



TYPE-CERTIFICATE DATA SHEET

No. IM.E.233

for
CF34-1 and CF34-3 series engines

Type Certificate Holder
General Electric Company
GE Aviation
1000 Western Avenue
Lynn, Massachusetts 01910
USA

For Models:

CF34-1A
CF34-3A
CF34-3A1
CF34-3A2
CF34-3B
CF34-3B1



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I. General

1. Type/ Models:

CF34-1A, CF34-3A, CF34-3A1, CF34-3A2, CF34-3B, CF34-3B1

2. Type Certificate Holder

General Electric Company
GE Aviation
1000 Western Avenue
Lynn, Massachusetts 01910
USA

3. Manufacturer

General Electric Company

4. Date of Application

CF34-1A	15 August 1983
CF34-3A	10 April 1987
CF34-3A1	05 December 1990
CF34-3A2	26 February 1993
CF34-3B	23 June 1995
CF34-3B1	23 June 1995

5. Validation Reference Date:

24 October 1980

6. EASA Type Certification Date

CF34-1A	27 June 1984
CF34-3A	28 July 1988
CF34-3A1	23 January 1992
CF34-3A2	26 September 1993
CF34-3B	06 December 1995
CF34-3B1	06 December 1995

EASA Type Certification for the CF34-1 /-3 engine models is granted, in accordance with Article 3 paragraph 1 (a)(i) of Commission Regulation (EU) No 748/2012, based on the Luftfahrt-Bundesamt Germany Type Certificate Data Sheet (TCDS) number 6320. It is recognised that Type Certification has previously been performed by a number of EU states.



II. Certification Basis

1. FAA Certification Basis details:

see FAA TCDS E15NE

2. EASA Certification Basis:

2.1 Airworthiness Standards:

14 CFR Part 33, effective February 1, 1965, as amended by amendments 33-1 through 33-9; amendment 33-10 for 14 CFR Section 33.14; and FAA Grant of Exemption 3473.

2.2 Special Conditions:

None

2.3 Equivalent safety finding:

None

2.4 Deviations:

FAA Grant of exemption 3473 as previously accepted within the EU certification performed by various EU member states.

2.5 EASA environmental protection requirements:

CF34-1 (-1A)

The environmental requirements are those implemented through EASA Basic regulation EASA Basic regulation EC (No.) 216/2008 as amended by (EU) No. 6/2013 and its implementing regulation (EU) No. 748/2012 annex Part 21, 21A.18 (b) as amended by (EU) No. 7 2013 including CS-34. By reference the emissions regulations of Amendment 8 of ICAO Annex 16, Volume II become applicable. The regulatory emissions levels for NO_x are those prescribed in Part III, Chapter 2, paragraph 2.3.2 b) (CAEP/2) of the Annex except those engines exempted by the US FAA/EPA by Grant of Exemption Nos. 4049 and 4049A under provisions of 40 CFR 87.7(b) and Grant of Exemption Nos. 4594 and 4594A under provisions of 40 CFR 87.7(c).

CF34-3 (-3A, -3A1, 3A2, 3B, -3B1)

CS-34 Amendment 4 as implemented by ED Decision 2021/011/R (applicable 25 July 2021), ICAO Annex 16 Volume II, Amendment 10 applicable 1 January 2021 as implemented into EU legislation 27 April 2021. NO_x standard in accordance with ICAO Annex 16 Volume II, Part III, Chapter 2, § 2.3.2 e) (CAEP/8). Maximum nvPM mass concentration levels in compliance with Part III, Chapter 4, paragraph 4.2.2.1. nvPM mass and number emissions in compliance with Part III, Chapter 4, paragraph 4.2.2.2 a) 1) and 4.2.2.2 b) 1) (CAEP/11 In-Production standard).



