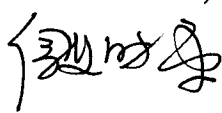


型号认可证数据单
THE VALIDATION DATA SHEET

编号/No: VTC0053A
版次/Revision: 2
型号/Type: 777-200
777F
777-300ER
批准人/Approved By:

日期/Date: 2011 年 6 月 21 日

本数据单是型号认可证(编号: VTC0053A)的组成部分, 它规定了符合中国民用航空局的适航要求所颁发此型号认可证的产品状态和限制。

This data sheet, which is part of Validation of Type Certificate (No: VTC0053A) , prescribes condition and limitation under which the product for which the type certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

型号认可证持有人/Validation of Type Certificate Holder:

The Boeing Company
P.O.BOX 3707
Seattle, WA 98124-2207

有效页清单/List of effective pages :

页数/ Pages	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
版次/Revision	2	2	2	2	0	0	0	0	1	0	0	0	1	2	2
页数/ Pages	16	17	18	19	20										
版次/Revision	2	2	2	2	2										

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第 1 部分 总则（所有型别）

SECTION 1 GENERAL(ALL MODELS)

1. CAAC 认可数据单和型号合格证数据单

CAAC Validation Data Sheet and Type Certificate Data Sheet

	中国民用航空局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前/ Current	VTC0053A 2 2011/06/21	FAA T00001SE Revision 25 2009/7/28
历史/ History	VTC053A 1 2009/08/06	FAA T00001SE Revision 24 2009/4/24
历史/ History	VTC053A 0 2009/03/27	FAA T00001SE Revision 23 2009/3/2
历史/ History		FAA T00001SE Revision 2 1995/4/19

2. 适航类别/Airworthiness Category: 运输类航空器/ Transport Category aircraft

3. 认可当局/Validation Authority: 中国民用航空局/CAAC
 审定当局/Certifying Authority: 美国联邦航空局/FAA

4. 型号合格证持有人/Type Certificate Holder: The Boeing Company,
 P.O.BOX 3707,
 Seattle, WA 98124-2207

5. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 FAA 的审定基础（见 FAA 型号合格证数据单：编号 T00001SE）和 CAAC 的附加技术条件组成。

The CAAC validation basis consists of the FAA certification basis (refer to FAA Type Certificate Data Sheet No. T00001SE) and the CAAC additional technical conditions.

6. ETOPS: 777-200、777F : 180 分钟/180 minutes
 777-300ER: 207 分钟/207 minutes

7. 中国民用航空局特殊要求/CAAC Special Requirements

交付到中国的每一架特定的航空器须满足下述特殊要求：

Each of specific aircraft delivered to China shall meet the following Special Requirements:

- (1) 符合所有适用的 FAA 颁布的适航指令；
All applicable airworthiness directives (ADs) issued by the FAA shall be complied with.
- (2) 按 CAAC 适航指令 CAD97-MULT-38 的要求，安装快速存取记录器（QAR）；
Per CAAC Airworthiness Directive CAD97-MULT-38, the Quick Access Recorder (QAR) shall be installed.
- (3) 根据 CCCAR121.301(d),高度测量单位应至少采用米制；
Per CCAR 121.301(d), the altimeter measure unit shall be indicated in meter at least.
- (4) 确定中国国标 3 号燃油（GB6537-94）的使用条件；
Operational condition for the P.R.C. JET fuel No.3 (GB 6537-94) shall be defined.
- (5) 标记要求/Placard Requirements:

(a) 根据 CCAR21.29(5): 机上所有对旅客进行的提示、警告和通知的文字标记和标牌; 机上所有向旅客或机外营救人员指示应急出口和门的位置以及开启方法的文字标记和标牌; 旅客可能使用的机上所有应急设备的操作、使用说明应当至少有中文表述;

Per CCAR 21.29 (5), all on-board placard and marking for awareness, warning, and note to the passenger; all on-board placard and marking for opening method and location indication of the emergency exit and door to passenger and outside rescuer; and all operational instructions for on-board emergency equipments possible operated by passengers shall be presented in Chinese at least.

(b) 中文字符的大小应当符合 CCA R § 25.811(e)(4)(iii)和 CCAR § 25.812 的适用要求;

The dimension of the Chinese characters shall comply with the provision of the CCAR § 25.811 (e) (4) (iii) and CCAR § 25.812 as applicable.

(c) 以上规定之外的中文标记标牌, 在飞机交付之前或交付时须由 CAAC 接受或批准。

Other placard and marking in Chinese, if any, shall be accepted or approved by the CAAC before or at the moment of the aircraft delivery.

第 2 部分/SECTION 2: 777-200

I. 总则/General

- | | |
|--------------------------------------|---|
| 1. 衍生型/Variant or Model: | 777-200 |
| 2. 适航类别/Airworthiness Category: | 运输类航空器/Transport category Aircraft |
| 3. 型号合格证持有人/Type Certificate Holder: | The Boeing Company
PO Box 3707
Seattle, WA 98124-2207 |
| 4. FAA 批准日期/FAA Approved Date: | 1995.04.19/19 Apr. 1995 |
| 5. 国家批准日期/CAAC Approved Date: | 1995.12.26/26 Dec. 1995 |

II. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 FAA 的审定基础(详见 FAA 型号合格证数据单: 编号 T00001SE 中的 777-200 型别部分的审定基础)和 CAAC 的附加技术条件组成。

The CAAC validation basis consists of the FAA certification basis (refer to the certification basis of model 777-200 in FAA Type Certificate Data Sheet No. T00001SE) and the CAAC additional technical conditions.

III. 技术特征和运行限制/Technical Characteristics and Operational Limitations

发动机/Engines: 2 台普惠 PW4090 型别的涡扇发动机。/ 2 Pratt and Whitney Turbofan Model: PW4090
(发动机认可型号合格证 VTC 075E/ Engine Validation Type Certificate VTC 075E)
2 台通用 GE90-90B 型别的涡扇发动机/2 General Electric Turbofan Model: GE90-90B
(发动机认可型号合格证 VTC0054E / Engine Validation Type Certificate VTC0054E)

燃油/Fuel: 普惠发动机的燃油: 符合规范 ASTM D-1655 Jet-A 级和 Jet A-1 级, MIL-T-5624 JP-5 级, MIL-T-83133 JP-8 级的燃油是可接受的。根据其他规范 (GB 6537-94/No.3) 生产的满足以上所列规范性能要求的燃油是可接受的。燃油及燃油添加剂必须符合普惠公司服务通告 2016 的经批准的最新版本。

Pratt and Whitney Engines: Fuels conforming to ASTM D-1655 grades Jet-A and Jet A-1, MIL-T-5624 grade JP-5, and MIL-T-83133 grade JP-8 are acceptable. Fuels produced to other specifications (GB 6537-94/No.3) and having properties meeting the requirements of the above specifications are acceptable. The fuel and any fuel additives must conform to the latest approved version of P&W Service Bulletin 2016.

