

## OUTLOOK/SPECIFICATIONS

# GAS TURBINE ENGINES

GENERAL DATA		ARRANGEMENT			PERFORMANCE			DIMENSIONS & WTS.				APPLICATIONS / REMARKS
MODEL OR DESIGNATION	TYPE*	NO. OF FAN / COMPRESSOR STAGES	NO. OF TURBINE STAGES (LP./HP.)	COMBUSTOR TYPE**	MAX. POWER AT SEA LEVEL (LB.-THRUST/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 WT. LESS TAILPIPE (LB.)		
<b>ACCURATE AUTOMATION CORP., Chattanooga, TN, USA</b>												
AT-1500	C-J	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.	
AT-1700-F	C-J	1	1, 1	An	320 lb. t.	0.54	6.3	13.5	19	23	Decoys, targets, UAVs.	
<b>CFE CO. (General Electric, Honeywell), Phoenix, AZ, USA</b>												
CFE 738-1-1B	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.	
<b>CFM INTERNATIONAL (General Electric, Snecma), Cincinnati, OH, USA</b>												
CFM56-2A2	A-F	1, 3, 9	1, 4	An	24,000 lb. t.	0.37	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	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	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	24.7/30.1	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	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	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	25.2	63	93.1	4,301	737-400.	
CFM56-5A1	A-F	1, 3, 9	1, 4	An	25,000 lb. t.	0.33	26.5	72	98.9	4,860	A320.	
CFM56-5A3	A-F	1, 3, 9	1, 4	An	26,500 lb. t.	0.33	27.8	72	98.9	4,975	A320.	
CFM56-5A4	A-F	1, 3, 9	1, 4	An	22,000 lb. t.	0.32	24.1	72	98.9	4,975	A319.	
CFM56-5A5	A-F	1, 3, 9	1, 4	An	23,500 lb. t.	0.32	25.4	72	98.9	4,975	A319.	
CFM56-5B1/P	A-F	1, 4, 9	1, 4	An	30,000 lb. t.	0.35	32	72	102.4	5,250	A321.	
CFM56-5B2/P	A-F	1, 4, 9	1, 4	An	31,000 lb. t.	0.35	32.9	72	102.4	5,250	A321.	
CFM56-5B3/P	A-F	1, 4, 9	1, 4	An	32,000 lb. t.	0.36	33.7	72	102.4	5,250	A321-200.	
CFM56-5B4/P	A-F	1, 4, 9	1, 4	An	27,000 lb. t.	0.34	29.3	72	102.4	5,250	A320.	
CFM56-5B5/P	A-F	1, 4, 9	1, 4	An	22,000 lb. t.	0.32	24.5	72	102.4	5,250	A319.	
CFM56-5B6/P	A-F	1, 4, 9	1, 4	An	23,500 lb. t.	0.33	25.9	72	102.4	5,250	A319.	
CFM56-5B7/P	A-F	1, 4, 9	1, 4	An	27,000 lb. t.	0.34	29.3	72	102.4	5,250	A319, A319GJ.	
CFM56-5B8/P	A-F	1, 4, 9	1, 4	An	21,600 lb. t.	0.32	24.1	72	102.4	5,250	A318.	
CFM56-5B9/P	A-F	1, 4, 9	1, 4	An	23,300 lb. t.	0.33	25.7	72	102.4	5,250	A318.	
CFM56-5C2	A-F	1, 4, 9	1, 5	An	31,200 lb. t.	0.32	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	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	31	76.6	103	5,670	A340-200/300.	
CFM56-5C4/1P	A-F	1, 4, 9	1, 5	An	34,000 lb. t.	0.33	31	76.6	103	5,670	A340-200/300.	
CFM56-7B18	A-F	1, 3, 9	1, 4	An	19,500 lb. t.	0.35	21.7	65	98	5,234	737-600.	
CFM56-7B20	A-F	1, 3, 9	1, 4	An	20,600 lb. t.	0.36	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	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	26.0	65	98	5,234	737-700/800.	
CFM56-7B26	A-F	1, 3, 9	1, 4	An	26,300 lb. t.	0.38	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	28.9	65	98	5,234	737-700/800/900.	
<b>EPI EUROPROP INTERNATIONAL GMBH. (ITP, MTU, Rolls-Royce, Snecma), Munich, Germany</b>												
TP400-D6	A-P	1, 5, 6	1, 1, 3	An	11,000 shp.	—	25	—	138	3,970	A400M.	
<b>EUROJET (Avio, ITP, MTU, Rolls-Royce), Taufkirchen, Germany</b>												
EJ200	A-F	3, 5	1, 1	An	20,000 lb. t.	0.75	25	29	157	2,180	Eurofighter, Typhoon.	
<b>GENERAL ELECTRIC CO., GE Transportation - Aircraft Engines, Cincinnati, OH, USA</b>												
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.	
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	98	167	8,776	767-200. Snecma has 10% share.	
CF6-80A3	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.	

