

2025

ACI-NA & ACI World Annual General Assembly, Conference and Exhibition



Coming Soon! The B777-9 and What You Need to Know

Chris Oswald

SVP-Safety & Regulatory Affairs
ACI-NA

Dumitru Foca

Manager, Airport Technology Engineering
Boeing Company

Chris Teem

Senior Airport Engineer
Boeing Company



777X Program Status Update

Dumitru Foca

October 25, 2025

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777X Working Together
Meeting Series

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Agenda

- 777X Family & Overview
- 777X Development Program/Flight Test Update
- 777X Customers
- 777X Physical Characteristics
- 777-9 Operational Plan



The 777X Family



777-9

3m longer than the 777-300ER
30 more passengers
Similar range

777-300ER



777-8

Common body length with the 777-8
7m longer than the 777F
7 more cargo positions
Up to 13t more payload

777F



777X Technology Highlights



Folding wing tip for airport compatibility



New flight deck and avionics



New wider cabin and architecture



New high-span composite wing



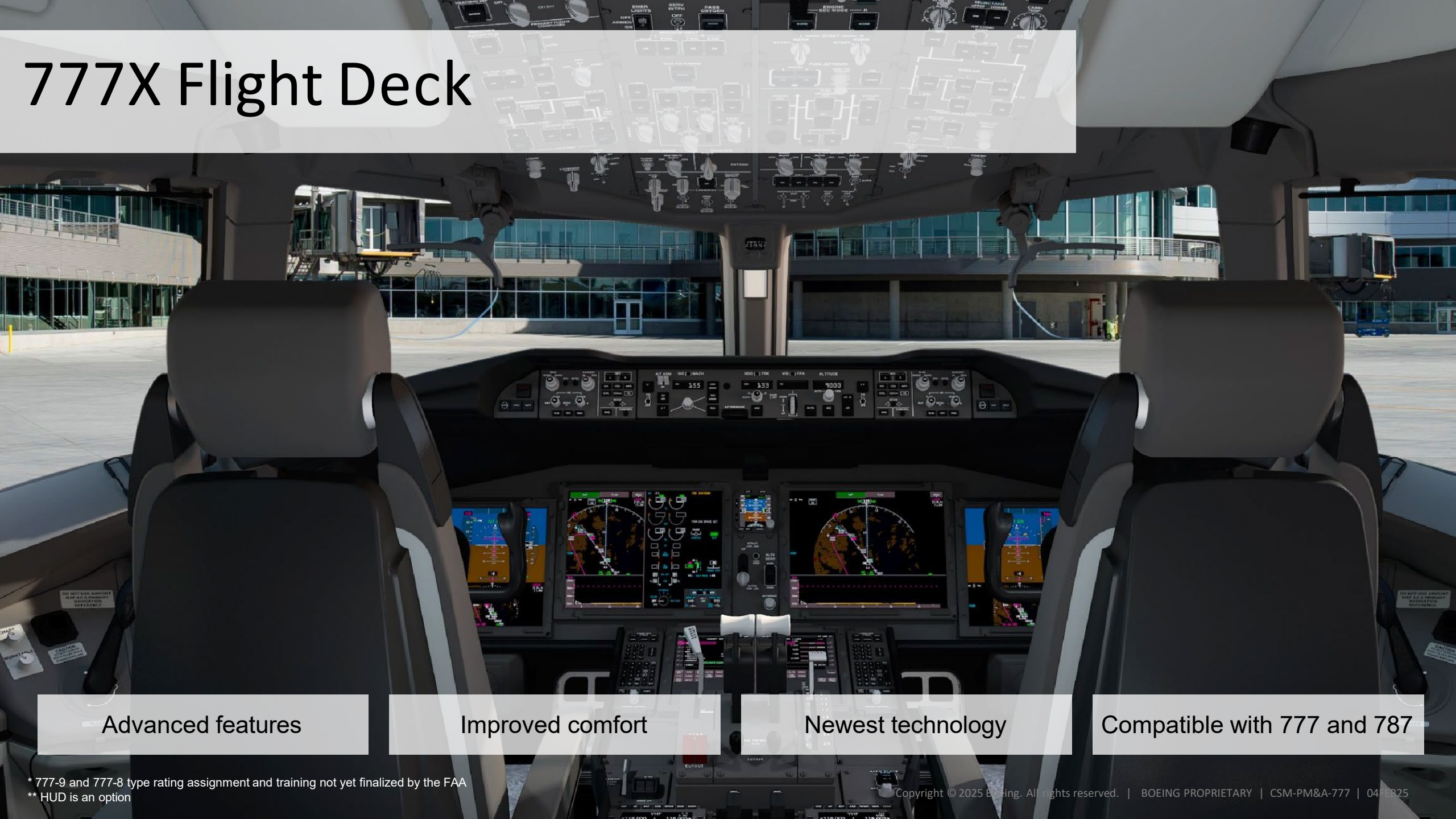
Latest generation GE9X engine



Natural laminar flow nacelles



777X Flight Deck



Advanced features

Improved comfort

Newest technology

Compatible with 777 and 787

* 777-9 and 777-8 type rating assignment and training not yet finalized by the FAA

** HUD is an option

777X Family Development Plan

777-9

- Aircraft design is complete
- 26 aircraft produced
- Currently undergoing certification flight testing
- Entering service in 2026

777-8F Freighter

- Aircraft design is mostly released
- First 777-8F parts are entering the production system
- First flight is expected in 2026
- Entering service in 2028

777-8

- Aircraft configuration shares a common wing, landing gear and body length with the 777-8F
- Entering service after 2030

777X aircraft development programs



WH001

Aero Perf / Handling



WH002

Systems / Propulsion / Aero



777-9 Test Fleet Status

- 8 aircraft in the test fleet
 - 5 actively flying
 - 1 preparing for first flight
 - 2 structural ground-test aircraft
- 50,000 cycle fatigue testing complete
- Certification flight testing authorized in July 2024
- Current flight test fleet stats:
 - 4,000 FH / 1,450 FC*

