)	263,080 (580,000)	297,550 (656,000)
Maximum landing weight	kg (lb)	208,650 (460,000)	213,180 (470,000)
Maximum zero fuel weight	kg (lb)	195,040 (430,000)	199,580 (440,000)
Operating empty weight	kg (lb)	143,560 (316,500)	144,330 (318,200)
Fuel capacity	L (U.S. gal)	171,170 (45,220)	171,170 (45,220)
Design range (MTOW, full passenger payload)	nmi (km)	5,765 (10,675)	7,610 (14,090)
Cruise Mach		0.84	0.84
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,590 (8,500)	3,580 (11,750)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	35,500	33,700
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	13,900	12,000
Landing field length (MLW)	m (ft)	1,600 (5,250)	1,615 (5,300)
Approach speed (MLW)	kias	138	139
Approach speed (3,000-nmi trip)	kias	128	129
Fuel burn/seat			
3,000 nmi	kg (lb)	131.0 (288.9)	131.4 (289.9)
6,000 nmi	kg (lb)	N/A	281.2 (620.0)

- Typical mission rules
- Three-class seating
- Nine-abreast economy

¹ 96- x 125-in pallets/LD-3 containers

² Highest optional weight

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777-200ER performance summary

Rolls-Royce engines

StartupBoeing

		Basic	Maximum ²
Passengers	(FC/BC/EC)	301 (16/58/227)	
Cargo	pallets/containers ¹	6/14	
Engines		Trent 884	Trent 895
Boeing equivalent thrust/flat-rated temperature	lb/°F	83,600/86	93,400/77
Maximum taxi weight	kg (lb)	263,990 (582,000)	298,460 (658,000)
Maximum takeoff weight	kg (lb)	263,080 (580,000)	297,550 (656,000)
Maximum landing weight	kg (lb)	208,650 (460,000)	213,180 (470,000)
Maximum zero fuel weight	kg (lb)	195,040 (430,000)	199,580 (440,000)
Operating empty weight	kg (lb)	141,700 (312,400)	141,880 (312,800)
Fuel capacity	L (U.S. gal)	171,170 (45,220)	171,170 (45,220)
Design range (MTOW, full passenger payload)	nmi (km)	5,825 (10,785)	7,665 (14,195)
Cruise Mach		0.84	0.84
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,560 (8,400)	3,135 (10,300)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	36,100	34,300
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	15,600	12,200
Landing field length (MLW)	m (ft)	1,600 (5,250)	1,615 (5,300)
Approach speed (MLW)	kias	138	139
Approach speed (3,000-nmi trip)	kias	128	129
Fuel burn/seat			
3,000 nmi	kg (lb)	131.9 (290.9)	132.0 (291.2)
6,000 nmi	kg (lb)	N/A	283.9 (626.1)

- Typical mission rules
- Three-class seating
- Nine-abreast economy

¹ 96- x 125-in pallets/LD-3 containers

² Highest optional weight

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777-200LR performance summary



General Electric engines

		Basic	Maximum ²	Maximum ² with optional fuel tanks
Passengers	(FC/BC/EC)	301 (16/58/227)	301 (16/58/227)	301 (16/58/227)
Cargo	pallets/containers ¹	6/14	6/14	6/8
Engines		GE90-110B1L	GE90-115BL	GE90-115BL
Boeing equivalent thrust/flat-rated temperature	lb/°F	110,100/92	115,300/86	115,300/86
Maximum taxi weight	kg (lb)	322,950 (712,000)	348,350 (768,000)	348,350 (768,000)
Maximum takeoff weight	kg (lb)	322,050 (710,000)	347,450 (766,000)	347,450 (766,000)
Maximum landing weight	kg (lb)	223,160 (492,000)	223,160 (492,000)	223,160 (492,000)
Maximum zero fuel weight	kg (lb)	209,100 (461,000)	209,100 (461,000)	209,100 (461,000)
Operating empty weight	kg (lb)	155,530 (342,900)	155,530 (342,900)	157,070 (346,300)
Fuel capacity	L (U.S. gal)	181,280 (47,890)	181,280 (47,890)	202,570 ³ (53,515) ³
Design range (MTOW, full passenger payload)	nmi (km)	8,295 (15,360)	8,665 ⁴ (16,045) ⁴	9,395 (17,395)
Cruise Mach		0.84	0.84	0.84
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,620 (8,600)	2,955 (9,700)	2,955 (9,700)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	33,700	32,400	32,400
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	15,700	13,400	13,400
Landing field length (MLW)	m (ft)	1,600 (5,250)	1,600 (5,250)	1,600 (5,250)
Approach speed (MLW)	kias	138	140	140
Approach speed (3,000-nmi trip)	kias	136	140	140
Fuel burn/seat				
3,000 nmi	kg (lb)	132.9 (293.0)	132.9 (293.0)	133.8 (295.0)
6,000 nmi	kg (lb)	282.4 (622.7)	282.4 (622.7)	284.4 (627.1)

- Typical mission rules ¹ 96- x 125-in pallets/LD-3 containers
- Three-class seating ² Highest optional weight, loading restrictions apply above 340,190-kg (750,000-lb) MTOW
- Nine-abreast economy ³ Includes three optional 7,095 L (1,875 U.S. gal) auxiliary fuel tanks
- ⁴ Fuel volume limited

777-300 performance summary

General Electric engines

StartupBoeing

		Basic	Maximum ²
Passengers	(FC/BC/EC)	368 (30/84/254)	
Cargo	pallets/containers ¹	8/20	
Engines		GE90-94B	GE90-94B
Boeing equivalent thrust/flat-rated temperature	lb/°F	93,700/86	93,700/86
Maximum taxi weight	kg (lb)	263,990 (582,000)	300,270 (662,000)
Maximum takeoff weight	kg (lb)	263,080 (580,000)	299,370 (660,000)
Maximum landing weight	kg (lb)	237,680 (524,000)	237,680 (524,000)
Maximum zero fuel weight	kg (lb)	224,520 (495,000)	224,520 (495,000)
Operating empty weight	kg (lb)	158,840 (350,200)	158,840 (350,200)
Fuel capacity	L (U.S. gal)	171,170 (45,220)	171,170 (45,220)
Design range (MTOW, full passenger payload)	nmi (km)	4,025 (7,450)	6,030 (11,165)
Cruise Mach		0.84	0.84
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,635 (8,650)	3,595 (11,800)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	37,000	34,400
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	15,200	11,400
Landing field length (MLW)	m (ft)	1,855 (6,100)	1,855 (6,100)
Approach speed (MLW)	kias	148	148
Approach speed (3,000-nmi trip)	kias	136	136
Fuel burn/seat			
3,000 nmi	kg (lb)	118.9 (262.2)	118.9(262.2)

