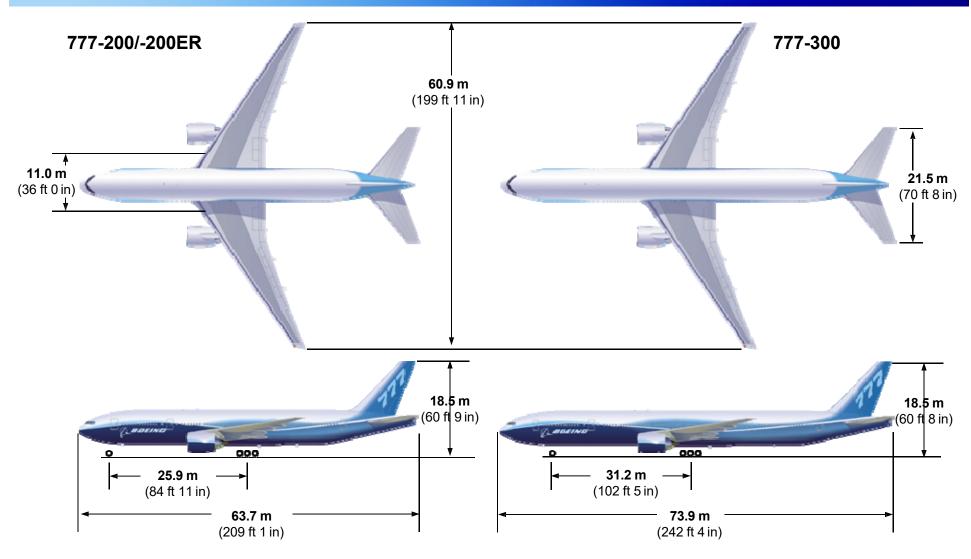
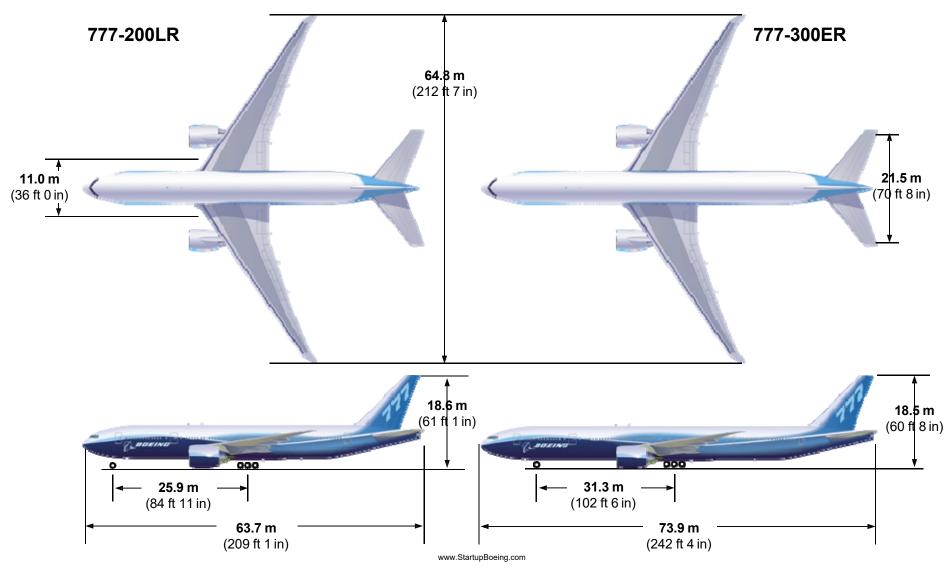
777-200, 777-200ER, and 777-300 general arrangement

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777-200LR and 777-300ER general arrangement

