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1.0 SCOPE AND INTRODUCTION

1.1 SCOPE

This document provides, in a standardized format, airplane characteristics data for general airport planning. Since operational practices vary among airlines, specific data should be coordinated with the using airlines prior to facility design. Boeing Commercial Airplanes should be contacted for any additional information required.

Content of the document reflects the results of a coordinated effort by representatives from the following organizations:

- Aerospace Industries Association
- Airports Council International - North America
- Air Transport Association of America
- International Air Transport Association

The airport planner may also want to consider the information presented in the "Commercial Aircraft Design Characteristics - Trends and Growth Projections," for long range planning needs and can be accessed via the following website:

<http://www.boeing.com/airports>

The document is updated periodically and represents the coordinated efforts of the following organizations regarding future aircraft growth trends.

- International Coordinating Council of Aerospace Industries Associations
- Airports Council International - North American and World Organizations
- Air Transport Association of America
- International Air Transport Association

1.2 INTRODUCTION

This document conforms to NAS 3601. It provides characteristics of the Boeing 787 Dreamliner family of airplanes for airport planners and operators, airlines, architectural and engineering consultant organizations, and other interested industry agencies. Airplane changes and available options may alter model characteristics. The data presented herein reflects the 787 family. Data used is generic in scope and not customer-specific.

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1.3 A BRIEF DESCRIPTION OF THE 787 FAMILY OF AIRPLANES

The 787 Dreamliner is an efficient family of twin-engine airplanes with exceptional environmental performance and new passenger-pleasing features. An international team of aerospace companies builds the 787, led by Boeing at its Everett facility near Seattle, WA and in North Charleston, SC.

787 Family

The 787 family is designed for medium- to long-range flights. In a typical dual-class configuration, the 787-8 can carry 242 passengers, the 787-9 can carry 290 passengers, and the 787-10 will carry 330 passengers.

787 Engines

The 787 features new engines from General Electric and Rolls-Royce that represent nearly a two-generation jump in technology.

Cargo Handling

The lower lobe cargo compartments can accommodate a variety of containers and pallets now in use.

Ground Servicing

The 787 features a more-electric design and does not have a traditional pneumatic system. The traditional pneumatic starters on the engines are replaced with a pair of gearbox-mounted main-engine starter/generators. Cabin air conditioning and wing anti-ice systems are also electrically powered. The remaining pneumatic system is for engine nacelle anti-ice. The airplane has ground service connections compatible with existing ground service equipment, and no special equipment is necessary. In case of an inoperable APU, engine starts may be accomplished via the airplane's external ground electrical connections.

1.4 CONVERSION FACTORS

The data in this manual is provided in both English and Metric units. Unless otherwise stated, the conversions listed below are used throughout this manual.

MULTIPLY	BY	TO OBTAIN
Pounds	0.45359237	Kilograms
U.S. Gallons	3.78541180	Liters
Inches	2.54000000	Centimeters
Feet	0.30480000	Meters

When totals or summations are required the English values are summed separately from the Metric values. Differences may occur when comparing the English total with metric totals due to rounding.

All metric values are converted from English values. When using the conversion factors in this manual, all resultants will be rounded except when the value is a weight limitation. For minimum or maximum weight limitations the resultant metric values will be rounded up or truncated, whichever is more conservative.

2.0 AIRPLANE DESCRIPTION

2.1 GENERAL CHARACTERISTICS

Maximum Design Taxi Weight (MTW). Maximum weight for ground maneuver as limited by aircraft strength and airworthiness requirements. (It includes weight of taxi and run-up fuel.)

Maximum Design Takeoff Weight (MTOW). Maximum weight for takeoff as limited by aircraft strength and airworthiness requirements. (This is the maximum weight at start of the takeoff run.)

Maximum Design Landing Weight (MLW). Maximum weight for landing as limited by aircraft strength and airworthiness requirements.

Maximum Design Zero Fuel Weight (MZFW). Maximum weight allowed before usable fuel and other specified usable agents must be loaded in defined sections of the aircraft as limited by strength and airworthiness requirements.

Operating Empty Weight (OEW). Weight of structure, powerplant, furnishing systems, unusable fuel and other unusable propulsion agents, and other items of equipment that are considered an integral part of a particular airplane configuration. Also included are certain standard items, personnel, equipment, and supplies necessary for full operations, excluding usable fuel and payload.

Maximum Structural Payload. Maximum design zero fuel weight minus operation empty weight.

Maximum Seating Capacity. The maximum number of passengers specifically certificated or anticipated for certification.

Maximum Cargo Volume. The maximum space available for cargo.

Usable Fuel. Fuel available for aircraft propulsion.

2.1.1 General Characteristics: Model 787-8

CHARACTERISTICS	UNITS	MODEL 787-8 *[1]
MAX DESIGN TAXI WEIGHT	POUNDS	503,500
	KILOGRAMS	228,383
MAX DESIGN TAKEOFF WEIGHT	POUNDS	502,500
	KILOGRAMS	227,930
MAX DESIGN LANDING WEIGHT	POUNDS	380,000
	KILOGRAMS	172,365
MAX DESIGN ZERO FUEL WEIGHT	POUNDS	355,000
	KILOGRAMS	161,025
SEATING CAPACITY	ONE CLASS	359 ALL-ECONOMY SEATS; FAA EXIT LIMIT = 381 SEATS
	MIXED CLASS	242 DUAL-CLASS; 24 BUSINESS CLASS, 218 ECONOMY CLASS (SEE SEC 2.4)
MAX CARGO - LOWER DECK *[2]	CUBIC FEET	4,826
	CUBIC METERS	136.7
USABLE FUEL *[3]	U.S. GALLONS	33,340
	LITERS	126,206
	POUNDS	223,378
	KILOGRAMS	101,343

NOTES:

*[1] GENERAL CHARACTERISTICS ARE THE SAME FOR BOTH GENERAL ELECTRIC AND ROLLS ROYCE ENGINES.

*[2] 16 LD-3 CONTAINERS IN FWD COMPARTMENT AT 158 CU FT (4.5 CU M) EACH; 12 LD-3 CONTAINERS IN AFT COMPARTMENT; 402 CU FT (11.4 CU M) IN BULK CARGO COMPARTMENT. SEE SEC 2.6 FOR OTHER LOADING COMBINATIONS.

*[3] FUEL DENSITY = 6.7 LBS/US GAL

2.1.2 General Characteristics: Model 787-9

CHARACTERISTICS	UNITS	MODEL 787-9 *[1]
MAX DESIGN TAXI WEIGHT	POUNDS	563,000
	KILOGRAMS	255,372
MAX DESIGN TAKEOFF WEIGHT	POUNDS	561,500
	KILOGRAMS	254,692
MAX DESIGN LANDING WEIGHT	POUNDS	425,000
	KILOGRAMS	192,776
MAX DESIGN ZERO FUEL WEIGHT	POUNDS	400,000
	KILOGRAMS	181,436
SEATING CAPACITY	ONE CLASS	406 ALL-ECONOMY SEATS; FAA EXIT LIMIT = 420 SEATS
	MIXED CLASS	290 DUAL-CLASS; 28 BUSINESS CLASS, 262 ECONOMY CLASS (SEE SEC 2.4)
MAX CARGO - LOWER DECK *[2]	CUBIC FEET	6,090
	CUBIC METERS	172.4
USABLE FUEL *[3]	U.S. GALLONS	33,399
	LITERS	126,429
	POUNDS	223,773
	KILOGRAMS	101,522

NOTES:

*[1] GENERAL CHARACTERISTICS ARE THE SAME FOR BOTH GENERAL ELECTRIC AND ROLLS ROYCE ENGINES.

*[2] 20 LD-3 CONTAINERS IN FWD COMPARTMENT AT 158 CU FT (4.5 CU M) EACH; 16 LD-3 CONTAINERS IN AFT COMPARTMENT; 402 CU FT (11.4 CU M) IN BULK CARGO COMPARTMENT. SEE SEC 2.6 FOR OTHER LOADING COMBINATIONS.

*[3] FUEL DENSITY = 6.7 LBS/US GAL

2.1.3 General Characteristics: Model 787-10

CHARACTERISTICS	UNITS	MODEL 787-10 *[1]
MAX DESIGN TAXI WEIGHT	POUNDS	561,500
	KILOGRAMS	254,692
MAX DESIGN TAKEOFF WEIGHT	POUNDS	560,000
	KILOGRAMS	254,011
MAX DESIGN LANDING WEIGHT	POUNDS	445,000
	KILOGRAMS	201,848
MAX DESIGN ZERO FUEL WEIGHT	POUNDS	425,000
	KILOGRAMS	192,776
SEATING CAPACITY	ONE CLASS	440 ALL-ECONOMY SEATS; FAA EXIT LIMIT = 440 SEATS
	MIXED CLASS	330 DUAL-CLASS; 32 BUSINESS CLASS, 298 ECONOMY CLASS (SEE SEC 2.4)
MAX CARGO - LOWER DECK *[2]	CUBIC FEET	6,722
	CUBIC METERS	190.3
USABLE FUEL *[3]	U.S. GALLONS	33,399
	LITERS	126,429
	POUNDS	223,773
	KILOGRAMS	101,522

NOTES:

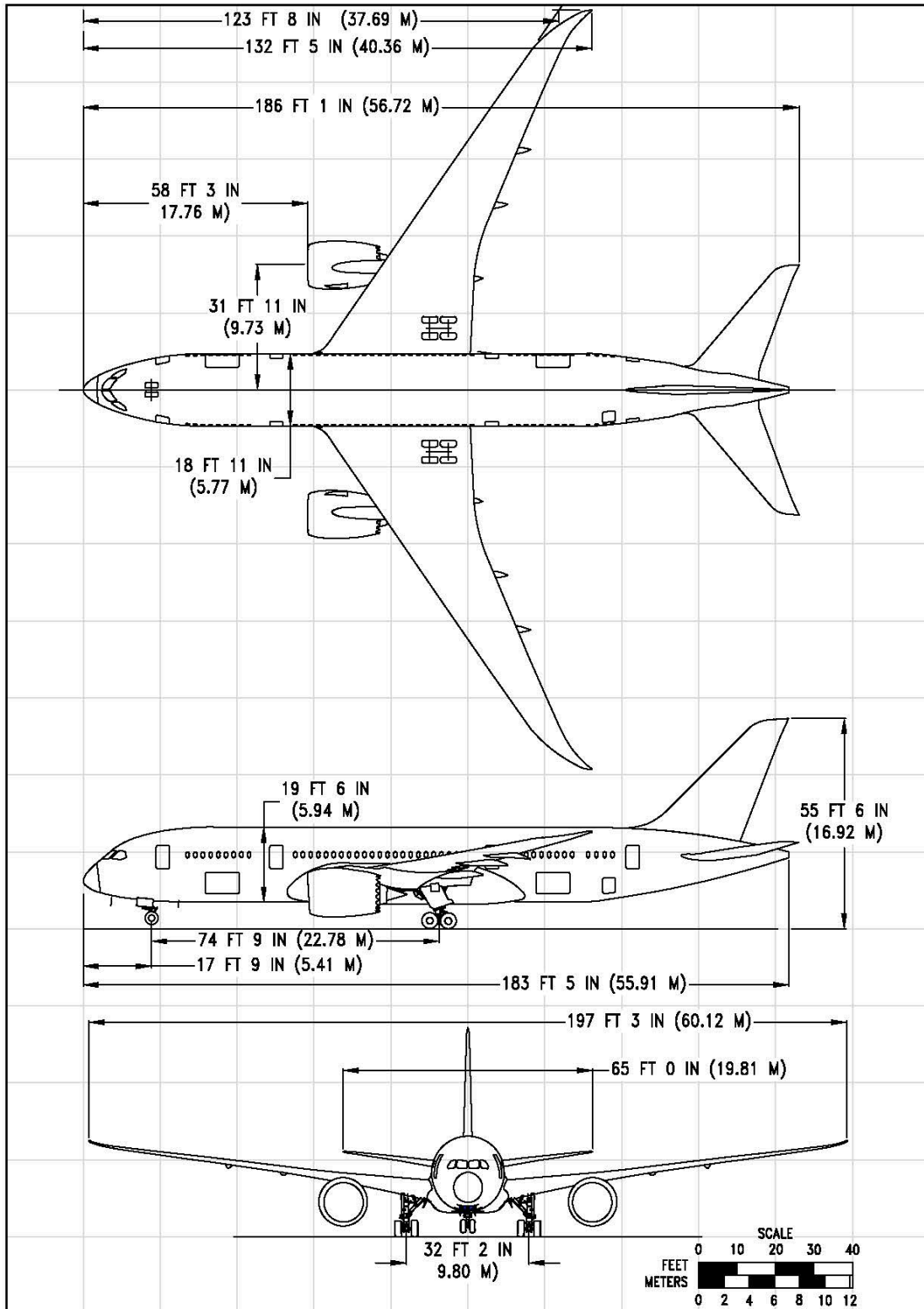
*[1] GENERAL CHARACTERISTICS ARE THE SAME FOR BOTH GENERAL ELECTRIC AND ROLLS ROYCE ENGINES.

*[2] 22 LD-3 CONTAINERS IN FWD COMPARTMENT AT 158 CU FT (4.5 CU M) EACH; 18 LD-3 CONTAINERS IN AFT COMPARTMENT; 402 CU FT (11.4 CU M) IN BULK CARGO COMPARTMENT. SEE SEC 2.6 FOR OTHER LOADING COMBINATIONS.

*[3] FUEL DENSITY = 6.7 LBS/US GAL

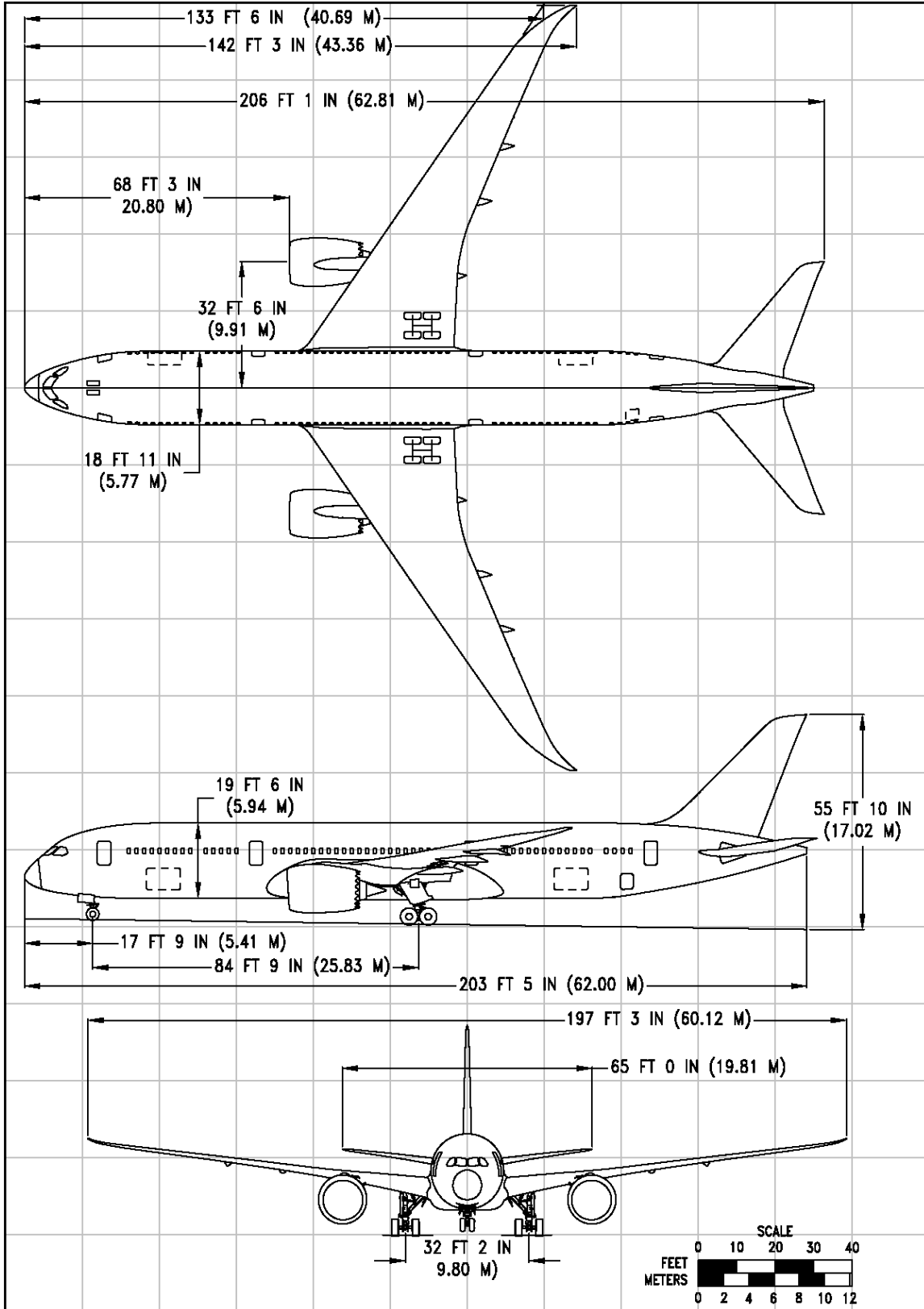
2.2 GENERAL DIMENSIONS

2.2.1 General Dimensions: Model 787-8



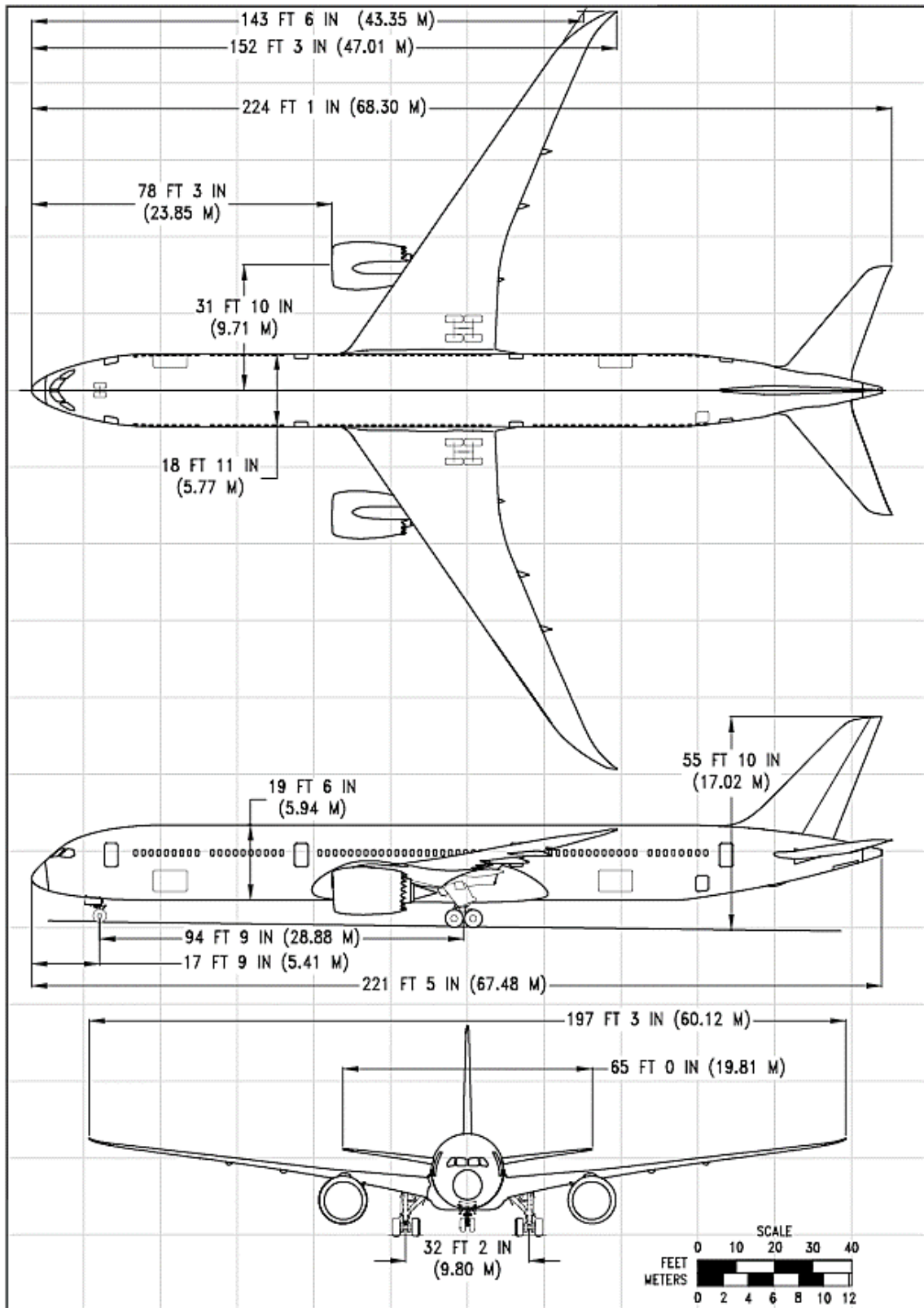
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2.2.2 General Dimensions: Model 787-9



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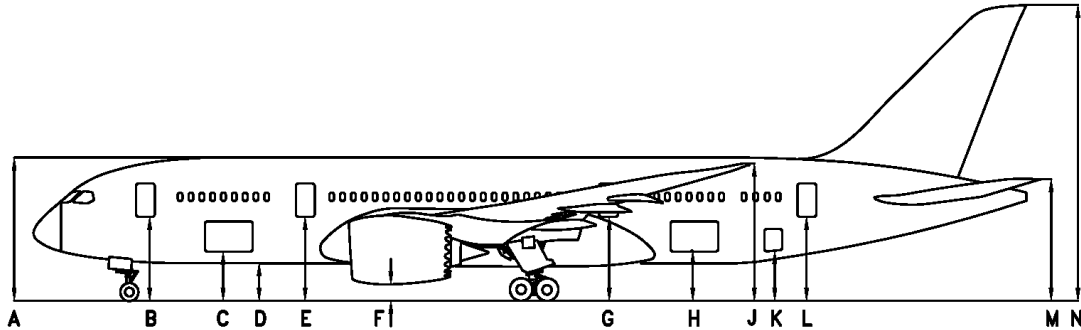
2.2.3 General Dimensions: Model 787-10



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2.3 GROUND CLEARANCES

2.3.1 Ground Clearances: Model 787-8



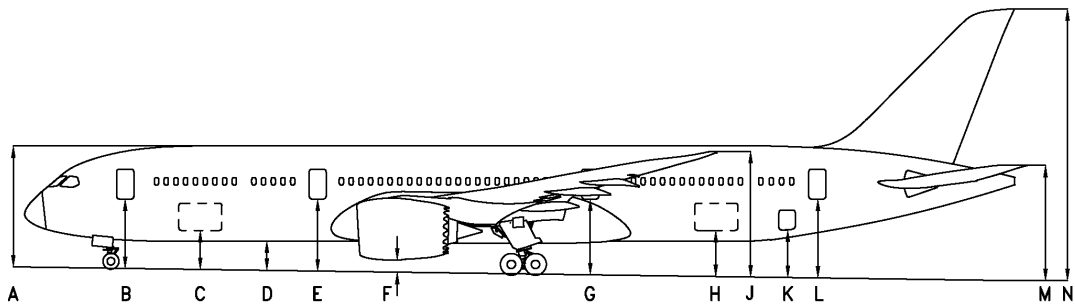
Dimension	MINIMUM		MAXIMUM	
	FT - IN	M	FT - IN	M
A	25 – 2	7.67	26 – 4	8.03
B	13 – 11	4.24	15 – 6	4.72
C	7 – 9	2.36	9 – 0	2.74
D	5 – 6	1.68	6 – 10	2.08
E	14 – 5	4.39	15 – 5	4.70
F (GE ENGINES)	2 – 5	0.74	3 – 6	1.07
F (RR ENGINES)	2 – 4	0.71	3 – 6	1.07
G	15 – 1	4.60	15 – 8	4.78
H	8 – 9	2.67	9 – 6	2.90
J	23 – 10	7.26	25 – 5	7.75
K	8 – 11	2.72	9 – 10	3.00
L	15 – 3	4.65	16 – 2	4.93
M	22 – 3	6.78	23 – 5	7.14
N	54 – 5	16.59	56 – 1	17.09

NOTES:

1. VERTICAL CLEARANCES SHOWN OCCUR DURING MAXIMUM VARIATIONS OF AIRPLANE ATTITUDE. COMBINATIONS OF AIRPLANE LOADING AND UNLOADING ACTIVITIES THAT PRODUCE THE GREATEST POSSIBLE VARIATION IN ATTITUDE WERE USED TO ESTABLISH THE VARIATIONS SHOWN.
2. DURING ROUTINE SERVICING, THE AIRPLANE REMAINS RELATIVELY STABLE, PITCH AND ELEVATION CHANGES OCCURRING SLOWLY.

* NOMINAL DIMENSIONS ROUNDED TO NEAREST INCH AND NEAREST CENTIMETER.

2.3.2 Ground Clearances: Model 787-9



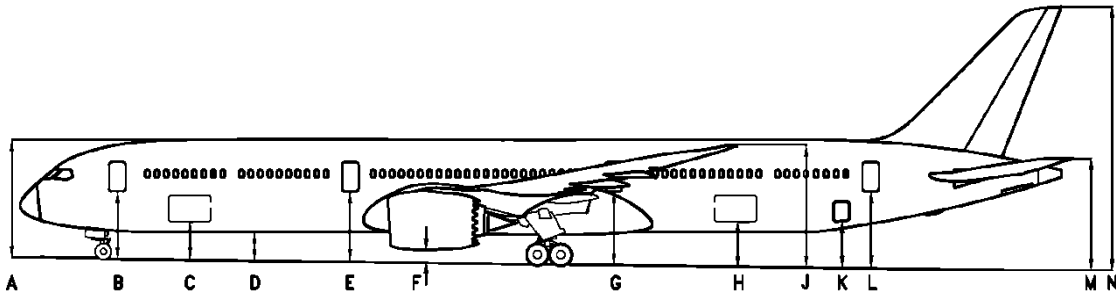
Dimension	MINIMUM		MAXIMUM	
	FT - IN	M	FT - IN	M
A	24 - 4	7.42	25 - 8	7.82
B	13 - 11	4.24	15 - 9	4.80
C	7 - 8	2.34	9 - 3	2.82
D	5 - 9	1.75	6 - 1	1.85
E	14 - 6	4.42	15 - 9	4.80
F (GE ENGINES)	2 - 3	0.69	2 - 6	0.76
F (RR ENGINES)	2 - 0	0.61	2 - 7	0.79
G	15 - 2	4.62	16 - 0	4.88
H	8 - 10	2.69	9 - 11	3.02
J	24 - 0	7.32	25 - 6	7.77
K	9 - 0	2.74	10 - 0	3.05
L	15 - 5	4.70	16 - 8	5.08
M	22 - 7	6.88	23 - 5	7.14
N	55 - 2	16.81	56 - 1	17.09

NOTES:

1. VERTICAL CLEARANCES SHOWN OCCUR DURING MAXIMUM VARIATIONS OF AIRPLANE ATTITUDE. COMBINATIONS OF AIRPLANE LOADING AND UNLOADING ACTIVITIES THAT PRODUCE THE GREATEST POSSIBLE VARIATION IN ATTITUDE WERE USED TO ESTABLISH THE VARIATIONS SHOWN.
2. DURING ROUTINE SERVICING, THE AIRPLANE REMAINS RELATIVELY STABLE, PITCH AND ELEVATION CHANGES OCCURRING SLOWLY.

* NOMINAL DIMENSIONS ROUNDED TO NEAREST INCH AND NEAREST CENTIMETER.

2.3.3 Ground Clearances: Model 787-10



Dimension	MINIMUM		MAXIMUM	
	FT - IN	M	FT - IN	M
A	26-0	7.92	26-9	8.15
B	14-0	4.27	15-5	4.70
C	7-9	2.36	9-0	2.74
D	6-6	1.98	7-3	2.21
E	14-8	4.47	15-7	4.75
F (GE ENGINES)	2-5	0.74	3-3	0.99
F (RR ENGINES)	2-5	0.74	3-2	0.97
G	15-4	4.67	16-0	4.88
H	9-2	2.79	9-9	2.97
J	25-4	7.72	25-11	7.90
K	9-6	2.90	10-1	3.07
L	15-10	4.83	16-5	5.00
M	23-3	7.09	23-8	7.21
N	55-5	16.89	55-10	17.02

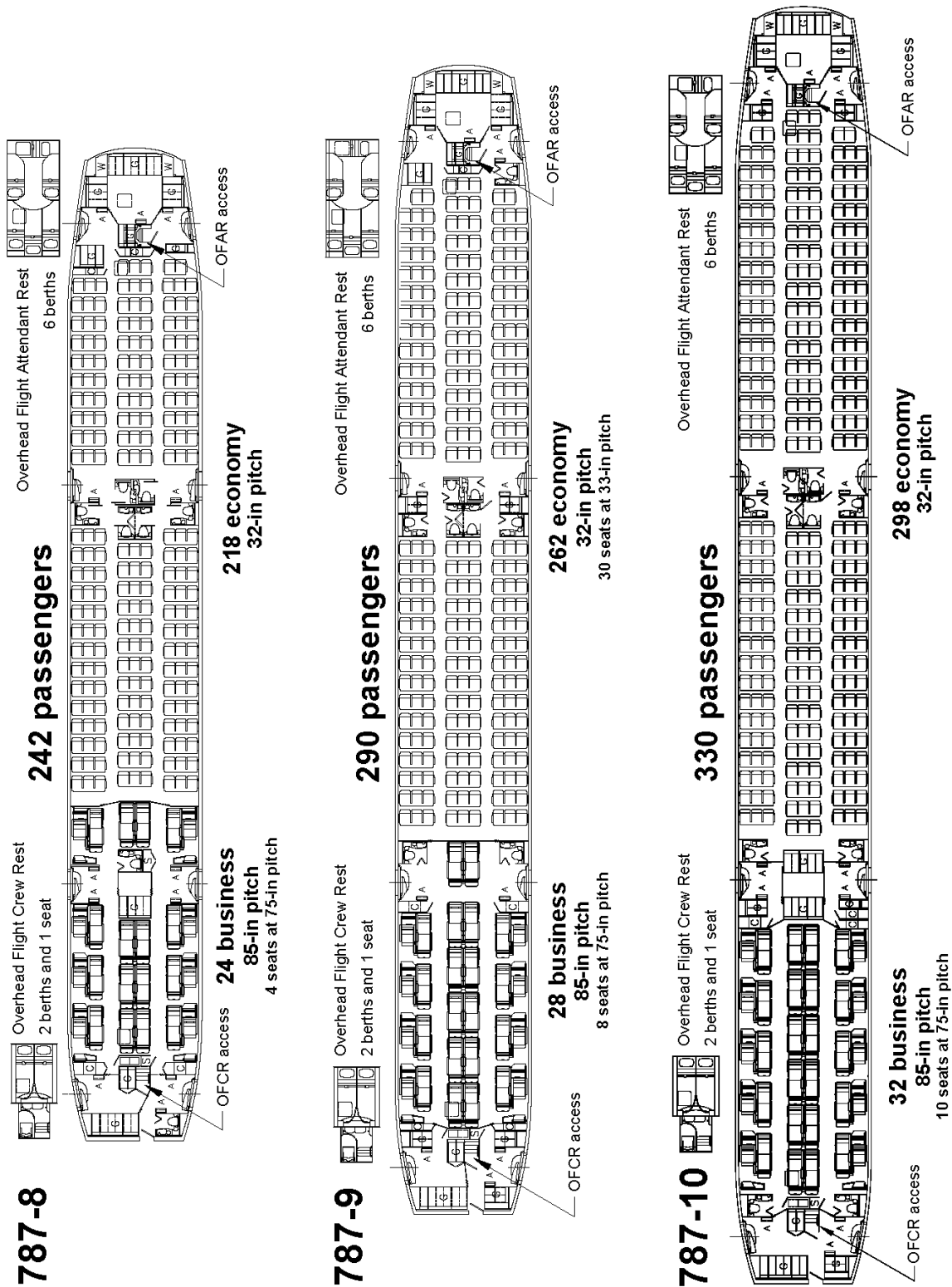
NOTES:

1. VERTICAL CLEARANCES SHOWN OCCUR DURING MAXIMUM VARIATIONS OF AIRPLANE ATTITUDE. COMBINATIONS OF AIRPLANE LOADING AND UNLOADING ACTIVITIES THAT PRODUCE THE GREATEST POSSIBLE VARIATION IN ATTITUDE WERE USED TO ESTABLISH THE VARIATIONS SHOWN.
2. DURING ROUTINE SERVICING, THE AIRPLANE REMAINS RELATIVELY STABLE, PITCH AND ELEVATION CHANGES OCCURRING SLOWLY.

* NOMINAL DIMENSIONS ROUNDED TO NEAREST INCH AND NEAREST CENTIMETER.

2.4 INTERIOR ARRANGEMENTS

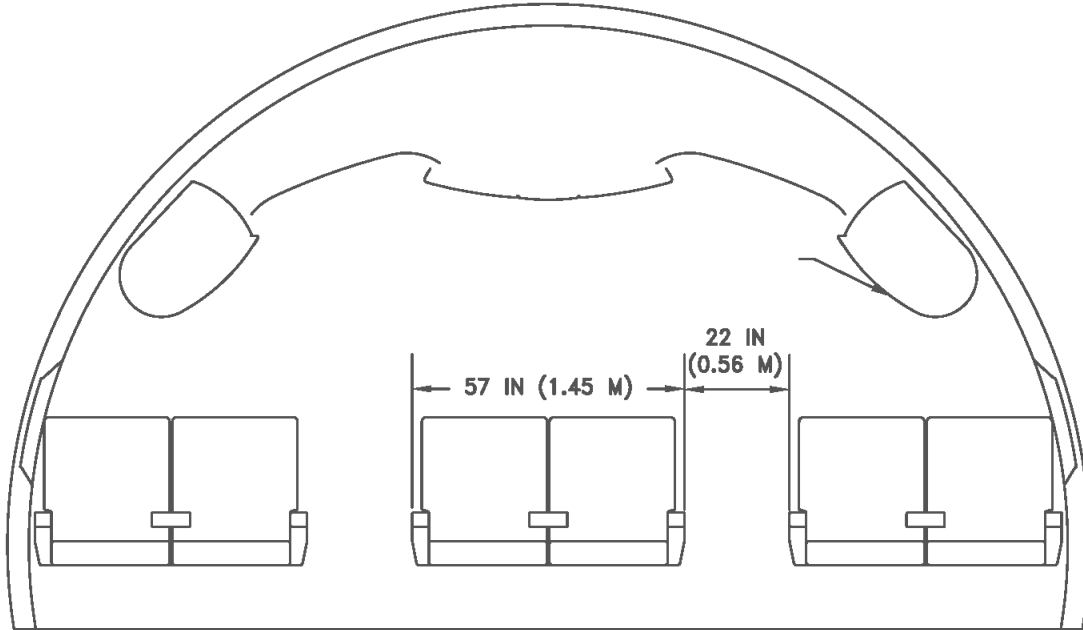
2.4.1 Interior Arrangements - Typical: Model 787-8, 787-9, 787-10



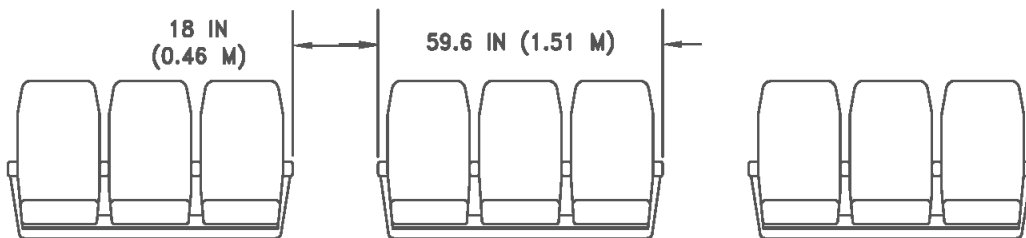
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2.5 CABIN CROSS SECTIONS

2.5.1 Cabin Cross-Sections: Model 787-8, 787-9, 787-10



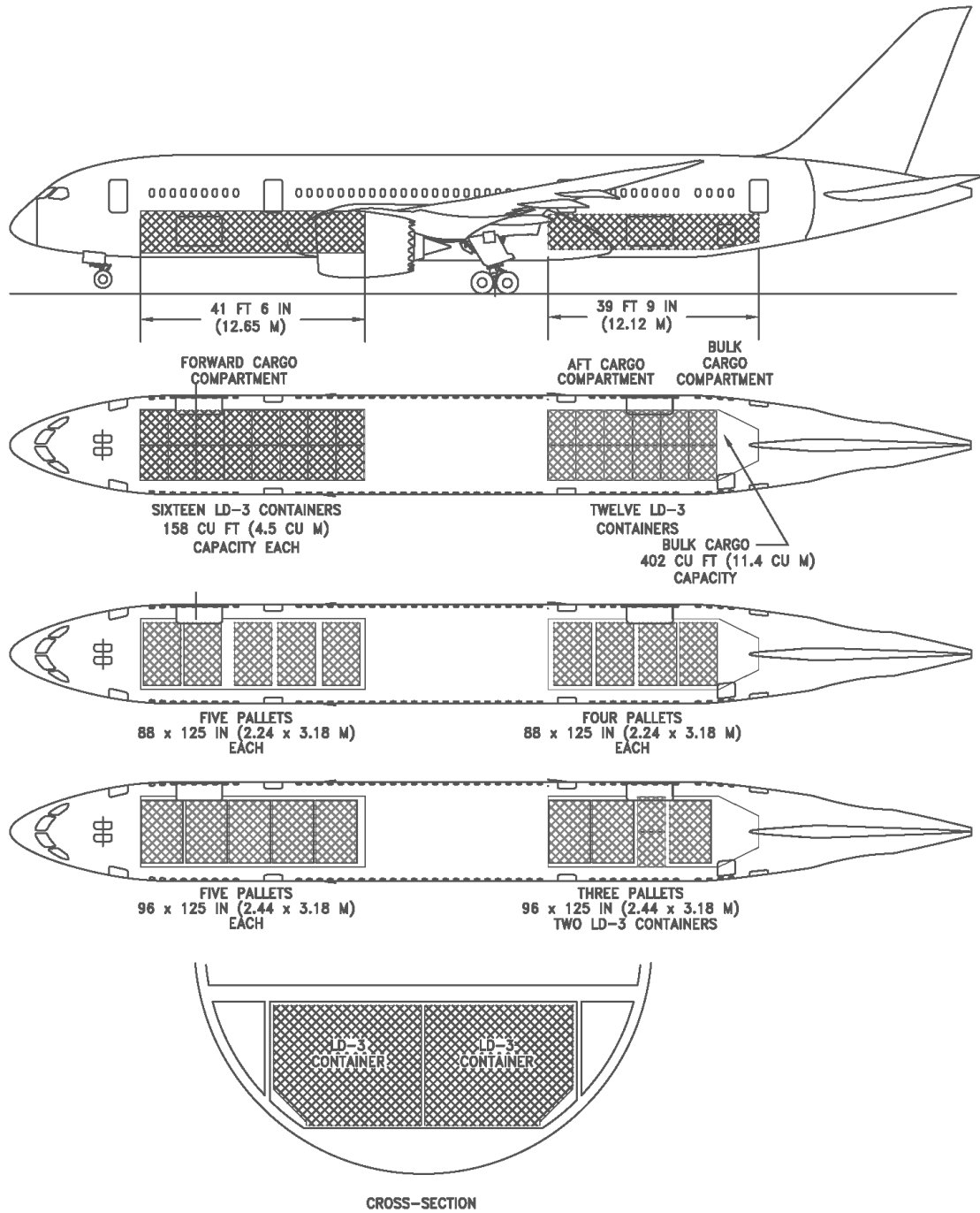
FIRST CLASS/BUSINESS CLASS SEATS



9-ABREAST ECONOMY SEATS

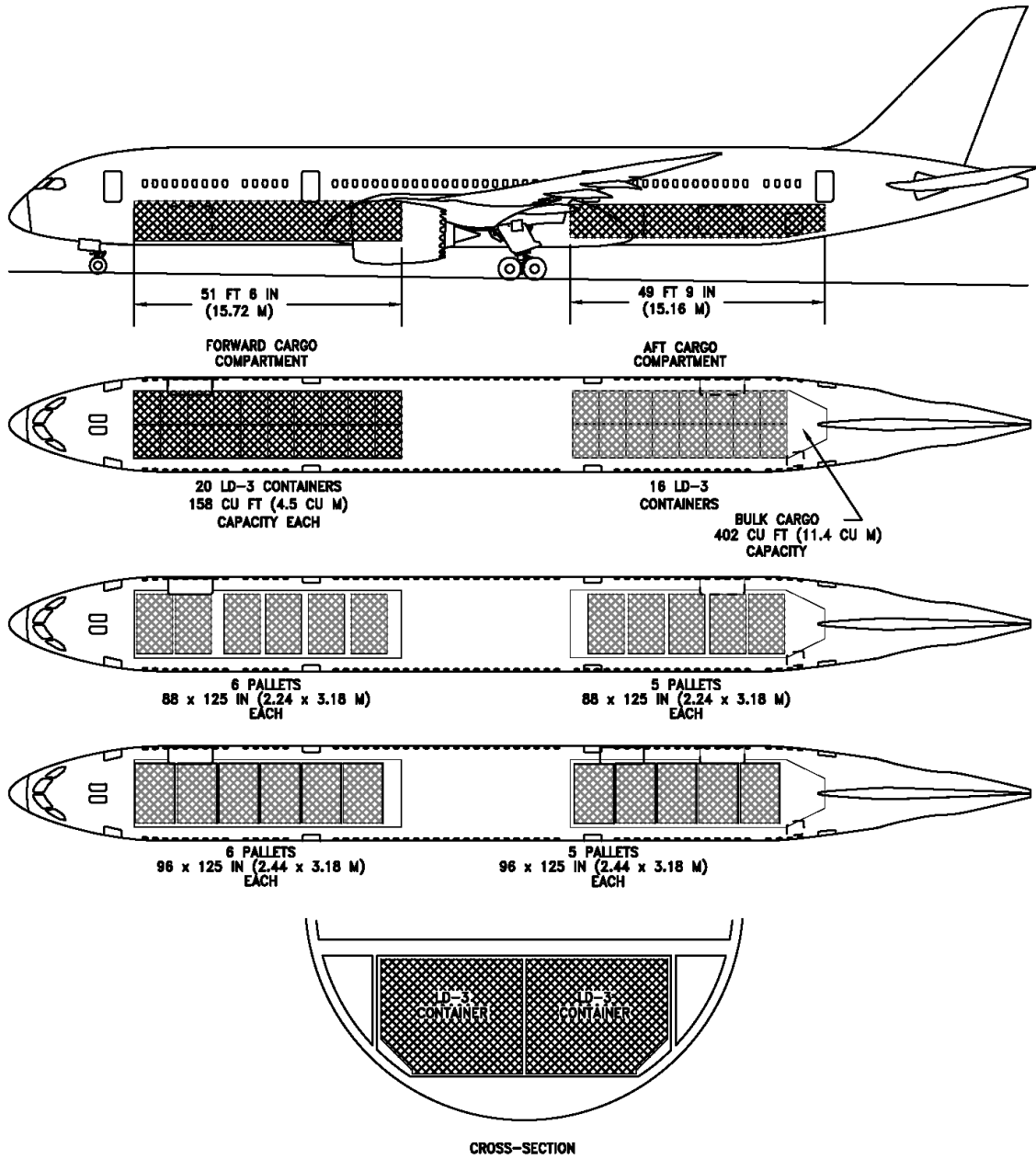
2.6 LOWER CARGO COMPARTMENTS

2.6.1 Lower Cargo Compartments: Model 787-8, Containers and Bulk Cargo



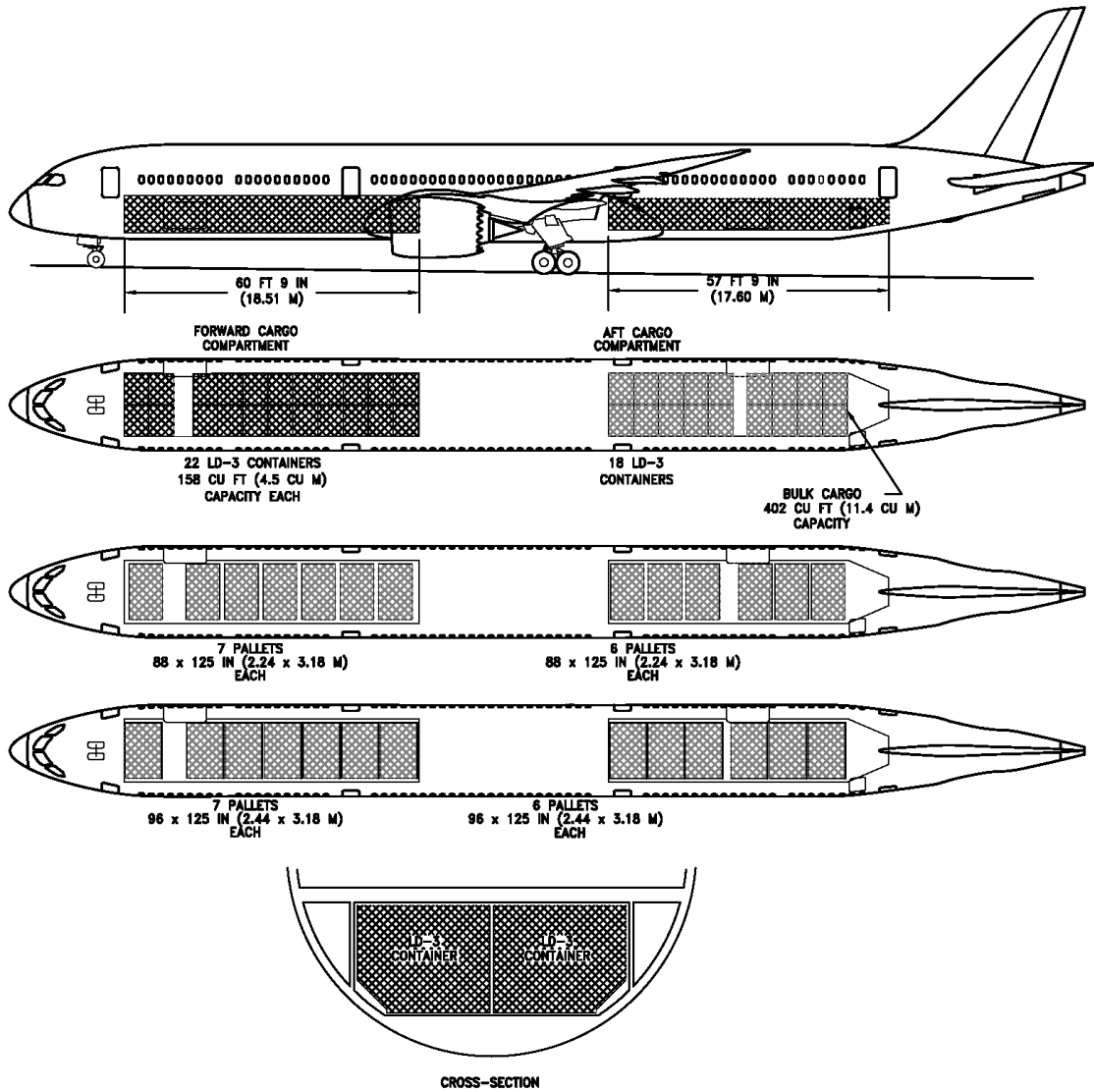
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2.6.2 Lower Cargo Compartments: Model 787-9, Containers and Bulk Cargo



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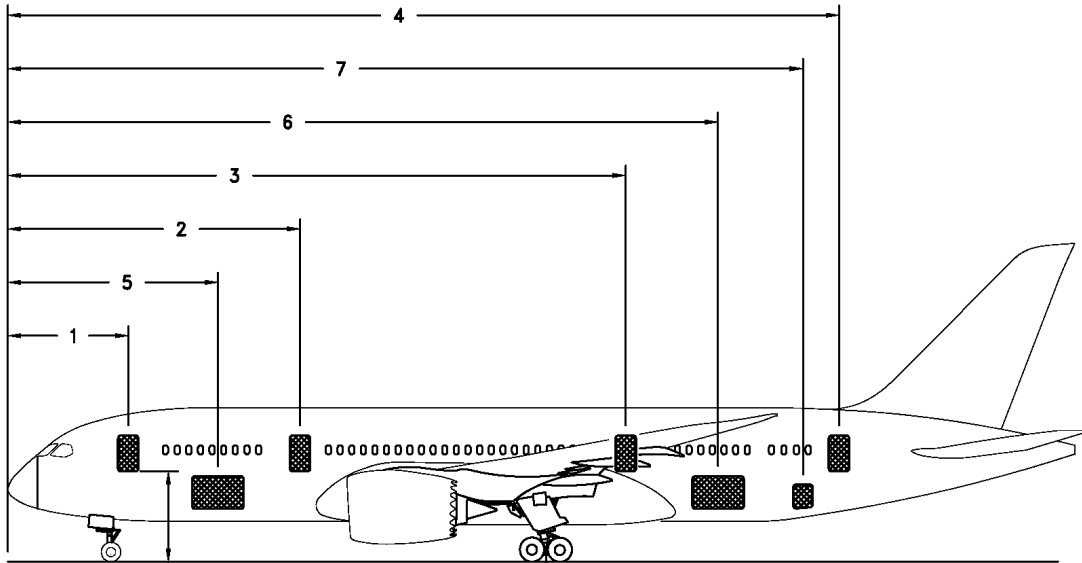
2.6.3 Lower Cargo Compartments: Model 787-10, Containers and Bulk Cargo



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2.7 DOOR CLEARANCES

2.7.1 Door Locations: Model 787-8, 787-9, 787-10, Passenger and Cargo Doors



SEE NOTE *[2]

	Door Name	Door Location	787-8 FT-IN/M	787-9 FT-IN/M	787-10 FT-IN/M
1	MAIN ENTRY/SERVICE DOOR NO 1 (2)	LEFT AND RIGHT	20-8 / 6.30	20-8 / 6.30	20-8 / 6.30
2	MAIN ENTRY/SERVICE DOOR NO 2 (2)	LEFT AND RIGHT	50-3 / 15.32	60-3 / 18.36	70-3 / 21.41
3	MAIN ENTRY/SERVICE DOOR NO 3 (2)	LEFT AND RIGHT	106-3 / 32.39	116-3 / 35.43	126-3 / 38.48
4	MAIN ENTRY/SERVICE DOOR NO 4 (2)	LEFT AND RIGHT	142-11 / 43.56	162-11 / 49.66	180-11 / 55.14
5	FORWARD CARGO DOOR	RIGHT	36-1 / 11.00	36-1 / 11.00	36-1 / 11.00
6	AFT CARGO DOOR	RIGHT	122-1 / 37.21	142-1 / 43.31	152-1 / 46.36
7	BULK CARGO DOOR	LEFT	136-8 / 41.66	156-8 / 47.75	174-8 / 53.24

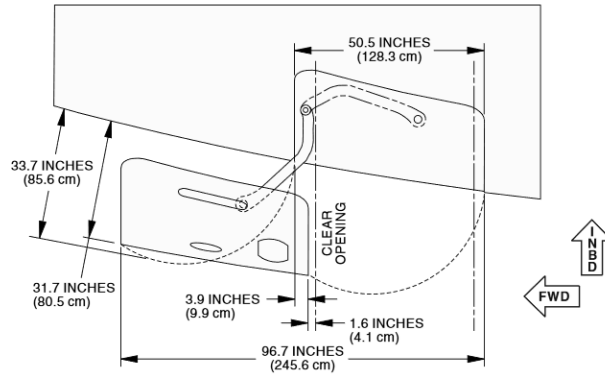
NOTES:

*[1] ENTRY DOORS LEFTSIDE, SERVICE DOORS RIGHTSIDE

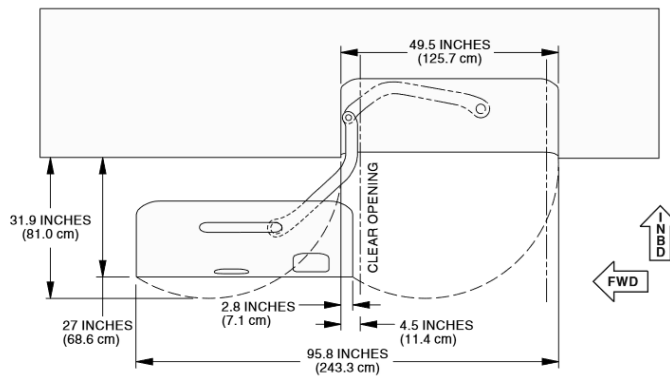
*[2] SEE SECTION 2.3 FOR DOOR SILL HEIGHTS

2.7.2 Door Clearances: Model 787-8, 787-9, 787-10, Main Deck Entry and Service Doors

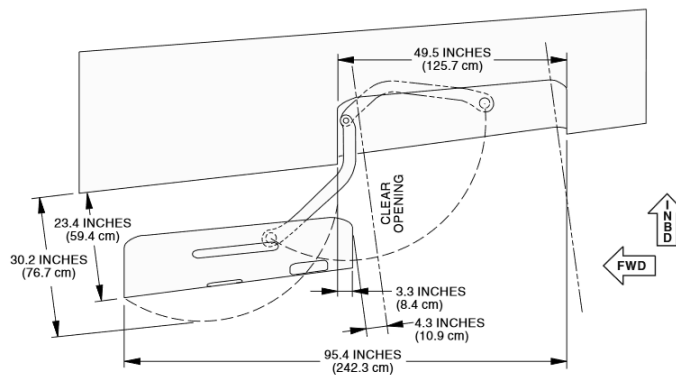
MAIN CABIN DOORS, ENTRY DOOR 1



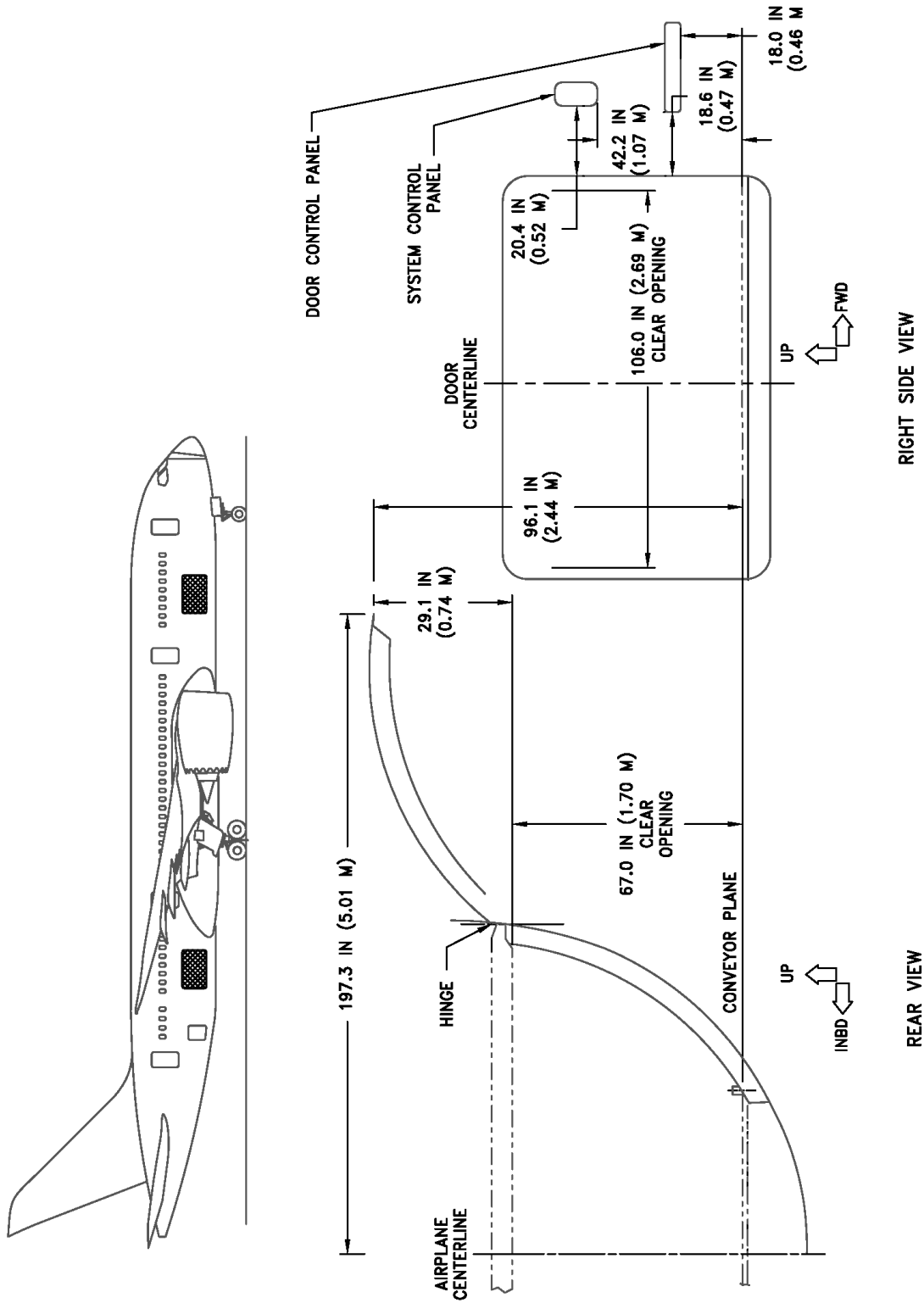
MAIN CABIN DOORS, ENTRY DOOR 2 AND 3



MAIN CABIN DOORS, ENTRY DOOR 4

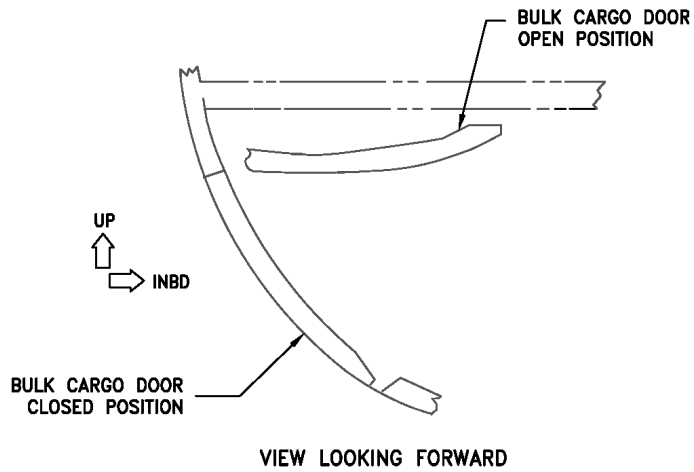
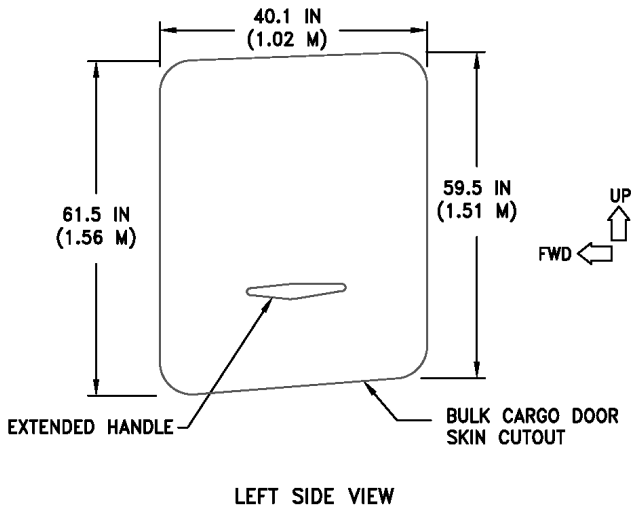
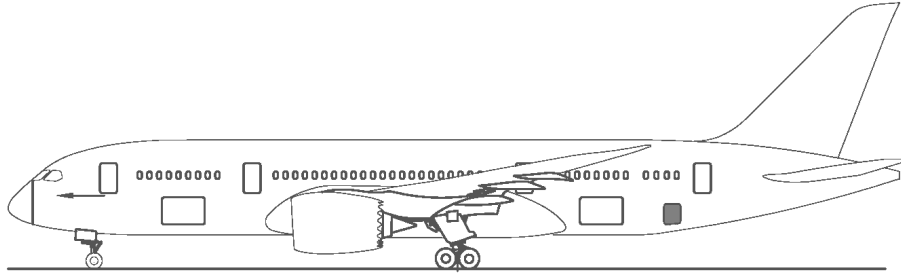


2.7.3 Door Clearances: Model 787-8, 787-9, 787-10, Lower Deck Cargo Door (Forward & Aft)



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2.7.4 Door Clearances: Model 787-8, 787-9, 787-10, Bulk Cargo Door



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3.0 AIRPLANE PERFORMANCE

3.1 GENERAL INFORMATION

The graphs in Section 3.2 provide information on payload-range capability of the 787 airplane. To use these graphs, if the trip range and zero fuel weight (OEW + payload) are known, the approximate takeoff weight can be found, limited by maximum zero fuel weight, maximum design takeoff weight, or fuel capacity.

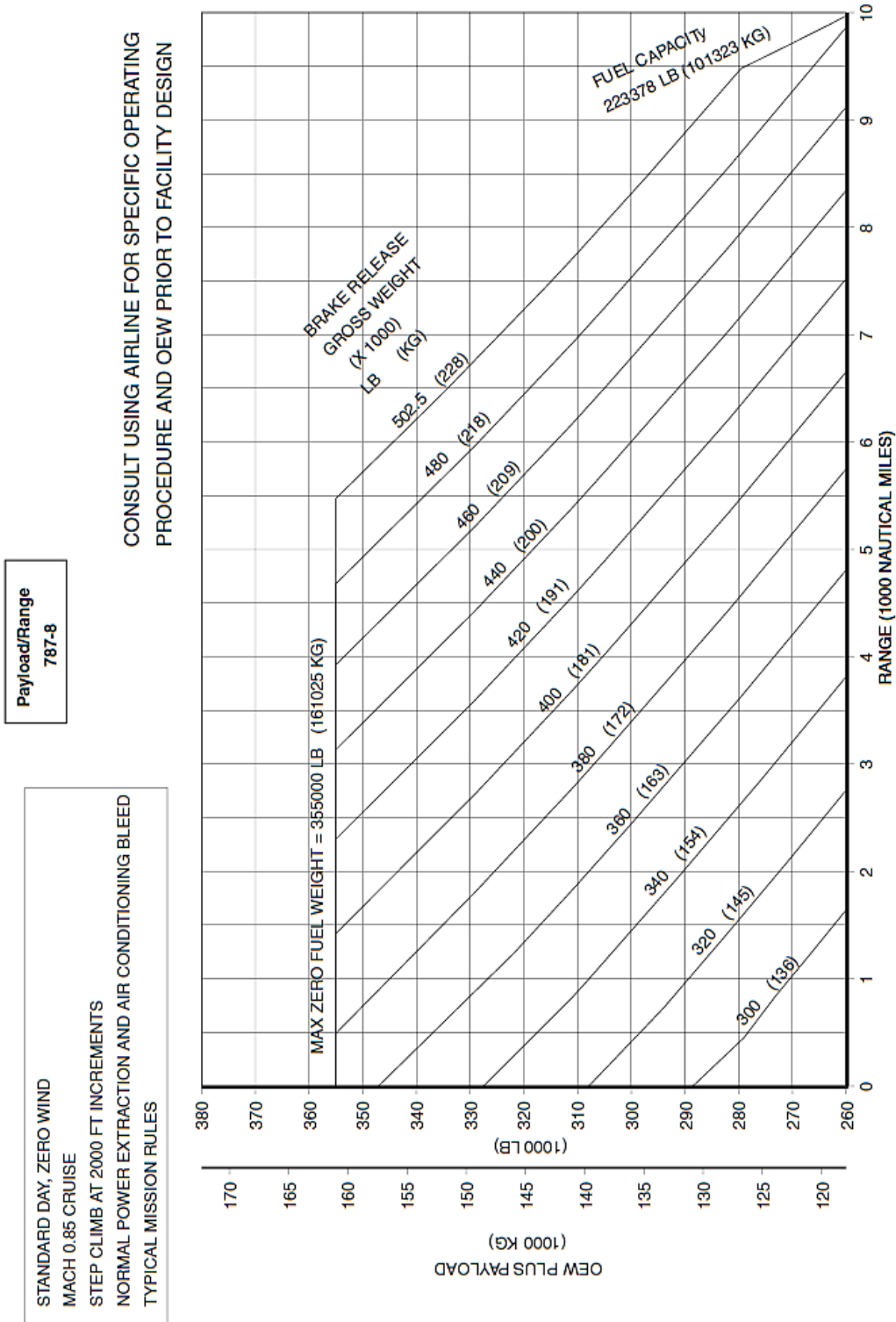
The graphs in Section 3.3 provide information on FAA/EASA takeoff runway length requirements with typical engines at different pressure altitudes. Maximum takeoff weights shown on the graphs are the heaviest for the particular airplane models with the corresponding engines. Standard day temperatures for pressure altitudes shown on the FAA/EASA takeoff graphs are given below:

PRESSURE ALTITUDE		STANDARD DAY TEMP	
FEET	METERS	°F	°C
0	0	59.0	15.0
2,000	610	51.9	11.0
4,000	1,219	44.7	7.1
6,000	1,829	37.6	3.1
8,000	2,438	30.5	-0.8
10,000	3,048	23.3	-4.8
12,000	3,658	16.2	-8.8
14,000	4,267	9.1	-12.7

The graphs in Section 3.4 provide information on landing runway length requirements for different airplane weights and airport altitudes. The maximum landing weights shown are the heaviest for the particular airplane model.