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

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

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<b>GENERAL ELECTRIC CO., GE Transportation - Aircraft Engines, Cincinnati, OH, USA</b>											
CF6-80C2A1	A-F	1, 4, 14	2, 5	An	59,000 lb. t.	0.334	30.4	106	168	9,480	A300-600. MTU has 9.1% share, Snecma 10%.
CF6-80C2A2	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.
CF6-80C2A3	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.
CF6-80C2A5	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.
CF6-80C2A5F	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.
CF6-80C2A8	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.
CF6-80C2B1	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.
CF6-80C2B1F	A-F	1, 4, 14	2, 5	An	58,000 lb. t.	0.337	29.9	106	168	9,790	747-400. Snecma has 10% share.
CF6-80C2B2	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.
CF6-80C2B2F	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.
CF6-80C2B4	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.
CF6-80C2B4F	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.
CF6-80C2B5F	A-F	1, 4, 14	2, 5	An	60,800 lb. t.	0.342	31.4	111	168	9,790	Boeing YAL-1A Airborne Laser aircraft.
CF6-80C2B6	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.
CF6-80C2B6F	A-F	1, 4, 14	2, 5	An	60,800 lb. t.	0.342	31.4	111	168	9,790	767 Global Tanker/Transport.
CF6-80C2B6FA	A-F	1, 4, 14	2, 5	An	60,800 lb. t.	0.343	31.4	106	168	9,768	767 AWACS. Snecma has 10% share.
CF6-80C2B8F	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.
CF6-80C2D1F	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.
CF6-80C2L1F	A-F	1, 4, 14	2, 5	An	61,960 lb. t.	0.337	27.1	111	168	9,790	Lockheed Martin C-5M.
CF6-80E1A2	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%.
CF6-80E1A3	A-F	1, 4, 14	2, 5	An	72,000 lb. t.	0.345	34.8	114	168	11,225	A330-200. Snecma has 20% share.
CF6-80E1A4	A-F	1, 4, 14	2, 5	An	70,000 lb. t.	0.345	33.7	114	168	11,225	A330-200. Snecma has 20% share.
CF34-3A	A-F	1, 14	2, 4	An	9,220 lb. t.	0.357	21	49	103	1,625	Bombardier CL601.
CF34-3A1	A-F	1, 14	2, 4	An	9,220 lb. t.	0.357	21	49	103	1,655	Bombardier CRJ100.
CF34-3B/3B1	A-F	1, 14	2, 4	An	9,220 lb. t.	0.346	21	49	103	1,670	Bombardier CL604, CRJ200.
CF34-8C1	A-F	1, 10	2, 4	An	13,790 lb. t.	0.37	28	52	128	2,350	Bombardier CRJ700.
CF34-8C5	A-F	1, 10	2, 4	An	14,510 lb. t.	0.39	28	52	128	2,470	Bombardier CRJ900.
CF34-8E	A-F	1, 10	2, 4	An	14,510 lb. t.	0.39	28	52	128	2,470	Embraer 170/175.
CF34-10A	A-F	1, 3, 9	1, 4	An	18,050 lb. t.	0.37	26.3	57	90	3,750	ACAC ARJ21.
CF34-10E	A-F	1, 3, 9	1, 4	An	18,500 lb. t.	0.37	26.8	57	90	3,800	Embraer 190/195.
CT7-2A	AC-S	5, 1	2, 2	An	1,725 shp.	0.481	17	25	47	429	Bell 214ST.
CT7-2D	AC-S	5, 1	2, 2	An	1,725 shp.	0.481	17	25	47	442	Sikorsky S-70C.
CT7-2D1	AC-S	5, 1	2, 2	An	1,725 shp.	0.481	17	25	47	466	Sikorsky S-70C.
CT7-5A2	AC-P	5, 1	2, 2	An	1,735 shp.	0.476	17	29	96	783	Saab 340A.
CT7-6/6A	AC-S	5, 1	2, 2	An	2,000 shp.	0.457	18	25	48.2	493	EH Industries EH 101.
CT7-7A	AC-P	5, 1	2, 2	An	1,700 shp.	0.474	17	29	96	783	CASA-IPTN CN-235.
CT7-8	AC-S	5, 1	2, 2	An	2,520 shp.	0.45	21	26	48.2	537	Sikorsky S-92.
CT7-8A	AC-S	5, 1	2, 2	An	2,520 shp.	0.45	21	26	48.2	542	Sikorsky S-92, H-92.
CT7-9B/9C	AC-P	5, 1	2, 2	An	1,870 shp.	0.471	18	29	96	805	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 610G.
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	2, 9	1, 2	An	30,780 lb. t.	—	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-48 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	Air Force One.
F110-GE-100	A-F	3, 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	3, 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	3, 9	1, 2	An	32,500 lb. t.	2.09	33.3	46.5	182.3	4,050	Lockheed Martin F-16 Block 60.
F110-GE-400	A-F	3, 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	3, 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	3, 9	1, 2	An	17,000 lb. t.	—	27	47	110	3,150	Lockheed U-2.
F136-GE-100	A-F	3, 5	3, 1	An	40,000 lb. t.	—	—	—	—	—	Lockheed Martin land-based CTOL F-35A. RR partner.
F136-GE-400	A-F	3, 5	3, 1	An	40,000 lb. t.	—	—	—	—	—	Lockheed Martin naval CTOL F-35C. RR partner.
F136-GE-600	A-F	3, 5	3, 1	An	40,000 lb. t.	—	—	—	—	—	Lockheed Martin Stovl F-35B. RR partner.

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<b>GENERAL ELECTRIC CO., GE Transportation - Aircraft Engines, Cincinnati, OH, USA</b>											
F404/F1D2	A-F	3, 7	1, 1	An	10,540 lb. t.	0.79	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/BAe JAS 39.
F404-GE-100D	A-F	3, 7	1, 1	An	11,000 lb. t.	0.8	24	35	89	1,820	Singapore A-4SU.
F404-GE-102	A-F	3, 7	1, 1	An	17,700 lb. t.	1.74	26	35	154	2,282	KAI/Lockheed Martin T-50.
F404-GE-400	A-F	3, 7	1, 1	An	16,000 lb. t.	1.85	26	35	154	2,195	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.	1.8	27	35	154	2,335	Indian Light Combat Aircraft fighter.
F404-GE-IN20	A-F	3, 7	1, 1	An	18,800 lb. t.	1.8	28	35	154	2,355	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.
GE90-76B	A-F	1, 3, 10	6, 2	An	76,000 lb. t.	—	40	134	287	17,250	777-200. Snecma, Avio and IHI are revenue-sharing participants.
GE90-85B	A-F	1, 3, 10	6, 2	An	84,700 lb. t.	—	40	134	287	17,250	777-200/200ER. Snecma, Avio and IHI are revenue-sharing participants.
GE90-90B	A-F	1, 3, 10	6, 2	An	90,000 lb. t.	—	40	134	287	17,250	777-200/200ER. Snecma, Avio and IHI are revenue-sharing participants.
GE90-94B	A-F	1, 3, 10	6, 2	An	93,700 lb. t.	—	40	134	287	17,250	777-200ER. Snecma, Avio and IHI are revenue-sharing participants.
GE90-110B	A-F	1, 4, 9	6, 2	An	110,000 lb. t.	—	42	135	287	19,315	777-200LR. Snecma, Avio and IHI are revenue-sharing participants.
GE90-115B	A-F	1, 4, 9	6, 2	An	115,300 lb. t.	—	42	135	287	19,315	777-300ER. Snecma, Avio and IHI are revenue-sharing participants.
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, CL41G, 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.
T58-GE-8F	A-S	10	2, 1	An	1,350 shp.	0.6	8.2	20.2	55	305	Sikorsky S-61A-1.
T58-GE-16	A-S	10	2, 2	An	1,870 shp.	0.53	8.4	24.2	64	443	Boeing CH-46E.
T58-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.
T58-GE-400B	A-S	10	2, 1	An	1,500 shp.	0.61	8.4	20.9	55	345	Sikorsky VH-3D.
T58-GE-402	A-S	10	2, 1	An	1,500 shp.	0.61	8.4	20.2	55	345	Boeing CH-46D, HH-46D, UH-46D, Sikorsky SH-3H, UH-3H.
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/HH-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	710	Sikorsky CH-53D.
T64-GE-415/416/416A	A-S	14	2, 2	An	4,380 shp.	0.48	14.8	20.1	79	720	Sikorsky CH-53E, RH-53D/E.
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, SH-2G, Sikorsky HH-60D, 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/F.
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 EH 101.
T700/T6A1	AC-S	5, 1	2, 2	An	2,145 shp.	0.445	19	25	48.2	493	Canadian EH 101.
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.