- Typical mission rules
- Three-class seating
- Nine-abreast economy

¹ 96- x 125-in pallets/LD-3 containers

² Highest optional weight

777-300 performance summary

Pratt & Whitney engines

StartupBoeing

		Basic	Maximum ²
Passengers	(FC/BC/EC)	368 (30/84/254)	
Cargo	pallets/containers ¹	8/20	
Engines		PW4090	PW4098
Boeing equivalent thrust/flat-rated temperature	lb/°F	90,000/86	97,900/86
Maximum taxi weight	kg (lb)	263,990 (582,000)	300,270 (662,000)
Maximum takeoff weight	kg (lb)	263,080 (580,000)	299,370 (660,000)
Maximum landing weight	kg (lb)	237,680 (524,000)	237,680 (524,000)
Maximum zero fuel weight	kg (lb)	224,520 (495,000)	224,520 (495,000)
Operating empty weight	kg (lb)	157,850 (348,000)	158,250 (348,900)
Fuel capacity	L (U.S. gal)	171,170 (45,220)	171,170 (45,220)
Design range (MTOW, full passenger payload)	nmi (km)	3,920 (7,255)	5,765 (10,675)
Cruise Mach		0.84	0.84
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,755 (9,050)	3,290 (10,800)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	36,000	34,400
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	15,000	12,100
Landing field length (MLW)	m (ft)	1,840 (6,050)	1,825 (6,000)
Approach speed (MLW)	kias	149	149
Approach speed (3,000-nmi trip)	kias	137	138
Fuel burn/seat			
3,000 nmi	kg (lb)	123.2 (271.7)	124.1(273.6)

- Typical mission rules
- Three-class seating
- Nine-abreast economy

¹ 96- x 125-in pallets/LD-3 containers

² Highest optional weight

777-300 performance summary

Rolls-Royce engines

StartupBoeing

		Basic	Maximum ²
Passengers	(FC/BC/EC)	368 (30/84/254)	
Cargo	pallets/containers ¹	8/20	
Engines		Trent 884B	Trent 892
Boeing equivalent thrust/flat-rated temperature	lb/°F	83,600/86	90,000/86
Maximum taxi weight	kg (lb)	263,990 (582,000)	300,270 (662,000)
Maximum takeoff weight	kg (lb)	263,080 (580,000)	299,370 (660,000)
Maximum landing weight	kg (lb)	237,680 (524,000)	237,680 (524,000)
Maximum zero fuel weight	kg (lb)	224,520 (495,000)	224,520 (495,000)
Operating empty weight	kg (lb)	155,350 (342,500)	155,350 (342,500)
Fuel capacity	L (U.S. gal)	171,170 (45,220)	171,170 (45,220)
Design range (MTOW, full passenger payload)	nmi (km)	4,095 (7,580)	6,005 (11,120)
Cruise Mach		0.84	0.84
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,845 (9,350)	3,730 (12,250)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	36,000	34,100
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	15,200	11,400
Landing field length (MLW)	m (ft)	1,840 (6,050)	1,840 (6,050)
Approach speed (MLW)	kias	149	149
Approach speed (3,000-nmi trip)	kias	136	136
Fuel burn/seat			
3,000 nmi	kg (lb)	122.2 (269.5)	122.2(269.5)

- Typical mission rules
- Three-class seating
- Nine-abreast economy

¹ 96- x 125-in pallets/LD-3 containers

² Highest optional weight

777-300ER performance summary

StartupBoeing

General Electric engines

		Basic	Maximum ²
Passengers	(FC/BC/EC)	365 (22/70/273)	
Cargo	pallets/containers ¹	8/20	
Engines		GE90-115BL	GE90-115BL
Boeing equivalent thrust/flat-rated temperature	lb/°F	115,300/86	115,300/86
Maximum taxi weight	kg (lb)	318,420 (702,000)	352,440 (777,000)
Maximum takeoff weight	kg (lb)	317,510 (700,000)	351,530 (775,000)
Maximum landing weight	kg (lb)	251,290 (554,000)	251,290 (554,000)
Maximum zero fuel weight	kg (lb)	237,680 (524,000)	237,680 (524,000)
Operating empty weight	kg (lb)	168,780 (372,100)	168,780 (372,100)
Fuel capacity	L (U.S. gal)	181,280 (47,890)	181,280 (47,890)
Design range (MTOW, full passenger payload)	nmi (km)	6,415 (11,880)	7,930 ³ (14,685) ³
Cruise Mach		0.84	0.84
Takeoff field length (SL, 86°F, MTOW)	m (ft)	2,575 (8,450)	3,215 (10,550)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	34,100	32,300
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	16,000	12,800
Landing field length (MLW)	m (ft)	1,780 (5,850)	1,780 (5,850)
Approach speed (MLW)	kias	149	149
Approach speed (3,000-nmi trip)	kias	138	138
Fuel burn/seat			
3,000 nmi	kg (lb)	121.2 (267.4)	121.2 (267.4)
6,000 nmi	kg (lb)	258.6 (570.3)	258.6 (570.3)

