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Flight Standardization Board (FSB) Report

Revision: 10
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Manufacturer
The Boeing Company

| Type Certificate Data Sheet (TCDS) | TCDS Identifier | Marketing Name | Pilot Type Rating |
|------------------------------------|------------------|----------------|-------------------|
| T00001SE | 777-200 Series | Boeing 777 | B-777 |
| T00001SE | 777-300 Series | Boeing 777 | B-777 |
| T00001SE | 777-300ER Series | Boeing 777 | B-777 |
| T00001SE | 777-200LR Series | Boeing 777 | B-777 |
| T00001SE | 777F | Boeing 777 | B-777 |

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1. RECORD OF REVISIONS

| Revision Number | Sections(s) | Page(s) | Date |
|-----------------|---|------------------|------------|
| 0 (Original) | All | All | 06/25/1995 |
| 1 | All | All | 06/15/1998 |
| 2 | All | All | 06/20/2002 |
| 3 | All | All | 03/23/2004 |
| 4 | All | All | 09/11/2006 |
| 5 | All | All | 11/14/2009 |
| 6 | All | All | 02/17/2012 |
| 7 | All | All | 05/07/2013 |
| 8 | Cover Page, Table of Contents, Record of Revisions, Highlights of Change, 5, 6 | 1 thru 3, 10, 14 | 04/13/2017 |
| 9 | All | All | 09/21/2018 |
| 10 | Cover Page, Table of Contents, Record of Revisions, Highlights of Change, 5, 10.1 | 1 thru 5, 8 | 02/26/2019 |

2. INTRODUCTION

Aircraft Evaluation Groups (AEG) are responsible for working with aircraft manufacturers and modifiers during the development and Federal Aviation Administration (FAA) certification of new and modified aircraft to determine: 1) the pilot type rating; 2) flightcrew member training, checking, and currency requirements; and 3) operational suitability.

This report lists those determinations for use by: 1) FAA employees who approve training programs; 2) FAA employees and designees who certify airmen; and 3) aircraft operators and training providers to assist them in developing their flightcrew member training, checking, and currency.

3. HIGHLIGHTS OF CHANGE

The purpose of this revision is to revise the probability of flap extension failure and subsequent checking requirement for landing from a no-flap or nonstandard flap approach in section 10.1.

4. BACKGROUND

The Transport Aircraft Seattle Branch formed a Flight Standardization Board (FSB) that evaluated the B-777 as defined in FAA Type Certificate Data Sheet (TCDS) #T00001SE. The

evaluation was conducted using the methods described in the current edition of FAA Advisory Circular (AC) 120-53, Guidance for Conducting and Use of Flight Standardization Board Evaluations.

5. ACRONYMS

| | |
|-----------------|---|
| 14 CFR | Title 14 of the Code of Federal Regulations |
| AC | Advisory Circular |
| ACFT | Aircraft |
| ACS | Airman Certification Standards |
| ADIRU | Air Data Inertial Reference Unit |
| AEG | Aircraft Evaluation Group |
| AFDS | Autopilot Flight Director System |
| APU | Auxiliary Power Unit |
| ATP | Airline Transport Pilot |
| AV | Audiovisual Presentation |
| CG | Center of Gravity |
| CPT | Cockpit Procedures Trainer |
| DSP | Display Select Panel |
| ECL | Electronic Checklist |
| EEC | Electronic Engine Control |
| EFB | Electronic Flight Bag |
| EFIS | Electronic Flight Instrument System |
| EGPWS | Enhanced Ground Proximity Warning System |
| EICAS | Engine Indicating and Crew Alerting System |
| FAA | Federal Aviation Administration |
| FFS | Full Flight Simulator |
| FMS | Flight Management System |
| FSB | Flight Standardization Board |
| FSTD | Flight Simulation Training Device |
| FTD | Flight Training Device |
| GE | General Electric |
| GPS | Global Positioning Satellite |
| HF | High Frequency |
| HO | Handout |
| HUD | Head-Up Display |
| ICBI | Interactive Computer-Based Instruction |
| ILS | Instrument Landing System |
| LNAV | Lateral Navigation |
| MCP | Mode Control Panel |
| MDR | Master Differences Requirements |
| M _{MO} | Mach; Maximum Operation |
| NAS | National Airspace System |
| ND | Navigation Display |
| NGS | Nitrogen Generation System |
| PA | Passenger Address |

| | |
|----------------|-------------------------------------|
| PFD | Primary Flight Display |
| PIC | Pilot in Command |
| PTS | Practical Test Standards |
| PTT | Part Task Trainer |
| QRH | Quick Reference Handbook |
| RR | Rolls-Royce |
| SATCOM | Satellite Communications |
| SU | Stand-Up Instruction |
| TAC | Thrust Asymmetry Compensation |
| TCBI | Tutorial Computer-Based Instruction |
| TCDS | Type Certificate Data Sheet |
| TCP | Tuning Control Panel |
| TOGA | Takeoff/Go-Around |
| V ₁ | Takeoff Decision Speed |
| VHF | Very High Frequency |
| VSD | Vertical Situation Display |

6. DEFINITIONS

These definitions are for the purposes of this report only.

- 6.1. **Base Aircraft.** An aircraft identified for use as a reference to compare differences with another aircraft.
- 6.2. **Current.** A crewmember meets all requirements to operate the aircraft under the applicable operating part.
- 6.3. **Differences Tables.** Describe the differences between a pair of related aircraft and the minimum levels operators must use to conduct differences training and checking of crewmembers. Difference levels range from A to E.
- 6.4. **Master Differences Requirements (MDR).** Specifies the highest training and checking difference levels between a pair of related aircraft derived from the Differences Tables.
- 6.5. **Mixed Fleet Flying.** The operation of a base aircraft and one or more related aircraft for which credit may be taken for training, checking, and currency events.
- 6.6. **Operational Evaluation.** An AEG process to determine pilot type rating, minimum crewmember training, checking, and currency requirements, and unique or special airman certification requirements (e.g., specific flight characteristics, no-flap landing).
- 6.7. **Operational Suitability.** An AEG determination that an aircraft or system may be used in the National Airspace System (NAS) and meets the applicable operational regulations (e.g., Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 121, 133, 135).
- 6.8. **Qualified.** A crewmember holds the appropriate airman certificate and ratings as required by the applicable operating part.