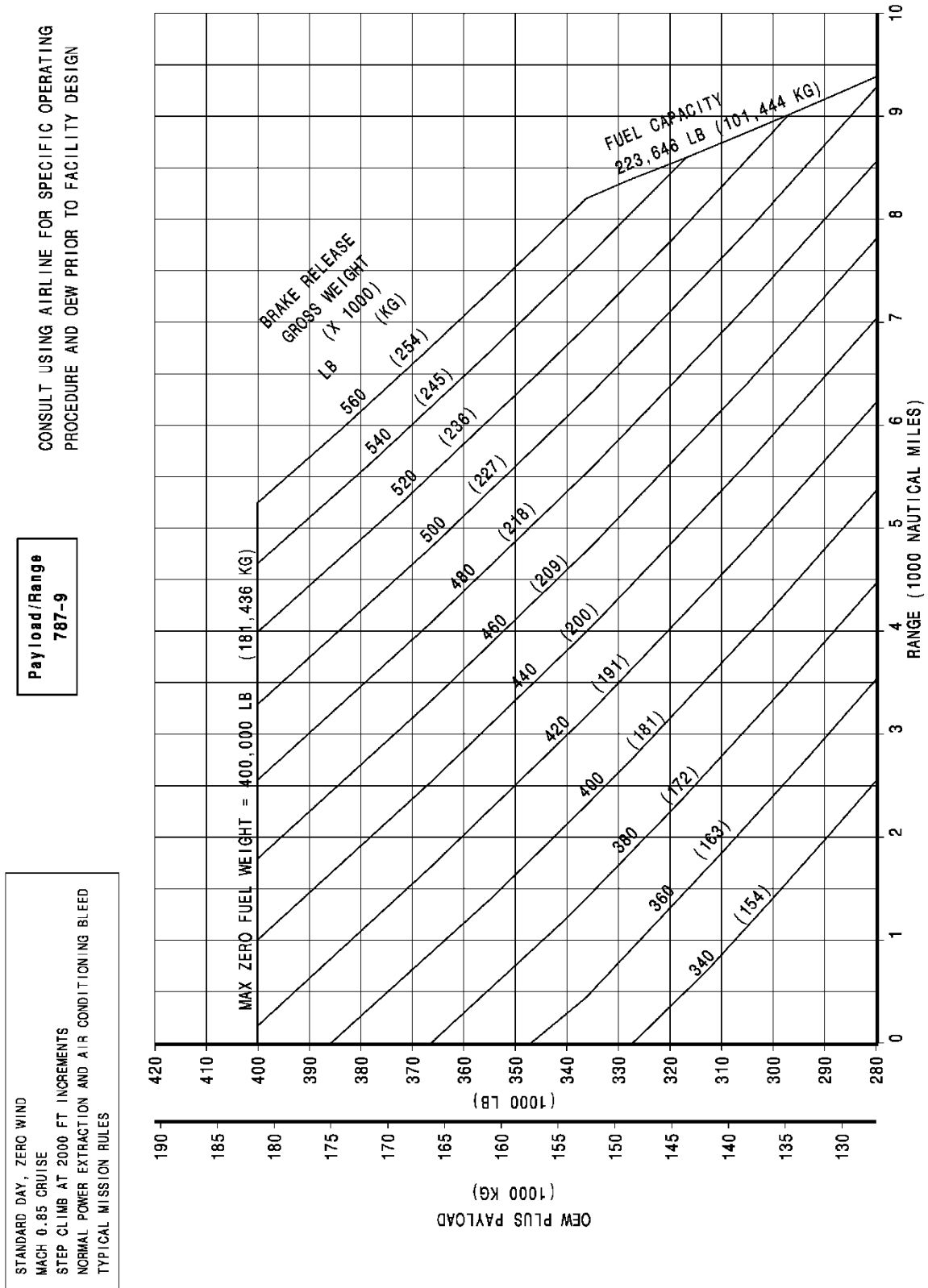
3.2 PAYLOAD/RANGE FOR LONG RANGE CRUISE

3.2.1 Payload/Range for Long-Range Cruise: Model 787-8 (Typical Engines)



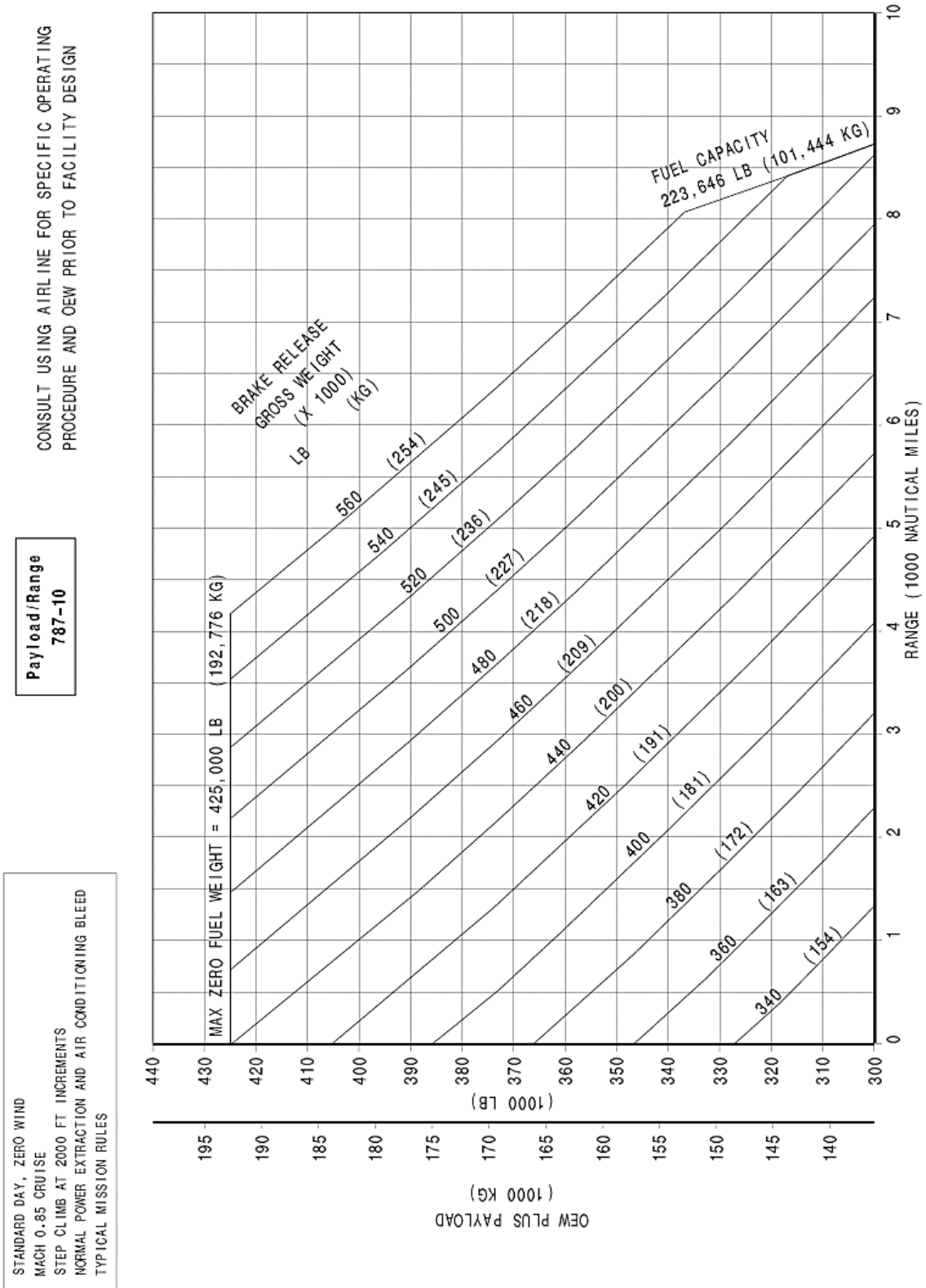
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3.2.2 Payload/Range for Long-Range Cruise: Model 787-9 (Typical Engines)



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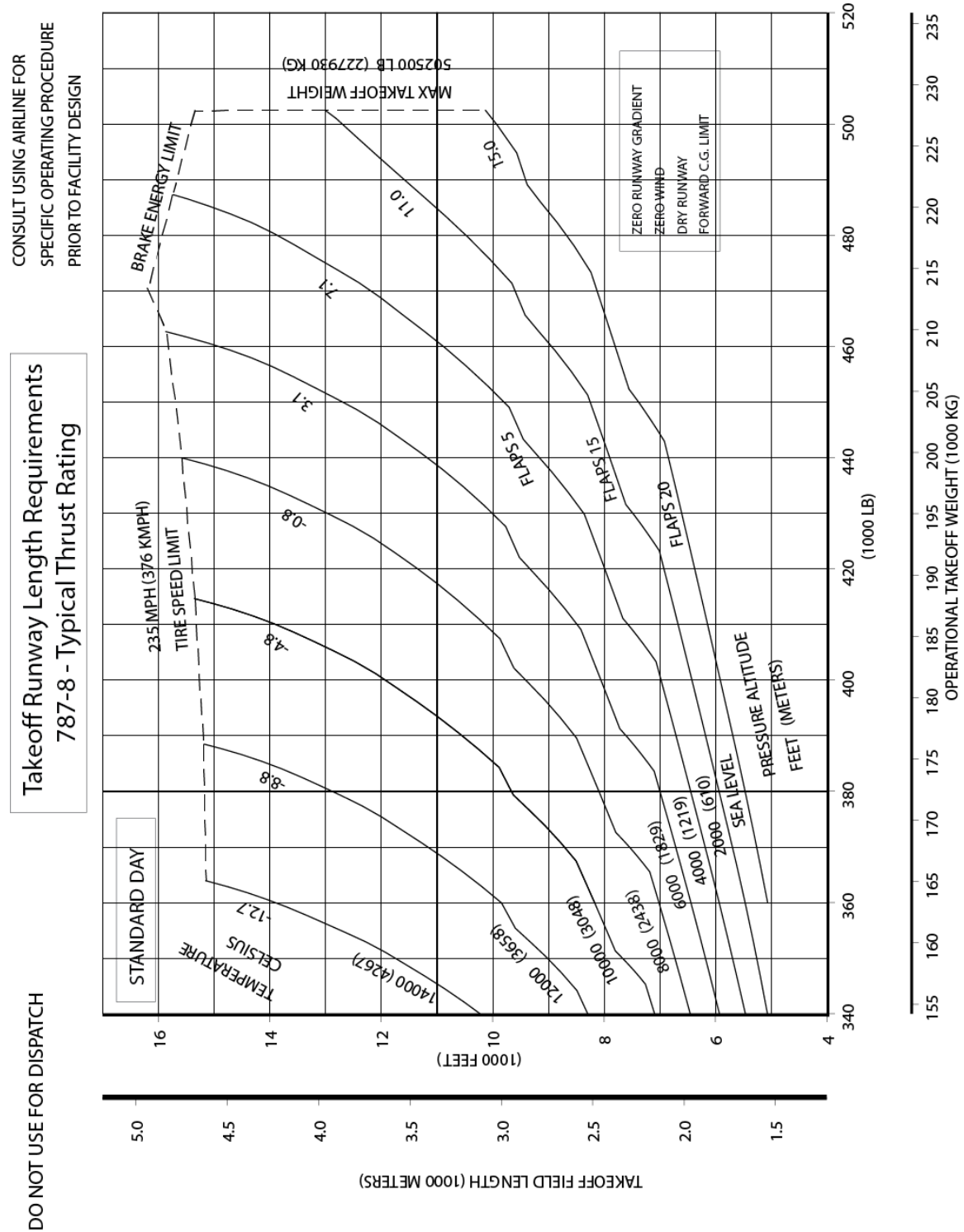
3.2.3 Payload/Range for Long-Range Cruise: Model 787-10 (Typical Engines)



D6-58333

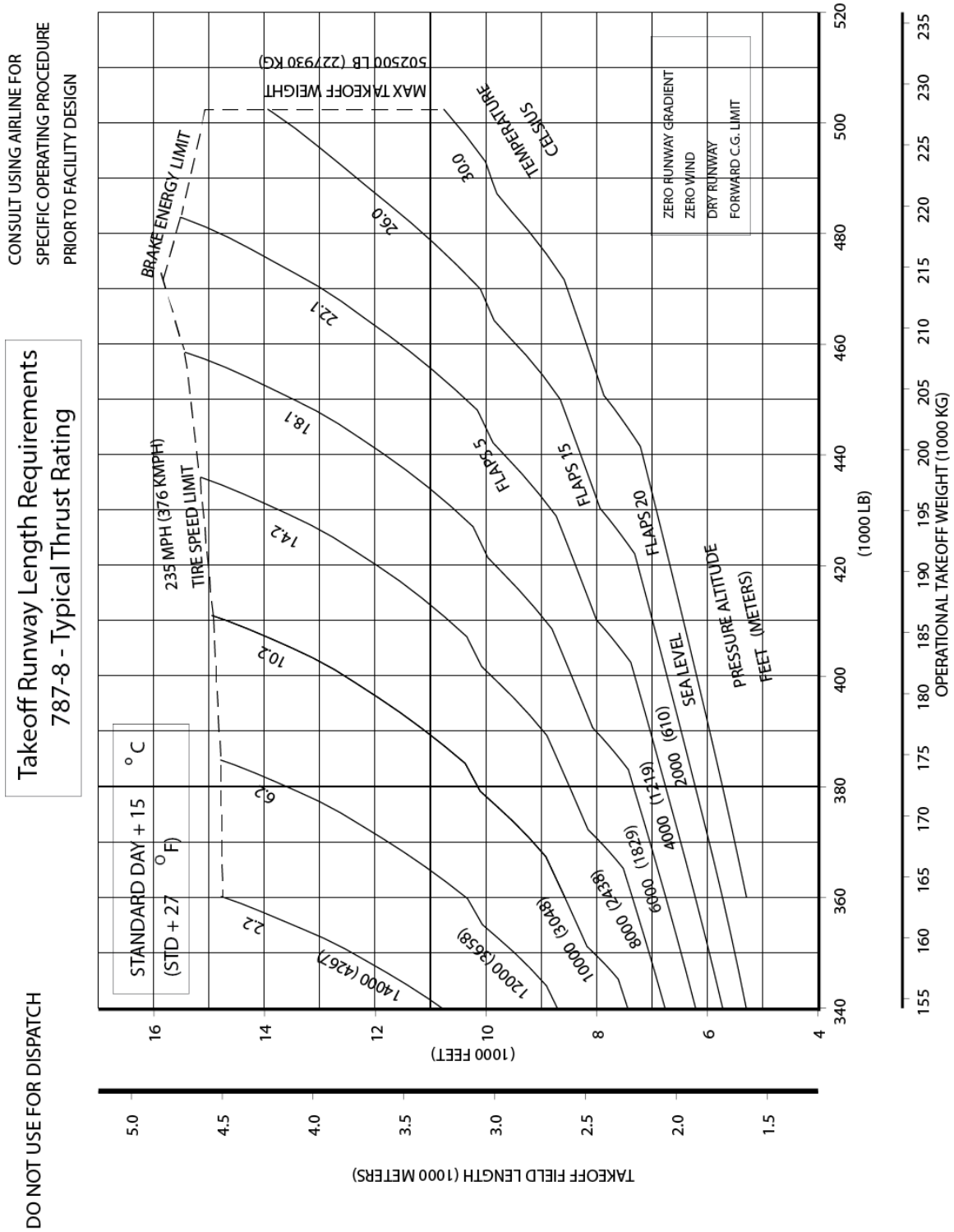
3.3 FAA/EASA TAKEOFF RUNWAY LENGTH REQUIREMENTS

3.3.1 FAA/EASA Takeoff Runway Length Requirements - Standard Day, Dry Runway: Model 787-8 (Typical Engines)



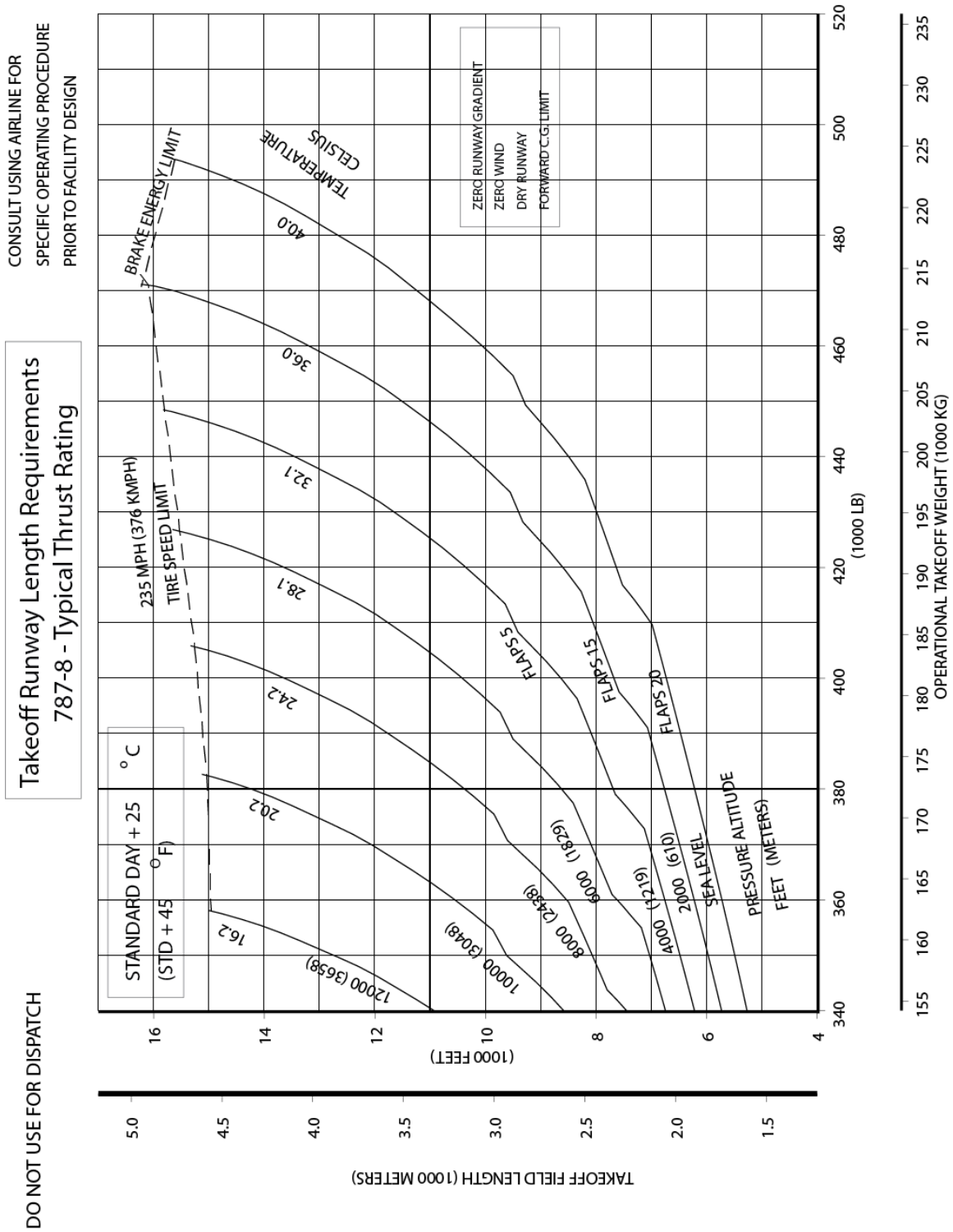
D6-58333

3.3.2 FAA/EASA TakeOff Runway Length Requirements - Standard Day + 27°F (STD + 15°C), Dry Runway: Model 787-8 (Typical Engines)



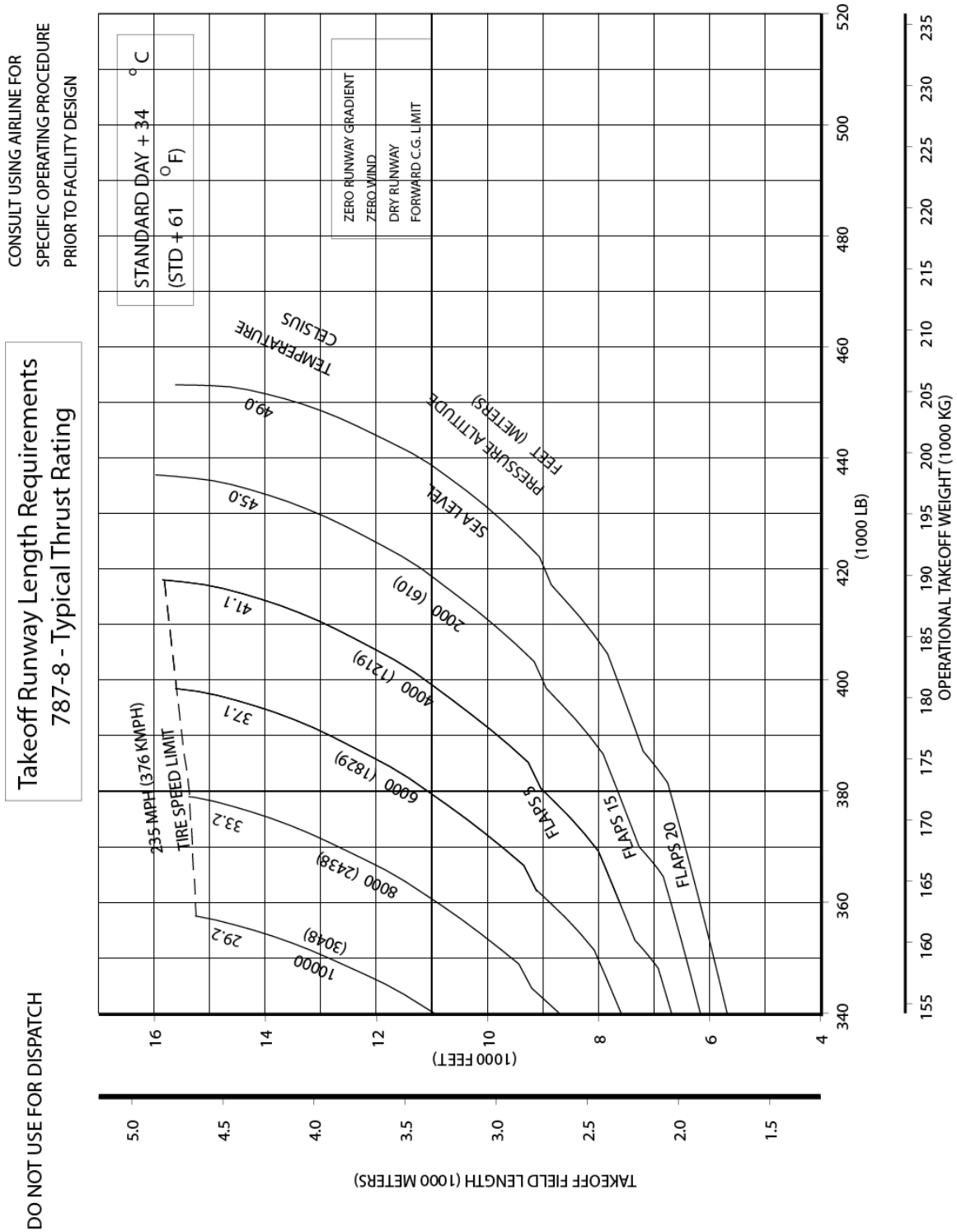
D6-58333

3.3.3 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 45°F (STD + 25°C), Dry Runway: Model 787-8 (Typical Engines)



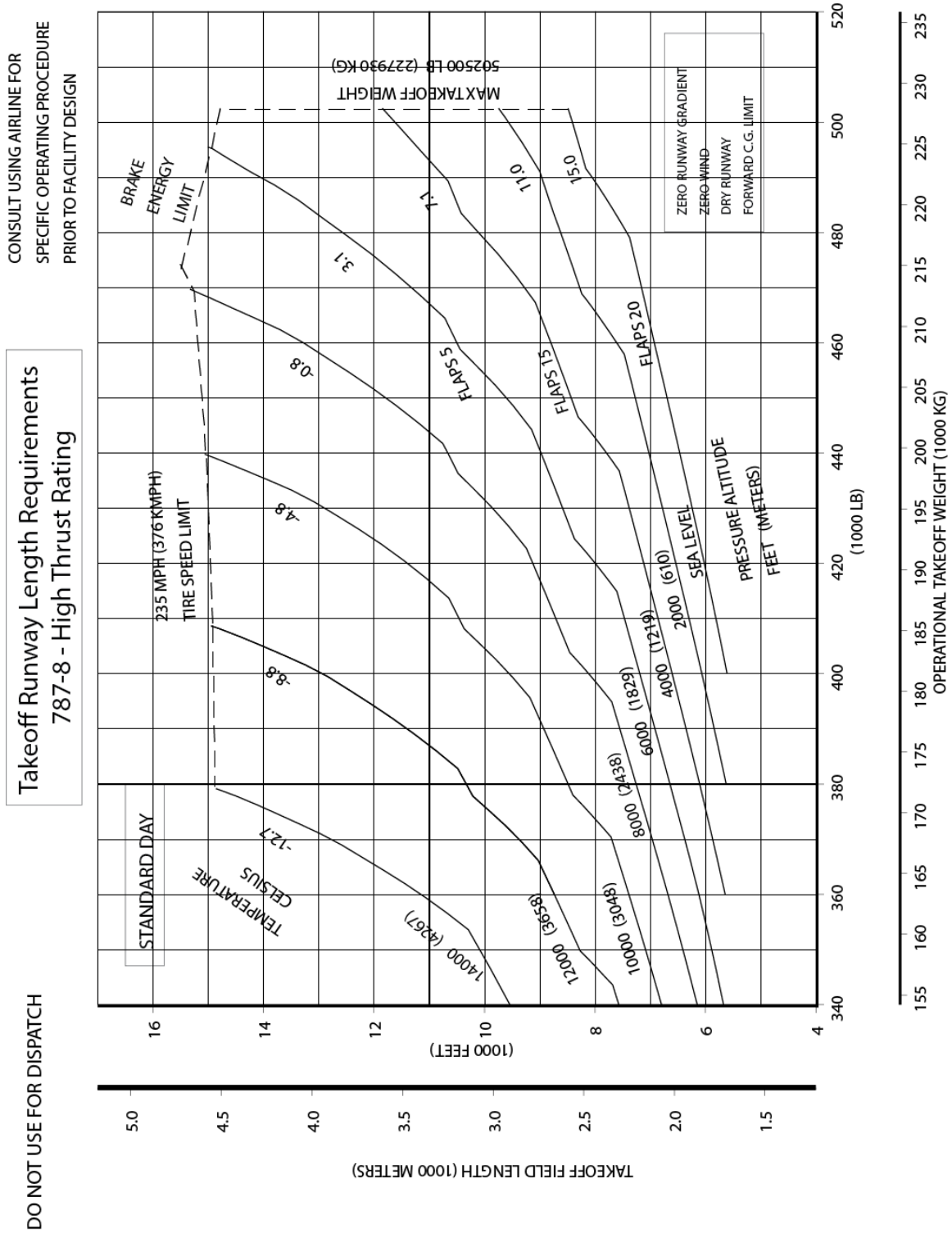
D6-58333

3.3.4 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 61°F (STD + 34°C, Dry Runway): Model 787-8 (Typical Engines)

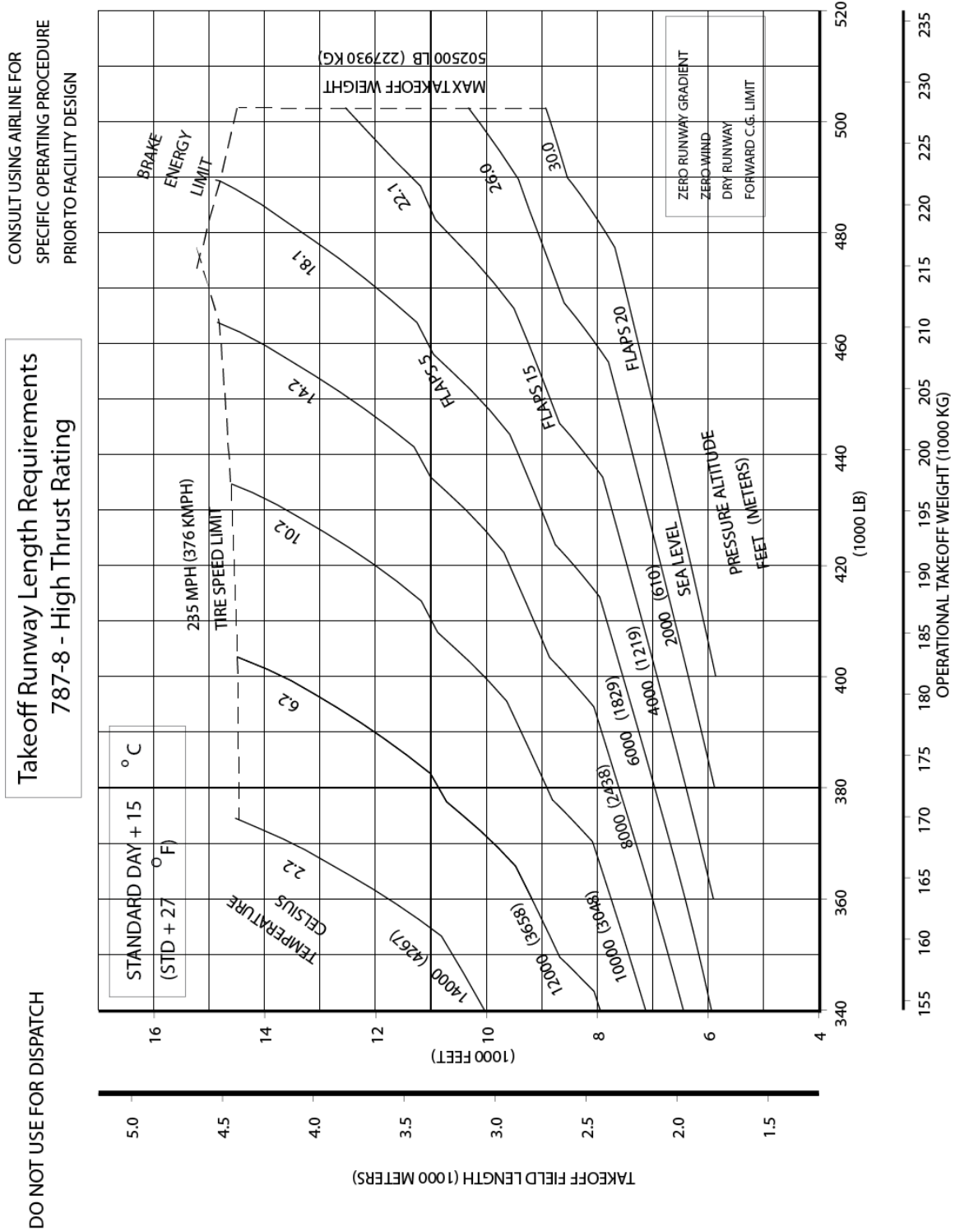


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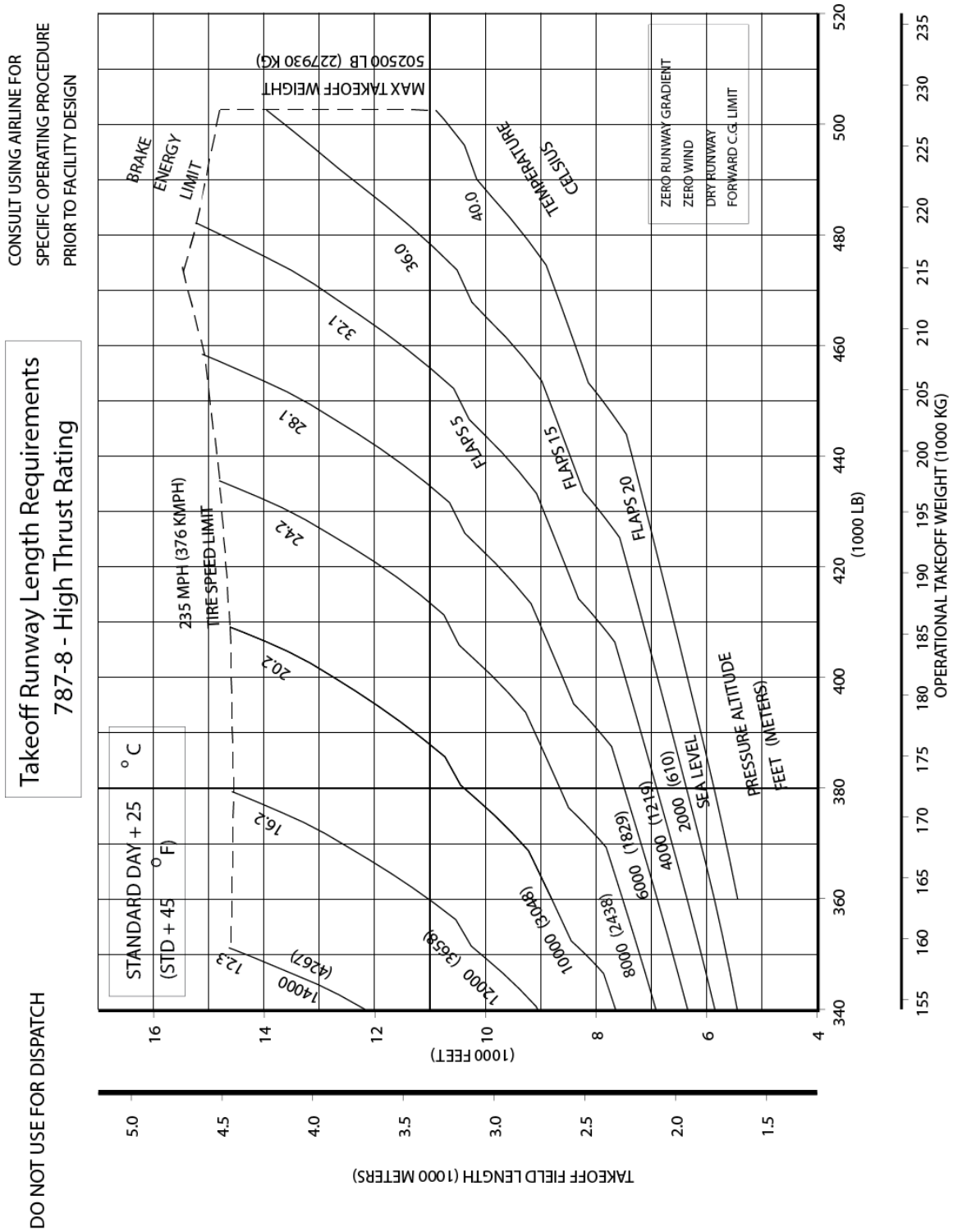
3.3.5 FAA/EASA Takeoff Runway Length Requirements - Standard Day, Dry Runway: Model 787-8 (Hi-Thrust Engines)



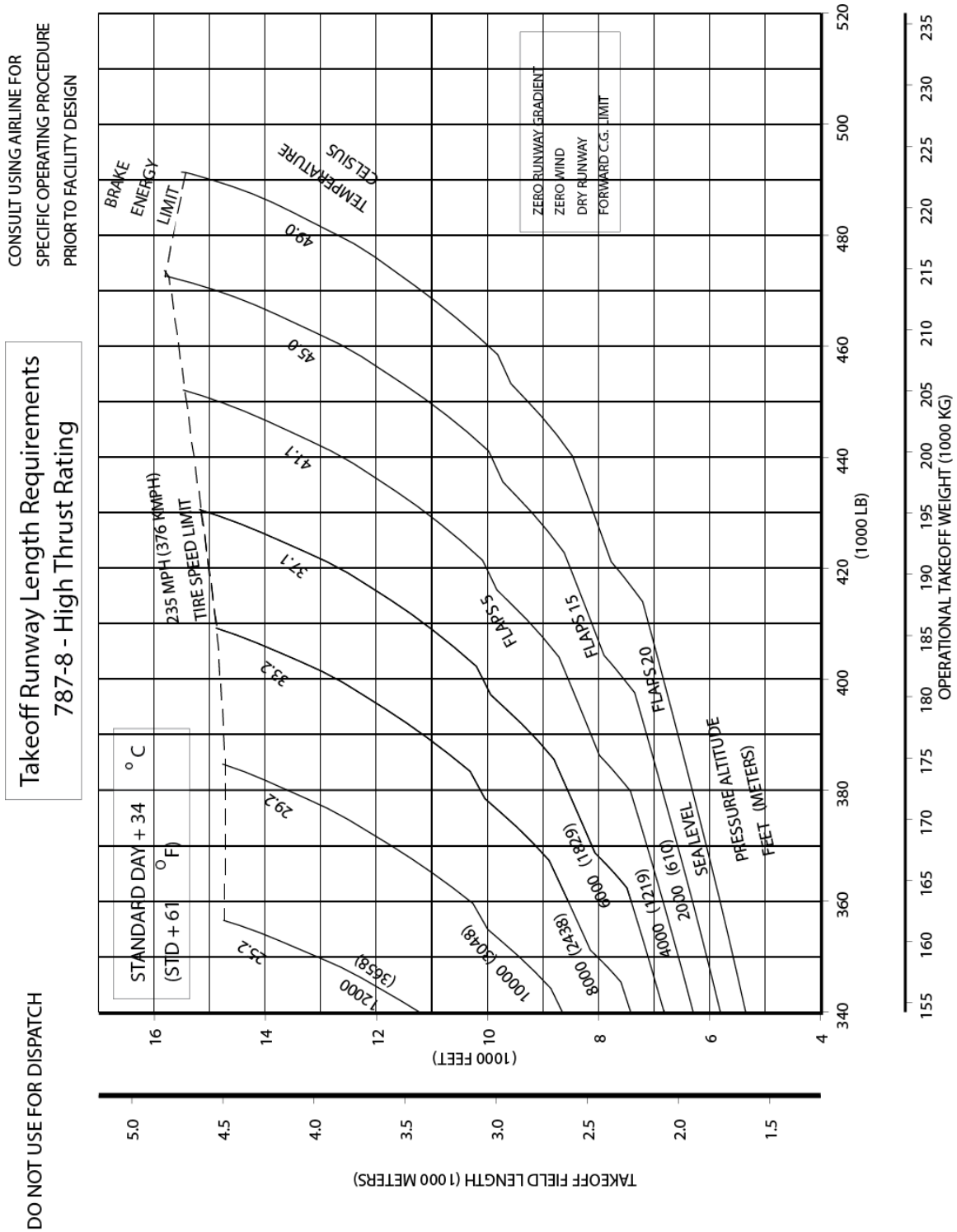
3.3.6 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 27°F (STD + 15°C), Dry Runway: Model 787-8 (Hi-Thrust Engines)



3.3.7 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 45°F (STD + 25°C), Dry Runway: Model 787-8 (Hi-Thrust Engines)

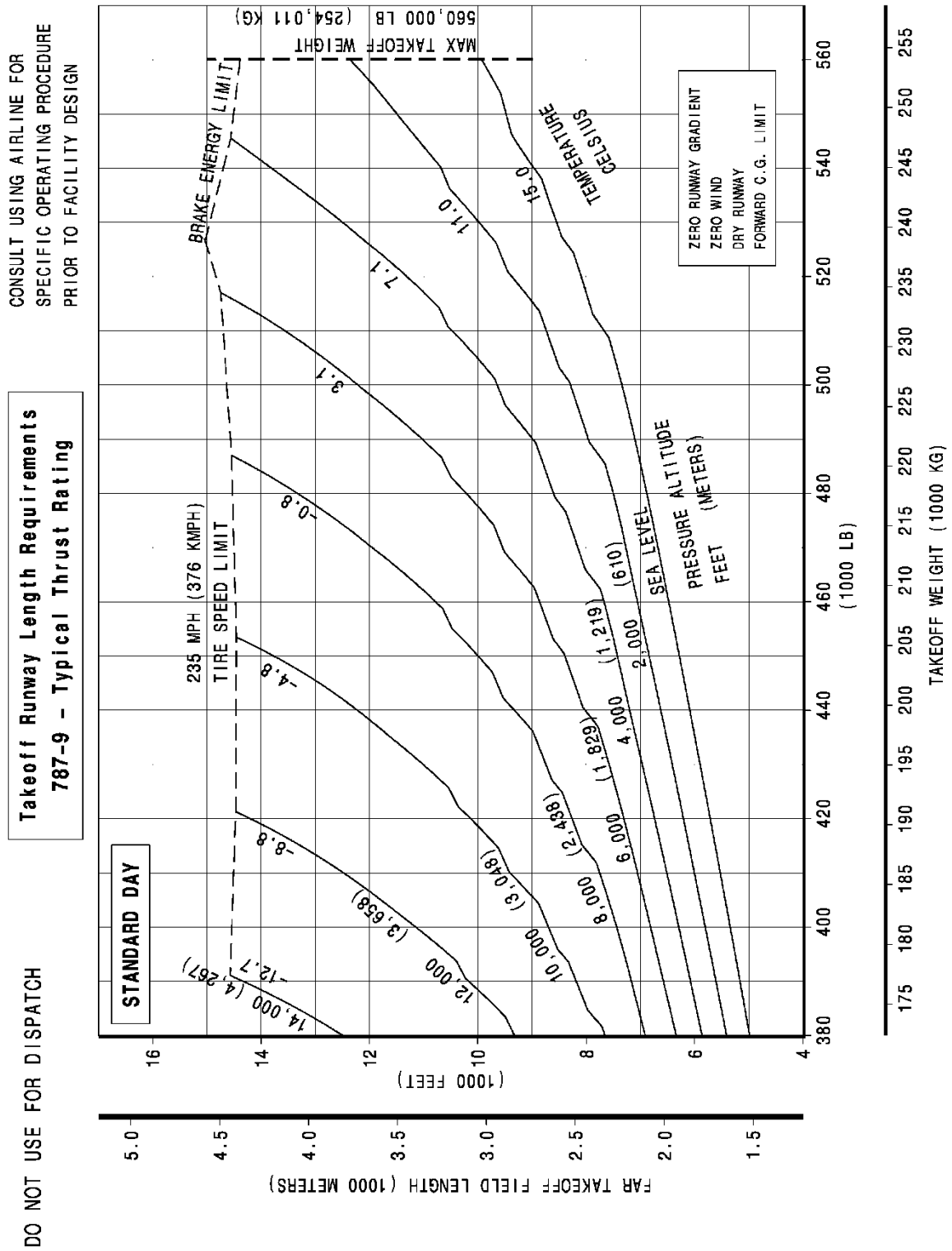


3.3.8 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 61°F (STD + 34°C), Dry Runway: Model 787-8 (Hi-Thrust Engines)



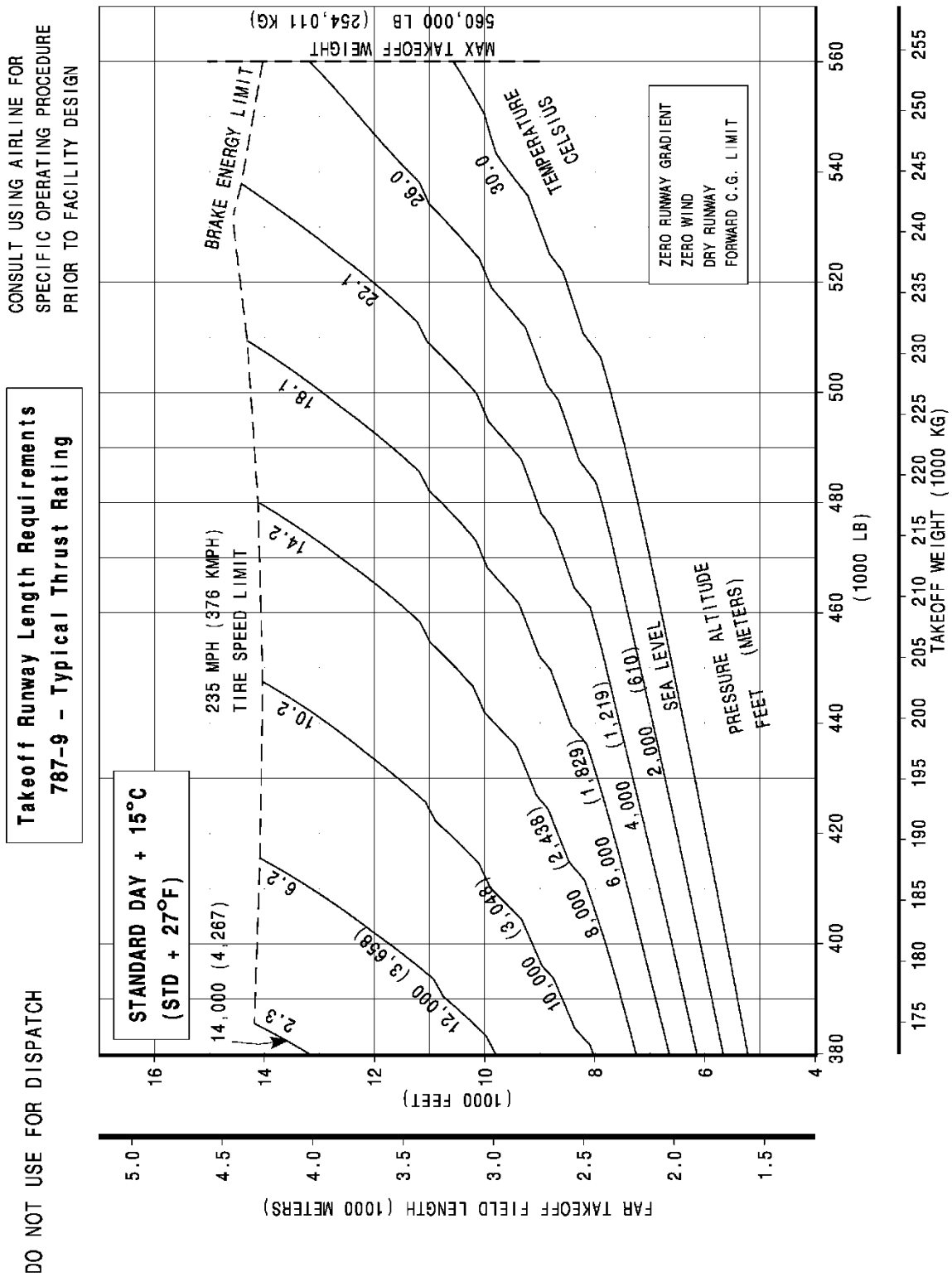
D6-58333

3.3.9 FAA/EASA Takeoff Runway Length Requirements - Standard Day, Dry Runway: Model 787-9 (Typical Engines)



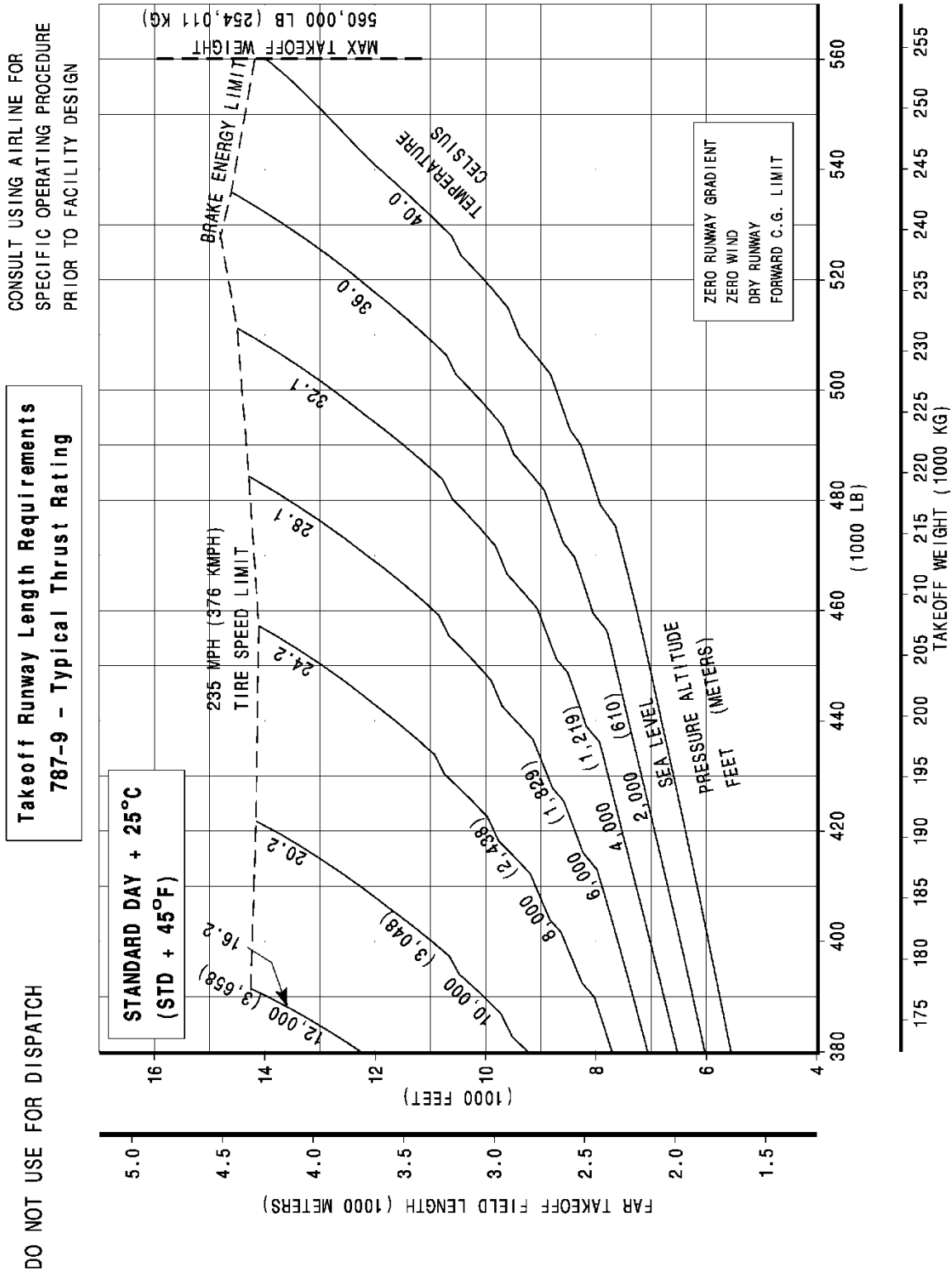
D6-58333

3.3.10 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 27°F (STD + 15°C), Dry Runway: Model 787-9 (Typical Engines)



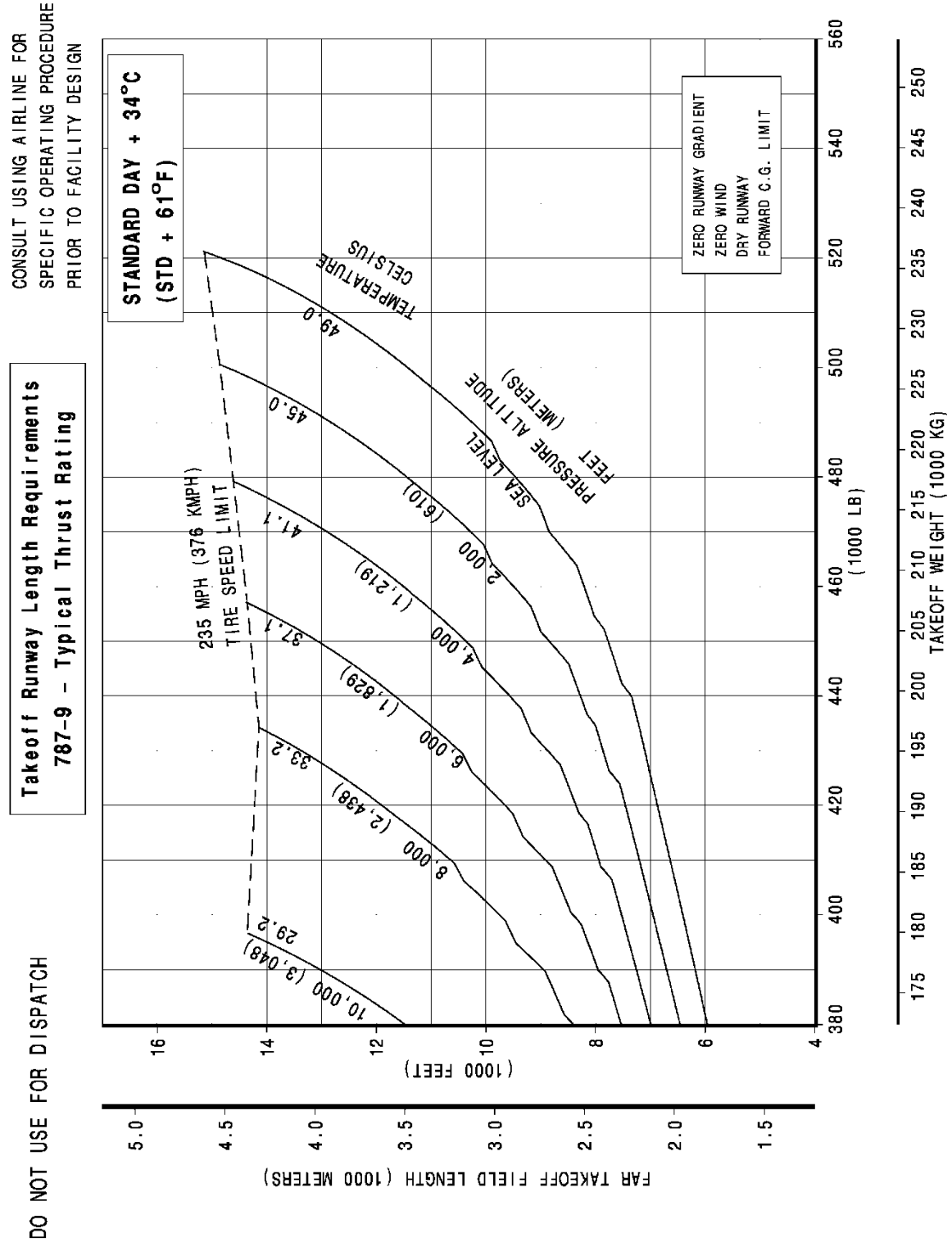
D6-58333

3.3.11 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 45°F (STD + 25°C), Dry Runway: Model 787-9 (Typical Engines)



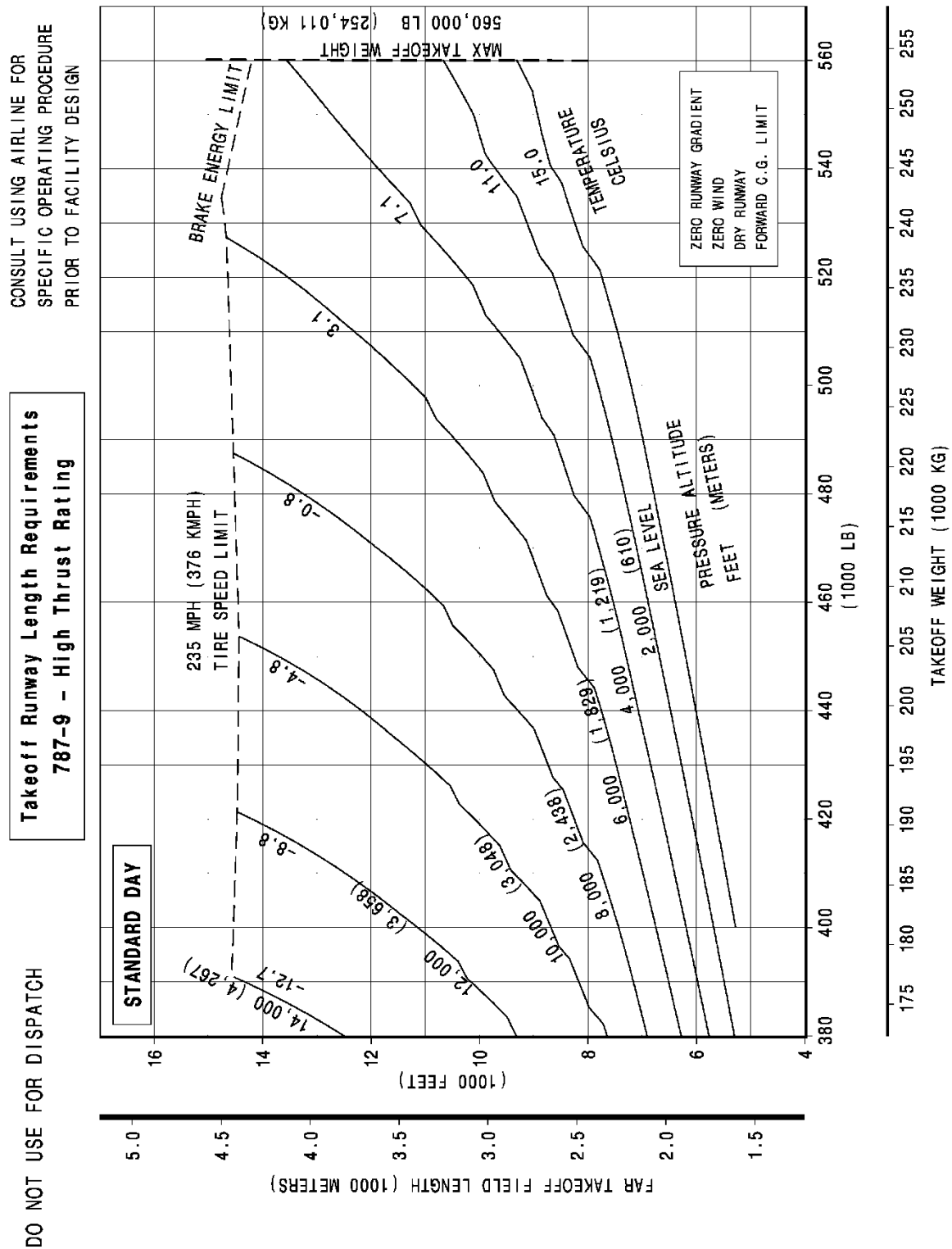
D6-58333

3.3.12 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 61°F (STD + 34°C), Dry Runway: Model 787-9 (Typical Engines)

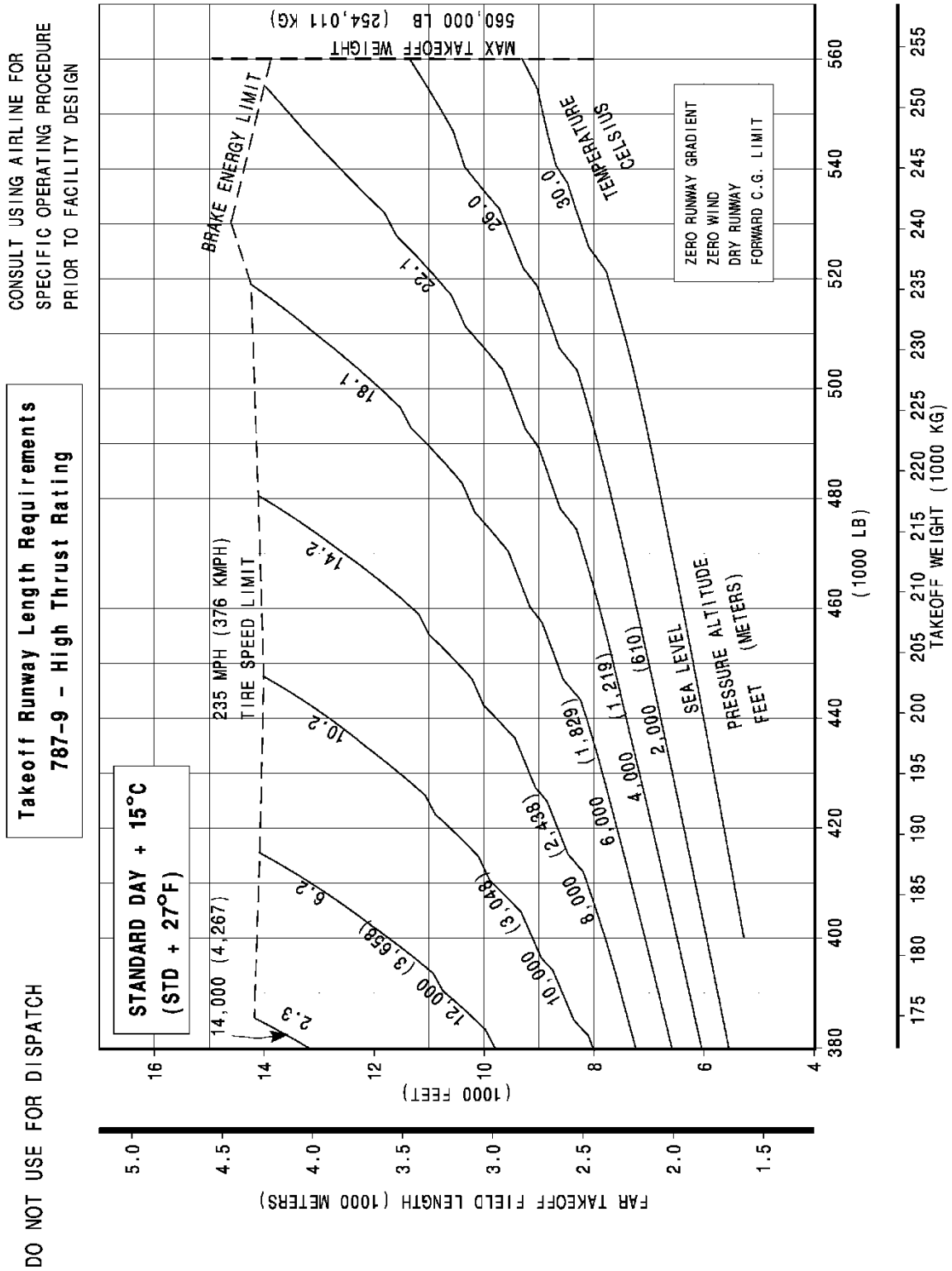


D6-58333

3.3.13 FAA/EASA Takeoff Runway Length Requirements - Standard Day, Dry Runway: Model 787-9, (Hi-Thrust Engines)

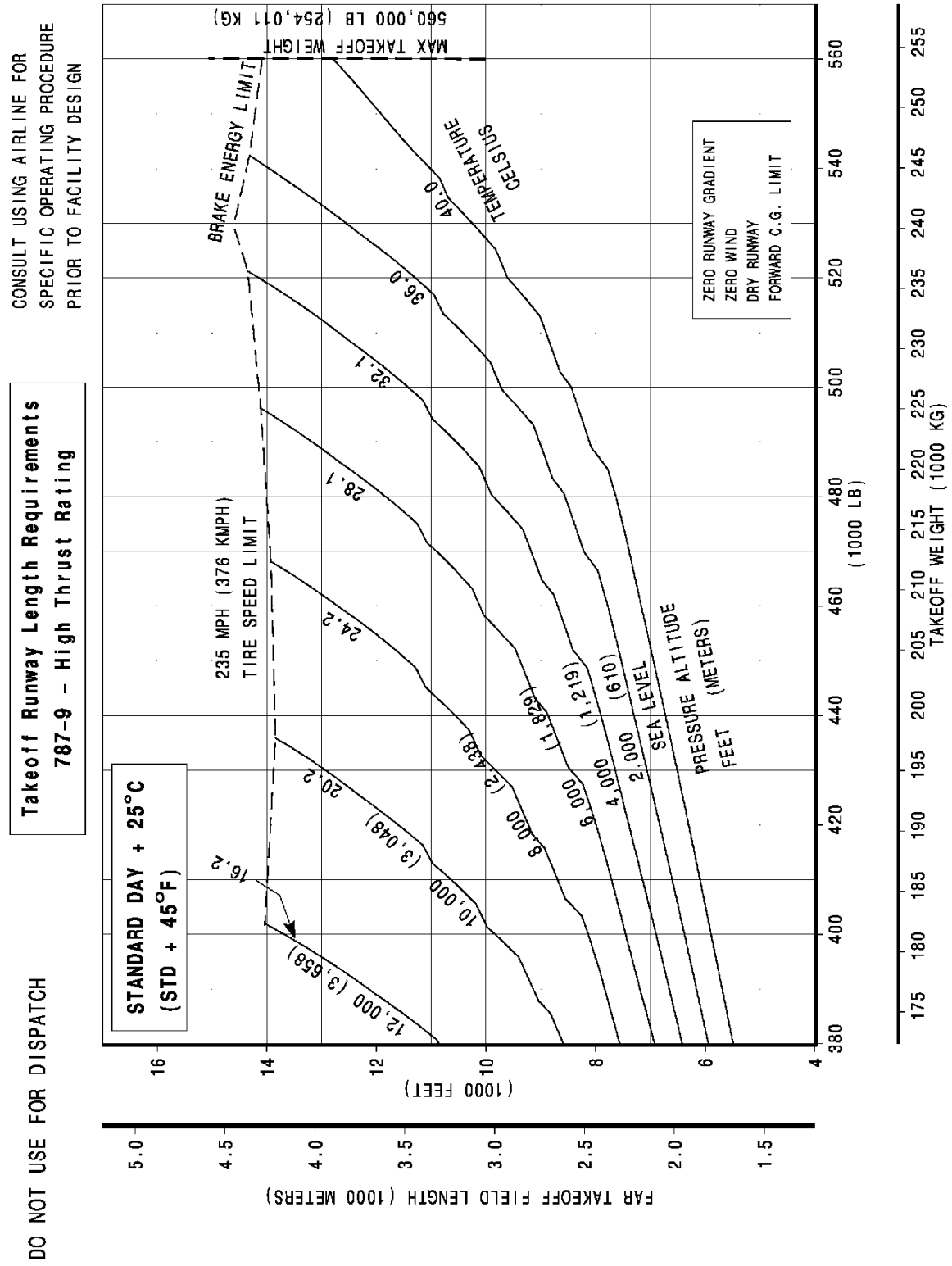


3.3.14 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 27°F (STD + 15°C), Dry Runway: Model 787-9, (Hi-Thrust Engines)



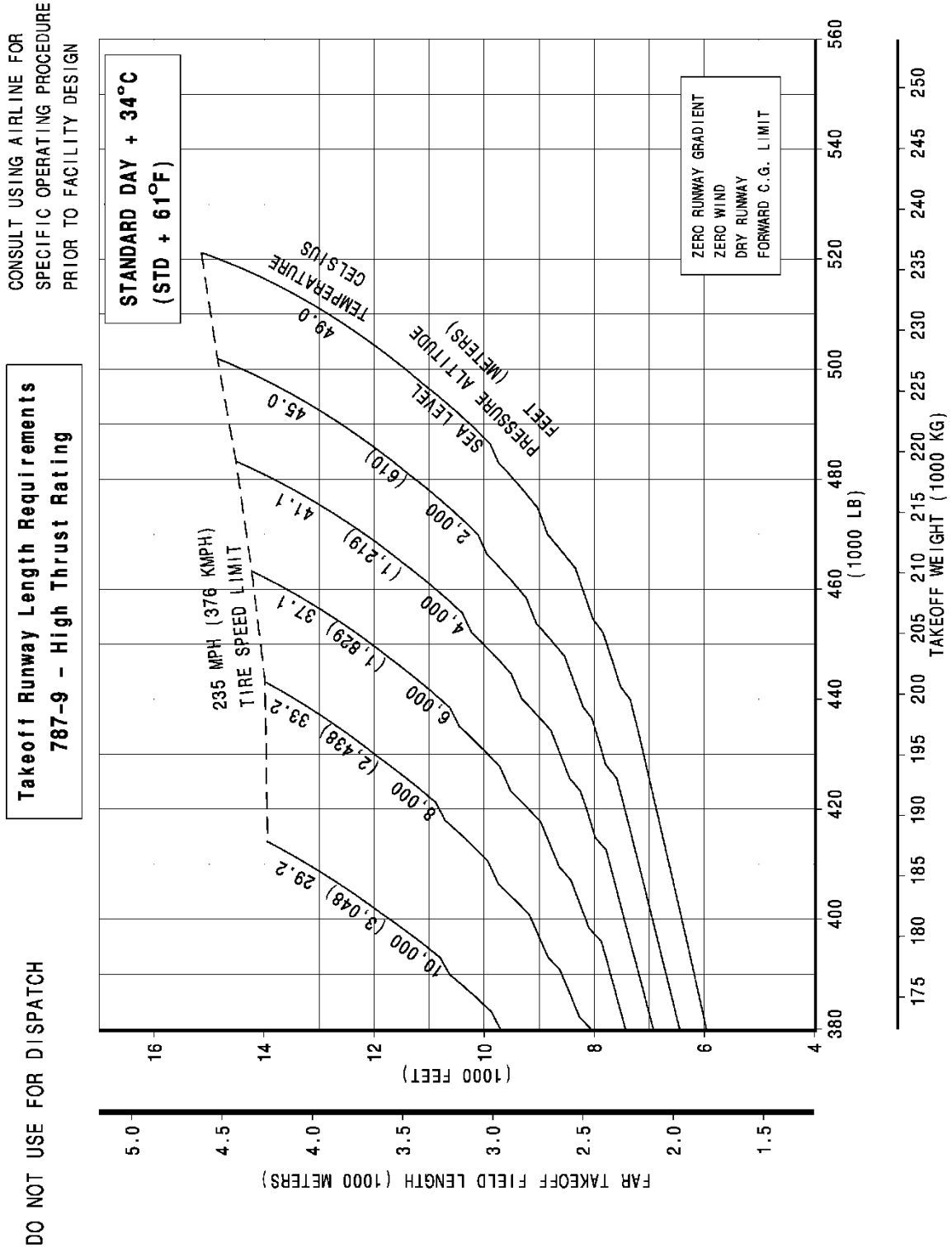
D6-58333

3.3.15 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 45°F (STD + 25°C), Dry Runway: Model 787-9, (Hi-Thrust Engines)



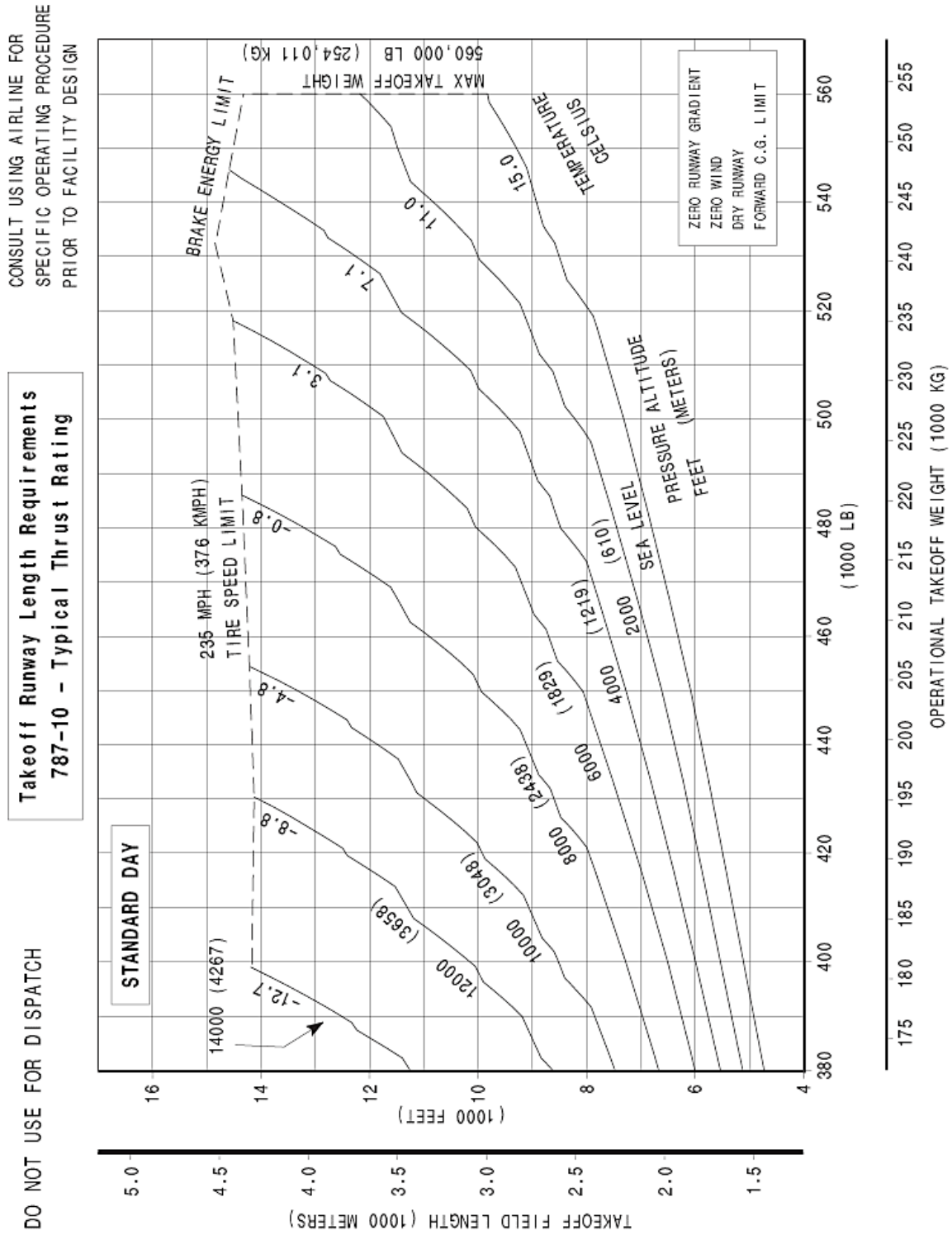
D6-58333

3.3.16 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 61°F (STD + 34°C), Dry Runway: Model 787-9, (Hi-Thrust Engines)



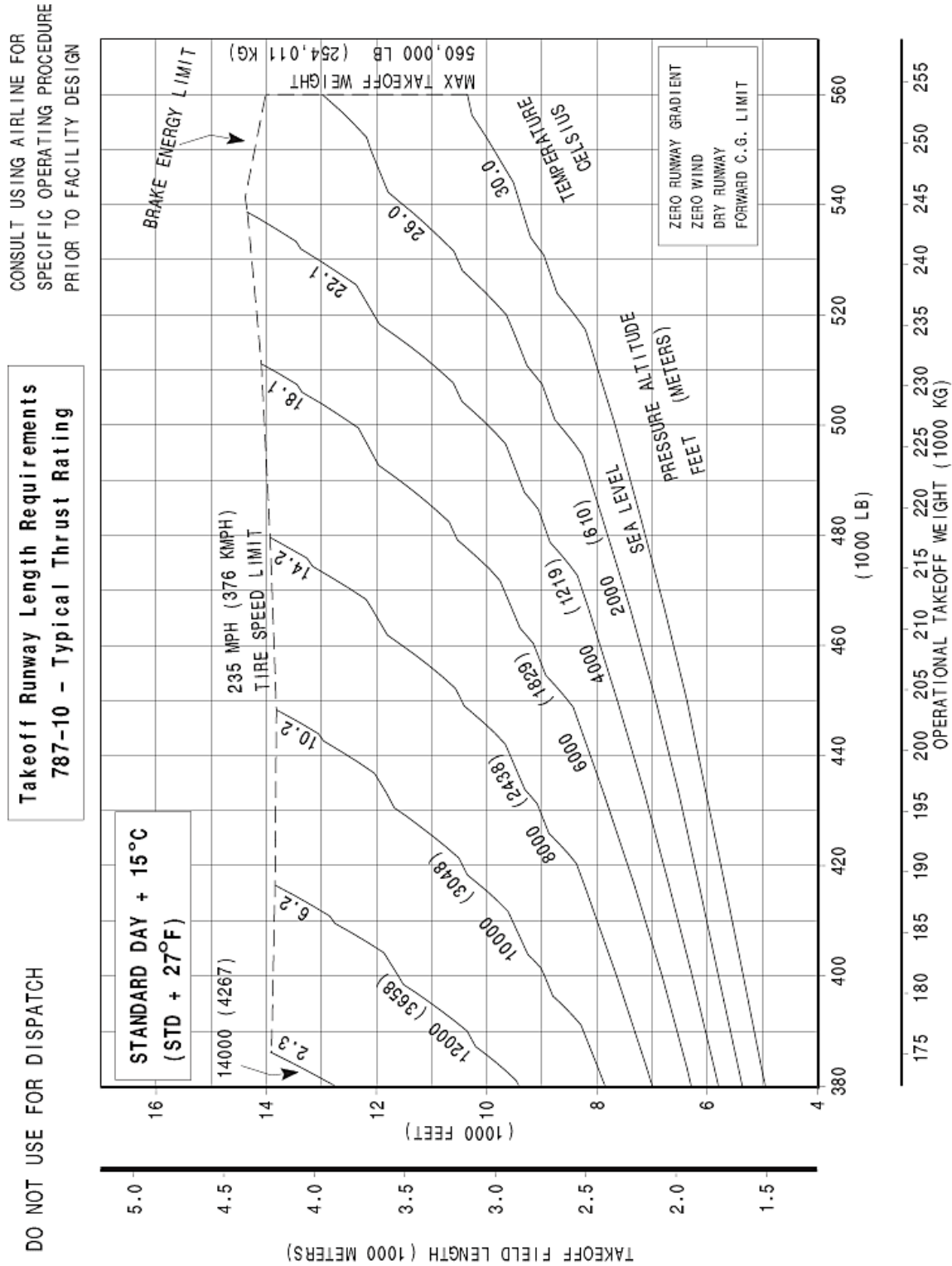
D6-58333

3.3.17 FAA/EASA Takeoff Runway Length Requirements - Standard Day, Dry Runway: Model 787-10 (Typical Engines)



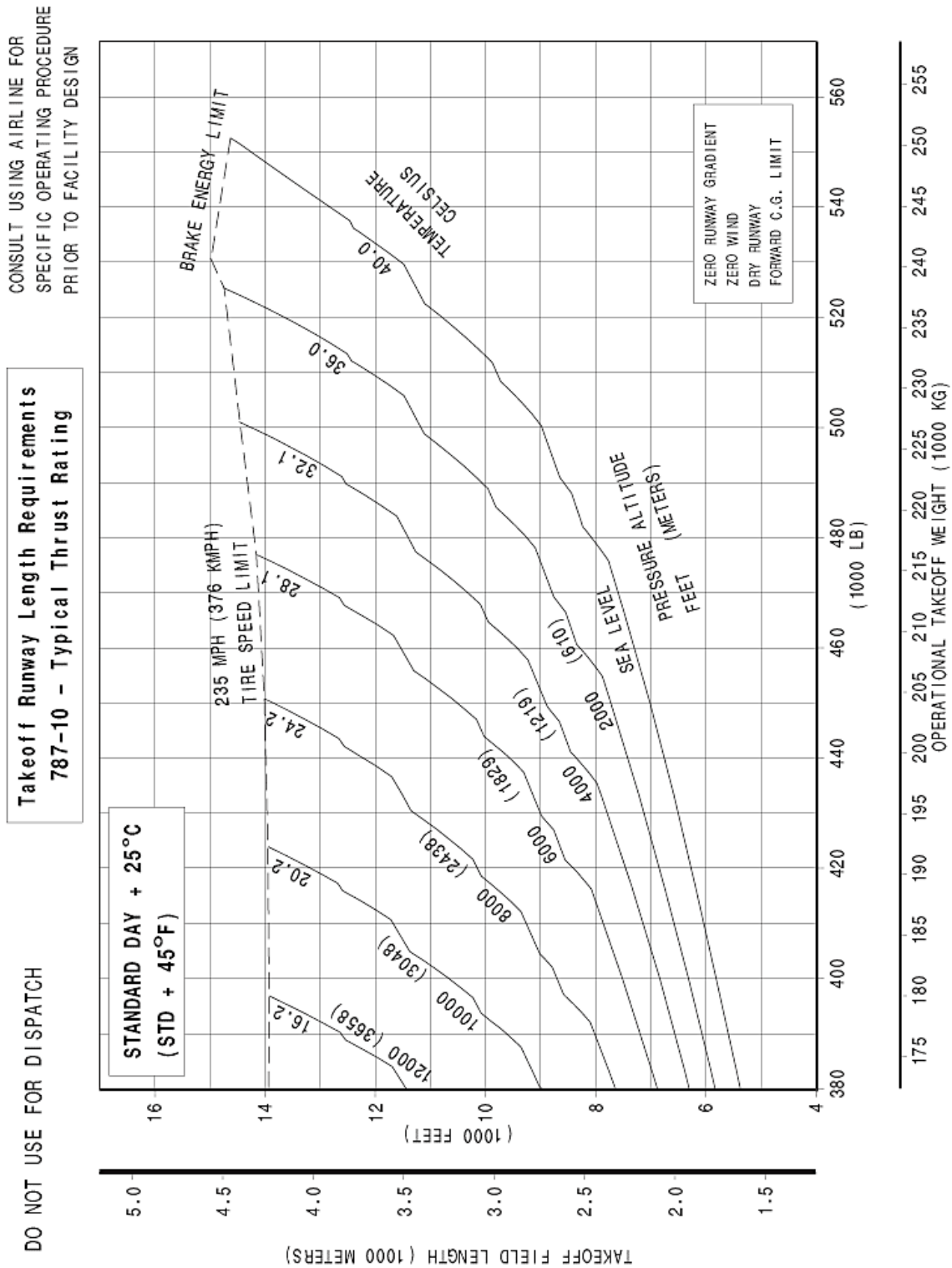
D6-58333

3.3.18 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 27°F (STD + 15°C), Dry Runway: Model 787-10 (Typical Engines)



