

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

T00021SE Revision 5 BOEING 787-8 January 2, 2013
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**TYPE CERTIFICATE DATA SHEET T00021SE**

This data sheet, which is part of Type Certificate No. T00021SE, prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder:   The Boeing Company  
   1301 Second Avenue  
   Seattle, WA 98101

**I - 787-8, Transport Category, Approved August 26, 2011**

Engines:                       2 Rolls-Royce plc Turbofan Engines; Models: Trent 1000-A, Trent 1000-C, or Trent 1000-E  
   (Engine Type Certificate No. E00076EN)  
   2 General Electric Turbofan Engines; Models: GEnx-1B64, GEnx-1B67, GEnx-1B70,  
   GEnx-1B64/P1, GEnx-1B67/P1, GEnx-1B70/P1, or GEnx-1B70/75/P1  
   (Engine Type Certificate No. E00078NE)  
   Authorization for engine intermix is contained in the appropriate FAA approved Airplane Flight  
   Manual

Fuel:                           Rolls-Royce plc Turbofan Engines:  
   Fuels conforming to:  
   ASTM D-1655 grades Jet-A and Jet A-1  
   MIL-DTL-5624 grade JP-5  
   MIL-DTL-83133 grade JP-8  
   GOST 10227-86 grade TS-1  
   are acceptable. Fuels produced to other specifications and having properties meeting the  
   requirements of the above specifications are acceptable. The fuel and any fuel additives must  
   conform to the relevant Engine Operating Instructions.

  General Electric Turbofan Engines (also, see Note 9):  
   Fuels conforming to:  
   ASTM D-1655 grades Jet-A and Jet A-1  
   MIL-DTL-5624 grade JP-5  
   MIL-DTL-83133 grade JP-8  
   GOST 10227-86 grade TS-1  
   are acceptable. Fuels produced to other specifications and having properties meeting the  
   requirements of the above specifications are acceptable. The fuel and any fuel additives must  
   conform to the relevant Engine Operating Instructions.

Engine Limits:

		Static thrust lb, standard day, sea level	
		Takeoff (see Note 10)	Maximum continuous
RR Trent 1000-A	(see Note 11)	69,194	64,722
RR Trent 1000-C	(see Note 12)	74,511	69,523
RR Trent 1000-E	(see Note 12)	59,631	60,253
GEnx-1B64	(see Note 13)	67,000	61,500
GEnx-1B67	(see Note 14)	69,400	61,500
GEnx-1B70	(see Note 15)	72,300	66,500
GEnx-1B64/P1	(see Note 16)	67,000	61,500
GEnx-1B67/P1	(see Note 16)	69,400	61,500

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**I. 787-8 (cont'd):**

Engine Limits (cont'd):

GEnx-1B70/P1 (see Note 16)	72,300	66,500
GEnx-1B70/75/P1 (see Notes 16, 17)	72,300	66,500

For engine operating limits see the applicable Engine Type Certificate Data Sheet or the FAA approved Airplane Flight Manual.

Airspeed Limits:

VMO/MMO = 350KEAS / 360KIAS / 0.90M.

For other airspeed limits, see the appropriate FAA-approved Airplane Flight Manual.

CG Range:

See the appropriate FAA-approved Airplane Flight Manual.

Empty Weight C.G.:

None

Maximum Weights:

See the appropriate FAA-approved Airplane Flight Manual.

Model

787-8

Eligible Serial Numbers

34485, 34486, 34488, 34490, 34493, 34494, 34497, 34502, 34506-34508, 34514, 34515, 34521, 34541, 34744-34747, 34821-34825, 34829, 34832, 34834-34839, 34925, 35938, 35940, 36275-36278, 37894, 38319-38321, 38329, 38330, 38466, 38471, 36472, 40748, 40479, 40899

**PERTINENT DATA**

Minimum Crew:

Two (2): pilot and copilot

Maximum Passengers:

The maximum number of passengers approved for emergency evacuation is:

381 with four pairs of exits in an (A, A, A, A) exit arrangement,

355 with four pairs of exits in a (C, A, A, A) exit arrangement,

330 with four pairs of exits in an (A, A, C, A) exit arrangement, and

300 with four pairs of exits in a (C, A, C, A) exit arrangement.

Maximum passenger capacity may be further limited by Environmental Control System ventilation per occupant requirement defined in 25.831(a).