- 6.9. Related Aircraft.** Any two or more aircraft of the same make with either the same or different type certificates that have been demonstrated and determined by the Administrator to have commonality.
- 6.10. Seat Dependent Tasks.** Maneuvers or procedures using controls that are accessible or operable from only one flightcrew member seat.
- 6.11. Special Emphasis Area.** A training requirement unique to the aircraft, based on a system, procedure, or maneuver, which requires additional highlighting during training. It may also require additional training time, specialized training devices, or training equipment.
- 6.12. Specific Flight Characteristics.** A maneuver or procedure with unique handling or performance characteristics that the FSB has determined must be checked.

7. PILOT TYPE RATING

- 7.1.** Type Rating. The Boeing 777 type rating designation is B-777.
- 7.2.** Common Type Ratings. In accordance with the provisions of FAA Order 8900.1 and AC 120-53, the B-777 and the B-787 are separate type ratings that have been determined to have commonality.
- 7.3.** Military Equivalent Designations. Military aircraft that qualify for the B-777 can be found on the [faa.gov](http://www.faa.gov/licenses_certificates/airmen_certification) website under Licenses and Certificates, Airmen Certification, Online Services, Aircraft Type Rating Designators. This webpage is kept up-to-date and can be found at http://www.faa.gov/licenses_certificates/airmen_certification.

8. RELATED AIRCRAFT

- 8.1.** Related Aircraft on Same TCDS.
- The B-777-200 has been evaluated by the AEG as related to the B-777-300, B-777-300ER, B-777-200LR, and B-777F.
 - The B-777-300 has been evaluated by the AEG as related to the B-777-200, B-777-300ER, B-777-200LR, and B-777F.
 - The B-777-300ER has been evaluated by the AEG as related to the B-777-200, B-777-300, B-777-200LR, and B-777F.
 - The B-777-200LR has been evaluated by the AEG as related to the B-777-200, B-777-300, B-777-300ER, and B-777F.
 - The B-777F has been evaluated by the AEG as related to the B-777-200, B-777-300, B-777-300ER, and B-777-200LR.
- 8.2.** Related Aircraft on Different TCDS. The B-787 is related to the B-777.
- The B-777 has been evaluated by the AEG as related to the B-787.
 - The B-787 has been evaluated by the AEG as related to the B-777.

9. PILOT TRAINING

9.1. Airman Experience.

Airmen receiving initial B-777 training should have previous operational experience in multi-engine transport turbojet aircraft, new generation avionics, high-altitude operations, electronic checklist (ECL), and flight management systems (FMS). Pilots without this experience may require additional training.

Airmen receiving differences, upgrade, or transition B-777 training are assumed to have previous experience in multi-engine transport turbojet aircraft, new generation avionics, high-altitude operations, ECL, and FMS. Pilots without this experience may require additional training.

9.2. Special Emphasis Areas.

9.2.1 Pilots must receive special emphasis on the following areas during ground training:

- ECL. Paper quick reference handbook (QRH) backup for the ECL should also be trained. This item must be included in initial training.
- Tuning control panel (TCP). This item must be included in initial training.
- Display management. This item must be included in initial training.
- Engine variants (General Electric (GE) or Rolls-Royce (RR)) if in the same fleet. Pilots should be exposed to the alternate engine indicating and crew alerting system (EICAS) presentations by means of photos, drawings, or graphic media which would assure proper display interpretation and use by the flight deck crew. This item must be included in initial training.

9.2.2 Pilots must receive special emphasis on, and perform the following areas during, flight training:

- Flight control modes. This item must be included in initial and recurrent training.
- Envelope protection. Aircraft response to bank angle indications and protection, thrust asymmetry protection, enhanced underspeed (stall), and overspeed protection. This item must be included in initial training.
- Fly-by-wire speed stability characteristics and aircraft trimming. This item must be included in initial training.
- Thrust asymmetry compensation (TAC). The B-777 additionally incorporates a TAC system which significantly reduces uncommanded flight path changes associated with an engine failure. Training should encompass both TAC ON and TAC OFF operations. This item must be included in initial training.

9.3. Specific Flight Characteristics.

Maneuvers/procedures required to be checked as referenced in the airline transport pilot (ATP) and type rating practical test standards (PTS) or Airman Certification Standards (ACS), as applicable, and/or 14 CFR part 121 appendix F.

There are no specific flight characteristics.

9.4. Seat Dependent Tasks.

There are no seat dependent tasks.

9.5. Regulatory Training Requirements which are Not Applicable to the B-777 (Part 121 appendix E).

Tuck and Mach buffet. Demonstration of the aircraft's overspeed protection capabilities is an acceptable substitute.

9.6. Flight Simulation Training Devices (FSTD).

There are no specific systems, procedures, or maneuvers that are unique to the B-777 that require a specific FSTD for training.

9.7. Training Equipment.

There are no specific systems or procedures that are unique to the B-777 that require specific training equipment.

9.8. Differences Training Between Related Aircraft.

Pilots must receive differences training between the B-777-200 series, the B-777-300, and the B-777-300ER. The level of training is specified in Appendix 3, Differences Tables. Pilots must receive differences training between the B-777 and B-787. The level of training is specified in Appendix 3.

10. PILOT CHECKING

10.1. Landing from a No-Flap or Nonstandard Flap Approach.

The probability of flap extension failure on the B-777 is extremely remote due to system design. Therefore, demonstration of a partial flap approach and landing during pilot certification or a 14 CFR part 61, § 61.58 proficiency check; part 91, § 91.1065 competency check; part 121, § 121.441 proficiency check; part 125, § 125.287 competency check; or part 135, § 135.293 competency check is required.

Refer to FAA Order 8900.1, Volume 5 when the test or check is conducted in an aircraft versus a full flight simulator (FFS).

10.2. Specific Flight Characteristics.

There are no specific flight characteristics.

10.3. Seat Dependent Tasks.

Maneuvers/procedures required to be checked as referenced in the ATP and type rating PTS or ACS, as applicable, and/or part 121 appendix F.

There are no seat dependent tasks.

