

WORLD TURBINE ENGINE DIRECTORY

Manufacturer	Engine	Max thrust				Dimensions (m)		Configuration fan/comp/turb	Application
		Reheat		Dry		length	diameter		
		kN	lb	kN	lb				
Rolls-Royce Turboméca	Adour 801A	22.7	5,115	32.5	7,305	—	0.56	2+5/1+1	Mitsubishi T-2/F-1
Rolls-Royce Turboméca	Adour 804	23.6	5,320	35.7	8,040	2.89	0.56	2+5/1+1	Jaguar (export)
Rolls-Royce Turboméca	Adour 811	37.4	8,400	24.6	5,520	2.89	*0.56	2+5/1+1	Sepecat Jaguar
Rolls-Royce Turboméca	Adour 151/851	—	—	23.8	5,240	1.95	0.56	2+5/1+1	BAe Hawk
Rolls-Royce Turboméca	Adour 861	—	—	25.4	5,710	1.95	0.56	2+5/1+1	BAe Hawk 60/100
Rolls-Royce Turboméca	Adour 871/F405	—	—	26.6	5,990	1.95	*0.56	2+5/1+1	BAe Hawk 100/200, MDC/BAe T-45 Goshawk
Rolls-Royce Turboméca	Adour 881	—	—	28.0	6,300	1.95	0.58	2+5/1+1	
Saturn	AL-21F-3A	110	24,700	76	17,200	—	—	14/3	Sukhoi Su-24
Saturn	AL-31F	123	27,557	79.4	17,857	—	—	4+9/1+2	Sukhoi Su-27
Sneema	M53-PZ	95	21,360	65	14,610	5	1	3+5/2	Dassault Mirage 2000
Sneema	M88-Z	72.9	16,400	48.7	10,950	3.54	—	3+6/1+1	Dassault Rafale
Sneema/Turboméca	Larzac 04/C6/C20	—	—	13.2-14.1	2,980-3,200	1.1	0.6	2+4/1+1	Dassault/Dornier AlphaJet
Soyuz	R-195	—	—	44.2	9,920	3.3	0.91	3+5/1+1	Sukhoi Su-25
Turbo-Union	RB199-103	71.2	16,000	40.5	9,100	3.25	0.72	3+3+6/1+1+2	Panavia Tornado IDS
Turbo-Union	RB199-104	73	16,400	40.5	9,100	3.6	0.72	3+3+6/1+1+2	Panavia Tornado ADV
Turbo-Union	RB199-105	74.3	16,700	42.5	9,550	3.3	0.72	3+3+6/1+1+2	Panavia Tornado ECR
ZMKB Progress	DV-2	—	—	21.6	4,800	1.7	—	1+2+7/1+2	Aero L-59

Max thrust — maximum take-off thrust in standard atmospheric conditions; reheat — maximum thrust with afterburner(s); dry — maximum thrust without afterburner(s) where applicable; configuration is fan/compressor/turbine; application — aircraft type(s) powered; * = inlet diameter; ** = including nozzles

TURBOPROPS

Manufacturer	Engine	Power (kW)	sfc (lb, h, shp)	length	diameter	Configuration	Application
AlliedSignal (Garrett)	TPE331-5	578	0.55	1.1	0.53	2/3	CASA C-212, Dornier 228
AlliedSignal (Garrett)	TPE331-10	701	0.53	1.1	0.53	2/3	BAe Jetstream 31, CASA C-212-200
AlliedSignal (Garrett)	TPE331-12	820	0.52	1.1	0.53	2/3	BAe Jetstream 31, Shorts Tucano
AlliedSignal (Garrett)	TPE331-14A	933	0.51	1.33	0.60	2/3	Piper Cheyenne 400
AlliedSignal (Garrett)	TPE331-14GR/HR	1,230	0.51	1.35	0.58	2/3	BAe Jetstream 41
AlliedSignal (Garrett)	TPE331-15AW	1,230	0.51	1.34	0.64	2/3	Grumman S-2 Tracker
Allison	250-B17F	335	0.657	0.98	0.48	5/2+2	Various
Allison	GMA2100A	2,750	0.42	1.96	0.67	14/2+2	Saab 2000, IPTN N-250
Allison	T-56	3,665	0.501	3.71	0.99	14/4	Lockheed C-130/L-100/P-3/Electra, Grumman E-2/C-2, Convair 580/CV5800
Dongang	WJ5A1	2,162	—	—	—	1+10/3	Y-7-100
General Electric	CT7-9	1,305	0.477	2.44	0.74	6/2+2	Saab 340, CN235, Let 610
General Electric	T64/P4D	2,535	0.484	2.79	1.16	14/2+2	Alenia G-222, C-27A
General Electric	GLC38	4,475	0.38	1.55	0.83	6/2+3	—
Motorlet	M601Z	382	0.7809	1.67	0.59	3/1+1	Zlin 37T Agor Turbo
Motorlet	M602	1,360	0.567	2.56	0.75	2/1+1+2	Let L-610M
Pratt & Whitney Canada	PT6A-25C	409	0.630	1.57	0.48	4/1+2	Embraer EMB-312 Tucano
Pratt & Whitney Canada	PT6A-67	894	0.547	1.88	0.48	5/1+2	Beech RC-12K
Pratt & Whitney Canada	PW120A	1,080	0.468	2.06	0.63	2/1+1+2	Dash 8-100
Pratt & Whitney Canada	PW118	1,704	0.475	2.06	0.63	2/1+1+2	Embraer EMB-120
Pratt & Whitney Canada	PW121	1,862	0.466	2.06	0.63	2/1+1+2	Dash 8-100, ATR 42
Pratt & Whitney Canada	PW119B	1,994	0.471	2.06	0.63	2/1+1+2	Dornier 328
Pratt & Whitney Canada	PW123	2,199	0.454	2.06	0.84	2/1+1+2	de Havilland Dash 8-300
Pratt & Whitney Canada	PW124B	2,199	0.454	2.06	0.84	2/1+1+2	BAe Jetstream 61
Pratt & Whitney Canada	PW125B	2,199	0.454	2.06	0.84	2/1+1+2	Fokker 50
Pratt & Whitney Canada	PW126A	2,309	0.456	2.06	0.84	2/1+1+2	BAe ATP
Pratt & Whitney Canada	PW127	2,457	0.449	2.06	0.84	2/1+1+2	ATR 72