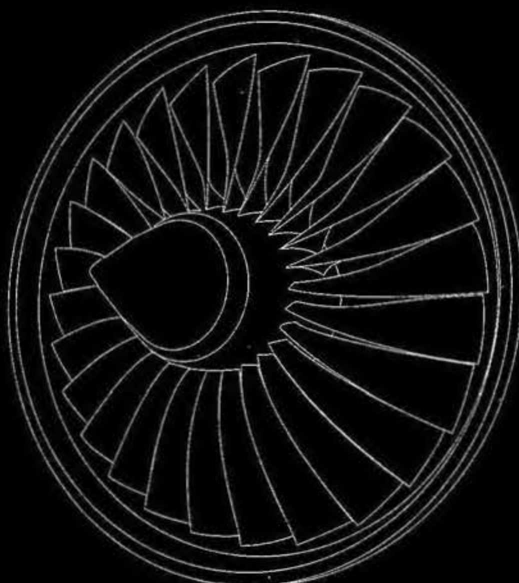
Turbofan and Turbojet Engines

Database Handbook



Élodie Roux

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Database Handbook

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TURBOFAN AND TURBOJET ENGINES ELODIE ROUX

Turbofan and Turbojet Engines

Database Handbook

Élodie Roux

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Foreword

This book shows the engine data which I have collected in recent years, from reference books or web sites (cf. the bibliography on page 595). I have tried to compare the sources in order to make these data as reliable as possible, but please feel free to inform me of any mistakes. I would like to improve and complete this database.

The data are listed under the engines' names, which should usually be the most convenient arrangement.
To find an engine from its manufacturer, use the index on page 575.
Also, the engines installed in a given jetliner or freighter can be found in the last chapter (page 565).
In an aircraft design study it could be useful to find an engine of given thrust, so a summary table (page 529) lists the engine specifications under static sea level thrust.
The list of variables (on page 41) shows the notation used.

Élodie Roux
(Elodie.Roux@supaero.org)

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3 Engines listed in order of thrust **529**

4 Engines mounted on a given civil aircraft **565**

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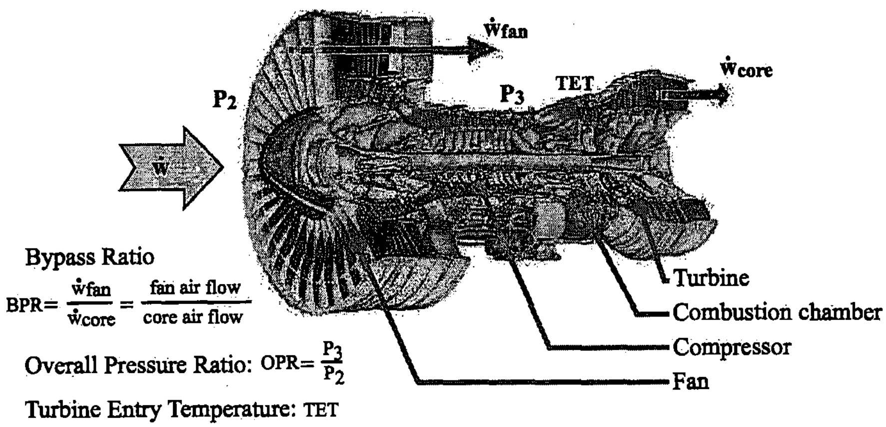
Chapter 1

List of variables

Symbols	: Designation	Units
BPR	: Engine bypass-ratio at static sea level. It is the rate of air flow moving through the fan and through the core.	
Composition	: Fan / LPC / HPC / HPT / IPT / LPT Stages	
	: Fan - Number of fan stages	
	: LPC - Number of low-pressure compressor stages	
	: HPC - Number of high-pressure compressor stages	
	: HPT - Number of high-pressure turbine stages	
	: IPT - Number of intermediate-pressure turbine stages	
	: LPT - Number of low-pressure turbine stages	
	: Sometimes, capital letters appear : "B" means Booster stage (The low-pressure compressor is fixed on the fan shaft.), "C" means centrifugal compressor, "G" means the fan and the low-pressure compressor have different rotational speed thanks to a gear box, "R" means radial turbine.	
D	: Engine diameter (max width)	m
D_{fan}	: Fan diameter	m
FPR	: Fan Pressure Ratio	
h_{cr}	: Cruise altitude	m

Symbols	**Designation**	**Units**
L	Engine length	m
M_{cr}	Cruise Mach number	
Nb of shafts	Number of shafts	
OPR	Overall Pressure Ratio at static sea level	
OPR_{cr}	Overall Pressure Ratio in cruise	
SFC_{ssl}	Specific Fuel Consumption (mass of fuel needed to provide a given thrust for a given period) at static sea level	$(kg/s)/N$
SFC_{ssl}^{AB}	Specific Fuel consumption with afterburner	$(kg/s)/N$
SFC_{cr}	Specific Fuel Consumption in cruise	$(kg/s)/N$
TET	Turbine Entry Temperature at static sea level	K
T_{cr}	Cruise thrust (at cruise Mach M_{cr} and altitude h_{cr})	N
T_{ssl}	Static sea level thrust without afterburner	N
T_{ssl}^{AB}	Static sea level thrust with afterburner	N
W_{eng}	Engine mass (without pod or equipments)	kg
$\dot{w}_{cr}$	Air flow in cruise	kg/s
$\dot{w}_{ssl}$	Air flow at static sea level	kg/s



PW4000 cross-section

Chapter 2

Engine data

109-001

Manufacturer: Heinkel
Application: He 280

Composition: / / / / /		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 4902 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1102 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

109-003A

Manufacturer: BMW
Application: Ar 234, MiG I-300 prototype

Composition: - / - / 7 / 1 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 7784 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1750 lbf	= lbf	= lbf
SFC$_{ssl}$= 3.97 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 1.4 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 19.5 kg/s = 43 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 3.1	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

109-004B-0

Manufacturer: Jumo
Application: Ar 234B-0/-1/-2, Ar 234C-2
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 8238 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1852 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

109-004B-1

Manufacturer: Jumo
Application: Ju 287 (not produced)
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 8825 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1984 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

109-004D

Manufacturer: Jumo
Application: Ar 234C-8 (not produced)
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 10298 N	T_{ssl}^{AB} = N	T_{cr} = N
= 2315 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

109-007

Manufacturer: Daimler-Benz
Application: Technology demonstrator
Composition: - / 9 / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 11121 N	T^{AB}_{ssl} = N	T_{cr} = N
= 2500 lbf	= lbf	= lbf
SFC$_{ssl}$= 2.31 10^{-5} (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.81 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 50.8 kg/s = 112 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

109-011

Manufacturer: Heinkel
Application: Technology demonstrator
Composition: - / - / 3 + 1C / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 12749 N	T^{AB}_{ssl} = N	T_{cr} = N
= 2866 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

109-012

Manufacturer: Jumo
Application: Ju 287 (not produced)
Composition: - / - / 11 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 27445 N	T^{AB}_{ssl} = N	T_{cr} = N
= 6170 lbf	= lbf	= lbf
SFC$_{ssl}$= 3.25 10^{-5} (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 1.15 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 49.9 kg/s = 110 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 5.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

109-018

Manufacturer: BMW
Application: Ju 287 (not produced)
Composition: - / - / 12 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 33317 N = 7490 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 3.33 10^{-5} (kg/s)/N = 1.18 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 44 kg/s = 97 lb/s
BPR =
OPR = 7
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Adder

Manufacturer: Armstrong Siddeley
Application: Saab 210 (Draaken prototype)
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 4448 N = 1000 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Adour Mk.851

Manufacturer: Rolls-Royce/Turboméca
Application: Hawk Mk.51/51A/52/53, (cf.également F405-RR-400)
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.785 m = 30.9 in L = 1.948 m = 76.7 in
W_{eng} = 568 kg = 1252 lb

Static Sea Level:

T_{ssl} = 23131 N = 5200 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Adour Mk.861

Manufacturer: Rolls-Royce/Turboméca
Application:
Composition: 2 / - / 5 / 1 / - / 1 — Nb of shafts = 2

D_{fan} = m = in	D = 0.782 m	L = 1.948 m
W_{eng} = 577 kg = 1272 lb	= 30.8 in	= 76.7 in
Static Sea Level:		**Cruise:**
T_{ssl} = 25355 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5700 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 11.3	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Adour Mk.861-49

Manufacturer: Rolls-Royce/Turboméca
Application: Hawk Mk.60/60A/61/63A/63C/64/65/66/67
Composition: 2 / - / 5 / 1 / - / 1 — Nb of shafts = 2

D_{fan} = m = in	D = 0.782 m	L = 1.948 m
W_{eng} = 582 kg = 1283 lb	= 30.8 in	= 76.7 in
Static Sea Level:		**Cruise:**
T_{ssl} = 24243 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5450 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Adour Mk.871

Manufacturer: Rolls-Royce/Turboméca
Application: Hawk Mk.102/103/108/109/127/200-60/200-100/203/205/208/209, CT-155 Hawk, Jaguar I
Composition: 2 / - / 5 / 1 / - / 1 — Nb of shafts = 2

D_{fan} = 0.559 m = 22 in	D = 0.785 m	L = 1.948 m
W_{eng} = 603 kg = 1329 lb	= 30.9 in	= 76.7 in
Static Sea Level:		**Cruise:**
T_{ssl} = 26823 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6030 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 44 kg/s = 97 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.8	OPR = 11.3	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Adour RT.172 Mk.102

Manufacturer: Rolls-Royce/Turboméca
Application: Jaguar GR.1, Jaguar A/E/S
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = 0.782 m	L = 2.969 m
W_{eng} = 704 kg = 1552 lb	= 30.8 in	= 116.9 in
Static Sea Level:		**Cruise:**
T_{ssl} = 22730 N	T_{ssl}^{AB} = 30826 N	T_{cr} = N
= 5110 lbf	= 6930 lbf	= lbf
SFC$_{ssl}$= 2.1 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= 4.25 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.74 (lb/h)/lbf	= 1.5 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 9.6	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Adour RT.172 Mk.104

Manufacturer: Rolls-Royce/Turboméca
Application: Jaguar GR.1/GR.1A/T.2/T.2A/GR.3/T.4, Jaguar B/IB/S/IS/IM, Jaguar M (not produced)
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = 713 kg = 1572 lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 22730 N	T_{ssl}^{AB} = 32494 N	T_{cr} = N
= 5110 lbf	= 7305 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Adour RT.172 Mk.106

Manufacturer: Rolls-Royce/Turboméca
Application: Jaguar GR.3/T.4
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 24910 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5600 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Adour RT.172 Mk.151

Manufacturer: Rolls-Royce/Turboméca
Application: Hawk T.1/T.1A/T.1W
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.782 m L = 1.948 m
W_{eng} = 544 kg = 1199 lb = 30.8 in = 76.7 in

Static Sea Level:		Cruise:
T_{ssl} = 23131 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5200 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.8	OPR = 11	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Adour RT.172 Mk.804

Manufacturer: Rolls-Royce/Turboméca
Application: Jaguar I
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.782 m L = 2.969 m
W_{eng} = 713 kg = 1572 lb = 30.8 in = 116.9 in

Static Sea Level:		Cruise:
T_{ssl} = 23664 N	T_{ssl}^{AB} = 35764 N	T_{cr} = N
= 5320 lbf	= 8040 lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Adour RT.172 Mk.811

Manufacturer: Rolls-Royce/Turboméca **Year:** 1977
Application: Jaguar I, Hawk, T45A sans PC, et Jaguar, T-2, F-1 avec PC
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = 0.559 m = 22 in D = 0.782 m L = 2.969 m
W_{eng} = 738 kg = 1627 lb = 30.8 in = 116.9 in

Static Sea Level:		Cruise:
T_{ssl} = 24554 N	T_{ssl}^{AB} = 37365 N	T_{cr} = N
= 5520 lbf	= 8400 lbf	= lbf
SFC_{ssl}= 2.03 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.72 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 43.1 kg/s = 95 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.75	OPR = 11.3	OPR_{cr}=
FPR = 2.35	TET = 1413 °K	M_{cr}= , h_{cr}= m

Adour RT.172 Mk.815

Manufacturer: Rolls-Royce/Turboméca
Application: Jaguar I
Composition: 2 / - / 5 / 1 / - / 1 — Nb of shafts = 2

D_{fan} = m = in	D = 0.782 m	L = 2.969 m
W_{eng} = 741 kg = 1634 lb	= 30.8 in	= 116.9 in
Static Sea Level:		**Cruise:**
T_{ssl} = 24554 N	T_{ssl}^{AB} = 37365 N	T_{cr} = N
= 5520 lbf	= 8400 lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 43.1 kg/s = 95 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.75	OPR = 11.3	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AE3007

Manufacturer: Allison — **Year:** 1994
Application: EMB-145, Citation 10
Composition: / / / / / — Nb of shafts =

D_{fan} = 0.978 m = 38.5 in	D = m	L = 2.713 m
W_{eng} = 717 kg = 1581 lb	= in	= 106.8 in
Static Sea Level:		**Cruise:**
T_{ssl} = 32000 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7194 lbf	= lbf	= 0 lbf
SFC_{ssl}= 1.02 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = 1.84 10^{-5} (kg/s)/N
= 0.36 (lb/h)/lbf	= (lb/h)/lbf	= 0.65 (lb/h)/lbf
$\dot{w}_{ssl}$ = 110 kg/s = 242.5 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5	OPR = 23	OPR_{cr}=
FPR =	TET = °K	M_{cr}= 0.8, h_{cr}= 10670 m

AE3007A

Manufacturer: Allison
Application: ERJ-135ER, ERJ-145ER
Composition: 1 / - / 14 / 3 / - / 2 — Nb of shafts = 2

D_{fan} = 0.978 m = 38.5 in	D = 1.105 m	L = 2.705 m
W_{eng} = 719 kg = 1585 lb	= 43.5 in	= 106.5 in
Static Sea Level:		**Cruise:**
T_{ssl} = 33717 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7580 lbf	= lbf	= lbf
SFC_{ssl}= 1.02 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.36 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 133.4 kg/s = 294.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.3	OPR = 24	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AE3007A1

Manufacturer: Allison

Application: ERJ-135ER, ERJ-145ER

Composition: 1 / - / 14 / 3 / - / 2 Nb of shafts = 2

D_{fan} = 0.978 m = 38.5 in D = 1.105 m = 43.5 in L = 2.705 m = 106.5 in

W_{eng} = 719 kg = 1585 lb

Static Sea Level:

T_{ssl} = 33717 N = 7580 lbf

T_{ssl}^{AB} = N = lbf

SFC_{ssl} = 1.02 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf

SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{ssl}$ = 133.4 kg/s = 294.1 lb/s

BPR = 5.3 OPR = 24

FPR = TET = °K

Cruise:

T_{cr} = N = lbf

SFC_{cr} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR_{cr} =

M_{cr} = , h_{cr} = m

AE3007A1/1

Manufacturer: Allison

Application: ERJ-135ER/LR, ERJ-145LR

Composition: 1 / - / 14 / 3 / - / 2 Nb of shafts = 2

D_{fan} = 0.978 m = 38.5 in D = 1.105 m = 43.5 in L = 2.705 m = 106.5 in

W_{eng} = 730 kg = 1609 lb

Static Sea Level:

T_{ssl} = 33717 N = 7580 lbf

T_{ssl}^{AB} = N = lbf

SFC_{ssl} = (kg/s)/N = (lb/h)/lbf

SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{ssl}$ = kg/s = lb/s

BPR = 5.3 OPR =

FPR = TET = °K

Cruise:

T_{cr} = N = lbf

SFC_{cr} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR_{cr} =

M_{cr} = , h_{cr} = m

AE3007A1/3

Manufacturer: Allison

Application: ERJ-135LR, ERJ-140, Legacy Corporate Shuttle

Composition: 1 / - / 14 / 3 / - / 2 Nb of shafts = 2

D_{fan} = 0.978 m = 38.5 in D = 1.105 m = 43.5 in L = 2.705 m = 106.5 in

W_{eng} = 730 kg = 1609 lb

Static Sea Level:

T_{ssl} = 32027 N = 7200 lbf

T_{ssl}^{AB} = N = lbf

SFC_{ssl} = (kg/s)/N = (lb/h)/lbf

SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{ssl}$ = kg/s = lb/s

BPR = 5.3 OPR =

FPR = TET = °K

Cruise:

T_{cr} = N = lbf

SFC_{cr} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR_{cr} =

M_{cr} = , h_{cr} = m

AE3007A1E

Manufacturer: Allison
Application: ERJ-145XR
Composition: 1 / - / 14 / 3 / - / 2 Nb of shafts = 2
D_{fan} = 0.978 m = 38.5 in D = 1.105 m L = 2.705 m
W_{eng} = 730 kg = 1609 lb = 43.5 in = 106.5 in

Static Sea Level:
T_{ssl} = 36075 N = 8110 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.3
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

AE3007A1P

Manufacturer: Allison
Application: ERJ-145LR, Legacy Executive
Composition: 1 / - / 14 / 3 / - / 2 Nb of shafts = 2
D_{fan} = 0.978 m = 38.5 in D = 1.105 m L = 2.705 m
W_{eng} = 730 kg = 1609 lb = 43.5 in = 106.5 in

Static Sea Level:
T_{ssl} = 33717 N = 7580 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.3
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

AE3007A3

Manufacturer: Allison
Application: ERJ-135
Composition: 1 / - / 14 / 3 / - / 2 Nb of shafts = 2
D_{fan} = 0.978 m = 38.5 in D = 1.105 m L = 2.705 m
W_{eng} = 730 kg = 1609 lb = 43.5 in = 106.5 in

Static Sea Level:
T_{ssl} = 31137 N = 7000 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.3
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

AE3007C

Manufacturer: Allison
Application: Citation X
Composition: 1 / - / 14 / 3 / - / 2   Nb of shafts = 2

D_{fan} = 0.978 m = 38.5 in D = 1.105 m = 43.5 in L = 2.705 m = 106.5 in
W_{eng} = 719 kg = 1585 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 28655 N = 6442 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.3	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AE3007C1

Manufacturer: Allison
Application: Citation X
Composition: 1 / - / 14 / 3 / - / 2   Nb of shafts = 2

D_{fan} = 0.978 m = 38.5 in D = 1.105 m = 43.5 in L = 2.705 m = 106.5 in
W_{eng} = 720 kg = 1587 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 30088 N = 6764 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.3	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AI-222-25

Manufacturer: Ivchenko
Application:
Composition: / / / / /   Nb of shafts =

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 40345 N = 9070 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 1.81 10^{-5} (kg/s)/N = 0.64 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.19	OPR = 15.9	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AI-222-28

Manufacturer: Ivchenko
Application:
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 45149 N = 10150 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.91 10^{-5} (kg/s)/N = 0.68 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 1.13
OPR = 16.9
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

AI-25

Manufacturer: Ivchenko
Year: 1966
Application: Yak-40 'Codling', M-15
Composition: 3 / - / 8 / 1 / - / 2

Nb of shafts = 2

D_{fan} = 0.56 m = 22 in
W_{eng} = 320 kg = 705 lb
D = 0.896 m = 35.3 in
L = 1.993 m = 78.5 in

Static Sea Level:

T_{ssl} = 14679 N = 3300 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.62 10^{-5} (kg/s)/N = 0.57 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 15 kg/s = 33.1 lb/s
BPR = 2.1
OPR = 8
FPR = 1.7
TET = °K

Cruise:

T_{cr} = 4341 N = 976 lbf
SFC_{cr} = 2.25 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.5, h_{cr} = 6096 m

AI-25A

Manufacturer: Ivchenko
Application: Yak-40A
Composition: 3 / - / 8 / 1 / - / 2

Nb of shafts = 2

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 17126 N = 3850 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 2.1
OPR =
FPR = 1.7
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

AI-25TL

Manufacturer: Ivchenko
Application: L-39/-39C/-39V/-39ZA/-39ZO
Composition: 3 / - / 9 / 1 / - / 2

		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = 350 kg = 772 lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 16868 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3792 lbf	= lbf	= lbf
SFC$_{ssl}$ = 1.63 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.58 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2	OPR = 9.5	OPR$_{cr}$ =
FPR = 1.7	TET = °K	M_{cr} = , h_{cr} = m

AI-25TLK

Manufacturer: Ivchenko
Application: K-8J
Composition: 3 / - / 9 / 1 / - / 2

		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = 350 kg = 772 lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 16868 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3792 lbf	= lbf	= lbf
SFC$_{ssl}$ = 1.63 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.58 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

AL-21

Manufacturer: Saturn
Application: Yak-38 'Forger-A'
Composition: - / - / 14 / 3 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 79601 N	T_{ssl}^{AB} = N	T_{cr} = N
= 17895 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

AL-21F

Manufacturer: Saturn
Application: Tu-28P 'Fiddler-A/B'
Composition: - / - / 14 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = N = lbf	T_{ssl}^{AB} = 109871 N = 24700 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

AL-21F-3

Manufacturer: Saturn
Application: Su-17M (Su-32M) 'Fitter-C', Su-17M2 'Fitter-D', Su-17UM (Su-22U) 'Fitter-E', Su-17M2D 'Fitter-F', Su-17UM3 'Fitter-G', Su-17M3 (Su-22M3) 'Fitter-H', Su-17M4 (Su-22M4) 'Fitter-K', Su-24 'Fencer-A/B', Su-24MP 'Fencer-F'
Composition: - / - / 14 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in | D = 0.884 m = 34.8 in | L = 5.156 m = 203 in
W_{eng} = 2005 kg = 4420 lb

Static Sea Level:		Cruise:
T_{ssl} = 76509 N = 17200 lbf	T_{ssl}^{AB} = 110315 N = 24800 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 2.15 10^{-5} (kg/s)/N = 0.76 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 5.27 10^{-5} (kg/s)/N = 1.86 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 104.3 kg/s = 229.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 14.8	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

AL-21F-3A

Manufacturer: Saturn
Application: Su-24 'Fencer-C', Su-24M 'Fencer-D'
Composition: - / - / 14 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 76509 N = 17200 lbf	T_{ssl}^{AB} = 110315 N = 24800 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

AL-31F

Manufacturer: Saturn **Year:** 1997
Application: Su-27 'Flanker-B', Su-30M/MKI/MKI (Su-27P) 'Flanker-C', Su-33 (Su-27K) 'Flanker-D'
Composition: 4 / - / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = 0.905 m = 35.6 in	D = 1.219 m	L = 4.953 m
W_{eng} = 1530 kg = 3373 lb	= 48 in	= 195 in
Static Sea Level:		**Cruise:**
T_{ssl} = 79400 N	T_{ssl}^{AB} = 122592 N	T_{cr} = N
= 17850 lbf	= 27560 lbf	= lbf
SFC_{ssl} = 1.86 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = 5.83 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.66 (lb/h)/lbf	= 2.06 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 110.2 kg/s = 242.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.57	OPR = 23	OPR_{cr} =
FPR =	TET = 1600 °K	M_{cr}= , h_{cr}= m

AL-31MF

Manufacturer: Saturn
Application: Su-32FN (Su-27IB/Su-34) 'Flanker-C'
Composition: 4 / - / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = 1.278 m	L = 4.953 m
W_{eng} = 1520 kg = 3351 lb	= 50.3 in	= 195 in
Static Sea Level:		**Cruise:**
T_{ssl} = 79400 N	T_{ssl}^{AB} = 130421 N	T_{cr} = N
= 17850 lbf	= 29320 lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 110.2 kg/s = 242.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.57	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AL-35F

Manufacturer: Saturn
Application: Su-32FN (Su-27IB/Su-34) 'Flanker-C', Su-35 (Su-27M) 'Flanker-E'
Composition: 4 / - / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = N	T_{ssl}^{AB} = 133001 N	T_{cr} = N
= lbf	= 29900 lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AL-37FU

Manufacturer: Saturn
Application: Su-37, S-37 'Berkut'
Composition: 4 / - / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = N	T_{ssl}^{AB} = 137249 N	T_{cr} = N
= lbf	= 30855 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 119.7 kg/s = 263.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.6	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AL-5

Manufacturer: Saturn
Application: Tu-110, Su-17 'Fitter-B', Il-46/-46S, I-350, Il-30, La-190, Tu-86, Yak-1000 (not produced)
Composition: 2 / 2B / 6 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 53934 N	T_{ssl}^{AB} = N	T_{cr} = N
= 12125 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1	OPR = 10	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AL-7

Manufacturer: Saturn
Application: Il-54 'Blowlamp', Su-7A 'Fitter', Tu-98 'Backfin'
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 63743 N	T_{ssl}^{AB} = N	T_{cr} = N
= 14330 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 113.9 kg/s = 251.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AL-7F

Manufacturer: Saturn
Application: Su-7B 'Fitter-A', Su-9 'Fishpot-B'

Composition: - / - / 9 / 2 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 63743 N	T_{ssl}^{AB} = 88261 N	T_{cr} = N
= 14330 lbf	= 19842 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AL-7F-1

Manufacturer: Saturn
Application: Su-7BMK 'Fitter-A', Su-11 'Fishpot-C', Su-17 'Fitter-B'

Composition: - / - / 9 / 2 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 68645 N	T_{ssl}^{AB} = 98065 N	T_{cr} = N
= 15432 lbf	= 22046 lbf	= lbf
SFC$_{ssl}$= 2.78 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= 6.53 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.98 (lb/h)/lbf	= 2.3 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 113.4 kg/s = 250 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 9.1	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AL-7F-2

Manufacturer: Saturn
Application: Su-11 'Fishpot-C'

Composition: - / - / 9 / 2 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 68645 N	T_{ssl}^{AB} = N	T_{cr} = N
= 15432 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AL-7PB

Manufacturer: Saturn
Application: Be-10 'Mallow'
Composition: - / - / 9 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = m
L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 68645 N = 15432 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

ALF301

Manufacturer: Avco Lycoming
Application: Technology demonstrator
Composition: 1 / - / 5 + 1C / 2 / - / 2

Nb of shafts = 2

D_{fan} = m = in
D = m
L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 12144 N = 2730 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.25 10^{-5} (kg/s)/N = 0.44 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 45.4 kg/s = 100.1 lb/s
BPR = 5.6
OPR = 9
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

ALF501

Manufacturer: Avco Lycoming
Application: Technology demonstrator
Composition: 1 / - / 7 + 1C / 2 / - / 2

Nb of shafts = 2

D_{fan} = m = in
D = m
L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 25800 N = 5800 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.13 10^{-5} (kg/s)/N = 0.4 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 100.2 kg/s = 220.9 lb/s
BPR = 6
OPR = 9.3
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

ALF502L

Manufacturer: Avco Lycoming
Application: Challenger 600
Composition: 1 / 2B / 7 + 1C / 2 / - / 2

Nb of shafts = 2
D_{fan} = 1.059 m = 41.7 in
D = 1.27 m = 50 in
L = 1.666 m = 65.6 in
W_{eng} = 595 kg = 1312 lb

Static Sea Level:
T_{ssl} = 33362 N = 7500 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.21 10^{-5} (kg/s)/N = 0.43 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 116.1 kg/s = 256 lb/s
BPR = 5.2
OPR = 13.6
FPR =
TET = °K

Cruise:
T_{cr} = 9564 N = 2150 lbf
SFC$_{cr}$ = 2.07 10^{-5} (kg/s)/N = 0.73 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.75, h_{cr} = 9144 m

ALF502L-2

Manufacturer: Avco Lycoming
Application: Challenger 600
Composition: 1 / 2B / 7 + 1C / 2 / - / 2

Nb of shafts = 2
D_{fan} = m = in
D = 1.27 m = 50 in
L = 1.666 m = 65.6 in
W_{eng} = 595 kg = 1312 lb

Static Sea Level:
T_{ssl} = 33362 N = 7500 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.21 10^{-5} (kg/s)/N = 0.43 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5
OPR = 13.6
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

ALF502L-2A

Manufacturer: Avco Lycoming
Application: Challenger 600
Composition: 1 / 2B / 7 + 1C / 2 / - / 2

Nb of shafts = 2
D_{fan} = m = in
D = 1.27 m = 50 in
L = 1.666 m = 65.6 in
W_{eng} = 595 kg = 1312 lb

Static Sea Level:
T_{ssl} = 33362 N = 7500 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.17 10^{-5} (kg/s)/N = 0.41 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5
OPR = 13.8
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

ALF502L-2C

Manufacturer: Avco Lycoming
Application: Challenger 600
Composition: 1 / 2B / 7 + 1C / 2 / - / 2 Nb of shafts = 2

D_{fan}	= m = in	D	= 1.27 m	L	= 1.666 m
W_{eng}	= 595 kg = 1312 lb		= 50 in		= 65.6 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 33362 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 7500 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.17 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.41 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5	OPR	= 13.8	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

ALF502L-3

Manufacturer: Avco Lycoming
Application: Challenger 600
Composition: 1 / 2B / 7 + 1C / 2 / - / 2 Nb of shafts = 2

D_{fan}	= m = in	D	= 1.27 m	L	= 1.666 m
W_{eng}	= 595 kg = 1312 lb		= 50 in		= 65.6 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 34696 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 7800 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.18 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.42 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5	OPR	= 13.8	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

ALF502R-3

Manufacturer: Avco Lycoming
Application: BAe 146-100
Composition: 1 / 1B / 7 + 1C / 2 / - / 2 Nb of shafts = 2

D_{fan}	= m = in	D	= 1.27 m	L	= 1.621 m
W_{eng}	= 606 kg = 1336 lb		= 50 in		= 63.8 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 29803 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 6700 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.16 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.41 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.71	OPR	= 11.6	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

ALF502R-3A

Manufacturer: Avco Lycoming
Application: BAe 146-100
Composition: 1 / 2B / 7 + 1C / 2 / - / 2

D_{fan} = m = in
D = 1.27 m = 50 in
W_{eng} = 606 kg = 1336 lb

Static Sea Level:

T_{ssl} = 31004 N = 6970 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.16 10^{-5} (kg/s)/N = 0.41 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.71
OPR = 11.6
FPR =
TET = °K

Nb of shafts = 2
L = 1.621 m = 63.8 in

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

ALF502R-5

Manufacturer: Avco Lycoming
Year: 1982
Application: BAe 146-100/-200/-200ER/-300
Composition: 1 / 2B / 7 + 1C / 2 / - / 2

D_{fan} = 1.272 m = 50.1 in
D = 1.27 m = 50 in
W_{eng} = 606 kg = 1336 lb

Static Sea Level:

T_{ssl} = 31004 N = 6970 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.16 10^{-5} (kg/s)/N = 0.41 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.6
OPR = 12.2
FPR =
TET = °K

Nb of shafts = 2
L = 1.621 m = 63.8 in

Cruise:

T_{cr} = 10008 N = 2250 lbf
SFC_{cr} = 2.04 10^{-5} (kg/s)/N = 0.72 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.7, h_{cr} = 7620 m

ALF502R-6

Manufacturer: Avco Lycoming
Application: BAe 146-200/-200ER/-300
Composition: 1 / 2B / 7 + 1C / 2 / - / 2

D_{fan} = m = in
D = 1.27 m = 50 in
W_{eng} = 624 kg = 1376 lb

Static Sea Level:

T_{ssl} = 33362 N = 7500 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.18 10^{-5} (kg/s)/N = 0.42 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 87.1 kg/s = 192 lb/s
BPR = 5.6
OPR = 13.8
FPR =
TET = °K

Nb of shafts = 2
L = 1.666 m = 65.6 in

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

AM-3A

Manufacturer: Mikulin
Application: Tu-16 'Badger-A'
Composition: - / - / 8 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:
T_{ssl} = 85806 N = 19290 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 160.6 kg/s = 354.1 lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

AM-3D

Manufacturer: Mikulin
Application: M-4 'Bison-A'
Composition: - / - / 8 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:
T_{ssl} = 85316 N = 19180 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

AM-3M-500

Manufacturer: Mikulin
Application: Tu-16 'Badger-A'
Composition: - / - / 8 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:
T_{ssl} = 93145 N = 20940 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

AM-5A

Manufacturer: Mikulin
Application: Yak-25 'Flashlight-A', Yak-120, Yak-125
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 21574 N = 4850 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

AM-5B

Manufacturer: Mikulin
Application: Yak-25 'Flashlight-A'
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 25488 N = 5730 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

AM-5F

Manufacturer: Mikulin
Application: MiG-19 'Farmer', Il-40 'Brawny' (not produced)
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 26689 N = 6000 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = 29812 N = 6702 lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Arbizon 3

Manufacturer: Turboméca **Year:** 1970
Application:
Composition: / / / / / Nb of shafts =

D_{fan} = m = 0 in	D = m	L = 1.51 m
W_{eng} = 115 kg = 254 lb	= in	= 59.4 in
Static Sea Level:		**Cruise:**
T_{ssl} = 3924 N	T_{ssl}^{AB} = N	T_{cr} = 1305 N
= 882 lbf	= lbf	= 293 lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = 3.23 10^{-5} (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= 1.14 (lb/h)/lbf
$\dot{w}_{ssl}$ = 6 kg/s = 13.2 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0	OPR = 5.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= 0.8 , h_{cr}= 11000 m

Arbizon 3B2

Manufacturer: Turboméca
Application: Otomat
Composition: - / - / 1 + 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 4035 N	T_{ssl}^{AB} = N	T_{cr} = N
= 907 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 5.9	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Arbizon 3D

Manufacturer: Turboméca
Application: Milas
Composition: - / - / 1 + 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 4164 N	T_{ssl}^{AB} = N	T_{cr} = N
= 936 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 5.9	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

AS907

Manufacturer: ASE : AlliedSignal Engines
Application: Challenger 300
Composition: 1 / 4B / 1C / 2 / - / 3 Nb of shafts = 2
D_{fan} = 0.869 m = 34.2 in D = 1.176 m L = 2.347 m
W_{eng} = 619 kg = 1365 lb = 46.3 in = 92.4 in

Static Sea Level:
T_{ssl} = 28913 N = 6500 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.19 10^{-5} (kg/s)/N = 0.42 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.5
OPR = 21
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

AS977-1A

Manufacturer: ASE : AlliedSignal Engines
Application: RJX-70/-85/-100/-115, SL-100 (not produced)
Composition: 1 / 4B / 1C / 2 / - / 3 Nb of shafts = 2
D_{fan} = 0.869 m = 34.2 in D = 1.267 m L = 2.347 m
W_{eng} = 619 kg = 1365 lb = 49.9 in = 92.4 in

Static Sea Level:
T_{ssl} = 31582 N = 7100 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.18 10^{-5} (kg/s)/N = 0.42 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.5
OPR = 23
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Astafan 2

Manufacturer: Turboméca
Application:
Composition: 1 / - / 2 + 1C / 3 / - / - Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 7495 N = 1685 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.08 10^{-5} (kg/s)/N = 0.38 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 1
OPR = 8.5
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Astafan 3

Manufacturer: Turboméca
Application:
Composition: 1 / - / 2 + 1C / 3 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 8452 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1900 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Astafan 4

Manufacturer: Turboméca
Application:
Composition: 1 / - / 2 + 1C / 4 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 10738 N	T_{ssl}^{AB} = N	T_{cr} = N
= 2414 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar

Manufacturer: SNECMA
Application: Prototype
Composition: - / - / 7 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 16681 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3750 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.2	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 08C

Manufacturer: SNECMA
Application: Super Etendard IVM/-P
Composition: - / - / 9 / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 40479 N	T_{ssl}^{AB} = 49041 N	T_{cr} = N
= 9100 lbf	= 11025 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 08C-1

Manufacturer: SNECMA
Application: Super Etendard
Composition: - / - / 9 / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 43148 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9700 lbf	= lbf	= lbf
SFC$_{ssl}$= 2.75 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.97 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 68 kg/s = 149.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 5.8	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 08K-50

Manufacturer: SNECMA
Application: Super Etendard
Composition: - / - / 9 / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 49175 N	T_{ssl}^{AB} = 70593 N	T_{cr} = N
= 11055 lbf	= 15870 lbf	= lbf
SFC$_{ssl}$= 2.75 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= 6.09 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.97 (lb/h)/lbf	= 2.15 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 72.1 kg/s = 159 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 6.2	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 09B

Manufacturer: SNECMA
Application: Mirage IIIB1/-B2RV/-BSV/-C/-CJ/-CS/-CZ/-S, Super Mystère B4 prototypes
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 40923 N	T_{ssl}^{AB} = 58841 N	T_{cr} = N
= 9200 lbf	= 13228 lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 09B-3

Manufacturer: SNECMA
Application: Mirage IIIBJ/-CJ/-CS/-CZ
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 40923 N	T_{ssl}^{AB} = 58841 N	T_{cr} = N
= 9200 lbf	= 13228 lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 09C

Manufacturer: SNECMA
Application: Mirage IIIE/-EX/-O(A)/-O(F), Cheetah C/D/E/R, Mirage IV prototype, Mirage IIIM (not produced)
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = 0.786 m = 30.9 in	D = 1.021 m	L = 5.944 m
W_{eng} = 1456 kg = 3210 lb	= 40.2 in	= 234 in
Static Sea Level:		**Cruise:**
T_{ssl} = 41947 N	T_{ssl}^{AB} = 60802 N	T_{cr} = N
= 9430 lbf	= 13669 lbf	= lbf
SFC_{ssl}= $2.86\ 10^{-5}$ (kg/s)/N	SFC_{ssl}^{AB}= $5.75\ 10^{-5}$ (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.01 (lb/h)/lbf	= 2.03 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 68 kg/s = 149.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 5.7	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 09C-3

Manufacturer: SNECMA
Application: Mirage IIIBE/-BBR/-E/-EZ/-R/-RD/-RS, Mirage 5SDD
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 41947 N	T_{ssl}^{AB} = 60802 N	T_{cr} = N
= 9430 lbf	= 13669 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 09C-5

Manufacturer: SNECMA
Application: Mirage IIID, Mirage 5/5D/5R
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 41947 N	T_{ssl}^{AB} = 60802 N	T_{cr} = N
= 9430 lbf	= 13669 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 09K-10

Manufacturer: SNECMA **Year:** 1996
Application: Mirage IVA/-P/-R, Mirage G4, Mirage G8
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = N	T_{ssl}^{AB} = 65833 N	T_{cr} = N
= lbf	= 14800 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 09K-50

Manufacturer: SNECMA **Year:** 1973

Application: Mirage 5S (Milan), Mirage 50, Mirage IVA/-P/-R, Mirage F1C, Mirage IIING (not produced)

Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = 0.786 m = 30.9 in D = 1.021 m L = 6.589 m
W_{eng} = 1582 kg = 3488 lb = 40.2 in = 259.4 in

Static Sea Level:				Cruise:	
T_{ssl}	= 49175 N	T_{ssl}^{AB}	= 70606 N	T_{cr}	= N
	= 11055 lbf		= 15873 lbf		= lbf
SFC$_{ssl}$	= 2.78 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= 5.64 10^{-5} (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.98 (lb/h)/lbf		= 1.99 (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 72.6 kg/s = 160.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 0	OPR	= 6.2	OPR$_{cr}$	=
FPR	=	TET	= 1208 °K	M_{cr}	= 2, h_{cr} = 11000 m

Atar 101A-0

Manufacturer: SNECMA **Year:** 1946

Application:

Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = 880 kg = 1940 lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 21574 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 4850 lbf		= lbf		= lbf
SFC$_{ssl}$	= 3.25 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 1.15 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 45.4 kg/s = 100.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 4.2	OPR$_{cr}$	=
FPR	=	TET	= 1083 °K	M_{cr}	= , h_{cr} = m

Atar 101B

Manufacturer: SNECMA

Application: Vautour I, Vautour IIB prototype

Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 23535 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 5291 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

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Atar 101C

Manufacturer: SNECMA
Application: Gerfaut IA, Mystère IIC prototypes, Vautour IIB prototype, Baroudeur prototype
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 22908 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5150 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 101D

Manufacturer: SNECMA
Application: Vautour IA, Vautour IIB prototype
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 29425 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6615 lbf	= lbf	= lbf
SFC_{ssl}= $3.09\ 10^{-5}$ (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.09 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 51.7 kg/s = 114 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.5	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 101D-1

Manufacturer: SNECMA
Application: Gerfaut IB
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 29425 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6615 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 101D-2

Manufacturer: SNECMA
Application: Gerfaut IB, Mystère IIC
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 29425 N = 6615 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 101D-3

Manufacturer: SNECMA
Application: Mystère IIC
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 29425 N = 6615 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 101E

Manufacturer: SNECMA
Application: Vautour IIA/-B/-N
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 33362 N = 7500 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 101E-3

Manufacturer: SNECMA
Application: Griffon II, Vautour IIA/-B/-N, Etendard IV (Mystère XXIV)
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in | D = m | L = m
W_{eng} = kg = lb | = in | = in

Static Sea Level:		Cruise:
T_{ssl} = 34322 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7716 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 101E-4

Manufacturer: SNECMA
Application: Baroudeur prototypes
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in | D = m | L = m
W_{eng} = kg = lb | = in | = in

Static Sea Level:		Cruise:
T_{ssl} = 36208 N	T_{ssl}^{AB} = N	T_{cr} = N
= 8140 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Atar 101E-5

Manufacturer: SNECMA
Application: Vautour IIN
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in | D = m | L = m
W_{eng} = kg = lb | = in | = in

Static Sea Level:		Cruise:
T_{ssl} = 36208 N	T_{ssl}^{AB} = N	T_{cr} = N
= 8140 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

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Atar 101F

Manufacturer: SNECMA
Application: Gerfaut II, Griffon I, Mystère IIC prototypes, Mystère IVB prototype
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = N = lbf
T_{ssl}^{AB} = 37276 N = 8380 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Atar 101G

Manufacturer: SNECMA
Application: Super Mystère B2 prototypes, Mirage IIIA, Mirage IIIC prototypes
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 32917 N = 7400 lbf
T_{ssl}^{AB} = 43148 N = 9700 lbf
SFC_{ssl} = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf
SFC_{ssl}^{AB} = 5.5 10^{-5} (kg/s)/N = 1.94 (lb/h)/lbf
$\dot{w}_{ssl}$ = 59 kg/s = 130.1 lb/s
BPR =
OPR = 4.8
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Atar 101G-2

Manufacturer: SNECMA
Application: Mystère IVB prototypes, Super Mystère B2, Mirage IIIA
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 32917 N = 7400 lbf
T_{ssl}^{AB} = 44037 N = 9900 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Atar 101G-2-1

Manufacturer: SNECMA
Application: Gerfaut II, Griffon I
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 32917 N T_{ssl}^{AB} = 44037 N
= 7400 lbf = 9900 lbf
SFC_{ssl} = (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Atar 101G-3

Manufacturer: SNECMA
Application: Super Mystère B2
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 32917 N T_{ssl}^{AB} = 44037 N
= 7400 lbf = 9900 lbf
SFC_{ssl} = (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

ATF3

Manufacturer: ASE : AlliedSignal Engines
Application: Sabreliner 60, HFB 330
Composition: 1 / 5 / 1C / 1 / 3 / 2 Nb of shafts = 3

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 18015 N T_{ssl}^{AB} = N
= 4050 lbf = lbf
SFC_{ssl} = 1.25 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.44 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 63.5 kg/s = 140 lb/s
BPR = 3 OPR = 17
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

ATF3-6

Manufacturer: ASE : AlliedSignal Engines **Year:** 1981
Application: Guardian
Composition: / / / / /

D_{fan} = 0.767 m = 30.2 in	D = m	Nb of shafts =	
W_{eng} = 510 kg = 1124 lb	= in	L = 2.304 m = 90.7 in	

Static Sea Level:

T_{ssl} = 23130 N = 5200 lbf	T_{ssl}^{AB} = N = lbf	
SFC_{ssl} = 1.47 10^{-5} (kg/s)/N = 0.52 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	
$\dot{w}_{ssl}$ = 73.5 kg/s = 162 lb/s		
BPR = 2.9	OPR = 21	
FPR = 1.6	TET = 1449 °K	

Cruise:
T_{cr} = 4890 N = 1099 lbf
SFC_{cr} = 2.29 10^{-5} (kg/s)/N = 0.81 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} = 26.7
M_{cr} = 0.8, h_{cr} = 12200 m

ATF3-6A

Manufacturer: ASE : AlliedSignal Engines
Application: Falcon 200, UC-35A (candidate engine)
Composition: 1 / 5 / 1C / 1 / 3 / 2

D_{fan} = m = in	D = 0.853 m	Nb of shafts = 3
W_{eng} = 510 kg = 1124 lb	= 33.6 in	L = 2.591 m = 102 in

Static Sea Level:

T_{ssl} = 23131 N = 5200 lbf	T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 73.5 kg/s = 162 lb/s	
BPR = 2.8	OPR = 21.3
FPR =	TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Aubisque 1A

Manufacturer: Turboméca
Application: Saab 105
Composition: 1G / - / 1 + 1C / 2 / - / -

D_{fan} = m = in	D = m	Nb of shafts = 1
W_{eng} = kg = lb	= in	L = m = in

Static Sea Level:

T_{ssl} = 7273 N = 1635 lbf	T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.7 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 21.8 kg/s = 48.1 lb/s	
BPR = 2	OPR = 6.9
FPR = 1.5	TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Avon RA.14 Mk.201

Manufacturer: Rolls-Royce
Application: Valiant B.1
Composition: - / - / 15 / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 42258 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9500 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.2

Manufacturer: Rolls-Royce
Application: Canberra B.1 prototype, Sperrin prototype
Composition: - / - / 12 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 26689 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6000 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.24R Mk.200R

Manufacturer: Rolls-Royce
Application: Lightning F.1/F.1A
Composition: - / - / 15 / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = 1.067 m	L = 3.223 m
W_{eng} = kg = lb	= 42 in	= 126.9 in
Static Sea Level:		**Cruise:**
T_{ssl} = 50042 N	T_{ssl}^{AB} = 63921 N	T_{cr} = N
= 11250 lbf	= 14370 lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.24R Mk.202

Manufacturer: Rolls-Royce
Application: Scimitar F.1
Composition: - / - / 15 / 2 / - / -

D_{fan} = m = in	D = 1.067 m = 42 in	Nb of shafts = 1 L = 3.223 m = 126.9 in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 50042 N = 11250 lbf	T_{ssl}^{AB} = 63921 N = 14370 lbf	T_{cr} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 7.8	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.24R Mk.206

Manufacturer: Rolls-Royce
Application: Canberra PR.9/T.17/TT.18/T.19/T.22
Composition: - / - / 15 / 2 / - / -

D_{fan} = m = in	D = 1.067 m = 42 in	Nb of shafts = 1 L = 3.223 m = 126.9 in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 50042 N = 11250 lbf	T_{ssl}^{AB} = 63921 N = 14370 lbf	T_{cr} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8.2	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.24R Mk.208

Manufacturer: Rolls-Royce
Application: Sea Vixen F(AW).1/F(AW).2
Composition: - / - / 15 / 2 / - / -

D_{fan} = m = in	D = 1.067 m = 42 in	Nb of shafts = 1 L = 3.223 m = 126.9 in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 50042 N = 11250 lbf	T_{ssl}^{AB} = 63921 N = 14370 lbf	T_{cr} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 7.8	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.24R Mk.210R

Manufacturer: Rolls-Royce
Application: Lightning F.2/T.4/F.52/T.54
Composition: - / - / 15 / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = 1.067 m	L = 3.223 m
W_{eng} = kg = lb	= 42 in	= 126.9 in
Static Sea Level:		**Cruise:**
T_{ssl} = 50042 N	T_{ssl}^{AB} = 63921 N	T_{cr} = N
= 11250 lbf	= 14370 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8.2	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.24R Mk.211R

Manufacturer: Rolls-Royce
Application: Lightning F.2A
Composition: - / - / 15 / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = 1.067 m	L = 3.223 m
W_{eng} = kg = lb	= 42 in	= 126.9 in
Static Sea Level:		**Cruise:**
T_{ssl} = 50042 N	T_{ssl}^{AB} = 63921 N	T_{cr} = N
= 11250 lbf	= 14370 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8.2	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.25 Mk.502

Manufacturer: Rolls-Royce
Application: Comet 2
Composition: - / - / ?? / 3 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 28913 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6500 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.25 Mk.503

Manufacturer: Rolls-Royce
Application: Comet 2
Composition: - / - / ?? / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 28913 N = 6500 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Avon RA.25 Mk.504

Manufacturer: Rolls-Royce
Application: Comet 2E
Composition: - / - / ?? / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 28913 N = 6500 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Avon RA.26 Mk.522

Manufacturer: Rolls-Royce
Application: Comet 4
Composition: - / - / ?? / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 44482 N = 10000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Avon RA.28 Mk.203

Manufacturer: Rolls-Royce
Application: Hunter F.6/FGA.9/FR.10/GR.11/PR.11/T.53/F.56/F.58/T.66/T.68
Composition: - / - / 15 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = 1.054 m	L = 3.124 m
W_{eng} = kg = lb	= 41.5 in	= 123 in
Static Sea Level:		**Cruise:**
T_{ssl} = 44482 N	T_{ssl}^{AB} = N	T_{cr} = N
= 10000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 7.8	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.28 Mk.204

Manufacturer: Rolls-Royce
Application: Valiant B.1/B(K).1/B(PR).1/B.PR(K).1
Composition: - / - / 15 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = 1.054 m	L = 3.124 m
W_{eng} = kg = lb	= 41.5 in	= 123 in
Static Sea Level:		**Cruise:**
T_{ssl} = 44704 N	T_{ssl}^{AB} = N	T_{cr} = N
= 10050 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 7.8	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.28 Mk.205

Manufacturer: Rolls-Royce
Application: Valiant B.1/B(K).1/B(PR).1/B.PR(K).1, Valiant B.2 (not produced)
Composition: - / - / 15 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = 1.054 m	L = 3.124 m
W_{eng} = kg = lb	= 41.5 in	= 123 in
Static Sea Level:		**Cruise:**
T_{ssl} = 44704 N	T_{ssl}^{AB} = N	T_{cr} = N
= 10050 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 7.8	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

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Avon RA.28 Mk.207

Manufacturer: Rolls-Royce
Application: Hunter F.6A/FGA.9/FR.10/GR.11/PR.11/T.53/F.56/F.58/T.66/T.68
Composition: - / - / 15 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 1.054 m = 41.5 in L = 3.124 m = 123 in
W_{eng} = 1301 kg = 2868 lb

Static Sea Level:
T_{ssl} = 44704 N = 10050 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 2.49 10^{-5} (kg/s)/N = 0.88 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 7.8
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Avon RA.29 Mk.522

Manufacturer: Rolls-Royce
Application: Caravelle 1
Composition: - / - / ?? / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 46706 N = 10500 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Avon RA.29 Mk.523

Manufacturer: Rolls-Royce
Application: Comet 3
Composition: - / - / ?? / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 46706 N = 10500 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Avon RA.29/1 Mk.524

Manufacturer: Rolls-Royce
Application: Comet 2E/4

Composition: - / - / 16 / 3 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = 0.991 m	L = 3.2 m
W_{eng} = 1516 kg = 3342 lb	= 39 in	= 126 in
Static Sea Level:		**Cruise:**
T_{ssl} = 45594 N	T_{ssl}^{AB} = N	T_{cr} = N
= 10250 lbf	= lbf	= lbf
SFC$_{ssl}$= 2.23 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.79 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 77.1 kg/s = 170 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8.8	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.29/1 Mk.524B

Manufacturer: Rolls-Royce — **Year:** 1957
Application:

Composition: / / / / /		Nb of shafts =
D_{fan} = 0.991 m = 39 in	D = m	L = 3.2 m
W_{eng} = 1516 kg = 3342 lb	= in	= 126 in
Static Sea Level:		**Cruise:**
T_{ssl} = 46696 N	T_{ssl}^{AB} = N	T_{cr} = N
= 10498 lbf	= lbf	= 0 lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0 (lb/h)/lbf	= (lb/h)/lbf	= 0 (lb/h)/lbf
$\dot{w}_{ssl}$ = 83 kg/s = 183 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0	OPR = 8.7	OPR$_{cr}$=
FPR =	TET = 1100 °K	M_{cr}= 0.8 , h_{cr}= 11000 m

Avon RA.29/1 Mk.525B

Manufacturer: Rolls-Royce
Application: Comet 4B/4C, Comet C.4

Composition: - / - / 16 / 3 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = 0.991 m	L = 3.2 m
W_{eng} = kg = lb	= 39 in	= 126 in
Static Sea Level:		**Cruise:**
T_{ssl} = 45594 N	T_{ssl}^{AB} = N	T_{cr} = N
= 10250 lbf	= lbf	= lbf
SFC$_{ssl}$= 2.23 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.79 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 77.1 kg/s = 170 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8.8	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.29/1 Mk.526

Manufacturer: Rolls-Royce
Application: Caravelle 1A
Composition: - / - / 16 / 3 / - / -
Nb of shafts = 1

D_{fan} = m = in
D = 0.991 m = 39 in
L = 3.2 m = 126 in
W_{eng} = 1516 kg = 3342 lb

Static Sea Level:
T_{ssl} = 45594 N = 10250 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 2.23 10^{-5} (kg/s)/N = 0.79 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 77.1 kg/s = 170 lb/s
BPR =
OPR = 8.8
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Avon RA.29/3 Mk.527B

Manufacturer: Rolls-Royce
Application: Caravelle 3
Composition: - / - / 16 / 3 / - / -
Nb of shafts = 1

D_{fan} = m = in
D = 0.991 m = 39.in
L = 3.2 m = 126 in
W_{eng} = 1518 kg = 3347 lb

Static Sea Level:
T_{ssl} = 50709 N = 11400 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 2.42 10^{-5} (kg/s)/N = 0.85 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Avon RA.29/6 Mk.531B

Manufacturer: Rolls-Royce
Application: Caravelle 6N
Composition: - / - / 17 / 3 / - / -
Nb of shafts = 1

D_{fan} = m = in
D = 0.991 m = 39 in
L = 3.404 m = 134 in
W_{eng} = 1582 kg = 3488 lb

Static Sea Level:
T_{ssl} = 54268 N = 12200 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 2.27 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Avon RA.29/6 Mk.533R

Manufacturer: Rolls-Royce
Application: Caravelle 6R
Composition: / / 17 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.991 m L = 3.404 m
W_{eng} = kg = lb = 39 in = 134 in

Static Sea Level:		Cruise:
T_{ssl} = 56047 N	T_{ssl}^{AB} = N	T_{cr} = N
= 12600 lbf	= lbf	= lbf
SFC_{ssl} = 2.22 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.79 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.29/6 Mk.535R

Manufacturer: Rolls-Royce
Application: Caravelle 6R
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.991 m L = 3.404 m
W_{eng} = kg = lb = 39 in = 134 in

Static Sea Level:		Cruise:
T_{ssl} = 56047 N	T_{ssl}^{AB} = N	T_{cr} = N
= 12600 lbf	= lbf	= lbf
SFC_{ssl} = 2.22 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.79 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 83.9 kg/s = 185 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 10.3	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.3 Mk.100

Manufacturer: Rolls-Royce
Application: F.D.2, Valiant prototype, Sperrin prototype
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 28913 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6500 lbf	= lbf	= lbf
SFC_{ssl} = 2.5 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.88 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 53.5 kg/s = 117.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 6.2	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.3 Mk.101-2

Manufacturer: Rolls-Royce
Application: Canberra B.1
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 26689 N = 6000 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf SFC^{AB}_{ssl}= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Avon RA.3 Mk.101-3

Manufacturer: Rolls-Royce
Application: CF-100 Mk.1, Canberra B.2/T.11
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 28913 N = 6500 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf SFC^{AB}_{ssl}= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Avon RA.3 Mk.103

Manufacturer: Rolls-Royce
Application: Cancerra B.XX, Hunter prototype
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 28913 N = 6500 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf SFC^{AB}_{ssl}= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Avon RA.3 Mk.104

Manufacturer: Rolls-Royce
Application:
Composition: - / - / 12 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 33362 N = 7500 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

Avon RA.3 Mk.107

Manufacturer: Rolls-Royce
Application:
Composition: - / - / 12 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 33362 N = 7500 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

Avon RA.3 Mk.108

Manufacturer: Rolls-Royce
Application: Swift FR.5
Composition: - / - / 12 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = N = lbf T^{AB}_{ssl} = 40479 N = 9100 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

Avon RA.3 Mk.109

Manufacturer: Rolls-Royce
Application: Canberra B.6/B(I).8/B.9/B.15/B.16
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 32917 N	T^{AB}_{ssl} = N	T_{cr} = N
= 7400 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.4 Mk.107

Manufacturer: Rolls-Royce
Application: Hunter prototype
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 33362 N	T^{AB}_{ssl} = N	T_{cr} = N
= 7500 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.7 Mk.113

Manufacturer: Rolls-Royce
Application: Hunter F.1/F.4, Valiant prototype
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 33362 N	T^{AB}_{ssl} = N	T_{cr} = N
= 7500 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.7 Mk.114

Manufacturer: Rolls-Royce
Application: Swift FR.5
Composition: - / - / 12 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = N = lbf	T^{AB}_{ssl} = 42035 N = 9450 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Avon RA.7 Mk.116

Manufacturer: Rolls-Royce
Application: Swift F.7
Composition: - / - / 12 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = N = lbf	T^{AB}_{ssl} = 44260 N = 9950 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Avon RA.7 Mk.117

Manufacturer: Rolls-Royce
Application: Comet 2R, Comet C.2/T.2
Composition: - / - / ?? / 3 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 32694 N = 7350 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Avon RA.7 Mk.122

Manufacturer: Rolls-Royce
Application: Hunter T.7/T.7A/T.7B/T.8/T.8M
Composition: - / - / 12 / 1 / - / -

D_{fan} = m = in	D = m	Nb of shafts = 1
W_{eng} = kg = lb	= in	L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 33028 N = 7425 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.7 Mk.20

Manufacturer: Rolls-Royce
Application: CA-27 Sabre Mk.31
Composition: - / - / / / - / -

D_{fan} = m = in	D = m	Nb of shafts = 1
W_{eng} = kg = lb	= in	L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 33362 N = 7500 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.7 Mk.26

Manufacturer: Rolls-Royce
Application: CA-27 Sabre Mk.32
Composition: - / - / / / - / -

D_{fan} = m = in	D = m	Nb of shafts = 1
W_{eng} = kg = lb	= in	L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 33362 N = 7500 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Avon RA.7R Mk.114

Manufacturer: Rolls-Royce
Application: Mystère IVB/-N prototypes, Super Mystère B1, Hunter F.3 (not produced)
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:				Cruise:	
T_{ssl}	= 33406 N = 7510 lbf	T_{ssl}^{AB}	= 42258 N = 9500 lbf	T_{cr}	= N = lbf
SFC_{ssl}	= 2.44 10^{-5} (kg/s)/N = 0.86 (lb/h)/lbf	SFC_{ssl}^{AB}	= 5.39 10^{-5} (kg/s)/N = 1.9 (lb/h)/lbf	SFC_{cr}	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= 58.5 kg/s = 129 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 7	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Avon RB.146 Mk.301

Manufacturer: Rolls-Royce
Application: Lightning F.3/F.3A/T.5
Composition: - / - / 16 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:				Cruise:	
T_{ssl}	= 53823 N = 12100 lbf	T_{ssl}^{AB}	= 69903 N = 15715 lbf	T_{cr}	= N = lbf
SFC_{ssl}	= 2.64 10^{-5} (kg/s)/N = 0.93 (lb/h)/lbf	SFC_{ssl}^{AB}	= 5.25 10^{-5} (kg/s)/N = 1.85 (lb/h)/lbf	SFC_{cr}	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= 77.1 kg/s = 170 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 8.4	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Avon RB.146 Mk.302

Manufacturer: Rolls-Royce
Application: Lightning F.6
Composition: - / - / 16 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:				Cruise:	
T_{ssl}	= 56448 N = 12690 lbf	T_{ssl}^{AB}	= 72773 N = 16360 lbf	T_{cr}	= N = lbf
SFC_{ssl}	= 2.41 10^{-5} (kg/s)/N = 0.85 (lb/h)/lbf	SFC_{ssl}^{AB}	= (kg/s)/N = (lb/h)/lbf	SFC_{cr}	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= 79.4 kg/s = 175 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 8.4	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Avon RB.146 Mk.302C

Manufacturer: Rolls-Royce
Application: Lightning F.53/T.55
Composition: - / - / 16 / 2 / - / -
Nb of shafts = 1

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		

Static Sea Level:		Cruise:
T_{ssl} = 56448 N = 12690 lbf	T_{ssl}^{AB} = 72773 N = 16360 lbf	T_{cr} = N = lbf
SFC_{ssl} = 2.41 10^{-5} (kg/s)/N = 0.85 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 79.4 kg/s = 175 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8.4	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Bastafan

Manufacturer: Turboméca
Application:
Composition: 1G / - / 2 + 1C / 3 / - / -
Nb of shafts = 1

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		

Static Sea Level:		Cruise:
T_{ssl} = 7851 N = 1765 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

BR710

Manufacturer: BMW/Rolls-Royce
Year: 1996
Application: Gulfstream V, Global Express, TU334, ARJ 21, SL-200/-300 (not produced)
Composition: 1 / - / 10 / 2 / - / 2
Nb of shafts = 2

D_{fan} = 1.344 m = 52.9 in	D = m = in	L = 2.21 m = 87 in
W_{eng} = 1597 kg = 3521 lb		

Static Sea Level:		Cruise:
T_{ssl} = 66034 N = 14845 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 15480 N = 3480 lbf
SFC_{ssl} = 1.1 10^{-5} (kg/s)/N = 0.39 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = 1.81 10^{-5} (kg/s)/N = 0.64 (lb/h)/lbf
$\dot{w}_{ssl}$ = 201.8 kg/s = 444.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4	OPR = 25.7	OPR_{cr} = 31
FPR =	TET = °K	M_{cr} = 0.8 , h_{cr} = 10668 m

BR710-48

Manufacturer: BMW/Rolls-Royce
Application: Tu-334-120
Composition: 1 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan} = 1.219 m = 48 in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 71171 N	T_{ssl}^{AB} = N	T_{cr} = N
= 16000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.2	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

BR710A1-10

Manufacturer: BMW/Rolls-Royce
Application: G500 (Gulfstream V), G550 (Gulfstream V-SP), C-37A
Composition: 1 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan} = 1.219 m = 48 in D = 1.344 m L = 2.21 m
W_{eng} = 1597 kg = 3521 lb = 52.9 in = 87 in

Static Sea Level:		Cruise:
T_{ssl} = 65611 N	T_{ssl}^{AB} = N	T_{cr} = N
= 14750 lbf	= lbf	= lbf
SFC$_{ssl}$= 1.11 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.39 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 197.3 kg/s = 435 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.2	OPR = 25.7	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

BR710A2-20

Manufacturer: BMW/Rolls-Royce
Application: Global Express, Global Express XRS, Global 5000
Composition: 1 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan} = 1.219 m = 48 in D = 1.344 m L = 2.21 m
W_{eng} = 1597 kg = 3521 lb = 52.9 in = 87 in

Static Sea Level:		Cruise:
T_{ssl} = 65611 N	T_{ssl}^{AB} = N	T_{cr} = N
= 14750 lbf	= lbf	= lbf
SFC$_{ssl}$= 1.11 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.39 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 197.3 kg/s = 435 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.2	OPR = 25.7	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

BR710B3-40 Mk.101

Manufacturer: BMW/Rolls-Royce
Application: Nimrod MRA.4
Composition: 1 / - / 10 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 66278 N = 14900 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.11 10^{-5} (kg/s)/N = 0.39 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.2 — OPR = 25.5
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

BR710C4-11

Manufacturer: BMW/Rolls-Royce
Application: G500 (Gulfstream V), G550 (Gulfstream V-SP)
Composition: 1 / - / 10 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = 1.219 m = 48 in — D = 1.344 m = 52.9 in — L = 2.21 m = 87 in
W_{eng} = 1597 kg = 3521 lb

Static Sea Level:
T_{ssl} = 65611 N = 14750 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.11 10^{-5} (kg/s)/N = 0.39 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 197.3 kg/s = 435 lb/s
BPR = 4.2 — OPR = 25.7
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

BR715-55

Manufacturer: BMW/Rolls-Royce — **Year:**
Application: MD95, Tu-354 (Tu-334-200) (proposed)
Composition: 1 / 2B / 10 / 2 / - / 3 — Nb of shafts = 2

D_{fan} = 1.53 m = 60.2 in — D = m = in — L = 2.588 m = 101.9 in
W_{eng} = 2062 kg = 4546 lb

Static Sea Level:
T_{ssl} = 88444 N = 19883 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.05 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 278.5 kg/s = 614 lb/s
BPR = 4.7 — OPR = 32.1
FPR = — TET = °K

Cruise:
T_{cr} = 19483 N = 4380 lbf
SFC$_{cr}$ = 1.76 10^{-5} (kg/s)/N = 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8 , h_{cr} = 10668 m

BR715A1-30

Manufacturer: BMW/Rolls-Royce
Application: B717-200
Composition: 1 / 2B / 10 / 2 / - / 3 Nb of shafts = 2

D_{fan} = 1.422 m = 56 in D = 1.529 m = 60.2 in L = 2.362 m = 93 in
W_{eng} = 2085 kg = 4597 lb

Static Sea Level:

T_{ssl} = 82292 N = 18500 lbf T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= 1.05 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 278.5 kg/s = 614 lb/s
BPR = 4.7 OPR = 32.1
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

BR715B1-30

Manufacturer: BMW/Rolls-Royce
Application: B717-200 (option)
Composition: 1 / 2B / 10 / 2 / - / 3 Nb of shafts = 2

D_{fan} = 1.422 m = 56 in D = 1.58 m = 62.2 in L = 3.607 m = 142 in
W_{eng} = 2114 kg = 4661 lb

Static Sea Level:

T_{ssl} = 88964 N = 20000 lbf T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.4 OPR =
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

BR715C1-30

Manufacturer: BMW/Rolls-Royce
Application: B717-200 HGW
Composition: 1 / 2B / 10 / 2 / - / 3 Nb of shafts = 2

D_{fan} = 1.422 m = 56 in D = 1.529 m = 60.2 in L = 2.362 m = 93 in
W_{eng} = 2085 kg = 4597 lb

Static Sea Level:

T_{ssl} = 93412 N = 21000 lbf T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 312.5 kg/s = 688.9 lb/s
BPR = 5 OPR = 32.6
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF34-10A

Manufacturer: GE : General Electric
Application: ARJ21
Composition: 1 / 3B / 9 / 1 / - / 4

Nb of shafts = 2

D_{fan} = 1.346 m = 53 in D = m L = 2.286 m
W_{eng} = 1701 kg = 3750 lb   = in   = 90 in

Static Sea Level:

T_{ssl} = 80068 N = 18000 lbf T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf   SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5   OPR =
FPR =   TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF34-10D5

Manufacturer: GE : General Electric
Application: 928-100 (not produced)
Composition: 1 / 3B / 9 / 1 / - / 4

Nb of shafts = 2

D_{fan} = m = in D = 1.448 m L = 2.286 m
W_{eng} = 1724 kg = 3801 lb   = 57 in   = 90 in

Static Sea Level:

T_{ssl} = 77199 N = 17355 lbf T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= 1.08 10^{-5} (kg/s)/N = 0.38 (lb/h)/lbf   SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5   OPR = 29
FPR =   TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF34-10D6

Manufacturer: GE : General Electric
Application: 928-200 (not produced)
Composition: 1 / 3B / 9 / 1 / - / 4

Nb of shafts = 2

D_{fan} = m = in D = 1.448 m L = 2.286 m
W_{eng} = 1724 kg = 3801 lb   = 57 in   = 90 in

Static Sea Level:

T_{ssl} = 83404 N = 18750 lbf T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= 1.08 10^{-5} (kg/s)/N = 0.38 (lb/h)/lbf   SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5   OPR = 29
FPR =   TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF34-10E5

Manufacturer: GE : General Electric
Application: ERJ-190/-190AR, ERJ-195/-195AR
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.346 m = 53 in D = 1.448 m L = 2.286 m
W_{eng} = 1724 kg = 3801 lb = 57 in = 90 in

Static Sea Level:
T_{ssl} = 82292 N T_{ssl}^{AB} = N
= 18500 lbf = lbf
SFC$_{ssl}$= 1.08 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.38 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF34-1A

Manufacturer: GE : General Electric
Application: Challenger 601-1A
Composition: 1 / - / 14 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 1.118 m = 44 in D = 1.245 m L = 2.616 m
W_{eng} = 737 kg = 1625 lb = 49 in = 103 in

Static Sea Level:
T_{ssl} = 38477 N T_{ssl}^{AB} = N
= 8650 lbf = lbf
SFC$_{ssl}$= 1.02 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.36 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 6.2 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF34-3A

Manufacturer: GE : General Electric **Year:** 1996
Application: Canadair Regional Jet, Canadair Challenger 601-3A
Composition: 1 / - / 14 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 1.118 m = 44 in D = 1.245 m L = 2.616 m
W_{eng} = 737 kg = 1625 lb = 49 in = 103 in

Static Sea Level:
T_{ssl} = 41013 N T_{ssl}^{AB} = N
= 9220 lbf = lbf
SFC$_{ssl}$= 0.99 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.35 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 147 kg/s = 324.1 lb/s
BPR = 6.2 OPR = 21
FPR = 1.5 TET = 1477 °K

Cruise:
T_{cr} = N
= 0 lbf
SFC$_{cr}$ = 1.99 10^{-5} (kg/s)/N
= 0.7 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.7, h_{cr}= 11280 m

GE-1019.102

CF34-3A1

Manufacturer: GE : General Electric
Application: Canadair CRJ100/200, Challenger 601
Composition: 1 / - / 14 / 2 / - / 4 Nb of shafts = 2