GENERAL DATA		ARRANGEMENT			PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS / REMARKS
MODEL OR DESIGNATION	TYPE*	NO. OF FAN / COMPRESSOR STAGES	NO. OF TURBINE STAGES (LP./HP)	COMBUSTOR TYPE**	MAX. POWER AT SEA LEVEL (LB.-THRUST/SHR.)	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 WT. LESS TAILPIPE (LB.)	
<b>GE-P&amp;W ENGINE ALLIANCE (General Electric, Pratt &amp; Whitney), USA</b>											
GP7270	A-F	1, 5, 9	6, 2	An	70,000 lb. t.	—	36.1	124	186	13,416	A380-800. MTU has 22.5% share, Snecma 10%.
GP7277	A-F	1, 5, 9	6, 2	An	76,500 lb. t.	—	38.6	124	186	13,416	A380-800F. MTU has 22.5% share, Snecma 10%.
<b>GRTS (Turbomeca, Snecma, KHD, MTU), Paris, France</b>											
Larzac O4-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 O4-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 O4-H20	A-F	2, 4	1, 1	An	3,200 lb. t.	0.76	11.1	23.7	46.4	—	Hindustan Aeronautics HJT36.
Larzac O4-R20	A-F	2, 4	1, 1	An	3,200 lb. t.	0.76	11.1	23.7	46.4	—	MiG-AT.
<b>HONEYWELL, Phoenix, AZ, USA</b>											
AL5512	AC-S	7, 1	2, 2	An	4,075 shp.	0.52	8.2	24	47	770	Civil T55-L-712. Boeing Helo Model 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	AC-F	3, 7, 1	2, 2	An	7,500 lb. t.	0.414	13.8	50	65.6	1,311	Canadair Challenger 600.
ALF502L-2C	AC-F	3, 7, 1	2, 2	An	7,500 lb. t.	0.414	13.8	50	65.6	1,311	Canadair Challenger 600.
ALF502L-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.
AS907	AC-F	1, 4, 1	2, 3	An	6,500 lb. t.	0.42	21	46.3	92.4	1,364	Bombardier Challenger 300.
AS977	AC-F	1, 4, 1	2, 3	An	7,092 lb. t.	0.416	23	49.9	92.4	1,364	—
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	Selected for Aero Vodochody L-159.
LF507-1F	AC-F	3, 7, 1	2, 2	An	7,000 lb. t.	0.397	13.8	50	65.6	1,385	Fadec-equipped Avro RJ series.
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 transport w/hydronechanical fuel control.
LTC4B-8D	AC-S	7, 1	2, 1	An	2,250 shp.	0.63	6	24	44	605	Military version of T5508D.
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 P166, Riley/Cessna 421.
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.
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/F.
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.	0.50	9.3	28.7	48.5	832	MH-47.
T55-L-714A	AC-S	7, 1	2, 2	An	4,868 shp.	0.5	9.3	28.7	48.5	832	CH-47E.
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, Lear 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.
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.
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 900.
TFE731-5BR	AC-F	1, 4, 1	1, 3	An	4,750 lb. t.	0.470	15.1	40.5	80.8	899	Falcon 20 retrofit, Falcon 900B, Hawker 800XP.
TFE731-20	AC-F	1, 4, 1	1, 3	An	3,650 lb. t.	0.441	21	39.4	51	885	Learjet 45.
TFE731-40	AC-F	1, 4, 1	1, 3	An	4,250 lb. t.	0.457	22	39.4	51	885	Falcon 50EX, IAI Astra SPX.
TFE731-60	AC-F	1, 4, 1	1, 3	An	5,000 lb. t.	0.405	22	42.4	72	988	Falcon 900EX.
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.

## OUTLOOK/SPECIFICATIONS

# GAS TURBINE ENGINES

GENERAL DATA		ARRANGEMENT			PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS / REMARKS
MODEL OR DESIGNATION	TYPE	NO. OF FAN / COMPRESSOR STAGES	NO. OF TURBINE STAGES (LP./HP.)	COMBUSTOR TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST/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 WT. LESS TAILPIPE (LB.)	
<b>GRTS (Turbomeca, Snecma, KHD, MTU), Paris, France</b>											
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	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, BAe 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/Turbo liner, Volpar.
<b>INTERNATIONAL AERO ENGINES AG (Avio, Japanese Aero Engine Consortium, MTU, Pratt &amp; Whitney, Rolls-Royce), East Hartford, CT, USA</b>											
V2500-A1	A-F	1, 3, 10	2, 5	An	25,000 lb. t.	0.35	29.8	63	126	5,210	A320-200.
V2522-A5	A-F	1, 4, 10	2, 5	An	23,000 lb. t.	0.34	26.9	63.5	126	5,210	A319.
V2524-A5	A-F	1, 4, 10	2, 5	An	24,500 lb. t.	0.36	26.9	63.5	126	5,210	A319.
V2525-D5	A-F	1, 4, 10	2, 5	An	25,000 lb. t.	0.35	27.2	63.5	126	5,610	MD-90-30, MD-90-30ER.
V2527-A5	A-F	1, 4, 10	2, 5	An	26,600 lb. t.	0.36	27.2	63.5	126	5,210	A319CJ, A320-200.
V2528-D5	A-F	1, 4, 10	2, 5	An	28,000 lb. t.	0.35	30	63.5	126	5,610	MD-90-30, 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	A321-100.
V2533-A5	A-F	1, 4, 10	2, 5	An	32,000 lb. t.	0.36	33.4	63.5	126	5,210	A321-200.
<b>ISHIKAWAJIMA-HARIMA HEAVY INDUSTRIES, Tokyo, Japan</b>											
CT58-IHI-140-1	A-S	10	2, 1	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/J79-IHI-17	A	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	145.9	1,886	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	1,800 shp.	0.46	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.
<b>KAWASAKI HEAVY INDUSTRIES, Kobe, Japan</b>											
T53-K-13B	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.
<b>LIGHT HELICOPTER TURBINE ENGINE CO. (LHTEC), Madison, AL, USA</b>											
CTS800-4N/4K	C-S	2	2, 2	An	1,361 shp.	0.47	14.6	23.2	51.1	408'	Super Lynx 300, US-1A Kai.
T800-LHT-802	C-S	2	2, 2	An	1,681 shp.	0.47	14.6	22.3	33.8	340	Military applications.
T800-5	C-S	2	2, 2	An	1,681 shp.	0.47	14.6	22.3	33.8	340	Intermediate twins.
<b>MITSUBISHI HEAVY INDUSTRIES, Komaki-shi, Aichi-ken, Japan</b>											
CT63-M-5A	A-CS	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.	0.27	11	29	46.6	340	Mitsubishi MH-2000.
MG6-10	C-S	1	1	Ca	70 shp.	0.43	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	—	—	—	—	884 shp.	—	—	—	—	—	OH-1.
<b>MTR (MTU, Rolls-Royce, Turbomeca), Munich, Germany</b>											
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.
<b>MTU AERO ENGINES, Munich, Germany</b>											
250-MTU-C20B	AC-S	6, 1	2, 2	—	420 shp.	0.65	7.2	23.2	40.7	158	BO 105M/P.
J79-MTU-17A	A-J	17	3	Cn	17,900 lb. t.	1.97	13.5	39.1	208.7	3,855	Boeing F-4F for Germany.
T64-MTU-7	A-S	14	2, 2	An	3,925 shp.	0.48	13	26	79	712	CH-53G helicopter.
Tyne-MTU Mk. 21/22	A-P	6, 9	1, 3	An	5,685 shp.	0.47	13.5	55	108.7	2,194	Breguet Atlantic, C-160 Transall.

