U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET E23EA	TCDS NUMBER E23EA REVISION: 21 DATE: June 10, 2013 GENERAL ELECTRIC COMPANY MODELS: CF6-6D, CF6-6D1, CF6-6D1A, CF6-6K, CF6-6K2, CF6-45A, CF6-45A2 CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D CF6-50E, CF6-50E1, CF6-50E2, CF6-50E2B

Engines of models described herein conforming with this data sheet (which is part of Type Certificate Number E23EA) and other approved data on file with the Federal Aviation Administration, meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Federal Aviation Regulations, provided they are installed, operated, and maintained as prescribed by the approved manufacturer's manuals and other approved instructions.

TYPE CERTIFICATE (TC) HOLDER: General Electric Company
Aircraft Engine Group
One Neumann Way
Cincinnati, OH 45215

I. MODELS	CF6-6D	CF6-6D1	CF6-6D1A	CF6-6K	CF6-6K2
TYPE	High bypass turbofan: coaxial front fan driven by multi-stage low pressure turbine, multi-stage compressor with two stage turbine and annular combustor.				
RATINGS (See NOTE 5)					
Maximum continuous at sea level, static thrust, lb.	37,500	- -	- -	- -	- -
Takeoff (5 min.) at sea level, static thrust, lb. (See NOTE 14)	39,300	40,300	40,900	39,300	40,900
Alternate takeoff (5 min.) at sea level, static thrust, lb.	---	---	---	---	---
Flat rating ambient temperature					
Takeoff	88°F/31°C	84°F/29°C	- -	88°F/31°C	84°F/29°C
Alternate takeoff	---	---	---	---	---
Maximum continuous	77°F/25°C	- -	- -	- -	- -

*

PAGE	1	2	3	4	5	6	7	8	9	10	11
REV.	21	21	21	21	21	21	21	20	20	21	21

LEGEND: "- -" INDICATES "SAME AS PRECEDING MODEL"
"---" NOT APPLICABLE
NOTICE: ALL PAGES ARE REFORMATTED. SIGNIFICANT CHANGES ARE BLACK-LINED IN THE LEFT MARGIN.

I. MODELS (CONT.)	CF6-6D	CF6-6D1	CF6-6D1A	CF6-6K	CF6-6K2
FUEL CONTROL, WOODWARD					
GE P/N	9033M11 or	- -	- -	- -	- -
	9221M56	- -	- -	- -	- -
CIT SENSOR, WOODWARD					
GE P/N	7003M94	- -	- -	- -	- -
FUEL PUMP					
GE P/N	9015M46 or	- -	- -	- -	- -
Single element gear type pump	9039M45	- -	- -	- -	- -
FUEL (See NOTE 7)					
Conforming to GE Specification	D50TF2	- -	- -	- -	- -
OIL	Synthetic type conforming to GE Specification D50TF1. GE Service Bulletin 79-0001 lists approved oils and applicable restrictions.				
IGNITION SYSTEM					
Two ignition units					
GE P/N	9101M52	- -	- -	- -	- -
Two ignitor plugs					
GE P/N	9101M37	- -	- -	- -	- -
STARTING					
Starter					
GE P/N	9014M18 or	- -	- -	- -	- -
	9281M79	- -	- -	- -	- -
Starter Valve					
GE P/N	9033M46	- -	- -	- -	- -
PRINCIPAL DIMENSIONS					
Length (in) (fan spinner to LPT aft flange face)	188	- -	- -	- -	- -
Width (in) (maximum envelope)	94	- -	- -	- -	- -
Height (in) (maximum envelope)	105	- -	- -	- -	- -
WEIGHT (DRY) (lb)	8,176	- -	- -	- -	- -
	NOTE: Weight includes basic engine accessories & optional equipment as listed in the manufacturer's engine specification, including condition monitoring instrumentation sensors per GE Specification GEK 9251.				
CENTER OF GRAVITY LOCATIONS					
Station (in) (engine only)	227.0±2.0	- -	- -	- -	- -
Waterline (in) (engine only)	98.1±1.0	- -	- -	- -	- -

