

Autoflight

Autopilot/Flight Director System

The autopilot must not be engaged below a minimum engage altitude of 200 feet AGL after takeoff.

- Without LAND 2 or LAND 3 annunciated, the autopilot must be disengaged below 200 feet AGL.

Automatic Landing

When landing weather minima are predicated on autoland operations the following limits apply:

Maximum Allowable Wind Speeds	
Headwind	25 knots
Tailwind	15 knots
Crosswind	25 knots

The maximum glideslope angle is 3.25 degrees.

The minimum glideslope angle is 2.5 degrees.

Automatic landings can be made using flaps 30, with both engines operative or one engine inoperative.

Automatic landings can be made using flaps 20, under certain non-normal conditions where flaps 20 are specified or recommended.

The autopilot flight director system (AFDS) Autoland status annunciation must display LAND 2 or LAND 3.

EICAS messages SGL SOURCE DISPLAYS, SGL SOURCE RAD ALT or SGL SOURCE ILS not displayed for Cat II or Cat III operations.

Autothrottle must be engaged for Cat IIIB operations.

OMA

8.3.0.8.8.3.1 Category II (CATII) Approaches

Each CATII approach, conducted in ordinary circumstances shall be planned and flown as a CATII approach followed by an Autoland.

OMA

8.3.0.8.8.3.2 Category III (CATIII) Approaches

Each CATIII approach shall be planned and flown as a CATIII approach followed by an Autoland. Autoland is mandatory from a CAT III approach

Engines

Engine Limit Display Markings

Maximum and minimum limits are red.

Caution limits are amber.

Engine Oil System

[RR Engines]

Oil temperature must be greater than -40 degrees C for engine start and 50 degrees C before advancing thrust levers to takeoff power.

Engine Fuel System

The maximum tank fuel temperature is 49 degrees C.

Tank fuel temperature prior to takeoff must not be less than -40 degrees C or 3 degrees C above the fuel freezing point, whichever is higher. In-flight tank fuel temperature must be maintained at least 3 degrees C above the freezing point of the fuel being used. The use of Fuel System Icing Inhibitor additives does not change the minimum fuel tank temperature limit.

Reverse Thrust

Intentional selection of reverse thrust in flight is prohibited.

Backing the airplane with use of reverse thrust is prohibited.

Non-AFM Operational Information

[GE Engines]

For ground operation (exclusive of takeoff) in tailwinds and crosswinds between 30 and 45 knots, engine power should be limited to a maximum of 70% N1. Avoid thrust levels above that required for normal taxi operation in all tailwinds and crosswinds greater than 45 knots.

The word "Confirm" is added to checklist items when both crewmembers must verbally agree before action is taken. During an in-flight non-normal situation, verbal confirmation is required for:

- an autothrottle arm switch
- an engine thrust lever
- a fuel control switch
- an engine or APU fire switch, or a cargo fire arm switch
- a generator drive disconnect switch.

This does not apply to the Dual Eng Fail/Stall checklist. [QRH C1](#)

Fuel Freezing Point

Jet A -40°C / Jet A1 -47°C [OMA 8.2.1.4](#)

Russian Fuel

RT or TS-1 -50°C [Pelesys](#)

TS-1 –is approved for GE Engines [FCOM SP.23.4](#)

Thrust Reverser Inspection on engines following an RTO
- After an RTO is performed on 777 airplanes where the thrust reversers were deployed, MCC must determine if an inspection of thrust reversers is necessary.