



*CFMI's agreement with Boeing to re-engine a 707 testbed was a key breakthrough*

**Presidential approval was only the first step towards getting the CFM56 programme under way in the USA and France**

# Getting off the

**E**ven though General Electric and Snecma had Presidential approval for the CFM56, the way forward under the revised structure and guidelines was far from clear.

The programme planners were encouraged by the engineering work which, under the original responsibility division, had continued, despite the hiatus. GE had focused on core work through the F101 programme while Snecma developed the low-pressure system. The French engine maker had pushed ahead with

acoustic and aerodynamic tests of the proposed fan design, while continuing to refine the configuration of full-scale low pressure system components.

In September 1973, four months after the Iceland summit, the US Government gave GE the official go-ahead for the project. A month later, and events could have overtaken the fledgling undertaking. In October 1973 the Arab-Israeli War began. This sparked an oil embargo, OPEC price increases and an energy crisis. The