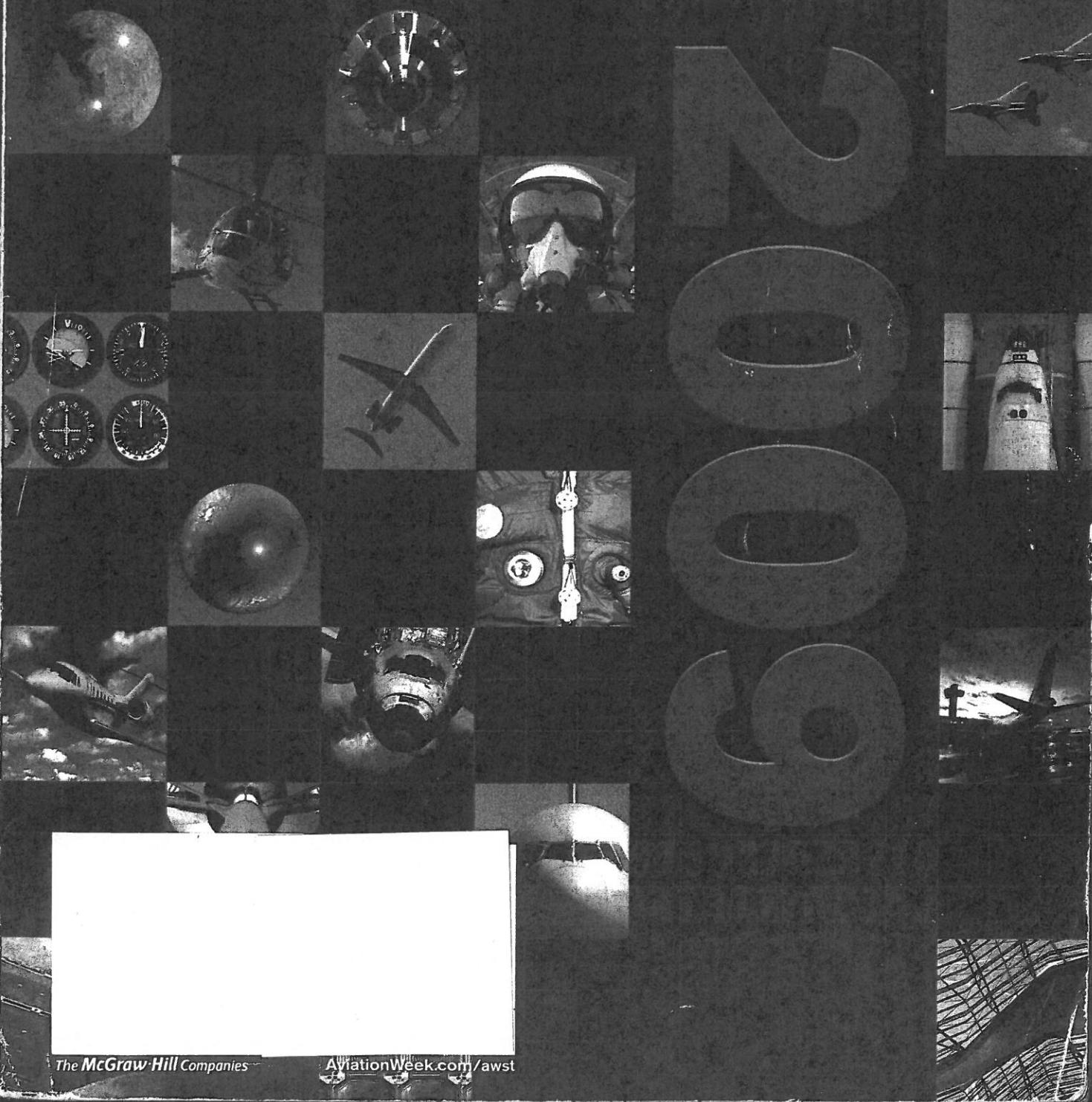


\$49.95 JANUARY 26, 2009

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MANUFACTURER PROFILES

MAJOR AIRLINE PROFILES

GENERAL DATA		ARRANGEMENT		PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS/ REMARKS	
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSION STAGES	NO. OF TURBINE STAGES (HP./LP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (B.H.P./T)	SPECIFIC FUEL CONSUMP- TION AT MAX. POWER LB./LBS.-HR. OR LB./HP.-HR.	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIA. (IN.)	MAX. ENVELOPE LENGTH (IN.)	DRY WEIGHT LESS TAILPIPE (LB.)	
ACCURATE AUTOMATION CORP., Chattanooga, TN, USA											
AT-1500	CJ	1	1	An	150 lb. t.	1.35	3.8	8.8	14.5	18	Decoys, targets, UAVs.
AT-1700	C-J	1	1	An	210 lb. t.	1.1	4.5	8.8	14.5	19	Decoys, targets, UAVs and USVs.
AT-1700-F	C-J	1	1, 1	An	320 lb. t.	0.54	6.3	13.5	19	23	Decoys, targets, UAVs and USVs.
CFE CO. (General Electric, Honeywell), Phoenix, AZ, USA											
CFE 738-1-18	AC-F	1, 5, 1	2, 3	An	5,918 lb. t.	0.369	23	48	99	1,325	Falcon 2000, GE/Honeywell joint program.
CFM INTERNATIONAL (General Electric, Snecma), Cincinnati, OH, USA											
CFM56-2A2	A-F	1, 3, 9	1, 4	An	24,000 lb. t.	0.37 ⁽⁶⁾	25.4	72	95.7	4,820	E-3, E-6, KE-3.
CFM56-2B1 (F108)	A-F	1, 3, 9	1, 4	An	22,000 lb. t.	0.36 ⁽⁶⁾	23.7	72	95.7	4,617	C-135FR, KC-135R.
CFM56-2C1/C3	A-F	1, 3, 9	1, 4	An	22,000 lb. t.	0.36 ⁽⁶⁾	24.7	72	95.7	4,635	DC-8 Super 71/72/73.
CFM56-2C5/C6	A-F	1, 3, 9	1, 4	An	22,000 lb. t.	0.36 ⁽⁶⁾	24.7	72	95.7	4,635	DC-8 Super 71/72/73.
CFM56-3B1	A-F	1, 3, 9	1, 4	An	20,000 lb. t.	0.38 ⁽⁶⁾	22.6	63	93.1	4,290	737-300/500.
CFM56-3B2	A-F	1, 3, 9	1, 4	An	22,000 lb. t.	0.39 ⁽⁶⁾	24.3	63	93.1	4,301	737-300/400.
CFM56-3C1	A-F	1, 3, 9	1, 4	An	23,500 lb. t.	0.39 ⁽⁶⁾	25.2	63	93.1	4,301	737-400.
CFM56-5A1	A-F	1, 3, 9	1, 4	An	25,000 lb. t.	0.331 ⁽⁶⁾	26.5	72	98.9	4,995	A320.
CFM56-5A3	A-F	1, 3, 9	1, 4	An	26,500 lb. t.	0.331 ⁽⁶⁾	27.8	72	98.9	4,995	A320.
CFM56-5A4	A-F	1, 3, 9	1, 4	An	22,000 lb. t.	0.331 ⁽⁶⁾	24.1	72	98.9	4,995	A319.
CFM56-5A5	A-F	1, 3, 9	1, 4	An	23,500 lb. t.	0.331 ⁽⁶⁾	25.4	72	98.9	4,995	A319.
CFM56-5B1/3/-5B1/P	A-F	1, 4, 9	1, 4	An	30,000 lb. t.	0.349 ⁽⁶⁾	31	72	102.4	5,250	A321.
CFM56-5B2/3/-5B2/P	A-F	1, 4, 9	1, 4	An	31,000 lb. t.	0.351 ⁽⁶⁾	31.9	72	102.4	5,250	A321.
CFM56-5B3/3/-5B3/P	A-F	1, 4, 9	1, 4	An	32,000 lb. t.	0.353 ⁽⁶⁾	33.7	72	102.4	5,250	A320 or A321.
CFM56-5B4/3/-5B4/P	A-F	1, 4, 9	1, 4	An	27,000 lb. t.	0.335 ⁽⁶⁾	28.1	72	102.4	5,250	A320.
CFM56-5B5/3/-5B5/P	A-F	1, 4, 9	1, 4	An	22,000 lb. t.	0.326 ⁽⁶⁾	24.5	72	102.4	5,250	A319 or A320.
CFM56-5B6/3/-5B6/P	A-F	1, 4, 9	1, 4	An	23,500 lb. t.	0.327 ⁽⁶⁾	25.9	72	102.4	5,250	A319 or A320.
CFM56-5B7/3/-5B7/P	A-F	1, 4, 9	1, 4	An	27,000 lb. t.	0.335 ⁽⁶⁾	28.1	72	102.4	5,250	A319.
CFM56-5B8/3/-5B8/P	A-F	1, 4, 9	1, 4	An	21,600 lb. t.	0.326 ⁽⁶⁾	24.1	72	102.4	5,250	A318.
CFM56-5B9/3/-5B9/P	A-F	1, 4, 9	1, 4	An	23,300 lb. t.	0.327 ⁽⁶⁾	25.7	72	102.4	5,250	A318.
CFM56-5C2	A-F	1, 4, 9	1, 5	An	31,200 lb. t.	0.32 ⁽⁶⁾	28.4	76.6	103	5,670	A340-200/300.
CFM56-5C3/P	A-F	1, 4, 9	1, 5	An	32,500 lb. t.	0.32 ⁽⁶⁾	29.5	76.6	103	5,670	A340-200/300.
CFM56-5C4/P	A-F	1, 4, 9	1, 5	An	34,000 lb. t.	0.33 ⁽⁶⁾	31	76.6	103	5,670	A340-200/300.
CFM56-7B18/-7B18/3	A-F	1, 3, 9	1, 4	An	19,500 lb. t.	0.35 ⁽⁶⁾	21.7	65	98	5,234	737-600.
CFM56-7B20	A-F	1, 3, 9	1, 4	An	20,600 lb. t.	0.36 ⁽⁶⁾	22.7	65	98	5,234	737-600/700.
CFM56-7B20/3	A-F	1, 3, 9	1, 4	An	20,600 lb. t.	0.36 ⁽⁶⁾	22.7	65	98	5,234	737-600/700.
CFM56-7B22	A-F	1, 3, 9	1, 4	An	22,700 lb. t.	0.36 ⁽⁶⁾	24.6	65	98	5,234	737-600/700.
CFM56-7B22/3	A-F	1, 3, 9	1, 4	An	22,700 lb. t.	0.36 ⁽⁶⁾	24.6	65	98	5,234	737-600/700.
CFM56-7B24	A-F	1, 3, 9	1, 4	An	24,200 lb. t.	0.37 ⁽⁶⁾	26	65	98	5,234	737-700/800.
CFM56-7B24/3	A-F	1, 3, 9	1, 4	An	24,200 lb. t.	0.37 ⁽⁶⁾	26	65	98	5,234	737-700/800.
CFM56-7B26	A-F	1, 3, 9	1, 4	An	26,300 lb. t.	0.38 ⁽⁶⁾	27.9	65	98	5,234	737-700/800/900.
CFM56-7B26/3	A-F	1, 3, 9	1, 4	An	26,300 lb. t.	0.38 ⁽⁶⁾	27.9	65	98	5,234	737-700/800/900.
CFM56-7B27	A-F	1, 3, 9	1, 4	An	27,300 lb. t.	0.38 ⁽⁶⁾	28.9	65	98	5,234	737-700/800/900.
CFM56-7B27/3	A-F	1, 3, 9	1, 4	An	27,300 lb. t.	0.38 ⁽⁶⁾	28.9	65	98	5,234	737-700/800/900.
ENGINE ALLIANCE (General Electric, Pratt & Whitney), USA											
GP7270	A-F	1, 5, 9	2, 6	An	70,000 lb. t.	—	36.1	124	186	13,416	A380-800. MTU 22.5%, Snecma 10%, Tech Space Aero 5%.
GP7277	A-F	1, 5, 9	2, 6	An	76,500 lb. t.	—	38.6	124	186	13,416	A380-800F. MTU 22.5%, Snecma 10%, Tech Space Aero 5%.
EPI EUROPROP INTERNATIONAL GMBH. (ITP, MTU Aero Engines, Rolls-Royce, Snecma), Munich, Germany											
TP400-D6	A-P	1, 5, 6	1, 1, 3	An	11,000 shp.	—	25	—	138	3,970	A400M.
EUROJET (Avio, ITP, MTU Aero Engines, Rolls-Royce), Hallbergmoos, Germany											
EJ200	A-F	3, 5	1, 1	An	20,000 lb. t. A/B	1.69	26	34	159	2,180	Typhoon.
GENERAL ELECTRIC CO., GE Aviation, Cincinnati, OH, USA											
CF6-6D1A	A-F	1, 1, 16	2, 5	An	41,500 lb. t.	0.35	25.2	105	188	8,966	DC-10-10.
CF6-6K/K2	A-F	1, 1, 16	2, 5	An	41,500 lb. t.	0.346	25	105	188	8,176	DC-10-10.
CF6-50C1	A-F	1, 3, 14	2, 4	An	51,000 lb. t.	0.39	29.3	105	183	8,966	A300B, DC-10-30, KC-10, Snecma has 10% share.
CF6-50C2	A-F	1, 3, 14	2, 4	An	52,500 lb. t.	0.371	30.4	105	183	8,966	KC-10.

*Note: First or first two letters designate compressor type: A=axial, C=centrifugal. Final letter or letters define output: F=fan, J=jet, L=lift-jet, P=propeller, PF=propfan, S=shaft.

