

WORLD TURBINE ENGINE DIRECTORY

Manufacturer	Engine	Thrust		sfc (lb/h/lb)	Dimensions (m)		Configuration fan/comp/turb	Application
		kN	lb		length	fan dia		
Rolls-Royce	RB.211-524G/H	258-270	58,000-60,600	*0.570	3.18	2.19	1/7+6/1+1+3	Boeing 747-400, Boeing 767
Rolls-Royce	RB.211-535E4	178-192	40,100-43,100	*0.598	2.99	1.88	1/6+6/1+1+3	Boeing 757, Tupolev Tu-204
Rolls-Royce	Trent 768/772	300-316	67,500-71,000	*0.557	3.9	2.47	1/8+6/1+1+4	Airbus A330
Rolls-Royce	Trent 870 to 884	333.2-384.8	74,900-86,500	*0.557	4.3	2.79	1/8+6/1+1+5	Boeing 777
Textron Lycoming	LF507-1F	31.14	7,000	0.406	1.48	1.2	1/2+8/2+2	Avro International RJ
Textron Lycoming	ALF502R-3	29.8	6,700	0.41	1.06	1.2	1/1+8/2+2	BAe 146
Williams Rolls-Royce	FJ44	8.4	1,900	0.44	1.18	0.6	1/1+1/1+2	Cessna CitationJet, Swearingen SJ30
ZMKB Progress	D-436	74	16,550	0.63	3.03	1.39	1/6+7/1+1+3	Antonov An-72, -74, Tupolev Tu-334, Yakovlev Yak-42M
ZMKB Progress	D-18T	230	51,500	0.36	5.4	2.9	1/7+7/1+1+4	Antonov An-124, An-225

Thrust as at take-off; sfc (specific fuel consumption) is at take-off thrust; configuration is fan/compressor (low and high-pressure)/turbine (high and low pressure), eg a single-stage fan, a two-stage LPC, 14-stage HPC, a single-stage HPT and a five-stage LPT = 1/2+14/1+5; application is aircraft type(s) powered; * = cruise thrust; † = JT8D-219; ‡ = PW2037 and 2040 both power Boeing 757, PW2037 powers Il-96M

MILITARY TURBOFANS/JETS

Manufacturer	Engine	Max thrust				Dimensions (m)		Configuration fan/comp/turb	Application
		Reheat		Dry		length	diameter		
		kN	lb	kN	lb				
AlliedSignal (Garrett)	TFE109-113	—	—	5.9-7.1	1,330-1,660	1.13	*0.59	1/2/2+2	Promavia Jet Squalus
AlliedSignal (Garrett)	TFE1042-70	42.1	9,460	27	6,060	2.88	*0.6	3/5/1+1	ChingKuo IDF
AO 'Aviadvigatel'	D-30F6	157	35,360	102.9	23,175	7.04	*1.02	5+10/2+2	MiG-31
Eurojet	EJ200	90	20,000	60	13,500	4.0	0.74	3+5/1+1	Eurofighter 2000
General Electric	F404-100D	—	—	48.9	11,000	2.26	0.89	3+7/1+1	Singapore Aerospace A-45-1
General Electric	F404-400	74	16,600	—	—	4.04	0.89	3+7/1+1	MDC F-18
General Electric	F404/RM12	80.5	18,100	54	12,140	4.04	0.89	3+7/1+1	Saab Gripen
General Electric	F414-400	98	22,000	—	—	—	—	—	MDC F-18E/F
General Electric	F110-400	102.7	23,100	62.3	14,000	5.86	1.14	3+9/1+2	Grumman F14B, F-14D
General Electric	110-129	129	29,000	75.7	17,000	4.62	1.18	3+9/1+2	Lockheed F-16
General Electric	F118-100	—	—	84.3	19,000	2.54	1.14	—	Northrop B-2
GTRE	GTX-35VS	80	18,00	50	11,380	—	—	3+5/1+1	Indian LCA
IHI	F-3-30	—	—	16.37	3,680	1.34	0.56	2+5/1+2	Kawasaki T-4
Klimov	RD-33	81	18,300	50	11,240	4.17	1	4+9/1+1	M-29
Liming	WP6A	37	8,270	—	—	5.4	0.66	9/2	NAMC Q-5
Liyang	WP7B	60	13,450	—	—	—	—	3+3/1+1	CAC F-7M/SAC J-8
Liyang	WP13A II	66	14,815	—	—	5.15	0.9	3+5/1+1	CAC J-7 II, CAC J-8 II
Pratt & Whitney	J52-408	—	—	49.8	11,200	3.02	0.814	12/1+1	EA-6B
Pratt & Whitney	F100-220	105.7	23,770	64.9	14,590	—	—	3+10/2+2	MDC F-15, Lockheed F-16
Pratt & Whitney	F100-229	129.45	29,100	79.18	17,800	4.8	1.1	3+10/2+2	MDC F-15, Lockheed F-16
Pratt & Whitney	F119-100	157.5	35,000	—	—	—	—	3+7/1+1	Lockheed/Boeing F-22
PZL	SO-3W22	—	—	10.8	2,425	—	—	7/1	PZL I-22 Iryda
Rolls-Royce	Viper 601-22	—	—	16.7	3,750	2.89	0.7	8/2	HS.125
Rolls-Royce	Viper 632	—	—	17.6	3,970	2.27	0.7	8/2	Soko G-4 Super Galeb, Aermacchi MB339/MB339K
Rolls-Royce	Viper 633	22.4	5,030	17.4	3,930	3.65	0.7	8/2	Orao, IAR 93B
Rolls-Royce	Viper/RB582-01	—	—	17.8	4,000	—	—	8/2	—
Rolls-Royce	Viper 680-43	—	—	19.4	4,360	1.96	0.73	8/2	Aermacchi MB339
Rolls-Royce	RB168-807	—	—	49.0	11,030	2.4	0.82	4+12/2+2	AMX
Rolls-Royce	Pegasus 11-21	—	—	97.9	22,000	**3.48	1.22	3+8/2+2	MDC/BAe Harrier II
Rolls-Royce	Pegasus 11-61	—	—	106	23,800	**3.48	1.22	3+8/2+2	MDC/BAe Harrier II, Harrier II Plus
Rolls-Royce Turboméca	Adour 102	22.7	5,115	32.5	7,305	—	0.56	2+5/1+1	Sepecat Jaguar
Rolls-Royce Turboméca	Adour 104	23.6	5,320	35.7	8,040	2.89	0.56	2+5/1+1	Sepecat Jaguar