D6-58333

3.3.19 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 45°F (STD + 25°C), Dry Runway: Model 787-10 (Typical Engines)



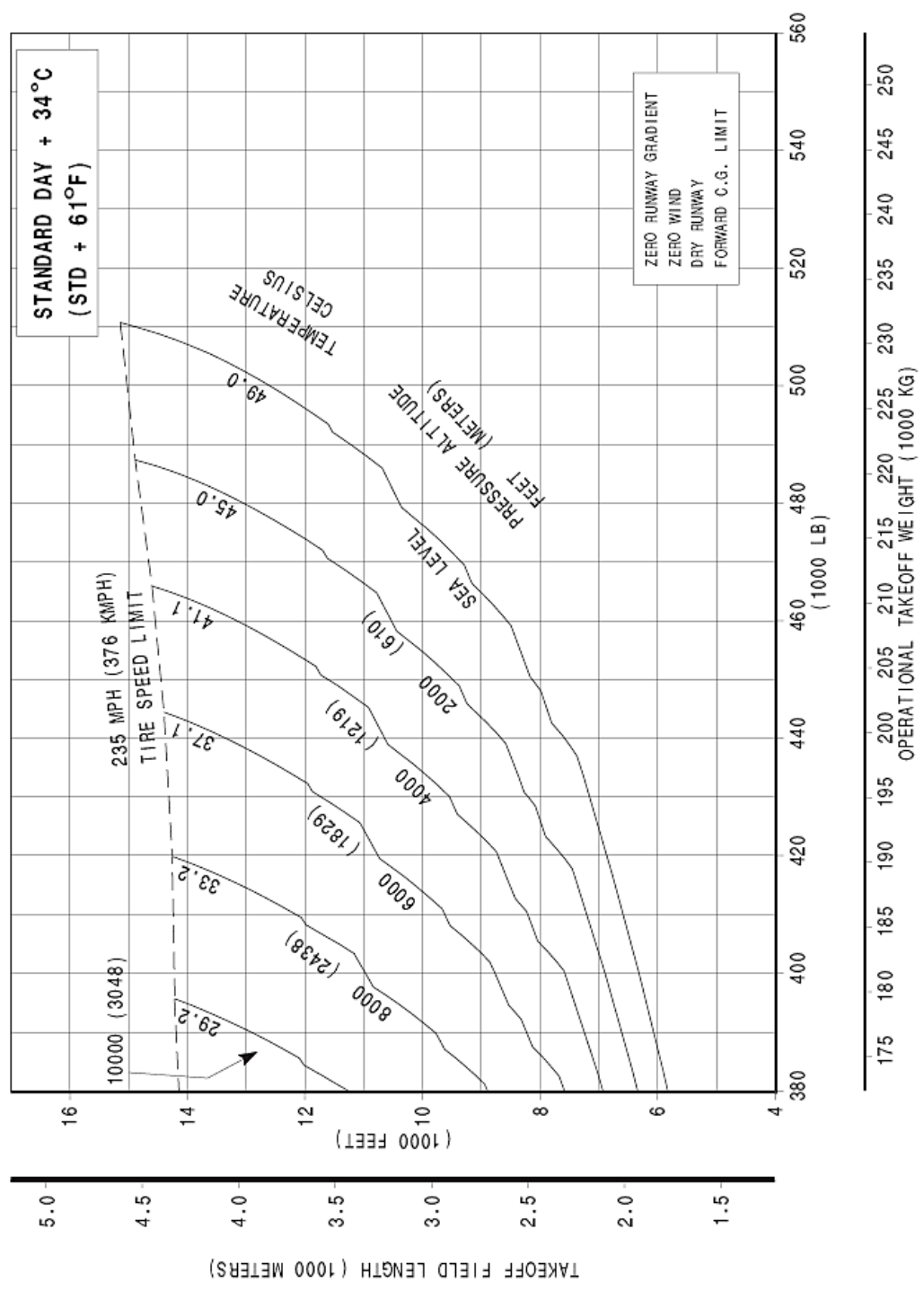
D6-58333

3.3.20 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 61°F (STD + 34°C), Dry Runway: Model 787-10 (Typical Engines)

CONSULT USING AIRLINE FOR
SPECIFIC OPERATING PROCEDURE
PRIOR TO FACILITY DESIGN

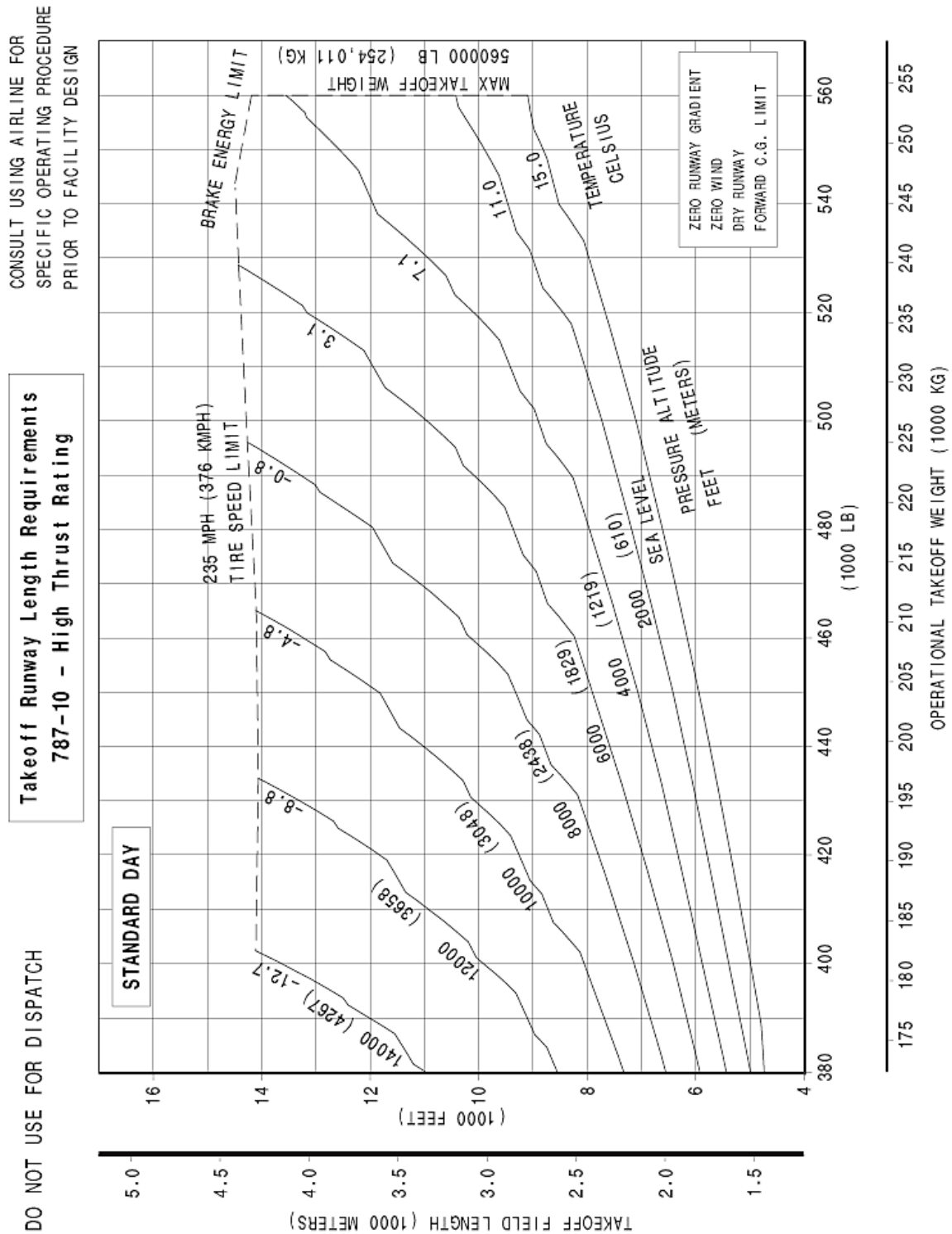
**Takeoff Runway Length Requirements
787-10 - Typical Thrust Rating**

DO NOT USE FOR DISPATCH



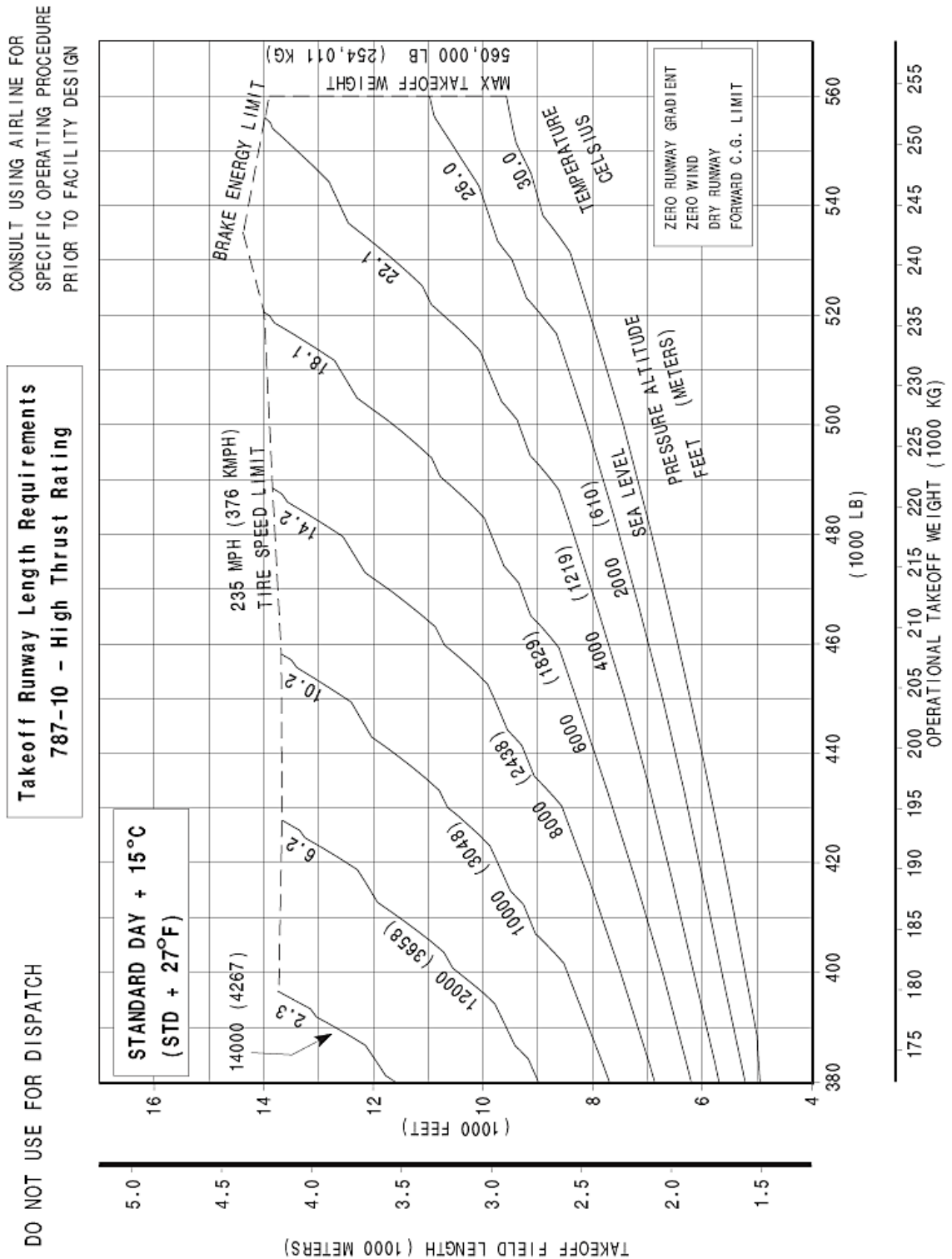
D6-58333

3.3.21 FAA/EASA Takeoff Runway Length Requirements - Standard Day, Dry Runway: Model 787-10 (Hi-Thrust Engines)



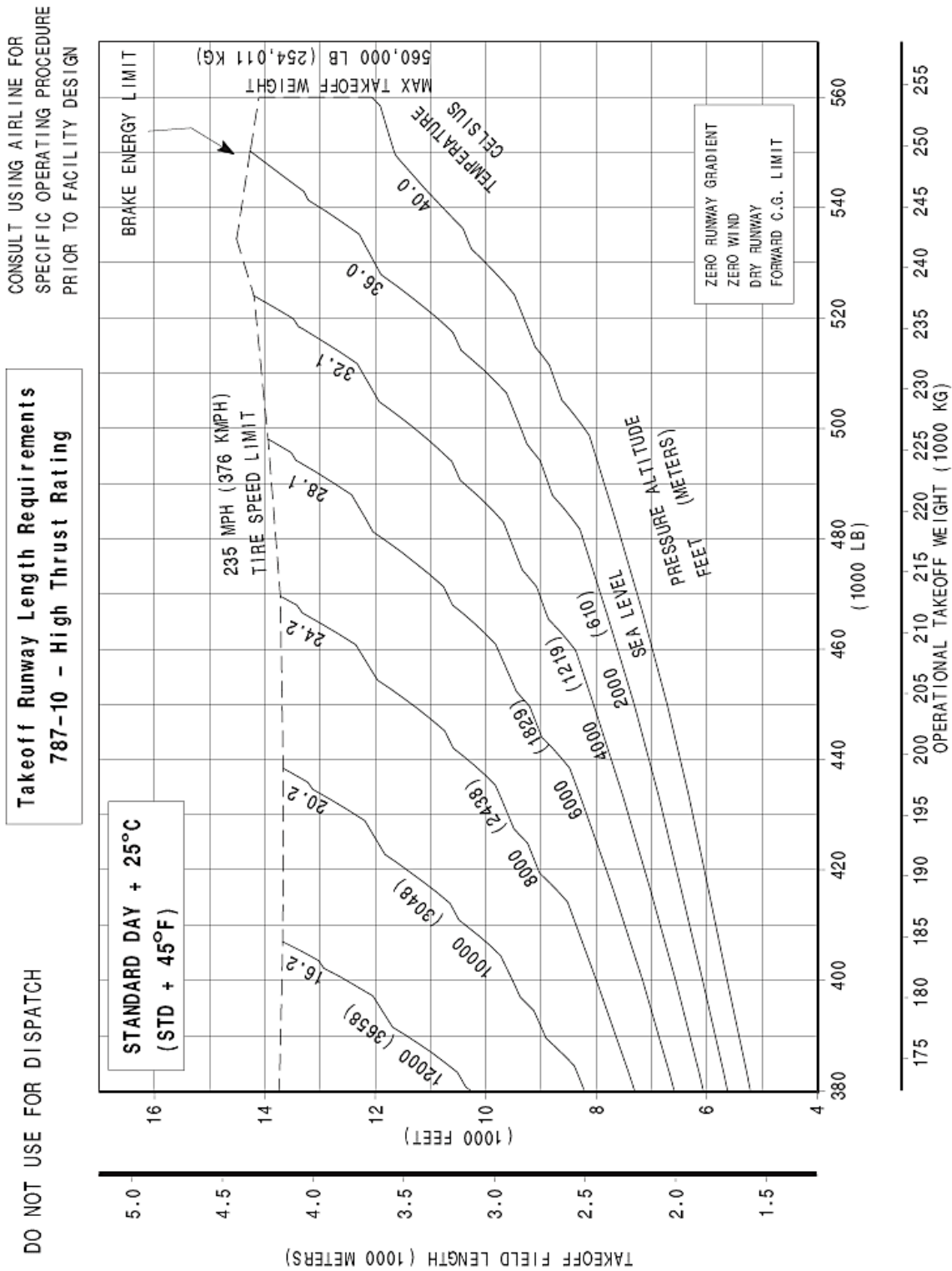
D6-58333

3.3.22 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 27°F (STD + 15°C), Dry Runway: Model 787-10 (Hi-Thrust Engines)



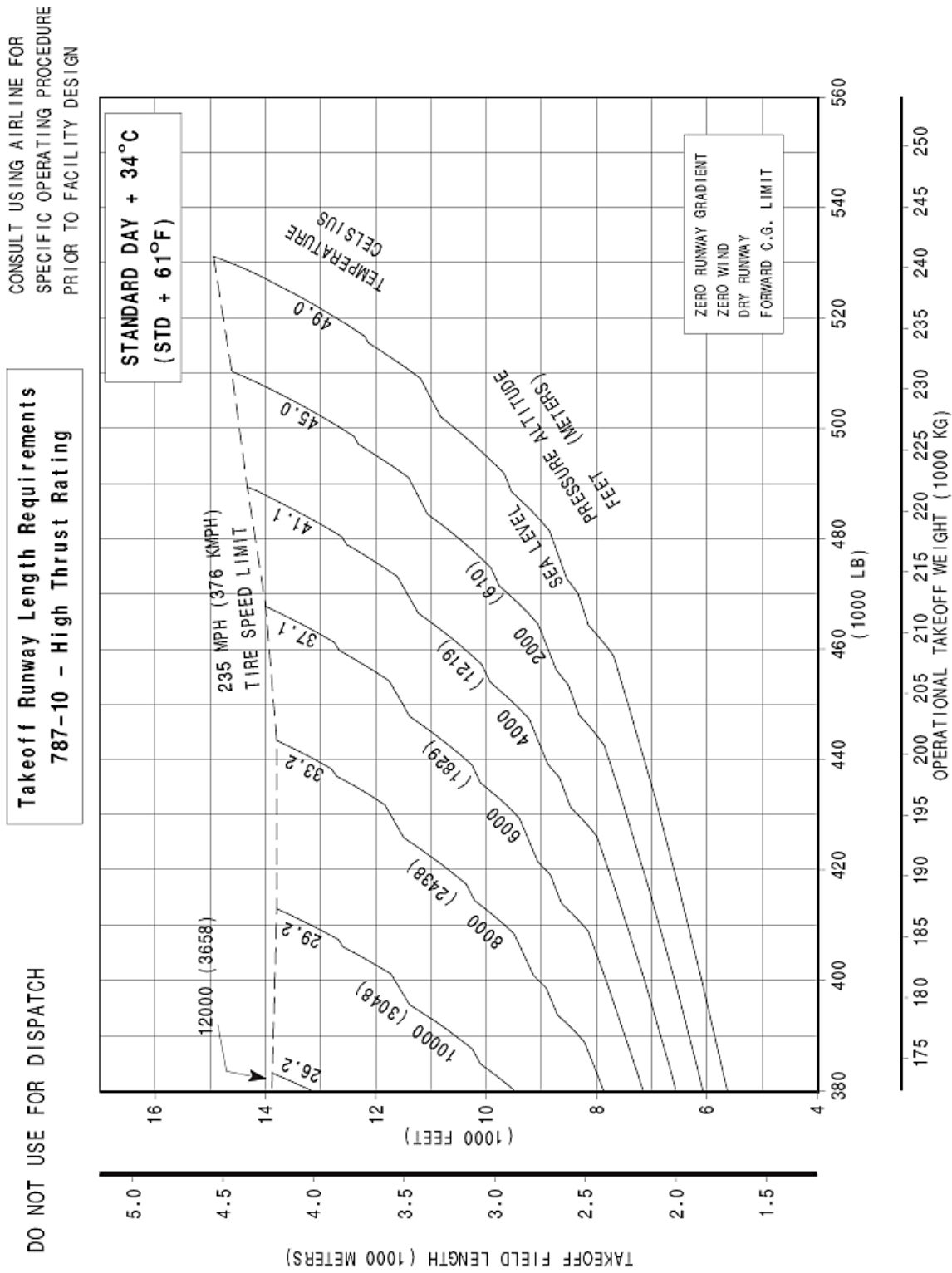
D6-58333

3.3.23 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 45°F (STD + 25°C), Dry Runway: Model 787-10 (Hi-Thrust Engines)



D6-58333

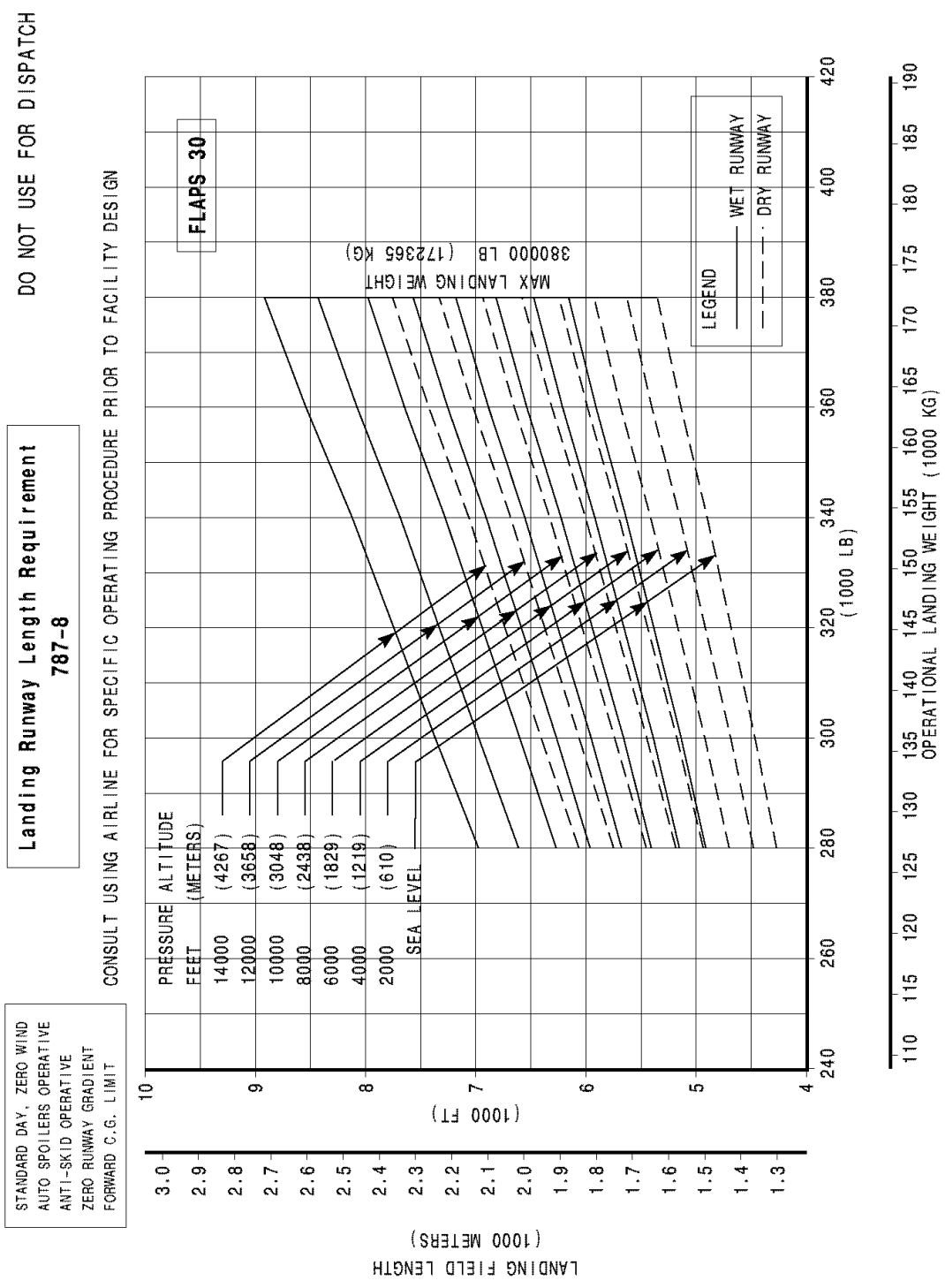
3.3.24 FAA/EASA Takeoff Runway Length Requirements - Standard Day + 61°F (STD + 34°C), Dry Runway: Model 787-10 (Hi-Thrust Engines)



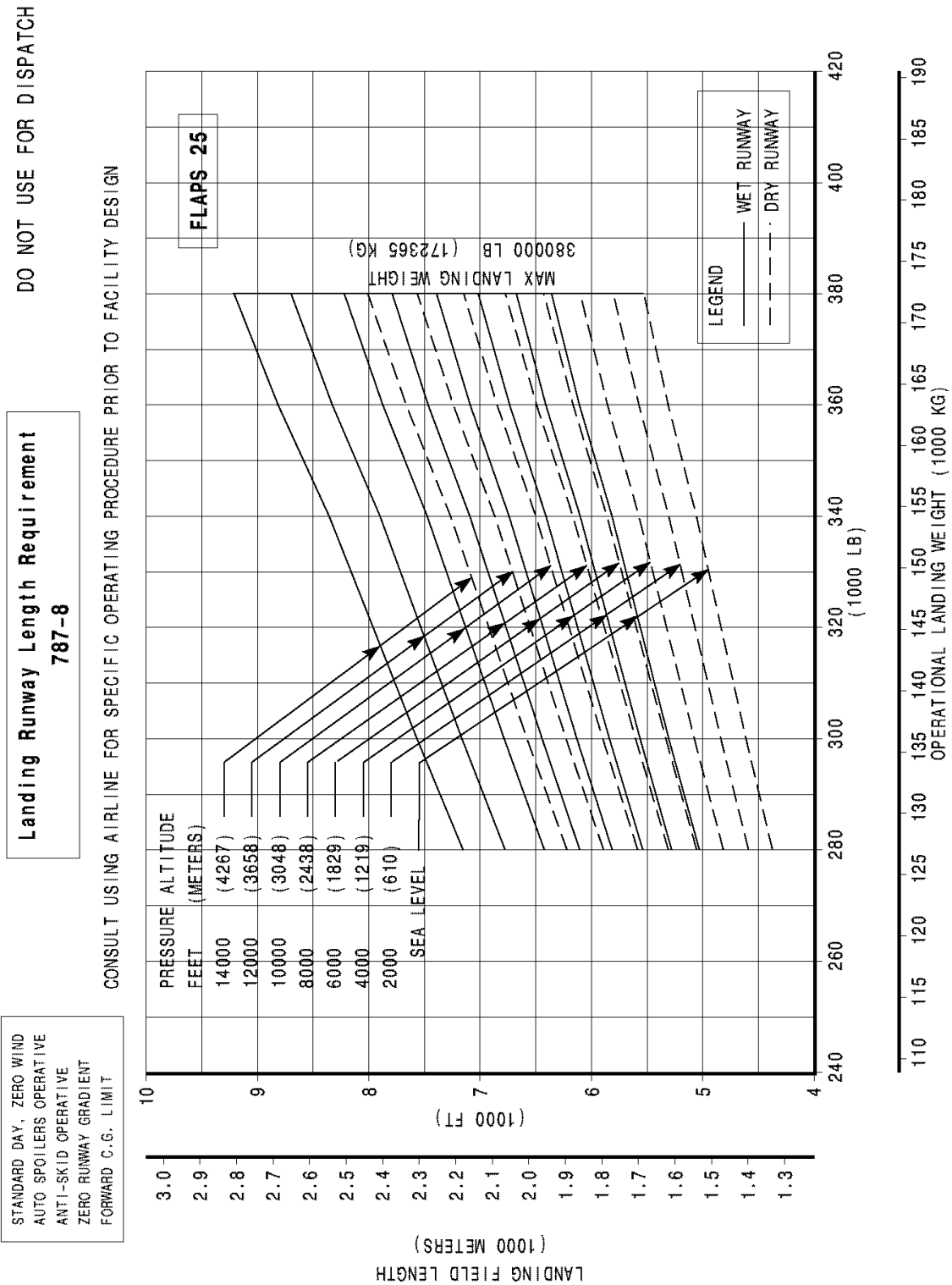
D6-58333

3.4 FAA/EASA LANDING RUNWAY LENGTH REQUIREMENTS

3.4.1 FAA/EASA Landing Runway Length Requirements – Flaps 30: Model 787-8 (All Engines)

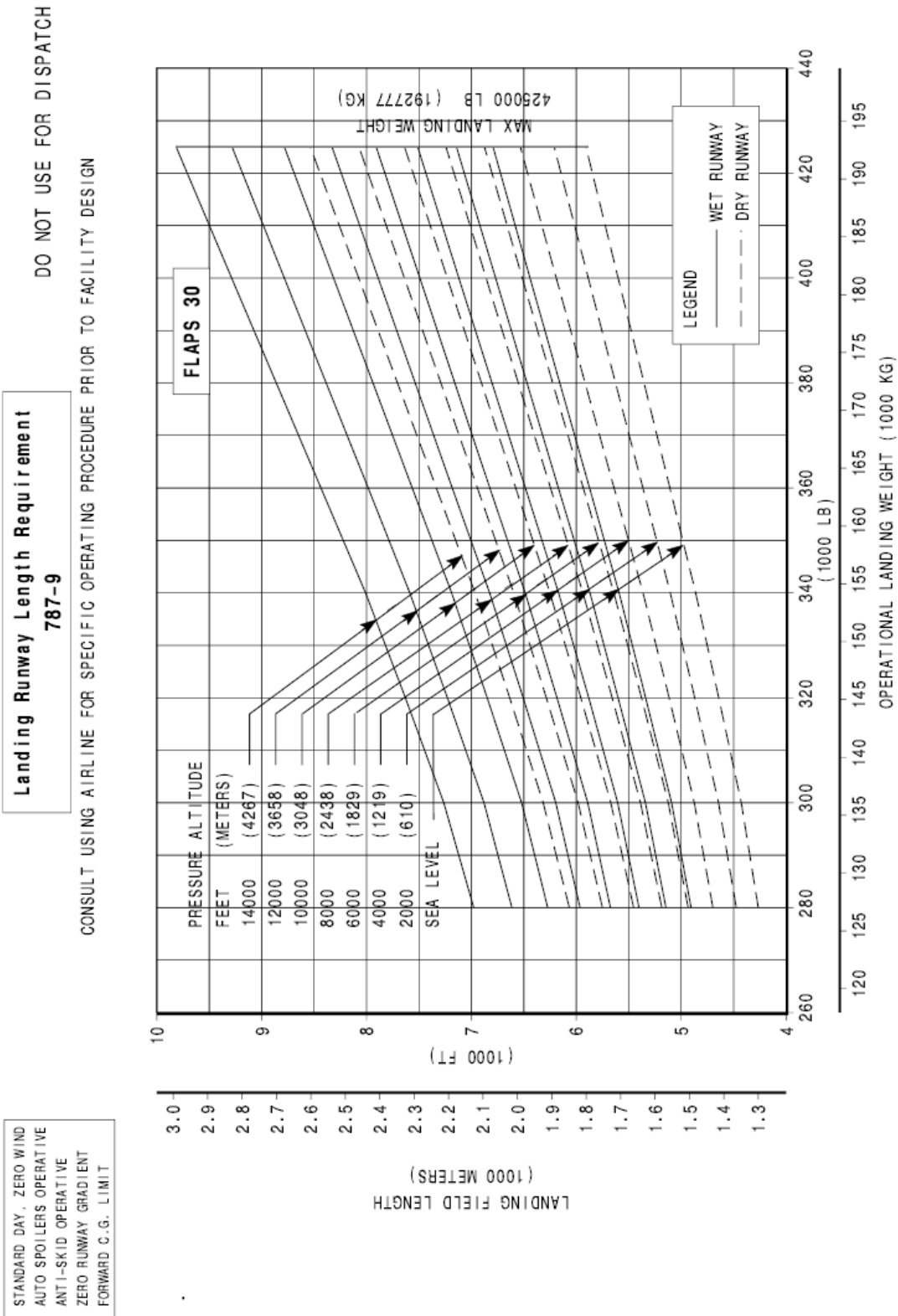


3.4.2 FAA/EASA Landing Runway Length Requirements – Flaps 25: Model 787-8 (All Engines)



D6-58333

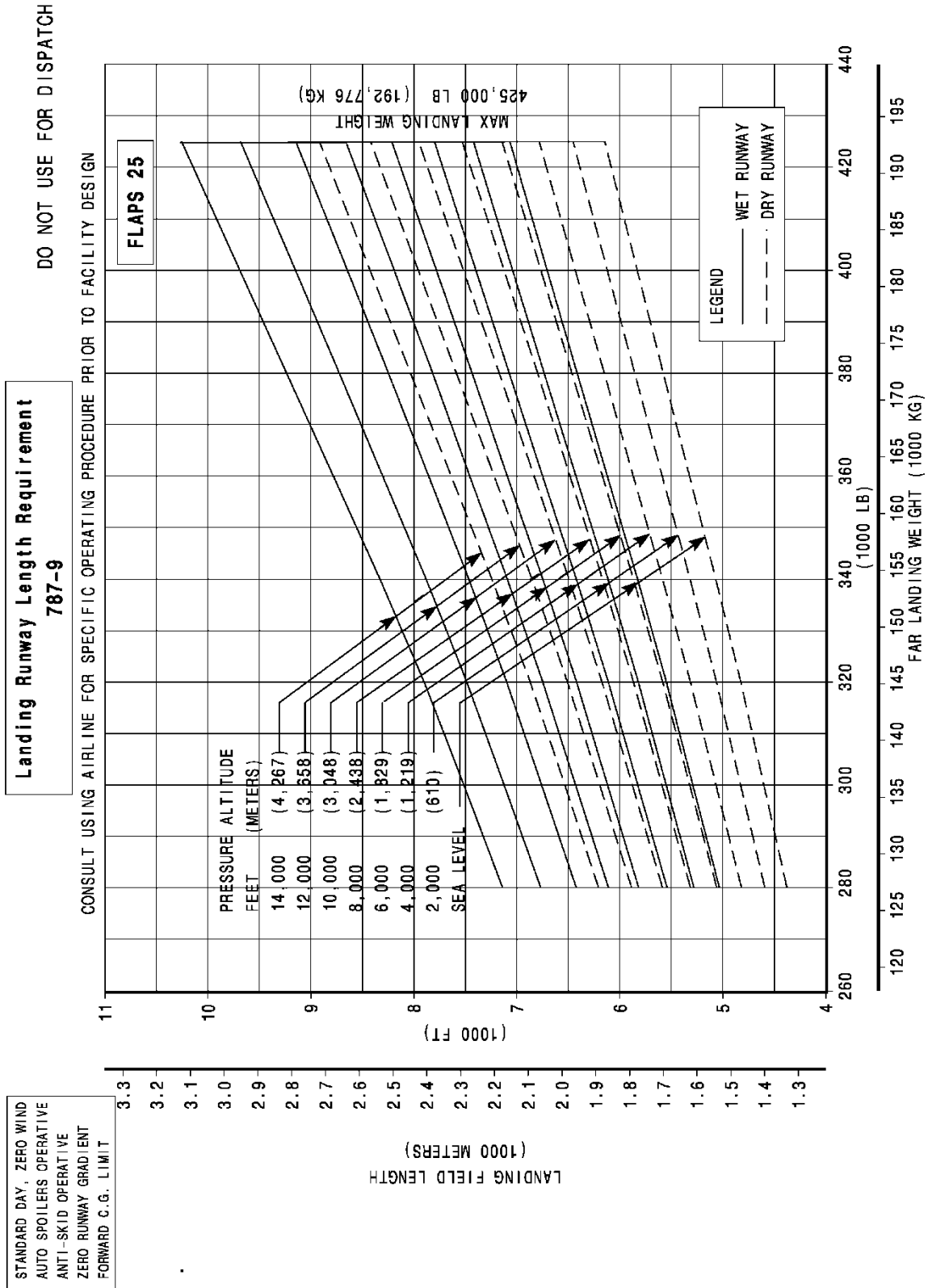
3.4.3 FAA/EASA Landing Runway Length Requirements – Flaps 30: Model 787-9 (All Engines)



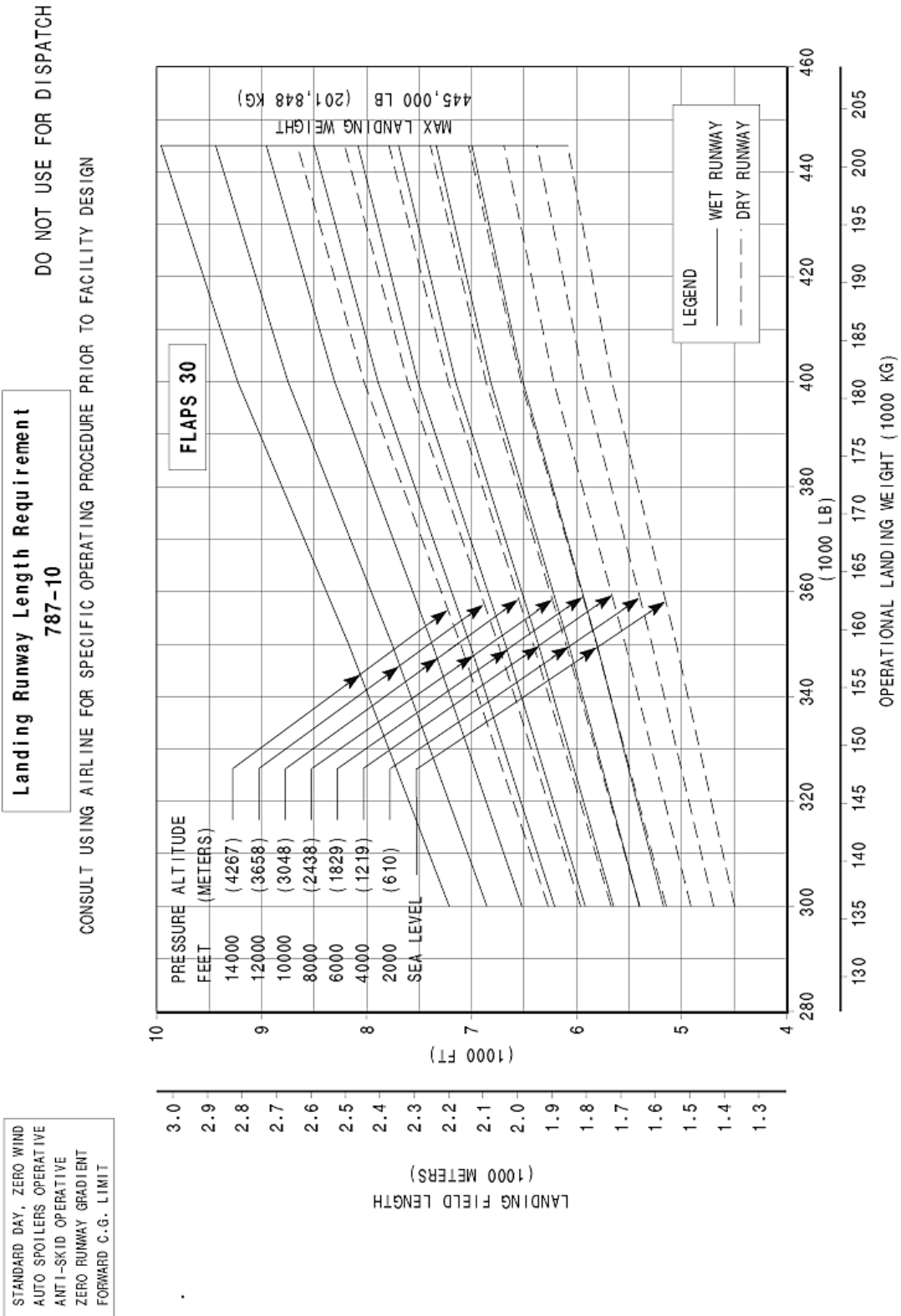
STANDARD DAY, ZERO WIND
 AUTO SPOILERS OPERATIVE
 ANTI-SKID OPERATIVE
 ZERO RUNWAY GRADIENT
 FORWARD C.G. LIMIT

D6-58333

3.4.4 FAA/EASA Landing Runway Length Requirements – Flaps 25: Model 787-9 (All Engines)



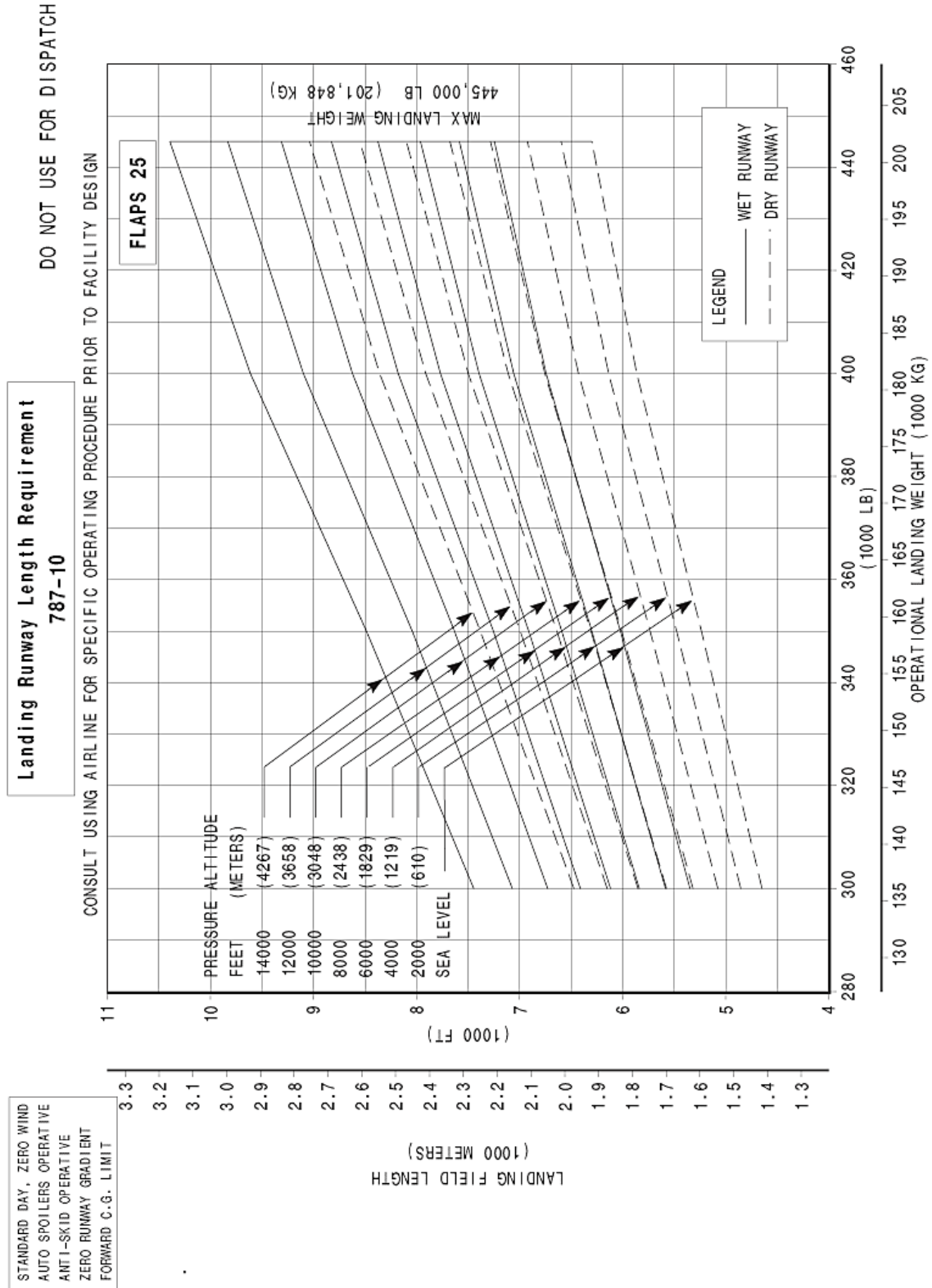
3.4.5 FAA/EASA Landing Runway Length Requirements – Flaps 30: Model 787-10 (All Engines)



STANDARD DAY, ZERO WIND
 AUTO SPOILERS OPERATIVE
 ANTI-SKID OPERATIVE
 ZERO RUNWAY GRADIENT
 FORWARD C.G. LIMIT

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3.4.6 FAA/EASA Landing Runway Length Requirements – Flaps 25: Model 787-10 (All Engines)



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4.0 GROUND MANEUVERING

4.1 GENERAL INFORMATION

This section provides airplane turning capability and maneuvering characteristics.

For ease of presentation, these data have been determined from the theoretical limits imposed by the geometry of the aircraft, and where noted, provide for a normal allowance for tire slippage. As such, they reflect the turning capability of the aircraft in favorable operating circumstances. These data should be used only as guidelines for the method of determination of such parameters and for the maneuvering characteristics of this aircraft.

In the ground operating mode, varying airline practices may demand that more conservative turning procedures be adopted to avoid excessive tire wear and reduce possible maintenance problems. Airline operating procedures will vary in the level of performance over a wide range of operating circumstances throughout the world. Variations from standard aircraft operating patterns may be necessary to satisfy physical constraints within the maneuvering area, such as adverse grades, limited area, or high risk of jet blast damage. For these reasons, ground maneuvering requirements should be coordinated with the using airlines prior to layout planning.

Section 4.2 presents turning radii for various nose gear steering angles. Radii for the main and nose gears are measured from the turn center to the outside of the tire.

Section 4.3 shows data on minimum width of pavement required for 180° turn.

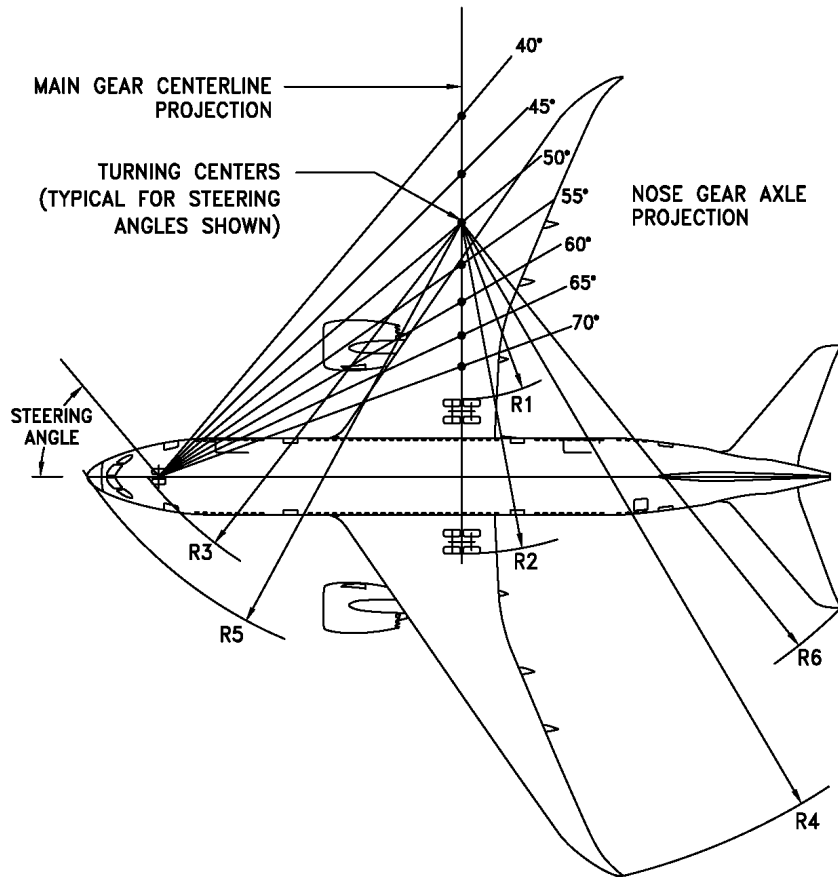
Section 4.4 provides pilot visibility data from the cockpit and the limits of ambinocular vision through the windows. Ambinocular vision is defined as the total field of vision seen simultaneously by both eyes.

Section 4.5 shows approximate wheel paths for various runway and taxiway turn scenarios. The pavement fillet geometries are based on the FAA's Advisory Circular (AC) 150/5300-13 (thru change 16). They represent typical fillet geometries built at many airports worldwide. ICAO and other civil aviation authorities publish many different fillet design methods. Prior to determining the size of fillets, airports are advised to check with the airlines regarding the operating procedures and aircraft types they expect to use at the airport. Further, given the cost of modifying fillets and the operational impact to ground movement and air traffic during construction, airports may want to design critical fillets for larger aircraft types to minimize future operational impacts.

Section 4.6 illustrates a typical runway holding bay configuration.

4.2 TURNING RADII

4.2.1 Turning Radii – No Slip Angle: Model 787-8

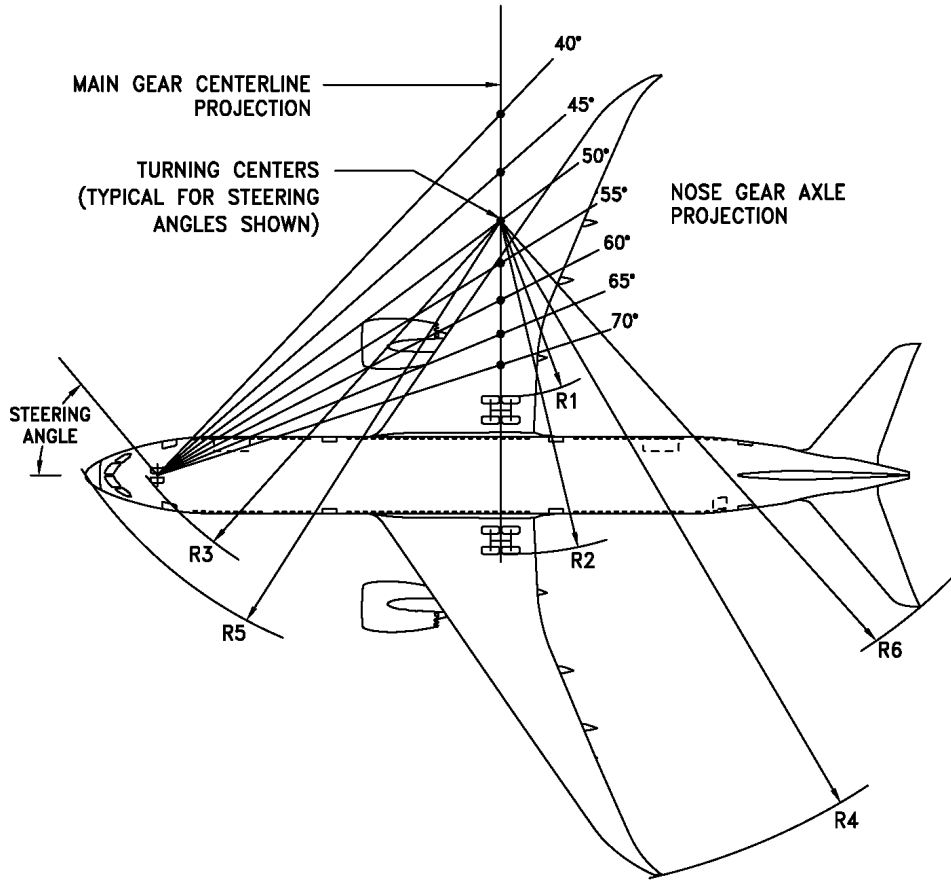


NOTES: ACTUAL OPERATING TURNING RADII MAY BE GREATER THAN SHOWN.
CONSULT WITH AIRLINE FOR SPECIFIC OPERATING PROCEDURE.

STEERING ANGLE (DEG)	R1 INNER GEAR		R2 OUTER GEAR		R3 NOSE GEAR		R4 WINGTIP		R5 NOSE		R6 TAIL	
	FT	M	FT	M	FT	M	FT	M	FT	M	FT	M
30	111	33.8	149	45.4	152	46.3	232	70.7	160	48.8	188	57.3
35	88	26.8	126	38.4	133	40.5	210	64.0	142	43.3	168	51.2
40	71	21.6	109	33.2	119	36.3	192	58.5	129	39.3	154	46.9
45	56	17.1	94	28.7	108	32.9	178	54.3	119	36.3	143	43.6
50	44	13.4	82	25.0	100	30.5	167	50.9	112	34.1	134	40.8
55	34	10.4	72	21.9	94	28.7	157	47.9	107	32.6	127	38.7
60	25	7.6	63	19.2	89	27.1	148	45.1	103	31.4	121	36.9
65	16	4.9	54	16.5	85	25.9	140	42.7	99	30.2	116	35.4
70 (MAX)	9	2.7	47	14.3	82	25.0	133	40.5	97	29.6	112	34.1

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4.2.2 Turning Radii – No Slip Angle: Model 787-9

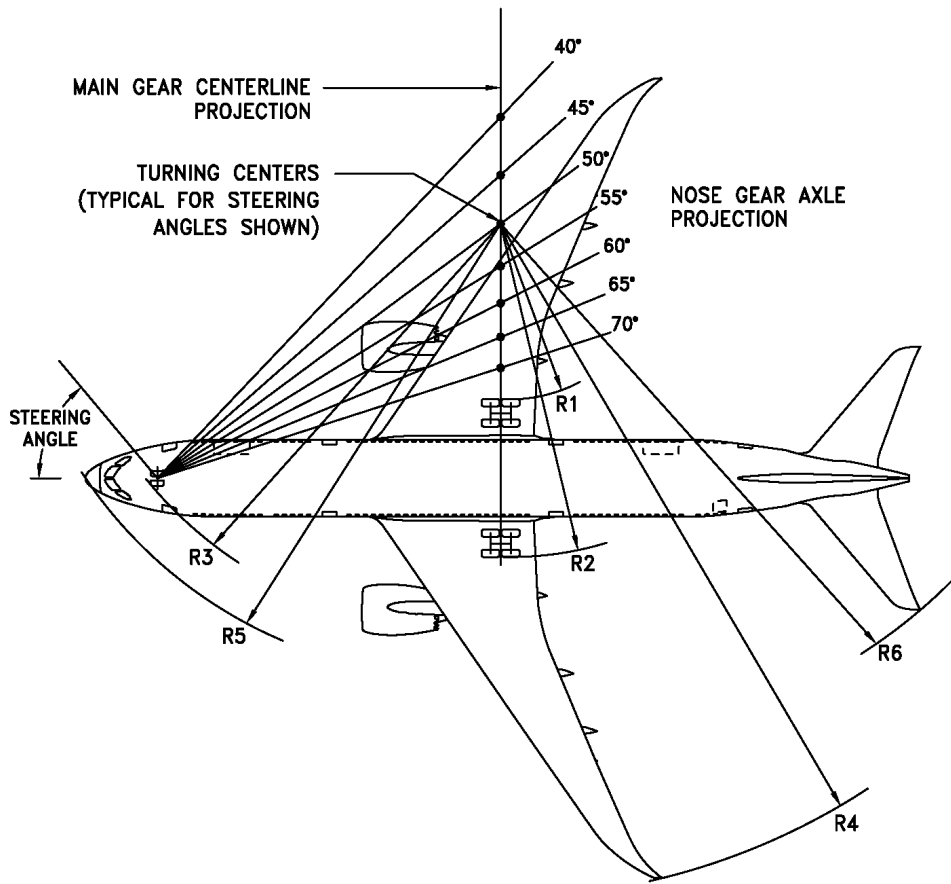


NOTES: ACTUAL OPERATING TURNING RADII MAY BE GREATER THAN SHOWN.
CONSULT WITH AIRLINE FOR SPECIFIC OPERATING PROCEDURE.

STEERING ANGLE (DEG)	R1 INNER GEAR		R2 OUTER GEAR		R3 NOSE GEAR		R4 WINGTIP		R5 NOSE		R6 TAIL	
	FT	M	FT	M	FT	M	FT	M	FT	M	FT	M
30	128	39.0	167	50.9	172	52.4	249	75.9	180	54.9	208	63.4
35	102	31.1	141	43.0	150	45.7	224	68.3	159	48.5	186	56.7
40	82	25.0	121	36.9	134	40.8	204	62.2	144	43.9	169	51.5
45	66	20.1	105	32.0	122	37.2	188	57.3	133	40.5	157	47.9
50	52	15.8	91	27.7	113	34.4	175	53.3	125	38.1	147	44.8
55	40	12.2	79	24.1	106	32.3	163	49.7	119	36.3	139	42.4
60	30	9.1	69	21.0	100	30.5	153	46.6	114	34.7	132	40.2
65	21	6.4	59	18.0	96	29.3	144	43.9	110	33.5	127	38.7
70 (MAX)	12	3.7	51	15.5	93	28.3	136	41.5	108	32.9	122	37.2

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4.2.3 Turning Radii – No Slip Angle: Model 787-10

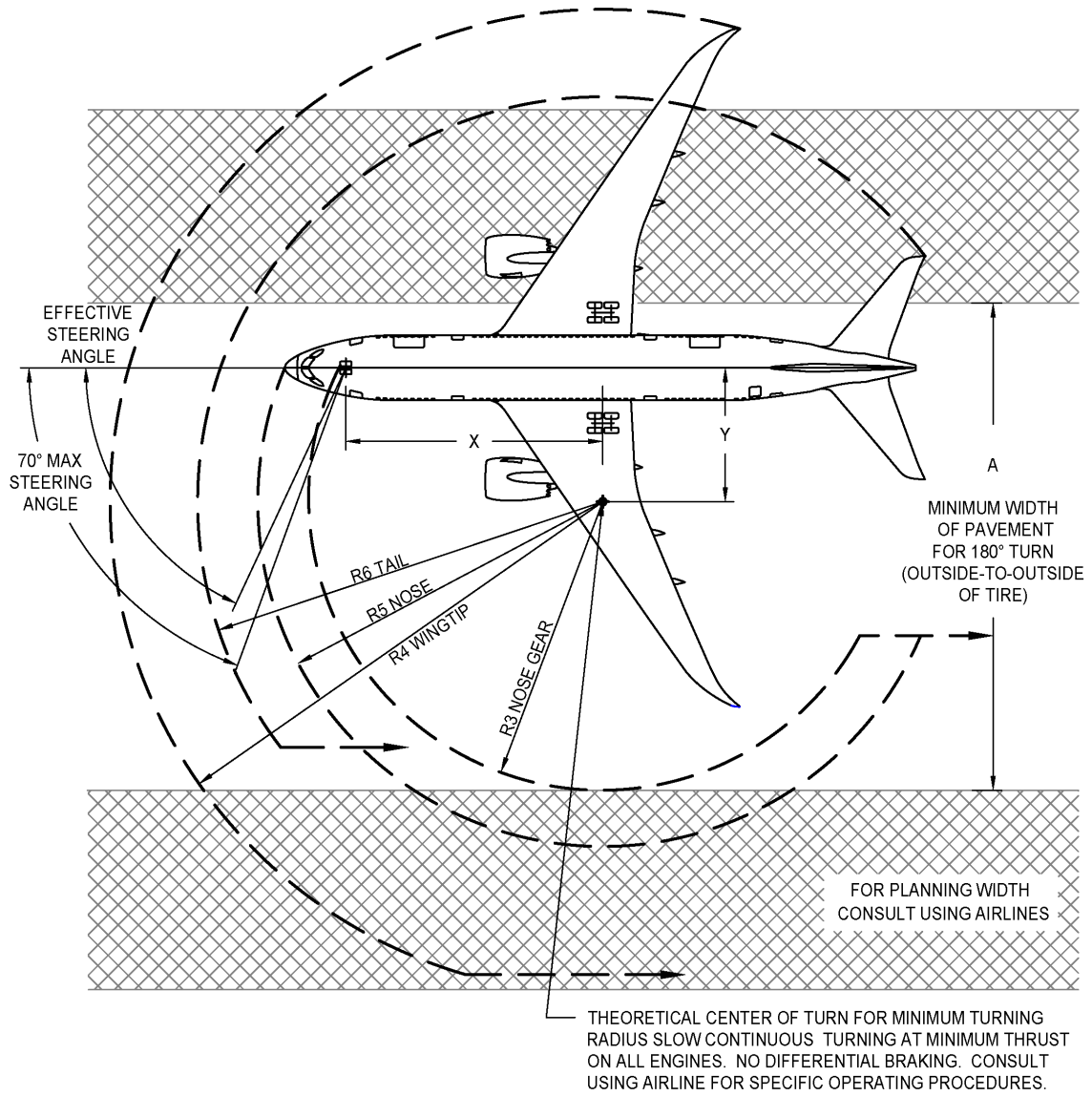


NOTES: ACTUAL OPERATING TURNING RADII MAY BE GREATER THAN SHOWN.
CONSULT WITH AIRLINE FOR SPECIFIC OPERATING PROCEDURE.