D_{fan} = 1.118 m = 44 in	D = 1.245 m	L = 2.616 m
W_{eng} = 751 kg = 1656 lb	= 49 in	= 103 in
Static Sea Level:		**Cruise:**
T_{ssl} = 41012 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9220 lbf	= lbf	= lbf
SFC_{ssl} = 1.01 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.36 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 150.6 kg/s = 332 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6.3	OPR = 21	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

CF34-3B

Manufacturer: GE : General Electric
Application: Canadair CRJ100/200, Challenger 604, Challenger 800
Composition: 1 / - / 14 / 2 / - / 4 Nb of shafts = 2

D_{fan} = 1.118 m = 44 in	D = 1.245 m	L = 2.616 m
W_{eng} = 757 kg = 1669 lb	= 49 in	= 103 in
Static Sea Level:		**Cruise:**
T_{ssl} = 41012 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9220 lbf	= lbf	= lbf
SFC_{ssl} = 0.98 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.35 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6.3	OPR = 21	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

CF34-3B1

Manufacturer: GE : General Electric
Application: Canadair CRJ100/200/200ER/200LR, Challenger 604, Challenger 800
Composition: 1 / - / 14 / 2 / - / 4 Nb of shafts = 2

D_{fan} = 1.118 m = 44 in	D = 1.245 m	L = 2.616 m
W_{eng} = 757 kg = 1669 lb	= 49 in	= 103 in
Static Sea Level:		**Cruise:**
T_{ssl} = 41012 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9220 lbf	= lbf	= lbf
SFC_{ssl} = 0.98 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.35 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6.3	OPR = 21	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

CF34-8C1

Manufacturer: GE : General Electric
Application: Canadair CRJ700-701/-701ER
Composition: 1 / - / 10 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 1.173 m = 46.2 in D = 1.321 m L = 3.251 m
W_{eng} = 1066 kg = 2350 lb = 52 in = 128 in

Static Sea Level:
T_{ssl} = 61341 N T^{AB}_{ssl} = N
= 13790 lbf = lbf
SFC$_{ssl}$= 1.05 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= 0.37 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.9 OPR = 27
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF34-8C5

Manufacturer: GE : General Electric
Application: Canadair CRJ700-705/-705ER, Canadair CRJ900/900ER
Composition: 1 / - / 10 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 1.173 m = 46.2 in D = 1.321 m L = 3.251 m
W_{eng} = 1120 kg = 2469 lb = 52 in = 128 in

Static Sea Level:
T_{ssl} = 64499 N T^{AB}_{ssl} = N
= 14500 lbf = lbf
SFC$_{ssl}$= 1.11 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= 0.39 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.9 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF34-8C5B1

Manufacturer: GE : General Electric
Application: Canadair CRJ700-705LR
Composition: 1 / - / 10 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 1.173 m = 46.2 in D = 1.321 m L = 3.251 m
W_{eng} = 1120 kg = 2469 lb = 52 in = 128 in

Static Sea Level:
T_{ssl} = 63409 N T^{AB}_{ssl} = N
= 14255 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.9 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF34-8D1

Manufacturer: GE : General Electric
Application: 728-100, 528-100 (not produced)
Composition: 1 / - / 10 / 2 / - / 4
Nb of shafts = 2

D_{fan} = 1.173 m = 46.2 in D = 1.321 m
L = 3.251 m = 128 in
W_{eng} = 1120 kg = 2469 lb = 52 in

Static Sea Level:
T_{ssl} = 55603 N = 12500 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.11 10^{-5} (kg/s)/N = 0.39 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

CF34-8D3

Manufacturer: GE : General Electric
Application: 728-200 (not produced)
Composition: 1 / - / 10 / 2 / - / 4
Nb of shafts = 2

D_{fan} = 1.173 m = 46.2 in D = 1.321 m
L = 3.251 m = 128 in
W_{eng} = 1120 kg = 2469 lb = 52 in

Static Sea Level:
T_{ssl} = 57271 N = 12875 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.11 10^{-5} (kg/s)/N = 0.39 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.9 OPR = 27
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

CF34-8D6

Manufacturer: GE : General Electric
Application: Envoy 7 (not produced)
Composition: 1 / - / 10 / 2 / - / 4
Nb of shafts = 2

D_{fan} = 1.173 m = 46.2 in D = 1.321 m
L = 3.251 m = 128 in
W_{eng} = 1120 kg = 2469 lb = 52 in

Static Sea Level:
T_{ssl} = 58049 N = 13050 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.11 10^{-5} (kg/s)/N = 0.39 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

CF34-8E2

Manufacturer: GE : General Electric
Application: ERJ-170, ERJ-170LR (option)
Composition: 1 / - / 10 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 1.173 m = 46.2 in D = 1.321 m L = 3.251 m
W_{eng} = 1120 kg = 2469 lb = 52 in = 128 in

Static Sea Level:
T_{ssl} = 62275 N T_{ssl}^{AB} = N
= 14000 lbf = lbf
SFC_{ssl}= 1.11 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.39 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5 OPR = 27
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

CF6-45A

Manufacturer: GE : General Electric
Application: B747-100SR/-100SR(SF)
Composition: 1 / 3B / 14 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.195 m = 86.4 in D = 2.667 m L = m
W_{eng} = 3977 kg = 8768 lb = 105 in = in

Static Sea Level:
T_{ssl} = 206841 N T_{ssl}^{AB} = N
= 46500 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 631.9 kg/s = 1393.1 lb/s
BPR = 4.64 OPR = 26.3
FPR = TET = °K

Cruise:
T_{cr} = 50042 N
= 11250 lbf
SFC_{cr} = 1.79 10^{-5} (kg/s)/N
= 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8, h_{cr}= 10668 m

CF6-45A2

Manufacturer: GE : General Electric
Application: B747-100SR/-100SR(SF)
Composition: 1 / 3B / 14 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.195 m = 86.4 in D = 2.667 m L = m
W_{eng} = 3977 kg = 8768 lb = 105 in = in

Static Sea Level:
T_{ssl} = 206841 N T_{ssl}^{AB} = N
= 46500 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 631.9 kg/s = 1393.1 lb/s
BPR = 4.64 OPR = 26.3
FPR = TET = °K

Cruise:
T_{cr} = 50042 N
= 11250 lbf
SFC_{cr} = 1.79 10^{-5} (kg/s)/N
= 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8, h_{cr}= 10668 m

CF6-45B

Manufacturer: GE : General Electric
Application: B747-100SR/-100SR(SF)
Composition: 1 / 3B / 14 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.195 m = 86.4 in D = 2.667 m L = m
W_{eng} = 3977 kg = 8768 lb = 105 in = in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 206841 N	T_{ssl}^{AB}	= N	T_{cr}	= 50042 N
	= 46500 lbf		= lbf		= 11250 lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= 1.79 10^{-5} (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= 0.63 (lb/h)/lbf
$\dot{w}_{ssl}$	= 631.9 kg/s = 1393.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.64	OPR	= 26.3	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= 0.8, h_{cr} = 10668 m

CF6-45B2

Manufacturer: GE : General Electric
Application: B747-100SR/-100SR(SF), A300B10 (A310) (candidate engine)
Composition: 1 / 3B / 14 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.195 m = 86.4 in D = 2.667 m L = m
W_{eng} = 3977 kg = 8768 lb = 105 in = in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 206841 N	T_{ssl}^{AB}	= N	T_{cr}	= 50042 N
	= 46500 lbf		= lbf		= 11250 lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= 1.79 10^{-5} (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= 0.63 (lb/h)/lbf
$\dot{w}_{ssl}$	= 631.9 kg/s = 1393.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.64	OPR	= 26.3	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= 0.8, h_{cr} = 10668 m

CF6-50

Manufacturer: GE : General Electric
Application: DC-10-30/-30F
Composition: 1 / 3B / 14 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.337 m = 92 in D = m L = m
W_{eng} = 3674 kg = 8100 lb = in = in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 217962 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 49000 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= 1.83 10^{-5} (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= 0.65 (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= 0.8, h_{cr} = 10668 m

CF6-50A

Manufacturer: GE : General Electric
Application: DC-10-30/-30F, A300B1, A300B2-1A
Composition: 1 / 3B / 14 / 2 / - / 4 — Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in — D = 2.337 m = 92 in — L = m = in
W_{eng} = 3720 kg = 8201 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 215000 N = 48334 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = $1.1\ 10^{-5}$ (kg/s)/N = 0.39 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = $1.85\ 10^{-5}$ (kg/s)/N = 0.65 (lb/h)/lbf
$\dot{w}_{ssl}$ = 655 kg/s = 1444 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.4	OPR = 28.6	OPR_{cr} =
FPR = 1.69	TET = °K	M_{cr} = 0.8, h_{cr} = 10668 m

CF6-50B

Manufacturer: GE : General Electric
Application:
Composition: 1 / 3B / 14 / 2 / - / 4 — Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in — D = 2.337 m = 92 in — L = m = in
W_{eng} = 3720 kg = 8201 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 217962 N = 49000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = $1.1\ 10^{-5}$ (kg/s)/N = 0.39 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = $1.85\ 10^{-5}$ (kg/s)/N = 0.65 (lb/h)/lbf
$\dot{w}_{ssl}$ = 655 kg/s = 1444 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.4	OPR = 28.6	OPR_{cr} =
FPR = 1.69	TET = °K	M_{cr} = 0.8, h_{cr} = 10668 m

CF6-50C

Manufacturer: GE : General Electric
Application: A300B1, A300B2-1C/-101, A300B4-2C/-203, DC-10-30/-30CF/-30F
Composition: 1 / 3B / 14 / 2 / - / 4 — Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in — D = 2.667 m = 105 in — L = m = in
W_{eng} = 3956 kg = 8721 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 224000 N = 50357 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 49375 N = 11100 lbf
SFC_{ssl} = $1.12\ 10^{-5}$ (kg/s)/N = 0.39 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = $1.86\ 10^{-5}$ (kg/s)/N = 0.66 (lb/h)/lbf
$\dot{w}_{ssl}$ = 658.2 kg/s = 1451.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.26	OPR = 29.3	OPR_{cr} =
FPR =	TET = °K	M_{cr} = 0.8, h_{cr} = 10668 m

CF6-50C1

Manufacturer: GE : General Electric
Application: DC-10-30, A300B2-202, A300B4-102
Composition: 1 / 3B / 14 / 2 / - / 4 — Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in — D = 2.667 m = 105 in — L = m = in
W_{eng} = 3956 kg = 8721 lb

Static Sea Level:

T_{ssl} = 230500 N = 51818 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.05 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 666.8 kg/s = 1470 lb/s
BPR = 4.24 — OPR = 30.1
FPR = — TET = °K

Cruise:

T_{cr} = 51399 N = 11555 lbf
SFC$_{cr}$ = 1.86 10^{-5} (kg/s)/N = 0.66 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 10668 m

CF6-50C2

Manufacturer: GE : General Electric
Application: A300B2-203, A300B4-103/-103F/-2C/-203/-203F, A300C4-203, A300F4-203, DC-10-30/-30F/-30F(CF), A300B1 (option), KC-10A
Composition: 1 / 3B / 14 / 2 / - / 4 — Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in — D = 2.667 m = 105 in — L = m = in
W_{eng} = 3960 kg = 8730 lb

Static Sea Level:

T_{ssl} = 230500 N = 51818 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.05 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 669.5 kg/s = 1476 lb/s
BPR = 4.31 — OPR = 30.4
FPR = — TET = °K

Cruise:

T_{cr} = 51399 N = 11555 lbf
SFC$_{cr}$ = 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 10668 m

CF6-50C2B

Manufacturer: GE : General Electric
Application: DC-10-30/-30ER
Composition: 1 / 3B / 14 / 2 / - / 4 — Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in — D = 2.667 m = 105 in — L = m = in
W_{eng} = 3960 kg = 8730 lb

Static Sea Level:

T_{ssl} = 240203 N = 54000 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.09 10^{-5} (kg/s)/N = 0.39 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 682.2 kg/s = 1504 lb/s
BPR = 4.25 — OPR = 31.1
FPR = — TET = °K

Cruise:

T_{cr} = 51399 N = 11555 lbf
SFC$_{cr}$ = 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 10668 m

CF6-50C2F

Manufacturer: GE : General Electric
Application: DC-10-15
Composition: 1 / 3B / 14 / 2 / - / 4 Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = 2.667 m L = m
W_{eng} = 3960 kg = 8730 lb = 105 in = in

Static Sea Level:

T_{ssl} = 206841 N T_{ssl}^{AB} = N
= 46500 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 631.9 kg/s = 1393.1 lb/s
BPR = 4.64 OPR = 26.3
FPR = TET = °K

Cruise:

T_{cr} = 51399 N
= 11555 lbf
SFC$_{cr}$ = 1.79 10^{-5} (kg/s)/N
= 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.8, h_{cr}= 10668 m

CF6-50C2R

Manufacturer: GE : General Electric
Application: A300B2-1C/-101, A300B2K-3C, A300B4-2C, DC-10-30
Composition: 1 / 3B / 14 / 2 / - / 4 Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = 2.667 m L = 4.65 m
W_{eng} = 3960 kg = 8730 lb = 105 in = 183.1 in

Static Sea Level:

T_{ssl} = 224000 N T_{ssl}^{AB} = N
= 50357 lbf = lbf
SFC$_{ssl}$= 1.04 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.37 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.31 OPR = 29.2
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF6-50D

Manufacturer: GE : General Electric
Application: DC-10-10
Composition: 1 / 3B / 14 / 2 / - / 4 Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = 2.667 m L = m
W_{eng} = 3776 kg = 8325 lb = 105 in = in

Static Sea Level:

T_{ssl} = 226858 N T_{ssl}^{AB} = N
= 51000 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF6-50D1

Manufacturer: GE : General Electric
Application: YC-14
Composition: 1 / 3B / 14 / 2 / - / 4

D_{fan} = m = in	D = m	Nb of shafts = 2
W_{eng} = kg = lb	= in	L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 226858 N = 51000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

CF6-50E

Manufacturer: GE : General Electric
Application: B747-200B
Composition: 1 / 3B / 14 / 2 / - / 4

D_{fan} = 2.195 m = 86.4 in	D = 2.667 m	Nb of shafts = 2
W_{eng} = 3851 kg = 8490 lb	= 105 in	L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 233531 N = 52500 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 51399 N = 11555 lbf
SFC_{ssl}= 1.07 10^{-5} (kg/s)/N = 0.38 (lb/h)/lbf	SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = 1.86 10^{-5} (kg/s)/N = 0.66 (lb/h)/lbf
$\dot{w}_{ssl}$ = 666.8 kg/s = 1470 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.24	OPR = 30.1	OPR_{cr}=
FPR =	TET = °K	M_{cr}= 0.8, h_{cr}= 10668 m

CF6-50E1

Manufacturer: GE : General Electric
Application: B747-200B
Composition: 1 / 3B / 14 / 2 / - / 4

D_{fan} = 2.195 m = 86.4 in	D = 2.667 m	Nb of shafts = 2
W_{eng} = 3851 kg = 8490 lb	= 105 in	L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 233531 N = 52500 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 51399 N = 11555 lbf
SFC_{ssl}= 1.05 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf	SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = 1.86 10^{-5} (kg/s)/N = 0.66 (lb/h)/lbf
$\dot{w}_{ssl}$ = 666.8 kg/s = 1470 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.24	OPR = 30.1	OPR_{cr}=
FPR =	TET = °K	M_{cr}= 0.8, h_{cr}= 10668 m

CF6-50E2

Manufacturer: GE : General Electric
Application: B747-200B/-200B(M)/-200B(SF)/-200C(M)/-200F/-300/-300(M)/-300(SF), E-4B
Composition: 1 / 3B / 14 / 2 / - / 4 Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = 2.667 m = 105 in L = m = in
W_{eng} = 3977 kg = 8768 lb

Static Sea Level:
T_{ssl} = 233531 N = 52500 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.05 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 669.5 kg/s = 1476 lb/s
BPR = 4.31
OPR = 30.4
FPR =
TET = °K

Cruise:
T_{cr} = 51399 N = 11555 lbf
SFC_{cr} = 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8, h_{cr} = 10668 m

CF6-50E2B

Manufacturer: GE : General Electric
Application: B747-200/-300 (option)
Composition: 1 / 3B / 14 / 2 / - / 4 Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = 2.667 m = 105 in L = m = in
W_{eng} = 3977 kg = 8768 lb

Static Sea Level:
T_{ssl} = 240203 N = 54000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.06 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 682.2 kg/s = 1504 lb/s
BPR = 4.24
OPR = 30.9
FPR =
TET = °K

Cruise:
T_{cr} = 52177 N = 11730 lbf
SFC_{cr} = 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8, h_{cr} = 10668 m

CF6-6

Manufacturer: GE : General Electric
Application: DC-10-10 (option)
Composition: 1 / 1B / 16 / 2 / - / 5 Nb of shafts = 2

D_{fan} = m = in D = 2.337 m = 92 in L = 4.382 m = 172.5 in
W_{eng} = 3334 kg = 7350 lb

Static Sea Level:
T_{ssl} = 177928 N = 40000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 609.2 kg/s = 1343.1 lb/s
BPR = 6.2
OPR = 26.6
FPR = 1.64
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

CF6-6D

Manufacturer: GE : General Electric

Application: DC-10-10/-10F/-10F(CF)

Composition: 1 / 1B / 16 / 2 / - / 5

Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = 2.667 m L = m

W_{eng} = 3582 kg = 7897 lb = 105 in = in

Static Sea Level:

T_{ssl} = 177928 N T_{ssl}^{AB} = N

= 40000 lbf = lbf

SFC$_{ssl}$= 1 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N

= 0.35 (lb/h)/lbf = (lb/h)/lbf

$\dot{w}_{ssl}$ = 591 kg/s = 1302.9 lb/s

BPR = 5.72 OPR = 24.3

FPR = TET = °K

Cruise:

T_{cr} = 40390 N

= 9080 lbf

SFC$_{cr}$ = 1.83 10^{-5} (kg/s)/N

= 0.65 (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR$_{cr}$=

M_{cr}= 0.8, h_{cr}= 10668 m

CF6-6D1

Manufacturer: GE : General Electric

Application: DC-10-10/-10F/-10F(AF)

Composition: 1 / 1B / 16 / 2 / - / 5

Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = 2.667 m L = m

W_{eng} = 3582 kg = 7897 lb = 105 in = in

Static Sea Level:

T_{ssl} = 184600 N T_{ssl}^{AB} = N

= 41500 lbf = lbf

SFC$_{ssl}$= 0.99 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N

= 0.35 (lb/h)/lbf = (lb/h)/lbf

$\dot{w}_{ssl}$ = 602.4 kg/s = 1328.1 lb/s

BPR = 5.76 OPR = 25.2

FPR = TET = °K

Cruise:

T_{cr} = 41012 N

= 9220 lbf

SFC$_{cr}$ = 1.83 10^{-5} (kg/s)/N

= 0.65 (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR$_{cr}$=

M_{cr}= 0.8, h_{cr}= 10668 m

CF6-6D1A

Manufacturer: GE : General Electric

Application: DC-10-10/-10F/-10F(AF)

Composition: 1 / 1B / 16 / 2 / - / 5

Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = 2.667 m L = m

W_{eng} = 3582 kg = 7897 lb = 105 in = in

Static Sea Level:

T_{ssl} = 184600 N T_{ssl}^{AB} = N

= 41500 lbf = lbf

SFC$_{ssl}$= 0.99 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N

= 0.35 (lb/h)/lbf = (lb/h)/lbf

$\dot{w}_{ssl}$ = 602.4 kg/s = 1328.1 lb/s

BPR = 5.76 OPR = 25.2

FPR = TET = °K

Cruise:

T_{cr} = 41012 N

= 9220 lbf

SFC$_{cr}$ = 1.83 10^{-5} (kg/s)/N

= 0.65 (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR$_{cr}$=

M_{cr}= 0.8, h_{cr}= 10668 m

CF6-6E

Manufacturer: GE : General Electric
Application: DC-10-10/-10F (option)
Composition: 1 / 1B / 16 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 180597 N T^{AB}_{ssl} = N
= 40600 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF6-6F

Manufacturer: GE : General Electric
Application: DC-10-10/-10F (option)
Composition: 1 / 1B / 16 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 186824 N T^{AB}_{ssl} = N
= 42000 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF6-6K

Manufacturer: GE : General Electric
Application: DC-10-10/-10F
Composition: 1 / 1B / 16 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = 2.667 m L = m
W_{eng} = 3709 kg = 8177 lb = 105 in = in

Static Sea Level:

T_{ssl} = 184600 N T^{AB}_{ssl} = N
= 41500 lbf = lbf
SFC$_{ssl}$= 0.98 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= 0.35 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 25
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF6-6K2

Manufacturer: GE : General Electric
Application: DC-10-10/-10F (option)
Composition: 1 / 1B / 16 / 2 / - / 5   Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = 2.667 m L = m
W_{eng} = 3709 kg = 8177 lb = 105 in = in

Static Sea Level:
T_{ssl} = 184600 N T_{ssl}^{AB} = N
= 41500 lbf = lbf
SFC$_{ssl}$ = 0.98 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.35 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 25
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

CF6-80A

Manufacturer: GE : General Electric
Application: B767-200/-200ER/-200PC
Composition: 1 / 3B / 14 / 2 / - / 4   Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = 2.489 m L = 3.998 m
W_{eng} = 3854 kg = 8497 lb = 98 in = 157.4 in

Static Sea Level:
T_{ssl} = 213514 N T_{ssl}^{AB} = N
= 48000 lbf = lbf
SFC$_{ssl}$ = 0.97 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.34 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 650.9 kg/s = 1435 lb/s
BPR = 4.66 OPR = 27.3
FPR = TET = °K

Cruise:
T_{cr} = 49130 N
= 11045 lbf
SFC$_{cr}$ = 1.77 10^{-5} (kg/s)/N
= 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 10668 m

CF6-80A1

Manufacturer: GE : General Electric
Application: B767-200/-200ER (option)
Composition: 1 / 3B / 14 / 2 / - / 4   Nb of shafts = 2

D_{fan} = 2.195 m = 86.4 in D = 2.489 m L = 3.998 m
W_{eng} = 3819 kg = 8419 lb = 98 in = 157.4 in

Static Sea Level:
T_{ssl} = 213514 N T_{ssl}^{AB} = N
= 48000 lbf = lbf
SFC$_{ssl}$ = 0.97 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.34 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 650.9 kg/s = 1435 lb/s
BPR = 4.66 OPR = 27.3
FPR = TET = °K

Cruise:
T_{cr} = 49130 N
= 11045 lbf
SFC$_{cr}$ = 1.77 10^{-5} (kg/s)/N
= 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 10668 m

CF6-80A2

Manufacturer: GE : General Electric **Year:** 1981
Application: A310-200, B767-200/-200ER/-300
Composition: 1 / 3B / 14 / 2 / - / 4

D_{fan}	= 2.195 m = 86.4 in	D	= 2.489 m	Nb of shafts = 2	
W_{eng}	= 3854 kg = 8497 lb		= 98 in	L	= 3.998 m = 157.4 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 222410 N = 50000 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= 49130 N = 11045 lbf
SFC$_{ssl}$	= 0.99 10^{-5} (kg/s)/N = 0.35 (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= 1.77 10^{-5} (kg/s)/N = 0.62 (lb/h)/lbf
$\dot{w}_{ssl}$	= 662.2 kg/s = 1459.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.59	OPR	= 28.4	OPR$_{cr}$	=
FPR	= 1.7	TET	= °K	M_{cr} = 0.8, h_{cr} = 10668 m	

CF6-80A3

Manufacturer: GE : General Electric
Application: A310-203/-203F
Composition: 1 / 3B / 14 / 2 / - / 4

D_{fan}	= 2.195 m = 86.4 in	D	= 2.489 m	Nb of shafts = 2	
W_{eng}	= 3819 kg = 8419 lb		= 98 in	L	= 3.998 m = 157.4 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 217900 N = 48986 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= 49130 N = 11045 lbf
SFC$_{ssl}$	= 1.01 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= 1.77 10^{-5} (kg/s)/N = 0.62 (lb/h)/lbf
$\dot{w}_{ssl}$	= 662.2 kg/s = 1459.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.59	OPR	= 28.4	OPR$_{cr}$	=
FPR	= 1.7	TET	= °K	M_{cr} = 0.8, h_{cr} = 10668 m	

CF6-80C2

Manufacturer: GE : General Electric
Application: B767-200ER/-300 (option)
Composition: 1 / 4B / 14 / 2 / - / 5

D_{fan}	= 2.362 m = 93 in	D	= m	Nb of shafts = 2	
W_{eng}	= 4144 kg = 9136 lb		= in	L	= 4.087 m = 160.9 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 233531 N = 52500 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= 50398 N = 11330 lbf
SFC$_{ssl}$	= 0.93 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= 802.4 kg/s = 1769 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.2	OPR	= 30.4	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = 0.85, h_{cr} = 10668 m	

CF6-80C2A1

Manufacturer: GE : General Electric
Application: A300B4-601
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in
L = 4.087 m = 160.9 in
W_{eng} = 4246 kg = 9361 lb

Static Sea Level:
T_{ssl} = 257400 N = 57866 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 0.95 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 795.6 kg/s = 1754 lb/s
BPR = 5.15
OPR = 30.4
FPR =
TET = °K

Cruise:
T_{cr} = 52533 N = 11810 lbf
SFC$_{cr}$ = 1.63 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 10668 m

CF6-80C2A2

Manufacturer: GE : General Electric
Application: A310-204/-304/-304ET/-304F, CC-150 Polaris
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in
L = 4.087 m = 160.9 in
W_{eng} = 4246 kg = 9361 lb

Static Sea Level:
T_{ssl} = 233353 N = 52460 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 0.9 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 802.4 kg/s = 1769 lb/s
BPR = 5.05
OPR = 27.8
FPR = 1.66
TET = °K

Cruise:
T_{cr} = 50398 N = 11330 lbf
SFC$_{cr}$ = 1.64 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 10668 m

CF6-80C2A3

Manufacturer: GE : General Electric
Application: A300B4-603, MD-11 (option)
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in
L = 4.087 m = 160.9 in
W_{eng} = 4246 kg = 9361 lb

Static Sea Level:
T_{ssl} = 262221 N = 58950 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 0.93 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 802.4 kg/s = 1769 lb/s
BPR = 5.05
OPR = 31.1
FPR = 1.73
TET = °K

Cruise:
T_{cr} = 50443 N = 11340 lbf
SFC$_{cr}$ = 1.63 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 10668 m

CF6-80C2A5

Manufacturer: GE : General Electric **Year:** 1987
Application: A300B4-605R, A300C4-605R, A300F4-605R
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4259 kg = 9389 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 267337 N = 60100 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= 50443 N = 11340 lbf
SFC_{ssl}	= 0.96 10^{-5} (kg/s)/N = 0.34 (lb/h)/lbf	SFC_{ssl}^{AB}	= (kg/s)/N = (lb/h)/lbf	SFC_{cr}	= 1.64 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
$\dot{w}_{ssl}$	= 802.4 kg/s = 1769 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.05	OPR	= 31.5	OPR_{cr}	=
FPR	=	TET	= 1608 °K	M_{cr} = 0.8 , h_{cr} = 10668 m	

CF6-80C2A5F

Manufacturer: GE : General Electric
Application: A300B4-605R, A300C4-605R, A300F4-605R
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4259 kg = 9389 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 267337 N = 60100 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= N = lbf
SFC_{ssl}	= 0.96 10^{-5} (kg/s)/N = 0.34 (lb/h)/lbf	SFC_{ssl}^{AB}	= (kg/s)/N = (lb/h)/lbf	SFC_{cr}	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.05	OPR	= 31.5	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

CF6-80C2A6

Manufacturer: GE : General Electric
Application: A300-600
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4300 kg = 9480 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 284685 N = 64000 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= N = lbf
SFC_{ssl}	= (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB}	= (kg/s)/N = (lb/h)/lbf	SFC_{cr}	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.05	OPR	=	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

CF6-80C2A6F

Manufacturer: GE : General Electric
Application:
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4300 kg = 9480 lb

Static Sea Level:		Cruise:
T_{ssl} = 280237 N = 63000 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.05	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

CF6-80C2A7

Manufacturer: GE : General Electric
Application: A310-308, A310-308ET (option)
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4259 kg = 9389 lb

Static Sea Level:		Cruise:
T_{ssl} = 262444 N = 59000 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.05	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

CF6-80C2A8

Manufacturer: GE : General Electric
Application: A300B4-608ST, A310-308/-308ET
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4259 kg = 9389 lb

Static Sea Level:		Cruise:
T_{ssl} = 257400 N = 57866 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 0.97 10^{-5} (kg/s)/N = 0.34 (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 802.4 kg/s = 1769 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.05	OPR = 30.4	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

CF6-80C2B1

Manufacturer: GE : General Electric
Application: B747-300/-300(M), VC-25A
Composition: 1 / 4B / 14 / 2 / - / 5   Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4258 kg = 9387 lb

Static Sea Level:
T_{ssl} = 252213 N = 56700 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 0.91 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 775.6 kg/s = 1709.9 lb/s
BPR = 5.19   OPR = 29.3
FPR =   TET = °K

Cruise:
T_{cr} = 57026 N = 12820 lbf
SFC$_{cr}$ = 1.63 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 10668 m

CF6-80C2B1F

Manufacturer: GE : General Electric
Application: B747-400/-400D/-400ER/-400(M)/-400F, YAL-1A
Composition: 1 / 4B / 14 / 2 / - / 5   Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4309 kg = 9500 lb

Static Sea Level:
T_{ssl} = 254259 N = 57160 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 0.9 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 800.1 kg/s = 1763.9 lb/s
BPR = 5.15   OPR = 30.4
FPR =   TET = 1608 °K

Cruise:
T_{cr} = 57026 N = 12820 lbf
SFC$_{cr}$ = 1.6 10^{-5} (kg/s)/N = 0.56 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 10668 m

CF6-80C2B1F2

Manufacturer: GE : General Electric
Application: B747-400/-400D/-400ER/-400(M)/-400F
Composition: 1 / 4B / 14 / 2 / - / 5   Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4309 kg = 9500 lb

Static Sea Level:
T_{ssl} = 257551 N = 57900 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.19   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

GE-1019.120

CF6-80C2B2

Manufacturer: GE : General Electric **Year:** 1986
Application: B767-200ER/-300/-300ER, B737-200 (option)
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4258 kg = 9387 lb

Static Sea Level:
T_{ssl} = 229483 N = 51590 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 0.9 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 748.4 kg/s = 1649.9 lb/s
BPR = 5.31 OPR = 27.1
FPR = TET = 1608 °K

Cruise:
T_{cr} = 53378 N = 12000 lbf
SFC_{cr} = 1.63 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= 0.8, h_{cr}= 10668 m

CF6-80C2B2F

Manufacturer: GE : General Electric
Application: B767-200/-200ER/-300/-300ER (option)
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4309 kg = 9500 lb

Static Sea Level:
T_{ssl} = 231351 N = 52010 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.31 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

CF6-80C2B3

Manufacturer: GE : General Electric
Application: B747-300/-400 (option)
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4258 kg = 9387 lb

Static Sea Level:
T_{ssl} = 231351 N = 52010 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

CF6-80C2B3F

Manufacturer: GE : General Electric
Application: B747-300/-400 (option)
Composition: 1 / 4B / 14 / 2 / - / 5   Nb of shafts = 2

D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4309 kg = 9500 lb

Static Sea Level:		Cruise:
T_{ssl} = 231351 N = 52010 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

CF6-80C2B4

Manufacturer: GE : General Electric
Application: B767-200ER/-300/-300ER
Composition: 1 / 4B / 14 / 2 / - / 5   Nb of shafts = 2

D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4263 kg = 9398 lb

Static Sea Level:		Cruise:
T_{ssl} = 254348 N = 57180 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 0.92 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.15	OPR = 29.9	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

CF6-80C2B4F

Manufacturer: GE : General Electric
Application: B767-200ER/-300/-300ER
Composition: 1 / 4B / 14 / 2 / - / 5   Nb of shafts = 2

D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4427 kg = 9760 lb

Static Sea Level:		Cruise:
T_{ssl} = 254793 N = 57280 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 0.9 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.14	OPR = 29.9	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

CF6-80C2B5F

Manufacturer: GE : General Electric
Application: B747-400/-400ER/-400F/-400FER
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 2.362 m = 93 in D = 2.692 m L = 4.087 m
W_{eng} = 4427 kg = 9760 lb = 106 in = 160.9 in

Static Sea Level:
T_{ssl} = 276233 N = 62100 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 0.91 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 31.4
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF6-80C2B6

Manufacturer: GE : General Electric
Application: B767-300/-300ER/-200ER (option), An-218-200/-300 (proposed)
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 2.362 m = 93 in D = 2.692 m L = 4.087 m
W_{eng} = 4386 kg = 9669 lb = 106 in = 160.9 in

Static Sea Level:
T_{ssl} = 267203 N = 60070 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 0.95 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.06
OPR = 31.1
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF6-80C2B6F

Manufacturer: GE : General Electric
Application: B767-300ER, B767-200ER (option), Italian KC-767A
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 2.362 m = 93 in D = 2.692 m L = 4.087 m
W_{eng} = 4427 kg = 9760 lb = 106 in = 160.9 in

Static Sea Level:
T_{ssl} = 267025 N = 60030 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 0.91 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.06
OPR = 31.4
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CF6-80C2B6FA

Manufacturer: GE : General Electric
Application: B767-200ER
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4427 kg = 9760 lb

Static Sea Level:
T_{ssl} = 267025 N = 60030 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 0.91 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.06 OPR = 31.4
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

CF6-80C2B7F

Manufacturer: GE : General Electric
Application: B767-300ER/-300F/-200ER (option)
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4427 kg = 9760 lb

Static Sea Level:
T_{ssl} = 276233 N = 62100 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 0.91 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 31.4
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

CF6-80C2B8F

Manufacturer: GE : General Electric
Application: B767-400ER/-400FER, E-10A, E-767A AWACS (proposed)
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.362 m = 93 in D = 2.692 m = 106 in L = 4.087 m = 160.9 in
W_{eng} = 4522 kg = 9969 lb

Static Sea Level:
T_{ssl} = 282461 N = 63500 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 31.4
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

GE-1019.124

CF6-80C2B9F

Manufacturer: GE : General Electric
Application: B747-400XQLR/-XQLRF
Composition: 1 / 4B / 14 / 2 / - / 5 — Nb of shafts = 2

D_{fan} = 2.362 m = 93 in	D = 2.692 m = 106 in	L = 4.087 m = 160.9 in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 281571 N = 63300 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 31.4	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

CF6-80C2D1F

Manufacturer: GE : General Electric
Application: MD-11/-11F/-11F(AF)/-11F(C)
Composition: 1 / 4B / 14 / 2 / - / 5 — Nb of shafts = 2

D_{fan} = 2.362 m = 93 in	D = 2.692 m = 106 in	L = 4.087 m = 160.9 in
W_{eng} = 4468 kg = 9850 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 269961 N = 60690 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = 0.91 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.03	OPR = 31.8	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

CF6-80E1

Manufacturer: GE : General Electric
Application: A330-200/-300 (option)
Composition: 1 / 4B / 14 / 2 / - / 4 — Nb of shafts = 2

D_{fan} = m = in	D = 2.896 m = 114 in	L = 4.173 m = 164.3 in
W_{eng} = 5063 kg = 11162 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 291357 N = 65500 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = 0.93 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 867.7 kg/s = 1913 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.3	OPR = 32.4	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

CF6-80E1A1

Manufacturer: GE : General Electric
Application: A330-200/-300 (option)
Composition: 1 / 4B / 14 / 2 / - / 5
Nb of shafts = 2

D_{fan} = m = in
D = 2.896 m = 114 in
L = 4.173 m = 164.3 in
W_{eng} = 5063 kg = 11162 lb

Static Sea Level:
T_{ssl} = 291357 N = 65500 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 0.93 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 867.7 kg/s = 1913 lb/s
BPR = 5.3
OPR = 32.4
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

CF6-80E1A2

Manufacturer: GE : General Electric
Year: 1993
Application: A330-201
Composition: 1 / 4B / 14 / 2 / - / 5
Nb of shafts = 2

D_{fan} = 2.794 m = 110 in
D = 2.896 m = 114 in
L = 4.343 m = 171 in
W_{eng} = 4865 kg = 10725 lb

Static Sea Level:
T_{ssl} = 287055 N = 64533 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 0.94 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 873.6 kg/s = 1926 lb/s
BPR = 5.3
OPR = 32.4
FPR =
TET = °K

Cruise:
T_{cr} = N = 0 lbf
SFC_{cr} = 1.59 10^{-5} (kg/s)/N = 0.56 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

CF6-80E1A3

Manufacturer: GE : General Electric
Application: A330-203
Composition: 1 / 4B / 14 / 2 / - / 5
Nb of shafts = 2

D_{fan} = m = in
D = 2.896 m = 114 in
L = 4.343 m = 171 in
W_{eng} = 4865 kg = 10725 lb

Static Sea Level:
T_{ssl} = 304840 N = 68531 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5
OPR = 33.7
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

CF6-80E1A4

Manufacturer: GE : General Electric
Application: A330-202
Composition: 1 / 4B / 14 / 2 / - / 5 Nb of shafts = 2

D_{fan} = m = in D = 2.896 m = 114 in L = 4.343 m = 171 in
W_{eng} = 4865 kg = 10725 lb

Static Sea Level:
T_{ssl} = 297451 N = 66870 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = $0.96\ 10^{-5}$ (kg/s)/N = 0.34 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5
OPR = 33.7
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

CF700-2B

Manufacturer: GE : General Electric **Year:** 1962
Application: Falcon 20
Composition: 1 aft / - / 8 / 2 / - / 1 Nb of shafts = 2

D_{fan} = 0.913 m = 35.9 in D = 0.843 m = 33.2 in L = 1.361 m = 53.6 in
W_{eng} = 334 kg = 736 lb

Static Sea Level:
T_{ssl} = 19130 N = 4301 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = 0 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 38.1 kg/s = 84 lb/s
BPR = 1.9
OPR = 6.8
FPR =
TET = °K

Cruise:
T_{cr} = 4199 N = 944 lbf
SFC_{cr} = $2.63\ 10^{-5}$ (kg/s)/N = 0.93 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8 , h_{cr} = 11000 m

CF700-2C

Manufacturer: GE : General Electric
Application: Falcon 20C
Composition: 1 aft / - / 8 / 2 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.843 m = 33.2 in L = 1.361 m = 53.6 in
W_{eng} = 329 kg = 725 lb

Static Sea Level:
T_{ssl} = 18349 N = 4125 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = $1.85\ 10^{-5}$ (kg/s)/N = 0.65 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 38.1 kg/s = 84 lb/s
BPR = 1.9
OPR = 6.9
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

CF700-2D

Manufacturer: GE : General Electric
Application: Mystere 20, Falcon 20D
Composition: 1 aft / - / 8 / 2 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.843 m = 33.2 in L = 1.361 m = 53.6 in
W_{eng} = 334 kg = 736 lb

Static Sea Level:
T_{ssl} = 18905 N = 4250 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.85 10^{-5} (kg/s)/N = 0.65 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 38.1 kg/s = 84 lb/s
BPR = 1.9 OPR = 6.2
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

CF700-2D2

Manufacturer: GE : General Electric
Application: Falcon 20E/F, Sabreliner 75A/80A
Composition: 1 aft / - / 8 / 2 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.94 m = 37 in L = 1.361 m = 53.6 in
W_{eng} = 348 kg = 767 lb

Static Sea Level:
T_{ssl} = 19194 N = 4315 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.82 10^{-5} (kg/s)/N = 0.64 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 38.1 kg/s = 84 lb/s
BPR = 1.9 OPR = 6.8
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

CFE738

Manufacturer: CFE : GE + ASE **Year:** 1992
Application: Falcon 2000
Composition: 1 / / / / / Nb of shafts =

D_{fan} = 0.902 m = 35.5 in D = m = in L = 1.734 m = 68.3 in
W_{eng} = 551 kg = 1215 lb

Static Sea Level:
T_{ssl} = 26325 N = 5918 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.05 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 108.9 kg/s = 240.1 lb/s
BPR = 5.3 OPR = 23
FPR = TET = 1643 °K

Cruise:
T_{cr} = 5827 N = 1310 lbf
SFC$_{cr}$ = 1.83 10^{-5} (kg/s)/N = 0.65 (lb/h)/lbf
$\dot{w}_{cr}$ = 112 kg/s = 246.9 lb/s
OPR$_{cr}$ = 32
M_{cr} = 0.8 , h_{cr} = 12192 m

GE-1019.128

CFE738-1-1B

Manufacturer: CFE : GE + ASE
Application: Falcon 2000
Composition: 1 / - / 5 + 1C / 2 / - / 3

Nb of shafts = 2

D_{fan} = 0.902 m = 35.5 in D = 1.219 m L = 2.515 m
W_{eng} = 601 kg = 1325 lb = 48 in = 99 in

Static Sea Level:

T_{ssl} = 25466 N = 5725 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl}= 1.05 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 95.3 kg/s = 210.1 lb/s
BPR = 5.3 OPR = 23
FPR = 1.7 TET = °K

Cruise:

T_{cr} = 6512 N = 1464 lbf
SFC_{cr} = 1.83 10^{-5} (kg/s)/N = 0.65 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8, h_{cr}= 12192 m

CFM56-2A2

Manufacturer: CFM Internationnal : GE + Snecma **Year:**
Application: E-3D, KE-3A, KC-3, E-6A/B
Composition: 1 / 3B / 9 / 1 / - / 4

Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in D = m L = 2.431 m
W_{eng} = 2186 kg = 4819 lb = in = 95.7 in

Static Sea Level:

T_{ssl} = 106757 N = 24000 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl}= 1.02 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 370.6 kg/s = 817 lb/s
BPR = 5.9 OPR = 25.4
FPR = 1.45 TET = 1628 °K

Cruise:

T_{cr} = 26900 N = 6047 lbf
SFC_{cr} = 1.88 10^{-5} (kg/s)/N = 0.66 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}= 31.7
M_{cr}= 0.8 , h_{cr}= 10668 m

CFM56-2B1

Manufacturer: CFM Internationnal : GE + Snecma
Application: KC-135R/T, C-135FR, RC-135RE
Composition: 1 / 3B / 9 / 1 / - / 4

Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in D = m L = 2.431 m
W_{eng} = 2119 kg = 4672 lb = in = 95.7 in

Static Sea Level:

T_{ssl} = 97860 N = 22000 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl}= 1.02 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 355.6 kg/s = 784 lb/s
BPR = 6 OPR = 23.7
FPR = TET = 1560 °K

Cruise:

T_{cr} = 22108 N = 4970 lbf
SFC_{cr} = 1.84 10^{-5} (kg/s)/N = 0.65 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}= 30.5
M_{cr}= 0.8 , h_{cr}= 10668 m

CFM56-2C1

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1979
Application: DC-8-71F/-72/-72F/-73F, DC-8-71/-73 (option)
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.431 m
W_{eng} = 2102 kg = 4634 lb = 72 in = 95.7 in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 97860 N	T_{ssl}^{AB}	= N	T_{cr}	= 22152 N
	= 22000 lbf		= lbf		= 4980 lbf
SFC$_{ssl}$	= 0.99 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= 1.9 10^{-5} (kg/s)/N
	= 0.35 (lb/h)/lbf		= (lb/h)/lbf		= 0.67 (lb/h)/lbf
$\dot{w}_{ssl}$	= 357.4 kg/s = 787.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 6	OPR	= 24.7	OPR$_{cr}$	= 31.2
FPR	= 1.45	TET	= 1543 °K	M_{cr}= 0.8, h_{cr}= 10668 m	

CFM56-2C2

Manufacturer: CFM Internationnal : GE + Snecma
Application: Trident
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.431 m
W_{eng} = kg = lb = 72 in = 95.7 in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 106757 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 24000 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.02 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.36 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 26.5	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

CFM56-3B1

Manufacturer: CFM Internationnal : GE + Snecma
Application: B737-300/-300(QC)/-500, B737-400 (option)
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.524 m = 60 in D = 1.6 m L = 2.365 m
W_{eng} = 1940 kg = 4277 lb = 63 in = 93.1 in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 88964 N	T_{ssl}^{AB}	= N	T_{cr}	= 20684 N
	= 20000 lbf		= lbf		= 4650 lbf
SFC$_{ssl}$	= 1.08 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= 1.89 10^{-5} (kg/s)/N
	= 0.38 (lb/h)/lbf		= (lb/h)/lbf		= 0.67 (lb/h)/lbf
$\dot{w}_{ssl}$	= 297.1 kg/s = 655 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 6	OPR	= 22.6	OPR$_{cr}$	= 27.5
FPR	=	TET	= °K	M_{cr}= 0.8, h_{cr}= 10668 m	

CFM56-3B2

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1984
Application: B737-300/-300(QC)/-300F/-400
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.524 m = 60 in D = 1.6 m = 63 in L = 2.365 m = 93.1 in
W_{eng} = 1951 kg = 4301 lb

Static Sea Level:
T_{ssl} = 97860 N = 22000 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 1.11 10^{-5} (kg/s)/N = 0.39 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 309.8 kg/s = 683 lb/s
BPR = 5.9 OPR = 24.3
FPR = TET = 1642 °K

Cruise:
T_{cr} = 22419 N = 5040 lbf
SFC$_{cr}$ = 1.89 10^{-5} (kg/s)/N = 0.67 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ = 28.8
M_{cr} = 0.8, h_{cr} = 10668 m

CFM56-3C1

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1986
Application: B737-300/-300(QC)/-300F/-400/-500
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.524 m = 60 in D = 1.6 m = 63 in L = 2.365 m = 93.1 in
W_{eng} = 1951 kg = 4301 lb

Static Sea Level:
T_{ssl} = 104533 N = 23500 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 0.93 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 322 kg/s = 709.9 lb/s
BPR = 6 OPR = 25.2
FPR = TET = 1646 °K

Cruise:
T_{cr} = 23887 N = 5370 lbf
SFC$_{cr}$ = 1.89 10^{-5} (kg/s)/N = 0.67 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ = 30.6
M_{cr} = 0.8, h_{cr} = 10668 m

CFM56-5A1

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1987
Application: A320-211/-311
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m = 72 in L = 2.423 m = 95.4 in
W_{eng} = 2266 kg = 4996 lb

Static Sea Level:
T_{ssl} = 111205 N = 25000 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 0.93 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 386.5 kg/s = 852.1 lb/s
BPR = 6 OPR = 26.5
FPR = 1.55 TET = 1537 °K

Cruise:
T_{cr} = 22241 N = 5000 lbf
SFC$_{cr}$ = 1.69 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ = 31.3
M_{cr} = 0.8, h_{cr} = 10668 m

CFM56-5A3

Manufacturer: CFM Internationnal : GE + Snecma
Application: A320-212
Composition: 1 / 3B / 9 / 1 / - / 4 — Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in — D = 1.829 m = 72 in — L = 2.423 m = 95.4 in
W_{eng} = 2266 kg = 4996 lb

Static Sea Level:
T_{ssl} = 117877 N = 26500 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 0.93 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf — SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 397.3 kg/s = 875.9 lb/s
BPR = 6 — OPR = 27.8
FPR = — TET = °K

Cruise:
T_{cr} = 22241 N = 5000 lbf
SFC$_{cr}$ = 1.69 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.8, h_{cr}= 10668 m

CFM56-5A4

Manufacturer: CFM Internationnal : GE + Snecma
Application: A319-113
Composition: 1 / 3B / 9 / 1 / - / 4 — Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in — D = 1.829 m = 72 in — L = 2.423 m = 95.4 in
W_{eng} = 2257 kg = 4976 lb

Static Sea Level:
T_{ssl} = 97860 N = 22000 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 0.91 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf — SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 370.1 kg/s = 815.9 lb/s
BPR = 6.2 — OPR = 24.1
FPR = — TET = °K

Cruise:
T_{cr} = 22241 N = 5000 lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.8, h_{cr}= 10668 m

CFM56-5A5

Manufacturer: CFM Internationnal : GE + Snecma
Application: A319-114
Composition: 1 / 3B / 9 / 1 / - / 4 — Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in — D = 1.829 m = 72 in — L = 2.423 m = 95.4 in
W_{eng} = 2257 kg = 4976 lb

Static Sea Level:
T_{ssl} = 104533 N = 23500 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 0.91 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf — SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 381.9 kg/s = 841.9 lb/s
BPR = 6.2 — OPR = 25.4
FPR = — TET = °K

Cruise:
T_{cr} = 22241 N = 5000 lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.8, h_{cr}= 10668 m

GE-1019.132

CFM56-5B1

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1994
Application: A321-111
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in D = 1.829 m = 72 in L = 2.601 m = 102.4 in
W_{eng} = 2381 kg = 5249 lb

Static Sea Level:
T_{ssl} = 133446 N = 30000 lbf T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 0.99 10^{-5} (kg/s)/N = 0.35 (lb/h)/lbf SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 427.7 kg/s = 942.9 lb/s
BPR = 5.5 OPR = 32
FPR = TET = °K

Cruise:
T_{cr} = 25977 N = 5840 lbf
SFC$_{cr}$ = 1.69 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ = 35.4
M_{cr} = 0.8, h_{cr} = 10668 m

CFM56-5B1/2

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1994
Application: A321-111
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in D = 1.829 m = 72 in L = 2.601 m = 102.4 in
W_{eng} = 2381 kg = 5249 lb

Static Sea Level:
T_{ssl} = 133446 N = 30000 lbf T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 0.99 10^{-5} (kg/s)/N = 0.35 (lb/h)/lbf SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 427.7 kg/s = 942.9 lb/s
BPR = 5.5 OPR = 32
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

CFM56-5B1/P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1996
Application: A321-111
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in D = 1.829 m = 72 in L = 2.601 m = 102.4 in
W_{eng} = 2381 kg = 5249 lb

Static Sea Level:
T_{ssl} = 133446 N = 30000 lbf T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 0.99 10^{-5} (kg/s)/N = 0.35 (lb/h)/lbf SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 427.7 kg/s = 942.9 lb/s
BPR = 5.5 OPR = 32
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

CFM56-5B2

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1993
Application: A321-112
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:

T_{ssl} = 137894 N T_{ssl}^{AB} = N
= 31000 lbf = lbf
SFC_{ssl} = 0.99 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.35 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 433.6 kg/s = 955.9 lb/s
BPR = 5.5 OPR = 32.9
FPR = TET = °K

Cruise:

T_{cr} = 25977 N
= 5840 lbf
SFC_{cr} = 1.54 10^{-5} (kg/s)/N
= 0.55 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} = 35.5
M_{cr} = 0.8, h_{cr} = 10668 m

CFM56-5B2/P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1996
Application: A321-112
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:

T_{ssl} = 137894 N T_{ssl}^{AB} = N
= 31000 lbf = lbf
SFC_{ssl} = 0.99 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.35 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 433.6 kg/s = 955.9 lb/s
BPR = 5.5 OPR = 32.9
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

CFM56-5B3

Manufacturer: CFM Internationnal : GE + Snecma
Application: A321-211
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:

T_{ssl} = 142342 N T_{ssl}^{AB} = N
= 32000 lbf = lbf
SFC_{ssl} = 1.02 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.36 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 433.6 kg/s = 955.9 lb/s
BPR = 5.4 OPR = 33.7
FPR = TET = °K

Cruise:

T_{cr} = 25977 N
= 5840 lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} = 35.5
M_{cr} = 0.8, h_{cr} = 10668 m

CFM56-5B3/2P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1996
Application: A321-211
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:				Cruise:	
T_{ssl}	= 142342 N	T^{AB}_{ssl}	= N	T_{cr}	= N
	= 32000 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.02 10^{-5} (kg/s)/N	SFC$^{AB}_{ssl}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.36 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.4	OPR	= 33.7	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

CFM56-5B3/P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 2003
Application: A321-211
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:				Cruise:	
T_{ssl}	= 142342 N	T^{AB}_{ssl}	= N	T_{cr}	= N
	= 32000 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.02 10^{-5} (kg/s)/N	SFC$^{AB}_{ssl}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.36 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 433.6 kg/s = 955.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.4	OPR	= 33.7	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

CFM56-5B4

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1994
Application: A320-214
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:				Cruise:	
T_{ssl}	= 120101 N	T^{AB}_{ssl}	= N	T_{cr}	= 22241 N
	= 27000 lbf		= lbf		= 5000 lbf
SFC$_{ssl}$	= 0.96 10^{-5} (kg/s)/N	SFC$^{AB}_{ssl}$	= (kg/s)/N	SFC$_{cr}$	= 1.54 10^{-5} (kg/s)/N
	= 0.34 (lb/h)/lbf		= (lb/h)/lbf		= 0.55 (lb/h)/lbf
$\dot{w}_{ssl}$	= 406.9 kg/s = 897.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.7	OPR	= 29.1	OPR$_{cr}$	= 32.6
FPR	=	TET	= °K	M_{cr} = 0.8, h_{cr} = 10668 m	

CFM56-5B4/2

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1994
Application: A320-214
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:
T_{ssl} = 120101 N T_{ssl}^{AB} = N
= 27000 lbf = lbf
SFC$_{ssl}$= 0.96 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.34 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 406.9 kg/s = 897.1 lb/s
BPR = 5.7 OPR = 29.1
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CFM56-5B4/2P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1996
Application: A320-214
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:
T_{ssl} = 120101 N T_{ssl}^{AB} = N
= 27000 lbf = lbf
SFC$_{ssl}$= 0.96 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.34 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 406.9 kg/s = 897.1 lb/s
BPR = 5.7 OPR = 29.1
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CFM56-5B4/P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1996
Application: A320-214
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:
T_{ssl} = 120101 N T_{ssl}^{AB} = N
= 27000 lbf = lbf
SFC$_{ssl}$= 0.96 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.34 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 406.9 kg/s = 897.1 lb/s
BPR = 5.7 OPR = 29.1
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

GE-1019.136

CFM56-5B5

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1996
Application: A319-111
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:
T_{ssl} = 97860 N T^{AB}_{ssl} = N
= 22000 lbf = lbf
SFC_{ssl} = 0.91 10^{-5} (kg/s)/N SFC^{AB}_{ssl} = (kg/s)/N
= 0.32 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 371 kg/s = 817.9 lb/s
BPR = 6 OPR = 24.4
FPR = TET = °K

Cruise:
T_{cr} = 22330 N
= 5020 lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} = 32.6
M_{cr} = 0.8, h_{cr} = 10670 m

CFM56-5B5/P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1996
Application: A319-111
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:
T_{ssl} = 97860 N T^{AB}_{ssl} = N
= 22000 lbf = lbf
SFC_{ssl} = 0.91 10^{-5} (kg/s)/N SFC^{AB}_{ssl} = (kg/s)/N
= 0.32 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 371 kg/s = 817.9 lb/s
BPR = 6 OPR = 24.4
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

CFM56-5B6

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1996
Application: A319-112
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:
T_{ssl} = 104533 N T^{AB}_{ssl} = N
= 23500 lbf = lbf
SFC_{ssl} = 0.93 10^{-5} (kg/s)/N SFC^{AB}_{ssl} = (kg/s)/N
= 0.33 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 382.8 kg/s = 843.9 lb/s
BPR = 5.9 OPR = 25.8
FPR = TET = °K

Cruise:
T_{cr} = 22330 N
= 5020 lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} = 32.6
M_{cr} = 0.8, h_{cr} = 10670 m

CFM56-5B6/2

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1995
Application: A319-112
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:				Cruise:	
T_{ssl}	= 104533 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 23500 lbf		= lbf		= lbf
SFC$_{ssl}$	= 0.93 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.33 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 382.8 kg/s = 843.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.9	OPR	= 25.8	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

CFM56-5B6/2P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1996
Application: A319-112
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:				Cruise:	
T_{ssl}	= 104533 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 23500 lbf		= lbf		= lbf
SFC$_{ssl}$	= 0.93 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.33 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 382.8 kg/s = 843.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.9	OPR	= 25.8	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

CFM56-5B6/P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1996
Application: A319-112
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:				Cruise:	
T_{ssl}	= 104533 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 23500 lbf		= lbf		= lbf
SFC$_{ssl}$	= 0.93 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.33 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 382.8 kg/s = 843.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.9	OPR	= 25.8	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

CFM56-5B7

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1999
Application: A319, A319 CJ
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:				Cruise:	
T_{ssl}	= 120102 N	T_{ssl}^{AB}	= N	T_{cr}	= 25978 N
	= 27000 lbf		= lbf		= 5840 lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 406.9 kg/s = 897.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.7	OPR	= 29.1	OPR$_{cr}$	= 35.5
FPR	=	TET	= °K	M_{cr}= 0.8, h_{cr}= 10670 m	

CFM56-5B7/P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1999
Application: A319-115/-115CJ/-115XCJ
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.735 m = 68.3 in D = 1.829 m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = 72 in = 102.4 in

Static Sea Level:				Cruise:	
T_{ssl}	= 120101 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 27000 lbf		= lbf		= lbf
SFC$_{ssl}$	= 0.96 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.34 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 29.1	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

CFM56-5B8

Manufacturer: CFM Internationnal : GE + Snecma
Application: A318
Composition: / / / / / Nb of shafts =
D_{fan} = 1.735 m = 68.3 in D = m L = 2.601 m
W_{eng} = 2381 kg = 5249 lb = in = 102.4 in

Static Sea Level:				Cruise:	
T_{ssl}	= 96082 N	T_{ssl}^{AB}	= N	T_{cr}	= 22330 N
	= 21600 lbf		= lbf		= 5020 lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 367.9 kg/s = 811.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 6	OPR	=	OPR$_{cr}$	= 32.6
FPR	=	TET	= °K	M_{cr}= 0.8, h_{cr}= 10670 m	

CFM56-5B8/P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 2002
Application: A318-111
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in	D = 1.829 m	L = 2.601 m
W_{eng} = 2381 kg = 5249 lb	= 72 in	= 102.4 in
Static Sea Level:		**Cruise:**
T_{ssl} = 96080 N	T_{ssl}^{AB} = N	T_{cr} = N
= 21600 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

CFM56-5B9

Manufacturer: CFM Internationnal : GE + Snecma
Application: A318
Composition: / / / / / Nb of shafts =

D_{fan} = 1.735 m = 68.3 in	D = m	L = 2.601 m
W_{eng} = 2381 kg = 5249 lb	= in	= 102.4 in
Static Sea Level:		**Cruise:**
T_{ssl} = 103644 N	T_{ssl}^{AB} = N	T_{cr} = 22330 N
= 23300 lbf	= lbf	= 5020 lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 381.5 kg/s = 841.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.9	OPR =	OPR$_{cr}$ = 32.6
FPR =	TET = °K	M_{cr} = 0.8, h_{cr} = 10670 m

CFM56-5B9/P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 2002
Application: A318-112
Composition: 1 / 4B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.735 m = 68.3 in	D = 1.829 m	L = 2.601 m
W_{eng} = 2381 kg = 5249 lb	= 72 in	= 102.4 in
Static Sea Level:		**Cruise:**
T_{ssl} = 103644 N	T_{ssl}^{AB} = N	T_{cr} = N
= 23300 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

CFM56-5C2

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1991
Application: A340-211/-311
Composition: 1 / 4B / 9 / 1 / - / 5 Nb of shafts = 2

D_{fan} = 1.836 m = 72.3 in D = 1.946 m L = 2.616 m
W_{eng} = 2585 kg = 5699 lb = 76.6 in = 103 in

Static Sea Level:
T_{ssl} = 138784 N T_{ssl}^{AB} = N
= 31200 lbf = lbf
SFC$_{ssl}$= 0.91 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.32 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 465.8 kg/s = 1026.9 lb/s
BPR = 6.6 OPR = 31.5
FPR = 1.58 TET = 1633 °K

Cruise:
T_{cr} = 30759 N
= 6915 lbf
SFC$_{cr}$ = 1.54 10^{-5} (kg/s)/N
= 0.55 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.8, h_{cr}= 10668 m

CFM56-5C3

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1991
Application: A340-212/-312
Composition: 1 / 4B / 9 / 1 / - / 5 Nb of shafts = 2

D_{fan} = 1.836 m = 72.3 in D = 1.946 m L = 2.616 m
W_{eng} = 2585 kg = 5699 lb = 76.6 in = 103 in

Static Sea Level:
T_{ssl} = 144567 N T_{ssl}^{AB} = N
= 32500 lbf = lbf
SFC$_{ssl}$= 0.91 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.32 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 474 kg/s = 1045 lb/s
BPR = 6.5 OPR = 32.6
FPR = TET = °K

Cruise:
T_{cr} = 30737 N
= 6910 lbf
SFC$_{cr}$ = 1.54 10^{-5} (kg/s)/N
= 0.55 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$= 34.7
M_{cr}= 0.8, h_{cr}= 10668 m

CFM56-5C3/F

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1993
Application: A340-312
Composition: 1 / 4B / 9 / 1 / - / 5 Nb of shafts = 2

D_{fan} = 1.836 m = 72.3 in D = 1.946 m L = 2.616 m
W_{eng} = 2585 kg = 5699 lb = 76.6 in = 103 in

Static Sea Level:
T_{ssl} = 144567 N T_{ssl}^{AB} = N
= 32500 lbf = lbf
SFC$_{ssl}$= 0.91 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.32 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 474 kg/s = 1045 lb/s
BPR = 6.5 OPR = 32.6
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

CFM56-5C4

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1994
Application: A340-213/-213X/-313/-313X/-300E
Composition: 1 / 4B / 9 / 1 / - / 5 Nb of shafts = 2
D_{fan} = 1.836 m = 72.3 in D = 1.946 m = 76.6 in L = 2.616 m = 103 in
W_{eng} = 2585 kg = 5699 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 151239 N = 34000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 31582 N = 7100 lbf
SFC$_{ssl}$ = 0.93 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = 1.54 10^{-5} (kg/s)/N = 0.55 (lb/h)/lbf
$\dot{w}_{ssl}$ = 483.1 kg/s = 1065.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6.4	OPR = 33.9	OPR$_{cr}$ = 38.3
FPR =	TET = °K	M_{cr} = 0.8, h_{cr} = 10668 m

CFM56-5C4/P

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 2003
Application: A340-300X
Composition: 1 / 5B / 9 / 1 / - / 5 Nb of shafts = 2
D_{fan} = 1.836 m = 72.3 in D = 1.946 m = 76.6 in L = 2.616 m = 103 in
W_{eng} = 2585 kg = 5699 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 151239 N = 34000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 0.93 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 483.1 kg/s = 1065.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6.4	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

CFM56-7B18

Manufacturer: CFM Internationnal : GE + Snecma
Application: B737-600
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.549 m = 61 in D = 1.651 m = 65 in L = 2.511 m = 98.9 in
W_{eng} = 2366 kg = 5216 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 82292 N = 18500 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 24109 N = 5420 lbf
SFC$_{ssl}$ = 0.99 10^{-5} (kg/s)/N = 0.35 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 302.5 kg/s = 666.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.6	OPR = 21.7	OPR$_{cr}$ = 32.8
FPR =	TET = °K	M_{cr} = 0.8, h_{cr} = 10668 m

CFM56-7B20

Manufacturer: CFM Internationnal : GE + Snecma **Year:** 1997
Application: B737-600/-700
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.549 m = 61 in D = 1.651 m = 65 in L = 2.511 m = 98.9 in
W_{eng} = 2366 kg = 5216 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 91633 N = 20600 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= 24243 N = 5450 lbf
SFC$_{ssl}$	= 1.02 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf
$\dot{w}_{ssl}$	= 311.2 kg/s = 686.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.6	OPR	= 22.7	OPR$_{cr}$	= 32.3
FPR	=	TET	= °K	M_{cr}= 0.8, h_{cr}= 10668 m	

CFM56-7B22

Manufacturer: CFM Internationnal : GE + Snecma
Application: B737-600/-700/-700BBJ/-800/-800BBJ2
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.549 m = 61 in D = 1.651 m = 65 in L = 2.511 m = 98.9 in
W_{eng} = 2366 kg = 5216 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 97860 N = 22000 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= 24243 N = 5450 lbf
SFC$_{ssl}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= 329.3 kg/s = 726 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.4	OPR	= 24.6	OPR$_{cr}$	= 32.8
FPR	=	TET	= °K	M_{cr}= 0.8, h_{cr}= 10668 m	

CFM56-7B24

Manufacturer: CFM Internationnal : GE + Snecma
Application: B737-700/-800/-900/-700BBJ/-800BBJ2
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2
D_{fan} = 1.549 m = 61 in D = 1.651 m = 65 in L = 2.511 m = 98.9 in
W_{eng} = 2366 kg = 5216 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 106757 N = 24000 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= 24376 N = 5480 lbf
SFC$_{ssl}$	= 1.05 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= 1.78 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf
$\dot{w}_{ssl}$	= 342 kg/s = 754 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.3	OPR	= 26	OPR$_{cr}$	= 32.8
FPR	=	TET	= °K	M_{cr}= 0.8, h_{cr}= 10668 m	

GE-1019.143

CFM56-7B26

Manufacturer: CFM Internationnal : GE + Snecma
Application: B737-700/-700BBJ/-800/-800BBJ2/-900, C-40A/B/C
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.549 m = 61 in D = 1.651 m = 65 in L = 2.511 m = 98.9 in
W_{eng} = 2366 kg = 5216 lb

Static Sea Level:
T_{ssl} = 117432 N = 26400 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.08 10^{-5} (kg/s)/N = 0.38 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 355.2 kg/s = 783.1 lb/s
BPR = 5.1 OPR = 27.9
FPR = TET = °K

Cruise:
T_{cr} = 24376 N = 5480 lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} = 32.8
M_{cr} = 0.8, h_{cr} = 10668 m

CFM56-7B27

Manufacturer: CFM Internationnal : GE + Snecma
Application: B737-600/-700/-800/-900/-BBJ
Composition: 1 / 3B / 9 / 1 / - / 4 Nb of shafts = 2

D_{fan} = 1.549 m = 61 in D = 1.651 m = 65 in L = 2.511 m = 98.9 in
W_{eng} = 2366 kg = 5216 lb

Static Sea Level:
T_{ssl} = 121436 N = 27300 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.08 10^{-5} (kg/s)/N = 0.38 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 354.7 kg/s = 782 lb/s
BPR = 5.1 OPR = 28.9
FPR = TET = °K

Cruise:
T_{cr} = 24376 N = 5480 lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} = 32.8
M_{cr} = 0.8, h_{cr} = 10670 m

CFM56-9

Manufacturer: CFM Internationnal : GE + Snecma
Application: A316/A317 (A31X), BRJ-X, AE-100, N-2130 (not produced)
Composition: 1 / 2B / 9 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = 1.422 m = 56 in L = 2.329 m = 91.7 in
W_{eng} = 1929 kg = 4253 lb

Static Sea Level:
T_{ssl} = 88964 N = 20000 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.08 10^{-5} (kg/s)/N = 0.38 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 282 kg/s = 621.7 lb/s
BPR = 5.08 OPR = 23.2
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

CJ610-1

Manufacturer: GE : General Electric
Application: Learjet 23, HFB 320, 1121A Commdore
Composition: - / - / 8 / 2 / - / -
Nb of shafts = 1

D_{fan} = m = in
D = 0.45 m = 17.7 in
L = 1.298 m = 51.1 in
W_{eng} = 181 kg = 399 lb

Static Sea Level:
T_{ssl} = 12677 N = 2850 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 2.8 10^{-5} (kg/s)/N = 0.99 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

CJ610-4

Manufacturer: GE : General Electric
Application: Learjet 23/24
Composition: - / - / 8 / 2 / - / -
Nb of shafts = 1

D_{fan} = m = in
D = 0.45 m = 17.7 in
L = 1.153 m = 45.4 in
W_{eng} = 176 kg = 388 lb

Static Sea Level:
T_{ssl} = 12677 N = 2850 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 2.8 10^{-5} (kg/s)/N = 0.99 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

CJ610-5

Manufacturer: GE : General Electric
Application: HFB 320, 1121B/1122 Commodore
Composition: - / - / 8 / 2 / - / -
Nb of shafts = 1

D_{fan} = m = in
D = 0.45 m = 17.7 in
L = 1.298 m = 51.1 in
W_{eng} = 182 kg = 401 lb

Static Sea Level:
T_{ssl} = 13122 N = 2950 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 2.78 10^{-5} (kg/s)/N = 0.98 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR =
OPR = 6.8
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

CJ610-6

Manufacturer: GE : General Electric
Application: Learjet 24B/D, Learjet 24C (not produced)
Composition: - / - / 8 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.45 m L = 1.153 m
W_{eng} = 178 kg = 392 lb = 17.7 in = 45.4 in

Static Sea Level:
T_{ssl} = 13122 N T^{AB}_{ssl} = N
= 2950 lbf = lbf
SFC_{ssl} = 2.78 10^{-5} (kg/s)/N SFC^{AB}_{ssl} = (kg/s)/N
= 0.98 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR = OPR = 6.8
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

CJ610-8

Manufacturer: GE : General Electric
Application: HFB 320
Composition: - / - / 8 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.45 m L = 1.153 m
W_{eng} = 185 kg = 408 lb = 17.7 in = 45.4 in

Static Sea Level:
T_{ssl} = 13122 N T^{AB}_{ssl} = N
= 2950 lbf = lbf
SFC_{ssl} = (kg/s)/N SFC^{AB}_{ssl} = (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

CJ610-8A

Manufacturer: GE : General Electric
Application: Learjet 24E/F/25B/25C/25D/28/29
Composition: - / - / 8 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.45 m L = 1.153 m
W_{eng} = 185 kg = 408 lb = 17.7 in = 45.4 in

Static Sea Level:
T_{ssl} = 13122 N T^{AB}_{ssl} = N
= 2950 lbf = lbf
SFC_{ssl} = (kg/s)/N SFC^{AB}_{ssl} = (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