GENERAL DATA		ARRANGEMENT			PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS / REMARKS
MODEL OR DESIGNATION	TYPE*	NO. OF FAN / COMPRESSOR STAGES	NO. OF TURBINE STAGES (LP./HP)	COMBUSTOR TYPE**	MAX. POWER AT SEA LEVEL (LB.-THRUST/SHR.)	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 WT. LESS TAILPIPE (LB.)	
<b>ROLLS-ROYCE, Dahlewitz, Germany</b>											
BR710	A-F	1, 10	2, 2	An	14,000-17,000 lb. t.	0.639	24	48	134	3,600	Bombardier Global Express/Global 5000, Gulfstream G500/G550, Nimrod MRA4.
BR715	A-F	1, 2, 10	2, 3	An	18,500-21,000 lb. t.	0.637	32	58	147	4,597	Boeing 717-200.
Tay 611-8C	A-F	1, 3, 12	2, 3	Cn	13,850 lb. t.	0.694	15.6	45	95	3,390	Gulfstream 350/450.
<b>ROLLS-ROYCE, Derby, UK</b>											
RB211-22B	A-F	1, 7, 6	1, 1, 3	An	42,000 lb. t.	0.65 <sup>2</sup>	24.5	84.8 <sup>3</sup>	119.4 <sup>4</sup>	9,195	L-1011.
RB211-524B4-D	A-F	1, 7, 6	1, 1, 3	An	50,000 lb. t.	0.63 <sup>2</sup>	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 <sup>2</sup>	28.6	84.8 <sup>3</sup>	119.4 <sup>4</sup>	9,859	747-100/200/300.
RB211-524D4-B	A-F	1, 7, 6	1, 1, 3	An	53,000 lb. t.	0.63 <sup>2</sup>	29.6	85.8	122.3 <sup>4</sup>	9,874	747-200/300/SP.
RB211-524G	A-F	1, 7, 6	1, 1, 3	An	58,000 lb. t.	0.58 <sup>2</sup>	32.9	86.3	125 <sup>4</sup>	9,670	747-400.
RB211-524G-T	A-F	1, 7, 6	1, 1, 3	An	58,000 lb. t.	0.57 <sup>2</sup>	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 <sup>2</sup>	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 <sup>2</sup>	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 <sup>2</sup>	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 <sup>2</sup>	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 <sup>2</sup>	28	74.1	117.9	7,264	757-200/300, 757-200SF, Tupolev Tu-204.
Spey 511-8	A-F	5, 12	2, 2	Cn	11,400 lb. t.	0.8 <sup>2</sup>	18.4	32.5	110	2,483	Gulfstream II and III.
Spey Mk 512-5W/-14 DW	A-F	5, 12	2, 2	Cn	12,550 lb. t.	0.8 <sup>2</sup>	21	32.5	110	2,609	BAC 111-475/500.
Spey 555-15	A-F	4, 12	2, 2	Cn	9,900 lb. t.	0.8 <sup>2</sup>	15.4	32.5	97	2,257	Fokker 28 Mk. 1/2/3/4000.
Tay 611	A-F	1, 3, 12	2, 3	Cn	13,850 lb. t.	0.69 <sup>2</sup>	15.8	44	95	2,951	Gulfstream IV/IVSP.
Tay 620	A-F	1, 3, 12	2, 3	Cn	13,850 lb. t.	0.69 <sup>2</sup>	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 <sup>2</sup>	16.2	45	95	3,340	Fokker 100.
Tay 651	A-F	1, 3, 12	2, 3	Cn	15,400 lb. t.	0.69 <sup>2</sup>	16.6	45	95	3,380	Re-engined Boeing 727-100S.
Trent 553	A-F	1, 8, 6	1, 1, 5	An	53,000 lb. t.	0.54 <sup>2</sup>	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 <sup>2</sup>	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 <sup>2</sup>	41.0	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 <sup>2</sup>	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 <sup>2</sup>	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 <sup>2</sup>	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 <sup>2</sup>	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 <sup>2</sup>	38.8	110	172	13,100	777-200/200ER/300.
Trent 892/892B	A-F	1, 8, 6	1, 1, 5	An	91,600 lb. t.	0.56 <sup>2</sup>	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 <sup>2</sup>	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 <sup>2</sup>	38.5	116	179	—	A380-800.
Trent 977	A-F	1, 8, 6	1, 1, 5	An	76,500 lb. t.	0.52 <sup>2</sup>	41.1	116	179	—	A380F.
<b>ROLLS-ROYCE, Filton, Bristol, UK</b>											
Gem 2	AC-S	4, 1	1, 1, 2	An	900 shp.	0.52	12	23.5	43.4	421	AgustaWestland Lynx.
Gem 42	AC-S	4, 1	1, 1, 2	An	1,120 shp.	0.49	12.72	23.5	43.4	404	AgustaWestland Lynx.
Gnome H1400	A-S	10	2, 1	An	1,480 shp.	0.61	8.4	22.7	54.8	326	AgustaWestland Sea King.
Gnome H1400-1	A-S	10	2, 1	An	1,660 shp.	0.61	8.5	22.7	54.8	326	Boeing Vertol 107, AgustaWestland Sea King.
Pegasus 11	A-F	3, 8	2, 2	An	21,500 lb. t.	0.74	14.6	48 <sup>5</sup>	137.2	3,620	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 <sup>5</sup>	137.2	3,960	AV-8B, GR. Mk. 5/Mk. 7, EAV-8B.
Pegasus 11-61 (F402-RR-408)	A-F	3, 8	2, 2	An	23,800 lb. t.	0.76	16.3	48 <sup>5</sup>	137.2	4,260	AV-8B, GR. Mk. 7.
RR 1004	AC-S	4, 1	1, 1, 2	An	1,018 shp.	0.53	11.48	23.5	43.1	368	AgustaWestland A129 Mangusta.
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 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	—	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	—	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	—	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	BAe125-600.
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.	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.	1.02	6.8	29	77.3	836	MB-339CB/K.