STEERING ANGLE (DEG)	R1 INNER GEAR		R2 OUTER GEAR		R3 NOSE GEAR		R4 WINGTIP		R5 NOSE		R6 TAIL	
	FT	M	FT	M	FT	M	FT	M	FT	M	FT	M
30	145	44.2	184	56.1	192	58.5	266	81.1	199	60.7	227	69.2
35	116	35.4	155	47.2	168	51.2	238	72.5	176	53.6	202	61.6
40	94	28.7	133	40.5	150	45.7	216	65.8	160	48.8	184	56.1
45	76	23.2	115	35.1	136	41.5	198	60.4	148	45.1	170	51.8
50	61	18.6	99	30.2	126	38.4	183	55.8	138	42.1	159	48.5
55	47	14.3	86	26.2	118	36.0	170	51.8	131	39.9	150	45.7
60	36	11.0	75	22.9	112	34.1	159	48.5	126	38.4	142	43.3
65	25	7.6	64	19.5	107	32.6	149	45.4	121	36.9	136	41.5
70 (MAX)	16	4.9	54	16.5	103	31.4	139	42.4	118	36.0	131	39.9

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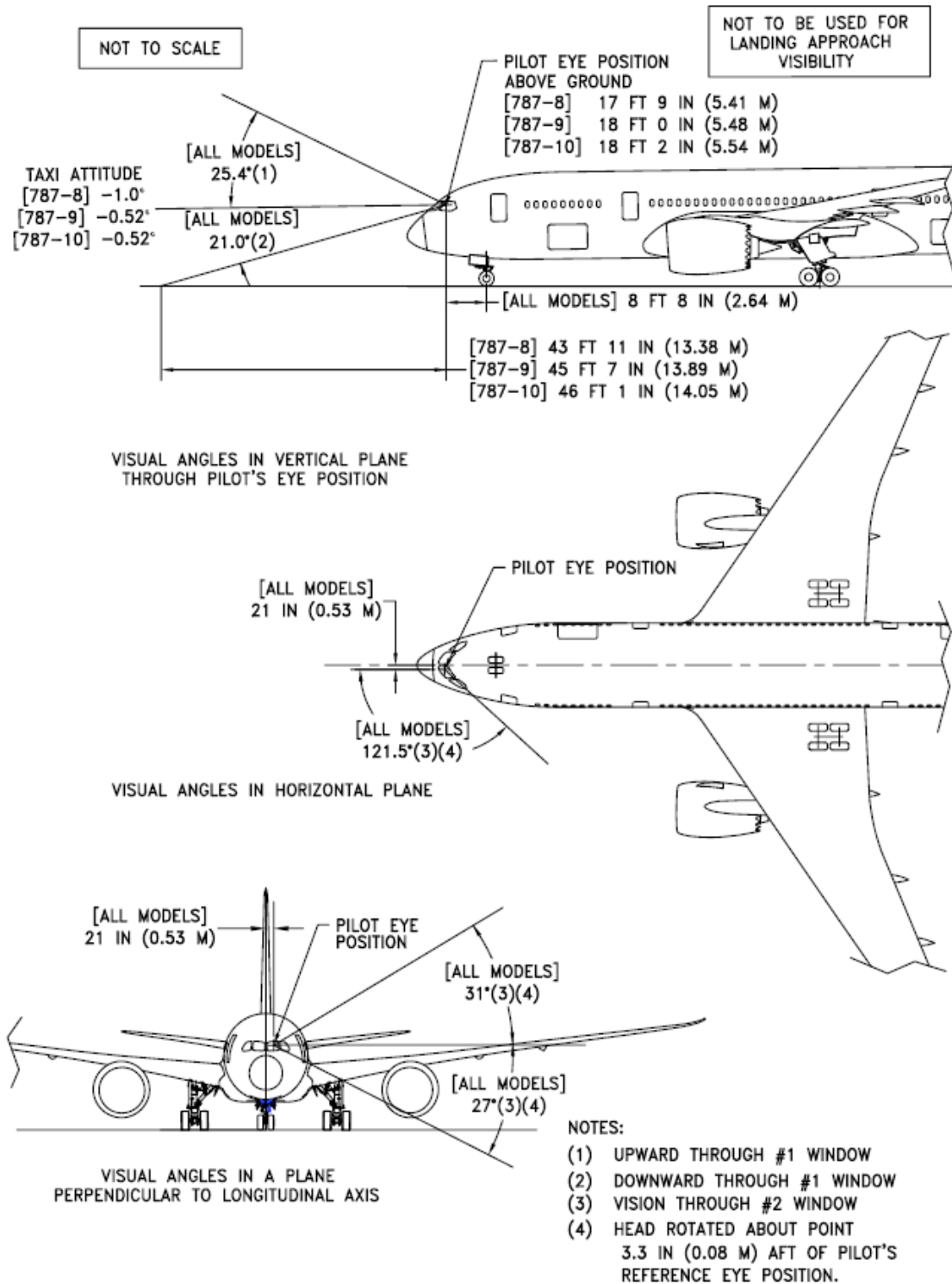
4.3 CLEARANCE RADII: MODEL 787-8, 787-9, 787-10



MODEL	EFFECTIVE TURNING ANGLE (DEG)	X		Y		A		R3		R4		R5		R6	
		FT	M	FT	M	FT	M	FT	M	FT	M	FT	M	FT	M
787-8	65	75	22.9	35	10.7	139	42.4	85	25.9	140	42.7	99	30.2	116	35.4
787-9	65	85	25.9	40	12.2	155	47.2	96	29.3	144	43.9	110	33.5	127	38.7
787-10	64	95	29.0	47	14.3	173	52.7	108	32.9	151	46.0	122	37.2	137	41.8

4.4 VISIBILITY FROM COCKPIT IN STATIC POSITION

4.4.1 Visibility from Cockpit in Static Position: Model 787-8, 787-9, 787-10



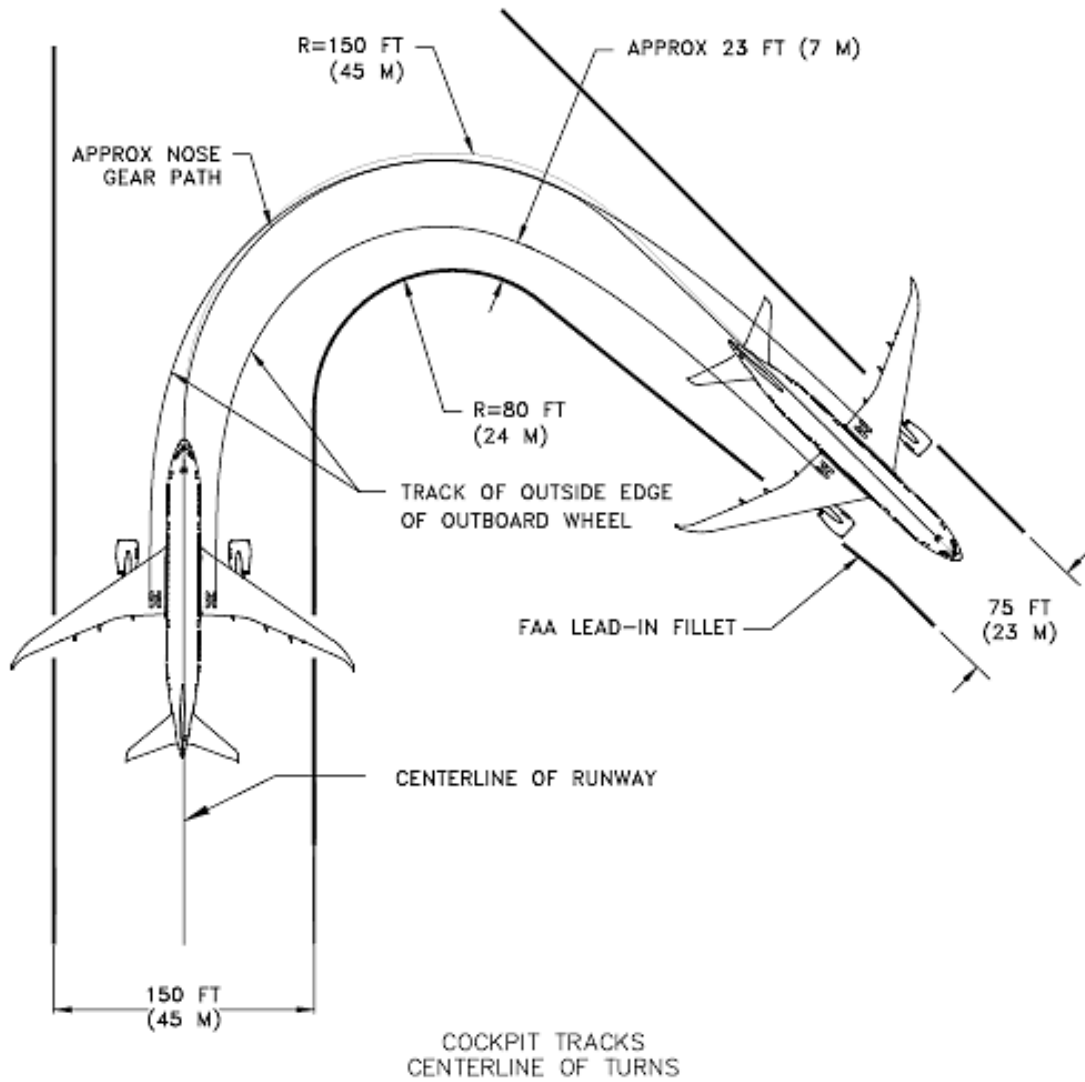
D6-58333

4.5 RUNWAY AND TAXIWAY TURNPATHS

4.5.1 Runway and Taxiway Turnpaths - Runway-to-Taxiway, More Than 90 Degree Turn: Model 787-8

NOTE

BEFORE DETERMINING THE SIZE OF THE INTERSECTION FILLET
CHECK WITH THE AIRLINES REGARDING THE OPERATING PROCEDURES
IN USE AND THE AIRCRAFT TYPES EXPECTED TO SERVE THE AIRPORT



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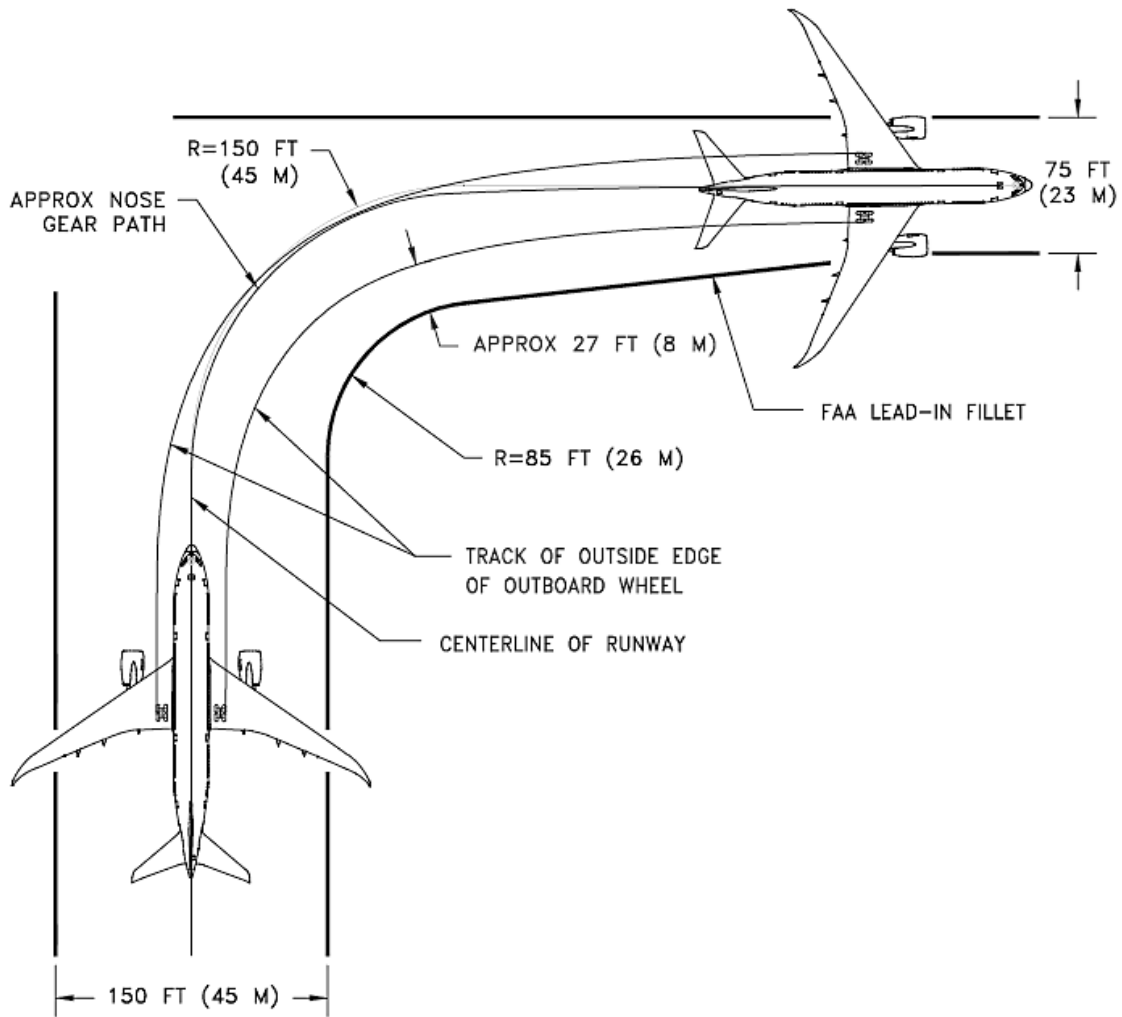
December 2024

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4.5.2 Runway and Taxiway Turnpaths - Runway-to-Taxiway, 90 Degree Turn: Model 787-8

NOTE

BEFORE DETERMINING THE SIZE OF THE INTERSECTION FILLET
CHECK WITH THE AIRLINES REGARDING THE OPERATING PROCEDURES
IN USE AND THE AIRCRAFT TYPES EXPECTED TO SERVE THE AIRPORT

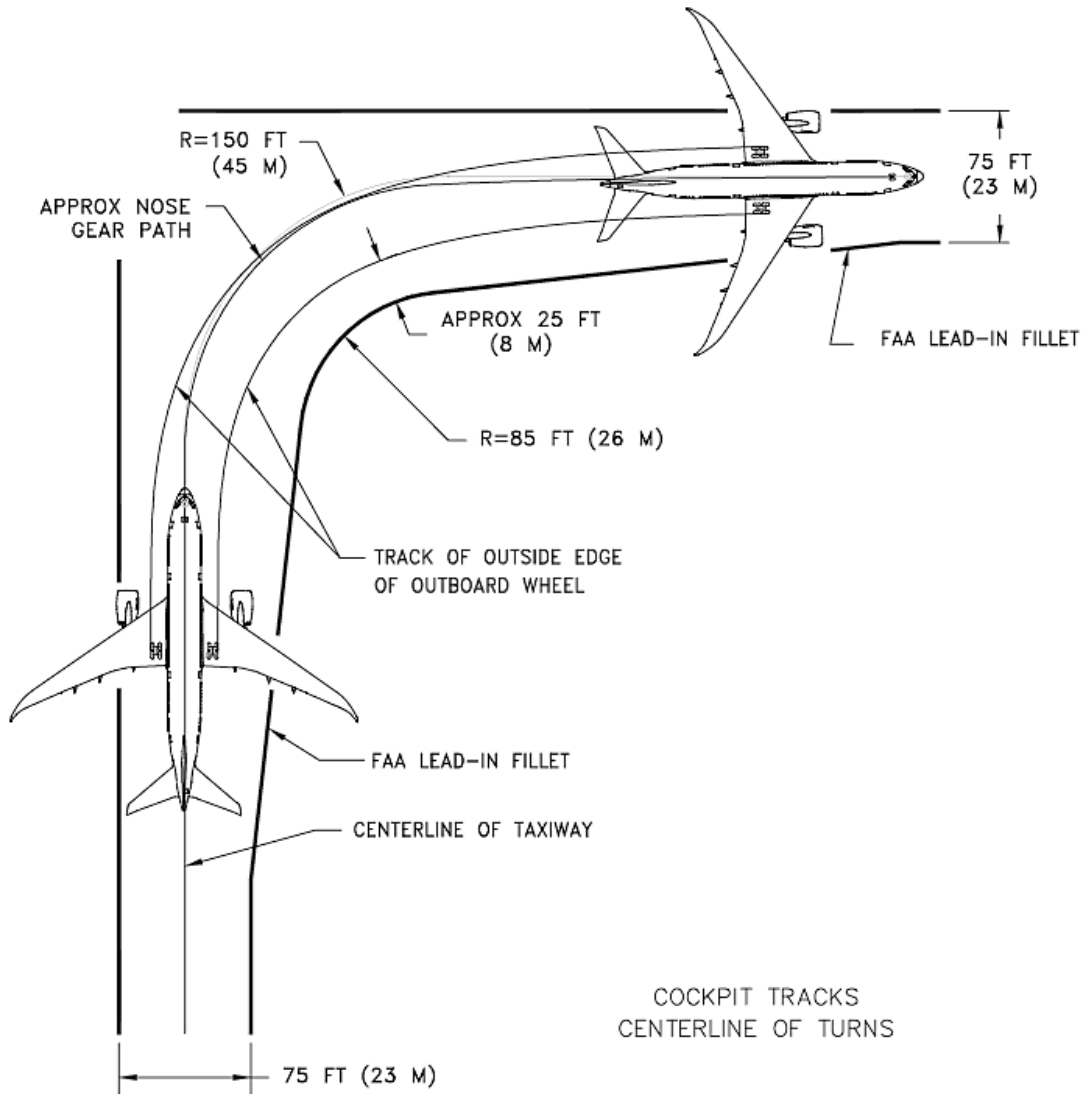


COCKPIT TRACKS
CENTERLINE OF TURNS

4.5.3 Runway and Taxiway Turnpaths - Taxiway-to-Taxiway, 90 Degree Turn: Model 787-8

NOTE

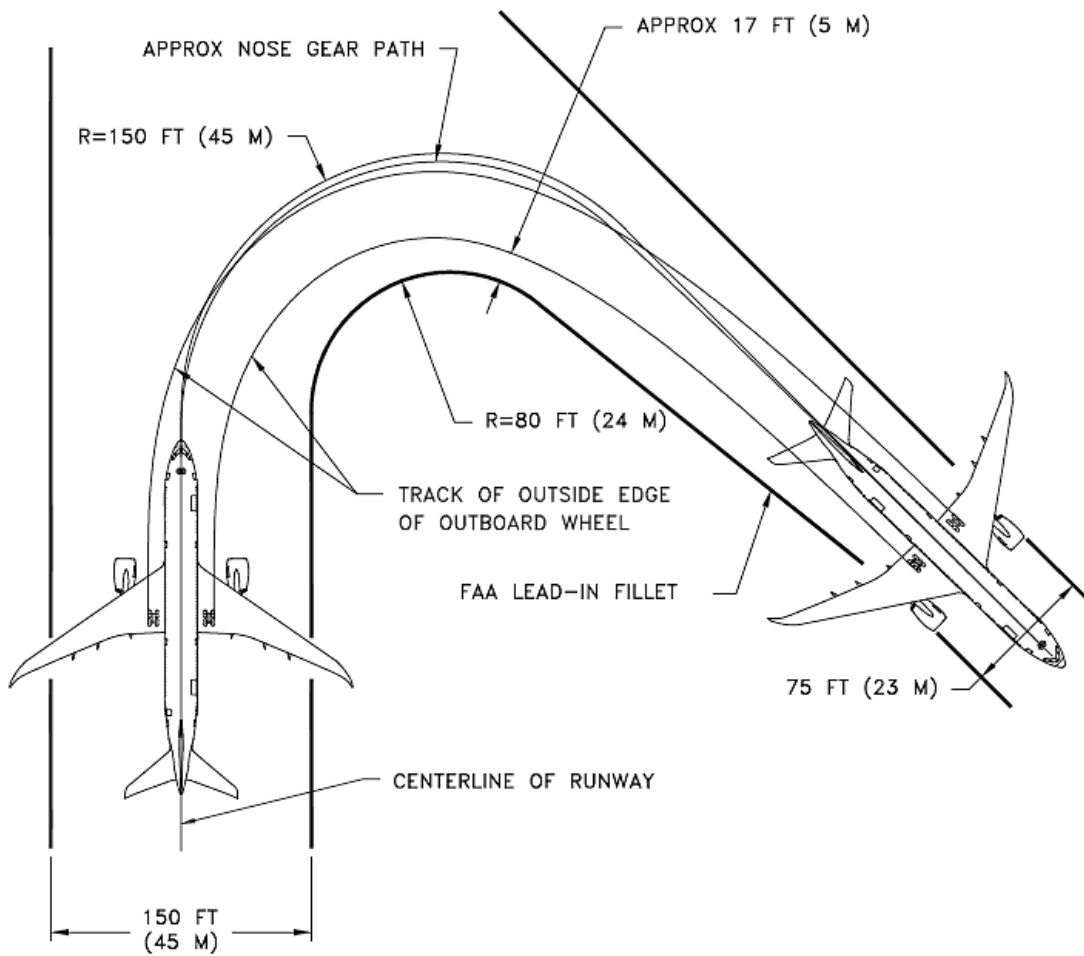
BEFORE DETERMINING THE SIZE OF THE INTERSECTION FILLET
CHECK WITH THE AIRLINES REGARDING THE OPERATING PROCEDURES
IN USE AND THE AIRCRAFT TYPES EXPECTED TO SERVE THE AIRPORT



4.5.4 Runway and Taxiway Turnpaths - Runway-to-Taxiway, More Than 90 Degree Turn: Model 787-9

NOTE

BEFORE DETERMINING THE SIZE OF THE INTERSECTION FILLET
CHECK WITH THE AIRLINES REGARDING THE OPERATING PROCEDURES
IN USE AND THE AIRCRAFT TYPES EXPECTED TO SERVE THE AIRPORT



COCKPIT TRACKS
CENTERLINE OF TURNS

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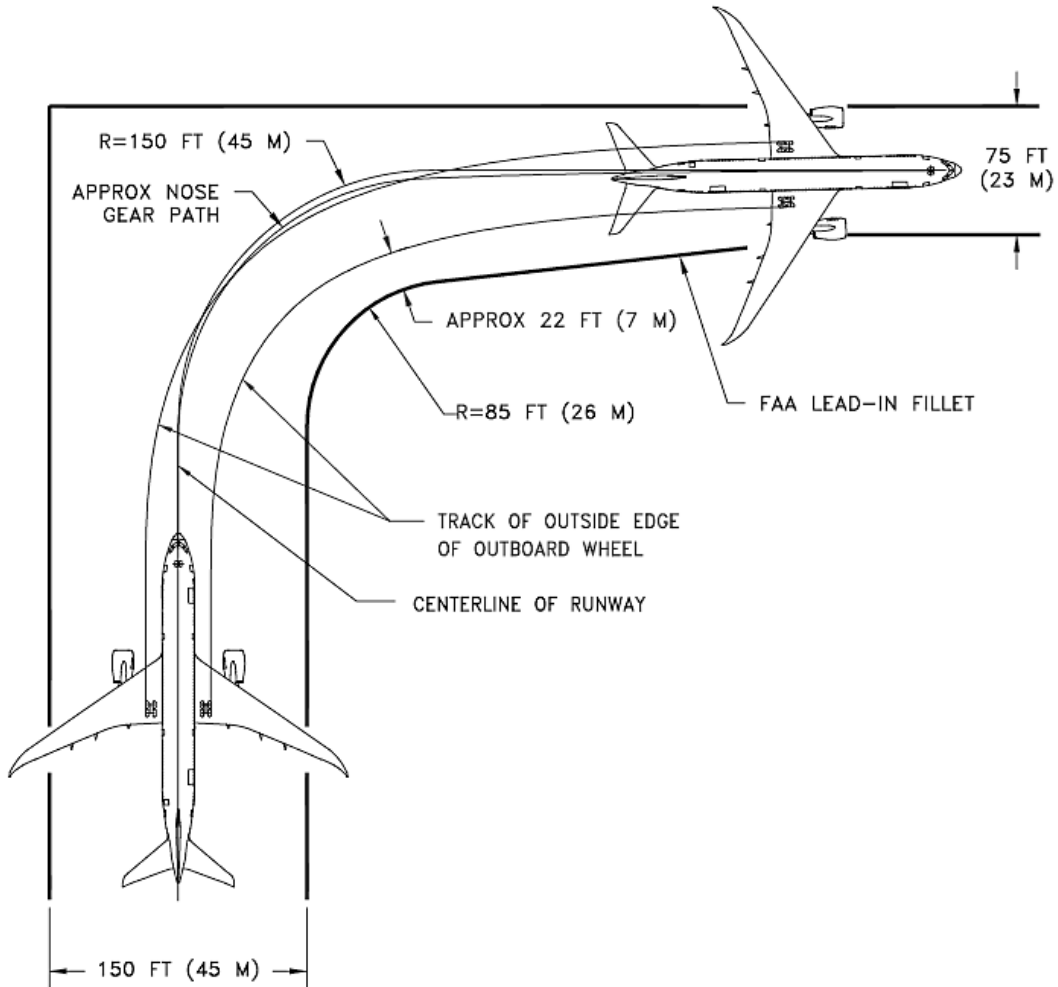
December 2024

4-10

4.5.5 Runway and Taxiway Turnpaths - Runway-to-Taxiway, 90 Degree Turn: Model 787-9

NOTE

BEFORE DETERMINING THE SIZE OF THE INTERSECTION FILLET
CHECK WITH THE AIRLINES REGARDING THE OPERATING PROCEDURES
IN USE AND THE AIRCRAFT TYPES EXPECTED TO SERVE THE AIRPORT



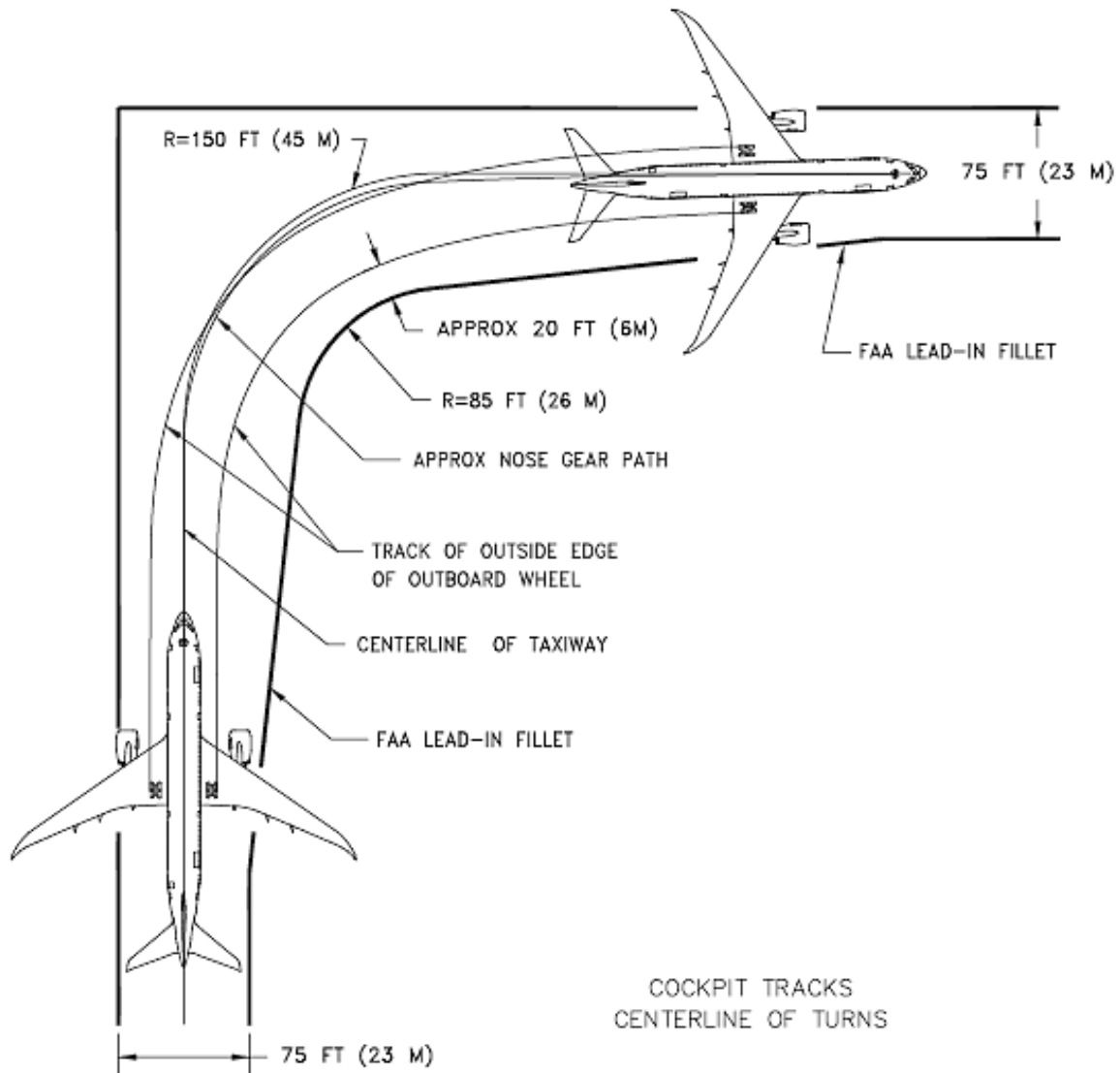
COCKPIT TRACKS
CENTERLINE OF TURNS

D6-58333

4.5.6 Runway and Taxiway Turnpaths - Taxiway-to-Taxiway, 90 Degree Turn: Model 787-9

NOTE

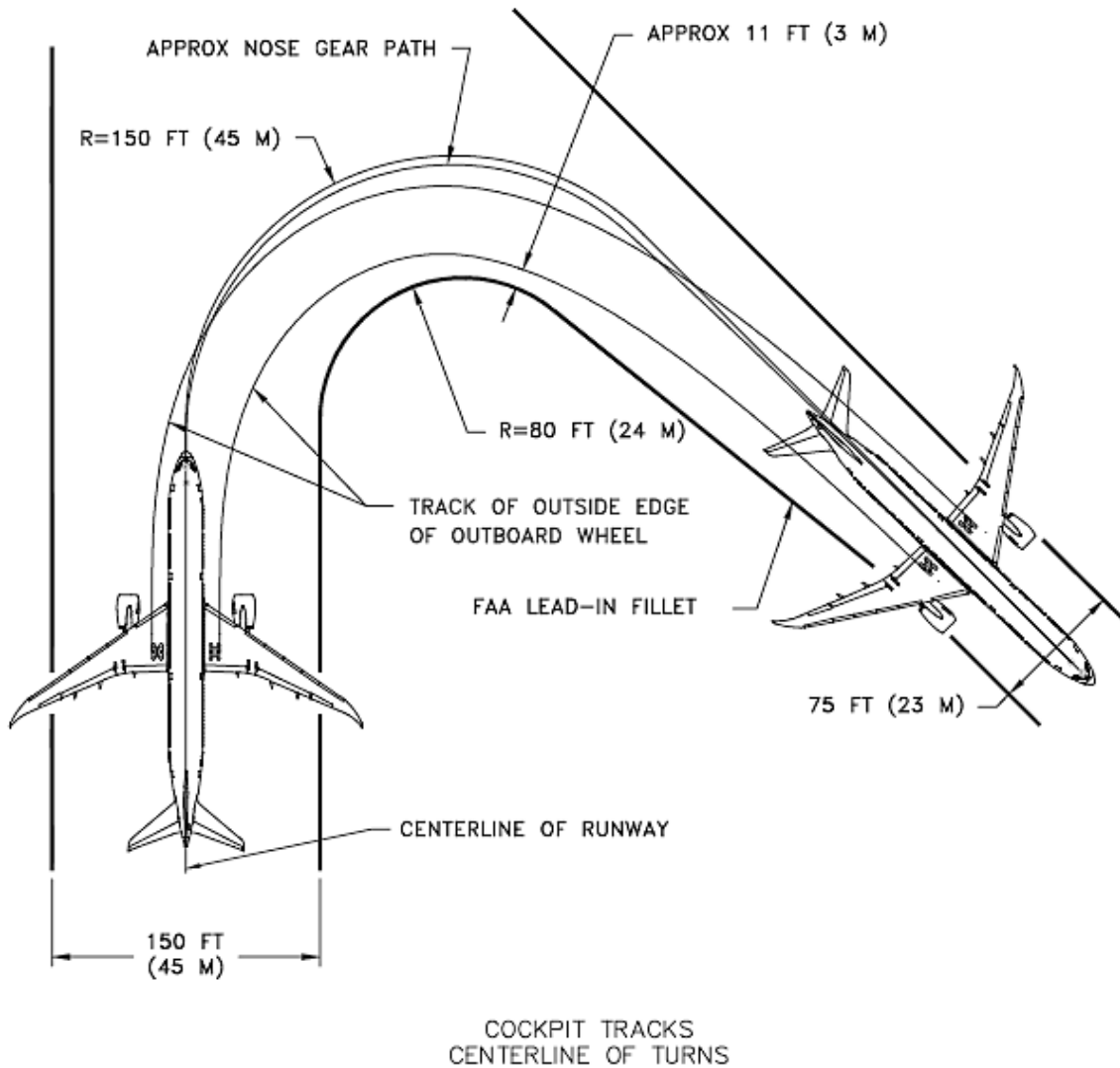
BEFORE DETERMINING THE SIZE OF THE INTERSECTION FILLET
CHECK WITH THE AIRLINES REGARDING THE OPERATING PROCEDURES
IN USE AND THE AIRCRAFT TYPES EXPECTED TO SERVE THE AIRPORT



4.5.7 Runway and Taxiway Turnpaths - Runway-to-Taxiway, More Than 90 Degree Turn: Model 787-10

NOTE

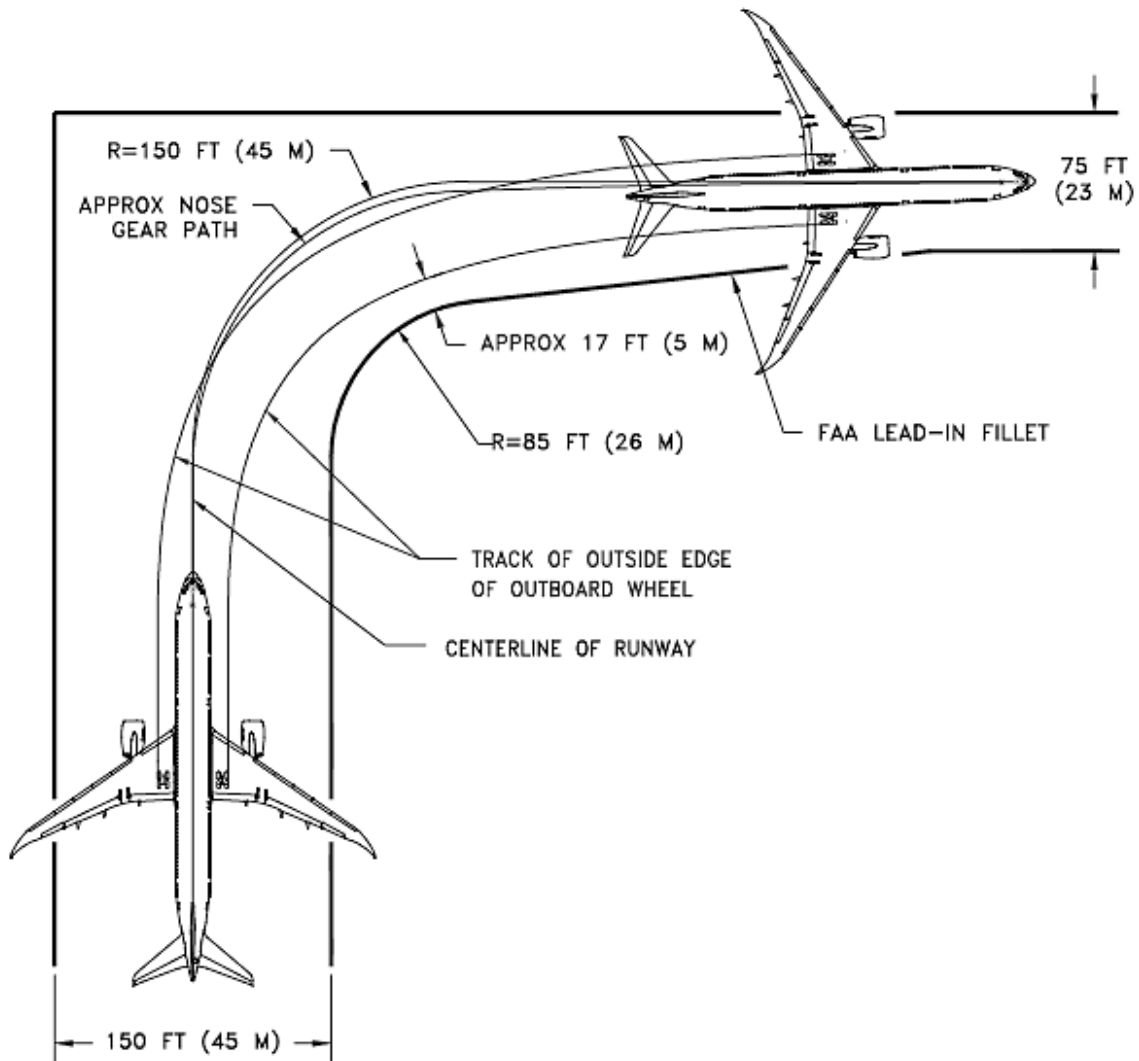
BEFORE DETERMINING THE SIZE OF THE INTERSECTION FILLET
CHECK WITH THE AIRLINES REGARDING THE OPERATING PROCEDURES
IN USE AND THE AIRCRAFT TYPES EXPECTED TO SERVE THE AIRPORT



4.5.8 Runway and Taxiway Turnpaths - Runway-to-Taxiway, 90 Degree Turn: Model 787-10

NOTE

BEFORE DETERMINING THE SIZE OF THE INTERSECTION FILLET
CHECK WITH THE AIRLINES REGARDING THE OPERATING PROCEDURES
IN USE AND THE AIRCRAFT TYPES EXPECTED TO SERVE THE AIRPORT

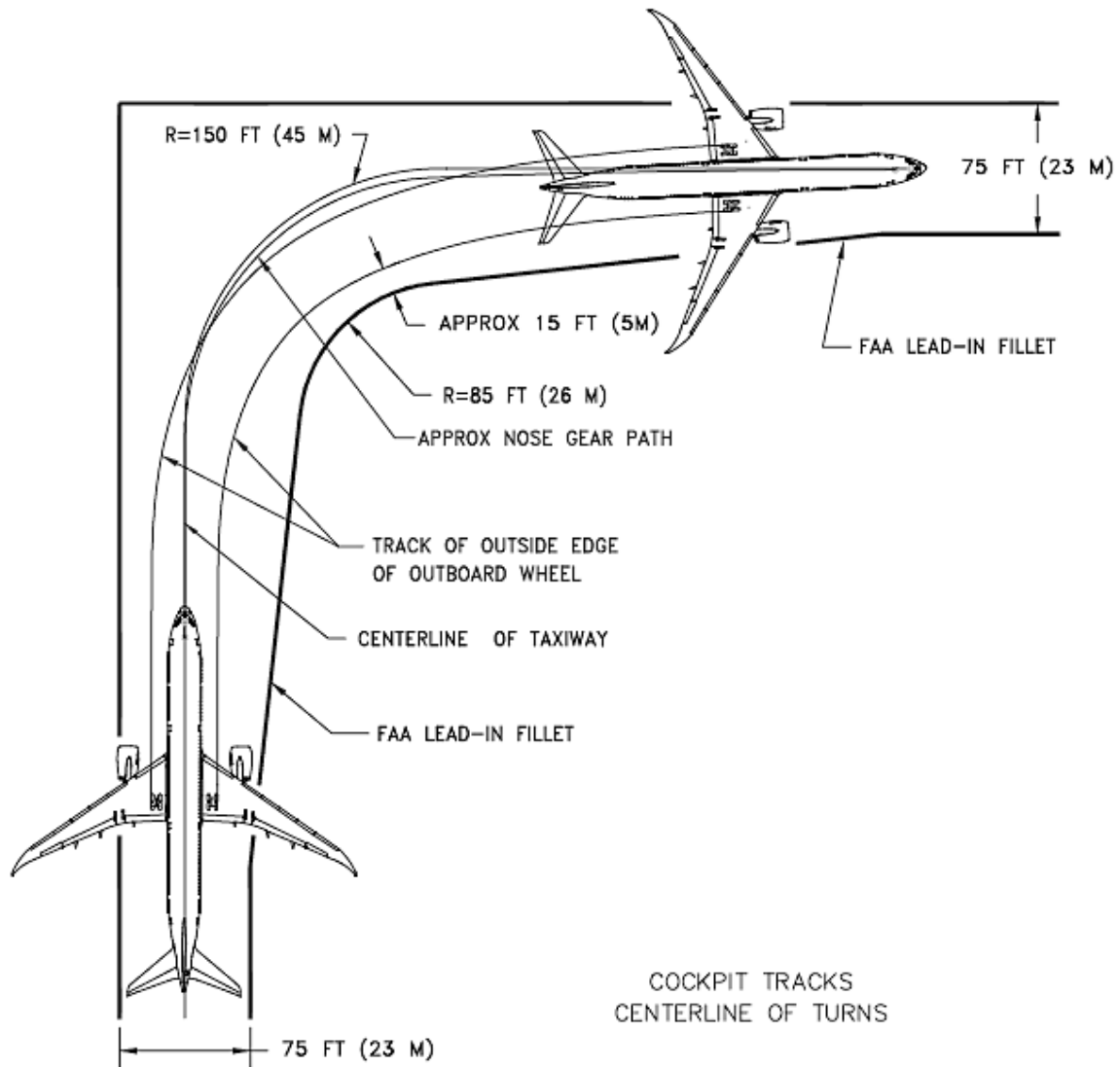


COCKPIT TRACKS
CENTERLINE OF TURNS

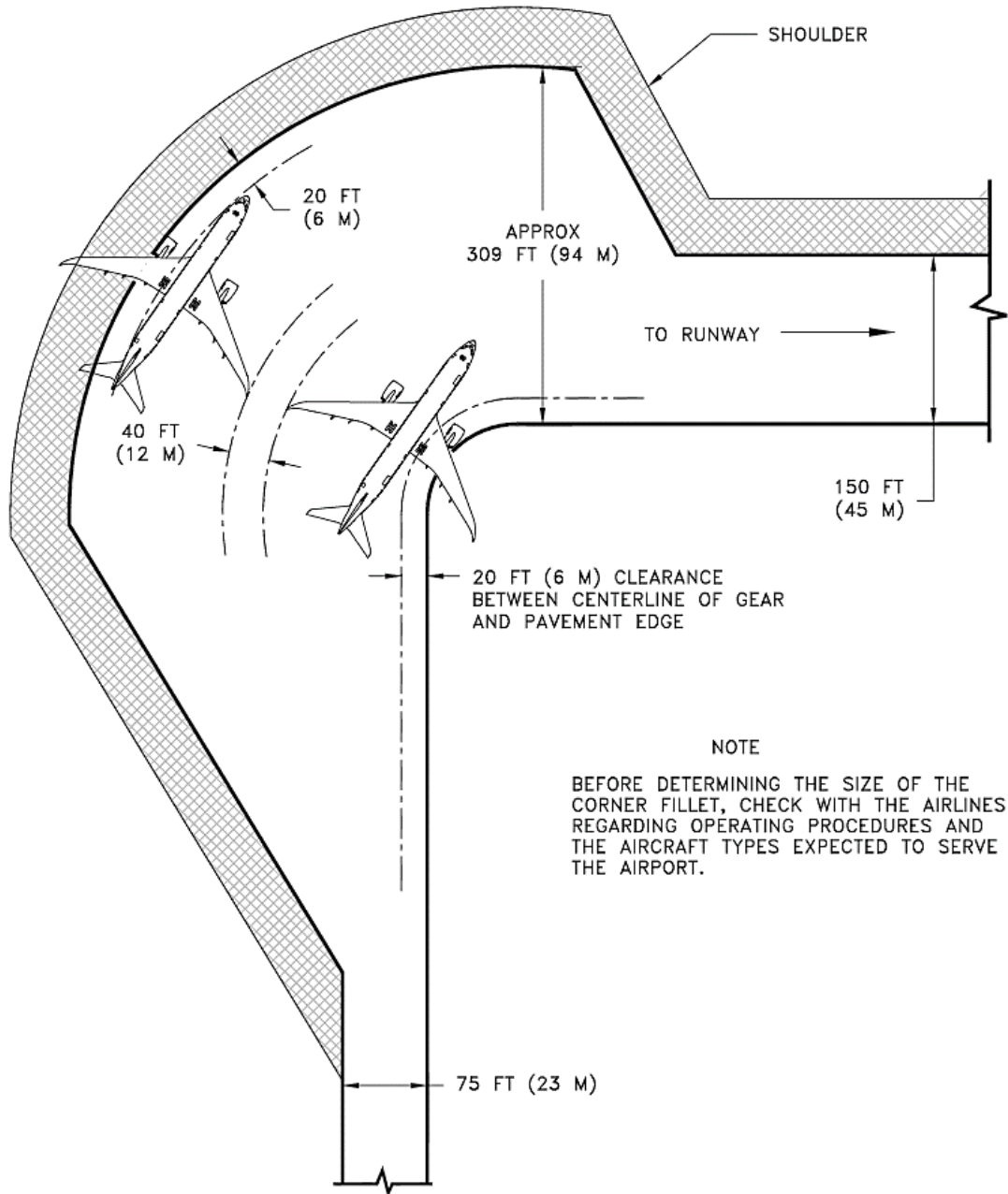
4.5.9 Runway and Taxiway Turnpaths - Taxiway-to-Taxiway, 90 Degree Turn: Model 787-10

NOTE

BEFORE DETERMINING THE SIZE OF THE INTERSECTION FILLET
CHECK WITH THE AIRLINES REGARDING THE OPERATING PROCEDURES
IN USE AND THE AIRCRAFT TYPES EXPECTED TO SERVICE THE AIRPORT



4.6 RUNWAY HOLDING BAY: MODEL 787-8, 787-9, 787-10



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5.0 TERMINAL SERVICING

During turnaround at the terminal, certain services must be performed on the aircraft, usually within a given time, to meet flight schedules. This section shows service vehicle arrangements, schedules, locations of service points, and typical service requirements. The data presented in this section reflect ideal conditions for a single airplane. Service requirements may vary according to airplane condition and airline procedure.

Section 5.1 shows typical arrangements of ground support equipment during turnaround. As noted, if the auxiliary power unit (APU) is used, the electrical, air start, and air-conditioning service vehicles would not be required. Passenger loading bridges or portable passenger stairs could be used to load or unload passengers.

Sections 5.2 and 5.3 show typical service times at the terminal. These charts give typical schedules for performing service on the airplane within a given time. Service times may be rearranged to suit availability of personnel, airplane configuration, and degree of service required.

Section 5.4 shows the locations of ground service connections in graphic and in tabular forms. Typical capacities and service requirements are shown in the tables. Services with requirements that vary with conditions are described in subsequent sections.

Section 5.5 shows minimum electrical ground power requirements for engine start. The curves are based on 120-second and 180-second start times depending on the ground power unit.

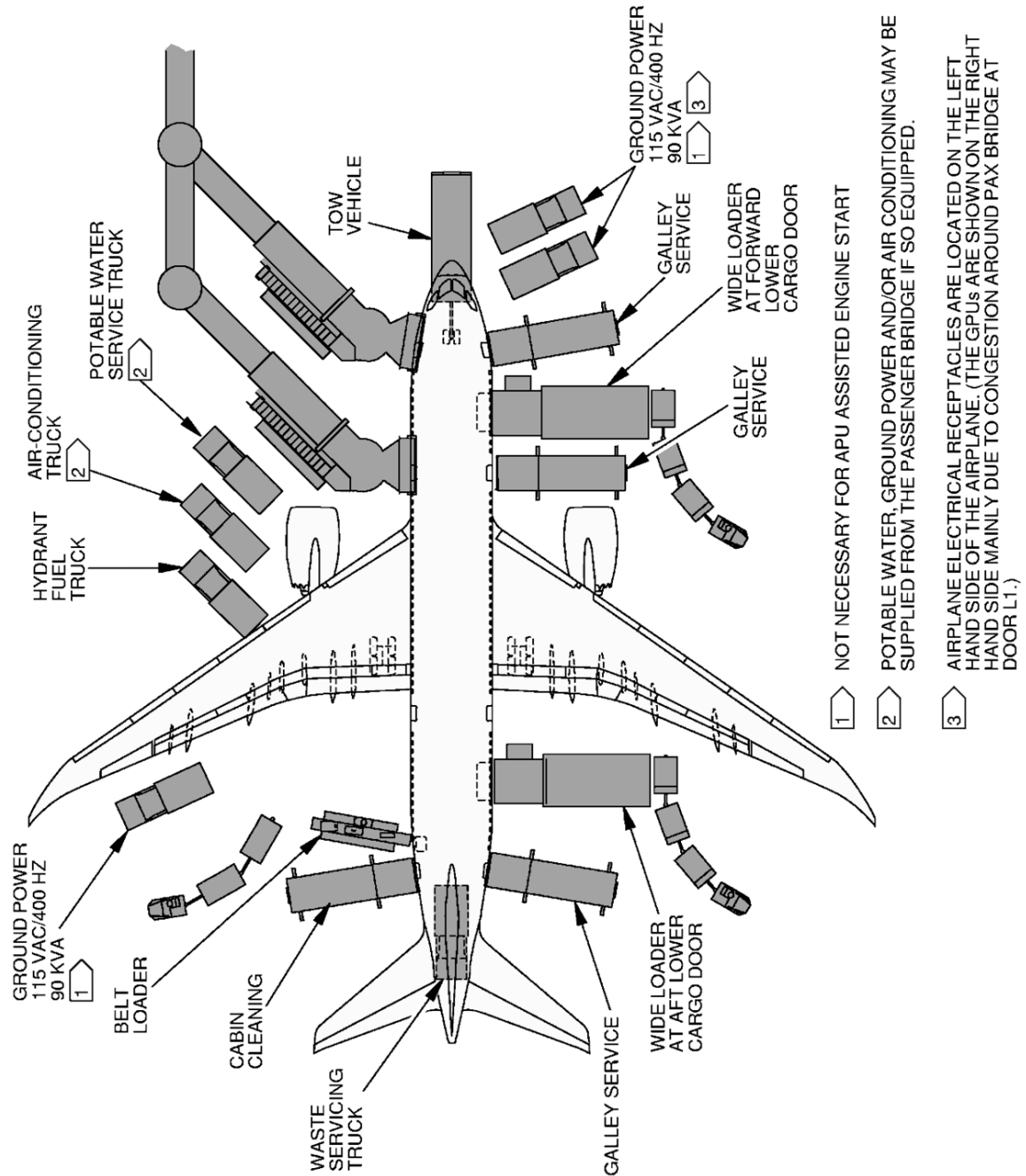
Section 5.6 shows air conditioning requirements for heating and cooling (pull-down and pull-up) using ground conditioned air. The curves show airflow requirements to heat or cool the airplane within a given time at ambient conditions.

Section 5.7 shows air conditioning requirements for heating and cooling to maintain a constant cabin air temperature using low pressure conditioned air. This conditioned air is supplied through an 8-in (20.3 cm) ground air connection (GAC) directly to the passenger cabin, bypassing the air cycle machines.

Section 5.8 shows ground towing requirements for various ground surface conditions.

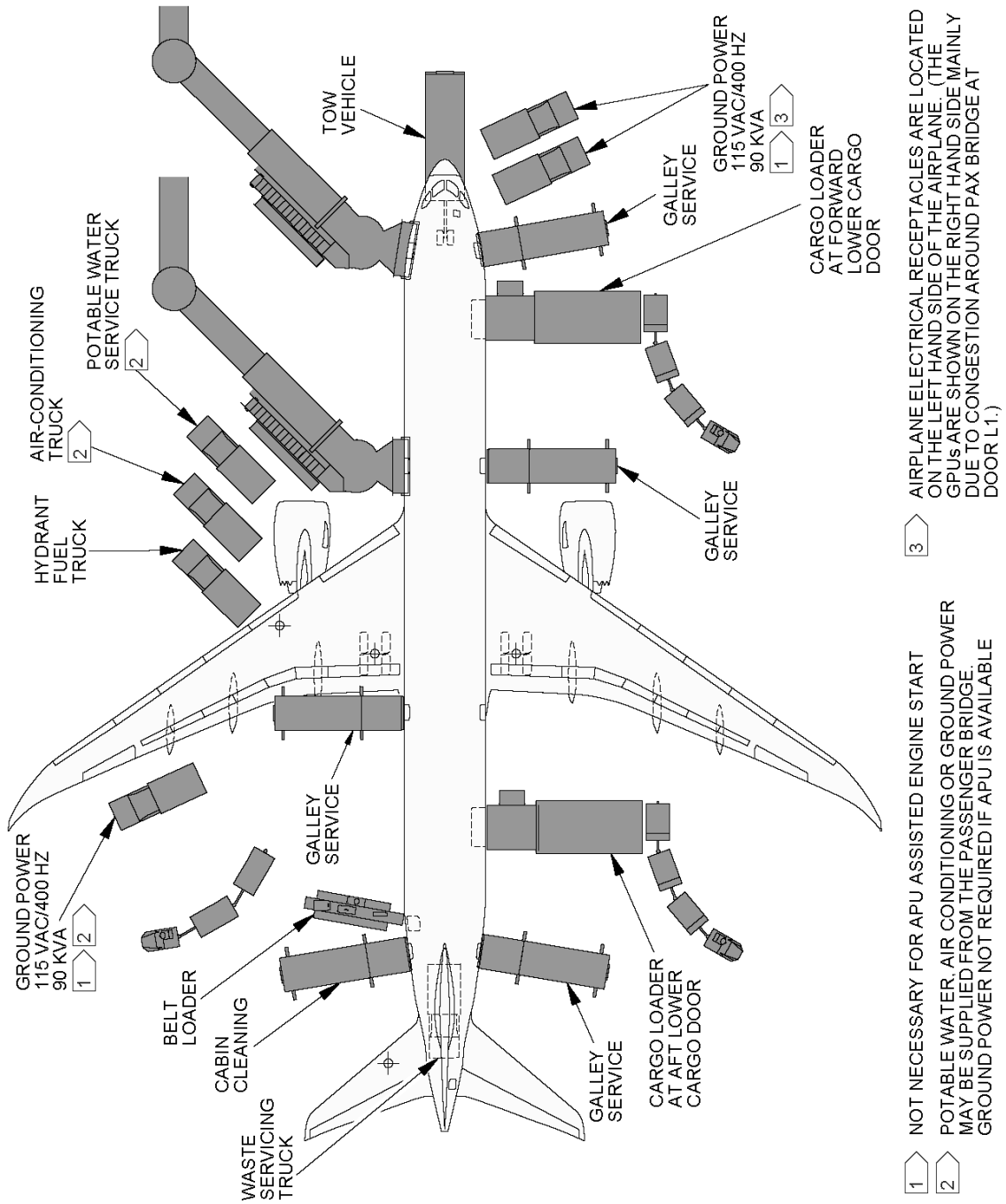
5.1 AIRPLANE SERVICING ARRANGEMENT - TYPICAL TURNAROUND

5.1.1 Airplane Servicing Arrangement - Typical Turnaround: Model 787-8



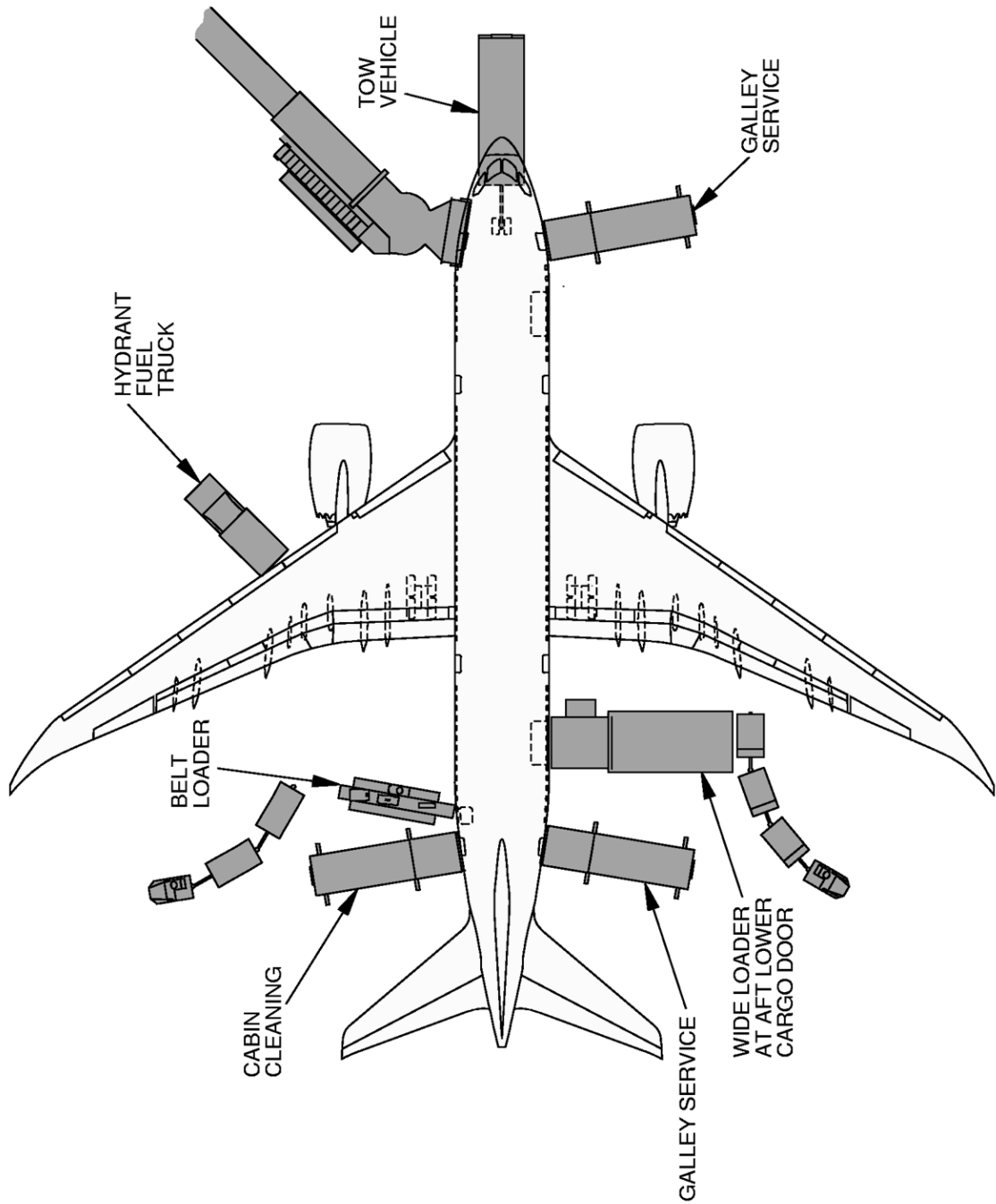
D6-58333

5.1.3 Airplane Servicing Arrangement - Typical Turnaround: Model 787-10



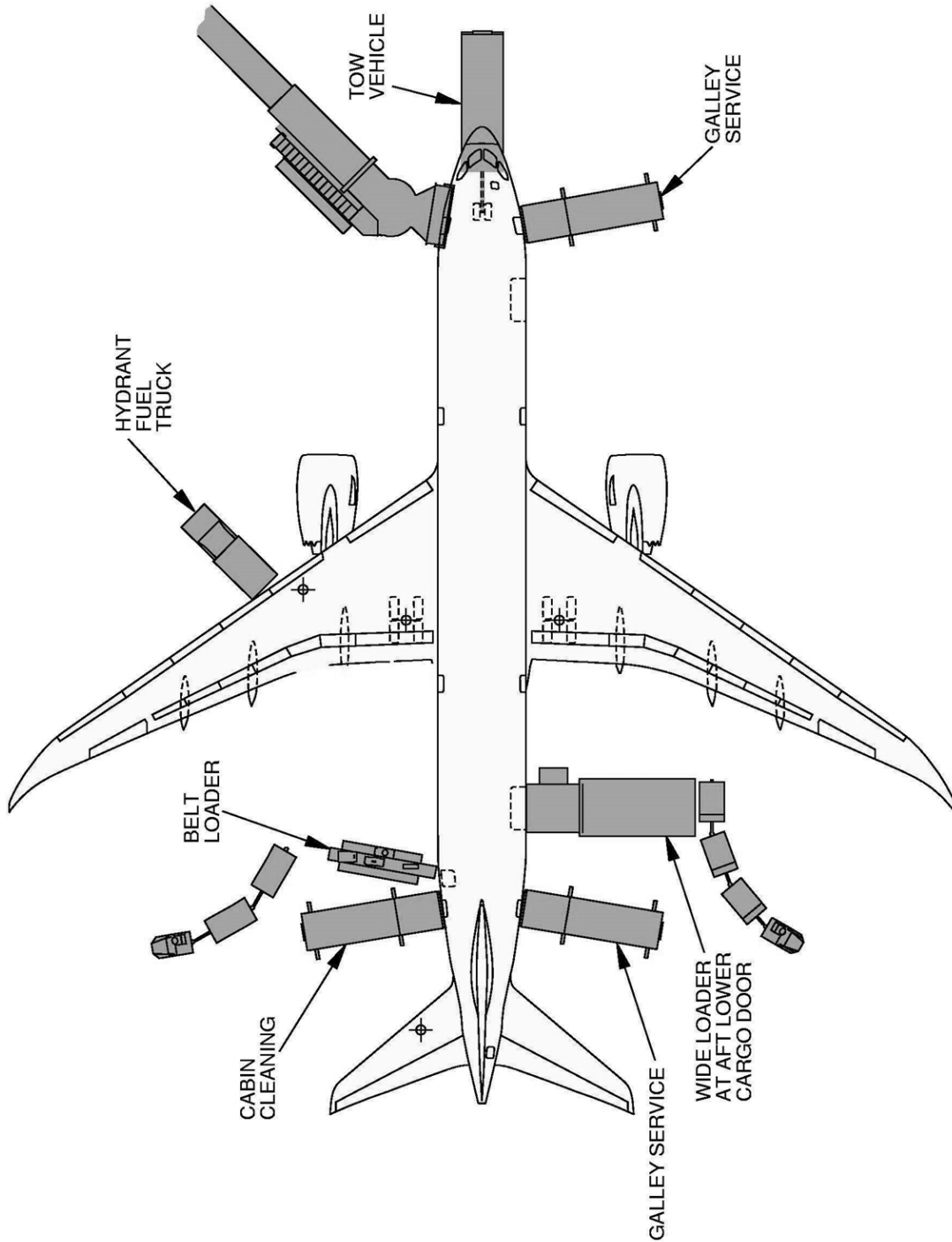
D6-58333

5.1.4 Airplane Servicing Arrangement - Typical En Route: Model 787-8



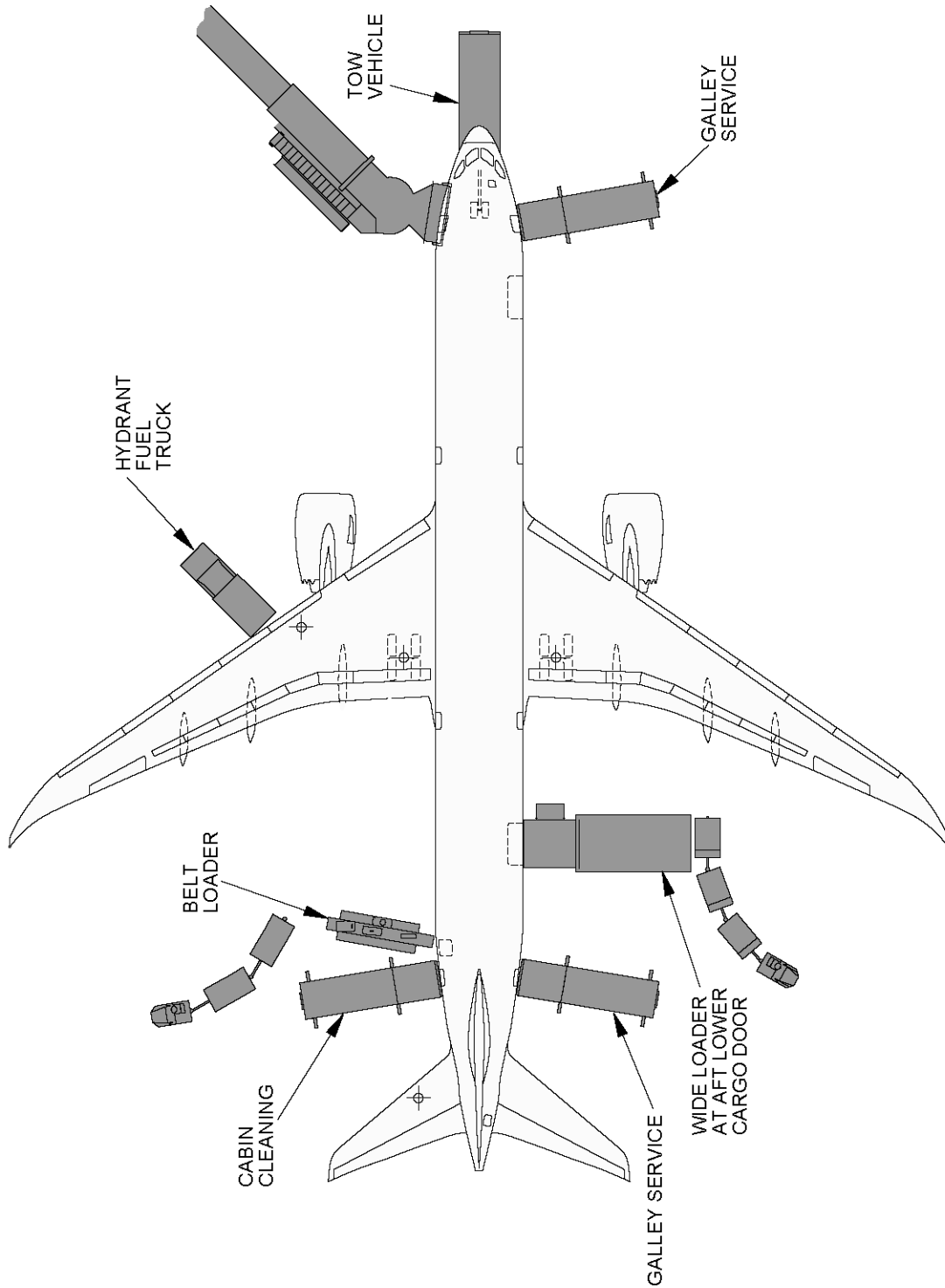
D6-58333

5.1.5 Airplane Servicing Arrangement - Typical En Route: Model 787-9



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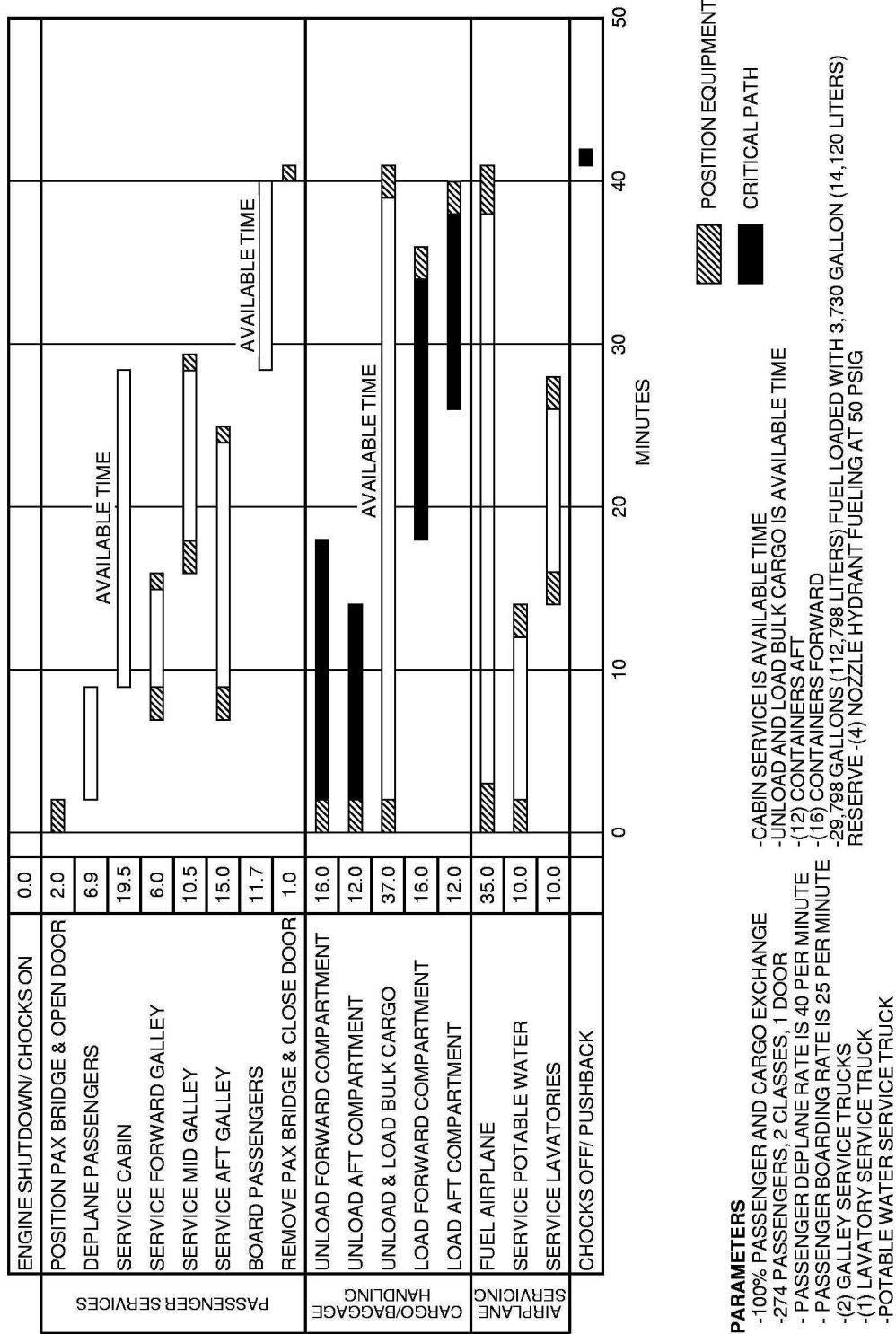
5.1.6 Airplane Servicing Arrangement - Typical En Route: Model 787-10



D6-58333

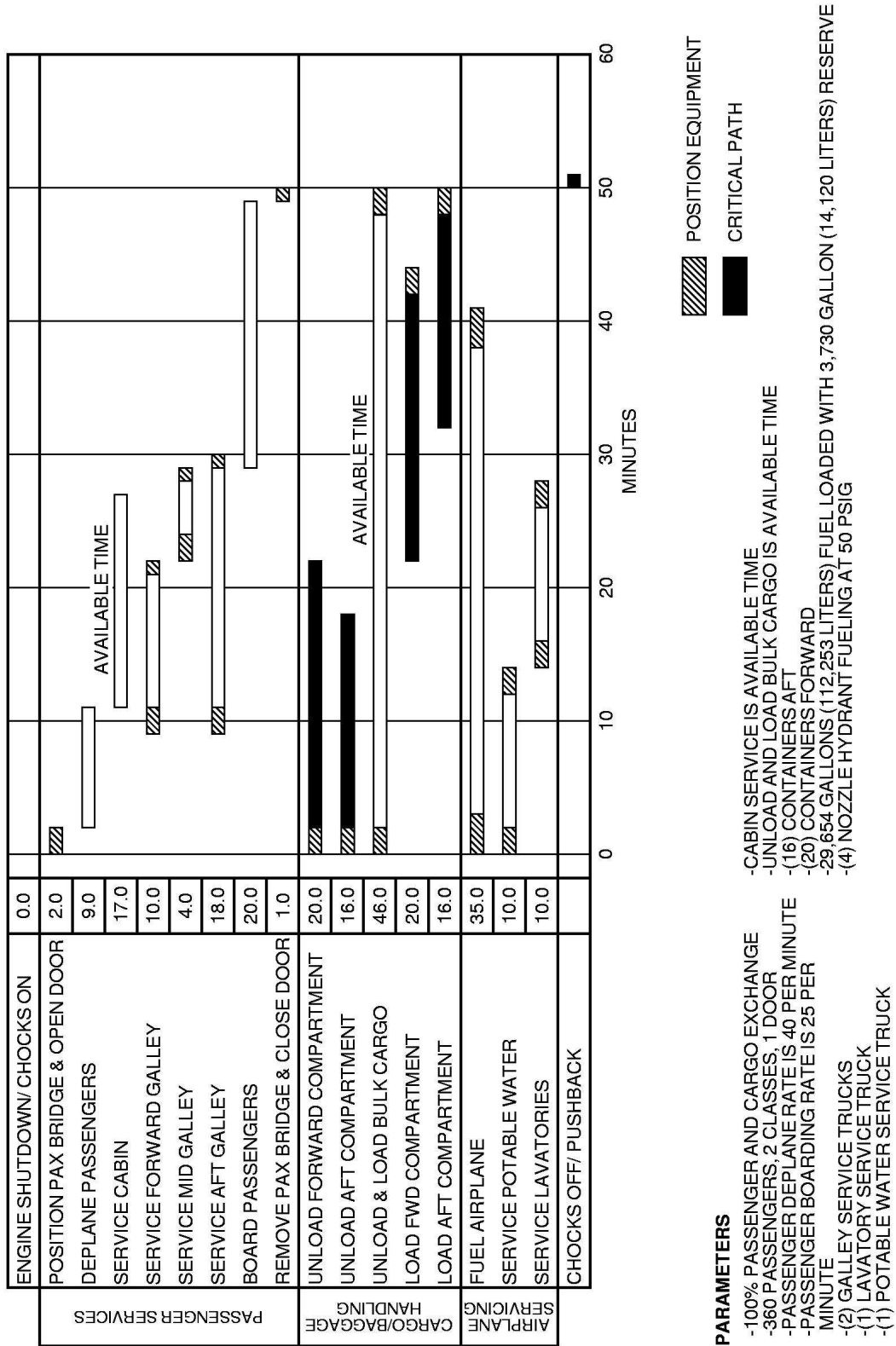
5.2 TERMINAL OPERATIONS - TURNAROUND STATION

5.2.1 Terminal Operations, Turntime Analysis - Turnaround Station: Model 787-8



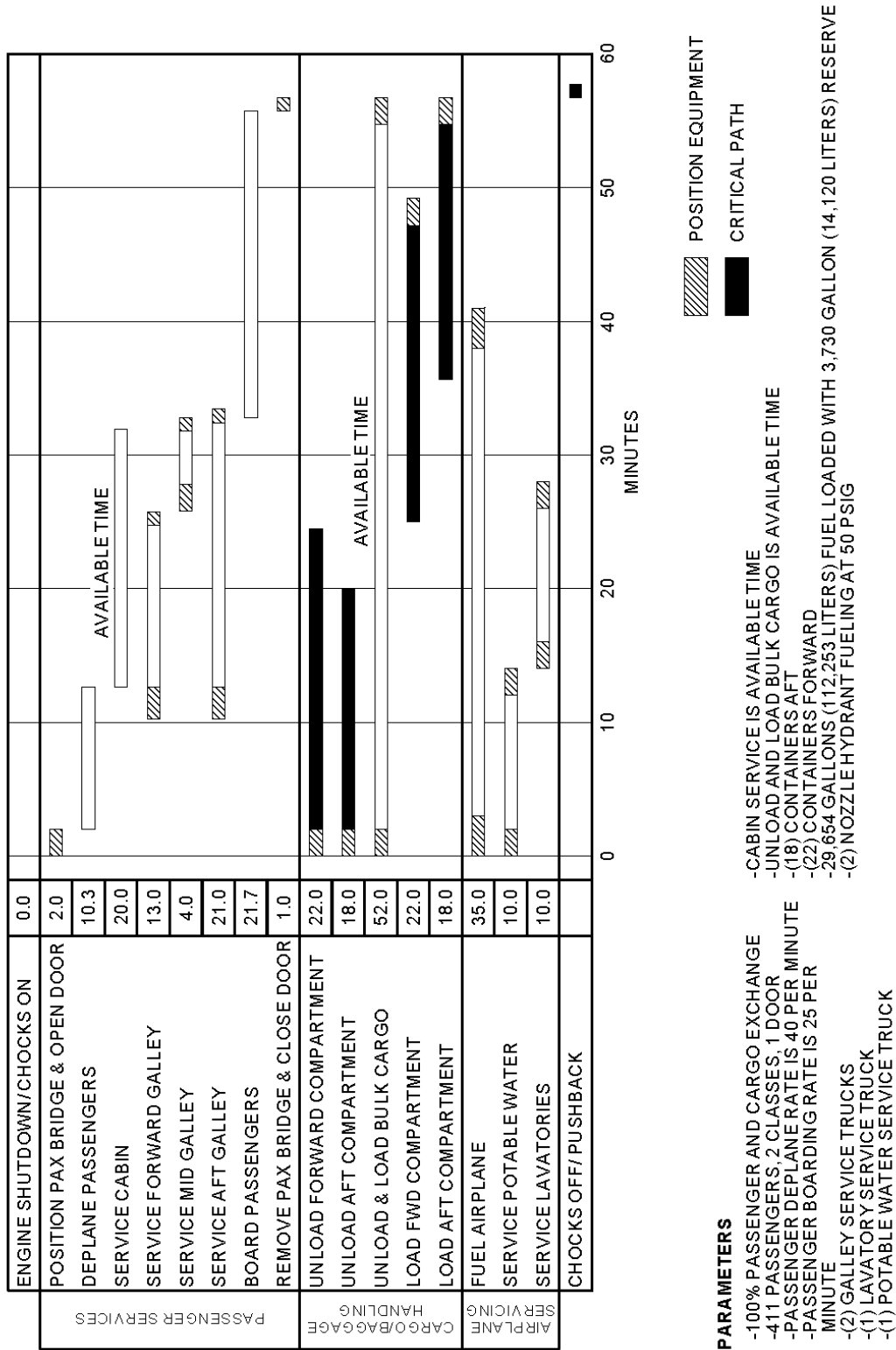
D6-58333

5.2.2 Terminal Operations, Turntime Analysis - Turnaround Station: Model 787-9



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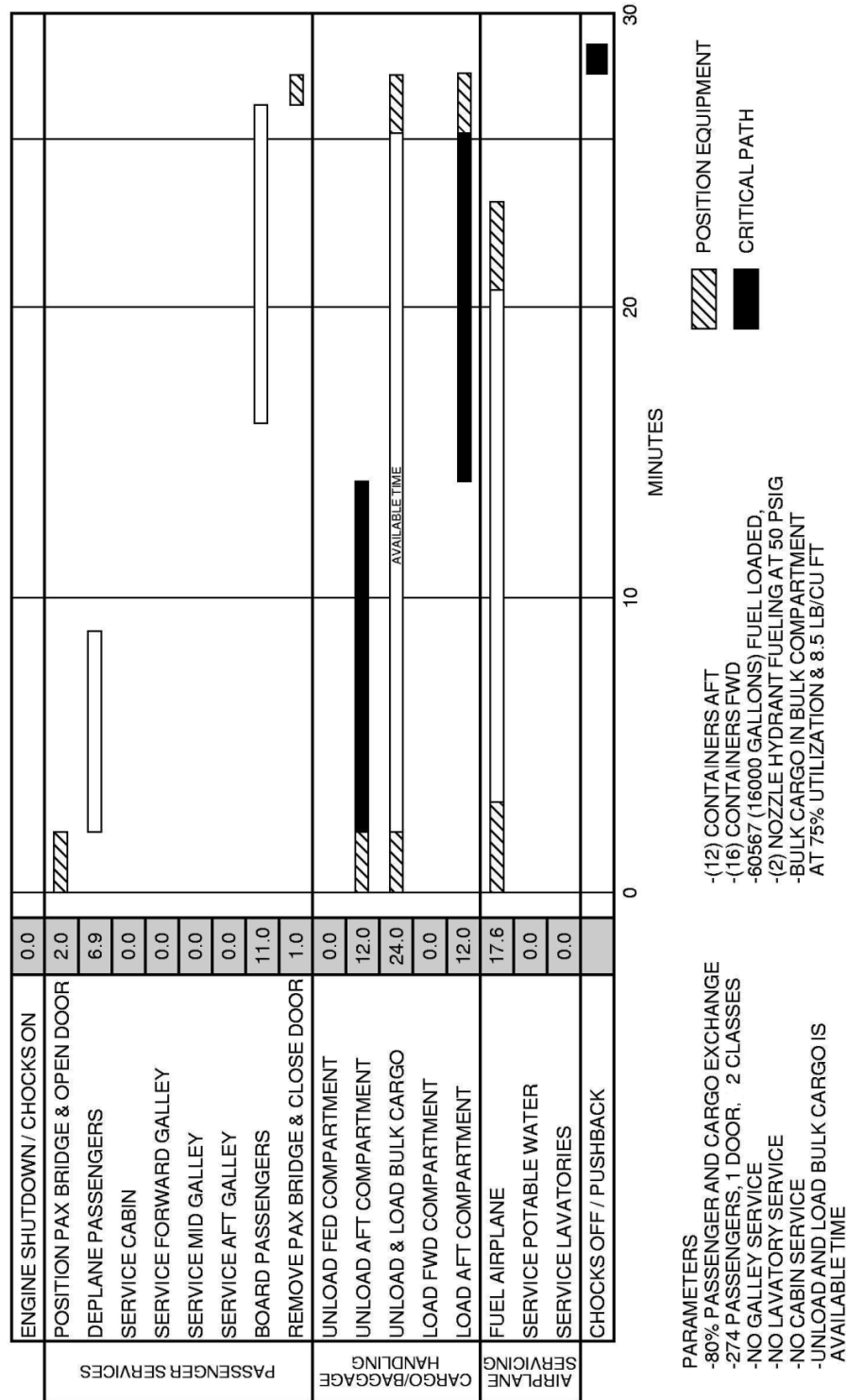
5.2.3 Terminal Operations, Turntime Analysis - Turnaround Station: Model 787-10