10.4. Other Checking Items.

- a) Proficiency with manual and automatic flight. Initial and recurrent checking.
- b) FMS operation and FMS failures. Initial and recurrent checking.
- c) Use and knowledge of map displays, raw data, flight director, and Autopilot Flight Director System (AFDS) should be demonstrated, particularly during instrument approaches. All types of checking.
- d) FMS/Global Positioning Satellite (GPS) navigation (departures and approaches) proficiency if these type operations are approved for the operator. Initial and recurrent checking.
- e) ECL during normal and non-normal procedures. All types of checking.
- f) Proper management of speed and attitude stability functionality of flight controls in normal operations. Initial and recurrent checking.
- g) Proper use and knowledge of the look-ahead terrain function of the enhanced ground proximity warning system (EGPWS) (if installed). Initial and recurrent checking.
- h) Proper use and knowledge of the predictive windshear system (if installed). Initial and recurrent checking.
- i) Proper use of Head-Up Display (HUD). Initial and recurrent checking.
- j) Proper use of the Electronic Flight Bag (EFB)/flight deck video security system. Initial and recurrent checking.

10.5. FSTDs.

There are no specific systems, procedures, or maneuvers that are unique to the B-777 that require a specific FSTD for checking.

10.6. Equipment.

There are no specific systems or procedures that are unique to the B-777 that require specific equipment.

10.7. Differences Checking Between Related Aircraft.

10.7.1 There is no differences checking required between the variations of the B-777.

10.7.2 Pilots must receive differences checking between the B-777 and B-787. The level of checking is specified in Appendix 3.

10.7.3 Alternating B777 and B787 Proficiency Checks.

For mixed fleet flying between B-777 and B-787 aircraft, proficiency checks should alternate for pilots in command (PIC) and other flightcrew members. The preflight and equipment examination portion of initial, transition, upgrade, and recurrent proficiency checks should address each aircraft operated by the flightcrew member in mixed fleet flying.

11. PILOT CURRENCY

There are no additional currency requirements for the B-777 other than those already specified in parts 61, 121, 125, and 135.

11.1. Differences Currency between Related Aircraft.

There are no differences currency requirements between the B-777 variations.

There are no differences currency requirements for part 121 mixed fleet flying of the B-777 and B-787 aircraft. Takeoff and landing credit may be permitted between B-777 and B-787 variations. Takeoffs and landings performed in one aircraft variation are equivalent to those performed in the other aircraft variation.

12. OPERATIONAL SUITABILITY

The B-777 is operationally suitable for operations under parts 91, 121, 125, and 135. The FSB determined operational compliance by conducting an evaluation of a B-777-200, B-777-300, B-777-300ER, B-777-200LR, and B-777F aircraft. The list of operating rules evaluated is on file at the Transport Aircraft Seattle Branch.

13. MISCELLANEOUS

13.1. Forward Observer Seat.

The B-777 center forward and right forward observer seats as installed by TCDS #T00001SE have been evaluated and determined to meet requirements of §§ 121.581(a), 125.317(b), and 135.75(b) and the current edition of FAA AC 120-83, Flight Deck Observer Seat and Associated Equipment. The center forward jumpseat is identified as the primary forward observer seat.

13.2. Landing Minima Categories (Reference 14 CFR Part 97, § 97.3).

The B-777-200 series aircraft are considered Category C aircraft for the purposes of determining “straight-in landing weather minima.”

The B-777-300 series and the B-777F aircraft are considered Category D aircraft for the purposes of determining “straight-in landing weather minima.”

13.3. Emergency Evacuation.

A full-scale emergency evacuation was successfully completed on the B-777 by Boeing. The demonstration complied with § 121.291(a).

13.4. Normal Landing Flaps.

The B-777 (all variations) normal “final landing flap setting” per § 91.126(c) is flaps 25 and flaps 30.

13.5. Aircraft Proving Tests.

Proving tests in accordance with §§ 121.163 and 135.145 are appropriate when the B-777 is new to an operator.

13.6. Flightcrew Rest Facilities (14 CFR Part 117)/Flightcrew Sleeping Quarters (Part 121 Subpart R).

The B-777 overhead flightcrew rest, as installed by TCDS #T00001SE, has been evaluated and determined to meet requirements of parts 117 and 121 and the current editions of FAA AC 117-1, Flightcrew Member Rest Facilities, and FAA AC 121-31, Flightcrew Sleeping Quarters and Rest Facilities.

APPENDIX 1. DIFFERENCES LEGEND

Training Differences Legend

| Differences Level | Type | Training Method Examples | Conditions |
|-------------------|---------------------------|---|--|
| A | Self-Instruction | <ul style="list-style-type: none"> • Operating manual revision (HO) • Flightcrew operating bulletin (HO) | <ul style="list-style-type: none"> • Crew has already demonstrated understanding on base aircraft (e.g., updated version of engine). • Minor or no procedural changes required. • No safety impact if information is not reviewed or is forgotten (e.g., different engine vibration damping mount). • Once called to attention of crew, the difference is self-evident. |
| B | Aided Instruction | <ul style="list-style-type: none"> • Audiovisual presentation (AV) • Tutorial computer-based instruction (TCBI) • Stand-up instruction (SU) | <ul style="list-style-type: none"> • Systems are functionally similar. • Crew understanding required. • Issues need emphasis. • Standard methods of presentation required. |
| C | Systems Devices | <ul style="list-style-type: none"> • Interactive (full-task) computer-based instruction (ICBI) • Cockpit procedures trainers (CPT) • Part task trainers (PTT) • Level 4 or 5 flight training device (FTD 4–5) | <ul style="list-style-type: none"> • Training can only be accomplished through systems training devices. • Training objectives focus on mastering individual systems, procedures, or tasks versus highly integrated flight operations or “real-time” operations. • Training devices are required to assure attainment or retention of crew skills to accomplish more complex tasks usually related to aircraft systems. |
| D | Maneuvers Devices | <ul style="list-style-type: none"> • Level 6 or 7 flight training device (FTD 6–7) • Level A or B full flight simulator (FFS A–B) | <ul style="list-style-type: none"> • Training can only be accomplished in flight maneuver devices in a real-time environment. • Training requires mastery of interrelated skills versus individual skills. • Motion, visual, control loading, and specific environmental conditions may be required. |
| E | Level C/D FFS or Aircraft | <ul style="list-style-type: none"> • Level C or D full flight simulator (FFS C–D) • Aircraft (ACFT) | <ul style="list-style-type: none"> • Motion, visual, control loading, audio, and specific environmental conditions are required. • Significant full task differences that require a high fidelity environment. • Usually correlates with significant differences in handling qualities. |