## OUTLOOK/SPECIFICATIONS

# GAS TURBINE ENGINES

GENERAL DATA		ARRANGEMENT			PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS / REMARKS
MODEL OR DESIGNATION	TYPE	NO. OF FAN / COMPRESSOR STAGES	NO. OF TURBINE STAGES (LP./HP.)	COMBUSTOR TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST/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 WT. LESS TAILPIPE (LB.)	
<b>ROLLS-ROYCE, Indianapolis, IN, USA</b>											
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, Enaer T-35TD, 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	205	B-N Defender 4000, Extra EA-500, Fuji T-7, Grob G140TP, O&N P210 Silver Eagle, Trade-winds 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	161	Bell 206B/TH-67, 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.
Model 250-C28B/C	C-S	1	2, 2	Ca	550 shp.	0.59	8.4	25.1	47.3	238	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	258	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	250	Bell 206L, OH-58D, MD530F, Solyoy AS350 AllStar.
Model 250-C30R/1	C-S	1	2, 2	Ca	650 shp.	0.58	8.6	25.1	43.2	255	Bell OH-58D Kiowa Warrior.
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.
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	IPTN 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	—	Shinmaywa 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*	23	43.5	106.5	1,572	Citation 10.
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	49	146.3	1,890	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).
<b>ROLLS-ROYCE, Allison Advanced Development Co., Indianapolis, IN, USA</b>											
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.
<b>ROLLS-ROYCE, SNECMA, MTU, UK, France &amp; Germany</b>											
Tyne R. Ty 20 Mk. 21/22	A-P	6, 9	1, 3	Ca	6,100 eshp.	0.47	13.7	55	109	2,436	Atlantic, Atlantic new generation, Transall.
<b>ROLLS-ROYCE TURBOMECA LTD., UK &amp; France</b>											
Adour Mk. 811/815	A-F	2, 5	1, 1	An	8,400 lb. t.	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	5,990 lb. t.	0.78	11.3	30.9	76.7	1,306	Hawk 100/200, T-45.
RTM 322-01/8	AC-S	3, 1	2, 2	An	2,101 shp.	0.45	14	25.9	46.1	539	EH 101, Merlin Mk. 1.
RTM 322-01/9	AC-S	3, 1	2, 2	An	2,465 shp.	0.42	16	25.9	46.1	499	NH90.
RTM 322-01/12	AC-S	3, 1	2, 2	An	2,101 shp.	0.45	14	25.9	46.1	539	WAH-64.
RTM 322-02/8/Mk. 250	AC-S	3, 1	2, 2	An	2,241 shp.	0.45	14	25.9	46.1	539	EH 101, Merlin HC Mk. 3.
<b>SNECMA, Microturbo, Toulouse, France</b>											
TRI 40-4	A-J	4	1	An	787 lb. t.	1.18	6.2	11	28	93	NSM missile.
TRI 60-1	A-J	3	1	An	787 lb. t.	1.18	3.7	13	42	116	Sea Eagle missile.
TRI 60-2	A-J	3	1	An	830 lb. t.	1.26	3.8	13	44.8	114	RBS 15 missile.
TRI 60-3	A-J	3	1	An	900 lb. t.	1.28	3.9	13	53.2	150	C22 drone.
TRI 60-5	A-J	3	1	An	995 lb. t.	1.27	4.1	13	57	134	MQM-107D drone.
TRI 60-20	A-J	4	1	An	1,225 lb. t.	1.11	6.2	13.2	43.1	154	Super MQM drone.
TRI 60-30	A-J	4	1	An	1,280 lb. t.	1.11	6.4	14.3	42.3	144	Apache A, Scalp, Storm Shadow missiles.
TRS 18-1	C-J	1	1	An	360 lb. t.	1.26	4.7	12	40.7	97	Mirach 100-5 drone.