III. Technical Characteristics

1. Type Design Definition

As defined by the applicable GE Model Lists

CF34-1A:	6040T69G01/G02
CF34-3A:	6063T01G01/G02/G03
CF34-3A1:	6078T27G01
CF34-3A2:	6063T01G04
CF34-3B:	6089T11G01
CF34-3B1:	6089T11G02

2. Description

Dual rotor, axial flow, high bypass ratio turbofan with single stage fan, fourteen stage axial compressor, annular combustion chamber, two stage high pressure turbine, four stage low pressure turbine, exhaust nozzle, starter, and an integrated hydromechanical-electrical fuel control system.

3. Equipment

Equipment are included in Type Design Definition.

4. Dimensions

	CF34-1, CF34-3 models
Overall Length	262.1 cm (103.2 inches)
Overall Diameter	126.0 cm (49.6 inches)

See Note 1

5. Dry Weight

	CF34-1A	CF34-3A	CF34-3A1	CF34-3A2	CF34-3B	CF34-3B1
Weight kg (lb)	737.1 (1625)	737.1 (1625)	750.7 (1655)	737.1 (1625)	757.5 (1670)	757.5 (1670)



6. Ratings

Rating (see Note 2)		CF34-1A	CF34-3A	CF34-3A1	CF34-3A2	CF34-3B	CF34-3B1
Thrust kN (lb)	APR Takeoff (5 min) (see Notes 3 and 4)	40.66 (9140)	41.01 (9220)	41.01 (9220)	41.01 (9220)	41.01 (9220)	41.01 (9220)
	Takeoff (5 min) (see Notes 3 and 4)	38.48 (8650)	38.83 (8729)	38.83 (8729)	38.83 (8729)	38.83 (8729)	38.83 (8729)
	Maximum Continuous	39.68 (8920)	40.66 (9140)	40.66 (9140)	40.66 (9140)	40.66 (9140)	40.66 (9140)

Automatic Power Reserve (APR) is a single engine thrust rating used during One Engine Inoperable (OEI) operating conditions. Twin engine use of this thrust level may be limited. APR Takeoff represents the thrust that the engine can deliver for 5 minutes in the take-off envelope of the aircraft. The thrust stated at the rating condition is the minimum thrust that the engine will deliver at the rating condition without exceeding and speed or temperature limits at that rating condition. Per the operating instructions (SEI-579). Any time APR activates during a takeoff/go-around, a logbook entry containing time at APR (min/sec) and ITT during APR operation must be recorded. A limited number of APR usages are permitted without the need for special hardware inspections or replacement. If overtemperature should occur, the provisions of Chapter 3 of the operating instructions applies.

Takeoff is the thrust that the engine can deliver for 5 minutes in the take-off envelope of the aircraft. The thrust stated at the rating condition is the minimum thrust that the engine will deliver at the rating condition without exceeding and speed or temperature limits at that rating condition. This thrust level represents and unlimited twin engine use.

7. Control System

The engine is equipped with an integrated hydromechanical-electrical fuel control system.

Model	CF34-1A	CF34-3A	CF34-3A1	CF34-3A2	CF34-3B	CF34-3B1
Main Fuel Control Vendor – Woodward Governor GE Part Number	6047T74	6046T74	6078T55 4147T69	6091T07	6078T55 4147T70	6078T55 4147T70
Ignition Exciter, Qty 2 Vendor – Simmonds / Bendix / Unison GE Part Number	5027T49	5027T49 9238M66	1538M69 9238M66	1538M69 9238M66	1538M69 9238M66	1538M69 9238M66



Model	CF34-1A	CF34-3A	CF34-3A1	CF34-3A2	CF34-3B	CF34-3B1
Ignition Plugs, Qty 2 Vendors – Champion / Unison GE Part Number	4048T30	4048T30	4096T38	4096T38	4096T38	4096T38
Fuel Pump Vendor – Triumph GE Part Number	6047T53 6052T06	6047T53 6052T06	6078T39	6047T53 6052T06	6078T39	6078T39

8. Fluids

8.1 Fuel:

Fuel conforming to GE Jet Fuel Specification No. D50TF2 is applicable for all models. See SEI-579, Operating Instructions, for specific fuels approved per the subject specifications. On CF34-1A/-3A/-3A2, unless the engine is equipped with an optional fuel heater, the following approved fuel additives must be used individually or in combination: Phillips PFA-55MB or anti-icing additives to specification MIL-1-27686E at a concentration of 0.10 to 0.15% by volume.