Max. Baggage/Cargo:

See appropriate FAA-approved Weight and Balance Manual.

Fuel and Oil Capacities:

See appropriate FAA-approved Weight and Balance Manual.

Maximum Operating  
Altitude:

43,100 feet

Certification Basis:

14 CFR Part 25, Airworthiness Standards, through Amendment 25-119 and Amendments 25-120, 25-124, 25-125 and 25-128 with exceptions as noted below.

Section No.TitleAt Amdt. 25-

25.1309

For Cargo Fire Protection Systems

119

Amendment 25-118 was not published and therefore has no applicability.

14 CFR Part 26, Continued Airworthiness and Safety Improvements, through Amendment 26-5, for §§ 26.11, 26.21, 26.37, 26.43, and 26.45:

**I. 787-8 (cont'd):**

14 CFR Part 34, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered, through Amendment 34-4. The certification basis for emissions also includes compliance to the International Civil Aviation Organization (ICAO) Annex 16, Volume II, Amendment 6, dated July 2008.

14 CFR Part 36, Noise Standards: Aircraft Type Certification and Airworthiness Certification, through Amendment 36-28. The certification basis for noise also includes compliance to ICAO Annex 16, Volume I, Amendment 9, dated July 9, 2008.

The Following Optional Design Regulations have been complied with:

Ditching: 14 CFR §§ 25.801, 25.1411(d), (e), (f), (g) and 25.1415  
 Ice Protection: 14 CFR § 25.1419  
 ETOPS: The 787 has been evaluated in accordance with 14 CFR § 25.1535 and found suitable for 180-minute Extended Range Operations with Two-Engine Airplanes (ETOPS) when operated and maintained in accordance with Boeing Document No. D021Z002-01, "Model 787 ETOPS Configuration, Maintenance, and Procedures." This finding does not constitute approval to conduct ETOPS operations.

Exemptions from 14 CFR Part 25:

1. Grant of Exemption, § 25.562(b)(2), Relief from floor warpage testing requirements for flightdeck seats on the Boeing Model 787 series airplanes; **Exemption No. 9486**, September 11, 2007.
2. Grant of Exemption, § 25.809(a), Relief from the requirement that flightcrew emergency exits have a means to view outside conditions under all lighting situations for the Boeing Model 787 series airplanes; **Exemption No. 10114**, August 11, 2010.
3. Time Limited Grant of Exemption, § 25.809(a), Relief for a limited number of the Boeing Model 787 series airplanes from the requirement that passenger emergency exits have a means to view outside conditions under all lighting situations; **Exemption No. 10235**, April 8, 2011.
4. Partial Grant of Exemption, § 25.841(a)(2)(i)(ii), Relief for the Boeing Model 787 series airplanes from the requirement that, during a decompression caused by failures of the engines, airplane cabin pressure altitude not exceed 25,000 feet for more than 2 minutes or exceed 40,000 feet for any duration; **Exemption No. 8857**, March 30, 2007.
5. Time Limited Grant of Exemption, § 25.1309(c), Temporary relief from the requirement to provide indication of anticipated fuel system contamination to the flightcrew of Boeing Model 787-8 airplanes powered by Rolls-Royce Trent 1000 engines; **Exemption No. 10199**, January 28, 2011, and **Exemption No. 10199A**, August 18, 2011.
6. Grant of Exemption, § 25.1447(c)(1), Relief from the requirement for passenger oxygen masks to be automatically presented before the cabin pressure altitude exceeds 15,000 feet for the Boeing Model 787 series airplanes; **Exemption No. 9801**, December 12, 2008.
7. Time Limited Grant of Exemption, §§ 25.1305(c)(6) and 25.1309(c), Temporary relief from the requirements to provide indication of impending bypass of the engine oil fuel cooled oil coolers and to provide indication of impending bypass on the main fuel filters of multiple engines, for the Boeing Model 787-8 airplanes powered by General Electric GEnx-1B, or subsequent variants of the engine; **Exemption No. 10268 (corrected copy)**, May 24, 2011, and **Exemption No. 10268A**, August 15, 2011.

