In addition to providing topflight power for a broad range of commercial aircraft, GE’s CF6 large turbofan engines (military designations: F103 and F138) power 16 military and VIP applications.

The CF6-50 (F103), entered military service in the mid-1970’s on the E-4B aircraft. In 1979, it was introduced on the KC-10 Tanker, a modification of the commercial DC-10-30.

The CF6-80C2, an advanced development of the CF6-50 entered military service in 1991, on the VC-25 (Air Force One), the official aircraft designated to transport the President of the United States. CF6-80C2 engines also power the 767 AWACS, A310 MRTT, XC-2 Transport, and the Italian and Japanese 767 Tanker Transport program.

In 1969, the TF39 engine was designed to power the USAF C-5 Galaxy Transport aircraft. It was the first high bypass turbofan, and led to the development of the CF6 engine family. That legacy has now come full circle as the C-5 is re-engined with the CF6-80C2L1F. The F138 achieves up to a 20% reduction in fuel burn versus earlier models, plus greater range and payload to provide added warfighter and humanitarian support.
CF6 turbofan engine

Applications

Lockheed Martin C-5M
EADS/Airbus A310 MRTT
Boeing 767 Tanker
Boeing E-4B
Boeing KC-10
Boeing 767 AWACS

Performance Specifications (Sea level/standard day)

<table>
<thead>
<tr>
<th></th>
<th>CF6-50</th>
<th>CF6-80C2</th>
<th>CF6-80E1</th>
<th>F138</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thrust class (lb/kN)</td>
<td>54,000/240</td>
<td>63,500/282</td>
<td>72,000/320</td>
<td>59,000/740</td>
</tr>
<tr>
<td>Length (in/m)</td>
<td>183/4.7</td>
<td>168/4.3</td>
<td>168/4.3</td>
<td>168/4.3</td>
</tr>
<tr>
<td>Airflow (lb/sec, kg/sec)</td>
<td>1,487/676</td>
<td>1,790/812</td>
<td>1,976/875</td>
<td>1,790/812</td>
</tr>
<tr>
<td>Bypass ratio</td>
<td>4.4</td>
<td>5.3</td>
<td>5.1</td>
<td>5.3</td>
</tr>
</tbody>
</table>

GE Aviation
One Neumann Way
Cincinnati, Ohio 45215 U.S.A.
Phone: 513-552-3272 (internationally)
877-432-3272 (within U.S.)