II. MODELS	CF6-50A	CF6-50C	CF6-50CA	CF6-50C1	CF6-50C2
TYPE	High bypass turbofan: coaxial front fan driven by multi-stage low pressure turbine, multi-stage compressor with two stage turbine and annular combustor.				
RATINGS (See NOTE 5)					
Maximum continuous at sea level, static thrust, lb.	46,300	- -	- -	- -	- -
Takeoff (5 min.) at sea level, static thrust, lb. (See NOTE 14)	48,400	50,400	- -	51,800	- -
Alternate takeoff (5 min) at sea level, static thrust, lb.	---	---	---	46,600	---
Flat rating ambient temperature					
Takeoff	87°F/31°C	86°F/30°C	- -	- -	- -
Alternate takeoff	---	---	---	86°F/30°C	---
Maximum continuous	86°F/30°C	- -	- -	- -	- -
FUEL CONTROL, WOODWARD					
GE P/N	9070M55	- -	- -	9070M55 or 9187M29	9070M55
CIT SENSOR, WOODWARD					
GE P/N	9261M73 or	- -	- -	- -	- -
	9261M74	- -	- -	- -	- -
FUEL PUMP					
GE P/N	9015M46 or	- -	- -	- -	- -
Single element gear type pump	9039M45	- -	- -	- -	- -
FUEL (See NOTE 7)					
Conforming to GE Specification	D50TF2	- -	- -	- -	- -
OIL	Synthetic type conforming to GE Specification D50TF1. GE Service Bulletin 79-0001 lists approved oils and applicable restrictions.				
IGNITION SYSTEM					
Two ignition units					
GE P/N	9101M52 or	- -	- -	- -	- -
	9238M66	- -	- -	- -	- -
Two ignitor plugs					
GE P/N	9101M37 or	9101M37 or	1305M52 or	- -	- -
	1305M52	9387M23	9101M37	- -	- -
STARTING					
Starter					
GE P/N	9014M18 or	- -	- -	- -	- -
	9281M79	- -	- -	- -	- -
Starter Valve					
GE P/N	9033M46	- -	- -	- -	- -
PRINCIPAL DIMENSIONS					
Length (in) (fan spinner to LPT aft flange face)	183	- -	- -	- -	- -
Width (in) (maximum envelope)	94	- -	- -	- -	- -
Height (in) (maximum envelope)	105	- -	- -	- -	- -
WEIGHT (DRY) (lb)	8,825	8,966	- -	- -	- -
	NOTE: Weight includes basic engine accessories & optional equipment as listed in the manufacturer's engine specification, including condition monitoring instrumentation sensors per GE Specification GEK 9251.				

II. MODELS (CONT.)	CF6-50A	CF6-50C	CF6-50CA	CF6-50C1	CF6-50C2
CENTER OF GRAVITY LOCATIONS					
Station (in) (engine only)	224.0±2.0	- -	- -	- -	- -
Waterline (in) (engine only)	96.8±1.0	- -	- -	- -	- -

III. MODELS	CF6-50C2D	CF6-50E	CF6-50E1	CF6-50E2	CF6-50C2B
TYPE	High bypass turbofan: coaxial front fan driven by multi-stage low pressure turbine, multi-stage compressor with two stage turbine and annular combustor.				
RATINGS (See NOTE 5)					
Maximum continuous at sea level, static thrust, lb.	46,300	- -	- -	- -	- -
Takeoff (5 min.) at sea level, static thrust, lb. (See NOTE 14)	51,800	- -	- -	- -	53,200
Alternate takeoff (5 min) at sea level, static thrust, lb.	---	46,600	---	---	---
Flat rating ambient temperature					
Takeoff	79°F/26°C	78°F/26°C	86°F/30°C	- -	79°F/26°C
Alternate takeoff	---	86°F/30°C	---	---	---
Maximum continuous	86°F/30°C	- -	- -	- -	86°F/30°C
FUEL CONTROL, WOODWARD					
GE P/N	9070M55	9187M29	- -	- -	9070M55
CIT SENSOR, WOODWARD					
GE P/N	9261M73 or	- -	- -	- -	- -
	9261M74	- -	- -	- -	- -
FUEL PUMP					
GE P/N	9015M46 or	- -	- -	- -	- -
Single element gear type pump	9039M45	- -	- -	- -	- -
FUEL (See NOTE 7)					
Conforming to GE Specification	D50TF2	- -	- -	- -	- -
OIL	Synthetic type conforming to GE Specification D50TF1. GE Service Bulletin 79-0001 lists approved oils and applicable restrictions.				
IGNITION SYSTEM					
Two ignition units					
GE P/N	9101M52 or	- -	- -	- -	- -
	9238M66	- -	- -	- -	- -
Two ignitor plugs					
GE P/N	1305M52 or	- -	- -	- -	- -
	9101M37	- -	- -	- -	- -
STARTING					
Starter					
GE P/N	9014M18 or	9014M18	- -	- -	9014M18 or
	9281M79				9281M79
Starter Valve					
GE P/N	9033M46	- -	- -	- -	- -
PRINCIPAL DIMENSIONS					
Length (in) (fan spinner to LPT aft flange face)	183	- -	- -	- -	- -
Width (in) (maximum envelope)	94	- -	- -	- -	- -
Height (in) (maximum envelope)	105	- -	- -	- -	- -
WEIGHT (DRY) (lb)	8,966	9,047	- -	- -	8,966