通用发动机的燃油: 符合规范 ASTM D-1655 级 Jet-A 和 Jet A-1, MIL-T-5624 级 JP-5, MIL-T-83133 grade JP-8 的燃油以及根据其他规范 (GB 6537-94/No.3) 生产的满足以上所列规范性能要求的燃油是可接受的。燃油及燃油添加剂必须符合通用公司航空涡轮燃油规范 D50TF2 的经批准的最新版本。

General Electric Engines: Fuels conforming to ASTM D-1655 grades Jet-A and Jet A-1, MIL-T-5624 grade JP-5, and MIL-T-83133 grade JP-8, and Fuels produced to other specifications (GB 6537-94/No.3) and having properties meeting the requirements of the above specifications are acceptable. The fuel and any fuel additives must conform to the latest approved version of GE Aviation Turbine Fuels Specification D50TF2.

发动机额定值及使用限制/Engine Ratings & Operating Limits:

普惠发动机: 见 FAA 批准的飞行手册中发动机额定值和使用限制部分。如果 FAA 批准

的飞行手册中的限制部分允许, 当单发停车时, 正常 5 分钟起飞时间限制可以延长到 10 分钟。/ Pratt & Whitney Engines: See the FAA approved Flight Manual for engine ratings and operating limits. The normal 5 minute takeoff time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the FAA approved Airplane Flight Manual.

通用电气发动机: 发动机的额定值见 FAA 批准的飞行手册; 使用限制见 FAA 批准的飞行手册和注释 6。如果 FAA 批准的飞行手册中的限制部分允许, 当单发停车时, 正常 5 分钟起飞时间限制可以延长到 10 分钟。General Electric Engines: See the FAA approved Airplane Flight Manual for engine ratings. See the FAA approved Airplane Flight Manual and Note 6 for engine operating limits. The normal 5 minute takeoff time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the FAA approved Airplane Flight Manual.

空速限制/Airspeed Limits(IAS):

$V_{MO} / M_{MO} = 330\text{KIAS}/0.87\text{M}$.

其他的空速限制, 见适用的 FAA 批准的飞机飞行手册。

For other airspeed limits, see the appropriate FAA approved Airplane Flight Manual.

基准/Datum: 站位 0 位于机头前方 92.5 英寸处。

Sta 0.0, located 92.5 in forward of airplane nose(B.S.92.5).

平均气动弦长/ MAC: 278.51 英寸/ inches

重心范围/CG Range: 见适用的 FAA 批准的飞机飞行手册。

See the appropriate FAA approved Airplane Flight Manual.

水平测量设施/ Leveling Means:

在右侧机轮舱内有铅锤和测水平刻度盘。/ A plumb bob attachment and leveling provision scale are provided in the right hand body wheel well.

操纵面的运动/Control Surface Movements:

为保证飞机正常运行, 必须用合适的飞行控制系统调整装备仔细控制各操纵面的运动。因此飞机必须按照以下 FAA 批准的资料进行安装调整。/ To insure proper operation of the airplane, the movement of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplane must, therefore, be rigged according to the following FAA-approved data:

波音图纸号: / Boeing Drawing Numbers:

251W1001 安装说明书/ Rigging Instructions 横向操纵/ Lateral Control

251W2001 安装说明书/ Rigging Instructions 升降舵操纵/ Elevator Control

251W3001 安装说明书/ Rigging Instructions 方向舵操纵/ Rudder Control

251W4001 安装说明书/ Rigging Instructions 安定面配平操纵系统/ Stabilizer Trim Control System

256W2001 系统安装/ System Rigging 前缘缝翼/ Leading Edge Slat

256W3001 安装说明书/ Rigging Instructions 襟翼驱动系统/Drive System Flap Actuation

最大重量/Maximum Weights:

见适用的 FAA 批准的飞机飞行手册。

See the appropriate FAA approved Airplane Flight Manual.

审定维修要求/Certification Maintenance Requirements:

CMRs 列在波音维护计划资料文件 D622W001-9 的第 9 章节(第 9 章节经 FAA 批准), 或列在适用的发动机型号合格数据单中。这两份文件中更严厉的要求应当执行。/ The

CMRs are listed in either the FAA approved Section 9 of Boeing Maintenance Planning Data Document D622W001-9 or the applicable engine Type Certificate Data Sheet. The more restrictive requirement from these two documents shall be in force.

服务信息/ Service Information:

波音文件 D634W201 “777-200 结构修理手册” 是 FAA 批准的文件。服务通告和其他的服务信息当经过 FAA 批准时将具有起相同效应的声明。/ Boeing Document D634W201 "777-200 Structural Repair Manual" is FAA-approved. Service Bulletins and other service information when FAA-approved will carry a statement to that effect.

型别 产品序号/ Model Eligible serial numbers:

见 FAA 型号合格证数据单 T00001SE。
See the FAA TCDS T00001SE/

最小机组/Minimum Crew: 2 名飞行员:正驾驶和副驾驶/ Two (2): pilot and copilot

最大行李/货物/Maximum Baggage/Cargo:

见适用的重量与平衡手册。
See appropriate Weight and Balance Manual.

最大乘客数/Maximum Passengers: 440

燃油和滑油容量/Fuel and Oil Capacity:

见适用的重量与平衡手册。
See appropriate Weight and Balance Manual.

最低所需燃油/Minimum Required Fuel:

见适用的重量与平衡手册。/ See appropriate Weight and Balance Manual.

IV. 注释/Notes

注释/NOTE 1: 每架飞机初始取证适航证时和取证后的任何时候都必须有飞机当前的重量和平衡报告, 除非营运人有经 CAAC 批准的装载系统控制重量与平衡。/ A current Weight & Balance Report must be in each aircraft at the time of original airworthiness certification and at all times thereafter except in the case of an operator having a CAAC approved loading system for weight and balance control.

