

Model	Max thrust (lb)	Power max (SL) (shp)	Notes/Description (inc submodel)
JT3D			
JT3D-3B	17,123	-	Turbofan - Boeing 707
JT8D			
JT8D-1,3,7,9,11,15,17R	16,179	-	Turbofan - Boeing 727, 737, Douglas DC-9
JT8D-209, 217, 217A/B/C, 219	19,235	-	Turbofan - Boeing MD-80, 82
JT9D			
JT9D-7R4D, 9, 20, 59A, 70A	45,573	-	Turbofan - Boeing 747, 767, Airbus A300, A300-600, A310, Douglas DC-10
PW2000			
PW2000-2037, 2337	36,988	-	Turbofan - Boeing 757, BC-17
PW2000-2040, 2043	40,089	-	Turbofan - Boeing 757-200/200F, Ilyushin Il-96M
PW4000			
PW4000-4050/52/56/60/62	52,539	-	Turbofan - Boeing 767-200, -200ER, -300, -300ER, 747-400, ER,
PW4000-4074, 77, 84, 90	77,078	-	Turbofan - Boeing 777-200, 200ER, -300
PW4000-4098	97,977	-	Turbofan - Boeing 777-300
PW4000-4152, 56, 58, 64	55,955	-	Turbofan - Airbus A300-600R
PW4000-4168, 72, 73, 75	68,584	-	Turbofan - Airbus A330
PW4000-4460/62	61,977	-	Turbofan - Boeing MD-11
PW6000			
PW6000-6122,24	23,000	-	Turbofan - Airbus A318

PRATT & WHITNEY CANADA

P&WC is enjoying one of the busiest periods in its history. Although the focus is on the new PW600 and PW800 series, significant developments continue with its oldest and most successful programme, the PT6, which this year marked the 40th anniversary of its first flight. This versatile engine has formed the basis of the world's most prolific turboprop and turboshaft family, with more than 36,000 delivered. Ranging from 580-2,000shp, it powers more than 100 applications, the latest ranging from the Bell Helicopter BA609 tiltrotor to the potential UH-1 Huey re-engining project with the PT6C-67D. Washington state-based conversion specialist Soly is also determined to raise \$2.5 million to complete certification of the twin PT6D-114A-powered Cessna Caravan Pathfinder 21. The PT6C-67 turboshaft variant has been selected to power China's Z-10 medium helicopter, set for certification in 2007.

The first run of the initial PW600 family member, designated the 2,500lb-thrust PW625F, also takes place before year-end, with first flight on a flying demonstrator expected early next year. The game-change engine programme was launched in August last year as a full-scale technology effort, but boosted into development under a June 2001 agreement with Raytheon. First potential application is, however, the PW645, a version launched to compete with Williams International to power Cessna's Citation CJ3. P&WC says core PW600 technology will be scalable across a 1,000 to 2,500lb-thrust range and a parallel turboprop family.

Development of the higher-thrust PW800-engine family, aimed at large business aircraft and regional airliners, is also surging ahead with further core technologies due to be run late next year. The PW800 demonstrator, dubbed the Advanced Technology Fan Integrator (AFTI) resurrects P&WC's long-held ambitions to develop a geared fan and leverages technology and assistance from P&WC's sibling company, as well as long time German partner MTU. P&WC hopes to secure a launch customer by the end of next year, and says flight tests could take place within a year, following the first run of the AFTI in March. The PW800 is intended to fill the power gap between P&WC's PW300 family and the PW6000 in development for the Airbus A318. The PW308C powered the Dassault Falcon 2000EX on its maiden flight on 25 October and, only days later, Dassault chose the PW307A over Honeywell's competing FX-5 to power the Falcon 7X. P&WC has also undertaken a fleet-wide retrofit of compressor rotors in the PW306A and B turbofans powering the Fairchild Dornier 328JET and Gulfstream G100/200s after the discovery of shorter-than-expected life limits.

The rapid expansion of the PW500 fleet was also marked in September by the delivery of the 1,000th engine to Cessna for a Citation Excel. The PW530A, PW535A and PW545A power the Bravo, Ultra Encore and Excel respectively, though P&WC says another business jet application is hoped for by the middle of next year. It has also completed simulated high-altitude trials with the PW545A and has secured a position on an unidentified international unmanned air vehicle. The best-selling PW200 turboshaft still dominates the new light twin helicopter market with more than 70% of orders. The PW207K variant, a 644shp growth version of the PW206C, is being produced for Kazan Helicopters Ansat light turbine twin. P&WC is also supplying a modified turboshaft variant of the PW127 turboprop to power a demonstrator for the Mi-38, a large helicopter being developed by EuroMil, a joint venture of Eurocopter, Kazan and Mil Moscow. The 3,356shp derivative dubbed PW127T/S will be developed in conjunction with P&W-Rus.

JT15D			
JT15D-1/4/5/5A/5C/5D/5F	2,900	-	Turbofan - Cessna Citation II, V, Ultra, Beechjet 400A, Diamond 1A
PK6A-67(R)			
PK6A-67(R)	-	820	Turboprop - With Klimov. Powers Beriev Be-32
PT6			
PT6A-11/11AG/15AG/21/25/25A	-	680	Turboprop - Pilatus PC-7, Beech King Air C-90
PT6A-25C/27/34/41/42/45R/50/60/61/62	-	700	Turboprop - DHCTwin Otter, Dash 7, Shorts 330, Embraer EMB-110, Beech Super KingAir 300, 88, 99A, Pilatus PC-9, PC-6, PZL Orlik, Harbin Y-12 II, Let L-410
PT6A-64/65A,B,AR/66/67A,B/68	-	1,201	Turboprop - Raytheon 1900D; Myasishchev M-102, Piaggio Avanti; Beech Starship 2000, Shorts 360, Pilatus PC-12
PT6A-112/114/114A/135,A,B	-	675	Turboprop - Cessna Caravan 208B, Caravan I, Conquest I, Reims-Cessna F406 Caravan
PT6B			
PT6B-36A,B/37	-	981	Turboshaft - Sikorsky S-76B
PT6C-67A	-	1,940	
PT6T-3B, BE, 3D, DE, DF/6	-	1,801	Turboshaft - Bell 212, Agusta-Bell 212, Sikorsky S-58T, 412SP, Agusta-Bell 212, 412SP, 412HP
PT6T-3B-Turbo Twin-Pac	-	1,801	
PW118			
PW118-118A,B/119B,C/120/121/121A	-	1,801	Turboprop - Embraer EMB-120, Dornier 328, DHC Dash 8-100, ATR42-300
PW123			