III. MODELS (CONT.)	CF6-50C2D	CF6-50E	CF6-50E1	CF6-50E2	CF6-50C2B
WEIGHT (DRY) (lb)	8,966	9,047	- -	- -	8,966
	NOTE: Weight includes basic engine accessories & optional equipment as listed in the manufacturer's engine specification, including condition monitoring instrumentation sensors per GE Specification GEK 9251.				
CENTER OF GRAVITY LOCATIONS					
Station (in) (engine only)	224.0±2.0	- -	- -	- -	- -
Waterline (in) (engine only)	96.8±1.0	- -	- -	- -	- -

IV. MODELS	CF6-50E2B	CF6-45A	CF6-45A2		
TYPE	High bypass turbofan: coaxial front fan driven by multi-stage low pressure turbine, multi-stage compressor with two stage turbine and annular combustor.				
RATINGS (See NOTE 5)					
Maximum continuous at sea level, static thrust, lb.	46,300	43,250	- -		
Takeoff (5 min.) at sea level, static thrust, lb. (See NOTE 14)	53,200	45,600	- -		
Alternate takeoff (5 min) at sea level, static thrust, lb.	---	---	---		
Flat rating ambient temperature					
Takeoff	86°F/30°C	97°F/36°C	- -		
Alternate takeoff	---	---	---		
Maximum continuous	86°F/30°C	- -	- -		
FUEL CONTROL, WOODWARD					
GE P/N	9187M29	- -	- -		
CIT SENSOR, WOODWARD					
GE P/N	9261M73 or	- -	- -		
	9261M74	- -	- -		
FUEL PUMP					
GE P/N	9015M46 or	9039M45	- -		
Single element gear type pump	9039M45				
FUEL (See NOTE 7)					
Conforming to GE Specification	D50TF2	- -	- -		
OIL	Synthetic type conforming to GE Specification D50TF1. GE Service Bulletin 79-0001 lists approved oils and applicable restrictions.				

IV. MODELS (CONT.)	CF6-50E2B	CF6-45A	CF6-45A2		
IGNITION SYSTEM					
Two ignition units					
GE P/N	9101M52 or	- -	- -		
	9238M66	- -	- -		
Two ignitor plugs					
GE P/N	1305M52 or	- -	- -		
	9101M37	- -	- -		
STARTING					
Starter					
GE P/N	9014M18	- -	- -		
Starter Valve					
GE P/N	9033M46	- -	- -		
PRINCIPAL DIMENSIONS					
Length (in) (fan spinner to LPT aft flange face)	183	- -	- -		
Width (in) (maximum envelope)	94	- -	- -		
Height (in) (maximum envelope)	105	- -	- -		
WEIGHT (DRY) (lb)	9,047	- -	- -		
	NOTE: Weight includes basic engine accessories & optional equipment as listed in the manufacturer's engine specification, including condition monitoring instrumentation sensors per GE Specification GEK 9251.				
CENTER OF GRAVITY LOCATIONS					
Station (in) (engine only)	224.0±2.0	- -	- -		
Waterline (in) (engine only)	96.8±1.0	- -	- -		

CERTIFICATION BASIS

Title 14, Code of Federal Regulations (14 CFR) part 33 effective February 1, 1965, with Amendments 33-1 through 33-3 thereto, and Special Conditions 33-9-EA-4 for CF6-6 and CF6-50 series and 33-36-EA-9 for CF6-50 series. All CF6 series engines approved under Type Certificate No. E23EA comply with the February 1, 1974, fuel venting emissions and January 1, 1976, exhaust emissions requirements of Special Federal Aviation Regulation No. 27 effective February 1, 1974, Section 15. CF6-50/-45 engines delivered after January 1, 1988, comply with Special Federal Aviation Regulation 27-5.