**Combustor type: An=annular, Cr=can-annular, Ca=can.

Gas Turbine Engines

COMMERCIAL
SATellite OPERATORSWORLD MILITARY
AIRCRAFT INVENTORYPRIME CONTRACTOR AND MAJOR
MANUFACTURER PROFILES

MAJOR AIRLINE PROFILES

GENERAL DATA		ARRANGEMENT		PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS/ REMARKS
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSOR STAGES	NO. OF TURBINE STAGES (HP./IP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST OR SHP.)	SPECIFIC FUEL CONSUMPTION AT MAX. POWER LB./LBF.-HR. OR LB./HP.-HR.	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIA. (IN.)	DRY WEIGHT LESS TAILPIPE (LB.)	
CF6-50C2B	A-F	1, 3, 14	2, 4	An	54,000 lb. t.	0.385	31.1	105	183	8,966 DC-10-30. Snecma has 10% share.
CF6-50C2R	A-F	1, 3, 14	2, 4	An	51,000 lb. t.	0.368	29.2	105	183	8,966 A300B, DC-10-30. Snecma has 10% share.
CF6-50E/E1	A-F	1, 3, 14	2, 4	An	52,500 lb. t.	0.376	30.1	105	183	9,047 747-200. Snecma has 10% share.
CF6-50E2	A-F	1, 3, 14	2, 4	An	52,500 lb. t.	0.371	30.4	105	183	9,047 747-200, E-4. Snecma has 10% share.
CF6-50E2B	A-F	1, 3, 14	2, 4	An	54,000 lb. t.	0.375	30.9	105	183	9,047 747-200. Snecma has 10% share.
CF6-80A	A-F	1, 3, 14	2, 4	An	48,000 lb. t.	0.344	27.3	98	167	8,776 767-200. Snecma has 10% share.
CF6-80A2	A-F	1, 3, 14	2, 4	An	50,000 lb. t.	0.352	28.4	106	167	8,760 A310-200. Snecma has 10% share.
CF6-80A3	A-F	1, 3, 14	2, 4	An	59,000 lb. t.	0.334	30.4	106	168	9,480 A300-600. MTU has 9.1% share, Snecma 10%.
CF6-80C2A1	A-F	1, 4, 14	2, 5	An	53,500 lb. t.	0.324	27.8	106	168	9,480 A310-200 Adv., A310-300. Snecma has 10% share.
CF6-80C2A2	A-F	1, 4, 14	2, 5	An	60,200 lb. t.	0.337	31.1	106	168	9,480 A300-600, MD-11. Snecma has 10% share.
CF6-80C2A3	A-F	1, 4, 14	2, 5	An	61,300 lb. t.	0.34	31.5	106	168	9,480 A300-600R. Snecma has 10% share.
CF6-80C2A5	A-F	1, 4, 14	2, 5	An	61,300 lb. t.	0.34	31.5	106	168	9,860 A300-600F. Snecma has 10% share.
CF6-80C2A5F	A-F	1, 4, 14	2, 5	An	59,000 lb. t.	0.344	30.4	106	168	9,480 A310-200 Adv., A310-300. Snecma has 10% share.
CF6-80C2A8	A-F	1, 4, 14	2, 5	An	56,700 lb. t.	0.339	29.3	106	168	9,670 747-300. Snecma has 10% share.
CF6-80C2B1	A-F	1, 4, 14	2, 5	An	58,090 lb. t.	0.337	29.9	106	168	9,790 747-400. Snecma has 10% share.
CF6-80C2B1F	A-F	1, 4, 14	2, 5	An	52,500 lb. t.	0.33	27.4	106	168	9,670 767-200. Snecma has 10% share.
CF6-80C2B2	A-F	1, 4, 14	2, 5	An	52,700 lb. t.	0.329	27.4	106	168	9,790 767-300ER. Snecma has 10% share.
CF6-80C2B2F	A-F	1, 4, 14	2, 5	An	57,900 lb. t.	0.341	29.9	106	168	9,670 767-200ER/300/300ER. Snecma has 10% share.
CF6-80C2B4	A-F	1, 4, 14	2, 5	An	58,100 lb. t.	0.337	29.9	106	168	9,790 767-300ER. Snecma has 10% share.
CF6-80C2B4F	A-F	1, 4, 14	2, 5	An	60,800 lb. t.	0.342	31.4	111	168	9,790 747-400ER.
CF6-80C2B5F	A-F	1, 4, 14	2, 5	An	60,800 lb. t.	0.348	31.1	106	168	9,670 767-300ER. Snecma has 10% share.
CF6-80C2B6	A-F	1, 4, 14	2, 5	An	60,800 lb. t.	0.342	31.4	111	168	9,790 767 Global Tanker/Transport.
CF6-80C2B6F	A-F	1, 4, 14	2, 5	An	60,800 lb. t.	0.343	31.4	106	168	9,847 767 AWACS. Snecma has 10% share.
CF6-80C2B6FA	A-F	1, 4, 14	2, 5	An	60,800 lb. t.	0.342	31.4	111	168	9,790 767-200ER/300ER/400ER. Snecma has 10% share.
CF6-80C2B7F	A-F	1, 4, 14	2, 5	An	60,800 lb. t.	0.35	31.4	106	168	9,970 767-400ER. Snecma has 10% share.
CF6-80C2B8F	A-F	1, 4, 14	2, 5	An	61,960 lb. t.	0.339	32.2	106	168	9,850 MD-11. Snecma has 10% share.
CF6-80C2D1F	A-F	1, 4, 14	2, 5	An	59,740 lb. t.	0.343	31.4	111	168	9,790 Japan C-X Transport.
CF6-80C2K1F	A-F	1, 4, 14	2, 5	An	51,250 lb. t.	0.337	27.1	111	168	9,790 Lockheed Martin C-5M.
CF6-80C2LT	A-F	1, 4, 14	2, 5	An	67,500 lb. t.	0.34	32.4	114	168	11,225 A330. MTU has 9.1% share, Snecma 20%.
CF6-80E1A2	A-F	1, 4, 14	2, 5	An	72,000 lb. t.	0.345	34.8	114	168	11,225 A330-200/300. Snecma has 20% share.
CF6-80E1A3	A-F	1, 4, 14	2, 5	An	70,000 lb. t.	0.345	33.7	114	168	11,225 A330-200/300. Snecma has 20% share.
CF6-80E1A4	A-F	1, 4, 14	2, 5	An	72,000 lb. t.	0.345	34.8	114	168	11,225 A330-200/300. Snecma has 20% share.
CF6-80E1A4/B	A-F	1, 4, 14	2, 5	An	9,220 lb. t.	0.357	21	49	103	1,625 Bombardier CL601, CL601-3A.
CF34-1A/3A/3A2	A-F	1, 14	2, 4	An	9,220 lb. t.	0.357	21	49	103	1,655 Bombardier CL601-3R, CRJ100.
CF34-3A1	A-F	1, 14	2, 4	An	9,220 lb. t.	0.357	21	49	103	1,670 Bombardier CL604/605/850, CRJ200.
CF34-3B/3B1	A-F	1, 14	2, 4	An	9,220 lb. t.	0.346	21	49	103	2,350 Bombardier CRJ700; NTO 12,670 lb. t.
CF34-8C1	A-F	1, 10	2, 4	An	13,790 lb. t.	0.37	28	52	128	2,450 Bombardier CRJ900/1000; NTO 13,630 lb. t.
CF34-8C5	A-F	1, 10	2, 4	An	14,510 lb. t.	0.39	28.5	52	128	2,450 Bombardier CRJ900/1000; NTO 13,630 lb. t.
CF34-8C5A1	A-F	1, 10	2, 4	An	14,510 lb. t.	0.39	28.5	52	128	2,450 Bombardier CRJ900/1000; NTO 14,050 lb. t.
CF34-8C5A2	A-F	1, 10	2, 4	An	14,510 lb. t.	0.39	28.5	52	128	2,410 Bombardier CRJ700; Derated CF34-8C; NTO 12,670 lb. t.
CF34-8C5B1	A-F	1, 10	2, 4	An	13,790 lb. t.	0.37	28	52	128	2,450 Embraer 170/175; NTO 14,050 lb. t.
CF34-8C5E1	A-F	1, 10	2, 4	An	14,510 lb. t.	0.39	28.5	52	128	2,450 Embraer 170/175; NTO 13,420 lb. t.
CF34-8E5	A-F	1, 10	2, 4	An	14,510 lb. t.	0.39	28.5	52	128	3,700 ARJ21-700/900; NTO 17,300 lb. t.
CF34-10A16	A-F	1, 3, 9	1, 4	An	17,640 lb. t.	0.37	26	57	90	3,700 ARJ21-700/900; NTO 18,460 lb. t.
CF34-10A18	A-F	1, 3, 9	1, 4	An	19,705 lb. t.	0.38	28	57	90	3,700 Embraer 190/195; NTO 16,960 lb. t.
CF34-10E2A1	A-F	1, 3, 9	1, 4	An	16,960 lb. t.	0.36	25	57	90	3,700 Embraer 190/195; NTO 18,820 lb. t.
CF34-10E5 ⁽ⁿ⁾	A-F	1, 3, 9	1, 4	An	18,820 lb. t.	0.37	27	57	90	3,700 Embraer 190/195; NTO 17,390 lb. t.
CF34-10E5A1 ⁽ⁿ⁾	A-F	1, 3, 9	1, 4	An	18,820 lb. t.	0.37	27	57	90	3,700 Embraer 190/195; NTO 18,820 lb. t.
CF34-10E6 ⁽ⁿ⁾ /A1 ⁽ⁿ⁾	A-F	1, 3, 9	1, 4	An	20,360 lb. t.	0.39	29	57	90	3,700 Embraer 190/195; NTO 18,820 lb. t.
CF34-10E7	A-F	1, 3, 9	1, 4	An	1,725 shp.	0.481	17	25	47	429 Bell 214ST.
CT7-2A	AC-S	5, 1	2, 2	An	1,725 shp.	0.481	17	25	47	442 Sikorsky S-70C.
CT7-2D	AC-S	5, 1	2, 2	An	1,725 shp.	0.481	17	25	47	466 Sikorsky S-70C.
CT7-2D1	AC-S	5, 1	2, 2	An	1,735 shp.	0.476	17	29	96	783 Saab 340A.
CT7-5A2	AC-P	5, 1	2, 2	An	2,000 shp.	0.457	18	25	48.2	493 EH Industries EH101.
CT7-6/6A	AC-S	5, 1	2, 2	An	1,700 shp.	0.474	17	29	96	783 CASA-IPTN CN-235.
CT7-7A	AC-P	5, 1	2, 2	An	2,520 shp.	0.45	21	26	48.2	537 Sikorsky S-92.
CT7-8	AC-S	5, 1	2, 2	An	1,725 shp.	0.481	17	25	47	

Gas Turbine Engines

GENERAL DATA		ARRANGEMENT		PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS/ REMARKS	
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSION STAGES	NO. OF TURBINE STAGES (HP./LP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST OR SHP.)	SPECIFIC FUEL CONSUMP. LB./BHP-HR. OR LB./HP-HR.	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIA. (IN.)	MAX. ENVELOPE LENGTH (IN.)	DRY WEIGHT LESS TAILPIPE (LB.)	
CT7-8A	AC-S	5, 1	2, 2	An	2,520 shp.	0.45	21	26	48.2	542	Sikorsky S-92, H-92.
CT7-8E	AC-S	5, 1	2, 2	An	2,527 shp.	0.45	21	26	48.2	542	VH-71A
CT7-9B/9C	AC-P	5, 1	2, 2	An	1,870 shp.	0.471	18	29	96	805	CASA-IPTN CN-235-100/200, Saab 340B, Sukhoi Su-80.
CT7-9C3	AC-P	5, 1	2, 2	An	1,870 shp.	0.471	18	29	96	807	CASA-IPTN CN-235-300/330.
CT7-9D	AC-P	5, 1	2, 2	An	1,940 shp.	0.455	18	29	96	805	Let L610G.
CT58-140	A-S	10	2, 1	An	1,500 shp.	0.61	8.4	20.7	55	340	Boeing Vertol 107-2, Sikorsky S-6.
CT64-820-4	A-P	14	2, 2	An	3,133 shp.	0.49	12.5	20.1	110	1,145	De Havilland DHC-5D.
F101-GE-102	A-F	1, 1, 9	1, 2	An	30,780 lb. t.	2.46	26.8	55	181	4,400	US Air Force B-1B.
F103-GE-100 (CF6-50E2)	A-F	1, 3, 14	2, 4	An	51,800 lb. t.	0.371	30.5	105	183	9,047	E-4B airborne command post.
F103-GE-101 (CF6-50C2)	A-F	1, 3, 14	2, 4	An	51,800 lb. t.	0.371	30.5	105	183	8,966	KC-10A.
F103-GE-102 (CF6-80C2B1)	A-F	1, 4, 14	2, 5	An	55,980 lb. t.	0.323	29.3	106	168	9,670	Boeing VC-25A (Air Force One).
F110-GE-100	A-F	1, 2, 9	1, 2	An	28,000 lb. t.	2.06	30.4	46.5	182.3	3,920	Lockheed Martin F-16C/D.
F110-GE-129	A-F	1, 2, 9	1, 2	An	29,000 lb. t.	1.9	30.7	46.5	182.3	3,950	Boeing F-15E/K, Lockheed Martin F-16C/D, Mitsubishi F-2.
F110-GE-132	A-F	1, 2, 9	1, 2	An	32,130 lb. t.	2.09	33.3	46.5	185.3	4,150	Lockheed Martin F-16 Block 60.
F110-GE-400	A-F	1, 2, 9	1, 2	An	27,000 lb. t.	2	29.9	46.5	232.3	4,400	Northrop Grumman F-14B/D.
F118-GE-100	A-F	1, 2, 9	1, 2	An	19,000 lb. t.	—	35.1	46.5	100.5	3,200	Non-AB F110 derivative for Northrop Grumman B-2.
F118-GE-101	A-F	1, 2, 9	1, 2	An	17,000 lb. t.	—	27	47	110	3,150	Lockheed U-2.
F138-GE-100	A-F	1, 4, 14	2, 5	An	51,250 lb. t.	0.337	27.1	111	168	9,790	C-5/C-5M Galaxy. Military version of CF6-80C2L1F.
F404/F1D2	A-F	3, 7	1, 1	An	10,540 lb. t.	0.8	24	35	83	1,730	Lockheed Martin F-117A.
F404/RM12	A-F	3, 7	1, 1	An	18,100 lb. t.	1.78	27	35	154	2,325	Saab Gripen.
F404-GE-100D	A-F	3, 7	1, 1	An	11,000 lb. t.	0.81	24	35	89	1,820	Singapore A-4SU.
F404-GE-102	A-F	3, 7	1, 1	An	17,700 lb. t.	1.72	26	35	154	2,288	KAI/Lockheed Martin T-50.
F404-GE-400	A-F	3, 7	1, 1	An	16,000 lb. t.	1.85	26	35	154	2,225	Boeing F/A-18A/B/C/D.
F404-GE-402	A-F	3, 7	1, 1	An	17,700 lb. t.	1.74	26	35	154	2,282	Boeing F/A-18C/D.
F404-GE-F2J3	A-F	3, 7	1, 1	An	18,300 lb. t.	1.81	27	35	154	2,335	Indian Light Combat Aircraft fighter.
F404-GE-IN20	A-F	3, 7	1, 1	An	19,000 lb. t.	1.78	28	35	154	2,365	Indian Light Combat Aircraft fighter.
F414-GE-400	A-F	3, 7	1, 1	An	22,000 lb. t.	—	30	35	154	—	Boeing F/A-18E/F, EA-18G, Saab Gripen NG.
GE90-76B	A-F	1, 3, 10	2, 6	An	76,000 lb. t.	—	40	134	287	17,300	777-200. Snecma, Avio and IHI are participants.
GE90-85B	A-F	1, 3, 10	2, 6	An	84,700 lb. t.	—	40	134	287	17,300	777-200/200ER. Snecma, Avio and IHI are participants.
GE90-90B	A-F	1, 3, 10	2, 6	An	90,000 lb. t.	—	40	134	287	17,300	777-200/200ER. Snecma, Avio and IHI are participants.
GE90-94B	A-F	1, 3, 10	2, 6	An	93,700 lb. t.	—	40	134	287	17,300	777-200ER. Snecma, Avio and IHI are participants.
GE90-110B	A-F	1, 4, 9	2, 6	An	110,000 lb. t.	—	41	135	287	19,300	777-200LR/777F. Snecma, Avio and IHI are participants.
GE90-115B	A-F	1, 4, 9	2, 6	An	115,540 lb. t.	—	42	135	287	17,300	777-300ER. Snecma, Avio and IHI are participants.
GENx-IB54	A-F	1, 4, 10	2, 7	An	53,200 lb. t.	—	36	144	196	—	Boeing 787-3.
GENx-IB64	A-F	1, 4, 10	2, 7	An	63,800 lb. t.	—	41	144	196	—	Boeing 787-8.
GENx-IB70	A-F	1, 4, 10	2, 7	An	69,800 lb. t.	—	43	144	196	—	Boeing 787-9.
GENx-2B67	A-F	1, 3, 10	2, 6	An	66,500 lb. t.	—	43	127	185	—	Boeing 747-8.
J79-GE-8	A-J	17	3	Cn	17,000 lb. t.	1.93	12.9	38.3	208.5	3,695	F-4B/N, RF-4B.
J79-GE-10/17	A-J	17	3	Cn	17,820 lb. t.	1.93	13.4	39.1	208.7	3,855	F-4J/G/S/E.
J79-GE-15	A-J	17	3	Cn	17,000 lb. t.	1.94	12.9	38.3	208.4	3,699	F-4C/D, RF-4C.
J85-GE-4	A-J	8	2	An	2,950 lb. t.	1.01	6.9	17.7	40.5	404	Rockwell T-2C.
J85-GE-5J	A-J	8	2	An	3,850 lb. t.	2.2	6.7	21	104.6	584	Afterburner. Northrop Grumman T-38A.
J85-GE-13	A-J	8	2	An	4,087 lb. t.	2.2	6.8	21	104.6	597	Afterburner. Northrop Grumman F-5A/B.
J85-GE-17A/B	A-J	8	2	An	2,850 lb. t.	0.99	6.9	17.7	40.5	400	Cessna A-37A/B, C141G, Saab 105XT.
J85-GE-21	A-J	8	2	An	5,000 lb. t.	2.13	8.3	26.1	117	684	Afterburner. Northrop Grumman F-5E.
TS8-GE-8F	A-S	10	2, 1	An	1,350 shp.	0.6	8.2	20.2	55	305	Sikorsky S-61A-1.
TS8-GE-16	A-S	10	2, 2	An	1,870 shp.	0.53	8.4	24.2	64	443	Boeing CH-46E.
TS8-GE-100	A-S	10	2, 1	An	1,500 shp.	0.61	8.4	20.9	55	335	Sikorsky CH-124 Sea King, S-61A-4, HH-3E, SH-3D.
TS8-GE-400B	A-S	10	2, 1	An	1,500 shp.	0.61	8.4	20.9	55	345	Sikorsky VH-3D.
TS8-GE-402	A-S	10	2, 1	An	1,500 shp.	0.61	8.4	20.2	55	345	Boeing CH-44D, HH-44D, Sikorsky SH-3H, UH-3H, UH-46D.
T64/P4D	A-P	14	2, 2	An	3,400 shp.	0.49	13.2	20.1	110	1,188	Alenia G-222, C-27A.
T64-GE-7A	A-S	14	2, 2	An	3,936 shp.	0.47	14.1	20.1	79	720	Sikorsky CH-53C.
T64-GE-100	A-S	14	2, 2	An	4,330 shp.	0.48	14.9	20.1	79	720	Sikorsky MH-53J/M/TH-53A, S-65A/H-53.
T64-GE-413A	A-S	14	2, 2	An	3,925 shp.	0.47	14.1	20.1	79	720	Sikorsky CH-53D.
T64-GE-415/416/416A	A-S	14	2, 2	An	4,380 shp.	0.48	14.8	20.1	79	755	Sikorsky MH-53E.
T64-GE-419	A-S	14	2, 2	An	4,750 shp.	0.47	14.9	20.1	79	755	Sikorsky MH-53E.
T700-GE-401	AC-S	5, 1	2, 2	An	1,690 shp.	0.464	17	25	47	443	Bell AH-1W, Sikorsky HH-60D, SH-2G, SH-60B.
T700-GE-401C	AC-S	5, 1	2, 2	An	1,800 shp.	0.46	18	25	47	458	Sikorsky HH-60H/J, MH-60R, SH-60B/E.

