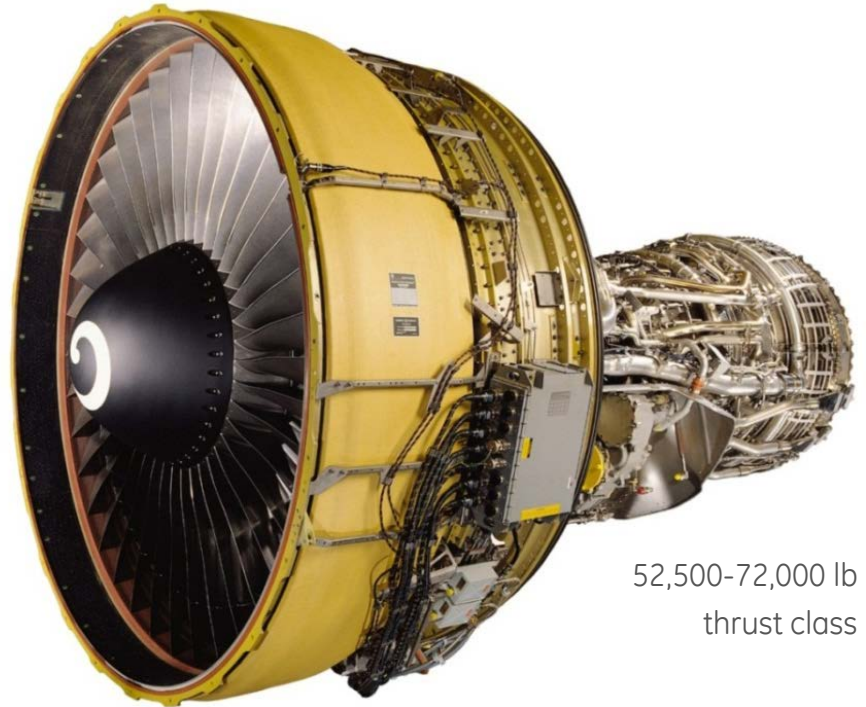




F138/ CF6-80 turbofan engines



52,500-72,000 lb
thrust class

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



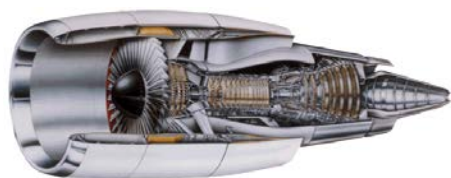
Boeing E-4B



Boeing KC-10



Boeing 767 AWACS



Performance Specifications (Sea level/standard day)

	CF6-50	CF6-80C2	CF6-80E1	F138
Thrust class (lb/kN)	54,000/240	63,500/282	72,000/320	59,000/264
Length (in/m)	183/4.7	168/4.3	168/4.3	168/4.3
Airflow (lb/sec, kg/sec)	1,487/676	1,790/812	1,976/875	1,790/812
Bypass ratio	4.4	5.3	5.1	5.3