CJ610-9

Manufacturer: GE : General Electric
Application: HFB 320, 1123 Commodore
Composition: - / - / 8 / 2 / - / -
Nb of shafts = 1
D_{fan} = m = in
D = 0.45 m = 17.7 in
L = 1.298 m = 51.1 in
W_{eng} = 189 kg = 417 lb

Static Sea Level:
T_{ssl} = 13789 N = 3100 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 2.83 10^{-5} (kg/s)/N = 1 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR =
OPR = 6.8
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

CJ805-21

Manufacturer: GE : General Electric
Year: 1960
Application:
Composition: / / / / /
Nb of shafts =
D_{fan} = 0.813 m = 32 in
D = m = in
L = 3.66 m = 144.1 in
W_{eng} = 1680 kg = 3704 lb

Static Sea Level:
T_{ssl} = 66708 N = 14997 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = 0 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 188 kg/s = 414.5 lb/s
BPR = 1.5
OPR = 12
FPR =
TET = °K

Cruise:
T_{cr} = 12753 N = 2867 lbf
SFC_{cr} = 2.15 10^{-5} (kg/s)/N = 0.76 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8 , h_{cr}= 11000 m

CJ805-23B

Manufacturer: GE : General Electric
Application: Convair CV-990/-990A
Composition: 1 aft / - / 17 / 3 / - / 1
Nb of shafts = 2
D_{fan} = m = in
D = m = in
L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 71616 N = 16100 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 1.5 10^{-5} (kg/s)/N = 0.53 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 77.6 kg/s = 171.1 lb/s
BPR =
OPR = 13
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

CJ805-23C

Manufacturer: GE : General Electric
Application: Caravelle 7/10A
Composition: 1 aft / - / 17 / 3 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 71616 N T^{AB}_{ssl} = N
= 16100 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC^{AB}_{ssl}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

CJ805-3

Manufacturer: GE : General Electric
Application: Convair CV-880
Composition: 1 aft / - / 17 / 3 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 49820 N T^{AB}_{ssl} = N
= 11200 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC^{AB}_{ssl}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

CJ805-3A

Manufacturer: GE : General Electric
Application: Convair CV-880
Composition: 1 aft / - / 17 / 3 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 49820 N T^{AB}_{ssl} = N
= 11200 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC^{AB}_{ssl}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

CJ805-3B

Manufacturer: GE : General Electric
Application: Convair CV-880
Composition: 1 aft / - / 17 / 3 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 51822 N	T_{ssl}^{AB} = N	T_{cr} = N
= 11650 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Conway RB.80 RCo.11 Mk.101

Manufacturer: Rolls-Royce
Application: Victor B.2
Composition: 7 / - / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 1.067 m L = 3.454 m
W_{eng} = kg = lb = 42 in = 136 in

Static Sea Level:		Cruise:
T_{ssl} = 77844 N	T_{ssl}^{AB} = N	T_{cr} = N
= 17500 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.3	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Conway RB.80 RCo.12 Mk.508

Manufacturer: Rolls-Royce
Application: E-6A
Composition: 7 / - / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 1.067 m L = 3.363 m
W_{eng} = 2061 kg = 4544 lb = 42 in = 132.4 in

Static Sea Level:		Cruise:
T_{ssl} = 77844 N	T_{ssl}^{AB} = N	T_{cr} = N
= 17500 lbf	= lbf	= lbf
SFC_{ssl}= 2.06 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.73 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 127 kg/s = 280 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.3	OPR = 14.1	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Conway RB.80 RCo.17 Mk.201

Manufacturer: Rolls-Royce
Application: Victor B.2A/K.2/SR.2
Composition: 7 / - / 9 / 1 / - / 2

Nb of shafts = 2

D_{fan} = m = in
W_{eng} = kg = lb

D = 1.067 m = 42 in

L = 3.454 m = 136 in

Static Sea Level:

T_{ssl} = 91633 N = 20600 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0.3
FPR =

T^{AB}_{ssl} = N = lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Conway RB.80 RCo.43D Mk.301

Manufacturer: Rolls-Royce
Application: VC.10 C(K).1/K.2/K.3/K.4
Composition: ?? / ?? / 9 / 1 / - / 2

Nb of shafts = 2

D_{fan} = m = in
W_{eng} = 2314 kg = 5101 lb

D = 1.27 m = 50 in

L = 3.912 m = 154 in

Static Sea Level:

T_{ssl} = 96971 N = 21800 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T^{AB}_{ssl} = N = lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Conway RCo.12 Mk.508

Manufacturer: Rolls-Royce
Application: B707-420/-420F
Composition: 7 / - / 9 / 1 / - / 2

Nb of shafts = 2

D_{fan} = m = in
W_{eng} = 2061 kg = 4544 lb

D = 1.067 m = 42 in

L = 3.363 m = 132.4 in

Static Sea Level:

T_{ssl} = 77844 N = 17500 lbf
SFC_{ssl} = $2.06\ 10^{-5}$ (kg/s)/N = 0.73 (lb/h)/lbf
$\dot{w}_{ssl}$ = 127 kg/s = 280 lb/s
BPR = 0.3
FPR =

T^{AB}_{ssl} = N = lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
OPR = 14.1
TET = °K

Cruise:

T_{cr} = 20573 N = 4625 lbf
SFC_{cr} = $2.33\ 10^{-5}$ (kg/s)/N = 0.82 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.83, h_{cr} = 10973 m

Conway RCo.12 Mk.508A

Manufacturer: Rolls-Royce
Application: B707-420
Composition: 7 / - / 9 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 1.067 m — L = 3.363 m
W_{eng} = 2061 kg = 4544 lb — = 42 in — = 132.4 in

Static Sea Level:

T_{ssl} = 80068 N = 18000 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 2.08 10^{-5} (kg/s)/N = 0.74 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 129.3 kg/s = 285.1 lb/s
BPR = 0.3 — OPR = 14
FPR = — TET = °K

Cruise:

T_{cr} = 20573 N = 4625 lbf
SFC$_{cr}$ = 2.33 10^{-5} (kg/s)/N = 0.82 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.83, h_{cr} = 10973 m

Conway RCo.12 Mk.509

Manufacturer: Rolls-Royce — **Year:** 1957
Application: DC-8-41/-42/-43/-43F
Composition: 7 / - / 9 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = 0.955 m = 37.6 in — D = 1.067 m — L = 3.363 m
W_{eng} = 2061 kg = 4544 lb — = 42 in — = 132.4 in

Static Sea Level:

T_{ssl} = 77844 N = 17500 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 127 kg/s = 280 lb/s
BPR = 0.3 — OPR = 14.1
FPR = — TET = 1315 °K

Cruise:

T_{cr} = 20573 N = 4625 lbf
SFC$_{cr}$ = 2.33 10^{-5} (kg/s)/N = 0.82 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.83, h_{cr} = 10973 m

Conway RCo.12 Mk.509A

Manufacturer: Rolls-Royce
Application: DC-8-41/-42/-43/-43F
Composition: 7 / - / 9 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 1.067 m — L = 3.363 m
W_{eng} = 2061 kg = 4544 lb — = 42 in — = 132.4 in

Static Sea Level:

T_{ssl} = 80068 N = 18000 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 2.08 10^{-5} (kg/s)/N = 0.74 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 129.3 kg/s = 285.1 lb/s
BPR = 0.3 — OPR = 14
FPR = — TET = °K

Cruise:

T_{cr} = 20573 N = 4625 lbf
SFC$_{cr}$ = 2.33 10^{-5} (kg/s)/N = 0.82 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.83, h_{cr} = 10973 m

Conway RCo.42 Mk.540

Manufacturer: Rolls-Royce
Application: VC.10 Type 1101/1102/1103/1109
Composition: 4 / 3B / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 1.27 m = 50 in L = 3.912 m = 154 in
W_{eng} = 2268 kg = 5000 lb

Static Sea Level:
T_{ssl} = 90610 N = 20370 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.86 10^{-5} (kg/s)/N = 0.66 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 166.5 kg/s = 367.1 lb/s
BPR = 0.6 OPR = 14.8
FPR = TET = °K

Cruise:
T_{cr} = 23353 N = 5250 lbf
SFC_{cr} = 2.38 10^{-5} (kg/s)/N = 0.84 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.83, h_{cr} = 10973 m

Conway RCo.42-3

Manufacturer: Rolls-Royce **Year:** 1960
Application:
Composition: / / / / / Nb of shafts =

D_{fan} = 1.142 m = 45 in D = m = in L = 3.9 m = 153.5 in
W_{eng} = 2310 kg = 5093 lb

Static Sea Level:
T_{ssl} = 97119 N = 21833 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = 0 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 165 kg/s = 363.8 lb/s
BPR = 0.6 OPR = 15.1
FPR = TET = °K

Cruise:
T_{cr} = 23740 N = 5337 lbf
SFC_{cr} = 2.32 10^{-5} (kg/s)/N = 0.82 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8 , h_{cr} = 11000 m

Conway RCo.43D Mk.550B

Manufacturer: Rolls-Royce
Application: Super VC.10 Type 1151/1154
Composition: 4 / 4B / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 1.27 m = 50 in L = 3.912 m = 154 in
W_{eng} = 2314 kg = 5101 lb

Static Sea Level:
T_{ssl} = 96971 N = 21800 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.67 10^{-5} (kg/s)/N = 0.59 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 170.1 kg/s = 375 lb/s
BPR = 0.6 OPR = 15.8
FPR = TET = °K

Cruise:
T_{cr} = 23776 N = 5345 lbf
SFC_{cr} = 2.32 10^{-5} (kg/s)/N = 0.82 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.83, h_{cr} = 10973 m

D-100

Manufacturer: Perm Aviadvigatel - Soloviev
Application:
Composition: 1 / 2B / 13 / 2 / - / 4 Nb of shafts = 2
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 186824 N	T^{AB}_{ssl} = N	T_{cr} = N
= 42000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 8	OPR = 35	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

D-110

Manufacturer: Perm Aviadvigatel - Soloviev
Application:
Composition: 2G / 2B / 13 / 2 / - / 4 Nb of shafts = 2
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 196121 N	T^{AB}_{ssl} = N	T_{cr} = N
= 44090 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 3	OPR = 31	OPR$_{cr}$=
FPR = 1	TET = °K	M_{cr}= , h_{cr}= m

D-15

Manufacturer: Perm Aviadvigatel - Soloviev
Application: M-50 'Bounder-A'
Composition: / / / / / Nb of shafts =
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 127485 N	T^{AB}_{ssl} = N	T_{cr} = N
= 28660 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

D-18A

Manufacturer: IL : Instytut Lotnictwa
Application:
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2
D_{fan} = 0.75 m = 29.5 in D = 0.9 m = 35.4 in L = 1.94 m = 76.4 in
W_{eng} = 380 kg = 838 lb

Static Sea Level:		Cruise:
T_{ssl} = 17650 N = 3968 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 2.1 10^{-5} (kg/s)/N = 0.74 (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 38.4 kg/s = 84.7 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.7	OPR = 8	OPR$_{cr}$=
FPR = 2.07	TET = °K	M_{cr}= , h_{cr}= m

D-18T

Manufacturer: PROGRESS **Year:** 1982
Application: AN-124-100 'Condor', AN-225 'Mriya'
Composition: 1 / 7 / 7 / 1 / 1 / 4 Nb of shafts = 3
D_{fan} = 2.33 m = 91.7 in D = 2.936 m = 115.6 in L = 5.4 m = 212.6 in
W_{eng} = 4100 kg = 9039 lb

Static Sea Level:		Cruise:
T_{ssl} = 229794 N = 51660 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 47667 N = 10716 lbf
SFC$_{ssl}$= 1.02 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = 1.62 10^{-5} (kg/s)/N = 0.57 (lb/h)/lbf
$\dot{w}_{ssl}$ = 765.2 kg/s = 1687 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.6	OPR = 25	OPR$_{cr}$= 27.5
FPR = 1.56	TET = 1600 °K	M_{cr}= 0.75, h_{cr}= 11003 m

D-18T-1

Manufacturer: PROGRESS
Application: An-218-100
Composition: 1 / 7 / 7 / 1 / 1 / 4 Nb of shafts = 3
D_{fan} = 2.33 m = 91.7 in D = 2.936 m = 115.6 in L = 5.4 m = 212.6 in
W_{eng} = 4100 kg = 9039 lb

Static Sea Level:		Cruise:
T_{ssl} = 214172 N = 48148 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 51581 N = 11596 lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = 1.74 10^{-5} (kg/s)/N = 0.61 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.6	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= 0.8, h_{cr}= 11003 m

D-18T-3

Manufacturer: PROGRESS
Application: An-124-100M (proposed)
Composition: 1 / 7 / 7 / 1 / 1 / 4   Nb of shafts = 3

D_{fan} = 2.33 m = 91.7 in D = 2.936 m = 115.6 in L = 5.4 m = 212.6 in
W_{eng} = 4100 kg = 9039 lb

Static Sea Level:
T_{ssl} = 229794 N = 51660 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

D-18TM

Manufacturer: PROGRESS
Application: An-218 (proposed)
Composition: 1 / 7 / 7 / 1 / 1 / 3   Nb of shafts = 3

D_{fan} = m = in D = 2.987 m = 117.6 in L = 5.702 m = 224.5 in
W_{eng} = 4750 kg = 10472 lb

Static Sea Level:
T_{ssl} = 248107 N = 55777 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 770.2 kg/s = 1698 lb/s
BPR = 5.5   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

D-18TR

Manufacturer: PROGRESS
Application: An-218-200/-300 (proposed)
Composition: 1 / 7 / 7 / 1 / 1 / 3   Nb of shafts = 3

D_{fan} = m = in D = 2.987 m = 117.6 in L = 5.702 m = 224.5 in
W_{eng} = 4750 kg = 10472 lb

Static Sea Level:
T_{ssl} = 269681 N = 60627 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

D-20

Manufacturer: Perm Aviadvigatel - Soloviev
Application:
Composition: 3 / - / 8 / 1 / - / 2
Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 52956 N	T_{ssl}^{AB} = N	T_{cr} = N
= 11905 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

D-20P

Manufacturer: Perm Aviadvigatel - Soloviev
Year: 1960
Application: Tu-124K/K2/V
Composition: 3 / - / 8 / 1 / - / 2
Nb of shafts = 2

D_{fan} = 0.93 m = 36.6 in	D = 0.973 m	L = 3.302 m
W_{eng} = 1468 kg = 3236 lb	= 38.3 in	= 130 in
Static Sea Level:		**Cruise:**
T_{ssl} = 52956 N	T_{ssl}^{AB} = N	T_{cr} = 10791 N
= 11905 lbf	= lbf	= 2426 lbf
SFC$_{ssl}$= 1.76 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = 2.21 10^{-5} (kg/s)/N
= 0.62 (lb/h)/lbf	= (lb/h)/lbf	= 0.78 (lb/h)/lbf
$\dot{w}_{ssl}$ = 112.9 kg/s = 248.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1	OPR = 13.6	OPR$_{cr}$=
FPR = 2.6	TET = °K	M_{cr}= 0.82 , h_{cr}= 10000 m

D-21A1

Manufacturer: Perm Aviadvigatel - Soloviev
Application: S-21
Composition: 5 / - / 10 / 2 / - / 2
Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = 2100 kg = 4630 lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 52266 N	T_{ssl}^{AB} = N	T_{cr} = N
= 11750 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.83	OPR = 20.2	OPR$_{cr}$=
FPR = 2.99	TET = °K	M_{cr}= , h_{cr}= m

D-30-1

Manufacturer: Perm Aviadvigatel - Soloviev
Application: Tu-134/-134K/-134LK, Tu-134/-134N/-134S 'Crusty'
Composition: 4 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan}	= m = in	D	= 1.049 m	L	= 3.983 m
W_{eng}	= 1550 kg = 3417 lb		= 41.3 in		= 156.8 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 66679 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 14990 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.7 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.6 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 127 kg/s = 280 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 1	OPR	= 18.6	OPR$_{cr}$	=
FPR	= 2.65	TET	= °K	M_{cr} = , h_{cr} = m	

D-30-2

Manufacturer: Perm Aviadvigatel - Soloviev
Application: Tu-134A/AK/AN/B/B-1, Tu-134AN/UB-L/UB-K (Tu-134UB-KM) 'Crusty'
Composition: 4 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 66679 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 14990 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 1	OPR	=	OPR$_{cr}$	=
FPR	= 2.65	TET	= °K	M_{cr} = , h_{cr} = m	

D-30-3

Manufacturer: Perm Aviadvigatel - Soloviev
Application: Tu-134A-3/B-3/BW, Tu-134Sch/Sch-1/Sch-2/Sch-SL 'Crusty'
Composition: 5 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan}	= m = in	D	= 1.049 m	L	= 3.983 m
W_{eng}	= 1550 kg = 3417 lb		= 41.3 in		= 156.8 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 66679 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 14990 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.72 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.61 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 127 kg/s = 280 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 1	OPR	= 17.7	OPR$_{cr}$	=
FPR	= 2.65	TET	= °K	M_{cr} = , h_{cr} = m	

D-30F6

Manufacturer: Perm Aviadvigatel - Soloviev
Application: MiG-31 'Foxhound-A', S-37 'Berkut'
Composition: 5 / - / 10 / 2 / - / 2 | Nb of shafts = 2

D_{fan} = m = in	D = 1.021 m = 40.2 in	L = 7.041 m = 277.2 in
W_{eng} = 2416 kg = 5326 lb		

Static Sea Level:		Cruise:
T_{ssl} = 93163 N = 20944 lbf	T^{AB}_{ssl} = 186126 N = 41843 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 2.03 10^{-5} (kg/s)/N = 0.72 (lb/h)/lbf	SFC$^{AB}_{ssl}$= 5.28 10^{-5} (kg/s)/N = 1.86 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 150.1 kg/s = 330.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.57	OPR = 21.5	OPR$_{cr}$=
FPR = 3	TET = °K	M_{cr}= , h_{cr}= m

D-30K

Manufacturer: Perm Aviadvigatel - Soloviev | **Year:**
Application:
Composition: / / / / / | Nb of shafts =

D_{fan} = 1.455 m = 57.3 in	D = m = in	L = 4.61 m = 181.5 in
W_{eng} = 2150 kg = 4740 lb		

Static Sea Level:		Cruise:
T_{ssl} = 112815 N = 25362 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = 26978 N = 6065 lbf
SFC$_{ssl}$= (kg/s)/N = 0 (lb/h)/lbf	SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = 1.9 10^{-5} (kg/s)/N = 0.67 (lb/h)/lbf
$\dot{w}_{ssl}$ = 272 kg/s = 599.7 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.3	OPR = 20	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= 0.8 , h_{cr}= 11000 m

D-30KP

Manufacturer: Perm Aviadvigatel - Soloviev
Application: Il-76T, Il-76 'Candid-A', Il-76K/M 'Candid-B'*
Composition: 3 / - / 11 / 2 / - / 4 | Nb of shafts = 2

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		

Static Sea Level:		Cruise:
T_{ssl} = 117699 N = 26460 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 1.36 10^{-5} (kg/s)/N = 0.48 (lb/h)/lbf	SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 290.3 kg/s = 640 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.42	OPR = 18.4	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

D-30KP-2

Manufacturer: Perm Aviadvigatel - Soloviev
Application: Il-76TD/MDP/LL, Il-76MD/MDK 'Candid-B', Il-76SK/VPK, Il-78/-78M 'Midas'

Composition: 3 / - / 11 / 2 / - / 4		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 117699 N	T^{AB}_{ssl} = N	T_{cr} = N
= 26460 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$^{AB}_{ssl}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.42	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

D-30KPV

Manufacturer: Perm Aviadvigatel - Soloviev
Application: A-40 'Mermaid'

Composition: 3 / - / 11 / 2 / - / 4		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 117699 N	T^{AB}_{ssl} = N	T_{cr} = N
= 26460 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$^{AB}_{ssl}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

D-30KU

Manufacturer: Perm Aviadvigatel - Soloviev
Application: Il-62M (Il-62-200)

Composition: 3 / - / 11 / 2 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = 1.56 m	L = 5.69 m
W_{eng} = 2668 kg = 5882 lb	= 61.4 in	= 224 in
Static Sea Level:		**Cruise:**
T_{ssl} = 107869 N	T^{AB}_{ssl} = N	T_{cr} = N
= 24250 lbf	= lbf	= lbf
SFC$_{ssl}$ = $1.4\,10^{-5}$ (kg/s)/N	SFC$^{AB}_{ssl}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.49 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 269 kg/s = 593 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.35	OPR = 17.4	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

D-30KU-2

Manufacturer: Perm Aviadvigatel - Soloviev **Year:** 1982
Application: Tu-154M, Il-62,96, Il-62M (Il-62-200)
Composition: 3 / - / 11 / 2 / - / 2 Nb of shafts = 2
D_{fan} = 1.455 m = 57.3 in D = m L = 5.2 m
W_{eng} = 2318 kg = 5110 lb = in = 204.7 in

Static Sea Level:
T_{ssl} = 106090 N T_{ssl}^{AB} = N
= 23850 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 269 kg/s = 593 lb/s
BPR = 2.35 OPR =
FPR = TET = °K

Cruise:
T_{cr} = 26970 N
= 6063 lbf
SFC_{cr} = $1.98\,10^{-5}$ (kg/s)/N
= 0.7 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8 , h_{cr}= m

D-30KU-90

Manufacturer: Perm Aviadvigatel - Soloviev
Application:
Composition: 3 / - / 11 / 2 / - / 2 Nb of shafts = 2
D_{fan} = m = in D = 1.56 m L = 5.7 m
W_{eng} = 2400 kg = 5291 lb = 61.4 in = 224.4 in

Static Sea Level:
T_{ssl} = 117677 N T_{ssl}^{AB} = N
= 26455 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 2.44 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

D-30P

Manufacturer: Perm Aviadvigatel - Soloviev **Year:** 1965
Application:
Composition: / / / / / Nb of shafts =
D_{fan} = 0.985 m = 38.8 in D = m L = 3.93 m
W_{eng} = 1520 kg = 3351 lb = in = 154.7 in

Static Sea Level:
T_{ssl} = 66708 N T_{ssl}^{AB} = N
= 14997 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 125 kg/s = 275.6 lb/s
BPR = 1 OPR = 18.6
FPR = TET = 1300 °K

Cruise:
T_{cr} = 12753 N
= 2867 lbf
SFC_{cr} = $2.18\,10^{-5}$ (kg/s)/N
= 0.77 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.75 , h_{cr}= 11000 m

D-30U-154

Manufacturer: Perm Aviadvigatel - Soloviev
Application: Tu-154M
Composition: 4 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 1.049 m = 41.3 in L = 3.983 m = 156.8 in
W_{eng} = 1550 kg = 3417 lb

Static Sea Level:

T_{ssl} = 66679 N = 14990 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.7 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 127 kg/s = 280 lb/s
BPR = 1
OPR = 18.6
FPR = 2.65
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

D-36-1

Manufacturer: PROGRESS
Application: An-74
Composition: 1 / 6 / 7 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = m = in D = 1.373 m = 54.1 in L = 3.47 m = 136.6 in
W_{eng} = 1109 kg = 2445 lb

Static Sea Level:

T_{ssl} = 63743 N = 14330 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.02 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 254.9 kg/s = 562 lb/s
BPR = 6.3
OPR = 18.7
FPR =
TET = °K

Cruise:

T_{cr} = 15689 N = 3527 lbf
SFC$_{cr}$ = 1.84 10^{-5} (kg/s)/N = 0.65 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.75, h_{cr}= 8001 m

D-36-3A

Manufacturer: PROGRESS
Application: An-74-200, An-74T-100/-200A, An-74TK-100/200, An-74D-200, An-74VIP, An-72 'Coaler-A', An-74 'Coaler-B'
Composition: 1 / 6 / 7 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = m = in D = 1.373 m = 54.1 in L = 3.47 m = 136.6 in
W_{eng} = 1109 kg = 2445 lb

Static Sea Level:

T_{ssl} = 63743 N = 14330 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.02 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 254.9 kg/s = 562 lb/s
BPR = 6.3
OPR = 18.7
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

D-36-4A

Manufacturer: PROGRESS
Application: AN-74T-300, An-74TK-300
Composition: 1 / 6 / 7 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = m = in D = 1.373 m L = 3.47 m
W_{eng} = 1109 kg = 2445 lb = 54.1 in = 136.6 in

Static Sea Level:		Cruise:
T_{ssl} = 63743 N	T_{ssl}^{AB} = N	T_{cr} = N
= 14330 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6.3	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

D-436K

Manufacturer: PROGRESS
Application: An-71 'Madcap' (not produced)
Composition: 1 / 6 / 7 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 73551 N	T_{ssl}^{AB} = N	T_{cr} = N
= 16535 lbf	= lbf	= lbf
SFC$_{ssl}$ = 1.05 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.37 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6.2	OPR = 21	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

D-436T1

Manufacturer: PROGRESS **Year:** 1996
Application: Tu-334-100, AN-72,74
Composition: 1 + 1 / 6 / 7 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = 1.373 m = 54.1 in D = m L = 3.03 m
W_{eng} = 1450 kg = 3197 lb = in = 119.3 in

Static Sea Level:		Cruise:
T_{ssl} = 75019 N	T_{ssl}^{AB} = N	T_{cr} = 14710 N
= 16865 lbf	= lbf	= 3307 lbf
SFC$_{ssl}$ = 1.06 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = 1.73 10^{-5} (kg/s)/N
= 0.37 (lb/h)/lbf	= (lb/h)/lbf	= 0.61 (lb/h)/lbf
$\dot{w}_{ssl}$ = 275 kg/s = 606.3 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.95	OPR = 25.2	OPR$_{cr}$ =
FPR =	TET = 1550 °K	M_{cr} = 0.75 , h_{cr} = 11000 m

D-436T2

Manufacturer: PROGRESS
Application: Tu-334-100D, Tu-354 (Tu-334-200)
Composition: 1 + 1 / 6 / 7 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = 1.373 m = 54.1 in D = m L = m
W_{eng} = 1450 kg = 3197 lb = in = in

Static Sea Level:
T_{ssl} = 80415 N T^{AB}_{ssl} = N
= 18078 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 264.9 kg/s = 584 lb/s
BPR = 4.9 OPR = 26.2
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

D-436TM

Manufacturer: PROGRESS
Application: Yak-42-200 (Yak-42M) (proposed)
Composition: 1 + 1 / 6 / 7 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = m = in D = m L = m
W_{eng} = 1450 kg = 3197 lb = in = in

Static Sea Level:
T_{ssl} = 75019 N T^{AB}_{ssl} = N
= 16865 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.95 OPR = 25.2
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

D-436TP

Manufacturer: PROGRESS
Application: Be-200
Composition: 1 / 6 / 7 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 73551 N T^{AB}_{ssl} = N
= 16535 lbf = lbf
SFC$_{ssl}$= 1.05 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= 0.37 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Derwent RB.37 5/17

Manufacturer: Rolls-Royce
Application: C-102 Jetliner
Composition: - / - / / / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 16014 N
= 3600 lbf
T_{ssl}^{AB} = N
= lbf
SFC$_{ssl}$= (kg/s)/N
= (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Derwent RB.37 Mk.1

Manufacturer: Rolls-Royce
Application: Meteor III
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 8896 N
= 2000 lbf
T_{ssl}^{AB} = N
= lbf
SFC$_{ssl}$= 3.33 10^{-5} (kg/s)/N
= 1.18 (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = 29 kg/s = 63.9 lb/s
BPR =
OPR = 4
FPR =
TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Derwent RB.37 Mk.5

Manufacturer: Rolls-Royce
Application: Meteor F.4/U.15, Nord 1601, I.Ae.27
Composition: - / - / 6 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in.

Static Sea Level:
T_{ssl} = 24020 N
= 5400 lbf
T_{ssl}^{AB} = N
= lbf
SFC$_{ssl}$= 3.17 10^{-5} (kg/s)/N
= 1.12 (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = 36.3 kg/s = 80 lb/s
BPR =
OPR = 4.3
FPR =
TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Derwent RB.37 Mk.8

Manufacturer: Rolls-Royce

Application: Meteor T.7/F.8/FR.9/PR.10/NF.11/NF.13/U.16/U.21, S.14

Composition: - / - / / 1 / - / - Nb of shafts = 1

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 15444 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 3472 lbf		= lbf		= lbf
SFC_{ssl}	= (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

Derwent RB.37 Mk.9

Manufacturer: Rolls-Royce

Application: Meteor NF.12/NF.14/NF(T).14/TT.20, Sagittario II

Composition: - / - / / 1 / - / - Nb of shafts = 1

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 16014 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 3600 lbf		= lbf		= lbf
SFC_{ssl}	= (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

DV-2

Manufacturer: PROGRESS

Application: L-39E/-39MS/-39T/L-59

Composition: 1 / 2B / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan}	= 0.645 m = 25.4 in	D	= 1.036 m	L	= 1.721 m
W_{eng}	= 450 kg = 992 lb		= 40.8 in		= 67.8 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 21583 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 4852 lbf		= lbf		= lbf
SFC_{ssl}	= $1.69\ 10^{-5}$ (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= 0.59 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 49.4 kg/s = 108.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 1.46	OPR	= 13.5	OPR_{cr}	=
FPR	= 2.3	TET	= 1463 °K	M_{cr}= , h_{cr}= m	

DV-22/AI-22

Manufacturer: PROGRESS
Application:
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 37952 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 8532 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.05 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.37 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 140.2 kg/s = 309.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5	OPR	=	OPR$_{cr}$=	
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

DV-2F

Manufacturer: PROGRESS
Application: Yak-130D
Composition: 1 / 2B / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = 0.645 m = 25.4 in D = m L = m
W_{eng} = 630 kg = 1389 lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 24501 N	T_{ssl}^{AB}	= 36088 N	T_{cr}	= N
	= 5508 lbf		= 8113 lbf		= lbf
SFC$_{ssl}$	= 1.67 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= 6.46 10^{-5} (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.59 (lb/h)/lbf		= 2.28 (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 53.1 kg/s = 117.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 1.46	OPR	= 15.5	OPR$_{cr}$=	
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

EJ200 Mk.100

Manufacturer: EUROJET
Application: EF-2000, Typhoon
Composition: 3 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = 0.74 m = 29.1 in D = m L = 3.988 m
W_{eng} = 1037 kg = 2286 lb = in = 157 in

Static Sea Level:				Cruise:	
T_{ssl}	= 58939 N	T_{ssl}^{AB}	= 88964 N	T_{cr}	= N
	= 13250 lbf		= 20000 lbf		= lbf
SFC$_{ssl}$	= 2.22 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= 4.72 10^{-5} (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.79 (lb/h)/lbf		= 1.67 (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 73.9 kg/s = 162.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 0.4	OPR	= 25	OPR$_{cr}$=	
FPR	= 4.2	TET	= 1755 °K	M_{cr}= , h_{cr}= m	

EJ22-1

Manufacturer: Williams
Application: Eclipse 500 (candidate engine)
Composition: ?? / - / ?? / ?? / - / ?? Nb of shafts = 2

D_{fan} = m = in	D = 0.368 m = 14.5 in	L = 1.041 m = 41 in
Static Sea Level:		**Cruise:**
T_{ssl} = 3114 N = 700 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
W_{eng} = 39 kg = 86 lb		
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F100-IHI-100

Manufacturer: IHI : Ishikawajima-Harima Heavy Industries
Application: F-15J/DJ
Composition: 3 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = 1.181 m = 46.5 in	L = 4.986 m = 196.3 in
W_{eng} = 1442 kg = 3179 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 65255 N = 14670 lbf	T_{ssl}^{AB} = 103865 N = 23350 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 2.08 10^{-5} (kg/s)/N = 0.74 (lb/h)/lbf	SFC$_{ssl}^{AB}$= 7.08 10^{-5} (kg/s)/N = 2.5 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 102.1 kg/s = 225.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.71	OPR = 23	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F100-IHI-220E

Manufacturer: IHI : Ishikawajima-Harima Heavy Industries
Application: F-15J/DJ
Composition: 3 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = 1.181 m = 46.5 in	L = 4.986 m = 196.3 in
W_{eng} = 1464 kg = 3228 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 65255 N = 14670 lbf	T_{ssl}^{AB} = 104310 N = 23450 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 2.07 10^{-5} (kg/s)/N = 0.73 (lb/h)/lbf	SFC$_{ssl}^{AB}$= 5.95 10^{-5} (kg/s)/N = 2.1 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 24	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F100-PW-100

Manufacturer: Pratt & Whitney
Application: F-15
Composition: 3 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan}	= 0.884 m = 34.8 in	D	= 1.181 m	L	= 4.986 m
W_{eng}	= 1375 kg = 3031 lb		= 46.5 in		= 196.3 in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 65255 N	T_{ssl}^{AB}	= 106001 N	T_{cr}	= N
	= 14670 lbf		= 23830 lbf		= lbf
SFC_{ssl}	= 2.04 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}	= 7.08 10^{-5} (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= 0.72 (lb/h)/lbf		= 2.5 (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 102.1 kg/s = 225.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 0.71	OPR	= 24.8	OPR_{cr}=	
FPR	=	TET	= 1553 °K	M_{cr}= , h_{cr}= m	

F100-PW-200

Manufacturer: Pratt & Whitney
Application: F-16A/B
Composition: 3 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan}	= 0.884 m = 34.8 in	D	= 1.181 m	L	= 4.986 m
W_{eng}	= 1375 kg = 3031 lb		= 46.5 in		= 196.3 in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 65255 N	T_{ssl}^{AB}	= 106001 N	T_{cr}	= N
	= 14670 lbf		= 23830 lbf		= lbf
SFC_{ssl}	= 2.03 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}	= 5.95 10^{-5} (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= 0.72 (lb/h)/lbf		= 2.1 (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 105.2 kg/s = 231.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 0.71	OPR	= 25	OPR_{cr}=	
FPR	=	TET	= 1553 °K	M_{cr}= , h_{cr}= m	

F100-PW-220

Manufacturer: Pratt & Whitney
Application: F-15C/D/E, F-16A/B/C/D, YA-7F, A-7F (not produced)
Composition: 3 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan}	= m = in	D	= 1.181 m	L	= 5.283 m
W_{eng}	= 1451 kg = 3199 lb		= 46.5 in		= 208 in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 65255 N	T_{ssl}^{AB}	= 106001 N	T_{cr}	= N
	= 14670 lbf		= 23830 lbf		= lbf
SFC_{ssl}	= (kg/s)/N	SFC_{ssl}^{AB}	= 5.95 10^{-5} (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= (lb/h)/lbf		= 2.1 (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 103.4 kg/s = 228 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 0.71	OPR	= 25	OPR_{cr}=	
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

F100-PW-220E

Manufacturer: Pratt & Whitney
Application: F-15C/D, F-16A/B/C/D
Composition: 3 / - / 10 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 1.181 m — L = 4.986 m
W_{eng} = 1429 kg = 3150 lb — = 46.5 in — = 196.3 in

Static Sea Level:		Cruise:
T_{ssl} = 65255 N = 14670 lbf	T_{ssl}^{AB} = 106001 N = 23830 lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = 5.95 10^{-5} (kg/s)/N = 2.1 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 25	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F100-PW-220P

Manufacturer: Pratt & Whitney
Application:
Composition: 3 / - / 10 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 1.181 m — L = 5.283 m
W_{eng} = 1526 kg = 3364 lb — = 46.5 in — = 208 in

Static Sea Level:		Cruise:
T_{ssl} = 74285 N = 16700 lbf	T_{ssl}^{AB} = 120101 N = 27000 lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.36	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F100-PW-229

Manufacturer: Pratt & Whitney
Application: F-15E/I/S, F-16C/D
Composition: 3 / - / 10 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = 0.884 m = 34.8 in — D = 1.194 m — L = 4.851 m
W_{eng} = 1377 kg = 3036 lb — = 47 in — = 191 in

Static Sea Level:		Cruise:
T_{ssl} = 79178 N = 17800 lbf	T_{ssl}^{AB} = 128998 N = 29000 lbf	T_{cr} = N = lbf
SFC_{ssl} = 2.1 10^{-5} (kg/s)/N = 0.74 (lb/h)/lbf	SFC_{ssl}^{AB} = 5.81 10^{-5} (kg/s)/N = 2.05 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 112.5 kg/s = 248 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.36	OPR = 32.4	OPR_{cr}= 23
FPR = 3.8	TET = 1755 °K	M_{cr}= , h_{cr}= m

F100-PW-229A

Manufacturer: Pratt & Whitney
Application: F-15E/I/S, F-16C/D
Composition: 3 / - / 10 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = 1.181 m	L = 5.283 m
W_{eng} = kg = lb	= 46.5 in	= 208 in
Static Sea Level:		**Cruise:**
T_{ssl} = 79178 N	T_{ssl}^{AB} = 144567 N	T_{cr} = N
= 17800 lbf	= 32500 lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = 5.41 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= 1.91 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 35	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F101-GE-100

Manufacturer: GE : General Electric
Application: YB-1A, B-1B
Composition: 2 / - / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 75619 N	T_{ssl}^{AB} = 133446 N	T_{cr} = N
= 17000 lbf	= 30000 lbf	= lbf
SFC_{ssl} = 1.61 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = 7.67 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.57 (lb/h)/lbf	= 2.71 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 158.8 kg/s = 350.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.1	OPR = 26.5	OPR_{cr} =
FPR = 2.31	TET = °K	M_{cr}= , h_{cr}= m

F101-GE-102

Manufacturer: GE : General Electric **Year:** 1983
Application: B-1B, Lockheed U2/TR-1 ?
Composition: 2 / - / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = 1.135 m = 44.7 in	D = 1.402 m	L = 4.59 m
W_{eng} = 2018 kg = 4449 lb	= 55.2 in	= 180.7 in
Static Sea Level:		**Cruise:**
T_{ssl} = 77355 N	T_{ssl}^{AB} = 136916 N	T_{cr} = N
= 17390 lbf	= 30780 lbf	= lbf
SFC_{ssl} = 1.59 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = 6.97 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.56 (lb/h)/lbf	= 2.46 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 161.5 kg/s = 356 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.91	OPR = 26.8	OPR_{cr} =
FPR = 2.31	TET = 1672 °K	M_{cr}= , h_{cr}= m

F102-LD-100

Manufacturer: Avco Lycoming
Application: YA-9A, A-10A, S-3A (candidate engines)
Composition: 1 / / 7 + 1C / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 31137 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F103-GE-101

Manufacturer: GE : General Electric
Application: KC-10A
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = 2.195 m L = 4.394 m
W_{eng} = 3977 kg = 8768 lb = 86.4 in = 173 in

Static Sea Level:		Cruise:
T_{ssl} = 230022 N	T_{ssl}^{AB} = N	T_{cr} = N
= 51711 lbf	= lbf	= lbf
SFC$_{ssl}$= 1.13 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.4 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 669.5 kg/s = 1476 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.31	OPR = 30.2	OPR$_{cr}$=
FPR =	TET = 1639 °K	M_{cr}= , h_{cr}= m

F104-GA-100

Manufacturer: ASE : AlliedSignal Engines
Application: HU-25A/B/C, GQM-98
Composition: 1 / 5 / 1C / 1 / 3 / 2 Nb of shafts = 3

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 18015 N	T_{ssl}^{AB} = N	T_{cr} = N
= 4050 lbf	= lbf	= lbf
SFC$_{ssl}$= 1.25 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.44 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 63.5 kg/s = 140 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 3	OPR = 17	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F107-WR-101

Manufacturer: Williams/Rolls-Royce
Application: Air Launch Cruise Missile AGM-86B/C/D
Composition: 4 / - / 1C / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 0.305 m = 12 in L = 1.232 m = 48.5 in
W_{eng} = 66 kg = 146 lb

Static Sea Level:
T_{ssl} = 2825 N = 635 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.94 10^{-5} (kg/s)/N = 0.68 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 6.2 kg/s = 13.6 lb/s
BPR = 1
OPR = 13.8
FPR = 2.1
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F107-WR-400

Manufacturer: Williams/Rolls-Royce
Application: BGM-109G, RGM-109A/B/C/D, UGM-109A/B/C/D
Composition: 4 / - / 1C / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 0.305 m = 12 in L = 0.937 m = 36.9 in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 2669 N = 600 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F107-WR-402

Manufacturer: Williams/Rolls-Royce
Application: RGM-109C-III/D-III, UGM-109C-III/D-III, BGM-109E/F (not produced)
Composition: 4 / - / 1C / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 0.305 m = 12 in L = 0.937 m = 36.9 in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 3114 N = 700 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F108-CF-100

Manufacturer: CFM Internationnal : GE + Snecma
Application: KC-135R Stratotanker
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = 1.829 m L = 2.931 m
W_{eng} = 2091 kg = 4610 lb = 72 in = 115.4 in

Static Sea Level:

T_{ssl} = 96233 N T_{ssl}^{AB} = N
= 21634 lbf = lbf
SFC_{ssl} = 1.03 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.36 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 356.1 kg/s = 785.1 lb/s
BPR = 6 OPR =
FPR = 1.5 TET = 1493 °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F109-GA-100

Manufacturer: ASE : AlliedSignal Engines
Application: T-46A, YT-48 (not produced) (see also TFE109-1)
Composition: 2 / - / 2 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 0.78 m L = 1.13 m
W_{eng} = 199 kg = 439 lb = 30.7 in = 44.5 in

Static Sea Level:

T_{ssl} = 5916 N T_{ssl}^{AB} = N
= 1330 lbf = lbf
SFC_{ssl} = 1.11 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.39 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 20.7
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F110-GE-100

Manufacturer: GE : General Electric
Application: F-16C/D, A-7F (not produced)
Composition: 3 / - / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 1.181 m L = 4.623 m
W_{eng} = 1767 kg = 3896 lb = 46.5 in = 182 in

Static Sea Level:

T_{ssl} = 81536 N T_{ssl}^{AB} = 127308 N
= 18330 lbf = 28620 lbf
SFC_{ssl} = 2.11 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = 5.89 10^{-5} (kg/s)/N
= 0.74 (lb/h)/lbf = 2.08 (lb/h)/lbf
$\dot{w}_{ssl}$ = 115.2 kg/s = 254 lb/s
BPR = 0.87 OPR = 30.4
FPR = 2.98 TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F110-GE-129

Manufacturer: GE : General Electric **Year:** 1987
Application: F-15E, F-16C/D
Composition: 3 / - / 9 / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.905 m = 35.6 in D = 1.181 m = 46.5 in L = 4.62 m = 181.9 in
W_{eng} = 1805 kg = 3979 lb

Static Sea Level:		Cruise:
T_{ssl} = 75619 N = 17000 lbf	T_{ssl}^{AB} = 128998 N = 29000 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 5.38 10^{-5} (kg/s)/N = 1.9 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 122.5 kg/s = 270.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.76	OPR = 30.7	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F110-GE-132

Manufacturer: GE : General Electric
Application: F-16C Block 60
Composition: 3 / - / 9 / 1 / - / 2 Nb of shafts = 2
D_{fan} = m = in D = 1.181 m = 46.5 in L = 4.62 m = 181.9 in
W_{eng} = 1837 kg = 4050 lb

Static Sea Level:		Cruise:
T_{ssl} = N = lbf	T_{ssl}^{AB} = 142342 N = 32000 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 5.92 10^{-5} (kg/s)/N = 2.09 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.76	OPR = 33.3	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F110-GE-400

Manufacturer: GE : General Electric **Year:** 1992
Application: F-14B/D
Composition: 3 / - / 9 / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.905 m = 35.6 in D = 1.181 m = 46.5 in L = 5.08 m = 200 in
W_{eng} = 1526 kg = 3364 lb

Static Sea Level:		Cruise:
T_{ssl} = 75600 N = 16996 lbf	T_{ssl}^{AB} = 124500 N = 27989 lbf	T_{cr} = N = 0 lbf
SFC$_{ssl}$ = 1.86 10^{-5} (kg/s)/N = 0.66 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 5.69 10^{-5} (kg/s)/N = 2.01 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = 0 (lb/h)/lbf
$\dot{w}_{ssl}$ = 121.6 kg/s = 268.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.87	OPR = 30.3	OPR$_{cr}$=
FPR = 3.2	TET = 1643 °K	M_{cr}= , h_{cr}= m

F110-GE-X

Manufacturer: GE : General Electric
Application: Growth demonstrator
Composition: 3 / - / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 97860 N = 22000 lbf
T_{ssl}^{AB} = 162359 N = 36500 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F110-IHI-129

Manufacturer: IHI : Ishikawajima-Harima Heavy Industries
Application: F-2A/B
Composition: 3 / - / 9 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 1.181 m = 46.5 in L = 4.62 m = 181.9 in
W_{eng} = 1787 kg = 3940 lb

Static Sea Level:
T_{ssl} = 75619 N = 17000 lbf
T_{ssl}^{AB} = 128998 N = 29000 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = $5.38\ 10^{-5}$ (kg/s)/N = 1.9 (lb/h)/lbf
$\dot{w}_{ssl}$ = 122.5 kg/s = 270.1 lb/s
BPR = 0.76
OPR = 30.7
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F112-WR-100

Manufacturer: Williams/Rolls-Royce
Application: AGM-129A, X-36A, X-50A
Composition: 4 / - / 1C / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = 73 kg = 161 lb

Static Sea Level:
T_{ssl} = 3256 N = 732 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F117-PW-100

Manufacturer: Pratt & Whitney
Application: C-17A
Composition: 1 / 4B / 12 / 2 / - / 5 — Nb of shafts = 2
D_{fan} = m = in — D = 2.146 m = 84.5 in — L = 3.729 m = 146.8 in
W_{eng} = 3221 kg = 7101 lb

Static Sea Level:		Cruise:
T_{ssl} = 185490 N = 41700 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 0.96 10^{-5} (kg/s)/N = 0.34 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 607.8 kg/s = 1340 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.8	OPR = 27.6	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F118-GE-100

Manufacturer: GE : General Electric
Application: B-2A
Composition: 3 / - / 9 / 1 / - / 2 — Nb of shafts = 2
D_{fan} = m = in — D = 1.181 m = 46.5 in — L = 2.553 m = 100.5 in
W_{eng} = 1451 kg = 3199 lb

Static Sea Level:		Cruise:
T_{ssl} = 84516 N = 19000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 1.06 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 130.2 kg/s = 287 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 35.1	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F118-GE-101

Manufacturer: GE : General Electric
Application: U-2S
Composition: 3 / - / 9 / 1 / - / 2 — Nb of shafts = 2
D_{fan} = m = in — D = 1.194 m = 47 in — L = 2.794 m = 110 in
W_{eng} = 1429 kg = 3150 lb

Static Sea Level:		Cruise:
T_{ssl} = 84516 N = 19000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 1.06 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 130.2 kg/s = 287 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 35.1	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F119-PW-100

Manufacturer: Pratt & Whitney
Application: Raptor F/A-22A, YF-23
Composition: 3 / - / 9 / 1 / - / 1

		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = N	T_{ssl}^{AB} = 155687 N	T_{cr} = N
= lbf	= 35000 lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.45	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F121-WR-100

Manufacturer: Williams/Rolls-Royce
Application:
Composition: 1 / - / 6 / 1 / - / 1

		Nb of shafts = 2
D_{fan} = m = in	D = 0.211 m	L = 0.66 m
W_{eng} = 19 kg = 42 lb	= 8.3 in	= 26 in
Static Sea Level:		**Cruise:**
T_{ssl} = 667 N	T_{ssl}^{AB} = N	T_{cr} = N
= 150 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F121-WR-110

Manufacturer: Williams/Rolls-Royce
Application:
Composition: 2 / - / 5 / 1 / - / 1

		Nb of shafts = 2
D_{fan} = m = in	D = 0.343 m	L = m
W_{eng} = kg = lb	= 13.5 in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 4448 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1000 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F121-WR-115

Manufacturer: Williams/Rolls-Royce
Application: TAURUS
Composition: 2 / - / 5 / 1 / - / 1 — Nb of shafts = 2

D_{fan} = m = in
W_{eng} = kg = lb
D = 0.343 m = 13.5 in
L = 0.699 m = 27.5 in

Static Sea Level:

T_{ssl} = 6672 N = 1500 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F124-GA-100

Manufacturer: ASE : AlliedSignal Engines (Honeywell)
Application: X-45A, L-159A/B
Composition: 3 / - / 4 + 1C / 1 / - / 1 — Nb of shafts = 2

D_{fan} = m = in
W_{eng} = 499 kg = 1100 lb
D = 0.914 m = 36 in
L = 1.697 m = 66.8 in

Static Sea Level:

T_{ssl} = 28024 N = 6300 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = $2.29\ 10^{-5}$ (kg/s)/N = 0.81 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 42.6 kg/s = 93.9 lb/s
BPR = 0.4
OPR = 19.4
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F124-GA-X

Manufacturer: ASE : AlliedSignal Engines (Honeywell)
Application:
Composition: / / / / / — Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 36119 N = 8120 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F124-GA-XX

Manufacturer: ASE : AlliedSignal Engines (Honeywell)
Application:
Composition: / / / / / Nb of shafts =
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 51154 N = 11500 lbf T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

F125

Manufacturer: ASE : AlliedSignal Engines **Year:**
Application: Ching Kuo (IDF)
Composition: / / / / / Nb of shafts =
D_{fan} = 0.591 m = 23.3 in D = m = in L = 3.56 m = 140.2 in
W_{eng} = 617 kg = 1360 lb

Static Sea Level:
T_{ssl} = 28000 N = 6295 lbf T^{AB}_{ssl} = 41100 N = 9240 lbf
SFC$_{ssl}$ = 2.28 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf SFC$^{AB}_{ssl}$ = 5.83 10^{-5} (kg/s)/N = 2.06 (lb/h)/lbf
$\dot{w}_{ssl}$ = 41.9 kg/s = 92.4 lb/s
BPR = 0.49 OPR = 18.5
FPR = TET = 1645 °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

F125-GA-100

Manufacturer: ASE : AlliedSignal Engines (Honeywell)
Application: L-39
Composition: 3 / - / 4 + 1C / 1 / - / 1 Nb of shafts = 2
D_{fan} = m = in D = 0.591 m = 23.3 in L = 3.561 m = 140.2 in
W_{eng} = 617 kg = 1360 lb

Static Sea Level:
T_{ssl} = 26800 N = 6025 lbf T^{AB}_{ssl} = 41146 N = 9250 lbf
SFC$_{ssl}$ = 2.27 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf SFC$^{AB}_{ssl}$ = 5.84 10^{-5} (kg/s)/N = 2.06 (lb/h)/lbf
$\dot{w}_{ssl}$ = 43.3 kg/s = 95.5 lb/s
BPR = 0.3 OPR = 18.5
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

F125-GA-X

Manufacturer: ASE : AlliedSignal Engines (Honeywell)
Application:
Composition: / / / / / Nb of shafts =

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = N	T_{ssl}^{AB} = 54490 N	T_{cr} = N
= lbf	= 12250 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F125-GA-XX

Manufacturer: ASE : AlliedSignal Engines (Honeywell)
Application:
Composition: / / / / / Nb of shafts =

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = N	T_{ssl}^{AB} = 71171 N	T_{cr} = N
= lbf	= 16000 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F136-GE-100

Manufacturer: GE : General Electric
Application: F-35A/B/C (proposed)
Composition: 2 / - / ?? / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = N	T_{ssl}^{AB} = 177928 N	T_{cr} = N
= lbf	= 40000 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F137-AD-100

Manufacturer: Allison
Application: RQ-4A (Global Hawk)
Composition: 1 / - / 14 / 3 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 1.105 m = 43.5 in — L = 2.705 m = 106.5 in
W_{eng} = 717 kg = 1581 lb

Static Sea Level:

T_{ssl} = 36876 N = 8290 lbf — T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.11 10^{-5} (kg/s)/N = 0.39 (lb/h)/lbf — SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 117.9 kg/s = 259.9 lb/s
BPR = 5 — OPR =
FPR = — TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F199-PW-100

Manufacturer: Pratt & Whitney — **Year:**
Application: F22 Raptor
Composition: / / / / / — Nb of shafts =

D_{fan} = m = 0 in — D = m = in — L = 4.826 m = 190 in
W_{eng} = 1360 kg = 2998 lb

Static Sea Level:

T_{ssl} = 98000 N = 22031 lbf — T_{ssl}^{AB} = 156000 N = 35070 lbf
SFC_{ssl} = 1.72 10^{-5} (kg/s)/N = 0.61 (lb/h)/lbf — SFC_{ssl}^{AB} = 6.67 10^{-5} (kg/s)/N = 2.35 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = 0 lb/s
BPR = 0.2 — OPR =
FPR = — TET = °K

Cruise:

T_{cr} = N = 0 lbf
SFC_{cr} = (kg/s)/N = 0 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F2/1

Manufacturer: Vickers
Application: F9/40 (Meteor prototype)
Composition: / / / / / — Nb of shafts =

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 8007 N = 1800 lbf — T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf — SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = — OPR =
FPR = — TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

F3-IHI-30

Manufacturer: IHI : Ishikawajima-Harima Heavy Industries
Application: T-4
Composition: 2 / - / 5 / 1 / - / 2

D_{fan} = m = in	D = 0.63 m	Nb of shafts = 2
W_{eng} = 208 kg = 459 lb	= 24.8 in	L = 2.007 m
		= 79 in
Static Sea Level:		**Cruise:**
T_{ssl} = 16369 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3680 lbf	= lbf	= lbf
SFC$_{ssl}$ = 1.98 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.7 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 34 kg/s = 75 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.9	OPR = 11	OPR$_{cr}$ =
FPR = 2.6	TET = °K	M_{cr} = , h_{cr} = m

F3-IHI-30

Manufacturer: IHI : Ishikawajima-Harima Heavy Industries
Application:
Composition: / / / / /

D_{fan} = 0.56 m = 22 in	D = m	Nb of shafts =
W_{eng} = 340 kg = 750 lb	= in	L = 1.34 m
		= 52.8 in
Static Sea Level:		**Cruise:**
T_{ssl} = 16370 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3680 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 34 kg/s = 75 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.9	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

F401-PW-400

Manufacturer: Pratt & Whitney
Application: XFV-12A, F-14B (not produced)
Composition: 3 / - / 10 / 2 / - / 2

D_{fan} = m = in	D = m	Nb of shafts = 2
W_{eng} = kg = lb	= in	L = m
		= in
Static Sea Level:		**Cruise:**
T_{ssl} = N	T_{ssl}^{AB} = 124950 N	T_{cr} = N
= lbf	= 28090 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

F402-RR-406A

Manufacturer: Rolls-Royce
Application: AV-8B
Composition: 3 / - / 8 / 2 / - / 2

		Nb of shafts = 2
D_{fan} = m = in	D = 1.219 m	L = 3.485 m
W_{eng} = 1796 kg = 3960 lb	= 48 in	= 137.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 95414 N	T^{AB}_{ssl} = N	T_{cr} = N
= 21450 lbf	= lbf	= lbf
SFC$_{ssl}$ = 2.1 10^{-5} (kg/s)/N	SFC$^{AB}_{ssl}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.74 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 15.3	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

F402-RR-408

Manufacturer: Rolls-Royce
Application: AV-8B, AV-8B+
Composition: 3 / - / 8 / 2 / - / 2

		Nb of shafts = 2
D_{fan} = m = in	D = 1.219 m	L = 3.485 m
W_{eng} = 1932 kg = 4259 lb	= 48 in	= 137.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 105867 N	T^{AB}_{ssl} = N	T_{cr} = N
= 23800 lbf	= lbf	= lbf
SFC$_{ssl}$ = 2.15 10^{-5} (kg/s)/N	SFC$^{AB}_{ssl}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.76 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 208.2 kg/s = 459 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.2	OPR = 16.3	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

F404-GE-100

Manufacturer: GE : General Electric
Application: F-5G (F-20A)
Composition: 3 / - / 7 / 1 / - / 1

		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = N	T^{AB}_{ssl} = 75619 N	T_{cr} = N
= lbf	= 17000 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$^{AB}_{ssl}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 24	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

F404-GE-100D

Manufacturer: GE : General Electric
Application: A-4S, TA-4S
Composition: 3 / - / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.881 m L = 2.261 m
W_{eng} = 826 kg = 1821 lb = 34.7 in = 89 in

Static Sea Level:
T_{ssl} = 48930 N = 11000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 2.27 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 24
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

F404-GE-102

Manufacturer: GE : General Electric
Application: KTX-2
Composition: 3 / - / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.881 m L = 4.034 m
W_{eng} = 1035 kg = 2282 lb = 34.7 in = 158.8 in

Static Sea Level:
T_{ssl} = 48930 N = 11000 lbf
T_{ssl}^{AB} = 78733 N = 17700 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = 4.93 10^{-5} (kg/s)/N = 1.74 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 26
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

F404-GE-102D

Manufacturer: GE : General Electric
Application: X-45B
Composition: 3 / - / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 48930 N = 11000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

F404-GE-400

Manufacturer: GE : General Electric
Application: F/A-18A/B, CF-18A/B Hornet, F-5G, X-29A, X-31A
Composition: 3 / - / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = 0.889 m = 35 in	L = 3.912 m = 154 in
W_{eng} = 996 kg = 2196 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 47151 N = 10600 lbf	T_{ssl}^{AB} = 71172 N = 16000 lbf	T_{cr} = N = lbf
SFC_{ssl} = 2.42 10^{-5} (kg/s)/N = 0.85 (lb/h)/lbf	SFC_{ssl}^{AB} = 5.24 10^{-5} (kg/s)/N = 1.85 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 64.4 kg/s = 142 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.34	OPR = 26	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F404-GE-400D

Manufacturer: GE : General Electric
Application: A-6F (not produced)
Composition: 3 / - / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 47151 N = 10600 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 26	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F404-GE-402

Manufacturer: GE : General Electric **Year:** 1991
Application: F/A-18C/D
Composition: 3 / - / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = 0.709 m = 27.9 in	D = 0.884 m = 34.8 in	L = 4.034 m = 158.8 in
W_{eng} = 1035 kg = 2282 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 53156 N = 11950 lbf	T_{ssl}^{AB} = 78733 N = 17700 lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = 4.93 10^{-5} (kg/s)/N = 1.74 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 66.2 kg/s = 145.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.31	OPR = 26	OPR_{cr}=
FPR =	TET = °K	M_{cr}= ; h_{cr}= m

F404-GE-F1D2

Manufacturer: GE : General Electric
Application: F-117A
Composition: 3 / - / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.889 m = 35 in L = 2.108 m = 83 in
W_{eng} = 785 kg = 1731 lb

Static Sea Level:
T_{ssl} = 46884 N = 10540 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 2.29 10^{-5} (kg/s)/N = 0.81 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 64.9 kg/s = 143.1 lb/s
BPR =
OPR = 24
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

F404-GE-F2J3

Manufacturer: GE : General Electric
Application: Tejas (interim engine)
Composition: 3 / - / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = N = lbf
T_{ssl}^{AB} = 81402 N = 18300 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 27
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

F404-GE-IN20

Manufacturer: GE : General Electric
Application: Tejas
Composition: 3 / - / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = N = lbf
T_{ssl}^{AB} = 89854 N = 20200 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

F405-RR-400

Manufacturer: Rolls-Royce/Turboméca
Application: T-45A
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.785 m = 30.9 in L = 1.948 m = 76.7 in
W_{eng} = 568 kg = 1252 lb

Static Sea Level:
T_{ssl} = 23131 N = 5200 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

F405-RR-400L

Manufacturer: Rolls-Royce/Turboméca
Application: T-45A
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.785 m = 30.9 in L = 1.948 m = 76.7 in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 24243 N = 5450 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

F405-RR-401

Manufacturer: Rolls-Royce/Turboméca
Application: T-45A
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.785 m = 30.9 in L = 1.948 m = 76.7 in
W_{eng} = 592 kg = 1305 lb

Static Sea Level:
T_{ssl} = 26000 N = 5845 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 44 kg/s = 97 lb/s
BPR = 0.8
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

F412-GE-400

Manufacturer: GE : General Electric
Application: A-12 (not produced)
Composition: 3 / - / 7 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 62275 N = 14000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F414

Manufacturer: GE : General Electric — **Year:** 1996
Application: F18 E,F
Composition: / / / / / — Nb of shafts =

D_{fan} = 0.777 m = 30.6 in — D = m = in — L = 3.922 m = 154.4 in
W_{eng} = 1110 kg = 2447 lb

Static Sea Level:		Cruise:
T_{ssl} = 64900 N = 14590 lbf	T_{ssl}^{AB} = 97700 N = 21964 lbf	T_{cr} = N = 0 lbf
SFC_{ssl}= 2.38 10^{-5} (kg/s)/N = 0.84 (lb/h)/lbf	SFC_{ssl}^{AB}= 5.22 10^{-5} (kg/s)/N = 1.84 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = 0 (lb/h)/lbf
$\dot{w}_{ssl}$ = 78 kg/s = 172 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.37	OPR = 30	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F414-GE-400

Manufacturer: GE : General Electric
Application: F/A-18E/F
Composition: 3 / - / 7 / 1 / - / 1 — Nb of shafts = 2

D_{fan} = m = in — D = 0.889 m = 35 in — L = 3.912 m = 154 in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 55603 N = 12500 lbf	T_{ssl}^{AB} = 97860 N = 22000 lbf	T_{cr} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 76.7 kg/s = 169.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.4	OPR = 30	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F415-WR-400

Manufacturer: Williams/Rolls-Royce
Application: RGM-109E, UGM-109E
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = 0.241 m	L = 0.889 m
W_{eng} = kg = lb	= 9.5 in	= 35 in
Static Sea Level:		**Cruise:**
T_{ssl} = 3114 N	T_{ssl}^{AB} = N	T_{cr} = N
= 700 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

F415-WR-402

Manufacturer: Williams/Rolls-Royce
Application: RGM-109E, UGM-109E
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = 0.241 m	L = 0.889 m
W_{eng} = kg = lb	= 9.5 in	= 35 in
Static Sea Level:		**Cruise:**
T_{ssl} = 3114 N	T_{ssl}^{AB} = N	T_{cr} = N
= 700 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

FJ33-1

Manufacturer: Williams
Application: Aerostar, Century Jet, FJ-100, Leopard Six
Composition: ?? / - / ?? / ?? / - / ?? Nb of shafts = 2

D_{fan} = m = in	D = 0.483 m	L = 1.217 m
W_{eng} = 136 kg = 300 lb	= 19 in	= 47.9 in
Static Sea Level:		**Cruise:**
T_{ssl} = 5338 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1200 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

FJ33-4

Manufacturer: Williams
Application: S-26 Safire, Javelin Mk.10, D-Jet, Javelin AJT Mk.20, Mk.30
Composition: ?? / - / ?? / ?? / - / ?? Nb of shafts = 2

D_{fan} = m = in D = 0.483 m = 19 in L = 1.217 m = 47.9 in
W_{eng} = 136 kg = 300 lb

Static Sea Level:
T_{ssl} = 5338 N = 1200 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 3.4
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

FJ44

Manufacturer: Williams/Rolls-Royce **Year:** 1992
Application: CitationJet, SJ30
Composition: / / / / / Nb of shafts =

D_{fan} = 0.483 m = 19 in D = m = in L = 1.021 m = 40.2 in
W_{eng} = 202 kg = 445 lb

Static Sea Level:
T_{ssl} = 8452 N = 1900 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = $1.3\ 10^{-5}$ (kg/s)/N = 0.46 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 28.7 kg/s = 63.3 lb/s
BPR = 3.28
OPR = 12.8
FPR = 1.6
TET = 1291 °K

Cruise:
T_{cr} = 2669 N = 600 lbf
SFC$_{cr}$ = $2.12\ 10^{-5}$ (kg/s)/N = 0.75 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.7 , h_{cr} = 9144 m

FJ44-1A

Manufacturer: Williams/Rolls-Royce
Application: Citation CJ1, SigmaJet, MagnaJet
Composition: 1 / 1B / 1C / 1 / - / 2 Nb of shafts = 2

D_{fan} = 0.531 m = 20.9 in D = m = in L = 1.064 m = 41.9 in
W_{eng} = 203 kg = 448 lb

Static Sea Level:
T_{ssl} = 8452 N = 1900 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = $1.29\ 10^{-5}$ (kg/s)/N = 0.46 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 28.6 kg/s = 63.1 lb/s
BPR = 3.28
OPR = 12.8
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

FJ44-1AP

Manufacturer: Williams/Rolls-Royce
Application: Citation CJ1+
Composition: 1 / 1B / 1C / 1 / - / 2 Nb of shafts = 2

D_{fan} = 0.526 m = 20.7 in D = m L = 1.052 m
W_{eng} = 209 kg = 461 lb = in = 41.4 in

Static Sea Level:		Cruise:
T_{ssl} = 8740 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1965 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.58	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

FJ44-1C

Manufacturer: Williams/Rolls-Royce
Application: SK60
Composition: 1 / 1B / 1C / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = 1.064 m
W_{eng} = 203 kg = 448 lb = in = 41.9 in

Static Sea Level:		Cruise:
T_{ssl} = 6672 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1500 lbf	= lbf	= lbf
SFC_{ssl}= 1.3 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.46 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 26.3 kg/s = 58 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 3.4	OPR = 10.3	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

FJ44-2A

Manufacturer: Williams/Rolls-Royce
Application: Premier 1, SJ30-2, Citation Eagle II, NauticAir 450
Composition: 1 / 1B / 2 + 1C / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = 1.199 m
W_{eng} = kg = lb = in = 47.2 in

Static Sea Level:		Cruise:
T_{ssl} = 10231 N	T_{ssl}^{AB} = N	T_{cr} = N
= 2300 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

FJ44-2C

Manufacturer: Williams/Rolls-Royce
Application: Citation CJ2, Spirit Wing Learjet 25D
Composition: 1 / 1B / 2 + 1C / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in	D = m	L = 1.199 m
W_{eng} = kg = lb	= in	= 47.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 10676 N	T_{ssl}^{AB} = N	T_{cr} = N
= 2400 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

FJ44-3A

Manufacturer: Williams/Rolls-Royce
Application: Citation CJ2+, CJ3
Composition: / / / / / — Nb of shafts =

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 12540 N	T_{ssl}^{AB} = N	T_{cr} = N
= 2819 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.2	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

FJ44-4A

Manufacturer: Williams/Rolls-Royce
Application: Citation CJ4
Composition: / / / / / — Nb of shafts =

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 15120 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3399 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

FJX-1

Manufacturer: Williams
Application: V-Jet II
Composition: ?? / - / ?? / ?? / - / ?? Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 2402 N = 540 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

FJX-2

Manufacturer: Williams
Application: V-Jet II, Eclipse 500 (candidate engine)
Composition: ?? / - / ?? / ?? / - / ?? Nb of shafts = 2

D_{fan} = m = in D = 0.368 m = 14.5 in L = 1.041 m = 41 in
W_{eng} = 39 kg = 86 lb

Static Sea Level:
T_{ssl} = 3114 N = 700 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Gabizo

Manufacturer: Turboméca
Application: Mirage II, Etendard II, CM-171, CM-191 (not produced)
Composition: - / - / 1 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = 364 kg = 802 lb

Static Sea Level:
T_{ssl} = 10765 N = 2420 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20.4 kg/s = 45 lb/s
BPR =
FPR =
T_{ssl}^{AB} = 14679 N = 3300 lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

GE1

Manufacturer: GE : General Electric
Application: Technology demonstrator
Composition: - / - / 14 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.61 m = 24 in L = 1.778 m = 70 in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 22241 N = 5000 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.98 10^{-5} (kg/s)/N = 0.7 (lb/h)/lbf SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 34.9 kg/s = 76.9 lb/s
BPR = OPR = 11
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

GE1/10

Manufacturer: GE : General Electric
Application: Technology demonstrator
Composition: 1 / - / 14 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 0.965 m = 38 in L = 3.632 m = 143 in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 44482 N = 10000 lbf T_{ssl}^{AB} = 75619 N = 17000 lbf
SFC$_{ssl}$ = 2.27 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf SFC$_{ssl}^{AB}$ = 5.1 10^{-5} (kg/s)/N = 1.8 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = 1365+ °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

GE1/6

Manufacturer: GE : General Electric
Application: Technology demonstrator
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 70415 N = 15830 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 0.95 10^{-5} (kg/s)/N = 0.34 (lb/h)/lbf SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 8 OPR = 25
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

GE1/J1A1

Manufacturer: GE : General Electric
Application:
Composition: - / - / 14 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.61 m L = 3.556 m
W_{eng} = kg = lb = 24 in = 140 in

Static Sea Level:
T_{ssl} = 24465 N T_{ssl}^{AB} = 33362 N
= 5500 lbf = 7500 lbf
SFC$_{ssl}$ = 1.98 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.7 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 34.9 kg/s = 76.9 lb/s
BPR = OPR = 11
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

GE4/J5P

Manufacturer: GE : General Electric
Application: B-2707-200/-300 (not produced)
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 2.273 m L = 7.823 m
W_{eng} = 5126 kg = 11301 lb = 89.5 in = 308 in

Static Sea Level:
T_{ssl} = 229082 N T_{ssl}^{AB} = 305147 N
= 51500 lbf = 68600 lbf
SFC$_{ssl}$ = 2.95 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = 5.27 10^{-5} (kg/s)/N
= 1.04 (lb/h)/lbf = 1.86 (lb/h)/lbf
$\dot{w}_{ssl}$ = 293 kg/s = 646 lb/s
BPR = OPR = 12.5
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

GE90-110B1

Manufacturer: GE : General Electric
Application: B777-200LR, B777-300ER (option), B777-200F (proposed)
Composition: 1 / 3B / 9 / 2 / - / 6 Nb of shafts = 2

D_{fan} = 3.124 m = 123 in D = 3.404 m L = 4.897 m
W_{eng} = 8550 kg = 18850 lb = 134 in = 192.8 in

Static Sea Level:
T_{ssl} = 489302 N T_{ssl}^{AB} = N
= 109999 lbf = lbf
SFC$_{ssl}$ = (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 7.2 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