- Typical mission rules
- Three-class seating
- Nine-abreast economy

¹ 96- x 125-in pallets/LD-3 containers

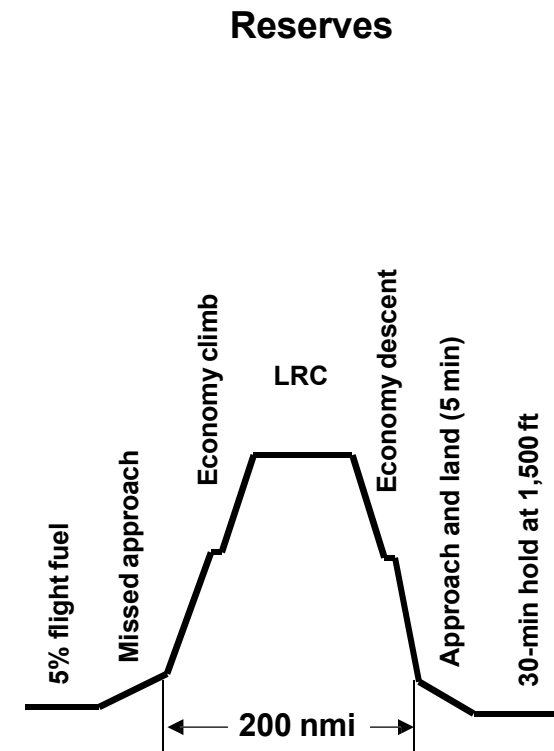
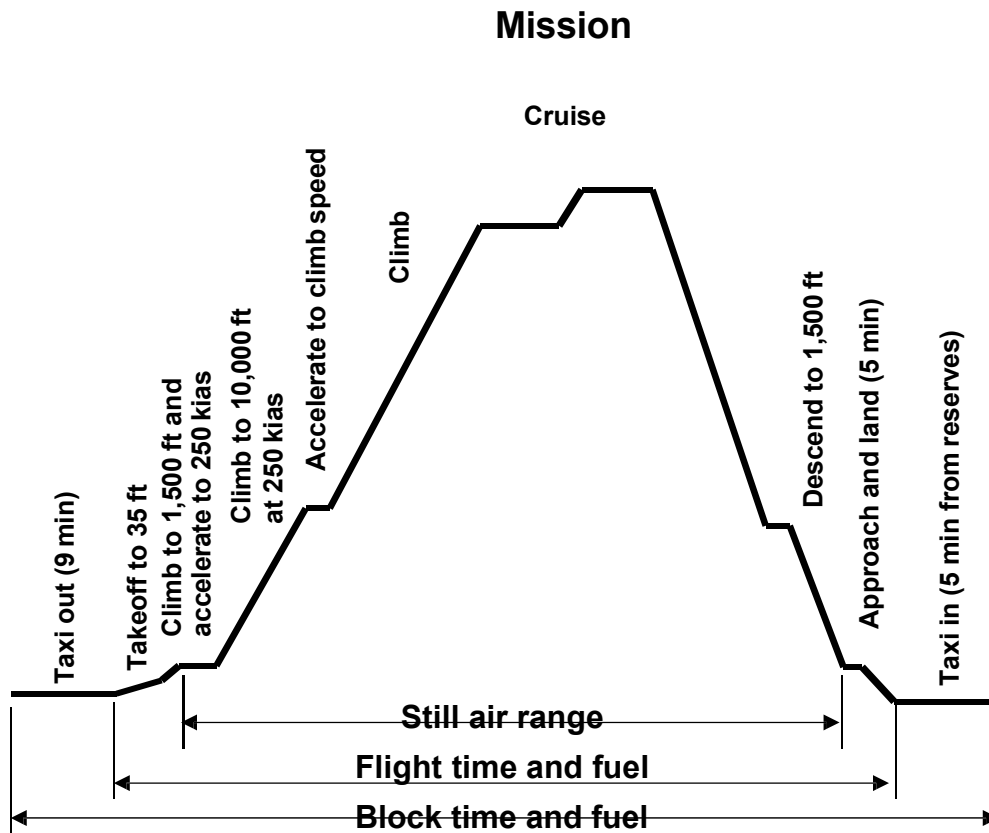
² Highest optional weight, loading restrictions apply above 344,730-kg (760,000-lb) MTOW

³ Fuel volume limited

Mission profile

Typical mission rules

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- Standard day
- Fuel density, 6.7 lb/U.S. gal
- Nominal performance
- 210 lb (95 kg) per passenger and baggage

A flexible family to meet your payload and range requirements

StartupBoeing

Full passenger payload

777-200
247,200-kg (545,000-lb) MTOW
305 three-class passengers

777-200ER
297,550-kg (656,000-lb) MTOW
301 three-class passengers

777-200LR*
347,450-kg (766,000-lb) MTOW
301 three-class passengers

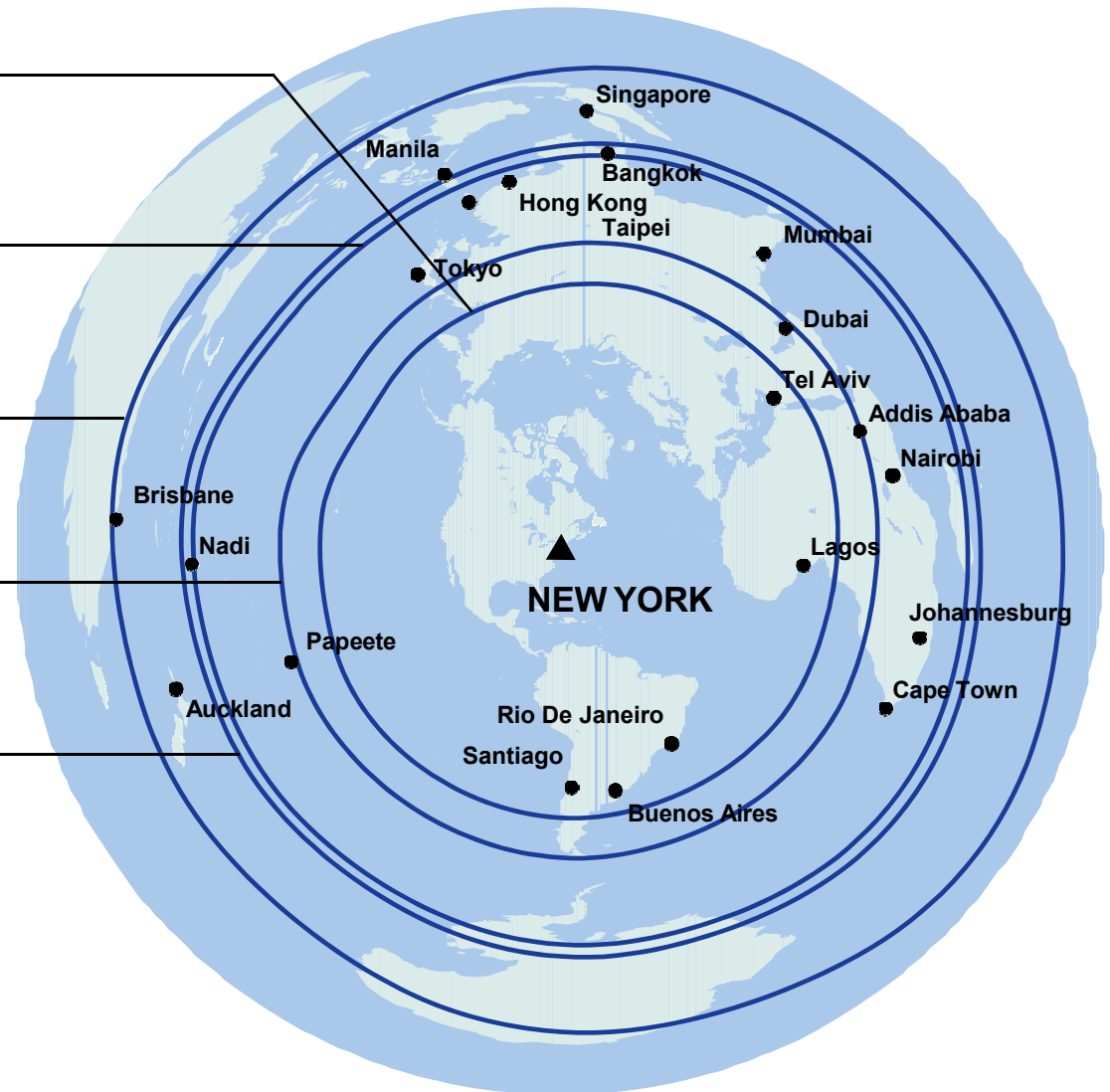
777-300
299,370-kg (660,000-lb) MTOW
368 three-class passengers