MODELS	DATE OF APPLICATION/ AMENDED APPLICATION	DATE TC E23EA ISSUED/AMENDED
CF6-6D	JUL 03, 1968	SEPT 16, 1970
CF6-50A	SEPT 05, 1969	MAR 23, 1972
CF6-6D1	JUN 02, 1971	AUG 02, 1971
CF6-50D	JUL 9, 1971	NOV 27, 1972*
CF6-50C	JUL 9, 1971	NOV 20, 1973
CF6-50E	APR 02, 1973	NOV 20, 1973
CF6-6H	JUL 18, 1973	NOV 07, 1973*
CF6-50H	AUG 21, 1973	SEPT 07, 1973*
CF6-50E1	MAY 21, 1975	AUG 12, 1975
CF6-50C1	JUN 03, 1976	JUL 22, 1976
CF6-50CA	JUN 03, 1977	JUN 08, 1977

CERTIFICATION BASIS

MODELS	DATE OF APPLICATION/ AMENDED APPLICATION	DATE TC E23EA ISSUED/AMENDED
CF6-45A	FEB 13, 1976	JUL 12, 1977
CF6-45B	MAY 03, 1977	JUL 12, 1977*
CF6-6D1A	JUL 24, 1978	AUG 01, 1978
CF6-50C2	JAN 05, 1978	AUG 11, 1978
CF6-50E2	JAN 05, 1978	DEC 07, 1978
CF6-45A2	DEC 04, 1978	DEC 07, 1978
CF6-45B2	DEC 04, 1978	DEC 07, 1978*
CF6-50C2B	JUL 20, 1979	AUG 08, 1979
CF6-50E2B	JUL 20, 1979/JUL 28, 1982	AUG 08, 1979/MAR 18, 1983
CF6-50C2D	AUG 11, 1988	SEPT 22, 1988
CF6-6K	JAN 08, 1980	OCT 06, 1981
CF6-6K2	NOV 27, 1984	DEC 31, 1984

* Engine models CF6-45B, CF6-45B2, and CF6-50D were deleted from Type Certificate E23EA on April 9, 1981. Engine model CF6-6H was deleted from Type Certificate E23EA on August 12, 1975. Engine model CF6-50H was deleted from Type Certificate E23EA on November 9, 1977. The above were deleted at the request of the type certificate holder. No engines of these models are in existence, nor is there intent to manufacture or convert to these models.

PRODUCTION BASIS

Production Certificate No. 108 for engines produced by General Electric in the United States.

In addition, CF6-50 series engines and parts thereof produced in Europe are eligible in accordance with the following:

1. License agreement between General Electric and Societe National d'Etude et de Construction de Monteurs d'Aviation effective March 12, 1971, for complete engine and parts thereof.

2. License agreement between General Electric and Motoren and Turbinen Union, Munich GmbH effective February 9, 1971, for engine parts only.

Identification plates for engines manufactured by SNECMA shall contain the following information:

1. Manufacturer (SNECMA, France)
2. Model
3. Serial Number (Numbers 455-701through 455-999 and 528-101 through 528-999 are assigned to -50 engines manufactured by SNECMA)
4. Type Certificate Number E23EA
5. Established ratings
6. French certificate IM7

Each individually imported engine must be accompanied by an airworthiness approval tag, JAA Form 1, issued by SNECMA on behalf of the French Direction Generale de l'Aviation Civile (DGAC) under Production Certificate No. P03 or a "Certificat de Navigabilite pour Exportation" delivered by the DGAC (Ref. 14 CFR 21.502).

For imported modules, assemblies or parts produced by SNECMA in France, an airworthiness approval tag, JAA Form 1, issued by SNECMA on behalf of the French DGAC under Production Certificate No. P03 or a Certificat de Navigabilite pour Exportation" delivered by the DGAC (Ref. §21.502) shall be attached to each item or invoice covering a shipment of similar items.