Equivalent Levels of Safety (ELOS) are identified as:

TC6918SE-T-A-9	§§ 25.341, 25.343, 25.345, 25.371, 25.373, 25.391	ELOS for Gust and Continuous Turbulence Design Loads
TC6918SE-T-A-10	§ 25.335(b)	ELOS for Design Airspeeds
TC6918SE-T-A-11	§§ 25.391, 25.393, 25.415	ELOS Finding for the Ground Gust Requirements

**I. 787-8 (cont'd):**

<u>ELOS (cont'd)</u>		
TC6918SE-T-A-12	§ 25.331(c)	ELOS for Symmetric Maneuvering Conditions
TC6918SE-T-A-13	§ 25.629	ELOS for Aeroelastic Stability
TC6918SE-T-CS-1	§ 25.810(a)(1)(ii)	ELOS Finding for Escape Slide Inflation Times
TC6918SE-T-CS-2	§ 25.811(f)	ELOS Finding for Emergency Exit Markings and Door Sill Reflectance
PS07-0585-CS-10	§§ 25.811(d), 25.811(g), 25.812(b)(1)(i), and 25.812(b)(1)(ii)	ELOS Finding for Graphical Exit Signs
TC6918SE-T-CS-12	§ 25.791(a)	Lighted "No Smoking" Signs in Lieu of Placards
TC6918SE-T-CS-14	§ 25.856(b),	ELOS Finding Associated to Post-Crash Fire Survivability
PS07-0585-CS-18	§ 25.811(e)(4)(i), (ii), and (iii)	ELOS Finding for the Passenger Door Operational Arrow Location and Color
PS06-0413-CS-25	§ 25.783(e)(2)	ELOS Finding for Passenger and Large Cargo Door Indication
TC6918SE-T-ES-5	§ 25.831(g)	ELOS for Acceptable High Temperature Physiological Environment During Failure Conditions
TC6918SE-T-ES-16	§ 25.1443(c)	ELOS Finding for the Passenger Oxygen System
TC6918SE-T-ES-18	§ 25.1441(c)	ELOS Finding for Pulse Oxygen System for Passenger
TC6918SE-T-ES-19	§ 25.841(b)(6)	ELOS Finding on Cabin Altitude Warning System for Operations into High Altitude Airports
TC6918SE-T-ES-20	§ 25.1443(d)	ELOS Finding for Portable Pulse Oxygen System
TC6918SE-T-F-4	§ 25.1517	ELOS Finding for Rough Air Speed ( $V_{RA}$ )
TC6918SE-T-F-6	§ 25.107(e)(1)(iv)	ELOS Finding for Minimum Unstick ( $V_{MU}$ ) Speed Margin
TC6918SE-T-F-14	§ 25.677(b)	ELOS Finding for Trim Displays
TC6918SE-T-F-17	§ 25.255	ELOS Finding for Out-of-Trim Characteristics
PS06-0413-F-20	§ 25.1325(e)	ELOS Finding for the Standby Air Data System
PS05-0177-P-2	§ 25.981(b)(2)	ELOS Finding for the Fuel Tank Flammability Rule (FTFR).
TC6918SE-T-P-2	§§ 25.933(a)(1)(i) & 25.933(a)(1)(ii)	ELOS Finding for Flight Critical Thrust Reverser
TC6918SE-T-P-3	§ 25.1182(a)	ELOS Finding for Fire Safety Requirements for the Aft Strut Fairing Compartment
TC6918SE-T-P-13R1	Part 25 subpart E, F, and G	ELOS Finding for the Auxiliary Power Unit (APU) Installation
TC6918SE-T-P-17	§ 25.934	ELOS Finding for the Engine and Thrust Reverser System Testing
TC6918SE-T-P-19	§§ 25.1023(b) and 25.1121(c)	ELOS Finding for Auxiliary Power System
TC6918SE-T-P-20	§§ 25.997 and 25.1305(c)(6)	ELOS Finding for Warning Means for Engine Fuel Filter Contamination
TC6918SE-T-P-27	§ 25.1145(a)	Engine Igniter Flight-deck Switch Configuration

