GE Aviation

GE90

Specifically designed for the Boeing 777, this is the world's most powerful turbofan, having demonstrated over 127,000 pounds of thrust. It is the exclusive power for long-range 777-300ER and -200LR twinjets.

GP7000

Designed for the Airbus A380/A380F aircraft, the Alliance GP7000 family incorporats state-of-the-art technologies to a solid heritage of existing wide-body products, delivering unprecedented performance, reliability, and customer value. The GP7000 is scheduled to enter service in 2006.

The CF6 Engine Family

Commercial Cornerstone

For more than 30 years, the GE CF6 family of engines has been the cornerstone of the widebody, high bypass ratio turbofan engine market.

Found on these aircraft:

- Airbus
- A300/A310/A330

- Boeing 767
- Boeing 747
- MD-11
- DC-10
- E-4
- KC-10
- Boeing 767 Tanker
- Boeing 767 AWACS
- Airbus 330 Tanker
- CX Japanese Transport

Introduction: 1971

Thrust Range: 40,000-72,000 lbs.

The CFM56 Engine Family

The Power of Teamwork

The CFM family of engines proves there is power in teamwork. The 50/50 collaboration with French engine-maker Snecma Moteurs is 30 years strong. The engines produced are technologically sophisticated market leaders in every category in which they compete. More than 14,200 are in service with more than 390 customers around the world.

The CF34 Engine Family

Regional Revolution

The CF34 sparked one of the most important events in commercial aviation: the introduction of the regional jet. Today, GE is testing its latest CF34 engine, the CF34-10.

Found on these aircraft:

- Bombardier CRJ100/-200/-700/-900
- Bombardier Challenger 601/604
- EMBRAER 170/175/190/195

- ACAC ARJ21

Introduction: 1983 (Corporate)
1992 (Regional Jet)

Thrust Range: 9,220-20,000 lbs.

The GEnx Engine Family

Engine Overview

Designed around customers' needs, the GEnx represents a giant leap forward in propulsion technology. The engine will use the latest generation materials and design processes to reduce weight, improve performance and lower maintenance.

The GEnx will deliver 15 percent better specific fuel consumption than the engines it replaces, helping operators save whenever they fly. It is designed to stay on wing 30 percent longer, while using 30 percent fewer parts, greatly reducing maintenance. The GEnx's emissions will be as much as 95 percent below current regulatory limits, ensuring clean compliance for years to come, and it will be the quietest, most passenger-friendly commercial engine ever produced.

All of the these improvements are thanks to the incorporation of advanced and proven technologies from other engine families and on-going R&D programs. Like lightweight, durable composite materials and specialized coatings. An innovative, clean-burning combustor, a counter-rotating architecture, and a fan modeule that's virtually maintenance free.