

# BOEING 777-300ER

DETAILED CHECKLIST



## PRE FLIGHT PROCEDURES

PARKING BRAKE .....SET  
BATTERY SWITCH .....ON  
PRIM FLIGHT COMPUTERS .....AUTO, GRD CLOSED  
THRUST ASYMM COMPENSATION .....AUTO  
APU GEN SWITCH .....ON  
IFE/PASS SEATS .....ON  
CABIN/UTILITY .....ON  
L + R BUS TIE SWITCHES .....AUTO  
L + R GENERATOR CONTROL SWITCHES .....ON  
BACKUP GENERATOR SWITCHES .....ON  
APU SELECTOR .....START >ON  
NAV LIGHTS .....ON  
EXTERIOR LIGHTS .....AS REQUIRED  
COCKPIT LIGHTS .....AS REQUIRED  
EMERG EXIT LIGHTS .....ARMED, GRD CLOSED  
L + R PACK CONTROL SWITCHES .....AUTO  
ADIRU .....ON  
FMC .....INIT POSITION

## COCKPIT PREPARATION CHECKLIST

WINDOW HEAT .....ON  
PRIMARY L + R ENG HYDR PUMPS .....ON  
PRIMARY C1 + C2 ELEC HYDR PUMPS .....OFF  
L-C1-C2-R DEMAND HYDR PUMP SELECTORS .....OFF  
NO SMOKING SIGNS .....AUTO/ON  
SEAT BELTS SIGNS .....AUTO/ON  
EEC MODE SWITCHES .....NORM  
ENGINE START SELECTORS .....NORM  
AUTOSTART SWITCH .....ON  
LEFT FWD FUEL PUMP .....ON (PRESS-LIGHT OFF)  
ANTI-ICE .....AS REQUIRED  
EQUIP COOLING .....AUTO  
GASPER SWITCH .....ON  
RECIRC FANS .....ON  
FTL DECK TEMP CNTROLS .....AS REQUIRED  
L + R PACK CONTROL SWITCHES .....AUTO  
L + R TRIM AIR SWITCHES .....ON  
L-C-R ISOLATION VALVES .....AUTO  
ENG + APU BLEED AIR .....ON / AUTO  
PRESSURIZATION PANEL .....SET / AUTO

### Request Flight Plan Clearance

ATIS .....RECIEVED  
FMC .....PROGRAMM  
MCP: IAS - HDG - ALT .....SET  
F/D .....ON  
A/T .....CHECK ARMED  
LNAV .....AS REQUIRED  
VNAV .....AS REQUIRED  
FLIGHT INSTRUMENTS .....SET, NO FLAGS  
AUTOBRAKE .....RTO

COMM / AUDIO PANEL .....SET  
TRANSPONDER / TCAS .....SET / TEST  
AILERON + RUDDER TRIM .....SET 0 UNITS  
TAKEOFF BRIEFING .....COMPLETE

## BEFORE START

### Request Pushback & Startup Clearance & Start Newsky Flight

DOORS .....CLOSED  
GROUND EQUIPMENT .....DISCONNECTED  
R ELEC DEMAND HYDR PUMP .....AUTO  
PRIMARY C1 + C2 ELEC HYDR PUMPS .....ON  
L ELEC DEMAND HYDR PUMP .....AUTO  
C1 + C2 AIR DEMAND HYDR PUMPS .....AUTO  
L + R FUEL PUMPS .....ALL ON  
L + R CENTER FUEL PUMPS .....AS REQUIRED  
PASSENGER SIGNS .....ON  
BEACON .....ON  
RECALL .....PUSH

## BEFORE START

ENGINE AREA .....CLEAR  
SEC DISPLAY UNIT .....ENGINE  
ENGINE START .....ANNOUNCE  
ENGINE 1 START SELECTOR .....START  
ENGINE 1 FUEL CONTROL LEVER .....RUN  
ENGINE 2 START SELECTOR .....START  
ENGINE 2 FUEL CONTROL LEVER .....RUN

## BEFORE TAXI

L + R GENERATORS .....ON (LIGHTS OFF)  
APU SELECTOR .....OFF  
ENG START SELECTORS .....NORM  
L + R PACK CONTROL SWTCHS .....AUTO (LIGHTS OFF)  
L-C-R ISOLATION VALVES .....AUTO (LIGHTS OFF)  
ENG BLEED AIR .....ON (LIGHTS OFF)  
FLAPS .....SET \_\_\_ CONFIRM  
STABILIZER TRIM .....SET \_\_\_ UNITS  
FLIGHT CONTROLS .....FREE AND CORRECT  
RECALL .....CHECK  
LOWER DISPLAY UNIT .....OFF  
ANTI-ICE .....AS REQUIRED

