

# PRELIMINARY INFORMATION

## **5.0 TERMINAL SERVICING**

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**5.4 Ground Servicing Connections and Capacities**

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**5.6 Conditioned Air Flow Requirements**

**5.7 Ground Towing Requirements**

# PRELIMINARY INFORMATION

## 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. The 787 aircraft does not have a pneumatic system onboard. In case of an inoperable auxiliary power unit (APU), engine starts may be accomplished via the aircraft body electrical connections. 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 could 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 both graphic and tabular formats. 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 engine start and ground power requirements.

Section 5.6 shows conditioned air flow requirements for heating and cooling using ground conditioned air. Air conditioning requirements are also shown for heating and cooling to maintain a constant cabin air temperature using low pressure conditioned air.

Section 5.7 shows ground towing requirements for various ground surface conditions.



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## 5.2.1 TERMINAL OPERATIONS - TURNAROUND STATION

*MODEL 787-8*

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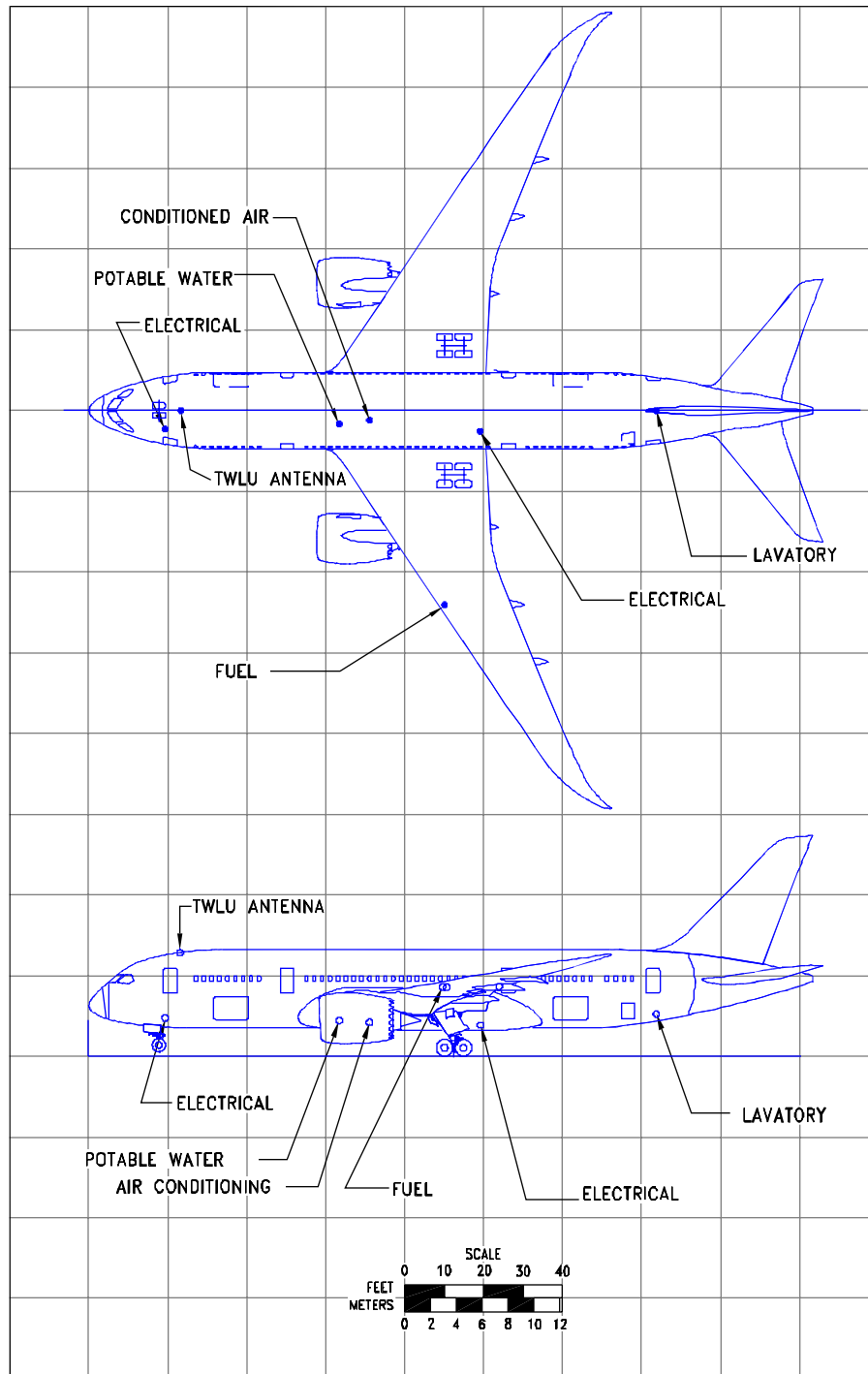
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## **5.3.1 TERMINAL OPERATIONS - EN ROUTE STATION**

