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Cfm56 5a Engine

The first CFM56 engine with the double-annular combustor entered service in 1995, and the combustor is used on CFM56-5B and CFM56-7B variants with the suffix "/2" on their

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nameplates. [45] GE started developing and testing a new type of combustor called the Twin Annular Premixing Swirler combustor, or "TAPS", during the Tech 56 program. [29]

CFM International CFM56 - Wikipedia

The CFM56-5B is the engine of choice for the A320 family, having been selected to power nearly 60 percent of the aircraft ordered.

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Today, it is the only engine that can power every model of the A320 family with one bill of materials.

CFM56 - CFM International Jet Engines CFM International

26,500 pounds in takeoff thrust, the CFM56-5A is a proven, cost-effective advanced technology engine, a derivative of the CFM56-2 and

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CFM56-3 engines. The CFM56-5A was jointly certified by the US Federal Aviation Administration (FAA) and the French Direction Générale de l'Aviation Civile (DGAC) in 1987.

COMMERCIAL AIRCRAFT ENGINES CFM56-5A

Aircraft engines require delicate care, either up in the air or down on the ground during

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transportation, ground handling and bootstrapping. Our CFM56-5A/B engine stands are made by leading manufacturers and in accord with the highest quality standards, while their safety is regularly checked to ensure smooth use.

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26,500 pounds of takeoff thrust (98 to 118 kN), the CFM56-5A is a proven, cost-effective advanced technology engine, derived from the CFM56-2 and CFM56-3 engines. [Learn More](#)
CFM56-3

CFM56 Engines - CFM Materials

The CFM56 (military designation is F108) is a family of two-spool high-bypass turbofan

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engines used for both commercial and military applications. The CFM56 line of engines provides anywhere from 18,000 to 34,000 pounds of thrust. As of 2015, only the CFM56-5B (A320ceo) and CFM56-7B (737 NG) are still in production.

**CFM International
CFM56 (F108)
Turbofan Engine |
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Developing 21,600 to 33,000 pounds of takeoff thrust, the CFM56-5B is the only engine that can power every model in the Airbus A320ceo family.

CFM56-5B | Safran Aircraft Engines

CFM56 5A 5B

Differences - Free download as PDF File (.pdf), Text File (.txt) or view presentation slides online. The difference between

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CFM56 A and B.

CFM56 5A 5B Differences | Engines | Valve

The CFM56-5A is the powerplant that powered Airbus' entry into the single-aisle market: the A320. Entering service in 1988, the CFM56-5A maintains dispatch reliability above 99.9%.

Legacy CFM Engines - CFM International

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CFM CR Series; CFM
Categories. Fan Indoor
Fireplace Grill Air
Cleaner Wood stove.

Cfm CFM56-7B Manuals

The CFM56-5A was the

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first CFM56 engine to
(* ETOPS for
120-minute
Extendedrange, Twin-
engine OPERations
incorporate a Full
Authority Digital
Electronic Engine
Control (FADEC)
system. This concept
enables the CFM56-5A
to operate closer to its
peak efficiency,
resulting in higher
cruise exhaust gas
temperature margins,
reduced fuel burn,

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reduced pilot workload and lower maintenance costs.

Cataloag (cfm56-5a) | Aviation | Aircraft

CFM 56-5A. 71-00 FRA
US/T Bu July 99. Page:
1. ATA 71 POWER
PLANT. 71-00
INTRODUCTION. CFM
56 CONCEPT. The CFM
56 turbofan engine
family is a product of .
CFMI (Comercial Fan
Motor International).
CFM International is a

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company jointly owned by "General Electric" of the USA and "Societe Nationale d'Etude et de Construction de Moteurs

ATA 30-21 PART-2 LEVEL 3 - Metabunk

CFM56-2A and the CFM56-3, -3B, -3C only the duration may be extended to 10 minutes in case of engine failure in multi-engine aircraft. If the

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duration exceeds 5 minutes, this shall be recorded in the engine log book.

European Aviation Safety Agency

Aircraft trading, leasing and specialist MRO organization Vallair has purchased four CFM56-5A engines from the French flag carrier Air France. The engines will be torn down at Vallair's engine

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