WH003

Airplane Performance

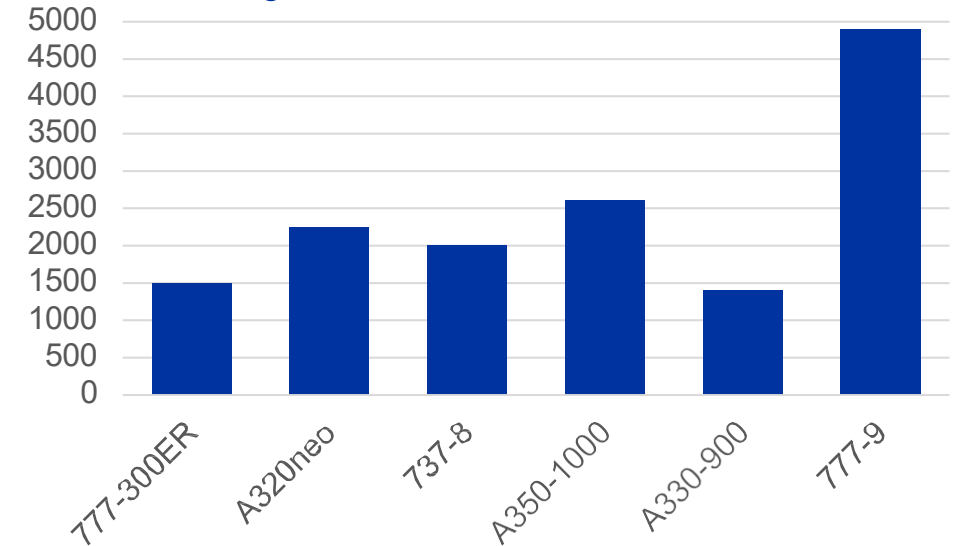


WH004

Functionality / Reliability



Flight Test Hours to Achieve ATC



*FH and FC as of 2-June, 2025