777-300ER
348,800-kg (768,980-lb) TOGW**
365 three-class passengers

- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included
- Range capability from New York

* Three optional auxiliary fuel tanks included

** Fuel volume limited



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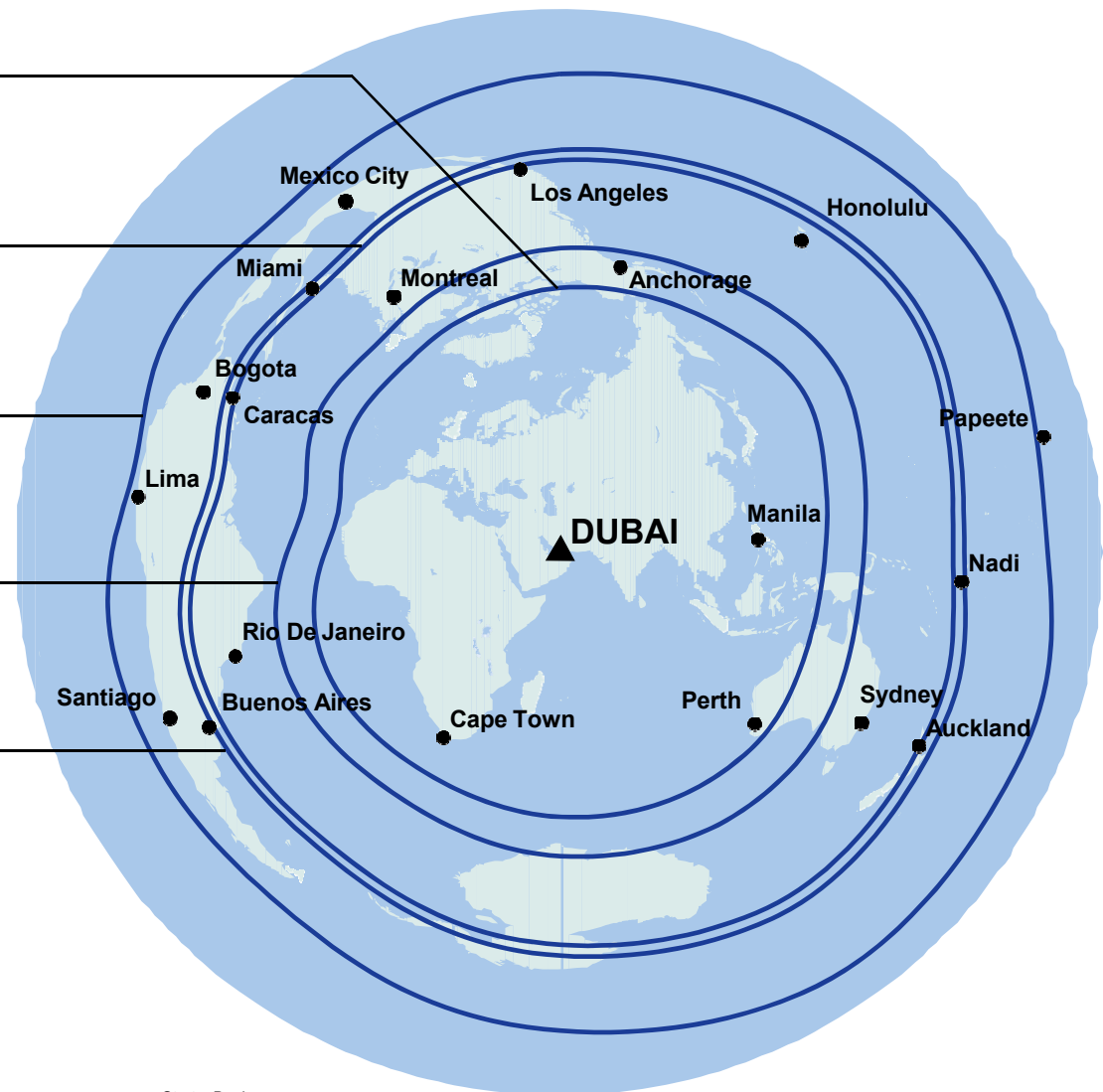
777-300
299,370-kg (660,000-lb) MTOW
368 three-class passengers

777-300ER
348,800-kg (768,980-lb) TOGW**
365 three-class passengers

- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included
- Range capability from Dubai

* Three optional auxiliary fuel tanks included

** Fuel volume limited



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StartupBoeing

Full passenger payload

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247,200-kg (545,000-lb) MTOW
305 three-class passengers

777-200ER
297,550-kg (656,000-lb) MTOW
301 three-class passengers

777-200LR*
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301 three-class passengers