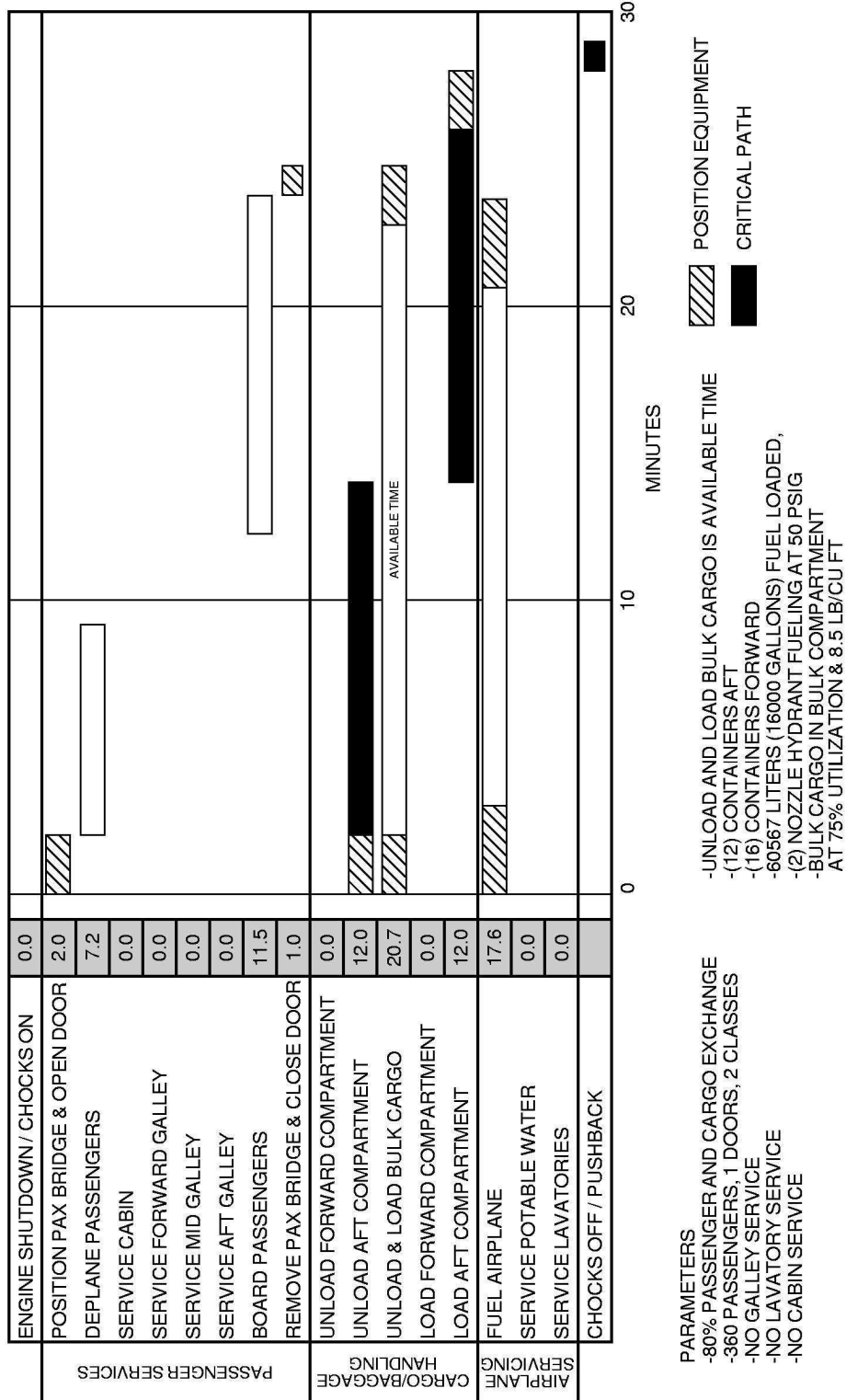
D6-58333

5.3 TERMINAL OPERATIONS - EN ROUTE STATION

5.3.1 Terminal Operations, Turntime Analysis - En Route Station: Model 787-8

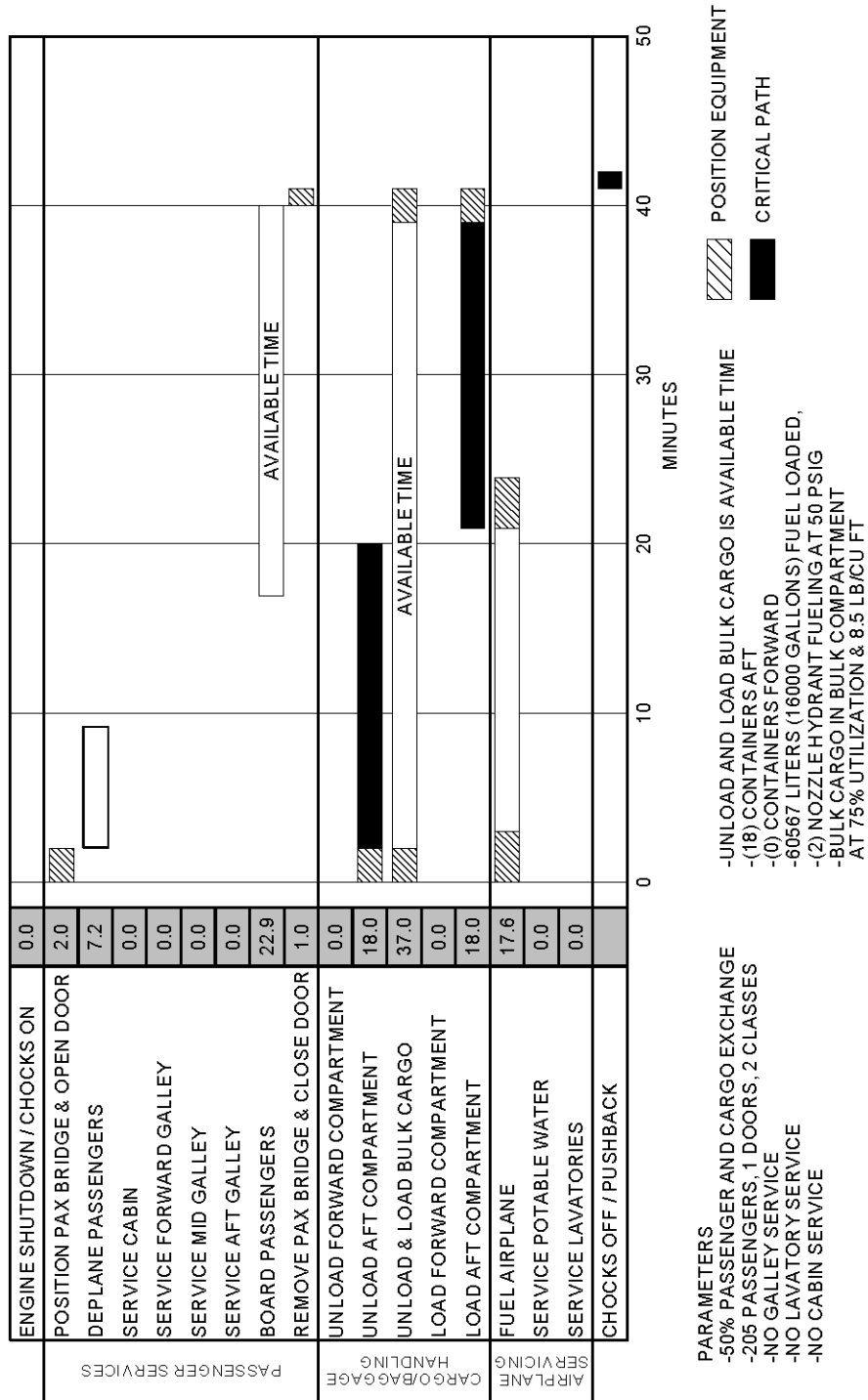


5.3.2 Terminal Operations, Turntime Analysis - En Route Station: Model 787-9



D6-58333

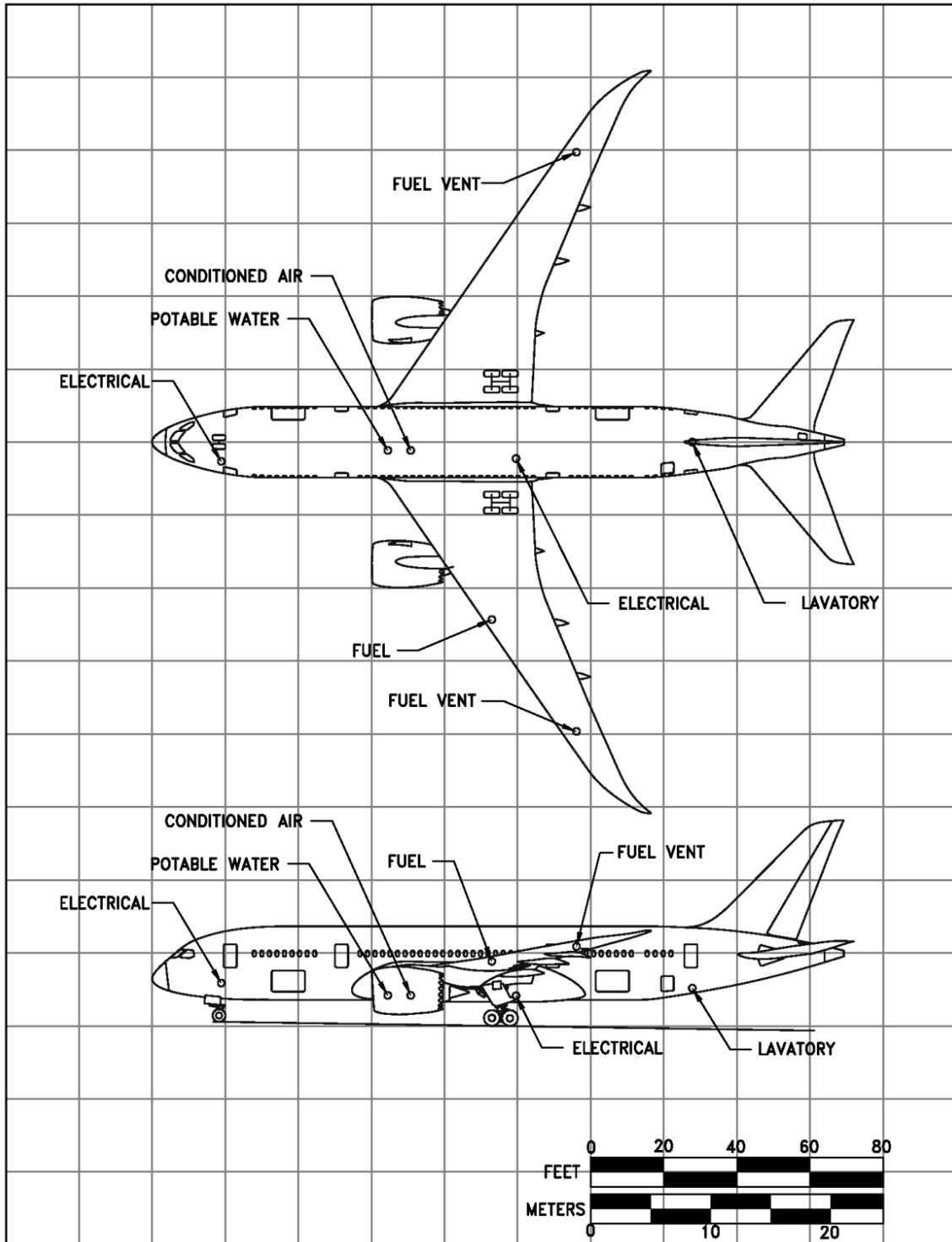
5.3.3 Terminal Operations, Turntime Analysis - En Route Station: Model 787-10



D6-58333

5.4 GROUND SERVICE CONNECTIONS

5.4.1 Ground Service Connections: Model 787-8

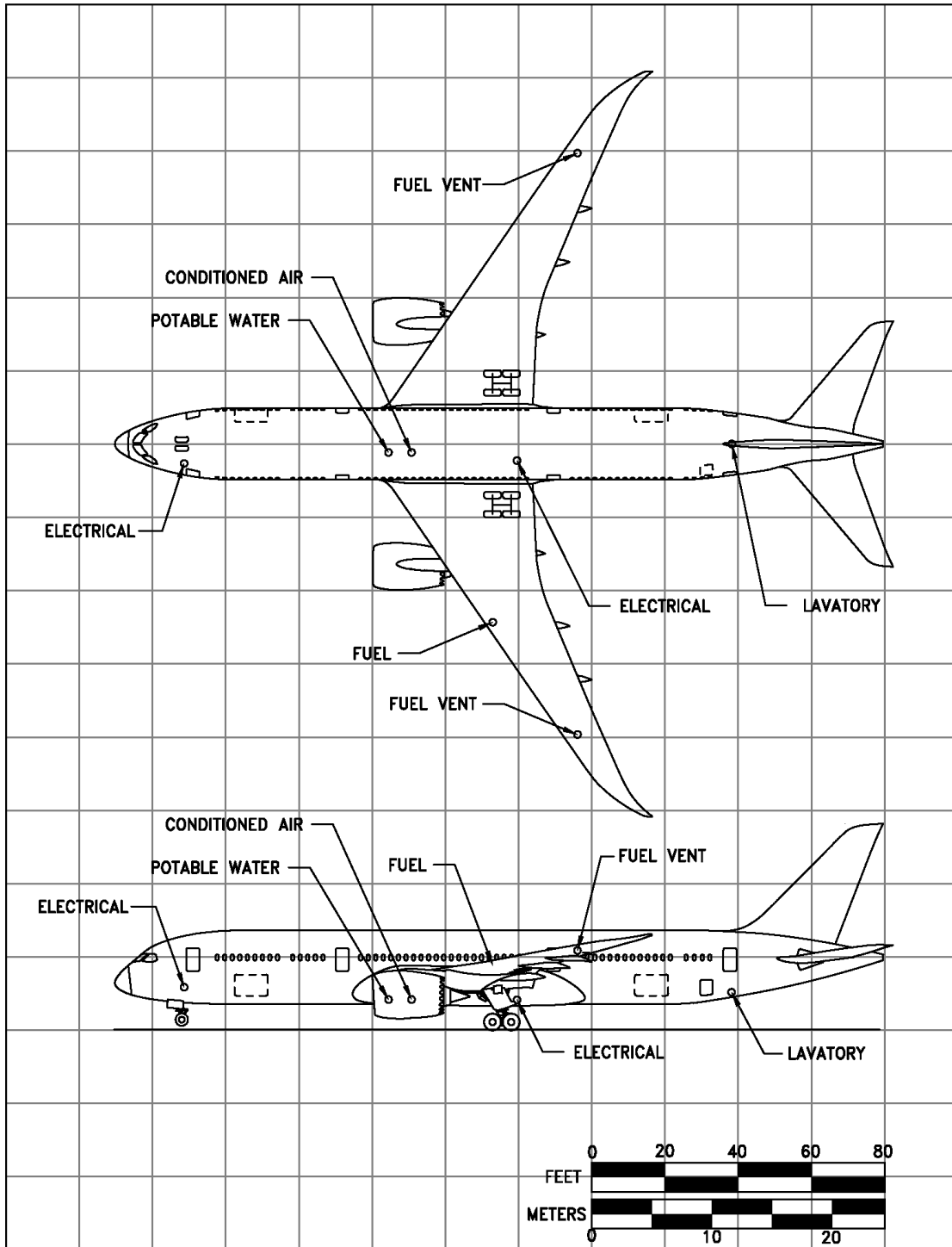


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5.4.2 Ground Service Connections and Capacities: Model 787-8

SYSTEM	MODEL	DISTANCE AFT OF		DISTANCE FROM AIRPLANE CENTERLINE				MAX HEIGHT ABOVE	
		NOSE		LH SIDE		RH SIDE		GROUND	
		FT	M	FT	M	FT	M	FT	M
CONDITIONED AIR ONE 8-IN (20.3 CM) PORT	787-8	71	21.7	3	0.7	-	-	7	2.0
ELECTRICAL TWO FORWARD GROUND POWER RECEPTACLES ONE MID-AFT GROUND POWER RECEPTACLE ALL RECEPTACLES ARE 90 KVA , 200/115 V AC 400 HZ,	787-8	20	5.9	5	1.4	-	-	8	2.5
		99	30.3	5	1.6	-	-	7	2.2
TWLU ANTENNA LOCATION IS ON THE CENTERLINE	787-8	23	7.1	0	0.0	0	0.0	25	7.7
POTABLE WATER ONE SERVICE CONNECTION	787-8	63	19.3	4	1.1	-	-	7	2.2
FUEL ONE UNDERWING- PRESSURE CONNECTOR WITH TWO FUELING PORTS FUEL VENTS TOTAL CAPACITY 33,340 US GAL (126,205 LITERS)	787-8	90	27.5	49	14.8	-	-	18	5.4
		114	34.6	78	23.7	78	23.7	22	6.6
LAVATORY BOTH FORWARD AND AFT TOILETS ARE SERVICED THROUGH ONE SERVICE PANEL	787-8	144	43.8	0	0.0	0	0.0	10	2.9

5.4.3 Ground Servicing Connections: Model 787-9

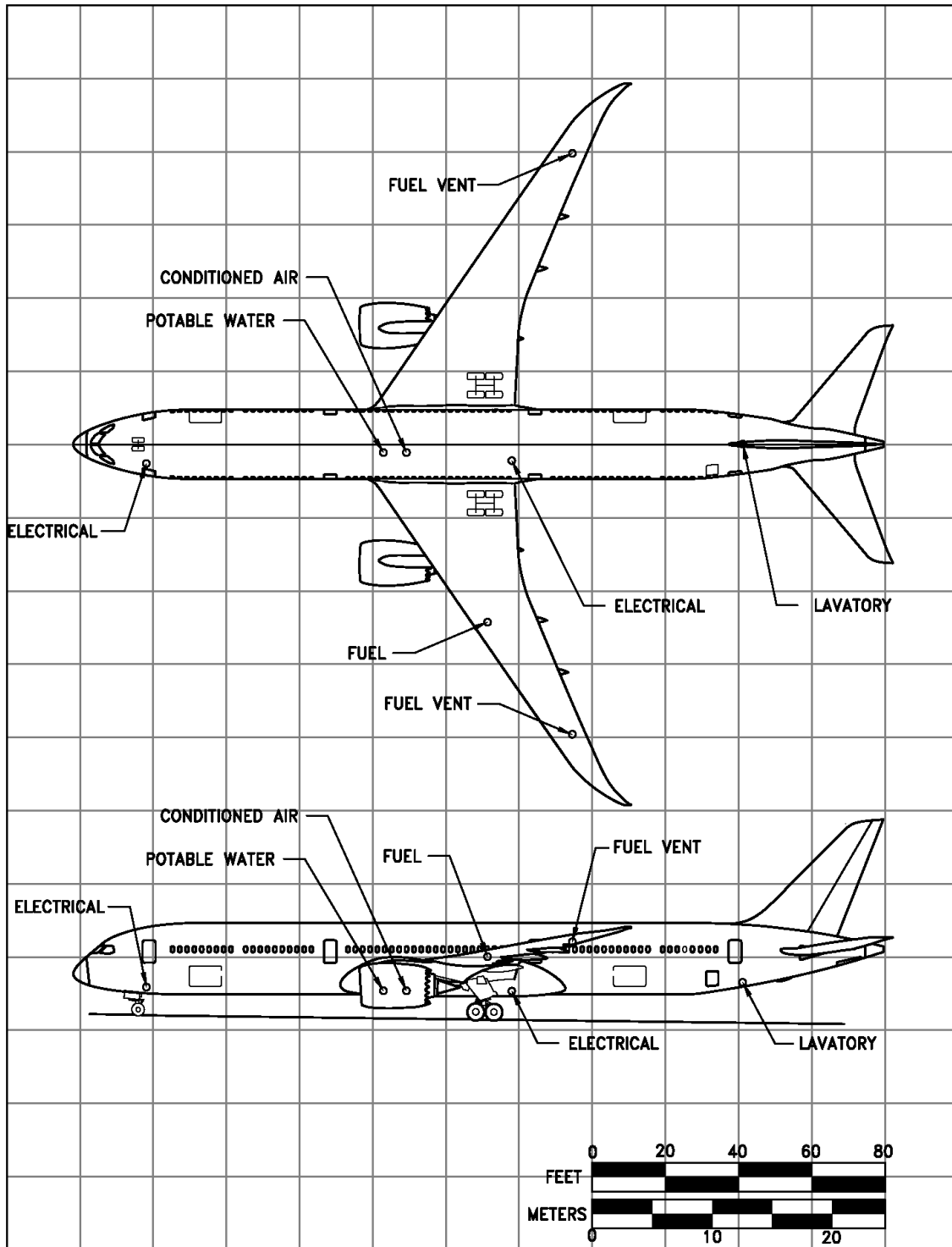


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5.4.4 Ground Servicing Connections and Capacities: Model 787-9

SYSTEM	MODEL	DISTANCE AFT OF		DISTANCE FROM AIRPLANE CENTERLINE				MAX HEIGHT ABOVE	
		NOSE		LH SIDE		RH SIDE		GROUND	
		FT	M	FT	M	FT	M	FT	M
CONDITIONED AIR TWO 8-IN (20.3 CM) PORTS	787-9	81	24.7	3	0.7	3	0.7	7	2.0
ELECTRICAL TWO FORWARD GROUND POWER RECEPTACLES ONE MID-AFT GROUND POWER RECEPTACLE ALL RECEPTACLES ARE 90 KVA , 200/115 V AC 400 HZ,	787-9	20	5.9	5	1.4	-	-	8	2.5
		109	33.3	5	1.6	-	-	7	2.2
TWLU ANTENNA LOCATION IS ON THE CENTERLINE	787-9	23	7.1	0	0.0	0	0.0	25	7.7
POTABLE WATER ONE SERVICE CONNECTION	787-9	73	22.4	4	1.1	-	-	7	2.3
FUEL ONE UNDERWING- PRESSURE CONNECTOR WITH TWO FUELING PORTS FUEL VENTS TOTAL CAPACITY 33,380 US GAL (126,205 LITERS)	787-9	100	30.5	49	14.8	-	-	18	5.4
		124	37.6	78	23.7	78	23.7	22	6.6
LAVATORY BOTH FORWARD AND AFT TOILETS ARE SERVICED THROUGH ONE SERVICE PANEL	787-9	164	49.9	0	0.0	0	0.0	8	2.5

5.4.5 Ground Servicing Connections: Model 787-10



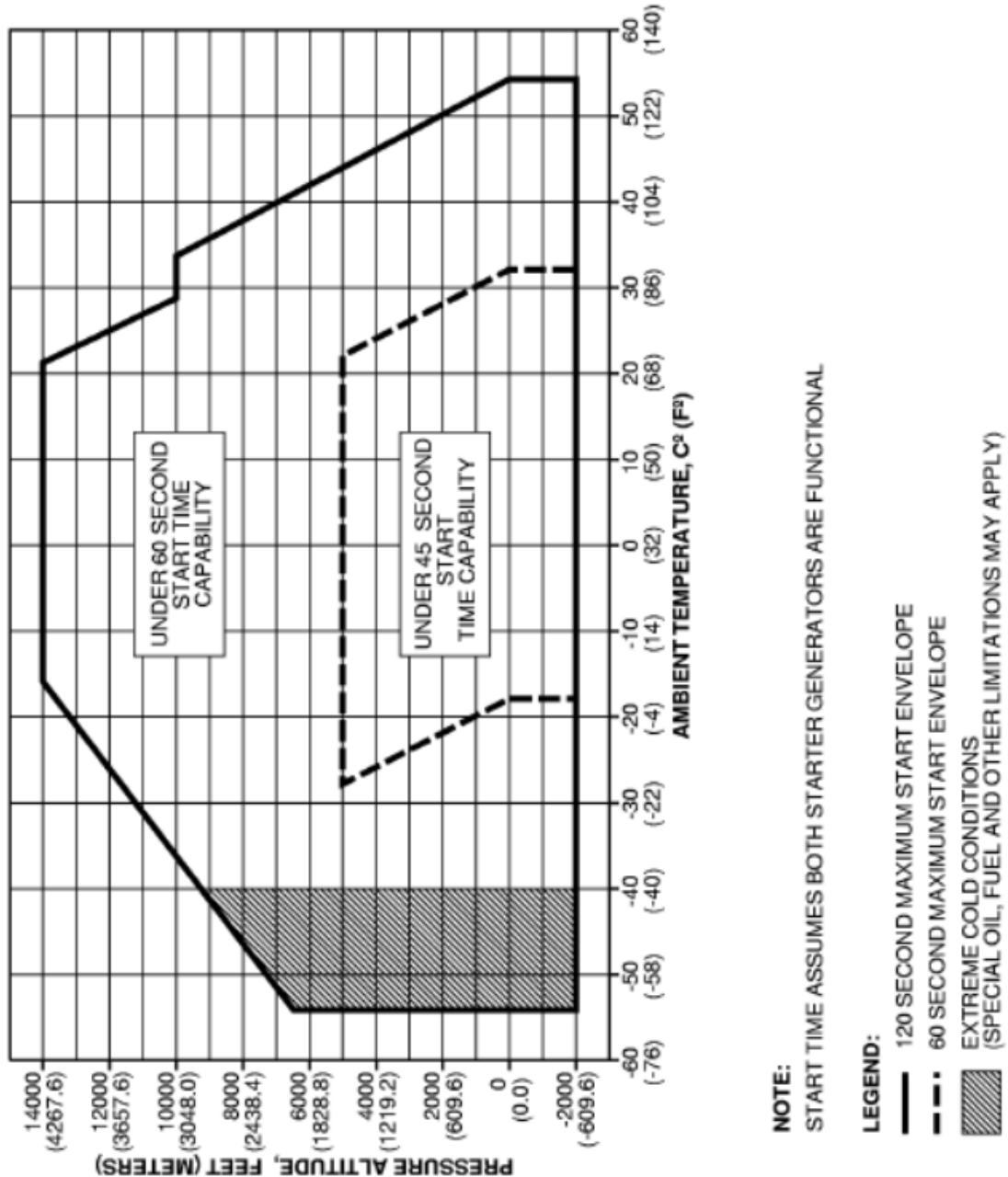
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5.4.6 Ground Servicing Connections and Capacities: Model 787-10

SYSTEM	MODEL	DISTANCE AFT OF		DISTANCE FROM AIRPLANE CENTERLINE				MAX HEIGHT ABOVE	
		NOSE		LH SIDE		RH SIDE		GROUND	
		FT	M	FT	M	FT	M	FT	M
CONDITIONED AIR TWO 8-IN (20.3 CM) PORTS	787-10	91	27.8	2	0.6	2	0.6	7.0	2.1
ELECTRICAL TWO FORWARD GROUND POWER RECEPTACLES ONE MID-AFT GROUND POWER RECEPTACLE ALL RECEPTACLES ARE 90 KVA , 200/115 V AC 400 HZ,	787-10	20	5.9	5	1.4	-	-	8	2.5
		119	36.4	5	1.6	-	-	8	2.3
TWLU ANTENNA LOCATION IS ON THE CENTERLINE	787-10	23	7.1	0	0.0	0	0.0	25	7.7
POTABLE WATER ONE SERVICE CONNECTION	787-10	88	26.7	4	1.1	-	-	8	2.4
FUEL ONE UNDERWING- PRESSURE CONNECTOR WITH TWO FUELING PORTS FUEL VENTS TOTAL CAPACITY 33,380 US GAL (126,205 LITERS)	787-10	110	33.6	49	14.8	-	-	18	5.5
		134	40.7	78	23.7	78	23.7	22	6.7
LAVATORY BOTH FORWARD AND AFT TOILETS ARE SERVICED THROUGH ONE SERVICE PANEL	787-10	182	55.3	0	0.0	0	0.0	10	3.2

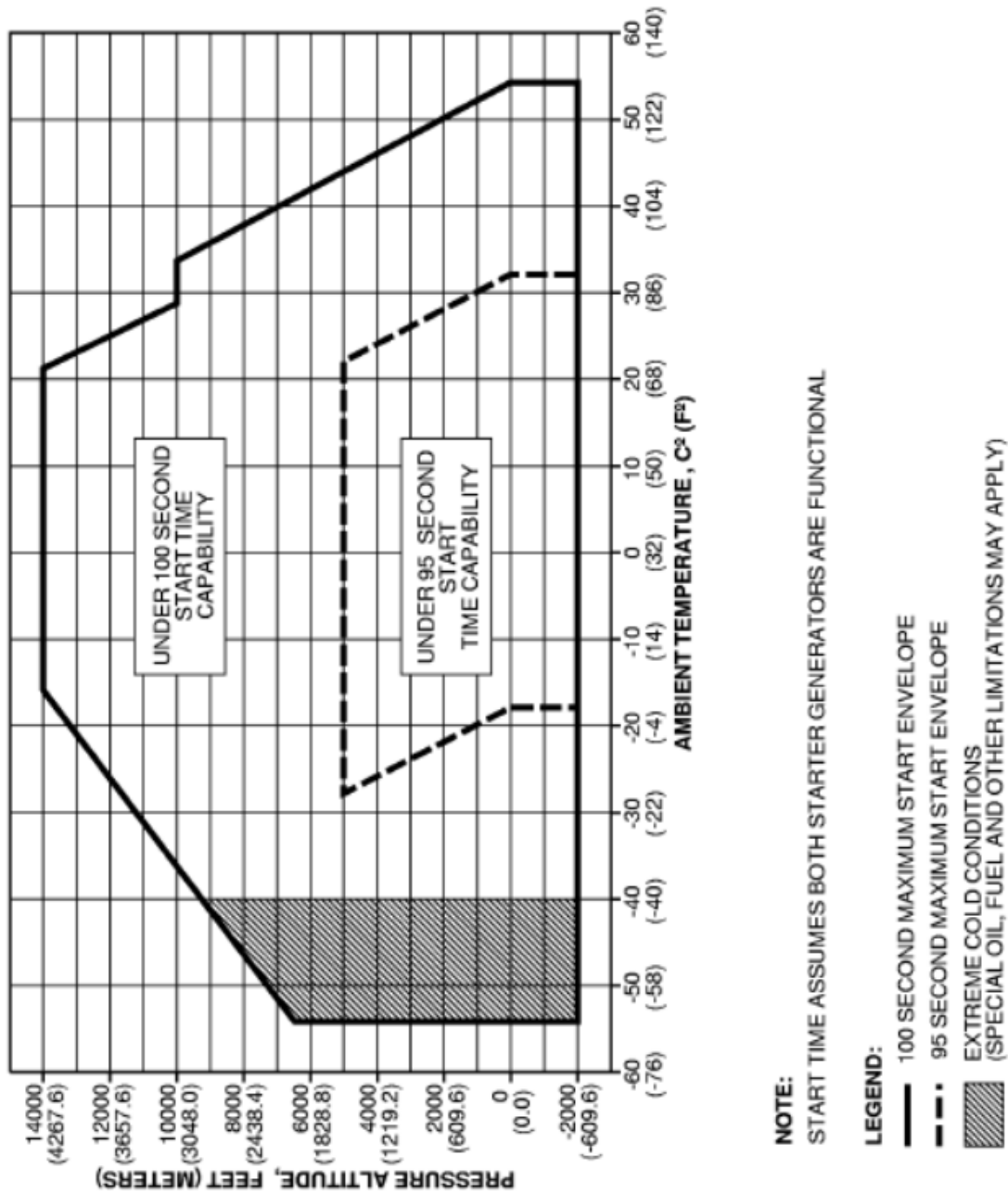
5.5 ENGINE STARTING AND GROUND POWER REQUIREMENTS

5.5.1 Engine Starting Ground Power Requirements – Electrical – APU: Model 787-8, 787-9, 787-10



Normal engine start for the 787 uses the APU to provide electrical power. If the APU is inoperative or unavailable, an engine start can be accomplished using a minimum of two 90 kVA external ground power units connected to the two forward external receptacles. Boeing recommends using three 90 kVA ground power sources to minimize the effect on cabin load shedding of ventilation, In Flight Entertainment, and cabin lighting.

5.5.2 Engine Starting Ground Power Requirements – Electrical – APU Inoperative – Two/Three GPU: Model 787-8, 787-9, 787-10



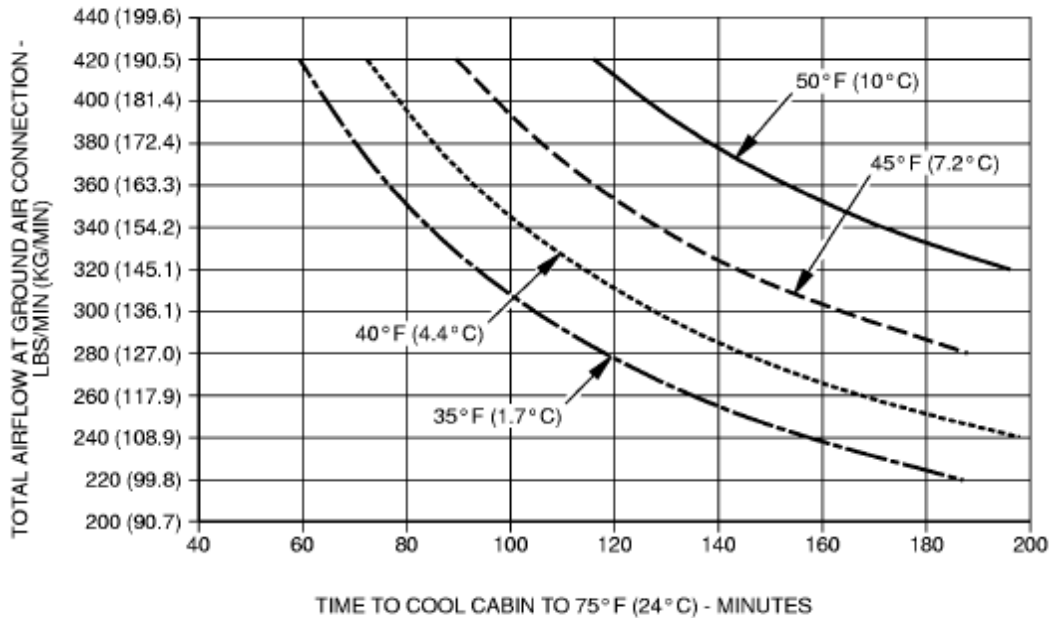
Normal engine start for the 787 uses the APU to provide electrical power. If the APU is inoperative or unavailable, an engine start can be accomplished using a minimum of two 90 kVA external ground power units connected to the two forward external receptacles. Boeing recommends using three 90 kVA ground power sources to minimize the effect on cabin load shedding of ventilation, In Flight Entertainment, and cabin lighting.

5.5.3 Engine Power Requirements – Pneumatic: Model 787-8, 787-9, 787-10

The 787 aircraft is an electric aircraft and does not have a traditional pneumatic system onboard, thus there are no ground pneumatic connections.

5.6 CONDITIONED AIR REQUIREMENTS

5.6.1 Conditioned Air Flow Requirements – Cooling Time: Model 787-8



CONDITIONS:

- OUTSIDE AIR TEMPERATURE: 103°F (39.4°C)
- INITIAL CABIN TEMPERATURE: 115°F (46.1°C)
- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- "HEAT REDUCTION MODE" SELECTED VIA CABIN ATTENDANT PANEL TO DIM WINDOWS AND LIGHTING
- RECIRCULATION FANS SELECTED OFF
- ICS RECIRCULATION CHILLING OFF
- IFE OFF
- NO OCCUPANTS
- FULL SOLAR LOAD

LEGEND:

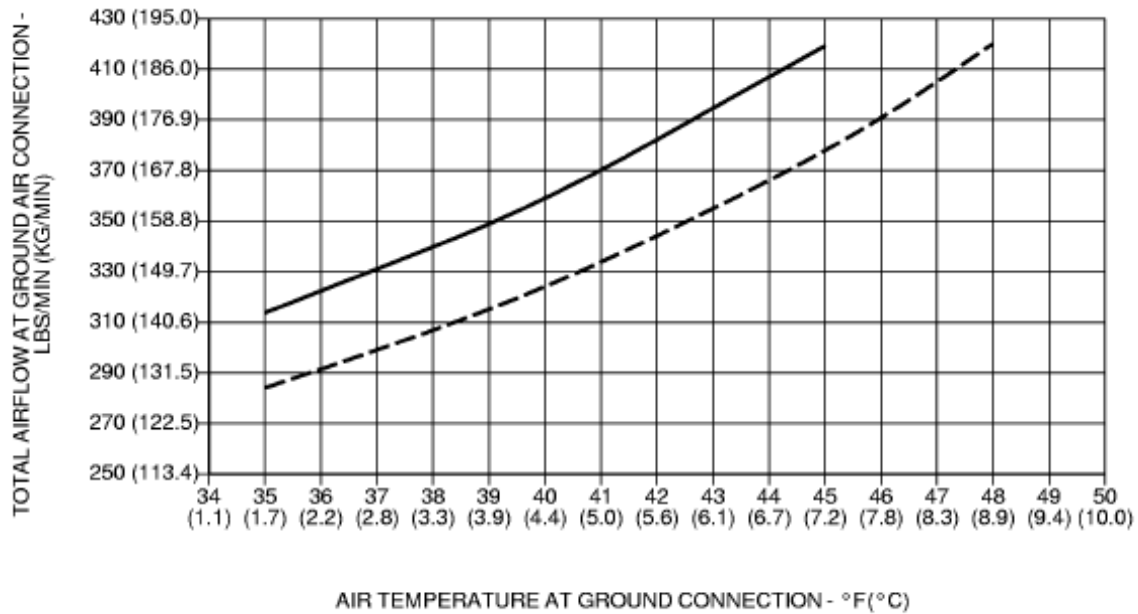
PCA TEMPERATURE AT GROUND CONNECTION

- 50°F (10°C)
- - - 45°F (7.2°C)
- · · 40°F (4.4°C)
- · - 35°F (1.7°C)

NOTE:

THIS GRAPH PROVIDES THE PREDICTED TIME REQUIRED TO COOL THE AIRPLANE'S CABIN TO A BULK AVERAGE OF 75°F (24°C) AS A FUNCTION OF AIRFLOW AND TEMPERATURE, AT THE GROUND AIR CONNECTION, WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

5.6.2 Conditioned Air Flow Requirements – Cooling – Steady State (103 F Ambient Air): Model 787-8



CONDITIONS:

- OUTSIDE AIR TEMPERATURE: 103°F (39.4°C)
- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- "HEAT REDUCTION MODE" SELECTED VIA CABIN ATTENDANT PANEL TO DIM WINDOWS AND LIGHTING
- RECIRCULATION FANS SELECTED OFF
- ICS RECIRCULATION CHILLING OFF
- IFE OFF
- 100% OCCUPANT LOAD
- FULL SOLAR LOAD

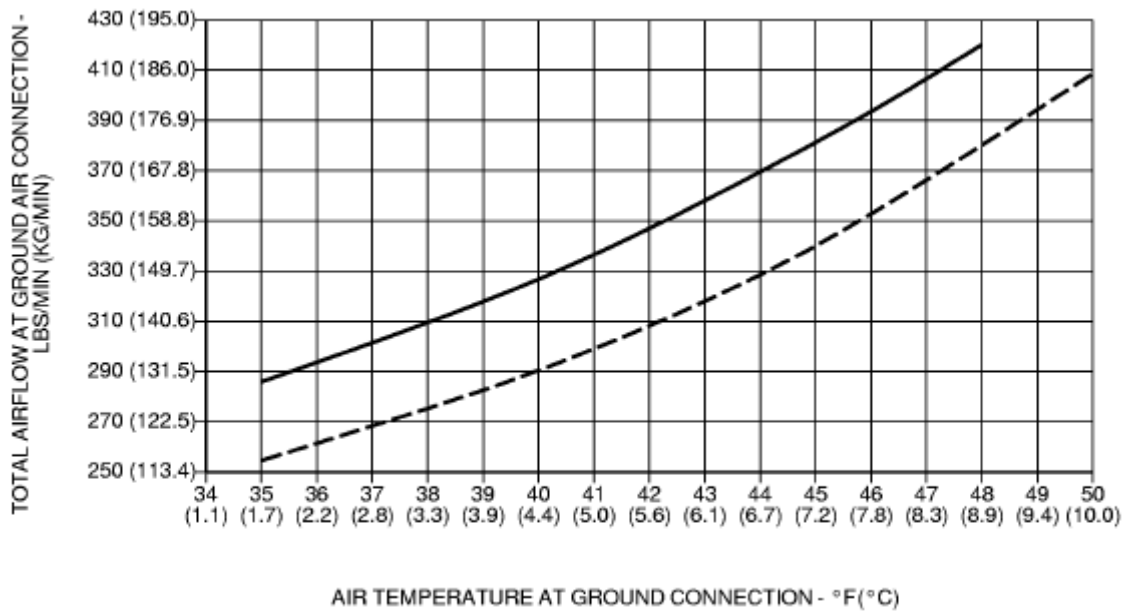
LEGEND:

- 353 SEATS
- - - 284 SEATS

NOTE:

THIS GRAPH PROVIDES THE FLOW RATE AND TEMPERATURE, AT THE AIRPLANE'S GROUND AIR CONNECTION, THAT IS REQUIRED TO MAINTAIN THE AIRPLANE'S CABIN AT A BULK AVERAGE OF 75°F (24°C) WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

5.6.3 Conditioned Air Flow Requirements – Cooling – Steady State (80 F Ambient Air): Model 787-8



CONDITIONS:

- OUTSIDE AIR TEMPERATURE: 80°F (26.7°C)
- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- "HEAT REDUCTION MODE" SELECTED VIA CABIN ATTENDANT PANEL TO DIM WINDOWS AND LIGHTING
- RECIRCULATION FANS SELECTED OFF
- ICS RECIRCULATION CHILLING OFF
- IFE OFF
- 100% OCCUPANT LOAD
- FULL SOLAR LOAD

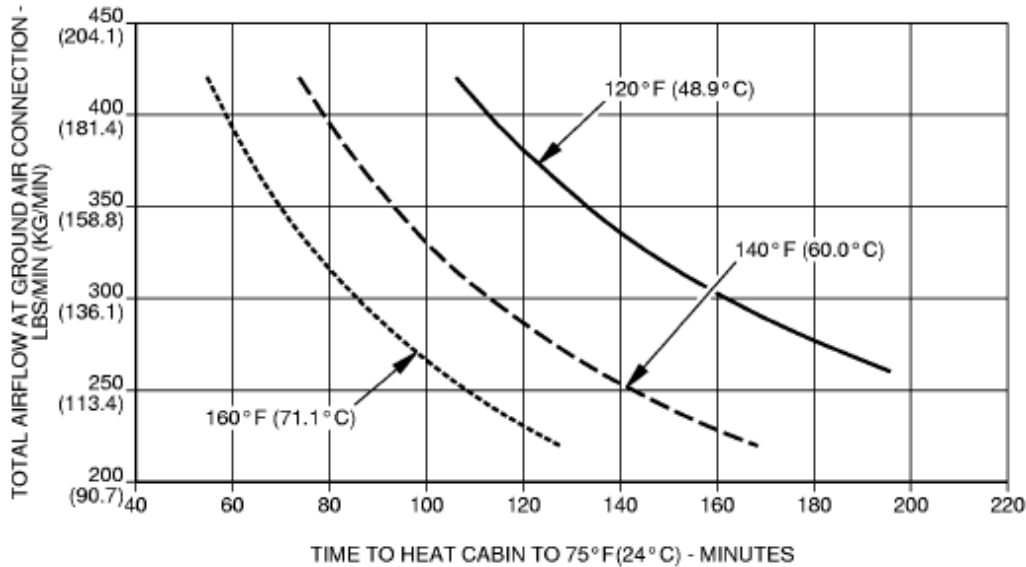
LEGEND:

- 353 SEATS
- - - 284 SEATS

NOTE:

THIS GRAPH PROVIDES THE FLOW RATE AND TEMPERATURE, AT THE AIRPLANE'S GROUND AIR CONNECTION, THAT IS REQUIRED TO MAINTAIN THE AIRPLANES'S CABIN AT A BULK AVERAGE OF 75°F (24°C) WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

5.6.4 Conditioned Air Flow Requirements – Heating Time: Model 787-8



CONDITIONS:

- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- OUTSIDE AIR TEMPERATURE IS -40°F (-40°C)
- INITIAL CABIN TEMPERATURE IS -25°F (-32°C)
- NO SOLAR LOAD
- RECIRCULATION FANS SELECTED OFF
- ICS RECIRCULATION CHILLING OFF
- NO OCCUPANTS
- IFE OFF
- NO ELECTRICAL LOADS

LEGEND:

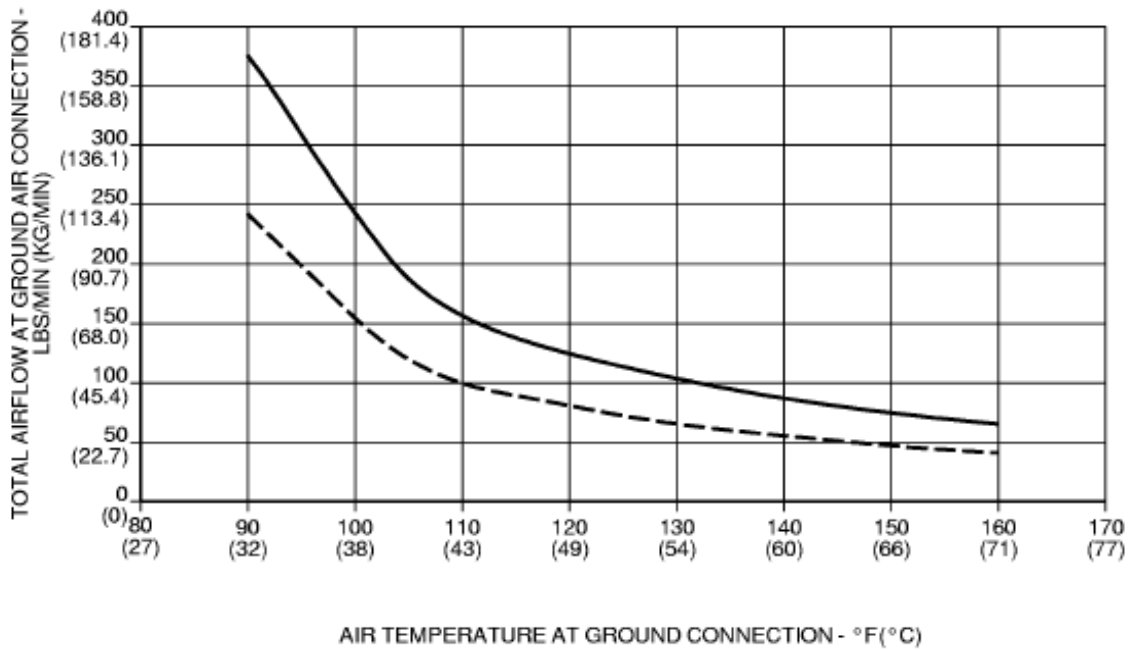
PCA TEMPERATURES AT GROUND CONNECTION

- 120°F (48.9°C)
- - - 140°F (60.0°C)
- · · 160°F (71.1°C)

NOTE:

THIS GRAPH PROVIDES THE PREDICTED TIME REQUIRED TO HEAT THE AIRPLANE'S CABIN TO A BULK AVERAGE OF 75°F (24°C) AS A FUNCTION OF AIRFLOW AND TEMPERATURE, AT THE GROUND AIR CONNECTION, WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

5.6.5 Conditioned Air Flow Requirements – Heating – Steady State: Model 787-8



CONDITIONS:

- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- NO SOLAR HEAT LOAD
- RECIRCULATION FANS SELECTED OFF
- ICS RECIRCULATION CHILLING OFF
- NO OCCUPANTS
- NO ELECTRICAL HEAT LOADS

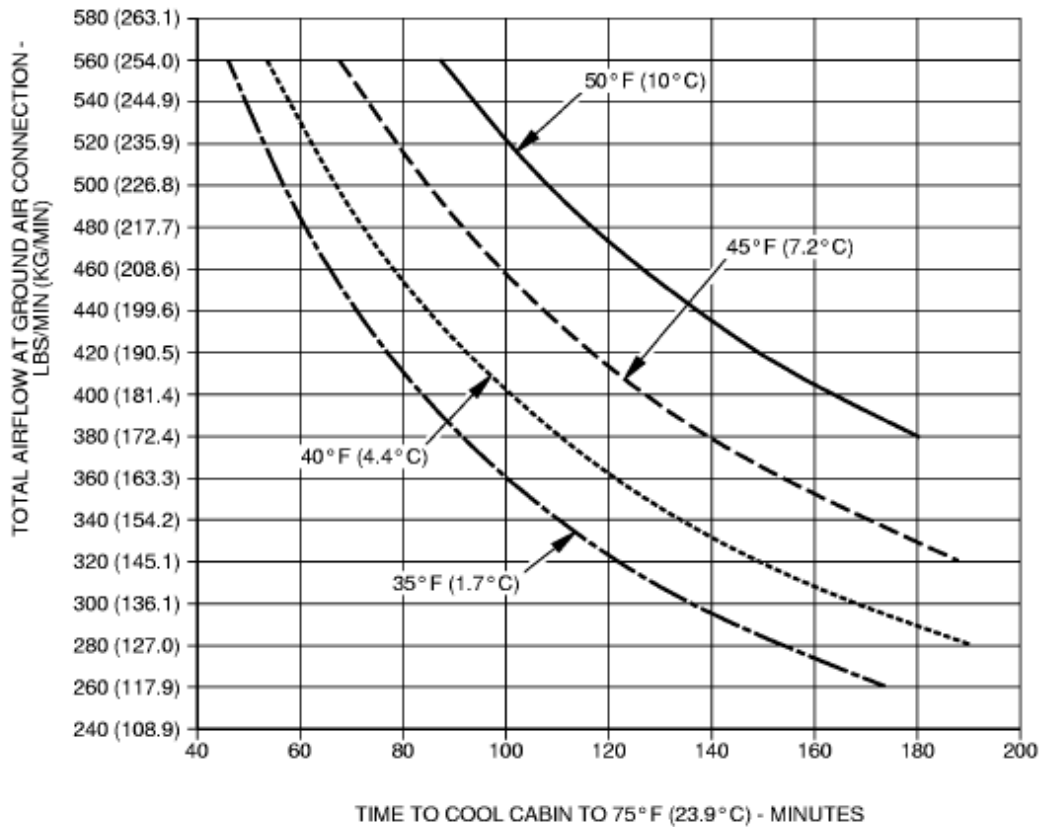
LEGEND:

- 40°F (-40°C) AMBIENT
- - - 0°F (-17.8°C) AMBIENT

NOTE:

THIS GRAPH PROVIDES THE FLOW RATE AND TEMPERATURE, AT THE GROUND AIR CONNECTION, THAT IS REQUIRED TO HEAT THE AIRPLANE'S CABIN TO A BULK AVERAGE OF 75°F (24°C) WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

5.6.6 Conditioned Air Flow Requirements – Cooling Time: Model 787-9



CONDITIONS:

- OUTSIDE AIR TEMPERATURE: 103°F (39.4°C)
- INITIAL CABIN TEMPERATURE: 115°F (46.1°C)
- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- "HEAT REDUCTION MODE" SELECTED VIA CABIN ATTENDANT PANEL TO DIM WINDOWS AND LIGHTING
- RECIRCULATION FANS SELECTED OFF
- ICS RECIRCULATION CHILLING OFF
- IFE OFF
- NO OCCUPANTS
- FULL SOLAR LOAD

LEGEND:

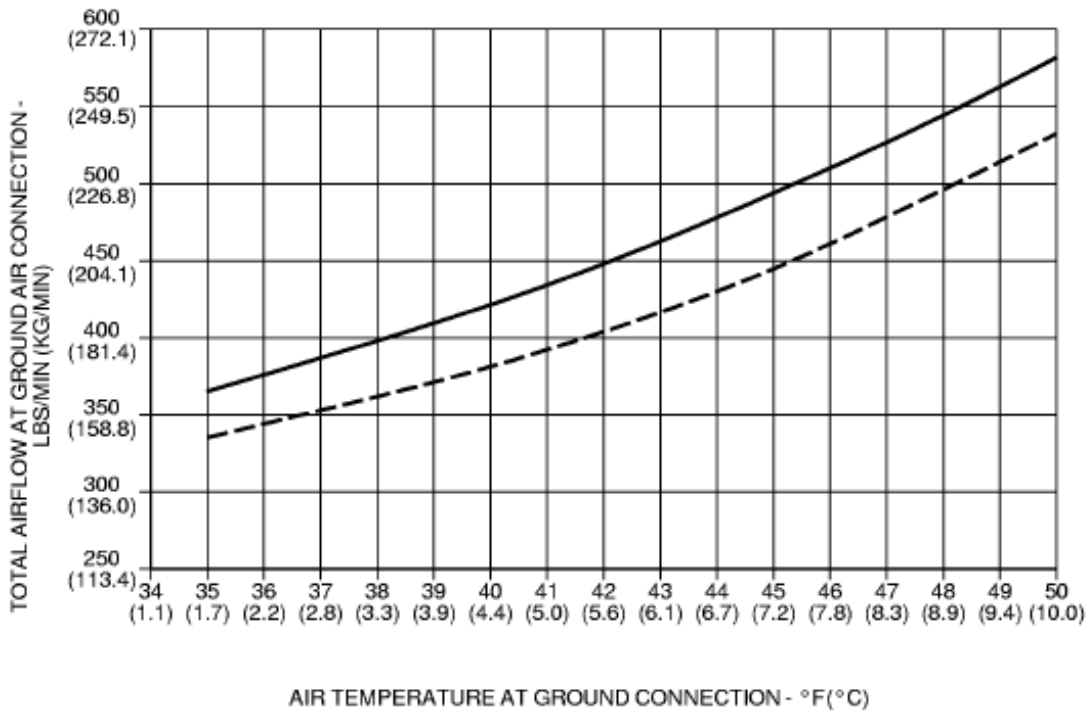
PCA TEMPERATURE AT GROUND CONNECTION

- 50°F (10°C)
- - - 45°F (7.2°C)
- · · 40°F (4.4°C)
- · - 35°F (1.7°C)

NOTE:

THIS GRAPH PROVIDES THE PREDICTED TIME REQUIRED TO COOL THE AIRPLANE'S CABIN TO A BULK AVERAGE OF 75°F (24°C) AS A FUNCTION OF AIRFLOW AND TEMPERATURE, AT THE GROUND AIR CONNECTION, WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

5.6.7 Conditioned Air Flow Requirements – Cooling – Steady State (103 F Ambient Air): Model 787-9



CONDITIONS:

- OUTSIDE AIR TEMPERATURE: 103°F (39.4°C)
- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- "HEAT REDUCTION MODE" SELECTED VIA CABIN ATTENDANT PANEL, DIMMED WINDOWS AND LIGHTING
- LOWER RECIRCULATION FANS SELECTED OFF (UPPER FAN ON)
- ICS RECIRCULATION CHILLING OFF
- IFE OFF
- 100% OCCUPANT LOAD FACTOR
- FULL SOLAR LOAD

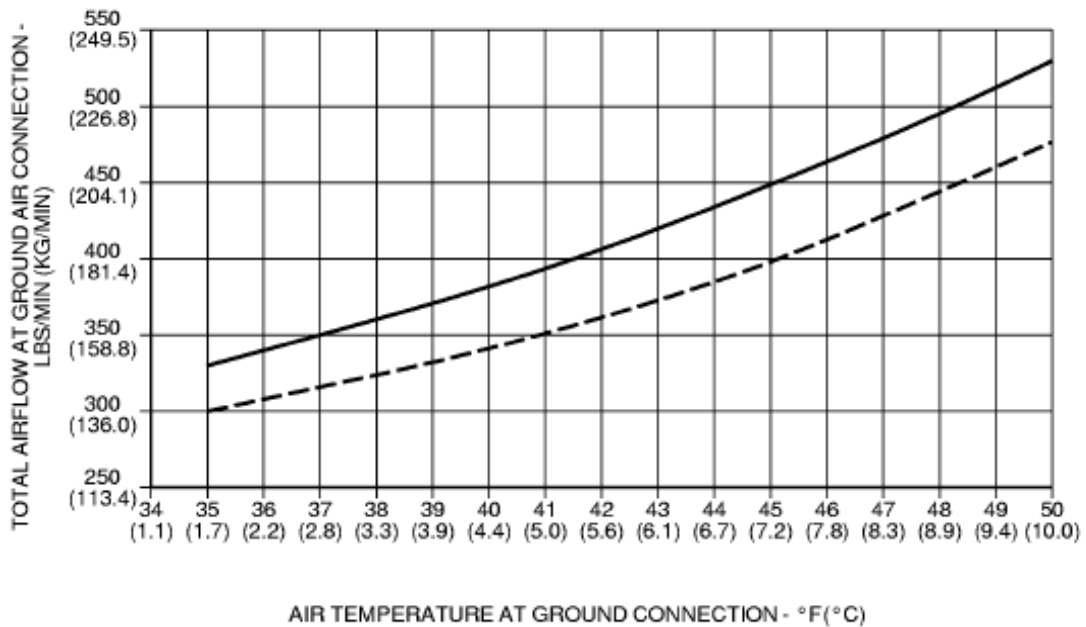
LEGEND:

- 402 SEATS
- - - 330 SEATS

NOTE:

THIS GRAPH PROVIDES THE FLOW RATE AND TEMPERATURE, AT THE AIRPLANE'S GROUND AIR CONNECTION, THAT IS REQUIRED TO MAINTAIN THE AIRPLANE'S CABIN AT A BULK AVERAGE OF 75°F (24°C) WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

5.6.8 Conditioned Air Flow Requirements – Cooling – Steady State (80 F Ambient Air): Model 787-9



CONDITIONS:

- OUTSIDE AIR TEMPERATURE: 80°F (26.7°C)
- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- "HEAT REDUCTION MODE" SELECTED VIA CABIN ATTENDANT PANEL, DIMMED WINDOWS AND LIGHTING
- LOWER RECIRCULATION FANS SELECTED OFF (UPPER FAN ON)
- ICS RECIRCULATION CHILLING OFF
- IFE OFF
- 100% OCCUPANT LOAD FACTOR
- FULL SOLAR LOAD

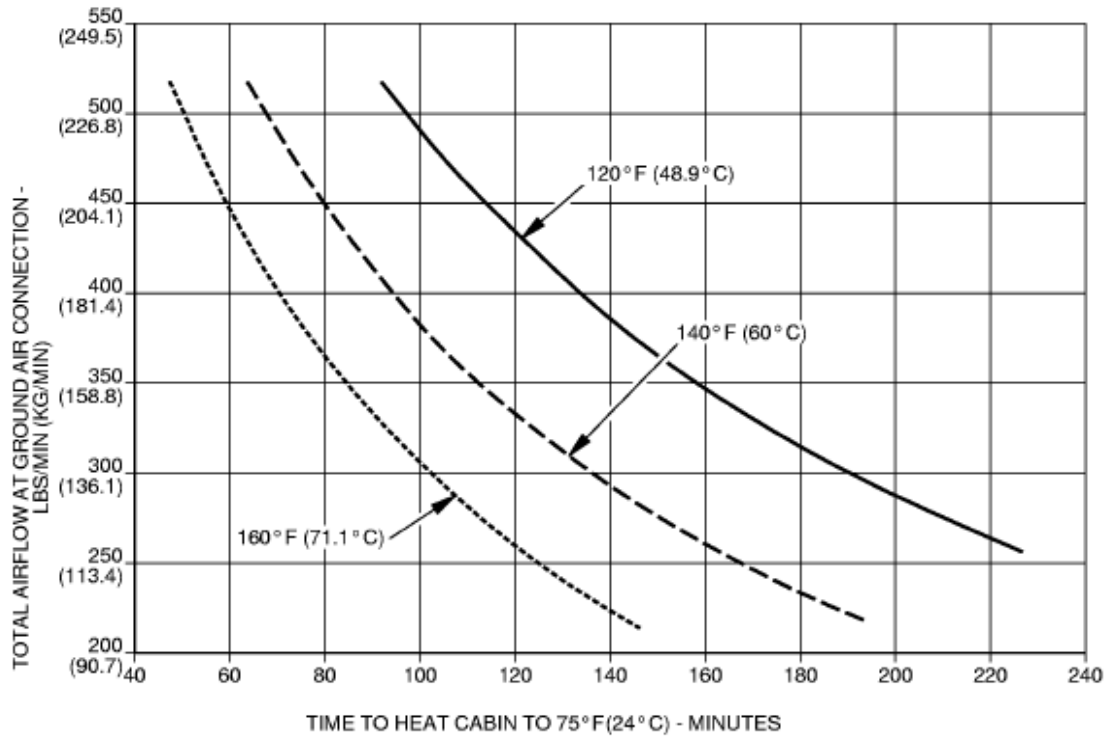
LEGEND:

- 402 SEATS
- - - 330 SEATS

NOTE:

THIS GRAPH PROVIDES THE FLOW RATE AND TEMPERATURE, AT THE AIRPLANE'S GROUND AIR CONNECTION, THAT IS REQUIRED TO MAINTAIN THE AIRPLANES CABIN AT A BULK AVERAGE OF 75°F (24°C) WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

5.6.9 Conditioned Air Flow Requirements – Heating Time: Model 787-9



CONDITIONS:

- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- OUTSIDE AIR TEMPERATURE IS -40° F (-40° C)
- INITIAL CABIN TEMPERATURE IS -25° F (-31.7° C)
- NO SOLAR HEAT LOAD
- LOWER RECIRCULATION FANS SELECTED OFF (UPPER FAN ON)
- ICS RECIRCULATION CHILLING OFF
- NO OCCUPANTS
- IFE OFF
- NO ELECTRICAL HEAT LOADS

LEGEND:

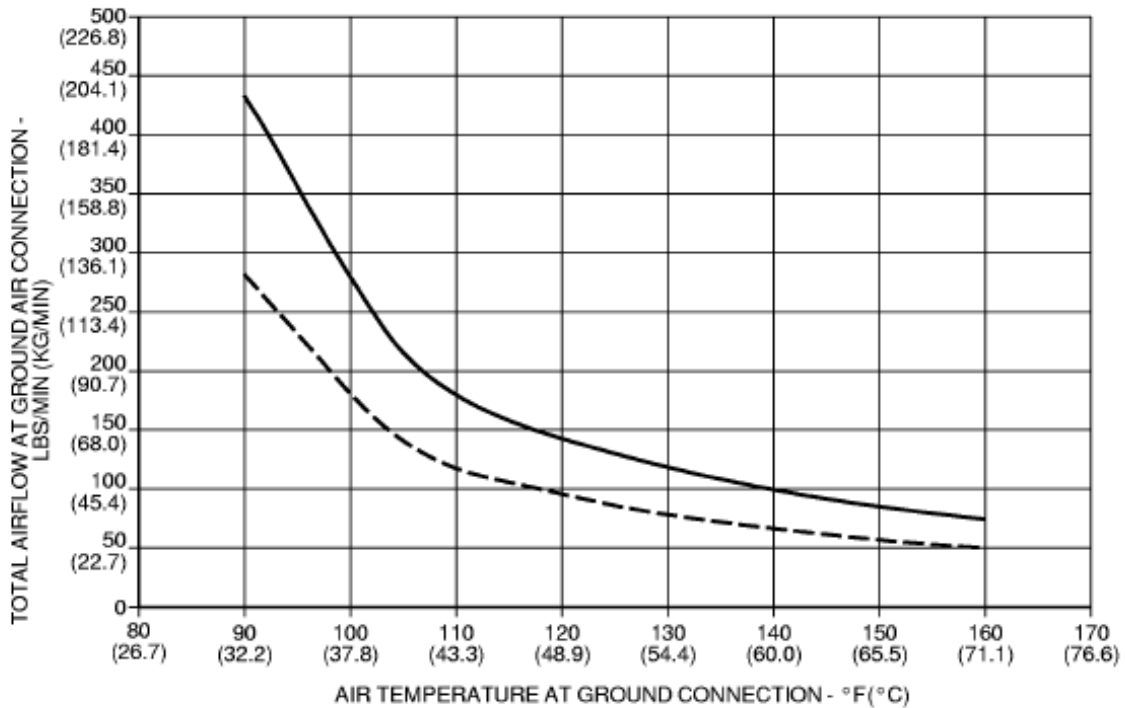
PCA TEMPERATURE AT GROUND CONNECTION

- 120° F (48.9° C)
- - - 140° F (60.0° C)
- · · 160° F (71.1° C)

NOTE:

THIS GRAPH PROVIDES THE PREDICTED TIME REQUIRED TO HEAT THE AIRPLANE'S CABIN TO A BULK AVERAGE OF 75° F (24° C) AS A FUNCTION OF AIRFLOW AND TEMPERATURE, AT THE GROUND AIR CONNECTION, WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

**5.6.10 Conditioned Air Flow Requirements – Heating – Steady State:
Model 787-9**



CONDITIONS:

- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- NO SOLAR HEAT LOAD
- LOWER RECIRCULATION FANS SELECTED OFF (UPPER FAN ON)
- ICS RECIRCULATION CHILLING OFF
- NO OCCUPANTS
- IFE OFF
- NO ELECTRICAL HEAT LOADS

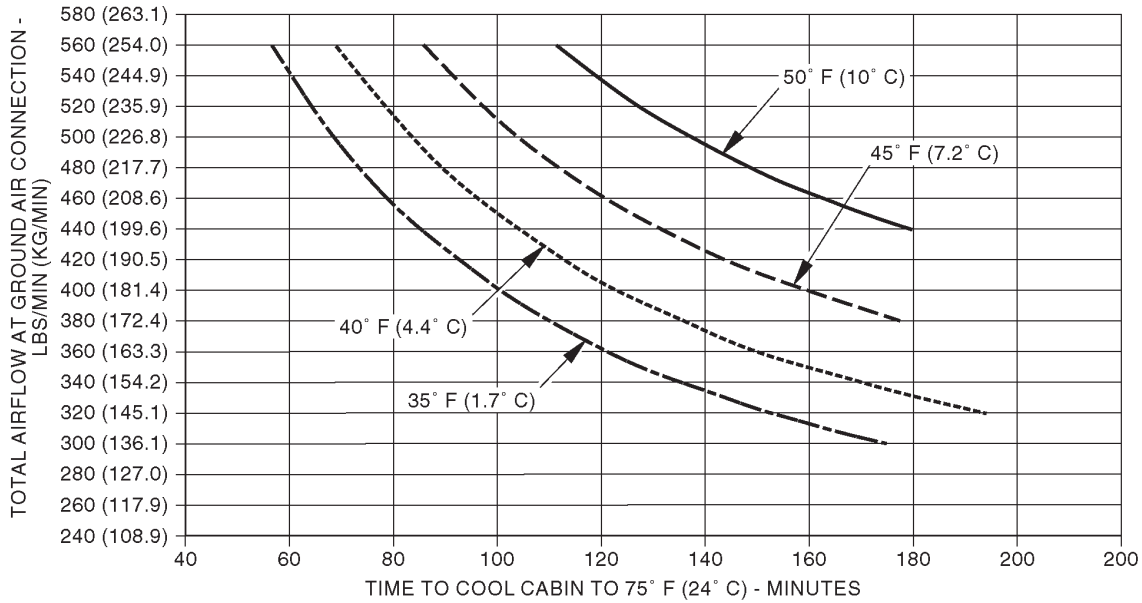
LEGEND:

- 40°F (-40°C) AMBIENT
- - - 0°F (-17.8°C) AMBIENT

NOTE:

THIS GRAPH PROVIDES THE FLOW RATE AND TEMPERATURE, AT THE GROUND AIR CONNECTION, THAT IS REQUIRED TO HEAT THE AIRPLANE'S CABIN TO A BULK AVERAGE OF 75°F (24°C) WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

5.6.11 Conditioned Air Flow Requirements – Cooling Time: Model 787-10



CONDITIONS:

- OUTSIDE AIR TEMPERATURE: 103° F (39.4° C)
- INITIAL CABIN TEMPERATURE: 115° F (46.1° C)
- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- "HEAT REDUCTION MODE" SELECTED VIA CABIN ATTENDANT PANEL (CAP) (FULL SOLAR LOAD WITH DIMMED WINDOWS AND LIGHTING)
- LOWER RECIRCULATION FANS SELECTED OFF (UPPER FAN ON)
- ICS RECIRCULATION CHILLING OFF
- IFE OFF
- NO OCCUPANTS

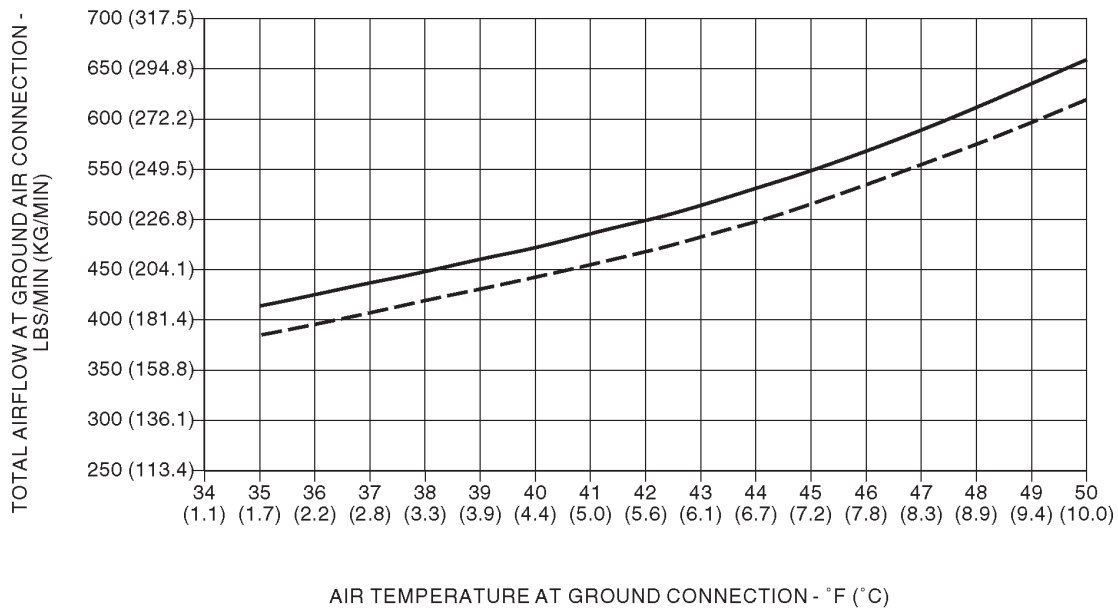
LEGEND:

- PCA TEMPERATURE AT GROUND CONNECTION
- 50° F (10° C)
 - - - 45° F (7.2° C)
 - · · 40° F (4.4° C)
 - · - 35° F (1.7° C)

NOTE:

THIS GRAPH PROVIDES THE PREDICTED TIME REQUIRED TO COOL THE AIRPLANE'S CABIN TO 75° F (24° C) AS A FUNCTION OF AIRFLOW AND TEMPERATURE, AT THE GROUND AIR CONNECTION, WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

5.6.12 Conditioned Air Flow Requirements – Cooling – Steady State (103 F Ambient Air): Model 787-10



CONDITIONS:

- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- "HEAT REDUCTION MODE" SELECTED VIA CABIN ATTENDANT PANEL (CAP) (FULL SOLAR LOAD WITH DIMMED WINDOWS AND LIGHTING)
- LOWER RECIRCULATION FANS SELECTED OFF (UPPER FAN ON)
- ICS RECIRCULATION CHILLING OFF
- IFE OFF
- 100% OCCUPANT LOAD FACTOR

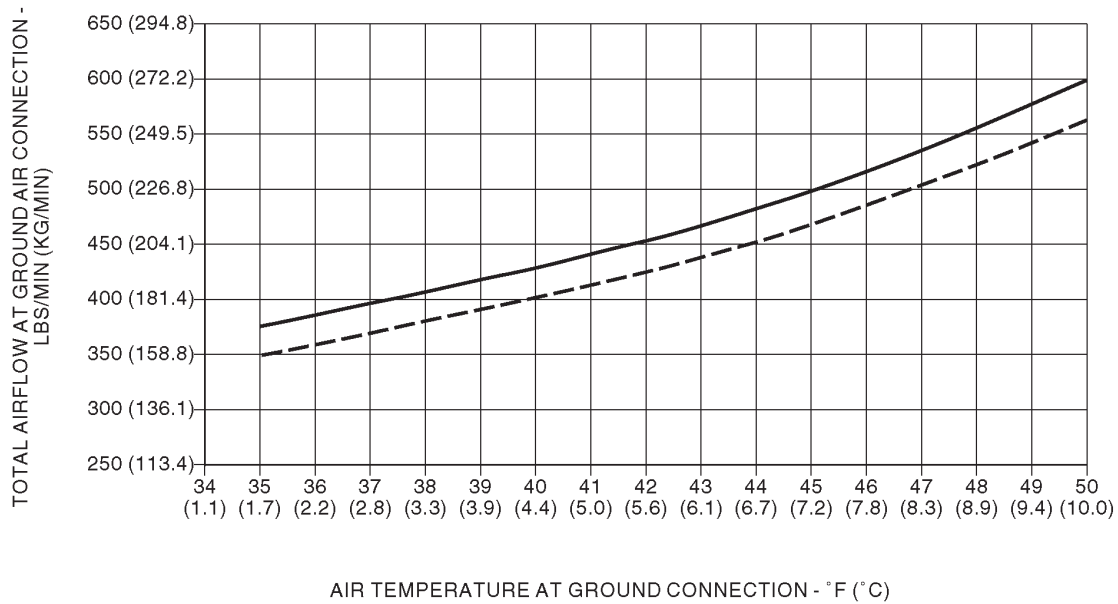
LEGEND:

- 440 SEATS
- - - 382 SEATS

NOTE:

THIS GRAPH PROVIDES THE FLOW RATE AND TEMPERATURE REQUIRED TO COOL A BULK AVERAGE TEMPERATURE OF 75°F WHEN UTILIZING A PRE-CONDITIONED AIR PCA SOURCE(S).