*MODEL 787-8*

# PRELIMINARY INFORMATION



## 5.4.1 GROUND SERVICING CONNECTIONS MODEL 787-8

# PRELIMINARY INFORMATION

SYSTEM	MODEL	DISTANCE AFT OF NOSE		DISTANCE FROM AIRPLANE CENTERLINE				MAX HT ABOVE GROUND	
				LH SIDE		RH SIDE			
		FT	M	FT	M	FT	M	FT	M
CONDITIONED AIR ONE 8-IN (20.3 CM) PORT	787-8	71	21.6	2.4	0.7	-	-	6.6	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	19.5	5.9	4.8	1.5	-	-	8	2.4
		99.4	30.3	5.3	1.6	-	-	7	2.1
TWLU ANTENNA LOCATION IS ON THE CENTERLINE	787-8	23.4	7.1	-	-	-	-	-	-
POTABLE WATER ONE SERVICE CONNECTION	787-8	63	19.2	3	0.9	-	-	6	1.8
FUEL ONE UNDERWING PRESSURE CONNECTOR WITH TWO FUELING PORTS  TOTAL CAPACITY 33,528 US GAL (126,917 LITERS)	787-8	90	27.4	48	14.6	-	-	17	5.2
LAVATORY BOTH FORWARD AND AFT TOILETS ARE SERVICED THROUGH ONE SERVICE PANEL	787-8	144	43.9	0	0	0	0	9.5	2.9

## 5.4.2 GROUND SERVICING CONNECTIONS AND CAPACITIES

*MODEL 787-8*



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The 787 aircraft is an entirely electrical aircraft and will not have a pneumatic system onboard. In case of an inoperable APU, engine starts may be accomplished via the aircraft electrical connection.

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## **5.5.2 ENGINE START AND GROUND POWER REQUIREMENTS - PNEUMATIC** *MODEL 787-8*

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## **5.6.1 CONDITIONED AIR FLOW REQUIREMENTS - HEATING**

*MODEL 787-8*

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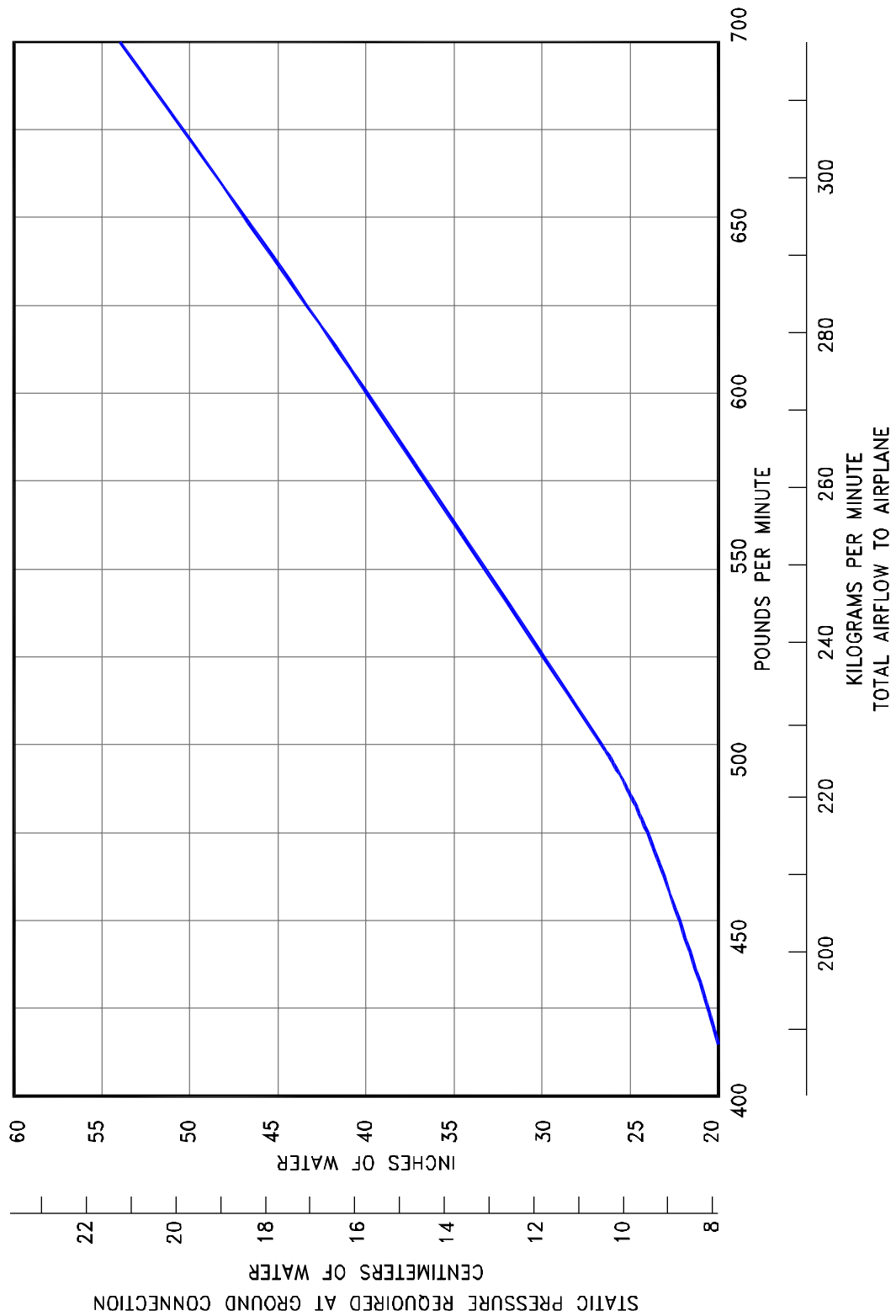
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## **5.6.2 CONDITIONED AIR FLOW REQUIREMENTS - COOLING**

*MODEL 787-8*

# PRELIMINARY INFORMATION



## 5.6.3 CONDITIONED AIR FLOW REQUIREMENTS – STEADY STATE MODEL 787-8

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## **5.7.1 GROUND TOWING REQUIREMENTS - ENGLISH UNITS**

*MODEL 787-8*

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## **5.7.2 GROUND TOWING REQUIREMENTS - METRIC UNITS**

*MODEL 787-8*