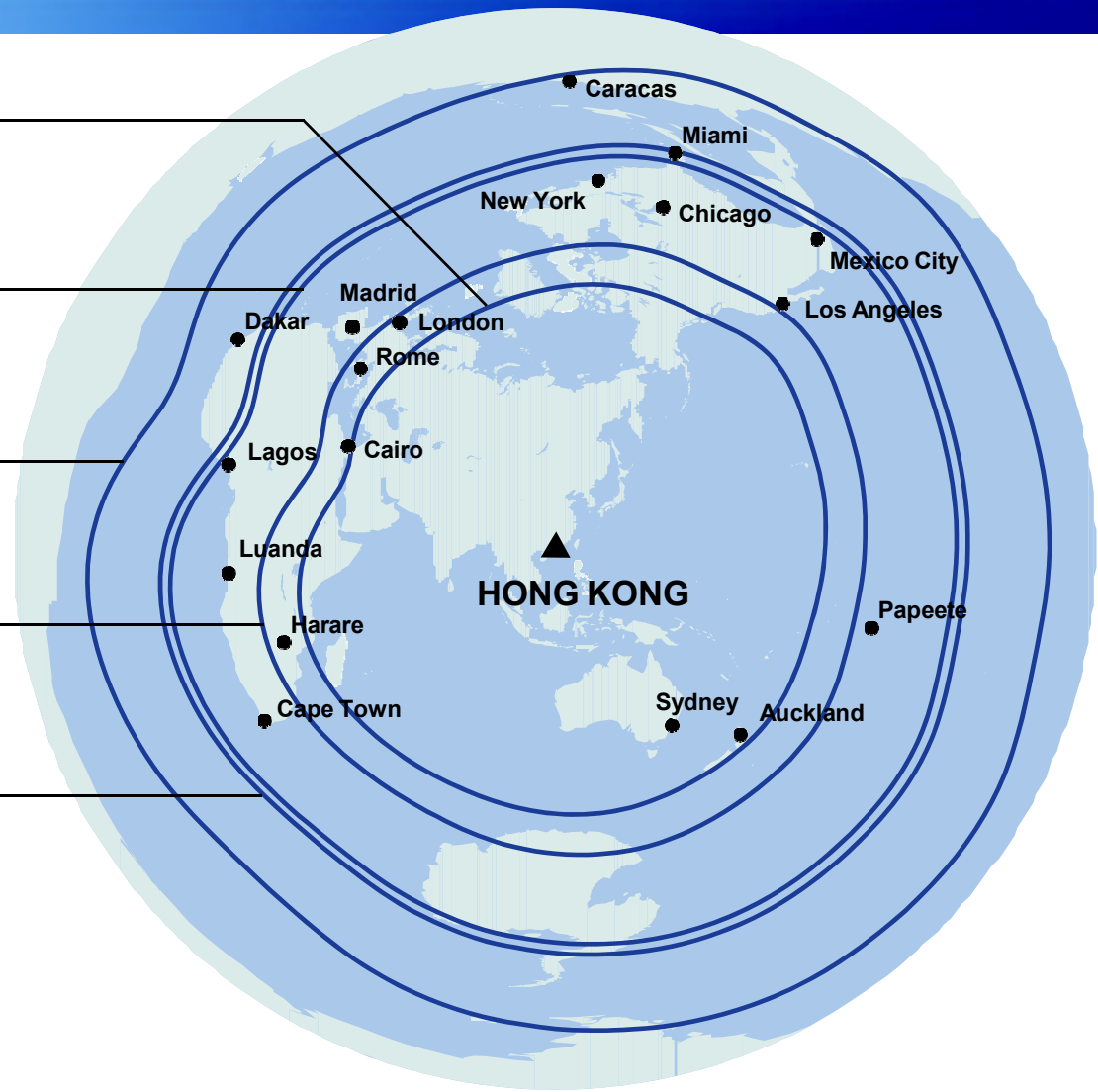
777-300
299,370-kg (660,000-lb) MTOW
368 three-class passengers

777-300ER
348,800-kg (768,980-lb) TOGW**
365 three-class passengers

- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included
- Range capability from Hong Kong

* Three optional auxiliary fuel tanks included

** Fuel volume limited



A flexible family to meet your payload and range requirements

StartupBoeing

Full passenger payload

777-200
247,200-kg (545,000-lb) MTOW
305 three-class passengers

777-200ER
297,550-kg (656,000-lb) MTOW
301 three-class passengers

777-200LR*
347,450-kg (766,000-lb) MTOW
301 three-class passengers

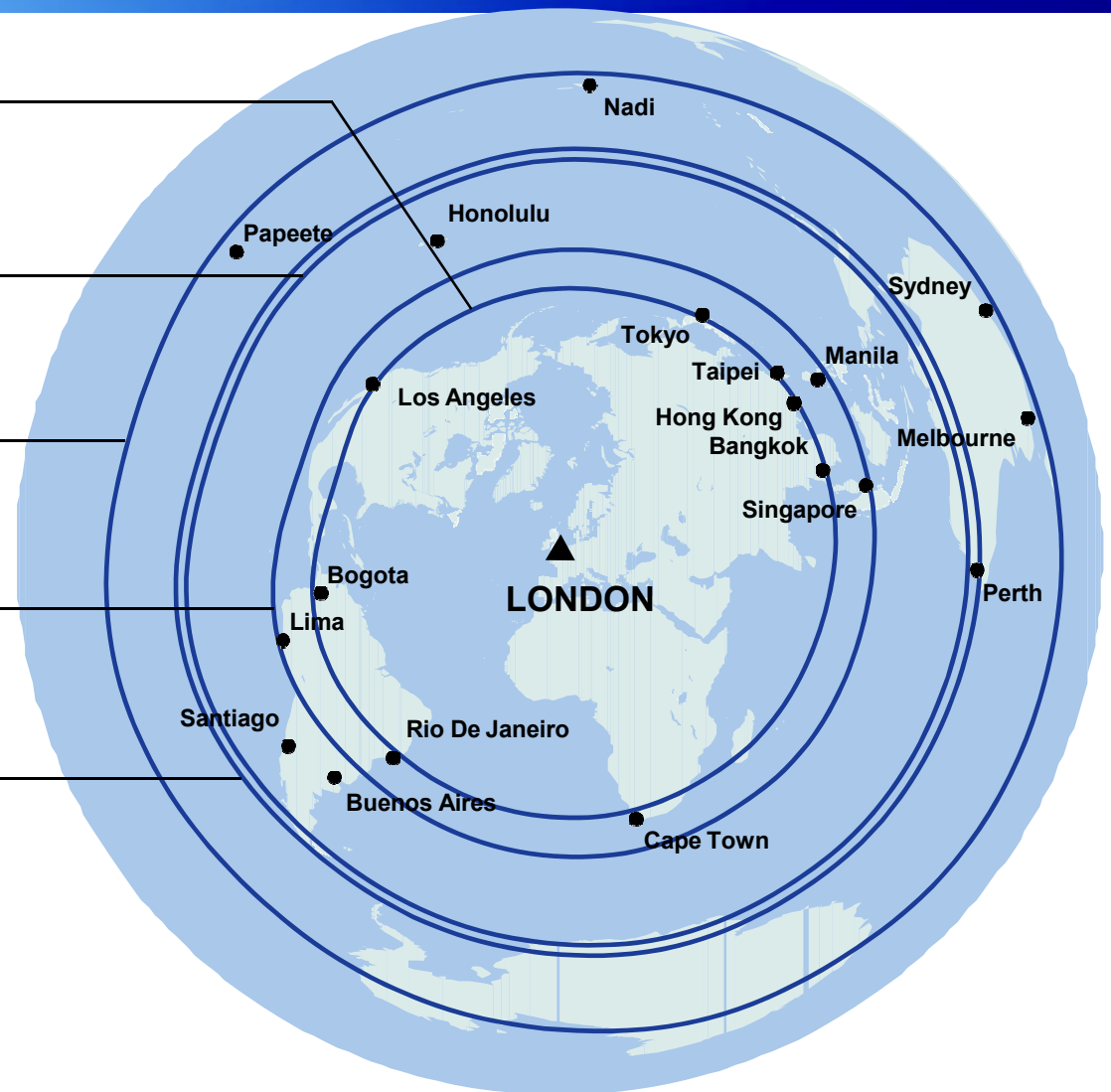
777-300
299,370-kg (660,000-lb) MTOW
368 three-class passengers