GENERAL DATA		ARRANGEMENT			PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS / REMARKS
MODEL OR DESIGNATION	TYPE*	NO. OF FAN / COMPRESSOR STAGES	NO. OF TURBINE STAGES (LP./HP)	COMBUSTOR TYPE**	MAX. POWER AT SEA LEVEL (LB.-THRUST/SHR.)	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 WT. LESS TAILPIPE (LB.)	
<b>SNECMA, Snecma Moteurs, Paris, France</b>											
Atar 9K50	A-J	9	2	An	16,000 lb. t. A/B	1.96	6.15	40.5	232	3,488 <sup>4</sup>	Dassault Mirage F1, Mirage 50.
M53-5	A-F	3, 5	2	An	19,850 lb. t. A/B	2.05	9	41.5	199.6 <sup>4</sup>	3,240 <sup>4</sup>	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 <sup>4</sup>	3,300 <sup>4</sup>	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 <sup>4</sup>	1,920 <sup>4</sup>	Rafale B/C/M, light combat planes, trainers.
M88-3	A-F	3, 6	1, 1	An	20,300 lb. t. A/B	1.75	26.6	31.1	143.7	2,013	Rafale B/C/M, light combat planes, trainers.
<b>SNECMA, Turbomeca, Bordes, France</b>											
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.
Arriel 1B	AC-S	1, 1	2, 1	An	641 shp.	0.595	8	23.5	47.7	252	Eurocopter AS350BA.
Arriel 1C1	AC-S	1, 1	2, 1	An	724 shp.	0.580	8	24.7	47.2	262	Eurocopter SA365N1.
Arriel 1C2	AC-S	1, 1	2, 1	An	738 shp.	0.574	8	24	45.9	262	Eurocopter AS365N2.
Arriel 1D1	AC-S	1, 1	2, 1	An	732/732 shp.	0.579	8	24.1	47.2	269	Eurocopter AS350B1/350B2.
Arriel 1E2	AC-S	1, 1	2, 1	An	738 shp.	0.574	8	27.3	46.7	276	Eurocopter BK117C1.
Arriel 1K1	AC-S	1, 1	2, 1	An	738 shp.	0.574	8	24.3	47.2	271	Agusta A109K/K2
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-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 AS365N3.
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.
Arriel 2S1	AC-S	1, 1	1, 1	An	856 shp.	0.54	8	28.1	60.6	282	Sikorsky S-76D.
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 (both).
Arrius 2B2	C-S	1	1, 1	An	633 shp.	0.539	8.4	27.2	46.6	251	Eurocopter EC135.
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 A109E.
Arrius 2K2	C-S	1	1, 1	An	716 shp.	0.527	9	25.1	38.3	254	Agusta A109M.
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 ALH.
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.
<b>TELEDYNE CONTINENTAL MOTORS-TURBINE ENGINES, Toledo, OH, USA</b>											
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-34A 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).
<b>TURBO-UNION LTD. (Avio, Rolls-Royce, MTU), Bristol, UK</b>											
RB199 Mk. 103	A-F	3, 3, 6	1, 1, 2	An	16,000 lb. t.	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.	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.	0.65	24.5	34	130	1,611	Panavia Tornado ECR.
<b>UNITED TECHNOLOGIES CORP., Pratt &amp; Whitney Canada Inc., Longueuil, Quebec, Canada</b>											
JT15D-5/5A	AC-F	1, 1, 1	1, 2	An	2,900 lb. t.	0.551	12.6	28	61	632	Beechjet 400T, Cessna T-47A, Citation 5.



## OUTLOOK/SPECIFICATIONS

# GAS TURBINE ENGINES

GENERAL DATA		ARRANGEMENT			PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS / REMARKS
MODEL OR DESIGNATION	TYPE	NO. OF FAN / COMPRESSOR STAGES	NO. OF TURBINE STAGES (LP./HP.)	COMBUSTOR TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST/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 WT. LESS TAILPIPE (LB.)	
<b>UNITED TECHNOLOGIES CORP., Pratt &amp; Whitney Canada Inc., Longueuil, Quebec, Canada</b>											
JT15D-5B	AC-F	1, 1, 1	1, 2	An	2,900 lb. t.	—	—	27	60.4	—	Raytheon Beech T-1A.
JT15D-5C	AC-F	1, 1, 1	1, 2	An	3,190 lb. t.	0.573	13.5	28	61	665	Agusta S211A, Northrop Grumman Pegasus UCAV.
JT15D-5D	AC-F	1, 1, 1	1, 2	An	3,045 lb. t.	0.560	13.1	27	61	627	Citation Ultra, VisionAire Vantage.
PT6A-21	AC-P	3, 1	1, 1	An	580 shp.	0.63	—	19	62	—	Raytheon Beech King Air C90A/B/SE.
PT6A-25	AC-P	3, 1	1, 1	An	550 shp.	0.63	—	19	62	—	Raytheon Beech T-34C.
PT6A-25C	AC-P	3, 1	1, 1	An	750 shp.	0.604	—	19	62	—	Embraer EMB-312, Pilatus PC-7/PC-7 Mk. 2.
PT6A-42	AC-P	3, 1	1, 2	An	850 shp.	0.601	8	19	67	403	Raytheon Beech Super King Air B200.
PT6A-60A	AC-P	4, 1	1, 2	An	1,050 shp.	0.548	8.5	19	72.5	475	Beech King Air 300/350.
PT6A-64	AC-P	4, 1	1, 2	An	700 shp.	0.703	8.5	19	70	456	TBM 700.
PT6A-65B	AC-P	4, 1	1, 2	An	1,100 shp.	0.536	—	19	74	481	Raytheon Beech 1900/1900C.
PT6A-66	AC-P	4, 1	1, 2	An	850 shp.	0.642	9.5	19	70	456	Piaggio Avanti.
PT6A-67B	AC-P	4, 1	1, 2	An	1,200 shp.	0.552	10.8	19	76	515	Pilatus PC-12.
PT6A-67D	AC-P	4, 1	1, 2	An	1,271 shp.	0.546	10.8	19	74	515	Raytheon Beech 1900D.
PT6A-68	AC-P	4, 1	1, 2	An	1,250 shp.	0.541	—	19	72.2	572	Raytheon Beech T-6A Texan 2.
PT6A-68B	AC-P	4, 1	1, 2	An	1,600 shp.	0.54	—	22.2	71.3	—	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/B	AC-P	3, 1	1, 1	An	750 shp.	0.659	7	19	62	346	Raytheon Beech King Air F-90-1/Israviation ST-50.
PT6B-37A	AC-S	3, 1	1, 1	An	1,002 shp.	0.593	—	35.2	64.4	385	Agusta A119.
PT6C-67A	AC-S	4, 1	1, 1	An	1,940 shp.	0.470	—	20.7	65.1	418	Bell Agusta 609.
PT6C-67C	AC-S	4, 1	1, 2	An	1,679 shp.	0.490	—	22.5	59.3	415	Agusta Bell AB139.
PT6T-3B/BF	AC-S	3, 1	1, 1	An	1,800 shp.	0.600	—	43.5	65.8	660	Bell 212, 412, 412SP.
PT6T-3D/DF	AC-S	3, 1	1, 1	An	1,920 shp.	0.595	—	43.5	65.8	690	Bell 412HP/EP.
PT6T-6	AC-S	3, 1	1, 1	An	1,970 shp.	0.591	—	43.5	65.8	660	Bell/Agusta 212, 412.
PT6T-68	AC-S	3, 1	1, 1	An	1,970 shp.	0.591	—	43.5	65.8	665	Bell/Agusta 412HP.
PT118/118A	C-P	2	1, 1, 2	An	1,800 shp.	0.504	11.4	31	81	866	Embraer EMB 120 Brasilia.
PW120	C-P	2	1, 1, 2	An	2,000 shp.	0.485	11.4	31	84	921	ATR 42-200.
PW121	C-P	2	1, 1, 2	An	2,150 shp.	0.476	11.8	31	84	936	ATR 42-320, Bombardier Q100.
PW121A	C-P	2	1, 1, 2	An	2,200 shp.	0.474	12	31	84	957	ATR 42-400.
PW123/123E	C-P	2	1, 1, 2	An	2,380 shp.	0.47	13.9	33	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	1,060	ATR 72-200.
PW127	C-P	2	1, 1, 2	An	2,750 shp.	0.459	14.7	33	84	1,060	ATR 72-500.
PW127B/C/D/F	C-P	2	1, 1, 2	An	2,750 shp.	0.459	14.7	33	84	1,060	ATR 72-500, Fokker 50, Fokker 60.
PW127E	C-P	2	1, 1, 2	An	2,400 shp.	0.474	14.7	33	84	1,060	ATR 42-500.
PW127G	C-P	2	1, 1, 2	An	2,920 shp.	—	—	33	84	—	CASA C-295.
PW150A	AC-P	3, 1	1, 1, 2	An	5,071 shp.	0.433	18	44.7	95.4	1,521	Bombardier Q400.
PW206B/B2	C-S	1	1, 1	An	621 shp.	—	—	24.7	41	247	Eurocopter EC135.
PW206C	C-S	1	1, 1	An	640 shp.	—	—	22.3	35.9	237	Agusta A109 Power.
PW206E	C-S	1	1, 1	An	640 shp.	—	—	22.3	37.7	237	MD Explorer.
PW207C	C-S	1	1, 1	An	735 shp.	—	—	22.3	35.9	240	Agusta A109 Grand.
PW207D	C-S	1	1, 1	An	710 shp.	—	—	22.3	35.9	243	Bell Model 427.
PW207E	C-S	1	1, 1	An	710 shp.	—	—	22.3	37.7	240	Bell Eagle Eye UAV, MD Explorer.
PW207K	C-S	1	1, 1	An	730 shp.	—	—	22.3	39	253	Kazan Ansat.
PW305A	AC-F	1, 5	2, 3	An	4,679 lb. t.	0.388	19	38.2	81.5	993	Learjet 60. MTU has 25% share.
PW305B	AC-F	1, 5	2, 3	An	5,266 lb. t.	0.391	19	44	82	993	Raytheon Hawker 1000.
PW306A	AC-F	1, 5	2, 3	An	6,040 lb. t.	0.421	—	46	76	1,139	IAI Galaxy.
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	5,922 lb. t.	—	—	26.5	75.7	—	Cessna Sovereign.
PW308A	AC-F	1, 5	2, 3	An	6,575 lb. t.	0.415	—	37	95.8	1,317	Raytheon Hawker Horizon.
PW308C	AC-F	1, 5	2, 3	An	7,000 lb. t.	0.416	—	39	94.6	1,368	Dassault Aviation Falcon 2000EX.
PW530A	AC-F	1, 3	1, 2	An	2,887 lb. t.	—	—	35	60	—	Cessna Citation Bravo. MTU has 25% share.
PW535A	AC-F	1, 1, 3	1, 2	An	3,621 lb. t.	—	—	35	64	—	Cessna Citation Encore.
PW545A	AC-F	1, 1, 3	1, 3	An	3,876 lb. t.	—	—	39	68	—	Cessna Citation Excel. MTU has 25% share.
<b>UNITED TECHNOLOGIES CORP., Pratt &amp; Whitney Large Commercial Engines, East Hartford, CT, USA</b>											
JT8D-7/7A	A-F	2, 4, 7	1, 3	Cn	14,000 lb. t.	0.585	15.8	39.9	120	3,205	727, 737, DC-9.