8.2 Oil:

Oil conforming to GE Specification No. D50TF1 is applicable for all models. See SEI-579, Operating Instructions, for specific oils approved per the subject specifications.

9. Aircraft Accessory Drives

Accessory	Location on AGB Axis	Speed, rpm	Power (max. cont.) kW (HP)	Direction of rotation (facing AGB)	Torque Static/ Continuous/ Overload, Nm (lb-in)	Max. Acc. Wt, kg (lb)	Overhung Moment, Nm (lb-in)
Electrical Generator	Axis-BB Aft	16686	123.1 (165) (*2)	CW	593.2 (5250) / 118.6 (1050) / NA	68.04 (150)	282.5 (2500)
Air Turbine Starter (*1)	Axis-D Aft	6778	NA	CW	1468.8 (13000) / 677.9 (6000) / NA	36.29 (80)	70.6 (625)
Hydraulic Pump	Axis-F Aft	5590	52.94 (71)	CW	423.7 (3750) / 84.7 (750) (*3) / NA	22.68 (50)	39.5 (350)

CW - Clockwise

CCW - Counter Clockwise



Accessory Speeds are based on Core Speed: 17000 rpm

- (*1) Pneumatic starter must be fitted with a deflector to prevent impingement of starter discharge air on engine casing.
- (*2) Pad rated at constant horsepower from 9,900 to 17,815 pad rpm with a 5 minute overload rating of 134.3 KW (180 HP) and a 5 second overload rating of 179 KW (240 HP).
- (*3) A short-time overload rating of 1468.8 Nm (1300 in-lb) can be applied for six (6) seconds at a time.

10. Maximum Permissible Air Bleed Extraction: (See Note 5)

	Maximum Bleed Air (% of Total Compressor Massflow)
Location	CF34-1A / -3 models
Compressor Stage 10, (for cabin condition use) 426.7°C (800°F) max.	4
Compressor Stage 14 (Compressor Discharge), 537.8°C (1000°F) max.	6

IV. Operating Limitations

1. Temperature Limits

1.1 Exhaust Gas Temperature °C (°F):

Maximum permissible temperatures are as follows:

Inter-turbine temperature (T5)*, °C (°F)

	CF34-1A	CF34-3A/-3A2	CF34-3A1	CF34-3B/-3B1
APR takeoff (5 min)	857 (1575)	871 (1600)	899 (1650)	899 (1650)
APR takeoff (2 min. transient)	886 (1627)	900 (1652)	928 (1702)	928 (1702)
Takeoff (5 min)	842 (1548)	856 (1573)	884 (1623)	884 (1623)
Takeoff (2 min transient)	864 (1587)	878 (1613)	906 (1663)	906 (1663)
Max. continuous	838 (1540)	860 (1580)	888 (1630)	899 (1650)

*The inter-turbine temperature is measured by 10 thermocouples mounted in the low pressure turbine transition casing. Additional transient temperature and time limits of less than 1 minute are defined in GE Operating Instructions SEI-579. Refer to GE Maintenance Manual SEI-580 and Overhaul Manual SEI-582 for CF34-1A/-3A/-3A2, and GE Engine Manual SEI-756 for CF34-3A1/-3B/-3B1, for inspection requirements when limits are exceeded.