For imported modules, assemblies or parts produced by MTU in the Federal Republic of Germany, a Luftfahrt-Bundersamt tag Muster Nr. 13/1 shall be attached to each item or invoice covering a shipment of similar items.

NOTES

NOTE 1. MAXIMUM PERMISSIBLE ENGINE ROTOR SPEEDS

	CF6-6D, CF6-6D1 CF6-6D1A, CF6-6K CF6-6K2	CF6-50A CF6-50C CF6-50CA	CF6-45A, CF6-45A2 CF6-50C1, CF6-50E CF6-50E1, CF6-50C2 CF6-50E2, CF6-50C2B CF6-50E2B, CF6-50C2D
Low pressure rotor (N1).	3,810 (111%)	4,102 (119.5%)	4,102 (119.5%)
High pressure rotor (N2).	9,925 (101%)	10,761 (109.5%)	10,761 (109.5%)

NOTE 2. MAXIMUM PERMISSIBLE INDICATED TEMPERATURES

Turbine exhaust gas temperature (T5.4):

Takeoff (5 min.)	1670°F (910°C)	(CF6-6D, CF6-6D1, CF6-6D1A, CF6-6K, CF6-6K2)
	1679°F (915°C)	(CF6-50A)
	1733°F (945°C)	(CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50E, CF6-50E1, CF6-50E2, *CF6-50A, CF6-45A, CF6-45A2, CF6-50C2B, CF6-50E2B, CF6-50C2D)
Maximum continuous	1616°F (880°C)	(CF6-6D, CF6-6D1, CF6-6D1A, CF6-6K, CF6-6K2)
	1607°F (875°C)	(CF6-50A)
	1670°F (910°C)	(*CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50E, CF6-50E1, CF6-50E2, CF6-50C2, CF6-50C2B, CF6-50E2B, CF6-50C2D, CF6-45A, CF6-45A2)
Maximum for acceleration (2 min.)	1697°F (925°C)	(CF6-6D, CF6-6D1, CF6-6D1A, CF6-6K, CF6-6K2)
	1706°F (930°C)	(CF6-50A)
	1760°F (960°C)	(CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50E, CF6-50E1, CF6-50E2, *CF6-50A, CF6-45A, CF6-45A2, CF6-50C2B, CF6-50E2B, CF6-50C2D)
Starting (max transient 40 secs)	1652°F (900°C)	
Starting (max no time limit)	1382°F (750°C)	

NOTE: Refer to CF6 Operating Instruction GEK 9267, for CF6-6 series and GEK 28467 for CF6-50/-45 series for time temperature envelope.

*CF6-50A engines must comply with GE Service Bulletin 72-471 to be eligible for these higher temperature limits.

GE Service Bulletin 77-25 is available to increase CF6-50/-45 series EGT margin by 10°C. This is accomplished by reducing indicated EGT by 10°C using a shunt device. SB 77-25 also defines required hot section hardware. Operating procedures and maintenance requirements shall be conducted per indicated EGT.

Fuel Pump Inlet	Refer to CF6 Installation Manual GEK 9286

Oil outlet / All models:

Continuous operation	320°F (160°C)
Transient operation	347°F (175°C)

(Transient operation is limited to 15 minutes)

NOTE 3. FUEL AND OIL PRESSURE LIMITS

Fuel: Minimum at engine pump inlet; 3.5 p.s.i. above absolute fuel vapor pressure, with maximum of 50 p.s.i. above absolute ambient atmospheric pressure.

Oil: Limits vary - refer to Specific Operating Instruction GEK 9267 for CF6-6 series, and GEK 28467 for CF6-50/-45 series.

NOTE 4. ACCESSORY DRIVE PROVISIONS

MODELS: **DRIVE PAD**	**ROTATION**	**CF6-6 GEAR RATIO TO CORE SPEED**	**CF6-45/-50 GEAR RATIO TO CORE SPEED**	**TORQUE (in. - lb.)** **CONT.**	**STATIC**	**STATIC OVERHUNG MOMENT (in. - lb.)**
Starter	CC	1.000	0.956	10,800	19,200	400
CSD	CC	0.870	0.832	(250 H.P.)17,400		900
Alternator*	C	-----	-------	----------	--------	1,000
Tachometer (core)**	C	0.427	0.409	7	540	3
Hydraulic pump***	CC	0.366	0.350	(85 H.P.) 7,400		500

