

# B777 MISCELLANEOUS REFERENCES

Last Updated: 22<sup>nd</sup> March 2015 - [TheAirlinePilots.com](http://TheAirlinePilots.com)

Approach Categories			
Straight In	777-200 ER/LR – C	FOM	8.3.12 – Flight Preparation & Planning
	777-300 ER – D		
Circling	All Types – D		
RFF (Rescue and Fire Fighting) Categories			
Departure & Destination	All Types – 9	FOM	8.3.16 – Flight Preparation & Planning Bulletin: FLT OPS / SI / 13 / Fri March 20 2015
Dest, Enroute & T/O Alternate	All Types – 7		
ETOPS/EDTO Alternate	All Types – 4		
Aerodrome Reference Code			
4	Reference Field Length (1800 m and over)	E	Wing Span (52 m up to but not including 65 m) Gear Span (9 m up to but not including 14 m)

APU Operation During Flight		
Performance Inflight	FCOM Vol. 1	Engine Inoperative "Text Section"
Brakes Deactivated Procedure		
Performance Dispatch	FCOM Vol. 1	Takeoff "Text Section"

Typical Cruise Fuel Flow		
777-200ER (approx 55 kg per minute per engine)	FCOM Vol. 1	Bulletins - PIA-9 R3 (B-9 Page 1 of 2)
Taxi Fuel – All Types		
Domestic / Regional 400 Kg	FOM	OETB Feb 8 <sup>th</sup> , 2013
Europe 800 Kg		
Canada 1000 Kg		
USA 1500 Kg		
Contingency Fuel – 5% Trip Fuel limited by:		
777-200ER Min 1,000 Max 3,500 Kg	FOM	7.4.3 – Fuel Policy
777-200LR Min 1,500 Max 3,500 Kg		
777-300ER Min 1,500 Max 3,500 Kg		
Minimum Block Fuel		
777-200ER Min 9,000 Kg	FOM	7.4.9 – Fuel Policy
777-200LR & 300ER Min 10,000 Kg		

**Oxygen**

Flight Crew Dual Cylinder System (extensive use) 0.6 psi/person/minute or 4 psi/person/minute if 100% O2 is selected	FCOM Vol. 1	Performance Dispatch "Enroute" and "Text" Section
Passenger Chemical Oxygen Generators Approx 22 minutes	FCOM Vol. 2	1.40.11

**Landing Crosswind Guidelines (FCTM 6.39)**

Runway Condition – Dry	45 Kts	Reduce crosswind guidelines by 5 knots on wet or contaminated runways whenever asymmetric reverse thrust is used.
Runway Condition – Wet	40 Kts	
Runway Condition – Standing Water / Slush	20 Kts	Sideslip only (zero crab) landings are not recommended with crosswind components in excess of 31 knots for 777-200 series and 777 Freighter airplanes or 35 knots for 777-300 series airplanes.
Runway Condition – Snow (No Melting)	35 Kts	
Runway Condition – Ice (No Melting)	17 Kts	

**QNH and Pack Correction – All Aircraft Types – Respective TOGW Analysis Book**

777-240 ER 5 <sup>th</sup> April 2004		Packs ON Deduction in Kgs	QNH Correction in Kgs	
			Addition per mb Above 1013	Deduction per mb Below 1013
Field Length Limit	Flaps 5	800	0	494
	Flaps 15			495
Climb Limit	Flaps 5	2200	99	325
	Flaps 15	2100		312
Improved Climb Limit	Flaps 5	---	---	---
	Flaps 15	---	---	---

777-240 LR 3 <sup>rd</sup> March 2006		Packs ON Correction in Kgs	QNH Correction in Kgs	
			Each mb above 1013	Each mb below 1013
Field Length Limit	Flaps 5	500	0	610
	Flaps 15			573
Climb Limit	Flaps 5	1850	95	415
	Flaps 15	1700	97	374
Improved Climb Limit	Flaps 5	---	0	610
	Flaps 15	---	97	559

777-300 ER September 2006		Packs ON Correction in Kgs	QNH Correction in Kgs	
			Each mb above 1013	Each mb below 1013
Field Length Limit	Flaps 5	500	0	403
	Flaps 15			432
Climb Limit	Flaps 5	1950	0	413
	Flaps 15	1900	134	428
Improved Climb Limit	Flaps 5	---	0	416
	Flaps 15	---	0	430

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