1.2 Oil Temperature (measured in the oil tank) °C (°F):

	All Models
Continuous Operation	155 (311)
Transient Operation (limited to 15 minutes)	163 (325)

Transient operation above 155 (311) is limited to 15 minutes

1.3 Fuel Inlet Temperature (at engine fuel filter inlet) °C (°F):

All Models Continuous Operation
(JP5, JP4, JP4/JP5 (Mixture), Ground Operation)

	CF34-1A	CF34-3A/-3A2	CF34-3A1	CF34-3B/-3B1
Fuel Inlet Temperature	70 (158)	70 (158)	121 (250)	121 (250)

2. Maximum Permissible Rotor Speeds:

		CF34-1A	CF34-3 models
APR takeoff	Low pressure rotor (N1), rpm	7300	7300
	High pressure rotor (N2), rpm	17710	17710
Takeoff	Low pressure rotor (N1), rpm	7120	7120
	High pressure rotor (N2), rpm	17510	17510
Maximum continuous	Low pressure rotor (N1), rpm	7300	7300
	High pressure rotor (N2), rpm	17674	17674

Refer to GE Maintenance Manual SEI-580 and Overhaul Manual SEI-582 for CF34-1A/-3A/-3A2, and GE Engine Manual SEI-756 for CF34-3A1/-3B/-3B1 for inspection requirements when limits are exceeded.

100% N1 rotor speed is 7,400 rpm

100% N2 rotor speed is 17,820 rpm



3. Pressure Limits

3.1 Fuel Pressure

At engine pump inlet: minimum pressure of 34 kPa (5 PSID) above the true vapour pressure of the fuel with a vapour liquid ratio of zero with aircraft boost operative. Operating range 34kPa (5 PSIG) to 345 kPa (50 PSIG). At engine motive flow discharge: minimum pressure of 1034 kPa (150 PSIG) at idle or above. Operating range is 1034 kPa (150 PSIG) to 4826 kPa (700 PSIG). See GE Installation Manual SEI-567 (CF34-1A / CF34-3 models).

3.2 Oil Pressure

CF34-1A/-3A/-3A2: at idle on the ground, 172 kPa (25 PSID) minimum to 345 kPa (50 PSID) maximum. At takeoff, 276 kPa (40 PSID) minimum to 552 kPa (80 PSID) maximum. Operating range, 172 kPa (25 PSID) to 552 kPa (80 PSID), allowable to 655 kPa (95 PSID) above 4877m (16,000 feet).

CF34-3A1/-3B/-3B1: At idle on the ground, 172 kPa (25 PSID) minimum to 517 kPa (75 PSID) maximum. At takeoff 310 kPa (45 PSID) minimum to 655 kPa (95 PSID) maximum. Operating range, 172 kPa (25 PSID) to 655 kPa (95 PSID), allowable to 758 kPa (110 PSID) above 4877m (16,000 feet).

See GE Installation Manual SEI-567 (CF34-1A / CF34-3 models).

4. Installation Assumptions:

The installation assumptions are quoted in the GE Engine Installation Manual:

SEI-567 (CF34-1A / CF34-3 models)

5. Time Limited Despatch

Not applicable, Time Limited Despatch is not approved for any CF34-1 / -3 engine model.

6. ETOPS

Not applicable



V. Operating and Service Instructions

	CF34 -1A / -3A /-3A2 (BJ)	CF34-3A1 /-3B (BJ)	CF34-3A1 / -3B1 (RJ)
Operating Instructions	SEI-579	SEI-579	SEI-579
Installation Manual	SEI-567	SEI-567	SEI-567
Engine Maintenance Manual	SEI-580	SEI-780	SEI-756
Engine Overhaul Manual	SEI-582	SEI-782	SEI-756

VI. Notes

1. Weight (dry maximum) kg (lb).

CF34-1A	CF34-3A	CF34-3A2	CF34-3A1	CF34-3B/-3B1
737 (1625)	737 (1625)	737 (1625)	761 (1655)	757 (1670)