Checking Differences Legend

| Differences Level | Checking Method Examples | Conditions |
|-------------------|---|---|
| A | None | None |
| B | <ul style="list-style-type: none"> • Oral or written exam • Tutorial computer-based instruction self-test (TCBI) | <ul style="list-style-type: none"> • Individual systems or related groups of systems. |
| C | <ul style="list-style-type: none"> • Interactive (full-task) computer-based instruction (ICBI) • Cockpit procedures trainers (CPT) • Part task trainers (PTT) • Level 4 or 5 flight training device (FTD 4–5) | <ul style="list-style-type: none"> • Checking can only be accomplished using systems devices. • Checking objectives focus on mastering individual systems, procedures, or tasks. |
| D | <ul style="list-style-type: none"> • Level 6 or 7 flight training device (FTD 6–7) • Level A or B full flight simulator (FFS A–B) | <ul style="list-style-type: none"> • Checking can only be accomplished in flight maneuver devices in a real-time environment. • Checking requires mastery of interrelated skills versus individual skills. • Motion, visual, control loading, and specific environmental conditions may be required. |
| E | <ul style="list-style-type: none"> • Level C or D full flight simulator (FFS C–D) • Aircraft (ACFT) | <ul style="list-style-type: none"> • Significant full task differences that require a high fidelity environment. |

APPENDIX 2. MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE

These are the minimum levels of training and checking required derived from the highest level in the Differences Tables in Appendix 3. Differences levels are arranged as training/checking.

| To Related Aircraft ↓ | From Base Aircraft → | 777-200 | 777-200LR | 777-300 | 777-300ER | 777F |
|------------------------------|-----------------------------|----------------|------------------|----------------|------------------|----------------|
| 777-200 | | Not applicable | A/A | A/A | A/A | A/A |
| 777-200LR | | A/A | Not applicable | A/A | A/A | A/A |
| 777-300 | | B/B | B/B | Not applicable | A/A | B/B |
| 777-300ER | | B/B | B/B | A/A | Not applicable | B/B |
| 777F | | A/A | A/A | A/A | A/A | Not applicable |

| To Related Aircraft ↓ | From Base Aircraft → | 777 | 787 |
|------------------------------|-----------------------------|----------------|----------------|
| 777 | | Not applicable | D/D |
| 787 | | D/D* | Not applicable |

* Refer to the Boeing 787 Flight Standardization Board (FSB) report.

APPENDIX 3. DIFFERENCES TABLES

This Design Differences table, from the 777-200 to the 777-200LR, was proposed by Boeing and validated by the Flight Standardization Board (FSB). It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200 | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--------------------------------------|---|---|-------------|--------------|----------|----------|
| TO RELATED AIRCRAFT: 777-200LR | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG M _{MO} Flap Limit Speeds | No | No | A | A |
| | ATA 21 Air Conditioning | APU to Pack Takeoff | No | Yes | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 27 Flight Controls | Tail Strike Protection | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity Auxiliary Fuel Tanks | No | Yes | A | A |
| | ATA 31 Indicating/Recording Systems | Standby Flight Instruments | No | No | A | A |

| FROM BASE AIRCRAFT: 777-200 TO RELATED AIRCRAFT: 777-200LR | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|----------------------|----------------------------|---------------------|----------------------|-----------------|-----------------|
| | ATA 57 Wings | Raked Wingtips | No | No | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777-200 to the 777-200LR, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200 TO RELATED AIRCRAFT: 777-200LR | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|-----------------|----------------|---------------------|----------------------|-----------------|-----------------|
| | None | | | | | |

This Design Differences table, from the 777-200 to the 777-300, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200 | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---|---|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-300 | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG M _{MO} Flap Limit Speeds | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity | No | No | A | A |
| | ATA 31 Indicating/Recording Systems | Ground Maneuver Camera and Lights | No | Yes | B | B |
| | ATA 32 Landing Gear | Tail Skid | No | Yes | A | A |
| | ATA 52 Doors | Entry Doors Overwing Slides | No | Yes | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777-200 to the 777-300, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200 TO RELATED AIRCRAFT: 777-300 | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|----------------------|--------------------------------------|-----------------|------------------|-----------------|-----------------|
| | Preflight Inspection | Tail Skid Overwing Slides | No | Yes | A | A |
| | Taxi | Ground Maneuver Camera and Lights | No | Yes | B | B |

This Design Differences table, from the 777-200 to the 777-300ER, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200 | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---|--|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-300ER | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG M _{MO} Flap Limit Speeds | No | No | A | A |
| | ATA 21 Air Conditioning | APU to Pack Takeoff | No | Yes | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 27 Flight Controls | Tail Strike Protection | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity | No | No | A | A |
| | ATA 31 Indicating/Recording Systems | Standby Flight Instruments Ground Maneuver Camera and Lights | No | Yes | B | B |
| | ATA 32 Landing Gear | Semi-Levered Gear Tail Skid | No | Yes | A | A |
| | ATA 52 Doors | Entry Doors Overwing Slides | No | Yes | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777-200 to the 777-300ER, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200 TO RELATED AIRCRAFT: 777-300ER | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|----------------------|---|-----------------|------------------|-----------------|-----------------|
| | Preflight Inspection | Semi-Levered Gear Tail Skid Overwing Slides | No | Yes | A | A |
| | Taxi | Ground Maneuver Camera and Lights | No | Yes | B | B |