**I. 787-8 (cont'd):****ELOS (cont'd)**

PS06-0414-P-34	§ 25.1181(b), 25.1182 25.1183(a)	ELOS Finding for Fire Safety Requirements for GENx-1B
TC6918SE-T-SA-7	§§ 25.1301 and 25.1309	ELOS Finding for use of ARAC Recommended Revision To §§ 25.1301, 25.1309, and 25.1310
TC6918SE-T-SA-10	§ 25.1459(a)(2)	ELOS Finding for Flight Recorders
TC6918SE-T-SA-11	§ 25.1303(c)(1)	ELOS Finding for Overspeed Aural Warning
TC6918SE-T-SA-29	§ 25.1333(a)	ELOS Finding for Instrument Systems
TC6918SE-T-SE-14	§ 25.1351(b)(5)	ELOS Finding for the Flight Control Electronics DC Power System
TC6918SE-T-SF-1	§ 25.671(c)(2)	ELOS Finding for Flight Control System Failure Criteria
TC6918SE-T-SF-5	§ 25.777(e)	ELOS Finding on the Wing Flap Control Lever

**Special Conditions with respect to the following subjects apply to the Model 787-8:**

<u>SC No.</u>	<u>Subject</u>
25-348-SC	Composite Wing and Fuel Tank Structure—Fire Protection Requirements
25-354A-SC	Interaction of Systems and Structures, Electronic Flight Control System-Control Surface Awareness, High Intensity Radiated Fields (HIRF) Protection, Limit Engine Torque Loads for Sudden Engine Stoppage, and Design Roll Maneuver Requirement
25-355-SC	Reinforced Flightdeck Bulkhead
25-356-SC	Systems and Data Networks Security-Isolation or Protection From Unauthorized Passenger Domain Systems Access
25-357-SC	Systems and Data Networks Security-Protection of Airplane Systems and Data Networks from Unauthorized External Access
25-359-SC	Lithium Ion Battery Installation
25-360-SC	Composite Fuselage In-Flight Fire/Flammability Resistance
25-362-SC	Crashworthiness Emergency Landing Conditions
25-363-SC	Tire Debris Penetration of Fuel Tank Structure
25-365-SC	Operation Without Normal Electrical Power
25-370-SC	Seats With Non-Traditional, Large, Non-Metallic Panels
25-414-SC	Lightning Protection of Fuel Tank Structure to Prevent Fuel Tank Vapor Ignition
25-418-SC	Overhead Flight Crew Rest Compartment Occupiable during Taxi, Takeoff, and Landing
25-419-SC	Overhead Crew Rest Compartment

**ADDITIONAL DESIGN REQUIREMENTS AND CONDITIONS:**

The following design details or information must be maintained to ensure that an unsafe design condition is not present:

**In-flight Engine Restart**

The Boeing Model 787 engines incorporate numerous technological advances intended to increase efficiency and reliability. However, some of these features have the potential to decrease engine in-flight starting performance relative to the engines envisioned when the applicable sections of 14 CFR Part 25 were promulgated. The following criteria for engine in-flight starting performance must be met to ensure that the level of safety intended by §§ 25.903(e) and 25.1351(d) is maintained on airplanes powered by current technology engines.

1. Appropriate procedures for restarting the engines in the following cases must be provided in the airplane flight manual (AFM):
  - a. a fuel cut during climb after the takeoff phase (defined as the flight phase from start of the takeoff roll to 1500 feet above the runway altitude),

**I. 787-8 (cont'd):****ADDITIONAL DESIGN REQUIREMENTS AND CONDITIONS (cont'd):**

- b. loss of all alternating current (AC) power in combination with an all engine flameout, and
- c. all engine flame-out at or below 20,000 feet.

**Uncontrollable High Engine Thrust or Power**

Numerous single and anticipated combinations of failures within traditional engine control systems result in losing the normal means to control the magnitude and/or direction of engine thrust (power). For some of these anticipated failure conditions, the flight crew cannot be relied upon to recognize and mitigate the failures before they become hazardous or catastrophic. The following design features are required to ensure an unsafe condition does not exist with regards to the loss of the normal means to control engine thrust (power):

- 1. Dual channel full authority digital electronic (engine) control (FADEC) which monitors engine conditions to trim fuel flow
- 2. Thrust control malfunction accommodation to address conditions where fuel metering is not responding to pilot input on the ground, and
- 3. Redundant mechanical control interface between the flight crew and the FADEC.

**Engine Rotor-Lock Evaluation**

Service experience has shown that some engines are susceptible to a condition known as rotor-lock following an in-flight shut-down from power settings ranging from high power to idle. The engine design must be free from engine rotor lock.