注释/NOTE 2: 飞机必须按照经 FAA 批准的飞行手册使用。凡是经 FAA 批准的飞行手册或 CAAC 运营规章或 CAAC 认可审定基础所要求的标牌都必须在飞机上安装。/ Airplane operation must be in accordance with the FAA Approved Airplane Flight Manual. All placards required by either FAA Approved Airplane Flight Manual, the CAAC operating rules, or the CAAC Validated Certification Basis must be installed in the airplane.

注释/NOTE 3: 所要求的结构检查和安全寿命件的更换时间列在波音文件 D622W001-9 中的第 9 章 FAA 批准的适航限制部分。检查间隔是根据波音文件 D101W801-36 中的曲线得来的。/ Required structural inspections and the retirement times for safe-life parts are listed in the FAA Approved Airworthiness Limitations Section (Section 9) of Boeing Document D622W001-9. The inspection intervals for those inspections are based upon the curves contained in Boeing Document D101W801-36.

注释/NOTE 4: 下列仅根据型号合格证生产的序列号飞机不得进入中国。/ The airplane of following Serial Numbers produced under Type Certificate only shall not be permitted to enter China:

777-200: 26916-26919, 26921, 26925, 26929, 26930, 26932, 26936, 27105, 27106, 27116, 27265

注释/NOTE 5: 根据 FAA 专用条件 25-ANM-84 对 777-200 型别的飞机进行了评估, 发现当飞机按照波音文件 D044W054 “777 型别飞机 ETOPS 构型、维护和程序” 使用时, 适合 180 分钟的双发延程飞行。该结论不形成实施 ETOPS 运行的批准。/ The Models 777-200 have been evaluated in accordance with FAA Special Conditions Number 25-ANM-84, and found suitable for 180-minute Extended Range Operations with Two-Engine Airplanes (ETOPS) operations when operated and maintained in accordance with Boeing Document D044W054 “Model 777 ETOPS Configuration, Maintenance, and Procedures.” This finding does not constitute approval to conduct ETOPS operations.

根据 2000 年 3 月 21 日 FAA ETOP 政策信函 EPL20-1 中的型号设计要求对 777-200 型别飞机进行了评估, 当飞机按照波音文件 D044W054 配置时批准 207 分钟 ETOPS。根据 FAA 政策信函的授权, 正常 ETOPS 运行时间为 180 分钟, 而 207 分钟最大备降时间的使用限制在根据每次飞行情况作例外处理。该结论不构成实施 207 分钟 ETOPS 运营的批准。/ The Models 777-200 have been evaluated in accordance with the type design requirements contained in FAA ETOPS Policy Letter EPL 20-1, dated March 21, 2000, and approved for 207-minute ETOPS when configured in accordance with Boeing Document D044W054. The use of 207-minute maximum diversion time is limited to a flight-by-flight exception basis from normal 180-minute ETOPS operations, as authorized in the FAA policy letter. This finding does not constitute approval to conduct 207-minute ETOPS operations.

注释/NOTE 6: 仅对 GE 发动机: 发动机处于静态运行后如果转速 N1 值超过 70%, 发动机必须至少慢车运行 10 分钟才能关车。该限制仅适用于静态运行; 在正常使用情况下, 发动机厂家的使用说明书中所含的慢车冷却说明是可接受的。/ For General Electric only: The engines must be operated at idle for at least 10 minutes prior to shutdown after static operation at N1 settings greater than 70%. This limitation applies to static operation only; under normal operation conditions, the idle cooling instructions contained in the engine manufacturers operating instructions are acceptable.

注释/NOTE 7: 777 型别的飞机已经被批准在“缩小垂直间隔”空域运行。关于 RVSM 方面的持续适航和运行批准根据 CAAC 咨询通告 AC 91-07 “缩小垂直间隔 (RVSM) 空域的运行要求”。/ The Model 777 has been approved to operate in “Reduced Vertical Separation Minimum” (RVSM) airspace. Continued airworthiness and operational approval aspects of RVSM must be constructed according to CAAC Advisory Circular (AC) 91-07, titled “Operational Requirement for Flight in Reduced Vertical Separation Minimum Airspace.”

注释/NOTE 8: FAA 认为任何不可控高推力失效情况及波音 777 维护计划文件中列出的相关失效情况的发生会妨碍飞机的安全运行, 因此应根据 CCAR 121.707 要求报告。The FAA has determined that the occurrence of any uncontrollable high thrust failure condition, or any of the associated causal failures listed within the Boeing 777 Maintenance Planning Document, “may endanger the safe operation of an airplane” and hence are reportable under CCAR 121.707.

注释/NOTE 9: 为符合 14 CFR 25.981 及联邦航空特殊规章 SFAR NO.88 号的要求而确定的关于燃油箱系统的强制性更换时间、检查间隔、相关的检查程序和所有关键设计构型控制限制均列在 FAA 批准的适航限制和审定维修要求章节 -- 波音 777 维护计划数据文件 D622W001-9, 2006 年 2 月版本或 FAA 后续批准的版本。777-200 系列自生产线号为 569 起的飞机, 必须符合 2006 年 3 月版本或后续 FAA 批准的版本。FAA 正计划发布适航指令, 强制生产号低于 569 的 777-200 飞机必须符合 2006 年 3 月版本或后续 FAA 批准的版本。/ Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitation for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with 14 CFR

25.981 are listed in the FAA-approved Airworthiness Limitations and Certification Maintenance Requirement, Section 9, of Boeing 777 Maintenance Planning Data Document D622W001-9, Revision February 2006 or later FAA-approved revision. All Model 777-200, -300, -300ER, and -200LR series airplanes, production line number 569 and on, must comply with Revision March 2006, or a later FAA-approved revision. The FAA is planning to issue an airworthiness directive mandating compliance with Revision March 2006, or a later FAA-approved revision, applicable to all Model 777-200, -300, -300ER, and -200LR series airplanes with production numbers lower than 569.

注释/NOTE 10: 空/Empty

注释/NOTE 11: 空/Empty

注释/NOTE 12: 如果新飞机生产时（从线号 772 起）或对现役飞机的改装安装燃油箱惰化系统，则对于降低可燃性系统（FRS）的审定基础采用 FAR 25-125 号修正案修订后的 FAR 25.981 条和等效安全条件。关于 FRS 的适航性限制内容在相应的维护计划文件第 9 章中。
/Certification basis for FAR 25.981 at amendment 25-125, and Equivalent Safety Finding for the Flammability Reduction System (FRS), is applied if fuel tank inerting is installed in new airplane production (starting with line # 772) or as a modification on existing aircraft. Airworthiness Limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.