GENERAL DATA		ARRANGEMENT		PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS/ REMARKS	
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSION STAGES	NO. OF TURBINE STAGES (HP./LP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST OR SHP.)	SPECIFIC FUEL CONSUMP- TION AT MAX. POWER LB./(LBF.-HR. or LB./HP.-HR.)	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIA. (IN.)	MAX. ENVELOPE LENGTH (IN.)	DRY WEIGHT LESS TURPIPE (LB.)	
T700-GE-700	AC-S	5, 1	2, 2	An	1,622 shp.	0.465	17	25	47	437	Sikorsky EH-60A, MH-60G, UH-60A.
T700-GE-701	AC-S	5, 1	2, 2	An	1,698 shp.	0.464	17	25	47	438	Boeing AH-64.
T700-GE-701A	AC-S	5, 1	2, 2	An	1,723 shp.	0.465	17	25	47	438	Sikorsky S-70C.
T700-GE-701C	AC-S	5, 1	2, 2	An	1,890 shp.	0.462	18	25	47	456	AH-64, MH-60G, MH-60K, UH-1Y, UH-60L.
T700-GE-701D	AC-S	5, 1	2, 2	An	2,000 shp.	0.462	18	25	47	456	Boeing AH-64, Sikorsky UH-60M.
T700/T6A	AC-S	5, 1	2, 2	An	2,000 shp.	0.45	18	25	48.2	485	Italian navy EH101.
T700/T6A1	AC-S	5, 1	2, 2	An	2,145 shp.	0.445	19	25	48.2	493	Canadian EH101.
T700/T6E	AC-S	5, 1	2, 2	An	2,380 shp.	0.433	19	26	48	531	NH Industries NH90.
T700/T6E1	AC-S	5, 1	2, 2	An	2,269 shp.	0.439	19	25	48	537	NH Industries NH90.
TF34-GE-100A	A-F	1, 14	2, 4	An	9,065 lb. t.	0.371	21	49	100	1,440	Fairchild Republic A-10.
TF34-GE-400B	A-F	1, 14	2, 4	An	9,275 lb. t.	0.363	21	52	100	1,478	Lockheed S-3A.
TF39-1C	A-F	1.5, 16	2, 6	An	43,000 lb. t.	0.313	8	97	312	7,996	Lockheed C-5A, C-5B, C-5C.
GE HONDA AERO ENGINES, Cincinnati, OH, USA											
HF120	C-F	—	—	An	2,095 lb. t.	—	—	—	—	—	HondaJet, Spectrum 40.
GE ROLLS-ROYCE FIGHTER ENGINE TEAM, Cincinnati, OH, USA											
F136-GE-100	A-F	3, 5	1, 3	An	40,000 lb. t.	—	—	—	—	—	Lockheed Martin CTOL F-35A.
F136-GE-400	A-F	3, 5	1, 3	An	40,000 lb. t.	—	—	—	—	—	Lockheed Martin Naval CV F-35C.
F136-GE-600	A-F/S	3, 5	1, 3	An	40,000 lb. t.	—	—	—	—	—	Lockheed Martin Stol F-35B, clutch/shaft to lift fan.
HONEYWELL, Phoenix, AZ, USA											
SS-L-714A	AC-S	7, 1	2, 2	An	4,777 shp.	1.5	9.3	28.7	48.5	832	CH-47F.
AL5512	AC-S	7, 1	2, 2	An	4,075 shp.	0.52	8.2	24	47	770	Civil T55-L-712, Boeing 234.
ALF502L/L-2	AC-F	3, 7, 1	2, 2	An	7,500 lb. t.	0.428	13.7	50	65.6	1,311	Canadair Challenger 600.
ALF502L-2A/2C/3	AC-F	3, 7, 1	2, 2	An	7,500 lb. t.	0.414	13.8	50	65.6	1,311	Canadair Challenger 600.
ALF502R-3	AC-F	2, 7, 1	2, 2	An	6,700 lb. t.	0.411	11.6	50	63.8	1,336	BAe 146.
ALF502R-5	AC-F	2, 7, 1	2, 2	An	6,970 lb. t.	0.408	12.2	50	63.8	1,336	BAe 146.
ALF502R-6	AC-F	3, 7, 1	2, 2	An	7,500 lb. t.	0.415	13.8	50	65.6	1,375	BAe 146.
ATF 3-3	AC-F	1, 5, 1	1, 3, 2	An	5,440 lb. t.	0.506	22.8	33.9	103.2	1,118	HU-25A.
ATF 3-6A	AC-F	1, 5, 1	1, 3, 2	An	5,440 lb. t.	0.503	21.3	33.9	102.3	1,125	Falcon 200, French Guardian.
F109-GA-100	AC-F	1, 2	2, 2	An	1,330 lb. t.	0.396	20.7	30.7	44.5	439	Squalus.
F124-GA-100	AC-F	3, 5	1, 1	—	6,300 lb. t.	0.81	19.4	36	66.8	1,100	Aeromacchi M346, Aero Vodochody L-159.
HTF7000 (AS907)	AC-F	1, 4, 1	2, 3	An	7,000 lb. t.	0.42	21	46.3	92.4	1,364	Bombardier Challenger 300, Gulfstream G250.
LF507-1F	AC-F	3, 7, 1	2, 2	An	7,000 lb. t.	0.397	13.8	50	65.6	1,385	Avro RJ series (Fader-equipped).
LF507-1H	AC-F	3, 7, 1	2, 2	An	7,000 lb. t.	0.406	13.8	50	65.6	1,375	Avro RJ series (with hydromechanical fuel control).
LTC4B-8D	AC-S	7, 1	1, 2	An	2,250 shp.	0.63	6	24	44	605	Military version of T550BD.
LTS101-600A-3/-3A	AC-S	1, 1	1, 1	An	615/650 shp.	0.58	8.4	22.4	31	253	Eurocopter AS350D/AS350.
LTS101-650B-1	AC-S	1, 1	1, 1	An	650 shp.	0.57	8.4	25.4	31	266	eurocopter/KHI BK-117A helicopter.
LTS101-650C-3/-3A	AC-S	1, 1	1, 1	An	675 shp.	0.57	8.4	22.6	31	241	Bell 222.
LTP101-700A-1A	AC-P	1, 1	1, 1	An	700 eshp.	0.55	8.6	21	36	335	Piaggio P-166, Riley/Cessna 421.
LTS101-700D-2	AC-S	1, 1	1, 1	An	732 shp.	0.57	8.6	24.8	31.6	271	Eurocopter AS350.
LTS101-750B-1	AC-S	1, 1	1, 1	An	727 shp.	0.57	8.4	25.4	31	271	Eurocopter/KHI BK-117-B.
LTS101-750B-2	AC-S	1, 1	1, 1	An	742 shp.	0.57	8.8	24.7	32.4	268	Eurocopter HH-65A SRR.
LTS101-750C-1	AC-S	1, 1	1, 1	An	735 shp.	0.57	8.8	22.6	31	244	Bell 222B/U.
T53-13B	AC-S	5, 1	2, 2	An	1,400 shp.	0.58	7	23	47.6	544	Bell 205 series.
T53-A-17A	AC-S	5, 1	2, 2	An	1,500 shp.	0.59	7	23	47.6	545	Kaman K-Max.
T53-L-13B	AC-S	5, 1	2, 2	An	1,400 shp.	0.58	7	23	47.6	545	Bell UH-1H.
T53-L-701A	AC-P	5, 1	2, 2	An	1,400 shp.	0.59	7	23	59.4	693	Northrop Grumman OV-1, TCH-1A.
T53-L-703	AC-S	5, 1	2, 2	An	1,800 shp.	0.568	8	23	47.6	545	AH-1S, Bell AH-1Q.
T55-GA-714A	AC-S	7, 1	2, 2	An	4,777 shp.	0.51	9.3	28.7	48.5	879	CH-47D/E.
T55-L-712	AC-S	7, 1	2, 2	An	3,750 shp.	0.52	8.2	28.7	48.5	760	CH-47D.
T55-L-714	AC-S	7, 1	2, 2	An	4,867 shp.	0.5	9.3	28.7	48.5	832	MH-47.
T76-G-10/-12/-400 Series	C-P	2	3	An	1,040 shp.	0.6	8.5	26	43	320/360	Northrop Grumman OV-10.
TFE731-2	AC-F	1, 4, 1	1, 3	An	3,500 lb. t.	0.504	13	39.4	49.7	734	CASA C-101EB, Falcon 100, IA-63, Lear 31/35/36, others.
TFE731-3	AC-F	1, 4, 1	1, 3	An	3,700 lb. t.	0.511	14.6	39.4	49.7	742	BAe 125-700, IAI 1124, Jetstar, others.
TFE731-3A	AC-F	1, 4, 1	1, 3	An	3,700 lb. t.	0.515	14.6	39.4	49.7	766	Astra, Lear 55.
TFE731-3B	AC-F	1, 4, 1	1, 3	An	3,650 lb. t.	0.507	14.4	39.4	49.7	750	Citation III/VI.
TFE731-4	AC-F	1, 4, 1	1, 3	An	4,080 lb. t.	0.517	14.8	39.4	51	822	Citation VII, Falcon 50-4.
TFE731-5	AC-F	1, 4, 1	1, 3	An	4,304 lb. t.	0.484	14.6	40.5	54.7	852	BAe 125-800, CASA C-101CC, Hawker 800.
TFE731-5AR	AC-F	1, 4, 1	1, 3	An	4,500 lb. t.	0.469	14.6	40.5	80.8	884	Falcon 20 retrofit, Falcon 900A.

