



New Developments in Aero Engines

MRO Americas

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April 7, 2016

Imagination at work

GE_{nx}

787, 747-8



15%
versus
767-300ER
LOWER
Fuel Burn

COMPETITIVE
MRO
ENVIRONMENT
Lower mx. cost



- Fleet: 1,100 engines
- Fleet hrs: 5M
- 99.96% dispatch
- PRSV's starting

EXCLUSIVE GE TECHNOLOGIES

Composite fan



Thinner, lighter, fewer

Compressor



Highest in aviation

Lean combustion



Low temperature profile

Unshrouded
HPT blades



Perf. retention

TiAl



Reduced weight

LEAP

C919, A320neo, 737MAX



15% versus existing a/c
LOWER
Fuel Burn

20% versus other engines
LONGER
Time-on-wing

- On-time, On-spec
- LEAP-1A ... Certified
- 9,800 firm orders
- Overhaul ramps ~2025

EXCLUSIVE CFM TECHNOLOGIES

RTM* composite fan

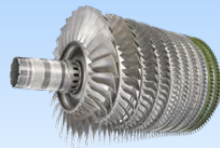


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Blades

*Resin transfer molded

Compressor



22.1 Pressure RATIO

Best-in-class efficiency

3D printing

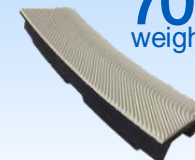


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Fuel nozzles

Unique geometry

Ceramic-matrix composites (CMCs)



70% weight reduction

2x strength

CFM is a 50/50 JV between GE and Safran
LEAP is a trademark of CFM International

GE9X

777-8, 777-9

7th new GE or CFM
engine in 5 years



10%
versus
777-300ER
LOWER
fuel burn

30%
MARGIN
CAEP 8 NOx regulations



EXCLUSIVE GE TECHNOLOGIES

Composite fan



- Thinner, stronger
- More efficient

Compressor



- ~61:1 overall pressure ratio

Lean combustion



- Ceramic Matrix Composite liner

Ceramic-matrix composites (CMCs)



- 1/3 weight
- 2X strength
- Higher temp. capability



Continuing the hallmarks of our services value proposition

Approach

- ① Choice of service product
- ② Choice of MRO ...competitive MRO model
- ③ Technology upgrades thru lifecycle
- ④ Analytics to improve customer outcomes

Out comes

Lowest Cost of Ownership thru lifecycle

Operational excellence

Highest residual value



TrueChoice™

Overhauling the idea of what an engine service provider can be.