GE90-115B

Manufacturer: GE : General Electric
Application: B777-300ER, B777-200LR (option)
Composition: 1 / 3B / 9 / 2 / - / 6 — Nb of shafts = 2

D_{fan} = 3.124 m = 123 in — D = 3.404 m = 134 in — L = 4.897 m = 192.8 in
W_{eng} = 8283 kg = 18261 lb

Static Sea Level:
T_{ssl} = 511543 N = 114999 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 7.2 — OPR = 42
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

GE90-76B

Manufacturer: GE : General Electric
Application: B777-200
Composition: 1 / 3B / 10 / 2 / - / 6 — Nb of shafts = 2

D_{fan} = 3.124 m = 123 in — D = 3.404 m = 134 in — L = 4.897 m = 192.8 in
W_{eng} = 7074 kg = 15596 lb

Static Sea Level:
T_{ssl} = 339842 N = 76400 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1377.6 kg/s = 3037.1 lb/s
BPR = 8.4 — OPR = 39.3
FPR = 1.65 — TET = °K

Cruise:
T_{cr} = 77844 N = 17500 lbf
SFC$_{cr}$ = 1.54 10^{-5} (kg/s)/N = 0.55 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.83, h_{cr} = 10668 m

GE90-85B

Manufacturer: GE : General Electric — **Year:** 1995
Application: B777-200/-200ER/-300
Composition: 1 / 3B / 10 / 2 / - / 6 — Nb of shafts = 2

D_{fan} = 3.124 m = 123 in — D = 3.404 m = 134 in — L = 4.897 m = 192.8 in
W_{eng} = 7074 kg = 15596 lb

Static Sea Level:
T_{ssl} = 376763 N = 84700 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 0.92 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1377.6 kg/s = 3037.1 lb/s
BPR = 8.4 — OPR = 39.3
FPR = 1.65 — TET = °K

Cruise:
T_{cr} = 77844 N = 17500 lbf
SFC$_{cr}$ = 1.47 10^{-5} (kg/s)/N = 0.52 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.83, h_{cr} = 10668 m

GE90-90B

Manufacturer: GE : General Electric
Application: B777-200ER, B777-200 (option)
Composition: 1 / 3B / 14 / 2 / - / 6

Nb of shafts = 2

D_{fan} = 3.124 m = 123 in D = 3.404 m = 134 in
W_{eng} = 7074 kg = 15596 lb
L = 4.897 m = 192.8 in

Static Sea Level:

T_{ssl} = 400338 N = 90000 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1449.2 kg/s = 3194.9 lb/s
BPR = 8.4
OPR = 40
FPR = 1.65
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

GE90-92B

Manufacturer: GE : General Electric
Application: B777-200ER, B777-200 (option)
Composition: 1 / 3B / 14 / 2 / - / 6

Nb of shafts = 2

D_{fan} = 3.124 m = 123 in D = 3.404 m = 134 in
W_{eng} = 7074 kg = 15596 lb
L = 4.897 m = 192.8 in

Static Sea Level:

T_{ssl} = 409234 N = 91999 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1461 kg/s = 3221 lb/s
BPR = 8.3
OPR = 40
FPR = 1.65
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

GE90-94B

Manufacturer: GE : General Electric
Application: B777-200/-200ER/-300
Composition: 1 / 3B / 10 / 2 / - / 6

Nb of shafts = 2

D_{fan} = 3.124 m = 123 in D = 3.404 m = 134 in
W_{eng} = 7550 kg = 16645 lb
L = 4.897 m = 192.8 in

Static Sea Level:

T_{ssl} = 416796 N = 93699 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 8.7
OPR = 40
FPR = 1.65
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

GEnx-1A72

Manufacturer: GE : General Electric **Year:** 2007
Application: A350-800/-900
Composition: 1 / 4B / 10 / 2 / - / 7 Nb of shafts =
D_{fan} = 2.82 m = 111 in D = 2.85 m = 112.2 in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 320000 N = 71939 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 8.9
OPR = 43
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

GEnx-1B70

Manufacturer: GE : General Electric **Year:** 2008
Application: B787
Composition: 1 / 4B / 10 / 2 / - / 7 Nb of shafts =
D_{fan} = 2.82 m = 111 in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 311000 N = 69916 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 9.6
OPR = 43
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

GEnx-2B67

Manufacturer: GE : General Electric **Year:** 2009
Application: B747 Advanced
Composition: 1 / 3B / 10 / 2 / - / 6 Nb of shafts =
D_{fan} = 2.64 m = 103.9 in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 298000 N = 66993 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 8
OPR = 45
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Ghost 101

Manufacturer: De Havilland
Application: Vampire FB.1/NF.2/NF.3/FB.4
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 22508 N = 5060 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 2.89 10^{-5} (kg/s)/N = 1.02 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 39.5 kg/s = 87.1 lb/s
BPR =   OPR = 4.5
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Ghost 103

Manufacturer: De Havilland
Application: Venom FB.1, Venom NF.2/NF.2A
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 21574 N = 4850 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Ghost 104

Manufacturer: De Havilland
Application: Venom NF.3, Sea Venom F(AW).20/F(AW).21
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 22019 N = 4950 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Ghost 105

Manufacturer: De Havilland
Application: Sea Venom F(AW).22/F(AW).53
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 23575 N	T^{AB}_{ssl}	= N	T_{cr}	= N
	= 5300 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$^{AB}_{ssl}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Ghost 48

Manufacturer: De Havilland
Application: Aquilon
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = 912 kg = 2011 lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 21574 N	T^{AB}_{ssl}	= N	T_{cr}	= N
	= 4850 lbf		= lbf		= lbf
SFC$_{ssl}$	= 2.89 10^{-5} (kg/s)/N	SFC$^{AB}_{ssl}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 1.02 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 38 kg/s = 83.8 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 4.3	OPR$_{cr}$	=
FPR	=	TET	= 1073 °K	M_{cr}	= , h_{cr} = m

Ghost 50

Manufacturer: De Havilland
Application: XJ 29
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 19572 N	T^{AB}_{ssl}	= N	T_{cr}	= N
	= 4400 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$^{AB}_{ssl}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Ghost 50 Mk.1

Manufacturer: De Havilland
Application: Comet 1
Composition: / / / / /

D_{fan}	= m = in	D	= m	Nb of shafts =	
W_{eng}	= kg = lb		= in	L	= m
					= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 22241 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 5000 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Ghost 50 Mk.2

Manufacturer: De Havilland
Application: Comet 1A
Composition: / / / / /

D_{fan}	= m = in	D	= m	Nb of shafts =	
W_{eng}	= kg = lb		= in	L	= m
					= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 22330 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 5020 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Goblin DGu.1

Manufacturer: De Havilland
Application: Meteor prototype, Meteor F.2, F.9/40
Composition: - / - / / / - / -

D_{fan}	= m = in	D	= m	Nb of shafts = 1	
W_{eng}	= kg = lb		= in	L	= m
					= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 12010 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 2700 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Goblin DGu.2

Manufacturer: De Havilland
Application: Vampire F.1/F.3/FB.5/FB.9/NF.10/FB.20
Composition: - / - / / / - / - Nb of shafts = 1

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 13789 N = 3100 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Goblin DGu.3

Manufacturer: De Havilland
Application: D.H. 108, Meteor F.2, Vampire FB.5/FB.6/FB.50/FB.52/FB.53, G.80-1B/-2B/-3B
Composition: - / - / / / - / - Nb of shafts = 1

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 14901 N = 3350 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

GP7168

Manufacturer: Engine Alliance : GE + P&W + 0...
Application: B747-500X/-600X (not produced)
Composition: 1 / 3B / 9 / 2 / - / 4 Nb of shafts = 2

D_{fan} = m = in	D = 2.515 m = 99 in	L = 4.293 m = 169 in
W_{eng} = 5216 kg = 11499 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 302478 N = 68000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 907.2 kg/s = 2000 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 7	OPR = 42.3	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

GP7172

Manufacturer: Engine Alliance : GE + P&W + 0...
Application: B767-400ERX, (not produced)
Composition: 1 / 3B / 9 / 2 / - / 4 — Nb of shafts = 2

D_{fan} = 2.946 m = 116 in — D = m = in — L = 4.75 m = 187 in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 315822 N = 71000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 8.7 — OPR = 43.9
FPR = — TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

GP7176

Manufacturer: Engine Alliance : GE + P&W + 0...
Application:
Composition: / / / / / — Nb of shafts =

D_{fan} = 2.946 m = 116 in — D = m = in — L = 4.75 m = 187 in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 338000 N = 75985 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 8.7 — OPR = 43.9
FPR = — TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

GP7268

Manufacturer: Engine Alliance : GE + P&W + 0... — **Year:** 2005
Application: A380-800
Composition: 1 / 5B / 9 / 2 / - / 6 — Nb of shafts = 2

D_{fan} = 2.946 m = 116 in — D = m = in — L = 4.29 m = 168.9 in
W_{eng} = 5216 kg = 11499 lb

Static Sea Level:

T_{ssl} = 302478 N = 68000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 907 kg/s = 1999.6 lb/s
BPR = 8 — OPR = 46
FPR = — TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

GP7270

Manufacturer: Engine Alliance : GE + P&W + 0... **Year:** 2005
Application: A380-861
Composition: 1 / 5B / 9 / 2 / - / 6 Nb of shafts = 2
D_{fan} = 2.946 m = 116 in D = 3.15 m L = 4.752 m
W_{eng} = kg = lb = 124 in = 187.1 in

Static Sea Level:
T_{ssl} = 311374 N = 70000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 8.7
OPR = 45.6
FPR =
TET = °K

Cruise:
T_{cr} = 56194 N = 12633 lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

GP7277

Manufacturer: Engine Alliance : GE + P&W + 0... **Year:** 2005
Application: A380-863F
Composition: 1 / 5B / 9 / 2 / - / 6 Nb of shafts = 2
D_{fan} = 2.946 m = 116 in D = 3.15 m L = 4.752 m
W_{eng} = 6033 kg = 13300 lb = 124 in = 187.1 in

Static Sea Level:
T_{ssl} = 342511 N = 77000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1179.3 kg/s = 2599.9 lb/s
BPR = 8.7
OPR = 45.6
FPR =
TET = °K

Cruise:
T_{cr} = 60940 N = 13700 lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

Gyron 1

Manufacturer: Bristol Siddeley
Application: Prototype
Composition: - / - / 7 / ?? / - / - Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 88964 N = 20000 lbf
T_{ssl}^{AB} = 120101 N = 27000 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 145.1 kg/s = 319.9 lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Gyron Junior DGJ.10

Manufacturer: Bristol Siddeley
Application: Buccaneer S.1, Bristol Type 188
Composition: - / - / 7 / ?? / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 48930 N = 11000 lbf	T^{AB}_{ssl} = 62364 N = 14020 lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

HO-10

Manufacturer: PZL Rzeszów
Application: TS-11A
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 7651 N = 1720 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

HTF7000

Manufacturer: Honeywell **Year:** 2005
Application: Challenger 300
Composition: / / / / /

		Nb of shafts =
D_{fan} = 0.84 m = 33.1 in	D = m = in	L = m = in
W_{eng} = 619 kg = 1364 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 30400 N = 6834 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.4	OPR = 28.2	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Iroquois PS-13

Manufacturer: Orenda
Application: CF-105 (not produced)
Composition: / / / / /

		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 86295 N	T_{ssl}^{AB} = 116098 N	T_{cr} = N
= 19400 lbf	= 26100 lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J100-CA-100

Manufacturer: Teledyne CAE
Application: AQM-34P/Q/R
Composition: - / - / 2 + 1C / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = 191 kg = 421 lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 12010 N	T_{ssl}^{AB} = N	T_{cr} = N
= 2700 lbf	= lbf	= lbf
SFC_{ssl}= 3.06 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.08 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 20.4 kg/s = 45 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 6.3	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J101-GE-100

Manufacturer: GE : General Electric
Application: YF-17
Composition: 3/5?? / - / 7/2?? / 1 / - / 1

		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 41146 N	T_{ssl}^{AB} = 63609 N	T_{cr} = N
= 9250 lbf	= 14300 lbf	= lbf
SFC_{ssl}= 2.22 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}= 5.33 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.79 (lb/h)/lbf	= 1.88 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 58.1 kg/s = 128.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.25	OPR = 21	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J104-AD-100

Manufacturer: Allison
Application:
Composition: - / - / 1 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.295 m = 11.6 in L = 0.495 m = 19.5 in
W_{eng} = 19 kg = 42 lb

Static Sea Level:
T_{ssl} = 2157 N = 485 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.51 10^{-5} (kg/s)/N = 1.24 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J3-IHI-3

Manufacturer: IHI : Ishikawajima-Harima Heavy Industries
Application: T-1B
Composition: - / - / 8 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 11788 N = 2650 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J3-IHI-7C

Manufacturer: IHI : Ishikawajima-Harima Heavy Industries
Application: T-1C, P-2J (boosters)
Composition: - / - / 8 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 13700 N = 3080 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 2.83 10^{-5} (kg/s)/N = 1 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 25.4 kg/s = 56 lb/s
BPR =
OPR = 4.5
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J3-IHI-8

Manufacturer: IHI : Ishikawajima-Harima Heavy Industries
Application:
Composition: - / - / 8 / 1 / - / -

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
Nb of shafts = 1
L = m = in

Static Sea Level:
T_{ssl} = 15191 N = 3415 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J30-WE-19

Manufacturer: Westinghouse
Application:
Composition: - / - / 10 / 1 / - / -

D_{fan} = m = in
W_{eng} = kg = lb
D = 0.483 m = 19 in
Nb of shafts = 1
L = 2.388 m = 94 in

Static Sea Level:
T_{ssl} = 6072 N = 1365 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J30-WE-19A

Manufacturer: Westinghouse
Application:
Composition: - / - / 10 / 1 / - / -

D_{fan} = m = in
W_{eng} = kg = lb
D = 0.483 m = 19 in
Nb of shafts = 1
L = 2.388 m = 94 in

Static Sea Level:
T_{ssl} = 6072 N = 1365 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J30-WE-20

Manufacturer: Westinghouse
Application: FH-1
Composition: - / - / 10 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = 0.483 m	L = 2.388 m
W_{eng} = kg = lb	= 19 in	= 94 in
Static Sea Level:		**Cruise:**
T_{ssl} = 7117 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1600 lbf	= lbf	= lbf
SFC_{ssl} = 3.26 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.15 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 13.6 kg/s = 30 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 3.8	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J31-GE-1

Manufacturer: GE : General Electric
Application: YP-59A
Composition: - / - / 1C / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = 1.054 m	L = 1.829 m
W_{eng} = 392 kg = 864 lb	= 41.5 in	= 72 in
Static Sea Level:		**Cruise:**
T_{ssl} = 7162 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1610 lbf	= lbf	= lbf
SFC_{ssl} = 3.48 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.23 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 15 kg/s = 33.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.5	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J31-GE-3

Manufacturer: GE : General Electric
Application: P-59A, FR-1, XA-26F, XF2R-1
Composition: - / - / 1C / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = 1.054 m	L = 1.829 m
W_{eng} = 392 kg = 864 lb	= 41.5 in	= 72 in
Static Sea Level:		**Cruise:**
T_{ssl} = 7162 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1610 lbf	= lbf	= lbf
SFC_{ssl} = 3.48 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.23 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 15 kg/s = 33.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.5	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J31-GE-5

Manufacturer: GE : General Electric
Application: XP-59A, P-59A/B
Composition: - / - / 1C / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = 392 kg = 864 lb
D = 1.054 m = 41.5 in
L = 1.829 m = 72 in

Static Sea Level:

T_{ssl} = 6895 N = 1550 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 3.54 10^{-5} (kg/s)/N = 1.25 (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.5
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J31-GE-7

Manufacturer: GE : General Electric
Application:
Composition: - / - / 1C / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = 392 kg = 864 lb
D = 1.054 m = 41.5 in
L = 1.829 m = 72 in

Static Sea Level:

T_{ssl} = 6895 N = 1550 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 3.54 10^{-5} (kg/s)/N = 1.25 (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.5
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J32-WE-5

Manufacturer: Westinghouse
Application:
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 1223 N = 275 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J33-A-10

Manufacturer: Allison
Application: AJ-1/-1P/-2/-2P
Composition: - / - / 1C / 1 / - / -　　Nb of shafts = 1

D_{fan} = m = in　D = 1.283 m = 50.5 in　L = 2.614 m = 102.9 in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 20462 N = 4600 lbf　T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 3.18 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf　SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 40 kg/s = 88.2 lb/s
BPR =　OPR = 4.4
FPR =　TET = 953 °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J33-A-13

Manufacturer: Allison
Application:
Composition: - / - / 1C / 1 / - / -　　Nb of shafts = 1

D_{fan} = m = in　D = 1.283 m = 50.5 in　L = 2.614 m = 102.9 in
W_{eng} = 850 kg = 1874 lb

Static Sea Level:
T_{ssl} = 17014 N = 3825 lbf　T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 3.46 10^{-5} (kg/s)/N = 1.22 (lb/h)/lbf　SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =　OPR = 4.1
FPR =　TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J33-A-16

Manufacturer: Allison
Application: F9F-4, XF-92A
Composition: - / - / 1C / 1 / - / -　　Nb of shafts = 1

D_{fan} = m = in　D = 1.283 m = 50.5 in　L = 2.614 m = 102.9 in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 27801 N = 6250 lbf　T_{ssl}^{AB} = 30915 N = 6950 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf　SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =　OPR =
FPR =　TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J33-A-16A

Manufacturer: Allison
Application: F9F-7
Composition: - / - / 1C / 1 / - / -

D_{fan}	= m = in	D	= 1.283 m	L	= 2.614 m
W_{eng}	= kg = lb		= 50.5 in		= 102.9 in

Nb of shafts = 1

Static Sea Level:

T_{ssl}	= 28246 N	T_{ssl}^{AB}	= 30915 N	T_{cr}	= N
	= 6350 lbf		= 6950 lbf		= lbf
SFC_{ssl}	= (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Cruise: (right column)

J33-A-17

Manufacturer: Allison
Application: P-80A/B, XP-80R
Composition: - / - / 1C / 1 / - / -

D_{fan}	= m = in	D	= 1.283 m	L	= 2.614 m
W_{eng}	= 850 kg = 1874 lb		= 50.5 in		= 102.9 in

Nb of shafts = 1

Static Sea Level:

T_{ssl}	= 17014 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 3825 lbf		= lbf		= lbf
SFC_{ssl}	= 3.46 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= 1.22 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 4.1	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Cruise: (right column)

J33-A-17A

Manufacturer: Allison
Application: P-80A/B
Composition: - / - / 1C / 1 / - / -

D_{fan}	= m = in	D	= 1.283 m	L	= 2.614 m
W_{eng}	= 850 kg = 1874 lb		= 50.5 in		= 102.9 in

Nb of shafts = 1

Static Sea Level:

T_{ssl}	= 17014 N	T_{ssl}^{AB}	= 20017 N	T_{cr}	= N
	= 3825 lbf		= 4500 lbf		= lbf
SFC_{ssl}	= 3.46 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= 1.22 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 4.1	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Cruise: (right column)

GE-1019.212

J33-A-18A

Manufacturer: Allison
Application: BQM-6C, RGM-6A/B
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 1.283 m L = 2.614 m
W_{eng} = kg = lb = 50.5 in = 102.9 in

Static Sea Level:
T_{ssl} = 20462 N T^{AB}_{ssl} = N
= 4600 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC^{AB}_{ssl}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

J33-A-19

Manufacturer: Allison
Application: XAJ-2
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 1.283 m L = 2.614 m
W_{eng} = 810 kg = 1786 lb = 50.5 in = 102.9 in

Static Sea Level:
T_{ssl} = 20462 N T^{AB}_{ssl} = 24020 N
= 4600 lbf = 5400 lbf
SFC_{ssl}= 3.26 10^{-5} (kg/s)/N SFC^{AB}_{ssl}= (kg/s)/N
= 1.15 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 4.5
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

J33-A-21

Manufacturer: Allison
Application: P-80B, XF-92A
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 1.283 m L = 2.614 m
W_{eng} = 839 kg = 1850 lb = 50.5 in = 102.9 in

Static Sea Level:
T_{ssl} = 17014 N T^{AB}_{ssl} = 20017 N
= 3825 lbf = 4500 lbf
SFC_{ssl}= 3.46 10^{-5} (kg/s)/N SFC^{AB}_{ssl}= (kg/s)/N
= 1.22 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 4.1
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

J33-A-23

Manufacturer: Allison
Application: P-80C, QF-80C, RF-80C, XF-92A, TF-80C, TV-1/-2, T2V, CT-133
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.283 m = 50.5 in L = 2.718 m = 107 in
W_{eng} = 814 kg = 1795 lb

Static Sea Level:
T_{ssl} = 20462 N = 4600 lbf
T_{ssl}^{AB} = 24020 N = 5400 lbf
SFC$_{ssl}$ = 3.23 10^{-5} (kg/s)/N = 1.14 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
OPR = 4.5
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J33-A-25

Manufacturer: Allison
Application: RF-80A
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.283 m = 50.5 in L = 2.614 m = 102.9 in
W_{eng} = 814 kg = 1795 lb

Static Sea Level:
T_{ssl} = 23353 N = 5250 lbf
T_{ssl}^{AB} = 27579 N = 6200 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
OPR = 4.5
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J33-A-27

Manufacturer: Allison
Application: F-80E (not produced)
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.283 m = 50.5 in L = 2.235 m = 88 in
W_{eng} = 810 kg = 1786 lb

Static Sea Level:
T_{ssl} = 26022 N = 5850 lbf
T_{ssl}^{AB} = 28913 N = 6500 lbf
SFC$_{ssl}$ = 3 10^{-5} (kg/s)/N = 1.06 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
OPR = 4.5
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J33-A-29

Manufacturer: Allison
Application: XF-92A, XF-90, F-80D (not produced)
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.283 m = 50.5 in L = 5.182 m = 204 in
W_{eng} = 998 kg = 2200 lb

Static Sea Level:		Cruise:
T_{ssl} = 24910 N = 5600 lbf	T_{ssl}^{AB} = 33362 N = 7500 lbf	T_{cr} = N = lbf
SFC_{ssl} = 3.26 10^{-5} (kg/s)/N = 1.15 (lb/h)/lbf	SFC_{ssl}^{AB} = 7.08 10^{-5} (kg/s)/N = 2.5 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.5	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J33-A-31

Manufacturer: Allison
Application: XSSM-A-3
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.283 m = 50.5 in L = 2.235 m = 88 in
W_{eng} = 797 kg = 1757 lb

Static Sea Level:		Cruise:
T_{ssl} = 20462 N = 4600 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = 3.2 10^{-5} (kg/s)/N = 1.13 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.5	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J33-A-33

Manufacturer: Allison
Application: F-94A/B
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.252 m = 49.3 in L = 5.461 m = 215 in
W_{eng} = 1084 kg = 2390 lb

Static Sea Level:		Cruise:
T_{ssl} = 20462 N = 4600 lbf	T_{ssl}^{AB} = 26689 N = 6000 lbf	T_{cr} = N = lbf
SFC_{ssl} = 3.26 10^{-5} (kg/s)/N = 1.15 (lb/h)/lbf	SFC_{ssl}^{AB} = 7.08 10^{-5} (kg/s)/N = 2.5 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J33-A-33A

Manufacturer: Allison
Application: F-94A/B, YF-94D
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan}	= m = in	D	= 1.252 m	L	= 5.461 m
W_{eng}	= 1084 kg = 2390 lb		= 49.3 in		= 215 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 20462 N	T_{ssl}^{AB}	= 26689 N	T_{cr}	= N
	= 4600 lbf		= 6000 lbf		= lbf
SFC$_{ssl}$	= 3.26 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= 7.08 10^{-5} (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 1.15 (lb/h)/lbf		= 2.5 (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 4	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

J33-A-35

Manufacturer: Allison
Application: P-80C, RF-80C, T2V
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan}	= m = in	D	= 1.283 m	L	= 2.718 m
W_{eng}	= 814 kg = 1795 lb		= 50.5 in		= 107 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 20462 N	T_{ssl}^{AB}	= 24020 N	T_{cr}	= N
	= 4600 lbf		= 5400 lbf		= lbf
SFC$_{ssl}$	= 3.23 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 1.14 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 4	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

J33-A-37

Manufacturer: Allison
Application: MGM-1/-1A/-1B/-1C
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 20462 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 4600 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

J33-A-41

Manufacturer: Allison
Application: CGM-13A/B, MGM-13A/B/C
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 23353 N = 5250 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J33-A-6

Manufacturer: Allison
Application: XF9F-1
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 17793 N = 4000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J33-A-8

Manufacturer: Allison
Application: F9F-3
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 20462 N = 4600 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J33-A-9

Manufacturer: Allison
Application: YP-80A, P-80A, XFP-80A
Composition: - / - / 1C / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 1.283 m = 50.5 in
L = 2.614 m = 102.9 in
W_{eng} = 805 kg = 1775 lb

Static Sea Level:

T_{ssl} = 17014 N = 3825 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.46 10^{-5} (kg/s)/N = 1.22 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.1
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J33-A-9A

Manufacturer: Allison
Application: RF-80A
Composition: - / - / 1C / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 1.283 m = 50.5 in
L = 2.614 m = 102.9 in
W_{eng} = 805 kg = 1775 lb

Static Sea Level:

T_{ssl} = 17014 N = 3825 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.46 10^{-5} (kg/s)/N = 1.22 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.1
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J33-A-9B

Manufacturer: Allison
Application: RF-80A
Composition: - / - / 1C / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 1.283 m = 50.5 in
L = 2.614 m = 102.9 in
W_{eng} = 853 kg = 1881 lb

Static Sea Level:

T_{ssl} = 17014 N = 3825 lbf
T_{ssl}^{AB} = 20017 N = 4500 lbf
SFC_{ssl} = 3.46 10^{-5} (kg/s)/N = 1.22 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.1
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J33-GE-11

Manufacturer: GE : General Electric
Application: P-80A, RF-80A
Composition: - / - / 1C / 1 / - / -
Nb of shafts = 1
D_{fan} = m = in
D = 1.283 m = 50.5 in
L = 2.614 m = 102.9 in
W_{eng} = 805 kg = 1775 lb

Static Sea Level:
T_{ssl} = 17014 N = 3825 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 3.46 10^{-5} (kg/s)/N = 1.22 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.1
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J33-GE-11A

Manufacturer: GE : General Electric
Application: RF-80A
Composition: - / - / 1C / 1 / - / -
Nb of shafts = 1
D_{fan} = m = in
D = 1.283 m = 50.5 in
L = 2.614 m = 102.9 in
W_{eng} = 805 kg = 1775 lb

Static Sea Level:
T_{ssl} = 17014 N = 3825 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 3.46 10^{-5} (kg/s)/N = 1.22 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.1
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J33-GE-11B

Manufacturer: GE : General Electric
Application: RF-80A
Composition: - / - / 1C / 1 / - / -
Nb of shafts = 1
D_{fan} = m = in
D = 1.283 m = 50.5 in
L = 2.614 m = 102.9 in
W_{eng} = 807 kg = 1779 lb

Static Sea Level:
T_{ssl} = 17014 N = 3825 lbf
T_{ssl}^{AB} = 20017 N = 4500 lbf
SFC$_{ssl}$ = 3.46 10^{-5} (kg/s)/N = 1.22 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.1
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J33-GE-15

Manufacturer: GE : General Electric
Application:
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1
D_{fan} = m = in D = 1.283 m L = 2.614 m
W_{eng} = 805 kg = 1775 lb   = 50.5 in   = 102.9 in

Static Sea Level:
T_{ssl} = 17014 N = 3825 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 3.46 10^{-5} (kg/s)/N = 1.22 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.1
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J34-IHI-34

Manufacturer: Westinghouse
Application: P-7J (boost engines)
Composition: - / - / 11 / 2 / - / -   Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:
T_{ssl} = 14457 N = 3250 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J34-WE-22

Manufacturer: Westinghouse
Application: F2H-1, XF3D-1, XF6U-1, XF-85
Composition: - / - / 11 / 2 / - / -   Nb of shafts = 1
D_{fan} = m = in D = 0.65 m L = 3.028 m
W_{eng} = 537 kg = 1184 lb   = 25.6 in   = 119.2 in

Static Sea Level:
T_{ssl} = 13345 N = 3000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 3.8
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J34-WE-30

Manufacturer: Westinghouse
Application: F2H-1, F6U-1/-1P
Composition: - / - / 11 / 2 / - / - Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 14012 N = 3150 lbf	T_{ssl}^{AB} = 18682 N = 4200 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J34-WE-30A

Manufacturer: Westinghouse
Application: F6U-1/-1P
Composition: - / - / 11 / 2 / - / - Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 14012 N = 3150 lbf	T_{ssl}^{AB} = 18682 N = 4200 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J34-WE-32

Manufacturer: Westinghouse
Application: F3D-1/-1M, F7U-1, XF2Y-1, F7U-2 (not produced)
Composition: - / - / 11 / 2 / - / - Nb of shafts = 1
D_{fan} = m = in D = 0.65 m L = 4.674 m
W_{eng} = 770 kg = 1698 lb = 25.6 in = 184 in

Static Sea Level:		Cruise:
T_{ssl} = 14990 N = 3370 lbf	T_{ssl}^{AB} = 21796 N = 4900 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf	SFC$_{ssl}^{AB}$= 7.37 10^{-5} (kg/s)/N = 2.6 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.1	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J34-WE-34

Manufacturer: Westinghouse
Application: F2H-2/-2B/-2N/-2P/-3, F3D-1, P2V-5F/-6F/-7/-7LP/-7S/-7U (boost engines)
Composition: - / - / 11 / 2 / - / -   Nb of shafts = 1
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 14457 N = 3250 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J34-WE-36

Manufacturer: Westinghouse
Application: F3D-2/-2M/-2Q/-2T/-2T2
Composition: - / - / 11 / 2 / - / -   Nb of shafts = 1
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 15124 N = 3400 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J34-WE-36A

Manufacturer: Westinghouse
Application: F3D-2, RB-69A, F3D-3 (not produced)
Composition: - / - / 11 / 2 / - / -   Nb of shafts = 1
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 15124 N = 3400 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

GE-1019.222

J34-WE-38

Manufacturer: Westinghouse
Application: F2H-4
Composition: - / - / 11 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 16903 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3800 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J34-WE-42

Manufacturer: Westinghouse
Application: F2Y-1 (not produced)
Composition: - / - / 11 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 15124 N	T_{ssl}^{AB} = 18682 N	T_{cr} = N
= 3400 lbf	= 4200 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J34-WE-46

Manufacturer: Westinghouse
Application:
Composition: - / - / 11 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 15124 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3400 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J34-WE-48

Manufacturer: Westinghouse
Application:
Composition: - / - / 11 / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 15124 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3400 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J35-A-11

Manufacturer: Allison
Application: B-45A
Composition: - / - / 11 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = 1.016 m	L = 3.683 m
W_{eng} = 1114 kg = 2456 lb	= 40 in	= 145 in
Static Sea Level:		**Cruise:**
T_{ssl} = 16681 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3750 lbf	= lbf	= lbf
SFC$_{ssl}$= 3.17 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 1.12 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J35-A-13

Manufacturer: Allison
Application:
Composition: - / - / 11 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = 1.016 m	L = 3.683 m
W_{eng} = 1114 kg = 2456 lb	= 40 in	= 145 in
Static Sea Level:		**Cruise:**
T_{ssl} = 16681 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3750 lbf	= lbf	= lbf
SFC$_{ssl}$= 3.17 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 1.12 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J35-A-13A

Manufacturer: Allison
Application:
Composition: - / - / 11 / 1 / - / -
Nb of shafts = 1
D_{fan} = m = in
D = 0.953 m = 37.5 in
L = 3.683 m = 145 in
W_{eng} = 1114 kg = 2456 lb

Static Sea Level:
T_{ssl} = 16681 N = 3750 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.17 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J35-A-13B

Manufacturer: Allison
Application:
Composition: - / - / 11 / 1 / - / -
Nb of shafts = 1
D_{fan} = m = in
D = 0.953 m = 37.5 in
L = 3.683 m = 145 in
W_{eng} = 1114 kg = 2456 lb

Static Sea Level:
T_{ssl} = 16681 N = 3750 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.17 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J35-A-13C

Manufacturer: Allison
Application: P-84C
Composition: - / - / 11 / 1 / - / -
Nb of shafts = 1
D_{fan} = m = in
D = 0.953 m = 37.5 in
L = 3.683 m = 145 in
W_{eng} = 1114 kg = 2456 lb

Static Sea Level:
T_{ssl} = 16681 N = 3750 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.17 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J35-A-15

Manufacturer: Allison
Application: YP-84, XP-89
Composition: - / - / 11 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 1.016 m = 40 in
L = 4.267 m = 168 in
W_{eng} = 1089 kg = 2401 lb

Static Sea Level:

T_{ssl} = 16681 N = 3750 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 3.17 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J35-A-15C

Manufacturer: Allison
Application: P-84B/C, F-84KX
Composition: - / - / 11 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 1.016 m = 40 in
L = 4.267 m = 168 in
W_{eng} = 1089 kg = 2401 lb

Static Sea Level:

T_{ssl} = 16681 N = 3750 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 3.17 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J35-A-17

Manufacturer: Allison
Application: X-5, XF4D-1
Composition: - / - / 11 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 1.016 m = 40 in
L = 3.734 m = 147 in
W_{eng} = 1025 kg = 2260 lb

Static Sea Level:

T_{ssl} = 21796 N = 4900 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.7
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J35-A-17A

Manufacturer: Allison
Application:
Composition: - / - / 11 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.016 m L = 3.734 m
W_{eng} = 1025 kg = 2260 lb   = 40 in   = 147 in

Static Sea Level:

T_{ssl} = 21796 N T_{ssl}^{AB} = N
= 4900 lbf   = lbf
SFC_{ssl} = 3.06 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 1.08 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR = 4.7
FPR =   TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

J35-A-17B

Manufacturer: Allison
Application:
Composition: - / - / 11 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.016 m L = 3.734 m
W_{eng} = 1025 kg = 2260 lb   = 40 in   = 147 in

Static Sea Level:

T_{ssl} = 21796 N T_{ssl}^{AB} = N
= 4900 lbf   = lbf
SFC_{ssl} = 3.06 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 1.08 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR = 4.7
FPR =   TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

J35-A-17C

Manufacturer: Allison
Application:
Composition: - / - / 11 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.016 m L = 3.734 m
W_{eng} = 1025 kg = 2260 lb   = 40 in   = 147 in

Static Sea Level:

T_{ssl} = 21796 N T_{ssl}^{AB} = N
= 4900 lbf   = lbf
SFC_{ssl} = 3.06 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 1.08 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR = 4.7
FPR =   TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

J35-A-17D

Manufacturer: Allison
Application: F-84D/E
Composition: - / - / 11 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.016 m = 40 in L = 3.734 m = 147 in
W_{eng} = 1025 kg = 2260 lb

Static Sea Level:		Cruise:
T_{ssl} = 21796 N = 4900 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.7	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J35-A-19

Manufacturer: Allison
Application: YRB-49, RB-35B (not produced)
Composition: - / - / 11 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.016 m = 40 in L = 3.734 m = 147 in
W_{eng} = 1002 kg = 2209 lb

Static Sea Level:		Cruise:
T_{ssl} = 21796 N = 4900 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.7	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J35-A-2

Manufacturer: Allison
Application: FJ-1
Composition: - / - / 11 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 16681 N = 3750 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J35-A-21

Manufacturer: Allison
Application: YF-89A, F-89A/B/C
Composition: - / - / 11 / 1 / - / - Nb of shafts = 1

D_{fan}	= m = in	D	= 1.016 m	L	= 6.299 m
W_{eng}	= 1195 kg = 2635 lb		= 40 in		= 248 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 22908 N	T_{ssl}^{AB}	= 30248 N	T_{cr}	= N
	= 5150 lbf		= 6800 lbf		= lbf
SFC_{ssl}	= $3.14\,10^{-5}$ (kg/s)/N	SFC_{ssl}^{AB}	= $7.08\,10^{-5}$ (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= 1.11 (lb/h)/lbf		= 2.5 (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 4.7	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

J35-A-21A

Manufacturer: Allison
Application: F-89A/B/C
Composition: - / - / 11 / 1 / - / - Nb of shafts = 1

D_{fan}	= m = in	D	= 1.016 m	L	= 6.299 m
W_{eng}	= 1195 kg = 2635 lb		= 40 in		= 248 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 22686 N	T_{ssl}^{AB}	= 30248 N	T_{cr}	= N
	= 5100 lbf		= 6800 lbf		= lbf
SFC_{ssl}	= $3.14\,10^{-5}$ (kg/s)/N	SFC_{ssl}^{AB}	= $7.08\,10^{-5}$ (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= 1.11 (lb/h)/lbf		= 2.5 (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 4.7	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

J35-A-25

Manufacturer: Allison
Application: XF-84E (XF-96A)
Composition: - / - / 11 / 1 / - / - Nb of shafts = 1

D_{fan}	= m = in	D	= 0.953 m	L	= 3.683 m
W_{eng}	= 1025 kg = 2260 lb		= 37.5 in		= 145 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 23575 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 5300 lbf		= lbf		= lbf
SFC_{ssl}	= $3.13\,10^{-5}$ (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= 1.11 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 4.7	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

J35-A-29

Manufacturer: Allison
Application: F-84G
Composition: - / - / 11 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 24910 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5600 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J35-A-3

Manufacturer: Allison
Application: XB-43
Composition: - / - / 11 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 16681 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3750 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J35-A-33

Manufacturer: Allison
Application: F-89C
Composition: - / - / 11 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 24020 N	T_{ssl}^{AB} = 32027 N	T_{cr} = N
= 5400 lbf	= 7200 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J35-A-33A

Manufacturer: Allison
Application: F-89C/D
Composition: - / - / 11 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 24020 N	T_{ssl}^{AB} = 32027 N	T_{cr} = N
= 5400 lbf	= 7200 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J35-A-35

Manufacturer: Allison
Application: F-89D/H/J, F-89G (not produced)
Composition: - / - / 11 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 24198 N	T_{ssl}^{AB} = 32027 N	T_{cr} = N
= 5440 lbf	= 7200 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J35-A-35A

Manufacturer: Allison
Application: F-89D/J
Composition: - / - / 11 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 24198 N	T_{ssl}^{AB} = 32027 N	T_{cr} = N
= 5440 lbf	= 7200 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J35-A-4

Manufacturer: Allison
Application: XB-45A
Composition: - / - / 11 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = m = in
L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 17793 N = 4000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J35-A-41

Manufacturer: Allison
Application: F-89D/J
Composition: - / - / 11 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = m = in
L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 24910 N = 5600 lbf
T_{ssl}^{AB} = 32917 N = 7400 lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J35-A-5

Manufacturer: Allison
Application: YB-49, XP-86
Composition: - / - / 11 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 1.016 m = 40 in
L = 4.267 m = 168 in
W_{eng} = 1089 kg = 2401 lb

Static Sea Level:

T_{ssl} = 16681 N = 3750 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= $3.17\,10^{-5}$ (kg/s)/N = 1.12 (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J35-A-9

Manufacturer: Allison
Application: XP-89
Composition: - / - / 11 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in　D = 1.016 m = 40 in　L = 3.683 m = 145 in
W_{eng} = 1114 kg = 2456 lb

Static Sea Level:		Cruise:
T_{ssl} = 16681 N = 3750 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 3.17 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J35-C-3

Manufacturer: Chevrolet
Application: XP-86
Composition: - / - / 11 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in　D = 1.016 m = 40 in　L = 4.267 m = 168 in
W_{eng} = 1089 kg = 2401 lb

Static Sea Level:		Cruise:
T_{ssl} = 16681 N = 3750 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 3.17 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J35-GE-2

Manufacturer: GE : General Electric
Application: XFJ-1
Composition: - / - / 11 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in　D = m = in　L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 16681 N = 3750 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J35-GE-7

Manufacturer: GE : General Electric
Application: XP-84, XB-48
Composition: - / - / 11 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in

D = 1.016 m = 40 in

L = 4.267 m = 168 in

W_{eng} = 1089 kg = 2401 lb

Static Sea Level:

T_{ssl} = 16681 N = 3750 lbf

T^{AB}_{ssl} = N = lbf

SFC$_{ssl}$ = 3.17 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf

SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{ssl}$ = kg/s = lb/s

BPR =

OPR = 4

FPR =

TET = °K

Cruise:

T_{cr} = N = lbf

SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR$_{cr}$=

M_{cr}= , h_{cr}= m

J35-GE-9

Manufacturer: GE : General Electric
Application: XB-48
Composition: - / - / 11 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in

D = 1.016 m = 40 in

L = 3.683 m = 145 in

W_{eng} = 1114 kg = 2456 lb

Static Sea Level:

T_{ssl} = 16681 N = 3750 lbf

T^{AB}_{ssl} = N = lbf

SFC$_{ssl}$ = 3.17 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf

SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{ssl}$ = kg/s = lb/s

BPR =

OPR = 4

FPR =

TET = °K

Cruise:

T_{cr} = N = lbf

SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR$_{cr}$=

M_{cr}= , h_{cr}= m

J36-AC-1

Manufacturer: Allison
Application: XP-80A
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in

D = m = in

L = m = in

W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 13345 N = 3000 lbf

T^{AB}_{ssl} = N = lbf

SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf

SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{ssl}$ = kg/s = lb/s

BPR =

OPR =

FPR =

TET = °K

Cruise:

T_{cr} = N = lbf

SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR$_{cr}$=

M_{cr}= , h_{cr}= m

J40-WE-12

Manufacturer: Westinghouse
Application: XA3D-1
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 31137 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J40-WE-22

Manufacturer: Westinghouse
Application: F3H-1N, F3H-1P (not produced)
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 32027 N	T_{ssl}^{AB} = 48485 N	T_{cr} = N
= 7200 lbf	= 10900 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J40-WE-22A

Manufacturer: Westinghouse
Application: F3H-1N, F3H-1P (not produced)
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 32027 N	T_{ssl}^{AB} = 48485 N	T_{cr} = N
= 7200 lbf	= 10900 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J40-WE-6

Manufacturer: Westinghouse
Application: XF3H-1, XF4D-1, XF10F-1
Composition: / / / / / Nb of shafts =
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 30248 N = 6800 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J40-WE-8

Manufacturer: Westinghouse
Application: XF3H-1/-1N, XF4D-1, F10F-1 (not produced)
Composition: / / / / / Nb of shafts =
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 32917 N = 7400 lbf	T_{ssl}^{AB} = 48485 N = 10900 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J400-WR-104

Manufacturer: Williams/Rolls-Royce
Application: AGM-154D/E, Griffon-36 (CASOM candidate)
Composition: - / - / 1 + 1C / 1 / - / - Nb of shafts = 1
D_{fan} = m = in D = 0.274 m = 10.8 in L = 0.495 m = 19.5 in
W_{eng} = 23 kg = 51 lb

Static Sea Level:		Cruise:
T_{ssl} = 1068 N = 240 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 3.4 10^{-5} (kg/s)/N = 1.2 (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

GE-1019.236

J400-WR-404

Manufacturer: Williams/Rolls-Royce
Application: X-48A, BQM-74C/D/E, MQM-74A/B/C
Composition: - / - / 1 + 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.274 m = 10.8 in L = 0.495 m = 19.5 in
W_{eng} = 23 kg = 51 lb

Static Sea Level:		Cruise:
T_{ssl} = 1068 N = 240 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 3.4 10^{-5} (kg/s)/N = 1.2 (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J402-CA-100-2

Manufacturer: Teledyne CAE
Application: AGM-158A
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 3025 N = 680 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J402-CA-100-9B

Manufacturer: Teledyne CAE
Application: AGM-158A
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 3025 N = 680 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

GE-1019.237

J402-CA-400

Manufacturer: Teledyne CAE
Application: AGM-84A/B/C/D/E/F/G/H, RGM-84A/B/C/D/E/F, UGM-84A/B/C/D
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 3025 N = 680 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 5.6
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J402-CA-401

Manufacturer: Teledyne CAE
Application: RGM-109H/E (candidate engine), UGM-84A/B/C/D/E/F/H, UGM-109H/E (candidate engine), AGM-109C/H/I/J/K/L (not produced)
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 3025 N = 680 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 5.6
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J402-CA-700

Manufacturer: Teledyne CAE
Application: MQM-107A/C, XAGM-130TJ
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 2847 N = 640 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 5.5
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J403-MT-400

Manufacturer: Microturbo
Application: C-22L, BQM-126A (not produced)
Composition: - / - / 3 / 1 / - / -
Nb of shafts = 1

D_{fan} = m = in | D = 0.33 m = 13 in | L = 0.749 m = 29.5 in
W_{eng} = 53 kg = 117 lb

Static Sea Level:
T_{ssl} = 4003 N = 900 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 3.65 10^{-5} (kg/s)/N = 1.29 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 3.9
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J42-P-6

Manufacturer: Pratt & Whitney
Application: F9F-2
Composition: / / C / / /
Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = 778 kg = 1715 lb

Static Sea Level:
T_{ssl} = 22241 N = 5000 lbf
T_{ssl}^{AB} = 25577 N = 5750 lbf
SFC$_{ssl}$ = 3.09 10^{-5} (kg/s)/N = 1.09 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 40 kg/s = 88.2 lb/s
BPR =
OPR = 4.3
FPR =
TET = 1014 °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J42-P-8

Manufacturer: Pratt & Whitney
Application: F9F-2/-2D/-2P
Composition: / / C / / /
Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = 778 kg = 1715 lb

Static Sea Level:
T_{ssl} = 22241 N = 5000 lbf
T_{ssl}^{AB} = 25577 N = 5750 lbf
SFC$_{ssl}$ = 3.09 10^{-5} (kg/s)/N = 1.09 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 40 kg/s = 88.2 lb/s
BPR =
OPR = 4.3
FPR =
TET = 1014 °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J44-R-1

Manufacturer: Fairchild
Application:
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 4448 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J46-WE-3

Manufacturer: Westinghouse
Application: F3D-2 (candidate engine), F3D-3 (not produced)
Composition: - / - / 12 / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 18149 N	T_{ssl}^{AB} = N	T_{cr} = N
= 4080 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J46-WE-4

Manufacturer: Westinghouse
Application:
Composition: - / - / 12 / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 20017 N	T_{ssl}^{AB} = N	T_{cr} = N
= 4500 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J46-WE-8

Manufacturer: Westinghouse
Application: F7U-3/-3M/-3P
Composition: - / - / 12 / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 20462 N	T_{ssl}^{AB} = 27134 N	T_{cr} = N
= 4600 lbf	= 6100 lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J46-WE-8A

Manufacturer: Westinghouse
Application: F7U-3/-3M/-3P
Composition: - / - / 12 / 2 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 20462 N	T_{ssl}^{AB} = 27134 N	T_{cr} = N
= 4600 lbf	= 6100 lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J47-GE-1

Manufacturer: GE : General Electric
Application: F-86A
Composition: - / - / 12 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = 0.991 m	L = 3.658 m
W_{eng} = 1123 kg = 2476 lb	= 39 in	= 144 in
Static Sea Level:		**Cruise:**
T_{ssl} = 21574 N	T_{ssl}^{AB} = 25889 N	T_{cr} = N
= 4850 lbf	= 5820 lbf	= lbf
SFC_{ssl} = $3.12\ 10^{-5}$ (kg/s)/N	SFC_{ssl}^{AB} = $3.26\ 10^{-5}$ (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.1 (lb/h)/lbf	= 1.15 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 40.8 kg/s = 89.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.3	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J47-GE-11

Manufacturer: GE : General Electric
Application: B-47A/B

Composition: - / - / 12 / 1 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = 0.991 m	L = 3.658 m
W_{eng} = 1123 kg = 2476 lb	= 39 in	= 144 in
Static Sea Level:		**Cruise:**
T_{ssl} = 23131 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5200 lbf	= lbf	= lbf
SFC_{ssl} = 3.2 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.13 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.5	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J47-GE-13

Manufacturer: GE : General Electric
Application: F-86A, F-86E-1/-5/-6-CAN/-10/-15, B-45A/C, RB-45C, CL-13 Sabre Mk.1/Mk.2/Mk.3/Mk.4, Sabre F.4, XB-51, XFJ-2/-2B

Composition: - / - / 12 / 1 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = 0.991 m	L = 3.658 m
W_{eng} = 1145 kg = 2524 lb	= 39 in	= 144 in
Static Sea Level:		**Cruise:**
T_{ssl} = 23131 N	T_{ssl}^{AB} = 26689 N	T_{cr} = N
= 5200 lbf	= 6000 lbf	= lbf
SFC_{ssl} = 3.17 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = 3.26 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.12 (lb/h)/lbf	= 1.15 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.5	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J47-GE-15

Manufacturer: GE : General Electric
Application: B-45A/C, RB-45C

Composition: - / - / 12 / 1 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = 0.991 m	L = 3.658 m
W_{eng} = 1141 kg = 2515 lb	= 39 in	= 144 in
Static Sea Level:		**Cruise:**
T_{ssl} = 23131 N	T_{ssl}^{AB} = 26689 N	T_{cr} = N
= 5200 lbf	= 6000 lbf	= lbf
SFC_{ssl} = 3.17 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = 3.26 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.12 (lb/h)/lbf	= 1.15 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.5	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J47-GE-17

Manufacturer: GE : General Electric
Application: F-86D-5/-10/-15/-20/-30
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 24510 N = 5510 lbf	T_{ssl}^{AB}	= 32694 N = 7350 lbf	T_{cr}	= N = lbf
SFC$_{ssl}$	= 2.86 10^{-5} (kg/s)/N = 1.01 (lb/h)/lbf	SFC$_{ssl}^{AB}$	= 5.67 10^{-5} (kg/s)/N = 2 (lb/h)/lbf	SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= 44.9 kg/s = 99 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 5.5	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

J47-GE-17B

Manufacturer: GE : General Electric
Application: F-86D-40/-45
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 24510 N = 5510 lbf	T_{ssl}^{AB}	= 32694 N = 7350 lbf	T_{cr}	= N = lbf
SFC$_{ssl}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

J47-GE-19

Manufacturer: GE : General Electric
Application: B-36D/J (boosters)
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 23131 N = 5200 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= N = lbf
SFC$_{ssl}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

J47-GE-2

Manufacturer: GE : General Electric
Application: FJ-2
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 26289 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5910 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J47-GE-21

Manufacturer: GE : General Electric
Application: F-89E/F, XF-90 (not produced)
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 25221 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5670 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J47-GE-23

Manufacturer: GE : General Electric
Application: B-47B, DB-47B, KB-47B, QB-47B, RB-47B, TB-47B, YB-47F
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 25221 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5670 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J47-GE-25

Manufacturer: GE : General Electric
Application: B-47E-I
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 25221 N = 5670 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J47-GE-25A

Manufacturer: GE : General Electric
Application: B-47E-I/-II/-III, EB-47E, EB-47L, JB-47E, NB-47E, RB-47E/H/K, ERB-47H, ETB-47E
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 25221 N = 5670 lbf	T_{ssl}^{AB} = 32027 N = 7200 lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J47-GE-27

Manufacturer: GE : General Electric
Application: F-86E-10, F-86F-1/-2/-3/-5/-10/-15/-20/-25/-30/-35/-40, RF-86F, TF-86F
Composition: - / - / 12 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 26289 N = 5910 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = 2.56 10^{-5} (kg/s)/N = 0.9 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 45.4 kg/s = 100.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 5.5	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J47-GE-3

Manufacturer: GE : General Electric
Application: XB-47, XF-91
Composition: - / - / 12 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.991 m = 39 in L = 3.658 m = 144 in
W_{eng} = 1120 kg = 2469 lb

Static Sea Level:		Cruise:
T_{ssl} = 21574 N = 4850 lbf	T_{ssl}^{AB} = 25889 N = 5820 lbf	T_{cr} = N = lbf
SFC_{ssl} = 3.12 10^{-5} (kg/s)/N = 1.1 (lb/h)/lbf	SFC_{ssl}^{AB} = 3.26 10^{-5} (kg/s)/N = 1.15 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 40.8 kg/s = 89.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.3	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J47-GE-33

Manufacturer: GE : General Electric
Application: F-86D-45/-50/-55/-60, F-86K, F-86L-50/-55/-60
Composition: - / - / 12 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 24910 N = 5600 lbf	T_{ssl}^{AB} = 34696 N = 7800 lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 45.8 kg/s = 101 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 5.5	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J47-GE-7

Manufacturer: GE : General Electric
Application: F-86A, RF-86A, B-45A, B-45B, F-87A (not produced)
Composition: - / - / 12 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.94 m = 37 in L = 3.658 m = 144 in
W_{eng} = 1145 kg = 2524 lb

Static Sea Level:		Cruise:
T_{ssl} = 22241 N = 5000 lbf	T_{ssl}^{AB} = 25889 N = 5820 lbf	T_{cr} = N = lbf
SFC_{ssl} = 3.2 10^{-5} (kg/s)/N = 1.13 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.3	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J47-GE-9

Manufacturer: GE : General Electric
Application: B-45A, B-45B (not produced)
Composition: - / - / 12 / 1 / - / -

D_{fan} = m = in	D = m	Nb of shafts = 1
W_{eng} = kg = lb	= in	L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 22241 N = 5000 lbf	T_{ssl}^{AB} = 25889 N = 5820 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 3.2 10^{-5} (kg/s)/N = 1.13 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.3	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J48-P-2

Manufacturer: Pratt & Whitney
Application: XF9F-5
Composition: - / - / 1C / 1 / - / -

D_{fan} = m = in	D = 1.27 m	Nb of shafts = 1
W_{eng} = 932 kg = 2055 lb	= 50 in	L = 5.131 m = 202 in
Static Sea Level:		**Cruise:**
T_{ssl} = 27801 N = 6250 lbf	T_{ssl}^{AB} = 35586 N = 8000 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 3.29 10^{-5} (kg/s)/N = 1.16 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 7.08 10^{-5} (kg/s)/N = 2.5 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.4	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J48-P-3

Manufacturer: Pratt & Whitney
Application: YF-94C
Composition: - / - / 1C / 1 / - / -

D_{fan} = m = in	D = 1.27 m	Nb of shafts = 1
W_{eng} = 939 kg = 2070 lb	= 50 in	L = 5.131 m = 202 in
Static Sea Level:		**Cruise:**
T_{ssl} = 27801 N = 6250 lbf	T_{ssl}^{AB} = 35586 N = 8000 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 3.29 10^{-5} (kg/s)/N = 1.16 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 7.08 10^{-5} (kg/s)/N = 2.5 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.4	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J48-P-4

Manufacturer: Pratt & Whitney
Application:
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m = in
W_{eng} = kg = lb = in

Static Sea Level:		Cruise:
T_{ssl} = 22241 N = 5000 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J48-P-5

Manufacturer: Pratt & Whitney
Application: F-94C
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m = in
W_{eng} = kg = lb = in

Static Sea Level:		Cruise:
T_{ssl} = 28246 N = 6350 lbf	T^{AB}_{ssl} = 36920 N = 8300 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J48-P-6

Manufacturer: Pratt & Whitney
Application: F9F-5/-5K/-5KD/-5P, XF9F-6, X/YF-93A (X/YF-86C)
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m = in
W_{eng} = kg = lb = in

Static Sea Level:		Cruise:
T_{ssl} = 27801 N = 6250 lbf	T^{AB}_{ssl} = 31137 N = 7000 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J48-P-6A

Manufacturer: Pratt & Whitney
Application: F9F-4(RE), F9F-5/-5K/-5KD/-5P, F9F-6
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 27801 N = 6250 lbf	T_{ssl}^{AB} = 31137 N = 7000 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J48-P-8

Manufacturer: Pratt & Whitney
Application: F9F-6/-6D/-6K/-6K2/-6P, F9F-7(RE)
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 32249 N = 7250 lbf	T_{ssl}^{AB} = 37810 N = 8500 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J48-P-8A

Manufacturer: Pratt & Whitney
Application: F9F-6/-6P, F9F-8/-8P/-8T
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 32249 N = 7250 lbf	T_{ssl}^{AB} = 37810 N = 8500 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J48-P-8B

Manufacturer: Pratt & Whitney
Application: F9F-6/-6P
Composition: - / - / 1C / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 32249 N = 7250 lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T_{ssl}^{AB} = 37810 N = 8500 lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J48-P-8C

Manufacturer: Pratt & Whitney
Application: F9F-6/-6P, F9F-8/-8P/-8T
Composition: - / - / 1C / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 32249 N = 7250 lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T_{ssl}^{AB} = 37810 N = 8500 lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J52-P-16

Manufacturer: Pratt & Whitney
Application: F-8C
Composition: - / 5 / 7 / 1 / - / 1

Nb of shafts = 2

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 75175 N = 16900 lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

GE-1019.250

J52-P-3

Manufacturer: Pratt & Whitney
Application: AGM-28A/B
Composition: - / 5 / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 33362 N = 7500 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J52-P-6

Manufacturer: Pratt & Whitney
Application: A4D-5 (A-4E), A-4J, TA-4J, A2F-1 (A-6A)
Composition: - / 5 / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.766 m L = m
W_{eng} = 933 kg = 2057 lb = 30.2 in = in

Static Sea Level:

T_{ssl} = 37810 N = 8500 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 2.32 10^{-5} (kg/s)/N = 0.82 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J52-P-6A

Manufacturer: Pratt & Whitney
Application: A4D-5 (A-4E), A2F-1 (A-6A), A2F-1Q (EA-6A), A-6B
Composition: - / 5 / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.766 m L = m
W_{eng} = 933 kg = 2057 lb = 30.2 in = in

Static Sea Level:

T_{ssl} = 37810 N = 8500 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 2.32 10^{-5} (kg/s)/N = 0.82 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J52-P-6B

Manufacturer: Pratt & Whitney
Application: A4D-5 (A-4E)
Composition: - / 5 / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 37810 N	T_{ssl}^{AB} = N	T_{cr} = N
= 8500 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J52-P-8

Manufacturer: Pratt & Whitney
Application: A-6C, KA-6D
Composition: - / 5 / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.766 m L = m
W_{eng} = 961 kg = 2119 lb = 30.2 in = in

Static Sea Level:		Cruise:
T_{ssl} = 41368 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9300 lbf	= lbf	= lbf
SFC$_{ssl}$= 2.44 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.86 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 13	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J52-P-8A

Manufacturer: Pratt & Whitney
Application: A-4F/G/H/K, EA-4F, TA-4F/G/H/K, A-6B, EA-6B prototypes, Super Mystère B2
Composition: - / 5 / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.766 m L = m
W_{eng} = 961 kg = 2119 lb = 30.2 in = in

Static Sea Level:		Cruise:
T_{ssl} = 41368 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9300 lbf	= lbf	= lbf
SFC$_{ssl}$= 2.44 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.86 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 13	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J52-P-8B

Manufacturer: Pratt & Whitney
Application: A-6E
Composition: - / 5 / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 41368 N = 9300 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 13
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J52-PW-408

Manufacturer: Pratt & Whitney
Application: A-4E, EA-6B, AGM-28
Composition: - / 5 / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.814 m L = 3.02 m
W_{eng} = 1051 kg = 2317 lb = 32 in = 118.9 in

Static Sea Level:
T_{ssl} = 49820 N = 11200 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 2.24 10^{-5} (kg/s)/N = 0.79 (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 64.9 kg/s = 143.1 lb/s
BPR = OPR = 14.6
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J52-PW-408A

Manufacturer: Pratt & Whitney
Application: A-4KU/M/N, OA-4M, TA-4KU, EA-6B, AGM-28
Composition: - / 5 / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 49820 N = 11200 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 64.9 kg/s = 143.1 lb/s
BPR = OPR = 14.6
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J52-PW-409

Manufacturer: Pratt & Whitney
Application: A-6E, EA-6B
Composition: - / 5 / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 53378 N = 12000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J57-P-10

Manufacturer: Pratt & Whitney
Application: A3D-2 (A-3B), A3D-2P (RA-3B), A3D-2Q (EA-3B), A3D-2T (TA-3B), KA-3B
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 46706 N = 10500 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J57-P-11

Manufacturer: Pratt & Whitney
Application: YF-102
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 44482 N = 10000 lbf
T_{ssl}^{AB} = 71171 N = 16000 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J57-P-12

Manufacturer: Pratt & Whitney
Application: F-8A, TF-8A
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 44482 N = 10000 lbf
T_{ssl}^{AB} = 71171 N = 16000 lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J57-P-12A

Manufacturer: Pratt & Whitney
Application: F-8A, TF-8A
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 44482 N = 10000 lbf
T_{ssl}^{AB} = 71171 N = 16000 lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J57-P-13

Manufacturer: Pratt & Whitney
Application: F-101A/C, RF-101A/C/H, U-2B
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 45372 N = 10200 lbf
T_{ssl}^{AB} = 70282 N = 15800 lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J57-P-13B

Manufacturer: Pratt & Whitney
Application: U-2B
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = N = lbf
T_{ssl}^{AB} = 75619 N = 17000 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

J57-P-16

Manufacturer: Pratt & Whitney
Application: F-8C/K
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 47596 N = 10700 lbf
T_{ssl}^{AB} = 75175 N = 16900 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

J57-P-17

Manufacturer: Pratt & Whitney
Application: F-106A/B, SM-62A
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 51154 N = 11500 lbf
T_{ssl}^{AB} = 108981 N = 24500 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

J57-P-19W

Manufacturer: Pratt & Whitney
Application: B-52B/C/D/E, NB-52B, RB-52B
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 46706 N = 10500 lbf
T_{ssl}^{AB} = 53823 N = 12100 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 12.5
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J57-P-2

Manufacturer: Pratt & Whitney
Application: F4D-1
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 43148 N = 9700 lbf
T_{ssl}^{AB} = 60051 N = 13500 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J57-P-20

Manufacturer: Pratt & Whitney
Application: F-8D, RF-8G, TF-8A
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 0.988 m L = m
W_{eng} = 2155 kg = 4751 lb = 38.9 in = in

Static Sea Level:

T_{ssl} = 47596 N = 10700 lbf
T_{ssl}^{AB} = 80068 N = 18000 lbf
SFC_{ssl} = $2.18\ 10^{-5}$ (kg/s)/N = 0.77 (lb/h)/lbf
SFC_{ssl}^{AB} = $7.93\ 10^{-5}$ (kg/s)/N = 2.8 (lb/h)/lbf
$\dot{w}_{ssl}$ = 81.6 kg/s = 179.9 lb/s
BPR =
OPR = 13
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J57-P-20A

Manufacturer: Pratt & Whitney
Application: F-8E/H/J

Composition: - / 9 / 7 / 1 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = 0.988 m	L = m
W_{eng} = 2155 kg = 4751 lb	= 38.9 in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 47596 N	T_{ssl}^{AB} = 83181 N	T_{cr} = N
= 10700 lbf	= 18700 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 81.6 kg/s = 179.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 13	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-21

Manufacturer: Pratt & Whitney
Application: F-100C/D/F, QF-100

Composition: - / 9 / 7 / 1 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 45372 N	T_{ssl}^{AB} = 75397 N	T_{cr} = N
= 10200 lbf	= 16950 lbf	= lbf
SFC$_{ssl}$= 2.18 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= 5.95 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.77 (lb/h)/lbf	= 2.1 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-21A

Manufacturer: Pratt & Whitney
Application: F-100C/D/F

Composition: - / 9 / 7 / 1 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 45372 N	T_{ssl}^{AB} = 75397 N	T_{cr} = N
= 10200 lbf	= 16950 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-22

Manufacturer: Pratt & Whitney
Application: RF-8G
Composition: - / 9 / 7 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 47596 N	T_{ssl}^{AB} = 80068 N	T_{cr} = N
= 10700 lbf	= 18000 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J57-P-23

Manufacturer: Pratt & Whitney
Application: AB, F-100D, YF-102A, F-102A, TF-102A
Composition: - / 9 / 7 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in	D = 1.016 m	L = 6.25 m
W_{eng} = 2345 kg = 5170 lb	= 40 in	= 246.1 in
Static Sea Level:		**Cruise:**
T_{ssl} = 45372 N	T_{ssl}^{AB} = 71171 N	T_{cr} = N
= 10200 lbf	= 16000 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = 5.95 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= 2.1 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 74.8 kg/s = 164.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 11.5	OPR$_{cr}$ =
FPR =	TET = 1144 °K	M_{cr} = , h_{cr} = m

J57-P-25

Manufacturer: Pratt & Whitney
Application: F-102A, PQM-102A, QF-102A, YF-105A
Composition: - / 9 / 7 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 45372 N	T_{ssl}^{AB} = 76509 N	T_{cr} = N
= 10200 lbf	= 17200 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J57-P-29W

Manufacturer: Pratt & Whitney
Application: B-52B/C/D/E, RB-52B
Composition: - / 9 / 7 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 46706 N = 10500 lbf	T_{ssl}^{AB} = 53823 N = 12100 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-29WA

Manufacturer: Pratt & Whitney
Application: B-52B/C/D/E, RB-52B
Composition: - / 9 / 7 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 46706 N = 10500 lbf	T_{ssl}^{AB} = 53823 N = 12100 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-37A

Manufacturer: Pratt & Whitney
Application: RB-57D
Composition: - / 9 / 7 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 48930 N = 11000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-39

Manufacturer: Pratt & Whitney
Application: F-100A/C
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 43148 N	T^{AB}_{ssl} = 70282 N	T_{cr} = N
= 9700 lbf	= 15800 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-43WA

Manufacturer: Pratt & Whitney
Application: B-52E/F
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 49820 N	T^{AB}_{ssl} = 61163 N	T_{cr} = N
= 11200 lbf	= 13750 lbf	= lbf
SFC$_{ssl}$= 2.18 10^{-5} (kg/s)/N	SFC$^{AB}_{ssl}$= 2.69 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.77 (lb/h)/lbf	= 0.95 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 82.1 kg/s = 181 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-43WB

Manufacturer: Pratt & Whitney
Application: B-52G
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = 0.988 m	L = 4.249 m
W_{eng} = 1755 kg = 3869 lb	= 38.9 in	= 167.3 in
Static Sea Level:		**Cruise:**
T_{ssl} = 49820 N	T^{AB}_{ssl} = 61163 N	T_{cr} = N
= 11200 lbf	= 13750 lbf	= lbf
SFC$_{ssl}$= 2.18 10^{-5} (kg/s)/N	SFC$^{AB}_{ssl}$= 2.69 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.77 (lb/h)/lbf	= 0.95 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 82.1 kg/s = 181 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12.5	OPR$_{cr}$= 16
FPR =	TET = 1144 °K	M_{cr}= , h_{cr}= m

J57-P-47

Manufacturer: Pratt & Whitney
Application: YF-102C
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 48930 N	T_{ssl}^{AB} = N	T_{cr} = N
= 11000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-4A

Manufacturer: Pratt & Whitney
Application: F-8B/L, QF-8A, RF-8A
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 44482 N	T_{ssl}^{AB} = 72061 N	T_{cr} = N
= 10000 lbf	= 16200 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-55

Manufacturer: Pratt & Whitney
Application: NF-100A/B, F-101B/F, CF-101B/F, RF-101B/G, TF-101B
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 53334 N	T_{ssl}^{AB} = 65833 N	T_{cr} = N
= 11990 lbf	= 14800 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-59W

Manufacturer: Pratt & Whitney
Application: C-135A/B/C, EC-135A, KC-135A, RC-135A
Composition: - / 9 / 7 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 0.988 m = 38.9 in — L = m = in
W_{eng} = 1960 kg = 4321 lb

Static Sea Level:
T_{ssl} = 61163 N = 13750 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 2.69 10^{-5} (kg/s)/N = 0.95 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J57-P-6

Manufacturer: Pratt & Whitney
Application: A3D-1 (A-3A), YA3D-1P/-1Q
Composition: - / 9 / 7 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 43148 N = 9700 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 12.4
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J57-P-6A

Manufacturer: Pratt & Whitney
Application: A3D-1 (A-3A), A3D-1Q (EA-3A)
Composition: - / 9 / 7 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 43148 N = 9700 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 12.4
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J57-P-7

Manufacturer: Pratt & Whitney
Application: YF-100A, F-100A/C, RF-100A, U-2A, B-58A (candidate engine)

Composition: - / 9 / 7 / 1 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 43148 N = 9700 lbf	T_{ssl}^{AB} = 65833 N = 14800 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J57-P-7A

Manufacturer: Pratt & Whitney
Application: U-2A

Composition: - / 9 / 7 / 1 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 49820 N = 11200 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J57-P-8

Manufacturer: Pratt & Whitney
Application: F4D-1, XF5D-1

Composition: - / 9 / 7 / 1 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 45372 N = 10200 lbf	T_{ssl}^{AB} = 64499 N = 14500 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J57-P-8A

Manufacturer: Pratt & Whitney
Application: F4D-1
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 45372 N	T_{ssl}^{AB} = 64499 N	T_{cr} = N
= 10200 lbf	= 14500 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 13.6	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-8B

Manufacturer: Pratt & Whitney
Application: F4D-1
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 45372 N	T_{ssl}^{AB} = 64499 N	T_{cr} = N
= 10200 lbf	= 14500 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 13.6	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-9

Manufacturer: Pratt & Whitney
Application: RB-57D, X-16A
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 44482 N	T_{ssl}^{AB} = N	T_{cr} = N
= 10000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J57-P-9W

Manufacturer: Pratt & Whitney
Application: B-52A, NB-52A
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 44482 N = 10000 lbf	T_{ssl}^{AB} = 53823 N = 12100 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J58-P-4

Manufacturer: Pratt & Whitney
Application: SR-71A/B, YF-12A
Composition: - / - / 8 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 111205 N = 25000 lbf	T_{ssl}^{AB} = 151239 N = 34000 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = $2.27\,10^{-5}$ (kg/s)/N = 0.8 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = $5.38\,10^{-5}$ (kg/s)/N = 1.9 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 204.1 kg/s = 450 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8.8	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J60-P-3