Gas Turbine Engines

 OUTLOOK
SPECIFICATIONS

 COMMERCIAL
SATellite OPERATORS

WORLD MILITARY
AIRCRAFT INVENTORY

 PRIME CONTRACTOR AND MAJOR
MANUFACTURER PROFILES

MAJOR AIRLINE PROFILES

GENERAL DATA		ARRANGEMENT		PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS/ REMARKS	
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSION STAGES	NO. OF TURBINE STAGES (HP./LP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST OR SHP.)	SPECIFIC FUEL CONSUMPTION AT MAX. POWER LB./LB.-HR. OR LB./HP.-HR.	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIA. (IN.)	MAX. ENVELOPE LENGTH (IN.)	DRY WEIGHT LESS TAUPIPE (LB.)	
TFE731-5BR	AC-F	1,4,1	1,3	An	4,750 lb. t.	0.47	15.1	40.5	80.8	899	Falcon 20 retrofit, Falcon 900B/C, Hawker 750/800XP/850XP.
TFE731-20	AC-F	1,4,1	1,3	An	3,650 lb. t.	0.441	15.2	39.4	51	885	Learjet 40/45.
TFE731-40	AC-F	1,4,1	1,3	An	4,250 lb. t.	0.457	16.5	39.4	51	885	Falcon 50EX, IAI Astra SPX, Gulfstream G150.
TFE731-50	AC-F	1,4,1	1,3	An	5,000 lb. t.	0.424	18.9	40.4	77.7	978	Hawker 900XP.
TFE731-60	AC-F	1,4,1	1,3	An	5,000 lb. t.	0.405	17.8	42.4	72	988	Falcon 900DX/EX/LX.
TFE1042 (F125-GA-100)	AC-F	3,5	1,1	An	9,400 lb. t.	1.97	19.7	36	140.2	1,360	Taiwanese Indigenous Defense Fighter.
TPE331-1	C-P	2	3	An	665 shp.	0.571	8.3	26	43	335	Comm. 680, Fairchild Porter, Merlin 2B, MU-2.
TPE331-2	C-P	2	3	An	715 shp.	0.556	8.3	26	43	335	CASA C-212, Shorts Skyvan.
TPE331-3/3U	C-P	2	3	An	840 shp.	0.548	10.3	26	43	355	Merlin 3/4, Metro 2.
TPE331-5 Series	C-P	2	3	An	776 shp.	0.577	10.3	26	43	355	CASA C-212, Com. 690, Do 228, MU-2.
TPE331-6 Series	C-P	2	3	An	715 shp.	0.577	10.3	26	43	355	Beech B100, Merlin 2B, MU-2, Skyvan.
TPE331-8/9	C-P	2	3	An	715/865 shp.	0.568	10.3	26	43	370	Cessna Conquest.
TPE331-10 Series	C-P	2	3	An	940 shp.	0.55	10.8	26	46	385	CASA C-212, Jetstream 31, Merlin 300, MU-2.
TPE331-11	C-P	2	3	An	1,000 shp.	0.53	10.8	26	46	400	FMA Pucara, Merlin 4C, Metro 3.
TPE331-12B	C-P	2	3	An	1,100 shp.	0.522	10.8	26	46	420	Short Tucano.
TPE331-12JR/12UAR/ 12UHR	C-P	2	3	An	1,100 shp.	0.522	10.8	26	46	390	CASA C-212, Jetstream Super 31, Metro 23.
TPE331-14A/B/F/UA/UB	C-P	2	3	An	1,645 shp.	0.515	11	32	53	585	Piper Cheyenne 400LS.
TPE331-14GR/HR	C-P	2	3	An	1,759 shp.	0.51	11.4	36	53	633	Antonov An-38, Comp Air 12, Jetstream 41.
TPE331-15AW	C-P	2	3	An	1,645 shp.	0.505	11	32	53	622	Northrop Grumman S-2.
TPF331-25/43/47/55/ 61 Series	C-P	2	3	An	575 shp.	0.665	8.2	26	46	335	Mitsubishi MU-2, Rockwell Turbo Commander 68/681, Turbo 18/Turboliner, Volpar.
INTERNATIONAL AERO ENGINES AG (Japanese Aero Engine Consortium, MTU Aero Engines, Pratt & Whitney, Rolls-Royce), East Hartford, CT, USA											
V2500-A1	A-F	1,3,10	2,5	An	25,000 lb. t.	0.35	29.8	63	126	5,210	A320-231.
V2522-A5	A-F	1,4,10	2,5	An	23,000 lb. t.	0.34	26.9	63.5	126	5,210	A319-131.
V2524-A5	A-F	1,4,10	2,5	An	24,500 lb. t.	0.36	26.9	63.5	126	5,210	A319-132.
V2525-D5	A-F	1,4,10	2,5	An	28,800 lb. t.	0.35	30.0	63.5	126	5,610	MD-90-30.
V2527-A5	A-F	1,4,10	2,5	An	26,600 lb. t.	0.36	27.2	63.5	126	5,210	A320-232.
V2527E-A5	A-F	1,4,10	2,5	An	26,600 lb. t.	0.36	27.2	63.5	126	5,210	A320-233.
V2527M-A5	A-F	1,4,10	2,5	An	26,600 lb. t.	0.36	27.2	63.5	126	5,210	A319CJ, A319-133.
V2528-D5	A-F	1,4,10	2,5	An	28,600 lb. t.	0.35	30.0	63.5	126	5,610	MD-90-30ER.
V2530-A5	A-F	1,4,10	2,5	An	30,400 lb. t.	0.36	32.1	63.5	126	5,210	A321-131.
V2533-A5	A-F	1,4,10	2,5	An	32,000 lb. t.	0.36	33.4	63.5	126	5,210	A321-231.
ISHIKAWAJIMA-HARIMA HEAVY INDUSTRIES, Tokyo, Japan											
CT58-IHI-140-1	A-S	10	1,2	An	1,400 shp.	0.61	8.4	20.9	59	340	Kawasaki KV-107A.
F3-IHI-30-/30B	A-F	2,5	1,2	An	3,682 lb. t.	0.7	11	24.8	79	750	Kawasaki T-4.
F100-IHI-100	A-F	3,10	2,2	An	23,830 lb. t.	2.21	24.9	46.5	198.3	3,068	Japanese F-15J/DJ.
F100-IHI-220E	A-F	3,10	2,2	An	23,450 lb. t.	2.26	25.3	46.5	208.1	3,179	Japanese F-15J/DJ.
F110-IHI-129	A-F	3,9	1,2	An	29,000 lb. t.	1.9	30.7	46.5	182.3	3,940	Mitsubishi F-2.
J3-IHI-7B	A-J	8	1	Cn	3,086 lb. t.	1.06	4.5	24.8	82	838	Fuji T-1B.
J79-IHI-17	A-J	17	3	Cn	17,900 lb. t.	1.97	13.4	39	209	3,846	Mitsubishi F-4.
T56-IHI-14	A-P	14	4	Cn	4,910 eshp.	0.535	9.5	31.4	146	1,890	Japanese P-3C.
T64-IHI-10J	A-P	14	2,2	An	3,493 eshp.	0.489	12.5	21	113	1,240	US-1A, YS-11E.
T700-IHI-401C	AC-S	5,1	2,2	An	1,940 shp.	0.465	18	25	46	458	SH-60J, UH-60J, UH-60JA.
TF40-IHI-801A	A-F	2,5	1,1	An	7,300 lb. t.	0.74	11	30	114	1,685	Mitsubishi F-1, T-2.
IVCHENKO-PROGRESS DESIGN BUREAU, Zaporozhye, Ukraine											
AI-20, Series 5	A-P	10	3	An	5,180 eshp.	0.5	7.7	46.5	121.9	2,293	An-8/10/12/32, Beriev Be-12, Il-18/20/22/38.
AI-22	A-F	1,5,7	3,1	An	8,422 lb. t.	0.882	15.6	61	118.5	1,687	Tupolev Tu-324, Yakovlev Yak-48.
AI-24	A-P	10	3	An	6,217 eshp.	0.562	6.5	42.3	92.4	1,323	Antonov An-24, An-26, An-30.
AI-25	A-F	3,8	2,1	An	3,307 lb. t.	1.235	8.1	35.3	78.5	688	Yakovlev Yak-40.
AI-25TL	A-F	3,9	2,1	An	3,792 lb. t.	1.279	9.5	38.8	132.2	772	Aero Vodochody L-39.
AI-25TLK	A-F	3,9	2,1	An	3,792 lb. t.	1.279	9.5	38.8	112.6	772	Avic II JL-8.
AI-25TSh	A-F	3,9	2,1	An	4,079 lb. t.	1.323	10	38.8	132.2	772	Aero Vodochody L-39U, Avic II JL-15.
AI-222-25	A-F	2,8	1,1	An	5,512 lb. t.	1.411	15.3	42.7	91.3	970	Yakovlev Yak-130.
AI-222-28	A-F	2,8	1,1	An	6,173 lb. t.	1.493	16.6	42.6	88.1	992	Yakovlev Yak-133.
AI-222-40	A-F	2,8	1,1	An	9,149 lb. t.	0.84	13.6	61	118.5	1,598	UAV.
AI-222K-25F	A-F	2,8	1,1	An	9,259 lb. t. A/B	4.188	15.4	43.9	147.6	1,235	AVIC II L-15.
AI-450	C-S	1	1,1	An	465 shp.	0.573	7.3	21.1	42.7	227	Mil Mi-2A, Kamov Ka-226.

GENERAL DATA		ARRANGEMENT		PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS/ REMARKS	
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSION STAGES	NO. OF TURBINE STAGES (HP./LP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST OR SHP.)	SPECIFIC FUEL CONSUMP- TION AT MAX. POWER LB./LBF.-HR. OR LB./HP.-HR.	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIA. ('IN.)	MAX. ENVELOPE LENGTH (IN.)	DRY WEIGHT LESS TAPPIPE (LB.)	
AI-450-2	C-S	1	1,1	An	630 shp.	0.551	7.5	26.8	43.9	309	Ansat. Kazan Helicopter Plant.
AI-450M	C-S	1	1,1	An	465 shp.	0.573	7.6	26.9	49.4	265	Mil Mi-2AM.
AI-450TP	C-P	1	1,1	An	500 shp.	0.551	7.5	27.6	40.9	271	MS-92T Phinist Turbo, multipurpose airplanes and UAV.
AI-727M	AC-F	1, 5, 3	3, 1, 1	An	22,046 lb. t.	0.584	24.7	88.6	126	4,960	Airliner, transport airplane.
D-18T	A-F	1, 7, 7	4, 1, 1	An	51,655 lb. t.	0.761	23	115.6	212.6	9,039	Antonov An-124, An-124-100, An-225.
D-18T, Series 4	A-F	1, 7, 7	4, 1, 1	An	56,946 lb. t.	0.798	24.8	115.6	212.6	9,149	Antonov An-124-100M-150.
D-27	AC-PF	5, 3	4, 1, 1	An	14,000 eshp.	0.375	22.9	53.9	165.3	3,638	Antonov An-70.
D-36, Series 1	A-F	1, 6, 7	3, 1, 1	An	14,330 lb. t.	0.805	18.9	67.4	136.6	2,478	Yakovlev Yak-42.
D-36, Series 1A	A-F	1, 6, 7	3, 1, 1	An	14,330 lb. t.	0.805	18.9	67.4	125.7	2,478	Antonov An-72.
D-36, Series 2A	A-F	1, 6, 7	3, 1, 1	An	14,330 lb. t.	0.805	18.9	67.4	125.7	2,478	Antonov An-74.
D-36, Series 3A	A-F	1, 6, 7	3, 1, 1	An	14,330 lb. t.	0.789	18.9	75.6	146.9	2,491	Antonov An-74.
D-36, Series 4A	A-F	1, 6, 7	3, 1, 1	An	14,330 lb. t.	0.774	18.9	75.6	146.9	2,491	Antonov An-74TK-300.
D-127	AC-S	5, 3	3, 1, 1	An	11,500 shp.	0.397	31.3	24.7	143.9	2,866	Mil Mi-26.
D-136	A-S	6, 7	2, 1, 1	An	11,400 shp.	0.437	18.5	54.4	146.3	2,374	Mil Mi-26, Mi-26T.
D-436T1	A-F	1, 1, 6, 7	3, 1, 1	An	16,535 lb. t.	0.816	22.9	76.7	150.8	3,197	Tupolev Tu-334.
D-436T2	A-F	1, 1, 6, 7	3, 1, 1	An	18,519 lb. t.	0.818	24.4	76.7	150.8	3,351	Tupolev Tu-334-200.
D-436TP	A-F	1, 1, 6, 7	3, 1, 1	An	16,535 lb. t.	0.37	22.9	76.7	150.8	3,197	Beriev Be-200.
D-436-148	A-F	1, 1, 6, 7	3, 1, 1	An	14,110 lb. t.	0.816	19.9	76	150.8	3,087	Antonov An-148.
SPM-21	A-F	1, 5, 6	3, 1, 1	An	28,330 lb. t.	0.525	30.9	102.8	192.9	5,357	Yakovlev, Ilyushin MS-21.
TV3-117VMA-SBMT	A-P	12	2, 2	An	2,500 shp.	0.454	10	47.6	116.3	1,257	Antonov An-140.
JAKADOFSKY GMBH, Kottingbrunn, Austria											
PRO 5000	C-S	1	1	An	7 shp.	2.5	1.9	4.5	10	4	UAV powerplant.
PRO X	C-S	1	1	An	14 shp.	1.3	3	5.5	12	8	UAV powerplant, ground power unit.
KAWASAKI HEAVY INDUSTRIES, Kobe, Japan											
T53-K-138	AC-S	5, 1	2, 2	An	1,400 shp.	0.58	7	23	47.6	540	UH-1H.
T53-K-703	AC-S	5, 1	2, 2	An	1,800 eshp.	0.57	8	23	47.6	545	AH-1S, UH-1J.
T55-K-712	AC-S	7, 1	2, 2	An	3,750 shp.	0.52	8.2	28.7	48.5	760	CH-47J/JA.
KLIMOV, St. Petersburg, Russian Federation											
GTD-350	A-S	—	—	—	400 shp.	3.65	—	26.8	53.1	135	Mi-2.
RD-33	A-J	—	—	—	18,298 lb. t.	—	—	40.9	166.5	1,055	Mikoyan MiG-29.
TV2-117	A-S	—	—	—	1,500 shp.	2.75	—	29.4	111.9	334	Mi-8.
TV3-117	A-S	—	—	—	2,400 shp.	2.15	—	28.7	80.9	295	Mi-14, Mi-24, Ka-27/28/29/31/32/52.
TV7-117S	A-P	—	—	—	3,000 shp.	1.9	—	37	84.1	450	Ilyushin Il-112, Il-114.
TV7-117V	A-S	—	—	—	2,500-2,800 shp.	2.01	—	32.3	63-78.7	380	Mi-38.
VK-800V	A-S	—	—	—	1,000 shp.	2.38	—	23.2	39.4	140	Ansatz, Mi-54, Ka-126, Ka-226.
VK-1500	A-P	—	—	—	1,500 shp.	2.3	—	33.3	67.5	340	An-38.
VK-1500V	A-S	—	—	—	1,600 shp.	2.4	—	—	—	250	Mi-8.
VK-2500	A-S	—	—	—	2,700 shp.	2.1	—	28.7	80.9	300	Ka-32, Ka-50, Mi-8MT/Mi-17, Mi-28.
LIGHT HELICOPTER TURBINE ENGINE CO. (LHTEC), Madison, AL, USA											
CTS800-4N/4K	C-S	2	2, 2	An	1,361 shp.	0.47	14.6	23.2	51.1	408 ⁽¹⁾	Super Lynx 300, US-2 Kat.
CTS800-5	C-S	2	2, 2	An	1,681 shp.	0.47	14.6	22.3	33.8	340	Intermediate twins.
T800-LHT-802	C-S	2	2, 2	An	1,681 shp.	0.47	14.6	22.3	33.8	340	Sikorsky X-2.
MITSUBISHI HEAVY INDUSTRIES, Komaki-shi, Aichi-ken, Japan											
CT63-M-5A	AC-S	6, 1	4	—	317 shp.	0.65	6.2	19	41	139	Hughes 369HS. License production.
MG5-110	C-S	1	2	An	876 shp.	0.5	11	29	46.6	340	Mitsubishi MH-2000.
MG6-10	C-S	1	1	Ca	70 shp.	0.95	4.5	8	10	—	Unmanned helicopter.
TJM3	—	1	1	An	441 lb. t.	1.17	5.6	14	34	102	Target drone.
TJM4	—	2	2	An	639 lb. t.	1.12	6.7	14	43	123	UAV.
TS1-M-10	C-S	1	2	An	940 shp.	0.52	11	24	59	334	OH-1.
MTR (MTU Aero Engines, Turbomeca, Rolls-Royce), Munich, Germany											
MTR 390	C-S	2	1, 2	An	1,285 shp.	0.46	13	26.8	42.4	372	Eurocopter Tiger. Growth version in development.
MTR 390E	C-S	2	1, 2	An	1,465 shp.	—	14	26.8	42.4	—	Eurocopter Tiger. Growth version in development.
MTU AERO ENGINES GMBH, Munich, Germany											
RR250-MTU-C20B	AC-S	6, 1	2, 2	Ca	420 shp.	0.65	7.2	23.2	40.8	158	BO 105M/P.
T64-MTU-7	A-S	14	2, 2	An	3,925 shp.	0.476	13	20	79	710	CH-53GS helicopter.
T64-MTU-100	A-S	14	2, 2	An	4,330 shp.	0.487	14	20	79	721	CH-53G/GS helicopter.