777-300ER
348,800-kg (768,980-lb) TOGW**
365 three-class passengers

- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included
- Range capability from London

* Three optional auxiliary fuel tanks included

** Fuel volume limited



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A flexible family to meet your payload and range requirements

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Full passenger payload

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247,200-kg (545,000-lb) MTOW
305 three-class passengers

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297,550-kg (656,000-lb) MTOW
301 three-class passengers

777-200LR*
347,450-kg (766,000-lb) MTOW
301 three-class passengers

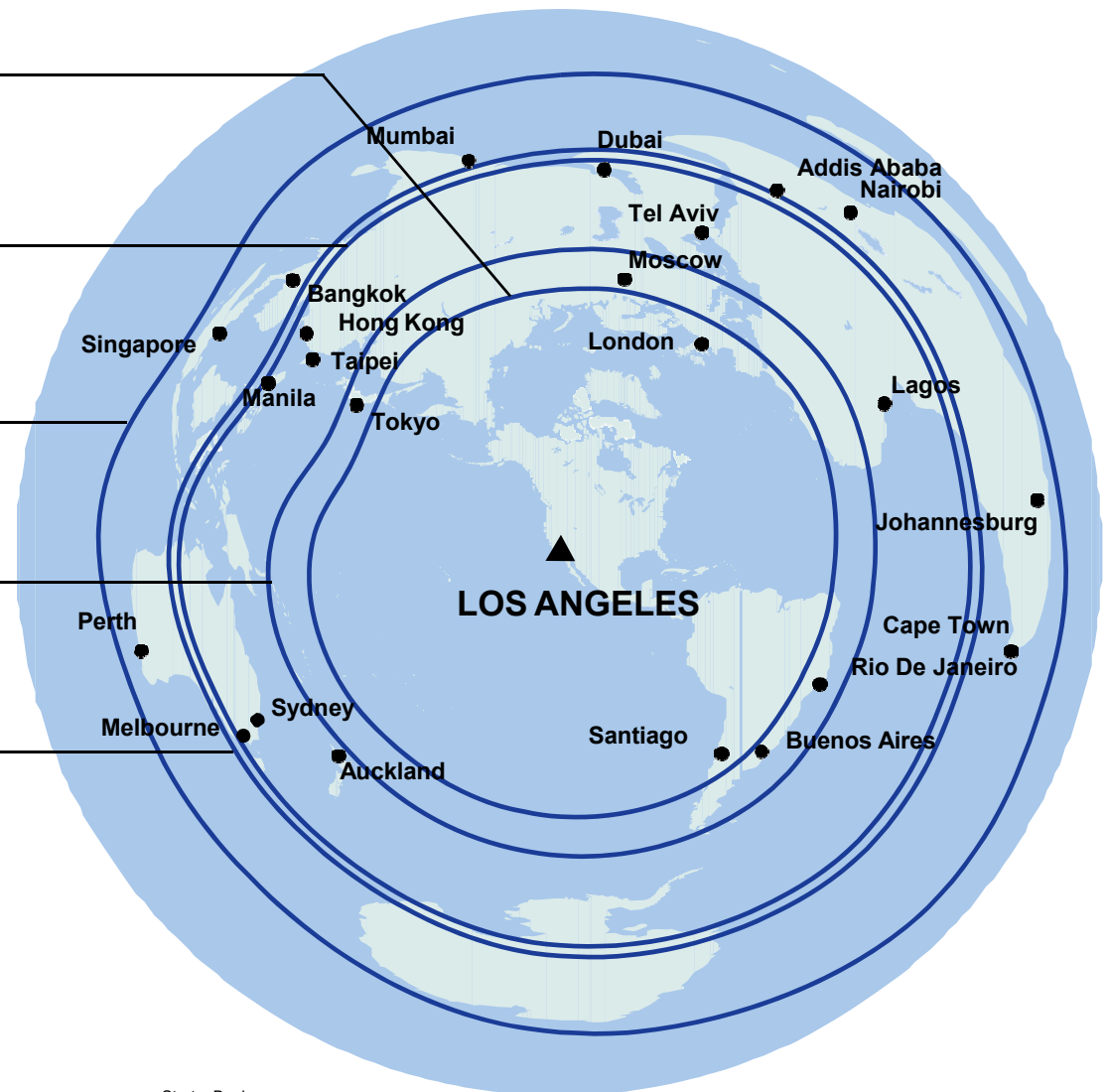
777-300
299,370-kg (660,000-lb) MTOW
368 three-class passengers

777-300ER
348,800-kg (768,980-lb) TOGW**
365 three-class passengers

- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included
- Range capability from Los Angeles

* Three optional auxiliary fuel tanks included

** Fuel volume limited



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A flexible family to meet your payload and range requirements

