

## **B777 TYPE RATING – SYSTEMS OVERVIEW**

### **FLIGHT CONTROLS**

The Boeing 777 uses a Fly-By-Wire (FBW) flight control system. Pilot control inputs are transmitted electrically to three Primary Flight Computers (PFCs) and four Actuator Control Electronics (ACEs). There is no mechanical linkage between the cockpit controls and the primary flight control surfaces, except for mechanical backup.

#### **Control Laws**

**Normal Law:** Full FBW with all envelope protections available, including pitch attitude, load factor, bank angle, stall, and overspeed protection. Automatic pitch trim is provided.

**Secondary Law:** Entered following certain PFC or sensor failures. FBW remains active, but some envelope protections and augmentation are lost.

**Direct Law:** Further system degradation results in near-direct relationship between pilot input and surface deflection. No envelope protections and no automatic trim.

**Mechanical Backup:** Loss of all flight control computers. Remaining control is rudder via mechanical cables and stabilizer via manual trim wheel only.

#### **Control Surfaces**

Ailerons (inboard and outboard), elevators, rudder, spoilers, and horizontal stabilizer. All primary surfaces are hydraulically powered with multiple sources for redundancy.

#### **Hydraulics**

Flight controls are powered by the Left, Center, and Right hydraulic systems.

### **LANDING GEAR SYSTEM**

The B777 is equipped with a tricycle landing gear configuration consisting of one nose gear and two main gear assemblies. The 777-300 and 777-300ER use semi-levered gear to reduce tail strike risk.

Normal gear operation is hydraulic and powered primarily by the Center Hydraulic System. Gear and doors are mechanically sequenced.

Alternate gear extension is by gravity free-fall. Hydraulic pressure is not required and the gear mechanically locks down. Gear doors may remain open.

Gear position and warnings are displayed on EICAS using down-lock sensors.

#### **Nose Wheel Steering**

Nose wheel steering is hydraulically powered. The tiller provides full steering authority, while rudder pedals provide limited steering authority.

### **BRAKE SYSTEM**

The B777 uses carbon brakes and a brake-by-wire system. Braking is integrated with antiskid, autobrake, ground spoilers, and thrust reversers.

Normal braking is powered by the Center Hydraulic System. Pilot pedal input is electronically processed and metered to the brakes.

#### **Autobrake**

Autobrake modes include RTO and levels 1 through 4. The system automatically disarms with manual braking or system faults.

#### **Antiskid**

Antiskid is fully automatic and prevents wheel lock-up during manual braking, autobrake operation, and RTO.

# Boeing 777 Pilot Manual

**Lauren Gardner**



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