C = Clockwise; CC = Counter-clockwise

* = Alternator Driven by CSD

** = Tachometer Mounted on and Driven through Main Lube & Scavenge Pump

*** = Either or both of two hydraulic pump drives

NOTE 5. ENGINE RATINGS ARE BASED ON CALIBRATED STAND PERFORMANCE UNDER THE FOLLOWING CONDITIONS:

Fan inlet air at 59°F and 29.92 in. hg.
GE bellmouth air inlet per GE Drawing 4013106-124, or 4013070-409 (light weight)
No external air bleed or accessory drive power for aircraft accessories.
Fan nozzle configuration defined by GE drawing 4013124-051, for CF6-6 series and 4013157-495 for CF6-45 series and CF6-50 series.
Jet nozzle configuration defined by GE Drawing 4013124-012 for CF6-6 series and 4013156-186 for CF6-45 series and CF6-50 series.
Turbine temperature and engine rotor speed limits not exceeded.
Core engine acceptance test cowling defined by GE Drawing 4013124-021.
Pylon configuration acceptance test cowling defined by GE Drawing 4013070-716 and/or 4013124-091.
Stand thrust adjusted for scrubbing drag per Figure A-11 of CF6 Installation Manual GEK 9286.
Engine performance deck R70AEG214 for CF6-6 series or R71AEG135 for CF6-45 series and CF6-50 series is the prime source of engine performance data throughout the flight envelope.

NOTE 6. MAXIMUM PERMISSIBLE AIR BLEED EXTRACTION

BLEED LOCATION	CF6-6	CF6-45/ CF6-50
Stage 8, compressor airflow, normal	5.00%	5.00%
Stage 8, compressor airflow, intermittent*	N/A	5.75%
Compressor discharge		
Steady state at takeoff rating	5.00%	5.00%
Steady state between 80% N2 and maximum continuous	10.00%	10.00%
During acceleration above 80% N2	7.00%	7.00%
Operating at 80% N2 or below	5.00%	12.50%
Stage 10	N/A	2.00%
Stage 13	2.00%	N/A

*The engine manufacturer is to be consulted regarding conditions, number of occurrences and duration of each occurrence within the limitations of: average of 2 x 10(-3) occurrences per engine operating hour and a maximum of 0.5 hour duration per occurrence (cumulative total of 50 hours). Intermittent operation is defined as "dispatch with a bleed system inoperative, or bleed system or engine failure in flight" and should be confined to the physical core speed (N2) range of 81.5 to 98.5 r.p.m.

NOTE 7. FUEL

Approved fuel conforming to GE Specification D50TF2. The latest revision of specification will apply.

NOTE 8. Cyclic life limits for CF6-6 critical rotating components are published in the Life Limits Section of the CF6-6 Engine Manual GEK 9266.

Cyclic life limits for CF6-50/-45 critical rotating and static components are published in the Life Limits Section of CF6-50/-45 Engine Manual GEK 50481.

NOTE 9. Power setting, power checks and control of engine thrust output in all operations is to be based on GE engine charts referring to Fan Speed (N1). Speed sensors are included in the engine assembly for this purpose.

NOTE 10. The following thrust reverser models are approved in accordance with 14 CFR 33.97 for incorporation on CF6 engine models:

	CF6-6D, -6D1, -6D1A, -6K, -6K2	CF6-50A, -50C, -50CA, -50C1, -50C2, -50C2B, -50C2D	CF6-45A, -45A2, -50E, -50E1, -50E2, -50E2B
Fan Reverser Model No.	FR-CF6G01 FR-CF6G07 TR-CF6-F4	FR-CF6G02 FR-CF6G03 FR-CF6G05 FR-CF6G08 FR-CF6G09 FR-CF6G10 TR-CF6-F3	FR-CF6G04 FR-CF6G06 TR-CF6-F6
Turbine Reverser Model No.	TR-CF6-4**	TR-CF6-5*	TR-CF6-7*

*A fixed core exhaust nozzle , N-CF6-1, is eligible for use in lieu of the TR-CF6-5 or TR-CF6-7 turbine reverser. A short fixed core exhaust nozzle, N-CF6-3, is also eligible for use in lieu of the TR-CF6-5 turbine reverser.

**Fixed core nozzle Rohr P/N 217-0001-501, 503, or 505.

NOTE 11. Refer to FAA New England Region or cognizant foreign airworthiness authority regarding foreign validation of FAA certification of CF6 series engines.