GENERAL DATA		ARRANGEMENT			PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS / REMARKS
MODEL OR DESIGNATION	TYPE*	NO. OF FAN / COMPRESSOR STAGES	NO. OF TURBINE STAGES (LP./HP)	COMBUSTOR TYPE**	MAX. POWER AT SEA LEVEL (LB.-THRUST/SHR.)	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 WT. LESS TAILPIPE (LB.)	
<b>UNITED TECHNOLOGIES CORP., Pratt &amp; Whitney Large Commercial Engines, East Hartford, CT, USA</b>											
JT8D-9/9A	A-F	2, 4, 7	1, 3	Cn	14,500 lb. t.	0.595	15.9	39.9	120	3,377	727, 737, Caravelle, DC-9.
JT8D-11	A-F	2, 4, 7	1, 3	Cn	15,000 lb. t.	0.62	16.2	39.9	120	3,389	DC-9.
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.
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. MTU has 12.5% share.
JT9D-7	A-F	1, 3, 11	2, 4	An	45,600 lb. t.	0.374	22.3	95.6	128.2	8,850	747, 747SR.
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, Airbus 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.
JT9D-20	A-F	1, 3, 11	2, 4	An	46,300 lb. t.	0.349	21.1	95.6	128.2	8,450	DC-10-40.
JT9D-59A	A-F	1, 4, 11	2, 4	An	53,000 lb. t.	0.375	24.5	97	132.2	9,140	A300, DC-10-40.
JT9D-70A	A-F	1, 4, 11	2, 4	An	53,000 lb. t.	0.375	24.5	97	132.2	9,155	747-200.
PW2037	A-F	1, 4, 12	2, 5	An	38,250 lb. t.	0.342	27	84.8	146.8	7,300	757. MTU has 21.2% share.
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. MTU has 21.2% share.
PW2043	A-F	1, 4, 12	2, 5	An	43,000 lb. t.	0.362	31.9	84.8	146.8	7,300	757.
PW2337	A-F	1, 4, 12	2, 5	An	38,250 lb. t.	0.342	27.4	84.8	146.8	7,300	IL-96M/T.
PW4000 Series	A-F	1, 4, 11	2, 4	An	50-64,000 lb. t.	—	32.7	97	132.7	9,213	747, 767, A300, A310, MD-11.
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. MTU has 12.5% share.
PW4090	A-F	1, 6, 11	2, 7	An	91,790 lb. t.	0.335	38.6	118.5	191.6	15,585	777. MTU has 12.5% share.
PW4098	A-F	1, 7, 11	2, 7	An	98,000 lb. t.	0.358	42.8	119.5	194.7	16,500	777. MTU has 12.5% share.
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, 4	An	64,000 lb. t.	0.35	32	106.9	163	9,332	A330.
PW4168	A-F	1, 5, 11	2, 5	An	68,600 lb. t.	0.348	31.8	106.9	163	14,100	A330.
PW4460	A-F	1, 4, 11	2, 4	An	60,000 lb. t.	0.362	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	132.7	9,332	MD-11.
PW6122	A-F	1, 4, 6	1, 3	An	22,100 lb. t.	0.36	26.1	56.5	108.2	5,050	A318. MTU participates.
PW6124	A-F	1, 4, 6	1, 3	An	23,800 lb. t.	0.37	28.2	56.5	108.2	5,050	A318. MTU participates.
<b>UNITED TECHNOLOGIES CORP., Pratt &amp; Whitney Military Engines, East Hartford, CT, USA</b>											
F100-PW-100	A-F	3, 10	4	An	22,600 lb. t.	2.1	24.5	46.5	191.2	3,149	F-15A/B, C/D. With afterburner. Production ended.
F100-PW-200	A-F	3, 10	4	An	22,600 lb. t.	2.1	24.5	46.5	191.2	3,190	F-16A/B, C/D. With afterburner. Production ended.
F100-PW-220	A-F	3, 10	4	An	23,770 lb. t.	2.1	25	46.5	191.2	3,265	F-15C/D/E, F-16A/B/C/D with afterburner.
F100-PW-220E	A-F	3, 10	4	An	23,770 lb. t.	2.1	25	46.5	191.2	3,245	Upgrade for F100-PW-100/200. F-15C/D, F-16A/B, C/D. With afterburner.
F100-PW-229	A-F	3, 10	4	An	29,100 lb. t.	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	4	An	32,500 lb. t.	1.91	35	46.5	190.7	4,065	F100-229 performance & 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.