550+

Orders and
Commitments



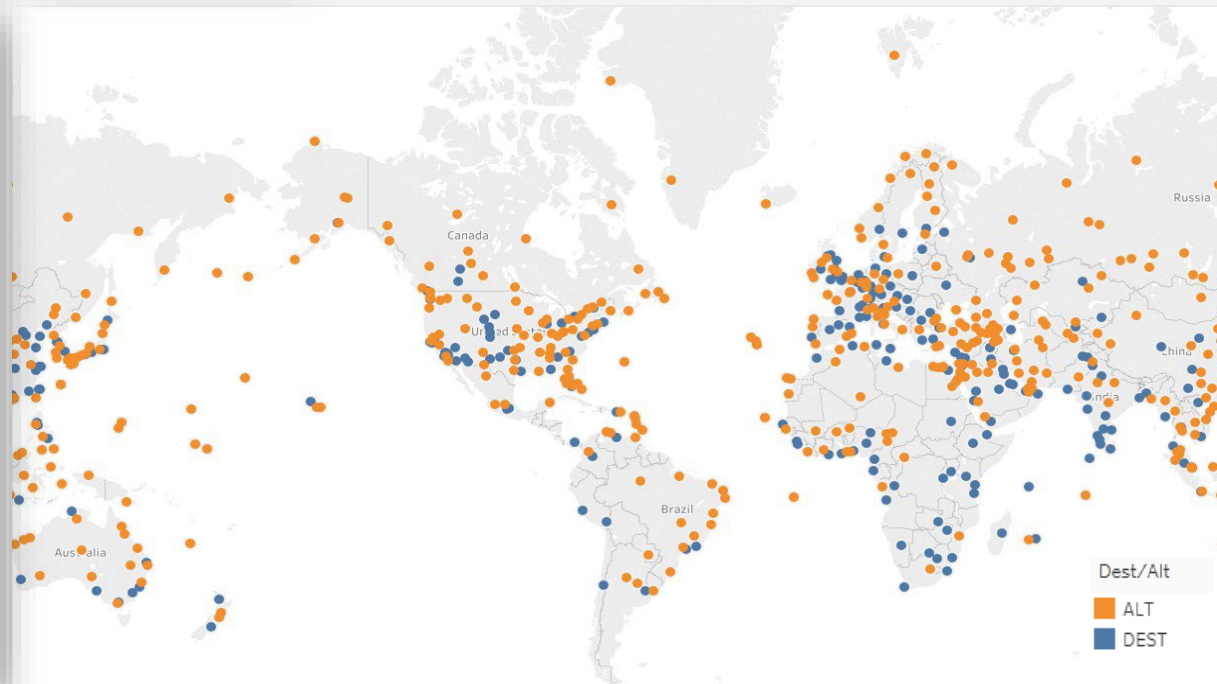
600+

airports identified

500+ 777-9/-8 Orders and Commitments



50+ 777-8F Orders and Commitments



