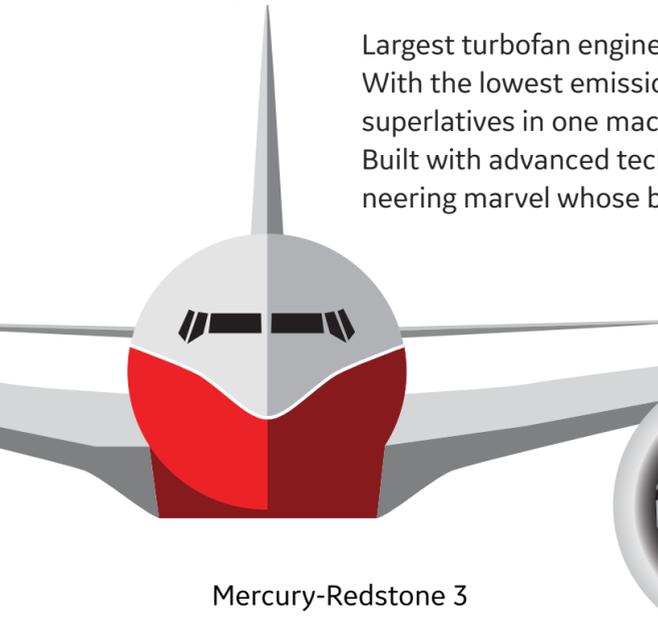


The GE9X Engine

Explore The World's Largest Jet Engine

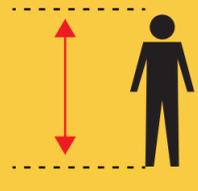
Largest turbofan engine in the world. Most fuel-efficient. Quietest.* With the lowest emissions in its class. Racking up this many superlatives in one machine takes a combination of brawn and brains. Built with advanced techniques and materials, the engine is an engineering marvel whose beauty lies in the details. Have a look.



Mercury-Redstone 3



Fan Diameter
134
inches



85
inches

The engine's fan is roughly 11 feet in diameter, large enough that a basketball player could fit comfortably inside its cover — with several feet to spare.

F-16 Fighting Falcon



27

Thousand pounds of thrust



78

Thousand pounds of thrust

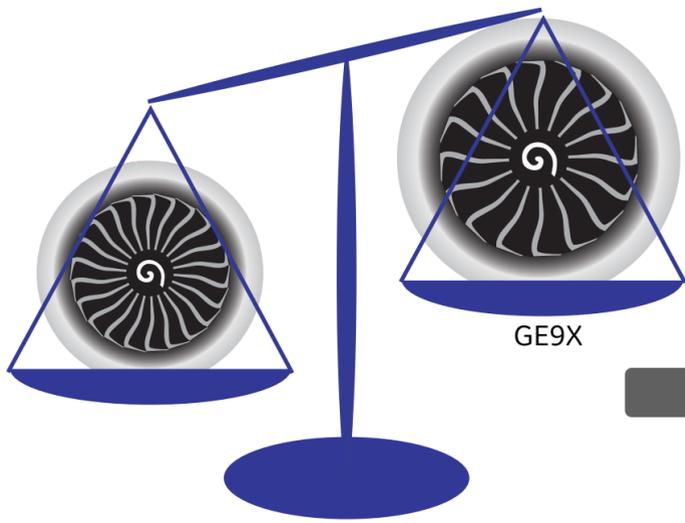


GE9X

100

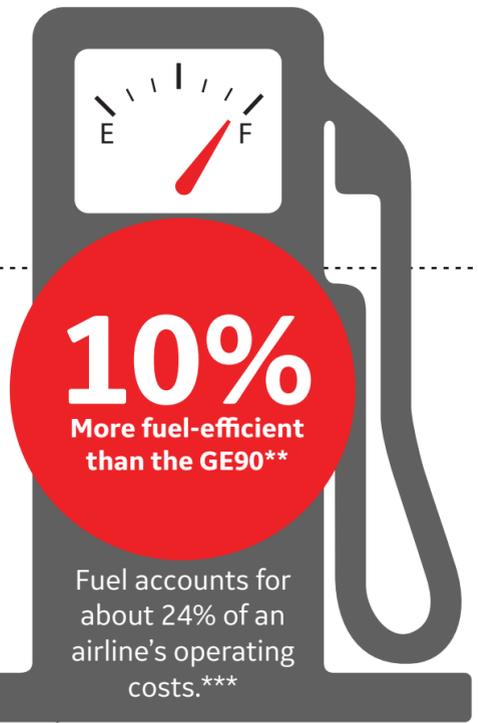
Thousand pounds of thrust

The GE9X was designed to generate 100,000 pounds of thrust — several times more than the thrust of many fighter jets, and also more than the rocket used in America's first manned space flight.



