CF34-10
GE’s most reliable engine even while operating under the harshest conditions — from the highest altitudes in the world to the sweltering heat of the Middle East.

Born as a scaled and improved version of the legendary CFM56* engine, the CF34-10 family is a proven stalwart of commercial aviation

- Averaging 16,000 cycles to its first overhaul, CF34-10 is projected to stay on wing for the life of the B-52 and beyond — reducing maintenance, manpower, and operating costs.
- Provides the most thrust in reserve for more mission-based climb in more extreme conditions.
- Offers the lowest total cost of ownership of any engine offered for the B-52 CERP.
- Proven fully mature with over 31 million (CF34-10) flight hours and over 159 million CF34 family flight hours.
- Tackling an average of 8 flights per day with GE’s highest 99.98% dispatch reliability, this engine promises substantial increases in aircraft readiness and availability.

Performance specifications
- Maximum takeoff thrust: 20,360 lbs
- Bypass ratio: 5.4:1
- Maximum overall pressure ratio: 29:1
- Fan diameter: 53 in
- Length: 88.7 in (engine base)
- Weight: 3,760 lbs
- Noise: ICAO Chapter 4 Meets or surpasses
- Emissions: ICAO CAEP/6 Meets or surpasses
- Specific fuel consumption: 35K/0.80 Mm max cruise .640
- Control system: Dual-channel FADEC

PASSPORT
GE’s most advanced, digitally capable engine built on proven technologies delivering game-changing performance and fuel burn in the most severe environments.

Evolved from GE’s most advanced commercial engines and technologies that perform with 99.96% dispatch reliability

- Recently powered the longest non-stop business jet flight in history (8,152 nm), a testament to its endurance.
- Lowest fuel burn of any engine in its thrust class enables mission effectiveness: longer mission range, persistence, and increased payload.
- Dual FADEC (Full Authority Digital Engine Control) offers redundancy for real-time troubleshooting and to guard against mission disruption.
- Predictive health management provides data analytics to identify and prevent engine-related disruptions.
- Significant noise and emissions reductions provide environmental, health, and safety benefits for ground personnel and surrounding communities.

Performance specifications
- Maximum takeoff thrust: 18,900 lbs
- Bypass ratio: 5.8:1
- Maximum overall pressure ratio: 51:1
- Fan diameter: 52 in
- Length: 102.7 in (engine base)
- Weight: 3,950 lbs
- Noise: ICAO Chapter 4 Meets or surpasses
- Emissions: ICAO CAEP/8 Meets or surpasses
- Specific fuel consumption: 47K/0.85 Mm max cruise .615
- Control system: Distributed FADEC

*CFM is a 50/50 JV between GE and Safran Aircraft Engines
READY FOR A RANGE OF MISSIONS

B-52andGE.com