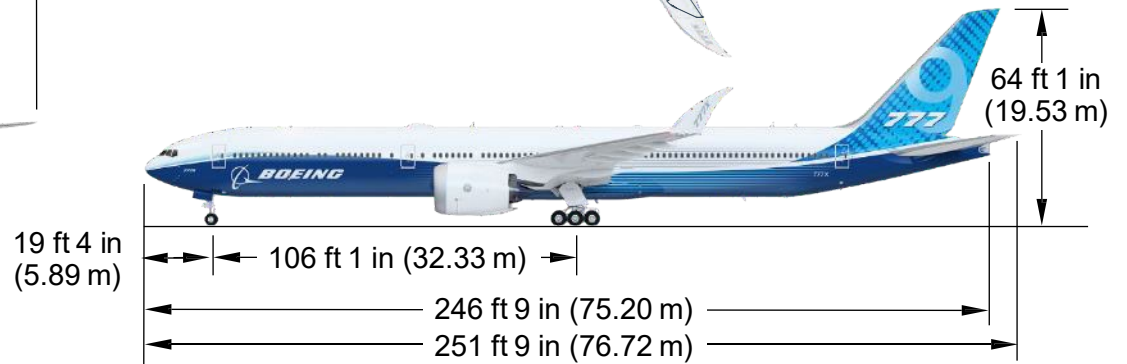
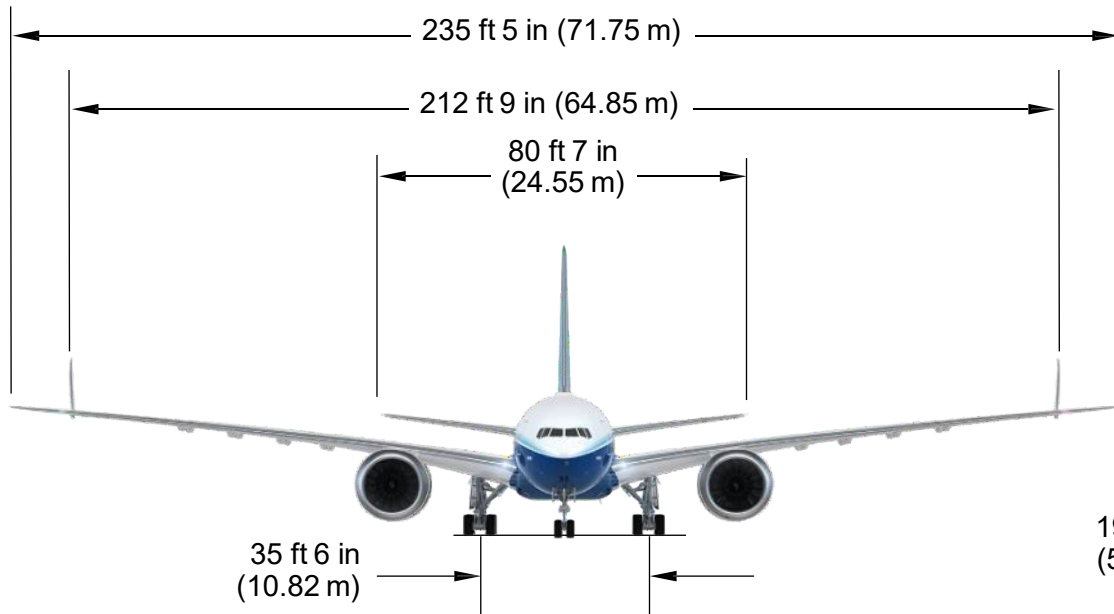
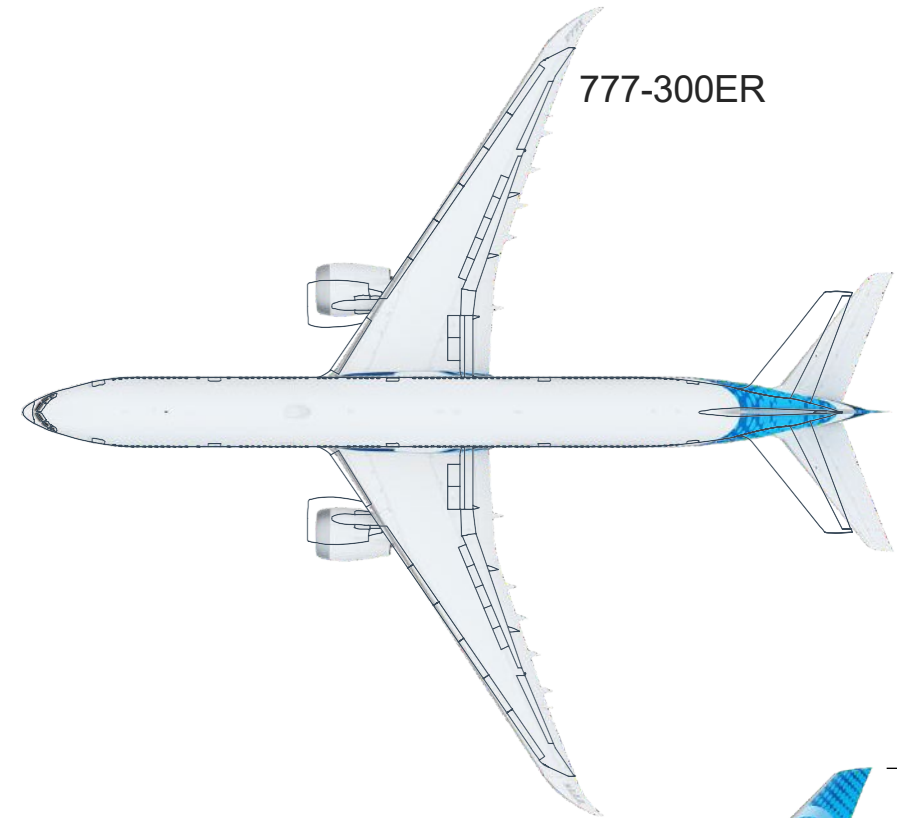
777-9 general arrangement

