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787 Engine Ice

The transition from bleed-air power to an electric architecture reduces the mechanical complexity of the 787. The only remaining bleed system on the 787 is the anti-ice system for the engine inlets.

AERO - Boeing 787 from the Ground Up

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The 787 no-bleed systems architecture is shown schematically in figure 1. On the 787, bleed air is only used for engine cowl ice protection and pressurization of hydraulic reservoirs. The electrified functions are wing deicing protection, engine starting, driving the high-capacity hydraulic pumps, and powering the cabin environmental control ...

AERO - 787 No-Bleed Systems

Models affected are the 747-8 and the 787, which Boeing Co. calls the Dreamliner. WASHINGTON - Boeing is alerting airlines about possible engine icing problems on some of its new planes.

Boeing warns of 747, 787 engine ice | The Spokesman-Review

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Boeing sent out an advisory to 15 airlines warning about a risk of engine icing problems on its new 747-8 and 787 Dreamliner planes with engines made by General Electric, urging them to avoid ...

Boeing Dreamliner warning on risk of engine ice | CBC News

The engine carries composite technology into the fan case. The engine market for the 787 is estimated at US\$40 billion over the next 25 years. A first is the elimination of bleed air systems using high temperature/high pressure air from the propulsion engines to power aircraft systems such as the starting, air-conditioning and anti-ice systems.

General Electric GEnx - Wikipedia

The Boeing 787 Dreamliner is a wide-body jet airliner manufactured by Boeing Commercial Airplanes. After dropping its Sonic Cruiser project, Boeing announced the conventional 7E7 on January 29, 2003, focused on efficiency. The program was launched on April 26, 2004, with an order for 50 from All Nippon Airways (ANA), targeting a 2008 introduction. On July 8, 2007, the prototype was rolled-out ...

Boeing 787 Dreamliner - Wikipedia

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Boeing 787 Engines' Ice Risk Spurs FAA to Warn Airlines

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On the 787, the heater mats provide deicing service only, at a temperature range of 45°F to 70°F (7.2°C to 21.1°C). Power consumption for this service is 45 to 75 kW. Anti-icing capability requires a power supply of 150 to 200 kW on an aircraft the size of a 787.

787 integrates new composite wing deicing system ...

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WING & ENGINE Anti-Ice systems! Explained by CAPTAIN JOE ...

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The 787 does not use any bleed air from the engines. Hydraulics systems, wing anti-ice, air conditioning and pressurization are electrical powered. Available engine options for 787-9: Rolls-Royce Trent 1000-A2, 1000-J2, 1000-K2, General Electric GEnx-1B74, -1B75P2.

Boeing 787-9 Dreamliner - Specifications - Technical Data

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Note that the upper VHF antenna is also anti-iced to prevent ice entering the engine inlets. The 787 uses electric heating elements for the wing instead of bleed air from the engines. Engine anti-ice is still done using engine bleed air.

icing - How do large airliners de-ice in flight ...

Three pitot probes and two angle of attack probes are electrically heated for anti-ice protection when either engine is operating. The total air temperature probe is electrically heated for anti-ice protection in flight. THIS SET IS OFTEN IN FOLDERS WITH... 787 Electrical

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