5.6.13 Conditioned Air Flow Requirements – Cooling – Steady State (80 F Ambient Air): Model 787-10



CONDITIONS:

- ALL EXTERIOR DOORS AND WINDOWS CLOSED
- "HEAT REDUCTION MODE" SELECTED VIA CABIN ATTENDANT PANEL (CAP) (FULL SOLAR LOAD WITH DIMMED WINDOWS AND LIGHTING)
- LOWER RECIRCULATION FANS SELECTED OFF (UPPER FAN ON)
- ICS RECIRCULATION CHILLING OFF
- IFE OFF
- 100% OCCUPANT LOAD FACTOR

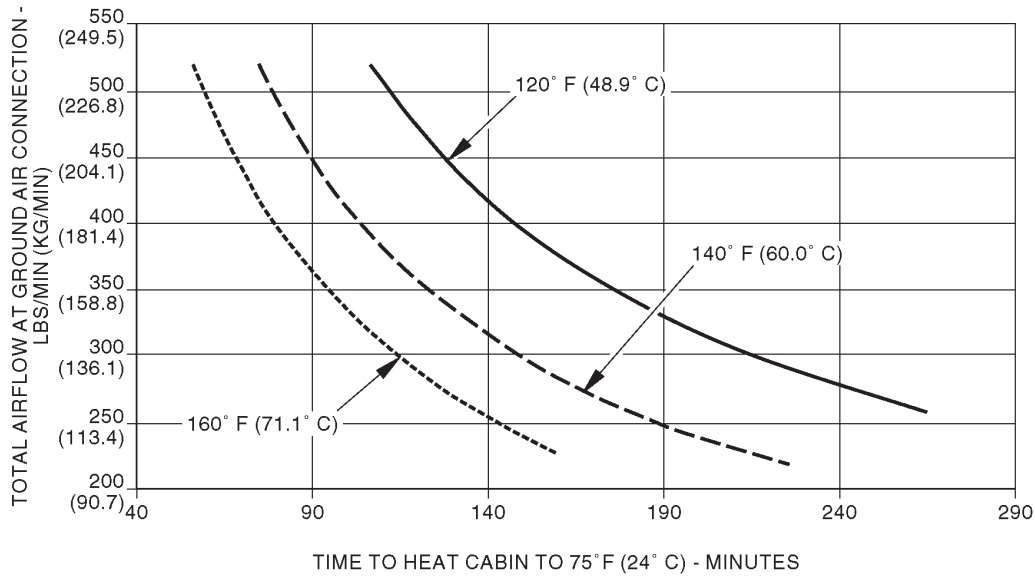
LEGEND:

- 440 SEATS
- - - 382 SEATS

NOTE:

THIS GRAPH PROVIDES THE FLOW RATE AND TEMPERATURE REQUIRED TO COOL A BULK AVERAGE TEMPERATURE OF 75°F WHEN UTILIZING A PRE-CONDITIONED AIR PCA SOURCE(S).

5.6.14 Conditioned Air Flow Requirements – Heating Time: Model 787-10



CONDITIONS:

- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- OUTSIDE AIR TEMPERATURE IS -40° F (-40° C)
- INITIAL CABIN TEMPERATURE IS -25° F (-32° C)
- NO SOLAR LOAD
- LOWER RECIRCULATION FANS SELECTED OFF (UPPER FAN ON)
- ICS RECIRCULATION CHILLING OFF
- NO OCCUPANTS
- IFE OFF
- NO ELECTRICAL HEAT LOADS

LEGEND:

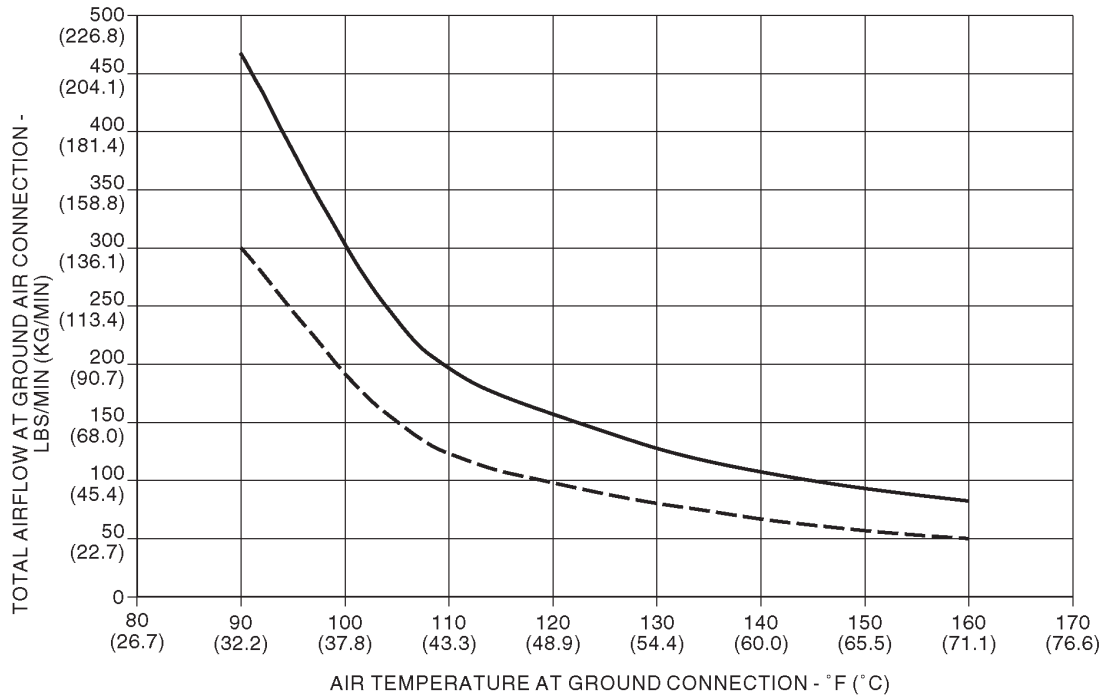
PCA TEMPERATURES AT GROUND CONNECTION

- 120° F (48.9° C)
- - - 140° F (60.0° C)
- · · 160° F (71.1° C)

NOTE:

THIS GRAPH PROVIDES THE PREDICTED TIME REQUIRED TO HEAT THE AIRPLANE'S CABIN TO A BULK AVERAGE OF 75° F (24° C) AS A FUNCTION OF AIRFLOW AND TEMPERATURE, AT THE GROUND AIR CONNECTION, WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

5.6.15 Conditioned Air Flow Requirements – Heating – Steady State: Model 787-10



CONDITIONS:

- ALL EXTERIOR DOORS AND WINDOWS ARE CLOSED
- NO SOLAR HEAT LOAD
- LOWER RECIRCULATION FANS SELECTED OFF (UPPER FAN ON)
- ICS RECIRCULATION CHILLING OFF
- NO OCCUPANTS
- IFE OFF
- NO ELECTRICAL HEAT LOADS

LEGEND:

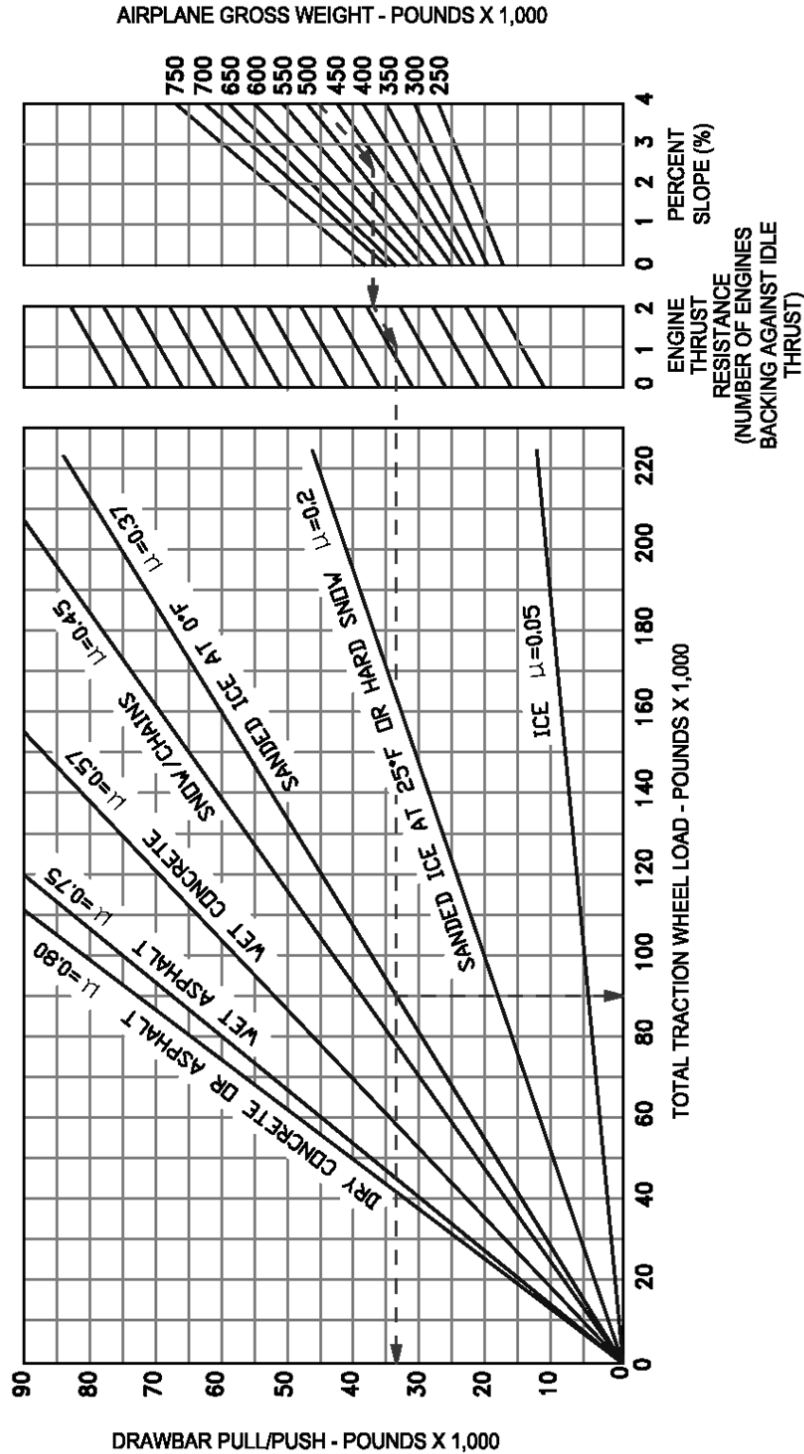
- 40°F (-40° C) AMBIENT
- - - 0°F (-17.8° C) AMBIENT

NOTE:

THIS GRAPH PROVIDES THE FLOW RATE AND TEMPERATURE, AT THE GROUND AIR CONNECTION, THAT IS REQUIRED TO HEAT THE AIRPLANE'S CABIN TO A BULK AVERAGE OF 75° F (24° C) WHEN USING A PRE-CONDITIONED AIR (PCA) SOURCE.

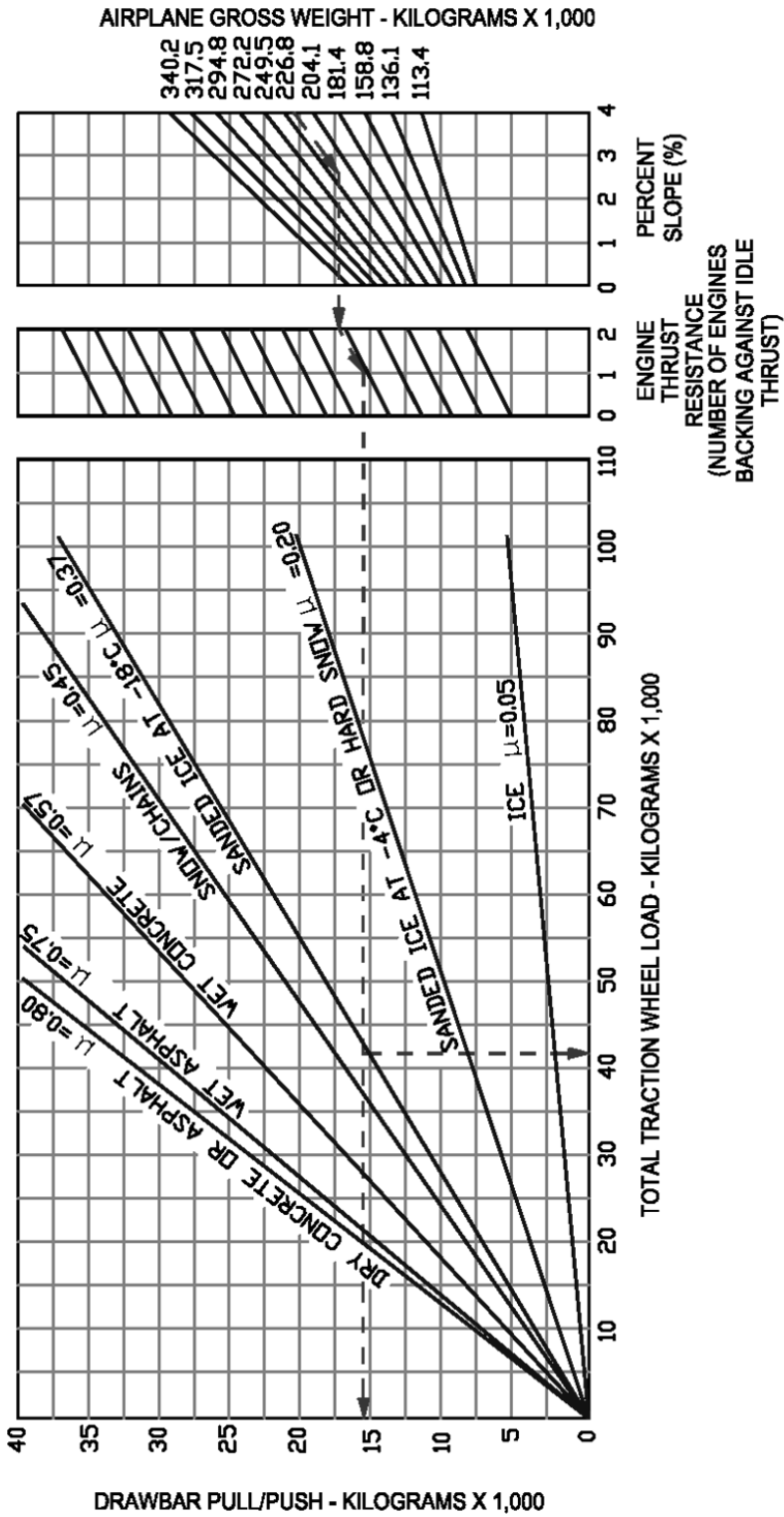
5.7 GROUND TOWING REQUIREMENTS

5.7.1 Ground Towing Requirements - English Units: Model 787-8, 787-9, 787-10



- NOTE:
1. EXAMPLE-----SHOWS A 787 WEIGHING 486,000 POUNDS BEING PUSHED UP A 2.5% SLOPE ON SANDED ICE AT 0°F BACKING AGAINST ONE ENGINE AT IDLE THRUST 33,460 POUNDS OF DRAW BAR PUSH AND A WHEEL TRACTION LOAD OF 90,000 POUNDS ARE REQUIRED FOR TOWING
 2. UNUSUAL BREAKAWAY CONDITIONS NOT SHOWN
 3. STRAIGHT-LINE TOW
 4. COEFFICIENTS OF FRICTION (μ) ARE ESTIMATED FOR RUBBER-TIRED TOW VEHICLES

5.7.2 Ground Towing Requirements - Metric Units: Model 787-8, 787-9, 787-10



NOTE:

1. EXAMPLE-----SHOWS A 787 WEIGHING 220,445 KILOGRAMS BEING PUSHED UP A 2.5% SLOPE ON SANDED ICE AT -18°C BACKING AGAINST ONE ENGINE AT IDLE THRUST 17,411 KILOGRAMS OF DRAW BAR PUSH AND A WHEEL TRACTION LOAD OF 43,057 KILOGRAMS ARE REQUIRED FOR TOWING
2. UNUSUAL BREAKAWAY CONDITIONS NOT SHOWN
3. STRAIGHT-LINE TOW
4. COEFFICIENTS OF FRICTION (μ) ARE ESTIMATED FOR RUBBER-TIRED TOW VEHICLES

6.0 JET ENGINE WAKE AND NOISE DATA

6.1 JET ENGINE EXHAUST VELOCITIES AND TEMPERATURE

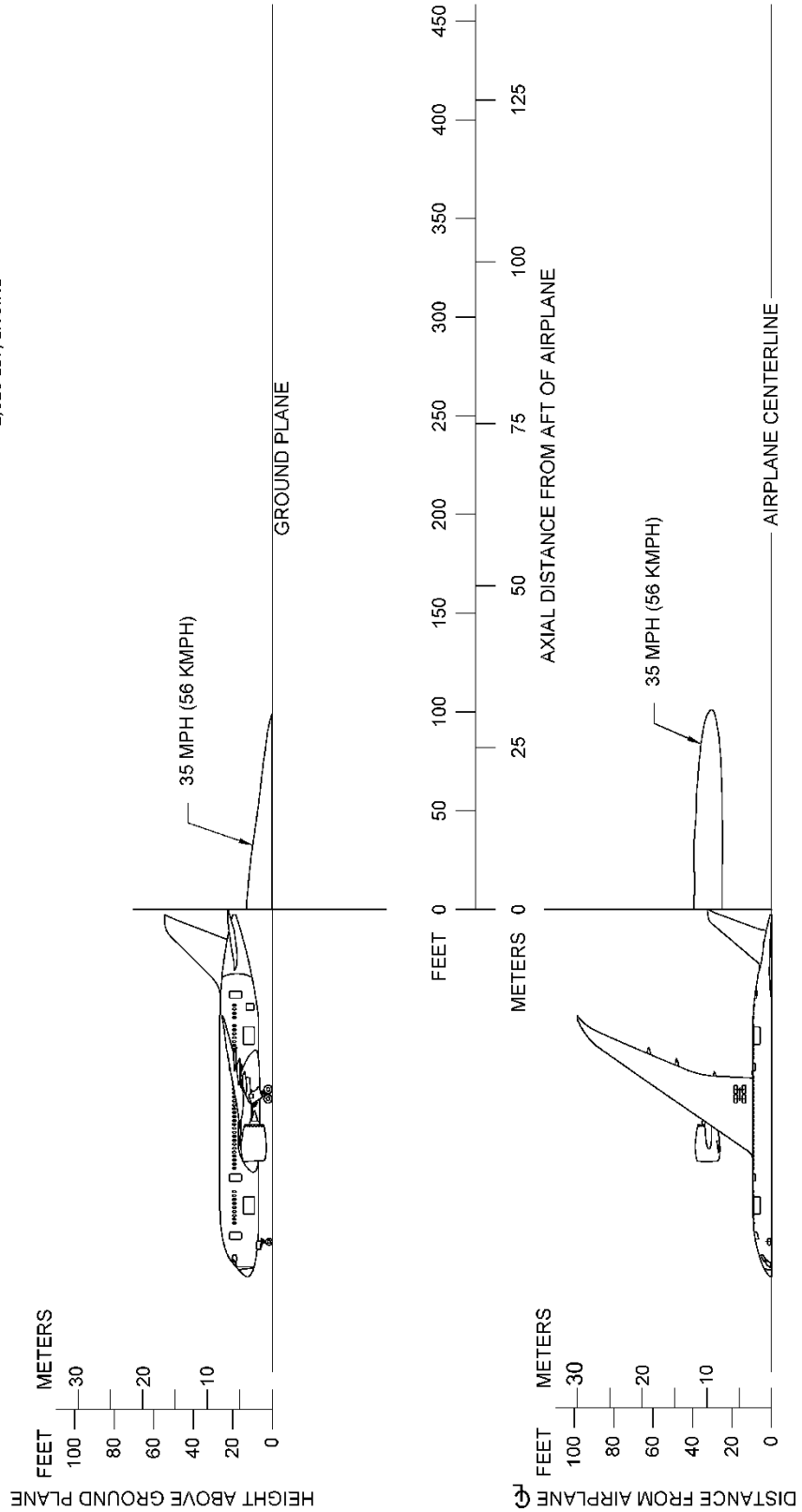
This section shows exhaust velocity and temperature contours aft of the 787 airplane. The contours were calculated from a standard computer analysis using three-dimensional viscous flow equations with mixing of primary, fan, and free-stream flow. The presence of the ground plane is included in the calculations as well as engine tilt and toe-in. Mixing of flows from the engines is also calculated. The analysis does not include thermal buoyancy effects which tend to elevate the jet wake above the ground plane. The buoyancy effects are considered to be small relative to the exhaust velocity and therefore are not included.

The graphs show jet wake velocity and temperature contours for representative engines. The results are valid for sea level, static, standard day conditions. The effect of wind on jet wakes is not included. There is evidence to show that a downwind or an upwind component does not simply add or subtract from the jet wake velocity, but rather carries the whole envelope in the direction of the wind. Crosswinds may carry the jet wake contour far to the side at large distances behind the airplane.

It should be understood, these exhaust velocity contours reflect steady-state, at maximum taxi weight, and not transient-state exhaust velocities. A steady-state is achieved with the aircraft in a fixed location, engine running at a given thrust level and measured when the contours stop expanding and stabilize in size, which could take several seconds. The steady-state condition, therefore, is conservative. Contours shown also do not account for performance variables such as ambient temperature or field elevation. For the terminal area environment, the transient-state is a more accurate representation of the actual exhaust contours when the aircraft is in motion and encountering static air with forward or turning movement, but it is very difficult to model on a consistent basis due to aircraft weight, weather conditions, the high degree of variability in terminal and apron configurations, and intensive numerical calculations. If the contours presented here are overly restrictive for terminal operations, The Boeing Company recommends conducting an analysis of the actual exhaust contours experienced by the using aircraft at the airport.

6.1.1 Jet Engine Exhaust Velocity Contours – Idle Thrust / Both Engines: Model 787-8

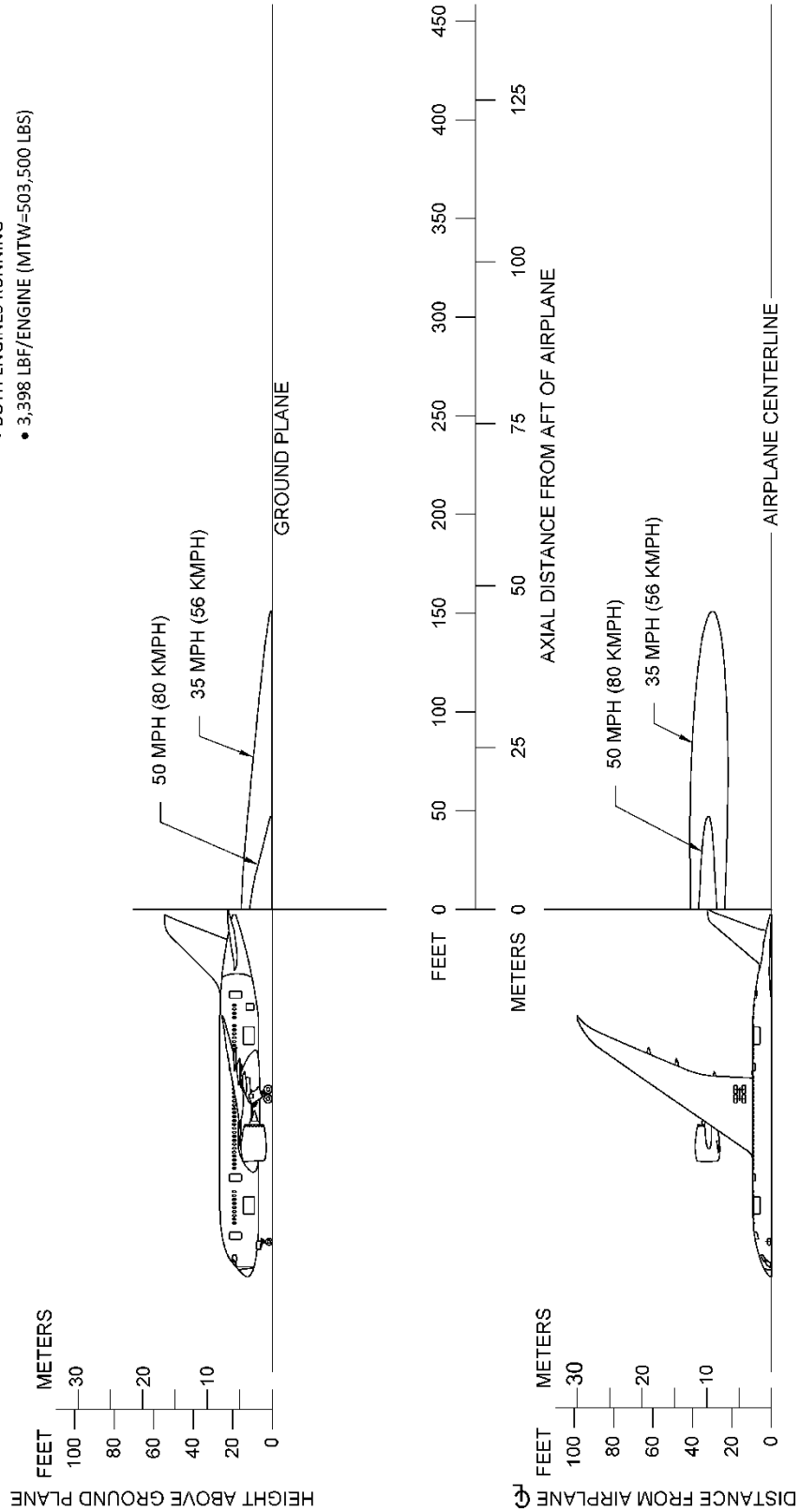
- NOTES:
- ENGINE THRUST AT IDLE SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - BOTH ENGINES RUNNING
 - 2,613 LBF/ENGINE



D6-58333

6.1.2 Jet Engine Exhaust Velocity Contours - Breakaway Thrust / 0% Slope / Both Engines / MTW: Model 787-8

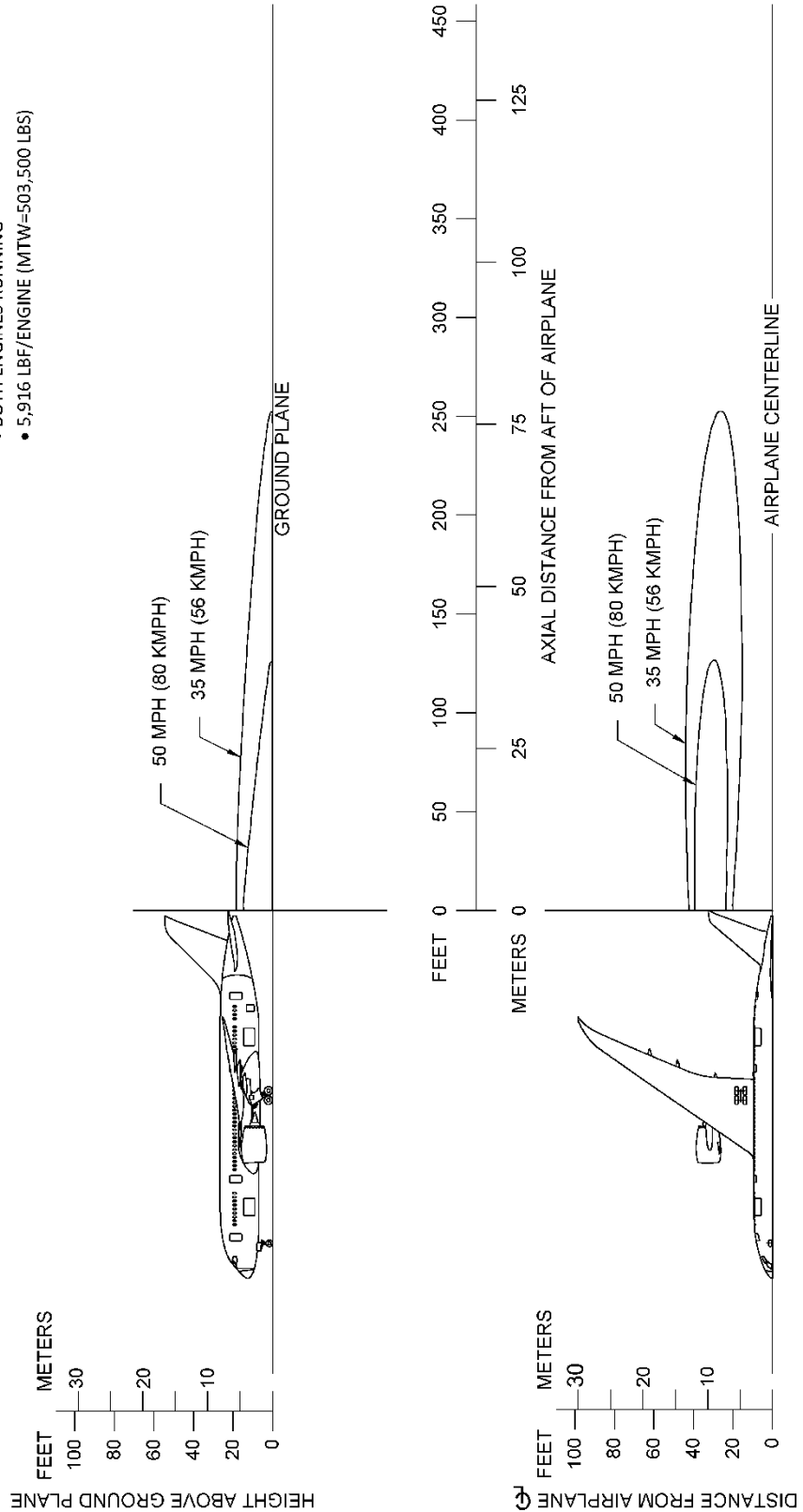
- NOTES:
- ENGINE THRUST AT BREAKAWAY SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - 0% SLOPE
 - BOTH ENGINES RUNNING
 - 3,398 LBF/ENGINE (MTW=503,500 LBS)



D6-58333

6.1.3 Jet Engine Exhaust Velocity Contours – Breakaway Thrust / 1% Slope / Both Engines / MTW: Model 787-8

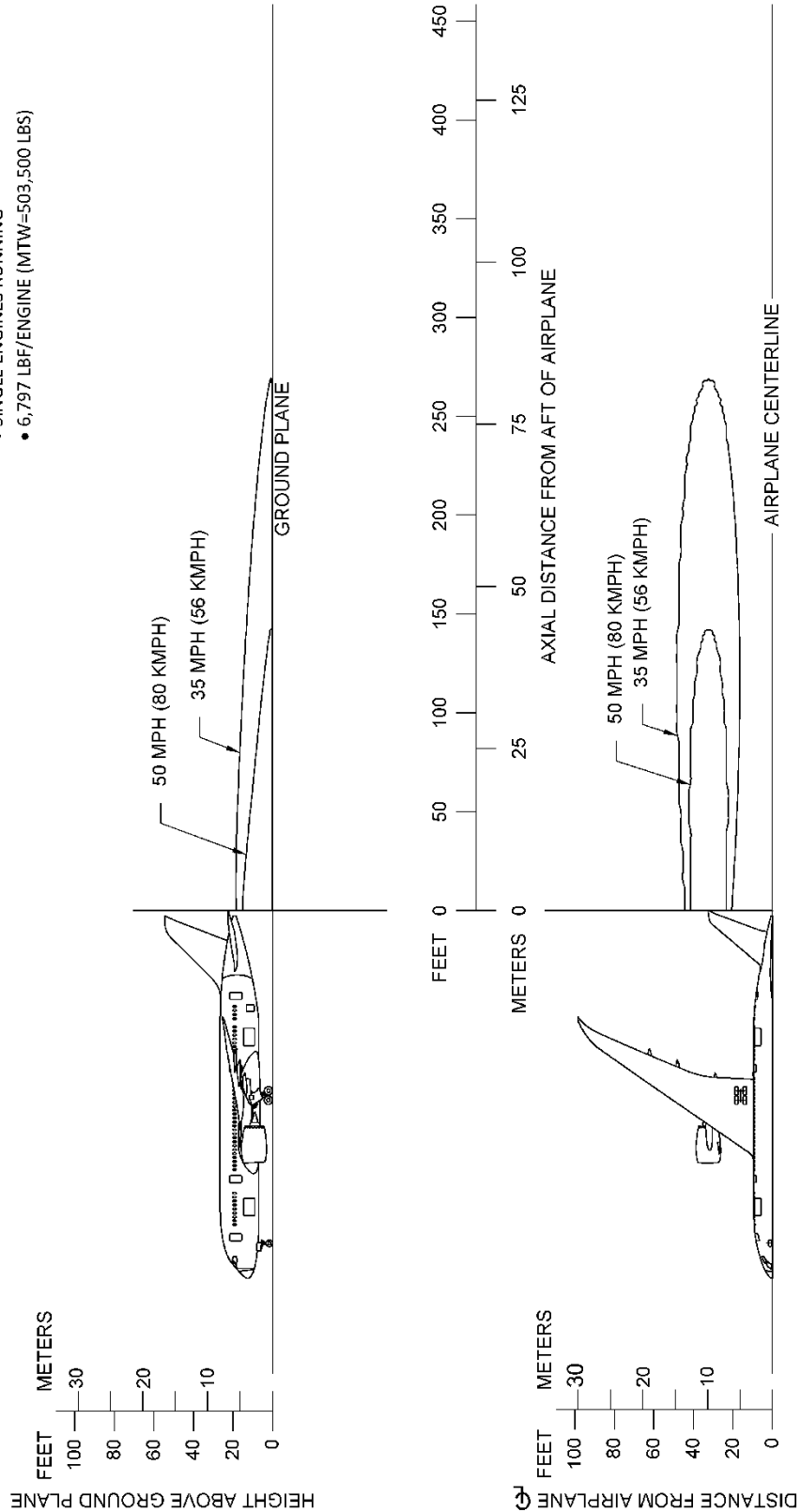
- NOTES:
- ENGINE THRUST AT BREAKAWAY SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - 1% SLOPE
 - BOTH ENGINES RUNNING
 - 5,916 LBF/ENGINE (MTW=503,500 LBS)



D6-58333

6.1.4 Jet Engine Exhaust Velocity Contours – Breakaway Thrust / 0% Slope / Single Engine / MTW: Model 787-8

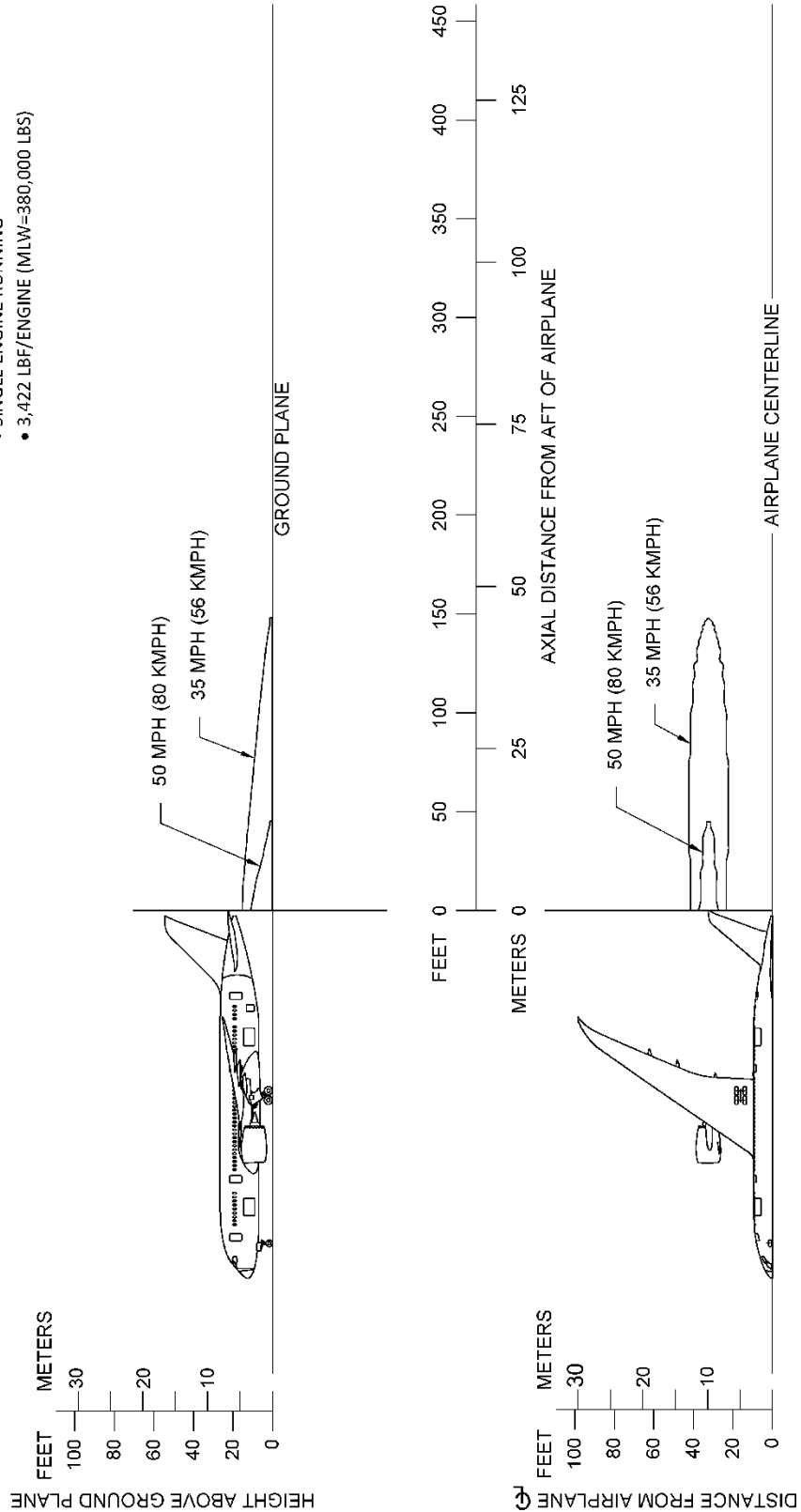
- NOTES:
- ENGINE THRUST AT BREAKAWAY SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - 0% SLOPE
 - SINGLE ENGINES RUNNING
 - 6,797 LBF/ENGINE (MTW=503,500 LBS)



D6-58333

6.1.5 Jet Engine Exhaust Velocity Contours – Breakaway Thrust / 0% Slope / Single Engine / MLW: Model 787-8

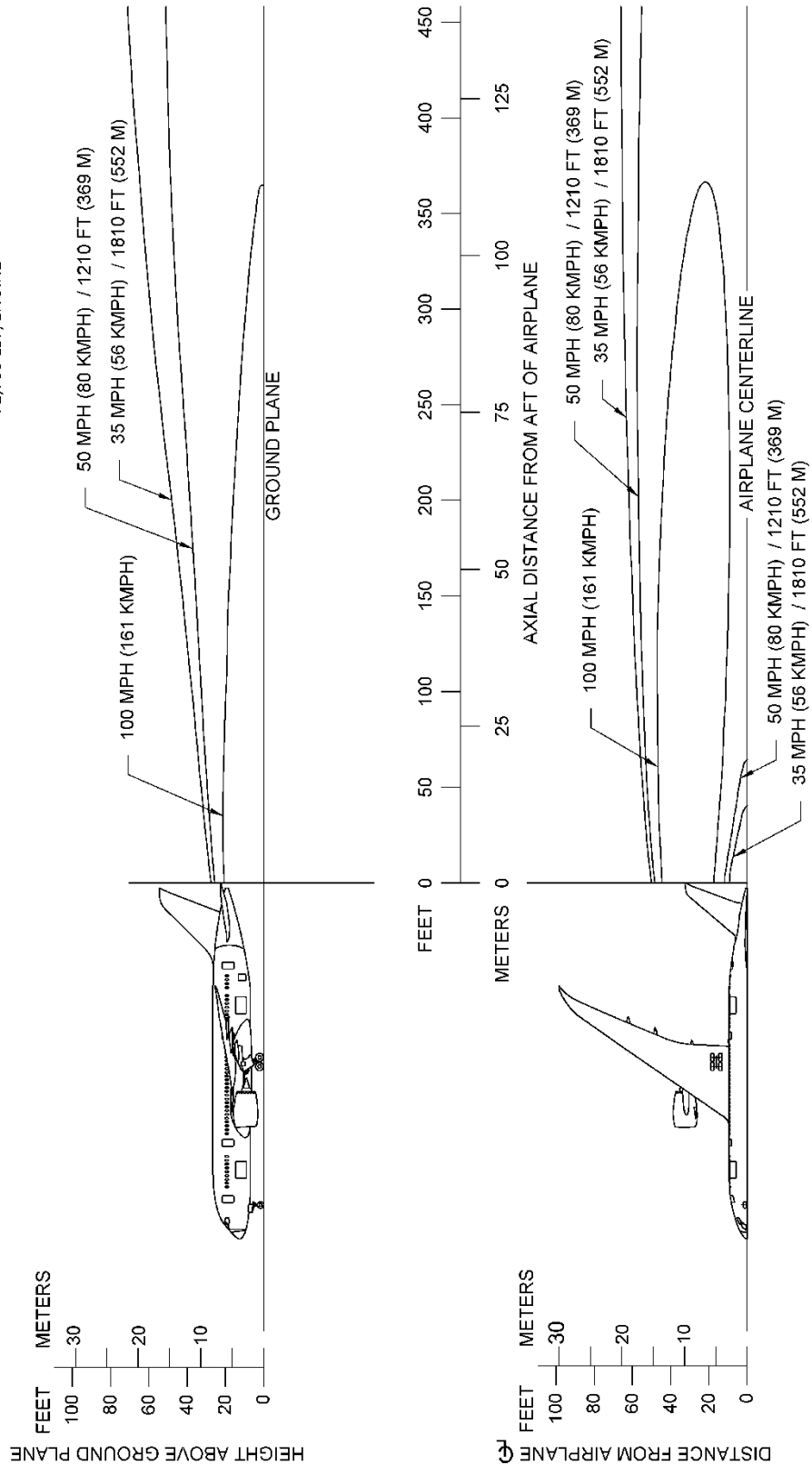
- NOTES:
- ENGINE THRUST AT BREAKAWAY SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - 0% SLOPE
 - SINGLE ENGINE RUNNING
 - 3,422 LBF/ENGINE (MLW=380,000 LBS)



D6-58333

6.1.6 Jet Engine Exhaust Velocity Contours – Takeoff Thrust / Both Engines: Model 787-8

- NOTES:
- ENGINE THRUST AT TAKEOFF SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - BOTH ENGINES RUNNING
 - 72,763 LBF/ENGINE



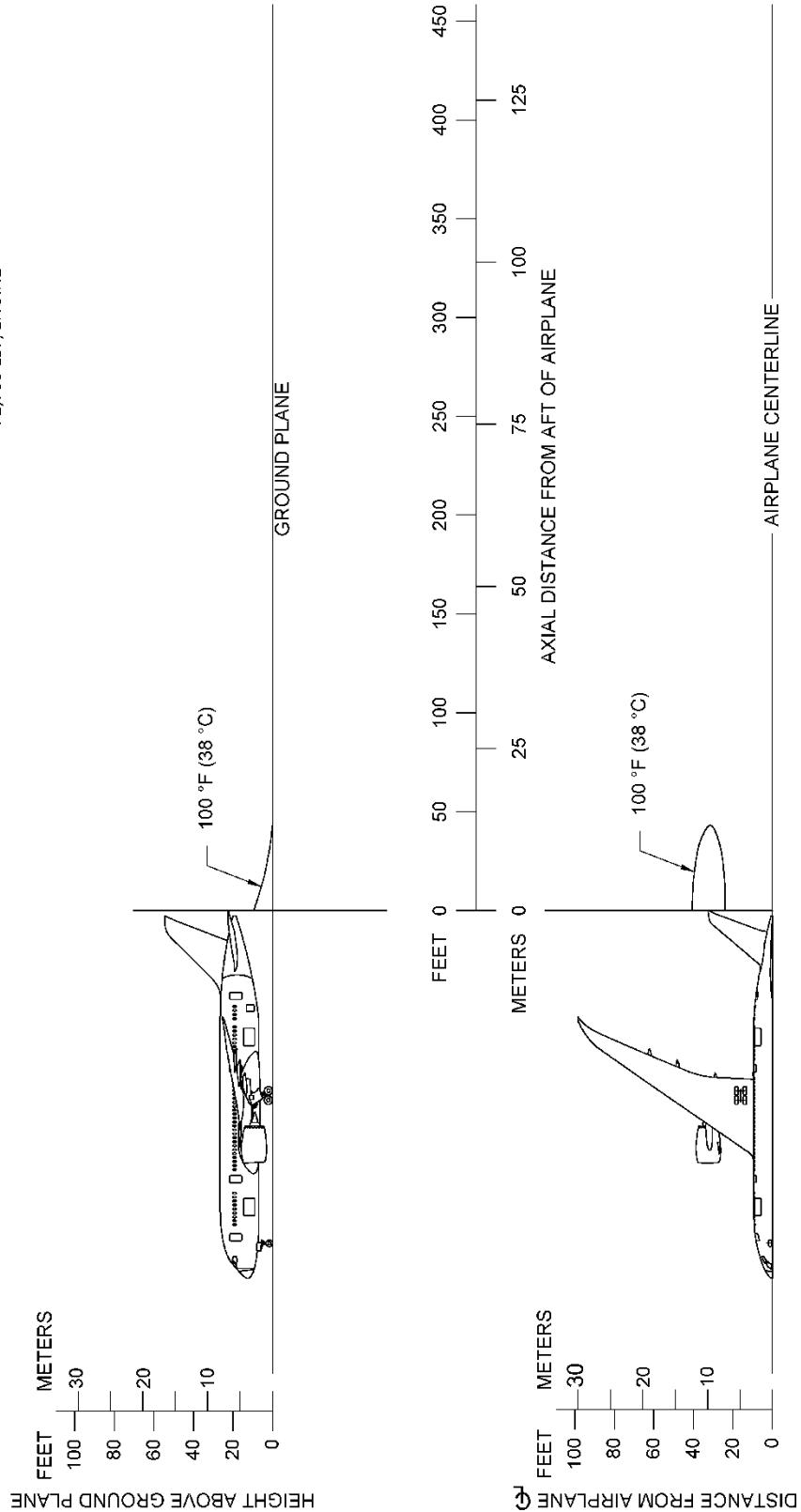
D6-58333

6.1.7 Jet Engine Exhaust Temperature Contours – Idle/Breakaway Thrust: Model 787-8

Temperature contours for idle/breakaway power conditions are not shown as the maximum temperature aft of the 787-8 is predicated to be less than 100° F (38° C) for standard day conditions of 59° F (15° C).

6.1.8 Jet Engine Exhaust Temperature Contours – Takeoff Thrust / Both Engines: Model 787-8

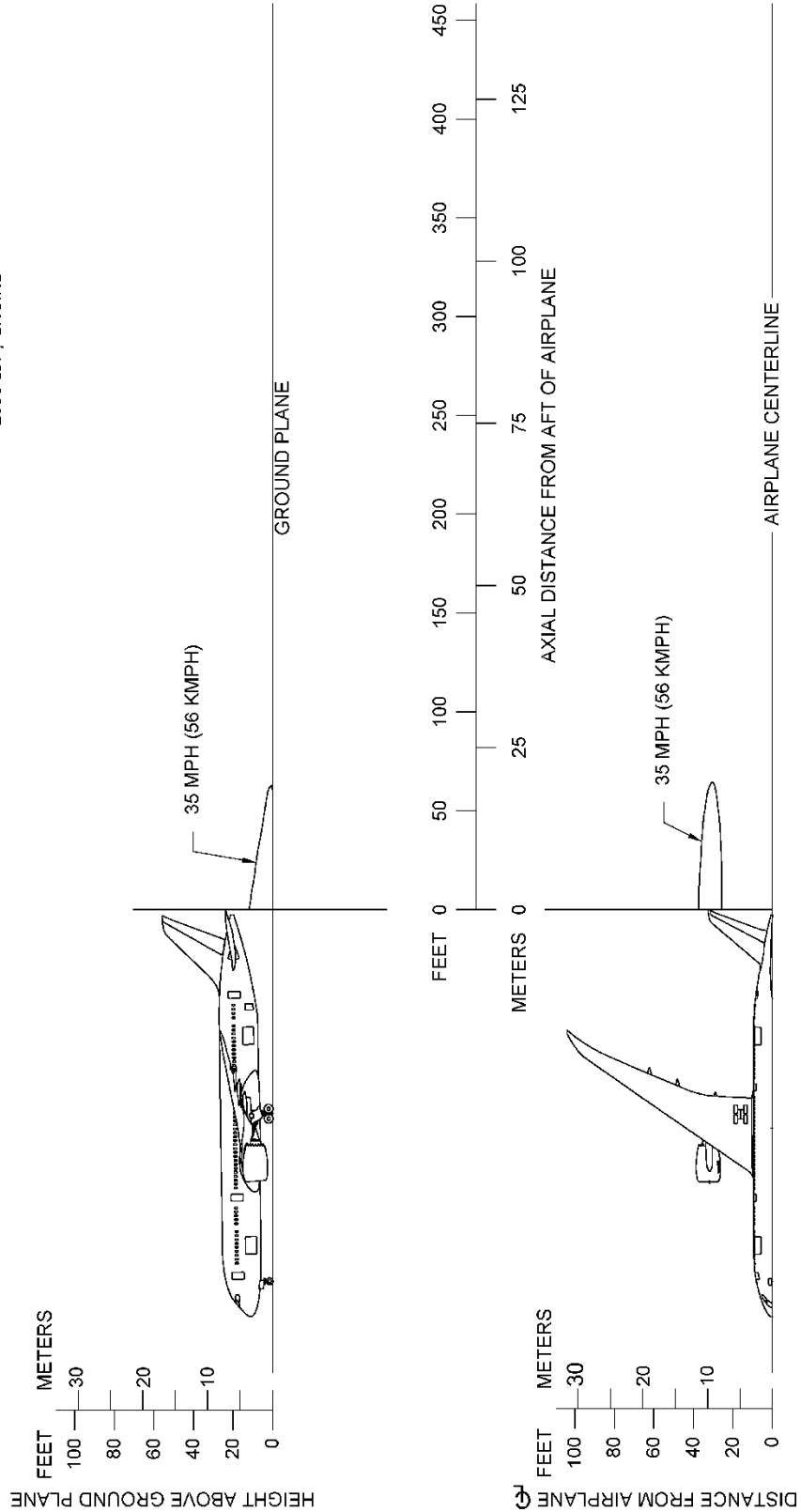
- NOTES:
- ENGINE THRUST AT TAKEOFF SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - BOTH ENGINES RUNNING
 - 72,763 LBF/ENGINE



D6-58333

6.1.9 Jet Engine Exhaust Velocity Contours – Idle Thrust: Model 787-9

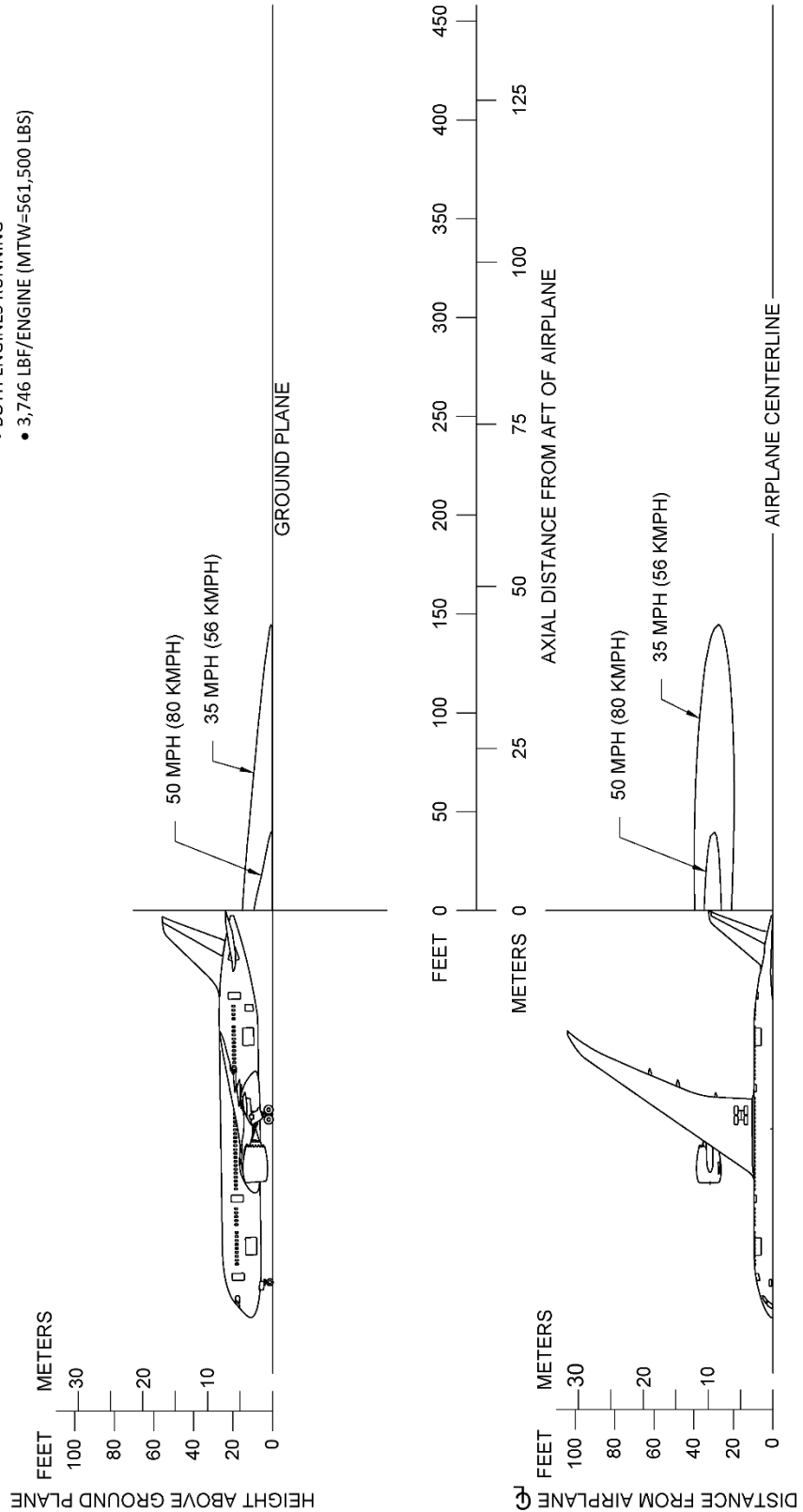
- NOTES:
- ENGINE THRUST AT IDLE SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - BOTH ENGINES RUNNING
 - 2058 LBF / ENGINE



D6-58333

6.1.10 Jet Engine Exhaust Velocity Contours – Breakaway Thrust / 0% Slope / Both Engines / MTW: Model 787-9

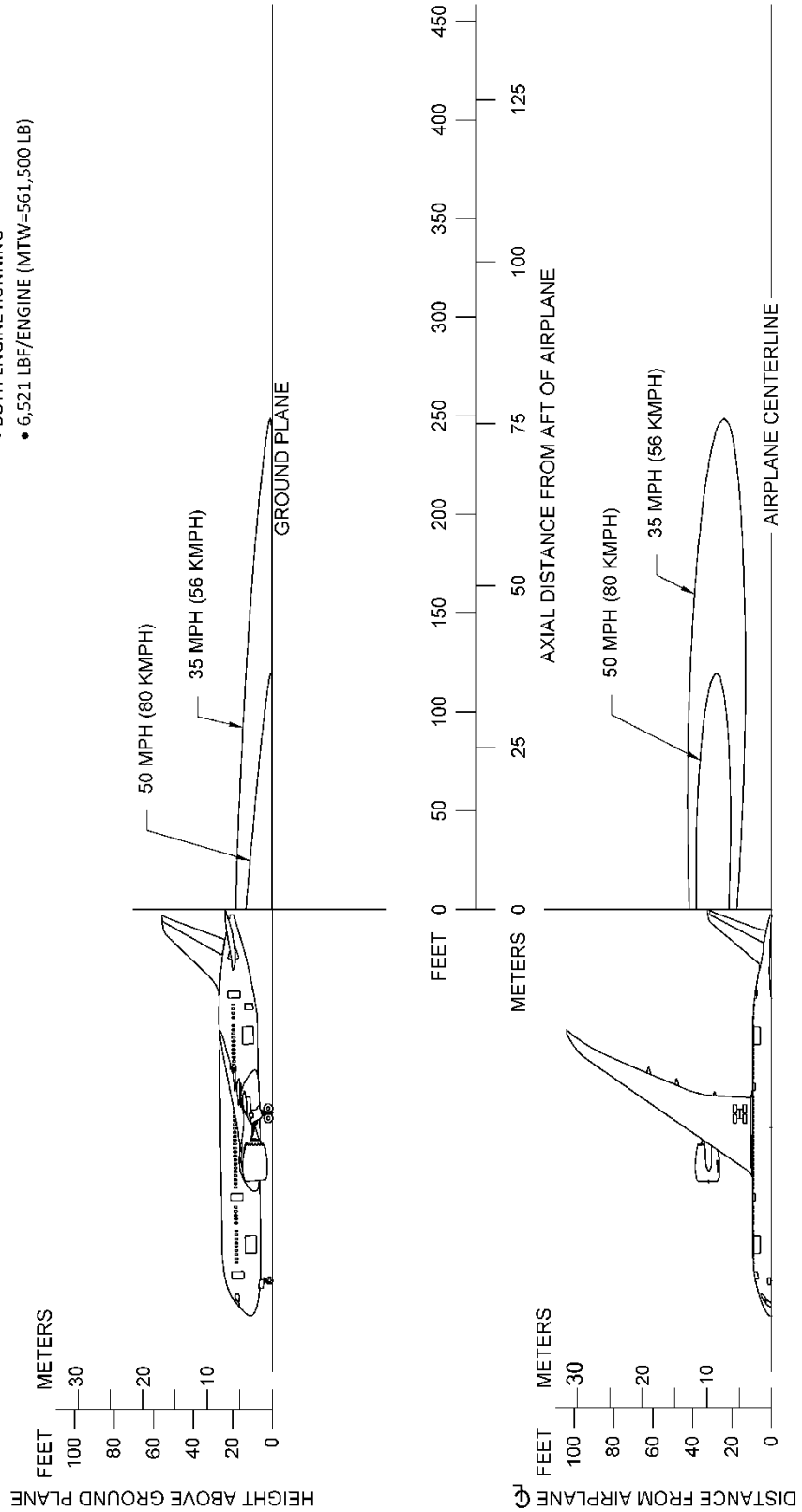
- NOTES:
- ENGINE THRUST AT BREAKAWAY SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - 0% SLOPE
 - BOTH ENGINES RUNNING
 - 3,746 LBF/ENGINE (MTW=561,500 LBS)



D6-58333

6.1.11 Jet Engine Exhaust Velocity Contours – Breakaway Thrust / 1% Slope / Both Engines / MTW: Model 787-9

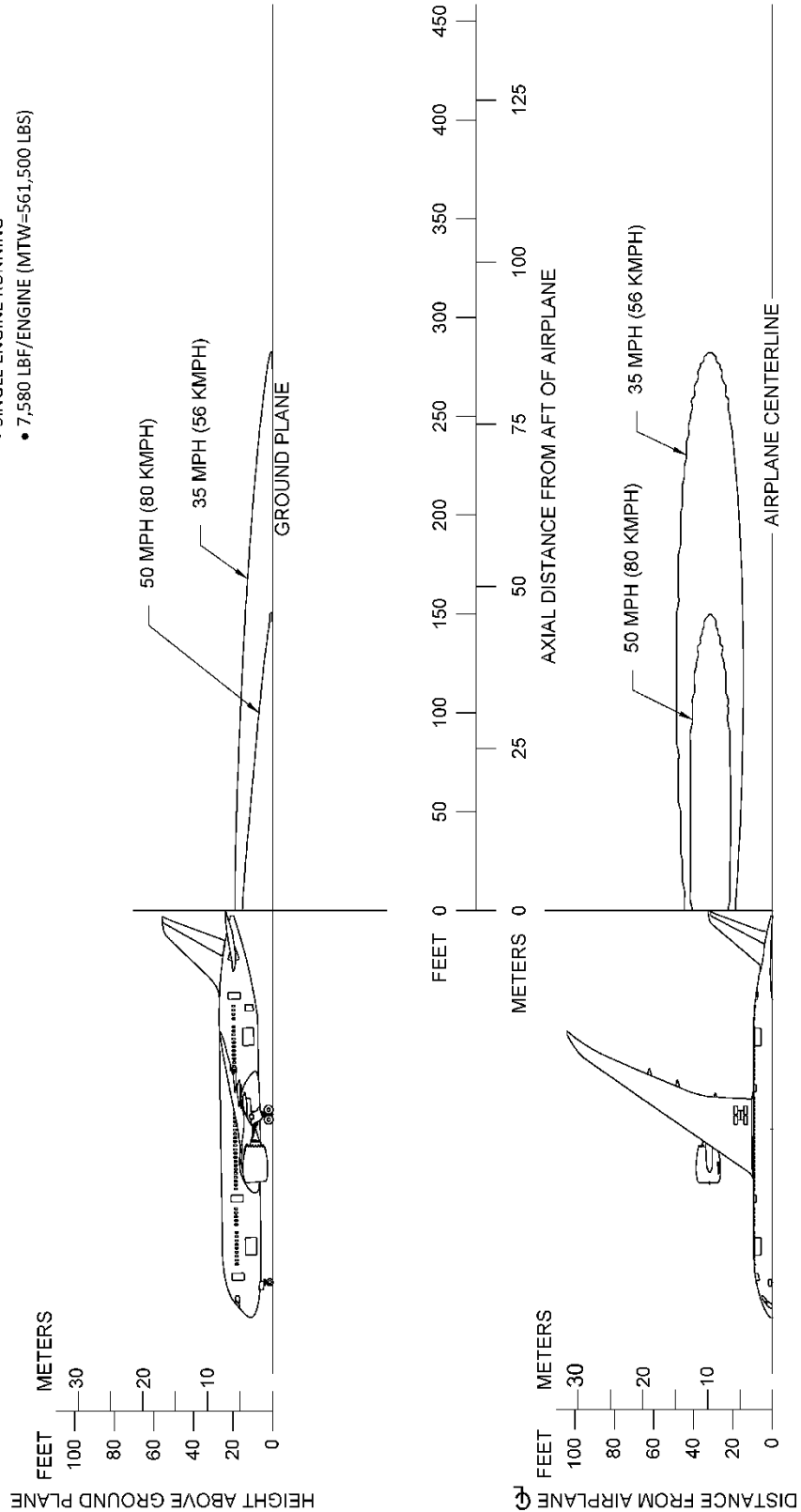
- NOTES:
- ENGINE THRUST AT BREAKAWAY SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - 1% SLOPE
 - BOTH ENGINES RUNNING
 - 6,521 LBF/ENGINE (MTW=561,500 LB)



D6-58333

6.1.12 Jet Engine Exhaust Velocity Contours – Breakaway Thrust / 0% Slope / Single Engine / MTW: Model 787-9

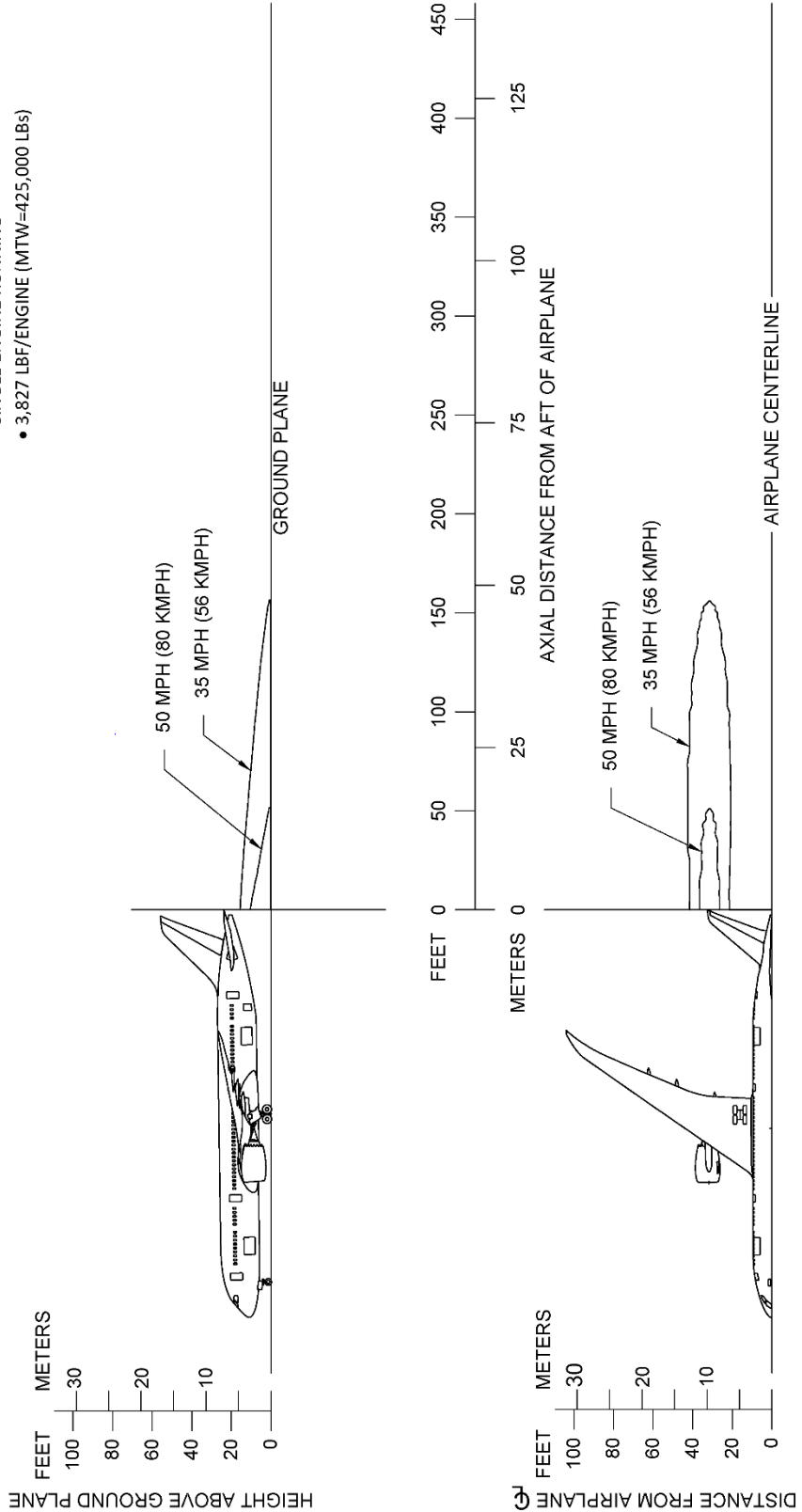
- NOTES:
- ENGINE THRUST AT BREAKAWAY SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - 0% SLOPE
 - SINGLE ENGINE RUNNING
 - 7,580 LBF/ENGINE (MTW=561,500 LBS)



D6-58333

6.1.13 Jet Engine Exhaust Velocity Contours – Breakaway Thrust / 0% Slope / Single Engine / MLW: Model 787-9

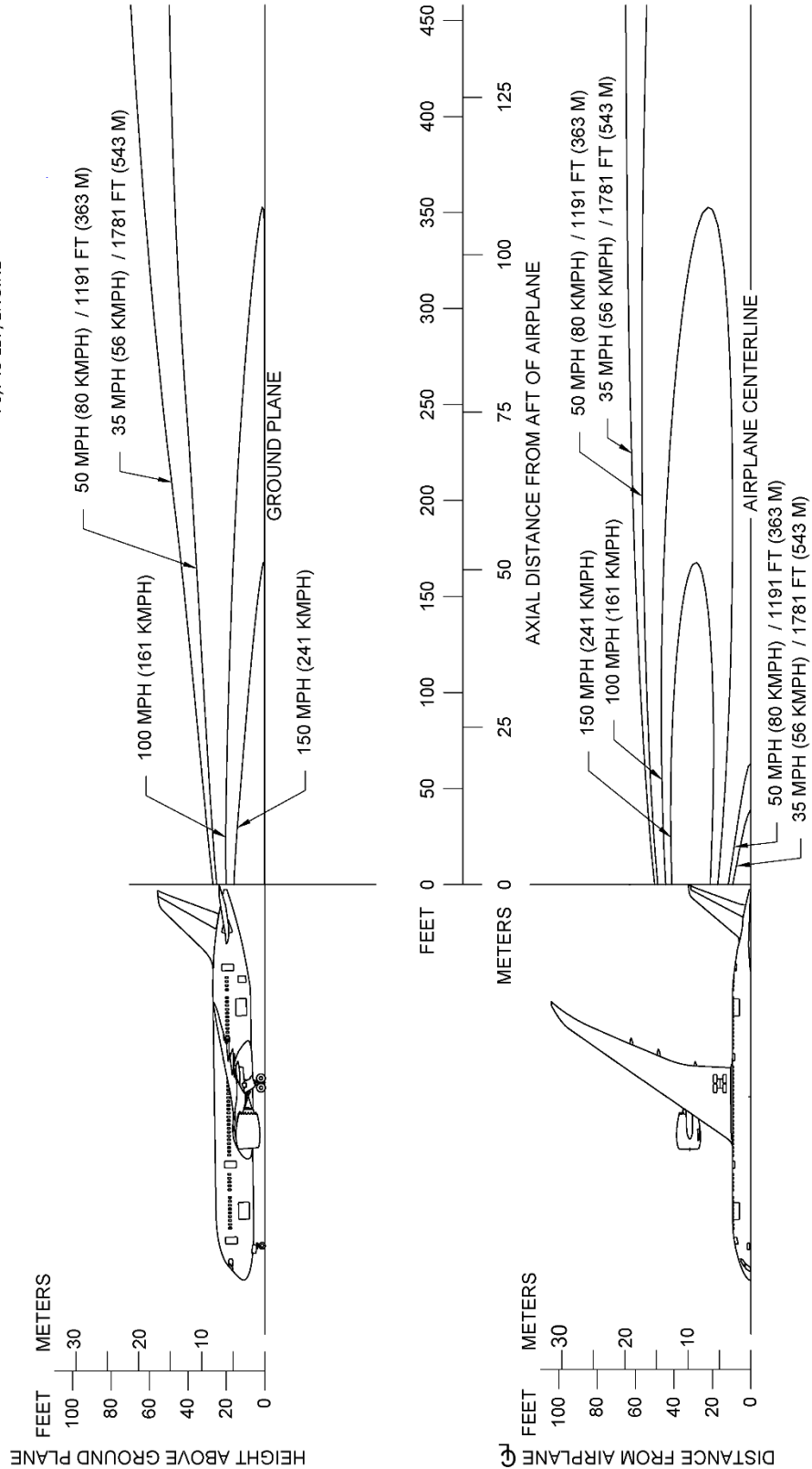
- NOTES:
- ENGINE THRUST AT BREAKAWAY SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - 0% SLOPE
 - SINGLE ENGINE RUNNING
 - 3,827 LBF/ENGINE (MTW=425,000 LBS)



D6-58333

6.1.14 Jet Engine Exhaust Velocity Contours – Takeoff Thrust / Both Engines: Model 787-9

- NOTES:
- ENGINE THRUST AT TAKEOFF SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - BOTH ENGINES RUNNING
 - 76,743 LBF/ENGINE



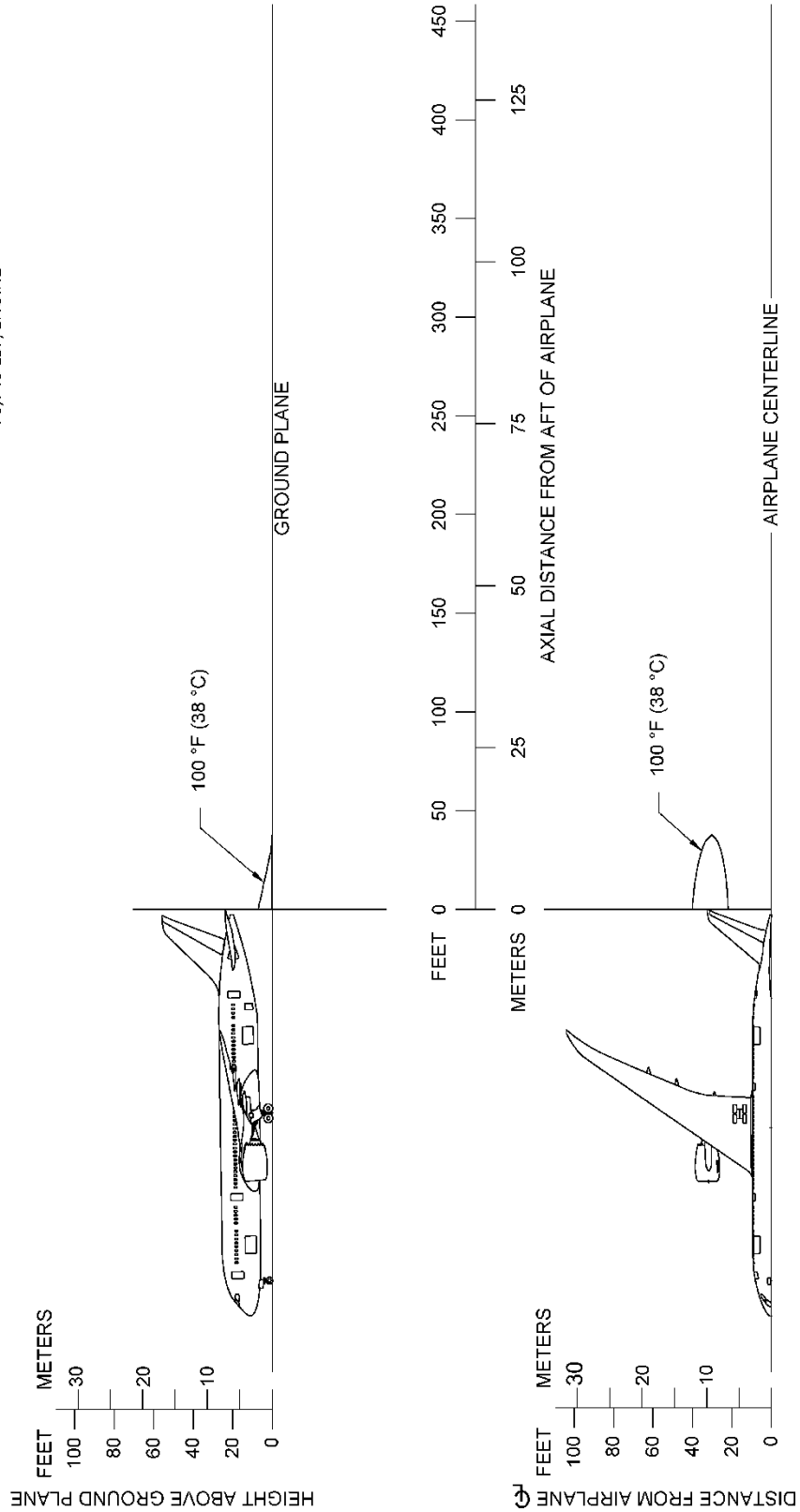
D6-58333

6.1.15 Jet Engine Exhaust Temperature Contours – Idle/Breakaway Thrust: Model 787-9

Temperature contours for idle/breakaway power conditions are not shown as the maximum temperature aft of the 787-9 is predicated to be less than 100° F (38° C) for standard day conditions of 59° F (15° C).