This Design Differences table, from the 777-200 to the 777F was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200 | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|--|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777F | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG M _{MO} Flap Limit Speeds | No | No | A | A |
| | ATA 21 Air Conditioning | Controls and Indications Alternate Ventilation APU to Pack Takeoff | No | Yes | A | A |
| | ATA 23 Communications | Cargo Interphone Cargo Compartment Alert System | No | No | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 26 Fire Protection | Cargo Compartment Fire Extinguishing | No | Yes | A | A |
| | ATA 27 Flight Controls | Tail Strike Protection | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity | No | No | A | A |
| | ATA 31 Indicating/Recording Systems | Standby Flight Instruments | No | No | A | A |

| FROM BASE AIRCRAFT: 777-200 TO RELATED AIRCRAFT: 777F | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|---|-------------|--------------|----------|----------|
| | ATA 33 Lights | Controls | No | No | A | A |
| | ATA 35 Oxygen | Controls | No | No | A | A |
| | ATA 50 Cargo and Accessory Compartments | Main Deck Cargo | No | No | A | A |
| | ATA 52 Doors | Entry Doors Flight Deck Door Cargo Door | No | Yes | A | A |
| | ATA 57 Wings | Raked Wingtips | No | No | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777-200 to the 777F, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200 TO RELATED AIRCRAFT: 777F | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|----------------------|----------------|---------------------|----------------------|-----------------|-----------------|
| | Preflight Inspection | Cargo Door | No | Yes | A | A |

This Design Differences table, from the 777-200LR to the 777-200, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200LR | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|---|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-200 | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG M _{MO} Flap Limit Speeds | No | No | A | A |
| | ATA 21 Air Conditioning | APU to Pack Takeoff | No | Yes | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 27 Flight Controls | Tail Strike Protection | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity Auxiliary Fuel Tanks | No | Yes | A | A |
| | ATA 31 Indicating/Recording Systems | Standby Flight Instruments | No | No | A | A |
| | ATA 57 Wings | Raked Wingtips | No | No | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777-200LR to the 777-200, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200LR TO RELATED AIRCRAFT: 777-200 | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|-----------------|----------------|---------------------|----------------------|-----------------|-----------------|
| | None | | | | | |

This Design Differences table, from the 777-200LR to the 777-300, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200LR | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|--|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-300 | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG M _{MO} Flap Limit Speeds | No | No | A | A |
| | ATA 21 Air Conditioning | APU to Pack Takeoff | No | Yes | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 27 Flight Controls | Tail Strike Protection | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity Auxiliary Fuel Tanks | No | Yes | A | A |
| | ATA 31 Indicating/Recording Systems | Standby Flight Instruments Ground Maneuver Camera and Lights | No | Yes | B | B |
| | ATA 32 Landing Gear | Tail Skid | No | Yes | A | A |
| | ATA 52 Doors | Entry Doors Overwing Slides | No | Yes | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777-200LR to the 777-300, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200LR TO RELATED AIRCRAFT: 777-300 | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|----------------------|--------------------------------------|-----------------|------------------|-----------------|-----------------|
| | Preflight Inspection | Overwing Slides Tail Skid | No | Yes | A | A |
| | Taxi | Ground Maneuver Camera and Lights | No | Yes | B | B |

This Design Differences table, from the 777-200LR to the 777-300ER was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200LR | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---|--------------------------------------|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-300ER | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG | No | No | A | A |
| | ATA 28 Fuel | Auxiliary Fuel Tanks | No | Yes | A | A |
| | ATA 31 Indicating/Recording Systems | Ground Maneuver Camera and Lights | No | Yes | B | B |
| | ATA 32 Landing Gear | Semi-Levered Gear Tail Skid | No | Yes | A | A |
| | ATA 52 Doors | Entry Doors Overwing Slides | No | Yes | A | A |

This Maneuver Differences table, from the 777-200LR to the 777-300ER, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200LR TO RELATED AIRCRAFT: 777-300ER | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|----------------------|---|-----------------|------------------|-----------------|-----------------|
| | Preflight Inspection | Semi-Levered Gear Tail Skid Overwing Slides | No | Yes | A | A |
| | Taxi | Ground Maneuver Camera and Lights | No | Yes | B | B |

This Design Differences table, from the 777-200LR to the 777F, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200LR | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|--|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777F | | | | | | |
| | Limitations | Weight and CG | No | No | A | A |
| | ATA 21 Air Conditioning | Controls and Indications Alternate Ventilation | No | Yes | A | A |
| | ATA 23 Communications | Cargo Interphone Cargo Compartment Alert System | No | No | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 26 Fire Protection | Cargo Compartment Fire Extinguishing | No | Yes | A | A |
| | ATA 28 Fuel | Auxiliary Fuel Tanks | No | Yes | A | A |
| | ATA 33 Lights | Controls | No | No | A | A |
| | ATA 35 Oxygen | Controls | No | No | A | A |
| | ATA 50 Cargo and Accessory Compartments | Main Deck Cargo | No | No | A | A |
| | ATA 52 Doors | Entry Doors Flight Deck Door Cargo Door | No | No | A | A |

This Maneuver Differences table, from the 777-200LR to the 777F, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-200LR TO RELATED AIRCRAFT: 777F | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|----------------------|----------------|---------------------|----------------------|-----------------|-----------------|
| | Preflight Inspection | Cargo Door | No | Yes | A | A |

This Design Differences table, from the 777-300 to the 777-200, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300 | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---|---|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-200 | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG M _{MO} Flap Limit Speeds | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity | No | No | A | A |
| | ATA 31 Indicating/Recording Systems | Ground Maneuver Camera and Lights | No | Yes | A | A |
| | ATA 32 Landing Gear | Tail Skid | No | Yes | A | A |
| | ATA 52 Doors | Entry Doors Overwing Slides | No | Yes | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777-300 to the 777-200, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300 TO RELATED AIRCRAFT: 777-200 | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|----------------------|--------------------------------------|-----------------|------------------|-----------------|-----------------|
| | Preflight Inspection | Tail Skid Overwing Slides | No | Yes | A | A |
| | Taxi | Ground Maneuver Camera and Lights | No | Yes | A | A |

This Design Differences table, from the 777-300 to the 777-200LR, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300 | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---|--|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-200LR | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG M _{MO} Flap Limit Speeds | No | No | A | A |
| | ATA 21 Air Conditioning | APU to Pack Takeoff | No | Yes | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 27 Flight Controls | Tail Strike Protection | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity Auxiliary Fuel Tanks | No | Yes | A | A |
| | ATA 31 Indicating/Recording Systems | Standby Flight Instruments Ground Maneuver Camera and Lights | No | Yes | A | A |
| | ATA 32 Landing Gear | Tail Skid | No | Yes | A | A |
| | ATA 52 Doors | Entry Doors Overwing Slides | No | Yes | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777-300 to the 777-200LR, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300 TO RELATED AIRCRAFT: 777-200LR | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|----------------------|--------------------------------------|-----------------|------------------|-----------------|-----------------|
| | Preflight Inspection | Overwing Slides Tail Skid | No | Yes | A | A |
| | Taxi | Ground Maneuver Camera and Lights | No | Yes | A | A |