### Request Taxi Clearance

TAXI LIGHTS .....ON  
RWY TURN-OFF LIGHTS .....AS REQUIRED

## TAXI

TAXI to runway .....SPEED Max. 20 knots  
BRKS/GYRO/TURN COORDINATOR .....CHECK during taxi

## BEFORE TAKE-OFF

PARKING BRAKE .....SET  
CABIN LIGHTS .....AS REQUIRED  
FLIGHT INSTRUMENTS .....CHECK  
ENGINE INSTRUMENTS .....CHECK  
TAKE-OFF DATA .....(V1, VR, V2) CHECK  
NAV EQUIPMENT .....CHECK

### Request Takeoff Clearance

This checklist is for simulation purposes only and should not be used for real-world aviation operations.  
[cometjet.eu](http://cometjet.eu)

# COMET JET

LANDING LIGHTS .....ON  
STROBE LIGHT .....ON  
TRANSPONDER .....TA/RA  
TFC .....PUSH ON  
CLOCK..... START

## AFTER TAKEOFF

LANDING GEAR .....UP  
FLAPS .....RAISE ON SCHEDULE  
AUTOPILOT .....AS REQUIRED  
RWY TURNOFF AND TAXI LIGHTS .....OFF  
ANTI-ICE .....AS REQUIRED

## CLIMB

### PASSING TRANSITION ALTITUDE

ALTIMETER .....PUSH TO SET STD  
BELOW 10000 FT .....MAX 250 KIAS

**Passing 10'000 ft**

LANDING LIGHTS .....OFF  
SEAT BELT SIGNS .....AUTO  
ANTI-ICE .....AS REQUIRED

## CRUISE & DESCENT PREPARATION

ENGINE AND INSTRUMENTS .....MONITOR  
FUEL QUANTITY .....CHECK  
LIGHTS .....AS REQUIRED

**40NM BEFORE T.O.D.**

ATIS / AIRPORT INFORMATION .....CHECK  
ALTIMETER .....CHECK  
RADIOS .....SET  
MCP ALTITUDE .....RESET  
FMC APPR SPEED REF .....SET

## DESCENT & APPROACH

RECALL .....REVIEW, CHECK  
AUTOBRAKE .....SET

### LANDING DATA:

VREF .....VERIFY / SET  
RADIO ALT / BARO MIN .....SET, CHECK  
ANTI-ICE .....AS REQUIRED  
APPROACH BRIEFING .....COMPLETE

### PASSING TRANSITION ALTITUDE

ALTIMETER .....RESET TO LOCAL

**BELOW 10'000 ft**

SPEED .....250 KIAS  
LANDING LIGHTS .....ON  
SEAT BELT SIGNS .....ON

## LANDING

CABIN CREW .....ADVISED  
FLAPS .....EXTEND AS NEEDED  
APP MODE .....ARM ON LOC INTERCEPT

### GLIDESLOPE ALIVE:

LANDING GEAR .....DOWN  
FLAPS .....20  
SPEEDBRAKE .....ARMED  
LANDING FLAPS .....SET

## SHUTDOWN

PARKING BRAKE .....SET  
APU .....VERIFY RUNNING  
FUEL CONTROL SWITCHES .....CUTOFF  
SEAT BELT SIGNS .....OFF  
LEFT ELECTRIC DEMAND PUMP .....OFF  
C1 & C2 ELECTRIC PUMPS .....OFF  
L & R ELEC DEMAND HYDR PUMP .....OFF  
FUEL PUMP SWITCHES .....OFF  
BEACON LIGHT .....OFF  
FLIGHT DIRECTORS .....OFF  
AUTOTHROTTLE .....DISARM  
TRANSPONDER MODE .....STANDBY  
APU SELECTOR .....AS NEEDED

THE BOEING 777-300ER (B773ER) IS A TWIN-ENGINE, LONG-RANGE, WIDE-BODY AIRLINER DESIGNED FOR HIGH-CAPACITY, ULTRA-LONG-HAUL OPERATIONS, ACCOMMODATING 360-396 PASSENGERS IN A TYPICAL TWO- OR THREE-CLASS CONFIGURATION. THIS REFERENCE TEXT PROVIDES COMPREHENSIVE TECHNICAL DETAILS AND SAFETY PROCEDURES, TAILORED FOR PILOTS AND TECHNICIANS, REFLECTING POST-2022 STANDARDS AND OPERATIONAL INSIGHTS.