Manufacturer: Pratt & Whitney
Application: T-39A/D/F
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = 0.556 m = 21.9 in	L = 2.019 m = 79.5 in
W_{eng} = 203 kg = 448 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 13345 N = 3000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = $2.72\,10^{-5}$ (kg/s)/N = 0.96 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 22.7 kg/s = 50 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 6.5	OPR$_{cr}$ =
FPR =	TET = 1144 °K	M_{cr} = , h_{cr} = m

J60-P-4

Manufacturer: Pratt & Whitney
Application:
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.556 m L = m
W_{eng} = 212 kg = 467 lb = 21.9 in = in

Static Sea Level:
T_{ssl} = 14679 N T_{ssl}^{AB} = N
= 3300 lbf = lbf
SFC_{ssl} = 2.82 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.99 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

J60-P-5

Manufacturer: Pratt & Whitney
Application: C-140A/B/C
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.556 m L = m
W_{eng} = 203 kg = 448 lb = 21.9 in = in

Static Sea Level:
T_{ssl} = 13345 N T_{ssl}^{AB} = N
= 3000 lbf = lbf
SFC_{ssl} = 2.72 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.96 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 6.5
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

J60-P-6

Manufacturer: Pratt & Whitney
Application: T-2B, T-39D
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.556 m L = m
W_{eng} = 225 kg = 496 lb = 21.9 in = in

Static Sea Level:
T_{ssl} = 13345 N T_{ssl}^{AB} = N
= 3000 lbf = lbf
SFC_{ssl} = 2.72 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.96 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 6.5
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

J60-P-9

Manufacturer: Pratt & Whitney
Application: RB-57F (boosters)
Composition: - / - / 9 / 2 / - / -

D_{fan} = m = in
W_{eng} = kg = lb
D = 0.556 m = 21.9 in
Nb of shafts = 1
L = m = in

Static Sea Level:
T_{ssl} = 14679 N = 3300 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= 2.72 10^{-5} (kg/s)/N = 0.96 (lb/h)/lbf
SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
OPR = 6.5
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J65-B-3

Manufacturer: Buick
Application: F-84F
Composition: / / / / /

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
Nb of shafts =
L = m = in

Static Sea Level:
T_{ssl} = 32605 N = 7330 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J65-B-7

Manufacturer: Buick
Application: F-84F
Composition: / / / / /

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
Nb of shafts =
L = m = in

Static Sea Level:
T_{ssl} = 33362 N = 7500 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J65-W-1

Manufacturer: Wright
Application: F-84F, B-57A
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 32027 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7200 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J65-W-16

Manufacturer: Wright
Application: A4D-2 (A-4B), A4D-2N (A-4C), TA-4B
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 34251 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7700 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J65-W-16A

Manufacturer: Wright
Application: FJ-4/-4B/-4D, A4D-2 (A-4B), A4D-2N (A-4C), A-4P/Q, EA-4P, TA-4B
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 34251 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7700 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J65-W-18

Manufacturer: Wright
Application: F11F-1, F11F-1P
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 34251 N	T^{AB}_{ssl} = 46706 N	T_{cr} = N
= 7700 lbf	= 10500 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J65-W-1A

Manufacturer: Wright
Application: F-84F, B-57A
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 32027 N	T^{AB}_{ssl} = N	T_{cr} = N
= 7200 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J65-W-2

Manufacturer: Wright
Application: XFJ-3, XA4D-1
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 32027 N	T^{AB}_{ssl} = N	T_{cr} = N
= 7200 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J65-W-3

Manufacturer: Wright
Application: F-84F, RF-84F
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:
T_{ssl} = 32605 N = 7330 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J65-W-4

Manufacturer: Wright
Application: FJ-3/-3D/-3D2/-3M, A4D-1 (A-4A)
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:
T_{ssl} = 34696 N = 7800 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J65-W-4B

Manufacturer: Wright
Application: FJ-3/-3D/-3D2/-3M, A4D-1 (A-4A)
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:
T_{ssl} = 34696 N = 7800 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J65-W-5

Manufacturer: Wright
Application: B-57B/C, RB-57A
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 32116 N = 7220 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J65-W-6

Manufacturer: Wright
Application: XRGM-15A
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 34696 N = 7800 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T_{ssl}^{AB} = 46706 N = 10500 lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J65-W-7

Manufacturer: Wright
Application: F-84F, RF-84F, XF11F-1 (XF9F-9)
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 33362 N = 7500 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J69-T-17

Manufacturer: Continental
Application: XGAM-67
Composition: - / - / 1 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 4448 N = 1000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J69-T-25

Manufacturer: Continental
Application: T-37A/B/C, C-117D
Composition: - / - / 1 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.566 m = 22.3 in L = 1.27 m = 50 in
W_{eng} = 165 kg = 364 lb

Static Sea Level:		Cruise:
T_{ssl} = 4559 N = 1025 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 3.14 10^{-5} (kg/s)/N = 1.11 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 9.1 kg/s = 20.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 3.8	OPR$_{cr}$=
FPR =	TET = 1103 °K	M_{cr}= , h_{cr}= m

J69-T-27

Manufacturer: Continental
Application:
Composition: - / - / 1 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 5115 N = 1150 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J69-T-29

Manufacturer: Continental
Application: AQM-34G/H/J/K/V/U, BGM-34C, BQM-34A/S, MQM-34D
Composition: - / - / 1+ 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in | D = 0.568 m = 22.4 in | L = 1.175 m = 46.3 in
W_{eng} = 154 kg = 340 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 7562 N = 1700 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 13.2 kg/s = 29.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 5.5	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J69-T-3

Manufacturer: Continental
Application:
Composition: - / - / 1 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 3928 N = 883 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J69-T-39

Manufacturer: Continental
Application:
Composition: - / - / 2 + 1C / 2 / - / - Nb of shafts = 1

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 11209 N = 2520 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 2.72 10^{-5} (kg/s)/N = 0.96 (lb/h)/lbf	SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 19.5 kg/s = 43 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 6.5	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J69-T-406

Manufacturer: Continental
Application: BQM-34E/F/T
Composition: - / - / 1+ 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.568 m L = 1.175 m
W_{eng} = 163 kg = 359 lb = 22.4 in = 46.3 in

Static Sea Level:

T_{ssl} = 8185 N T_{ssl}^{AB} = N
= 1840 lbf = lbf
SFC$_{ssl}$= 3.14 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 1.11 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 14.1 kg/s = 31.1 lb/s
BPR = OPR = 5.5
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J69-T-41

Manufacturer: Continental
Application:
Composition: - / - / 1 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 8185 N T_{ssl}^{AB} = N
= 1840 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 5.5
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J69-T-41A

Manufacturer: Continental
Application: AQM-34L/M/N, BQM-34B/S, XAQM-103A
Composition: - / - / 1+ 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.568 m L = 1.175 m
W_{eng} = 159 kg = 351 lb = 22.4 in = 46.3 in

Static Sea Level:

T_{ssl} = 8541 N T_{ssl}^{AB} = N
= 1920 lbf = lbf
SFC$_{ssl}$= 3.09 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 1.09 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 13.6 kg/s = 30 lb/s
BPR = OPR = 6
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

J69-T-7

Manufacturer: Continental
Application:
Composition: - / - / 1 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 4092 N = 920 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J69-T-9

Manufacturer: Continental
Application: T-37A, TT-1
Composition: - / - / 1 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 4092 N = 920 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J71-A-11

Manufacturer: Allison
Application: B-66B, RB-66A/B/C
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 45372 N = 10200 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J71-A-13

Manufacturer: Allison
Application: B-66B, EB-66C/E, RB-66B/C, WB-66D
Composition: / / / / /

				Nb of shafts =	
D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 45372 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 10200 lbf		= lbf		= lbf
SFC_{ssl}	= (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

J71-A-2

Manufacturer: Allison
Application: F3H-1(RE)/-2/-2M/-2N/-2P
Composition: / / / / /

				Nb of shafts =	
D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 42258 N	T_{ssl}^{AB}	= 64054 N	T_{cr}	= N
	= 9500 lbf		= 14400 lbf		= lbf
SFC_{ssl}	= (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

J71-A-2A

Manufacturer: Allison
Application: F3H-1(RE)/-2/-2M/-2N/-2P
Composition: / / / / /

				Nb of shafts =	
D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 42258 N	T_{ssl}^{AB}	= 64054 N	T_{cr}	= N
	= 9500 lbf		= 14400 lbf		= lbf
SFC_{ssl}	= (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

J71-A-2B

Manufacturer: Allison
Application: F3H-1(RE)/-2/-2M/-2N/-2P
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 42258 N = 9500 lbf
T_{ssl}^{AB} = 64054 N = 14400 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J71-A-9

Manufacturer: Allison
Application: YRB-66A, RB-66A
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = N = lbf
T_{ssl}^{AB} = 62275 N = 14000 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J73-GE-3

Manufacturer: GE : General Electric
Application: F-86H-1, F3H-3 (not produced)
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 40923 N = 9200 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

J73-GE-3A

Manufacturer: GE : General Electric
Application: F-86H-5
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:
T_{ssl} = 40923 N = 9200 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T^{AB}_{ssl} = N = lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr}= , h_{cr}= m

J73-GE-3D

Manufacturer: GE : General Electric
Application: F-86H-5
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:
T_{ssl} = 40923 N = 9200 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T^{AB}_{ssl} = N = lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr}= , h_{cr}= m

J73-GE-3E

Manufacturer: GE : General Electric
Application: F-86H-10
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:
T_{ssl} = 40923 N = 9200 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T^{AB}_{ssl} = N = lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr}= , h_{cr}= m

J73-GE-5

Manufacturer: GE : General Electric
Application: YF-84J
Composition: / / / / /
Nb of shafts =
D_{fan} = m = in
D = m
L = m
= in
W_{eng} = kg = lb
= in

Static Sea Level:
T_{ssl} = 38922 N
= 8750 lbf
T_{ssl}^{AB} = N
= lbf
SFC$_{ssl}$ = (kg/s)/N
= (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J73-GE-7

Manufacturer: GE : General Electric
Application: YF-84J
Composition: / / / / /
Nb of shafts =
D_{fan} = m = in
D = m
L = m
= in
W_{eng} = kg = lb
= in

Static Sea Level:
T_{ssl} = 39678 N
= 8920 lbf
T_{ssl}^{AB} = N
= lbf
SFC$_{ssl}$ = (kg/s)/N
= (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J75-P-13B

Manufacturer: Pratt & Whitney
Application: U-2C, TR-1A
Composition: - / 8 / 7 / 1 / - / 2
Nb of shafts = 2
D_{fan} = m = in
D = m
L = m
= in
W_{eng} = kg = lb
= in

Static Sea Level:
T_{ssl} = 75619 N
= 17000 lbf
T_{ssl}^{AB} = N
= lbf
SFC$_{ssl}$ = (kg/s)/N
= (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J75-P-17

Manufacturer: Pratt & Whitney
Application: AB, F-106A/B, QF-106A
Composition: - / 8 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = 1.092 m	L = 6.035 m
W_{eng} = 2665 kg = 5875 lb	= 43 in	= 237.6 in
Static Sea Level:		**Cruise:**
T_{ssl} = N	T_{ssl}^{AB} = 108981 N	T_{cr} = N
= lbf	= 24500 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = 6.09 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= 2.15 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 114.3 kg/s = 252 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12	OPR$_{cr}$ =
FPR =	TET = 1150 °K	M_{cr} = , h_{cr} = m

J75-P-19

Manufacturer: Pratt & Whitney
Application: F-105B, F-105C (not produced)
Composition: - / 8 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 72061 N	T_{ssl}^{AB} = 111205 N	T_{cr} = N
= 16200 lbf	= 25000 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J75-P-19W

Manufacturer: Pratt & Whitney
Application: F-105D/F/G, F-105E, RF-105D (not produced)
Composition: - / 8 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = 1.092 m	L = m
W_{eng} = 2703 kg = 5959 lb	= 43 in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 76509 N	T_{ssl}^{AB} = 117877 N	T_{cr} = N
= 17200 lbf	= 26500 lbf	= lbf
SFC$_{ssl}$ = 2.24 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = 6.23 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.79 (lb/h)/lbf	= 2.2 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 120.2 kg/s = 265 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J75-P-3

Manufacturer: Pratt & Whitney
Application: YF-105B, CF-105
Composition: - / 8 / 7 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 73395 N	T_{ssl}^{AB} = 104533 N	T_{cr} = N
= 16500 lbf	= 23500 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J75-P-5

Manufacturer: Pratt & Whitney
Application:
Composition: - / 8 / 7 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 73395 N	T_{ssl}^{AB} = 104533 N	T_{cr} = N
= 16500 lbf	= 23500 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J79-GE-10

Manufacturer: GE : General Electric
Application: F-4J, A3J-3, RA-5C
Composition: - / - / 17 / 3 / - / - — Nb of shafts = 1

D_{fan} = m = in	D = 0.992 m	L = 5.301 m
W_{eng} = 1749 kg = 3856 lb	= 39.1 in	= 208.7 in
Static Sea Level:		**Cruise:**
T_{ssl} = 52800 N	T_{ssl}^{AB} = 79445 N	T_{cr} = N
= 11870 lbf	= 17860 lbf	= lbf
SFC$_{ssl}$= 2.39 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= 5.58 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.84 (lb/h)/lbf	= 1.97 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 13.4	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J79-GE-10B

Manufacturer: GE : General Electric
Application: F-4J/S, QF-4S
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1
D_{fan} = m = in D = 0.992 m L = 5.301 m
W_{eng} = kg = lb = 39.1 in = 208.7 in

Static Sea Level:		**Cruise:**
T_{ssl} = 52800 N = 11870 lbf	T_{ssl}^{AB} = 79445 N = 17860 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 2.39 10^{-5} (kg/s)/N = 0.84 (lb/h)/lbf	SFC$_{ssl}^{AB}$= 5.58 10^{-5} (kg/s)/N = 1.97 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 13.4	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J79-GE-11

Manufacturer: GE : General Electric
Application: F-104G, NF-104G, RF-104G, TF-104G
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1
D_{fan} = m = in D = 0.973 m L = 5.282 m
W_{eng} = kg = lb = 38.3 in = 208 in

Static Sea Level:		**Cruise:**
T_{ssl} = 44482 N = 10000 lbf	T_{ssl}^{AB} = 70282 N = 15800 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 2.39 10^{-5} (kg/s)/N = 0.84 (lb/h)/lbf	SFC$_{ssl}^{AB}$= 5.58 10^{-5} (kg/s)/N = 1.97 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 76.7 kg/s = 169.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12.9	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J79-GE-119

Manufacturer: GE : General Electric **Year:** 1955
Application: MDD F-4 Phantom, Lockheed F-104
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1
D_{fan} = 0.992 m = 39.1 in D = m L = 5.3 m
W_{eng} = 1715 kg = 3781 lb = in = 208.7 in

Static Sea Level:		**Cruise:**
T_{ssl} = 53601 N = 12050 lbf	T_{ssl}^{AB} = 83293 N = 18725 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 2.36 10^{-5} (kg/s)/N = 0.83 (lb/h)/lbf	SFC$_{ssl}^{AB}$= 5.75 10^{-5} (kg/s)/N = 2.03 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 77 kg/s = 169.8 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0	OPR = 13.4	OPR$_{cr}$=
FPR =	TET = 1273 °K	M_{cr}= , h_{cr}= m

J79-GE-11A

Manufacturer: GE : General Electric
Application: F-104G, NF-104G, RF-104G, TF-104G
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.973 m L = 5.282 m
W_{eng} = 1615 kg = 3560 lb = 38.3 in = 208 in

Static Sea Level:		Cruise:
T_{ssl} = 44482 N	T_{ssl}^{AB} = 70282 N	T_{cr} = N
= 10000 lbf	= 15800 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 76.7 kg/s = 169.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12.9	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J79-GE-15

Manufacturer: GE : General Electric
Application: F-4C/D, EF-4C/D, RF-4C
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.973 m L = 5.301 m
W_{eng} = 1678 kg = 3699 lb = 38.3 in = 208.7 in

Static Sea Level:		Cruise:
T_{ssl} = 48485 N	T_{ssl}^{AB} = 75619 N	T_{cr} = N
= 10900 lbf	= 17000 lbf	= lbf
SFC$_{ssl}$= 2.44 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= 5.52 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.86 (lb/h)/lbf	= 1.95 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12.9	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J79-GE-17

Manufacturer: GE : General Electric
Application: F-4E/G
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.992 m L = 5.301 m
W_{eng} = 1740 kg = 3836 lb = 39.1 in = 208.7 in

Static Sea Level:		Cruise:
T_{ssl} = 52800 N	T_{ssl}^{AB} = 79623 N	T_{cr} = N
= 11870 lbf	= 17900 lbf	= lbf
SFC$_{ssl}$= 2.39 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= 5.58 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.84 (lb/h)/lbf	= 1.97 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 77.1 kg/s = 170 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 13.5	OPR$_{cr}$=
FPR =	TET = 928 °K	M_{cr}= , h_{cr}= m

J79-GE-17C

Manufacturer: GE : General Electric
Application: F-4E/G
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.992 m L = 5.301 m
W_{eng} = kg = lb = 39.1 in = 208.7 in

Static Sea Level:		**Cruise:**
T_{ssl} = 52800 N	T_{ssl}^{AB} = 79623 N	T_{cr} = N
= 11870 lbf	= 17900 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 77.1 kg/s = 170 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 13.5	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-17E

Manufacturer: GE : General Electric
Application: F-4E/G
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.992 m L = 5.301 m
W_{eng} = kg = lb = 39.1 in = 208.7 in

Static Sea Level:		**Cruise:**
T_{ssl} = 52800 N	T_{ssl}^{AB} = 79623 N	T_{cr} = N
= 11870 lbf	= 17900 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 77.1 kg/s = 170 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 13.5	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-19

Manufacturer: Fiat
Application: F-104S
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.992 m L = 5.301 m
W_{eng} = 1740 kg = 3836 lb = 39.1 in = 208.7 in

Static Sea Level:		**Cruise:**
T_{ssl} = 52800 N	T_{ssl}^{AB} = 79623 N	T_{cr} = N
= 11870 lbf	= 17900 lbf	= lbf
SFC$_{ssl}$ = 2.39 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = 5.58 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.84 (lb/h)/lbf	= 1.97 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-2

Manufacturer: GE : General Electric
Application: F4H-1F (F-4A), A-5A
Composition: - / - / 17 / 3 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.973 m = 38.3 in L = 5.282 m = 208 in
W_{eng} = 1642 kg = 3620 lb

Static Sea Level:		Cruise:
T_{ssl} = 46039 N = 10350 lbf	T_{ssl}^{AB} = 71838 N = 16150 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 2.46 10^{-5} (kg/s)/N = 0.87 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 5.67 10^{-5} (kg/s)/N = 2 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 75.3 kg/s = 166 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12.5	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-2A

Manufacturer: GE : General Electric
Application: F4H-1F (F-4A), A-5A
Composition: - / - / 17 / 3 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.973 m = 38.3 in L = 5.282 m = 208 in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 46039 N = 10350 lbf	T_{ssl}^{AB} = 71838 N = 16150 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 75.3 kg/s = 166 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12.5	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-3

Manufacturer: GE : General Electric
Application: GQM-13A, MQM-13A, RGM-13A, XF11F-1F
Composition: - / - / 17 / 3 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.973 m = 38.3 in L = 5.269 m = 207.4 in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 43592 N = 9800 lbf	T_{ssl}^{AB} = 66723 N = 15000 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-3A

Manufacturer: GE : General Electric
Application: F-104A/B
Composition: - / - / 17 / 3 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = 0.973 m	L = 5.269 m
W_{eng} = kg = lb	= 38.3 in	= 207.4 in
Static Sea Level:		**Cruise:**
T_{ssl} = 43592 N	T_{ssl}^{AB} = 66723 N	T_{cr} = N
= 9800 lbf	= 15000 lbf	= lbf
SFC_{ssl} = 2.4 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = 5.78 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.85 (lb/h)/lbf	= 2.04 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 72.6 kg/s = 160.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-3B

Manufacturer: GE : General Electric
Application: F-104A/B
Composition: - / - / 17 / 3 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = 0.973 m	L = 5.269 m
W_{eng} = 1508 kg = 3325 lb	= 38.3 in	= 207.4 in
Static Sea Level:		**Cruise:**
T_{ssl} = 43592 N	T_{ssl}^{AB} = 66723 N	T_{cr} = N
= 9800 lbf	= 15000 lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 72.6 kg/s = 160.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-4

Manufacturer: GE : General Electric
Application: A3J-1 (A-5A)
Composition: - / - / 17 / 3 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 45816 N	T_{ssl}^{AB} = N	T_{cr} = N
= 10300 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

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J79-GE-5

Manufacturer: GE : General Electric
Application: B-58A

Composition: - / - / 17 / 3 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = 0.965 m	L = 5.135 m
W_{eng} = kg = lb	= 38 in	= 202.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 45816 N	T_{ssl}^{AB} = 69392 N	T_{cr} = N
= 10300 lbf	= 15600 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-5A

Manufacturer: GE : General Electric
Application: B-58A

Composition: - / - / 17 / 3 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = 0.965 m	L = 5.135 m
W_{eng} = kg = lb	= 38 in	= 202.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 45816 N	T_{ssl}^{AB} = 69392 N	T_{cr} = N
= 10300 lbf	= 15600 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-5B

Manufacturer: GE : General Electric
Application: B-58A

Composition: - / - / 17 / 3 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = 0.965 m	L = 5.135 m
W_{eng} = kg = lb	= 38 in	= 202.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 45816 N	T_{ssl}^{AB} = 69392 N	T_{cr} = N
= 10300 lbf	= 15600 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-5C

Manufacturer: GE : General Electric
Application: B-58A
Composition: - / - / 17 / 3 / - / -

D_{fan} = m = in	D = 0.965 m = 38 in	Nb of shafts = 1 L = 5.135 m = 202.2 in
W_{eng} = 1671 kg = 3684 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 45816 N = 10300 lbf	T_{ssl}^{AB} = 69392 N = 15600 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 2.39 10^{-5} (kg/s)/N = 0.84 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 6.23 10^{-5} (kg/s)/N = 2.2 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-7

Manufacturer: GE : General Electric
Application: F-104C/D
Composition: - / - / 17 / 3 / - / -

D_{fan} = m = in	D = 0.973 m = 38.3 in	Nb of shafts = 1 L = 5.282 m = 208 in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 44482 N = 10000 lbf	T_{ssl}^{AB} = 70282 N = 15800 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 2.39 10^{-5} (kg/s)/N = 0.84 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 5.58 10^{-5} (kg/s)/N = 1.97 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-7A

Manufacturer: GE : General Electric
Application: F-104C/D
Composition: - / - / 17 / 3 / - / -

D_{fan} = m = in	D = 0.973 m = 38.3 in	Nb of shafts = 1 L = 5.282 m = 208 in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 44482 N = 10000 lbf	T_{ssl}^{AB} = 70282 N = 15800 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-GE-8

Manufacturer: GE : General Electric
Application: F4H-1 (F-4B), F-4N, RF-4B, A3J-1, A3J-2 (A-4B), A3J-3 (RA-3C)
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.973 m L = 5.295 m
W_{eng} = 1666 kg = 3673 lb = 38.3 in = 208.5 in

Static Sea Level:
T_{ssl} = 48485 N = 10900 lbf
T_{ssl}^{AB} = 75619 N = 17000 lbf
SFC_{ssl} = 2.44 10^{-5} (kg/s)/N = 0.86 (lb/h)/lbf
SFC_{ssl}^{AB} = 5.47 10^{-5} (kg/s)/N = 1.93 (lb/h)/lbf
$\dot{w}_{ssl}$ = 76.7 kg/s = 169.1 lb/s
BPR =
OPR = 12.9
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

J79-GE-8A

Manufacturer: GE : General Electric
Application: F4H-1 (F-4B), F-4N, RF-4B, A3J-1, A3J-2 (A-4B), A3J-3 (RA-3C)
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.973 m L = 5.295 m
W_{eng} = kg = lb = 38.3 in = 208.5 in

Static Sea Level:
T_{ssl} = 48485 N = 10900 lbf
T_{ssl}^{AB} = 75619 N = 17000 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 76.7 kg/s = 169.1 lb/s
BPR =
OPR = 12.9
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

J79-GE-J1E

Manufacturer: GE : General Electric
Application: KFir-C1
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = N = lbf
T_{ssl}^{AB} = 79623 N = 17900 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

J79-MTU-17A

Manufacturer: MTU
Application: F-4F
Composition: - / - / 17 / 3 / - / -

D_{fan} = m = in	D = 0.992 m = 39.1 in	Nb of shafts = 1
W_{eng} = 1749 kg = 3856 lb		L = 5.301 m = 208.7 in
Static Sea Level:		**Cruise:**
T_{ssl} = 52800 N = 11870 lbf	T_{ssl}^{AB} = 79623 N = 17900 lbf	T_{cr} = N = lbf
SFC_{ssl} = 2.39 10^{-5} (kg/s)/N = 0.84 (lb/h)/lbf	SFC_{ssl}^{AB} = 5.58 10^{-5} (kg/s)/N = 1.97 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 77.1 kg/s = 170 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 13.5	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-MTU-J1K

Manufacturer: MTU
Application: F-104G
Composition: - / - / 17 / 3 / - / -

D_{fan} = m = in	D = m = in	Nb of shafts = 1
W_{eng} = kg = lb		L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 46706 N = 10500 lbf	T_{ssl}^{AB} = 71171 N = 16000 lbf	T_{cr} = N = lbf
SFC_{ssl} = 2.39 10^{-5} (kg/s)/N = 0.84 (lb/h)/lbf	SFC_{ssl}^{AB} = 5.83 10^{-5} (kg/s)/N = 2.06 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 74.4 kg/s = 164 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12.4	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J79-OEL-7

Manufacturer: Orenda
Application: CF-104A/D
Composition: - / - / 17 / 3 / - / -

D_{fan} = m = in	D = m = in	Nb of shafts = 1
W_{eng} = 1622 kg = 3576 lb		L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 44482 N = 10000 lbf	T_{ssl}^{AB} = 70282 N = 15800 lbf	T_{cr} = N = lbf
SFC_{ssl} = 2.39 10^{-5} (kg/s)/N = 0.84 (lb/h)/lbf	SFC_{ssl}^{AB} = 5.58 10^{-5} (kg/s)/N = 1.97 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J85-CAN-15

Manufacturer: Orenda
Application: CF-5A/D
Composition: - / - / 8 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:				**Cruise:**	
T_{ssl}	= 13011 N	T_{ssl}^{AB}	= 19127 N	T_{cr}	= N
	= 2925 lbf		= 4300 lbf		= lbf
SFC$_{ssl}$	= 2.61 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= 6.18 10^{-5} (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.92 (lb/h)/lbf		= 2.18 (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 20 kg/s = 44.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 7	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

J85-CAN-40

Manufacturer: Orenda
Application: CT-114 (CL-41A/R) Tutor
Composition: - / - / 8 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:				**Cruise:**	
T_{ssl}	= 12677 N	T_{ssl}^{AB}	= 12677 N	T_{cr}	= N
	= 2850 lbf		= 2850 lbf		= lbf
SFC$_{ssl}$	= 2.75 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.97 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 20 kg/s = 44.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 6.8	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

J85-GE-1

Manufacturer: GE : General Electric
Application: T-38A
Composition: - / - / 8 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:				**Cruise:**	
T_{ssl}	= 9341 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 2100 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

J85-GE-12

Manufacturer: GE : General Electric
Application: AT-3D
Composition: - / - / 8 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 10676 N = 2400 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J85-GE-13

Manufacturer: GE : General Electric
Application: F-5A/B, RF-5A
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in | D = 0.559 m = 22 in | L = 2.766 m = 108.9 in
W_{eng} = 271 kg = 597 lb

Static Sea Level:		Cruise:
T_{ssl} = 12099 N = 2720 lbf	T_{ssl}^{AB} = 18149 N = 4080 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 3.57 10^{-5} (kg/s)/N = 1.26 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 6.29 10^{-5} (kg/s)/N = 2.22 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 6.5	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J85-GE-13A

Manufacturer: GE : General Electric
Application: F-5A/B, RF-5A, G91Y, Y/T, Y/S
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in | D = 0.559 m = 22 in | L = 2.766 m = 108.9 in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 12099 N = 2720 lbf	T_{ssl}^{AB} = 18149 N = 4080 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 6.5	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

J85-GE-17

Manufacturer: GE : General Electric
Application: AC-119G/K, C-123K
Composition: - / - / 8 / 2 / - / -

D_{fan} = m = in D = 0.45 m = 17.7 in
W_{eng} = 181 kg = 399 lb

Static Sea Level:
T_{ssl} = 12677 N = 2850 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 2.69 10^{-5} (kg/s)/N = 0.95 (lb/h)/lbf   SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR =   OPR = 6.5
FPR =   TET = 1167 °K

Nb of shafts = 1
L = 1.029 m = 40.5 in

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J85-GE-17A

Manufacturer: GE : General Electric
Application: A-37B, OA-37B
Composition: - / - / 8 / 2 / - / -

D_{fan} = m = in D = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 12677 N = 2850 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 2.69 10^{-5} (kg/s)/N = 0.95 (lb/h)/lbf   SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR =   OPR = 6.9
FPR =   TET = °K

Nb of shafts = 1
L = m = in

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J85-GE-17B

Manufacturer: GE : General Electric
Application: Saab 105XT
Composition: - / - / 8 / 2 / - / -

D_{fan} = m = in D = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 12677 N = 2850 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 2.69 10^{-5} (kg/s)/N = 0.95 (lb/h)/lbf   SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR =   OPR = 6.5
FPR =   TET = °K

Nb of shafts = 1
L = m = in

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J85-GE-17C

Manufacturer: GE : General Electric
Application:
Composition: - / - / 8 / 2 / - / - Nb of shafts = 1

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 12677 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 2850 lbf		= lbf		= lbf
SFC$_{ssl}$	= 2.69 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.95 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 20 kg/s = 44.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 6.5	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

J85-GE-2

Manufacturer: GE : General Electric
Application: SP-5B Marlin (boosters)
Composition: - / - / 8 / 2 / - / - Nb of shafts = 1

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 12677 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 2850 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

J85-GE-21

Manufacturer: GE : General Electric
Application: F-5E/F
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan}	= m = in	D	= 0.663 m	L	= 2.858 m
W_{eng}	= 290 kg = 639 lb		= 26.1 in		= 112.5 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 16014 N	T_{ssl}^{AB}	= 22241 N	T_{cr}	= N
	= 3600 lbf		= 5000 lbf		= lbf
SFC$_{ssl}$	= 3.51 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= 6.03 10^{-5} (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 1.24 (lb/h)/lbf		= 2.13 (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 24 kg/s = 52.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 8.3	OPR$_{cr}$	=
FPR	=	TET	= 1250 °K	M_{cr}= , h_{cr}= m	

J85-GE-21A

Manufacturer: GE : General Electric
Application: F-5E/F
Composition: - / - / 9 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.663 m = 26.1 in L = 2.858 m = 112.5 in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 16014 N = 3600 lbf	T_{ssl}^{AB} = 22241 N = 5000 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 24 kg/s = 52.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8.1	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J85-GE-3

Manufacturer: GE : General Electric
Application: ADM-20A
Composition: - / - / 8 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 10898 N = 2450 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J85-GE-4

Manufacturer: GE : General Electric
Application: T-2C, XMQM-34D Mod II
Composition: - / - / 8 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.434 m = 17.1 in L = 1.152 m = 45.4 in
W_{eng} = 183 kg = 403 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 13122 N = 2950 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 2.78 10^{-5} (kg/s)/N = 0.98 (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 6.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

J85-GE-5

Manufacturer: GE : General Electric
Application: A-37A, T-38A, AT-38B, X-14A/B, AQM-35B, F-109 (D-118A) (not produced)
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.559 m L = 2.746 m
W_{eng} = 265 kg = 584 lb = 22 in = 108.1 in

Static Sea Level:				Cruise:	
T_{ssl}	= 11921 N	T^{AB}_{ssl}	= 17126 N	T_{cr}	= N
	= 2680 lbf		= 3850 lbf		= lbf
SFC_{ssl}	= 2.92 10^{-5} (kg/s)/N	SFC^{AB}_{ssl}	= 6.23 10^{-5} (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= 1.03 (lb/h)/lbf		= 2.2 (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 20 kg/s = 44.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 6.7	OPR_{cr}	=
FPR	=	TET	= 1167 °K	M_{cr} = , h_{cr} = m	

J85-GE-5A

Manufacturer: GE : General Electric
Application: T-38A, AT-38B
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.559 m L = 2.746 m
W_{eng} = kg = lb = 22 in = 108.1 in

Static Sea Level:				Cruise:	
T_{ssl}	= 11921 N	T^{AB}_{ssl}	= 17126 N	T_{cr}	= N
	= 2680 lbf		= 3850 lbf		= lbf
SFC_{ssl}	= (kg/s)/N	SFC^{AB}_{ssl}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 20 kg/s = 44.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 6.5	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

J85-GE-7

Manufacturer: GE : General Electric
Application: ADM-20B/C, BQM-34A(RE), MQM-34D Mod II
Composition: - / - / 8 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 10898 N	T^{AB}_{ssl}	= N	T_{cr}	= N
	= 2450 lbf		= lbf		= lbf
SFC_{ssl}	= 2.75 10^{-5} (kg/s)/N	SFC^{AB}_{ssl}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= 0.97 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 19.1 kg/s = 42.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 6.5	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

GE-1019.297

J85-GE-J4

Manufacturer: GE : General Electric
Application: CL-41G
Composition: - / - / 8 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = kg = lb

D = m = in

L = m = in

Static Sea Level:

T_{ssl} = 13122 N = 2950 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J85-GE-LF1

Manufacturer: GE : General Electric
Application: XV-5B
Composition: - / - / 8 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = kg = lb

D = m = in

L = m = in

Static Sea Level:

T_{ssl} = 13122 N = 2950 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J85-J1

Manufacturer: GE : General Electric
Application:
Composition: - / - / 9 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = kg = lb

D = m = in

L = m = in

Static Sea Level:

T_{ssl} = 16014 N = 3600 lbf
T_{ssl}^{AB} = 22241 N = 5000 lbf
SFC$_{ssl}$ = 2.69 10^{-5} (kg/s)/N = 0.95 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 24 kg/s = 52.9 lb/s
BPR =
OPR = 8.3
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

J97-GE-100

Manufacturer: GE : General Electric
Application: AQM-91A, YQM-94A
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb

D = m
= in

L = m
= in

Static Sea Level:

T_{ssl} = 23442 N
= 5270 lbf
SFC_{ssl}= (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T_{ssl}^{AB} = N
= lbf
SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

JT12A

Manufacturer: Pratt & Whitney
Year: 1958
Application:
Composition: / / / / /

Nb of shafts =

D_{fan} = 0.457 m = 18 in
W_{eng} = 203 kg = 448 lb

D = m
= in

L = 1.6 m
= 63 in

Static Sea Level:

T_{ssl} = 13342 N
= 2999 lbf
SFC_{ssl}= (kg/s)/N
= 0 (lb/h)/lbf
$\dot{w}_{ssl}$ = 22 kg/s = 48.5 lb/s
BPR = 0
FPR =

T_{ssl}^{AB} = N
= lbf
SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf
OPR = 6.5
TET = °K

Cruise:

T_{cr} = 3561 N
= 801 lbf
SFC_{cr} = 3 10^{-5} (kg/s)/N
= 1.06 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8 , h_{cr}= 11000 m

JT12A-3

Manufacturer: Pratt & Whitney
Application: XV-4, SD-4, Model 533
Composition: - / - / 9 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = 205 kg = 452 lb

D = 0.556 m
= 21.9 in

L = m
= in

Static Sea Level:

T_{ssl} = 13345 N
= 3000 lbf
SFC_{ssl}= 2.72 10^{-5} (kg/s)/N
= 0.96 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T_{ssl}^{AB} = N
= lbf
SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

JT12A-5

Manufacturer: Pratt & Whitney
Application: CT-114 prototype
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.556 m L = m
W_{eng} = 205 kg = 452 lb = 21.9 in = in

Static Sea Level:

T_{ssl} = 13345 N T_{ssl}^{AB} = N
= 3000 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

JT12A-6

Manufacturer: Pratt & Whitney
Application: Sabreliner 40/50
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.556 m L = m
W_{eng} = 205 kg = 452 lb = 21.9 in = in

Static Sea Level:

T_{ssl} = 13345 N T_{ssl}^{AB} = N
= 3000 lbf = lbf
SFC$_{ssl}$= 2.72 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.96 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

JT12A-6A

Manufacturer: Pratt & Whitney
Application: Sabreliner 40/50, JetStar I, C-140A/B JetStar
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.556 m L = m
W_{eng} = 205 kg = 452 lb = 21.9 in = in

Static Sea Level:

T_{ssl} = 13345 N T_{ssl}^{AB} = N
= 3000 lbf = lbf
SFC$_{ssl}$= 2.72 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.96 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

JT12A-8

Manufacturer: Pratt & Whitney
Application: Sabreliner 60, JetStar I, CT-39E/G
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.556 m = 21.9 in L = m = in
W_{eng} = 212 kg = 467 lb

Static Sea Level:
T_{ssl} = 14679 N = 3300 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 2.82 10^{-5} (kg/s)/N = 0.99 (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 23.1 kg/s = 50.9 lb/s
BPR = OPR = 6.7
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

JT12A-8A

Manufacturer: Pratt & Whitney
Application: Sabreliner 60, JetStar I
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.556 m = 21.9 in L = m = in
W_{eng} = 212 kg = 467 lb

Static Sea Level:
T_{ssl} = 14679 N = 3300 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 2.82 10^{-5} (kg/s)/N = 0.99 (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 23.1 kg/s = 50.9 lb/s
BPR = OPR = 6.7
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

JT15D-1

Manufacturer: Pratt & Whitney
Application: Citation, SN.600 prototype
Composition: 1 / - / 1C / 1 / - / 2 Nb of shafts = 2

D_{fan} = 0.693 m = 27.3 in D = 0.691 m = 27.2 in L = 1.506 m = 59.3 in
W_{eng} = 233 kg = 514 lb

Static Sea Level:
T_{ssl} = 9786 N = 2200 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 1.53 10^{-5} (kg/s)/N = 0.54 (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 34 kg/s = 75 lb/s
BPR = 3.3 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

JT15D-1A

Manufacturer: Pratt & Whitney
Application: Citation I/ISP
Composition: 1 / - / 1C / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.693 m = 27.3 in D = 0.691 m = 27.2 in L = 1.506 m = 59.3 in
W_{eng} = 235 kg = 518 lb

Static Sea Level:
T_{ssl} = 9786 N = 2200 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 1.53 10^{-5} (kg/s)/N = 0.54 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 34 kg/s = 75 lb/s
BPR = 3.3
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

JT15D-1B

Manufacturer: Pratt & Whitney
Application: Citation I/ISP
Composition: 1 / - / 1C / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.693 m = 27.3 in D = 0.691 m = 27.2 in L = 1.506 m = 59.3 in
W_{eng} = 235 kg = 518 lb

Static Sea Level:
T_{ssl} = 9786 N = 2200 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 1.53 10^{-5} (kg/s)/N = 0.54 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 34 kg/s = 75 lb/s
BPR = 3.3
OPR = 10
FPR = 1.5
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

JT15D-4

Manufacturer: Pratt & Whitney
Application: Citation II/IISP, SN.601 Corvette, Diamond I, Fan Ranger
Composition: 1 / 1B / 1C / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.528 m = 20.8 in D = 0.686 m = 27 in L = 1.6 m = 63 in
W_{eng} = 253 kg = 558 lb

Static Sea Level:
T_{ssl} = 11121 N = 2500 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 1.59 10^{-5} (kg/s)/N = 0.56 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 2.6
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

JT15D-4B

Manufacturer: Pratt & Whitney
Application: Citation S/II
Composition: 1 / 1B / 1C / 1 / - / 2 Nb of shafts = 2

D_{fan} = 0.528 m = 20.8 in D = 0.686 m = 27 in L = 1.6 m = 63 in
W_{eng} = 258 kg = 569 lb

Static Sea Level:
T_{ssl} = 11121 N = 2500 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.59 10^{-5} (kg/s)/N = 0.56 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 2.6
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

JT15D-4C

Manufacturer: Pratt & Whitney
Application: S211
Composition: 1 / 1B / 1C / 1 / - / 2 Nb of shafts = 2

D_{fan} = 0.528 m = 20.8 in D = 0.686 m = 27 in L = 1.6 m = 63 in
W_{eng} = 261 kg = 575 lb

Static Sea Level:
T_{ssl} = 11121 N = 2500 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.59 10^{-5} (kg/s)/N = 0.56 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 2.6
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

JT15D-4D

Manufacturer: Pratt & Whitney
Application: Diamond IA
Composition: 1 / 1B / 1C / 1 / - / 2 Nb of shafts = 2

D_{fan} = 0.528 m = 20.8 in D = 0.686 m = 27 in L = 1.6 m = 63 in
W_{eng} = 254 kg = 560 lb

Static Sea Level:
T_{ssl} = 11121 N = 2500 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.59 10^{-5} (kg/s)/N = 0.56 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 2.6
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

GE-1019.303

JT15D-5

Manufacturer: Pratt & Whitney **Year:** 1983
Application: Beechjet 400 (Diamond II), Beechjet 400A/400T, T-1A, T-47A, ARES,Citation Beech
Composition: 1 / 1B / 1C / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.521 m = 20.5 in D = 0.686 m L = 1.6 m
W_{eng} = 287 kg = 633 lb = 27 in = 63 in

Static Sea Level:				Cruise:	
T_{ssl}	= 13545 N	T_{ssl}^{AB}	= N	T_{cr}	= 10738 N
	= 3045 lbf		= lbf		= 2414 lbf
SFC$_{ssl}$	= 1.59 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= 1.53 10^{-5} (kg/s)/N
	= 0.56 (lb/h)/lbf		= (lb/h)/lbf		= 0.54 (lb/h)/lbf
$\dot{w}_{ssl}$	= 42.2 kg/s = 93 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 3.3	OPR	= 12.6	OPR$_{cr}$	=
FPR	=	TET	= 1288 °K	M_{cr}= 0.8 , h_{cr}= 12192 m	

JT15D-5A

Manufacturer: Pratt & Whitney
Application: Citation V
Composition: 1 / 1B / 1C / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.521 m = 20.5 in D = 0.686 m L = 1.6 m
W_{eng} = 287 kg = 633 lb = 27 in = 63 in

Static Sea Level:				Cruise:	
T_{ssl}	= 12900 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 2900 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.56 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.55 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 2	OPR	= 12.6	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

JT15D-5B

Manufacturer: Pratt & Whitney
Application: T-1A
Composition: 1 / 1B / 1C / 1 / - / 2 Nb of shafts = 2
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 12900 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 2900 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.56 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.55 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

JT15D-5C

Manufacturer: Pratt & Whitney
Application: S211A, S.211A, X-47A/B, Bird of Prey, X-45A (candidate engine)
Composition: 1 / 1B / 1C / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.521 m = 20.5 in D = 0.686 m L = 1.6 m
W_{eng} = 302 kg = 666 lb = 27 in = 63 in

Static Sea Level:
T_{ssl} = 14190 N T_{ssl}^{AB} = N
= 3190 lbf = lbf
SFC$_{ssl}$ = 1.56 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.55 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 2 OPR = 13.5
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

JT15D-5D

Manufacturer: Pratt & Whitney
Application: Citation V Ultra, VisionAire Vantage, UC-35C
Composition: 1 / 1B / 1C / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.521 m = 20.5 in D = 0.686 m L = 1.6 m
W_{eng} = 284 kg = 626 lb = 27 in = 63 in

Static Sea Level:
T_{ssl} = 13545 N T_{ssl}^{AB} = N
= 3045 lbf = lbf
SFC$_{ssl}$ = 1.56 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.55 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 2 OPR = 13.1
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

JT3C-12

Manufacturer: Pratt & Whitney
Application: B720, B720F, B707-120 (option)
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.986 m = 38.8 in D = m L = 3.52 m
W_{eng} = 1610 kg = 3549 lb = in = 138.6 in

Static Sea Level:
T_{ssl} = 53378 N T_{ssl}^{AB} = N
= 12000 lbf = lbf
SFC$_{ssl}$ = 2.2 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.77 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 84.8 kg/s = 187 lb/s
BPR = OPR = 13.8
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

JT3C-2

Manufacturer: Pratt & Whitney
Application: DC-8-11/-12
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.986 m = 38.8 in D = 0.988 m = 38.9 in L = 3.52 m = 138.6 in
W_{eng} = 1755 kg = 3869 lb

Static Sea Level:
T_{ssl} = 49820 N = 11200 lbf
T^{AB}_{ssl} = 61163 N = 13750 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = 2.69 10^{-5} (kg/s)/N = 0.95 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

JT3C-4

Manufacturer: Pratt & Whitney
Application: B707-120, B720
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.986 m = 38.8 in D = 0.988 m = 38.9 in L = 3.52 m = 138.6 in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 49820 N = 11200 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

JT3C-6

Manufacturer: Pratt & Whitney
Application: B707-120, DC-8-11/-12
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2
D_{fan} = 0.986 m = 38.8 in D = 0.988 m = 38.9 in L = 3.52 m = 138.6 in
W_{eng} = 1921 kg = 4235 lb

Static Sea Level:
T_{ssl} = 49820 N = 11200 lbf
T^{AB}_{ssl} = 60051 N = 13500 lbf
SFC_{ssl} = 2.2 10^{-5} (kg/s)/N = 0.77 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

JT3C-7

Manufacturer: Pratt & Whitney **Year:** 1957
Application: B720, B720F
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = 0.986 m = 38.8 in D = 0.988 m = 38.9 in
W_{eng} = 1585 kg = 3494 lb
L = 3.52 m = 138.6 in

Static Sea Level:

T_{ssl} = 53378 N = 12000 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 2.22 10^{-5} (kg/s)/N = 0.79 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 84.8 kg/s = 187 lb/s
BPR = 0 OPR = 13
FPR = TET = °K

Cruise:

T_{cr} = 15107 N = 3396 lbf
SFC_{cr} = 2.55 10^{-5} (kg/s)/N = 0.9 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8, h_{cr} = 11000 m

JT3D-1

Manufacturer: Pratt & Whitney
Application: B707-120B/-120BF, B720B, B720BF, DC-8-51/52
Composition: 2 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.349 m = 53.1 in D = 1.346 m = 53 in
W_{eng} = 1880 kg = 4145 lb
L = 3.462 m = 136.3 in

Static Sea Level:

T_{ssl} = 75619 N = 17000 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 1.47 10^{-5} (kg/s)/N = 0.52 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 204.1 kg/s = 450 lb/s
BPR = 1.4 OPR = 12.5
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

JT3D-3

Manufacturer: Pratt & Whitney **Year:** 1958
Application: B707-120B/-320B/-320C, B720B, DC-8-51/-51F/-52/-52F/-53/-53F/-54/-54F/-55/-55F/-61/-61F/-62/-62F
Composition: 2 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.285 m = 50.6 in D = 1.346 m = 53 in
W_{eng} = 2170 kg = 4784 lb
L = 3.6 m = 141.7 in

Static Sea Level:

T_{ssl} = 80148 N = 18018 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 2.18 10^{-5} (kg/s)/N = 0.77 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 236 kg/s = 520.3 lb/s
BPR = 1.25 OPR = 16
FPR = 1.75 TET = 1233 °K

Cruise:

T_{cr} = 22300 N = 5013 lbf
SFC_{cr} = 2.16 10^{-5} (kg/s)/N = 0.76 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8 , h_{cr} = 10600 m

JT3D-3B

Manufacturer: Pratt & Whitney

Application: B707-120B, B707-320B/BH/C/CH, B720B/BF, DC-8-53F/-55/-62/-62F, EC/RC-135, EC-24A

Composition: 2 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.349 m = 53.1 in D = 1.346 m = 53 in L = 3.465 m = 136.4 in

W_{eng} = 1950 kg = 4299 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 80068 N = 18000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 1.52 10^{-5} (kg/s)/N = 0.53 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 207.7 kg/s = 457.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.37	OPR = 13.6	OPR$_{cr}$ =
FPR = 1.74	TET = 1144 °K	M_{cr} = , h_{cr} = m

JT3D-3C

Manufacturer: Pratt & Whitney

Application: DC8-50/61/61F/62/63, B707-120B/320B/C, B720B, VC-137C

Composition: 2 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.349 m = 53.1 in D = 1.346 m = 53 in L = 3.696 m = 145.5 in

W_{eng} = 1969 kg = 4341 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 80068 N = 18000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 1.45 10^{-5} (kg/s)/N = 0.51 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 204.1 kg/s = 450 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.4	OPR = 13	OPR$_{cr}$ =
FPR = 1.66	TET = °K	M_{cr} = , h_{cr} = m

JT3D-7

Manufacturer: Pratt & Whitney

Application: B707-320B/-320C, DC-8-62/-62F/-63/-63F

Composition: 2 / 7B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.349 m = 53.1 in D = 1.346 m = 53 in L = 3.696 m = 145.5 in

W_{eng} = 1969 kg = 4341 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 84516 N = 19000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 1.47 10^{-5} (kg/s)/N = 0.52 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 214.1 kg/s = 472 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.43	OPR = 13.5	OPR$_{cr}$ =
FPR = 1.82	TET = °K	M_{cr} = , h_{cr} = m

JT3D-7A

Manufacturer: Pratt & Whitney
Application: B707-320B/C/F, DC8-63/63F
Composition: 2 / 7B / 7 / 1 / - / 3 Nb of shafts = 2
D_{fan} = 1.349 m = 53.1 in D = 1.346 m L = 3.696 m
W_{eng} = 1969 kg = 4341 lb = 53 in = 145.5 in

Static Sea Level:
T_{ssl} = 84516 N T_{ssl}^{AB} = N
= 19000 lbf = lbf
SFC_{ssl} = 1.47 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.52 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 214.1 kg/s = 472 lb/s
BPR = 1.43 OPR = 13.5
FPR = 1.82 TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

JT3D-7B

Manufacturer: Pratt & Whitney
Application: C-22, C-9, T-43A
Composition: 2 / 7B / 7 / 1 / - / 3 Nb of shafts = 2
D_{fan} = 1.349 m = 53.1 in D = 1.143 m L = 3.142 m
W_{eng} = 1475 kg = 3252 lb = 45 in = 123.7 in

Static Sea Level:
T_{ssl} = 64499 N T_{ssl}^{AB} = N
= 14500 lbf = lbf
SFC_{ssl} = 1.66 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.58 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 144.2 kg/s = 317.9 lb/s
BPR = 1.03 OPR = 16.9
FPR = TET = 853 °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

JT4A-10

Manufacturer: Pratt & Whitney
Application: B707-320
Composition: - / 8 / 7 / 1 / - / 2 Nb of shafts = 2
D_{fan} = 1.08 m = 42.5 in D = 1.092 m L = 3.66 m
W_{eng} = 2313 kg = 5099 lb = 43 in = 144.1 in

Static Sea Level:
T_{ssl} = 74730 N T_{ssl}^{AB} = N
= 16800 lbf = lbf
SFC_{ssl} = 2.29 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.81 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

JT4A-11

Manufacturer: Pratt & Whitney			**Year:** 1956
Application: DC-8-33F/-33F(AF), B707-320 (option)			
Composition: - / 8 / 7 / 1 / - / 2		Nb of shafts = 2	
D_{fan} = 1.08 m = 42.5 in	D = m	L = 3.66 m	
W_{eng} = 2313 kg = 5099 lb	= in	= 144.1 in	
Static Sea Level:		**Cruise:**	
T_{ssl} = 77844 N	T_{ssl}^{AB} = N	T_{cr} = 20895 N	
= 17500 lbf	= lbf	= 4697 lbf	
SFC$_{ssl}$ = 2.38 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = 2.61 10^{-5} (kg/s)/N	
= 0.84 (lb/h)/lbf	= (lb/h)/lbf	= 0.92 (lb/h)/lbf	
$\dot{w}_{ssl}$ = 116.1 kg/s = 256 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s	
BPR =	OPR = 12.5	OPR$_{cr}$ =	
FPR =	TET = °K	M_{cr} = 0.8, h_{cr} = 11000 m	

JT4A-12

Manufacturer: Pratt & Whitney		
Application: B707-320/-320F		
Composition: - / 8 / 7 / 1 / - / 2		Nb of shafts = 2
D_{fan} = 1.08 m = 42.5 in	D = m	L = 3.66 m
W_{eng} = 2220 kg = 4894 lb	= in	= 144.1 in
Static Sea Level:		**Cruise:**
T_{ssl} = 77844 N	T_{ssl}^{AB} = N	T_{cr} = N
= 17500 lbf	= lbf	= lbf
SFC$_{ssl}$ = 2.38 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.84 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 116.1 kg/s = 256 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12.5	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

JT4A-3

Manufacturer: Pratt & Whitney		
Application: B707-220, DC-8-21/-21F		
Composition: - / 8 / 7 / 1 / - / 2		Nb of shafts = 2
D_{fan} = 1.08 m = 42.5 in	D = m	L = 3.66 m
W_{eng} = 2277 kg = 5020 lb	= in	= 144.1 in
Static Sea Level:		**Cruise:**
T_{ssl} = 70282 N	T_{ssl}^{AB} = N	T_{cr} = N
= 15800 lbf	= lbf	= lbf
SFC$_{ssl}$ = 2.18 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.77 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

GE-1019.310

JT4A-5

Manufacturer: Pratt & Whitney
Application: B707-220
Composition: - / 8 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = 1.08 m = 42.5 in D = m L = 3.66 m
W_{eng} = 2184 kg = 4815 lb = in = 144.1 in

Static Sea Level:

T_{ssl} = 70282 N T_{ssl}^{AB} = N
= 15800 lbf = lbf
SFC$_{ssl}$= 2.18 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.77 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

JT4A-7

Manufacturer: Pratt & Whitney
Application: B707-320
Composition: - / 8 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 70282 N T_{ssl}^{AB} = N
= 15800 lbf = lbf
SFC$_{ssl}$= 2.18 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.77 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

JT4A-9

Manufacturer: Pratt & Whitney
Application: DC-8-21/-21F/-33F/-33F(AF)
Composition: - / 8 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = 1.08 m = 42.5 in D = 1.092 m L = 3.66 m
W_{eng} = 2291 kg = 5051 lb = 43 in = 144.1 in

Static Sea Level:

T_{ssl} = 74730 N T_{ssl}^{AB} = N
= 16800 lbf = lbf
SFC$_{ssl}$= 2.29 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.81 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

JT4B-21

Manufacturer: Pratt & Whitney
Application: XB-68A (not produced)
Composition: / / / / /
Nb of shafts =

D_{fan} = m = in D = m = in
L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 72728 N = 16350 lbf
T_{ssl}^{AB} = 122326 N = 27500 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

JT8D-1

Manufacturer: Pratt & Whitney
Application: Caravelle 10B1R/10B3, DC-9-15
Composition: 2 / 4B / 7 / 1 / - / 3
Nb of shafts = 2

D_{fan} = 1.08 m = 42.5 in D = 1.08 m = 42.5 in
L = 3.137 m = 123.5 in
W_{eng} = 1404 kg = 3095 lb

Static Sea Level:
T_{ssl} = 62275 N = 14000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.66 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 142.9 kg/s = 315 lb/s
BPR = 1.06
OPR = 15.4
FPR = 1.9
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

JT8D-11

Manufacturer: Pratt & Whitney
Application: DC-9-21/-32/-41
Composition: 2 / 6B / 7 / 1 / - / 3
Nb of shafts = 2

D_{fan} = 1.08 m = 42.5 in D = 1.08 m = 42.5 in
L = 3.137 m = 123.5 in
W_{eng} = 1501 kg = 3309 lb

Static Sea Level:
T_{ssl} = 66723 N = 15000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.76 10^{-5} (kg/s)/N = 0.62 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 148.3 kg/s = 326.9 lb/s
BPR = 1.05
OPR = 16.2
FPR =
TET = °K

Cruise:
T_{cr} = 21129 N = 4750 lbf
SFC$_{cr}$ = 2.28 10^{-5} (kg/s)/N = 0.81 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 9144 m

JT8D-15

Manufacturer: Pratt & Whitney
Application: B727-200/-200A/-200F/-200AF, B737-200A/-200CA, DC-9-33/-34/-41, Mercure-100, C-22C

Composition: 2 / 6B / 7 / 1 / - / 3		Nb of shafts = 2
D_{fan} = 1.08 m = 42.5 in	D = 1.08 m	L = 3.137 m
W_{eng} = 1549 kg = 3415 lb	= 42.5 in	= 123.5 in
Static Sea Level:		**Cruise:**
T_{ssl} = 68947 N	T_{ssl}^{AB} = N	T_{cr} = 21885 N
= 15500 lbf	= lbf	= 4920 lbf
SFC$_{ssl}$ = 1.79 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = 2.29 10^{-5} (kg/s)/N
= 0.63 (lb/h)/lbf	= (lb/h)/lbf	= 0.81 (lb/h)/lbf
$\dot{w}_{ssl}$ = 146.1 kg/s = 322.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.03	OPR = 16.5	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = 0.8, h_{cr} = 9144 m

JT8D-15A

Manufacturer: Pratt & Whitney
Application: B727-200A, B737-200A/-200CA, DC-9-30/-40/-50

Composition: 2 / 6B / 7 / 1 / - / 3		Nb of shafts = 2
D_{fan} = 1.08 m = 42.5 in	D = 1.08 m	L = 3.137 m
W_{eng} = 1576 kg = 3474 lb	= 42.5 in	= 123.5 in
Static Sea Level:		**Cruise:**
T_{ssl} = 68947 N	T_{ssl}^{AB} = N	T_{cr} = 21885 N
= 15500 lbf	= lbf	= 4920 lbf
SFC$_{ssl}$ = 1.67 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = 2.29 10^{-5} (kg/s)/N
= 0.59 (lb/h)/lbf	= (lb/h)/lbf	= 0.81 (lb/h)/lbf
$\dot{w}_{ssl}$ = 148.3 kg/s = 326.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.04	OPR = 16.6	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = 0.8, h_{cr} = 9144 m

JT8D-17

Manufacturer: Pratt & Whitney
Application: B727-200A/-200AF, B737-200/-200A/-200CA/-200F/-200AF, DC-9-31/-32/-34/-34F(CF)/-51, YC-15

Composition: 2 / 6B / 7 / 1 / - / 3		Nb of shafts = 2
D_{fan} = 1.08 m = 42.5 in	D = 1.08 m	L = 3.137 m
W_{eng} = 1556 kg = 3430 lb	= 42.5 in	= 123.5 in
Static Sea Level:		**Cruise:**
T_{ssl} = 71171 N	T_{ssl}^{AB} = N	T_{cr} = 22864 N
= 16000 lbf	= lbf	= 5140 lbf
SFC$_{ssl}$ = 1.7 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = 2.31 10^{-5} (kg/s)/N
= 0.6 (lb/h)/lbf	= (lb/h)/lbf	= 0.81 (lb/h)/lbf
$\dot{w}_{ssl}$ = 147 kg/s = 324.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.01	OPR = 16.9	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = 0.8, h_{cr} = 9144 m

JT8D-17A

Manufacturer: Pratt & Whitney
Application: B727-200A, B737-200A/-200CA/-200AF, DC-9-41/-51
Composition: 2 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.08 m = 42.5 in D = 1.08 m L = 3.137 m
W_{eng} = 1576 kg = 3474 lb = 42.5 in = 123.5 in

Static Sea Level:
T_{ssl} = 71171 N T_{ssl}^{AB} = N
= 16000 lbf = lbf
SFC$_{ssl}$= 1.7 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.6 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 148.8 kg/s = 328 lb/s
BPR = 1.02 OPR = 17.1
FPR = TET = °K

Cruise:
T_{cr} = 22864 N
= 5140 lbf
SFC$_{cr}$ = 2.19 10^{-5} (kg/s)/N
= 0.77 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.8, h_{cr}= 9144 m

JT8D-17AR

Manufacturer: Pratt & Whitney
Application: B727-200A, B737-200
Composition: 2 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.08 m = 42.5 in D = 1.08 m L = 3.137 m
W_{eng} = 1585 kg = 3494 lb = 42.5 in = 123.5 in

Static Sea Level:
T_{ssl} = 72950 N T_{ssl}^{AB} = N
= 16400 lbf = lbf
SFC$_{ssl}$= 1.73 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.61 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 147.9 kg/s = 326.1 lb/s
BPR = 1 OPR = 17.3
FPR = 2.16 TET = °K

Cruise:
T_{cr} = 22864 N
= 5140 lbf
SFC$_{cr}$ = 2.21 10^{-5} (kg/s)/N
= 0.78 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.8, h_{cr}= 9144 m

JT8D-17R

Manufacturer: Pratt & Whitney
Application: B727-200/-200A/-200AF
Composition: 2 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.08 m = 42.5 in D = 1.08 m L = 3.137 m
W_{eng} = 1585 kg = 3494 lb = 42.5 in = 123.5 in

Static Sea Level:
T_{ssl} = 77399 N T_{ssl}^{AB} = N
= 17400 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 150.1 kg/s = 330.9 lb/s
BPR = 1 OPR = 17.5
FPR = TET = °K

Cruise:
T_{cr} = 22864 N
= 5140 lbf
SFC$_{cr}$ = 2.32 10^{-5} (kg/s)/N
= 0.82 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.8, h_{cr}= 9144 m

JT8D-1A

Manufacturer: Pratt & Whitney
Application: B727-100/100C, DC9-10/20/30, Caravelle 10B/10R
Composition: 2 / 4B / 7 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 1.08 m = 42.5 in — D = 1.08 m = 42.5 in — L = 3.137 m = 123.5 in
W_{eng} = 1404 kg = 3095 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 62275 N = 14000 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= N = lbf
SFC$_{ssl}$	= 1.66 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= 142.9 kg/s = 315 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 1.06	OPR	= 15.4	OPR$_{cr}$	=
FPR	= 1.9	TET	= °K	M_{cr}	= , h_{cr} = m

JT8D-1B

Manufacturer: Pratt & Whitney
Application:
Composition: 2 / 4B / 7 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 1.08 m = 42.5 in — D = 1.08 m = 42.5 in — L = 3.137 m = 123.5 in
W_{eng} = 1404 kg = 3095 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 62275 N = 14000 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= N = lbf
SFC$_{ssl}$	= 1.66 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= 142.9 kg/s = 315 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 1.06	OPR	= 15.4	OPR$_{cr}$	=
FPR	= 1.9	TET	= °K	M_{cr}	= , h_{cr} = m

JT8D-209

Manufacturer: Pratt & Whitney
Application: MD-81
Composition: 1 / 6B / 7 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 1.25 m = 49.2 in — D = m = in — L = 3.917 m = 154.2 in
W_{eng} = 2000 kg = 4409 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 82292 N = 18500 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= 21996 N = 4945 lbf
SFC$_{ssl}$	= 1.45 10^{-5} (kg/s)/N = 0.51 (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= 2.05 10^{-5} (kg/s)/N = 0.72 (lb/h)/lbf
$\dot{w}_{ssl}$	= 213.6 kg/s = 470.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 1.82	OPR	= 17.4	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= 0.8, h_{cr} = 10668 m

JT8D-217

Manufacturer: Pratt & Whitney
Application: MD-81/-82
Composition: 1 / 6B / 7 / 1 / - / 3

D_{fan} = 1.25 m = 49.2 in D = m
W_{eng} = 2009 kg = 4429 lb = in

Static Sea Level:

T_{ssl} = 88964 N T_{ssl}^{AB} = N
= 20000 lbf = lbf
SFC_{ssl} = 1.5 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.53 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 220.4 kg/s = 485.9 lb/s
BPR = 1.77 OPR = 18.6
FPR = 1.75 TET = °K

Nb of shafts = 2
L = 3.917 m
= 154.2 in

Cruise:

T_{cr} = 23309 N
= 5240 lbf
SFC_{cr} = 2.13 10^{-5} (kg/s)/N
= 0.75 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} = 19.4
M_{cr} = 0.8, h_{cr} = 10668 m

JT8D-217A

Manufacturer: Pratt & Whitney
Application: MD-81/-82/-82(SA)
Composition: 1 / 6B / 7 / 1 / - / 3

D_{fan} = 1.25 m = 49.2 in D = m
W_{eng} = 2009 kg = 4429 lb = in

Static Sea Level:

T_{ssl} = 88964 N T_{ssl}^{AB} = N
= 20000 lbf = lbf
SFC_{ssl} = 1.5 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.53 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 220.4 kg/s = 485.9 lb/s
BPR = 1.77 OPR = 18.6
FPR = TET = °K

Nb of shafts = 2
L = 3.917 m
= 154.2 in

Cruise:

T_{cr} = 23309 N
= 5240 lbf
SFC_{cr} = 2.13 10^{-5} (kg/s)/N
= 0.75 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8, h_{cr} = 10668 m

JT8D-217C

Manufacturer: Pratt & Whitney
Application: B727-100(RE)/-200A(RE)/-200AF(RE), MD-81/-82/-87/-88
Composition: 1 / 6B / 7 / 1 / - / 3

D_{fan} = 1.25 m = 49.2 in D = m
W_{eng} = 2041 kg = 4500 lb = in

Static Sea Level:

T_{ssl} = 88964 N T_{ssl}^{AB} = N
= 20000 lbf = lbf
SFC_{ssl} = 1.42 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.5 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 225.4 kg/s = 496.9 lb/s
BPR = 1.72 OPR = 20.1
FPR = TET = °K

Nb of shafts = 2
L = 3.917 m
= 154.2 in

Cruise:

T_{cr} = 23309 N
= 5240 lbf
SFC_{cr} = 2.09 10^{-5} (kg/s)/N
= 0.74 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8, h_{cr} = 10668 m

JT8D-219

Manufacturer: Pratt & Whitney **Year:** 1986
Application: MD-82/-83/-87/-88, B707-330C(RE), B727-200AF(RE)
Composition: 1 / 6B / 7 / 1 / - / 3 Nb of shafts = 2
D_{fan} = 1.25 m = 49.2 in D = 1.43 m L = 3.917 m
W_{eng} = 2048 kg = 4515 lb = 56.3 in = 154.2 in

Static Sea Level:
T_{ssl} = 96526 N T^{AB}_{ssl} = N
= 21700 lbf = lbf
SFC$_{ssl}$ = 1.47 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$ = (kg/s)/N
= 0.52 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 221.4 kg/s = 488.1 lb/s
BPR = 1.77 OPR = 19.2
FPR = 1.91 TET = 1411 °K

Cruise:
T_{cr} = 23309 N
= 5240 lbf
SFC$_{cr}$ = 2.09 10^{-5} (kg/s)/N
= 0.74 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.76, h_{cr} = 10668 m

JT8D-5

Manufacturer: Pratt & Whitney
Application: DC-9-11
Composition: 2 / 4B / 7 / 1 / - / 3 Nb of shafts = 2
D_{fan} = 1.08 m = 42.5 in D = 1.08 m L = 3.137 m
W_{eng} = 1404 kg = 3095 lb = 42.5 in = 123.5 in

Static Sea Level:
T_{ssl} = 54490 N T^{AB}_{ssl} = N
= 12250 lbf = lbf
SFC$_{ssl}$ = 1.6 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$ = (kg/s)/N
= 0.56 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

JT8D-7

Manufacturer: Pratt & Whitney **Year:** 1961
Application: B727-100/-100C/-100QC/-100F/-200/-200F, B737-100/-200A/-200CA, DC-9-15/-15F(RC)/-31, Caravelle 10B1R/10B3/11R, C-22B
Composition: 2 / 4B / 7 / 1 / - / 3 Nb of shafts = 2
D_{fan} = 1.08 m = 42.5 in D = 1.08 m L = 3.137 m
W_{eng} = 1431 kg = 3155 lb = 42.5 in = 123.5 in

Static Sea Level:
T_{ssl} = 62275 N T^{AB}_{ssl} = N
= 14000 lbf = lbf
SFC$_{ssl}$ = 1.66 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$ = (kg/s)/N
= 0.58 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 142.9 kg/s = 315 lb/s
BPR = 1.07 OPR = 15.8
FPR = 1.93 TET = °K

Cruise:
T_{cr} = 18994 N
= 4270 lbf
SFC$_{cr}$ = 2.26 10^{-5} (kg/s)/N
= 0.8 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 9144 m

JT8D-7A

Manufacturer: Pratt & Whitney
Application: B727-100/-100C/-100QC/-100F/-200, B737-100/-200, DC-9-14/-15/-15F(MC)/-31/-31

Composition: 2 / 4B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.08 m = 42.5 in D = 1.08 m = 42.5 in L = 3.137 m = 123.5 in
W_{eng} = 1404 kg = 3095 lb

Static Sea Level:
T_{ssl} = 62275 N = 14000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.66 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 142.9 kg/s = 315 lb/s
BPR = 1.07 OPR = 15.8
FPR = 1.93 TET = °K

Cruise:
T_{cr} = 18994 N = 4270 lbf
SFC$_{cr}$ = 2.26 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 9144 m

JT8D-7B

Manufacturer: Pratt & Whitney
Application: B727-100/-100C/-100F/-200/-200A/-200F, B737-100/-200, DC-9-14/-15/-15F(MC)/-15F(RC)/-31/-31F/-32

Composition: 2 / 4B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.08 m = 42.5 in D = 1.08 m = 42.5 in L = 3.137 m = 123.5 in
W_{eng} = 1404 kg = 3095 lb