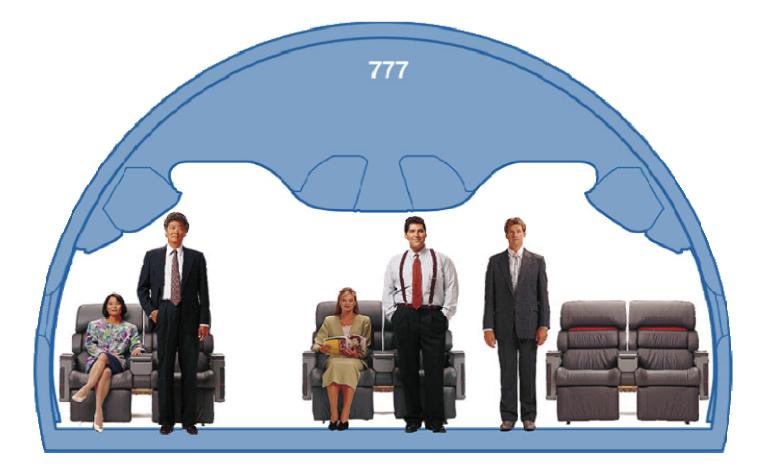
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The spacious 777 cabin is preferred by passengers

StartupBoeing



777 First class seating

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





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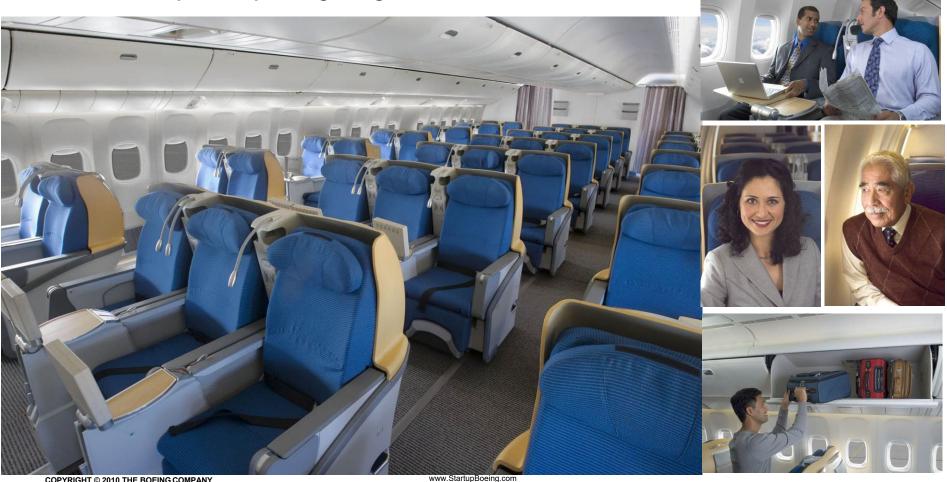
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777 Business class seating

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

StartupBoeing

More space for passenger bags



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777 Economy class seating

- 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 economymaximizing revenue without sacrificing comfort





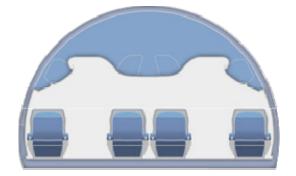


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777 Interior flexibility provides revenue opportunity

