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The CF6-80 series are high-bypass turbofan engines with a thrust range of 48,000 to 75,000 lb (214 to 334 kN). Although the HP compressor still has 14 stages, GE did take the opportunity to tidy-up the design, by removing the empty air passage at compressor

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General Electric CF6 - Wikipedia

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CF6 - Wikipedia
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

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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

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compressor still has 14 stages, GE did take the opportunity to tidy-up the design, by removing the empty air passage at compressor exit General Electric CF6 - Wikipedia CF6-80C2 Engine

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CF6-80C2 Engine The CF6-80C2 is certified on several widebody aircraft models, and Delta TechOps has

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serviced these engines since 1982.

CF6-80C2 Engine - Delta TechOps | CF6-80C2

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.

PowerPoint
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Presentation

The DAE CF6-80C2 configuration fits both the bore cool and non-bore cool engine types. Contact DAE sales for variants of this stand to transport the CF6-80A engine. This engine stand includes four locking, stowable swivel casters with turning tool, dual tow bar assemblies, stainless steel mount assemblies, ten shock mount isolators ...

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Model 3195 CF6-80 Engine Stand - DAE Industries

CTS Engines offers its Maintenance, Repair, and Overhaul (“MRO”) customers outstanding service and value for full overhauls of the GE CF6-80C2, CF6-80A, CF6-50 and PW2000 series engines. We are committed to lowering our airline partners’ per cycle engine maintenance costs,

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while at the same time maximizing length of time on-wing.

About Us - CTS Engines

Technical Manual Index
- August 1, 2020 Page
1/1 Following is the
CF6 Component
Maintenance Manual
Section and Appendix
A of the Technical
Manual Index.

APPENDIX A reflects
the BAE General
Practices Manual

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sections; previously issued as CMM GEK 99373. Section copies are available by contacting aviation.fleet.support@ge.com or from BAE at cs-customer.service@baesystems.com

CF6 Component Maintenance Manual Section Appendix A

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engine shop manuals,
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**Technical Manuals
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While the General Electric CF6 powers a long range of commercial aircraft, the engines are also featured on a number of military aircraft. The CF6 was for the C-5 Re-engining Program (RERP). CF6-80C2 engines (F138-GE-100) will power the C-5M Super Galaxy heavy strategic airlift aircraft for many years to come. Compared to older C-5s (A/B/C

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models), the C-5M has a 58% faster time-to-climb capability, provides a 20% increase in cargo payload, and also comes with a 34% improvement in cost per ...

General Electric CF6 (F103/F138) Turbofan Engine | PowerWeb

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- Wood Dale, IL 60191
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108746-02 CF6-80C2
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- Licensed by GE
Aviation to transport &
store CF6-80A,
CF6-80A2, CF6-80A3,

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Engine

CF6-80C2, and
CF6-80E1 engines in
QEC configuration
(ready for installation)

- Separate AM-1928 configuration required for each engine type
- Capable of shipment on main deck of B747F freighter
- Engine pins securely into place quickly & easily

**AM-1928 Cradle &
Base Transport-
Shipping-Storage for
CF6**

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the first CF6 variant to power the 747. The -50C2B is the highest thrust variant of the -50 series and is rated at 53,200lbs. This version powers the highest gross weight variant of the DC-10-30 and higher gross weight models of the 747-200. The next engine variant to come out of the CF6 stable was the CF6-80A. The CF6-80A series did not feature any major

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We agree with removing the GE CF6-80C2B1F1, CF6-80C2B1F2, CF6-80C2B3F, and CF6-80C2B8F engine models from the applicability section of this AD because these engine models were

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never produced or the applicable HPT disks in this AD are not eligible for installation in these engine models.

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unsafe condition, if not addressed, could result in an uncontained HPT disk release, damage to the engine, and damage to the airplane.

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