



I. MODELS (cont.)	GENx-1B54	GENx-1B58	GENx-1B64	GENx-1B67	GENx-1B70	GENx-2B67
<b>COMPONENTS (GE P/Ns)</b>						
Fuel Metering Unit	2122M20	--	--	--	--	--
Full Authority Digital Engine Control (FADEC) Hardware	2121M82	--	--	--	--	2124M70
FADEC Software	2124M23	--	--	--	--	2124M22
Configuration Box	2121M99	--	--	--	--	--
FADEC Rating Plug	2125M31P02	2125M31P08	2125M31P14	2125M31P20	2125M31P26	2125M31P20
Fuel Pump	2122M22	--	--	--	--	--
<b>IGNITION SYSTEM</b>						
Two ignition exciters GE P/N	2121M94	--	--	--	--	2139M52
Two igniter plugs GE P/N	1754M84	--	--	--	--	--
<b>PRINCIPAL DIMENSIONS (in)</b>						
Length (Fan spinner to nozzle centerbody)	194 in	--	--	--	--	176 in
Width (maximum envelope)	139 in	--	--	--	--	126 in
Height (maximum envelope)	137 in	--	--	--	--	127 in
<b>WEIGHT (DRY)</b>						
Includes basic engine, basic engine accessories, and optional equipment as listed in the manufacturer's engine specifications.	12,822 lbs	--	--	--	--	12,222 lbs
<b>CENTER OF GRAVITY LOCATIONS (in)</b> (Engine only)						
Station (axial)	217.03 ± 0.5 in.	--	--	--	--	217.74 ± 2.0 in.
Waterline	99.04 ± 0.5 in.	--	--	--	--	98.43 ± 0.5 in.
Buttline	100.55 ± 0.5 in.	--	--	--	--	99.87 ± 0.5 in.

<b>I. MODELS (cont.)</b>	<b>ALL</b>
FUEL	See NOTE 7 for approved fuels.
OIL	Refer to GENx-1B Service Bulletin 79-0001 and GENx-2B Service Bulletin 79-0001 and its latest revision for detailed information pertaining to Type 2 oils. This Service Bulletin covers the approved oils conforming to General Electric Specification D50TF1 or the latest revisions are authorized.

**CERTIFICATION BASIS**

- |   |  |
|---|--|
| GENx-1B54, -1B58, -1B64, -1B67, and -1B70 | <ul style="list-style-type: none"> <li>• 14 CFR Part 33, effective February 1, 1965, as amended by 33-1 through 33-21 and amendment 33-23 section 33.76.</li> <br/> <li>• Fuel Venting and Exhaust Emissions Standards, 14 CFR Part 34, effective June 29, 2009, as amended by 34-1 through 34-4.</li> <br/> <li>• GENx-1B Fan Blade Special Condition (33-006-SC)</li> <br/> <li>• Equivalent Level of Safety (ELOS) Findings             <ul style="list-style-type: none"> <li>o ELOS No. 8040-ELOS-08-NE02 to 14 CFR §33.87(a) &amp; (b)</li> <li>o ELOS No. 8040-ELOS-08-NE03 to 14 CFR §33.27(c)</li> <li>o ELOS No. 8040-ELOS-08-NE04 to 14 CFR §33.90</li> <li>o ELOS No. 8040-ELOS-08-NE05 to 14 CFR §33.77</li> </ul> </li> </ul>  |
| GENx-2B67                                 | <ul style="list-style-type: none"> <li>• 14 CFR Part 33, effective February 1, 1965, as amended by 33-1 through 33-21, and amendment 33-23 section 33.76.</li> <br/> <li>• Fuel Venting and Exhaust Emissions Standards, 14 CFR Part 34, effective June 29, 2009, as amended by 34-1 through 34-4.</li> <br/> <li>• GENx-2B Fan Blade Special Condition (33-007-SC)</li> <br/> <li>• Equivalent Level of Safety (ELOS) Findings             <ul style="list-style-type: none"> <li>o ELOS No. 8040-ELOS-09-NE01 to 14 CFR §33.27 (c) - Fan Booster (LPC) Rotor, High Pressure Turbine (HPT) Rotor, and Low Pressure Turbine (LPT) Rotor Overspeed Compliance</li> <li>o ELOS No. 8040-ELOS-09-NE02 to 14 CFR §33.77 (c) and (e) - Foreign Object Ingestion – Ice</li> <li>o ELOS No. 8040-ELOS-10-NE02 to 14 CFR §33.78 – Rain and Hail Ingestion</li> </ul> </li> </ul> |

TYPE CERTIFICATE E00078NE

MODELS	APPLICATION DATE	ISSUE/AMMENDED
GENx-1B54	Dec. 13, 2004	March 31, 2008
GENx-1B58	May 24, 2005	March 31, 2008
GENx-1B64	Dec. 13, 2004	March 31, 2008
GENx-1B67	May 24, 2005	March 31, 2008
GENx-1B70	Dec. 13, 2004	March 31, 2008
GENx-2B67	Feb. 28, 2006	July 22, 2010

**PRODUCTION BASIS**

Production Certificate No. 108

<b>NOTES</b>
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NOTE 1.