Static Sea Level:
T_{ssl} = 62275 N = 14000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.66 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 142.9 kg/s = 315 lb/s
BPR = 1.07 OPR = 15.8
FPR = 1.93 TET = °K

Cruise:
T_{cr} = 18994 N = 4270 lbf
SFC$_{cr}$ = 2.26 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 9144 m

JT8D-9

Manufacturer: Pratt & Whitney
Application: B727-100/-100C/-200/-200A, B737-200/-200A/-200C/-200CA, DC-9-32/-32F/-33F/-33F(RC), Caravelle 10B3/12

Composition: 2 / 4B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.08 m = 42.5 in D = 1.08 m = 42.5 in L = 3.137 m = 123.5 in
W_{eng} = 1450 kg = 3197 lb

Static Sea Level:
T_{ssl} = 64499 N = 14500 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.6 10^{-5} (kg/s)/N = 0.56 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 144.7 kg/s = 319 lb/s
BPR = 1.03 OPR = 15.9
FPR = 1.91 TET = °K

Cruise:
T_{cr} = 20195 N = 4540 lbf
SFC$_{cr}$ = 2.27 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 9144 m

GE-1019.318

JT8D-9A

Manufacturer: Pratt & Whitney
Application: B727-100/-100C/-100F/-200/-200A/-200AF/-200F, B737-100/-200/-200A/-200C/-200CA/-200AF, DC-9-31/-32/-32F/-33F(RC), C-9A/B/C, VC-9C, T-43A, CT-43A, NT-43A
Composition: 2 / 4B / 7 / 1 / - / 3 Nb of shafts = 2
D_{fan} = 1.08 m = 42.5 in D = 1.08 m = 42.5 in L = 3.137 m = 123.5 in
W_{eng} = 1450 kg = 3197 lb

Static Sea Level:
T_{ssl} = 64499 N = 14500 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 1.6 10^{-5} (kg/s)/N = 0.56 (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 144.7 kg/s = 319 lb/s
BPR = 1.03
OPR = 15.9
FPR = 1.91
TET = °K

Cruise:
T_{cr} = 20195 N = 4540 lbf
SFC$_{cr}$ = 2.27 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.8, h_{cr}= 9144 m

JT8D-M-9

Manufacturer: Mitsubishi
Application: C-1
Composition: 2 / 4B / 7 / 1 / - / 3 Nb of shafts = 2
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 64499 N = 14500 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 1.03
OPR = 15.9
FPR = 1.91
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

JT9D-1

Manufacturer: Pratt & Whitney
Application: B747-100 (option)
Composition: 1 / 3B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.428 m = 95.6 in D = m = in L = 3.917 m = 154.2 in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 186824 N = 42000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 673.1 kg/s = 1483.9 lb/s
BPR = 5
OPR = 21.5
FPR = 1.6
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

JT9D-15

Manufacturer: Pratt & Whitney
Application: DC-10-20/-40 (option), MD-11 (proposed)
Composition: 1 / 3B / 11 / 2 / - / 4

Nb of shafts = 2

D_{fan} = 2.428 m = 95.6 in D = m = in
W_{eng} = kg = lb
L = m = in

Static Sea Level:

T_{ssl} = 202393 N = 45500 lbf
T_{ssl}^{AB} = 209065 N = 47000 lbf
SFC_{ssl} = 1.01 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

JT9D-20

Manufacturer: Pratt & Whitney
Application: DC-10-40, MD-11 (proposed)
Composition: 1 / 3B / 11 / 2 / - / 4

Nb of shafts = 2

D_{fan} = 2.428 m = 95.6 in D = m = in
W_{eng} = 3833 kg = 8450 lb
L = 3.901 m = 153.6 in

Static Sea Level:

T_{ssl} = 205952 N = 46300 lbf
T_{ssl}^{AB} = 219741 N = 49400 lbf
SFC_{ssl} = 1.05 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 689.9 kg/s = 1521 lb/s
BPR = 5.2
OPR = 21.1
FPR =
TET = °K

Cruise:

T_{cr} = 47507 N = 10680 lbf
SFC_{cr} = 1.77 10^{-5} (kg/s)/N = 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

JT9D-20J

Manufacturer: Pratt & Whitney
Application: DC-10-40, MD-11 (proposed)
Composition: 1 / 3B / 11 / 2 / - / 4

Nb of shafts = 2

D_{fan} = 2.428 m = 95.6 in D = m = in
W_{eng} = 3833 kg = 8450 lb
L = 3.901 m = 153.6 in

Static Sea Level:

T_{ssl} = 205952 N = 46300 lbf
T_{ssl}^{AB} = 219741 N = 49400 lbf
SFC_{ssl} = 1.05 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 689.9 kg/s = 1521 lb/s
BPR = 5.2
OPR = 23.5
FPR =
TET = °K

Cruise:

T_{cr} = 47507 N = 10680 lbf
SFC_{cr} = 1.77 10^{-5} (kg/s)/N = 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

JT9D-25

Manufacturer: Pratt & Whitney
Application: DC-10-20 (option), MD-11 (proposed)
Composition: 1 / 3B / 11 / 2 / - / 4

Nb of shafts = 2

D_{fan} = 2.428 m = 95.6 in D = m L = 3.901 m
W_{eng} = kg = lb = in = 153.6 in

Static Sea Level:

T_{ssl} = 209065 N T_{ssl}^{AB} = 222410 N
= 47000 lbf = 50000 lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.2 OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

JT9D-3

Manufacturer: Pratt & Whitney
Application: B747-100 (option)
Composition: 1 / 3B / 11 / 2 / - / 4

Nb of shafts = 2

D_{fan} = 2.428 m = 95.6 in D = m L = 3.917 m
W_{eng} = 3824 kg = 8430 lb = in = 154.2 in

Static Sea Level:

T_{ssl} = 193497 N T_{ssl}^{AB} = N
= 43500 lbf = lbf
SFC_{ssl}= 0.98 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.35 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.2 OPR = 22
FPR = 1.51 TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

JT9D-3A

Manufacturer: Pratt & Whitney
Application: B747-100
Composition: 1 / 3B / 11 / 2 / - / 4

Nb of shafts = 2

D_{fan} = 2.428 m = 95.6 in D = m L = 3.917 m
W_{eng} = 3905 kg = 8609 lb = in = 154.2 in

Static Sea Level:

T_{ssl} = 196833 N T_{ssl}^{AB} = 203728 N
= 44250 lbf = 45800 lbf
SFC_{ssl}= 0.98 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.35 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 684.5 kg/s = 1509.1 lb/s
BPR = 5.2 OPR = 21.5
FPR = 1.51 TET = °K

Cruise:

T_{cr} = 45372 N
= 10200 lbf
SFC_{cr} = 1.77 10^{-5} (kg/s)/N
= 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.85, h_{cr}= 10668 m

GE-1019.321

JT9D-59

Manufacturer: Pratt & Whitney
Application: A300B4-120/-220/-220F/-220FF (option)
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.428 m = 95.6 in D = m L = 3.901 m
W_{eng} = 4146 kg = 9140 lb = in = 153.6 in

Static Sea Level:
T_{ssl} = 235755 N T^{AB}_{ssl} = N
= 53000 lbf = lbf
SFC$_{ssl}$= 1.06 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= 0.37 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 743.4 kg/s = 1638.9 lb/s
BPR = 4.9 OPR = 24.5
FPR = TET = °K

Cruise:
T_{cr} = 53156 N
= 11950 lbf
SFC$_{cr}$ = 1.79 10^{-5} (kg/s)/N
= 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-59A

Manufacturer: Pratt & Whitney
Application: A300B4-120/-220/-220F/-220FF, DC-10-40(D)/-40(I)/-40F, A300B4-320 (option)
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.428 m = 95.6 in D = m L = 3.901 m
W_{eng} = 4146 kg = 9140 lb = in = 153.6 in

Static Sea Level:
T_{ssl} = 230150 N T^{AB}_{ssl} = N
= 51740 lbf = lbf
SFC$_{ssl}$= 1.06 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= 0.37 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 743.4 kg/s = 1638.9 lb/s
BPR = 4.9 OPR = 24.5
FPR = TET = °K

Cruise:
T_{cr} = 53156 N
= 11950 lbf
SFC$_{cr}$ = 1.79 10^{-5} (kg/s)/N
= 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-59B

Manufacturer: Pratt & Whitney
Application:
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.428 m = 95.6 in D = m L = 3.901 m
W_{eng} = 4155 kg = 9160 lb = in = 153.6 in

Static Sea Level:
T_{ssl} = 242427 N T^{AB}_{ssl} = N
= 54500 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 753 kg/s = 1660.1 lb/s
BPR = 4.8 OPR = 25.2
FPR = TET = °K

Cruise:
T_{cr} = 54268 N
= 12200 lbf
SFC$_{cr}$ = 1.79 10^{-5} (kg/s)/N
= 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-7

Manufacturer: Pratt & Whitney
Application: B747-100/-200B/C/F/SR
Composition: 1 / 3B / 11 / 2 / - / 4

Nb of shafts = 2

D_{fan} = 2.428 m = 95.6 in D = m
W_{eng} = 4014 kg = 8849 lb = in
L = 3.917 m = 154.2 in

Static Sea Level:

T_{ssl} = 205952 N = 46300 lbf
T_{ssl}^{AB} = 213069 N = 47900 lbf
SFC_{ssl} = 1.01 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 689.9 kg/s = 1521 lb/s
BPR = 5.2
OPR = 22.3
FPR =
TET = °K

Cruise:

T_{cr} = 45372 N = 10200 lbf
SFC_{cr} = 1.76 10^{-5} (kg/s)/N = 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

JT9D-70A

Manufacturer: Pratt & Whitney
Application: B747-200B/-200B(M)/-200B(SF)/-200F
Composition: 1 / 4B / 11 / 2 / - / 4

Nb of shafts = 2

D_{fan} = 2.428 m = 95.6 in D = m
W_{eng} = 4153 kg = 9156 lb = in
L = 3.901 m = 153.6 in

Static Sea Level:

T_{ssl} = 235755 N = 53000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.06 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 743.4 kg/s = 1638.9 lb/s
BPR = 4.9
OPR = 24.5
FPR =
TET = °K

Cruise:

T_{cr} = 53156 N = 11950 lbf
SFC_{cr} = 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

JT9D-70B

Manufacturer: Pratt & Whitney
Application:
Composition: 1 / 4B / 11 / 2 / - / 4

Nb of shafts = 2

D_{fan} = 2.428 m = 95.6 in D = m
W_{eng} = 4162 kg = 9176 lb = in
L = 3.901 m = 153.6 in

Static Sea Level:

T_{ssl} = 242427 N = 54500 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 753 kg/s = 1660.1 lb/s
BPR = 4.8
OPR = 25.2
FPR =
TET = °K

Cruise:

T_{cr} = 54268 N = 12200 lbf
SFC_{cr} = 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

JT9D-7A

Manufacturer: Pratt & Whitney
Application: B747-SF/-SP/-100/-100A/-100(SF)/-100F/-100SR/-100SRB/-100SR(SF)/-200/-200B/-200C
Composition: 1 / 3B / 11 / 2 / - / 4 — Nb of shafts = 2
D_{fan} = 2.428 m = 95.6 in — D = m = in — L = 3.917 m = 154.2 in
W_{eng} = 3982 kg = 8779 lb

Static Sea Level:
T_{ssl} = 208843 N = 46950 lbf — T_{ssl}^{AB} = 216049 N = 48570 lbf
SFC_{ssl} = 1.03 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf — SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 695.8 kg/s = 1534 lb/s
BPR = 5.1 — OPR = 22.5
FPR = — TET = °K

Cruise:
T_{cr} = 48174 N = 10830 lbf
SFC_{cr} = 1.77 10^{-5} (kg/s)/N = 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

JT9D-7AH

Manufacturer: Pratt & Whitney
Application: B747-SP/-100/-100(SF)/-100F/-200B
Composition: 1 / 3B / 11 / 2 / - / 4 — Nb of shafts = 2
D_{fan} = 2.428 m = 95.6 in — D = m = in — L = 3.917 m = 154.2 in
W_{eng} = 4014 kg = 8849 lb

Static Sea Level:
T_{ssl} = 208843 N = 46950 lbf — T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf — SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.2 — OPR =
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

JT9D-7ASP

Manufacturer: Pratt & Whitney
Application: B747-SP (option)
Composition: 1 / 3B / 11 / 2 / - / 4 — Nb of shafts = 2
D_{fan} = 2.428 m = 95.6 in — D = m = in — L = 3.917 m = 154.2 in
W_{eng} = 3983 kg = 8781 lb

Static Sea Level:
T_{ssl} = 208843 N = 46950 lbf — T_{ssl}^{AB} = 216049 N = 48570 lbf
SFC_{ssl} = 1.03 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf — SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 695.8 kg/s = 1534 lb/s
BPR = 5.1 — OPR = 22.5
FPR = — TET = °K

Cruise:
T_{cr} = 47507 N = 10680 lbf
SFC_{cr} = 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

JT9D-7AW

Manufacturer: Pratt & Whitney
Application: B747-200B/-200(SF)/-100SR/-200F
Composition: 1 / 3B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.428 m = 95.6 in D = m L = 3.917 m
W_{eng} = 4014 kg = 8849 lb = in = 154.2 in

Static Sea Level:
T_{ssl} = 208843 N T_{ssl}^{AB} = 216049 N
= 46950 lbf = 48570 lbf
SFC$_{ssl}$= 1.03 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.36 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 695.8 kg/s = 1534 lb/s
BPR = 5.1 OPR = 22.5
FPR = TET = °K

Cruise:
T_{cr} = 48174 N
= 10830 lbf
SFC$_{cr}$ = 1.77 10^{-5} (kg/s)/N
= 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-7F

Manufacturer: Pratt & Whitney
Application: B747-SP/-100B/-200/-200B/-200B(M)/-200(SF)/-200F
Composition: 1 / 3B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.428 m = 95.6 in D = m L = 3.917 m
W_{eng} = 4014 kg = 8849 lb = in = 154.2 in

Static Sea Level:
T_{ssl} = 213514 N T_{ssl}^{AB} = 222410 N
= 48000 lbf = 50000 lbf
SFC$_{ssl}$= 1.04 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.37 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 709.9 kg/s = 1565.1 lb/s
BPR = 5.1 OPR = 22.8
FPR = TET = °K

Cruise:
T_{cr} = 49153 N
= 11050 lbf
SFC$_{cr}$ = 1.79 10^{-5} (kg/s)/N
= 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-7FW

Manufacturer: Pratt & Whitney
Application: B747-SP/-200B(SF)/-200C(M)
Composition: 1 / 3B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.428 m = 95.6 in D = m L = 3.917 m
W_{eng} = 4014 kg = 8849 lb = in = 154.2 in

Static Sea Level:
T_{ssl} = 213514 N T_{ssl}^{AB} = 222410 N
= 48000 lbf = 50000 lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.1 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

JT9D-7J

Manufacturer: Pratt & Whitney
Application: B747-100F/-200B/-200B(M)/-200B(SF)/-200C/-200F
Composition: 1 / 3B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.428 m = 95.6 in D = m L = 3.917 m
W_{eng} = 4014 kg = 8849 lb = in = 154.2 in

Static Sea Level:		Cruise:
T_{ssl} = 222410 N	T_{ssl}^{AB} = N	T_{cr} = 49153 N
= 50000 lbf	= lbf	= 11050 lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = 1.79 10^{-5} (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= 0.63 (lb/h)/lbf
$\dot{w}_{ssl}$ = 721.2 kg/s = 1590 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.1	OPR = 23.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-7Q

Manufacturer: Pratt & Whitney
Application: B747-200B/-200B(M)/-200B(SF)/-200F
Composition: 1 / 3B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in D = m L = 3.901 m
W_{eng} = 4216 kg = 9295 lb = in = 153.6 in

Static Sea Level:		Cruise:
T_{ssl} = 235755 N	T_{ssl}^{AB} = N	T_{cr} = 53156 N
= 53000 lbf	= lbf	= 11950 lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = 1.79 10^{-5} (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= 0.63 (lb/h)/lbf
$\dot{w}_{ssl}$ = 743.9 kg/s = 1640 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.9	OPR = 24.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-7Q3

Manufacturer: Pratt & Whitney
Application: B747-200B/-200B(M)/-200B(SF)
Composition: 1 / 3B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in D = m L = 3.901 m
W_{eng} = 4216 kg = 9295 lb = in = 153.6 in

Static Sea Level:		Cruise:
T_{ssl} = 235755 N	T_{ssl}^{AB} = N	T_{cr} = 53156 N
= 53000 lbf	= lbf	= 11950 lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = 1.79 10^{-5} (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= 0.63 (lb/h)/lbf
$\dot{w}_{ssl}$ = 743.9 kg/s = 1640 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.9	OPR = 24.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= 0.85, h_{cr}= 10668 m

GE-1019.326

JT9D-7R

Manufacturer: Pratt & Whitney
Application: B767-200/-200ER/-200ET/-200PC/-300
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.372 m = 93.4 in D = m L = 3.901 m
W_{eng} = 4039 kg = 8904 lb = in = 153.6 in

Static Sea Level:
T_{ssl} = 213514 N T^{AB}_{ssl} = N
= 48000 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 718.9 kg/s = 1584.9 lb/s
BPR = 4.9 OPR = 23.4
FPR = TET = °K

Cruise:
T_{cr} = 49820 N
= 11200 lbf
SFC$_{cr}$ = 1.74 10^{-5} (kg/s)/N
= 0.61 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-7R4D

Manufacturer: Pratt & Whitney
Application: B767-200/-200ER/-200ET/-200PC/-300
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.372 m = 93.4 in D = m L = 3.901 m
W_{eng} = 4039 kg = 8904 lb = in = 153.6 in

Static Sea Level:
T_{ssl} = 213514 N T^{AB}_{ssl} = N
= 48000 lbf = lbf
SFC$_{ssl}$= 0.97 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= 0.34 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 718.9 kg/s = 1584.9 lb/s
BPR = 4.9 OPR = 23.4
FPR = TET = °K

Cruise:
T_{cr} = 49820 N
= 11200 lbf
SFC$_{cr}$ = 1.74 10^{-5} (kg/s)/N
= 0.61 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-7R4D1

Manufacturer: Pratt & Whitney
Application: A310-221 (option)
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.372 m = 93.4 in D = m L = 3.901 m
W_{eng} = 4039 kg = 8904 lb = in = 153.6 in

Static Sea Level:
T_{ssl} = 213600 N T^{AB}_{ssl} = N
= 48019 lbf = lbf
SFC$_{ssl}$= 0.97 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= 0.34 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 718.9 kg/s = 1584.9 lb/s
BPR = 4.9 OPR = 23.4
FPR = TET = °K

Cruise:
T_{cr} = 49820 N
= 11200 lbf
SFC$_{cr}$ = 1.74 10^{-5} (kg/s)/N
= 0.61 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-7R4E

Manufacturer: Pratt & Whitney
Application: B767-200ER
Composition: 1 / 4B / 11 / 2 / - / 4

Nb of shafts = 2

D_{fan} = 2.372 m = 93.4 in D = m
W_{eng} = 4039 kg = 8904 lb = in
L = 3.901 m = 153.6 in

Static Sea Level:
T_{ssl} = 222410 N = 50000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 0.97 10^{-5} (kg/s)/N = 0.34 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 732.5 kg/s = 1614.9 lb/s
BPR = 4.9
OPR = 24.2
FPR =
TET = °K

Cruise:
T_{cr} = 52044 N = 11700 lbf
SFC$_{cr}$ = 1.76 10^{-5} (kg/s)/N = 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-7R4E1

Manufacturer: Pratt & Whitney
Application: A310-222/-222F/-322
Composition: 1 / 4B / 11 / 2 / - / 4

Nb of shafts = 2

D_{fan} = 2.372 m = 93.4 in D = m
W_{eng} = 4039 kg = 8904 lb = in
L = 3.901 m = 153.6 in

Static Sea Level:
T_{ssl} = 222500 N = 50020 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 0.97 10^{-5} (kg/s)/N = 0.34 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 732.5 kg/s = 1614.9 lb/s
BPR = 4.9
OPR = 24.2
FPR =
TET = °K

Cruise:
T_{cr} = 52044 N = 11700 lbf
SFC$_{cr}$ = 1.76 10^{-5} (kg/s)/N = 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-7R4E3

Manufacturer: Pratt & Whitney
Application: B767-200ER, E-3A
Composition: 1 / 4B / 11 / 2 / - / 4

Nb of shafts = 2

D_{fan} = 2.372 m = 93.4 in D = m
W_{eng} = 4128 kg = 9101 lb = in
L = 3.901 m = 153.6 in

Static Sea Level:
T_{ssl} = 222410 N = 50000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 0.97 10^{-5} (kg/s)/N = 0.34 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 732.5 kg/s = 1614.9 lb/s
BPR = 4.9
OPR = 24.2
FPR =
TET = °K

Cruise:
T_{cr} = 52044 N = 11700 lbf
SFC$_{cr}$ = 1.76 10^{-5} (kg/s)/N = 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

JT9D-7R4E4

Manufacturer: Pratt & Whitney
Application: B767-200ER, E-4A
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.372 m = 93.4 in D = m L = 3.901 m
W_{eng} = 4128 kg = 9101 lb = in = 153.6 in

Static Sea Level:
T_{ssl} = 222410 N T_{ssl}^{AB} = N
= 50000 lbf = lbf
SFC$_{ssl}$ = 0.97 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.34 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 732.5 kg/s = 1614.9 lb/s
BPR = 4.9 OPR = 24.2
FPR = TET = °K

Cruise:
T_{cr} = 52044 N
= 11700 lbf
SFC$_{cr}$ = 1.76 10^{-5} (kg/s)/N
= 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.85, h_{cr} = 10668 m

JT9D-7R4G2

Manufacturer: Pratt & Whitney
Application: B747-200B/-200B(SF)/-200F/-300/-300(M)/-300(SF)
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.372 m = 93.4 in D = m L = 3.901 m
W_{eng} = 4144 kg = 9136 lb = in = 153.6 in

Static Sea Level:
T_{ssl} = 243539 N T_{ssl}^{AB} = N
= 54750 lbf = lbf
SFC$_{ssl}$ = 1.02 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.36 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 768.8 kg/s = 1694.9 lb/s
BPR = 4.8 OPR = 26.3
FPR = TET = °K

Cruise:
T_{cr} = 54490 N
= 12250 lbf
SFC$_{cr}$ = 1.81 10^{-5} (kg/s)/N
= 0.64 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.85, h_{cr} = 10668 m

JT9D-7R4H1

Manufacturer: Pratt & Whitney **Year:** 1982
Application: A300B4-620, A310, B767, B747, DC10
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.373 m = 93.4 in D = m L = 3.92 m
W_{eng} = 4040 kg = 8907 lb = in = 154.3 in

Static Sea Level:
T_{ssl} = 249200 N T_{ssl}^{AB} = N
= 56022 lbf = lbf
SFC$_{ssl}$ = 1.03 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.36 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 768.8 kg/s = 1694.9 lb/s
BPR = 4.8 OPR = 26.7
FPR = 1.68 TET = 1616 °K

Cruise:
T_{cr} = 54490 N
= 12250 lbf
SFC$_{cr}$ = 1.78 10^{-5} (kg/s)/N
= 0.63 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.85, h_{cr} = 10670 m

JT9D-9

Manufacturer: Pratt & Whitney
Application: A300B2/B4
Composition: 1 / 3B / 11 / 2 / - / 4 Nb of shafts = 2

D_{fan} = 2.428 m = 95.6 in D = m L = 3.917 m
W_{eng} = kg = lb = in = 154.2 in

Static Sea Level:		**Cruise:**
T_{ssl} = 235755 N	T_{ssl}^{AB} = N	T_{cr} = N
= 53000 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

JTF16

Manufacturer: Pratt & Whitney
Application:
Composition: 1 / / / / / Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 44482 N	T_{ssl}^{AB} = N	T_{cr} = N
= 10000 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

JTF17A-21

Manufacturer: Pratt & Whitney
Application: L-2000-7B (not produced), B-2707-200/-300 (candidate engine)
Composition: 2 / - / 6 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 170366 N	T_{ssl}^{AB} = 271340 N	T_{cr} = N
= 38300 lbf	= 61000 lbf	= lbf
SFC_{ssl}= 2.12 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}= 5.04 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.75 (lb/h)/lbf	= 1.78 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 306.2 kg/s = 675.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

K-15

Manufacturer: IL : Instytut Lotnictwa
Application: I-22
Composition: - / - / 6 / 1 / - / - Nb of shafts = 1
D_{fan} = 0.725 m = 28.5 in D = 0.892 m = 35.1 in L = 1.56 m = 61.4 in
W_{eng} = 320 kg = 705 lb

Static Sea Level:		Cruise:
T_{ssl} = 14710 N = 3307 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 2.85 10^{-5} (kg/s)/N = 1.01 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 23.5 kg/s = 51.8 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0	OPR = 5.3	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Kaveri

Manufacturer: GTRE India
Application:
Composition: / / / / / Nb of shafts =
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 52000 N = 11690 lbf	T_{ssl}^{AB} = 81000 N = 18210 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

KJ12

Manufacturer: KHI
Application:
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1
D_{fan} = m = in D = 0.315 m = 12.4 in L = 0.653 m = 25.7 in
W_{eng} = 40 kg = 88 lb

Static Sea Level:		Cruise:
T_{ssl} = 1468 N = 330 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Larzac 04-C20

Manufacturer: Turboméca/SNECMA **Year:** 1982

Application: Alpha Jet 2/3 ATS

Composition: 2 / - / 4 / 1 / - / 1 Nb of shafts = 2

D_{fan}	= 0.452 m = 17.8 in	D	= 0.653 m	L	= 2.1 m
W_{eng}	= 333 kg = 734 lb		= 25.7 in		= 82.7 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 14123 N	T_{ssl}^{AB}	= N	T_{cr}	= 12150 N
	= 3175 lbf		= lbf		= 2731 lbf
SFC_{ssl}	= 2.15 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= 3.16 10^{-5} (kg/s)/N
	= 0.76 (lb/h)/lbf		= (lb/h)/lbf		= 1.12 (lb/h)/lbf
$\dot{w}_{ssl}$	= 28.6 kg/s = 63.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 1.04	OPR	= 11.1	OPR_{cr}	=
FPR	=	TET	= 1433 °K	M_{cr}	= 0.8, h_{cr} = m

Larzac 04-C6

Manufacturer: Turboméca/SNECMA **Year:** 1969

Application: Alphajet A/E

Composition: 2 / - / 4 / 1 / - / 1 Nb of shafts = 2

D_{fan}	= 0.452 m = 17.8 in	D	= 0.653 m	L	= 2.1 m
W_{eng}	= 332 kg = 732 lb		= 25.7 in		= 82.7 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 13200 N	T_{ssl}^{AB}	= N	T_{cr}	= 10900 N
	= 2967 lbf		= lbf		= 2450 lbf
SFC_{ssl}	= 2.03 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= 2.81 10^{-5} (kg/s)/N
	= 0.72 (lb/h)/lbf		= (lb/h)/lbf		= 0.99 (lb/h)/lbf
$\dot{w}_{ssl}$	= 28.1 kg/s = 61.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 1.13	OPR	= 10.5	OPR_{cr}	=
FPR	= 2.3	TET	= 1403 °K	M_{cr}	= 0.8, h_{cr} = 0 m

Larzac 04-R20

Manufacturer: Turboméca/SNECMA

Application: MiG-AT

Composition: 2 / - / 4 / 1 / - / 1 Nb of shafts = 2

D_{fan}	= m = in	D	= 0.653 m	L	= 1.179 m
W_{eng}	= 302 kg = 666 lb		= 25.7 in		= 46.4 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 14123 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 3175 lbf		= lbf		= lbf
SFC_{ssl}	= 2.1 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= 0.74 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 28.6 kg/s = 63.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 1.04	OPR	= 11.1	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Larzac 04-V3

Manufacturer: Turboméca/SNECMA
Application: I-22 Iryda
Composition: 2 / - / 4 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 16178 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3637 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Larzac 49-01

Manufacturer: Turboméca/SNECMA
Application: Falcon 10, Corvette
Composition: 2 / - / 4 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 10231 N	T_{ssl}^{AB} = N	T_{cr} = N
= 2300 lbf	= lbf	= lbf
SFC_{ssl}= 1.73 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.61 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 25.9 kg/s = 57.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.4	OPR = 9	OPR_{cr}=
FPR = 2	TET = °K	M_{cr}= , h_{cr}= m

LF507

Manufacturer: ASE : AlliedSignal Engines **Year:** 1991
Application: BA146-300, Avro RJ
Composition: / / / / / Nb of shafts =

D_{fan} = 1.272 m = 50.1 in D = m L = 1.62 m
W_{eng} = 628 kg = 1385 lb = in = 63.8 in

Static Sea Level:		**Cruise:**
T_{ssl} = 31138 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7000 lbf	= lbf	= 0 lbf
SFC_{ssl}= 1.12 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = 1.98 10^{-5} (kg/s)/N
= 0.4 (lb/h)/lbf	= (lb/h)/lbf	= 0.7 (lb/h)/lbf
$\dot{w}_{ssl}$ = 116.1 kg/s = 256 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.6	OPR = 13.8	OPR_{cr}=
FPR = 1.45	TET = °K	M_{cr}= 0.7, h_{cr}= 8500 m

LF507-1F

Manufacturer: Avco Lycoming
Application: RJ-70/-85/-100/-115
Composition: 3 / 7B / 1C / 2 / - / 2 — Nb of shafts = 2

D_{fan} = 1.016 m = 40 in — D = 1.059 m = 41.7 in — L = 1.487 m = 58.5 in
W_{eng} = 628 kg = 1385 lb

Static Sea Level:

T_{ssl} = 31137 N = 7000 lbf — T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.15 10^{-5} (kg/s)/N = 0.41 (lb/h)/lbf — SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 87.1 kg/s = 192 lb/s
BPR = 5.7 — OPR = 13.8
FPR = — TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

LF507-1H

Manufacturer: Avco Lycoming
Application: RJ-70/-85/-100/-115
Composition: 3 / 7B / 1C / 2 / - / 2 — Nb of shafts = 2

D_{fan} = 1.016 m = 40 in — D = 1.059 m = 41.7 in — L = 1.487 m = 58.5 in
W_{eng} = 624 kg = 1376 lb

Static Sea Level:

T_{ssl} = 31137 N = 7000 lbf — T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf — SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5.7 — OPR = 13.8
FPR = — TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

LF507-1N

Manufacturer: Avco Lycoming
Application: Yak-40TL
Composition: 3 / 7B / 1C / 2 / - / 2 — Nb of shafts = 2

D_{fan} = 1.016 m = 40 in — D = 1.059 m = 41.7 in — L = 1.487 m = 58.5 in
W_{eng} = 624 kg = 1376 lb

Static Sea Level:

T_{ssl} = 31137 N = 7000 lbf — T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf — SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = — OPR =
FPR = — TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

M-701S-50

Manufacturer: Motorlet
Application: L-29/-29A/-29R
Composition: / / / / /
Nb of shafts =
D_{fan} = m = in
D = m = in
W_{eng} = kg = lb
L = m = in

Static Sea Level:		**Cruise:**
T_{ssl} = 8718 N = 1960 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

M-701VC-150

Manufacturer: Motorlet
Application: L-29/-29A/-29R
Composition: / / / / /
Nb of shafts =
D_{fan} = m = in
D = m = in
W_{eng} = kg = lb
L = m = in

Static Sea Level:		**Cruise:**
T_{ssl} = 8718 N = 1960 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

M45H-01

Manufacturer: Rolls-Royce
Year: 1968
Application:
Composition: / / / / /
Nb of shafts =
D_{fan} = 0.909 m = 35.8 in
D = m = in
W_{eng} = 673 kg = 1484 lb
L = 2.96 m = 116.5 in

Static Sea Level:		**Cruise:**
T_{ssl} = 34531 N = 7763 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 12213 N = 2746 lbf
SFC_{ssl} = (kg/s)/N = 0 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = 2.07 10^{-5} (kg/s)/N = 0.73 (lb/h)/lbf
$\dot{w}_{ssl}$ = 104 kg/s = 229.3 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.8	OPR = 18	OPR_{cr} =
FPR =	TET = 1330 °K	M_{cr} = 0.65 , h_{cr} = 6100 m

M45H-C

Manufacturer: Rolls-Royce/SNECMA
Application:
Composition: 1 / 5B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = m L = m = in
W_{eng} = kg = lb = in

Static Sea Level:		**Cruise:**
T_{ssl} = 39144 N = 8800 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

M45H-D Mk.501

Manufacturer: Rolls-Royce/SNECMA
Application: VFW 614 (not produced)
Composition: 1 / 5B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.059 m = 41.7 in D = m L = 2.959 m = 116.5 in
W_{eng} = 673 kg = 1484 lb = in

Static Sea Level:		**Cruise:**
T_{ssl} = 34518 N = 7760 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 12210 N = 2745 lbf
SFC$_{ssl}$= 1.28 10^{-5} (kg/s)/N = 0.45 (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = 2.05 10^{-5} (kg/s)/N = 0.73 (lb/h)/lbf
$\dot{w}_{ssl}$ = 105.7 kg/s = 233 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.85	OPR = 18.8	OPR$_{cr}$=
FPR = 1.6	TET = °K	M_{cr}= 0.65, h_{cr}= 6096 m

M45H-E1

Manufacturer: Rolls-Royce/SNECMA
Application:
Composition: 1 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = m L = m = in
W_{eng} = kg = lb = in

Static Sea Level:		**Cruise:**
T_{ssl} = 41146 N = 9250 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

M45H-E2

Manufacturer: Rolls-Royce/SNECMA

Application:

Composition: 2 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 42703 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9600 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

M53-2

Manufacturer: SNECMA

Application: Mirage 2000 prototypes, Mirage 4000 (not produced)

Composition: 3 / - / 5 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 54401 N	T_{ssl}^{AB} = 83404 N	T_{cr} = N
= 12230 lbf	= 18750 lbf	= lbf
SFC$_{ssl}$= 2.44 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= 5.78 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.86 (lb/h)/lbf	= 2.04 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 83.9 kg/s = 185 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.4	OPR = 8.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

M53-5

Manufacturer: SNECMA

Application: Mirage 2000B/-C/-H/-TH/-M/-BM, G.4, G.8, Mirage 4000

Composition: 3 / - / 5 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in	D = 1.054 m	L = 5.07 m
W_{eng} = 1470 kg = 3241 lb	= 41.5 in	= 199.6 in
Static Sea Level:		**Cruise:**
T_{ssl} = 54401 N	T_{ssl}^{AB} = 88208 N	T_{cr} = N
= 12230 lbf	= 19830 lbf	= lbf
SFC$_{ssl}$= 2.44 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.86 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 9	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

M53-P2

Manufacturer: SNECMA **Year:** 1998
Application: Mirage 2000C/-D/-N-K1/-N-K2/-H/-TH/-P/-DP, Mirage 2000-5/-5F/-5EI/-5DI/-EDA/-DDA/-5Mk.2, Mirage 2000-9, Mirage 4000
Composition: 3 / - / 5 / 2 / - / - Nb of shafts = 1
D_{fan} = 0.792 m = 31.2 in D = 1.054 m = 41.5 in L = 5.07 m = 199.6 in
W_{eng} = 1500 kg = 3307 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 64000 N = 14388 lbf	T_{ssl}^{AB}	= 95000 N = 21357 lbf	T_{cr}	= 35900 N = 8071 lbf
SFC_{ssl}	= 2.56 10^{-5} (kg/s)/N = 0.9 (lb/h)/lbf	SFC_{ssl}^{AB}	= 5.89 10^{-5} (kg/s)/N = 2.08 (lb/h)/lbf	SFC_{cr}	= (kg/s)/N = 0 (lb/h)/lbf
$\dot{w}_{ssl}$	= 94.3 kg/s = 207.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 0.35	OPR	= 9.8	OPR_{cr}	=
FPR	=	TET	= 1533 °K	M_{cr} = 2.2, h_{cr} = 16800 m	

M88-2

Manufacturer: SNECMA **Year:** 1996
Application: Rafale A,B,C,D,M
Composition: 3 / - / 6 / 1 / - / 1 Nb of shafts = 2
D_{fan} = 0.696 m = 27.4 in D = m = in L = 3.538 m = 139.3 in
W_{eng} = 897 kg = 1978 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 50000 N = 11240 lbf	T_{ssl}^{AB}	= 75000 N = 16861 lbf	T_{cr}	= N = lbf
SFC_{ssl}	= 2.22 10^{-5} (kg/s)/N = 0.78 (lb/h)/lbf	SFC_{ssl}^{AB}	= 5 10^{-5} (kg/s)/N = 1.77 (lb/h)/lbf	SFC_{cr}	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= 65 kg/s = 143.3 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 0.3	OPR	= 24.5	OPR_{cr}	=
FPR	= 3.9	TET	= 1850 °K	M_{cr} = , h_{cr} = m	

M88-3

Manufacturer: SNECMA
Application: Rafale A/B/C/D/M
Composition: 3 / - / 6 / 1 / - / 1 Nb of shafts = 2
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:				Cruise:	
T_{ssl}	= 60051 N = 13500 lbf	T_{ssl}^{AB}	= 94969 N = 21350 lbf	T_{cr}	= N = lbf
SFC_{ssl}	= 2.22 10^{-5} (kg/s)/N = 0.79 (lb/h)/lbf	SFC_{ssl}^{AB}	= 5 10^{-5} (kg/s)/N = 1.76 (lb/h)/lbf	SFC_{cr}	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= 71.7 kg/s = 158.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 26	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

Marbore 2

Manufacturer: Turboméca
Application: Saulnier Paris 1
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 3923 N T_{ssl}^{AB} = N
= 882 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Marbore 2A

Manufacturer: Turboméca
Application: Noratlas N-2502, CM-170-1, CM-173, Sagittario, Noratlas N-2504/-2506/-2508
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 3923 N T_{ssl}^{AB} = N
= 882 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Marbore 2C

Manufacturer: Turboméca
Application: Sagittario
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 3923 N T_{ssl}^{AB} = N
= 882 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Marbore 2F

Manufacturer: Turboméca
Application: Sagittario
Composition: - / - / 1C / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 3923 N = 882 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Marbore 6

Manufacturer: Turboméca
Application: HA-200E
Composition: - / - / 1C / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 4706 N = 1058 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Marbore 6C

Manufacturer: Turboméca
Application: Saulnier Paris 2, Saulnier Paris 3, CM-170-2/-3, CM-175
Composition: - / - / 1C / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 4715 N = 1060 lbf
SFC_{ssl} = 3.14 10^{-5} (kg/s)/N = 1.11 (lb/h)/lbf
$\dot{w}_{ssl}$ = 9.5 kg/s = 20.9 lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
OPR = 3.8
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Marbore 6F

Manufacturer: Turboméca
Application: CM.191 (not produced)
Composition: - / - / 1C / 1 / - / -
Nb of shafts = 1

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 4706 N	T^{AB}_{ssl}	= N	T_{cr}	= N
	= 1058 lbf		= lbf		= lbf
SFC$_{ssl}$	= 3.14 10^{-5} (kg/s)/N	SFC$^{AB}_{ssl}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 1.11 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 9.5 kg/s = 20.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 3.8	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

Marbore 8

Manufacturer: Turboméca
Application:
Composition: - / - / 1C / 1 / - / -
Nb of shafts = 1

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 5872 N	T^{AB}_{ssl}	= N	T_{cr}	= N
	= 1320 lbf		= lbf		= lbf
SFC$_{ssl}$	= 3.26 10^{-5} (kg/s)/N	SFC$^{AB}_{ssl}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 1.15 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

MC-750

Manufacturer: Maverick
Application: MC-2400 Legend
Composition: - / - / 10 / 2 / - / -
Nb of shafts = 1

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 3336 N	T^{AB}_{ssl}	= N	T_{cr}	= N
	= 750 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$^{AB}_{ssl}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

MTFE

Manufacturer: Pratt & Whitney
Application:
Composition: / / / / /
Nb of shafts =

D_{fan} = 1.397 m = 55 in | D = m = in | L = 2.515 m = 99 in
W_{eng} = 1769 kg = 3900 lb

Static Sea Level:
T_{ssl} = 89000 N = 20008 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 370 kg/s = 815.7 lb/s
BPR = 5.2
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Nene Mk.102

Manufacturer: Rolls-Royce
Application: Attacker FB.2, Sea Hawk F.1/F.2/FB.3/FGA.4, Ouragan A, Mystère I prototype
Composition: - / - / 1C / 1 / - / -
Nb of shafts = 1

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = 753 kg = 1660 lb

Static Sea Level:
T_{ssl} = 22241 N = 5000 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 3.09 10^{-5} (kg/s)/N = 1.09 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 41 kg/s = 90.4 lb/s
BPR =
OPR = 4
FPR =
TET = 1098 °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Nene Mk.103

Manufacturer: Hispano-Suiza
Application: Br.960-2 Vultur prototype, Sea Hawk FB.5/FGA.6
Composition: - / - / 1C / 1 / - / -
Nb of shafts = 1

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 23131 N = 5200 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Nene Mk.104

Manufacturer: Rolls-Royce
Application: Sea Hawk FGA.6/FGA.50/Mk.100/Mk.101
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 23131 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5200 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Nene RB.41-1

Manufacturer: Rolls-Royce
Application: F26 (not produced), Meteor F, Vampire F.2, XP-80, SO 6000
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 20462 N	T_{ssl}^{AB} = N	T_{cr} = N
= 4600 lbf	= lbf	= lbf
SFC_{ssl}= 2.97 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.05 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 40.8 kg/s = 89.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Nene RB.41-10

Manufacturer: Rolls-Royce
Application: CT-133 Silver Star
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 22686 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5100 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Nene RB.41-2

Manufacturer: Rolls-Royce
Application: Canberra B.1, I.Ae.33
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 22241 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Nene RB.41-3 Mk.101

Manufacturer: Rolls-Royce
Application: Attacker F.1/FB.1, Sea Hawk prototype, Br.960-1 Vultur prototype
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 22686 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5100 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Nene RB.41-6/21

Manufacturer: Rolls-Royce
Application: G.82
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 24020 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5400 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

NK-144

Manufacturer: Kuznetsov
Application: Tu-144/-144D/-144LL
Composition: 2 / 3B / 11 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 127485 N	T^{AB}_{ssl} = 171612 N	T_{cr} = N
= 28660 lbf	= 38580 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 249.9 kg/s = 550.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.6	OPR = 14.2	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

NK-144-22

Manufacturer: Kuznetsov
Application: Tu-22M0 'Backfire-A', Tu-22M1 'Backfire-A'
Composition: 2 / 3B / 11 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 147102 N	T^{AB}_{ssl} = 177928 N	T_{cr} = N
= 33070 lbf	= 40000 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

NK-144A

Manufacturer: Kuznetsov
Application: Tu-144S (not produced)
Composition: 2 / 3B / 11 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 147102 N	T^{AB}_{ssl} = 177928 N	T_{cr} = N
= 33070 lbf	= 40000 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$^{AB}_{ssl}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.53	OPR = 17	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

NK-22

Manufacturer: Kuznetsov
Application: Tu-22M0 'Backfire-A', Tu-22M1 'Backfire-A'

Composition: / / / / /		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 158867 N	T_{ssl}^{AB} = 214915 N	T_{cr} = N
= 35715 lbf	= 48315 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

NK-25

Manufacturer: Kuznetsov
Application: Tu-22M3 'Backfire-C', Tu-22MR (Tu-22M3R) 'Backfire-D', Tu-22ME, Tu-22M2Ye

Composition: / / / / /		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 186380 N	T_{ssl}^{AB} = 245163 N	T_{cr} = N
= 41900 lbf	= 55115 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

NK-321

Manufacturer: Kuznetsov
Application: Tu-144, Tu-160 'Blackjack'

Composition: 3 / 5 / 7 / 1 / 1 / 2		Nb of shafts = 3
D_{fan} = m = in	D = 1.461 m	L = 5.994 m
W_{eng} = 3442 kg = 7588 lb	= 57.5 in	= 236 in
Static Sea Level:		**Cruise:**
T_{ssl} = 137196 N	T_{ssl}^{AB} = 244994 N	T_{cr} = N
= 30843 lbf	= 55077 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 365.1 kg/s = 804.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.4	OPR = 28.4	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

NK-8-2

Manufacturer: Kuznetsov
Application: Tu-154 'Careless-A'
Composition: 2 / 2B / 6 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 1.443 m = 56.8 in — L = 4.762 m = 187.5 in
W_{eng} = 2100 kg = 4630 lb

Static Sea Level:		Cruise:
T_{ssl} = 93163 N = 20944 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 1.64 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 209.6 kg/s = 462.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1	OPR = 21.5	OPR$_{cr}$=
FPR = 2.15	TET = °K	M_{cr}= , h_{cr}= m

NK-8-2U

Manufacturer: Kuznetsov
Application: Tu-154A/B 'Careless-A'
Composition: 2 / 2B / 6 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 1.443 m = 56.8 in — L = 4.763 m = 187.5 in
W_{eng} = 2100 kg = 4630 lb

Static Sea Level:		Cruise:
T_{ssl} = 102976 N = 23150 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 1.61 10^{-5} (kg/s)/N = 0.57 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 228.2 kg/s = 503.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.05	OPR = 23.2	OPR$_{cr}$=
FPR = 2.15	TET = °K	M_{cr}= , h_{cr}= m

NK-8-3

Manufacturer: Kuznetsov
Application: Il-62
Composition: 2 / 2B / 6 / 1 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 93190 N = 20950 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

NK-8-4

Manufacturer: Kuznetsov
Application: Il-62
Composition: 2 / 2B / 6 / 1 / - / 2   Nb of shafts = 2

D_{fan} = m = in D = 1.443 m = 56.8 in L = 5.105 m = 201 in
W_{eng} = 2100 kg = 4630 lb

Static Sea Level:
T_{ssl} = 102976 N = 23150 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 1.67 10^{-5} (kg/s)/N = 0.59 (lb/h)/lbf   SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 221.8 kg/s = 489 lb/s
BPR = 1.02   OPR = 23.2
FPR = 2.15   TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

NK-84

Manufacturer: Kuznetsov   **Year:**
Application:
Composition: / / / / /   Nb of shafts =

D_{fan} = 1.442 m = 56.8 in D = m = in L = 5.1 m = 200.8 in
W_{eng} = 2200 kg = 4850 lb

Static Sea Level:
T_{ssl} = 103005 N = 23156 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = 0 (lb/h)/lbf   SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 232 kg/s = 511.5 lb/s
BPR = 1   OPR = 23.2
FPR =   TET = 1145 °K

Cruise:
T_{cr} = 26978 N = 6065 lbf
SFC$_{cr}$ = 2.2 10^{-5} (kg/s)/N = 0.78 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.8 , h_{cr}= 11000 m

NK-86

Manufacturer: Kuznetsov
Application: Il-86
Composition: 2 / 2B / 6 / 1 / - / 2   Nb of shafts = 2

D_{fan} = m = in D = 1.6 m = 63 in L = 3.632 m = 143 in
W_{eng} = 2450 kg = 5401 lb

Static Sea Level:
T_{ssl} = 127485 N = 28660 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf   SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 292.1 kg/s = 644 lb/s
BPR = 1.15   OPR = 13.4
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

NK-93

Manufacturer: Kuznetsov
Application: Il-96M, Tu-204-230, Tu-330 (proposed)
Composition: 2 DPF / 7 / 8 / 1 / 1 / 3 — Nb of shafts = 3
D_{fan} = 2.901 m = 114.2 in — D = m = in
W_{eng} = 3650 kg = 8047 lb
L = 5.972 m = 235.1 in

Static Sea Level:
T_{ssl} = 176518 N = 39683 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 0.67 10^{-5} (kg/s)/N = 0.23 (lb/h)/lbf — SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1000.2 kg/s = 2205.1 lb/s
BPR = 16.6 — OPR = 28.9
FPR = 1.22 — TET = 1520 °K

Cruise:
T_{cr} = 32000 N = 7194 lbf
SFC$_{cr}$ = 1.39 10^{-5} (kg/s)/N = 0.49 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$= 36.6
M_{cr}= 0.75, h_{cr}= 11000 m

Olympus 593 Mk.601

Manufacturer: Rolls-Royce/SNECMA
Application: Concorde
Composition: - / 7 / 7 / 1 / - / 1 — Nb of shafts = 2
D_{fan} = m = in — D = 1.215 m = 47.8 in
W_{eng} = 2637 kg = 5814 lb
L = m = in

Static Sea Level:
T_{ssl} = 145011 N = 32600 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 1.98 10^{-5} (kg/s)/N = 0.7 (lb/h)/lbf — SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 186 kg/s = 410.1 lb/s
BPR = — OPR = 15.5
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Olympus 593 Mk.610

Manufacturer: Rolls-Royce/SNECMA — **Year:** 1975
Application: Concorde
Composition: - / 7 / 7 / 1 / - / 1 — Nb of shafts = 2
D_{fan} = 1.15 m = 45.3 in — D = 1.215 m = 47.8 in
W_{eng} = 4529 kg = 9985 lb
L = 7.2 m = 283.5 in

Static Sea Level:
T_{ssl} = 139460 N = 31352 lbf — T_{ssl}^{AB} = 164945 N = 37081 lbf
SFC$_{ssl}$= 2.5 10^{-5} (kg/s)/N = 0.88 (lb/h)/lbf — SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 194 kg/s = 427.7 lb/s
BPR = 0 — OPR = 14.5
FPR = — TET = 1440 °K

Cruise:
T_{cr} = 44600 N = 10026 lbf
SFC$_{cr}$ = 3.36 10^{-5} (kg/s)/N = 1.19 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$= 11.3
M_{cr}= 2, h_{cr}= 16130 m

Olympus 593 Mk.611

Manufacturer: Rolls-Royce/SNECMA
Application: Concorde
Composition: - / 7 / 7 / 1 / - / 1

D_{fan} = m = in D = 1.215 m
W_{eng} = 2637 kg = 5814 lb   = 47.8 in

Static Sea Level:

T_{ssl} = 170811 N T_{ssl}^{AB} = N
= 38400 lbf   = lbf
SFC_{ssl}= 1.98 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.7 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = 204.1 kg/s = 450 lb/s
BPR =   OPR =
FPR =   TET = °K

Nb of shafts = 2
L = m
= in

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Olympus 593 Mk.621

Manufacturer: Rolls-Royce/SNECMA
Application: Concorde
Composition: - / 7 / 7 / 1 / - / 1

D_{fan} = m = in D = 1.215 m
W_{eng} = 2637 kg = 5814 lb   = 47.8 in

Static Sea Level:

T_{ssl} = 170811 N T_{ssl}^{AB} = N
= 38400 lbf   = lbf
SFC_{ssl}= 1.98 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.7 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = 204.1 kg/s = 450 lb/s
BPR =   OPR =
FPR =   TET = °K

Nb of shafts = 2
L = m
= in

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Olympus Mk.101

Manufacturer: Rolls-Royce
Application: Vulcan B.1
Composition: - / 6 / 7 / 1 / - / 1

D_{fan} = m = in D = m
W_{eng} = kg = lb   = in

Static Sea Level:

T_{ssl} = 44482 N T_{ssl}^{AB} = N
= 10000 lbf   = lbf
SFC_{ssl}= 2.17 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.77 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = 74.8 kg/s = 164.9 lb/s
BPR =   OPR = 11
FPR =   TET = °K

Nb of shafts = 2
L = m
= in

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Olympus Mk.102

Manufacturer: Rolls-Royce
Application: Vulcan B.1
Composition: - / 6 / 7 / 1 / - / 1

		Nb of shafts = 2
D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 53378 N = 12000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Olympus Mk.104

Manufacturer: Rolls-Royce
Application: Vulcan B.1/B.1A
Composition: - / 6 / 7 / 1 / - / 1

		Nb of shafts = 2
D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 60051 N = 13500 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Olympus Mk.201

Manufacturer: Rolls-Royce
Application: Vulcan B.2/B.2A
Composition: - / 6 / 7 / 1 / - / 1

		Nb of shafts = 2
D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 75619 N = 17000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Olympus Mk.301

Manufacturer: Rolls-Royce
Application: Vulcan B.2/SR.2/K.2
Composition: - / 6 / 7 / 1 / - / 1 Nb of shafts = 2
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 88964 N T_{ssl}^{AB} = N
= 20000 lbf = lbf
SFC_{ssl}= 2.28 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.8 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 131.5 kg/s = 289.9 lb/s
BPR = OPR = 13.2
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Olympus Mk.320

Manufacturer: Rolls-Royce
Application: TSR.2 (not produced)
Composition: - / 6 / 7 / 1 / - / 1 Nb of shafts = 2
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 136159 N T_{ssl}^{AB} = 146791 N
= 30610 lbf = 33000 lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Orenda 10

Manufacturer: Orenda
Application: CL-13A Sabre Mk.5
Composition: - / - / 10 / ?? / - / - Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 28179 N T_{ssl}^{AB} = N
= 6335 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Orenda 11

Manufacturer: Orenda
Application: CF-100 Mk.4B/Mk.5
Composition: - / - / 10 / ?? / - / -

D_{fan} = m = in	D = m	Nb of shafts = 1
W_{eng} = kg = lb	= in	L = m
		= in
Static Sea Level:		**Cruise:**
T_{ssl} = 32072 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7210 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Orenda 14

Manufacturer: Orenda
Application: CF-100 Mk.5, CL-13B Sabre Mk.6
Composition: - / - / 10 / ?? / - / -

D_{fan} = m = in	D = m	Nb of shafts = 1
W_{eng} = kg = lb	= in	L = m
		= in
Static Sea Level:		**Cruise:**
T_{ssl} = 32361 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7275 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Orenda 2

Manufacturer: Orenda
Application: CF-100 Mk.2
Composition: - / - / 10 / ?? / - / -

D_{fan} = m = in	D = m	Nb of shafts = 1
W_{eng} = kg = lb	= in	L = m
		= in
Static Sea Level:		**Cruise:**
T_{ssl} = 26689 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6000 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Orenda 3

Manufacturer: Orenda
Application: CF-100 Mk.2

Composition: - / - / 10 / ?? / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 26689 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6000 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Orenda 8

Manufacturer: Orenda
Application: CF-100 Mk.3

Composition: - / - / 10 / ?? / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 26689 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6000 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Orenda 9

Manufacturer: Orenda
Application: CF-100 Mk.3/Mk.4/Mk.4A

Composition: - / - / 10 / ?? / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 28268 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6355 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Orpheus BOr.100 (pre-prod)

Manufacturer: Bristol Siddeley
Application: Gnat prototype
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 14612 N = 3285 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Orpheus BOr.100-04

Manufacturer: Bristol Siddeley
Application: Gnat T.1
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 18816 N = 4230 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Orpheus BOr.101

Manufacturer: Bristol Siddeley
Application:
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 20106 N = 4520 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Orpheus BOr.12

Manufacturer: Bristol Siddeley
Application: Br.1003 (not produced)
Composition: - / - / 7 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = N = lbf	T_{ssl}^{AB} = 36342 N = 8170 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Orpheus BOr.3

Manufacturer: Bristol Siddeley
Application: Etendard VI (Mystère XXVI), Br.1001/1002 (not produced)
Composition: - / - / 7 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 9786 N = 2200 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Orpheus BOr.500

Manufacturer: Bristol Siddeley
Application: C-119 (booster)
Composition: - / - / 7 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 25577 N = 5750 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Orpheus BOr.701

Manufacturer: Bristol Siddeley
Application: Gnat evaluation aircraft

Composition: - / - / 7 / 1 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 20017 N	T^{AB}_{ssl} = N	T_{cr} = N
= 4500 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC^{AB}_{ssl}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Orpheus BOr.701-01

Manufacturer: Bristol Siddeley
Application: Gnat (HAL-built), Ajeet

Composition: - / - / 7 / 1 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 20907 N	T^{AB}_{ssl} = N	T_{cr} = N
= 4700 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC^{AB}_{ssl}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Orpheus BOr.703

Manufacturer: Bristol Siddeley
Application: HF-24 Mk.1

Composition: - / - / 7 / 1 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 21574 N	T^{AB}_{ssl} = N	T_{cr} = N
= 4850 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC^{AB}_{ssl}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Orpheus BOr.803

Manufacturer: Fiat
Application: G.91R/1, G.91R/1A, G.91R/1B, G.91R/3, G.91R/4
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 22241 N = 5000 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Orpheus BOr.803-02

Manufacturer: Fiat
Application: G91T/1, G.91T/3, G.91T/4
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 22241 N = 5000 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Orpheus BOr.805

Manufacturer: Bristol Siddeley
Application: T-1A
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 17793 N = 4000 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 38.1 kg/s = 84 lb/s
BPR = OPR = 4.4
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Pegasus 11 Mk.101

Manufacturer: Rolls-Royce
Application: Harrier GR.1/T.2

Composition: 3 / - / 8 / 2 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = 1.219 m	L = 3.485 m
W_{eng} = 1642 kg = 3620 lb	= 48 in	= 137.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 84516 N	T_{ssl}^{AB} = N	T_{cr} = N
= 19000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 14.6	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Pegasus 11 Mk.102

Manufacturer: Rolls-Royce
Application: Harrier GR.1A/T.2A

Composition: 3 / - / 8 / 2 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = 1.219 m	L = 3.485 m
W_{eng} = 1642 kg = 3620 lb	= 48 in	= 137.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 91188 N	T_{ssl}^{AB} = N	T_{cr} = N
= 20500 lbf	= lbf	= lbf
SFC$_{ssl}$= 1.7 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.6 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 190.5 kg/s = 420 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.3	OPR = 14.6	OPR$_{cr}$=
FPR = 2	TET = °K	M_{cr}= , h_{cr}= m

Pegasus 11 Mk.103

Manufacturer: Rolls-Royce
Application: Harrier GR.3/GR.3A/T.4/T.4A

Composition: 3 / - / 8 / 2 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = 1.219 m	L = 3.485 m
W_{eng} = 1642 kg = 3620 lb	= 48 in	= 137.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 91188 N	T_{ssl}^{AB} = N	T_{cr} = N
= 20500 lbf	= lbf	= lbf
SFC$_{ssl}$= 1.7 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.6 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 204.1 kg/s = 450 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.5	OPR = 14.6	OPR$_{cr}$=
FPR = 2.15	TET = °K	M_{cr}= , h_{cr}= m

Pegasus 11 Mk.104

Manufacturer: Rolls-Royce
Application: Harrier FRS.1/FA.2/FRS.51/T.4N/T.8/T.8N/T.60
Composition: 3 / - / 8 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = 1.219 m	L = 3.485 m
W_{eng} = 1642 kg = 3620 lb	= 48 in	= 137.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 91188 N	T_{ssl}^{AB} = N	T_{cr} = N
= 20500 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.2	OPR = 14.6	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Pegasus 11-21 Mk.105

Manufacturer: Rolls-Royce **Year:**
Application: AV8B, Harrier GR.5/GR.5A/GR.7/T.6/T.10
Composition: 3 / - / 8 / 2 / - / 2 Nb of shafts = 2

D_{fan} = 1.22 m = 48 in	D = 1.219 m	L = 2.51 m
W_{eng} = 1475 kg = 3252 lb	= 48 in	= 98.8 in
Static Sea Level:		**Cruise:**
T_{ssl} = 97000 N	T_{ssl}^{AB} = N	T_{cr} = N
= 21806 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0 (lb/h)/lbf	= (lb/h)/lbf	= 0 (lb/h)/lbf
$\dot{w}_{ssl}$ = 201.9 kg/s = 445.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.34	OPR = 12.9	OPR$_{cr}$=
FPR =	TET = 1496 °K	M_{cr}= , h_{cr}= m

Pegasus 11-21 Mk.106

Manufacturer: Rolls-Royce
Application: Harrier FRS.1/FA.2/FRS.51/T.60
Composition: 3 / - / 8 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = 1.219 m	L = 3.485 m
W_{eng} = 1796 kg = 3960 lb	= 48 in	= 137.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 95636 N	T_{ssl}^{AB} = N	T_{cr} = N
= 21500 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.2	OPR = 15.3	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Pegasus 11-61 Mk.107

Manufacturer: Rolls-Royce
Application: Harrier GR.7/GR.9/T.10/T.12
Composition: 3 / - / 8 / 2 / - / 2 Nb of shafts = 2
D_{fan} = 1.222 m = 48.1 in D = 1.219 m = 48 in L = 3.485 m = 137.2 in
W_{eng} = 1932 kg = 4259 lb

Static Sea Level:
T_{ssl} = 105900 N = 23807 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 208 kg/s = 458.6 lb/s
BPR = 1.2
OPR = 16.3
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Pegasus 15

Manufacturer: Rolls-Royce
Application:
Composition: 3 / - / 8 / 2 / - / 2 Nb of shafts = 2
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 106757 N = 24000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Pegasus 2

Manufacturer: Bristol Siddeley
Application: P1127
Composition: 2 / - / 8 / 1 / - / 2 Nb of shafts = 2
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 48930 N = 11000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Pegasus 3

Manufacturer: Bristol Siddeley
Application: P1127
Composition: 2 / - / 8 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 53378 N = 12000 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Pegasus 5-1

Manufacturer: Bristol Siddeley
Application: Kestrel FGA.1
Composition: 2 / - / 8 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 68947 N = 15500 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Pegasus 5-2

Manufacturer: Bristol Siddeley
Application: Do 31E
Composition: 2 / - / 8 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 68947 N = 15500 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

GE-1019.362

Pirna 014A0

Manufacturer: Pirna
Application: Baade 152
Composition: - / - / 12 / 2 / - / -
Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 30915 N = 6950 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 2.42 10^{-5} (kg/s)/N = 0.85 (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 49.9 kg/s = 110 lb/s
BPR =   OPR = 7
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Pirna 014A1

Manufacturer: Pirna
Application: Baade 152
Composition: - / - / 12 / 2 / - / -
Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 32294 N = 7260 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 2.36 10^{-5} (kg/s)/N = 0.83 (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 53.1 kg/s = 117.1 lb/s
BPR =   OPR = 7
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Pirna 016

Manufacturer: Pirna
Application: Technology demonstrator
Composition: - / - / 12 / 3 / - / -
Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 34251 N = 7700 lbf T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 2 10^{-5} (kg/s)/N = 0.71 (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 59.9 kg/s = 132.1 lb/s
BPR =   OPR = 10
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

PS-12

Manufacturer: Perm Aviadvigatel - Soloviev
Application: MS-21-100/-200/-300, MS-21K, MS-12KP (candidate engine)
Composition: / / / / / Nb of shafts =
D_{fan} = 1.869 m = 73.6 in D = m L = m
W_{eng} = 2449 kg = 5399 lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 132387 N	T_{ssl}^{AB}	= N	T_{cr}	= 25199 N
	= 29762 lbf		= lbf		= 5665 lbf
SFC_{ssl}	= (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= 1.56 10^{-5} (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= 0.55 (lb/h)/lbf
$\dot{w}_{ssl}$	= 541.1 kg/s = 1192.9 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 8.39	OPR	= 40.2	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr} = 0.8, h_{cr} = 10973 m	

PS-12M

Manufacturer: Perm Aviadvigatel - Soloviev
Application:
Composition: / / / / / Nb of shafts =
D_{fan} = 1.869 m = 73.6 in D = m L = m
W_{eng} = 2449 kg = 5399 lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 145634 N	T_{ssl}^{AB}	= N	T_{cr}	= 26965 N
	= 32740 lbf		= lbf		= 6062 lbf
SFC_{ssl}	= (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= 1.57 10^{-5} (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= 0.55 (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr} = 0.8, h_{cr} = 10973 m	

PS-30V-12

Manufacturer: Perm Aviadvigatel - Soloviev
Application: M-55 (M-17RM) 'Mystic-B'
Composition: / / / / / Nb of shafts =
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 93412 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 21000 lbf		= lbf		= lbf
SFC_{ssl}	= (kg/s)/N	SFC_{ssl}^{AB}	= (kg/s)/N	SFC_{cr}	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

PS-7

Manufacturer: Perm Aviadvigatel - Soloviev
Application:
Composition: / / / / / Nb of shafts =
D_{fan} = 1.209 m = 47.6 in D = m L = m
W_{eng} = 1350 kg = 2976 lb = in = in

Static Sea Level:
T_{ssl} = 75619 N = 17000 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = 15199 N = 3417 lbf
SFC_{cr} = 1.76 10^{-5} (kg/s)/N = 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8, h_{cr} = 10973 m

PS-9

Manufacturer: Perm Aviadvigatel - Soloviev
Application: Il-214-100, Il-214T (candidate engine)
Composition: / / / / / Nb of shafts =
D_{fan} = 1.435 m = 56.5 in D = m L = m
W_{eng} = 1750 kg = 3858 lb = in = in

Static Sea Level:
T_{ssl} = 97860 N = 22000 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = 20595 N = 4630 lbf
SFC_{cr} = 1.67 10^{-5} (kg/s)/N = 0.59 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8, h_{cr} = 10973 m

PS-90

Manufacturer: Perm Aviadvigatel - Soloviev **Year:** 1992
Application: IL96-300, Tu-204
Composition: 1 / 2 / 13 / 12 / 2 / 4 Nb of shafts = 2
D_{fan} = 1.9 m = 74.8 in D = m L = 4.964 m
W_{eng} = 2950 kg = 6504 lb = in = 195.4 in

Static Sea Level:
T_{ssl} = 156800 N = 35250 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 1.07 10^{-5} (kg/s)/N = 0.38 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 470 kg/s = 1036.2 lb/s
BPR = 4.6
OPR = 31.9
FPR = 1.6
TET = 1640 °K

Cruise:
T_{cr} = 34300 N = 7711 lbf
SFC_{cr} = 1.69 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} = 36.4
M_{cr} = 0.8, h_{cr} = 11000 m

PS-90A

Manufacturer: Perm Aviadvigatel - Soloviev **Year:** 1992
Application: Il-96-300, Tu-204-100/-100C/-200/-200C, Tu-214, Tu-330 (Tu-204-330), Tu-134D (proposed), Tu-154M2 (not produced)
Composition: 1 / 2B / 13 / 2 / - / 4 Nb of shafts = 2

D_{fan} = 1.9 m = 74.8 in D = m L = 4.964 m
W_{eng} = 2950 kg = 6504 lb = in = 195.4 in

Static Sea Level:
T_{ssl} = 156911 N = 35275 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = 0 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 470 kg/s = 1036.2 lb/s
BPR = 4.6 OPR = 35.5
FPR = TET = 1609 °K

Cruise:
T_{cr} = 34322 N = 7716 lbf
SFC_{cr} = 1.69 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8 , h_{cr} = 11000 m

PS-90A10

Manufacturer: Perm Aviadvigatel - Soloviev
Application:
Composition: 1 / - / 12 / 2 / - / 2 Nb of shafts = 2

D_{fan} = 1.4 m = 55.1 in D = m L = 4.28 m
W_{eng} = 1896 kg = 4180 lb = in = 168.5 in

Static Sea Level:
T_{ssl} = 90223 N = 20283 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 264 kg/s = 582 lb/s
BPR = 3.76 OPR = 23.1
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

PS-90A12

Manufacturer: Perm Aviadvigatel - Soloviev
Application: Yak-242
Composition: 1 / - / 13 / 2 / - / 3 Nb of shafts = 2

D_{fan} = 1.671 m = 65.8 in D = m L = 4.78 m
W_{eng} = 2300 kg = 5071 lb = in = 188.2 in

Static Sea Level:
T_{ssl} = 117677 N = 26455 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 370.1 kg/s = 815.9 lb/s
BPR = 5.05 OPR = 25.3
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

PS-90AN-76

Manufacturer: Perm Aviadvigatel - Soloviev
Application: Il-76TF, Il-76MF
Composition: 1 / 2B / 13 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 1.9 m = 74.8 in D = m L = 4.963 m
W_{eng} = 2950 kg = 6504 lb = in = 195.4 in

Static Sea Level:
T_{ssl} = 156910 N T_{ssl}^{AB} = N
= 35275 lbf = lbf
SFC$_{ssl}$ = (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 469.9 kg/s = 1036 lb/s
BPR = 4.6 OPR = 35.5
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

PW1120

Manufacturer: Pratt & Whitney **Year:**
Application: F4, LAVI
Composition: 3 / - / 10 / 2 / - / 1 Nb of shafts = 2
D_{fan} = 0.775 m = 30.5 in D = 1.021 m L = 4.115 m
W_{eng} = 1323 kg = 2917 lb = 40.2 in = 162 in

Static Sea Level:
T_{ssl} = 61300 N T_{ssl}^{AB} = 91700 N
= 13781 lbf = 20615 lbf
SFC$_{ssl}$ = 2.29 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = 5.28 10^{-5} (kg/s)/N
= 0.81 (lb/h)/lbf = 1.86 (lb/h)/lbf
$\dot{w}_{ssl}$ = 82.1 kg/s = 181 lb/s
BPR = 0.2 OPR = 26.8
FPR = TET = 1523 °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= 0 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

PW1128

Manufacturer: Pratt & Whitney
Application: Lavi
Composition: 3 / - / 10 / 2 / - / 1 Nb of shafts = 2
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 74285 N T_{ssl}^{AB} = 121881 N
= 16700 lbf = 27400 lbf
SFC$_{ssl}$ = 2.42 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = 5.67 10^{-5} (kg/s)/N
= 0.85 (lb/h)/lbf = 2 (lb/h)/lbf
$\dot{w}_{ssl}$ = 111.1 kg/s = 244.9 lb/s
BPR = OPR = 27
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

PW2037

Manufacturer: Pratt & Whitney **Year:** 1983
Application: B757-200/-200ET, C-17
Composition: 1 / 4B / 12 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 1.994 m = 78.5 in D = 2.154 m L = 3.592 m
W_{eng} = 3259 kg = 7185 lb = 84.8 in = 141.4 in

