



Boeing 777 Aircraft Manual

777-200ER, 777-300ER and 777F | Boeing

1. Role at NorthJet

Long haul passenger and cargo twin, the backbone of NorthJet's long haul network.

2. Key data (approximate)

Crew	2 pilots
Engines	2 x GE90 / Trent 800 / PW4000
Max take-off weight	approx. 297 t (-200ER) / 351 t (-300ER) / 348 t (777F)
Typical cruise	M0.84
Max operating	M0.89, FL431
Range	approx. 7,000 nm (-200ER) / 7,400 nm (-300ER) / 4,900 nm (777F with full payload)
Typical approach speed	135 to 160 kt

3. Configuration (typical)

Take-off	Flaps 5, 15 or 20
Landing	Flaps 25 or 30
Gear down	At or below 270 kt, normally on final

4. Operating limits

- Always check the add-on's own manual: its limits and procedures override this document.
- Do not exceed the maximum take-off, landing and zero fuel weights of your add-on.
- Respect flap, gear and tyre speed limits shown in the add-on documentation.
- Do not fly below the minimums of the approach in use. Go around if you are not stable.

5. Fuel policy (NorthJet recommended)

- Trip fuel to the destination, plus taxi fuel.
- Contingency: 5% of trip fuel (minimum 5 minutes at holding).
- Alternate fuel to the nominated alternate (required when weather forecast is below minima).
- Final reserve: 30 minutes holding at 1,500 ft above the alternate.
- Extra fuel at the captain's discretion for weather, ATC delays or ETOPS.

6. Stabilised approach

- Correct flight path, on target speed ($V_{ref} + 5$ to 10 kt) and landing configuration.
- Stable by 1,000 ft above airport elevation in IMC and 500 ft in VMC. Otherwise go around.
- Sink rate no more than 1,000 ft/min, and thrust set appropriately.
- All briefings and checklists completed.

7. Type notes

- The 777-300ER is long: avoid over-rotation (tail strike) and use the recommended pitch.
- The 777F has a short range with full payload. Check payload and fuel plan carefully.



8. Abnormal and emergency (general)

Engine failure	Aviate first: maintain control, fly the aircraft, then handle the failure. Follow the add-on's procedure, declare PAN or MAYDAY and decide on diversion. On a four-engine aircraft expect a drift-down level.
Fire	Follow the memory items of your add-on, discharge the extinguisher bottles and plan the nearest suitable airport.
Decompression	Don oxygen masks, start an emergency descent to 10,000 ft (or MSA) and declare MAYDAY.
Go-around	Press TOGA, set go-around thrust, retract flaps one stage and follow the missed approach. Announce GO AROUND to ATC.
Squawk codes	7700 general emergency, 7600 radio failure, 7500 hijack.

9. NorthJet fleet (9 aircraft)

Registration	Type
SE-KAA	B777-300ER
TC-LAA	B777-300ER
TC-LAB	B777-200ER
TC-LAC	B777-200ER
TC-LAM	B777-200ER
TC-LAP	B777-200ER
TC-LAR	B777-300ER
TC-LAT	B777-200ER
TC-LAZ	B777-F

Figures are approximate reference values for planning. Always use the data and limits of the add-on you fly in X-Plane 11 or X-Plane 12.
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