2. Engine ratings are based on calibrated test stand performance, and performance calculations are based on accepted parameter correction methods documented in the production data folder. These calculations assume the following conditions:
 1. Static sea level standard conditions of 15°C (59°F) and 101.32 kPa (29.92 inches Hg).
 2. No aircraft accessory loads or air extraction.
 3. No anti-icing; no inlet distortion; no inlet screen losses; and 100% ram recovery.
 4. Inlet bellmouth per Table in Zone D-8 of Installation Drawing 6036T80, Sheet 6, for CF34-1A/-3A/-3A2; Installation Drawing 6078T61, Sheet 6, for CF34-3A1/-3B/-3B1; contained in GE Installation Manual SEI-567.
 5. Specified fuel having an average lower, heating value of 42,798 kJ/kg (18,400 BTU/lb)
3. When the automatic reset mechanism in the fuel control is utilized, operation to the Takeoff rating operating limits will insure the APR Takeoff rating operating limits are not exceeded when the reset mechanism is actuated.
4. The time limit at the Takeoff rating is five minutes and shall include any time accumulated above the Takeoff rating for that takeoff.
5. Air Bleed Extraction - maximum customer air bleed extraction is as follows: Customer bleed air is available from Stages 10 and 14 (compressor discharge) of the compressor at all operating conditions at or above idle. (No compressor bleed is permitted below idle). Minimum required bleed above 12,192 m (40,000 ft) is 2 percent; maximum power extraction above 12,192 m (40,000 ft) is 23.9 Kw (32 HP).
6. The maximum permissible inlet distortion is specified in GE Installation Manual SEI-567 (CF34-1A/-3 models).
7. This engine meets the applicable requirements for operation in icing conditions provided a minimum core speed (N2) of 11,400 rpm, corrected to 30°C (59°F), is maintained.



8. The EASA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness is published in the applicable GE Manual, chapter 5 "Airworthiness Limitations". GE Maintenance Manual SEI-580 for CF34-1A/-3A/-3A2, GE Engine Manual SEI-756 for CF34-3A1/-3B1 and GE Service Manual SEI-780 for CF34-3A1/-3B.
9. Recommended maintenance inspection intervals for are published in GE Maintenance Manual SEI-580 for CF34-1A/-3A/-3A2, (BJs) GE Engine Manual SEI-756 for CF34-3A1/-3B1 (BJs) and GE Service Manual SEI-780 for CF34-3A1/-3B (RJs).
10. The operating temperature limit for specific components and accessories specified in GE Installation Manual SEI-567 (CF34-1A/-3 models) must be observed when installing the engine.
11. The static thrust at sea level are rated at 15°C (59°F) ambient temperature and below for CF34-1A model and at 21°C (70°F) ambient temperature and below for CF34-3A/-3A1/-3A2 models. For the CF34-3B, static thrusts at sea level are rated at 30°C (86°F) ambient temperature and below. For CF34-3B1, static thrusts at sea level is rated at 30°C (86°F) ambient temperature and below for APR Takeoff and at 23°C (73°F) and below for Takeoff and maximum continuous. The computer performance decks for calculating engine performance are as follows:

Engine Model	Computer Deck No.
CF34-1A	82070
CF34-3A/-3A1/-3A2	85168A
CF34-3B/-3B1	94111D

12. Per EASA Certificate 10080905 15 December 2022, the engine models CF34-3 series were recertified to show compliance with the CAEP/11 nvPM Emissions as defined in II 2.5 above.



SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

n/a

II. Type Certificate Holder Record

General Electric Company

III. Change Record

Issue	Date	Changes	TC issue
Issue 01	13 November 2018	Initial Issue, EASA TCDS reflecting emission changes approved by EASA Certificate 10042691	Initial Issue, 13 November 2018
Issue 02	9 January 2020	Introduction of CAEP/10 compliance for nvPM emissions (EASA Major Change Approval 10072156)	Initial Issue, 13 November 2018
Issue 03	30 January 2023	Record of nvPM emissions compliance with CAEP/11 Standard (EASA Major Change Approval 10080905)	Initial Issue, 13 November 2018

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