Compared to the 777-300ER, the 777-9:

Fuselage is 7.0 ft (2.13 m) longer

Wingspan is 22.8 ft (6.96 m) longer

Horizontal stabilizer is 10.0 ft (3.05 m) wider





FWT Documentation

BOEING

**Common Agreement Document
Boeing 777-8/9 Airport Compatibility Group
(BACG2)**

May 2018
Industry Collaboration
Folding Wingtip Guidance (BACG2)

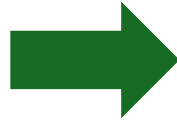
Folding wingtip system on commercial aviation is not addressed on current airport design and operations standard and recommended practices. Civil Aviation Authorities will require guidance on how to consider an airplane that changes its configuration on the airport movement areas.

In 2016 the Boeing Airport Compatibility Group 2 was formed by a number of Civil Aviation Authorities, Airports Council International, the International Air Transport Association, the International Federation of Air Line Pilots' Associations, Airport Operators, Airlines and Boeing.

- Over 50 participants met regularly over a period of 2 years.
 - Establish common agreement guidance to accommodate the 777-8/9 into airports worldwide.
 - Document was released on August 2018
 - Endorsed by 8 CAAs




**Common Agreement Document
Boeing 777-8/9 Airport Compatibility Group
(BACG2)**

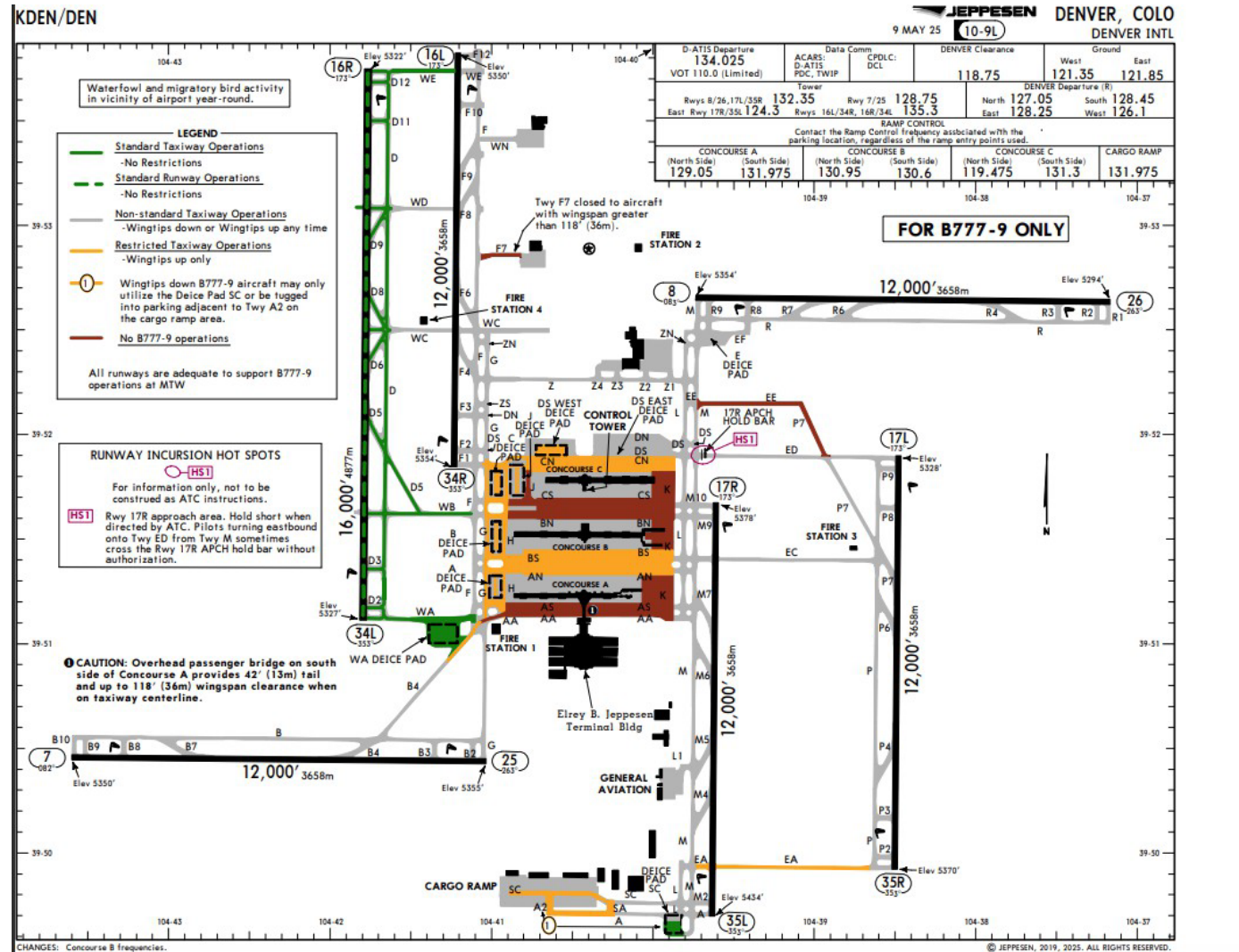
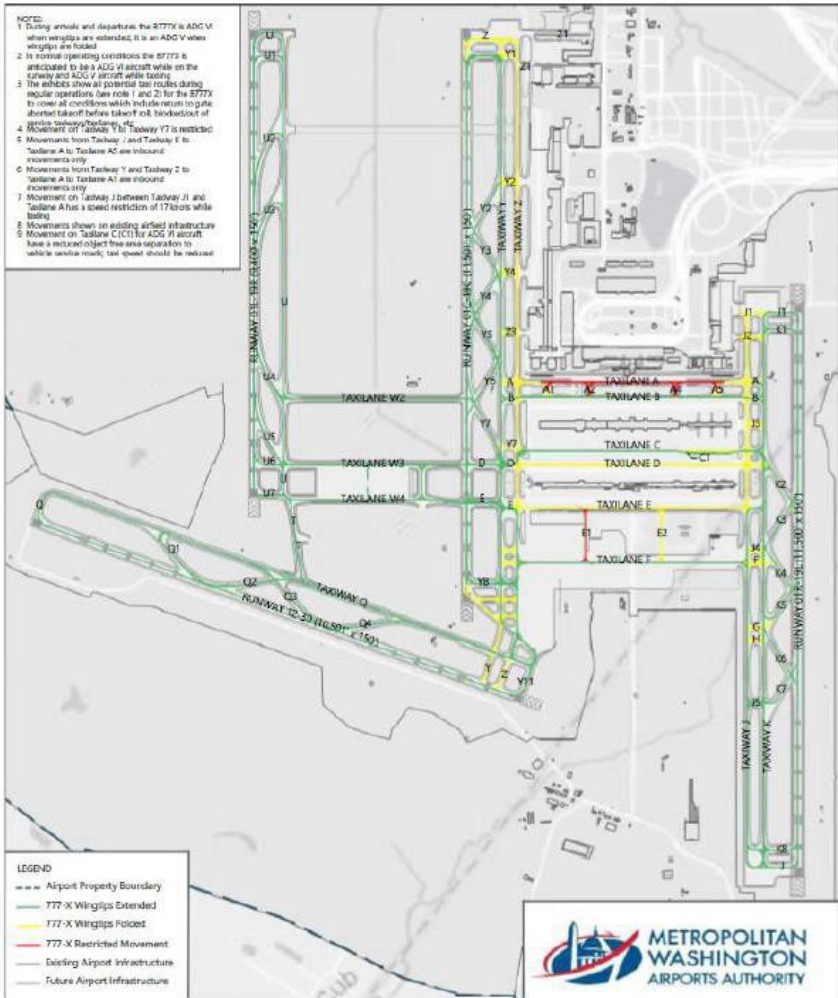