## MAXIMUM PERMISSIBLE ENGINE ROTOR SPEEDS

GEnx-1B54, -1B58, -1B64, -1B67, -1B70

Low pressure rotor (N1)	2,726 RPM
High pressure rotor (N2)	13,425 RPM

\* Note: 100 percent N1 is 2,560 RPM

\*\* Note: 100 percent N2 is 11,377 RPM

GEnx-2B67

Low pressure rotor (N1)	3,026 RPM
High pressure rotor (N2)	13,425 RPM

\* Note: 100 percent N1 is 2,835 RPM

\*\* Note: 100 percent N2 is 11,377 RPM

NOTE 2.

## MAXIMUM PERMISSIBLE TEMPERATURES

Indicated turbine exhaust  
gas temperature (T49)GEnx-1B54, -1B58, -1B64, -1B67, -1B70  
(see NOTE 5)

Takeoff 5 minutes (see NOTE 1)	1,895°F (1,035°C)
30 seconds Maximum Transient	1,904°F (1,040°C)
Maximum Continuous	1,841°F (1,005°C)

Ground starts (manual or auto)	1,379°F (750°C)
Inflight starts (manual or auto)	1,607°F (875°C)

Oil temperature limits

Continuous	320°F (160°C)
Transient (15 minutes)	350°F (177°C)

Indicated turbine exhaust  
gas temperature (T49)GEnx-2B67  
(see NOTE 5)

Takeoff 5 minute (see NOTE 1)	1,940°F (1,060°C)
30 seconds Maximum Transient	1,949°F (1,065°C)
Maximum Continuous	1,886°F (1,030°C)

Ground starts (manual or auto)	1,379°F (750°C)
Inflight starts (manual or auto)	1,607°F (875°C)

Oil temperature limits

Continuous	320°F (160°C)
Transient (15 minutes)	350°F (177°C)

NOTE 3. FUEL AND OIL PRESSURE LIMITS

FUEL PRESSURE LIMITS AT THE ENGINE PUMP INLET

The limit is from minimum fuel pressures of not less than true vapor pressure plus 5.0 psi to a maximum of 70 psig. For the GENx-1B, on the 787 aircraft, the minimum fuel pressure limit is extended down to minimum fuel pressure of 3.5 psia and maximum vapor-to-liquid ratio (v/l) of 0.45 for up to 60 minutes followed by up to 600 minutes with minimum fuel pressure of 3.5 psia and a maximum vapor-to-liquid ratio (v/l) of 0.28.

OIL PRESSURE LIMITS

See Figure 8-1 of GENx-1B Operating Instructions GEK 112857 and GENx-2B Operating Instructions GEK 114113 for definition of minimum and maximum oil pressures.

NOTE 4. GENx ACCESSORY DRIVE CHARACTERISTICS

GENx-1B54, -1B58, -1B64, -1B67, &-1B70

Accessory	Defined By	Rotation (Facing Gearbox Pad)	Gear Ratio To Core Rotor	Drive Shaft (RPM)	Maximum Weight LB (KG)	Maximum Overhung Moment IN-LB (N·m)	Shear Torque IN-LB (N·m)	Continuous Pad Rating HP In flight Dual Engine	Overload [HP]
VFSG 1	ICNR - GE-BE059	CCW	1.1331	12,891.30	227.5 (103.2) WET	1,472 (166.3)	19,596-20,220 (2,214-2,285)	692 (total for both VFSG's)	See Comment A
VFSG 2	ICNR- GE-BE060	CCW	1.1331	12,891.30	227.5 (103.2) WET	1,472 (166.3)	19,596-20,220 (2,214-2,285)	692 (total for both VFSG's)	See Comment A
Hydraulic Pump	ICNR- GE-BE057	CCW	0.4438	5,049.10	30.3 (13.74) WET	140 (15.81) WET	2,625-3,715 (1,780-420)	See Comment B	85 [5 sec]
Core Turn	0.5 Square Drive/ Dwg-2305M71	CCW	0.6773	7,705.60	N. A.	N. A.	N. A.	N. A.	N. A.

Comments:

- A. 1021 HP fault: for 1 second, occurring 0.001 times per operating hour. [single Engine]  
866 HP fault for 1 second, occurring 4.17 times per operating hour. [dual Engine]
- B. 1150 lbs-inch constant torque to a max of 60HP for the gearbox design.