## OUTLOOK/SPECIFICATIONS

# GAS TURBINE ENGINES

GENERAL DATA		ARRANGEMENT			PERFORMANCE			DIMENSIONS & WTS.			APPLICATIONS / REMARKS
MODEL OR DESIGNATION	TYPE	NO. OF FAN / COMPRESSOR STAGES	NO. OF TURBINE STAGES (LP./HP.)	COMBUSTOR TYPE	MAX. POWER AT SEA LEVEL (LB.-THRUST/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 WT. LESS TAILPIPE (LB.)	
<b>UNITED TECHNOLOGIES CORP., Pratt &amp; Whitney Military Engines, East Hartford, CT, USA</b>											
F119-PW-100	A-F	3, 6	1, 1	An	35,000 lb. t.	—	—	—	—	—	Lockheed Martin F/A-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 Stovl 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, Northrop Grumman/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	16	4	Cn	18,500 lb. t.	2.5	17.1	49	242	4,079	F-111C.
TF30-P-108	A-F	16	4	Cn	20,350 lb. t.	2.70	16.5	51	242	4,166	F-111G.
TF30-P-109RA	A-F	16	4	Cn	20,240 lb. t.	2.62	18.1	49	242	4,106	F-111C.
TF30-P-414/414A	A-F	16	4	Cn	20,900 lb. t.	2.78	19.8	51	236	4,251	Northrop Grumman F-14A.
TF33-P-3	A-F	15	4	Cn	17,000 lb. t.	0.52	13	53	136	3,900	Boeing B-52H.
TF33-P-5/P-105	A-F	15	4	Cn	18,000 lb. t.	0.515	13.5	53	137.4	4,275	Boeing C-135, RC-135, TC-135, WC-135.
TF33-P-7/7A	A-F	16	4	Cn	21,000 lb. t.	0.56	15.6	54	142	4,650	Lockheed C-141.
TF33-P-9	A-F	15	4	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	16	4	Cn	21,000 lb. t.	0.56	15.6	54	142	4,790	Boeing E-3A.
TF33-PW-102/102A	A-F	15	4	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	15	4	Cn	18,000 lb. t.	0.515	13.56	53.1	136.3	4,340	Northrop Grumman E-8C.
TF33-PW-102C	A-F	15	4	Cn	19,000 lb. t.	0.525	13.56	53.1	136.3	4,340	Northrop Grumman E-8C.
TF33-PW-103	A-F	15	4	Cn	17,000 lb. t.	0.505	13.4	53.1	136.3	3,900	Boeing B-52H.
<b>VOLVO AERO CORP., Trollhattan, Sweden</b>											
RM8A	A-F	2, 4, 7	1, 3	Cn	25,990 lb. t.	2.47	16.5	53	244	4,630	Saab AJS 37 Viggen.
RM8B	A-F	3, 3, 7	1, 3	Cn	28,930 lb. t.	2.52	16.5	53	247	4,895	Saab JA 37 Viggen.
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.
<b>WALTER A.S., Prague, Czech Republic</b>											
M601D	AC-P	2, 1	1, 1	An	724 shp.	0.65	6.55	25.6	64.96	426	Let L-410UP 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.
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).
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 207, 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	King Air 90, Lancair IV Turbine, Piper PA-31 Navajo.
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.
M601T	AC-P	2, 1	1, 1	An	751 shp.	0.65	7	25.6	64.96	445	PZL-130TM.
<b>WILLIAMS INTERNATIONAL, Walled Lake, MI, USA</b>											
F107-WR-101	AC-F	4, 1	1, 2	An	600 lb. t.	—	13.8	12	48.5	146	Boeing ALCM.
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	—	Tactical Tomahawk cruise missile.
FJ33	AC-F	1, 3, 1	1, 2	An	1,500 lb. t.	—	—	17.5	38.5	—	Entry-level jets.
FJ44-1A	AC-F	1, 1, 1	1, 2	An	1,900 lb. t.	0.456	—	20.9	40.2	445	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	—	Premier 1, S30-2.
FJ44-2C	AC-F	1, 3, 1	1, 2	An	2,400 lb. t.	—	—	21.8	47.2	—	Citation CJ2.
FJ44-3	AC-F	1, 3, 1	1, 2	An	3,000 lb. t.	—	—	23	48	—	Citation CJ3.
P8300-15	A-F	2, 5	2	An	1,500 lb. t.	—	—	13.5	27.5	—	Taurus missiles.
WJ24-8	AC-J	1, 1	1	An	240 lb. t.	1.2	—	10.8	19.5	50	Northrop BQM-74C.
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: <sup>1</sup> Weight includes speed reduction gearbox. <sup>2</sup> Specific fuel consumption for RR commercial engines measured at cruise power. <sup>3</sup> Fan tip diameter. <sup>4</sup> Includes tailpipe. <sup>5</sup> Installed weight; Pegasus has no tailpipe.

END OF TABLE