StartupBoeing



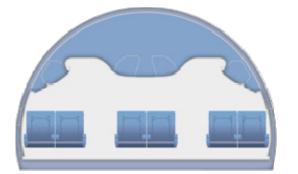
First class 4-abreast pod seats



Business class 7-abreast



Premium economy class 9-abreast



First class 6-abreast

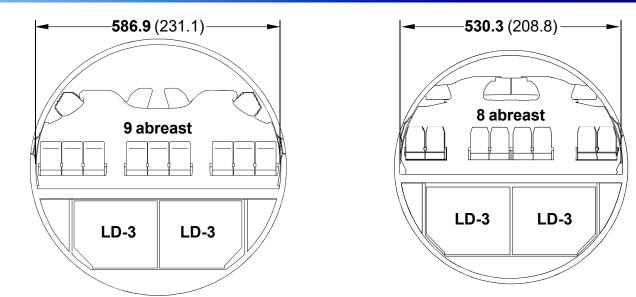


Regional business class 8-abreast



Economy class 10-abreast

The 777 is the most comfortable airplane in its class



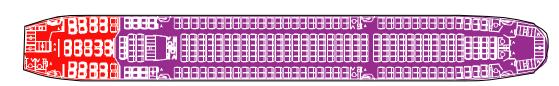
			777		A330 and A340	
Seat type	Abreast	Seat bottom	Aisle width	Remarks	Seat bottom	Aisle width
First	5	— 53.3	— 73.7	8.9-cm (3.5-in) aisle armrest	53.3 (21.0)	50.8 (20.0)
	6	(21.0)	(29.0)	20.3-cm (8-in) center armrest	50.8 (20.0)	53.3 (21.0)
Business	6	— 50.8	— 54.6	7.6-cm (3-in) aisle armrest	50.8 (20.0)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

Typical interior arrangements

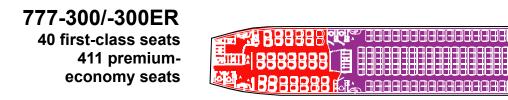
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Two-class seating, 9-abreast

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



375 passengers



451 passengers

• Medium/Long-range rules

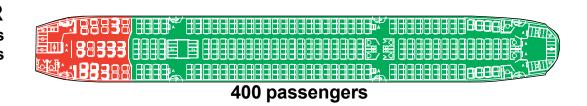
Typical interior arrangements

StartupBoeing

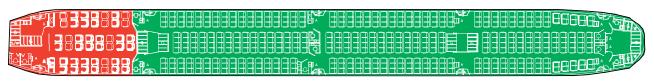
Two-class seating, 10-abreast

777-200/-200ER/-200LR 30 first-class seats

30 first-class seats 370 standard-economy seats







479 passengers

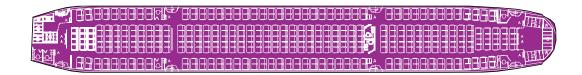
• Medium/Long-range rules



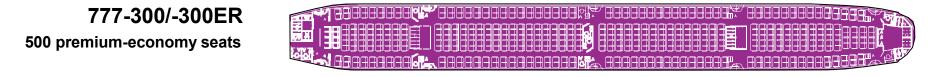
One-class seating, 9-abreast

StartupBoeing

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



418 passengers



500 passengers

Typical interior arrangements

Three-class seating, 9-abreast

777-200 24 first-class seats 54 business-class seats 227 premium-economy seats

305 passengers

777-200ER*/-200LR*

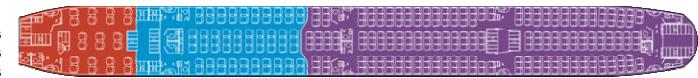
16 first-class seats 58 business-class seats 227 premium-economy seats

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

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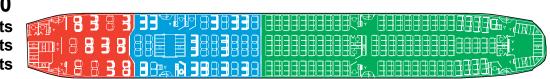
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Typical interior arrangements

Three-class seating, 10-abreast

777-200

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

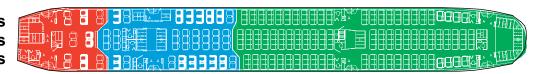


320 passengers

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777-200ER*/-200LR*

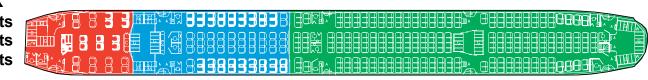
16 first-class seats 58 business-class seats 236 standard-economy seats



310 passengers

777-300 30 first-class seats 77 business-class seats 279 standard-economy seats 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 Сорукіднт © 2009 ТНЕ ВОЕІNG СОМРАНУ

