

Boeing 777-300ER Unfactored Autobrake Landing Distance

Flap 30	Vref (Knots) :	125	130	135	140	145	150	155	160	165	170	175	180
Dry Runway	Autobrake 4 :	1541	1593	1646	1713	1803	1903	2003	2103	2196	2263	2337	2423
	Autobrake 3 :	1743	1820	1900	2000	2123	2257	2390	2523	2648	2737	2836	2950
	Autobrake 2 :	1970	2048	2128	2228	2363	2513	2663	2813	2953	3053	3164	3293
	Autobrake 1 :	2105	2208	2314	2448	2604	2771	2938	3104	3260	3371	3495	3638
Good BA	Autobrake 4 :	1440	1518	1598	1698	1798	1898	1998	2098	2191	2258	2332	2418
	Autobrake 3 :	1690	1780	1873	1990	2118	2252	2385	2518	2643	2732	2831	2945

Holding Speed Limitations

	Pans Ops 1+2	3+4	Oz	US	NZ / Pac	Asia	WS	Thai
↗ A060	210	230	230	200	210	210	230	230
↗ A140	220			230	220	220		
↗ A200		240	240		240			240
↗ A340	240	265		265	265	240	265	
A341 ↗		M•83	265		M•83			265

1 minute patterns to FL140 (1.5 above)

- Speeds may be increased in Turb to 280 / M.80 (ATC Approval ??)
- Asia covers WA, WB, WI, WM & WR. NZ covers NF (Fiji).
- WS is Singapore. NZ covers other Non-US Pacific Islands.
- US covers US Pacific Islands.

Short Trip Time/Fuel B777-300ER (251.3 T)

Air Dist	Min Fuel	Alt	Time
50	5.6 T	FL 050	00:14
100	6.7 T	FL 130	00:22
150	7.7 T	FL 210	00:30
200	8.6 T	FL 230	00:36
250	9.5 T	FL 280	00:42
300	10.4 T	FL 330	00:48
350	11.2 T	FL 330	00:54
400	12.0 T	FL 330	01:00
450	12.8 T	FL 350	01:06
500	13.6 T	FL 350	01:13
600	15.5 T	FL 350	01:26
700	17.5 T	FL 350	01:39
800	19.4 T	FL 350	01:52
900	21.2 T	FL 350	02:04
1000	23.0 T	FL 350	02:17
1100	24.7 T	FL 350	02:30
1200	26.5 T	FL 350	02:43
Note :	Trip Fuel x 5% plus 30 mins hold @ 1500 ft.		

Runway Change

ATIS/ATC Clearance	Obtain
NOTAMS/C1	Checked
OPT Takeoff Performance	Complete
Flap Selection	Selected
FMC Change - DEP ARR : (Rwy/SID/Rte) - LEGS : Review SID Wapp/Spd/Alt - FIX : MAS/LSALT/EOP - NAV RAD : Aids for SID	Checked
MCP : V2/Hdg-Trk/Alt	Set
Final Performance Entry	Complete
Stabilizer Trim	Set
Other (DDG/Packs-APU/Etc)	Checked
Departure Brief (NM/NNM)	Update
Takeoff Review / Before Takeoff CL	Complete

Handover Briefing

- ✓ **Aircraft** : Recall, Status, OFP Progress Fuel/Time
- ✓ **ATC** : VHF/HF/RTP, FIR Freq Chg's, Speed / Alt / Route Clearances, Outstanding Requests, Block Clearances, etc.
- ✓ **Route** : Terr/Esc, Offsets, EDTO Altn positions, ETP's.
- ✓ **Weather** : EDTO Altns, METARs/TAFs, FMC Wind Uplinks
- ✓ **Cabin** : Significant Events (Oxy, Illness, Brawls), (Acting) FM, Meals
- ✓ **Other** : Company messages, etc. Wakeup Rules?

NB: Speaker **ON** during crew changes, CM1-20K, CM2-10K

LVO Downgrades

Airborne	LAND 2	Cat IIIA
	Auto Throttle	Cat IIIA
	SGL SRCE Disp.	Cat I *
	Autopilot	Cat I *
	No Autoland	Cat I *
* Cat II Manual Landing?		

Head/Cross/Tail Wind Limits

FCOM	Crosswind :	38 Kts	Auto Land	Head :	25 Kts
	TailWind :	15 Kts		Tail :	15 Kts
NNM	Flight Controls :	20 Kts		Cross :	25 Kts
LVOPS	< 400m/1400 ft :	15 Kts	Contaminated Rwy		
	< 200m/700 ft :	10 Kts			
Runway Braking Action			Ice (No Melting) :		
BA	Friction	Limit	Snow (No Melt) :		
	Good :	≥ .04	Slush/St. Water :		
Med/Good :	.39 ⇄ .46	38 Kts	Wet :		
	.35 ⇄ .30	15 Kts	- Affected by Weight/CoG		

PBN LNAV APCH Checklist

Arrival	☒ INTAM Approach Approval	Aircraft	
	☒ Aircraft Serviceability		☒ ADIRU & FD
	☒ OFP RAIM Notification		☒ FMC/GPS (x1)
	☒ Line Select Approach		☒ Generator
	☒ Validate Chart ➡ FMC LEGS		☒ PFD/ND (x1-PF)
	☒ Approach RNP		
Approach	☒ LNAV/VNAV PTH/AP Eng.	EICAS	☐ FMC
	☒ RNP 0.3 / ANP Check		☐ GPS *
	☒ NPS Track in Limits		☐ NAV ADIRU INERTIAL
	☒ Aircraft Serviceability		☐ NAV UNABLE RNP
	☒ LP/LPV/VNAV DH : N/Avail		FMC : VERIFY POSITION
Missed Approach If:			
	☒ Cross Track Deviation	☐ GPS	
	☒ ANP/RNP Loss of NAV	ANP<RNP = Ok	

Before Doors Closed

- ✓ Panel Scan
- ✓ FMS (ZFW & FMC)
- ✓ Briefings
- ✓ Takeoff Data
- ✓ Tech Log
- ✓ Fuelling Complete (Docket)
- ✓ Pre-Flight Checklist
- ✓ Load Sheet
- ✓ Cabin Signs
- ✓ Passengers Seated (PA)

LMC Procedure

Flight crew are responsible for changes to the Computer Loadsheet once it has been issued. Last Minute Changes (LMC) can be accepted to a limit of ± 250Kg / ± 2 Pax (including associated bags) updates must be sent to Load Control via ACARS COMM MESSAGE TO GROUND using a specific format (see [A1](#)).

Pax with/without Checked Baggage : (M)ale [125 kg]; (F)emale [125 kg]; (C)hild [125 kg]; or (I)nfant [0 kg].

Note that changes up to ± 1000Kg / ± 1.5% MAC can be accepted in concert with Load Control when Curfew or Flight Crew Duty Limits are at stake. For LMCs to a manual Loadsheet – refer to the A1.

- LOAD	Message to Load Control
LMC -1F ZA +1M ZD	+1 Female from Zone A; +1 Male into Zone D
1234	Captain Staff Number

- LOAD
LMC POTABLE WATER FULL
1234

A1 : 8.9.7 LMC's

	Standard	NADP1	NADP2	ICAO A	ICAO B
EO ACCEL ¹	1000 (OPT value if higher)				
ACCEL ¹	1000	3000	1000	3000	1000
THR REDUCTION ¹	1000	1000	Flap 1/5 ²	1500	Flap 1/5 ²
Then UP Speed to	-	-	3000 ³	-	3000 ³