This Design Differences table, from the 777-300 to the 777-300ER, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300 | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---|--------------------------------------|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-300ER | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG Flap Placard Speeds | No | No | A | A |
| | ATA 21 Air Conditioning | APU to Pack Takeoff | No | Yes | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 27 Flight Controls | Tail Strike Protection | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity | No | No | A | A |
| | ATA 31 Indicating/Recording Systems | Standby Flight Instruments | No | No | A | A |
| | ATA 32 Landing Gear | Semi-Levered Gear | No | No | A | A |
| | ATA 57 Wings | Raked wingtips | No | No | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777-300 to the 777-300ER, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300 TO RELATED AIRCRAFT: 777-300ER | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|----------------------|-------------------|---------------------|----------------------|-----------------|-----------------|
| | Preflight Inspection | Semi-Levered Gear | No | No | A | A |

This Design Differences table, from the 777-300 to the 777F, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300 | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|--|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777F | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG Flap Limit Speeds | No | No | A | A |
| | ATA 21 Air Conditioning | Controls and Indications Alternate Ventilation APU to Pack Takeoff | No | Yes | A | A |
| | ATA 23 Communications | Cargo Interphone Cargo Compartment Alert System | No | No | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 26 Fire Protection | Cargo Compartment Fire Extinguishing | No | Yes | A | A |
| | ATA 27 Flight Controls | Tail Strike Protection | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity | No | No | A | A |
| | ATA 31 Indicating/Recording Systems | Standby Flight Instruments Ground Maneuver Camera and Lights | No | Yes | A | A |
| | ATA 32 Landing Gear | Tail Skid | No | Yes | A | A |

| FROM BASE AIRCRAFT: 777-300 TO RELATED AIRCRAFT: 777F | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|--|-------------|--------------|----------|----------|
| | ATA 33 Lights | Controls | No | No | A | A |
| | ATA 35 Oxygen | Controls | No | No | A | A |
| | ATA 50 Cargo and Accessory Compartments | Main Deck Cargo | No | No | A | A |
| | ATA 52 Doors | Entry Doors Overwing Slides Flight Deck Door Cargo Door | No | Yes | A | A |
| | ATA 57 Wings | Raked Wingtips | No | No | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777-300 to the 777F, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300 TO RELATED AIRCRAFT: 777F | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|----------------------|--|-----------------|------------------|-----------------|-----------------|
| | Preflight Inspection | Tail Skid Overwing Slides Cargo Door | No | Yes | A | A |
| | Taxi | Ground Maneuver Camera and Lights | No | Yes | A | A |

This Design Differences table, from the 777-300ER to the 777-200, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300ER | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|--|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-200 | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG M _{MO} Flap Limit Speeds | No | No | A | A |
| | ATA 21 Air Conditioning | APU to Pack Takeoff | No | Yes | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 27 Flight Controls | Tail Strike Protection | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity | No | No | A | A |
| | ATA 31 Indicating/Recording Systems | Standby Flight Instruments Ground Maneuver Camera and Lights | No | Yes | A | A |
| | ATA 32 Landing Gear | Semi-Levered Gear Tail Skid | No | Yes | A | A |
| | ATA 52 Doors | Entry Doors Overwing Slides | No | Yes | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777-300ER to the 777-200, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300ER TO RELATED AIRCRAFT: 777-200 | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|----------------------|---|-----------------|------------------|-----------------|-----------------|
| | Preflight Inspection | Semi-Levered Gear Tail Skid Overwing Slides | No | Yes | A | A |
| | Taxi | Ground Maneuver Camera and Lights | No | Yes | A | A |

This Design Differences table, from the 777-300ER to the 777-200LR, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300ER TO RELATED AIRCRAFT: 777-200LR | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---|--------------------------------------|----------|-----------|----------|----------|
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG | No | No | A | A |
| | ATA 28 Fuel | Auxiliary Fuel Tanks | No | Yes | A | A |
| | ATA 31 Indicating/Recording Systems | Ground Maneuver Camera and Lights | No | Yes | A | A |
| | ATA 32 Landing Gear | Semi-Levered Gear Tail Skid | No | Yes | A | A |
| | ATA 52 Doors | Entry Doors Overwing Slides | No | Yes | A | A |

This Maneuver Differences table, from the 777-300ER to the 777-200LR, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300ER TO RELATED AIRCRAFT: 777-200LR | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|----------------------|---|---------------------|----------------------|-----------------|-----------------|
| | Preflight Inspection | Semi-Levered Gear Tail Skid Overwing Slides | No | Yes | A | A |
| | Taxi | Ground Maneuver Camera and Lights | No | Yes | A | A |

This Design Differences table, from the 777-300ER to the 777-300, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300ER | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|--------------------------------------|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-300 | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG Flap Placard Speeds | No | No | A | A |
| | ATA 21 Air Conditioning | APU to Pack Takeoff | No | Yes | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 27 Flight Controls | Tail Strike Protection | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity | No | No | A | A |
| | ATA 31 Indicating/Recording Systems | Standby Flight Instruments | No | No | A | A |
| | ATA 32 Landing Gear | Semi-Levered Gear | No | No | A | A |
| | ATA 57 Wings | Raked Wingtips | No | No | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777-300ER to the 777-300 was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300ER TO RELATED AIRCRAFT: 777-300 | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|----------------------|-------------------|---------------------|----------------------|-----------------|-----------------|
| | Preflight Inspection | Semi-Levered Gear | No | No | A | A |

