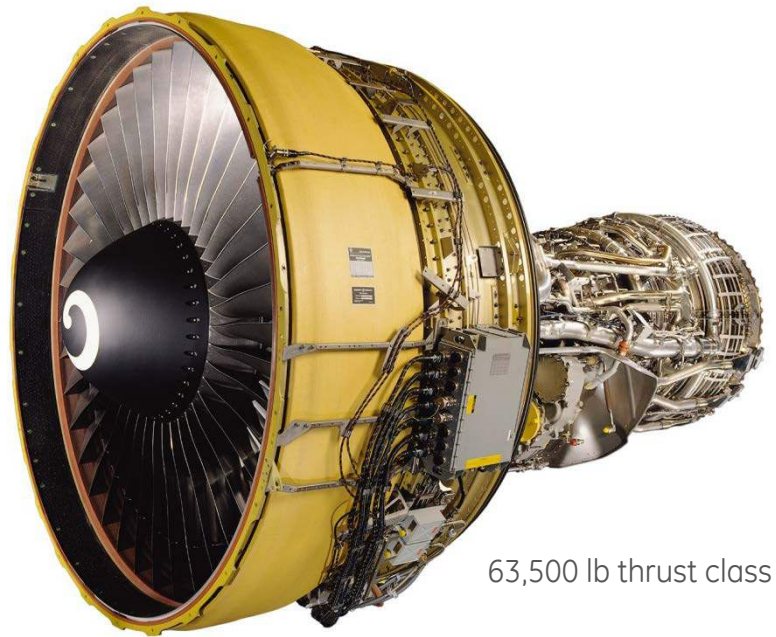




CF6-80C2

high-bypass turbofan engines



63,500 lb thrust class

The **CF6-80C2** high-bypass turbofan engine combines a proven core with the latest technical innovations to offer the highest reliability, longest life, and lowest fuel burn in its thrust class.

Technologies from a variety of research and 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

a low emissions combustor and advanced high pressure turbine, maximize customer value in the 21st century.

The engine entered revenue service in October 1985 and has consistently demonstrated the lowest specific fuel consumption of any large commercial transport engine in its thrust class. Currently certified on 14 widebody aircraft models and with 16 ratings, the CF6-80C2 has received FAA 180-minute Extended Range Operations (ETOPS) approval for A300, A310, 747, and 767 aircraft, offering route structuring flexibility and added economic benefits.

CF6-80C2 high bypass turbofan

Applications



Airbus Industrie A300-600/600R/600F



Airbus Industrie A310-200 Adv/300



Airbus Industrie A300-600ST



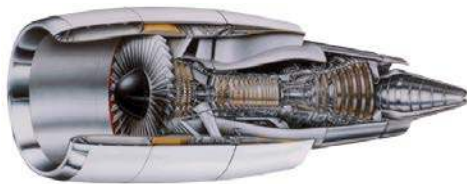
Boeing 767-200ER/300(ER)(F)/400ER/AWACS



Boeing 747-200/300/400



Boeing MD-11



Performance Specifications

Takeoff thrust	52,500-63,500 lb (233.5-282 kN)
Bypass Ratio	4.97-5.31
Pressure ratio	27.4-31.9
Fan tip diameter	93 in (236.2 cm)
Length	160.9 in (408.7 cm)

Milestones

CF6-80C2 engine certification	June 1985
A300-600	October 1985
A310-300	April 1986
A310-200	May 1986
767-200ER	May 1987
767-300	July 1987
747-300	December 1987
767-300ER	March 1988
A300-600R	April 1988
747-200	January 1989
747-400	May 1989
MD-11	December 1990
A300-600F	May 1994
A300-600ST	January 1996
767-400ER entry into service	June 2000



*CF6 is a registered trademark of GE

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

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