GE9X

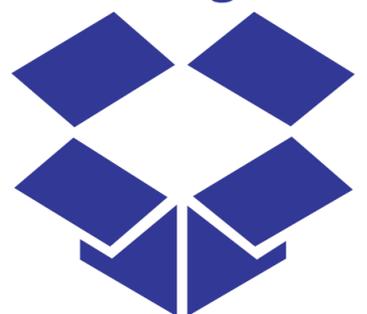
Huge doesn't have to mean heavy. GE engineers 3D-printed six of the engine's components and used advanced carbon fiber composites that are tough but lighter than titanium, reducing weight and cutting the number of fan blades from 22 to 16, compared with the GE90.



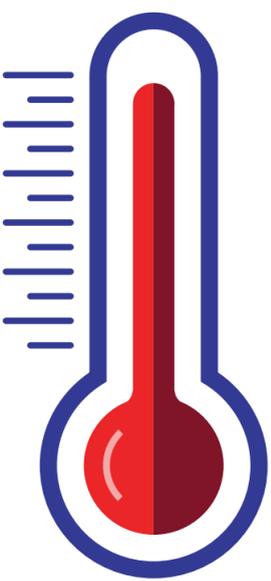
Fuel accounts for about 24% of an airline's operating costs.***

GE Aviation has received orders for more than

600
GE9X engines

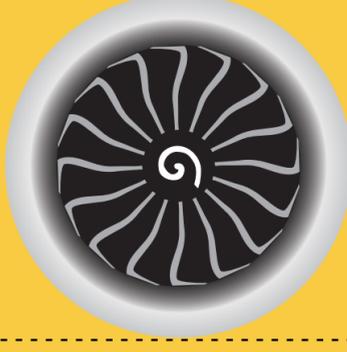
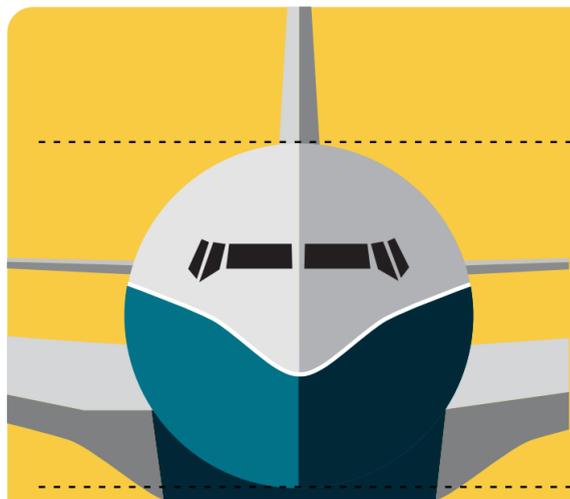


Big engine, big demand. GE Aviation has already received orders from airlines including ANA, British Airways, Cathay Pacific, Emirates, Etihad Airways, Lufthansa, Singapore Airlines and Qatar Airways.



2,400°
Fahrenheit

Parts made from tough-as-steel, heat-resistant ceramic matrix composites hold up to temperatures approaching a searing 2,400° Fahrenheit, where even the most advanced alloys grow soft. These lightweight materials boost fuel burn, engine performance and durability.



The whole engine is as wide as the body of an entire Boeing 737.



3,000
Simulated takeoffs and landings

The engine underwent hundreds of hours of grueling tests in which it was pelted with ice and exposed to dust and debris — all before it had even left the ground. The GE9X took its maiden four-hour flight aboard GE's Flying Test Bed in March 2018.

*GE engine in terms of pounds of thrust per decibel.

**The GE9X engine is designed to achieve 10% lower specific fuel consumption (SFC) compared to the GE90-115B.

***According to 2019 International Air Transport Association (IATA) data.