This Design Differences table, from the 777-300ER to the 777F, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300ER | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|--|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777F | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG | No | No | A | A |
| | ATA 21 Air Conditioning | Controls and Indications Alternate Ventilation | No | Yes | A | A |
| | ATA 23 Communications | Cargo Interphone Cargo Compartment Alert System | No | No | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 26 Fire Protection | Cargo Compartment Fire Extinguishing | No | Yes | A | A |
| | ATA 31 Indicating/Recording Systems | Ground Maneuver Camera and Lights | No | Yes | A | A |
| | ATA 32 Landing Gear | Semi-Levered Gear Tail Skid | No | Yes | A | A |
| | ATA 33 Lights | Controls | No | No | A | A |
| | ATA 35 Oxygen | Controls | No | No | A | A |

| FROM BASE AIRCRAFT: 777-300ER TO RELATED AIRCRAFT: 777F | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|--|-------------|--------------|----------|----------|
| | ATA 50 Cargo and Accessory Compartments | Main Deck Cargo | No | No | A | A |
| | ATA 52 Doors | Entry Doors Overwing Slides Cargo Door | No | Yes | A | A |

This Maneuver Differences table, from the 777-300ER to the 777F, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777-300ER TO RELATED AIRCRAFT: 777F | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|----------------------|--|---------------------|----------------------|-----------------|-----------------|
| | Preflight Inspection | Overwing Slides Cargo Door Tail Skid | No | Yes | A | A |
| | Taxi | Ground Maneuver Camera and Lights | No | Yes | A | A |

This Design Differences table, from the 777F to the 777-200, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777F | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---|--|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-200 | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG M _{MO} Flap Limit Speeds | No | No | A | A |
| | ATA 21 Air Conditioning | Controls and Indications Alternate Ventilation APU to Pack Takeoff | No | Yes | A | A |
| | ATA 23 Communications | Cargo Interphone Cargo Compartment Alert System | No | No | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 26 Fire Protection | Cargo Compartment Fire Extinguishing | No | Yes | A | A |
| | ATA 27 Flight Controls | Tail Strike Protection | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity | No | No | A | A |
| | ATA 31 Indicating/Recording Systems | Standby Flight Instruments | No | No | A | A |

| FROM BASE AIRCRAFT: 777F TO RELATED AIRCRAFT: 777-200 | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|---|----------|-----------|----------|----------|
| | ATA 33 Lights | Controls | No | No | A | A |
| | ATA 35 Oxygen | Controls | No | No | A | A |
| | ATA 50 Cargo and Accessory Compartments | Main Deck Cargo | No | No | A | A |
| | ATA 52 Doors | Entry Doors Flight Deck Door Cargo Door | No | Yes | A | A |
| | ATA 57 Wings | Raked Wingtips | No | No | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777F to the 777-200, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777F TO RELATED AIRCRAFT: 777-200 | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|----------------------|----------------|---------------------|----------------------|-----------------|-----------------|
| | Preflight Inspection | Cargo Door | No | Yes | A | A |

This Design Differences table, from the 777F to the 777-200LR, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777F | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---|--|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-200LR | | | | | | |
| | Limitations | Weight and CG | No | No | A | A |
| | ATA 21 Air Conditioning | Controls and Indications Alternate Ventilation | No | Yes | A | A |
| | ATA 23 Communications | Cargo Interphone Cargo Compartment Alert System | No | No | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 26 Fire Protection | Cargo Compartment Fire Extinguishing | No | Yes | A | A |
| | ATA 28 Fuel | Auxiliary Fuel Tanks | No | Yes | A | A |
| | ATA 33 Lights | Controls | No | No | A | A |
| | ATA 35 Oxygen | Controls | No | No | A | A |
| | ATA 50 Cargo and Accessory Compartments | Main Deck Cargo | No | No | A | A |
| | ATA 52 Doors | Entry Doors Flight Deck Door Cargo Door | No | No | A | A |

This Maneuver Differences table, from the 777F to the 777-200LR, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777F TO RELATED AIRCRAFT: 777-200LR | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|----------------------|----------------|---------------------|----------------------|-----------------|-----------------|
| | Preflight Inspection | Cargo Door | No | Yes | A | A |

This Design Differences table, from the 777F to the 777-300 was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777F | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---|--|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-300 | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG Flap Limit Speeds | No | No | A | A |
| | ATA 21 Air Conditioning | Controls and Indications Alternate Ventilation APU to Pack Takeoff | No | Yes | A | A |
| | ATA 23 Communications | Cargo Interphone Cargo Compartment Alert System | No | No | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 26 Fire Protection | Cargo Compartment Fire Extinguishing | No | Yes | A | A |
| | ATA 27 Flight Controls | Tail Strike Protection | No | No | A | A |
| | ATA 28 Fuel | Fuel Capacity | No | No | A | A |
| | ATA 31 Indicating/Recording Systems | Standby Flight Instruments Ground Maneuver Camera and Lights | No | Yes | B | B |
| | ATA 32 Landing Gear | Tail Skid | No | Yes | A | A |

| FROM BASE AIRCRAFT: 777F TO RELATED AIRCRAFT: 777-300 | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|--|----------|-----------|----------|----------|
| | ATA 33 Lights | Controls | No | No | A | A |
| | ATA 35 Oxygen | Controls | No | No | A | A |
| | ATA 50 Cargo and Accessory Compartments | Main Deck Cargo | No | No | A | A |
| | ATA 52 Doors | Entry Doors Overwing Slides Flight Deck Door Cargo Door | No | Yes | A | A |
| | ATA 57 Wings | Raked Wingtips | No | No | A | A |
| | ATA 71 Powerplant | Indications and Procedures | No | Yes | A | A |

This Maneuver Differences table, from the 777F to the 777-300, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777F TO RELATED AIRCRAFT: 777-300 | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|----------------------|--|---------------------|----------------------|-----------------|-----------------|
| | Preflight Inspection | Tail Skid Overwing Slides Cargo Door | No | Yes | A | A |
| | Taxi | Ground Maneuver Camera and Lights | No | Yes | B | B |

