CLAIMS

1. A gas turbine engine comprising:

a spool;

a turbine coupled with said spool;

a propulsor coupled to be rotated about an axis through said spool; and

a gear assembly coupled between said propulsor and said spool such that rotation of said spool results in rotation of said propulsor at a different speed than said spool,

said propulsor including a hub and a row of propulsor blades extending from said hub, each of said propulsor blades having a span between a root at said hub and a tip, and a chord between a leading edge and a trailing edge such that said chord forms a stagger angle α with said axis, and said stagger angle α is less than 59° at all positions along said span, with said hub being at 0% of said span and said tip being at 100% of said span.

2. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 25% of said span is less than 23º.

3. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 25% of said span is 16-21º.

4. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 50% of said span is less than 35º.

5. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 50% of said span is 28-33º.

6. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 75% of said span is less than 48º.

7. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 75% of said span is 39-45º.

8. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 100% of said span is 50-59º.

9. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 25% of said span is 16-21º, said stagger angle α at 50% of said span is 28-33º, said stagger angle α at 75% of said span is 39-45º and said stagger angle α at 100% of said span is 50-59º.

10. The gas turbine engine as recited in claim 1, wherein each of said propulsor blades includes a stagger angle α_{75} at 75% of said span and a stagger angle α_{25} at 25% of said span such that a ratio of α_{75} / α_{25} is 1.7-2.9.

11. The gas turbine engine as recited in claim 1, wherein each of said propulsor blades includes a stagger angle α_{75} at 75% of said span and a stagger angle α_{25} at 25% of said span such that a ratio of α_{75} / α_{25} is 2.1-2.5.

12. The gas turbine engine as recited in claim 1, wherein said propulsor is located at an inlet of a bypass flow passage having a design pressure ratio that is from 1.1 to 1.55 with regard to an inlet pressure and an outlet pressure of said bypass flow passage.

13. The gas turbine engine as recited in claim 1, wherein said propulsor is located at an inlet of a bypass flow passage having a design pressure ratio that is from 1.1 to 1.35 with regard to an inlet pressure and an outlet pressure of said bypass flow passage.

14. The gas turbine engine as recited in claim 1, wherein said propulsor is located at an inlet of a bypass flow passage having a design pressure ratio that is from 1.35 to1.55 with regard to an inlet pressure and an outlet pressure of said bypass flow passage.

15. The gas turbine engine as recited in claim 1, wherein said chord has a chord dimension (CD) at said tips, said row of propulsor blades defines a circumferential pitch (CP) with regard to said tips, and said row of propulsor blades has a solidity value (R) defined as CD/CP that is from 0.6 to 1.3.

16. The gas turbine engine as recited in claim 1, wherein said propulsor has from 10 to 20 blades.

17. The gas turbine engine as recited in claim 1, wherein said gear assembly has a gear reduction ratio of greater than about 2.3:1.

18. The gas turbine engine as recited in claim 1, wherein said gear assembly has a gear reduction ratio of greater than about 2.5:1.

19. The gas turbine engine as recited in claim 1, wherein said propulsor is a fan that has a design bypass ratio greater than about 6 with regard to bypass airflow and core airflow.

20. The gas turbine engine as recited in claim 1, wherein said propulsor is a fan that has a design bypass ratio greater than about 10 with regard to bypass airflow and core airflow.

21. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 100% of said span is 50-58º.

22. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 100% of said span is 50-55º.

23. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 100% of said span is 50º.

24. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 100% of said span is 55º.

25. The gas turbine engine as recited in claim 1, wherein said stagger angle α at 100% of said span is 58º.