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Full passenger payload

777-200
247,200-kg (545,000-lb) MTOW
305 three-class passengers

777-200ER
297,550-kg (656,000-lb) MTOW
301 three-class passengers

777-200LR*
347,450-kg (766,000-lb) MTOW
301 three-class passengers

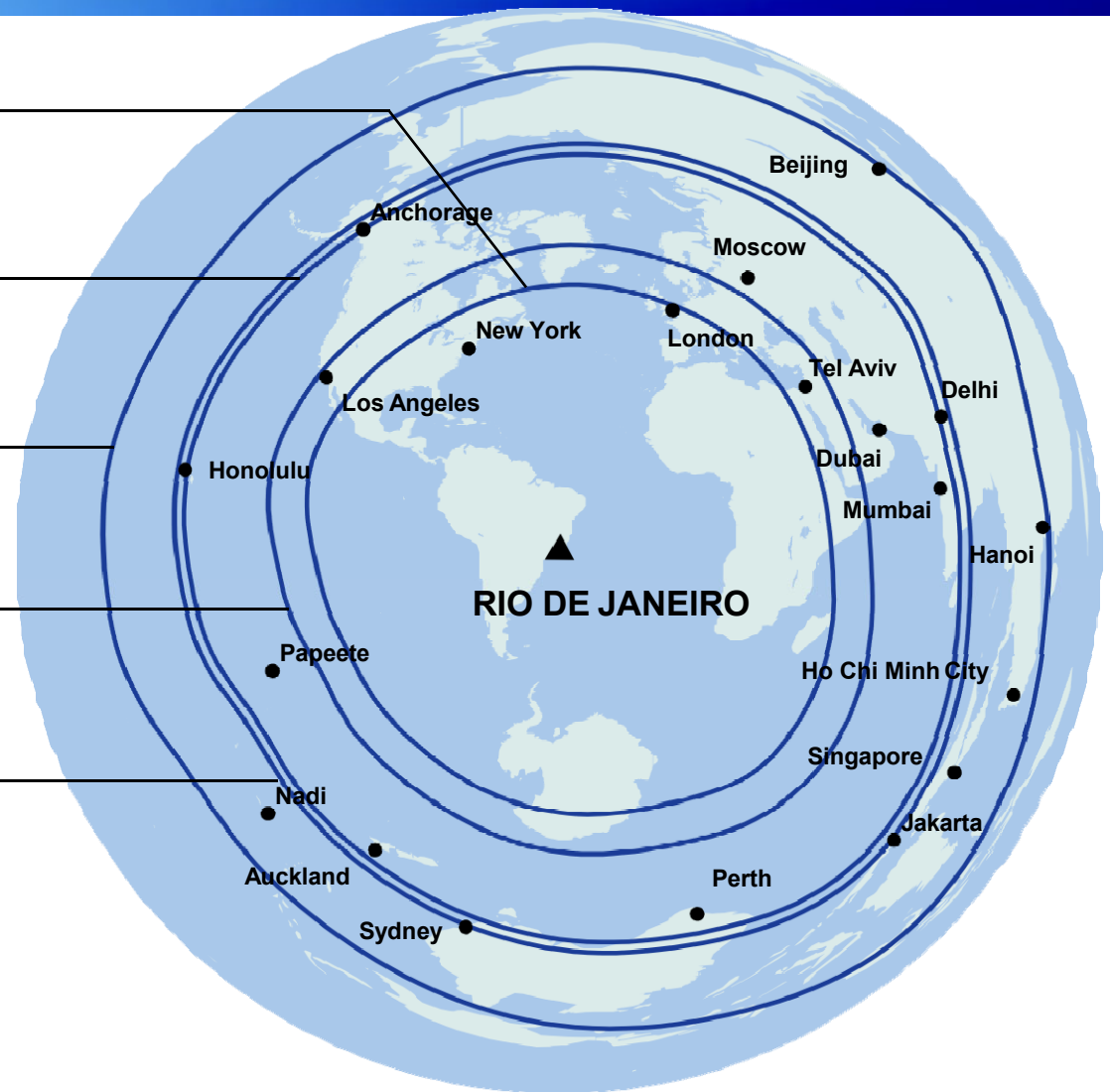
777-300
299,370-kg (660,000-lb) MTOW
368 three-class passengers

777-300ER
348,800-kg (768,980-lb) TOGW**
365 three-class passengers

- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included
- Range capability from Rio de Janeiro

* Three optional auxiliary fuel tanks included

** Fuel volume limited



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Full passenger payload

777-200
247,200-kg (545,000-lb) MTOW
305 three-class passengers

777-200ER
297,550-kg (656,000-lb) MTOW
301 three-class passengers

777-200LR*
347,450-kg (766,000-lb) MTOW
301 three-class passengers

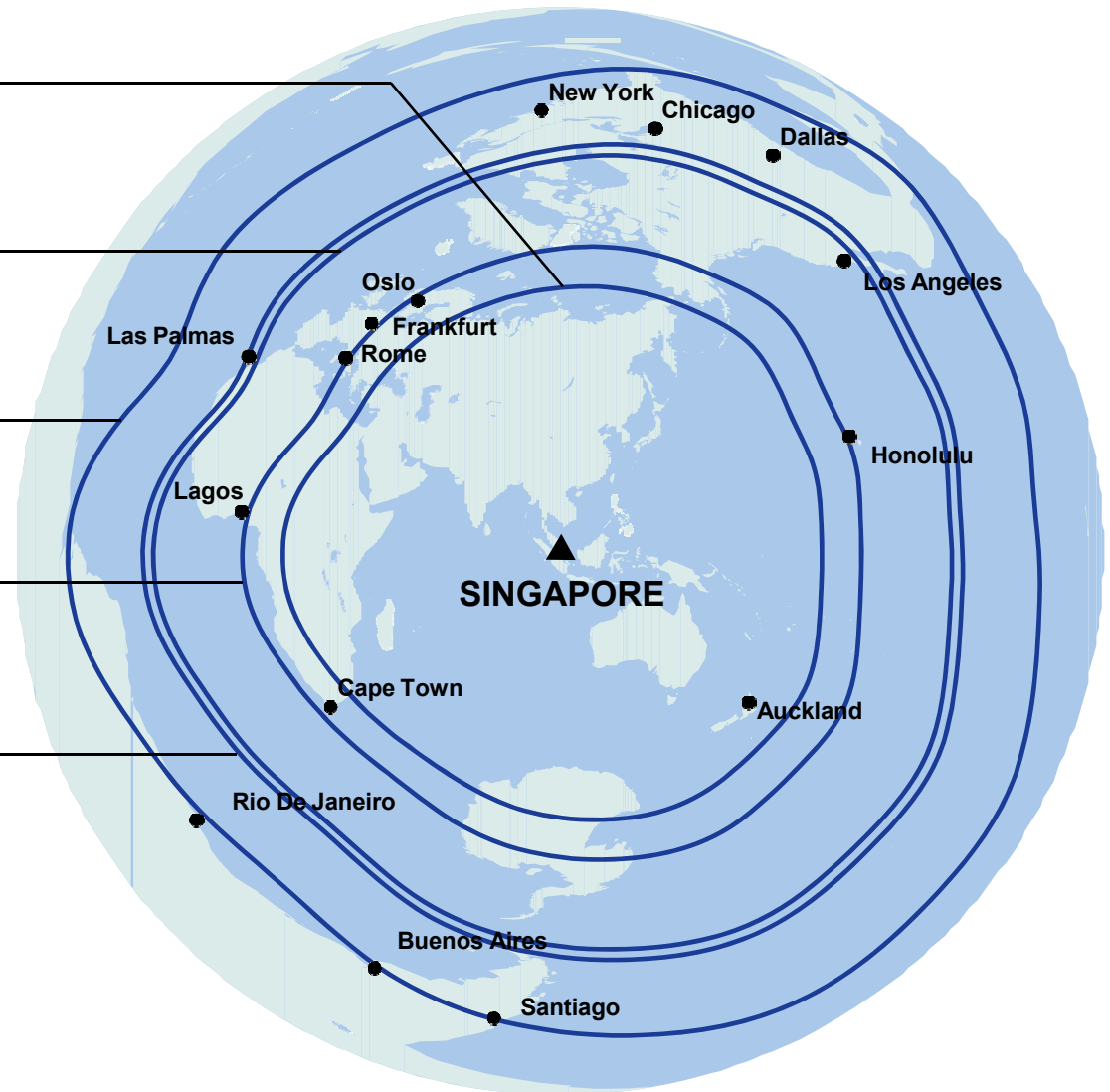
777-300
299,370-kg (660,000-lb) MTOW
368 three-class passengers