Gas Turbine Engines

OUTDOOR
SPECIFICATIONS

COMMERCIAL
SATellite OPERATORS

WORLD MILITARY
AIRCRAFT INVENTORY

PRIME CONTRACTOR AND MAJOR
MANUFACTURER PROFILES

MAJOR AIRLINE PROFILES

GENERAL DATA		ARRANGEMENT		PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS/ REMARKS	
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSION STAGES	NO. OF TURBINE STAGES (HP./IP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST OR SHP.)	SPECIFIC FUEL CONSUMP. TION AT MAX. POWER LB./LBF.-HR. or LB./HP.-HR.	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIA. (IN.)	MAX. ENVELOPE LENGTH (IN.)	DRY WEIGHT LESS TAILPIPE (LB.)	
NPO SATURN, Rybinsk, Russian Federation											
D-30KP (2)	A-F	3, 11	2, 4	Cn	26,455 lb. t.	0.51	19	57.3	—	5,110	Ilyushin Il-76.
D-30KP-3 "Burlok"	A-F	1, 1, 11	2, 4	Cn	28,660 lb. t.	0.404	17.7	65.5	—	5,717	Ilyushin Il-76.
D-30KU	A-F	3, 11	2, 4	Cn	24,250 lb. t.	0.498	17.7	57.3	—	5,071	Ilyushin Il-62M.
D-30KU-154	A-F	3, 11	2, 4	Cn	23,150 lb. t.	0.498	17	57.3	—	5,082	Tupolev Tu-154M.
PERM ENGINE CO., Perm, Russian Federation											
PS-90A	A-J	1, 2, 13	2, 4	Cn	35,273 lb. t.	0.382	31.32	93.3	195.4	6,498	Il-96, Tu-204, Tu-214.
PS-90A-76	A-J	1, 2, 13	2, 4	Cn	35,273 lb. t.	0.382	31.32	93.3	195.4	6,498	Il-76 modifications.
POWERJET (Snecma - NPO Saturn), Paris, France											
SaM146	A-F	1, 3, 6	1, 3	An	18,250 lb. t.	0.374	23.8	48.2	86	3,430	SSJ100.
PRICE INDUCTION, Anglet, France											
DGEN PI. 380	C-F	1, 1	1, 1	An	574 lb. t.	0.436	6	22.4	47.5	150	In development. Subject to modifications.
DGEN PI. 390	C-F	1, 1	1, 1	An	740 lb. t.	0.452	6	22.4	47.5	150	In development. Subject to modifications.
OPUS PI. 380	C-P	1	1, 1	An	305 shp.	0.75	6	22.4	47.5	—	In development. Subject to modifications.
ROLLS-ROYCE, Dallgowitz, Germany											
BR710 A1-10	A-F	1, 11	2, 3	An	14,780 lbf.	0.674	25.7	48	183.8	4,169	Gulfstream V.
BR710 A2-20	A-F	1, 10	2, 2	An	14,780 lbf.	0.672	25.7	48	134	3,600	Bombardier Global Express, Global 5000, XRS.
BR710 B3-40		1, 12	2, 4	An	15,320 lbf.	0.67	25.7	48	88.6	3,816	BAES Nimrod MRA4.
BR710 C4-11		1, 13	2, 5	An	15,460 lbf.	0.674	25.7	48	183.5	4,008	Gulfstream G500/G550.
BR715	A-F	1, 2, 10	2, 3	An	18,500- 21,000 lb. t.	0.638	32.6	58	147	4,597	Boeing 717-200.
BR725	A-F	1, 10	2, 3	An	15,000- 17,000 lb. t.	—	—	—	—	—	Gulfstream G650.
Dart RDa7(Mk522)	C-P	2	3	Cn	2,425 shp.	0.58	6.33	38	97.6	1,303	HS748-2B, F27.
Dart RDa7(Mk529-8X)	C-P	2	3	Cn	2,250 shp.	0.645	5.75	38	97.6	1,257	Gulfstream I.
Dart RDa10(Mk542)	C-P	2	3	Cn	3,060 shp.	0.662	6.2	38	99.5	1,397	YS11, Convair.
Spey 511-8	A-F	5, 12	2, 2	Cn	11,400 lb. t.	0.8 ⁽²⁾	18.4	32.5	110	2,483	Gulfstream II and III.
Spey 555-15	A-F	4, 12	2, 2	Cn	9,900 lb. t.	0.8 ⁽²⁾	15.4	32.5	97	2,257	Fokker 28 Mk. 1/2/3/4000.
Spey Mk 202	A-F	5, 12	2, 2	Cn	20,515 lb. t.	0.68	19.5	44	205	4,093	Phantom, Xian JH-7.
Spey Mk 250/251	A-F	5, 12	2, 2	Cn	11,995 lb. t.	0.64	19.2	32.5	117	2,740	Nimrod.
Spey Mk 512-5W/-14 DW	A-F	5, 12	2, 2	Cn	12,550 lb. t.	0.8 ⁽²⁾	21	32.5	110	2,609	BAC 111-475/500.
Spey RB. 168-807	A-F	4, 12	2, 2	Cn	11,030 lb. t.	0.66	16.8	32.5	96.7	2,417	Brazilian/Italian AMX.
Tay 611	A-F	1, 3, 12	2, 3	Cn	13,850 lb. t.	0.69 ⁽²⁾	15.8	44	95	2,951	Gulfstream IV/IVSP.
Tay 611-8C	A-F	1, 3, 12	2, 3	Cn	13,850 lb. t.	0.694	15.6	45	95	3,390	Gulfstream G350/G450.
Tay 620	A-F	1, 3, 12	2, 3	Cn	13,850 lb. t.	0.69 ⁽²⁾	15.8	44	95	3,185	Fokker 70/100.
Tay 650	A-F	1, 3, 12	2, 3	Cn	15,100 lb. t.	0.69 ⁽²⁾	16.2	45	95	3,340	Fokker 100.
Tay 651	A-F	1, 3, 12	2, 3	Cn	15,400 lb. t.	0.69 ⁽²⁾	16.6	45	95	3,380	Re-engined Boeing 727-100s.
ROLLS-ROYCE, Derby, UK											
RB211-22B	A-F	1, 7, 6	1, 1, 3	An	42,000 lb. t.	0.65 ⁽²⁾	24.5	84.8 ⁽³⁾	119.4 ⁽⁴⁾	9,195	L-1011.
RB211-524B-D	A-F	1, 7, 6	1, 1, 3	An	50,000 lb. t.	0.63 ⁽²⁾	28.6	85.8	122.3	9,814	L-1011-250, L-1011-500.
RB211-524C2	A-F	1, 7, 6	1, 1, 3	An	51,500 lb. t.	0.65 ⁽²⁾	28.6	84.8 ⁽³⁾	119.4 ⁽⁴⁾	9,859	747-100/200/300.
RB211-524D-B	A-F	1, 7, 6	1, 1, 3	An	53,000 lb. t.	0.63 ⁽²⁾	29.6	85.8	122.3 ⁽⁴⁾	9,874	747-200/300/SP.
RB211-524G	A-F	1, 7, 6	1, 1, 3	An	58,000 lb. t.	0.58 ⁽²⁾	32.9	86.3	125 ⁽⁴⁾	9,670	747-400.
RB211-524G-T	A-F	1, 7, 6	1, 1, 3	An	58,000 lb. t.	0.57 ⁽²⁾	32.9	86.3	125	9,470	747-400.
RB211-524H	A-F	1, 7, 6	1, 1, 3	An	60,600 lb. t.	0.58 ⁽²⁾	34.5	86.3	125	9,670	747-400, 767-300.
RB211-524H-T	A-F	1, 7, 6	1, 1, 3	An	60,600 lb. t.	0.57 ⁽²⁾	34.5	86.3	125	9,470	747-400, 767-300.
RB211-535C	A-F	1, 6, 6	1, 1, 3	An	37,400 lb. t.	0.66 ⁽²⁾	21.1	73.2	118.5	7,294	757-200, 757-200SF.
RB211-535E4	A-F	1, 6, 6	1, 1, 3	An	40,100 lb. t.	0.61 ⁽²⁾	25.8	74.1	117.9	7,264	757-200.
RB211-535E4B	A-F	1, 6, 6	1, 1, 3	An	43,100 lb. t.	0.61 ⁽²⁾	28	74.1	117.9	7,264	757-200/300, 757-200SF, Tu-204.
Trent 553	A-F	1, 8, 6	1, 1, 5	An	53,000 lb. t.	0.54 ⁽²⁾	34.8	97.4	155	10,660	A340-500.
Trent 556	A-F	1, 8, 6	1, 1, 5	An	56,000 lb. t.	0.54 ⁽²⁾	36.3	97.4	155	10,660	A340-600.
Trent 600	A-F	1, 8, 6	1, 1, 5	An	63,000 lb. t.	0.54 ⁽²⁾	41	97.4	155	10,660	747-400 developments.
Trent 768	A-F	1, 8, 6	1, 1, 4	An	67,500 lb. t.	0.56 ⁽²⁾	33.7	97.4	154	10,550	A330-300.
Trent 772B	A-F	1, 8, 6	1, 1, 4	An	71,100 lb. t.	0.56 ⁽²⁾	35.5	97.4	154	10,550	A330-200/300/500.
Trent 875	A-F	1, 8, 6	1, 1, 5	An	74,600 lb. t.	0.56 ⁽²⁾	34.5	110	172	13,100	777-200.
Trent 877	A-F	1, 8, 6	1, 1, 5	An	77,200 lb. t.	0.56 ⁽²⁾	35.9	110	172	13,100	777-200/200ER.
Trent 884	A-F	1, 8, 6	1, 1, 5	An	84,950 lb. t.	0.56 ⁽²⁾	38.8	110	172	13,100	777-200/200ER/300.

GENERAL DATA		ARRANGEMENT		PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS/ REMARKS	
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSION STAGES	NO. OF TURBINE STAGES (HP./IP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST OR SHP.)	SPECIFIC FUEL CONSUMPTION AT MAX. POWER LB./LBF.-HR. or LB./HR.-HR.	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIAM. (IN.)	MAX. ENVELOPE LENGTH (IN.)	DRY WEIGHT LESS TAILPIPE (LB.)	
Trent 892/892B	A-F	1, 8, 6	1, 1, 5	An	91,600 lb. t.	0.56 ⁽²⁾	40.8	110	172	13,100	777-200ER/300. 892B has more altitude capability.
Trent 895	A-F	1, 8, 6	1, 1, 5	An	95,000 lb. t.	0.56 ⁽²⁾	41.6	110	172	13,100	777-200ER/300.
Trent 970	A-F	1, 8, 6	1, 1, 5	An	70,000 lb. t.	0.52 ⁽²⁾	38.5	116	179	—	A380-800.
Trent 977	A-F	1, 8, 6	1, 1, 5	An	76,500 lb. t.	0.52 ⁽²⁾	41.1	116	179	—	A380F.
Trent 1000-A	A-F	1, 8, 6	1, 1, 6	An	63,800 lb. t.	0.506 ⁽²⁾	50	112	160	11,900	787-8, 787-9.
Trent 1000-C/D	A-F	1, 8, 6	1, 1, 6	An	69,800 lb. t.	0.506 ⁽²⁾	50	112	160	11,900	787-8, 787-9.
Trent 1000-E	A-F	1, 8, 6	1, 1, 6	An	53,200 lb. t.	0.506 ⁽²⁾	50	112	160	11,900	787-3, 787-8.
Trent 1000-G	A-F	1, 8, 6	1, 1, 6	An	67,000 lb. t.	0.506 ⁽²⁾	50	112	160	11,900	787-8, 787-9.
Trent 1000-H	A-F	1, 8, 6	1, 1, 6	An	58,000 lb. t.	0.506 ⁽²⁾	50	112	160	11,900	787-3, 787-8.
Trent 1000-J/K	A-F	1, 8, 6	1, 1, 6	An	73,800 lb. t.	0.506 ⁽²⁾	50	112	160	11,900	787-9.
Trent XWB	A-F	—	—	An	95,000 lb. t.	—	—	118	—	—	Airbus A350XWB.
ROLLS-ROYCE, Filton, Bristol, UK											
Gem 42	AC-S	4, 1	1, 1, 2	An	1,120 shp.	0.51	13.02	23.5	43.4	404	AgustaWestland Lynx.
Gem 1004	AC-S	4, 1	1, 1, 2	An	1,018 shp.	0.53	12.33	23.5	43.1	368	AgustaWestland A129 Mangusta.
Gnome H1400	A-S	10	2, 1	An	1,480 shp.	0.61	8.4	22.2	54.8	326	AgustaWestland Sea King.
Gnome H1400-1	A-S	10	2, 1	An	1,660 shp.	0.61	9.1	22.2	54.8	326	Boeing Vertol 107, AgustaWestland Sea King.
Gnome H1400-1T ⁽⁷⁾	A-S	10	2, 1	An	1,465 shp	0.63	8.6	22.2	54.8	326	AgustaWestland Sea King.
Pegasus 11	A-F	3, 8	2, 2	An	21,500 lb. t.	0.74	14.6	48 ⁽⁵⁾	137.2	36,205	Harrier, Sea Harrier.
Pegasus 11-21 (F402-RR-406A)	A-F	3, 8	2, 2	An	22,000 lb. t.	0.74	15.3	48 ⁽⁵⁾	137.2	39,605	AV-8B, GR. Mk. 5/Mk. 7/Mk. 9, TAV-8B. T Mk10.
Pegasus 11-61 (F402-RR-408B)	A-F	3, 8	2, 2	An	23,800 lb. t.	0.76	16.3	48 ⁽⁵⁾	137.2	42,605	AV-8B, GR. Mk. 7A/Mk. 9A, T Mk12.
Spey Mk 202	A-F	5, 12	2, 2	Cn	20,515 lb. t. A/B	0.68	19.5	44	205	4,093	Phantom, Xian JH-7.
Spey Mk 250/251	A-F	5, 12	2, 2	Cn	11,995 lb. t.	0.64	19.2	32.5	117	2,740	Nimrod.
Spey RB. 168-807	A-F	4, 12	2, 2	Cn	11,030 lb. t.	0.66	16.8	32.5	96.7	2,417	Brazilian/Italian AMX.
Tyne R. Ty 12 Mk 101/515	A-P	6, 9	1, 3	Cn	5,505 eshp.	0.45	13.5	43.2	109	2,219	CL-44, Shorts Belfast.
Tyne R. Ty 20 Mk 21/22	A-P	6, 9	1, 3	Cn	6,100 eshp.	0.47	13.97	43.2	109	2,203	Breguet Atlantic, Transall.
Tyne R. Ty 20 Mk 801	A-P	6, 9	1, 3	Cn	5,480 eshp.	0.453	13.95	43.2	109	2,187	Aeritalia G.222.
Viper 11	A-J	7	1	An	2,500 lb. t.	1.07	4.3	32.9	64	625	Jindivik.
Viper 522	A-J	8	1	An	3,360 lb. t.	1	5.6	28.9	92.9	760	HS 125.
Viper 531	A-J	8	1	An	3,120 lb. t.	1	5.4	32.9	71.1	790	Soko Jastreb.
Viper 535/540	A-J	8	1	An	3,310 lb. t.	1.03	5.5	28	71.1	790	MB-326G. Strikemaster.
Viper 601	A-J	8	2	An	3,712 lb. t.	0.95	5.8	28.9	113.9	790	BAe 125-600.
Viper 632	A-J	8	2	An	3,960 lb. t.	0.98	5.9	29.4	77.1	830	MB-326, MB-339A/CD.
Viper 633	A-J	8	2	An	4,950 lb. t. A/B	1.79	5.9	27.9	174.8	1,219	ORAO/IAR 93 with afterburning.
Viper 680	A-J	8	2	An	4,280 lb. t.	0.976	6.3	29	77.3	836	MB-339CB/K.
ROLLS-ROYCE, Indianapolis, IN, USA											
501-D22A	A-P	14	4	Ca	4,591 shp.	0.54	9.6	44.6	146.3	1,848	L328 commercial Hercules.
AE 1107C	A-S	14	2, 2	An	6,150 shp.	0.41	16.5	34.2	77.9	973	Bell Boeing V-22.
AE 2100A	A-P	14	2, 2	An	4,152 shp.	0.46	17	41.5	117	1,578	Saab 2000.
AE 2100C	A-P	14	2, 2	An	3,271 shp.	0.46	17	41.5	117	1,578	PTN N-250.
AE 2100D2	A-P	14	2, 2	An	4,591 shp.	0.46	17	41.5	117	1,644	Lockheed Martin/Alenia C-27J.
AE 2100D3	A-P	14	2, 2	An	4,591 shp.	0.46	17	33.6	124.1	1,644	Lockheed Martin C-130J.
AE 2100J	A-P	14	2, 2	An	4,591 shp.	0.46	17	33.6	117	—	Shinnmaywa US-1A.
AE 3007A/A1/A1EA3/H	A-F	1, 14	2, 3	An	8,917 lb. t.	0.64	23	43.5	106.5	1,581	Embraer ERJ 135/140/145.
AE 3007C/C1	A-F	1, 14	2, 3	An	6,764 lb. t.	0.63 ⁽²⁾	23	43.5	106.5	1,572	Citation X.
Model 250-B17C	AC-P	6, 1	2, 2	Ca	420 shp.	0.66	7.2	22.6	45	198	Aermacchi SF260TP, Maule MT-7-420.
Model 250-B17D	AC-P	6, 1	2, 2	Ca	420 shp.	0.66	7.2	22.5	45	202	Aermacchi M290TP, Enstrom 480B, Fuji T-5.
Model 250-B17E	AC-P	6, 1	2, 2	Ca	420 shp.	0.66	7.2	22.5	45	202	Cessna 402, Nomad N22/24.
Model 250-B17F	AC-P	6, 1	2, 2	Ca	450 shp.	0.61	7.9	22.6	45	215	B-N Defender 4000, Extra EA-500, Fuji T-7, Grob G140TP, Q-N P210 Silver Eagle, Tradewinds Bonanza.
Model 250-C20B/F/J/S/W	AC-S	6, 1	2, 2	Ca	420 shp.	0.65	7.2	23.2	38.8	162	Bell 206B/TH-57, Enstrom 480B, RQ-8 Fire Scout, Schweizer 333.
Model 250-C20R	AC-S	4, 1	2, 2	Ca	450 shp.	0.61	7.9	23.2	38.8	173	Kamov Ka-226, MDHI MD500E/DN520N, PZL SW-4, AS355.
Model 250-C28B/C	C-S	1	2, 2	Ca	500 shp.	0.59	8.4	25.1	47.3	235	Bell 206L-1, BO 105 LS.
Model 250-C30G/G2	C-S	1	2, 2	Ca	650 shp.	0.59	8.6	25.5	43.2	253	Bell 222, 230.
Model 250-C30L/P/R/S/U	C-S	1	2, 2	Ca	650 shp.	0.59	8.6	25.1	43.2	252	Bell 206L, OH-58D, MD530F, Soley AS350 AllStar.
Model 250-C30R/1	C-S	1	2, 2	Ca	450 shp.	0.58	8.6	25.1	43.2	173	Bell OH-58 Kiowa Warrior, AT9.

