GECAS and Israel Aerospace Industries Group (IAI) have come together to reshape the Air Cargo world of long-haul, large capacity freighters. Introducing the all-new 777-300ERSF. The Big Twin.

The 777-300ER is the most successful widebody variant in aviation history. Now, the renowned performance of the most capable widebody ever built is coming to cargo operators. It is perfectly suited to today’s demands: more volume, less cost, great range and commonalty.

GECAS and IAI have combined forces to form a unique solution for aircraft feedstock and conversion capability. GECAS is the world-renowned aircraft lessor and the world leader in the airfreighter market, with more than 25 years’ experience and a global fleet of 100+ owned, serviced and on-order. IAI’s experience and reputation in conversion programs includes the Boeing 747, 767, 737NG and 737 family. Throughout their decades-long relationship, these industry leaders have partnered on more than sixty conversions.

Due to enter service in 2022, the 777-300ERSF is the ultimate Big Twin Freighter. With twin-engine efficiency that burns 21% less fuel per tonne than the 747-400 freighters, and big-cargo capability that sees 25% more volume than the 777-200LRF but retains 90% commonalty with its smaller twin. And all this with the range capability to seamlessly replace aging 747-400 and MD11 freighters.

The Big Twin. Get Ready.
The 777-300ERSF is the only large aircraft that offers a significant level of operational commonality with the 777-200LRF. In addition, it can operate seamlessly alongside the 777-300ER. In both cases, the 777-300ERSF can be inducted with minimal additional investment and minimal operational burden. This commonality allows operators to simplify their fleets and benefit from the associated cost efficiency.

A NEW BENCHMARK FOR CARGO OPERATORS

GAME-CHANGING ECONOMICS
Low fuel burn and low capital costs cut operating cost by 22% per tonne versus the 777-200LRF

RANGE MATCHING THE 747-400
4,650nm range allows a seamless replacement solution for aging 747Fs

EASY CAPACITY GROWTH
25% more volume than a 777LRF
15% more volume than a 747-400BCF

GE90 EFFICIENCY
The world’s most powerful in-service engine gives the 777-300ERSF 21% lower fuel burn per tonne than the 747-400F

UNMATCHED VERSATILITY
Low capital cost enables class-leading efficiency even with utilisation below 2500FH per year

777 COMMONALITY
Single pax + cargo operation for existing 777 operators, allowing retirement of a freighter sub-fleet
**PAX TO CARGO MODIFICATION**
- Freighter lining
- Window plugs
- Passenger doors deactivation (except first pair of doors)

**CARGO PAYLOAD MODIFICATIONS**
- Increase MZFW to allow 220k lb payload
- 146.5” x 120” main deck cargo door
- Reinforced fuselage and replaced floor structure

**MODIFIED CREW COMPARTMENT**
- 4+2 or 9 supernumeraries
- Double bunk crew rest
- Wet galley with chiller and lavatory
CARGO SYSTEMS
- 9G rigid cargo barrier
- One-minute smoke detection
- Main deck temperature control
- Modified ECS ducting
- Perishable and live animal carriage
- Provision for non-powered and powered cargo loading system

CROSS SECTION
- Main deck cargo door
- Wire raceway
- Pallets 96.0 x 125.0 x 118.0
- Lower lobe pallet

MAIN CARGO DOOR
- Clear Opening 120.0
- 118" tall pallet
- 146.5" x 120" clear opening
- 142.5" distance between CLS vertical guide rollers
- 2.0" dia. CLS vertical guide roller
- STA 1640.5
- STA 1713.75
- STA 1787
- MDCD center line
- WL 255.5
- External cargo control panel
- WL 200.44
- 2.0 Cargo Handling System
- WL 327.44
- Ceiling
- RBL 82
- LBL 82

Looking aft
- WL 122.5
- WL 200.44
- STA 1787
TECHNICAL SPECIFICATIONS

<table>
<thead>
<tr>
<th>Specifications</th>
<th>777-300ERSF</th>
<th>GE90-115</th>
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<tbody>
<tr>
<td>Maximum Taxi Weight - MTW</td>
<td>352,441 Kg</td>
<td>777,000 Lbs</td>
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<tr>
<td>Maximum Take-Off Weight - MTOW</td>
<td>351,534 Kg</td>
<td>775,000 Lbs</td>
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<tr>
<td>Maximum Landing Weight - MLW</td>
<td>264,444 Kg</td>
<td>583,000 Lbs</td>
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<tr>
<td>Maximum Zero Fuel Weight - MZFW</td>
<td>253,105 Kg</td>
<td>558,000 Lbs</td>
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<tr>
<td>Maximum Structural Payload - MSP*</td>
<td>100,698 Kg</td>
<td>222,000 Lbs</td>
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<tr>
<td>Maximum Fuel Capacity - MFC</td>
<td>181,283 L / 145,538 Kg</td>
<td>47,890 USG / 320,863 Lbs</td>
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<tr>
<td>Total Cargo Volume</td>
<td>819 m³</td>
<td>28,936 ft³</td>
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<tr>
<td>Main Deck Position</td>
<td>33x ULD 96” x 125”</td>
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</tr>
<tr>
<td>Lower Deck Position</td>
<td>14x ULD 96” x 125”</td>
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<tr>
<td>Bulk</td>
<td>17 m³</td>
<td>600 ft³</td>
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</tbody>
</table>

*With powered cargo loading system

SAME STAND SIZE, MORE PAYLOAD

ROUND-THE-WORLD CAPABILITIES: CARRYING MORE & BURNING LESS

777-300ERSF: 18 MORE TONS THAN THE 777-200LRF AND 9 MORE TONS THAN THE 747-400BCF ON EVERY SECTOR

OVER A WEEKLY ROUND-THE-WORLD TRIP THE 777-300ERSF BURNS 191 FEWER TONS OF FUEL AND CARRIES 99 TONS MORE PAYLOAD THAN THE 747-400BCF
MULTIPLE CONFIGURATIONS FROM COMMERCIAL TO MILITARY

SIZE CODE G
(13) 96” x 238.5” ULD’s plus (6) ULD’s 96” x 125” plus (1) ULD 96” x 125” placed laterally

SIZE CODE B CRAF PROGRAM (MILITARY)
(36) side by side ULD’s 88” x 108” plus (1) ULD 88” x 108” placed laterally

SIZE CODE B (MILITARY)
(42) ULD’s 108” x 88”

SIZE CODE R
(21) lateraled ULD’s 96” x 196” plus (1) ULD 96” x 125” placed laterally

SIZE CODE G CENTRELINE
(11) 96” x 238.5” ULD’s plus (4) ULD’s 96” x 125” plus (1) ULD 96” x 125” placed laterally

+10 positions / 164m³ / 5,800ft³ vs 777-200LRF

+8 positions / 68m³ / 2,428ft³ vs 747-400F

DIMENSIONS

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