6.1.16 Jet Engine Exhaust Temperature Contours – Takeoff Thrust / Both Engines: Model 787-9

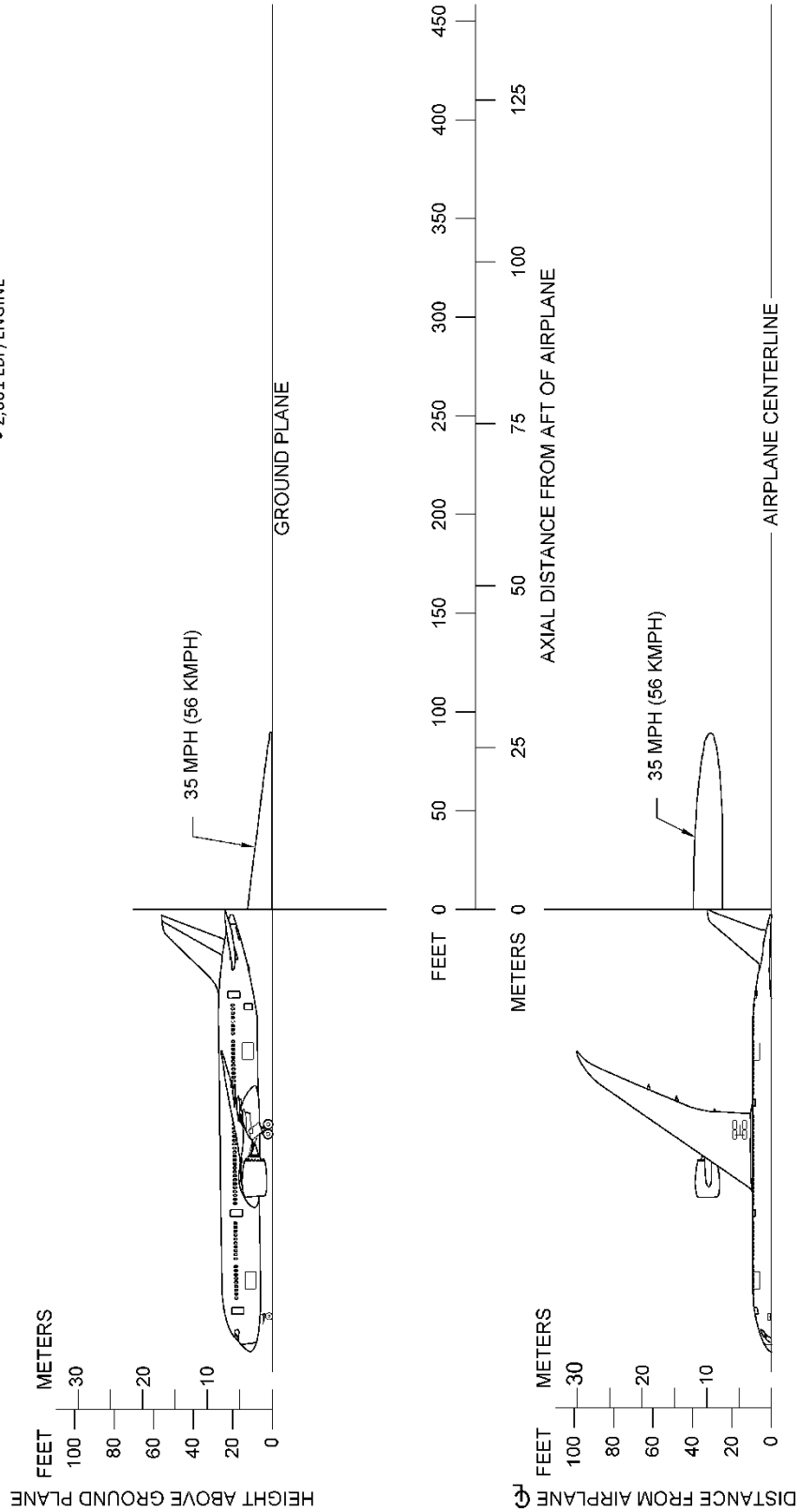
- NOTES:
- ENGINE THRUST AT TAKEOFF SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - BOTH ENGINES RUNNING
 - 76,743 LBF/ENGINE



D6-58333

6.1.17 Jet Engine Exhaust Velocity Contours – Idle Thrust / Both Engines: Model 787-10

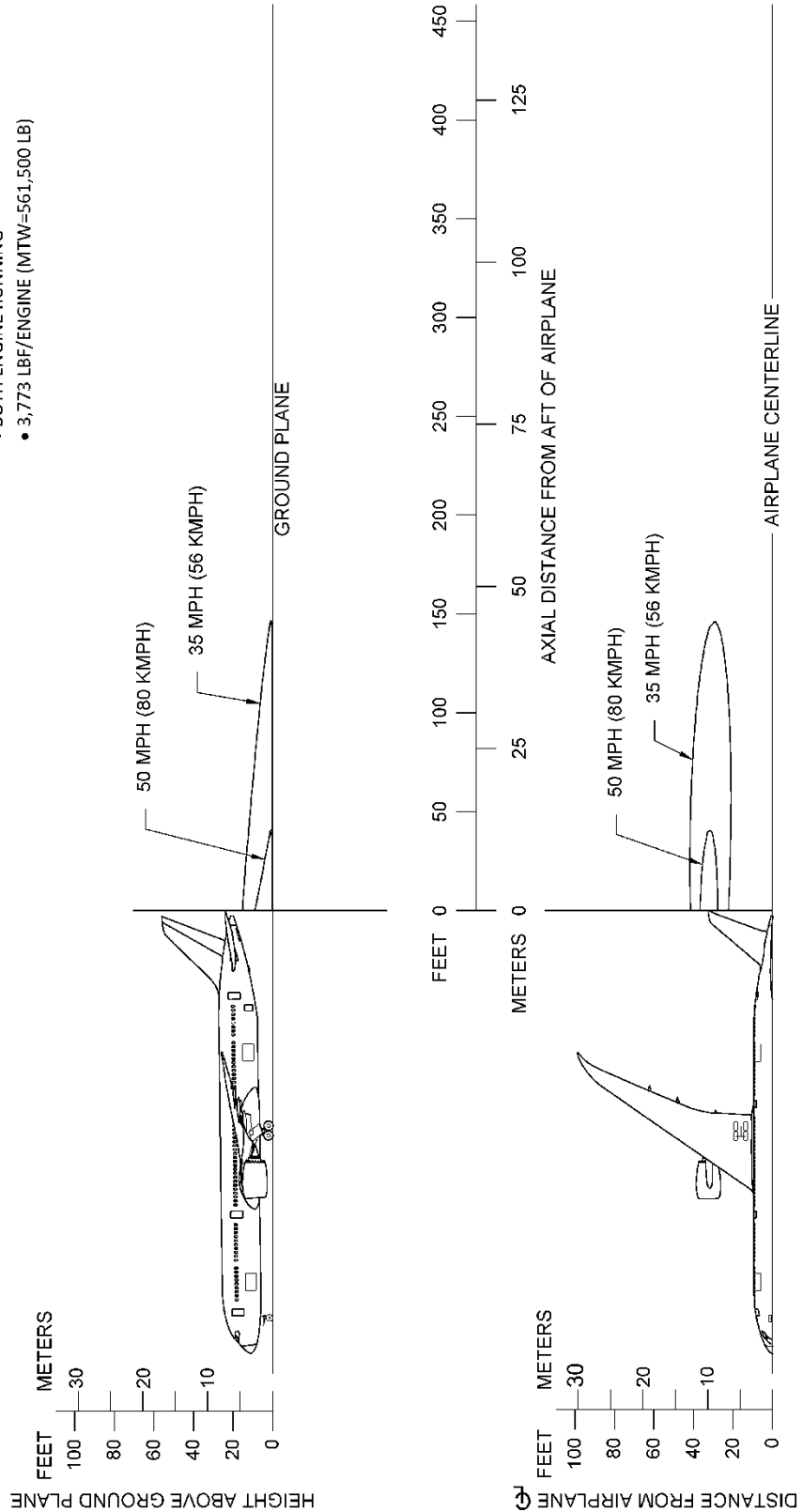
- NOTES:
- ENGINE THRUST AT IDLE SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - BOTH ENGINE RUNNING
 - 2,601 LBF/ENGINE



D6-58333

6.1.18 Jet Engine Exhaust Velocity Contours – Breakaway Thrust / 0% Slope / Both Engines: Model 787-10

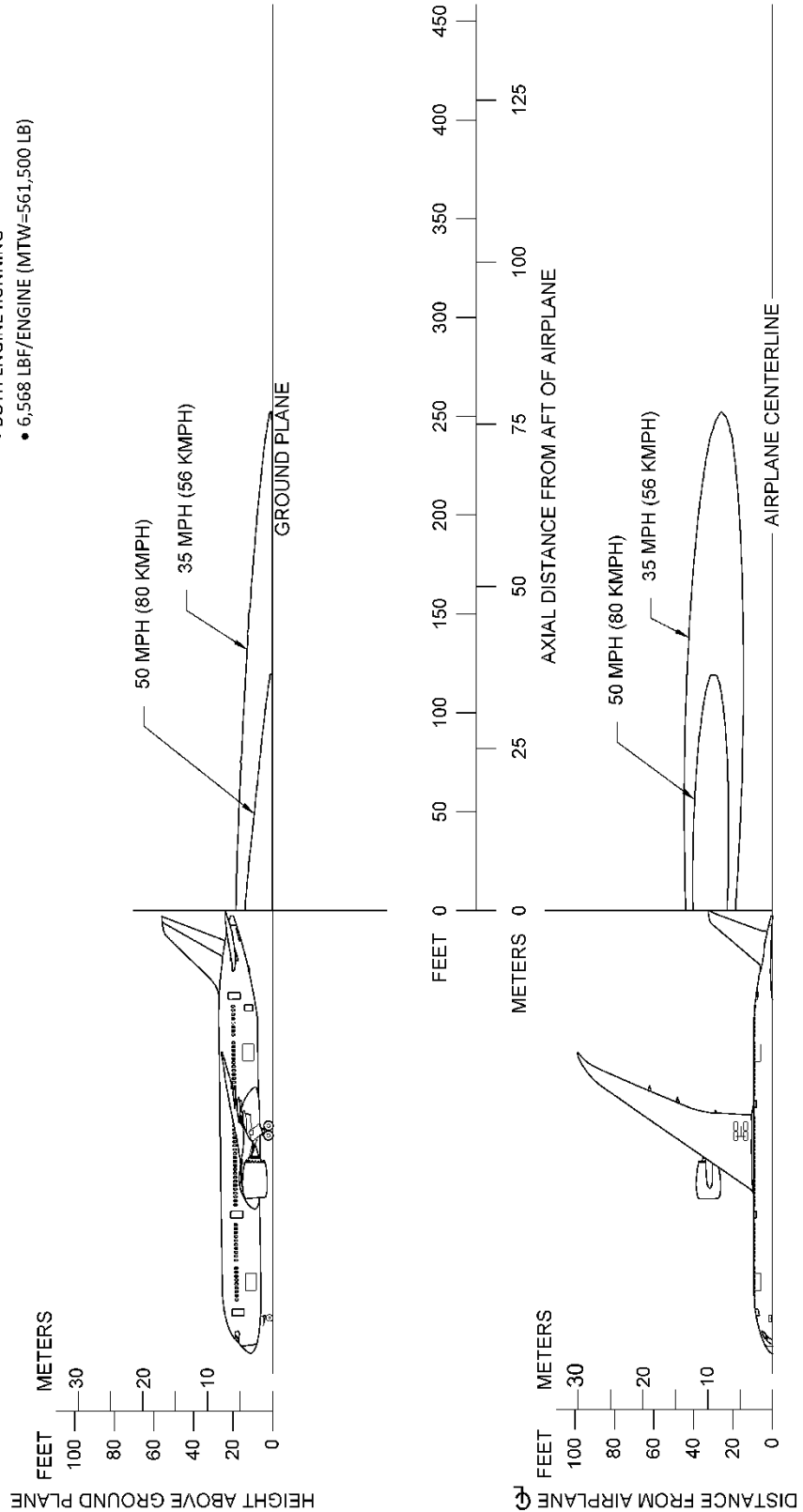
- NOTES:
- ENGINE THRUST AT BREAKAWAY SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - 0% SLOPE
 - BOTH ENGINE RUNNING
 - 3,773 LBF/ENGINE (MTW=561,500 LB)



D6-58333

6.1.19 Jet Engine Exhaust Velocity Contours – Breakaway Thrust / 1% Slope / Both Engines / MTW: Model 787-10

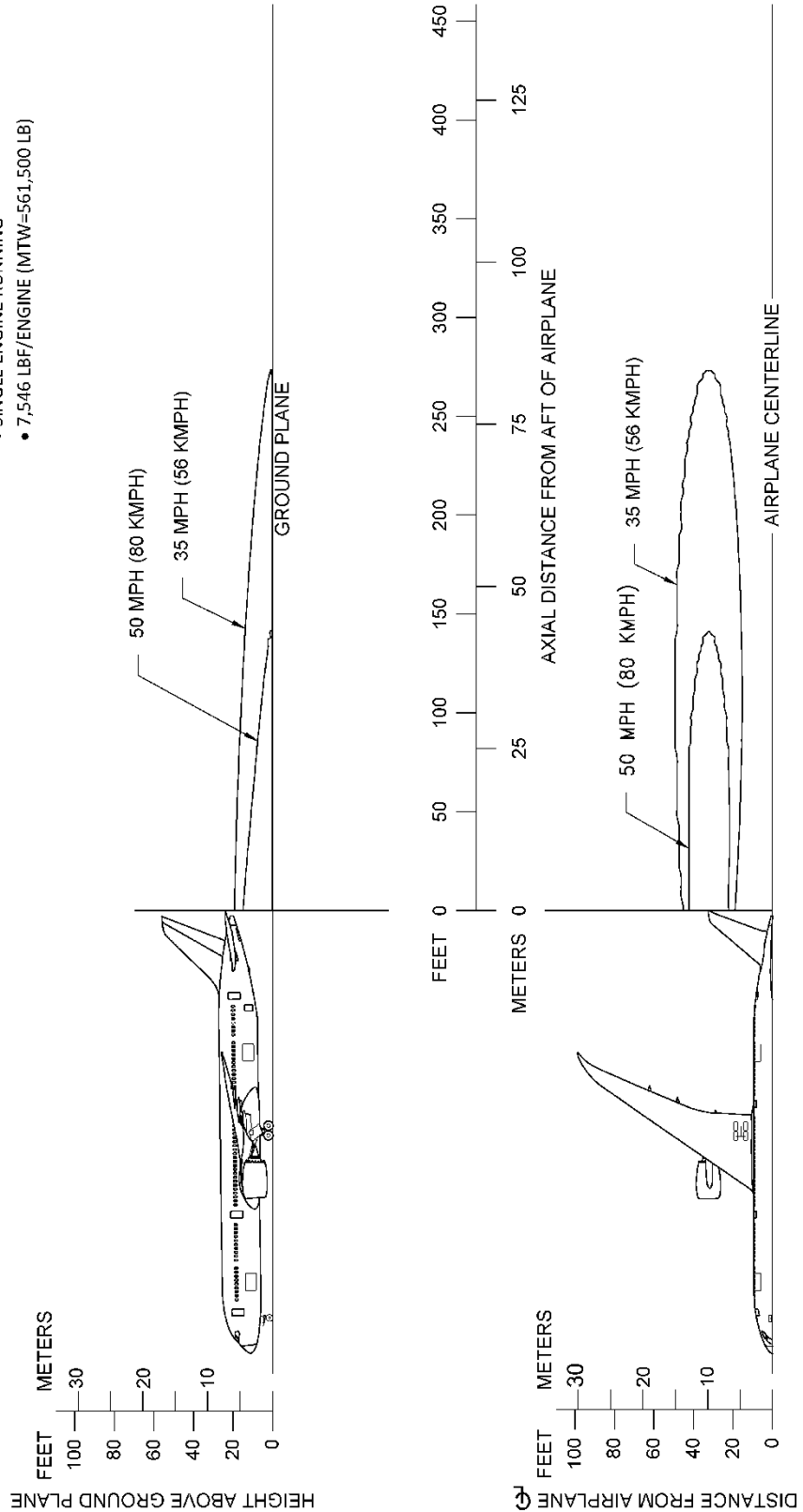
- NOTES:
- ENGINE THRUST AT BREAKAWAY SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - 1% SLOPE
 - BOTH ENGINE RUNNING
 - 6,568 LBF/ENGINE (MTW=561,500 LB)



D6-58333

6.1.20 Jet Engine Exhaust Velocity Contours – Breakaway Thrust / 0% Slope / Single Engine / MTW: Model 787-10

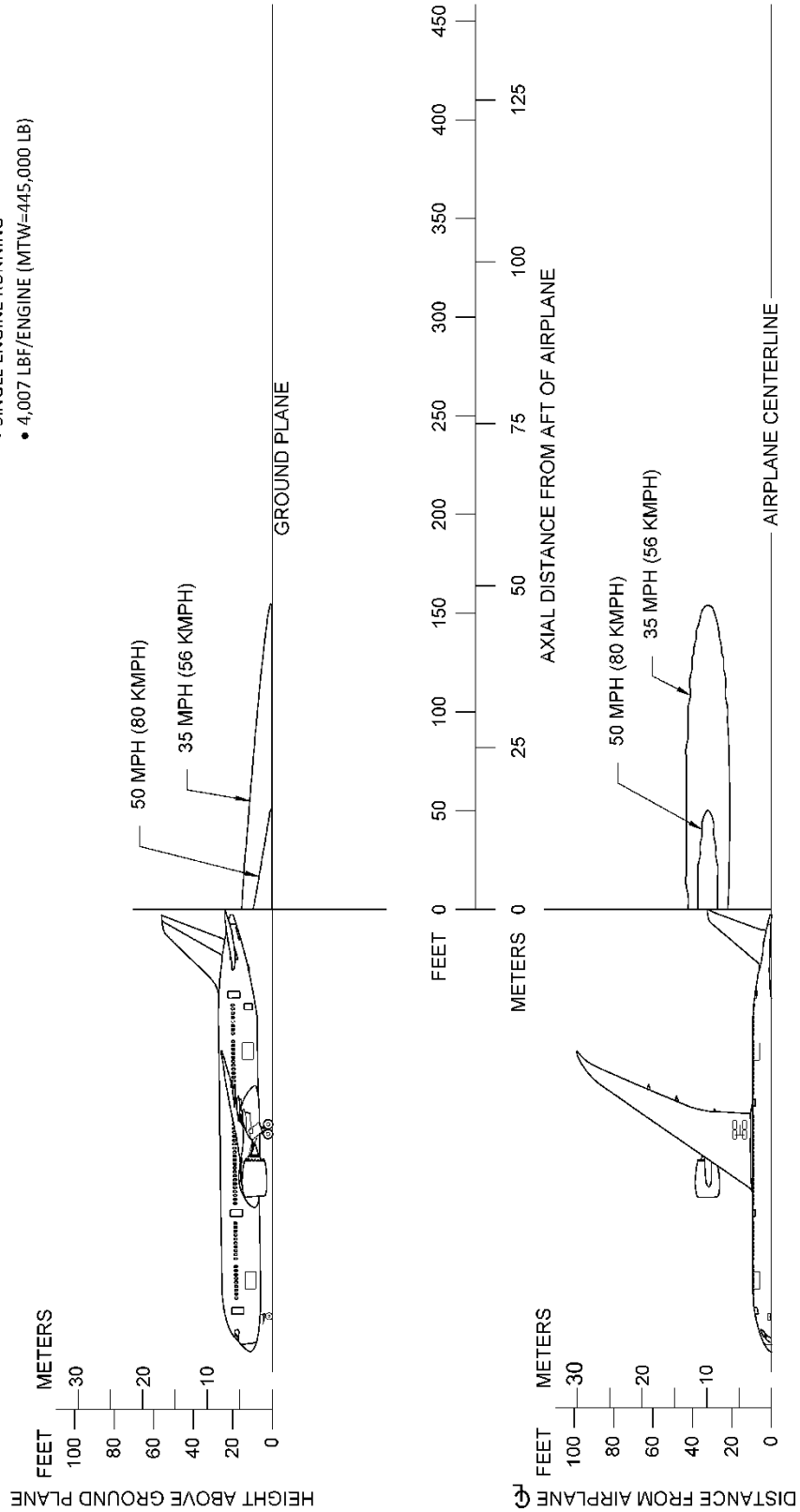
- NOTES:
- ENGINE THRUST AT BREAKAWAY SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - 0% SLOPE
 - SINGLE ENGINE RUNNING
 - 7,546 LBF/ENGINE (MTW=561,500 LB)



D6-58333

6.1.21 Jet Engine Exhaust Velocity Contours – Breakaway Thrust / 0% Slope / Single Engine / MLW: Model 787-10

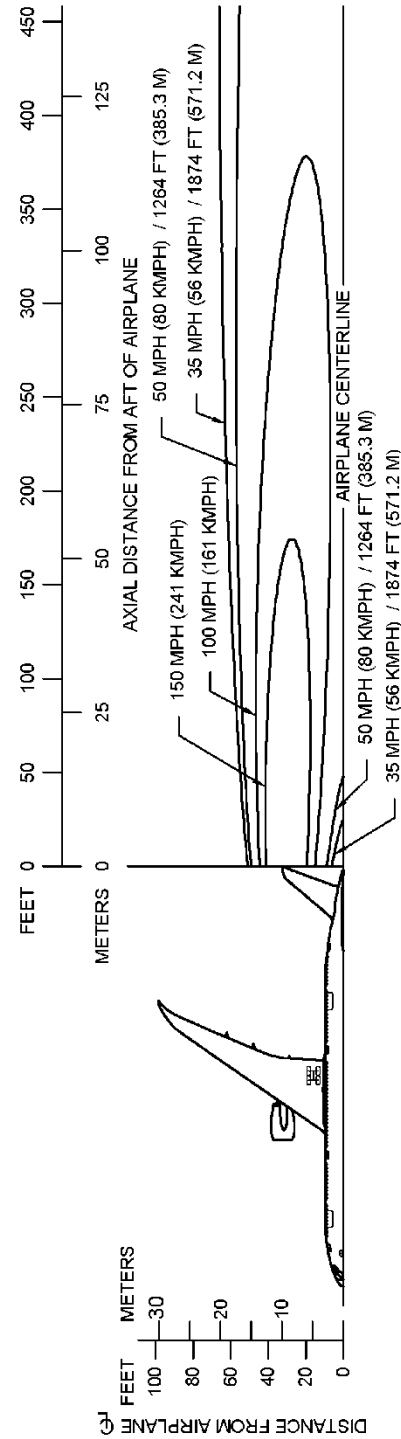
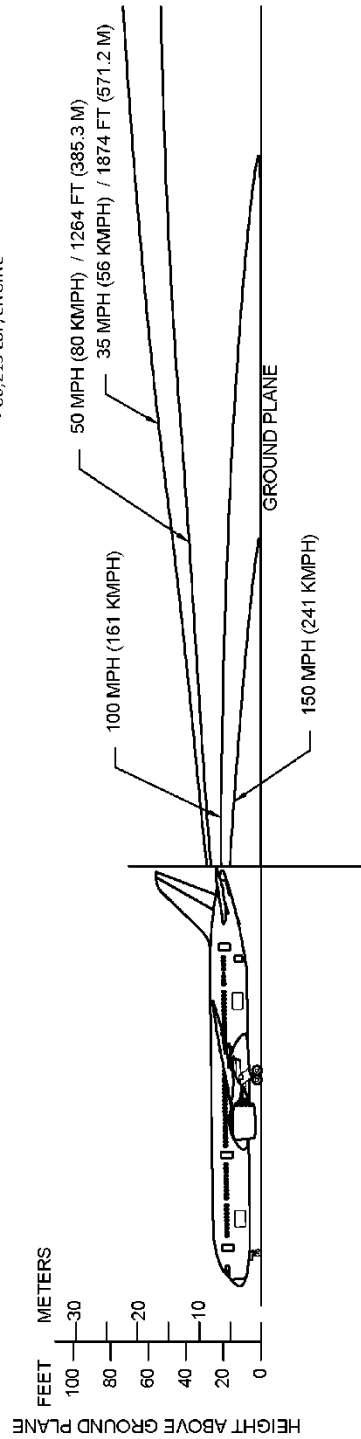
- NOTES:
- ENGINE THRUST AT BREAKAWAY SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - 0% SLOPE
 - SINGLE ENGINE RUNNING
 - 4,007 LBF/ENGINE (MTW=445,000 LB)



D6-58333

6.1.22 Jet Engine Exhaust Velocity Contours – Takeoff Thrust / Both Engines: Model 787-10

- NOTES:
- ENGINE THRUST AT TAKEOFF SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - BOTH ENGINES RUNNING
 - 80,213 LBF/ENGINE



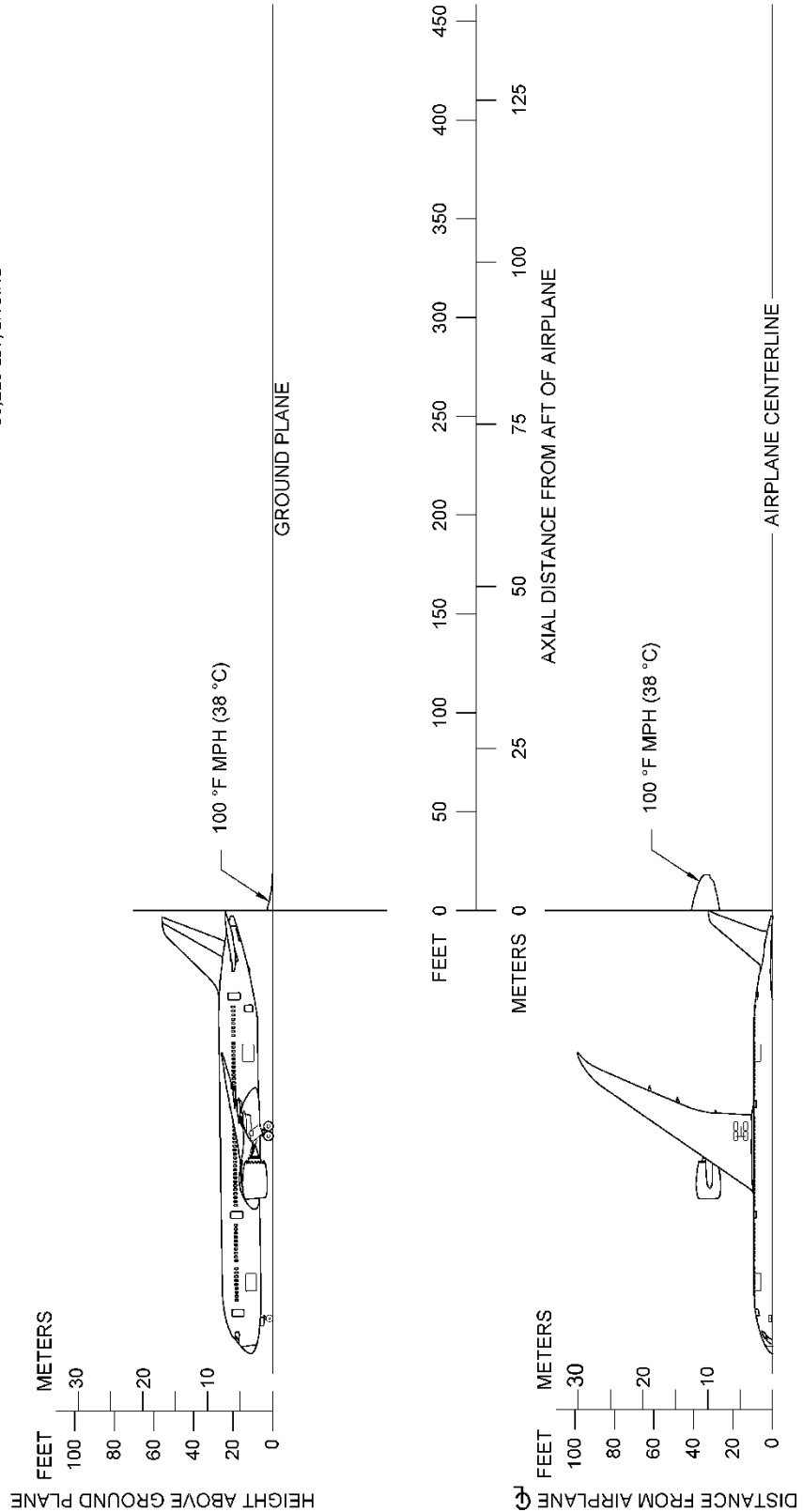
D6-58333

6.1.23 Jet Engine Exhaust Temperature Contours – Idle/Breakaway Thrust: Model 787-10

Temperature contours for idle/breakaway power conditions are not shown as the maximum temperature aft of the 787-10 is predicated to be less than 100° F (38° C) for standard day conditions of 59° F (15° C).

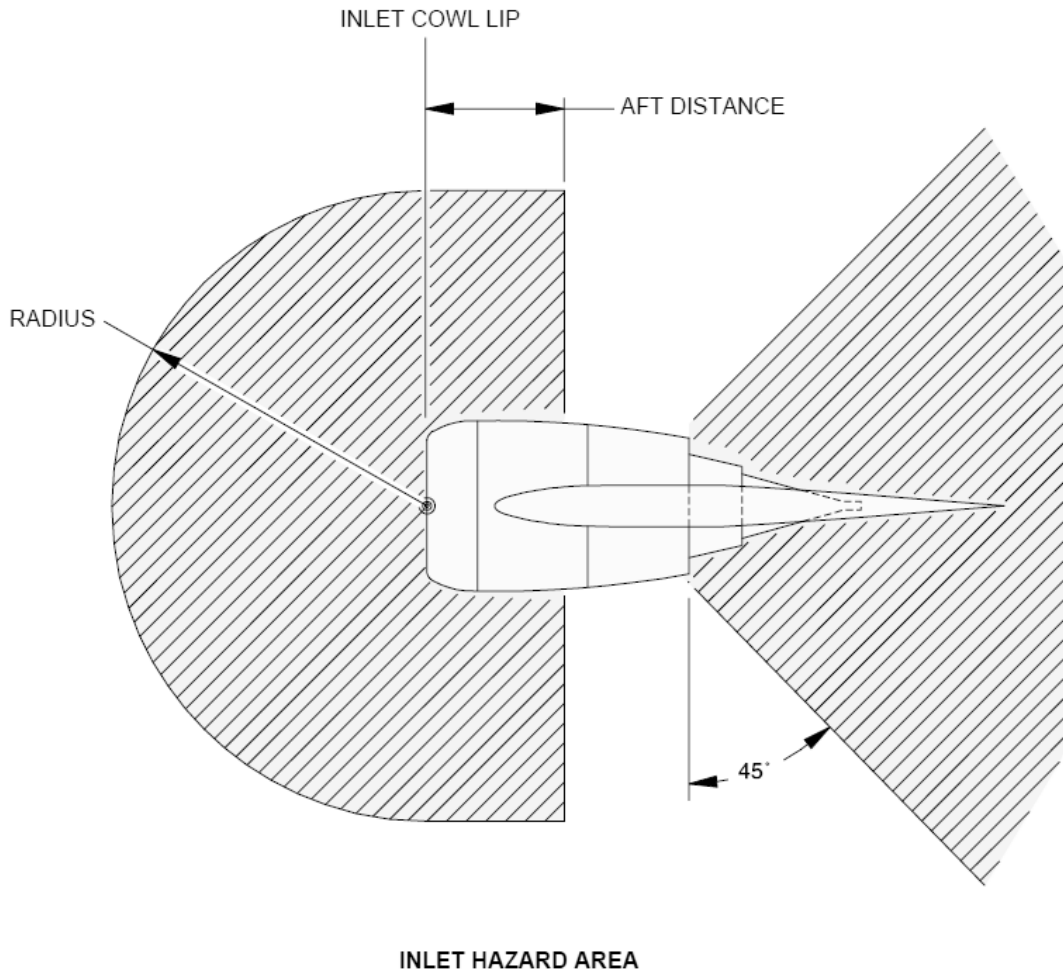
6.1.24 Jet Engine Exhaust Temperature Contours – Takeoff Thrust / Both Engines: Model 787-10

- NOTES:
- ENGINE THRUST AT TAKEOFF SETTING
 - CONTOURS CALCULATED FROM COMPUTER DATA
 - STANDARD DAY
 - SEA LEVEL
 - NO WIND
 - BOTH ENGINES RUNNING
 - 80,213 LBF/ENGINE



D6-58333

6.1.25 Inlet Hazard Areas: All Models



General Electric (GE) Engines

	RADIUS		AFT DISTANCE	
	FT	M	FT	M
IDLE THRUST	15.0	4.6	6.3	1.9
BREAKAWAY THRUST	28.5	8.7	11.0	3.3
TAKEOFF THRUST	63.0	19.2	11.0	3.3

Rolls Royce Engines

	RADIUS		AFT DISTANCE	
	FT	M	FT	M
IDLE THRUST	15.0	4.6	4.25	1.3
BREAKAWAY THRUST	28.5	8.7	11.0	3.3
TAKEOFF THRUST	63.0	19.2	11.0	3.3

6.2 AIRPORT AND COMMUNITY NOISE

Airport noise is of major concern to the airport and community planner. The airport is a major element in the community's transportation system and, as such, is vital to its growth. However, the airport must also be a good neighbor, and this can be accomplished only with proper planning. Since aircraft noise extends beyond the boundaries of the airport, it is vital to consider the impact on surrounding communities. Many means have been devised to provide the planner with a tool to estimate the impact of airport operations. Too often they oversimplify noise to the point where the results become erroneous. Noise is not a simple subject; therefore, there are no simple answers.

The cumulative noise contour is an effective tool. However, care must be exercised to ensure that the contours, used correctly, estimate the noise resulting from aircraft operations conducted at an airport.

The size and shape of the single-event contours, which are inputs into the cumulative noise contours, are dependent upon numerous factors. They include the following:

1. Operational Factors
 - a. Aircraft Weight - Aircraft weight is dependent on distance to be traveled, en route winds, payload, and anticipated aircraft delay upon reaching the destination.
 - b. Engine Power Settings - The rates of ascent and descent and the noise levels emitted at the source are influenced by the power setting used.
 - c. Airport Altitude - Higher airport altitude will affect engine performance and thus can influence noise.
2. Atmospheric Conditions-Sound Propagation
 - a. Wind - With stronger headwinds, the aircraft can take off and climb more rapidly relative to the ground. Also, winds can influence the distribution of noise in surrounding communities.
 - b. Temperature and Relative Humidity - The absorption of noise in the atmosphere along the transmission path between the aircraft and the ground observer varies with both temperature and relative humidity.
3. Surface Condition-Shielding, Extra Ground Attenuation (EGA)
 - a. Terrain - If the ground slopes down after takeoff or up before landing, noise will be reduced since the aircraft will be at a higher altitude above ground. Additionally, hills, shrubs, trees, and large buildings can act as sound buffers.

All these factors can alter the shape and size of the contours appreciably. To demonstrate the effect of some of these factors, estimated noise level contours for two different

therefore expected that noise contour data for particular aircraft and the impact assessment methodology will be changing. To ensure that the best currently available information of this type is used in any planning study, it is recommended that it be obtained directly from the Office of Environmental Quality in the Federal Aviation Administration in Washington, D.C.

It should be noted that the contours shown herein are only for illustrating the impact of operating and atmospheric conditions and do not represent the single-event contour of the family of aircraft described in this document. It is expected that the cumulative contours will be developed as required by planners using the data and methodology applicable to their specific study.

7.0 PAVEMENT DATA

7.1 GENERAL INFORMATION

A brief description of the pavement charts that follow will help in their use for airport planning. A brief description of the pavement charts that follow will help in their use for airport planning. Each airplane configuration is depicted with a minimum range of five loads imposed on the main landing gear to aid in interpolation between the discrete values shown. All curves for any single chart represent data based on rated loads and tire pressures considered normal and acceptable by current aircraft tire manufacturer's standards. Tire pressures, where specifically designated on tables and charts, are at values obtained under loaded conditions as certificated for commercial use.

Section 7.2 presents basic data on the landing gear footprint configuration, maximum design taxi loads, and tire sizes and pressures.

Maximum pavement loads for certain critical conditions at the tire-to-ground interface are shown in Section 7.3, with the tires having equal loads on the struts.

Pavement requirements for commercial airplanes are customarily derived from the static analysis of loads imposed on the main landing gear struts. The charts in Section 7.4 are provided in order to determine these loads throughout the stability limits of the airplane at rest on the pavement. These main landing gear loads are used as the point of entry to the pavement design charts, interpolating load values where necessary.

The flexible pavement design curves based on the US Army Corp of Engineers Method and the rigid pavement curves based on the Portland Cement Association Design Method are no longer provided in Sections 7.5 and 7.7. Refer to the State's design standards for pavement design requirements. For US airports, refer to FAA Advisory Circular (AC) 150/5320-6, [Airport Pavement Design and Evaluation](#) and pavement design program FAARFIELD for flexible and rigid pavement design requirements.

The Load Classification Number (LCN) curves are no longer provided in section 7.6 and 7.8 since the LCN system for reporting pavement strength is obsolete, being replaced by the ICAO recommended ACN/PCN system in 1983. For questions regarding the LCN system contact Boeing Airport Operations Engineering:

AirportCompatibility@boeing.com

For the rigid pavement design (Section 7.9) refer to the FAA AC 150/5320-6, [Airport Pavement Design and Evaluation](#) and pavement design program FAARFIELD. Both are available on the FAA website:

FAA AC 150/5320-6: https://www.faa.gov/airports/resources/advisory_circulars/

FAARFIELD: https://www.faa.gov/airports/engineering/design_software/

The ACN/PCN system (Section 7.10) as referenced in ICAO Annex 14, Aerodromes, Volume I, “Aerodrome Design and Operations,” Ninth Edition, July 2022, provides a standardized international airplane/pavement rating system replacing the various S, T, TT, LCN, AUW, ISWL, etc., rating systems used throughout the world. ACN is the Aircraft Classification Number and PCN is the Pavement Classification Number. An aircraft having an ACN equal to or less than the PCN can operate on the pavement subject to any limitation on the tire pressure. Numerically, the ACN is two times the derived single-wheel load expressed in thousands of kilograms, where the derived single wheel load is defined as the load on a single tire inflated to 181 psi (1.25 MPa) that would have the same pavement requirements as the aircraft. Computationally, the ACN/PCN system uses the PCA program PDILB for rigid pavements and S-77-1 for flexible pavements to calculate ACN values.

The ACR-PCR system (Section 7.11) follows ICAO Annex 14, Aerodromes, Volume I, “Aerodrome Design and Operations,” Ninth Edition, July 2022, and guidance from ICAO Doc 9157-AN/901, Aerodrome Design Manual, Part 3, “Pavements,” Third Edition, 2022, replacing the ACN/PCN system used throughout the world. ACR is the Aircraft Classification Rating and PCR is the Pavement Classification Rating. The ACR-PCR system allows an aircraft having an ACR equal to or less than the PCR to operate on the pavement subject to any limitation on the tire pressure. Numerically, the ACR is two times the derived single-wheel load expressed in hundreds of kilograms, where the derived single wheel load is defined as the load on a single tire inflated to 218 psi (1.5 MPa) that would have the same pavement requirements as the aircraft.

The method of pavement evaluation is left up to the airport with the results of their evaluation presented as follows:

PCN/PCR	PAVEMENT TYPE	SUBGRADE CATEGORY	TIRE PRESSURE CATEGORY	EVALUATION METHOD
	R = Rigid	A = High	W = No Limit	T = Technical
	F = Flexible	B = Medium	X = To 254 psi (1.75 MPa)	U = Using Aircraft
		C = Low	Y = To 181 psi (1.25 MPa)	
		D = Ultra Low	Z = To 73 psi (0.5 MPa)	

ACN values for flexible pavements are calculated for the following four subgrade categories:

Code A - High strength; characterized by CBR 15 and representing all CBR values above 13.

Code B - Medium strength; characterized by CBR 10 and representing a range in CBR of 8 to 13.

Code C - Low strength; characterized by CBR 6 and representing a range in CBR of 4 to 8.

Code D - Ultra-low strength; characterized by CBR 3 and representing all CBR values below 4.

ACN values for rigid pavements are calculated for the following four subgrade categories:

Code A - High strength; characterized by $k = 150 \text{ MN/m}^3$ (552.6 pci) and representing all k values above 120 MN/m^3 .

Code B - Medium strength; characterized by $k = 80 \text{ MN/m}^3$ (294.7 pci) and representing a range in k values of 60 to 120 MN/m^3 .

Code C - Low strength; characterized by $k = 40 \text{ MN/m}^3$ (147.4 pci) and representing a range in k values of 25 to 60 MN/m^3 .

Code D - characterized by $k = 20 \text{ MN/m}^3$ (73.7 pci) and representing all k values below 25 MN/m^3 .

ACR values at any mass on rigid and flexible pavements are calculated for the following four subgrade categories:

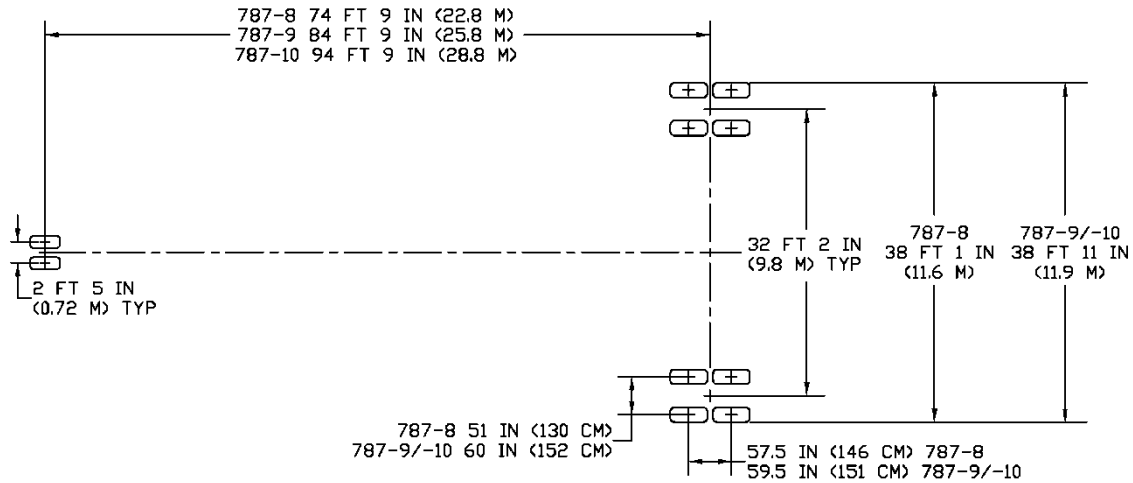
Code A - High strength; characterized by $E = 200 \text{ MPa}$ (29,008 psi) and representing all E values equal to or above 150 MPa, for rigid and flexible pavements.

Code B - Medium strength; characterized by $E = 120 \text{ MPa}$ (17,405 psi) and representing a range in E equal to or above 100 MPa and strictly less than 150 MPa, for rigid and flexible pavements.

Code C - Low strength; characterized by $E = 80 \text{ MPa}$ (11,603 psi) and representing a range in E equal to or above 60 MPa and strictly less than 100 MPa, for rigid and flexible pavements.

Code D - Ultra-low strength; characterized by $E = 50 \text{ MPa}$ (7,252 psi) and representing all E values strictly less than 60 MPa, for rigid and flexible pavements.

7.2 LANDING GEAR FOOTPRINT: MODEL 787-8, 787-9, 787-10



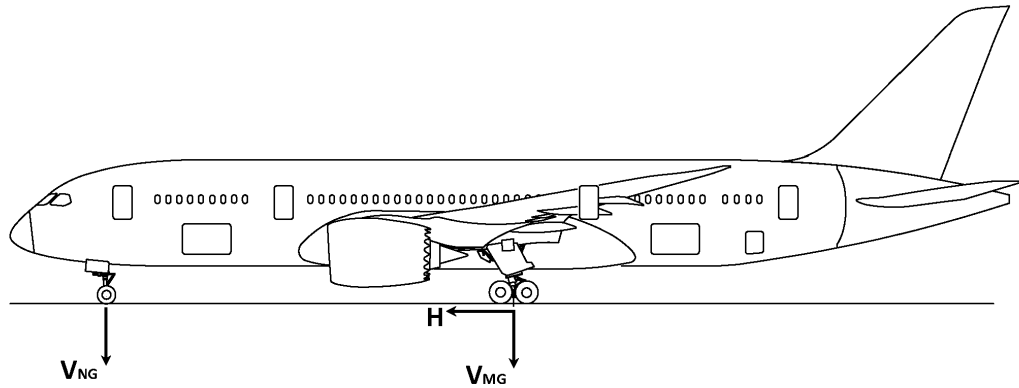
	UNITS	787-8	787-9	787-10
MAXIMUM DESIGN TAXI WEIGHT	LB	503,500	563,000	561,500
	KG	228,383	255,372	254,692
PERCENT OF WEIGHT ON MAIN GEAR	%	SEE SECTION 7.4		
NOSE GEAR TIRE SIZE	IN.	40x16.0R16, 26PR		
NOSE GEAR TIRE PRESSURE	PSI	187	182	182
	MPa	1.29	1.25	1.25
MAIN GEAR TIRE SIZE	IN.	50x20.0R22, 34PR	54x21.0R23, 38PR	54x21.0R23, 39PR
MAIN GEAR TIRE PRESSURE	PSI	225	224	224
	MPa	1.55	1.54	1.54

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7.3 MAXIMUM PAVEMENT LOADS: MODEL 787-8, 787-9, 787-10

- V_{NG} = MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CENTER OF GRAVITY
- V_{MG} = MAXIMUM VERTICAL MAIN GEAR GROUND LOAD AT MOST AFT CENTER OF GRAVITY
- H = MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

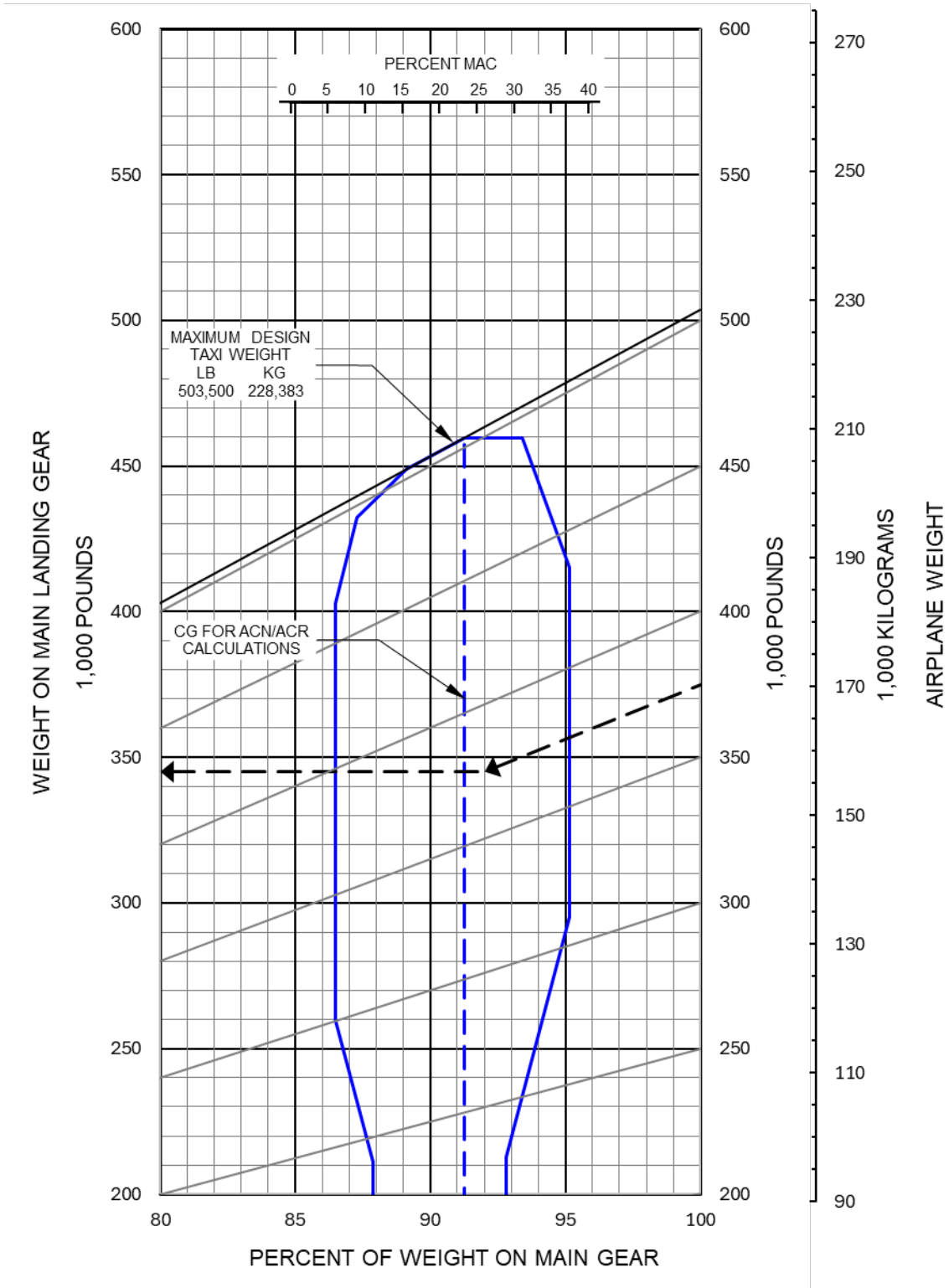
NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM DESIGN TAXI WEIGHT



AIRPLANE MODEL	UNIT	MAX DESIGN TAXI WEIGHT	V_{NG}		V_{MG} PER STRUT AT MAX LOAD AT STATIC AFT C.G.	H PER STRUT	
			STATIC AT MOST FWD C.G.	STATIC + BRAKING 10 FT/SEC ² DECEL		STEADY BRAKING 10 FT/SEC ² DECEL	AT INSTANTANEOUS BRAKING ($\mu = 0.8$)
787-8	lb	503,500	54,716	85,086	229,798	78,194	183,838
	kg	228,383	24,819	38,594	104,234	35,468	83,388
787-9	lb	563,000	51,369	80,601	259,574	87,434	207,659
	kg	255,372	23,301	36,560	117,741	39,659	94,193
787-10	lb	561,500	42,193	68,209	261,787	87,201	209,430
	kg	254,692	19,138	30,939	118,745	39,554	94,996

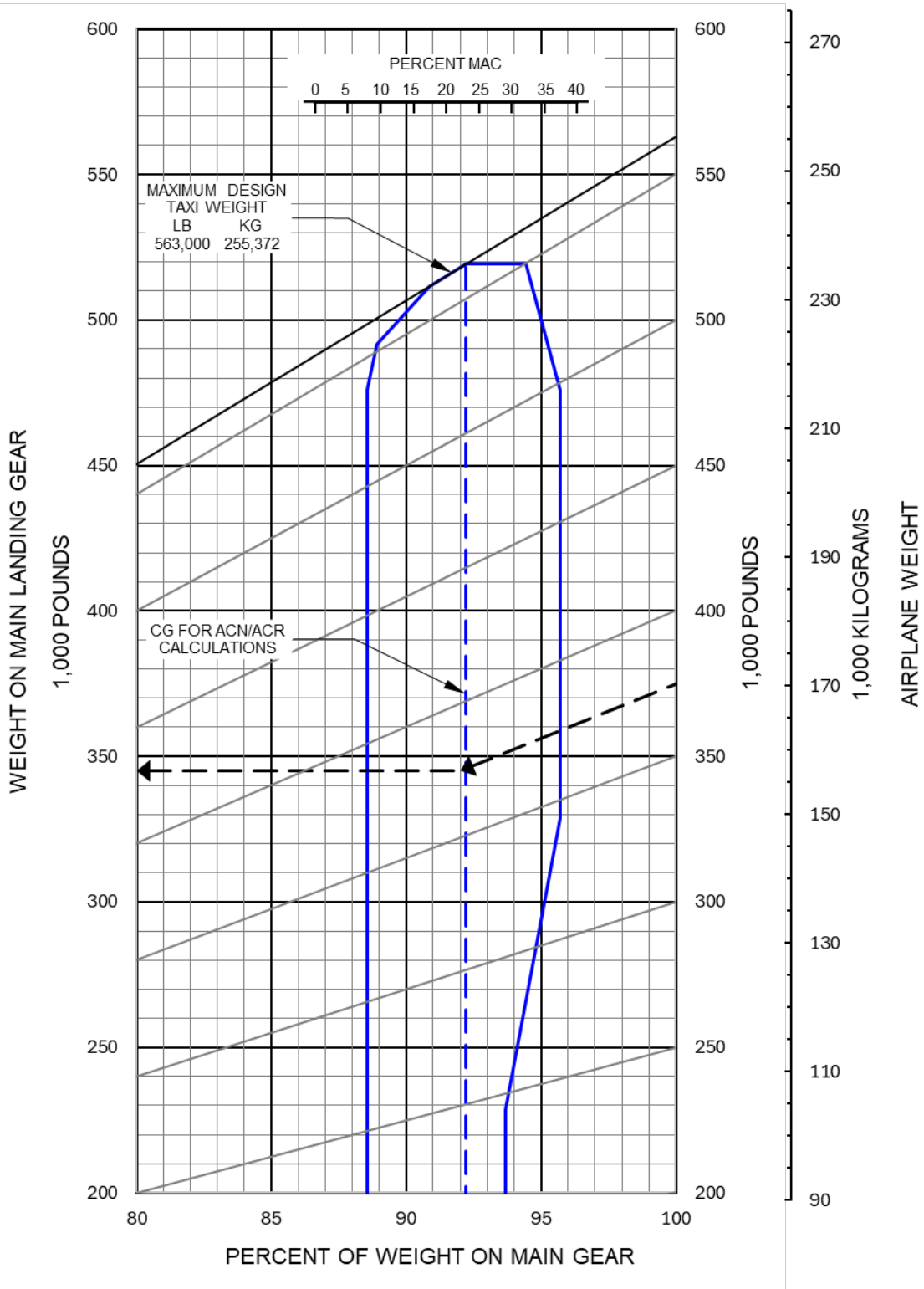
7.4 LANDING GEAR LOADING ON PAVEMENT

7.4.1 Landing Gear Loading on Pavement: Model 787-8



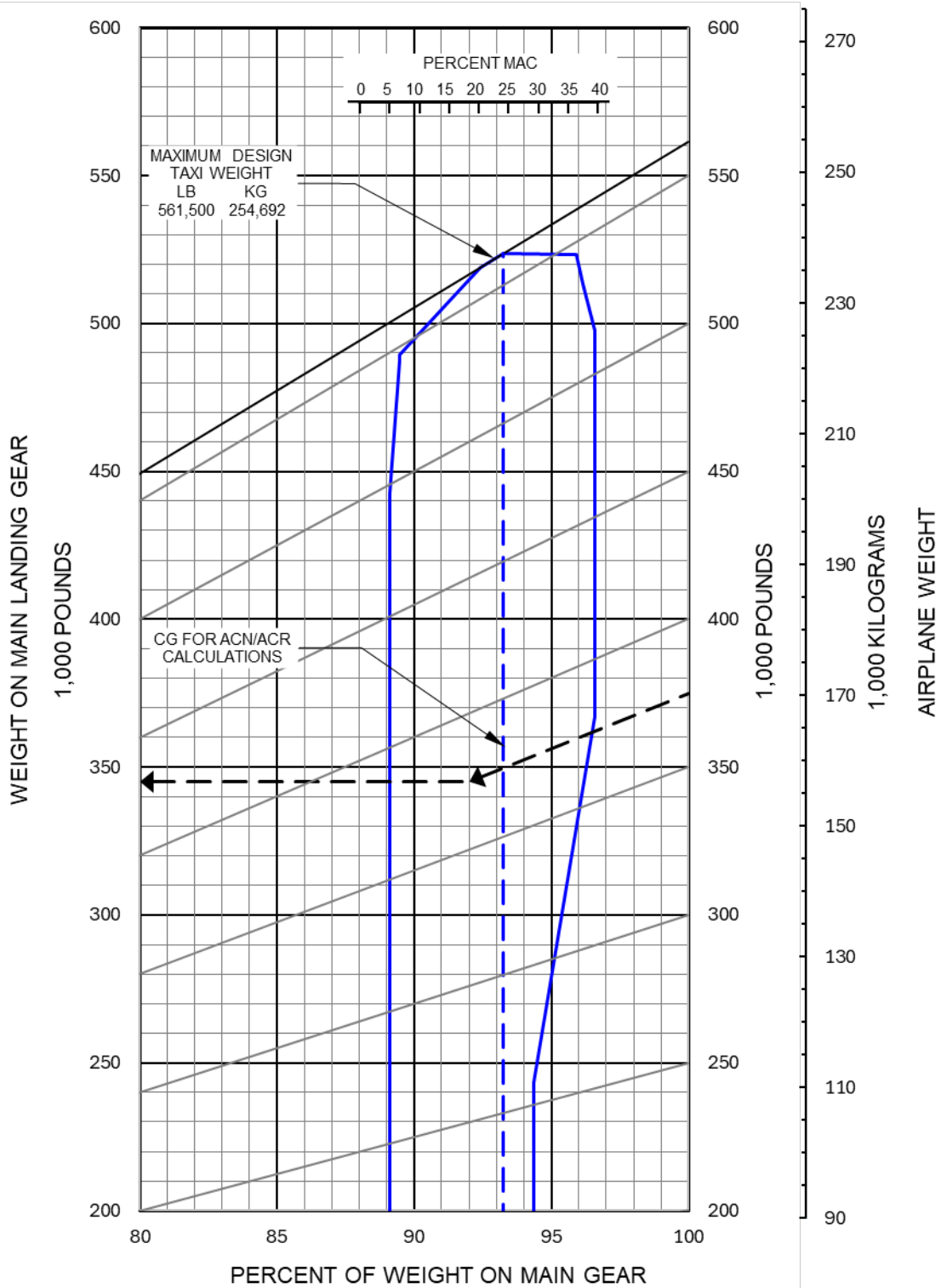
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7.4.2 Landing Gear Loading on Pavement: Model 787-9



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7.4.3 Landing Gear Loading on Pavement: Model 787-10



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7.5 FLEXIBLE PAVEMENT REQUIREMENTS - FAA DESIGN METHOD

For the flexible pavement design refer to the FAA AC 150/5320-6 "Airport Pavement Design and Evaluation" and pavement design program FAARFIELD. Both are available on the FAA website:

FAA AC 150/5320-6F: https://www.faa.gov/airports/resources/advisory_circulars/
FAARFIELD: https://www.faa.gov/airports/engineering/design_software/

7.6 FLEXIBLE PAVEMENT REQUIREMENTS - LCN CONVERSION

The Load Classification Number (LCN) curves are no longer provided in section 7.6 and 7.8 since the LCN system for reporting pavement strength is obsolete, being replaced by the ICAO recommended ACN/PCN system in 1983. For questions regarding the LCN system contact Boeing Airport Compatibility Engineering:

AirportCompatibility@boeing.com

7.7 RIGID PAVEMENT REQUIREMENTS - PORTLAND CEMENT ASSOCIATION DESIGN METHOD

The rigid pavement requirements based on the Portland Cement Association method are no longer provided.

7.8 RIGID PAVEMENT REQUIREMENTS - LCN CONVERSION

The Load Classification Number (LCN) curves are no longer provided in section 7.6 and 7.8 since the LCN system for reporting pavement strength is obsolete, being replaced by the ICAO recommended ACN/PCN system in 1983. For questions regarding the LCN system contact Boeing Airport Compatibility Engineering:

AirportCompatibility@boeing.com

7.9 RIGID PAVEMENT REQUIREMENTS - FAA DESIGN METHOD

For the rigid pavement design refer to the FAA AC 150/5320-6, [Airport Pavement Design and Evaluation](#) and pavement design program FAARFIELD. Both are available on the FAA website:

FAA AC 150/5320-6: https://www.faa.gov/airports/resources/advisory_circulars/

FAARFIELD: https://www.faa.gov/airports/engineering/design_software/

7.10 ACN/PCN REPORTING SYSTEM - FLEXIBLE AND RIGID PAVEMENTS

To determine the ACN of an aircraft on flexible or rigid pavement, both the aircraft gross weight and the subgrade strength category must be known. The chart in Section 7.10.1 shows that for a 787-8 aircraft with gross weight of 375,000 lb on a medium strength subgrade (Code B), the flexible pavement ACN is 44.5 which rounded to the nearest whole number is reported as 45. In Section 7.10.2, for the same aircraft weight and medium subgrade strength (Code B), the rigid pavement ACN is 47.4, which rounded to the nearest whole number is reported as 47.

The following table provides ACN data in tabular format similar to the one used by ICAO in Doc 9157-AN/901, Aerodrome Design Manual, Part 3, “Pavements,” Second Edition, 1983. If the ACN for an intermediate weight between the maximum taxi weight and the minimum weight specified in the table is required, Sections 7.10.1 through 7.10.6 should be consulted.