Seating flexibility to meet market demands

StartupBoeing

Three-class seating, 9-abreast

seats



301 passengers

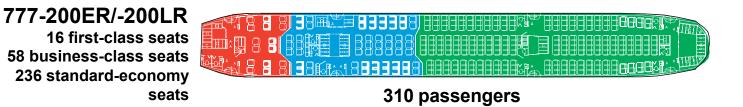
777-300ER 22 first-class seats 70 business class seats 273 premium economy seats

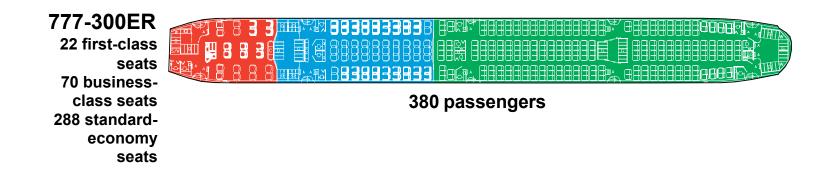
• Long-range rules, includes overhead flight crew and attendant rest

Seating flexibility to meet market demands

StartupBoeing

Three-class seating, 10-abreast





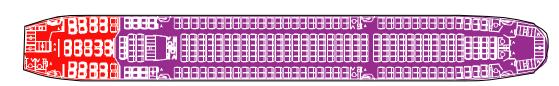
• Long-range rules, includes overhead flight crew and attendant rest

Typical interior arrangements

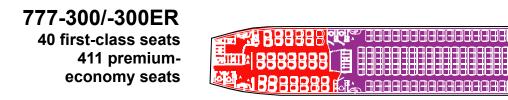
StartupBoeing

Two-class seating, 9-abreast

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



375 passengers



451 passengers

• Medium/Long-range rules

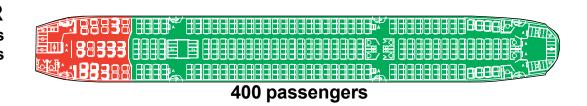
Typical interior arrangements

StartupBoeing

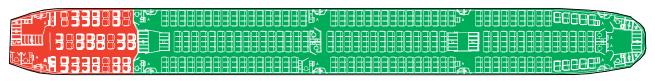
Two-class seating, 10-abreast

777-200/-200ER/-200LR 30 first-class seats

30 first-class seats 370 standard-economy seats







479 passengers

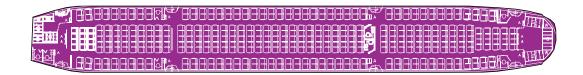
Medium/Long-range rules



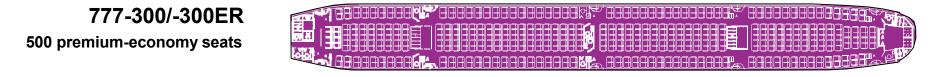
One-class seating, 9-abreast

StartupBoeing

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



418 passengers



500 passengers

777 payload-range capability

General Electric engines

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

777-300ER (160) 351,530-kg (77 5,000-lb) MTOW** 70 777-200ER (140) **297,550-kg** (656,000-b) **MTOW** 60 777-200LR (120) 347,450-kg (766,000-lb) MTOW** 50 (100) 368 passen gers* 40 365 passen gers (80) 305 passen gers* 30 (60) 177, 170 (45, 220) 301 passengers 777-200* 171,170 (45,220) 117,340 (31,000) 247,200-kg (545,000-lb) MTOW 20 (40) 1,100 111 777-300* 10 (20) 299,370-kg (660,000-lb) MTOW (0) 0 2 3 5 7 8 9 10 11 6 1 Λ 4 (2) (10)(16) (20) (0) (4) (6) (8) (12) (14) (18)Range, 1,000 nmi (1,000 km) •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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777 payload-range capability

