The CFM56-5C is a cost-effective propulsion system exclusively and perfectly tailored to the Airbus Industrie A340-200 and A340-300 needs, ranging from 31,200 to 34,000 pounds in takeoff thrust. The most powerful engine in the CFM56 family, it was certified in December 1991, both by the US Federal Aviation Administration (FAA) and the French Direction Générale de l’Aviation Civile (DGAC) authorities.

The CFM56-5C entered into service in 1993 expanding the range of CFM International engines beyond short-to-medium range missions into long-haul wide body aircraft applications. The CFM56-5C continues the CFM56 family’s reputation for reliability and robustness, meeting existing environmental requirements with significant margins. The CFM56-5C features innovative state-of-the-art technologies with proven design enhancements mainly characterized by:

- a highly efficient and FOD resistant fan of 72.3 inch diameter incorporating threedimensional (3D) aerodynamic design,
- a second generation electronic engine control unit (FADEC),
- a new four-stage booster to further increase core flow while maintaining moderate turbine temperatures.

By combining a high by-pass ratio and a noiseefficient long duct nacelle with mixer, the CFM56-5C powering the Airbus A340 offers one of the lowest noise signatures in commercial service. This propulsion system also provides both reduced fuel burn at cruise conditions and high climb thrust. Lastly, the CFM56-5C demonstrates an impressive dispatch reliability rate of nearly 99.90 percent.

To maximize overall performance and profitability for airlines, CFM International offers the CFM56-5C as a total propulsion system: engine, nacelle and exhaust systems.

### ENGINE FEATURES

<table>
<thead>
<tr>
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<th>-SC2</th>
<th>-SC3</th>
<th>-SC4</th>
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<tbody>
<tr>
<td>Max. takeoff thrust (lb)</td>
<td>31,200</td>
<td>32,500</td>
<td>34,000</td>
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<td>Bypass ratio</td>
<td>6.60</td>
<td>6.50</td>
<td>6.40</td>
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<tr>
<td>Flat rate temperature (°F)</td>
<td>86 (30°C)</td>
<td>86 (30°C)</td>
<td>86 (30°C)</td>
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<tr>
<td>Max. climb thrust (lb) at max. climb</td>
<td>7,585</td>
<td>7,585</td>
<td>7,838</td>
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<tr>
<td>Overal pressure ratio</td>
<td>38.30</td>
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<td>39.20</td>
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<tr>
<td>Length (in)</td>
<td>103</td>
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<tr>
<td>Fan diameter (in)</td>
<td>72.30</td>
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<td>Applications</td>
<td>A340-200</td>
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<tr>
<td></td>
<td>A340-300</td>
<td>A340-300</td>
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</tr>
</tbody>
</table>

### PROGRAM MILESTONES

- **1987**
  - October: Airbus A340 program launch
  - December: First engine to test

- **1989**
  - August: First flight on 707 FTB

- **1990**
  - August: First flight on 707 FTB

- **1991**
  - October: CFM56-SCA entry into service

- **1993**
  - February: A340/CFM56-SCA entry into service
  - August: A340/CFM56-SCA entry into service

- **1994**
  - May: A340/CFM56-SCA entry into service
  - November: A340/CFM56-SCA entry into service

- **1995**
  - April: A340/CFM56-SCA entry into service on the 271 tons A340-300

- **1996**
  - April: CFM56-5C entry into service on the 271 tons A340-300

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