Static Sea Level:
T_{ssl} = 170144 N T^{AB}_{ssl} = N
= 38250 lbf = lbf
SFC_{ssl} = 0.94 10^{-5} (kg/s)/N SFC^{AB}_{ssl} = (kg/s)/N
= 0.33 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 548.8 kg/s = 1209.9 lb/s
BPR = 5.8 OPR = 27.4
FPR = 1.63 TET = 1678 °K

Cruise:
T_{cr} = 28913 N
= 6500 lbf
SFC_{cr} = 1.65 10^{-5} (kg/s)/N
= 0.58 (lb/h)/lbf
$\dot{w}_{cr}$ = 151.9 kg/s = 334.9 lb/s
OPR_{cr} = 30.8
M_{cr} = 0.85, h_{cr} = 10668 m

PW2040

Manufacturer: Pratt & Whitney
Application: B757-200/-200ET/-200F, VC-32A
Composition: 1 / 4B / 12 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 1.994 m = 78.5 in D = 2.154 m L = 3.592 m
W_{eng} = 3259 kg = 7185 lb = 84.8 in = 141.4 in

Static Sea Level:
T_{ssl} = 178373 N T^{AB}_{ssl} = N
= 40100 lbf = lbf
SFC_{ssl} = 0.93 10^{-5} (kg/s)/N SFC^{AB}_{ssl} = (kg/s)/N
= 0.33 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 569.3 kg/s = 1255.1 lb/s
BPR = 5.9 OPR = 29.9
FPR = 1.66 TET = °K

Cruise:
T_{cr} = 28913 N
= 6500 lbf
SFC_{cr} = 1.65 10^{-5} (kg/s)/N
= 0.58 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

PW2043

Manufacturer: Pratt & Whitney
Application: B757-300/-200/-200ET/-200F (option)
Composition: 1 / 4B / 12 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 1.994 m = 78.5 in D = 2.154 m L = 3.592 m
W_{eng} = 3248 kg = 7161 lb = 84.8 in = 141.4 in

Static Sea Level:
T_{ssl} = 189493 N T^{AB}_{ssl} = N
= 42600 lbf = lbf
SFC_{ssl} = 0.99 10^{-5} (kg/s)/N SFC^{AB}_{ssl} = (kg/s)/N
= 0.35 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 6 OPR = 31.9
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

PW2143

Manufacturer: Pratt & Whitney
Application: A340-521, A340-621 (proposed)
Composition: 1 / 4B / 12 / 2 / - / 5 — Nb of shafts = 2

D_{fan} = 1.994 m = 78.5 in — D = 2.154 m = 84.8 in — L = 3.592 m = 141.4 in
W_{eng} = 3248 kg = 7161 lb

Static Sea Level:
T_{ssl} = 189493 N = 42600 lbf — T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 0.99 10^{-5} (kg/s)/N = 0.35 (lb/h)/lbf — SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 6 — OPR = 31.2
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

PW2237

Manufacturer: Pratt & Whitney
Application: Tu-204-140/-140C (proposed)
Composition: 1 / 4B / 12 / 2 / - / 5 — Nb of shafts = 2

D_{fan} = 1.994 m = 78.5 in — D = 2.154 m = 84.8 in — L = 3.592 m = 141.4 in
W_{eng} = 3259 kg = 7185 lb

Static Sea Level:
T_{ssl} = 162804 N = 36600 lbf — T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 0.95 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf — SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 548.8 kg/s = 1209.9 lb/s
BPR = 5.8 — OPR = 27.9
FPR = 1.63 — TET = °K

Cruise:
T_{cr} = 28913 N = 6500 lbf
SFC_{cr} = 1.65 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

PW2240

Manufacturer: Pratt & Whitney
Application: Tu-204-240/-240C, Tu-330 (Tu-204-330) (proposed)
Composition: 1 / 4B / 12 / 2 / - / 5 — Nb of shafts = 2

D_{fan} = 1.994 m = 78.5 in — D = 2.154 m = 84.8 in — L = 3.592 m = 141.4 in
W_{eng} = 3259 kg = 7185 lb

Static Sea Level:
T_{ssl} = 178373 N = 40100 lbf — T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 0.93 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf — SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 569.3 kg/s = 1255.1 lb/s
BPR = 5.9 — OPR = 27.6
FPR = 1.66 — TET = °K

Cruise:
T_{cr} = 28913 N = 6500 lbf
SFC_{cr} = 1.65 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

PW2337

Manufacturer: Pratt & Whitney
Application: Il-96M/T
Composition: 1 / 4B / 12 / 2 / - / 5
Nb of shafts = 2
D_{fan} = 1.994 m = 78.5 in
D = 2.154 m = 84.8 in
L = 3.592 m = 141.4 in
W_{eng} = 3259 kg = 7185 lb

Static Sea Level:
T_{ssl} = 162804 N = 36600 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 0.95 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 548.8 kg/s = 1209.9 lb/s
BPR = 5.8
OPR = 27.4
FPR = 1.63
TET = °K

Cruise:
T_{cr} = 28913 N = 6500 lbf
SFC_{cr} = 1.65 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.85, h_{cr} = 10668 m

PW2643

Manufacturer: Pratt & Whitney
Application:
Composition: 1 / 4B / 12 / 2 / - / 5
Nb of shafts = 2
D_{fan} = 1.994 m = 78.5 in
D = 2.154 m = 84.8 in
L = 3.592 m = 141.4 in
W_{eng} = 3248 kg = 7161 lb

Static Sea Level:
T_{ssl} = 189493 N = 42600 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 0.99 10^{-5} (kg/s)/N = 0.35 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 6
OPR = 31.2
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

PW305A

Manufacturer: Pratt & Whitney
Application: Learjet 60
Composition: 1 / - / 4 + 1C / 2 / - / 3
Nb of shafts = 2
D_{fan} = 0.779 m = 30.7 in
D = 0.927 m = 36.5 in
L = 2.07 m = 81.5 in
W_{eng} = 450 kg = 992 lb

Static Sea Level:
T_{ssl} = 20813 N = 4679 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.1 10^{-5} (kg/s)/N = 0.39 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.3
OPR = 15.5
FPR = 1.5
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

PW305B

Manufacturer: Pratt & Whitney
Application: BAe (Hawker) 1000
Composition: 1 / - / 4 + 1C / 2 / - / 3 — Nb of shafts = 2
D_{fan} = 0.779 m = 30.7 in — D = 0.927 m = 36.5 in — L = 2.083 m = 82 in
W_{eng} = 450 kg = 992 lb

Static Sea Level:
T_{ssl} = 23389 N = 5258 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.11 10^{-5} (kg/s)/N = 0.39 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 81.6 kg/s = 179.9 lb/s
BPR = 4.3 — OPR = 15.5
FPR = 1.8 — TET = °K

Cruise:
T_{cr} = 4951 N = 1113 lbf
SFC$_{cr}$ = 1.91 10^{-5} (kg/s)/N = 0.68 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8 , h_{cr} = 12192 m

PW306

Manufacturer: Pratt & Whitney
Application:
Composition: / / / / / — Nb of shafts =
D_{fan} = 0.97 m = 38.2 in — D = m = in — L = 1.92 m = 75.6 in
W_{eng} = 473 kg = 1043 lb

Static Sea Level:
T_{ssl} = 25400 N = 5710 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.5 — OPR =
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

PW306A

Manufacturer: Pratt & Whitney
Application: G200 (Galaxy)
Composition: 1 / - / 4 + 1C / 2 / - / 3 — Nb of shafts = 2
D_{fan} = 0.804 m = 31.7 in — D = m = in — L = 1.92 m = 75.6 in
W_{eng} = 473 kg = 1043 lb

Static Sea Level:
T_{ssl} = 26867 N = 6040 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.12 10^{-5} (kg/s)/N = 0.39 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.5 — OPR = 18.3
FPR = 1.57 — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

PW306B

Manufacturer: Pratt & Whitney
Application: 328JET, Envoy 3

Composition: 1 / - / 4 + 1C / 2 / - / 3		Nb of shafts = 2
D_{fan} = 0.804 m = 31.7 in	D = m	L = 1.92 m
W_{eng} = 473 kg = 1043 lb	= in	= 75.6 in
Static Sea Level:		**Cruise:**
T_{ssl} = 26912 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6050 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.5	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

PW306C

Manufacturer: Pratt & Whitney
Application: Citation Sovereign

Composition: 1 / - / 4 + 1C / 2 / - / 3		Nb of shafts = 2
D_{fan} = 0.804 m = 31.7 in	D = m	L = 1.92 m
W_{eng} = 473 kg = 1043 lb	= in	= 75.6 in
Static Sea Level:		**Cruise:**
T_{ssl} = 25292 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5686 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.5	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

PW307A

Manufacturer: Pratt & Whitney
Application: Falcon 7X

Composition: 1 / - / 4 + 1C / 2 / - / 3		Nb of shafts = 2
D_{fan} = 0.804 m = 31.7 in	D = m	L = 1.92 m
W_{eng} = kg = lb	= in	= 75.6 in
Static Sea Level:		**Cruise:**
T_{ssl} = 27134 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6100 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

PW308A

Manufacturer: Pratt & Whitney
Application: Hawker Horizon
Composition: 1 / - / 4 + 1C / 2 / - / 3 Nb of shafts = 2

D_{fan} = 0.804 m = 31.7 in D = m L = 1.92 m
W_{eng} = 597 kg = 1316 lb = in = 75.6 in

Static Sea Level:		Cruise:
T_{ssl} = 29247 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6575 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.1	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

PW308B

Manufacturer: Pratt & Whitney
Application: 428JET (not produced)
Composition: 1 / - / 4 + 1C / 2 / - / 3 Nb of shafts = 2

D_{fan} = 0.804 m = 31.7 in D = m L = 1.92 m
W_{eng} = kg = lb = in = 75.6 in

Static Sea Level:		Cruise:
T_{ssl} = 35981 N	T_{ssl}^{AB} = N	T_{cr} = N
= 8089 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.1	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

PW308C

Manufacturer: Pratt & Whitney
Application: Falcon 2000EX
Composition: 1 / - / 4 + 1C / 2 / - / 3 Nb of shafts = 2

D_{fan} = 0.804 m = 31.7 in D = m L = 1.92 m
W_{eng} = kg = lb = in = 75.6 in

Static Sea Level:		Cruise:
T_{ssl} = 31137 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7000 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.1	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

PW4052

Manufacturer: Pratt & Whitney **Year:** 1986
Application: B767-200ER/-300ER
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in D = 2.464 m L = 3.358 m
W_{eng} = 4179 kg = 9213 lb = 97 in = 132.2 in

Static Sea Level:
T_{ssl} = 232196 N T_{ssl}^{AB} = N
= 52200 lbf = lbf
SFC_{ssl} = 0.88 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.31 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 773.4 kg/s = 1705.1 lb/s
BPR = 4.85 OPR = 26.4
FPR = 1.7 TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

PW4056

Manufacturer: Pratt & Whitney **Year:** 1987
Application: B747-400/-400(M)/-400F, B767-200ER/-300/-300ER
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in D = 2.464 m L = 3.358 m
W_{eng} = 4179 kg = 9213 lb = 97 in = 132.2 in

Static Sea Level:
T_{ssl} = 252435 N T_{ssl}^{AB} = N
= 56750 lbf = lbf
SFC_{ssl} = 0.91 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.32 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 773.4 kg/s = 1705.1 lb/s
BPR = 4.85 OPR = 28.4
FPR = 1.7 TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} = 30.2
M_{cr} = , h_{cr} = m

PW4060

Manufacturer: Pratt & Whitney
Application: B767-300/-300ER, An-218-200/-300 (proposed)
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in D = 2.464 m L = 3.358 m
W_{eng} = 4179 kg = 9213 lb = 97 in = 132.2 in

Static Sea Level:
T_{ssl} = 266892 N T_{ssl}^{AB} = N
= 60000 lbf = lbf
SFC_{ssl} = 0.93 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.33 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 773.4 kg/s = 1705.1 lb/s
BPR = 4.85 OPR = 30
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

PW4060A

Manufacturer: Pratt & Whitney
Application: B767-200ER
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in D = 2.464 m L = 3.358 m
W_{eng} = 4179 kg = 9213 lb = 97 in = 132.2 in

Static Sea Level:
T_{ssl} = 266892 N T_{ssl}^{AB} = N
= 60000 lbf = lbf
SFC_{ssl}= 0.93 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.33 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 773.4 kg/s = 1705.1 lb/s
BPR = 4.85 OPR = 31.5
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

PW4062

Manufacturer: Pratt & Whitney
Application: B747-400/-400ER/-400F/-400FER, B767-200ER/-200FER/-300F/-300ER/-400ER (option)
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in D = 2.464 m L = 3.358 m
W_{eng} = 4179 kg = 9213 lb = 97 in = 132.2 in

Static Sea Level:
T_{ssl} = 281571 N T_{ssl}^{AB} = N
= 63300 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.85 OPR = 32.3
FPR = 1.8 TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

PW4074

Manufacturer: Pratt & Whitney
Application: B777-200
Composition: 1 / 6B / 11 / 2 / - / 7 Nb of shafts = 2
D_{fan} = 2.845 m = 112 in D = 3.01 m L = 4.869 m
W_{eng} = 6597 kg = 14544 lb = 118.5 in = 191.7 in

Static Sea Level:
T_{ssl} = 331391 N T_{ssl}^{AB} = N
= 74500 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1156.7 kg/s = 2550.1 lb/s
BPR = 6 OPR = 30.3
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

PW4077

Manufacturer: Pratt & Whitney
Application: B777-200
Composition: 1 / 6B / 11 / 2 / - / 7 Nb of shafts = 2
D_{fan} = 2.845 m = 112 in D = 3.01 m L = 4.869 m
W_{eng} = 6597 kg = 14544 lb = 118.5 in = 191.7 in

Static Sea Level:
T_{ssl} = 342511 N T_{ssl}^{AB} = N
= 77000 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1156.7 kg/s = 2550.1 lb/s
BPR = 6.2 OPR = 31.5
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

PW4084

Manufacturer: Pratt & Whitney **Year:** 1994
Application: B777-200
Composition: 1 / 6B / 11 / 2 / - / 7 Nb of shafts = 2
D_{fan} = 2.845 m = 112 in D = 3.01 m L = 4.869 m
W_{eng} = 6597 kg = 14544 lb = 118.5 in = 191.7 in

Static Sea Level:
T_{ssl} = 373649 N T_{ssl}^{AB} = N
= 84000 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1156.7 kg/s = 2550.1 lb/s
BPR = 6.41 OPR = 36.3
FPR = 1.68 TET = 1634 °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

PW4090

Manufacturer: Pratt & Whitney
Application: B777-200ER/-300
Composition: 1 / 6B / 11 / 2 / - / 7 Nb of shafts = 2
D_{fan} = 2.845 m = 112 in D = 3.01 m L = 4.869 m
W_{eng} = 7069 kg = 15584 lb = 118.5 in = 191.7 in

Static Sea Level:
T_{ssl} = 401228 N T_{ssl}^{AB} = N
= 90200 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1230.1 kg/s = 2711.9 lb/s
BPR = 6.3 OPR = 38.6
FPR = 1.7 TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

PW4098

Manufacturer: Pratt & Whitney
Application: B777-300
Composition: 1 / 7B / 11 / 2 / - / 7 — Nb of shafts = 2
D_{fan} = 2.845 m = 112 in — D = 3.035 m = 119.5 in — L = 4.945 m = 194.7 in
W_{eng} = 7484 kg = 16499 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 435924 N = 98000 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= 62275 N = 14000 lbf
SFC_{ssl}	= (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB}	= (kg/s)/N = (lb/h)/lbf	SFC_{cr}	= $1.65\ 10^{-5}$ (kg/s)/N = 0.58 (lb/h)/lbf
$\dot{w}_{ssl}$	= 1270.1 kg/s = 2800.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5.8	OPR	= 42.8	OPR_{cr}	=
FPR	= 1.75	TET	= °K	M_{cr} = 0.83, h_{cr} = 10668 m	

PW4152

Manufacturer: Pratt & Whitney — **Year:** 1986
Application: A310-324/-324ET/-324F
Composition: 1 / 4B / 11 / 2 / - / 4 — Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in — D = 2.464 m = 97 in — L = 3.358 m = 132.2 in
W_{eng} = 4179 kg = 9213 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 231310 N = 52001 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= N = lbf
SFC_{ssl}	= $0.88\ 10^{-5}$ (kg/s)/N = 0.31 (lb/h)/lbf	SFC_{ssl}^{AB}	= (kg/s)/N = (lb/h)/lbf	SFC_{cr}	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= 773.4 kg/s = 1705.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.85	OPR	= 27.3	OPR_{cr}	=
FPR	= 1.7	TET	= °K	M_{cr} = , h_{cr} = m	

PW4156

Manufacturer: Pratt & Whitney
Application: A310-325ET
Composition: 1 / 4B / 11 / 2 / - / 4 — Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in — D = 2.464 m = 97 in — L = 3.358 m = 132.2 in
W_{eng} = 4179 kg = 9213 lb

Static Sea Level:				Cruise:	
T_{ssl}	= 252435 N = 56750 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= N = lbf
SFC_{ssl}	= $0.91\ 10^{-5}$ (kg/s)/N = 0.32 (lb/h)/lbf	SFC_{ssl}^{AB}	= (kg/s)/N = (lb/h)/lbf	SFC_{cr}	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= 773.4 kg/s = 1705.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.85	OPR	= 30.2	OPR_{cr}	=
FPR	= 1.7	TET	= °K	M_{cr} = , h_{cr} = m	

PW4156A

Manufacturer: Pratt & Whitney
Application: A310-325ET
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in D = 2.464 m L = 3.358 m
W_{eng} = 4179 kg = 9213 lb = 97 in = 132.2 in

Static Sea Level:
T_{ssl} = 249080 N T_{ssl}^{AB} = N
= 55995 lbf = lbf
SFC_{ssl} = $0.91{\cdot}10^{-5}$ (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.32 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 773.4 kg/s = 1705.1 lb/s
BPR = 4.85 OPR = 29.8
FPR = 1.7 TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

PW4158

Manufacturer: Pratt & Whitney
Application: A300B4-622/-622R/-622RF, A300F4-622R
Composition: 1 / 4B / 11 / 2 / - / 4 Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in D = 2.464 m L = 3.358 m
W_{eng} = 4179 kg = 9213 lb = 97 in = 132.2 in

Static Sea Level:
T_{ssl} = 257996 N T_{ssl}^{AB} = N
= 58000 lbf = lbf
SFC_{ssl} = $0.91\ 10^{-5}$ (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.32 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 773.4 kg/s = 1705.1 lb/s
BPR = 4.75 OPR = 30.7
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

PW4164

Manufacturer: Pratt & Whitney
Application: A330-321, A330-221 (option)
Composition: 1 / 5B / 11 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.535 m = 99.8 in D = 2.715 m L = 4.143 m
W_{eng} = 5625 kg = 12401 lb = 106.9 in = 163.1 in

Static Sea Level:
T_{ssl} = 286920 N T_{ssl}^{AB} = N
= 64502 lbf = lbf
SFC_{ssl} = (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 877.2 kg/s = 1933.9 lb/s
BPR = 5.1 OPR = 32
FPR = 1.75 TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

PW4168

Manufacturer: Pratt & Whitney **Year:** 1993
Application: A330-222/-322
Composition: 1 / 5B / 11 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.535 m = 99.8 in D = 2.715 m L = 4.143 m
W_{eng} = 5625 kg = 12401 lb = 106.9 in = 163.1 in

Static Sea Level:
T_{ssl} = 305148 N = 68600 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 877.2 kg/s = 1933.9 lb/s
BPR = 5.1 OPR = 33.4
FPR = 1.75 TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

PW4168A

Manufacturer: Pratt & Whitney
Application: A330-223/-323X
Composition: 1 / 5B / 11 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 2.535 m = 99.8 in D = 2.715 m L = 4.143 m
W_{eng} = 5625 kg = 12401 lb = 106.9 in = 163.1 in

Static Sea Level:
T_{ssl} = 305148 N = 68600 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 877.2 kg/s = 1933.9 lb/s
BPR = 5.1 OPR = 32
FPR = 1.75 TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

PW4358

Manufacturer: Pratt & Whitney **Year:** 1987
Application: A300-600R
Composition: / / / / / Nb of shafts =
D_{fan} = 2.375 m = 93.5 in D = m L = 3.37 m
W_{eng} = 4173 kg = 9200 lb = in = 132.7 in

Static Sea Level:
T_{ssl} = 258000 N = 58001 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = 0 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 767 kg/s = 1690.9 lb/s
BPR = 5.2 OPR = 29.6
FPR = 1.7 TET = 1538 °K

Cruise:
T_{cr} = 59500 N = 13376 lbf
SFC_{cr} = (kg/s)/N = 0 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}= 32.3
M_{cr}= 0.85, h_{cr}= 10670 m

PW4460

Manufacturer: Pratt & Whitney
Application: MD-11/-11F/-11F(AF)
Composition: 1 / 4B / 11 / 2 / - / 4
Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in D = 2.464 m = 97 in
L = 3.358 m = 132.2 in
W_{eng} = 4179 kg = 9213 lb

Static Sea Level:
T_{ssl} = 266892 N = 60000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 0.93 10^{-5} (kg/s)/N = 0.33 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 773.4 kg/s = 1705.1 lb/s
BPR = 4.85
OPR = 31.5
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

PW4462

Manufacturer: Pratt & Whitney
Application: MD-11/-11F/-11F(CF)
Composition: 1 / 4B / 11 / 2 / - / 4
Nb of shafts = 2
D_{fan} = 2.377 m = 93.6 in D = 2.464 m = 97 in
L = 3.358 m = 132.2 in
W_{eng} = 4179 kg = 9213 lb

Static Sea Level:
T_{ssl} = 281571 N = 63300 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.85
OPR = 32.3
FPR = 1.8
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

PW530

Manufacturer: Pratt & Whitney
Year: 1995
Application: Cessna Citation Bravo
Composition: / / / / /
Nb of shafts =
D_{fan} = 0.58 m = 22.8 in D = m = in
L = 1.622 m = 63.9 in
W_{eng} = 275 kg = 606 lb

Static Sea Level:
T_{ssl} = 13000 N = 2923 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.24 10^{-5} (kg/s)/N = 0.44 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = 2700 N = 607 lbf
SFC$_{cr}$ = 2.16 10^{-5} (kg/s)/N = 0.76 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 12200 m

PW530A

Manufacturer: Pratt & Whitney
Application: Citation Bravo
Composition: 1 / - / 2 + 1C / 1 / - / 2 — Nb of shafts = 2

D_{fan} = 0.579 m = 22.8 in — D = 0.701 m = 27.6 in — L = 1.524 m = 60 in
W_{eng} = 279 kg = 615 lb

Static Sea Level:		Cruise:
T_{ssl} = 12224 N = 2748 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 3.7	OPR = 13.3	OPR$_{cr}$ =
FPR = 1.62	TET = °K	M_{cr} = , h_{cr} = m

PW535A

Manufacturer: Pratt & Whitney — **Year:** 1999
Application: Citation Encore
Composition: 1 / 1B / 2 + 1C / 1 / - / 3 — Nb of shafts = 2

D_{fan} = m = in — D = 0.701 m = 27.6 in — L = 1.524 m = 60 in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 14950 N = 3361 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.55	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

PW535B

Manufacturer: Pratt & Whitney — **Year:** 2006
Application: Citation Encore+
Composition: 1 / 1B / 2 + 1C / 1 / - / 3 — Nb of shafts = 2

D_{fan} = m = in — D = 0.701 m = 27.6 in — L = 1.524 m = 60 in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 15120 N = 3399 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.55	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

PW545A

Manufacturer: Pratt & Whitney **Year:** 1997
Application: Citation Excel
Composition: 1 / 1B / 2 + 1C / 1 / - / 3 Nb of shafts = 2

D_{fan} = 0.691 m = 27.2 in	D = 0.813 m = 32 in	L = 1.727 m = 68 in
W_{eng} = 370 kg = 816 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 16832 N = 3784 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.12	OPR = 15.7	OPR$_{cr}$ =
FPR = 1.59	TET = 993 °K	M_{cr} = , h_{cr} = m

PW545B

Manufacturer: Pratt & Whitney **Year:** 2003
Application: Citation XLS
Composition: 1 / 1B / 2 + 1C / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in	D = 1.047 m = 41.2 in	L = 1.914 m = 75.4 in
W_{eng} = 377 kg = 830 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 17750 N = 3990 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 3.8	OPR = 42	OPR$_{cr}$ =
FPR =	TET = 1013 °K	M_{cr} = , h_{cr} = m

PW545C

Manufacturer: Pratt & Whitney **Year:** 2003
Application: Citation XLS+
Composition: 1 / 1B / 2 + 1C / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in	D = 1.047 m = 41.2 in	L = 1.914 m = 75.4 in
W_{eng} = 377 kg = 830 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 18320 N = 4118 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 3.8	OPR = 42	OPR$_{cr}$ =
FPR =	TET = 1013 °K	M_{cr} = , h_{cr} = m

PW610F

Manufacturer: Pratt & Whitney
Application: Eclipse 500
Composition: / / / / /

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Nb of shafts =					
Static Sea Level:				**Cruise:**	
T_{ssl}	= 4946 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 1112 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

PW6122

Manufacturer: Pratt & Whitney
Application: A318-121, Il-214 (candidate engine), A316/A317 (A31X) (not produced)
Composition: 1 / 4B / 5 / 1 / - / 3

D_{fan}	= 1.435 m = 56.5 in	D	= 1.524 m	L	= 2.337 m
W_{eng}	= 1867 kg = 4116 lb		= 60 in		= 92 in
Nb of shafts = 2					
Static Sea Level:				**Cruise:**	
T_{ssl}	= 97860 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 22000 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.02 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.36 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.9	OPR	= 27.2	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

PW6124

Manufacturer: Pratt & Whitney **Year:** 2005
Application: A318-122
Composition: 1 / 4B / 5 / 1 / - / 3

D_{fan}	= 1.435 m = 56.5 in	D	= 1.524 m	L	= 2.7 m
W_{eng}	= kg = lb		= 60 in		= 106.3 in
Nb of shafts = 2					
Static Sea Level:				**Cruise:**	
T_{ssl}	= 105700 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 23762 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.9	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

PW615F

Manufacturer: Pratt & Whitney
Application: Citation Mustang, Eclipse 500, ProJet (candidate engine)
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 6005 N T^{AB}_{ssl} = N
= 1350 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

PW6162

Manufacturer: Pratt & Whitney
Application: A318-122
Composition: 1 / 4B / 5 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 1.435 m = 56.5 in D = 1.524 m L = 2.337 m
W_{eng} = 1867 kg = 4116 lb = 60 in = 92 in

Static Sea Level:

T_{ssl} = 106757 N T^{AB}_{ssl} = N
= 24000 lbf = lbf
SFC$_{ssl}$= 1.05 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= 0.37 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.9 OPR = 29.6
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

PW625F

Manufacturer: Pratt & Whitney
Application: Technology demonstrator
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 11121 N T^{AB}_{ssl} = N
= 2500 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

PW800 (AFTI)

Manufacturer: Pratt & Whitney
Application: Technology demonstrator
Composition: 1G / - / 4 + 1C / 2 / - / 3   Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:		**Cruise:**
T_{ssl} = 55603 N	T_{ssl}^{AB} = N	T_{cr} = N
= 12500 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 7.8	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

PW8160

Manufacturer: Pratt & Whitney
Application: A340-521, A340-621 (proposed)
Composition: 1G / 3B / 5 / 1 / - / 3   Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:		**Cruise:**
T_{ssl} = 289133 N	T_{ssl}^{AB} = N	T_{cr} = N
= 65000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-11AF-300

Manufacturer: Tumansky
Application: Yak-28B 'Brewer-A'
Composition: - / 3 / 3 / 1 / - / 1   Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:		**Cruise:**
T_{ssl} = N	T_{ssl}^{AB} = 56715 N	T_{cr} = N
= lbf	= 12750 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-11AF2-300

Manufacturer: Tumansky
Application: Yak-28R 'Brewer-D'
Composition: - / 3 / 3 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = N = lbf	T^{AB}_{ssl} = 58494 N = 13150 lbf	T_{cr} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC^{AB}_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-11B-300

Manufacturer: Tumansky
Application: Yak-25RV 'Mandrake'
Composition: - / 3 / 3 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 38255 N = 8600 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC^{AB}_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-11F-300

Manufacturer: Tumansky
Application: MiG-21F/G 'Fishbed-C', Yak-28P 'Firebar'
Composition: - / 3 / 3 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 38255 N = 8600 lbf	T^{AB}_{ssl} = 49820 N = 11200 lbf	T_{cr} = N = lbf
SFC_{ssl}= $2.67\ 10^{-5}$ (kg/s)/N = 0.94 (lb/h)/lbf	SFC^{AB}_{ssl}= $6.25\ 10^{-5}$ (kg/s)/N = 2.21 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 64.9 kg/s = 143.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8.7	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-11F2S-300

Manufacturer: Tumansky
Application: MiG-21FL 'Fishbed-C', Su-15 'Flagon-A', Su-15UT 'Flagon-C', Su-15 'Flagon-D'
Composition: - / 3 / 3 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 38477 N = 8650 lbf	T^{AB}_{ssl} = 52934 N = 11900 lbf	T_{cr} = N = lbf
SFC_{ssl} = $2.72\ 10^{-5}$ (kg/s)/N = 0.96 (lb/h)/lbf	SFC^{AB}_{ssl} = $6.47\ 10^{-5}$ (kg/s)/N = 2.28 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 65.8 kg/s = 145.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8.8	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-13-300

Manufacturer: Tumansky
Application: Su-15T 'Flagon-E', Su-15TM 'Flagon-F', Su-25 'Frogfoot-A'
Composition: - / 2 / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 40212 N = 9040 lbf	T^{AB}_{ssl} = 64944 N = 14600 lbf	T_{cr} = N = lbf
SFC_{ssl} = $2.72\ 10^{-5}$ (kg/s)/N = 0.96 (lb/h)/lbf	SFC^{AB}_{ssl} = $6.11\ 10^{-5}$ (kg/s)/N = 2.16 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 66.2 kg/s = 145.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8.9	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-13F-300

Manufacturer: Tumansky
Application: MiG-21MF 'Fishbed-J'
Composition: - / 2 / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = N = lbf	T^{AB}_{ssl} = 68947 N = 15500 lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-13F2-300

Manufacturer: Tumansky
Application: Su-15 'Flagon-F'
Composition: - / 2 / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = N T_{ssl}^{AB} = 68947 N
= lbf = 15500 lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

R-15-300

Manufacturer: Tumansky
Application: MiG-21bis 'Fishbed-N'
Composition: - / - / 5 / ?? / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 73551 N T_{ssl}^{AB} = N
= 16535 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

R-15B-300

Manufacturer: Tumansky
Application: E-155P
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 73551 N T_{ssl}^{AB} = 100085 N
= 16535 lbf = 22500 lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

R-15BD-300

Manufacturer: Tumansky
Application: MiG-25 'Foxbat', E-155R
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 73551 N	T_{ssl}^{AB} = 109871 N	T_{cr} = N
= 16535 lbf	= 24700 lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-19-300

Manufacturer: Tumansky
Application: Yak-30 'Magnum'
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 10298 N	T_{ssl}^{AB} = N	T_{cr} = N
= 2315 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-195

Manufacturer: Tumansky
Application: Su-39 (Su-25TM) 'Super Frogfoot'
Composition: - / 3 / 5 / 1 / - / 1

		Nb of shafts = 2
D_{fan} = m = in	D = 0.914 m	L = 3.302 m
W_{eng} = 990 kg = 2183 lb	= 36 in	= 130 in
Static Sea Level:		**Cruise:**
T_{ssl} = 44131 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9921 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-25-300

Manufacturer: Tumansky
Application: MiG-21bis 'Fishbed-N', Su-15bis (not produced)
Composition: - / 3 / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 40256 N = 9050 lbf	T_{ssl}^{AB} = 69614 N = 15650 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 2.72 10^{-5} (kg/s)/N = 0.96 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 6.25 10^{-5} (kg/s)/N = 2.21 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 68 kg/s = 149.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 9.6	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

R-27F2M-300

Manufacturer: Tumansky
Application: MiG-23MF 'Flogger-B', MiG-23MS 'Flogger-E', MiG-23UB 'Flogger-C'
Composition: - / 5 / 6 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 1.059 m L = 4.851 m
W_{eng} = 1497 kg = 3300 lb = 41.7 in = 191 in

Static Sea Level:		**Cruise:**
T_{ssl} = 63698 N = 14320 lbf	T_{ssl}^{AB} = 98061 N = 22045 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 2.78 10^{-5} (kg/s)/N = 0.98 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 5.92 10^{-5} (kg/s)/N = 2.09 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 104.3 kg/s = 229.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 10.9	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

R-27M-300

Manufacturer: Tumansky
Application: MiG-23S 'Flogger-A'
Composition: - / 5 / 6 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 1.059 m L = m
W_{eng} = kg = lb = 41.7 in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 63698 N = 14320 lbf	T_{ssl}^{AB} = 98061 N = 22045 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

R-27V-300

Manufacturer: Tumansky
Application: Yak-36 'Freehand', Yak-38 'Forger-A'
Composition: - / 5 / 6 / 1 / - / 1 Nb of shafts = 2
D_{fan} = m = in D = 1.012 m L = 3.706 m
W_{eng} = 1350 kg = 2976 lb = 39.8 in = 145.9 in

Static Sea Level:		**Cruise:**
T_{ssl} = 65700 N = 14770 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-28-300

Manufacturer: Tumansky
Application: Yak-38 'Forger-A'
Composition: - / 5 / 6 / 1 / - / 1 Nb of shafts = 2
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 68057 N = 15300 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-29-300

Manufacturer: Khachaturov/Tumansky
Application: MiG-23MF 'Flogger-B', MiG-23MS 'Flogger-E', MiG-23UB 'Flogger-C', MiG-27 'Flogger-D'
Composition: - / 5 / 6 / 1 / - / 1 Nb of shafts = 2
D_{fan} = m = in D = 0.912 m L = 4.953 m
W_{eng} = 1880 kg = 4145 lb = 35.9 in = 195 in

Static Sea Level:		**Cruise:**
T_{ssl} = 78444 N = 17635 lbf	T_{ssl}^{AB} = 120769 N = 27150 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 2.69 10^{-5} (kg/s)/N = 0.95 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 5.67 10^{-5} (kg/s)/N = 2 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 109.8 kg/s = 242.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 13.1	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-29B-300

Manufacturer: Khachaturov/Tumansky
Application: MiG-27M 'Flogger-J', Su-22 'Fitter-F'
Composition: - / 5 / 6 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = 1760 kg = 3880 lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 78444 N	T_{ssl}^{AB} = 112762 N	T_{cr} = N
= 17635 lbf	= 25350 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 106.6 kg/s = 235 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 12.4	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-29BS-300

Manufacturer: Khachaturov/Tumansky
Application: Su-22 'Fitter-F', Su-22UM3 'Fitter-G', Su-22M 'Fitter-J'
Composition: - / 5 / 6 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 78444 N	T_{ssl}^{AB} = N	T_{cr} = N
= 17635 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-29PN-300

Manufacturer: Khachaturov/Tumansky
Application: MiG-23MF 'Flogger-B'
Composition: - / 5 / 6 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 78444 N	T_{ssl}^{AB} = 122583 N	T_{cr} = N
= 17635 lbf	= 27558 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-31

Manufacturer: Tumansky
Application: MiG-25 'Foxbat-A'
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl}	= N = lbf	T^{AB}_{ssl}	= 107873 N = 24251 lbf
SFC$_{ssl}$	= (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s		
BPR	=	OPR	=
FPR	=	TET	= °K

Cruise:

T_{cr}	= N = lbf
SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$	= kg/s = lb/s
OPR$_{cr}$	=
M_{cr}= , h_{cr}= m	

R-31-300

Manufacturer: Tumansky
Application: MiG-25 'Foxbat-A'
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl}	= N = lbf	T^{AB}_{ssl}	= 120101 N = 27000 lbf
SFC$_{ssl}$	= (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s		
BPR	=	OPR	=
FPR	=	TET	= °K

Cruise:

T_{cr}	= N = lbf
SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$	= kg/s = lb/s
OPR$_{cr}$	=
M_{cr}= , h_{cr}= m	

R-31F-300

Manufacturer: Tumansky
Application: MiG-31 'Foxhound-A'
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl}	= N = lbf	T^{AB}_{ssl}	= 136493 N = 30685 lbf
SFC$_{ssl}$	= (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s		
BPR	=	OPR	=
FPR	=	TET	= °K

Cruise:

T_{cr}	= N = lbf
SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$	= kg/s = lb/s
OPR$_{cr}$	=
M_{cr}= , h_{cr}= m	

GE-1019.393

R-32-300

Manufacturer: Tumansky
Application: Su-27UB
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = N = lbf T_{ssl}^{AB} = 133246 N = 29955 lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

R-35-300

Manufacturer: Khachaturov/Tumansky
Application: MiG-23MF 'Flogger-E', MiG-23ML 'Flogger-G', MiG-23MLD 'Flogger-K'
Composition: - / 5 / 6 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.912 m = 35.9 in L = 4.95 m = 194.9 in
W_{eng} = 1765 kg = 3891 lb

Static Sea Level:
T_{ssl} = 83849 N = 18850 lbf T_{ssl}^{AB} = 127485 N = 28660 lbf
SFC_{ssl}= 2.72 10^{-5} (kg/s)/N = 0.96 (lb/h)/lbf SFC_{ssl}^{AB}= 5.56 10^{-5} (kg/s)/N = 1.96 (lb/h)/lbf
$\dot{w}_{ssl}$ = 110.2 kg/s = 242.9 lb/s
BPR = OPR = 13.1
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

R-37F-300

Manufacturer: Tumansky
Application: MiG-21F 'Fishbed-C'
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 56492 N = 12700 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

R-79-300

Manufacturer: Kobchyenko/Tumansky
Application: Yak-141 'Freestyle'
Composition: 5 / - / 6 / 1 / / 1 Nb of shafts = 2

D_{fan} = 1.1 m = 43.3 in D = 1.716 m = 67.6 in L = 5.229 m = 205.9 in
W_{eng} = 2750 kg = 6063 lb

Static Sea Level:
T_{ssl} = 107646 N = 24200 lbf
T^{AB}_{ssl} = 151995 N = 34170 lbf
SFC$_{ssl}$= 1.87 10^{-5} (kg/s)/N = 0.66 (lb/h)/lbf
SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 120.2 kg/s = 265 lb/s
BPR = 1
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

R-79M-300

Manufacturer: Kobchyenko/Tumansky
Application: Yak-141 'Freestyle'
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 176149 N = 39600 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

R-79V-300

Manufacturer: Kobchyenko/Tumansky
Application: Yak-141 'Freestyle'
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 152128 N = 34200 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

R-95

Manufacturer: Tumansky
Application: Su-25 'Frogfoot-A', Su-25UB 'Frogfoot-B'
Composition: - / 3 / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 39233 N = 8820 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R-9F

Manufacturer: Tumansky
Application: MiG-19F 'Farmer'
Composition: - / 3 / 3 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = N = lbf	T_{ssl}^{AB} = 56715 N = 12750 lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R123-300

Manufacturer: Soyuz
Application:
Composition: 1 / - / 2 + 1C / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 13789 N = 3100 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R126-300

Manufacturer: Soyuz
Application: Tu-324
Composition: 1 / - / 5 + 1C / 2 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 39224 N	T_{ssl}^{AB} = N	T_{cr} = N
= 8818 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

R127-300

Manufacturer: Soyuz
Application:
Composition: 1 / - / 2C / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 8830 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1985 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 30.8 kg/s = 67.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RB.108

Manufacturer: Rolls-Royce
Application: SC.1 (lift/cruise engines)
Composition: - / - / 8 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 10409 N	T_{ssl}^{AB} = N	T_{cr} = N
= 2340 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RB.145

Manufacturer: Rolls-Royce/MAN Turbo
Application: VJ 101C X-1/-X-2
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.528 m L = 1.514 m
W_{eng} = 207 kg = 456 lb = 20.8 in = 59.6 in

Static Sea Level:

T_{ssl} = 12233 N = 2750 lbf
T^{AB}_{ssl} = 16236 N = 3650 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

RB.153-61

Manufacturer: Rolls-Royce/MAN Turbo
Application: VJ 101D (not produced)
Composition: 4 / - / 12 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 0.749 m L = 2.261 m
W_{eng} = 649 kg = 1431 lb = 29.5 in = 89 in

Static Sea Level:

T_{ssl} = 30470 N = 6850 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 54.9 kg/s = 121 lb/s
BPR = 0.7
OPR = 18
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

RB.153-61R

Manufacturer: Rolls-Royce/MAN Turbo
Application: VJ 101D (not produced)
Composition: 4 / - / 12 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 0.749 m L = 4.204 m
W_{eng} = kg = lb = 29.5 in = 165.5 in

Static Sea Level:

T_{ssl} = 30470 N = 6850 lbf
T^{AB}_{ssl} = 51799 N = 11645 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 54.9 kg/s = 121 lb/s
BPR = 0.7
OPR = 18
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

RB.162-1

Manufacturer: Rolls-Royce
Application:
Composition: - / - / 6 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.66 m = 26 in L = 1.316 m = 51.8 in
W_{eng} = 125 kg = 276 lb

Static Sea Level:
T_{ssl} = 19612 N = 4409 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf   SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR = 4.3
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RB.162-30

Manufacturer: Rolls-Royce
Application: VJ 101C
Composition: - / - / 6 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 24465 N = 5500 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf   SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RB.162-31

Manufacturer: Rolls-Royce
Application: Mirage IIIV, VJ 101D (not produced)
Composition: - / - / 6 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 24465 N = 5500 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf   SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RB.162-32

Manufacturer: Rolls-Royce
Application: Mirage IIIV
Composition: - / - / 6 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 24465 N = 5500 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RB.162-4

Manufacturer: Rolls-Royce
Application:
Composition: - / - / 6 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = 125 kg = 276 lb
D = 0.66 m = 26 in
L = 1.316 m = 51.8 in

Static Sea Level:

T_{ssl} = 20907 N = 4700 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.3
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RB.162-4D

Manufacturer: Rolls-Royce
Application: Do 31E
Composition: - / - / 6 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = 125 kg = 276 lb
D = 0.66 m = 26 in
L = 1.316 m = 51.8 in

Static Sea Level:

T_{ssl} = 19572 N = 4400 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RB.162-81

Manufacturer: Rolls-Royce
Application: VAK 191B (not produced)
Composition: - / - / 6 / 1 / - / -   Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:
T_{ssl} = 26734 N T_{ssl}^{AB} = N
= 6010 lbf   = lbf
SFC$_{ssl}$ = 2.72 10^{-5} (kg/s)/N   SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.96 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = 38.6 kg/s = 85.1 lb/s
BPR =   OPR = 4.5
FPR =   TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

RB.162-86

Manufacturer: Rolls-Royce
Application: Trident 3B (booster)
Composition: - / - / 6 / 1 / - / -   Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = 236 kg = 520 lb   = in   = in

Static Sea Level:
T_{ssl} = 23353 N T_{ssl}^{AB} = N
= 5250 lbf   = lbf
SFC$_{ssl}$ = 3.17 10^{-5} (kg/s)/N   SFC$_{ssl}^{AB}$ = (kg/s)/N
= 1.12 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = 39 kg/s = 86 lb/s
BPR =   OPR = 4.3
FPR =   TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

RB.178

Manufacturer: Rolls-Royce
Application:
Composition: / / / / /   Nb of shafts =
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:
T_{ssl} = 126774 N T_{ssl}^{AB} = N
= 28500 lbf   = lbf
SFC$_{ssl}$ = (kg/s)/N   SFC$_{ssl}^{AB}$ = (kg/s)/N
= (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

RB.193-12

Manufacturer: Rolls-Royce/MAN Turbo
Application: VAK 191B (lift/cruise, not produced)
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 45207 N	T_{ssl}^{AB} = N	T_{cr} = N
= 10163 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RB.199-34R-04 Mk.101

Manufacturer: Turbo-Union
Application: Tornado GR.1 (IDS)
Composition: 3 / 3 / 6 / 1 / 1 / 2

		Nb of shafts = 3
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 39144 N	T_{ssl}^{AB} = 71171 N	T_{cr} = N
= 8800 lbf	= 16000 lbf	= lbf
SFC_{ssl}= 1.75 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}= 6.23 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.62 (lb/h)/lbf	= 2.2 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 69.9 kg/s = 154.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.1	OPR = 23.4	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RB.199-34R-04 Mk.103

Manufacturer: Turbo-Union
Application: Tornado GR.1/GR.1A/GR.1B/GR.4 (IDS)
Composition: 3 / 3 / 6 / 1 / 1 / 2

		Nb of shafts = 3
D_{fan} = 0.734 m = 28.9 in	D = m	L = 3.232 m
W_{eng} = 1061 kg = 2339 lb	= in	= 127.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 40700 N	T_{ssl}^{AB} = 71500 N	T_{cr} = 35000 N
= 9150 lbf	= 16074 lbf	= 7868 lbf
SFC_{ssl}= 1.81 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}= 6.94 10^{-5} (kg/s)/N	SFC_{cr} = 2.78 10^{-5} (kg/s)/N
= 0.64 (lb/h)/lbf	= 2.45 (lb/h)/lbf	= 0.98 (lb/h)/lbf
$\dot{w}_{ssl}$ = 73.1 kg/s = 161.2 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.06	OPR = 23.5	OPR_{cr}=
FPR = 2.65	TET = 1598 °K	M_{cr}= 0.9, h_{cr}= 0 m

RB.199-34R-04 Mk.104

Manufacturer: Turbo-Union
Application: Tornado F.3 (ADV)
Composition: 3 / 3 / 6 / 1 / 1 / 2 — Nb of shafts = 3

D_{fan} = m = in — D = m = in — L = 3.607 m = 142 in
W_{eng} = 976 kg = 2152 lb

Static Sea Level:
T_{ssl} = 40479 N = 9100 lbf — T_{ssl}^{AB} = 72950 N = 16400 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = — OPR =
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

RB.199-34R-04 Mk.104D

Manufacturer: Turbo-Union
Application: BAe EAP
Composition: 3 / 3 / 6 / 1 / 1 / 2 — Nb of shafts = 3

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 40034 N = 9000 lbf — T_{ssl}^{AB} = 75619 N = 17000 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = — OPR =
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

RB.199-34R-04 Mk.105

Manufacturer: Turbo-Union
Application: Tornado ECR
Composition: 3 / 3 / 6 / 1 / 1 / 2 — Nb of shafts = 3

D_{fan} = m = in — D = 0.752 m = 29.6 in — L = 3.302 m = 130 in
W_{eng} = 980 kg = 2161 lb

Static Sea Level:
T_{ssl} = 42952 N = 9656 lbf — T_{ssl}^{AB} = 74730 N = 16800 lbf
SFC$_{ssl}$ = $1.8\ 10^{-5}$ (kg/s)/N = 0.64 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 74.8 kg/s = 164.9 lb/s
BPR = 0.97 — OPR = 23.4
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

RB.202

Manufacturer: Rolls-Royce
Application: Do 231C (lift engines, not produced), Do 231M (lift engines, not produced)

Composition: / / / / /				Nb of shafts =	
D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 58271 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 13100 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

RB.207

Manufacturer: Rolls-Royce
Application: A300, L1011-1-1 (candidate engine)

Composition: 1 / 7 / 6 / 1 / 1 / 3				Nb of shafts = 3	
D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 211290 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 47500 lbf		= lbf		= lbf
SFC$_{ssl}$	= $1.53\,10^{-5}$ (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.54 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 753 kg/s = 1660.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 5	OPR	= 27	OPR$_{cr}$	=
FPR	= 2	TET	= °K	M_{cr}	= , h_{cr} = m

RB.211-22-02

Manufacturer: Rolls-Royce
Application: L1011-1

Composition: 1 / 7 / 6 / 1 / 1 / 3				Nb of shafts = 3	
D_{fan}	= m = in	D	= m	L	= 3.269 m
W_{eng}	= 3261 kg = 7189 lb		= in		= 128.7 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 180597 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 40600 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 601 kg/s = 1325 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.8	OPR	= 27	OPR$_{cr}$	=
FPR	= 1.42	TET	= °K	M_{cr}	= , h_{cr} = m

RB.211-22B

Manufacturer: Rolls-Royce
Application: L1011 Tristar 1-150
Composition: / / / / /   Nb of shafts =
D_{fan} = 2.154 m = 84.8 in D = m L = 3.033 m
W_{eng} = 4171 kg = 9195 lb   = in   = 119.4 in

Static Sea Level:		Cruise:
T_{ssl} = 186800 N	T_{ssl}^{AB} = N	T_{cr} = N
= 41994 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 626 kg/s = 1380.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5	OPR = 24.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RB.211-22B-02

Manufacturer: Rolls-Royce
Application: L1011-1/-1F/-50/-100/-150, L1011-400 (not produced)
Composition: 1 / 7 / 6 / 1 / 1 / 3   Nb of shafts = 3
D_{fan} = 2.154 m = 84.8 in D = m L = m
W_{eng} = 4171 kg = 9195 lb   = in   = in

Static Sea Level:		Cruise:
T_{ssl} = 186824 N	T_{ssl}^{AB} = N	T_{cr} = 42236 N
= 42000 lbf	= lbf	= 9495 lbf
SFC$_{ssl}$= 1.06 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = 1.78 10^{-5} (kg/s)/N
= 0.37 (lb/h)/lbf	= (lb/h)/lbf	= 0.63 (lb/h)/lbf
$\dot{w}_{ssl}$ = 626 kg/s = 1380.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.8	OPR = 24.5	OPR$_{cr}$=
FPR = 1.42	TET = °K	M_{cr}= 0.85, h_{cr}= 10668 m

RB.211-22C-02

Manufacturer: Rolls-Royce
Application: L1011-1/-50/-100/-150 (option)
Composition: 1 / 7 / 6 / 1 / 1 / 3   Nb of shafts = 3
D_{fan} = 2.154 m = 84.8 in D = m L = 3.033 m
W_{eng} = 4171 kg = 9195 lb   = in   = 119.4 in

Static Sea Level:		Cruise:
T_{ssl} = 186824 N	T_{ssl}^{AB} = N	T_{cr} = N
= 42000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.8	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

GE-1019.405

RB.211-23

Manufacturer: Rolls-Royce
Application: L1011-1/-50/-100/-150 (option)
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 170722 N	T_{ssl}^{AB} = N	T_{cr} = N
= 38380 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RB.211-24

Manufacturer: Rolls-Royce
Application: (see RB.211-524), L1011-2 (not produced)
Composition: 1 / 7 / 6 / 1 / 1 / 4 Nb of shafts = 3

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 222410 N	T_{ssl}^{AB} = N	T_{cr} = N
= 50000 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RB.211-40

Manufacturer: Rolls-Royce
Application: BAC 311 (not produced)
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 191451 N	T_{ssl}^{AB} = N	T_{cr} = N
= 43040 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RB.211-524

Manufacturer: Rolls-Royce
Application: L1011-100/-200, B747-SP (option), L-1011-300 (not produced)
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = 2.154 m = 84.8 in D = m L = 3.033 m
W_{eng} = 4452 kg = 9815 lb = in = 119.4 in

Static Sea Level:

T_{ssl} = 213514 N = 48000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 4.5
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RB.211-524B

Manufacturer: Rolls-Royce
Application: L1011-200/250/500, Tristar KC.1, K.1, C.2, C.2A
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = 2.154 m = 84.8 in D = 2.18 m L = 3.106 m
W_{eng} = 4452 kg = 9815 lb = 85.8 in = 122.3 in

Static Sea Level:

T_{ssl} = 222410 N = 50000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 686.3 kg/s = 1513 lb/s
BPR = 4.5
OPR = 28.4
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RB.211-524B-02

Manufacturer: Rolls-Royce
Application: B747-SP, L1011-200/-200F/-500/-500F, B747-100 (option), L-1011-600 (not produced)
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = 2.154 m = 84.8 in D = m L = m
W_{eng} = 4452 kg = 9815 lb = in = in

Static Sea Level:

T_{ssl} = 222410 N = 50000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 686.3 kg/s = 1513 lb/s
BPR = 4.5
OPR = 28.4
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RB.211-524B2-02

Manufacturer: Rolls-Royce
Application: L1011-200/-200F/-500, B747-SP/-100 (option)
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = 2.154 m = 84.8 in D = m L = m
W_{eng} = 4452 kg = 9815 lb = in = in

Static Sea Level:

T_{ssl} = 222410 N T_{ssl}^{AB} = N
= 50000 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 686.3 kg/s = 1513 lb/s
BPR = 4.5 OPR = 28.4
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

RB.211-524B4-02

Manufacturer: Rolls-Royce
Application: L1011-200/-200F/-250/-500
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = 2.179 m = 85.8 in D = m L = m
W_{eng} = 4452 kg = 9815 lb = in = in

Static Sea Level:

T_{ssl} = 222410 N T_{ssl}^{AB} = N
= 50000 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 680.4 kg/s = 1500 lb/s
BPR = 4.4 OPR = 29
FPR = TET = °K

Cruise:

T_{cr} = 48930 N
= 11000 lbf
SFC_{cr} = 1.72 10^{-5} (kg/s)/N
= 0.61 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.85, h_{cr}= 10668 m

RB.211-524B4D-02

Manufacturer: Rolls-Royce
Application: L1011-200/-500
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3

D_{fan} = 2.179 m = 85.8 in D = m L = m
W_{eng} = 4452 kg = 9815 lb = in = in

Static Sea Level:

T_{ssl} = 222410 N T_{ssl}^{AB} = N
= 50000 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 685.8 kg/s = 1511.9 lb/s
BPR = 4.4 OPR = 28.6
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

GE-1019.408

RB.211-524BD-02

Manufacturer: Rolls-Royce
Application: L1011-200/-200F/-500, B747-100 (option)
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3
D_{fan} = 2.154 m = 84.8 in D = m L = m
W_{eng} = 4452 kg = 9815 lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 222410 N = 50000 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC^{AB}_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 686.3 kg/s = 1513 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.5	OPR = 28.4	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RB.211-524C

Manufacturer: Rolls-Royce
Application: B747-SP/-100B/-200B/-300
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3
D_{fan} = 2.154 m = 84.8 in D = m L = m
W_{eng} = 4472 kg = 9859 lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 229082 N = 51500 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = 51110 N = 11490 lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC^{AB}_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = 1.82 10^{-5} (kg/s)/N = 0.64 (lb/h)/lbf
$\dot{w}_{ssl}$ = 694.9 kg/s = 1532 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.5	OPR = 28.6	OPR_{cr}=
FPR =	TET = °K	M_{cr}= 0.85, h_{cr}= 10668 m

RB.211-524C2

Manufacturer: Rolls-Royce
Application: B747-SP/-100B/-200B/-300
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3
D_{fan} = 2.154 m = 84.8 in D = m L = m
W_{eng} = 4472 kg = 9859 lb = in = in

Static Sea Level:		**Cruise:**
T_{ssl} = 229082 N = 51500 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = 51110 N = 11490 lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC^{AB}_{ssl}= (kg/s)/N = (lb/h)/lbf	SFC_{cr} = 1.82 10^{-5} (kg/s)/N = 0.64 (lb/h)/lbf
$\dot{w}_{ssl}$ = 694.9 kg/s = 1532 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.5	OPR = 28.6	OPR_{cr}=
FPR =	TET = °K	M_{cr}= 0.85, h_{cr}= 10668 m

RB.211-524D4

Manufacturer: Rolls-Royce
Application: B747-SP/-200B/-200B(M)/-200B(SF)/-200F/-300, L1011-500H
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3
D_{fan} = 2.179 m = 85.8 in D = m L = m
W_{eng} = 4479 kg = 9875 lb = in = in

Static Sea Level:
T_{ssl} = 235755 N T_{ssl}^{AB} = N
= 53000 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 702.2 kg/s = 1548.1 lb/s
BPR = 4.4 OPR = 29.3
FPR = TET = °K

Cruise:
T_{cr} = 49953 N
= 11230 lbf
SFC$_{cr}$ = 1.75 10^{-5} (kg/s)/N
= 0.62 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

RB.211-524D4B

Manufacturer: Rolls-Royce
Application: B747-200/-200F/-300 (option)
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3
D_{fan} = 2.179 m = 85.8 in D = m L = m
W_{eng} = 4479 kg = 9875 lb = in = in

Static Sea Level:
T_{ssl} = 235755 N T_{ssl}^{AB} = N
= 53000 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 702.2 kg/s = 1548.1 lb/s
BPR = 4.4 OPR = 29.6
FPR = TET = °K

Cruise:
T_{cr} = 49953 N
= 11230 lbf
SFC$_{cr}$ = 1.7 10^{-5} (kg/s)/N
= 0.6 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

RB.211-524G

Manufacturer: Rolls-Royce
Application: B747-400/-400F, B767-300ER (option)
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3
D_{fan} = 2.192 m = 86.3 in D = m L = m
W_{eng} = 4387 kg = 9672 lb = in = in

Static Sea Level:
T_{ssl} = 257996 N T_{ssl}^{AB} = N
= 58000 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 727.6 kg/s = 1604.1 lb/s
BPR = 4.3 OPR = 32.9
FPR = TET = °K

Cruise:
T_{cr} = 52547 N
= 11813 lbf
SFC$_{cr}$ = 1.62 10^{-5} (kg/s)/N
= 0.57 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85, h_{cr}= 10668 m

RB.211-524G-T

Manufacturer: Rolls-Royce
Application: B747-400/-400F, 767-300ER (option)
Composition: 1 / 7 / 6 / 1 / 1 / 3 — Nb of shafts = 3

D_{fan} = 2.192 m = 86.3 in	D = m	L = m
W_{eng} = 4295 kg = 9469 lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 257996 N	T_{ssl}^{AB} = N	T_{cr} = 52547 N
= 58000 lbf	= lbf	= 11813 lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = 1.62 10^{-5} (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= 0.57 (lb/h)/lbf
$\dot{w}_{ssl}$ = 727.6 kg/s = 1604.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.3	OPR = 32.9	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = 0.85, h_{cr} = 10668 m

RB.211-524G/H-T

Manufacturer: Rolls-Royce
Application: B747-400
Composition: 1 / 7 / 6 / 1 / 1 / 3 — Nb of shafts = 3

D_{fan} = 2.192 m = 86.3 in	D = m	L = m
W_{eng} = 4387 kg = 9672 lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 257996 N	T_{ssl}^{AB} = N	T_{cr} = 52547 N
= 58000 lbf	= lbf	= 11813 lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = 1.62 10^{-5} (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= 0.57 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.3	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = 0.85, h_{cr} = 10668 m

RB.211-524G3

Manufacturer: Rolls-Royce
Application: B767-300ER/-300FER (option)
Composition: 1 / 7 / 6 / 1 / 1 / 3 — Nb of shafts = 3

D_{fan} = 2.192 m = 86.3 in	D = m	L = m
W_{eng} = 4387 kg = 9672 lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 257996 N	T_{ssl}^{AB} = N	T_{cr} = N
= 58000 lbf	= lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.1	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

RB.211-524G4-T

Manufacturer: Rolls-Royce
Application: B767-300ER/-300FER (option)
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3
D_{fan} = 2.192 m = 86.3 in D = m L = m
W_{eng} = 4387 kg = 9672 lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 250878 N	T_{ssl}^{AB} = N	T_{cr} = N
= 56400 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.1	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RB.211-524H

Manufacturer: Rolls-Royce **Year:** 1989
Application: B747-400, B767-300ER/-300F/-300FER/-400F
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3
D_{fan} = 2.192 m = 86.3 in D = m L = 3.175 m
W_{eng} = 4386 kg = 9669 lb = in = 125 in

Static Sea Level:		Cruise:
T_{ssl} = 269562 N	T_{ssl}^{AB} = N	T_{cr} = 52547 N
= 60600 lbf	= lbf	= 11813 lbf
SFC_{ssl}= 1.59 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = 1.62 10^{-5} (kg/s)/N
= 0.56 (lb/h)/lbf	= (lb/h)/lbf	= 0.57 (lb/h)/lbf
$\dot{w}_{ssl}$ = 727.6 kg/s = 1604.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.3	OPR = 34.5	OPR_{cr}=
FPR =	TET = 1548 °K	M_{cr}= 0.85 , h_{cr}= 10668 m

RB.211-524H-T

Manufacturer: Rolls-Royce
Application: B747-400/-400F, B767-300ER, An-124-210 (option)
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3
D_{fan} = 2.192 m = 86.3 in D = m L = m
W_{eng} = 4295 kg = 9469 lb = in = in

Static Sea Level:		Cruise:
T_{ssl} = 269561 N	T_{ssl}^{AB} = N	T_{cr} = 52547 N
= 60600 lbf	= lbf	= 11813 lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = 1.62 10^{-5} (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= 0.57 (lb/h)/lbf
$\dot{w}_{ssl}$ = 727.6 kg/s = 1604.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.1	OPR = 34.5	OPR_{cr}=
FPR =	TET = °K	M_{cr}= 0.85, h_{cr}= 10668 m

RB.211-524H2

Manufacturer: Rolls-Royce
Application: B747-400/-400F
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3
D_{fan} = 2.192 m = 86.3 in D = m L = m
W_{eng} = 4387 kg = 9672 lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 269561 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 60600 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.1	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

RB.211-524H2-T

Manufacturer: Rolls-Royce
Application: B747-400ER (option)
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3
D_{fan} = 2.192 m = 86.3 in D = m L = m
W_{eng} = 4295 kg = 9469 lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 264668 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 59500 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.1	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

RB.211-524H3

Manufacturer: Rolls-Royce
Application: B767-300ER/-300FER (option)
Composition: 1 / 7 / 6 / 1 / 1 / 3 Nb of shafts = 3
D_{fan} = 2.192 m = 86.3 in D = m L = m
W_{eng} = 4387 kg = 9672 lb = in = in

Static Sea Level:				Cruise:	
T_{ssl}	= 269561 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 60600 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.1	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}	= , h_{cr} = m

RB.211-535C

Manufacturer: Rolls-Royce
Application: B757-200
Composition: / / / / /
Nb of shafts =

D_{fan} = 1.877 m = 73.9 in D = m L = 3.01 m
W_{eng} = 3309 kg = 7295 lb = in = 118.5 in

Static Sea Level:
T_{ssl} = 166400 N T_{ssl}^{AB} = N
= 37408 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 518 kg/s = 1142 lb/s
BPR = 4.4 OPR = 21.1
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

RB.211-535C-37

Manufacturer: Rolls-Royce
Application: B757-200/-200(SF)/-200F
Composition: 1 / 6 / 6 / 1 / 1 / 3
Nb of shafts = 3

D_{fan} = 1.859 m = 73.2 in D = m L = 3.01 m
W_{eng} = 3308 kg = 7293 lb = in = 118.5 in

Static Sea Level:
T_{ssl} = 166363 N T_{ssl}^{AB} = N
= 37400 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 518 kg/s = 1142 lb/s
BPR = 4.4 OPR = 21.1
FPR = TET = °K

Cruise:
T_{cr} = 37601 N
= 8453 lbf
SFC_{cr} = 1.83 10^{-5} (kg/s)/N
= 0.65 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8, h_{cr}= 10668 m

RB.211-535E4

Manufacturer: Rolls-Royce
Year: 1984
Application: B757-200, Tu-204
Composition: / / / / /
Nb of shafts =

D_{fan} = 1.882 m = 74.1 in D = m L = 2.995 m
W_{eng} = 3295 kg = 7264 lb = in = 117.9 in

Static Sea Level:
T_{ssl} = 191718 N T_{ssl}^{AB} = N
= 43100 lbf = lbf
SFC_{ssl}= 1.72 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.61 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 522 kg/s = 1150.8 lb/s
BPR = 4.3 OPR = 25.8
FPR = 1.7 TET = 1500 °K

Cruise:
T_{cr} = 37788 N
= 8495 lbf
SFC_{cr} = 1.69 10^{-5} (kg/s)/N
= 0.6 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8 , h_{cr}= 10668 m

RB.211-535E4-37

Manufacturer: Rolls-Royce
Application: B757-200/-200ER/-200ET/-200F, Tu-204-120/-120C/-220/-220C/-222, Tu-224

Composition: 1 / 6 / 6 / 1 / 1 / 3				Nb of shafts = 3	
D_{fan}	= 1.882 m = 74.1 in	D	= m	L	= 2.995 m
W_{eng}	= 3295 kg = 7264 lb		= in		= 117.9 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 178373 N	T_{ssl}^{AB}	= N	T_{cr}	= 38699 N
	= 40100 lbf		= lbf		= 8700 lbf
SFC$_{ssl}$	= 0.92 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= 1.69 10^{-5} (kg/s)/N
	= 0.32 (lb/h)/lbf		= (lb/h)/lbf		= 0.6 (lb/h)/lbf
$\dot{w}_{ssl}$	= 522.1 kg/s = 1151 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.3	OPR	= 25.8	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = 0.8, h_{cr} = 10668 m	

RB.211-535E4B-37

Manufacturer: Rolls-Royce
Application: B757-200/-200ET/-300/-200ER/-200F (option), Tu-214, Tu-330 (Tu-204-330) (proposed)

Composition: 1 / 6 / 6 / 1 / 1 / 3				Nb of shafts = 3	
D_{fan}	= 1.882 m = 74.1 in	D	= m	L	= 2.995 m
W_{eng}	= 3295 kg = 7264 lb		= in		= 117.9 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 191717 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 43100 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 522.1 kg/s = 1151 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.3	OPR	= 25.8	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

RB.211-535F5-37

Manufacturer: Rolls-Royce
Application: Tu-204-220/-222

Composition: 1 / 6 / 6 / 1 / 1 / 3				Nb of shafts = 3	
D_{fan}	= 1.883 m = 74.1 in	D	= m	L	= 2.995 m
W_{eng}	= 3295 kg = 7264 lb		= in		= 117.9 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 191717 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 43100 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 4.3	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

RB.211-56

Manufacturer: Rolls-Royce
Application: L1011-3, L1011-8.4 (not produced)
Composition: 1 / 7 / 6 / 1 / 1 / 4 — Nb of shafts = 3

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 232196 N = 52200 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 621.4 kg/s = 1370 lb/s
BPR = 5.04
OPR = 26
FPR = 1.59
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

RB.211-61

Manufacturer: Rolls-Royce
Application: BAC 311 (not produced)
Composition: 1 / 7 / 6 / 1 / 1 / 3 — Nb of shafts = 3

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 222410 N = 50000 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

RB.220

Manufacturer: Rolls-Royce
Application: Do 231C/M (not produced)
Composition: / / / / / — Nb of shafts =

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 106757 N = 24000 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

RB.432

Manufacturer: Rolls-Royce
Application: F29 (not produced)
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 71171 N	T_{ssl}^{AB} = N	T_{cr} = N
= 16000 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RD-10

Manufacturer: Tumansky
Application: Yak-15, La-150
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 8825 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1984 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RD-10A

Manufacturer: Tumansky
Application: Yak-17 'Feather'
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 9786 N	T_{ssl}^{AB} = N	T_{cr} = N
= 2200 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RD-10F

Manufacturer: Tumansky
Application: Yak-19
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 10765 N	T_{ssl}^{AB} = N	T_{cr} = N
= 2420 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RD-11

Manufacturer: Tumansky
Application: Yak-28P 'Firebar'
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = N	T_{ssl}^{AB} = 60807 N	T_{cr} = N
= lbf	= 13670 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RD-1700

Manufacturer: Soyuz
Application: MiG-AT (candidate engine)
Composition: 2 / - / 4 / ?? / - / ??