第 3 部分/SECTION 3: 777F

I. 总则/General

- | | |
|--------------------------------------|---|
| 1. 衍生型/Variant or Model: | 777F |
| 2. 适航类别/Airworthiness Category: | 运输类航空器/Transport category Aircraft |
| 3. 型号合格证持有人/Type Certificate Holder: | The Boeing Company
PO Box 3707
Seattle, WA 98124-2207 |
| 4. FAA 批准日期/FAA Approved Date: | 2009.02.03/ 03 Feb. 2009 |
| 5. 国家批准日期/CAAC Approved Date: | 2009.03.27/ 27 Mar. 2009 |

II. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 FAA 的审定基础 (详见 FAA 型号合格证数据单: 编号 T00001SE 中的 777F 型别部分的审定基础) 和 CAAC 的附加技术条件组成。

The CAAC validation basis consists of the FAA certification basis (refer to the certification basis of model 777F in FAA Type Certificate Data Sheet No.T00001SE) and the CAAC additional technical conditions.

III. 技术特征和运行限制/Technical Characteristics and Operational Limitations

发动机/Engines: 2 台通用 GE90-110B1 型别的涡扇发动机/2 General Electric Turbofan Model: GE90-110B1
(发动机认可型号合格证 VTC0054E / Engine Validation Type Certificate VTC0054E)

燃油/Fuel:

通用发动机的燃油: 符合规范 ASTM D-1655 级 Jet-A 和 Jet A-1, MIL-T-5624 级 JP-5, MIL-T-83133 grade JP-8 的燃油以及根据其他规范 (GB 6537-94/No.3) 生产的满足以上所列规范性能要求的燃油是可接受的。燃油及燃油添加剂必须符合通用公司航空涡轮燃油规范 D50TF2 的经批准的最新版本。

General Electric Engines: Fuels conforming to ASTM D-1655 grades Jet-A and Jet A-1, MIL-T-5624 grade JP-5, and MIL-T-83133 grade JP-8, and Fuels produced to other specifications (GB 6537-94/No.3) and having properties meeting the requirements of the above specifications are acceptable. The fuel and any fuel additives must conform to the latest approved version of GE Aviation Turbine Fuels Specification D50TF2.

发动机额定值及使用限制/Engine Ratings & Operating Limits:

发动机的额定值见 FAA 批准的飞行手册; 使用限制见 FAA 批准的飞行手册和注释 6。如果 FAA 批准的飞行手册中的限制部分允许, 当单发停车时, 正常 5 分钟起飞时间限制可以延长到 10 分钟。General Electric Engines: See the FAA approved Airplane Flight Manual for engine ratings. See the FAA approved Airplane Flight Manual and Note 6 for engine operating limits. The normal 5 minute takeoff time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the FAA approved Airplane Flight Manual.

空速限制/Airspeed Limits(IAS)

$V_{MO} / M_{MO} = 330\text{KIAS}/0.87\text{M}$.

其他的空速限制, 见适用的 FAA 批准的飞机飞行手册。

For other airspeed limits, see the appropriate FAA approved Airplane Flight Manual.

基准/Datum: 站位 0 位于机头前方 92.5 英寸处。
Sta 0.0, located 92.5 in forward of airplane nose(B.S.92.5).

平均气动弦长/ MAC: 278.51 英寸/ inches

重心范围/CG Range: 见适用的 FAA 批准的飞机飞行手册
See the appropriate FAA approved Airplane Flight Manual.

水平测量设施/ Leveling Means:

在右侧机轮舱内有铅锤和测水平刻度盘。/ A plumb bob attachment and leveling provision scale are provided in the right hand body wheel well.

操纵面的运动/Control Surface Movements:

为保证飞机正常运行, 必须用合适的飞行控制系统调整装置仔细控制各操纵面的运动。因此飞机必须按照以下 FAA 批准的资料进行安装调整。/ To insure proper operation of the airplane, the movement of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplane must, therefore, be rigged according to the following FAA-approved data:

波音图纸号: / Boeing Drawing Numbers:

251W1001 安装说明书/ Rigging Instructions	横向操纵/ Lateral Control
251W2001 安装说明书/ Rigging Instructions	升降舵操纵/ Elevator Control
251W3001 安装说明书/ Rigging Instructions	方向舵操纵/ Rudder Control
251W4001 安装说明书/ Rigging Instructions	安定面配平操纵系统/ Stabilizer Trim Control System
256W2001 系统安装/ System Rigging	前缘缝翼/ Leading Edge Slat
256W3001 安装说明书/ Rigging Instructions	襟翼驱动系统/ Drive System Flap Actuation

最大重量/Maximum Weights:

见适用的 FAA 批准的飞机飞行手册
See the appropriate FAA approved Airplane Flight Manual.

审定维修要求/Certification Maintenance Requirements:

CMRs 列在波音维护计划资料文件 D622W001-9 的第 9 章节 (第 9 章节经 FAA 批准), 或列在适用的发动机型号合格数据单中。这两份文件中更严厉的要求应当执行。/ The CMRs are listed in either the FAA approved Section 9 of Boeing Maintenance Planning Data Document D622W001-9 or the applicable engine Type Certificate Data Sheet. The more restrictive requirement from these two documents shall be in force.

服务信息/ Service Information:

波音文件 D634W215 “777F 结构修理手册” 是 FAA 批准的文件。服务通告和其他的服务信息当经过 FAA 批准时将具有起相同效应的声明。/ Boeing Document D634W215 "777F Structural Repair Manual" is FAA-approved. Service Bulletins and other service information when FAA-approved will carry a statement to that effect.

型别 产品序号/ Model Eligible serial numbers:

见 FAA 型号合格证数据单 T00001SE.
See the FAA TCDS T00001SE/

最小机组/Minimum Crew: 2 名飞行员:正驾驶和副驾驶/ Two (2): pilot and copilot

最大乘客数/Maximum Passengers:

根据豁免 9779 及经 FAA 批准的飞机飞行手册规定的限制, 777F 最大乘客数为 11 人。

For 777F total persons capacity is limited to: Maximum of eleven (11) persons per Exemption 9779 and limitations outlined in the FAA approved Airplane Flight Manual.

最大行李/货物/Maximum Baggage/Cargo:

见适用的重量与平衡手册。/ See appropriate Weight and Balance Manual.

燃油和滑油容量/Fuel and Oil Capacity:

见适用的重量与平衡手册。/ See appropriate Weight and Balance Manual.

最低所需燃油/Minimum Required Fuel:

见适用的重量与平衡手册。/ See appropriate Weight and Balance Manual.