THE AIRFRAME MEASURES 73.86 M IN LENGTH, 64.80 M IN WINGSPAN, AND 18.51 M IN HEIGHT, CONSTRUCTED WITH 50% ADVANCED MATERIALS INCLUDING COMPOSITES AND TITANIUM. THE OPERATING EMPTY WEIGHT (OEW) IS APPROXIMATELY 167,800 KG, WITH A MAXIMUM TAKE-OFF WEIGHT (MTOW) OF 351,534 KG, A MAXIMUM LANDING WEIGHT (MLW) OF 251,290 KG, AND A MAXIMUM ZERO-FUEL WEIGHT (MZFW) OF 236,360 KG. FUEL CAPACITY REACHES 181,283 L (145,400 KG), ENABLING A RANGE OF 7,370 NAUTICAL MILES (13,650 KM). PRE-FLIGHT VERIFICATION OF WEIGHT, BALANCE, AND CENTER OF GRAVITY (CG) IS MANDATORY VIA THE FLIGHT MANAGEMENT SYSTEM (FMS).

PROPULSION IS PROVIDED BY TWO GENERAL ELECTRIC GE90-115B OR PRATT & WHITNEY PW4090 ENGINES, EACH DELIVERING UP TO 115,300 LBF OF THRUST WITH A BYPASS RATIO OF 9:1. CRUISE FUEL FLOW AVERAGES 10,500 KG/H AT MACH 0.84 AND FL350, WITH AN ENGINE TIME BETWEEN OVERHAULS (TBO) OF APPROXIMATELY 20,000 HOURS. PILOTS MUST CHECK THE FULL AUTHORITY DIGITAL ENGINE CONTROL (FADEC) STATUS AND CENTRAL FAULT DISPLAY SYSTEM (CFDS) FOR ANOMALIES DURING PRE-START AND ENGINE RUN-UP PHASES.

PERFORMANCE SPECIFICATIONS INCLUDE A CRUISE SPEED OF MACH 0.84, A MAXIMUM SPEED OF MACH 0.89, AND A SERVICE CEILING OF 43,100 FT. TAKE-OFF DISTANCE IS APPROXIMATELY 3,200 M (MTOW, ISA, SEA LEVEL), WHILE LANDING DISTANCE IS ABOUT 2,000 M (MLW, DRY CONDITIONS). THE REFERENCE SPEED (VREF) IS AROUND 145 KT AT MLW WITH FULL FLAPS. PILOTS ARE REQUIRED TO INPUT TAKE-OFF DATA INTO THE FMS AND CROSS-CHECK WITH THE QUICK REFERENCE HANDBOOK (QRH).

AVIONICS FEATURE HONEYWELL'S INTEGRATED AVIONICS SUITE, INCLUDING SIX 15.1" LCD DISPLAYS, DUAL FMS UNITS, INERTIAL REFERENCE SYSTEMS (IRS), GPS/SBAS, AND FLY-BY-WIRE ELEVATOR AND RUDDER CONTROL, SUPPORTING CAT IIIB AUTOLAND CAPABILITY. PRE-FLIGHT CHECKS INCLUDE CONFIRMING FMS INITIALIZATION, IRS ALIGNMENT, AND ELECTRONIC FLIGHT BAG (EFB) SYNCHRONIZATION. THE AIRCRAFT IS ETOPS-180 CERTIFIED, REQUIRING FUEL AND TIME CONTINGENCY PLANNING.

HYDRAULIC SYSTEMS OPERATE AT 3,000 PSI ACROSS THREE INDEPENDENT CIRCUITS, POWERED BY ENGINE-DRIVEN PUMPS AND AN ELECTRIC BACKUP PUMP. ELECTRICAL POWER IS SUPPLIED BY TWO 120 KVA GENERATOR SYSTEMS PER ENGINE AND A HAMILTON SUNDSTRAND APS5000 APU. CABIN PRESSURIZATION MAINTAINS AN EQUIVALENT OF 6,000 FT AT FL430 USING THREE AIR PACKS. PRE-FLIGHT VERIFICATION INCLUDES HYDRAULIC PRESSURE (3,000 ± 150 PSI), APU BUS TRANSFER, BATTERY VOLTAGE (>25V), AND CABIN PRESSURE CONTROLLER (CPC) STATUS.

SAFETY PROCEDURES EMPHASIZE ROBUST SYSTEM MONITORING AND EMERGENCY PREPAREDNESS. POST-2022 UPDATES INCLUDE ENHANCED MONITORING OF HYDRAULIC AND ELECTRICAL REDUNDANCIES, WITH REGULAR CHECKS OF BACKUP SYSTEMS DURING PRE-FLIGHT. MAINTENANCE REQUIRES LOGGING APU CYCLES (1,000-CYCLE INSPECTION), INSPECTING LANDING GEAR TIRES (400-420 PSI), AND REVIEWING CFDS FOR MINIMUM EQUIPMENT LIST (MEL) COMPLIANCE. EMERGENCY SYSTEMS COMPRISE EIGHT SLIDES, A 406 MHZ EMERGENCY LOCATOR TRANSMITTER (ELT), AND DUAL OXYGEN SUPPLY LINES, WITH PRE-FLIGHT VERIFICATION OF SLIDE ARMING AND OXYGEN PRESSURE.