Pratt & Whitney engines

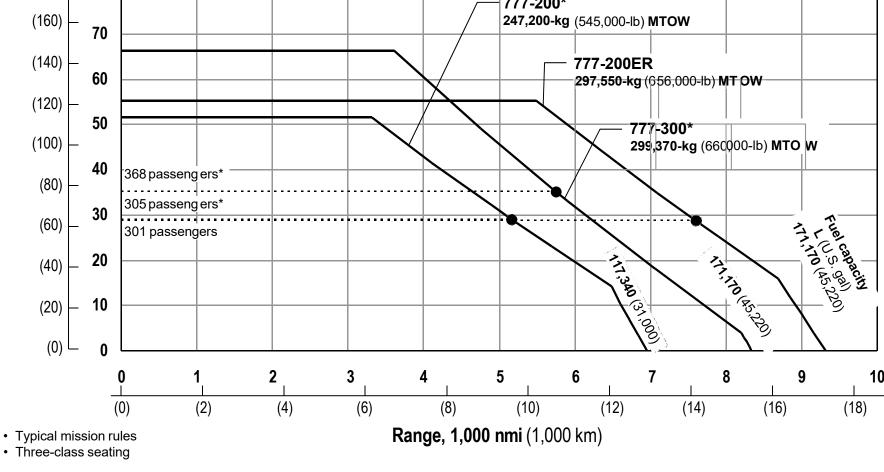
Payload, 1,000 kg (1,000 lb)

80 777-200* (160) 247,200-kg (545,000-lb) MTOW 70 (140) 777-200ER 60 297,550-kg (656,000-lb) MT OW (120) 50 777-300* (100) 299,370-kg (660000-lb) MTO W 40 368 passeng ers* (80) 305 passeng ers* 30 Fuel capacity 171,170 (A5) (60) 301 passengers U.S. gall 111,110 (15,120) 117,340 (31,000) 20 (40) 3 10 (20) (0) 0 2 3 5 7 8 9 10 0 1 4 6 (2) (4) (0) (6) (8) (10) (12)(14)(16)(18) Range, 1,000 nmi (1,000 km)

* Medium-/long-range rules configuration

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777 payload-range capability

Rolls-Royce engines

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

80 777-200* (160) 274,200-kg (545,000-lb) MTOW 70 (140) 777-200ER 60 297,550-kg (656,000-lb) MTOW (120) 777-300* 50 299,370-kg (660,000-lb) MTOW (100) 40 368 passeng ers* (80) 305 passeng ers* 30 171,170 (45) Fuel capacity (60) 301 passengers U.S. gall 111,110 (15,220) 117,340 (31,000) , 20 (40) 3 10 (20) (0) 0 2 3 5 6 7 8 9 10 1 4 0 (0) (2) (4) (6) (8) (10) (12)(14)(16)(18) Range, 1,000 nmi (1,000 km) · Typical mission rules · Three-class seating

* Medium-/long-range rules configuration

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777-200 performance summary

StartupBoeing

General Electric engines

		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

¹ 96- x 125-in pallets/LD-3 containers
 ² Highest optional weight

· Three-class seating

Nine-abreast economy

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777-200 performance summary

StartupBoeing

Pratt & Whitney engines

		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

¹ 96- x 125-in pallets/LD-3 containers
 ² Highest optional weight

· Three-class seating

Nine-abreast economy

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777-200 performance summary

Rolls-Royce engines

Maximum² Basic (FC/BC/EC) **Passengers** 305 (24/54/227) Cargo pallets/containers 6/14 Trent 875 Trent 877 Engines 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) 229,510 (506,000) Maximum takeoff weight kq (lb) **247,200** (545,000) Maximum landing weight 201,840 (445,000) kg (lb) **201,840** (445,000) Maximum zero fuel weight **190,500** (420,000) **190,500** (420,000) kg (lb) **137,030** (302,100) 137,160 (302,400) **Operating empty weight** kq (lb) **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) 2,575 (8,450) **m** (ft) **2,160** (7,100) Initial cruise altitude (MTOW, ISA + 10°C) 38,200 37,300 ft Engine-out altitude capability (MTOW, ISA + 10°C) 15,800 17,500 Landing field length (MLW) m (ft) **1,550** (5,100) 1,550 (5,100) Approach speed (MLW) 136 136 kias 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