**Fuel Feed System Icing Threats**

Under certain conditions, over a period of low fuel temperatures, ice may accumulate in the airplane fuel feed system and then be fed or released downstream to the engine, and result in failure to achieve a commanded thrust level, and this is considered an unsafe condition. As such, each aircraft/engine and aircraft/auxiliary power system (APS) fuel feed system must either be designed to prevent an accumulation of ice anywhere within the fuel tank and feed system from being released into the engine and APS fuel system, or be designed so no loss of engine thrust occurs due to release of any ice accumulation anywhere within the airplane/engine operating envelope.

**Return Landing Capability**

Examination of takeoff performance capabilities of current and proposed large transport aircraft indicates that requirements other than climb performance should be addressed when considering safe return operations and the need for a fuel jettison system. The 787 fuel jettison system must be installed, and the jettison rate should be such that there is adequate return to landing capability, when considering the following items, in a 30-minute flight with 15 minutes of active fuel jettisoning in conjunction with operational procedures:

- 1. Exceedence of certificated maximum brake energies;
- 2. Exceedence of tire speed limits;
- 3. Controllability (e.g., hydraulic or flight control system failures);
- 4. Margins to flap placard, or load relief operation speeds in turbulent air;
- 5. Climb capability, engine inoperative procedure;
- 6. Landing distances (actual distances, including contaminated runway).

**THE FOLLOWING INFORMATION AND NOTES APPLY TO ALL MODELS UNLESS OTHERWISE NOTED:**

## Certification Maintenance

Requirements (CMRs): See FAA-approved Certification Maintenance Requirements, document number D001Z009-03-03.

Production Basis: Production Certificate No. 700. See Note 4 and Note 8.

Leveling Means: A plumb bob attachment and leveling provision scale are provided in the left main gear wheel well.

Datum: Sta 0.0, located 55.8 in forward of airplane nose (B.S. 55.8).

Mean Aerodynamic  
Chord (MAC): 246.9 inchesControl Surface  
Movements: To insure proper operation of the airplane, the movement of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplane must, therefore, be rigged according to the following FAA-approved data in the following Boeing documents:

B787-A-27-11-00-18A-270B-A - Aileron – Rigging  
 B787-A-27-11-00-19A-270B-A - Flaperon – Rigging  
 B787-A-27-31-00-27A-270B-A - Elevator – Rigging  
 B787-A-27-21-00-31A-270B-A - Rudder – Rigging  
 B787-A-27-51-00-28A-270B-A - Trailing Edge Flap System – Rigging  
 B787-A-27-61-00-17A-270B-A - Spoiler – Rigging

Maximum control surface travel:

Control Surface	Maximum TED/TEL (Deg.)	Maximum TEU/TER (Deg.)
Ailerons	16.94°	-32.20°
Elevators	26.93°	-32.54°
Flaperon	39.26°	-31.61°
Spoilers 6, 7, 8, 9	-13.21°	60.95°
Spoilers 1, 2, 3, 12, 13, 14	-13.24°	60.77°
Spoilers 4, 5, 10, 11	-13.16°	63.00°
Rudder	32.10°	-30.12°
Horizontal Stabilizer	4.25°	-12.75°
Inboard Flaps	-2.80°	41.20°
Outboard Flaps	-2.00°	41.20°
Inboard Slats	-0.34°	23.47°
Outboard Slats	-0.40°	30.16°

Trailing Edge Down = TED

Trailing Edge Up = TEU

Trailing Edge Left = TEL

Trailing Edge Right = TER

Degrees = Deg.