Gas Turbine Engines

COMMERCIAL
SATellite OPERATORSWORLD MILITARY
AIRCRAFT INVENTORYPRIME CONTRACTOR AND MAJOR
MANUFACTURER PROFILES

MAJOR AIRLINE PROFILES

GENERAL DATA		ARRANGEMENT		PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS/ REMARKS	
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSION STAGES	NO. OF TURBINE STAGES (HP./IP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST OR SHP.)	SPECIFIC FUEL CONSUMP- TION AT MAX. POWER LB./LBS.-HR. OR LB./HP.-HR.	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIA. (IN.)	MAX. ENVELOPE LENGTH (IN.)	DRY WEIGHT LESS TAILPIPE (LB.)	
Model 250-C30R/3	C-S	1	2, 2	Ca	650 shp.	0.59	9.2	25.7	41	274	Bell OH-58D Kiowa Warrior, MH-6 MELB.
Model 250-C40B	C-S	1	2, 2	Ca	715 shp.	0.57	9.2	25.1	41	280	Bell 430.
Model 250-C47B/M	C-S	1	2, 2	Ca	650 shp.	0.58	9.2	25.1	41	274	Bell 407, MD 600N.
RR300	C-S	1	2, 2	Ca	240-300 shp.	0.67	6.2	23.2	41	177	In development for Robinson, Enstrom, MDH Schweizer.
RR500TP	C-P	1	2, 2	Ca	400 shp.	0.63	8.3	24.4	45	225	In development for general aviation. Preliminary data.
T56-A-14	A-P	14	4	Ca	4,591 shp.	0.54	9.6	49	146.3	1,890	Lockheed P-3C.
T56-A-14LFE	A-P	14	4	Ca	4,591 shp.	0.54	9.6	44.6	146.3	1,848	Lockheed CP-140A/B/C.
T56-A-15	A-P	14	4	Ca	4,591 shp.	0.54	9.6	44.6	146.3	1,848	Lockheed C-130H.
T56-A-15LFE	A-P	14	4	Ca	4,591 shp.	0.54	9.6	44.6	146.3	1,848	Lockheed C-130H, C-130H-30.
T56-A-16	A-P	14	4	Ca	4,591 shp.	0.54	9.6	44.6	146.3	1,848	Lockheed C-130F/Q/R/T.
T56-A-425	A-P	14	4	Ca	4,591 shp.	0.54	9.6	44.6	146.3	1,899	Northrop Grumman C-2A, E-2C.
T56-A-427	A-P	14	4	Ca	5,823 shp.	0.47	12	48.3	146.1	1,940	Northrop Grumman E-2C+.
T63-A-720	AC-S	6, 1	2, 2	Ca	420 shp.	0.65	7.3	23.2	40.8	158	Bell OH-58C, TH57.
T703-A-700	C-S	1	2, 2	Ca	650 shp.	0.58	8.6	25.1	43.2	255	Bell OH-58D.
TF41-A-400/A-2B	A-F	3, 2, 11	2, 2	Cn	15,000 lb. t.	0.67	21.4	39.5	114.2	3,204	A-7E, A-7H (Hellenic AF).
ROLLS-ROYCE, Allison Advanced Development Co., Indianapolis, IN, USA											
J104-AD-100	C-J	1	1	An	485 lb. t.	1.24	—	11.6	19.5	41	Missiles, targets, UAVs.
Model 120	C-J	1	1	An	229 lb. t.	1.27	—	8	16	23	Missiles, targets, UAVs.
ROLLS-ROYCE, Snecma, MTU Aero Engines, UK, France and Germany											
Tyne R, Ty 20 Mk. 21/22	A-P	6, 9	1, 3	Ca	6,100 shp.	0.47	13.7	55	109	2,436	Atlantique, Atlantique new generation, Transall.
ROLLS-ROYCE TURBOMECA LTD., UK and France											
Adour Mk. 811/815	A-F	2, 5	1, 1	An	8,400 lb. t. A/B	0.78	11.3	30.8	114	1,633	Jaguar International.
Adour Mk. 861	A-F	2, 5	1, 1	An	5,710 lb. t.	0.74	11.3	30	77	1,282	Hawk.
Adour Mk. 871 (F405-RR-401)	A-F	2, 5	1, 1	An	5,845 lb. t.	0.78	11.3	30.9	76.7	1,306	Hawk 100/200, T-45.
Adour Mk. 951	A-F	2, 5	1, 1	An	6,500 lb. t.	0.785	11.6	30.9	76.8	1,475	Hawk 100.
RTM 322-01/8	AC-S	3, 1	2, 2	An	2,101 shp.	0.45	14	25.9	46.1	558	EH101, Merlin Mk. 1.
RTM 322-01/9	AC-S	3, 1	2, 2	An	2,412 shp.	0.42	16	25.9	46.1	502	NH90.
RTM 322-01/9A	AC-S	3, 2	2, 3	An	2,544 shp.	0.42	16	25.9	46.1	502	NH90.
RTM 322-01/12	AC-S	3, 1	2, 2	An	2,101 shp.	0.45	14	25.9	46.1	558	WAH-64.
RTM 322-02/8/Mk. 250	AC-S	3, 1	2, 2	An	2,270 shp.	0.45	14	25.9	46.1	564	EH101, Merlin HC Mk. 3.
SAFRAN GROUP - Microturbo, Toulouse, France											
TR 40	A-J	4	1	An	760 lb. t.	1.18	6.2	11	28	93	NSM missile, Exocet block 3.
TR 60-1	A-J	3	1	An	787 lb. t.	1.18	3.7	13	42	116	Sea Eagle missile.
TR 60-2	A-J	3	1	An	830 lb. t.	1.26	3.8	13	44.8	114	RBS 15 missile, MQM 107B.
TR 60-3	A-J	3	1	An	900 lb. t.	1.28	3.9	13	53.2	150	C22 drone.
TR 60-5	A-J	3	1	An	995 lb. t.	1.27	4.1	13	57	134	MQM-107D/E, Skua, Lakshya, BQM 167 target drone, Sky-X UAV, Carapax UAV, Mirach 150 UAV.
TR 60-30	A-J	4	1	An	1,280 lb. t.	1.11	6.4	14.3	42.3	144	Apache A, Scalp EG, Storm Shadow missiles.
TR 18	C-J	1	1	An	360 lb. t.	1.26	4.7	12	40.7	97	Mirach 100/5 drone.
SAFRAN GROUP - Snecma, Paris, France											
Astor 9K50	A-J	9	2	An	16,000 lb. t. A/B	1.96	6.15	40.5	232	34,88 ⁽⁴⁾	Dassault Mirage FT, Mirage 50.
M53-5	A-F	3, 5	2	An	19,850 lb. t. A/B	2.05	9	41.5	199.6 ⁽⁴⁾	32,40 ⁽⁴⁾	Dassault Mirage 2000.
M53-P2	A-F	3, 5	2	An	21,400 lb. t. A/B	2.07	9.8	41.5	199.6 ⁽⁴⁾	33,00 ⁽⁴⁾	Dassault Mirage 2000, 2000-5, 2000-9.
M88-2	A-F	3, 6	1, 1	An	17,000 lb. t. A/B	1.72	24.5	30.3	143.1 ⁽⁴⁾	19,20 ⁽⁴⁾	Rafale B/C/M, light combat planes, trainers.
Larzac 04-C6	A-F	2, 4	1, 1	An	2,980 lb. t.	0.71	10.7	23.7	46.4	640	Dassault-Breguet/Dornier Alpha Jet.
Larzac 04-C20	A-F	2, 4	1, 1	An	3,170 lb. t.	0.74	11.1	23.7	46.4	666	Dassault-Breguet/Dornier Alpha Jet, MiG-AT.
Larzac 04-H20	A-F	2, 4	1, 1	An	3,200 lb. t.	0.76	11.1	23.7	46.4	—	Hindustan Aeronautics HJT36.
Larzac 04-R20	A-F	2, 4	1, 1	An	3,200 lb. t.	0.76	11.1	23.7	46.4	—	MiG-AT.
SAFRAN GROUP - Turbomeca, Bordes, France											
Arbizon 3B2	AC-J	1, 1	1	An	907 lb. t.	1.12	5.85	16.1	53.6	253	Matra BAe Otomat missiles.
Arbizon 3D	AC-J	1, 1	1	An	936 lb. t.	1.08	5.85	17	54.2	253	Alenia Matra Milas missiles.
Ariel 1B	AC-S	1, 1	2, 1	An	641 shp.	0.595	8	23.5	47.7	252	Eurocopter AS350BA.
Ariel 1C1	AC-S	1, 1	2, 1	An	724 shp.	0.58	8	24.7	47.2	262	Eurocopter AS365N1.
Ariel 1C2	AC-S	1, 1	2, 1	An	738 shp.	0.574	8	24	45.9	262	Eurocopter AS365N2.
Ariel 1D1	AC-S	1, 1	2, 1	An	732 shp.	0.579	8	24.1	47.2	269	Eurocopter AS350B1/B2.
Ariel 1E2	AC-S	1, 1	2, 1	An	738 shp.	0.574	8	27.3	46.7	276	Eurocopter BK117C1.
Ariel 1K1	AC-S	1, 1	2, 1	An	738 shp.	0.574	8	24.3	47.2	271	Aguusta A109K/K2.

GENERAL DATA		ARRANGEMENT		PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS/ REMARKS	
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSION STAGES	NO. OF TURBINE STAGES (HP./LP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (LB.)	SPECIFIC FUEL CONSUMP- TION AT MAX. POWER LB./LB.-HR. or LB./HP-HR.	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIA. (IN.)	MAX. ENVELOPE LENGTH (IN.)	DRY WEIGHT LESS TAIRPIPE (LB.)	
Arriel 1M/1M1	AC-S	1, 1	2, 1	An	773/783 shp.	0.569	8	24.7	47.2	271	Eurocopter AS565.
Arriel 1S1	AC-S	1, 1	2, 1	An	723 shp.	0.567	8	31	60.6	287	Sikorsky S-76A+, S-76A++, S-76C.
Arriel 2B/2B1	AC-S	1, 1	1, 1	An	848 shp.	0.548	8	24.3	46.5	282	Eurocopter AS350B3/EC130.
Arriel 2C	AC-S	1, 1	1, 1	An	839 shp.	0.548	8	24.3	46.5	282	Eurocopter AS350N3.
Arriel 2C1	AC-S	1, 1	1, 1	An	848 shp.	0.548	8	22.7	40	282	Eurocopter EC155B.
Arriel 2C2	AC-S	1, 1	1, 1	An	944 shp.	0.545	8	22.7	39.9	282	Eurocopter EC155, EC155B1.
Arriel 2S1	AC-S	1, 1	1, 1	An	856 shp.	0.54	8	28.1	60.6	282	Sikorsky S-76C+.
Arriel 2S2	AC-S	1, 1	1, 1	An	923 shp.	0.54	8	28.1	60.6	282	Sikorsky S-76C++.
Arrius 1A	C-S	1	1, 1	An	479 shp.	0.555	8.2	23.1	45.6	251	Eurocopter AS355N.
Arrius 1M	C-S	1	1, 1	An	479 shp.	0.555	8.2	23.1	45.6	251	Eurocopter AS555N.
Arrius 2B1/2B1A-1	C-S	1	1, 1	An	670 shp.	0.526	9	27.2	46.6	251	Eurocopter EC135, EC135T1.
Arrius 2B2	C-S	1	1, 1	An	633 shp.	0.539	8.4	27.2	46.6	251	Eurocopter EC135, EC135T2i.
Arrius 2F	C-S	1	1, 1	An	504 shp.	0.55	8.5	26.5	53.2	227	Eurocopter EC120.
Arrius 2K1	C-S	1	1, 1	An	750 shp.	0.526	9	25.1	38.3	254	Agusta A109 Power.
Arrius 2K2	C-S	1	1, 1	An	716 shp.	0.527	9	25.1	38.3	254	Agusta A109 LUH.
Artouste 3B	AC-S	1, 1	3	An	592 shp.	0.744	5.35	26.2	71.4	400	Eurocopter SA315, SA316.
Astazou 3	AC-S	1, 1	3	An	592 shp.	0.644	5.7	20	56.4	324	Eurocopter SA341.
Astazou 14	AC-S	2, 1	3	An	592 shp.	0.634	7.5	22.2	57.9	348	Eurocopter SA319, SA342.
Astazou 16D	AC-P	2, 1	3	An	969 shp.	0.525	8	22.9	61.2	452	Jetstream.
Astazou 16G	AC-P	2, 1	3	An	1,021 shp.	0.525	8	25.4	61.2	503	Pucara.
Makila 1A1	AC-S	3, 1	2, 2	An	1,820 shp.	0.484	10.4	26.8	82.8	518	Eurocopter AS332, SA330.
Makila 1A2/1K2	AC-S	3, 1	2, 2	An	1,845 shp.	0.476	10.4	26.5	83.3	518	Eurocopter AS332/Denel Rooivalk.
Makila 2A	AC-S	3, 1	2, 2	An	2,101 shp.	0.469	11	30.9	83.3	615	Eurocopter EC225, EC725.
TM 333 2B2	AC-S	2, 1	1, 1	An	1,106 shp.	0.517	10.5	29.7	41.1	367	HAL Dhruv.
Turmo 3C7	AC-S	1, 1	2, 2	An	1,610 shp.	0.632	5.9	28.3	78	660	Eurocopter SA321, free turbine.
Turmo 4C	AC-S	1, 1	2, 1	An	1,560 shp.	0.632	5.9	28.3	85.5	515	Eurocopter SA330, free turbine.