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

² Highest optional weight

Three-class seating

Nine-abreast economy

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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

¹ 96- x 125-in pallets/LD-3 containers
 ² Highest optional weight

Three-class seating

Nine-abreast economy

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777-200ER performance summary

StartupBoeing

Pratt & Whitney engines

		Basic	Maximum ²
Passengers (FC		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

¹ 96- x 125-in pallets/LD-3 containers
 ² Highest optional weight

· Three-class seating

Nine-abreast economy

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777-200ER performance summary

Rolls-Royce engines

Maximum² Basic (FC/BC/EC) 301 (16/58/227) **Passengers** Cargo pallets/containers 6/14 Trent 884 Engines Trent 895 Boeing equivalent thrust/flat-rated temperature 83,600/86 93,400/77 lb/°F Maximum taxi weight kg (lb) 263,990 (582,000) **298,460** (658,000) Maximum takeoff weight 263,080 (580,000) **297,550** (656,000) kg (lb) 208,650 (460,000) Maximum landing weight kg (lb) **213,180** (470,000) Maximum zero fuel weight 195,040 (430,000) **199,580** (440,000) kg (lb) **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) 36,100 34,300 ft Engine-out altitude capability (MTOW, ISA + 10°C) 15,600 12.200 ft 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) **kg** (lb) 6.000 nmi N/A 283.9 (626.1)

Typical mission rules

¹ 96- x 125-in pallets/LD-3 containers ² Highest optional weight

Three-class seating

Nine-abreast economy

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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 pall	ets/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)	202,570³ (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
 ¹96- x 125-in pallets/LD-3 containers

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

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Three-class seating

777-300 performance summary

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General Electric engines

		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 rulesThree-class seating

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

² Highest optional weight

Nine-abreast economy

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777-300 performance summary

StartupBoeing

Pratt & Whitney engines

		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)

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Typical mission rulesThree-class seating

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

² Highest optional weight

Nine-abreast economy

777-300 performance summary

Rolls-Royce engines

Maximum² Basic **Passengers** (FC/BC/EC) 368 (30/84/254) pallets/containers Cargo 8/20 Engines Trent 884B Trent 892 Boeing equivalent thrust/flat-rated temperature 90,000/86 lb/°F 83,600/86 kg (lb) **263,990** (582,000) 300,270 (662,000) Maximum taxi weight Maximum takeoff weight **263,080** (580,000) 299,370 (660,000) kg (lb) Maximum landing weight kq (lb) **237,680** (524,000) **237,680** (524,000) Maximum zero fuel weight **224,520** (495,000) **224,520** (495,000) kg (lb) **Operating empty weight** kg (lb) **155,350** (342,500) **155,350** (342,500) L (U.S. gal) **171,170** (45,220) **Fuel capacity 171,170** (45,220) Design range (MTOW, full passenger payload) **4,095** (7,580) 6,005 (11,120) nmi (km) 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) 36,000 34,100 ft Engine-out altitude capability (MTOW, ISA + 10°C) 15.200 11.400 Landing field length (MLW) m (ft) **1.840** (6.050) 1,840 (6,050) Approach speed (MLW) kias 149 149 136 Approach speed (3,000-nmi trip) kias 136 Fuel burn/seat 3,000 nmi kg (lb)122.2 (269.5) **122.2**(269.5)