777-300ER
348,800-kg (768,980-lb) TOGW**
365 three-class passengers

- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included
- Range capability from Singapore

* Three optional auxiliary fuel tanks included

** Fuel volume limited



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A flexible family to meet your payload and range requirements

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Full passenger payload

777-200
247,200-kg (545,000-lb) MTOW
305 three-class passengers

777-200ER
297,550-kg (656,000-lb) MTOW
301 three-class passengers

777-200LR*
347,450-kg (766,000-lb) MTOW
301 three-class passengers

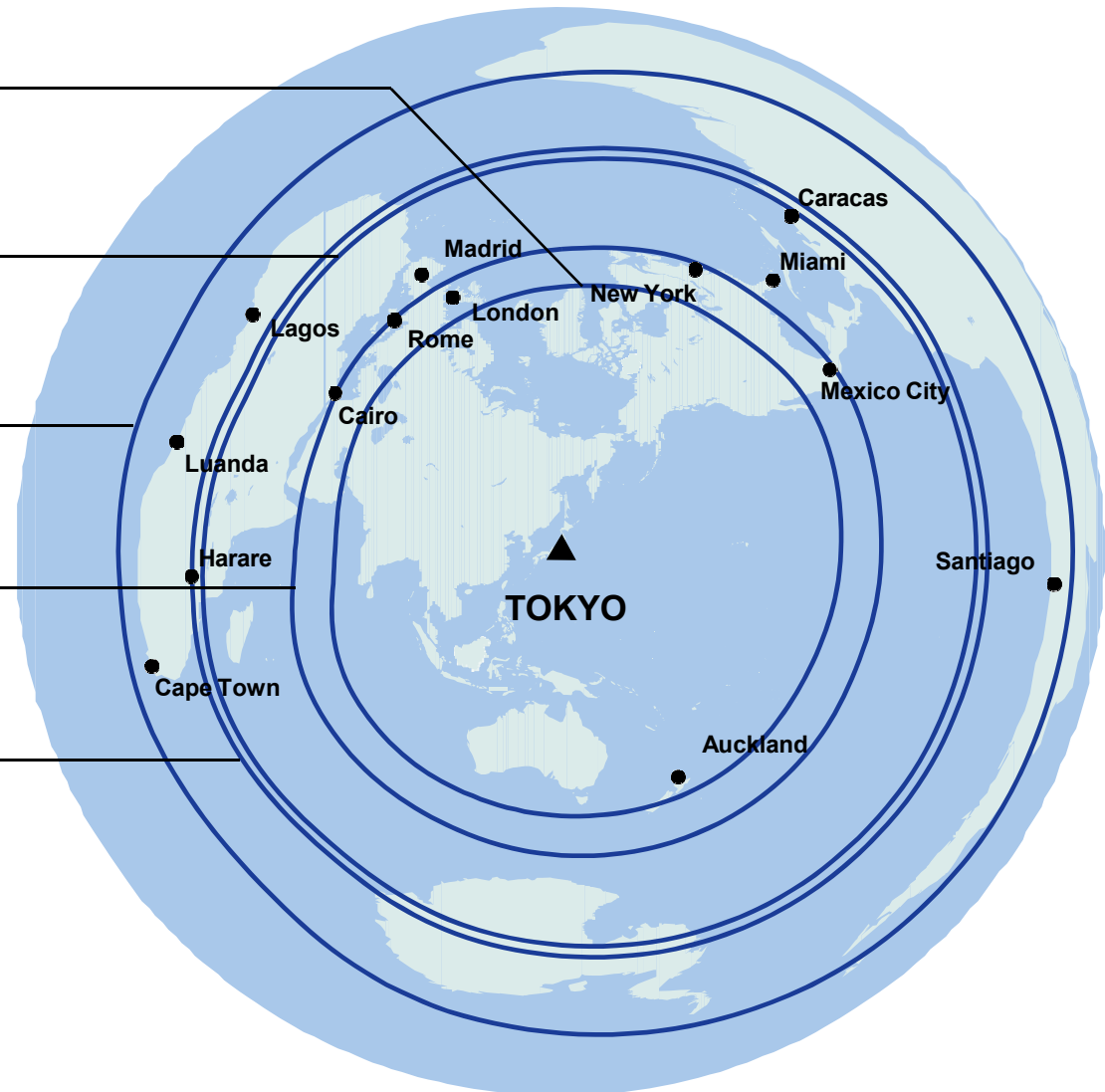
777-300
299,370-kg (660,000-lb) MTOW
368 three-class passengers

777-300ER
348,800-kg (768,980-lb) TOGW**
365 three-class passengers

- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included
- Range capability from Tokyo

* Three optional auxiliary fuel tanks included

** Fuel volume limited



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777 Flight Deck

StartupBoeing