NOTE 4.  
(cont.)

GENx ACCESSORY DRIVE CHARACTERISTICS (continued)

GENx-2B67

ACCESSORY	DEFINED BY	ROTATION (NOTE #1)	GEAR RATIO TO CORE ROTOR	DRIVE SHAFT (RPM)	STATIC WEIGHT LB	MAXIMUM OVERHUNG MOMENT IN-LB	SHEAR TORQUE	TORQUE
IDG	747-8 Boeing engine specification	CCW	0.6933	4600 to 9198	IDG 126.8 QAD 5.6	900	9000 ± 400 in-lb	(in-lb) 2245 - CONTINUOUS 3575 - TRANSIENT 5250 - MOMENTARY
HYDRAULIC PUMP	747-8 Boeing engine specification	CCW	0.4438	1850 to 3900	33 DRY	140 WET	3950 ± 300 in-lb	(in-lb) 1103 - CONTINUOUS 1241 - TRANSIENT 1310 - FAILURE
AIR TURBINE STARTER	M50TF4062	CCW	1.1331	58.4 % N2 (5863 RPM) MAX CUT OUT	49.38	300	1685 ft-lb	(ft-lb) Cold Day APU Start 617 XBL Start 820
CORE TURN	0.5 SQUARE DRIVE/	CCW	0.6773	7705.6	N.A.	N.A.	N.A.	N.A.

NOTES:

A. Rotation is defined facing the pad.

B. 100 percent core engine speed is 11377 rpm.

C. IDG online speed: 4600 rpm. Load is removed when input remains 4450 RPM or less for 150 + 50 ms.

NOTE 5. ENGINE RATINGS

Engine ratings are based on calibrated test stand performance under the following conditions:

1. Sea level static, standard pressure (14.696 psia), 59 °F
  2. No customer bleed or customer horsepower extraction
  3. Ideal inlet, 100% ram recovery
  4. Production aircraft flight cowling
  5. Production instrumentation
- Fuel lower heating value of 18,400 BTU/lb.

NOTE 6. MAXIMUM PERMISSABLE BLEED AIR EXTRACTION

GENx-1B54/1B58/1B64/1B67/1B70

Any Power Setting

Percent W25
Stage 7
3.3%

NOTE 6. (cont.) MAXIMUM PERMISSABLE BLEED AIR EXTRACTION (continued)

GEnx-2B67

%N1K	CDP Bleed Percent W25		%N1K	S4 Bleed Percent W25
	T2 > 67F	T2 < 67 F		
			0	7.50%
0	13	13	15.9	7.50%
81.1	13	13	21.2	7.85%
81.1	8	10	75.8	7.85%
88.2	8	10	75.8	7.65%
88.2	8	8.5	81.1	7.65%
91.7	8	8.5	84.7	7.85%
91.7	8	8	91.7	7.85%
120.0	8	8	108.6	6.00%
			108.6	5.00%
			120.0	5.00%

NOTE 7. FUEL

Refer to GEnx-1B Service Bulletin 73-0001 and GEnx-2B Service Bulletin 73-0001 for detailed information pertaining to fuels and additives. This Service bulletin covers the eligible fuels listed per GE Aviation Specification D50TF2. Eligible fuel classifications are:

Class A – Aviation Kerosene

Class C – Low Freeze Kerosene

Class D – High Flash Kerosene

Class E – Low Flash Kerosene

NOTE: Class B – (Jet B, JP4) is prohibited

NOTE 8. LIFE LIMITS

Life limits established for critical rotating components for GEnx-1B54/1B58/1B64/1B67/1B70 are published in Chapter 5 of the GEnx Engine Manual, GEK 112851. For GEnx-2B67 life limits are published in Chapter 5 of the GEnx Engine Manual GEK 114119.

NOTE 9. THRUST SETTING PARAMETER

Power setting, power checks, and control of engine thrust output in all operations are based on Fan Speed (N1). Speed sensors are included in the engine assembly for this purpose.

NOTE 10. ICING CONDITIONS

For ground operation in icing conditions, requirements, limitations, and notes are specified in: GEnx-1B54/1B58/1B64/1B67/1B70 Operating Instructions Manual GEK 112857 and GEnx-2B67 Operating Instructions GEK 114113.

NOTE 11. NEGATIVE G OPERATION

During "negative-G" operation only, it is permissible to operate below minimum oil pressure for a maximum of 15 seconds. See GEnx Operating Instructions, GEK 112857, Section 8 for GEnx-1B54/1B58/1B64/1B67/1B70 definition of minimum oil pressure. See GEnx Operating Instructions, GEK 114113, Section 8 for GEnx-2B67 definition of minimum oil pressure.

