

General Electric Cf6 80c2 Engine



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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

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

The Qantas flight from Dallas to Brisbane is one of the world's longest nonstop commercial flights, and GE's CF6 engines help make it possible. The flight (Qantas flight QFA8) from Dallas, Texas to Brisbane, Australia uses a Boeing 747-400 aircraft and is powered by four GE CF6 engines.

The CF6 Engine | Engines | Commercial | GE Aviation

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 ...

General Electric CF6 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 ...

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CF6-80C2 - Spinner Removal and Installation - GE Aviation Maintenance Minute GE Aviation. ...
Airbus A330 GE CF6 Engine - Fan Blade Removal and Installation - Duration: 6:56.

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General Electric CF6-80C2K1F Engine at JASDF Gifu Air Base ...

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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

development programs (including the GE/NASA Energy Efficient Engine program) have been incorporated into the CF6-80C2 design, such as advanced cooling techniques to improve overall efficiency, advanced clearance control, and aerodynamic modifications of blades and vanes. CF6* technology advances, such as . 63,500 lb thrust class

PowerPoint Presentation

In IASG's view, GE really broke into the market with the CF6-80C2 series and this engine was the defining point in creating the leadership position which it has since attained. The CF6-80C2 series featured the first major changes to engine configuration since the development of the CF6-50 series. The CF6-80C2 has a larger fan and one ...

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