

Model	Max thrust (lb)	Power max (SL) (shp)	Notes/Description (inc submodel)
AE3007-A1P	8,500	-	Turbofan – Embraer ERJ-145, Legacy business jet
AE3007-A1/3	7,400	-	Turbofan – Embraer ERJ-135 and ERJ-140, Legacy business jet.
AE3007-C	6,700	-	Turbofan – Cessna Citation X business jet
<b>BR710</b>			
BR710-48	14,700	-	Turbofan – Gulfstream GV, Bombardier Global Express
<b>BR715</b>			
BR715-555/8	20,900	-	Turbofan – Boeing 717
<b>Dart</b>			
Dart-Mk531, 532-7, 536-7R	-	2,142	
Dart-Mk542-10K	-	3,000	Turboprop – Convair 640, Vickers Viscount
<b>RB211</b>			
RB211-22B	42,044	-	Turbofan – Lockheed L-1011
RB.211-535C	37,300	-	Turbofan – Boeing 757-200
RB.211-535E4/E4B	40,000	-	Turbofan – Boeing 757-200/300, Tupolev Tu-204
RB.211-524B/B1/B2/B4	50,000	-	Turbofan – Boeing B747-200
RB.211-524G/H	60,700	-	Turbofan – Boeing 747-400, 767-300
RB.211-524G/H-T	60,700	-	Turbofan – Boeing 747-400
<b>Spey</b>			
Spey-511,512-14DW	12,540	-	Turbofan – BAe One Eleven
Spey-Mk555.15H	9,888	-	Turbofan – Fokker F-28
<b>Tay</b>			
Tay-611	13,800	-	Turbofan – Gulfstream IV, IV-SP
Tay-620	13,800	-	Turbofan – Fokker 100 and Fokker 70
Tay-650/651	15,400	-	Turbofan – Fokker 100, Boeing 727QF
<b>Trent</b>			
Trent-553/556	53,000	-	Turbofan – Airbus A340-500 (553) and 600 (556)
Trent-600	72,000	-	Turbofan – Boeing 747 and 767 developments
Trent-768/772/772B	71,000	-	Turbofan – Airbus A330-200/300
Trent-875-892	75,000	-	Turbofan – Boeing 777-200/300
Trent-895	9,500	-	Turbofan – Boeing 777-200ER
Trent-970/977	80,000	-	Turbofan – Airbus A380

## PROGRESS (ZAPOROZH PROGRESS MACHINE BUILDING DESIGN BUREAU)

Work on a stretched Antonov An-74-400 regional model powered by underwing located Progress D-36 turbofans is underway following successful flight tests of a revamped -300 model earlier this year. Putting the engines under the wing instead of on top cut fuel consumption by 20% and increased range by 1,000km. Bench tests of the Progress-designed AI-22 turbofan for the Tupolev Tu-324 began last year at Motor SiCh and had amassed more than 50h by mid-2001. The company is roughly 30% through engineering development tests but is reportedly searching for up to \$200 million in additional funds to complete the programme. Certification is optimistically aimed for 2002. The D-436TI/TP for the Tu-334 and Be-200 has now received certification from the Interstate Aviation Committee. The TI version, which began flight tests on the Tu-334 in October 2000, has a design mean time between overhaul interval of 6,000h and is rated to produce up to 30% more thrust than the TP version which does not carry a thrust reverser. The D-436T is also competing against the Rolls-Royce BR710 for a place on the highly uncertain IL-214 project covered by the recent agreement signed between Ilyushin, Irkutsk Aviation Production Association and Hindustan Aeronautics.

Work on the D-27 propfan for the An-70 also continues, though at a slower pace than before due to the latest crash and a shortage of financing. Progress still predicts an eventual market for up to 6,000 D-27s and has 20 engines under construction. Certification is cautiously predicted for the second quarter of 2002, with costs shared between Progress and Stupino Aehrosila.

<b>AI-20D</b>			
AI-20D-4/-5/5M/-20M	-	5,114	Turboprop – AI-20K Antonov An-10A, An-12, Ilyushin Il-18V; AI-20M powers An-12, Ilyushin Il-18, Il-20, Il-22, Il-3
<b>AI-22</b>			
AI-22	8,417	-	Turbofan – Tupolev Tu-324
<b>AI-24VT</b>			
AI-24VT	-	2,820	Turboprop – Antonov An-24, An-26
<b>AI-25</b>			
AI-25-2S	3,303	-	Turbofan – Yak-40
<b>D-18T</b>			
D-18T	5,1600	-	Turbofan – Antonov An-124, An-225
<b>D-27</b>			
D-27/27F	-	13,422	Propfan – Antonov An-70, An-70T and An-180
<b>D-30</b>			
D-30	14,986	-	Turbofan – Tupolev Tu-134
<b>D-36</b>			
D-36-1/1A/2A/3A/4A/5A	14,337	-	Turbofan – Antonov An-74T-300
<b>D-436</b>			
D-436	16,539	-	Turbofan – D-436K Antonov An-72, An74, Yakovlev Yak-42, D-437T, Tupolev Tu-334;
D-436M Yak-42M			
D-436-T1/TP/TM	16,900	-	Turbofan – Tupolev Tu-334-100, Be-200, Yak-42M