

## ***Ge Cf6 Engine***

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**Ge Cf6 Engine**

The CF6-80A and -80C2 engines are known for their high reliability, and this was evident during extended twin operations (ETOPS) testing. Both engines received 180-minute ETOPS approval on the Boeing 767, and the CF6-80C2 engine received 138-minute ETOPS approval on the A300 and A310 aircraft that allowed twin-engine aircraft operations over large bodies of water.

**The CF6 Engine | GE Aviation**

The General Electric CF6 is a family of high-bypass turbofan engines produced by GE Aviation. Based on the TF39, the first high-power high-bypass jet engine, the CF6 powers a wide variety of civilian airliners. The basic engine core also powers the LM2500, LM5000, and LM6000 marine and power generation turboshafts. The newer GEnx family has been introduced, intended to replace the CF6 family.

**General Electric CF6 - Wikipedia**

The CF6 has its origins in the TF39 turbofan engine, which was introduced in the 1960s. In 1965, General Electric won the bid to deliver TF39 engines for the C-5A Galaxy military transport aircraft. While the General Electric CF6 powers a long range of commercial aircraft, the engines are also featured on a number of military aircraft.

**General Electric CF6 (F103/F138) Turbofan Engine | PowerWeb**

Collection Item Summary: Following the September 1967 commitment of corporate funds to develop the engine, the General Electric CF6-6 turbofan was selected in April 1968 to power the McDonnell Douglas DC-10 Series 10 intermediate-range transport aircraft then on order by United Air Lines and American Airlines.

**General Electric CF6-6 Turbofan Engine, Cutaway | National ...**

The CF6 engine family is the cornerstone of the widebody engine aircraft business. For more than 40 years, the CF6 engine family has established an impressive operational record. CF6 engines have compiled nearly 400 million flight hours since they first entered commercial revenue service in 1971.

**The CF6 Engine | Engines | Commercial | GE Aviation**

Still popular after 35 years, the CF6-80 is one of the best earners in that space. High-pressure turbine blades are among the most in-demand CF6-80 parts. Credit: AFI-KLM EM. MTU Maintenance is the biggest player in the CF6-80C2 aftermarket behind the engine's manufacturer, GE Aviation.

**GE CF6-80 Engine MRO Outlook Strong For A Few Years**

Airbus A330 GE CF6 Engine - Fan Blade Removal and Installation.

**Airbus A330 GE CF6 Engine - Fan Blade Removal and Installation**

Commercial Engines With more than 33,000 engines in service, GE is a world leader in jet engine manufacturing, offering products for many of the best-selling commercial airframes. Each one of GE's commercial engines is a leader in its class for performance, reliability and cost of ownership.

**Commercial Engines | GE Aviation**

The CF6-80E1 engine was developed to power the newest generation of airliners such as Airbus A330. It incorporates a new 96-inch (2.44 meters) fan and a new 4-stage booster with all new aerodynamics for increased pressure ratio. The -80E1 engine models provide thrusts ranging from 67,500-lb (CF6-80E1A2 IOC 1994) to 72,000-lb (CF6-80E1A3 IOC 2002).

**CF6-80E1 - deagel.com**

GE Aviation also designed jet engines for the Air Force One fleet, a pair of highly customized Boeing 747 planes that U.S. presidents use for travel. The current aircraft use four CF6-80C2 engines, which can generate as much as 61,960 pounds each.

### **Here's How Powerful The World's Largest Jet Engine Is - GE ...**

Click on an engine's ESN number to launch the Engine Spec webpage. Click on the contact name to send an email. Contact Arlene Floresca at [arlene@aeroconnect.com](mailto:arlene@aeroconnect.com) with any questions or comments.

### **Available Engines - Aero Connect**

UPS 747-400F fleet will be powered by General Electric CF6-80C2-B1F engines. On 1 September 2005, Nippon Cargo Airlines selected General Electric CF6-80C2 engines to power four Boeing 747-400F aircraft which were slated to be delivered in 2007. The engines were valued at \$150 million.

### **CF6-80C2 - deagel.com**

GE Aviation, an operating unit of GE, is a leading provider of jet and turboprop engines, components and integrated systems for commercial, military, business and general aviation aircraft and has a global service network to support these offerings. GE Aviation recorded revenues of \$20 billion (US) in 2012.

### **GE Aviation | General Electric**

The CFM International CFM56 (U.S. military designation F108) series is a French-American family of high-bypass turbofan aircraft engines made by CFM International (CFMI), with a thrust range of 18,500 to 34,000 pounds-force (82 to 150 kilonewtons). CFMI is a 50-50 joint-owned company of Safran Aircraft Engines (formerly known as Snecma) of France, and GE Aviation (GE) of the United States.

### **CFM International CFM56 - Wikipedia**

GE's CF6 engine family is currently in the news for reason of a catastrophic failure. Experienced hands know it is far too early to speculate as to the ultimate cause of the failure. Accepting ...

### **GE's CF6 - In The News When No News Is Good News - General ...**

Join the largest commercial aircraft and engine online trading community and find or post your aircraft, engines or parts on TEAM.aero. We also offer News, Videos, Conference and Events, Aviation Directory, Industry Data.

### **TEAM Aero: Your Commercial Jet Aircraft Trading Community**

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### **engine cf6 | eBay**

The CF6 is a two-shaft turbofan which powers medium- to long-haul Airbus and Boeing wide-body aircraft. For the CF6 MTU Aero Engines produces turbine and compressor parts. Having been manufactured for over 40 years, this engine now figures more and more importantly in MTU's repair and spare parts business.

### **CF6 - MTU Aero Engines**

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### **cf6 engine | eBay**

CTS Engines offers its Maintenance, Repair, and Overhaul ("MRO") customers outstanding service and value for full overhauls of the GE CF6-80C2, CF6-80A, CF6-50 and PW2000 series engines. We are committed to lowering our airline partners' per cycle engine maintenance costs, while at the

same time maximizing length of time on-wing.

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