Boeing 777-300 Achieves Historic Industry Certification

The longest commercial jetliner in aviation history, the Boeing 777-300, today earned type certification and received approval for 180-minute extended-range, twin-engine operations (ETOPS). This marks the first time any airplane manufacturer has received both approvals on the same day.

Today's type certification and validation came from the U.S. Federal Aviation Administration (FAA) and the European Joint Aviation Authorities (JAA). The JAA is the European counterpart of the FAA, and comprises the aviation regulatory authorities of 18 countries. The FAA gave its approval for ETOPS, a flight pattern that provides the traveling public with the most direct routing between transoceanic cities. The JAA is expected to approve 180-minute ETOPS later this month.

The certification formally recognizes that the 777-300 has successfully passed all of the stringent testing and safety requirements of the regulatory agencies and is ready to enter passenger service.

"Receiving type certification for the 777-300 says volumes about our product - its safety, reliability and performance," said Ron Ostrowski, vice president and general manager of the 777 program. "The 777-300 continues the legacy of the 777-200 by offering the same great features that set the 777 apart from other airplanes in its class - an open and spacious interior, large cargo compartments, fuel savings and a higher cruise speed and cruise altitude. All of this means better value to the airlines and increased safety, comfort and overall appeal to the flying public."

The 777-300 program was launched in June 1995, after the announcement at the 1995 Paris Air Show that four airlines - All Nippon Airways, Cathay Pacific Airways, Korean Air and Thai Airways International - intended to order 31 of the long-range twinjets.

The 777-300 is a high-capacity, stretched version of the newest wide-body twinjet from Boeing Commercial Airplane Group. It is 33 feet (10 meters) longer than the initial 777-200 model, for a total length of 242 feet, 4 inches (73.9 meters). As a result, the 777-300 carries 20 percent more passengers than the -200, for a total of 368 to 550, depending on the configuration.

The 777-300 can serve routes up to 5,600 nautical miles (10,370 kilometers). A typical route is Tokyo to Singapore, Honolulu to Seoul or San Francisco to Tokyo.

Maximum takeoff weight is 660,000 pounds (299,370 kilograms). Maximum fuel capacity is 45,220 gallons (171,170 liters).

Engine options are the same as those offered for the 777-200ER. They include the Rolls-Royce Trent 892, General Electric GE90-92B and the Pratt & Whitney PW4090. In addition, Pratt & Whitney offers a higher-thrust engine, the PW4098.

Launch customer Cathay Pacific Airways of Hong Kong will take delivery of the first 777-300 later this month. Upon delivery of the first 777-300, the 777 family of airplanes will provide the unparalleled level of flexibility, economy and capability originally envisioned with the launch of the 777 program in 1990.

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