NOTE 12. The following models incorporate the following general characteristics:

CF6-6D	Basic model.
CF6-6D1	Same as CF6-6D except takeoff rating extended to 40,300 lbs. at 84°F ambient temperature sea level static with improved engines parts as defined in SB (CF6-6) 72-263 and SB 73-42.
CF6-6D1A	Same as CF6-6D1 except for takeoff rating extended to 40,900 lbs at 84°F ambient temperature.
CF6-45A	Same as CF6-50E except for reduced ratings specified at increased flat rating ambient temperature.
CF6-45A2	Same as CF6-50E2 except for reduced ratings specified at increased flat rating ambient temperature.
CF6-50A	Basic CF6-50 series model. Differs primarily from CF6-6 series in the number of low pressure and high pressure compressor stages, number of low pressure turbine stages, rotor speeds and temperature limits.

NOTE 12 (Cont.)

CF6-50C	Same as CF6-50A except takeoff rating increased to 50,400 lbs, flat rated to 86°F ambient temperature sea level static and with improved engine parts.
CF6-50CA	Same as CF6-50C except for variable stator vane reset actuator as used on CF6-50C1 for improved exhaust gas temperature operational characteristics.
CF6-50C1	Same as CF6-50C except the engine is operated at an increased takeoff thrust of 51,800 lbs. flat rated to 86°F ambient temperature SLS with an alternate takeoff rating of 46,600 lbs. flat rated ambient temperature SLS.
CF6-50E	Same as CF6-50C except the engine is operated to increased takeoff thrust of 51,800 lbs at a lower flat rated ambient temperature of 78°F SLS with an alternate takeoff rating of 46,600 lbs flat rated to 86°F ambient temperature SLS.
CF6-50E1	Same as CF6-50E except the takeoff flat rating ambient temperature is increased to 86°F sea level static with improved engine parts.
CF6-50C2	Same as CF6-50C1 except for new fan blade, Main Engine Control, and fan case stiffening ring.
CF6-50C2B	Same as CF6-50C2 except for increased takeoff thrust of 53,200 lbs at lower flat rated ambient temperature of 79°F.
CF6-50C2D	Same as CF6-50C2 except for lower flat rated ambient temperature of 79°F, SLS.
CF6-50E2	Same as CF6-50E1 except for new fan blade, Main Engine Control, and fan case stiffening ring.
CF6-50E2B	Same as CF6-50E2 except for increased takeoff thrust of 53,200 lbs with the incorporation of either GE Service Bulletin 78-190 or 78-192.
CF6-6K	Same as CF6-6D except for new fan blades and fan case stiffening ring.
CF6-6K2	Same as CF6-6K except engine is operated to increased takeoff thrust of 40,900 lbs at a lower flat rated ambient temperature of 84°F, SLS.

General Electric Service Bulletin (CF6-50) 72-350 outlines the conversions from one CF6-50/-45 series model to another CF6-50/-45 series model that have been FAA approved. A suffix may be added to the basic engine model number on the engine name plate to identify minor variations in the engine configuration, installation components or derated thrust peculiar to aircraft installation requirements. For example: CF6-50C2-XX. Engines that have suffix to the basic model number are identified in General Electric Service Bulletin No. (CF6-50/-45) 72-350, and are summarized below:

1. CF6-50C2-R - Same as -50C2 except reduced takeoff thrust rating (50,400 lbs. SLS). All hardware, limitations and other ratings are identical.

2. CF6-50C2-F - Same as -50C2 except reduced ratings (T.O. 45,600 lbs. SLS; MCT 43,250 lbs. SLS). All hardware, limitations and other ratings identical.

NOTE 13. Overhaul of CF6-6K2 engines is not authorized until the engine manual becomes available. Meanwhile, rebuilt engine utilizing new engine tolerances may be provided by the manufacturer.

NOTE 14. The normal 5 minute takeoff time limit may be extended to 10 minutes for engine out contingency.

NOTE 15. Removed.

----END----

	ASE	CMT PM	Branch Manager	Office Manager
Routing-Symbol	ANE-141	ANE-141	ANE-141	ANE-140
Name	Kasra Sharifi	Tomasz Rakowski	Christopher Spinney	Thomas Boudreau
Initials **Date**				