TECHNICAL DIRECTIONS INC., Ortonville, MI, USA

TDI-J5	C-J	1	1	An	55 lb. t.	1.1	4	5	7.3	6.3	Missiles, decoys, targets, UAVs.
TDI-J7	C-J	1	1	An	100 lb. t.	1.1	3.8	7	9.2	12	Missiles, decoys, targets, UAVs.
TDI-J45	C-J	1	1	An	30 lb. t.	1.15	4.2	4.5	7.3	6.1	Locos, NL05-L5 LAM, Smacm.

TELEDYNE CONTINENTAL MOTORS-TURBINE ENGINES, Toledo, OH, USA

F408-CA-400	AC-F	1, 1	1	An	1,000 lb. t.	0.97	8.5	13.2	37	145	UAV-MR (BQM-145A).
J69-T-25A	C-J	1	1	An	1,025 lb. t.	1.14	3.9	22.3	35.4	358	Cessna T-37B.
J69-T-41B	AC-J	1, 1	1	An	1,920 lb. t.	1.1	5.5	22.3	45	350	Northrop Grumman BQM-34 target.
J69-T-406	AC-J	1, 1	1	An	1,920 lb. t.	1.11	5.5	22.5	45	360	Northrop Grumman BQM-34E/F supersonic target.
J402-CA-100	AC-J	1, 1	1	An	—	—	—	12.4	35.3	107	Lockheed Martin Jassm.
J402-CA-400	AC-J	1, 1	1	An	660 lb. t.	1.2	5.6	12.5	29	102	Boeing Harpoon, SLAM, SLAM-ER missiles.
J402-CA-700	AC-J	1, 1	1	An	640 lb. t.	1.2	5.5	12.5	29	113	RPVs, targets.
J402-CA-702	AC-J	2, 1	1	An	960 lb. t.	1.03	8.5	12.5	33	138	MQM-107.
J700-CA-400	C-J	1	1	An	177 lb. t.	1.21	5.7	8.5	14.8	39	ITALD (ADM-141C).

TURBO-UNION LTD. (Avio, Rolls-Royce, MTU Aero Engines), Bristol, UK

RB199 Mk. 103	A-F	3, 3, 6	1, 1, 2	An	16,000 lb. t. A/B	0.65	23.5	34	128	1,549	Panavia Tornado IDS.
RB199 Mk. 104	A-F	3, 3, 6	1, 1, 2	An	16,400 lb. t. A/B	0.65	23.5	34	142	1,549	Panavia Tornado ADV.
RB199 Mk. 105	A-F	3, 3, 6	1, 1, 2	An	16,800 lb. t. A/B	0.65	24.5	34	130	1,611	Panavia Tornado ECR.

UNITED TECHNOLOGIES CORP., Pratt & Whitney Canada Inc., Longueuil, Quebec, Canada

JT15D-5/5A	AC-F	1, 1, 1	1, 2	An	2,965 lb. t./ 2,900 lb. t.	0.551	12.6	27.3	60.4	632	Beechjet 400A, Cessna Citation Navy Trainer T-47A, Cessna T-47A, Cessna Citation V.
JT15D-5B	AC-F	1, 1, 1	1, 2	An	2,900 lb. t.	0.551	—	27	60.4	635	Beech T-1A.
JT15D-5C	AC-F	1, 1, 1	1, 2	An	3,190 lb. t.	0.573	13.5	28	61	666	Agusta S211/S211A.
JT15D-5D	AC-F	1, 1, 1	1, 2	An	3,045 lb. t.	0.56	13.1	27	61	627	Cessna Citation Ultra, Cessna UC-35A/B.
PT6A-21	AC-P	3, 1	1, 1	An	550 shp.	0.63	—	19	62	327	Turbine Air Bonanza, Beech King Air C90A/B/SE.
PT6A-25	AC-P	3, 1	1, 1	An	550 shp.	0.63	—	19	62	353	Beech T-34C.
PT6A-25C	AC-P	3, 1	1, 1	An	750 shp.	0.595	—	19	62	338	Embraer EMB-312 Tucano, Pilatus Turbo Trainer PC-7/ Mk. II; PZL-Okezie PZL-130 TC-II Turbo-Orlik.
PT6A-42	AC-P	3, 1	1, 2	An	850 shp.	0.601	8	19	66.9	403	Beech King Air 200/B200, Beech C12F.
PT6A-60A	AC-P	4, 1	1, 2	An	1,050 shp.	0.548	8.5	19	72.5	475	Super Beech King Air 300/350.
PT6A-64	AC-P	4, 1	1, 2	An	700 shp.	0.703	8.5	19	70	456	Socata TBM 700.
PT6A-65B	AC-P	4, 1	1, 2	An	1,100 shp.	0.536	—	19	74	481	Ayres TurboThrust Commander A2RT-65; PZL Mielec M28 Skymark, Raytheon Beech 1900/1900C-1.

Gas Turbine Engines

COMMERCIAL SATELLITE OPERATORS

WORLD MILITARY AIRCRAFT INVENTORY

PRIME CONTRACTOR AND MAJOR MANUFACTURER PROFILES

MAJOR AIRLINE PROFILES

GENERAL DATA		ARRANGEMENT		PERFORMANCE		DIMENSIONS & WTS.			APPLICATIONS/ REMARKS		
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSION STAGES	NO. OF TURBINE STAGES (HP./IP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST OR SHP.)	SPECIFIC FUEL CONSUMPTION AT MAX. POWER LB./100F.-HR. or LB./HP-HR.	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIA. (IN.)	MAX. ENVELOPE LENGTH (IN.)	DRY WEIGHT LESS TAILPIPE (LB.)	
PT6A-66	AC-P	4, 1	1, 2	An	850 shp.	0.62	9.5	19	70	456	Piaggio Avanti P.180.
PT6A-67B	AC-P	4, 1	1, 2	An	1,200 shp.	0.546	10.8	19	74	530	Pilatus PC-12.
PT6A-67D	AC-P	4, 1	1, 2	An	1,271 shp.	0.546	10.8	19	74	515	Beech 1900D.
PT6A-68	AC-P	4, 1	1, 2	An	1,250 shp.	0.54	—	19	72.2	572	T-6A Texan II.
PT6A-68B	AC-P	4, 1	1, 2	An	1,600 shp.	0.54	—	19	72.2	575	Pilatus PC-21.
PT6A-114/114A	AC-P	3, 1	1, 1	An	600/675 shp.	0.64	—	19	62	350	Cessna 208/208B Caravan I.
PT6A-135A	AC-P	3, 1	1, 1	An	750 shp.	0.585	7	19	62	338	Cessna Conquest I, Piper Cheyenne I, Beech King Air F90-1.
PT6B-37A	AC-S	3, 1	1, 1	An	900 shp.	0.584	—	19.5	64.4	385	Agusta A119 Koala.
PT6C-67A	AC-S	4, 1	1, 1	An	1,940 shp.	0.47	—	22.5	59.3	—	Bell/Agusta BA609.
PT6C-67C	AC-S	4, 1	1, 2	An	1,100 shp.	0.49	—	22.5	59.3	—	Agusta Bell AW139.
PT6T-3B/BF	AC-S	3, 1	1, 1	An	1,800 shp.	0.6	—	43.5	65.8	668	Agusta Bell 412, 412SP, 412 HP, 412 EP.
PT6T-3D/DF	AC-S	3, 1	1, 1	An	1,800 shp.	0.595	—	43.5	65.8	692/681	Agusta Bell 412, 412SP, 412 HP, 412 EP.
PT6T-6	AC-S	3, 1	1, 1	An	1,875 shp.	0.591	—	43.5	65.8	660	Agusta Bell 212, 412/SP/HP/EP, Sikorsky S58T.
PT6T-6B	AC-S	3, 1	1, 1	An	1,970 shp.	0.591	—	43.5	65.8	665	Bell/Agusta 412HP.
PW118/118A	C-P	2	1, 1, 2	An	1,800 shp.	0.504	11.4	25	81	861	Embraer EMB-120.
PW120	C-P	2	1, 1, 2	An	2,000 shp.	0.485	11.4	31	84	921	ATR 42-300/320.
PW121	C-P	2	1, 1, 2	An	2,150 shp.	0.477	11.8	25	84	936	ATR 42-400/500, Bombardier Q100.
PW121A	C-P	2	1, 1, 2	An	2,200 shp.	0.474	12	31	84	—	ATR 42-400/500.
PW123/123E	C-P	2	1, 1, 2	An	2,380 shp.	0.47	13.9	26	84	992	Bombardier Q300.
PW123B	C-P	2	1, 1, 2	An	2,500 shp.	0.463	13.9	33	84	992	Bombardier Q300.
PW123C/D	C-P	2	1, 1, 2	An	2,150 shp.	0.483	13.9	33	84	992	Bombardier Q200.
PW124B	C-P	2	1, 1, 2	An	2,400 shp.	0.468	13.9	25	84	—	ATR 72-200.
PW127	C-P	2	1, 1, 2	An	2,750 shp.	0.459	14.7	33	84	—	ATR 72-210.
PW127B/C/D/F	C-P	2	1, 1, 2	An	2,750 shp.	0.459	14.7	26	84	1,060	Fokker 60 Utility, ATR 72.
PW127E	C-P	2	1, 1, 2	An	2,400 shp.	0.474	14.7	26	84	1,060	ATR 42-400/500.
PW127G	C-P	2	1, 1, 2	An	2,920 shp.	0.453	—	26	84	1,067	CASA C-295.
PW150A	AC-P	3, 1	1, 1, 2	An	5,071 shp.	0.433	18	30.2	95.4	1,583	Bombardier Q400.
PW206B/B2	C-S	1	1, 1	An	431 shp.	0.553	—	19.7	41	247/261	Eurocopter EC135.
PW206C	C-S	1	1, 1	An	561 shp.	0.542	—	19.7	35.9	237	Agusta A109E.
PW206E	C-S	1	1, 1	An	646 shp.	—	—	22.3	37.7	—	MD Explorer.
PW207C	C-S	1	1, 1	An	650 shp.	—	—	22.3	35.9	—	Agusta A109 Grand.
PW207D	C-S	1	1, 1	An	572 shp.	0.537	—	19.7	35.9	243	Bell 427.
PW207E	C-S	1	1, 1	An	646 shp.	0.54	—	19.7	37.7	240	MD Helicopter.
PW207K	C-S	1	1, 1	An	646 shp.	—	—	19.7	35.9	238	Kazan Ansat.
PW305A	AC-F	1, 5	2, 3	An	4,679 lb. t.	0.388	19	34.3	65	993	Learjet 60.
PW305B	AC-F	1, 5	2, 3	An	5,266 lb. t.	0.391	19	44	82	993	Hawker 1000.
PW306A	AC-F	1, 5	2, 3	An	6,040 lb. t.	0.394	—	36.5	75.7	1,139	Gulfstream G200.
PW306B	AC-F	1, 5	2, 3	An	6,050 lb. t.	0.421	—	36.5	75.7	1,142	Fairchild Dornier 328JET.
PW306C	AC-F	1, 5	2, 3	An	5,770 lb. t.	—	—	36.5	75.7	1,150	Cessna Citation Sovereign.
PW308A	AC-F	1, 5	2, 3	An	6,904 lb. t.	0.415	—	39	93	1,344	Hawker 4000.
PW308C	AC-F	1, 5	2, 3	An	7,002 lb. t.	0.416	25.5	39	93	1,354	Dassault Falcon 2000EX.
PW530A	AC-F	1, 3	1, 2	An	2,887 lb. t.	0.475	—	27.6	60	617	Cessna Citation Bravo.
PW535A	AC-F	1, 1, 3	1, 2	An	3,400 lb. t.	—	—	28.15	63.9	699	Cessna Citation Ultra Encore.
PW545A	AC-F	1, 1, 3	1, 3	An	3,804 lb. t.	0.436	—	32	68	805	Cessna Citation Excel.
PW545B	—	—	—	—	3,991 lb. t.	—	—	—	—	—	Cessna Citation XLS.
PW610F	—	—	—	—	900 shp.	—	—	18.7	41.7	—	Eclipse 500 Jet.
PW615F	—	—	—	—	1,350 shp.	—	—	21.9	49.3	—	Citation Mustang.
PW617F	—	—	—	—	1,615 shp.	—	—	—	—	—	Embraer VLJ.

UNITED TECHNOLOGIES CORP., Pratt & Whitney Large Commercial Engines, East Hartford, CT, USA

JT8D-15	A-F	2, 4, 7	1, 3	Cn	15,500 lb. t.	0.63	16.6	39.9	120	3,414	727, 737, DC-9.
JT8D-15A	A-F	2, 4, 7	1, 3	Cn	15,500 lb. t.	0.599	16.4	39.9	120	3,474	727, 737, DC-9.
JT8D-17	A-F	2, 4, 7	1, 3	Cn	16,000 lb. t.	0.645	16.9	39.9	120	3,430	727, 737, DC-9-30/50.
JT8D-17A	A-F	2, 4, 7	1, 3	Cn	16,000 lb. t.	0.613	16.9	39.9	120	3,475	727, 737, DC-9-30/50.
JT8D-17AR	A-F	2, 4, 7	1, 3	Cn	17,400 lb. t.	0.622	18.5	39.9	120	3,600	727.
JT8D-17R	A-F	2, 4, 7	1, 3	Cn	17,400 lb. t.	0.655	18.2	39.9	120	3,495	727.
JT8D-209	A-F	1, 6, 7	1, 3	Cn	19,250 lb. t.	0.501	17.4	49.2	154.1	4,435	MD-80 series.
JT8D-217/217A	A-F	1, 6, 7	1, 3	Cn	20,850 lb. t.	0.51	18.6	49.2	154.1	4,470	MD-80 series.
JT8D-217C	A-F	1, 6, 7	1, 3	Cn	20,850 lb. t.	0.5	21	49.2	154.1	4,515	MD-80 series.