最大运行高度/Maximum Operating Altitude: 43,100 英尺/feet.

IV. 注释/Notes

注释/NOTE 1: 每架飞机初始取适航证时和取证后的任何时候都必须有飞机当前的重量和平衡报告, 除非营运人有经 CAAC 批准的装载系统控制重量与平衡。/ A current Weight & Balance Report must be in each aircraft at the time of original airworthiness certification and at all times thereafter except in the case of an operator having a CAAC approved loading system for weight and balance control.

注释/NOTE 2: 飞机必须按照经 FAA 批准的飞行手册使用。凡是经 FAA 批准的飞行手册或 CAAC 运营规章或 CAAC 认可审定基础所要求的标牌都必须在飞机上安装。/ Airplane operation must be in accordance with the FAA Approved Airplane Flight Manual. All placards required by either FAA Approved Airplane Flight Manual, the CAAC operating rules, or the CAAC Validated Certification Basis must be installed in the airplane.

注释/NOTE 3: 所要求的结构检查和安全寿命件的更换时间列在波音文件 D622W001-9 中的第 9 章 FAA 批准的适航限制部分。检查间隔是根据波音文件 D101W801-36 中的曲线得来的。/ Required structural inspections and the retirement times for safe-life parts are listed in the FAA Approved Airworthiness Limitations Section (Section 9) of Boeing Document D622W001-9. The inspection intervals for those inspections are based upon the curves contained in Boeing Document D101W801-36.

注释/NOTE 4: 空/ Empty.

注释/NOTE 5: 根据 FAA 专用条件 25-ANM-84 号对 777F 型别的飞机进行了评估, 发现当飞机按照波音文件 D044W054 “777 型别飞机 ETOPS 构型、维护和程序” 使用时, 适合 180 分钟的双发延程运行。该结论不构成实施 ETOPS 运营的批准。/ The Models 777F have been evaluated in accordance with FAA Special Conditions Number 25-ANM-84, and found suitable for 180-minute Extended Range Operations with Two-Engine Airplanes (ETOPS) operations when operated and maintained in accordance with Boeing Document D044W054 “Model 777 ETOPS Configuration, Maintenance, and Procedures.” This finding does not constitute approval to conduct ETOPS operations.

注释/NOTE 6: 仅对 GE 发动机: 发动机处于静态运行后如果转速 N1 值超过 70%, 发动机必须至少慢车运行 10 分钟才能关车。该限制仅适用于静止大气运转; 在正常使用情况下, 发动机厂家的使用说明书中所含的慢车冷却说明是可接受的。/ For General Electric only: The engines must be operated at idle for at least 10 minutes prior to shutdown after static operation at N1 settings greater than 70%. This limitation applies to static operation only; under normal operation conditions, the idle cooling instructions contained in the engine manufacturers operating instructions are acceptable.

注释/NOTE 7: 777 型别飞机已经被批准在“缩小垂直间隔”空域运行。关于 RVSM 方面的持续适航和运行批准根据 CAAC 咨询通告 AC 91-07 “缩小垂直间隔 (RVSM) 空域的运行要求” / The Model 777 has been approved to operate in “Reduced Vertical Separation Minimum” (RVSM) airspace. Continued airworthiness and operational approval aspects of RVSM must be constructed according to CAAC Advisory Circular (AC) 91-07, titled “Operational Requirement for Flight in Reduced Vertical Separation Minimum Airspace.”

注释/NOTE 8: FAA 认为任何不可控高推力失效情况及波音 777 维护计划文件中列出的相关失效情况的发生会妨碍飞机的安全运行, 因此应根据 CCAR 121.707 要求 报告。The FAA has determined that the occurrence of any uncontrollable high thrust failure condition, or any of the associated causal failures listed within the Boeing 777 Maintenance Planning Document, “may endanger the safe operation of an airplane” and hence are reportable under CCAR 121.707.

注释/NOTE 9: 777F 的维护计划数据文件第九章满足联邦航空特殊规章 SFAR NO.88 号, 符合 14 CFR25.981/The Maintenance Planning Data Document, Section 9 for the 777F meets Special Federal Aviation Regulation No. 88 and compliance to 14 CFR 25.981.

注释/NOTE 10: 空/Empty

注释/NOTE 11: 空/Empty

注释/NOTE 12: 如果新飞机生产时 (从线号 772 起) 或对现役飞机的改装安装燃油箱惰性化系统, 则对于降低可燃性系统 (FRS) 的审定基础采用 FAR 25-125 号修正案修订后的 FAR 25.981 条和等效安全条件。关于 FRS 的适航性限制内容在相应的维护计划文件第 9 章中。/Certification basis for FAR 25.981 at amendment 25-125, and Equivalent Safety Finding for the Flammability Reduction System (FRS), is applied if fuel tank inerting is installed in new airplane production (starting with line # 772) or as a modification on existing aircraft. Airworthiness Limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.

第 4 部分/SECTION 4: 777-300ER

I. 总则/General

- | | |
|--------------------------------------|---|
| 6. 衍生型/Variant or Model: | 777-300ER |
| 7. 适航类别/Airworthiness Category: | 运输类航空器/Transport category Aircraft |
| 8. 型号合格证持有人/Type Certificate Holder: | The Boeing Company
PO Box 3707
Seattle, WA 98124-2207 |
| 9. FAA 批准日期/FAA Approved Date: | 2004.03.16/ 16 Mar. 2004 |
| 10. 国家批准日期/CAAC Approved Date: | 2011. 06.21/ 21 Jun. 2011 |

II. 认可审定基础/Validation Certification Basis

CAAC 的认可审定基础由 FAA 的审定基础（详见 FAA 型号合格证数据单：编号 T00001SE 中的 777-300ER 型别部分的审定基础）和 CAAC 的附加技术条件组成。

The CAAC validation basis consists of the FAA certification basis (refer to the certification basis of model 777-300ER in FAA Type Certificate Data Sheet No. T00001SE) and the CAAC additional technical conditions.