**THE FOLLOWING INFORMATION AND NOTES APPLY TO ALL MODELS UNLESS OTHERWISE NOTED****(cont'd):**

Required Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.
Service Information:	Boeing Document B787-81205-Z0210-00, "787-8 Structural Repair Manual" is FAA-approved; Service Bulletins and other service information, when FAA-approved, will contain a statement declaring FAA approval.
Note 1	A current Weight and Balance Report, Boeing Document D043Z580-aaaa-xxxxx (where aaaa is the owner identifier and xxxxx is the aircraft serial number) must be provided for each aircraft at the time of original airworthiness certification and at all times thereafter, except in the case of the operator having an FAA-approved loading system for weight and balance control.
Note 2	Airplane operation must be in accordance with the FAA-approved Airplane Flight Manual, Boeing Document D631Z003. All placards required by either the FAA-approved Flight Manual, the applicable operating rules, or the Certification Basis must be installed in the airplane.
Note 3	To maintain compliance with Type Certification requirements of the 787 airplane, each operator must incorporate into their airline's FAA-approved maintenance program the applicable items from the following FAA-approved documents (as cited in Section 9 of the 787 Maintenance Planning Data, Boeing Document D011Z009-03): <ul style="list-style-type: none"> <li>D011Z009-03-01, 787 Airworthiness Limitations (AWLs). Contains required structural inspections and the retirement times for structural safe-life and life-limited parts. Also contains required retirement times for systems life-limited parts and other systems limitations.</li> <li>D011Z009-03-02, 787 Airworthiness Limitations (AWLs) – Line Number Specific. Existing structures AWLs that were impacted by airplane production non-conformances may result in airplane specific revised inspection requirements and/or inspection intervals.</li> <li>D011Z009-03-03, 787 Certification Maintenance Requirements (CMRs). Required periodic tasks to specific Systems installations.</li> <li>D011Z009-03-04, 787 Special Compliance Items (SCIs) /Airworthiness Limitations. This document lists and provides instructions for Airworthiness Limitation Instructions (ALIs) and Critical Design Configuration Control Limitations (CDCCLs) required to comply with 14 CFR Part 25.981.</li> </ul>
Note 4	The following Aircraft Serial Numbers were produced under the Type Certification only: 787-8:  34486, 34832, 36277, 36278, 36281, 36282, 36283, 36284, 40693, 40694, & 40695.
Note 5	Installations using quick release hardware to install commodities such as galleys, closets, lavatories and stowage bins in adaptable zones in the passenger cabin shall be shown compliant to 25.561(c)(2).
Note 6	The Model 787 has been approved to operate in "Reduced Vertical Separation Minimum" (RVSM) airspace. Continued airworthiness and operational approval aspects of RVSM must be constructed according to Advisory Circular (AC) 91-RVSM, titled "Approval of Aircraft and Operators for Flight in Airspace Above Flight Level (FL) 290 Where a 1,000 Foot Vertical Separation Minimum is Applied."
Note 7	EASA has found the model 787-8 to be compliant with the International Civil Aviation Organization ( ICAO) emissions requirements, Annex 16, Volume II, Amendment 6, dated July 2008, and with the ICAO noise requirements, Annex 16, Volume I, Amendment 9, dated July 9, 2008.

**THE FOLLOWING INFORMATION AND NOTES APPLY TO ALL MODELS UNLESS OTHERWISE NOTED****(cont'd):**

- Note 8                    Production Certificate No. 700 was amended to include the 787-8 and issued. Boeing is authorized to issue airworthiness certificates under the Organization Delegation Authorization (ODA) Procedures of 14 CFR part 183, subpart D, and FAA Order 8100.15A.
- Note 9                    Boeing and GE have determined that the GENx engines on these 787-8 aircraft intermittently emit a sometimes clearly visible fuel vapor fog after shutdown, as a result of a small quantity of fuel being released from the engine's fuel system. These emissions do not present a safety issue or appreciable environmental impact. Boeing and GE will modify the design of the aircraft and engines by December 31, 2012 to completely eliminate this fuel venting on new aircraft. Boeing has included an airworthiness limitation in the instructions for continued airworthiness for the affected aircraft requiring incorporation of the modified design by December 31, 2014.
- Note 10                  The takeoff rating can be used for 10 minutes in the event of loss of thrust on one engine during takeoff, otherwise limited to not more than 5 minutes.
- Note 11                  Applicable to Trent 1000-A Engines with or without M/SB 72-G319 incorporated.
- Note 12                  Applicable only to Trent 1000-C and Trent 1000-E Engines with M/SB 72-G319 incorporated.
- Note 13                  Applicable to Bill of Materials for GENx-1B64G03 or GENx-1B64G04.
- Note 14                  Applicable to Bill of Materials for GENx-1B67G03 or GENx-1B67G04
- Note 15                  Applicable to Bill of Materials for GENx-1B70G03 or GENx-1B70G04.
- Note 16                  Applicable to Bill of Materials for GENx-1B64/P1G01, GENx-1B67/P1G01, GENx-1B70/P1G01 and GENx-1B70/75/P1G01 respectively.
- Note 17                  Same as GENx-1B70/P1 except for extended takeoff flat rating ambient temperature (101.8°F/38.8°C at sea level).

....END....