

MANOEUVRING SPEEDS & FLAP RETRACTION SCHEDULE MODEL 777-300ER

**VREF
(KIAS)**

WEIGHT	FLAP 30	FLAP 25	FLAP 20
750,000	182	187	194
730,000	179	184	191
710,000	176	181	188
690,000	174	178	185
670,000	171	175	182
650,000	168	173	179
630,000	166	171	177
610,000	164	169	175
590,000	162	167	173
570,000	160	165	171
550,000	158	163	169
530,000	153	160	166
510,000	150	157	163
490,000	147	154	160
470,000	144	151	157
450,000	141	148	154
430,000	136	142	148
410,000	134	139	145
390,000	132	137	142
370,000	130	135	139
350,000	128	133	137

FLAP	MANOEUVRE SPEED
UP	VREF 30 + 90
1	VREF 30 + 70
5	VREF 30 + 50
15	VREF30 + 20
20	VREF20
25	VREF 25
30	VREF30

The above are the ideal Vref speeds for the 777-300ER. An average landing will have a nose up pitch no more than two degrees. Follow this chart based on your plane's weight

**OPTIMUM / MAXIMUM ALTITUDES
(MACH 0.84 CRUISE)**

WEIGHT (1000 LBS)	OPTIMUM (100 FT)	MAXIMUM (100 FT)
750	280	320
730	290	330
710	295	335
690	300	340
670	305	345
650	310	350
630	315	355
610	320	360
590	330	370
570	340	380
550	350	390
530	360	400
510	370	410
490	380	420
470	390	430
450	400	430
430	410	430
410	420	430
390	430	430
370	430	430
350	430	430

This data table represents the most efficient cruising altitude, and maximum cruising altitude when at a certain amount of weight.

TAKEOFF / CLIMB / CRUISE DATA MODEL 777-300ER

This data table should be followed when climbing and taking off. During climb, reduce thrust to save fuel

REFERENCE THRUST**(ISA DE-RATE)**

WEIGHT	TAKEOFF	CLIMB
(1000 lbs)	N1	N1
750	100.0	94.0
730	99.5	93.5
710	99.0	93.0
690	98.5	92.5
610	96.0	92.0
650	97.5	91.5
630	97.0	91.0
610	96.5	91.0
590	96.0	90.5
570	95.0	90.0
550	94.0	89.5
530	93.0	89.0
510	92.0	88.5
490	91.0	88.0
470	90.0	88.0
450	90.0	88.0
430	90.0	88.0
410	90.0	88.0
390	90.0	88.0
370	90.0	88.0
350	90.0	88.0