III. 技术特征和运行限制/Technical Characteristics and Operational Limitations

- | | |
|--|--|
| 发动机/Engines | 2 台 GE90-115B 型 GE 涡扇发动机（发动机型号合格证为 E00049EN）。
2 General Electric Turbofan Model: GE90-115B
(Engine Type Certificate No. E00049EN) |
| 燃油/Fuel | 适宜的燃油：ASTM D-1655 Jet-A 级和 Jet A-1 级，MIL-T-5624 JP-5 级，和 MIL-T-83133 JP-8 级，符合以上规格和性能的燃油是可以接受的。燃油和任何燃油添加剂必须符合 GE 公司涡扇发动机燃油规范 D50TF2 的经批准的最新版本。
General Electric Engines:
Fuels conforming to:
ASTM D-1655 grades Jet-A and Jet A-1, MIL-T-5624 grade JP-5, and MIL-T-83133 grade JP-8, and Fuels produced to other specifications and having properties meeting the requirements of the above specifications are acceptable. The fuel and any fuel additives must conform to the latest approved version of GE Aviation Turbine Fuels Specification D50TF2. |
| 发动机额定值及使用限制:
Engine Ratings & Operating Limits: | GE 发动机:
见 FAA 批准的飞行手册中发动机额定值和注 6 “发动机使用限制”。如果 FAA 批准的飞行手册中的限制章节允许，当单发停车时，正常 5 分钟起飞时间限制可以扩展至 10 分钟。
General Electric Engines:
See the FAA approved Airplane Flight Manual for engine ratings. See the FAA approved Airplane Flight Manual and Note 6 for engine operating limits. The normal 5 minute takeoff time limit may be extended to 10 minutes for engine out contingency if permitted by the Limitations Section of the FAA approved Airplane Flight Manual |
| 空速限制:
Airspeed Limits: | VMO/MMO = 330 节/0.89 马赫。
对于其它空速限制，见 FAA 批准的飞机飞行手册适用部分。 |

	VMO/MMO = 330KEAS/.89M. For other airspeed limits, see the appropriate FAA approved Airplane Flight Manual.
重心范围: CG Range:	见 FAA 批准的飞机飞行手册适用部分。 See the appropriate FAA approved Airplane Flight Manual.
最大重量: Maximum Weights:	见 FAA 批准的飞机飞行手册适用部分。 See the appropriate FAA approved Airplane Flight Manual.
机型 Model	适用的飞机序号 Eligible Serial Numbers
777-306ER,	35671,36145, 37582
777-312ER	34568-34585
777-328ER	32711,32723-32727, 32846-32854, 32960-32964, 32968, 35297, 35542, 35543, 35676, 35677, 35678,37432
777-333ER	35240-35242, 35248-35251, 35254-35256, 35298, 35784
777-337ER	36308-36313
777-340ER	33778-33780,
777-346ER	32430-32437, 36126, 36127
777-367ER	34432, 35299-35301, 36154-36158, 36832, 36833
777-381ER	27038, 27041, 27940 ,28281, 32649-32651, 33416, 34892-34894, 34895
777-35EER	32639-32641, 32643, 32645, 33750-33756
777-35RER	35157-35166
777-36NER	32785, 32787-32795, 33863-33865, 37703-37707
777-31HER	32706, 32709, 32710, 32713-32715, 32728 -32730, 33501, 34481-34484, 35574, 35575, 35579-35581,35583, 35584, 35588, 35592
777-32WER	37664-37667
777-3DZER	36009-36011, 36095, 36103, 36104
777-3FXER	34597-34601
777-3ZGER	35302, 37938, 37939
777-3B5ER	37643
777-3Q8ER	35782, 35783
相关数据 PERTINENT DATA	
最小机组: Minimum Crew:	2 个, 正驾驶和副驾驶。在每一个位于机翼的紧急出口 3 号门处要求有 1 个乘务员。 Two (2): pilot and copilot. One flight attendant is required at each door no. 3 overwing exit.
最大旅客数: Maximum Passengers:	550 人。对于旅客数超过 500 人, 在 3 号门出口处要求有 11 个乘务员。 550. For passenger capacity above 500, an 11th flight attendant is required at door 3 exit.
最大行李/货物: Maximum Baggage/Cargo:	见适用的重量与平衡手册 See appropriate Weight and Balance Manual.
燃油和滑油容量: Fuel and Oil Capacities:	见适用的重量与平衡手册 See appropriate Weight and Balance Manual.
最低所需燃油: Minimum Required Fuel:	见 FAA 批准的飞机飞行手册的适用部分 See appropriate FAA approved Airplane Flight Manual.
最大运行高度: Maximum Operating Altitude:	43100 英尺 43,100 feet

FAA 的审定基础:
FAA Certification
Basis:

A. Part 25 of the Federal Aviation Regulations:
Amendment 25-1 through 25-98, except for 25.831(a) and (g) which remains at amendment 25-86(注: 实际上 777-300ER 审定基础 25.831 只在 25-41 修正案水平), 25.841(a), which remains at amendment 25-86 (注: 实际上 777-300ER 审定基础 25.841 只在 25-38 修正案水平), and 25.853(d)(3), which remains at amendment 25-82 (注: 实际上 777-300ER 审定基础 25.853 只在 25-72 修正案水平). 25.1517 is not part of the TC.
Part 34 of the Federal Aviation Regulations:
Amendment 34-1 through 34-3.
Part 36 of the Federal Aviation Regulations:
Amendment 36-1 through 36-24.
Optional Design Regulations:
Ditching: 14 CFR 25.801, 25.1411(d), (e), (f), (g) and 25.1415
Ice Protection: 14 CFR 25.1419

Exemptions from 14 CFR Part 25:

1. Floor Warpage for Flight Deck Seats Exemption from 14 CFR 25.562(b)(2). (Exemption No. 5436, April 1, 1992 and No. 5436A, January 3, 1997 and No. 5436B, November 15, 2000).
2. Partial Exemption from 14 CFR 25.1435(b)(1), Hydraulic Proof Pressure Test. (Exemption No. 7478, March 28, 2001).
3. Partial Exemption from 14 CFR 25.901(c), Thrust Control Malfunction Accommodation and Single Failures of Thrust Levers (Exemption No. 7955, January 17, 2003).
4. Partial Time-Limited Exemption Exemption from 14 CFR 25.853(a), appendix F, paragraph (a)(1)(i), Testing on Large Interior Panels, granted through November 28, 2010 (Exemption No. 9791, November 28, 2008)

Equivalent Safety Findings exist with respect to the following regulations:

- 14 CFR 25.201(d) – Stall Demonstration
- 14 CFR 25.203(d) – Stall Characteristics
- 14 CFR 25.335(b) – Dive Speed Definition with Dive Speed Protection
- 14 CFR 25.571(b) – Freedom from Wide Spread Structural Fatigue Damage
- 14 CFR 25.613 – Material Design Review
- 14 CFR 25.723(a) – Shock Absorption
- 14 CFR 25.791(a) and 25.853(d) – “No Smoking” Limitation in the passenger Compartment
- 14 CFR 25.809(b)(2) and 25.810(a)(1) – Escape Slide Inflation Times
- 14 CFR 25.810 – Off-wing Escape System/Bottle Loss During Landing Gear Collapse
- 14 CFR 25.811 – Exterior Exit Marking
- 14 CFR 25.811(f) – Door Sill Reflectance
- 14 CFR 25.813(e) – Doors between passenger compartments
- 14 CFR 25.831(a) – Airplane Operation with Air Conditioning Packs Off During Takeoff
- 14 CFR 25.869(a)(4) – for Fiber Optic Cables used in the Model 777.
- 14 CFR 25.933(a)(1)(ii) – Inflight Thrust Reverser Deployment Demonstration.
- 14 CFR 25.934 – Thrust Reverser Installation for Engine Endurance Testing
- 14 CFR 25.981, Amdt 25.125 – Fuel tank ignition prevention (see Note 12)
- 14 CFR 25.1182(a) and 25.1183(a) – for Fire Resistant Requirement for Hydraulic Components Located in the Strut Aft Fairing.
- 14 CFR 25.1183(a) – Fire Resistance of Power Door Opening system on Engine Compartments (GE Engines)
- 14 CFR 25.1303(c)(1) – Overspeed Aural Warning.
- 14 CFR 25.1305 and 25.1501(b) – APU Instrumentation and Monitoring Requirements.
- 14 CFR 25.1351(b)(5) – for Flight Controls DC Power.

14 CFR 25.1389(b)(3) – Red & Green Position Lights
 14 CFR 25.1459(a)(2) - for Flight Data Recorder Accelerometers.
 14 CFR 25. (several sections) Use of 1g Speed Instead of Minimum Speed in the Stall as a Basis for Compliance.
 Special Conditions with respect to the following subjects apply to the Model 777-300ER:
 Special Conditions No. 25-ANM-78, published in the Federal Register November 10, 1993, addressed the following issues:
 1. Operation without Normal Electrical Power
 2. Integrated Command Signal Integrity
 3. Protection from Lightning and High-Intensity Radiated Fields Protection
 4. Effect of Flight Control Systems on Structure
 5. Design Maneuver Requirements
 6. Limit Engine Torque Loads for Sudden Engine Stoppage
 7. Flight Characteristics Compliance via Handling Qualities Rating Method
 8. Electronic Flight Control System - Control Surface Awareness
 Note: (Special Conditions on lightning are no longer part of the Type Certificate as a result of Boeing's voluntary compliance with Amendment 25-80 which resulted in issuance of 25.1316, "System Lightning Protection").

Special Conditions No. 25-ANM-84A, issued October 8, 2003, addressed airplane type design approval for Extended Range Operation With Two-Engine Airplanes (ETOPS).

Special Conditions No. 25-187A-SC, published in the Federal Register on October 29, 2004, addressed seats with inflatable lapbelts.

Special Condition No. 25-230-SC, published in the Federal Register on April 9, 2003, addressed Overhead Crew Rest Compartments

Special Condition No. 25-260-SC, published in the Federal Register on April 14, 2004, addressed Overhead Crew Rest Compartment Occupiable During Taxi, Takeoff, and Landing.

Special Conditions No. 25.336-SC, published in the Federal Register on November 15, 2006, addressed overhead cross aisle stowage compartments.

审定维修要求 CMR:
 Certification
 Maintenance
 Requirements
 (CMRs):

CMR 项目列在波音维修计划数据文件 D622W001-9 FAA 批准的第 9 章和适用的发动机数据单 TCDS。这两个文件中的限制要求都具有强制性。

CMRs are listed in the FAA approved Section 9 of Boeing Maintenance Planning Data Document D622W001-9 and the applicable engine Type Certificate Data Sheet. The more restrictive requirement from these two documents shall be in force.

生产证书:
 Production Basis:
 水平测量设施:
 Leveling Means:

生产证书 700, 见注释 11。

Production Certificate 700. See Note 11

在机身右侧机轮舱内有 1 个铅垂摆和水平刻度尺。

A plumb bob attachment and leveling provision scale are provided in the right hand body wheel well.

基准:
 Datum:
 平均气动弦长
 Mean Aerodynamic
 Chord:

站位 0 位于飞机机头 (B.S. 92.5) 前方 92.5 英寸处

Sta 0.0, located 92.5 in forward of airplane nose (B.S. 92.5).

278.51 英寸

278.51 inches

操纵面的运动
 Control Surface
 Movements:

为保证飞机正常运行, 各操纵面的运动必须用合适的飞行控制系统控制运动, 所以飞机必须按照以下的 FAA 批准的资料操纵。

To insure proper operation of the airplane, the movement of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplane must, therefore, be rigged according to the following

FAA-approved data:

波音图纸号:

Boeing Drawing Numbers:

251W1001 操纵说明书	横向操纵
251W1001 Rigging Instructions	Lateral Control
251W2001 操纵说明书	升降舵操纵
251W2001 Rigging Instructions	Elevator Control
251W3001 操纵说明书	方向舵操纵
251W3001 Rigging Instructions	Rudder Control
251W4001 操纵说明书	安定面配平操纵系统
251W4001 Rigging Instructions	Stabilizer Trim Control System
256W2001 系统操纵	前缘缝翼
256W2001 Systems Rigging	Leading Edge Slat
256W3001 操纵说明书	襟翼驱动系统
256W3001 Rigging Instructions	Drive System Flap Actuation

要求的设备:

Required Equipment:

根据 FAR 规章适用的基本要求的设备必须安装在飞机上。

The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft.

服务信息:

Service Information:

波音文件 D634W201 《777-200 结构修理手册》、D634W210 《777-300 结构修理手册》和 D634W215 《777F 结构修理手册》已被 FAA 批准。

Boeing Documents D634W201 "777-200 Structural Repair Manual", D634W210 "777-300 Structural Repair Manual", and D634W215 "777F Structural Repair Manual" are FAA-approved.

服务通告和其他的服务信息当经过 FAA 批准时将有起相同效应的声明。

Service Bulletins and other service information when FAA-approved will carry a statement to that effect

IV. 注释/Notes

注释/NOTE 1: 每架飞机初始取适航证时和取证后的任何时候都必须有飞机当前的重量和平衡报告, 除非营运人有经 CAAC 批准的装载系统控制重量与平衡。/ A current Weight & Balance Report must be in each aircraft at the time of original airworthiness certification and at all times thereafter except in the case of an operator having a CAAC approved loading system for weight and balance control.

