

777-200 performance summary

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
 - Three-class seating
 - Nine-abreast economy
- ¹ 96- x 125-in pallets/LD-3 containers
² Highest optional weight

777-200 performance summary

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
 - 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

| | | 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

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

• Three-class seating

² Highest optional weight

• Nine-abreast economy

777-200ER performance summary

Pratt & Whitney engines

| | | 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

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

• Three-class seating

² Highest optional weight

• Nine-abreast economy

777-200ER performance summary

Rolls-Royce engines

| | | 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 optimal weight

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

• Three-class seating

• Nine-abreast economy

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

² Highest optional weight, loading restrictions apply above 340,190-kg (750,000-lb) MTOW

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

| | | 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

| | | 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

| | | 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

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