The ACN curve graphs were developed based on standard recommended practices from ICAO Annex 14, Aerodromes, Volume I, “Aerodrome Design and Operations,” Ninth Edition, July 2022, and guidance material from ICAO Doc 9157-AN/901, Aerodrome Design Manual, Part 3, “Pavements,” Second Edition, 1983. The Federal Aviation Administration has developed the “ICAO-ACN 1.0” program to calculate the ACN values for aircraft on flexible and rigid airport pavements, and it is available for download at:

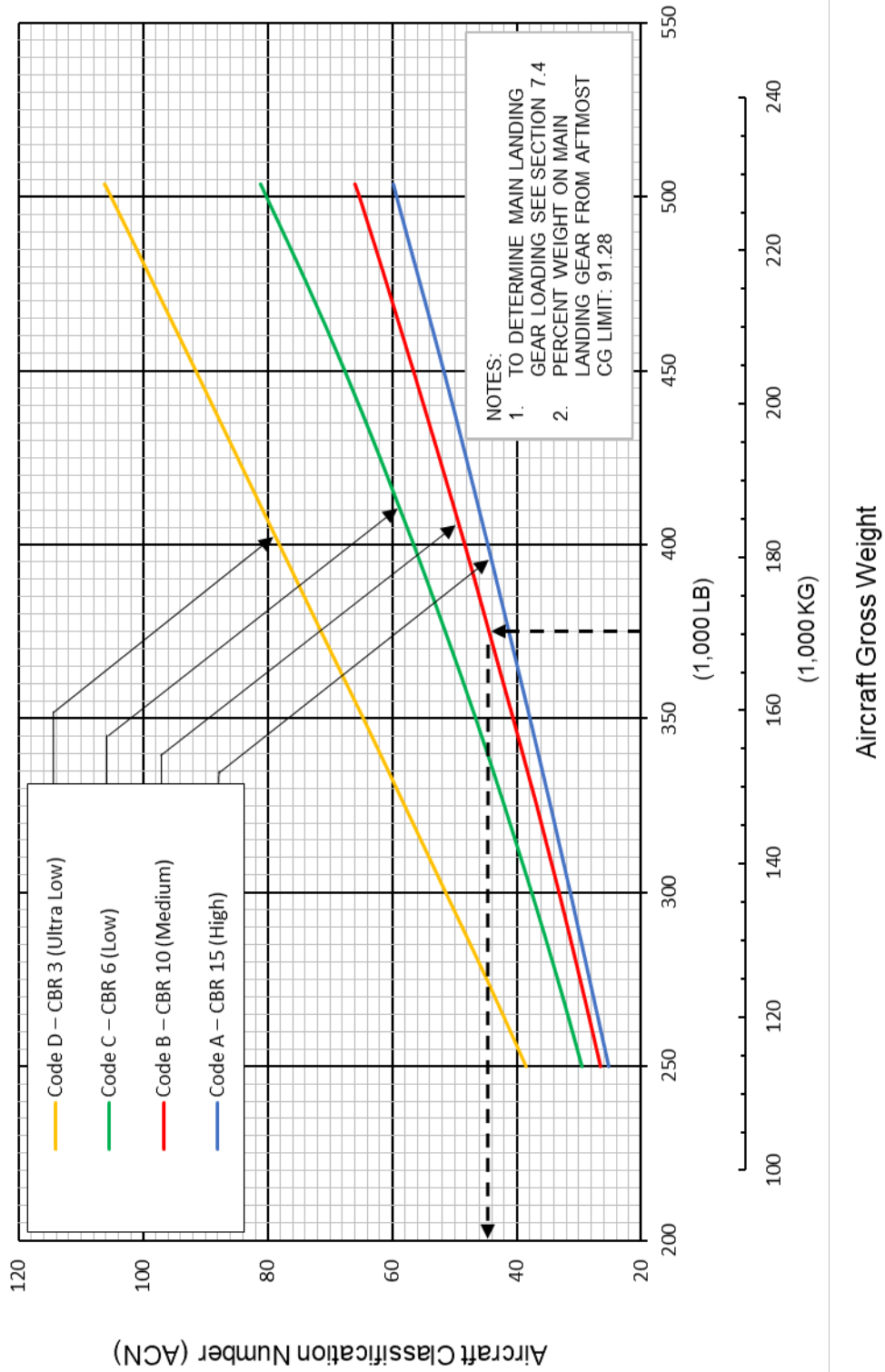
<https://www.airporttech.tc.faa.gov/Products/Airport-Safety-Papers-Publications/Airport-Safety-Detail/icao-acn-10>.

AIRCRAFT TYPE	MAXIMUM TAXI WEIGHT MINIMUM WEIGHT *[1] lb (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE psi (MPa)	ACN FOR FLEXIBLE PAVEMENT SUBGRADES CBR				ACN FOR RIGID PAVEMENT SUBGRADES k, pci (MN/m ³)			
				HIGH (A) 15	MEDIUM (B) 10	LOW (C) 6	ULTRA LOW (D) 3	HIGH (A) 550 (150)	MEDIUM (B) 300 (80)	LOW (C) 150 (40)	ULTRA LOW (D) 75 (20)
787-8	503,500 (228,383)	45.64	225 (1.55)	60	66	81	106	60	71	84	96
	250,000 (113,398)			25	27	30	39	25	28	32	37
787-9	563,000 (255,372)	46.11	224 (1.54)	66	73	88	118	65	76	90	103
	250,000 (113,398)			25	26	28	35	25	27	30	35
787-10	561,500 (254,692)	46.63	224 (1.54)	67	73	89	119	66	77	91	105
	250,000 (113,398)			25	26	29	36	25	27	31	35

*[1] Minimum weight used solely as a baseline for ACN curve generation.

7.10.1 Aircraft Classification Number – Flexible Pavement: Model 787-8

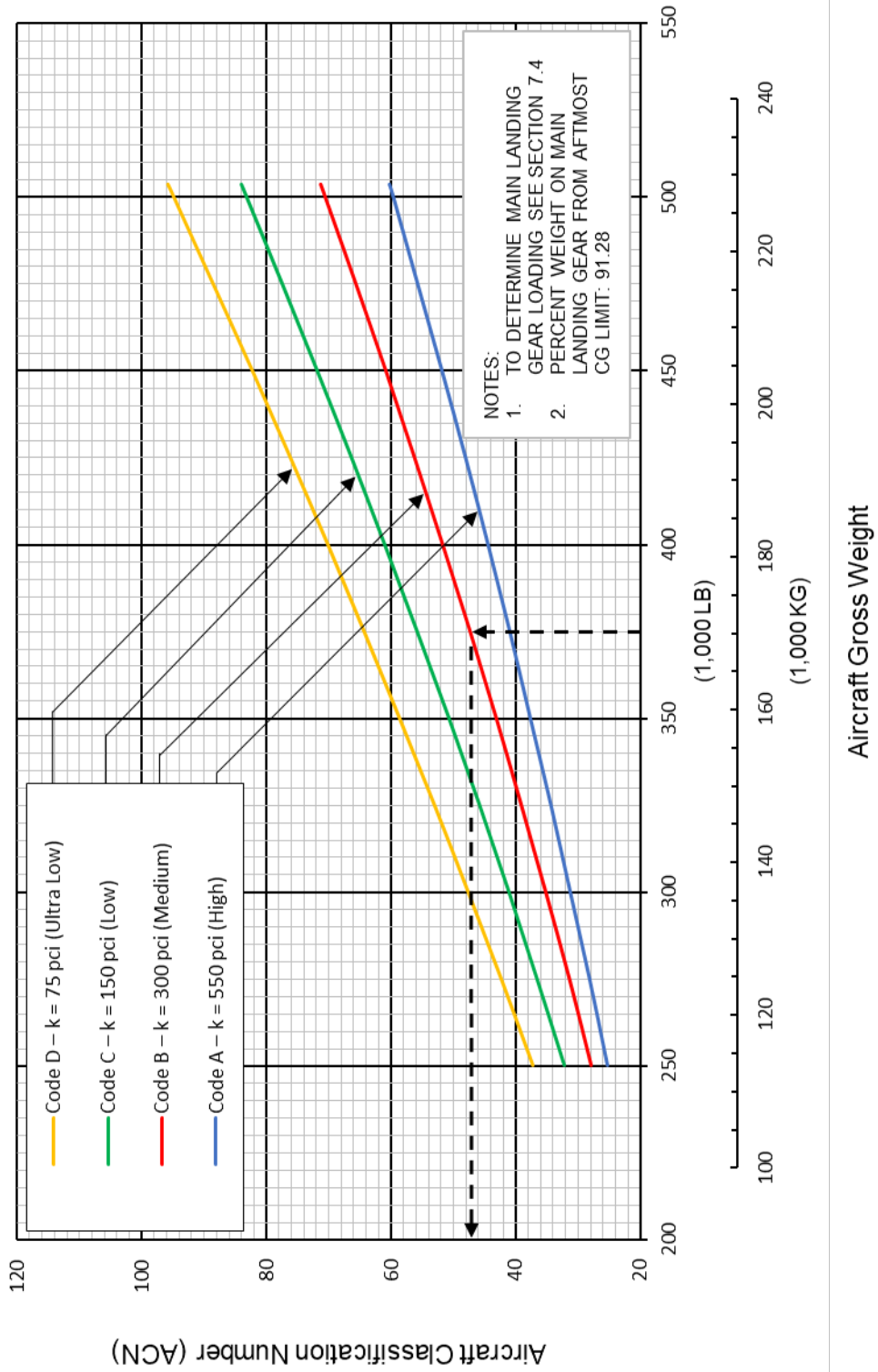
- NOTES:
- TIRES – 50x20.0R22, 34PR
 - PRESSURE – 225 PSI (1.55 MPa)



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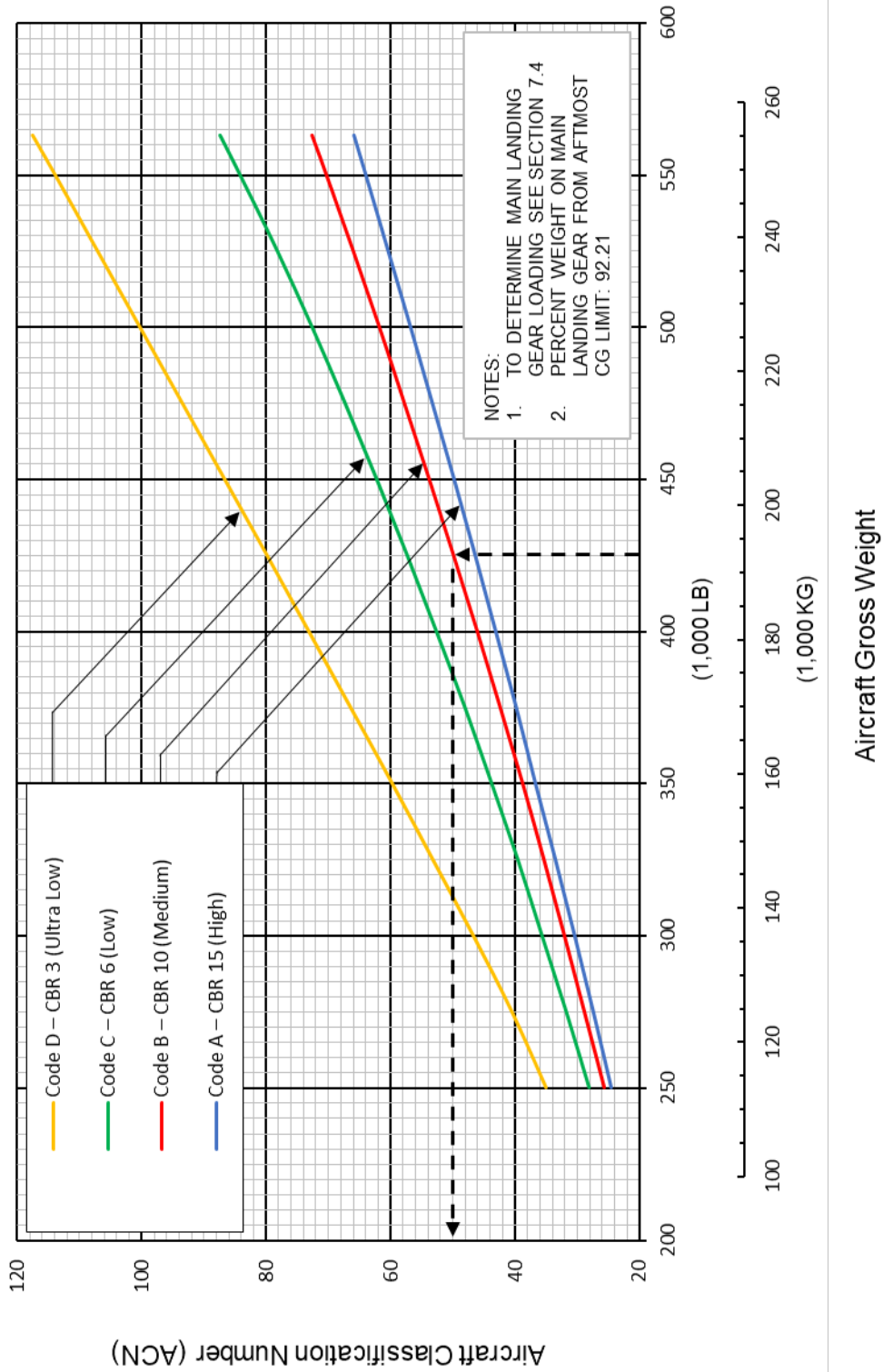
7.10.2 Aircraft Classification Number – Rigid Pavement: Model 787-8

- NOTES:
- TIRES – 50x20.0R22, 34PR
 - PRESSURE – 225 PSI (1.55 MPa)



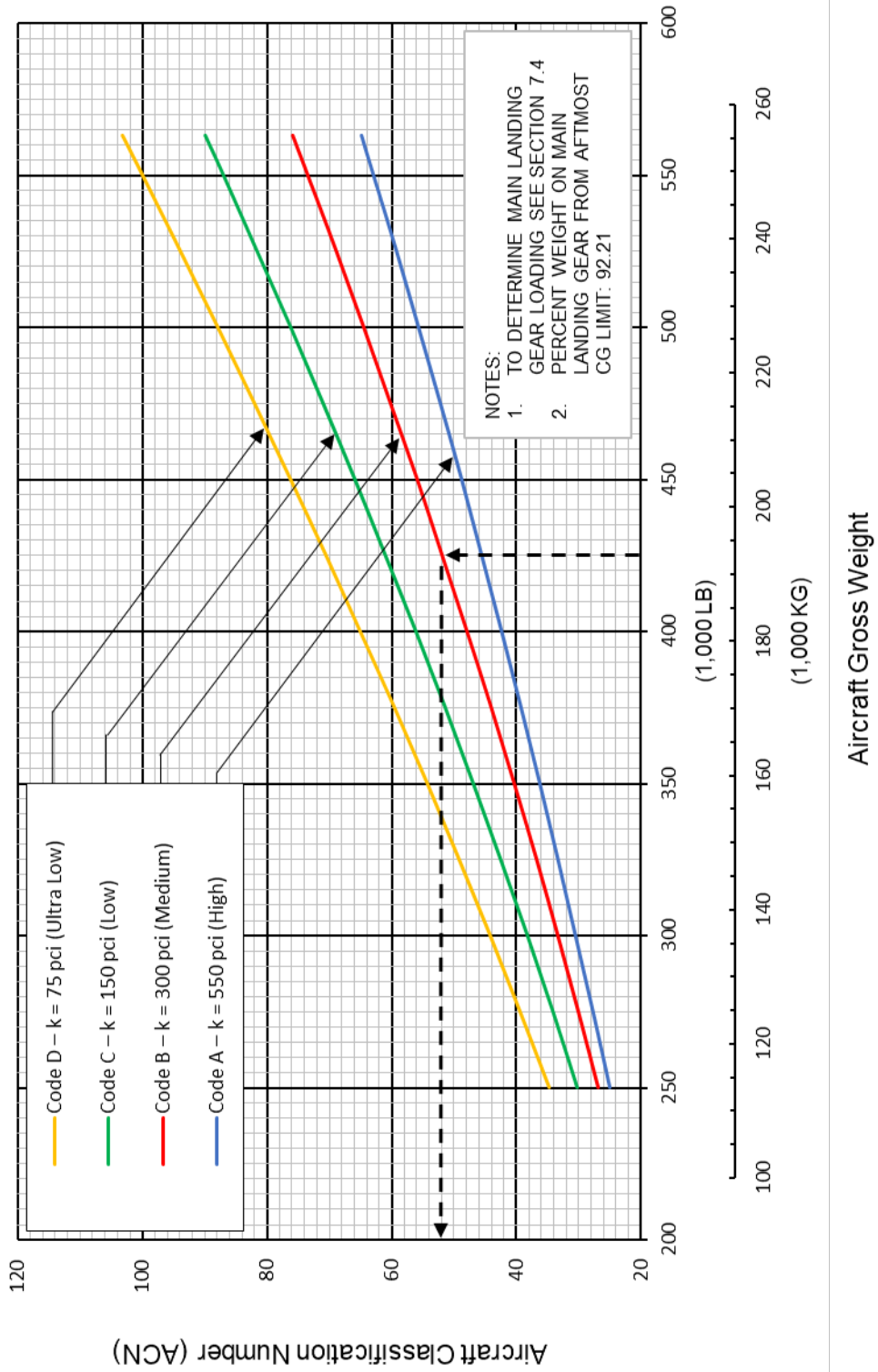
7.10.3 Aircraft Classification Number – Flexible Pavement: Model 787-9

- NOTES:
- TIRES – 54x21.0R23, 38PR
 - PRESSURE – 224 PSI (1.54 MPa)



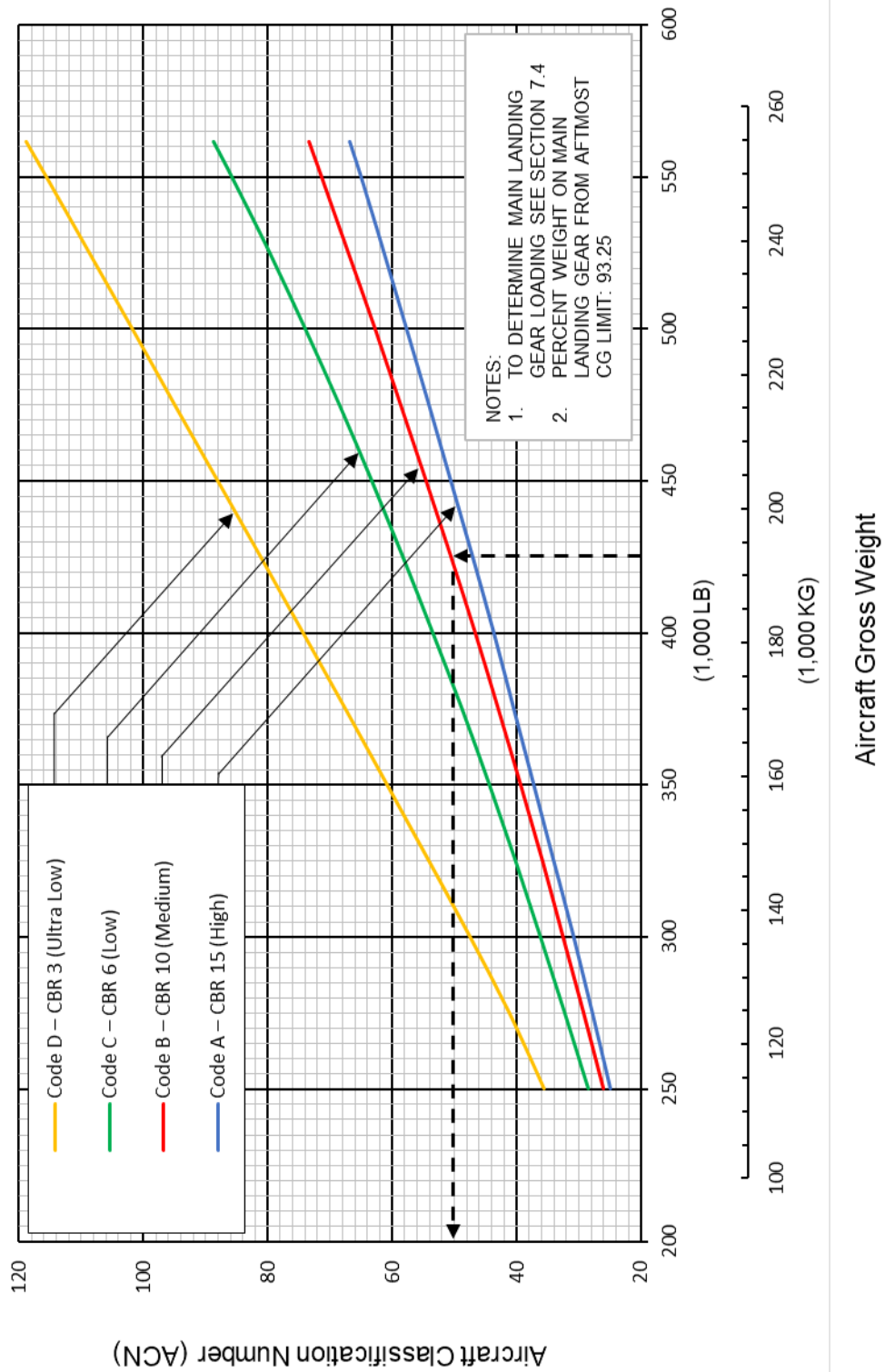
7.10.4 Aircraft Classification Number – Rigid Pavement: Model 787-9

- NOTES:
- TIRES – 54x21.0R23, 38PR
 - PRESSURE – 224 PSI (1.54 MPa)



7.10.5 Aircraft Classification Number – Flexible Pavement: Model 787-10

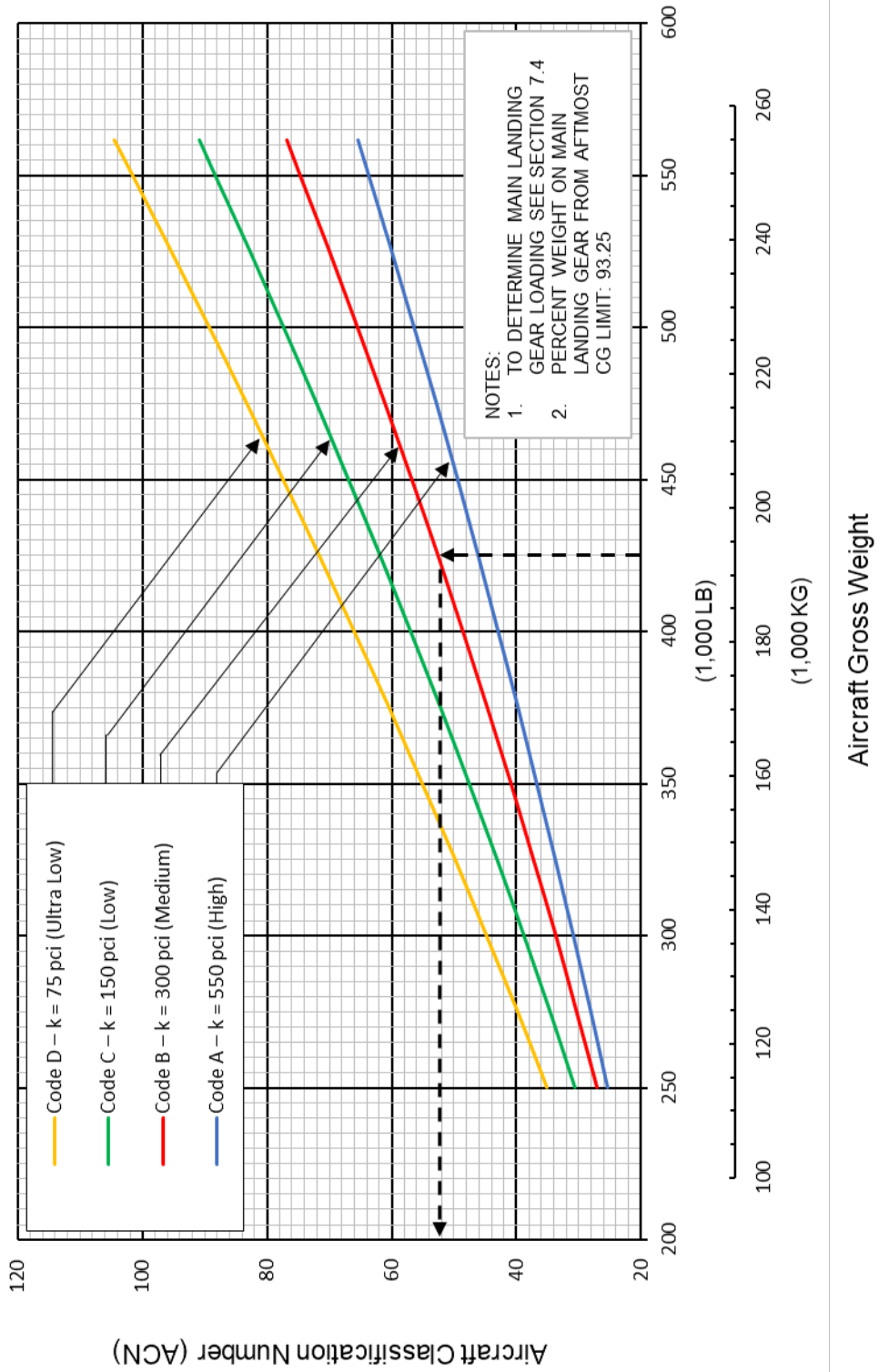
- NOTES:
- TIRES – 54x21.0R23, 39PR
 - PRESSURE – 224 PSI (1.54 MPa)



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7.10.6 Aircraft Classification Number – Rigid Pavement: Model 787-10

- NOTES:
- TIRES – 54x21.0R23, 39PR
 - PRESSURE – 224 PSI (1.54 MPa)



7.11 ACR/PCR REPORTING SYSTEM - FLEXIBLE AND RIGID PAVEMENTS

To determine the ACR of an aircraft on flexible or rigid pavement, both the aircraft gross weight and the subgrade strength category must be known. The chart in Section 7.11.1 shows that for a 787-8 aircraft with gross weight of 375,000 lb on a medium strength subgrade (Code B), the flexible pavement ACR is 418, which rounded to the nearest multiple of ten is reported as 420. In Section 7.11.2, for the same aircraft weight and medium subgrade strength (Code B), the rigid pavement ACR is 510.

The following table provides ACR data in tabular format. If the ACR for an intermediate weight between the maximum taxi weight and the minimum weight specified in the table is required, Sections 7.11.1 through 7.11.6 can be consulted.

The ACR curve graphs were developed based on standard recommended practices from ICAO Annex 14, Aerodromes, Volume I, “Aerodrome Design and Operations,” Ninth Edition, July 2022, and guidance material from ICAO Doc 9157-AN/901, Aerodrome Design Manual, Part 3, “Pavements,” Third Edition, 2022. The Federal Aviation Administration has developed the “ICAO-ACR 1.4” program to calculate the ACR values for aircraft on flexible and rigid airport pavements”, and it is available for download at:

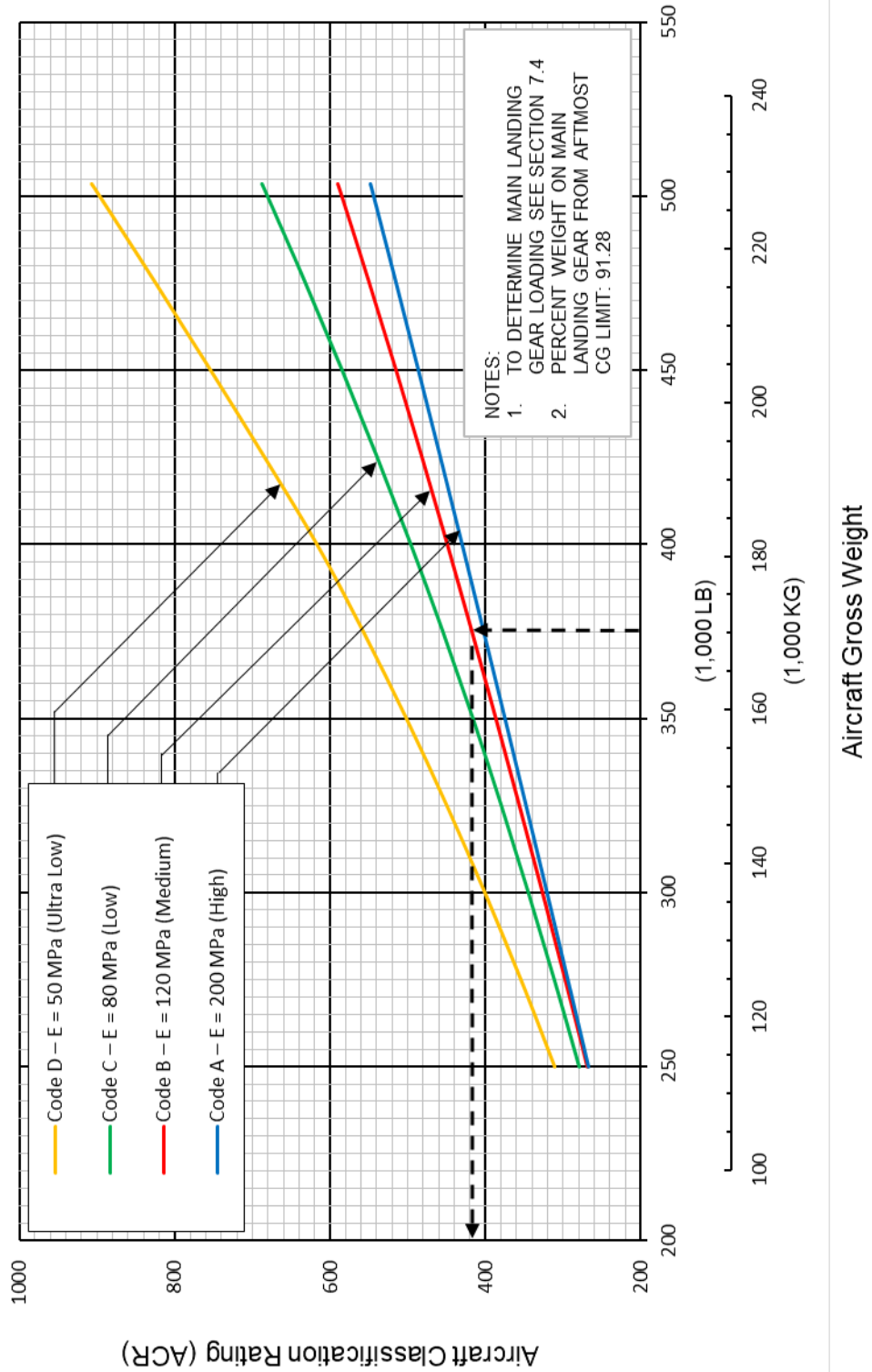
<https://www.airporttech.tc.faa.gov/Products/Airport-Safety-Papers-Publications/Airport-Safety-Detail/ICAO-ACR-14>.

AIRCRAFT TYPE	MAXIMUM TAXI WEIGHT MINIMUM WEIGHT *[1] lb (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE psi (MPa)	ACR FOR FLEXIBLE PAVEMENT SUBGRADES				ACR FOR RIGID PAVEMENT SUBGRADES			
				HIGH (A) E = 200 MPa	MEDIUM (B) E = 120 MPa	LOW (C) E = 80 MPa	ULTRA LOW (D) E = 50 MPa	HIGH (A) E = 200 MPa	MEDIUM (B) E = 120 MPa	LOW (C) E = 80 MPa	ULTRA LOW (D) E = 50 MPa
787-8	503,500 (228,383)	45.64	225 (1.55)	550	590	690	910	670	780	870	970
	250,000 (113,398)			270	270	280	310	270	290	320	360
787-9	563,000 (255,372)	46.11	224 (1.54)	620	660	750	970	730	850	950	1060
	250,000 (113,398)			270	270	280	300	260	280	300	340
787-10	561,500 (254,692)	46.63	224 (1.54)	620	660	760	990	740	870	970	1080
	250,000 (113,398)			270	270	280	300	260	280	310	350

*[1] Minimum weight used solely as a baseline for ACR curve generation.

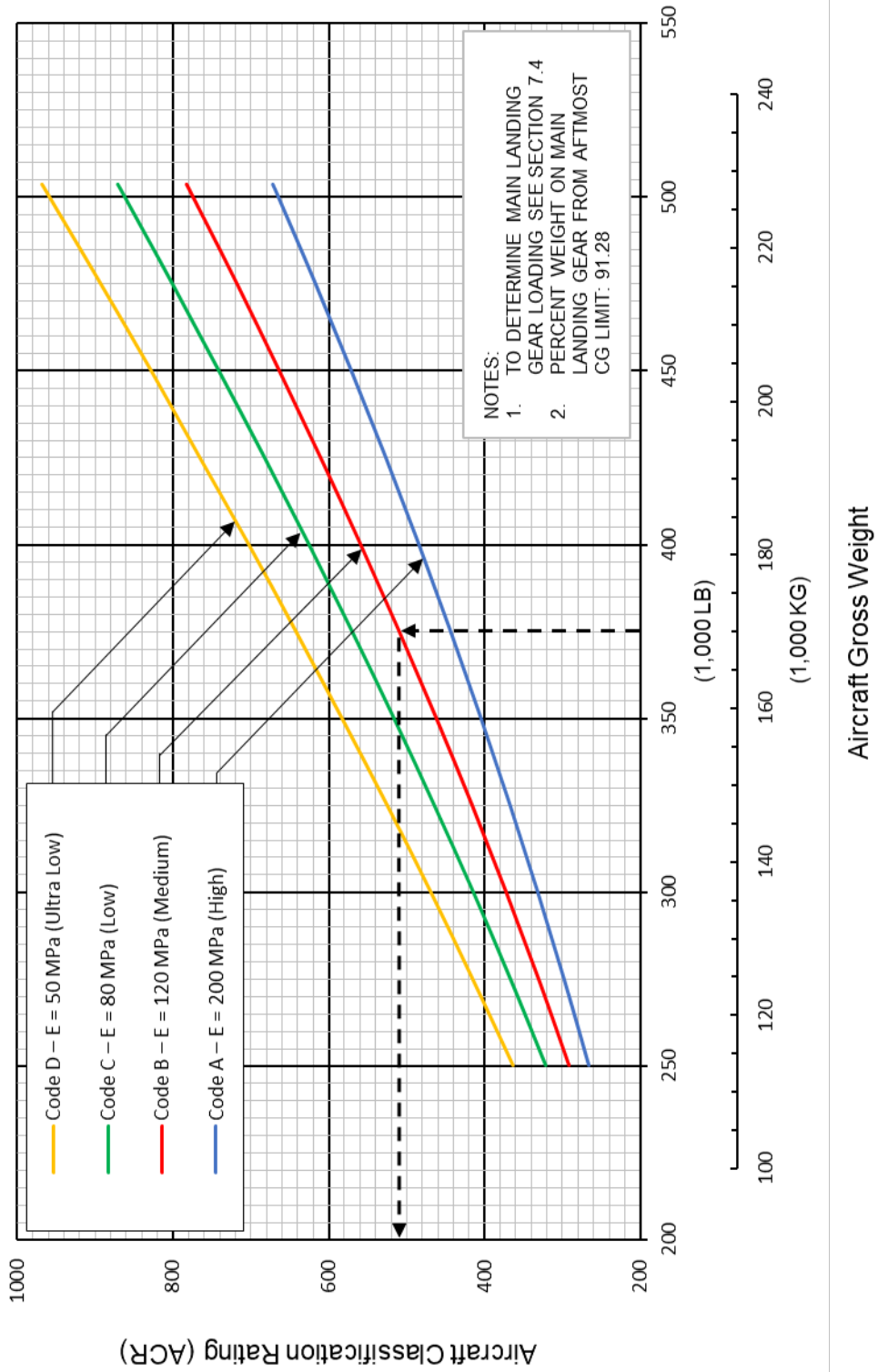
7.11.1 Aircraft Classification Rating – Flexible Pavement: Model 787-8

- NOTES:
- TIRES – 50x20.0R22 34PR
 - PRESSURE – 225 PSI (1.55 MPa)



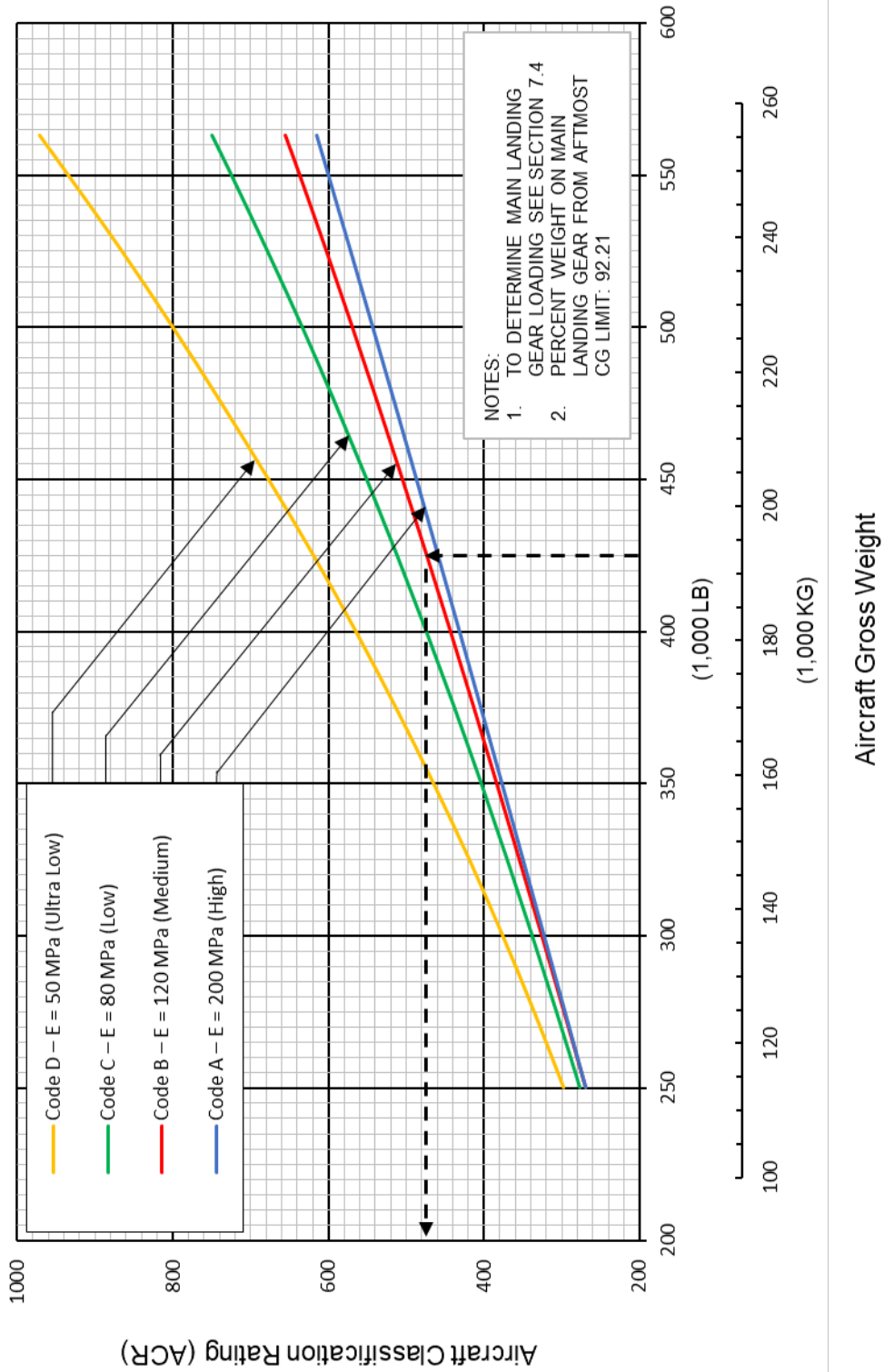
7.11.2 Aircraft Classification Rating – Rigid Pavement: Model 787-8

- NOTES:
- TIRES – 50x20.0R22, 34PR
 - PRESSURE – 225 PSI (1.55 MPa)



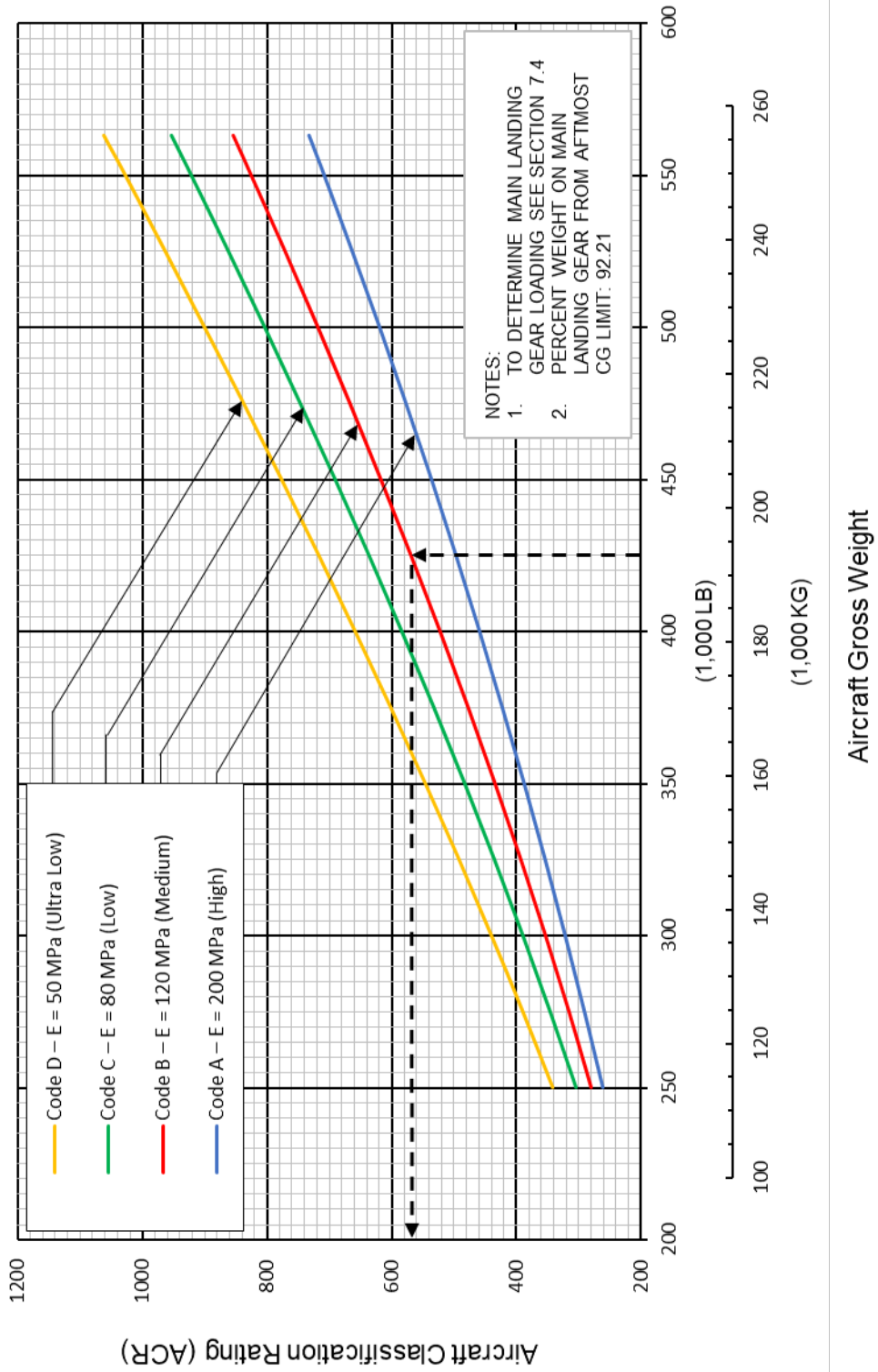
7.11.3 Aircraft Classification Rating – Flexible Pavement: Model 787-9

- NOTES:
- TIRES – 54x21.0R23, 38PR
 - PRESSURE – 224 PSI (1.54 MPa)



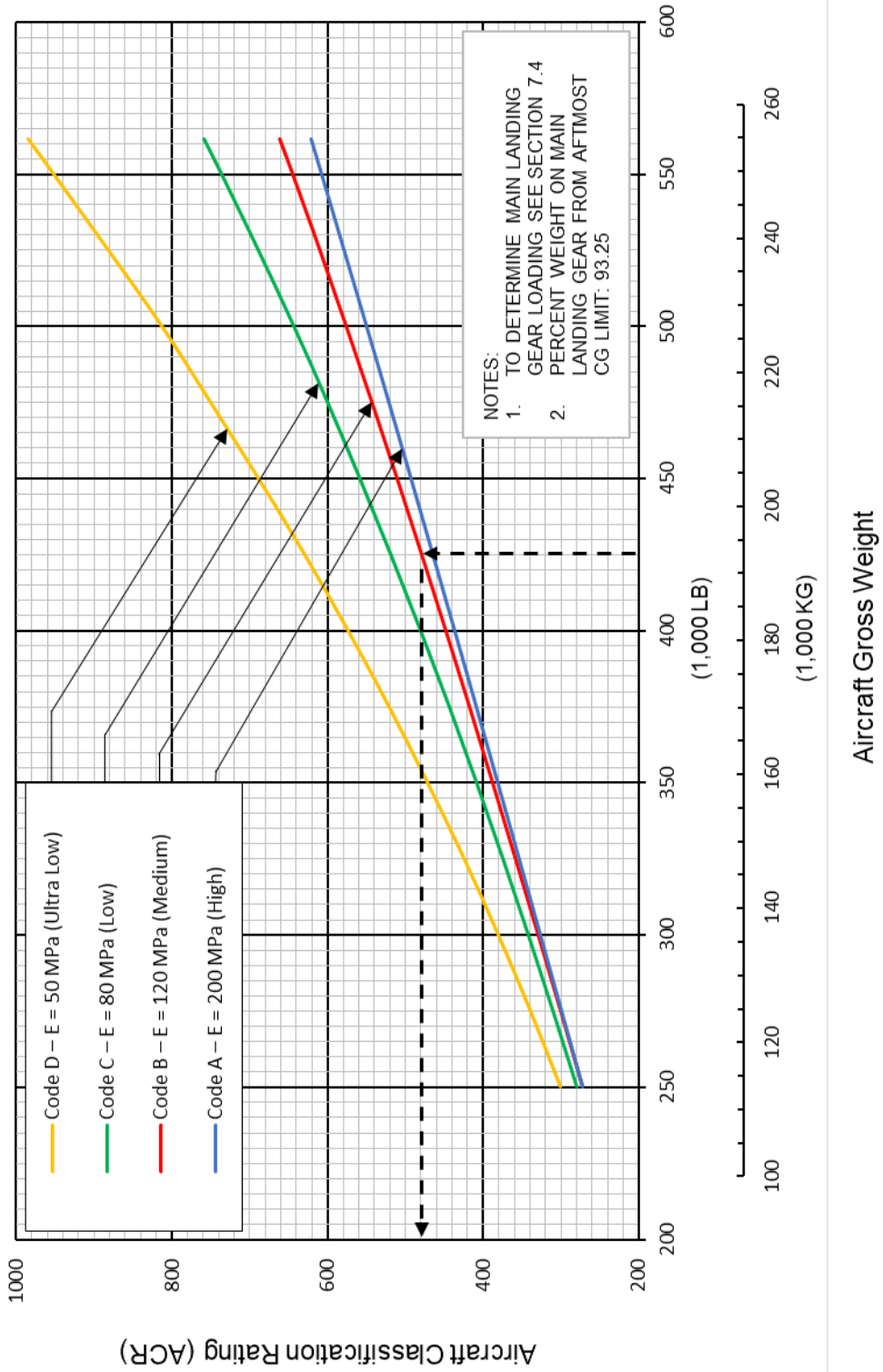
7.11.4 Aircraft Classification Rating – Rigid Pavement: Model 787-9

- NOTES:
- TIRES – 54x21.0R23, 38PR
 - PRESSURE – 224 PSI (1.54 MPa)



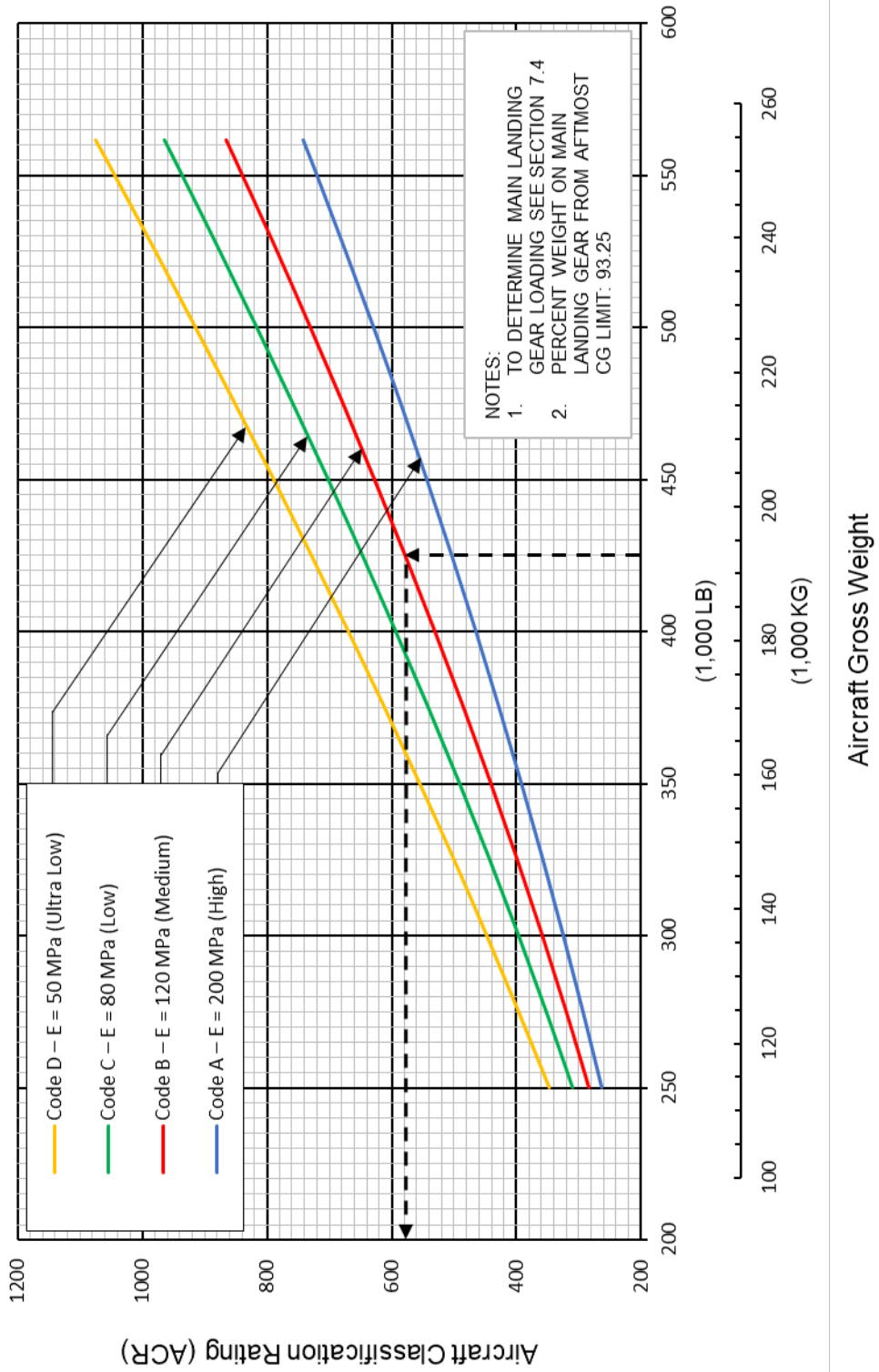
7.11.5 Aircraft Classification Rating – Flexible Pavement: Model 787-10

- NOTES:
- TIRES – 54x21.0R23, 39PR
 - PRESSURE – 224 PSI (1.54 MPa)



7.11.6 Aircraft Classification Rating – Rigid Pavement: Model 787-10

- NOTES:
- TIRES – 54x21.0R23, 39PR
 - PRESSURE – 224 PSI (1.54 MPa)



8.0 FUTURE 787 DERIVATIVE AIRPLANES

Boeing's philosophy is to evaluate the derivative potential of its airplanes to provide capabilities that maximize value to our customers.

Decisions to design and manufacture future derivatives of an airplane depend on many considerations, including customer requirements. Along with many other parameters, airport facilities are considered during the development of any future airplane.

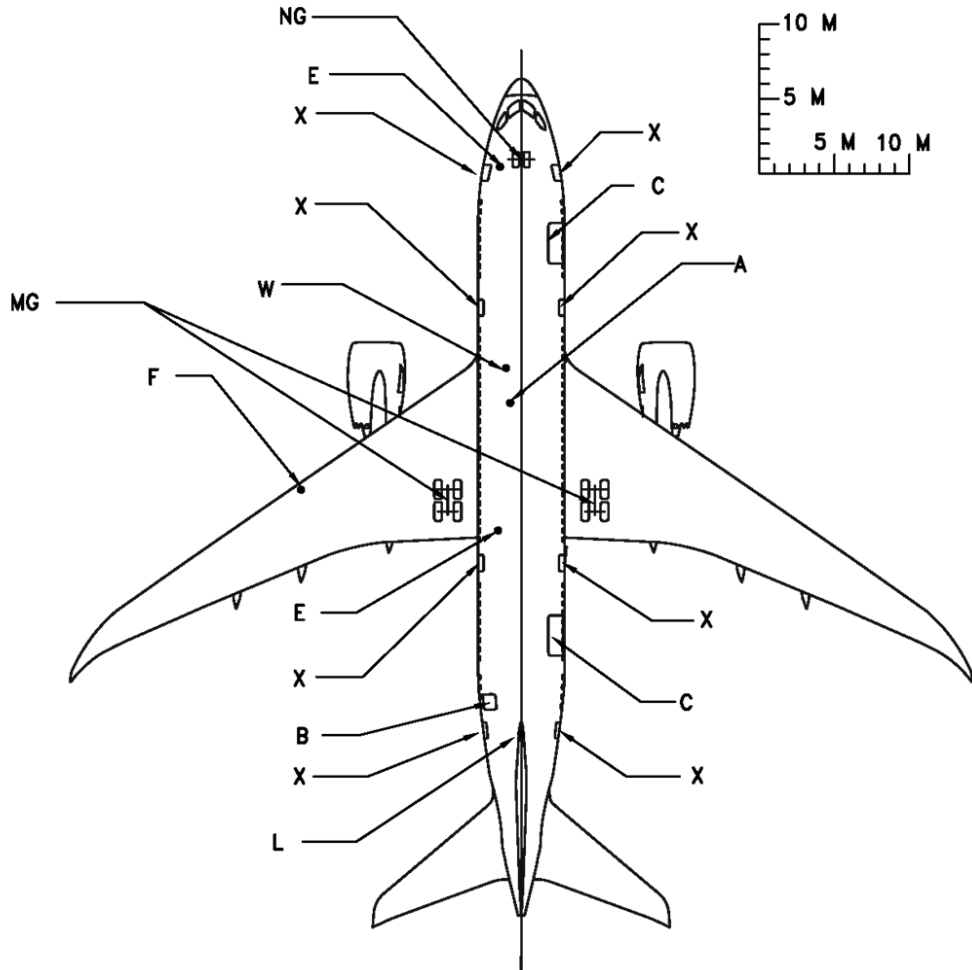
9.0 SCALED 787 DRAWINGS

The drawings in the following pages show airplane plan view drawings, drawn to approximate scale as noted. The drawings may not come out to exact scale when printed or copied from this document. Printing scale should be adjusted when attempting to reproduce these drawings. Three-view drawing files of the 787, along with other Boeing airplane models, can be downloaded from the following website:

<http://www.boeing.com/airports>

9.1 MODEL 787-8

9.1.1 Scaled Drawings – 1:500: Model 787-8

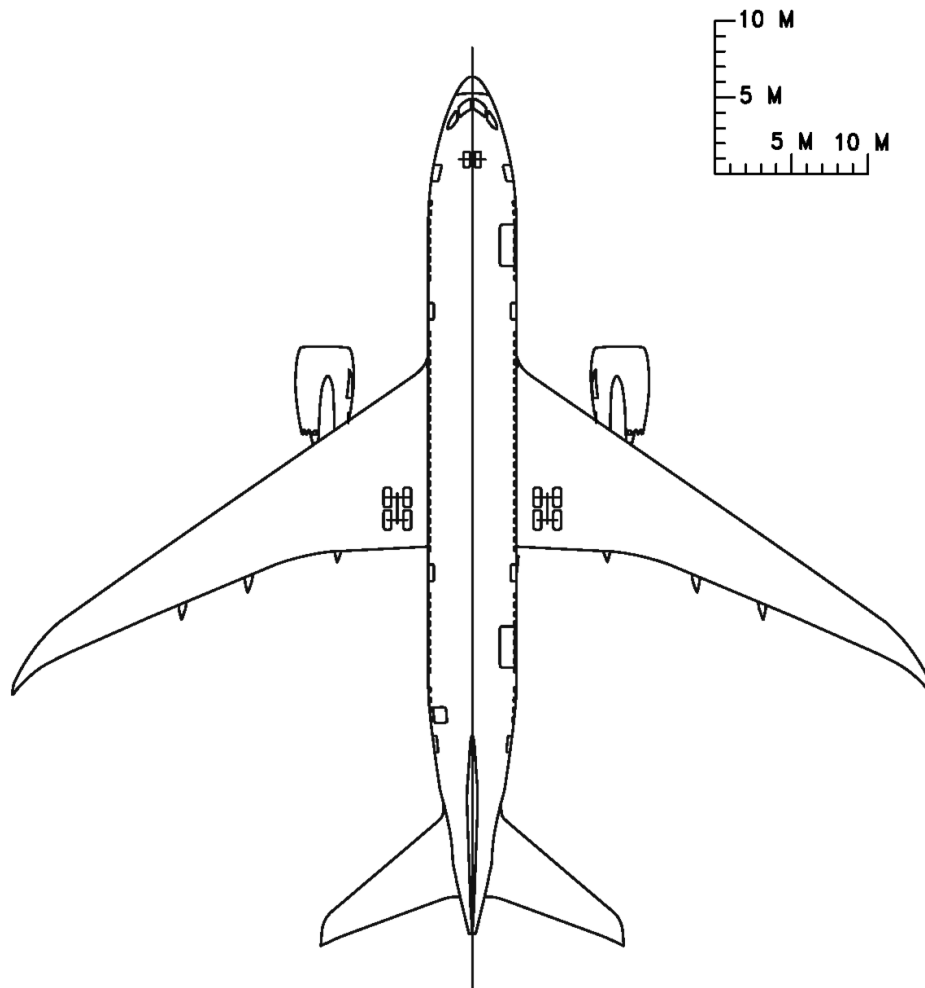


LEGEND

- A** CONDITIONED AIR
- B** BULK CARGO DOOR
- C** CONTAINER CARGO DOOR
- E** ELECTRICAL
- F** FUEL
- L** LAVATORY
- MG** MAIN GEAR
- NG** NOSE GEAR
- W** POTABLE WATER
- X** PASSENGER DOOR

NOTE: WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING

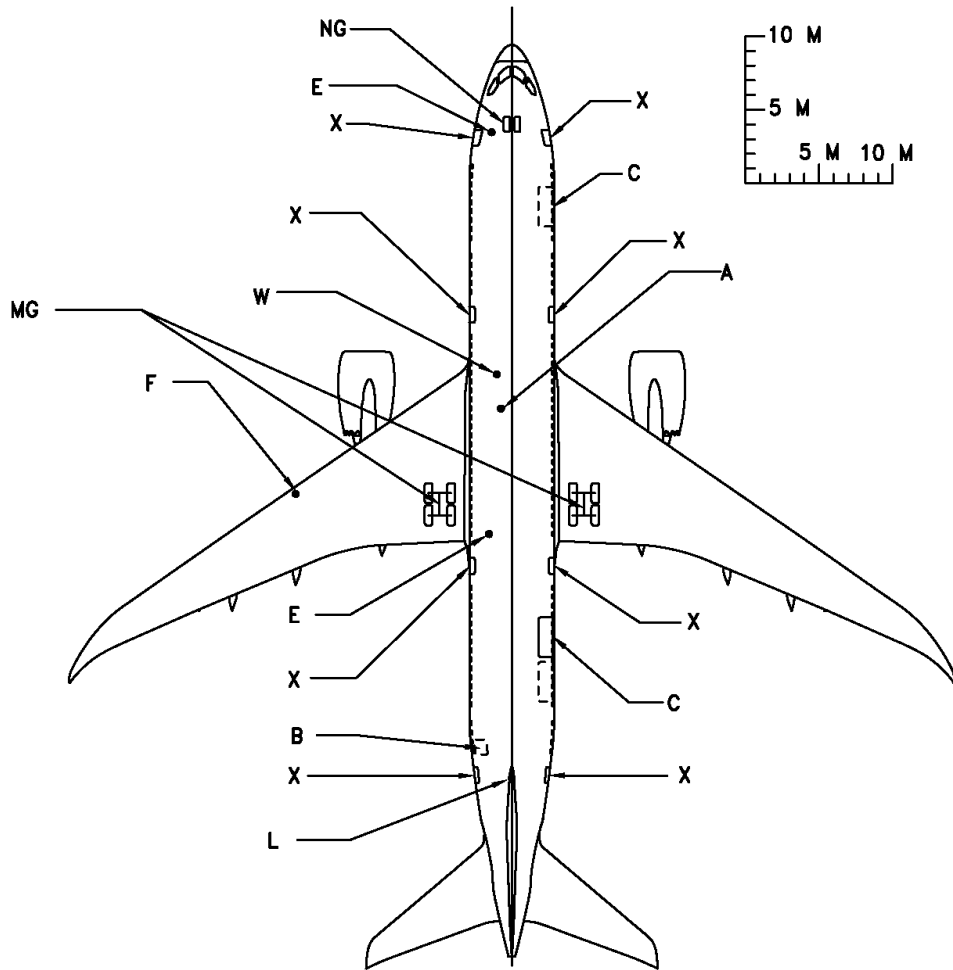
9.1.2 Scaled Drawings – 1:500: Model 787-8



NOTE: WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING

9.2 MODEL 787-9

9.2.1 Scaled Drawing – 1:500: Model 787-9

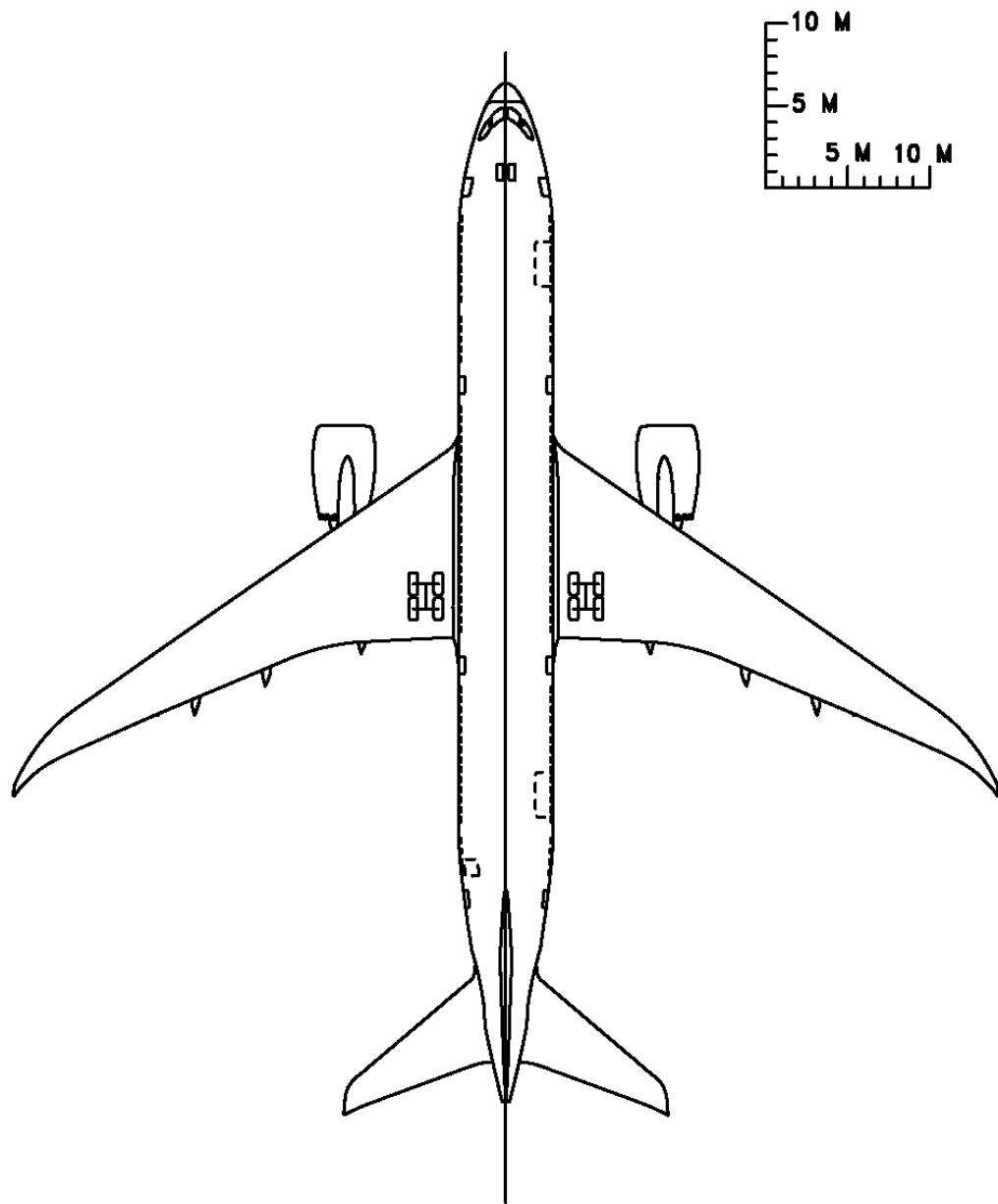


LEGEND

- A** **CONDITIONED AIR**
- B** **BULK CARGO DOOR**
- C** **CONTAINER CARGO DOOR**
- E** **ELECTRICAL**
- F** **FUEL**
- L** **LAVATORY**
- MG** **MAIN GEAR**
- NG** **NOSE GEAR**
- W** **POTABLE WATER**
- X** **PASSENGER DOOR**

NOTE: WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING

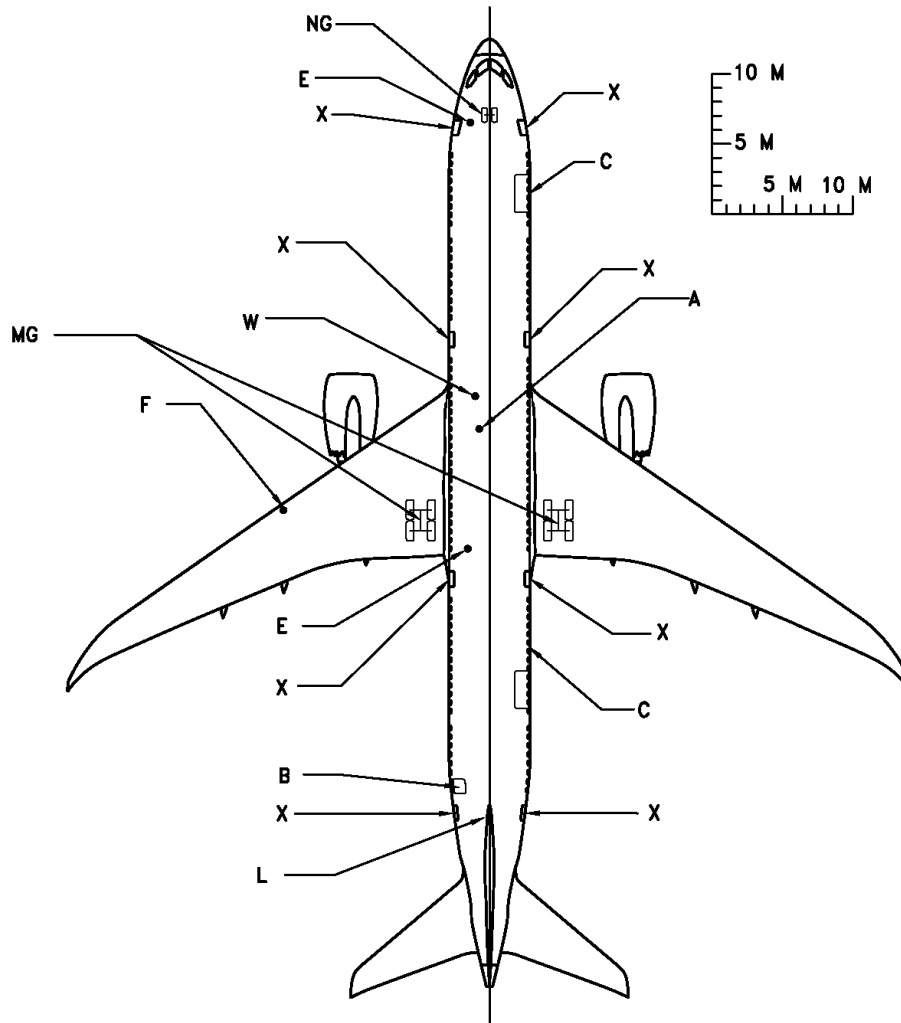
9.2.2 Scaled Drawing – 1:500: Model 787-9



NOTE: WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING

9.3 MODEL 787-10

9.3.1 Scaled Drawings – 1:500: Model 787-10

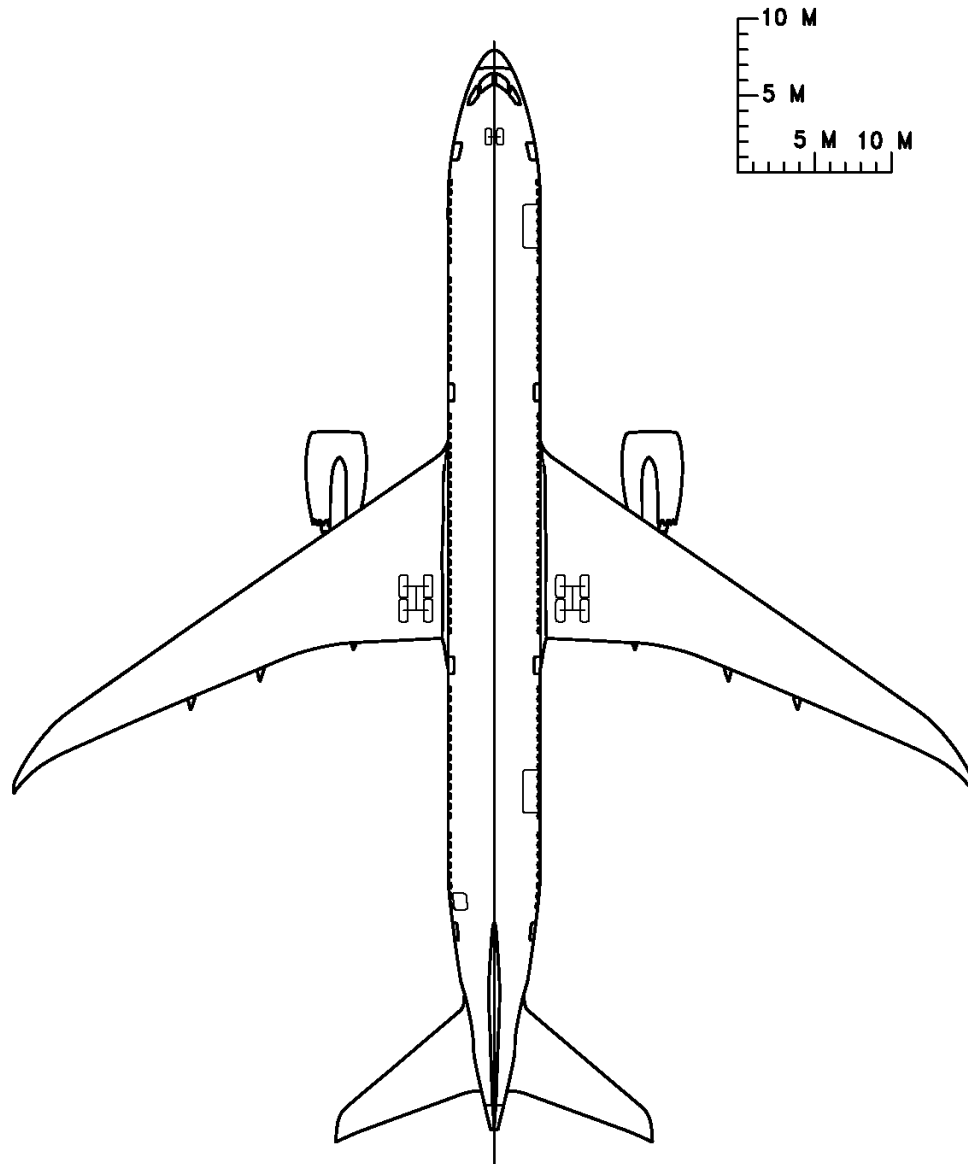


LEGEND

- A CONDITIONED AIR
- B BULK CARGO DOOR
- C CONTAINER CARGO DOOR
- E ELECTRICAL
- F FUEL
- L LAVATORY
- MG MAIN GEAR
- NG NOSE GEAR
- W POTABLE WATER
- X PASSENGER DOOR

NOTE: WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING

9.3.2 Scaled Drawings – 1:500: Model 787-10



NOTE: WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING

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December 2024

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