注释/NOTE 2: 飞机必须按照经 FAA 批准的飞行手册使用。凡是经 FAA 批准的飞行手册或 CAAC 运营规章或 CAAC 认可审定基础所要求的标牌都必须在飞机上安装。/ Airplane operation must be in accordance with the FAA Approved Airplane Flight Manual. All placards required by either FAA Approved Airplane Flight Manual, the CAAC operating rules, or the CAAC Validated Certification Basis must be installed in the airplane.

注释/NOTE 3: 所要求的结构检查和安全寿命件的更换时间列在波音文件 D622W001-9 中的第 9 章 FAA 批准的适航限制部分。检查间隔是根据波音文件 D101W801-36 中的曲线得来的。/ Required structural inspections and the retirement times for safe-life parts are listed in the FAA Approved Airworthiness Limitations Section (Section 9) of Boeing Document D622W001-9. The inspection intervals for those inspections are based upon the curves contained in Boeing Document D101W801-36.

注释/NOTE 4: 空/ Empty.

注释/NOTE 5: 在 FAA ETOPS 政策信函 EPL 20-1 (2000 年 3 月 21 日) 中, 机型 777-300ER 已经按照型号设计要求进行了评估并批准了 207 分钟 ETOPS, 当飞机构型符合波音文件 D044W054 时。除了标准的 180 分钟 ETOPS 营运, 经 FAA 政策信函批准的, 207 分钟

最大派遣时间限制在 flight-by-flight 特殊情况下。这个结论不构成实施 207 分钟 ETOPS 营运的批准。

The Models 777-300ER have been evaluated in accordance with the type design requirements contained in FAA ETOPS Policy Letter EPL 20-1, dated March 21, 2000, and approved for 207-minute ETOPS when configured in accordance with Boeing Document D044W054. The use of 207-minute maximum diversion time is limited to a flight-by-flight exception basis from normal 180-minute ETOPS operations, as authorized in the FAA policy letter. This finding does not constitute approval to conduct 207-minute ETOPS operations.

注释/NOTE 6: 仅对 GE 发动机: 发动机处于静态运行后如果转速 N1 值超过 70%, 发动机必须至少慢车运行 10 分钟才能关车。该限制仅适用于静止大气运转; 在正常使用情况下, 发动机厂家的使用说明书中所含的慢车冷却说明是可接受的。/ For General Electric only: The engines must be operated at idle for at least 10 minutes prior to shutdown after static operation at N1 settings greater than 70%. This limitation applies to static operation only; under normal operation conditions, the idle cooling instructions contained in the engine manufacturers operating instructions are acceptable.

注释/NOTE 7: 777 型别飞机已经被批准在“缩小垂直间隔”空域运行。关于 RVSM 方面的持续适航和运行批准根据 CAAC 咨询通告 AC 91-07 “缩小垂直间隔 (RVSM) 空域的运行要求” / The Model 777 has been approved to operate in “Reduced Vertical Separation Minimum” (RVSM) airspace. Continued airworthiness and operational approval aspects of RVSM must be constructed according to CAAC Advisory Circular (AC) 91-07, titled “Operational Requirement for Flight in Reduced Vertical Separation Minimum Airspace.”

注释/NOTE 8: FAA 认为任何不可控高推力失效情况及波音 777 维护计划文件中列出的相关失效情况的发生会妨碍飞机的安全运行, 因此应根据 CCAR 121.707 要求报告。The FAA has determined that the occurrence of any uncontrollable high thrust failure condition, or any of the associated causal failures listed within the Boeing 777 Maintenance Planning Document, “may endanger the safe operation of an airplane” and hence are reportable under CCAR 121.707.

注释/NOTE 9: 对于燃油箱系统的强制更换时间、检查间隔、相关的检查程序和所有的临界设计构型控制限制由第 88 号特殊联邦航空规章 (SFAR) 的程序规定, 并且要求符合波音 777 维修计划数据文件 D622W001-9 (2006 年 2 月修订版或以后经 FAA 批准的版本) 经 FAA 批准的第九章 “适航限制和审查维修要求”。所有机型 777-200, -300, -300ER, and -200LR 和序号的、生产序号为 569 及以上的飞机, 必须符合 2006 年 2 月修订版或以后经 FAA 批准的版本。对于所有机型 777-200, -300, -300ER, and -200LR 和序号的、生产序号小于 569 的飞机, FAA 颁发了适航指令 2008-11-13 强制要求符合 2006 年 2 月修订版或以后经 FAA 批准的版本。

Mandatory replacement times, inspection intervals, related inspection procedures and all critical design configuration control limitations for the fuel tank system determined during the Special Federal Aviation Regulation No. 88 program and for compliance with 14 CFR 25.981 are listed in the FAA-approved Airworthiness Limitations and Certification Maintenance Requirement, Section 9, of Boeing 777 Maintenance Planning Data Document D622W001-9, Revision February 2006 or later FAA-approved revision. All Model 777-200, -300, -300ER, and -200LR series airplanes, production line number 569 and on, must comply with Revision March 2006, or a later FAA-approved revision. The FAA has issued airworthiness directive 2008-11-13 mandating compliance with Revision March 2006, or a later FAA-approved revision, applicable to all Model 777-200, -300, -300ER, and -200LR series airplanes with production numbers lower than 569. The Maintenance Planning Data Document, Section 9 for the 777F meets Special Federal Aviation Regulation No. 88 and compliance to 14 CFR 25.981.

注释/NOTE 10: 空/Empty

注释/NOTE 11: 生产证书号700修订增加了777F型飞机。

A production certificate number 700 was amended to include the 777F and issued.

注释/NOTE 12: 如果新飞机生产时（从线号 772 起）或对现役飞机的改装安装燃油箱惰性化系统，则对于降低可燃性系统（FRS）的审定基础采用 FAR 25-125 号修正案修订后的 FAR 25.981 条和等效安全条件。关于 FRS 的适航性限制内容在相应的维护计划文件第 9 章中。
/Certification basis for FAR 25.981 at amendment 25-125, and Equivalent Safety Finding for the Flammability Reduction System (FRS), is applied if fuel tank inerting is installed in new airplane production (starting with line # 772) or as a modification on existing aircraft. Airworthiness Limitations for the FRS are contained in Section 9 of the applicable Maintenance Planning Document.

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