NOTE 12. TAKEOFF TIME LIMIT

The normal 5-minute takeoff time limit may be extended to 10 minutes for engine out contingency.

NOTE 13. TIME LIMITED DISPATCH CRITERIA

Criteria pertaining to the dispatch and maintenance requirements for the engine control systems are specified in:

For the GENx-1B54/1B58/1B64/1B67/1B70 engine models: General Electric Document GEK 112858 and the Airworthiness Limitations Section of the GENx Engine Manual, GEK 112851, which defines the various configurations and maximum operating intervals.

For the GENx-2B67 engine models: General Electric Document GEK 114112 and the Airworthiness Limitations Section of the GENx Engine Manual, GEK 114119, which defines the various configurations and maximum operating intervals.

NOTE 14 INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

Instructions for Continued Airworthiness are incomplete for the GENx-2B engine. The engine will be eligible for entry to service when the ICA's are complete and accepted.

Criteria pertaining to the engine maintenance requirements for an Equivalent Level of Safety (ELOS) to §33.87 and §33.90 are specified in the Airworthiness Limitations Section of the GENx Engine Manual, GEK 112851 for GENx-1B54, 1B58, 1B64, 1B67, and 1B70 which defines the various configurations and maximum operating intervals.

Equivalent Level of Safety Findings have been made pertaining to the GENx-2B engine for the following regulation(s):

14 CFR § 33.78, Rain and Hail Ingestion (documented in ELOS Memo 8040-ELOS-10-NE02)

14 CFR §33.27, Turbine, compressor, fan, and turbosupercharger rotors, par. (c), (documented in ELOS No. 8040-ELOS-09-NE01)

14 CFR §33.77, Foreign object ingestion – ice, para.(c) and (e), (documented in ELOS No. 8040-ELOS-09-NE02)

NOTE 15. FAN BLADE REPAIR

Approval of repairs of the fan blade composite material in the root section of the fan blade up to the inner annulus flow path line must be coordinated with the FAA Engine Certification Office. Substantiation of the repairs must show that compliance to GENx-1B Special Condition No. 33-006-SC or GENx-2B Special Condition No. 33-007-SC is maintained.

NOTE 16. EMISSIONS

The following engine models manufactured after December 31, 2007 comply with 14 CFR Part 34 Amendment 4, effective June 29, 2009

GENx-1B54, 1B58, 1B64, 1B67, and 1B70.

Additionally, the engine manufacturer has declared that the ICAO emissions standards of Annex 16, Volume II, second edition, revision 5, (also known as CAEP/6) have also been demonstrated. This has not been verified by the FAA since the FAA finds compliance to the Code of Federal Regulations (CFR) and not ICAO standards. See the Certification Basis section of this TCDS for the emissions compliance statement.

The following engine models manufactured after December 31, 2009 comply with 14 CFR Part 34, Amendment 4, effective June 29, 2009:

GENx-2B67

Additionally, the engine manufacturer has declared that the (ICAO) standards for Aircraft Engines Emissions, Annex 16, Volume II, Third Edition (also known as CAEP/6) have also been demonstrated. This has not been verified by the FAA since the FAA finds compliance to the Code of Federal Regulations (CFR) and not ICAO standards. See the Certification Basis section of this TCDS for the emissions compliance statement.

NOTE 17.

INDUCTION SYSTEM ICING

Demonstration of compliance to 14 CFR Part 33 Section 33.68, Induction System Icing, is installation specific to the Boeing B787-3, -8, and -9 airplane for the GEnx-1B54/1B58/1B64/1B67/1B70 model engines and B747-8 for the GEnx-2B67 model engines. Installation of these model engines on different airplane models or type will require a separate evaluation and finding of compliance to Section 33.68.

NOTE 18.

BIRD INGESTION CAPABILITY

GE successfully conducted a 5.5-pound bird ingestion test that demonstrated additional bird ingestion capability for the GEnx-1B54/1B58/1B64/1B67/1B70.

NOTE 19.

AIRCRAFT MODELS

The GEnx-1B54/1B58/1B64/1B67/1B70 engine models are limited to installation on the Boeing B787-3, -8, and -9 model(s) aircraft only with respect to the installed power response characteristics. The GEnx-2B67 engine model is limited to installation on the Boeing B747-8 model aircraft only with respect to the installed power response characteristics. Any bill-of-material changes that could significantly and adversely affect power response will have to be reassessed.

NOTE 20.

COMMERCIAL ENGINES IN MILITARY SERVICE

FAA-certified commercial engines in military service are not necessarily operated or maintained in accordance with the type design certification basis or Federal Aviation Regulations contained in CFR Title 14. Commercial-service use of GEnx series engines or engine parts thereof that have operated in military applications is prohibited unless specific prior FAA (Engine Certification Office, ANE-140) approval is granted.