



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

JAN 29 2009

Exemption No. 7953A
Regulatory Docket No. FAA-2002-11845

Mr. Paul A. Hill
General Electric Company
General Electric Aviation
P.O. Box 156301
One Neumann Way
Cincinnati, OH 45215-6301

Dear Mr. Hill:

This letter is to inform you that we have decided to amend Exemption No. 7953. This letter explains the basis for our decision and describes its effect.

The Basis for Our Decision

By letter dated March 11, 2002, you petitioned the Federal Aviation Administration (FAA) on behalf of the General Electric Company (GE) for an exemption. On January 15, 2003, we granted you an exemption from § 33.73(b) of Title 14, Code of Federal Regulations (14 CFR). That exemption allows GE to certify the GE90-110B1, GE90-113B, and GE90-115B engine models without meeting the 5-second thrust response requirement to accommodate a control system enhancement that optimizes engine operability at high-corrected, core airflow conditions.

We have made changes to the conditions and limitations paragraph of the exemption to include the Boeing model 777-200LR aircraft as a corrective action and to make the exemption applicable to other aircraft. Instead of limiting the installation of the current GE90 growth model engines to certain aircraft, we are allowing the installation of these engines on any aircraft that has the same technical requirement identified in the exemption. This will allow these engines to be eligible for installation on the Boeing aircraft models 777-300ER,

777-200LR, 777 Freighter as well as any future aircraft which have this same technical requirement that allows the aircraft to meet 14 CFR 25.119. The conditions and limitations paragraph of the exemption is therefore reworded as follows:

- With respect to the installed power response characteristics, the GE90-110B1, GE90-113B, and GE90-115B engine models are limited to installation on those aircraft which have the following engine requirement:

For a thrust command change completed in one (1) second or less, the engine thrust level achieved eight (8) seconds after starting the thrust command change shall not be less than 80% of full rated takeoff thrust. The thrust command change must transition from an essentially stabilized/minimum tolerance (fan and core speed) approach-idle thrust to maximum takeoff, at calibrated airspeeds up to 150 knots. Approach-idle thrust values are not to exceed the values located in The Boeing Company's manual titled "Specification for Commercial Turbofan Engine GE90 Growth", Document Number D331W110, Revision D, Table II(C) titled "Minimum Installed Thrust Guarantees". This requirement is applicable at altitudes from -2,000 to 15,000 feet. Full rated takeoff thrust is the highest rating planned for a part 25 certification.

Any significant bill-of-material changes that could significantly and adversely affect the power response will have to be assessed against this exemption.

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the amendment to the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to the General Electric Company and the Boeing Company.

Our Decision

The FAA has determined that the justification for the issuance of Exemption No. 7953A, as amended, remains valid and is in the public interest. Therefore, under the authority provided by 49 U.S.C. 40113 and 44701, which the FAA Administrator has delegated to me, I grant your petition.

The Effect of Our Decision

Our decision is effective upon the date of this letter.

The conditions and limitations of Exemption No. 7953 are amended as defined above in this letter. This letter must be attached to, and is a part of, Exemption No. 7953.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter A. White". The signature is written in a cursive style with a large initial "P" and "W".

Peter A White
Acting Manager, Engine and Propeller Directorate
Aircraft Certification Service