Details	Illustration		
where established, locations and all ground areas where it is safe for aeroplanes with folding wing tips to operate with wing tips extended.	 <p>LEGEND</p> <table border="1"> <tr> <td>AREAS WHERE IT IS SAFE FOR AEROPLANES WITH FOLDING WING TIPS TO OPERATE WITH WING TIPS EXTENDED</td> <td></td> </tr> </table>	AREAS WHERE IT IS SAFE FOR AEROPLANES WITH FOLDING WING TIPS TO OPERATE WITH WING TIPS EXTENDED	
AREAS WHERE IT IS SAFE FOR AEROPLANES WITH FOLDING WING TIPS TO OPERATE WITH WING TIPS EXTENDED			

Accommodating New Larger Aircraft in Existing Airports

- ✓ Airport Compatibility Analysis
- ✓ Infrastructure Safety Analysis
- ✓ Coordination w/ Stakeholders

Exhibit 1:
All Possible B777-X Taxi Routes at Washington Dulles International Airport (Composite).



777X – FWT Jeppesen Charts for DENVER/Dulles– Normal/Non-Normal Ops

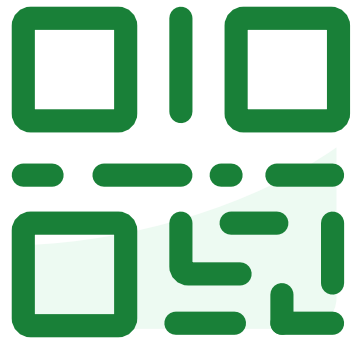


We have come a long way!

Thank You!

<https://www.boeing.com/commercial/airports>

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design



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For airports in the audience, does your airport expect to accommodate the B777-9 or -8F?



For all, have you been engaged in B777-9/-8F compatibility assessments or operational plan development?



For all, do you have a clear understanding of the process to accommodate B777-9s/-8Fs at airports?



Would you like more info about the SEA gate fit check exercise from the Boeing Airport Technology Team?



**Are you excited about flying on
the B777-9?**

**If You Need More Information From Boeing,
Provide Your Contact Info Using the QR Code Below**



<https://surveys.airportscouncil.org/s3/B777-9-8F>

2025

ACI-NA & ACI World Annual General Assembly, Conference and Exhibition

October 25 - 28, 2025

Toronto, ON



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