Typical mission rulesThree-class seating

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

² Highest optional weight

Nine-abreast economy

www.StartupBoeing.com

777-300ER performance summary

General Electric engines

Maximum² Basic (FC/BC/EC) 365 (22/70/273) **Passengers** Cargo pallets/containers¹ 8/20 GE90-115BL GE90-115BL Engines 115,300/86 Boeing equivalent thrust/flat-rated temperature 115,300/86 lb/°F 318,420 (702,000) 352,440 (777,000) Maximum taxi weight kg (lb) Maximum takeoff weight **317,510** (700,000) **351,530** (775,000) kg (lb) Maximum landing weight kg (lb) **251,290** (554,000) **251,290** (554,000) 237,680 (524,000) Maximum zero fuel weight kg (lb) **237,680** (524,000) **Operating empty weight 168,780** (372,100) **168,780** (372,100) kg (lb) **Fuel capacity** L (U.S. gal) **181,280** (47,890) **181,280** (47,890) Design range (MTOW, full passenger payload) **6,415** (11,880) **7,930**³ (14,685)³ nmi (km) **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) 34.100 32.300 Engine-out altitude capability (MTOW, ISA + 10°C) 16,000 12,800 m (ft) 1,780 (5,850) 1,780 (5,850) Landing field length (MLW) 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 258.6 (570.3) kg (lb) **258.6** (570.3)

Typical mission rulesThree-class seating

¹96- x 125-in pallets/LD-3 containers

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

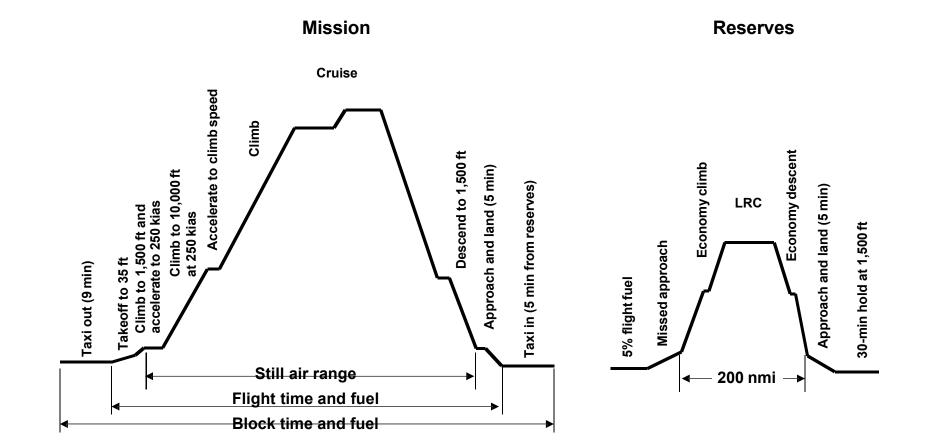
Nine-abreast economy

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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 COPYRIGHT © 2009 THE BOEING COMPANY

Full passenger payload

777-200 Singapore 247,200-kg (545,000-lb) MTOW Manila 305 three-class passengers Bangko Hong Kong Taipei Mumbai 777-200ER Tokyo 297,550-kg (656,000-lb) MTOW Dubai 301 three-class passengers el Aviv 777-200LR* -Addis Ababa 347,450-kg (766,000-lb) MTOW Nairobi 301 three-class passengers Brisbane Nadi Lagos 777-300 -**NEW YORK** Johannesburg 299,370-kg (660,000-lb) MTOW Papeete 368 three-class passengers Cape Town Auckland **Rio De Janeiro** 777-300ER -Santiago 348,800-kg (768,980-lb) TOGW** **Buenos Aires** 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 www.StartupBoeing.com

Full passenger payload

777-200 247,200-kg (545,000-lb) MTOW 305 three-class passengers Mexico City Los Angeles 777-200ER Miami Anchorage Montreal 297,550-kg (656,000-lb) MTOW 301 three-class passengers Bogota 777-200LR* Caracas Papeete 347,450-kg (766,000-lb) MTOW Lima 301 three-class passengers Manila DUBAI Nadi 777-300 -299,370-kg (660,000-lb) MTOW **Rio De Janeiro** 368 three-class passengers Sydney Santiago **Buenos Aires** Perth **Cape Town** uckland 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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Full passenger payload