This Design Differences table, from the 777F to the 777-300ER, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777F | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---|--|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-300ER | | | | | | |
| | Dimensions | General | No | No | A | A |
| | Limitations | Weight and CG | No | No | A | A |
| | ATA 21 Air Conditioning | Controls and Indications Alternate Ventilation | No | Yes | A | A |
| | ATA 23 Communications | Cargo Interphone Cargo Compartment Alert System | No | No | A | A |
| | ATA 24 Electrical Power | Controls | No | No | A | A |
| | ATA 26 Fire Protection | Cargo Compartment Fire Extinguishing | No | Yes | A | A |
| | ATA 31 Indicating/Recording Systems | Ground Maneuver Camera and Lights | No | Yes | B | B |
| | ATA 32 Landing Gear | Semi-Levered Gear Tail Skid | No | Yes | A | A |
| | ATA 33 Lights | Controls | No | No | A | A |
| | ATA 35 Oxygen | Controls | No | No | A | A |

| FROM BASE AIRCRAFT: 777F TO RELATED AIRCRAFT: 777-300ER | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|---|--|---------------------|----------------------|-----------------|-----------------|
| | ATA 50 Cargo and Accessory Compartments | Main Deck Cargo | No | No | A | A |
| | ATA 52 Doors | Entry Doors Overwing Slides Cargo Door | No | Yes | A | A |

This Maneuver Differences table, from the 777F to the 777-300ER, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 777F TO RELATED AIRCRAFT: 777-300ER | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|--|----------------------|--|---------------------|----------------------|-----------------|-----------------|
| | Preflight Inspection | Overwing Slides Cargo Door Tail Skid | No | Yes | A | A |
| | Taxi | Ground Maneuver Camera and Lights | No | Yes | B | B |

This Design Differences table, from the 787-8 to the 777-300ER, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 787-8 | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|----------------------------|---|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-300ER | General | Long Range | No | No | A | A |
| | Dimensions | General | No | No | A | A |
| | Flight Deck | Flight Deck Arrangement | No | No | A | A |
| | Cabin | 777 max passenger capacity is variable by customer choice | No | No | A | A |
| | Cargo | Bulk Cargo | No | No | A | A |
| | Limitations | Weight/CG Difference Speeds | No | Yes | A | A |
| | ATA 21 Air Conditioning | Controls and Indicators Packs Alternate Ventilation Equipment Cooling Cargo Heat System | No | Yes | B | B |
| | ATA 22 Autoflight | Mode Control Panel (MCP) AFDS Flight Mode Annunciations Automatic Flight Approach and Landing | No | Yes | B | B |

| FROM BASE AIRCRAFT: 787-8 TO RELATED AIRCRAFT: 777-300ER | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---------------------------------|---|-------------|--------------|----------|----------|
| | ATA 23 Communications | Controls and Indicators <ul style="list-style-type: none"> • VHF, HF, SATCOM, PA, Cabin/Flight and Service Interphone • Control Panel | No | Yes | B | B |
| | ATA 24 Electrical Power | Electrical Control Panel AC Electrical AC Electrical Power Distribution Battery/Standby Power System Autoland | No | Yes | B | B |
| | ATA 25 Equipment/Furnishings | Flight Deck General Arrangement Emergency Evacuation Panel | No | Yes | A | A |
| | ATA 26 Fire Protection | APU Fire Controls and Indicators Cargo Fire Controls and Indicators | No | Yes | A | A |
| | ATA 27 Flight Controls | Primary Flight Control Surfaces Flight Control Systems Envelope Protection Stabilizer Trim Trim Indicators Thrust Asymmetry Compensation Load Relief Alternate Flap Operation Cruise Flaps System | No | Yes | A | A |

| FROM BASE AIRCRAFT: 787-8 TO RELATED AIRCRAFT: 777-300ER | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---|--|-------------|--------------|----------|----------|
| | ATA 28 Fuel | Fuel Tanks (NGS) Controls and Indicators: Fuel Pumps | No | Yes | B | B |
| | ATA 29 Hydraulic Power | Controls and Indicators Hydraulic Systems Center Hydraulic System | No | Yes | A | A |
| | ATA 30 Ice and Rain Protection | Wiper Panel Wing Anti-Ice | No | Yes | A | A |
| | ATA 31 Indicating/Recording Systems | EFIS Control Panel PFD/ND Controls NM Display Select Panel (DSP) Inboard Display Controls Instrument Source Selectors Cursor Control (VSD) Standby Flight Instruments Head-Up Display (HUD) | No | Yes | C | C |
| | ATA 32 Landing Gear | Main Gear Nose Wheel Steering Tiller Brakes | No | Yes | A | A |
| | ATA 34 Navigation | Control Display Unit Flight Management System Air Data Inertial Reference System (ADIRU) Transponder Panel Weather Radar Control Panel | No | Yes | B | B |

| FROM BASE AIRCRAFT: 787-8 | DESIGN | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|---------------------------------------|-------------------------|---------------------|----------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-300ER | | | | | | |
| | ATA 36 Pneumatic | Bleed Air Control Panel | No | No | A | A |
| | ATA 49 Airborne Auxiliary Power | System Operation | No | No | A | A |
| | ATA 52 Doors | Doors | No | No | A | A |
| | ATA 71 Powerplant | Engines | No | Yes | A | A |
| | ATA 73 Engine Fuel and Control | EEC System | No | No | A | A |
| | ATA 77 Engine Indicating | Indicators | No | Yes | B | B |
| | ATA 80 Starting | Controls and Indicators | No | Yes | B | B |

This Maneuver Differences table, from the 787-8 to the 777-300ER, was proposed by Boeing and validated by the FSB. It lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

| FROM BASE AIRCRAFT: 787-8 | MANEUVER | REMARKS | FLT CHAR | PROC CHNG | TRAINING | CHECKING |
|---|-------------------------------|---|-----------------|------------------|-----------------|-----------------|
| TO RELATED AIRCRAFT: 777-300ER | Exterior Preflight | Minor differences | No | No | A | A |
| | Preflight Procedures | Minor Differences due to systems | No | Yes | A | A |
| | Before Start Procedures | Minor differences | No | Yes | B | B |
| | Taxi | Minor differences (Airport Map on EFB) | No | Yes | B | B |
| | Engine Failure/V ₁ | Minor differences (TAC off) | No | No | D | D |
| | Go-Around (All Engines) | Minor differences (TOGA to LNAV optional) | No | Yes | A | A |
| | ILS Engine Inoperative | Minor differences (TAC off) | No | No | D | D |
| | Go-Around | Minor differences (TAC off) | No | No | D | D |
| | Manual Landing (One Engine) | Minor differences (TAC off) | No | No | D | D |
| | Non-ILS approach | Minor differences (No Integrated Approach Navigation) | No | Yes | A | A |