CFM Delivers First LEAP-1C to COMAC

SHANGHAI, China — 23 July 2015 — In a special ceremony here today, CFM International and Commercial Aircraft Corporation of China, Ltd. (COMAC) celebrated delivery of the first CFM LEAP-1C engine to the aircraft manufacturer. This engine will be installed on the first C919 airplane in preparation for airplane roll out and first flight.

"Delivery of this engine paves the way for the final assembly and rollout of the first C919 aircraft later this year," said Mr. Wu Guanghui, vice president of COMAC. "We have been very pleased with CFM's efficient management, strong technology, and professionalism. In addition, the candid collaboration and deep friendship that has developed between the COMAC and CFM teams resulted in a very smooth joint program."

"It is a great day for the LEAP engine and CFM," said Allen Paxson, executive vice president of CFM International. "This engine is the culmination of more than six years of hard work between the CFM and COMAC teams and represents the launch of the next exciting phase of the C919 aircraft development. We are honored to be a part of this great program."

The LEAP engine was officially launched in December 2009 when COMAC selected the LEAP-1C as the sole Western powerplant for its 150-passenger C919 airplane. The engine incorporates a unique, industry-first fully integrated propulsion system (IPS). CFM provides the engine as well as the nacelle and thrust reverser developed by Nexelle*. These elements, including the pylon provided by COMAC, were designed in conjunction with each other, resulting in a total system that provides improved aerodynamics, lower weight, and easier maintenance.

CFM is executing the most extensive ground and flight test certification program in its history. There are currently a total of more than 30 LEAP engines (all three models) on test or in final assembly and the program has logged a total of more than 4,730 certification ground and flight test hours and 7,900 cycles. The total program, which encompasses all three LEAP engine variants, includes 28 ground and CFM flight test engines, along with a total of 32 flight test engines for aircraft manufacturers.
The first LEAP-1C engine successfully completed a flight test program in late 2014 on a modified 747 flying testbed at GE facilities in Victorville, California. The flight-test program encompassed a comprehensive test schedule that gauged engine operability, stall margin, performance, emissions, and acoustics. It also validated the advanced technologies incorporated in the engine, including the woven carbon fiber composite fan, the Twin-Annular, Pre-Mixing Swirler (TAPS) combustor, ceramic matrix composite shrouds in the high-pressure turbine and titanium aluminide blades in the low-pressure turbine.

C919 airplane development has entered a critical phase and final assembly of the first airframe structure is nearly complete. The wind tunnel test, iron-bird test, avionics integration, and power system tests are all progressing well. With the delivery of the first LEAP-1C engine and the hydraulic systems, the installation of the airborne systems will begin soon. The first C919 is scheduled to roll out before the end of 2015.

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About CFM International

The CFM56 and LEAP engines are products of CFM International, a 50/50 joint company between Snecma (Safran) and GE. CFM is the world’s leading supplier of commercial aircraft engines, with more than 27,200 delivered as of December 31, 2014 to more than 530 operators around the globe. The company CFM officially launched the LEAP engine, which is its first all-new centerline engine in nearly 40 years, in 2008.

The LEAP engine promises to bring double-digit improvements in fuel efficiency, emissions and noise, while the legendary reliability and low cost of ownership of its predecessor, the ubiquitous maintaining CFM56 engine family. The LEAP-1A is an engine as an option on the A320neo family; and the LEAP-1C engine is the sole Western powerplant for the COMAC C919; and the LEAP-1B is the sole powerplant for Boeing's new 737 MAX. For more information, visit us at www.cfmaeroengines.com or follow us on Twitter @CFM_engines.

About COMAC

COMAC was formed on May 11, 2008 and is headquartered in Shanghai. The company functions as the main vehicle for implementing large passenger aircraft programs in China. It is also mandated with the overall planning of developing trunk liner and regional jet programs and realizing the industrialization of civil aircraft in China. COMAC is engaged in the research, manufacture and flight tests of civil aircraft and related products, as well as marketing, servicing, leasing and
operations of civil aircraft.

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