Caracas 777-200 Miami 247,200-kg (545,000-lb) MTOW 305 three-class passengers **New York** Chicag Mexico City 777-200ER Madrid Los Angeles London 297,550-kg (656,000-lb) MTOW Rome 301 three-class passengers Cairo Lagos 777-200LR* 347,450-kg (766,000-lb) MTOW 301 three-class passengers Luanda **HONG KONG** Papeete 777-300 -Harare 299,370-kg (660,000-lb) MTOW 368 three-class passengers Sydney Cape Town Auckland 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

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** Fuel volume limited

Full passenger payload

777-200 Nadi 247,200-kg (545,000-lb) MTOW 305 three-class passengers Honolulu Papeete 777-200ER -Svdnev 297,550-kg (656,000-lb) MTOW Tokyo 301 three-class passengers Manila Taipei Los Angeles Hong Kong 777-200LR* -Melbourne Bangkok 347,450-kg (766,000-lb) MTOW Singapore 301 three-class passengers Bogota Perth LONDON 777-300 — Lima 299,370-kg (660,000-lb) MTOW 368 three-class passengers Santiago Rio De Janeiro 777-300ER -**Buenos Aires** 348,800-kg (768,980-lb) TOGW** Cape Town 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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Full passenger payload

777-200 247,200-kg (545,000-lb) MTOW Jumbai Dubai 305 three-class passengers Addis Ababa Nairobi Tel Aviv 777-200ER Moscow 297,550-kg (656,000-lb) MTOW Bangkok 301 three-class passengers Hong Kong Singapore London Taipei lanila 777-200LR* Tokyo 347,450-kg (766,000-lb) MTOW 301 three-class passengers Johannesburg 777-300 -LOS ANGELES 299,370-kg (660,000-lb) MTOW Perth Cape Town Rio De Janeiro 368 three-class passengers Sydney Melbourne Santiago **Buenos Aire** 777-300ER -Auckland 348,800-kg (768,980-lb) TOGW** 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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365 three-class passengers

- Typical mission rules

Full passenger payload

777-200 247,200-kg (545,000-lb) MTOW Beijing 305 three-class passengers Moscow 777-200ER 297,550-kg (656,000-lb) MTOW **New York** London 301 three-class passengers lel Aviv Delhi Los Angeles 777-200LR* Dubai Honolulu 347,450-kg (766,000-lb) MTOW Mumbai 301 three-class passengers Hanoi **RIO DE JANEIRO** 777-300 299,370-kg (660,000-lb) MTOW Papeete Ho Chi Minh City 368 three-class passengers Singapore 777-300ER -348,800-kg (768,980-lb) TOGW** Jakarta 365 three-class passengers Auckland Perth Typical mission rules Sydne 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

New York Chicago 777-200 247,200-kg (545,000-lb) MTOW Dallas 305 three-class passengers 777-200ER -Oslo os Angeles 297,550-kg (656,000-lb) MTOW 301 three-class passengers Frankfurt Las Palmas Rome 777-200LR* -347,450-kg (766,000-lb) MTOW Honolulu Lagos 301 three-class passengers 777-300 SINGAPORE 299,370-kg (660,000-lb) MTOW 368 three-class passengers Cape Town Auckland 777-300ER — 348,800-kg (768,980-lb) TOGW** Rio De Janeiro 365 three-class passengers Typical mission rules 85% annual winds **Buenos Aire** Airways and traffic allowances included Range capability from Singapore Santiago * Three optional auxiliary fuel tanks included ** Fuel volume limited www.StartupBoeing.com

Full passenger payload

777-200 247,200-kg (545,000-lb) MTOW 305 three-class passengers Caracas Madrid 777-200ER -Mian 297,550-kg (656,000-lb) MTOW New London Lagos 301 three-class passengers Rome Mexico City 777-200LR* Cairo 347,450-kg (766,000-lb) MTOW uanda 301 three-class passengers Harare Santiago 777-300 TOKYO 299,370-kg (660,000-lb) MTOW 368 three-class passengers Cape Town Auckland 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

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