GENERAL DATA		ARRANGEMENT		PERFORMANCE		DIMENSIONS & WTS.			APPLICATIONS/ REMARKS		
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSION STAGES	NO. OF TURBINE STAGES (HP./LP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST OR SHP.)	SPECIFIC FUEL CONSUMPTION AT MAX. POWER (LB./LB.-HR. or LB./SHP-HR.)	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIA. (IN.)	ENGINES (IN.)	DRY WEIGHT LESS TANK (LB.)	
JT8D-219	A-F	1, 6, 7	1, 3	Cn	21,700 lb. t.	0.519	21	49.2	154.1	4,515	MD-80 series, US Air Force E-8 re-engining.
JT9D-7A	A-F	1, 3, 11	2, 4	An	46,250 lb. t.	0.364	22.5	95.6	128.2	8,850	747, 747SP/SR.
JT9D-7F	A-F	1, 3, 11	2, 4	An	48,000 lb. t.	0.367	22.8	95.6	128.2	8,860	747, 747SP/SR.
JT9D-7J	A-F	1, 3, 11	2, 4	An	50,000 lb. t.	0.37	23.5	95.6	128.2	8,860	747, 747SP/SR.
JT9D-7Q/Q3	A-F	1, 3, 11	2, 4	An	53,000 lb. t.	0.375	24.5	97	132.2	9,295	747-200B/C/F.
JT9D-7R4D/D1	A-F	1, 4, 11	2, 4	An	48,000 lb. t.	0.34	23.4	97	132.7	8,905	D for 767-200; D1 for A310.
JT9D-7R4E/E1	A-F	1, 4, 11	2, 4	An	50,000 lb. t.	0.343	24.2	97	132.7	8,905	E for 767-200; E1 for A310.
JT9D-7R4E3/E4	A-F	1, 4, 11	2, 4	An	50,000 lb. t.	0.346	24.2	97	132.7	8,905	767, A310.
JT9D-7R4G2	A-F	1, 4, 11	2, 4	An	54,750 lb. t.	0.36	26.3	97	132.7	8,140	747-300.
JT9D-7R4H1	A-F	1, 4, 11	2, 4	An	56,000 lb. t.	0.364	26.7	97	132.7	8,885	A300-600.
PW1215G	A-F	1, 2, 8	2, 3	An	15,000 lb. t.	—	—	—	—	—	MRJ70STD, MRJ70ER, MRJ70LR
PW1217G	A-F	1, 2, 8	2, 3	An	17,000 lb. t.	—	—	—	—	—	MRJ90STD, MRJ90ER, MRJ90LR
PW1521G	A-F	1, 3, 8	2, 3	An	21,000 lb. t.	—	—	—	—	—	Bombardier C Series 110, 130
PW1524G	A-F	1, 3, 8	2, 3	An	23,300 lb. t.	—	—	—	—	—	Bombardier C Series 110ER, 130XT, 130ER
PW2037	A-F	1, 4, 12	2, 5	An	38,250 lb. t.	0.342	27	84.8	146.8	7,300	757.
PW2040	A-F	1, 4, 12	2, 5	An	41,700 lb. t.	0.352	28	84.8	146.8	7,300	757, C-17.
PW2043	A-F	1, 4, 12	2, 5	An	43,000 lb. t.	0.362	31.9	84.8	146.8	7,300	757.
PW4050	A-F	1, 4, 11	2, 4	An	50,000 lb. t.	0.348	26.3	97	132.7	9,213	767-200/200ER/300.
PW4052	A-F	1, 4, 11	2, 4	An	52,200 lb. t.	0.351	27.5	97	132.7	9,213	767-200ER, 767-200.
PW4056	A-F	1, 4, 11	2, 4	An	56,750 lb. t.	0.359	29.7	97	132.7	9,213	767-300/300ER, 747-400.
PW4060	A-F	1, 4, 11	2, 4	An	60,000 lb. t.	0.365	31.2	97	132.7	9,213	767-300ER/400, 747-400.
PW4062	A-F	1, 4, 11	2, 4	An	62,000 lb. t.	0.365	32.3	97	132.7	9,213	767-300ER.
PW4084	A-F	1, 6, 11	2, 7	An	86,760 lb. t.	0.334	34.4	118.5	191.6	14,920	777.
PW4090	A-F	1, 6, 11	2, 7	An	91,790 lb. t.	0.355	38.6	118.5	191.6	15,585	777.
PW4152	A-F	1, 4, 11	2, 4	An	52,000 lb. t.	0.339	27.1	97	132.7	9,332	A310-300.
PW4156A	A-F	1, 4, 11	2, 4	An	56,000 lb. t.	0.35	29.7	97	132.7	9,332	A310-300.
PW4158	A-F	1, 4, 11	2, 4	An	58,000 lb. t.	0.355	32	132.7	132.7	9,332	A300-600R.
PW4164	A-F	1, 5, 11	2, 5	An	64,000 lb. t.	0.35	32	106.9	163	12,178	A330.
PW4168A	A-F	1, 5, 11	2, 5	An	68,600 lb. t.	0.348	31.8	106.9	163	12,178	A330.
PW4460	A-F	1, 4, 11	2, 4	An	60,000 lb. t.	0.371	31.2	97	132.7	9,332	MD-11.
PW4462	A-F	1, 4, 11	2, 4	An	62,000 lb. t.	0.378	32.3	97	137.2	9,332	MD-11.
PW6122A	A-F	1, 4, 6	1, 3	An	22,100 lb. t.	0.36	25.7	56.5	108.2	5,040	A318.
PW6124A	A-F	1, 4, 6	1, 3	An	23,800 lb. t.	0.37	27.9	56.5	108.2	5,040	A318.

UNITED TECHNOLOGIES CORP., Pratt & Whitney Military Engines, East Hartford, CT, USA

F100-PW-100	A-F	3, 10	2, 2	An	22,600 lb. t. A/B	2.1	24.5	46.5	191.2	3,149	F-15A/B/C/D. Production ended.
F100-PW-200	A-F	3, 10	2, 2	An	22,600 lb. t. A/B	2.1	24.5	46.5	191.2	3,190	F-16A/B/C/D. Production ended.
F100-PW-220	A-F	3, 10	2, 2	An	23,770 lb. t. A/B	2.1	25	46.5	191.2	3,265	F-15C/D/E, F-16A/B/C/D.
F100-PW-220E	A-F	3, 10	2, 2	An	23,770 lb. t. A/B	2.1	25	46.5	191.2	3,245	Upgrade for F100-PW-100/200. F-15C/D, F-16A/B/C/D.
F100-PW-229	A-F	3, 10	2, 2	An	29,100 lb. t. A/B	1.94	32.4	46.5	191.2	3,795	F-15E/I/S, F-16C/D. Increased performance.
F100-PW-232	A-F	3, 10	2, 2	An	32,500 lb. t.	1.91	35	46.5	190.7	4,065	F100-229 performance and durability upgrade.
F117-PW-100	A-F	1, 4, 12	2, 5	An	40,900 lb. t.	0.34	27.6	84.5	146.8	7,100	Boeing C-17. MTU is a partner.
F119-PW-100	A-F	3, 6	1, 1	An	35,000 lb. t.	—	—	—	—	—	Lockheed Martin F-22.
F135-PW-100	A-F	3, 6	1, 2	An	40,000 lb. t.	—	—	—	—	—	Lockheed Martin land-based CTOL F-35A.
F135-PW-400	A-F	3, 6	1, 2	An	40,000 lb. t.	—	—	—	—	—	Lockheed Martin naval CTOL F-35C.
F135-PW-600	A-F/S	3, 6	1, 2	An	40,000 lb. t.	—	—	—	—	—	Lockheed Martin Stolt F-35B. Clutch/shaft to lift fan.
J52-P-8A/B/C	A-J	12	2	Cn	9,300 lb. t.	0.86	13.6	32	117	2,129	Boeing A-4.
J52-P-408	A-J	12	2	Cn	11,200 lb. t.	0.89	14.6	32	119	2,318	Boeing A-4, Grumman/US Navy EA-6B.
J58	A-J	9	2	Cn	34,500 lb. t.	2.174	8.8	55.4	211.7	6,326	Lockheed SR-71, with A/B. Partial ramjet cruise.
TF30-P-3/P-103	A-F	3, 6, 7	1, 3	Cn	18,500 lb. t.	2.5	17.1	49	242	4,079	F-111C.
TF30-P-108	A-F	3, 6, 7	1, 3	Cn	20,350 lb. t.	2.7	16.5	51	242	4,166	F-111G.
TF30-P-109RA	A-F	3, 6, 7	1, 3	Cn	20,240 lb. t.	2.62	18.1	49	242	4,106	F-111C.
TF30-P-414/414A	A-F	3, 6, 7	1, 3	Cn	20,900 lb. t.	2.78	19.8	51	236	4,251	Northrop Grumman F-14A.
TF33-P-3	A-F	2, 6, 7	1, 3	Cn	17,000 lb. t.	0.52	13	53	136	3,900	Boeing B-52H.
TF33-P-5/P-105	A-F	2, 6, 7	1, 3	Cn	18,000 lb. t.	0.515	13.5	53	137.4	4,275	Boeing C-135, KC-135, TC-135, WC-135.
TF33-P-7/7A	A-F	2, 7, 7	1, 3	Cn	21,000 lb. t.	0.56	15.6	54	142	4,650	Lockheed C-141.

Gas Turbine Engines

COMMERCIAL
SATELLITE OPERATORSWORLD MILITARY
AIRCRAFT INVENTORYPRIME CONTRACTOR AND MAJOR
MANUFACTURER PROFILES

MAJOR AIRLINE PROFILES

GENERAL DATA		ARRANGEMENT		PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS/ REMARKS	
MODEL DESIGNATION	TYPE	NO. OF FAN/ COMPRESSION STAGES	NO. OF TURBINE STAGES (HP./LP.)	COMBUSTION TYPE	MAX. POWER AT SEA LEVEL (LB. THRUST OR SHP.)	SPECIFIC FUEL CONSUMPTION AT MAX. POWER LB./LBF.-HR. OR LB./HP.-HR.	OVERALL PRESSURE RATIO AT MAX. POWER	MAX. ENVELOPE DIA. (IN.)	MAX. ENVELOPE LENGTH (IN.)	DRY WEIGHT LESS TAILPIPE (LB.)	
TF33-P-9	A-F	2, 6, 7	1, 3	Cn	18,000 lb. t.	0.515	13.5	53.1	137.4	4,340	Boeing EC-135, RC-135.
TF33-PW-100A	A-F	2, 7, 7	1, 3	Cn	21,000 lb. t.	0.56	15.6	54	142	4,790	Boeing E-3A.
TF33-PW-102/102A	A-F	2, 6, 7	1, 3	Cn	18,000 lb. t.	0.54	13.6	53	137	4,340	Boeing C-18A, C/KC-135E, E-8C.
TF33-PW-102B	A-F	2, 6, 7	1, 3	Cn	18,000 lb. t.	0.515	13.56	53.1	136.3	4,340	Grumman E-8C.
TF33-PW-102C	A-F	2, 6, 7	1, 3	Cn	19,000 lb. t.	0.525	13.56	53.1	136.3	4,340	Grumman E-8C.
TF33-PW-103	A-F	2, 6, 7	1, 3	Cn	17,000 lb. t.	0.505	13.4	53.1	136.3	3,900	Boeing B-52H.
VOLVO AERO CORP., Trollhattan, Sweden											
RM12	A-F	3, 7	1, 1	An	18,100 lb. t.	1.78	27.5	34.8	159	2,325	Version of GE F404 for JAS 39 Gripen.
WALTER ENGINES A.S., Prague, Czech Republic											
M601D	AC-P	2, 1	1, 1	An	724 shp.	0.65	6.55	25.6	64.96	426	Let L-410UVP commuter.
M601D-1	AC-P	2, 1	1, 1	An	724 shp.	0.65	6.55	25.6	64.96	426	PZL-106 BT Turbo Kruk, Thrush S2R.
M601D-2	AC-P	2, 1	1, 1	An	504 shp.	0.69	6.03	25.6	64.96	426	Dornier Do-28, SMG-92 Turbo Finist.
M601D-11	AC-P	2, 1	1, 1	An	604 shp.	0.69	6.12	25.6	64.96	426	FU-24 Fletcher (M601D-11NZ), AT-300, Cessna 207.
M601E	AC-P	2, 1	1, 1	An	751 shp.	0.65	6.9	25.6	64.96	441	Let L-410UVP-E, SM-92T Finist.
M601E-11	AC-P	2, 1	1, 1	An	751 shp.	0.65	6.9	25.6	64.96	441	AT-300 to AT-502, Cessna Caravan, DHC-3 Otter, Schweizer Ag-Cat, Thrush S2R.
M601E-11A	AC-P	2, 1	1, 1	An	705 shp.	0.65	6.41	25.6	64.96	441	Beech King Air 90 and A100, Lancair IV Turbine, Piper PA-31 Navajo.
M601E-21	AC-P	2, 1	1, 1	An	751 shp.	0.65	6.9	25.6	64.96	441	Let L-410UVP-E, hot and high version.
M601F	AC-P	2, 1	1, 1	An	777 shp.	0.63	6.9	25.6	64.96	445	Let L-420, Vulcanair VF-600W, SM-92TF Finist, Sokol M101T.
M601T	AC-P	2, 1	1, 1	An	751 shp.	0.65	7	25.6	64.96	445	PZL-130TM.
M601Z	AC-P	2, 1	1, 1	An	544 shp.	0.78	6.55	25.6	64.96	441	Zlin Z-137T.
WILLIAMS INTERNATIONAL, Walled Lake, MI, USA											
F107-WR-101	AC-F	4, 1	1, 2	An	600 lb. t.	—	13.8	12	48.5	146	Boeing ALCM.
F107-WR-105	A-F	4, 1	1, 2	An	750 lb. t.	—	—	12	38.25	—	Lockheed Martin Jassm-ER missile.
F107-WR-402	AC-F	4, 1	1, 2	An	700 lb. t.	—	—	12	36.9	—	Boeing/Raytheon Tomahawk.
F112-WR-100	A-F	4, 1	1, 2	An	—	—	—	—	—	—	Advanced cruise missiles.
F121-WR-100	A-F	1, 6	2	An	150 lb. t.	—	—	8.3	26	42	Missile applications.
F122-WR-100	A-F	2, 5	2	An	1,000 lb. t.	—	—	13.5	—	—	Missiles.
F415-WR-400	A-F	2, 5	2	An	700 lb. t.	—	—	9.5	32	—	Raytheon Tactical Tomahawk cruise missile.
FJ33-4A	AC-F	1, 3, 1	1, 2	An	1,500 lb. t.	—	—	17.5	38.5	—	A700, Spectrum 33, Epic Elite and Victory.
FJ33-4A-19	AC-F	1, 3, 1	1, 2	An	1,900 lb. t.	—	—	17.5	38.5	—	Cirrus Jet, Diamond D-Jet.
FJ44-1A	AC-F	1, 1, 1	1, 2	An	1,900 lb. t.	0.456	—	20.9	40.2	445	Cessna Citation CJ1.
FJ44-1AP	AC-F	1, 1, 1	1, 2	An	2,100 lb. t.	—	—	20.9	40.2	—	Cessna Citation CJ1+.
FJ44-1C	AC-F	1, 1, 1	1, 2	An	1,500 lb. t.	0.46	—	20.9	40.2	445	Saab SK60.
FJ44-2A	AC-F	1, 3, 1	1, 2	An	2,300 lb. t.	—	—	21.8	47.2	—	Beechcraft Premier I, Sino-Swearingen SJ30-2, Sierra Stallion and Eagle II.
FJ44-2C	AC-F	1, 3, 1	1, 2	An	2,400 lb. t.	—	—	21.8	47.2	—	Cessna Citation CJ2.
FJ44-3A	AC-F	1, 3, 1	1, 2	An	3,000 lb. t.	—	—	23	48	—	Cessna Citation CJ3, Grob SPn Utility Jet, Clifford and Sierra Citation II and S-II.
FJ44-3A-24	AC-F	1, 3, 1	1, 2	An	2,400 lb. t.	—	—	23	48	—	Cessna Citation CJ2+.
FJ44-3AP	AC-F	1, 3, 1	1, 2	An	3,050 lb. t.	—	—	23	48	—	Beechcraft Premier II, Nextant 400NXT, Piper Jet.
FJ44-4A	AC-F	1, 3, 1	1, 2	An	3,500 lb. t.	—	—	25.3	52.8	—	Cessna Citation CJ4.
P8300-15	A-F	2, 5	2	An	1,500 lb. t.	—	—	13.5	27.5	—	DASA Taurus missiles.
WJ24-8F	AC-J	1, 1	1	An	240 lb. t.	1.2	—	10.8	19.5	50	Northrop BQM-74E target.
WJ24-8G	AC-J	1, 1	1	An	300 lb. t.	—	—	10.8	19.5	—	Northrop BQM-74E target.
WJ119-2	A-J	6	1	An	105 lb. t.	—	—	7	—	—	Missile applications.
WTS117	C-S	1	1	An	125 shp.	0.69	—	12.9	20.9	72	Canadair CL-327.

Abbreviations: A/B—with afterburner; eshp.—equivalent shaft horsepower; lb. t.—pounds-thrust; shp.—shaft horsepower.**Footnotes:** ⁽¹⁾Weight includes speed reduction gearbox. ⁽²⁾Specific fuel consumption for RR commercial engines measured at cruise power. ⁽³⁾Fan tip diameter. ⁽⁴⁾Includes tailpipe. ⁽⁵⁾Installed weight; Pegasus has no tailpipe. ⁽⁶⁾Specific fuel consumption values for CFM56 engines are the specification values. ⁽⁷⁾Rated performance defined at ISA +30°C. ⁽⁸⁾Rated performance defined at ISA +35°C.

END OF TABLE