		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 16672 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3748 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.78	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RD-20

Manufacturer: Tumansky
Application: MiG-9F 'Fargo'
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 7829 N = 1760 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T_{ssl}^{AB} = N = lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

RD-20F

Manufacturer: Tumansky
Application: MiG-9FF 'Fargo'
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 7829 N = 1760 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T_{ssl}^{AB} = N = lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

RD-3

Manufacturer: Mikulin
Application: Tu-104
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 66194 N = 14881 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T_{ssl}^{AB} = N = lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

RD-33

Manufacturer: Klimov **Year:**
Application: Mig-29 'Fulcrum-A', Il-102
Composition: 4 / - / 9 / 1 / - / 1 Nb of shafts = 2

D_{fan}	= 0.746 m = 29.4 in	D	= 1 m	L	= 4.229 m
W_{eng}	= 1217 kg = 2683 lb		= 39.4 in		= 166.5 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 49500 N	T_{ssl}^{AB}	= 81400 N	T_{cr}	= N
	= 11128 lbf		= 18299 lbf		= lbf
SFC$_{ssl}$	= 2.18 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= 5.94 10^{-5} (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.77 (lb/h)/lbf		= 2.1 (lb/h)/lbf		= 0 (lb/h)/lbf
$\dot{w}_{ssl}$	= 77 kg/s = 169.8 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 0.55	OPR	= 21.7	OPR$_{cr}$	=
FPR	=	TET	= 1680 °K	M_{cr}= , h_{cr}= m	

RD-33K

Manufacturer: Klimov
Application: MiG-29K 'Fulcrum-D', MiG-33 (MiG-29M) 'Fulcrum-E'
Composition: 4 / - / 9 / 1 / - / 1 Nb of shafts = 2

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= N	T_{ssl}^{AB}	= 86006 N	T_{cr}	= N
	= lbf		= 19335 lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

RD-35

Manufacturer: Klimov
Application: Yak-130
Composition: 3 / - / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 21574 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 4850 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.73 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.61 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 1.41	OPR	= 14.7	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

RD-36-35FVR

Manufacturer: Kolesov RKBM
Application: Yak-38 'Forger-A' (lift engines)
Composition: / - / 6 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = 201 kg = 443 lb   = in   = in

Static Sea Level:		**Cruise:**
T_{ssl} = 29914 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6725 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 45.4 kg/s = 100.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RD-36-35PR

Manufacturer: Kolesov RKBM
Application: VVA-14
Composition: / - / 6 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = 201 kg = 443 lb   = in   = in

Static Sea Level:		**Cruise:**
T_{ssl} = 29914 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6725 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 45.4 kg/s = 100.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RD-36-51V

Manufacturer: Kolesov RKBM
Application: M-17 'Mystic-A'
Composition: / - / 14 / 3 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.415 m L = 5.227 m
W_{eng} = 4125 kg = 9094 lb   = 55.7 in   = 205.8 in

Static Sea Level:		**Cruise:**
T_{ssl} = 68636 N	T_{ssl}^{AB} = N	T_{cr} = N
= 15430 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

GE-1019.421

RD-38

Manufacturer: Kolesov RKBM
Application: Yak-38 'Forger-A' (lift engines)
Composition: / - / 6 / 1 / - / -

D_{fan} = m = in	D = m	Nb of shafts = 1
W_{eng} = 231 kg = 509 lb	= in	L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 31871 N = 7165 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

RD-3M

Manufacturer: Mikulin
Application: Tu-104A/D/V
Composition: / / / / /

D_{fan} = m = in	D = m	Nb of shafts =
W_{eng} = kg = lb	= in	L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 85316 N = 19180 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

RD-3M-500

Manufacturer: Mikulin
Application: Tu-16, Tu-104B
Composition: - / - / 8 / 2 / - / -

D_{fan} = m = in	D = m	Nb of shafts = 1
W_{eng} = kg = lb	= in	L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 93163 N = 20944 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 2.83 10^{-5} (kg/s)/N = 1 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 163.3 kg/s = 360 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 6.4	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

GE-1019.422

RD-41

Manufacturer: Kolesov RKBM
Application: Yak-141 'Freestyle' (lift engines)
Composition: / - / 7 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = 0.635 m	L = 1.594 m
W_{eng} = 290 kg = 639 lb	= 25 in	= 62.8 in
Static Sea Level:		**Cruise:**
T_{ssl} = 40212 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9040 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 53.5 kg/s = 117.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RD-45FA

Manufacturer: Klimov
Application: Il-28 'Beagle'
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 26872 N	T_{ssl}^{AB} = N	T_{cr} = N
= 6041 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RD-500

Manufacturer: Tumansky
Application: La-15 'Fantail', Yak-23 'Flora', Yak-25 'Flashlight-A', Yak-30 'Magnum'
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 15702 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3530 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RD-60K

Manufacturer: Klimov
Application: A-40 'Mermaid' (booster)
Composition: / / / / / Nb of shafts =
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 24510 N = 5510 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

RD-7M2

Manufacturer: Kolesov
Application: Tu-22/-22B 'Blinder-A', Tu-22K/KD/KP/KDP 'Blinder-B', Tu-22P/PD 'Blinder-C', Tu-22U/UD 'Blinder-D', Tu-22R/RD/RK/RDK/RM/RDM 'Blinder-E'
Composition: / / / / / Nb of shafts =
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = N = lbf
T_{ssl}^{AB} = 161808 N = 36376 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

RD-9

Manufacturer: Tumansky
Application: Yak-25 'Flashlight-A'
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 27490 N = 6180 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

RD-9AF

Manufacturer: Tumansky
Application: Yak-27R/V 'Flashlight-D'
Composition: - / - / 9 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = N = lbf T_{ssl}^{AB} = 32361 N = 7275 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

RD-9B

Manufacturer: Tumansky
Application: MiG-19 'Farmer'
Composition: - / - / 9 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 24999 N = 5620 lbf T_{ssl}^{AB} = 32361 N = 7275 lbf
SFC_{ssl} = $2.67\,10^{-5}$ (kg/s)/N = 0.94 (lb/h)/lbf SFC_{ssl}^{AB} = $4.53\,10^{-5}$ (kg/s)/N = 1.6 (lb/h)/lbf
$\dot{w}_{ssl}$ = 43.1 kg/s = 95 lb/s
BPR =   OPR = 7.1
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

RD-9BF

Manufacturer: Tumansky
Application: MiG-19SF 'Farmer-B'
Composition: - / - / 9 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = N = lbf T_{ssl}^{AB} = 32361 N = 7275 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

RD-9E

Manufacturer: Tumansky
Application: Ye-50
Composition: - / - / 9 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = kg = lb

D = m
= in

L = m
= in

Static Sea Level:

T_{ssl} = 29358 N
= 6600 lbf
SFC$_{ssl}$= (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T^{AB}_{ssl} = N
= lbf
SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RD-9F

Manufacturer: Tumansky
Application: Yak-120M/MF
Composition: - / - / 9 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = kg = lb

D = m
= in

L = m
= in

Static Sea Level:

T_{ssl} = 27579 N
= 6200 lbf
SFC$_{ssl}$= (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T^{AB}_{ssl} = N
= lbf
SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RM1

Manufacturer: De Havilland
Application: A 21RA, J 28A
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb

D = m
= in

L = m
= in

Static Sea Level:

T_{ssl} = 13345 N
= 3000 lbf
SFC$_{ssl}$= (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =

T^{AB}_{ssl} = N
= lbf
SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf
OPR =
TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RM10

Manufacturer: Rolls-Royce
Application: TP 85
Composition: - / - / 16 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 50709 N = 11400 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 2.42 10^{-5} (kg/s)/N = 0.85 (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RM11

Manufacturer: Pratt & Whitney
Application: TP 86
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 14679 N = 3300 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 2.82 10^{-5} (kg/s)/N = 0.99 (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 23.1 kg/s = 50.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 6.7	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RM12

Manufacturer: Volvo
Application: JAS 39
Composition: 3 / - / 7 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = 1050 kg = 2315 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 54001 N = 12140 lbf	T_{ssl}^{AB} = 80512 N = 18100 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 2.33 10^{-5} (kg/s)/N = 0.82 (lb/h)/lbf	SFC$_{ssl}^{AB}$= 5.04 10^{-5} (kg/s)/N = 1.78 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 68 kg/s = 149.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.31	OPR = 27.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

RM14

Manufacturer: Rolls-Royce
Application: TP 102A, S 102B
Composition: 1 / 3B / 12 / 2 / - / 3

Nb of shafts = 2

D_{fan} = m = in
D = m = in
L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 61608 N = 13850 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.22 10^{-5} (kg/s)/N = 0.43 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 176 kg/s = 388 lb/s
BPR = 3.04
OPR = 15.8
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

RM15

Manufacturer: Williams/Rolls-Royce
Application: SK 60A/B/C
Composition: 1 / 1B / 1C / 1 / - / 2

Nb of shafts = 2

D_{fan} = m = in
D = m = in
L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 6672 N = 1500 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.3 10^{-5} (kg/s)/N = 0.46 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 26.3 kg/s = 58 lb/s
BPR = 3.4
OPR = 10.3
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

RM1A

Manufacturer: De Havilland
Application: A 21RB, J 28B/C
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
D = m = in
L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 14679 N = 3300 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

RM2A

Manufacturer: De Havilland
Application: J 29A/B/E/F, S 29C/E
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 22241 N = 5000 lbf
T_{ssl}^{AB} = 27445 N = 6170 lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RM2B

Manufacturer: De Havilland
Application: J 29A/B/E/F, S 29C/E
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 22241 N = 5000 lbf
T_{ssl}^{AB} = 27445 N = 6170 lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RM3A

Manufacturer: Rolls-Royce
Application: TP 52
Composition: - / - / 12 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 28913 N = 6500 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

RM6B

Manufacturer: Rolls-Royce
Application: A/J 32B, S 32C, J 35A/B/C, S 35C

Composition: / / / / /		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 47151 N	T_{ssl}^{AB} = 67666 N	T_{cr} = N
= 10600 lbf	= 15212 lbf	= lbf
SFC$_{ssl}$ = (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

RM6C

Manufacturer: Rolls-Royce
Application: J 35D/F/H/J-1/J-2/O/S/X, S 35E/XD, F-35 (J 35XD), RF-35 (S 35XD), TF-35 (SK 35XD)

Composition: - / - / 16 / 2 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 53823 N	T_{ssl}^{AB} = 69903 N	T_{cr} = N
= 12100 lbf	= 15715 lbf	= lbf
SFC$_{ssl}$ = 2.64 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = 5.25 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.93 (lb/h)/lbf	= 1.85 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 77.1 kg/s = 170 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 8.4	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

RM8A

Manufacturer: Volvo
Application: AJ/SF/SH/SK 27

Composition: 2 / 4B / 7 / 1 / - / 3		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 62275 N	T_{ssl}^{AB} = 115653 N	T_{cr} = N
= 14000 lbf	= 26000 lbf	= lbf
SFC$_{ssl}$ = 1.66 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.58 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 143.3 kg/s = 315.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.07	OPR = 15.4	OPR$_{cr}$ =
FPR = 1.93	TET = °K	M_{cr} = , h_{cr} = m

RM8B

Manufacturer: Volvo
Application: JA 37
Composition: 2 / 6B / 7 / 1 / - / 3 | Nb of shafts = 2

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 72950 N	T_{ssl}^{AB}	= 124994 N	T_{cr}	= N
	= 16400 lbf		= 28100 lbf		= lbf
SFC$_{ssl}$	= 1.7 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.6 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 0.96	OPR	= 16.9	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr} = , h_{cr} = m	

RM9A

Manufacturer: Turboméca
Application: SK 6A/B/C/D/E
Composition: 1G / - / 1 + 1C / 2 / - / - | Nb of shafts = 1

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 7273 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 1635 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.7 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.6 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 21.8 kg/s = 48.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 2	OPR	= 6.9	OPR$_{cr}$	=
FPR	= 1.5	TET	= °K	M_{cr} = , h_{cr} = m	

RM9B

Manufacturer: Turboméca
Application: SK 6A/B/C/D/E
Composition: 1G / - / 1 + 1C / 2 / - / - | Nb of shafts = 1

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= kg = lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 8229 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 1850 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.7 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.6 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 21.8 kg/s = 48.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 2	OPR	= 6.9	OPR$_{cr}$	=
FPR	= 1.5	TET	= °K	M_{cr} = , h_{cr} = m	

S.1

Manufacturer: Heinkel
Application: Prototype

Composition: - / - / 1C / 1R / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 783 N	T_{ssl}^{AB} = N	T_{cr} = N
= 176 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

S.2

Manufacturer: Heinkel
Application: Prototype

Composition: - / - / 1C / 1R / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 1272 N	T_{ssl}^{AB} = N	T_{cr} = N
= 286 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

S.3A

Manufacturer: Heinkel
Application: He 110, He 18

Composition: - / - / 1C / 1R / - / -		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 4413 N	T_{ssl}^{AB} = N	T_{cr} = N
= 992 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

S.3B

Manufacturer: Heinkel
Application: He 178
Composition: - / - / 1C / 1R / - / -   Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:

T_{ssl} = 4413 N T_{ssl}^{AB} = N
= 992 lbf   = lbf
SFC_{ssl}= 4.53 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 1.6 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = 11.8 kg/s = 26 lb/s
BPR =   OPR = 2.8
FPR =   TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

S.6

Manufacturer: Heinkel
Application:
Composition: - / - / 1C / 1R / - / -   Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:

T_{ssl} = 5787 N T_{ssl}^{AB} = N
= 1301 lbf   = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

SaM146

Manufacturer: PowerJet
Application: RRJ, Il-214 (candidate engine)
Composition: / / / / /   Nb of shafts =

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:

T_{ssl} = 66723 N T_{ssl}^{AB} = N
= 15000 lbf   = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Sapphire ASSa.1 Mk.100

Manufacturer: Armstrong Siddeley
Application: Valient prototype
Composition: - / - / 13 / 2 / - / - Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 33362 N
= 7500 lbf
T_{ssl}^{AB} = N
= lbf
SFC$_{ssl}$= (kg/s)/N
= (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Sapphire ASSa.6 Mk.101

Manufacturer: Armstrong Siddeley
Application: Hunter F.2/F.5, Hunter prototype, Javelin F(AW).1/F(AW).2/T.3/F(AW).4/F(AW).5/F(AW).6, FFA P-16
Composition: - / - / 13 / 2 / - / - Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 36920 N
= 8300 lbf
T_{ssl}^{AB} = N
= lbf
SFC$_{ssl}$= (kg/s)/N
= (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Sapphire ASSa.7 Mk.200

Manufacturer: Armstrong Siddeley
Application: Javelin F(AW).7, P-16, Victor B.1/B.1A/B(K).1/B(K).1A
Composition: - / - / 13 / 2 / - / - Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 48930 N
= 11000 lbf
T_{ssl}^{AB} = N
= lbf
SFC$_{ssl}$= (kg/s)/N
= (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Sapphire ASSa.7R Mk.200R

Manufacturer: Armstrong Siddeley
Application: Javelin F(AW).8/F(AW).9R
Composition: - / - / 13 / 2 / - / - Nb of shafts = 1

D_{fan} = m = in; D = m = in; L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 48930 N = 11000 lbf
T_{ssl}^{AB} = 54713 N = 12300 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

SM-X

Manufacturer: SNECMA
Application: Bizjets
Composition: 1 / - / 4C / 1 / - / 3 Nb of shafts = 2

D_{fan} = 0.925 m = 36.4 in; D = 0.108 m = 4.3 in; L = 1.5 m = 59.1 in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 45000 N = 10116 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 5
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

SO-1

Manufacturer: PZL Rzeszów
Application: TS-11A/B/C/D
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in; D = m = in; L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 7847 N = 1764 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 2.95 10^{-5} (kg/s)/N = 1.04 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 18.1 kg/s = 39.9 lb/s
BPR =
OPR = 4.8
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

SO-3

Manufacturer: PZL Rzeszów
Application: TS-11A/B/C/D
Composition: - / - / 7 / 1 / - / -

D_{fan} = 0.707 m = 27.8 in	D = m	Nb of shafts = 1
W_{eng} = 321 kg = 708 lb	= in	L = 2.151 m = 84.7 in
Static Sea Level:		**Cruise:**
T_{ssl} = 10790 N = 2426 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

SO-3W

Manufacturer: PZL Rzeszów
Application: TS-11DF
Composition: - / - / 7 / 1 / - / -

D_{fan} = m = in	D = m	Nb of shafts = 1
W_{eng} = kg = lb	= in	L = m = in
Static Sea Level:		**Cruise:**
T_{ssl} = 10787 N = 2425 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Spey Jr. RB.183-2 Mk.555-15

Manufacturer: Rolls-Royce **Year:** 1965
Application: F28 Mk.1000/Mk.1000C/Mk.2000
Composition: 4 / - / 12 / 2 / - / 2

D_{fan} = 0.826 m = 32.5 in	D = m	Nb of shafts = 2
W_{eng} = 1024 kg = 2258 lb	= in	L = 2.464 m = 97 in
Static Sea Level:		**Cruise:**
T_{ssl} = 43815 N = 9850 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 16481 N = 3705 lbf
SFC_{ssl} = 2.12 10^{-5} (kg/s)/N = 0.75 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = 2.24 10^{-5} (kg/s)/N = 0.79 (lb/h)/lbf
$\dot{w}_{ssl}$ = 90.3 kg/s = 199.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1	OPR = 15.4	OPR_{cr}=
FPR = 2.46	TET = 990 °K	M_{cr}= 0.7, h_{cr}= 7620 m

Spey Jr. RB.183-2 Mk.555-15H

Manufacturer: Rolls-Royce
Application: F28 Mk.6000, F28 Mk.5000/Mk.6600 (not produced)
Composition: 4 / - / 12 / 2 / - / 2 Nb of shafts = 2

D_{fan} = 0.826 m = 32.5 in D = m L = 2.464 m
W_{eng} = 1024 kg = 2258 lb = in = 97 in

Static Sea Level:		Cruise:
T_{ssl} = N = lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 90.3 kg/s = 199.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1	OPR = 15.4	OPR$_{cr}$=
FPR = 2.46	TET = °K	M_{cr}= , h_{cr}= m

Spey Jr. RB.183-2 Mk.555-15P

Manufacturer: Rolls-Royce
Application: F28 Mk.3000/Mk.4000
Composition: 4 / - / 12 / 2 / - / 2 Nb of shafts = 2

D_{fan} = 0.826 m = 32.5 in D = m L = 2.464 m
W_{eng} = 1024 kg = 2258 lb = in = 97 in

Static Sea Level:		Cruise:
T_{ssl} = 44037 N = 9900 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 90.3 kg/s = 199.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1	OPR = 15.4	OPR$_{cr}$=
FPR = 2.46	TET = °K	M_{cr}= , h_{cr}= m

Spey RB.168-?? Mk.511-8

Manufacturer: Rolls-Royce
Application: C-20A/B/D
Composition: 5 / - / 12 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 0.826 m L = 2.784 m
W_{eng} = 1126 kg = 2482 lb = 32.5 in = 109.6 in

Static Sea Level:		Cruise:
T_{ssl} = 50709 N = 11400 lbf	T^{AB}_{ssl} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= $1.7\ 10^{-5}$ (kg/s)/N = 0.6 (lb/h)/lbf	SFC$^{AB}_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 89.4 kg/s = 197.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.64	OPR = 18.4	OPR$_{cr}$=
FPR = 2.7	TET = °K	M_{cr}= , h_{cr}= m

Spey RB.168 Mk.807

Manufacturer: Rolls-Royce
Application: AMX
Composition: 5 / - / 12 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 0.826 m = 32.5 in — L = 2.456 m = 96.7 in
W_{eng} = 1096 kg = 2416 lb

Static Sea Level:
T_{ssl} = 49064 N = 11030 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.87 10^{-5} (kg/s)/N = 0.66 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 91.6 kg/s = 201.9 lb/s
BPR = 0.96 — OPR = 16.8
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Spey RB.168-1A RSp.2 Mk.101

Manufacturer: Rolls-Royce
Application: Buccaneer S.2/S.2A/S.2B/S.2C/S.2D/S.50
Composition: 5 / - / 12 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 0.826 m = 32.5 in — L = 2.911 m = 114.6 in
W_{eng} = 1121 kg = 2471 lb

Static Sea Level:
T_{ssl} = 49064 N = 11030 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0.7 — OPR = 16.5
FPR = 2.7 — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Spey RB.168-20 Mk.251

Manufacturer: Rolls-Royce
Application: Nimrod MR.1/R.1/MR.2/AEW.3
Composition: 5 / - / 12 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 0.826 m = 32.5 in — L = 2.972 m = 117 in
W_{eng} = 1243 kg = 2740 lb

Static Sea Level:
T_{ssl} = 53356 N = 11995 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0.7 — OPR = 19.2
FPR = 2.7 — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Spey RB.168-20 RSp.5-1 Mk.250

Manufacturer: Rolls-Royce
Application: Nimrod MR.1/R.1/MR.2/AEW.3
Composition: 5 / - / 12 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 0.826 m = 32.5 in L = 2.972 m = 117 in
W_{eng} = 1243 kg = 2740 lb

Static Sea Level:

T_{ssl} = 53356 N = 11995 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0.7 OPR = 19.2
FPR = 2.7 TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Spey RB.168-25R RSp.2 Mk.201

Manufacturer: Rolls-Royce
Application: Phantom FG.1 (F-4K)
Composition: 5 / - / 12 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 1.118 m = 44 in L = 5.204 m = 204.9 in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 55825 N = 12550 lbf T_{ssl}^{AB} = 91255 N = 20515 lbf
SFC_{ssl} = 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf SFC_{ssl}^{AB} = 5.52 10^{-5} (kg/s)/N = 1.95 (lb/h)/lbf
$\dot{w}_{ssl}$ = 95.3 kg/s = 210.1 lb/s
BPR = 0.7 OPR = 20.1
FPR = 2.7 TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Spey RB.168-25R RSp.2 Mk.202

Manufacturer: Rolls-Royce
Application: Phantom FG.1/FGR.2 (F-4M)
Composition: 5 / - / 12 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 1.118 m = 44 in L = 5.204 m = 204.9 in
W_{eng} = 1857 kg = 4094 lb

Static Sea Level:

T_{ssl} = 54490 N = 12250 lbf T_{ssl}^{AB} = 91255 N = 20515 lbf
SFC_{ssl} = 1.93 10^{-5} (kg/s)/N = 0.68 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0.7 OPR = 19.5
FPR = 2.7 TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Spey RB.168-25R RSp.2 Mk.203

Manufacturer: Rolls-Royce
Application: Phantom FG.1/FGR.2
Composition: 5 / - / 12 / 2 / - / 2

Nb of shafts = 2

D_{fan} = m = in
D = 1.118 m = 44 in
L = 5.204 m = 204.9 in
W_{eng} = 1857 kg = 4094 lb

Static Sea Level:

T_{ssl} = 54490 N = 12250 lbf
T_{ssl}^{AB} = 91255 N = 20515 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0.7
OPR = 19.5
FPR = 2.7
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Spey RSp.1 Mk.505-5

Manufacturer: Rolls-Royce
Application: Trident 1/1C
Composition: 4 / - / 12 / 2 / - / 2

Nb of shafts = 2

D_{fan} = m = in
D = 0.94 m = 37 in
L = m = in
W_{eng} = 998 kg = 2200 lb

Static Sea Level:

T_{ssl} = 55825 N = 12550 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 92.1 kg/s = 203 lb/s
BPR = 0.71
OPR =
FPR = 2.7
TET = °K

Cruise:

T_{cr} = 13656 N = 3070 lbf
SFC$_{cr}$ = 2.16 10^{-5} (kg/s)/N = 0.76 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.77, h_{cr}= 9754 m

Spey RSp.3 Mk.506-14

Manufacturer: Rolls-Royce
Application: BAC 111-200
Composition: 4 / - / 12 / 2 / - / 2

Nb of shafts = 2

D_{fan} = m = in
D = 0.94 m = 37 in
L = m = in
W_{eng} = 1024 kg = 2258 lb

Static Sea Level:

T_{ssl} = 46306 N = 10410 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0.71
OPR =
FPR = 2.7
TET = °K

Cruise:

T_{cr} = 13656 N = 3070 lbf
SFC$_{cr}$ = 2.16 10^{-5} (kg/s)/N = 0.76 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.77, h_{cr}= 9754 m

Spey RSp.3 Mk.506-14A

Manufacturer: Rolls-Royce
Application:

Composition: 4 / - / 12 / 2 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = 0.94 m	L = m
W_{eng} = 1024 kg = 2258 lb	= 37 in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 46306 N	T_{ssl}^{AB} = N	T_{cr} = 13656 N
= 10410 lbf	= lbf	= 3070 lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = 2.16 10^{-5} (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= 0.76 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.71	OPR =	OPR$_{cr}$=
FPR = 2.7	TET = °K	M_{cr}= 0.77, h_{cr}= 9754 m

Spey RSp.3 Mk.506-14D

Manufacturer: Rolls-Royce
Application:

Composition: 4 / - / 12 / 2 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = 0.94 m	L = m
W_{eng} = 1024 kg = 2258 lb	= 37 in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 46306 N	T_{ssl}^{AB} = N	T_{cr} = 13656 N
= 10410 lbf	= lbf	= 3070 lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = 2.16 10^{-5} (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= 0.76 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.71	OPR =	OPR$_{cr}$=
FPR = 2.7	TET = °K	M_{cr}= 0.77, h_{cr}= 9754 m

Spey RSp.3 Mk.506-2

Manufacturer: Rolls-Royce
Application:

Composition: 4 / - / 12 / 2 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = 0.94 m	L = m
W_{eng} = kg = lb	= 37 in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 46306 N	T_{ssl}^{AB} = N	T_{cr} = 13656 N
= 10410 lbf	= lbf	= 3070 lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = 2.16 10^{-5} (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= 0.76 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.71	OPR =	OPR$_{cr}$=
FPR = 2.7	TET = °K	M_{cr}= 0.77, h_{cr}= 9754 m

Spey RSp.3W Mk.506-14AW

Manufacturer: Rolls-Royce
Application: BAC 111-200
Composition: 4 / - / 12 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 0.94 m = 37 in — L = m = in
W_{eng} = 1038 kg = 2288 lb

Static Sea Level:
T_{ssl} = 46306 N = 10410 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0.71
OPR =
FPR = 2.7
TET = °K

Cruise:
T_{cr} = 13656 N = 3070 lbf
SFC_{cr} = 2.16 10^{-5} (kg/s)/N = 0.76 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.77, h_{cr} = 9754 m

Spey RSp.4 Mk.510-14

Manufacturer: Rolls-Royce
Application: BAC 111-300/-400
Composition: 5 / - / 12 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = 0.826 m = 32.5 in — D = 0.942 m = 37.1 in — L = 2.784 m = 109.6 in
W_{eng} = 1058 kg = 2332 lb

Static Sea Level:
T_{ssl} = 48930 N = 11000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.7 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 93.4 kg/s = 205.9 lb/s
BPR = 0.71
OPR = 18.4
FPR = 2.7
TET = °K

Cruise:
T_{cr} = 13656 N = 3070 lbf
SFC_{cr} = 2.18 10^{-5} (kg/s)/N = 0.77 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.77, h_{cr} = 9754 m

Spey RSp.4 Mk.510-14W

Manufacturer: Rolls-Royce
Application: BAC 111-300/-400
Composition: 5 / - / 12 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = 0.826 m = 32.5 in — D = 0.942 m = 37.1 in — L = 2.784 m = 109.6 in
W_{eng} = 1189 kg = 2621 lb

Static Sea Level:
T_{ssl} = 48930 N = 11000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.7 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 93.4 kg/s = 205.9 lb/s
BPR = 0.71
OPR = 18.4
FPR = 2.7
TET = °K

Cruise:
T_{cr} = 13656 N = 3070 lbf
SFC_{cr} = 2.18 10^{-5} (kg/s)/N = 0.77 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.77, h_{cr} = 9754 m

Spey RSp.4 Mk.510-5

Manufacturer: Rolls-Royce
Application: Trident 1D
Composition: 5 / - / 12 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = 0.826 m = 32.5 in — D = 0.942 m = 37.1 in — L = 2.784 m = 109.6 in
W_{eng} = 1049 kg = 2313 lb

Static Sea Level:

T_{ssl} = 48930 N = 11000 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0.71 — OPR =
FPR = 2.7 — TET = °K

Cruise:

T_{cr} = 13656 N = 3070 lbf
SFC$_{cr}$ = 2.18 10^{-5} (kg/s)/N = 0.77 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.77, h_{cr} = 9754 m

Spey RSp.4 Mk.511-1

Manufacturer: Rolls-Royce — **Year:** 1960
Application:
Composition: / / / / / — Nb of shafts =

D_{fan} = 0.824 m = 32.4 in — D = m = in — L = 2.91 m = 114.6 in
W_{eng} = 1050 kg = 2315 lb

Static Sea Level:

T_{ssl} = 50718 N = 11402 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = 0 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 92 kg/s = 202.8 lb/s
BPR = 0.64 — OPR = 19
FPR = — TET = 1350 °K

Cruise:

T_{cr} = 19375 N = 4356 lbf
SFC$_{cr}$ = 2.24 10^{-5} (kg/s)/N = 0.79 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.7 , h_{cr} = 7620 m

Spey RSp.4 Mk.511-14

Manufacturer: Rolls-Royce
Application: BAC 111-300/-400
Composition: 5 / - / 12 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = 0.826 m = 32.5 in — D = 0.942 m = 37.1 in — L = 2.784 m = 109.6 in
W_{eng} = 1126 kg = 2482 lb

Static Sea Level:

T_{ssl} = 50709 N = 11400 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.7 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 93.4 kg/s = 205.9 lb/s
BPR = 0.71 — OPR = 18.4
FPR = 2.7 — TET = °K

Cruise:

T_{cr} = 13656 N = 3070 lbf
SFC$_{cr}$ = 2.18 10^{-5} (kg/s)/N = 0.77 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.77, h_{cr} = 9754 m

Spey RSp.4 Mk.511-14W

Manufacturer: Rolls-Royce
Application: BAC 111-300/-400
Composition: 5 / - / 12 / 2 / - / 2

D_{fan} = 0.826 m = 32.5 in D = 0.942 m = 37.1 in
W_{eng} = 1189 kg = 2621 lb

Nb of shafts = 2
L = 2.784 m = 109.6 in

Static Sea Level:
T_{ssl} = 50709 N = 11400 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 1.7 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 93.4 kg/s = 205.9 lb/s
BPR = 0.71 OPR = 18.4
FPR = 2.7 TET = °K

Cruise:
T_{cr} = 13656 N = 3070 lbf
SFC$_{cr}$ = 2.18 10^{-5} (kg/s)/N = 0.77 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.77, h_{cr}= 9754 m

Spey RSp.4 Mk.511-5

Manufacturer: Rolls-Royce
Application: Trident 1E/2
Composition: 5 / - / 12 / 2 / - / 2

D_{fan} = 0.826 m = 32.5 in D = 0.942 m = 37.1 in
W_{eng} = 1049 kg = 2313 lb

Nb of shafts = 2
L = 2.784 m = 109.6 in

Static Sea Level:
T_{ssl} = 50709 N = 11400 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 1.7 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 93.4 kg/s = 205.9 lb/s
BPR = 0.71 OPR = 18.4
FPR = 2.7 TET = °K

Cruise:
T_{cr} = 13656 N = 3070 lbf
SFC$_{cr}$ = 2.18 10^{-5} (kg/s)/N = 0.77 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.77, h_{cr}= 9754 m

Spey RSp.4 Mk.511-5W

Manufacturer: Rolls-Royce
Application: Trident 1E/2
Composition: 5 / - / 12 / 2 / - / 2

D_{fan} = 0.826 m = 32.5 in D = 0.942 m = 37.1 in
W_{eng} = 1051 kg = 2317 lb

Nb of shafts = 2
L = 2.784 m = 109.6 in

Static Sea Level:
T_{ssl} = 50709 N = 11400 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 1.7 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 93.4 kg/s = 205.9 lb/s
BPR = 0.71 OPR = 18.4
FPR = 2.7 TET = °K

Cruise:
T_{cr} = 13656 N = 3070 lbf
SFC$_{cr}$ = 2.18 10^{-5} (kg/s)/N = 0.77 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.77, h_{cr}= 9754 m

Spey RSp.4 Mk.511-8

Manufacturer: Rolls-Royce **Year:** 1968
Application: Gulfstream II/II-B/III
Composition: 5 / - / 12 / 2 / - / 2 Nb of shafts = 2
D_{fan} = 0.826 m = 32.5 in D = 0.942 m = 37.1 in L = 2.784 m = 109.6 in
W_{eng} = 1126 kg = 2482 lb

Static Sea Level:
T_{ssl} = 50709 N = 11400 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 1.7 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 89.4 kg/s = 197.1 lb/s
BPR = 0.64 OPR = 18.4
FPR = 2.7 TET = °K

Cruise:
T_{cr} = 13656 N = 3070 lbf
SFC$_{cr}$ = 2.18 10^{-5} (kg/s)/N = 0.77 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.77, h_{cr}= 9754 m

Spey RSp.4 Mk.512

Manufacturer: Rolls-Royce
Application: BAC 111-475/500
Composition: / / / / / Nb of shafts =
D_{fan} = 0.942 m = 37.1 in D = m = in L = 2.911 m = 114.6 in
W_{eng} = 1168 kg = 2575 lb

Static Sea Level:
T_{ssl} = 55800 N = 12544 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 94.3 kg/s = 207.9 lb/s
BPR = 0.71 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Spey RSp.4 Mk.512-14

Manufacturer: Rolls-Royce
Application: BAC 111-475/-500, ROMBAC 111-560
Composition: 5 / - / 12 / 2 / - / 2 Nb of shafts = 2
D_{fan} = 0.826 m = 32.5 in D = 0.942 m = 37.1 in L = 2.784 m = 109.6 in
W_{eng} = 1183 kg = 2608 lb

Static Sea Level:
T_{ssl} = 55825 N = 12550 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 1.7 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 93.4 kg/s = 205.9 lb/s
BPR = 0.71 OPR = 20.7
FPR = 2.6 TET = °K

Cruise:
T_{cr} = 13656 N = 3070 lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.77, h_{cr}= 9754 m

Spey RSp.4 Mk.512-14DW

Manufacturer: Rolls-Royce
Application: BAC 111-475/-500, ROMBAC 111-560
Composition: 5 / - / 12 / 2 / - / 2   Nb of shafts = 2

D_{fan} = 0.826 m = 32.5 in D = 0.942 m = 37.1 in L = 2.784 m = 109.6 in
W_{eng} = 1183 kg = 2608 lb

Static Sea Level:

T_{ssl} = 55825 N = 12550 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = $1.7\,10^{-5}$ (kg/s)/N = 0.6 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 93.4 kg/s = 205.9 lb/s
BPR = 0.71   OPR = 20.7
FPR = 2.6   TET = °K

Cruise:

T_{cr} = 13656 N = 3070 lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.77, h_{cr} = 9754 m

Spey RSp.4 Mk.512-14DWE

Manufacturer: Rolls-Royce
Application:
Composition: 5 / - / 12 / 2 / - / 2   Nb of shafts = 2

D_{fan} = 0.826 m = 32.5 in D = 0.942 m = 37.1 in L = 2.784 m = 109.6 in
W_{eng} = 1183 kg = 2608 lb

Static Sea Level:

T_{ssl} = 55825 N = 12550 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0.71   OPR =
FPR = 2.6   TET = °K

Cruise:

T_{cr} = 13656 N = 3070 lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.77, h_{cr} = 9754 m

Spey RSp.4 Mk.512-25

Manufacturer: Rolls-Royce
Application: BAC 111-475/-500, ROMBAC 111-560
Composition: 5 / - / 12 / 2 / - / 2   Nb of shafts = 2

D_{fan} = 0.826 m = 32.5 in D = 0.942 m = 37.1 in L = 2.784 m = 109.6 in
W_{eng} = 1183 kg = 2608 lb

Static Sea Level:

T_{ssl} = 55825 N = 12550 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = $1.7\,10^{-5}$ (kg/s)/N = 0.6 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 93.4 kg/s = 205.9 lb/s
BPR = 0.71   OPR = 20.7
FPR = 2.6   TET = °K

Cruise:

T_{cr} = 13656 N = 3070 lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.77, h_{cr} = 9754 m

Spey RSp.4 Mk.512-5W

Manufacturer: Rolls-Royce
Application: Trident 2E/3B
Composition: 5 / - / 12 / 2 / - / 2 Nb of shafts = 2

D_{fan} = 0.826 m = 32.5 in D = 0.942 m = 37.1 in L = 2.784 m = 109.6 in
W_{eng} = 1183 kg = 2608 lb

Static Sea Level:

T_{ssl} = 53378 N = 12000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.7 10^{-5} (kg/s)/N = 0.6 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 93.4 kg/s = 205.9 lb/s
BPR = 0.71
OPR = 20.7
FPR = 2.6
TET = °K

Cruise:

T_{cr} = 13656 N = 3070 lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.77, h_{cr} = 9754 m

SPW14

Manufacturer: Snecma/PWC
Application: (cancelled)
Composition: 1G / - / 4 + 1C / 2 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 62275 N = 14000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Tay Mk.250 (Nene + AB)

Manufacturer: Rolls-Royce
Application: Mystère IIA/IIB, Mystère IV prototype
Composition: / / / / / Nb of shafts =

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 27935 N = 6280 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Tay RB.183-3 Mk.611

Manufacturer: Rolls-Royce **Year:** 1988
Application: F100.70, Gulfst.V
Composition: / / / / / Nb of shafts =
D_{fan} = 1.52 m = 59.8 in D = m L = 2.59 m
W_{eng} = 1339 kg = 2952 lb = in = 102 in

Static Sea Level:
T_{ssl} = 61608 N T_{ssl}^{AB} = N
= 13850 lbf = lbf
SFC_{ssl}= 1.22 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.43 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 186 kg/s = 410.1 lb/s
BPR = 3.04 OPR = 15.8
FPR = TET = °K

Cruise:
T_{cr} = 11343 N
= 2550 lbf
SFC_{cr} = 1.95 10^{-5} (kg/s)/N
= 0.69 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8 , h_{cr}= 10668 m

Tay RB.183-3 Mk.611-8

Manufacturer: Rolls-Royce
Application: G300, G400 (Gulfstream IV/IV-SP), C-20G/H
Composition: 1 / 3B / 12 / 2 / - / 3 Nb of shafts = 2
D_{fan} = 1.118 m = 44 in D = m L = 2.405 m
W_{eng} = 1339 kg = 2952 lb = in = 94.7 in

Static Sea Level:
T_{ssl} = 61608 N T_{ssl}^{AB} = N
= 13850 lbf = lbf
SFC_{ssl}= 1.22 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.43 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 186 kg/s = 410.1 lb/s
BPR = 3.04 OPR = 15.8
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = 2.01 10^{-5} (kg/s)/N
= 0.71 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8, h_{cr}= 13106 m

Tay RB.183-3 Mk.611-8C

Manufacturer: Rolls-Royce
Application: G350, G400
Composition: 1 / 3B / 12 / 2 / - / 3 Nb of shafts = 2
D_{fan} = 1.118 m = 44 in D = m L = 2.405 m
W_{eng} = 1339 kg = 2952 lb = in = 94.7 in

Static Sea Level:
T_{ssl} = 61608 N T_{ssl}^{AB} = N
= 13850 lbf = lbf
SFC_{ssl}= 1.22 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.43 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 186 kg/s = 410.1 lb/s
BPR = 3.04 OPR = 15.8
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = 2.01 10^{-5} (kg/s)/N
= 0.71 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8, h_{cr}= 13106 m

Tay RB.183-3 Mk.620-15

Manufacturer: Rolls-Royce
Application: Fokker 70
Composition: 1 / 3B / 12 / 2 / - / 3 Nb of shafts = 2
D_{fan} = 1.118 m = 44 in D = m L = 2.405 m
W_{eng} = 1445 kg = 3186 lb = in = 94.7 in
Static Sea Level:
T_{ssl} = 61608 N T_{ssl}^{AB} = N
= 13850 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 186 kg/s = 410.1 lb/s
BPR = 3.04 OPR = 15.8
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = 1.95 10^{-5} (kg/s)/N
= 0.69 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.73, h_{cr}= 9144 m

Tay RB.183-3 Mk.650

Manufacturer: Rolls-Royce **Year:**
Application: Fokker100, Gulfstream IV
Composition: 1 / 3B / 12 / 2 / - / 3 Nb of shafts = 2
D_{fan} = 1.138 m = 44.8 in D = m L = 2.405 m
W_{eng} = 1515 kg = 3340 lb = in = 94.7 in
Static Sea Level:
T_{ssl} = 67150 N T_{ssl}^{AB} = N
= 15096 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 192.8 kg/s = 425.1 lb/s
BPR = 3.1 OPR = 16.4
FPR = TET = 1370 °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = 2 10^{-5} (kg/s)/N
= 0.71 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.8, h_{cr}= 10670 m

Tay RB.183-3 Mk.650-14

Manufacturer: Rolls-Royce
Application: BAC 111-475/-500/-560
Composition: 1 / 3B / 12 / 2 / - / 3 Nb of shafts = 2
D_{fan} = 1.138 m = 44.8 in D = m L = 2.408 m
W_{eng} = 1515 kg = 3340 lb = in = 94.8 in
Static Sea Level:
T_{ssl} = 67168 N T_{ssl}^{AB} = N
= 15100 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 189.6 kg/s = 418 lb/s
BPR = 3.06 OPR = 16.2
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = 1.95 10^{-5} (kg/s)/N
= 0.69 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.73, h_{cr}= 9144 m

Tay RB.183-3 Mk.650-15

Manufacturer: Rolls-Royce
Application: Fokker 100
Composition: 1 / 3B / 12 / 2 / - / 3
D_{fan} = 1.138 m = 44.8 in D = m
= in
W_{eng} = 1515 kg = 3340 lb

Static Sea Level:
T_{ssl} = 67168 N = 15100 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 189.6 kg/s = 418 lb/s
BPR = 3.06
OPR = 16.2
FPR =
TET = °K

Nb of shafts = 2
L = 2.408 m = 94.8 in

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = 1.95 10^{-5} (kg/s)/N = 0.69 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.73, h_{cr} = 9144 m

Tay RB.183-3 Mk.651

Manufacturer: Rolls-Royce
Year: 1992
Application: F100, B727-100
Composition: 1 / / / / /
D_{fan} = 1.52 m = 59.8 in D = m
= in
W_{eng} = 1533 kg = 3380 lb

Static Sea Level:
T_{ssl} = 68503 N = 15400 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.27 10^{-5} (kg/s)/N = 0.45 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 193.2 kg/s = 425.9 lb/s
BPR = 3.07
OPR = 16.6
FPR =
TET = °K

Nb of shafts =
L = 2.59 m = 102 in

Cruise:
T_{cr} = 13122 N = 2950 lbf
SFC$_{cr}$ = 1.95 10^{-5} (kg/s)/N = 0.69 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8 , h_{cr} = 10668 m

Tay RB.183-3 Mk.651-54

Manufacturer: Rolls-Royce
Application: B727-100(QF)/-100C(QF)
Composition: 1 / 3B / 12 / 2 / - / 3
D_{fan} = 1.138 m = 44.8 in D = m
= in
W_{eng} = 1533 kg = 3380 lb

Static Sea Level:
T_{ssl} = 68502 N = 15400 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.28 10^{-5} (kg/s)/N = 0.45 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 193.2 kg/s = 425.9 lb/s
BPR = 3.07
OPR = 16.6
FPR =
TET = °K

Nb of shafts = 2
L = 2.405 m = 94.7 in

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = 1.95 10^{-5} (kg/s)/N = 0.69 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.78, h_{cr} = 10668 m

Tay RB.183-3 Mk.670

Manufacturer: Rolls-Royce

Application: B727-200RE, DC-9RE, B737-100RE/-200RE, MD-95 (proposed for re-engining)

Composition: 1 / 3B / 12 / 2 / - / 3

D_{fan} = 1.27 m = 50 in D = m = in

W_{eng} = 1701 kg = 3750 lb

Static Sea Level:

T_{ssl} = 80068 N = 18000 lbf T^{AB}_{ssl} = N = lbf

SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{ssl}$ = 231.8 kg/s = 511 lb/s

BPR = 3.2   OPR = 19

FPR =   TET = °K

Nb of shafts = 2

L = 2.845 m = 112 in

Cruise:

T_{cr} = N = lbf

SFC_{cr} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR_{cr} =

M_{cr} = , h_{cr} = m

Tay RB.183-55515P

Manufacturer: Rolls-Royce

Year: 1969

Application: F28 Mk4000

Composition: / / / / /

D_{fan} = 0.94 m = 37 in D = m = in

W_{eng} = 1037 kg = 2286 lb

Static Sea Level:

T_{ssl} = 44037 N = 9900 lbf T^{AB}_{ssl} = N = lbf

SFC_{ssl} = 1.59 10^{-5} (kg/s)/N = 0.56 (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{ssl}$ = 94.3 kg/s = 207.9 lb/s

BPR = 0.71   OPR = 15.5

FPR =   TET = °K

Nb of shafts =

L = 5.245 m = 206.5 in

Cruise:

T_{cr} = 16592 N = 3730 lbf

SFC_{cr} = 2.27 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR_{cr} =

M_{cr} = 0.74 , h_{cr} = 7620 m

TF1000

Manufacturer: Agilis Engines

Application: S-26 Safire (candidate engine)

Composition: / / / / /

D_{fan} = m = in D = 0.584 m = 23 in

W_{eng} = 129 kg = 284 lb

Static Sea Level:

T_{ssl} = 4448 N = 1000 lbf T^{AB}_{ssl} = N = lbf

SFC_{ssl} = 1.13 10^{-5} (kg/s)/N = 0.4 (lb/h)/lbf SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{ssl}$ = kg/s = lb/s

BPR =   OPR =

FPR =   TET = °K

Nb of shafts =

L = 1.422 m = 56 in

Cruise:

T_{cr} = 1201 N = 270 lbf

SFC_{cr} = 1.81 10^{-5} (kg/s)/N = 0.64 (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR_{cr} =

M_{cr} = 0.6, h_{cr} = 9144 m

TF104

Manufacturer: SNECMA
Application: Mirage IIIV
Composition: / / / / /

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
Nb of shafts =
L = m = in

Static Sea Level:
T_{ssl} = 53378 N = 12000 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = 88964 N = 20000 lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= , h_{cr}= m

TF1200

Manufacturer: Agilis Engines
Application:
Composition: / / / / /

D_{fan} = m = in
W_{eng} = 129 kg = 284 lb
D = 0.584 m = 23 in
Nb of shafts =
L = 1.422 m = 56 in

Static Sea Level:
T_{ssl} = 5729 N = 1288 lbf
SFC_{ssl} = 1.16 10^{-5} (kg/s)/N = 0.41 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = 1779 N = 400 lbf
SFC_{cr} = 1.87 10^{-5} (kg/s)/N = 0.66 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= 0.6, h_{cr}= 9144 m

TF1400

Manufacturer: Agilis Engines
Application:
Composition: / / / / /

D_{fan} = m = in
W_{eng} = 136 kg = 300 lb
D = 0.584 m = 23 in
Nb of shafts =
L = 1.422 m = 56 in

Static Sea Level:
T_{ssl} = 6227 N = 1400 lbf
SFC_{ssl} = 1.16 10^{-5} (kg/s)/N = 0.41 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
T_{ssl}^{AB} = N = lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
OPR =
TET = °K

Cruise:
T_{cr} = 1779 N = 400 lbf
SFC_{cr} = 1.87 10^{-5} (kg/s)/N = 0.66 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr}= 0.6, h_{cr}= 9144 m

TF1500

Manufacturer: Agilis Engines

Application:

Composition: / / / / /

Nb of shafts =

D_{fan} = m = in

W_{eng} = 136 kg = 300 lb

D = 0.584 m = 23 in

L = 1.422 m = 56 in

Static Sea Level:

T_{ssl} = 6672 N = 1500 lbf

T_{ssl}^{AB} = N = lbf

SFC_{ssl} = 1.16 10^{-5} (kg/s)/N = 0.41 (lb/h)/lbf

SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{ssl}$ = kg/s = lb/s

BPR =

OPR =

FPR =

TET = °K

Cruise:

T_{cr} = 1766 N = 397 lbf

SFC_{cr} = 1.93 10^{-5} (kg/s)/N = 0.68 (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR_{cr} =

M_{cr} = 0.6, h_{cr} = 9144 m

TF30-PW-1

Manufacturer: Pratt & Whitney

Application: F-111A/C

Composition: 3 / 6B / 7 / 1 / - / 3

Nb of shafts = 2

D_{fan} = m = in

W_{eng} = kg = lb

D = m = in

L = m = in

Static Sea Level:

T_{ssl} = 47818 N = 10750 lbf

T_{ssl}^{AB} = 82292 N = 18500 lbf

SFC_{ssl} = 1.8 10^{-5} (kg/s)/N = 0.64 (lb/h)/lbf

SFC_{ssl}^{AB} = 7.11 10^{-5} (kg/s)/N = 2.51 (lb/h)/lbf

$\dot{w}_{ssl}$ = 105.7 kg/s = 233 lb/s

BPR = 1.1

OPR = 17.1

FPR =

TET = °K

Cruise:

T_{cr} = N = lbf

SFC_{cr} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR_{cr} =

M_{cr} = , h_{cr} = m

TF30-PW-100

Manufacturer: Pratt & Whitney

Application: F-111F, X-27A (not produced)

Composition: 3 / 6B / 7 / 1 / - / 3

Nb of shafts = 2

D_{fan} = m = in

W_{eng} = 1814 kg = 3999 lb

D = 1.245 m = 49 in

L = 6.139 m = 241.7 in

Static Sea Level:

T_{ssl} = 68057 N = 15300 lbf

T_{ssl}^{AB} = 111650 N = 25100 lbf

SFC_{ssl} = 1.89 10^{-5} (kg/s)/N = 0.67 (lb/h)/lbf

SFC_{ssl}^{AB} = 7.08 10^{-5} (kg/s)/N = 2.5 (lb/h)/lbf

$\dot{w}_{ssl}$ = 117.9 kg/s = 259.9 lb/s

BPR = 0.73

OPR = 21.8

FPR = 2.43

TET = 1397 °K

Cruise:

T_{cr} = N = lbf

SFC_{cr} = (kg/s)/N = (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR_{cr} =

M_{cr} = , h_{cr} = m

TF30-PW-108

Manufacturer: Pratt & Whitney
Application: F-111C
Composition: 3 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 90525 N = 20351 lbf
T_{ssl}^{AB} = 90521 N = 20350 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
OPR = 16.5
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

TF30-PW-12

Manufacturer: Pratt & Whitney
Application: F-111B
Composition: 3 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = N = lbf
T_{ssl}^{AB} = 97860 N = 22000 lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
OPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

TF30-PW-18

Manufacturer: Pratt & Whitney
Application: A-7F
Composition: 3 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 66723 N = 15000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
OPR = 22
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

TF30-PW-3

Manufacturer: Pratt & Whitney
Application: F-111A/C, EF-111A
Composition: 3 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = 1.346 m L = 3.454 m
W_{eng} = 1769 kg = 3900 lb = 53 in = 136 in

Static Sea Level:
T_{ssl} = 47818 N T_{ssl}^{AB} = 82292 N
= 10750 lbf = 18500 lbf
SFC_{ssl} = 2.27 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = 5.1 10^{-5} (kg/s)/N
= 0.8 (lb/h)/lbf = 1.8 (lb/h)/lbf
$\dot{w}_{ssl}$ = 105.7 kg/s = 233 lb/s
BPR = 1.1 OPR = 17.1
FPR = 1.87 TET = 1144 °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TF30-PW-408

Manufacturer: Pratt & Whitney
Application: A-7P, EA-7L, TA-7C/P
Composition: 3 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 59606 N T_{ssl}^{AB} = N
= 13400 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TF30-PW-412

Manufacturer: Pratt & Whitney
Application: F-14A
Composition: 3 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = N T_{ssl}^{AB} = 92967 N
= lbf = 20900 lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0.73 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TF30-PW-412A

Manufacturer: Pratt & Whitney
Application: F-14A
Composition: 3 / 6B / 7 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = N = lbf	T_{ssl}^{AB} = 92967 N = 20900 lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.73	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

TF30-PW-414

Manufacturer: Pratt & Whitney
Application: F-14A
Composition: 3 / 6B / 7 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = N = lbf	T_{ssl}^{AB} = 92967 N = 20900 lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 19.8	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

TF30-PW-414A

Manufacturer: Pratt & Whitney
Application: F-14A
Composition: 3 / 6B / 7 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = m = in	D = m = in	L = m = in
W_{eng} = kg = lb		
Static Sea Level:		**Cruise:**
T_{ssl} = N = lbf	T_{ssl}^{AB} = 92967 N = 20900 lbf	T_{cr} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 19.6	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

TF30-PW-6

Manufacturer: Pratt & Whitney
Application: A-7A
Composition: 3 / 6B / 7 / 1 / - / 3 Nb of shafts = 2
D_{fan} = m = in D = 1.069 m L = m
W_{eng} = 1231 kg = 2714 lb = 42.1 in = in
Static Sea Level:
T_{ssl} = 50487 N T_{ssl}^{AB} = N
= 11350 lbf = lbf
SFC$_{ssl}$= 1.76 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.62 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TF30-PW-7

Manufacturer: Pratt & Whitney
Application: FB-111A
Composition: 3 / 6B / 7 / 1 / - / 3 Nb of shafts = 2
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in
Static Sea Level:
T_{ssl} = N T_{ssl}^{AB} = 90521 N
= lbf = 20350 lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TF30-PW-8

Manufacturer: Pratt & Whitney
Application: A-7B/C, TA-7C
Composition: 3 / 6B / 7 / 1 / - / 3 Nb of shafts = 2
D_{fan} = m = in D = 1.069 m L = m
W_{eng} = 1146 kg = 2526 lb = 42.1 in = in
Static Sea Level:
T_{ssl} = 54268 N T_{ssl}^{AB} = N
= 12200 lbf = lbf
SFC$_{ssl}$= 1.79 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.63 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 116.1 kg/s = 256 lb/s
BPR = OPR = 17.1
FPR = 2 TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TF30-PW-9

Manufacturer: Pratt & Whitney
Application: F-111D/E
Composition: 3 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = N = lbf
T_{ssl}^{AB} = 87185 N = 19600 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

TF306C

Manufacturer: SNECMA
Application: Mirage F2
Composition: 3 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = N = lbf
T_{ssl}^{AB} = 91188 N = 20500 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

TF306E

Manufacturer: SNECMA
Application: Mirage F3
Composition: 3 / 6B / 7 / 1 / - / 3 Nb of shafts = 2

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 52044 N = 11700 lbf
T_{ssl}^{AB} = 100974 N = 22700 lbf
SFC_{ssl} = 1.84 10^{-5} (kg/s)/N = 0.65 (lb/h)/lbf
SFC_{ssl}^{AB} = 5.67 10^{-5} (kg/s)/N = 2 (lb/h)/lbf
$\dot{w}_{ssl}$ = 122.5 kg/s = 270.1 lb/s
BPR = 1.1
OPR = 17
FPR = 2
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

TF33-PW-100

Manufacturer: Pratt & Whitney
Application: E-8A
Composition: 2 / 7B / 7 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 93412 N = 21000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 15.6
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

TF33-PW-100A

Manufacturer: Pratt & Whitney
Application: E-3A/B/C, E-8A
Composition: 2 / 7B / 7 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 93412 N = 21000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 15.6
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

TF33-PW-102

Manufacturer: Pratt & Whitney
Application: KC-135E, C-18A, E-8C, TC-18A
Composition: 2 / 7B / 7 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 80068 N = 18000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.52 10^{-5} (kg/s)/N = 0.53 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 207.7 kg/s = 457.9 lb/s
BPR = 1.37
OPR = 13.6
FPR = 1.74
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

TF33-PW-102C

Manufacturer: Pratt & Whitney
Application: E-8C
Composition: 2 / 7B / 7 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 80068 N T_{ssl}^{AB} = 85405 N
= 18000 lbf = 19200 lbf
SFC$_{ssl}$= 1.52 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 0.53 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 207.7 kg/s = 457.9 lb/s
BPR = 1.37 OPR = 13.6
FPR = 1.74 TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TF33-PW-11

Manufacturer: Pratt & Whitney
Application: RB-57F
Composition: 2 / 7B / 7 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 80068 N T_{ssl}^{AB} = N
= 18000 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TF33-PW-11A

Manufacturer: Pratt & Whitney
Application: RB-57F
Composition: 2 / 7B / 7 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 80068 N T_{ssl}^{AB} = N
= 18000 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TF33-PW-3

Manufacturer: Pratt & Whitney
Application: B-52H, NB-52H
Composition: 2 / 7B / 7 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 1.346 m = 53 in — L = 3.454 m = 136 in
W_{eng} = 1769 kg = 3900 lb

Static Sea Level:
T_{ssl} = 75619 N = 17000 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 1.47 10^{-5} (kg/s)/N = 0.52 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 204.1 kg/s = 450 lb/s
BPR = 1.55 — OPR = 13
FPR = 1.7 — TET = 1144 °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TF33-PW-5

Manufacturer: Pratt & Whitney
Application: C-135E, NC-135W, OC-135B, RC-135V/W, WC-135B
Composition: 2 / 7B / 7 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 1.346 m = 53 in — L = m = in
W_{eng} = 1891 kg = 4169 lb

Static Sea Level:
T_{ssl} = 80068 N = 18000 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 1.52 10^{-5} (kg/s)/N = 0.53 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = — OPR =
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TF33-PW-7

Manufacturer: Pratt & Whitney
Application: C-141A/B, E-3A
Composition: 2 / 7B / 7 / 2 / - / 2 — Nb of shafts = 2

D_{fan} = m = in — D = 1.372 m = 54 in — L = 3.607 m = 142 in
W_{eng} = 2109 kg = 4650 lb

Static Sea Level:
T_{ssl} = 93412 N = 21000 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 1.59 10^{-5} (kg/s)/N = 0.56 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 226.8 kg/s = 500 lb/s
BPR = 1.21 — OPR = 15.6
FPR = 1.9 — TET = 1228 °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TF33-PW-7A

Manufacturer: Pratt & Whitney
Application: C-141A/B, E-3A
Composition: 2 / 7B / 7 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 93412 N T_{ssl}^{AB} = N
= 21000 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 226.8 kg/s = 500 lb/s
BPR = 1.21 OPR = 16
FPR = 1.9 TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TF33-PW-9

Manufacturer: Pratt & Whitney
Application: EC-135C, RC-135B/C, WC-135C
Composition: 2 / 7B / 7 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 1.346 m L = m
W_{eng} = 1891 kg = 4169 lb = 53 in = in

Static Sea Level:

T_{ssl} = 80068 N T_{ssl}^{AB} = N
= 18000 lbf = lbf
SFC_{ssl}= 1.52 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.53 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TF34-GE-100

Manufacturer: GE : General Electric
Application: A-10A, OA-10A, YA-10B
Composition: 1 / - / 14 / 2 / - / 4 Nb of shafts = 2

D_{fan} = m = in D = 1.27 m L = 2.54 m
W_{eng} = 645 kg = 1422 lb = 50 in = 100 in

Static Sea Level:

T_{ssl} = 40323 N T_{ssl}^{AB} = N
= 9065 lbf = lbf
SFC_{ssl}= 1.05 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.37 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 151 kg/s = 332.9 lb/s
BPR = 6.42 OPR = 20
FPR = 1.5 TET = 1496 °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TF34-GE-100A

Manufacturer: GE : General Electric
Application: A-10A, OA-10A
Composition: 1 / - / 14 / 2 / - / 4

		Nb of shafts = 2
D_{fan} = m = in	D = 1.245 m	L = 2.54 m
W_{eng} = 653 kg = 1440 lb	= 49 in	= 100 in
Static Sea Level:		**Cruise:**
T_{ssl} = 40323 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9065 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 151 kg/s = 332.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6.24	OPR = 20	OPR_{cr}=
FPR = 1.5	TET = °K	M_{cr}= , h_{cr}= m

TF34-GE-2

Manufacturer: GE : General Electric
Application: S-3A/B
Composition: 1 / - / 14 / 2 / - / 4

		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 41257 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9275 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 153.3 kg/s = 338 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6.23	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

TF34-GE-400A

Manufacturer: GE : General Electric
Application: S-3B
Composition: 1 / - / 14 / 2 / - / 4

		Nb of shafts = 2
D_{fan} = m = in	D = 1.321 m	L = 2.54 m
W_{eng} = 670 kg = 1477 lb	= 52 in	= 100 in
Static Sea Level:		**Cruise:**
T_{ssl} = 41257 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9275 lbf	= lbf	= lbf
SFC_{ssl}= 1.03 10^{-5} (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.36 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 153.3 kg/s = 338 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6.24	OPR = 21	OPR_{cr}=
FPR = 1.5	TET = °K	M_{cr}= , h_{cr}= m

TF34-GE-400B

Manufacturer: GE : General Electric
Application: S-3B
Composition: 1 / - / 14 / 2 / - / 4   Nb of shafts = 2

D_{fan} = m = in D = 1.321 m = 52 in L = 2.54 m = 100 in
W_{eng} = 670 kg = 1477 lb

Static Sea Level:
T_{ssl} = 41257 N = 9275 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 153.3 kg/s = 338 lb/s
BPR = 6.24   OPR = 21
FPR = 1.5   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TF37-GE-1

Manufacturer: GE : General Electric
Application:
Composition: 1 aft / - / 8 / 2 / - / 1   Nb of shafts = 2

D_{fan} = m = in D = 0.843 m = 33.2 in L = 1.361 m = 53.6 in
W_{eng} = 306 kg = 675 lb

Static Sea Level:
T_{ssl} = 18682 N = 4200 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl}= 1.85 10^{-5} (kg/s)/N = 0.65 (lb/h)/lbf SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 38.1 kg/s = 84 lb/s
BPR = 1.9   OPR = 6.9
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TF39-GE-1

Manufacturer: GE : General Electric
Application: C-5A
Composition: 1.5 / - / 16 / 3 / - / 6   Nb of shafts = 2

D_{fan} = 2.438 m = 96 in D = 2.54 m = 100 in L = 5.156 m = 203 in
W_{eng} = 3260 kg = 7187 lb

Static Sea Level:
T_{ssl} = 181509 N = 40805 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl}= 0.89 10^{-5} (kg/s)/N = 0.32 (lb/h)/lbf SFC_{ssl}^{AB}= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 702.6 kg/s = 1549 lb/s
BPR = 8   OPR = 26
FPR = 1.56   TET = 1561 °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TF39-GE-1C

Manufacturer: GE : General Electric
Application: C-5A
Composition: 1.5 / - / 16 / 3 / - / 6 Nb of shafts = 2
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 191295 N = 43005 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 8	OPR =	OPR$_{cr}$=
FPR = 1.56	TET = °K	M_{cr}= , h_{cr}= m

TF39-GE-5CA

Manufacturer: GE : General Electric **Year:** 1969
Application: Lockheed Galaxy
Composition: / / / / / Nb of shafts =
D_{fan} = 2.375 m = 93.5 in D = m = in L = 4.83 m = 190.2 in
W_{eng} = 3583 kg = 7899 lb

Static Sea Level:		Cruise:
T_{ssl} = 182800 N = 41095 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$= 0.89 10^{-5} (kg/s)/N = 0.31 (lb/h)/lbf	SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 703 kg/s = 1549.8 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 8	OPR = 25.7	OPR$_{cr}$=
FPR =	TET = 1643 °K	M_{cr}= , h_{cr}= m

TF40-IHI-801A

Manufacturer: IHI : Ishikawajima-Harima Heavy Industries
Application: F-1, T-2A
Composition: 2 / - / 5 / 1 / - / 1 Nb of shafts = 2
D_{fan} = m = in D = 0.762 m = 30 in L = 2.972 m = 117 in
W_{eng} = 704 kg = 1552 lb

Static Sea Level:		Cruise:
T_{ssl} = N = lbf	T_{ssl}^{AB} = 32494 N = 7305 lbf	T_{cr} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$= 2.1 10^{-5} (kg/s)/N = 0.74 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0.8	OPR = 11	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

TF41-A-1

Manufacturer: Allison
Application: A-7D/H, TA-7H
Composition: 3 / 2B / 11 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 0.953 m = 37.5 in L = 2.606 m = 102.6 in
W_{eng} = 1475 kg = 3252 lb

Static Sea Level:
T_{ssl} = 63387 N = 14250 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.79 10^{-5} (kg/s)/N = 0.63 (lb/h)/lbf SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 117 kg/s = 257.9 lb/s
BPR = 0.77 OPR = 20
FPR = 2.45 TET = 1455 °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TF41-A-1B

Manufacturer: Allison
Application: A-7D K
Composition: 3 / 2B / 11 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 1.016 m = 40 in L = 2.908 m = 114.5 in
W_{eng} = 1593 kg = 3512 lb

Static Sea Level:
T_{ssl} = 64499 N = 14500 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.83 10^{-5} (kg/s)/N = 0.65 (lb/h)/lbf SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 117.9 kg/s = 259.9 lb/s
BPR = 0.76 OPR = 20
FPR = 2.45 TET = 1458 °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TF41-A-2

Manufacturer: Allison
Application: A-7E/G
Composition: 3 / 2B / 11 / 2 / - / 2 Nb of shafts = 2

D_{fan} = m = in D = 0.953 m = 37.5 in L = 2.606 m = 102.6 in
W_{eng} = 1475 kg = 3252 lb

Static Sea Level:
T_{ssl} = 66723 N = 15000 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.88 10^{-5} (kg/s)/N = 0.66 (lb/h)/lbf SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 119.3 kg/s = 263 lb/s
BPR = 0.74 OPR = 21.4
FPR = 2.49 TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TF41-A-2B

Manufacturer: Allison
Application: A-7E/G
Composition: 3 / 2B / 11 / 2 / - / 2 Nb of shafts = 2
D_{fan} = m = in D = 0.953 m L = 2.606 m
W_{eng} = 1475 kg = 3252 lb = 37.5 in = 102.6 in

Static Sea Level:
T_{ssl} = 66723 N T_{ssl}^{AB} = N
= 15000 lbf = lbf
SFC$_{ssl}$ = 1.88 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.66 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 119.3 kg/s = 263 lb/s
BPR = 0.74 OPR = 21.4
FPR = 2.49 TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TF41-A-400

Manufacturer: Allison
Application: A-7E/G
Composition: 3 / 2B / 11 / 2 / - / 2 Nb of shafts = 2
D_{fan} = m = in D = 0.953 m L = 2.606 m
W_{eng} = 1475 kg = 3252 lb = 37.5 in = 102.6 in

Static Sea Level:
T_{ssl} = 66723 N T_{ssl}^{AB} = N
= 15000 lbf = lbf
SFC$_{ssl}$ = 1.88 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.66 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 119.3 kg/s = 263 lb/s
BPR = 0.74 OPR = 21.4
FPR = 2.49 TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TFE1042-70

Manufacturer: ITEC
Application: China Indigenous Defense Fighter
Composition: 3 / - / 4 + 1C / 1 / - / 1 Nb of shafts = 2
D_{fan} = m = in D = 0.591 m L = 3.561 m
W_{eng} = 617 kg = 1360 lb = 23.3 in = 140.2 in

Static Sea Level:
T_{ssl} = 26800 N T_{ssl}^{AB} = 41146 N
= 6025 lbf = 9250 lbf
SFC$_{ssl}$ = 2.27 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = 5.84 10^{-5} (kg/s)/N
= 0.8 (lb/h)/lbf = 2.06 (lb/h)/lbf
$\dot{w}_{ssl}$ = 43.3 kg/s = 95.5 lb/s
BPR = 0.3 OPR = 18.5
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TFE109-1

Manufacturer: ASE : AlliedSignal Engines
Application: Jet Squalus ATTA/AWS/NGT

Composition: 2 / - / 2 / 2 / - / 2		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 5916 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1330 lbf	= lbf	= lbf
SFC_{ssl} = 1.11 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 0.39 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

TFE731-1

Manufacturer: ASE : AlliedSignal Engines **Year:** 1969
Application:

Composition: 1 / / 4 / 2 / / 3		Nb of shafts = 2
D_{fan} = 0.716 m = 28.2 in	D = m	L = 1.26 m
W_{eng} = 272 kg = 600 lb	= in	= 49.6 in
Static Sea Level:		**Cruise:**
T_{ssl} = 15549 N	T_{ssl}^{AB} = N	T_{cr} = 4002 N
= 3496 lbf	= lbf	= 900 lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = 2.35 10^{-5} (kg/s)/N
= 0 (lb/h)/lbf	= (lb/h)/lbf	= 0.83 (lb/h)/lbf
$\dot{w}_{ssl}$ = 51.3 kg/s = 113.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.7	OPR = 19	OPR_{cr}=
FPR =	TET = 1285 °K	M_{cr}= 0.8 , h_{cr}= 11000 m

TFE731-2

Manufacturer: ASE : AlliedSignal Engines
Application: C-21A, Falcon 10, Learjet 31/31A, SA-28T

Composition: 1G / 1C / 4 / 1 / - / 3		Nb of shafts = 2
D_{fan} = 0.716 m = 28.2 in	D = 1.016 m	L = 1.27 m
W_{eng} = 283 kg = 624 lb	= 40 in	= 50 in
Static Sea Level:		**Cruise:**
T_{ssl} = 15569 N	T_{ssl}^{AB} = N	T_{cr} = 3358 N
= 3500 lbf	= lbf	= 755 lbf
SFC_{ssl} = 1.43 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = 2.31 10^{-5} (kg/s)/N
= 0.5 (lb/h)/lbf	= (lb/h)/lbf	= 0.82 (lb/h)/lbf
$\dot{w}_{ssl}$ = 51.3 kg/s = 113.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.67	OPR = 17.7	OPR_{cr}=
FPR = 1.54	TET = °K	M_{cr}= 0.8, h_{cr}= 12192 m

TFE731-2-25

Manufacturer: ASE : AlliedSignal Engines
Application: C-101BB/EB
Composition: 1G / 1C / 4 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 0.717 m = 28.2 in — D = 1 m = 39.4 in — L = 1.52 m = 59.8 in
W_{eng} = 337 kg = 743 lb

Static Sea Level:		Cruise:
T_{ssl} = 15569 N = 3500 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.66	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

TFE731-2-2B

Manufacturer: ASE : AlliedSignal Engines
Application: Learjet 35/36, C-21A, EC-35A, PC-35A, RC-35A, UC-35A
Composition: 1G / 1C / 4 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in — D = 1 m = 39.4 in — L = 1.262 m = 49.7 in
W_{eng} = 337 kg = 743 lb

Static Sea Level:		Cruise:
T_{ssl} = 15569 N = 3500 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 1.43 10^{-5} (kg/s)/N = 0.5 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 51.3 kg/s = 113.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.66	OPR = 13	OPR$_{cr}$=
FPR = 1.54	TET = °K	M_{cr}= , h_{cr}= m

TFE731-2-2N

Manufacturer: ASE : AlliedSignal Engines
Application: IA 63 NGA, IA 63
Composition: 1G / 1C / 4 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in — D = 1 m = 39.4 in — L = 1.262 m = 49.7 in
W_{eng} = 337 kg = 743 lb

Static Sea Level:		Cruise:
T_{ssl} = 15569 N = 3500 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.56	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

TFE731-20

Manufacturer: ASE : AlliedSignal Engines
Application: Learjet 45
Composition: 1G / 1C / 4 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in — D = 1 m = 39.4 in — L = 1.295 m = 51 in
W_{eng} = 401 kg = 884 lb

Static Sea Level:
T_{ssl} = 15569 N = 3500 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.25 10^{-5} (kg/s)/N = 0.44 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 55.8 kg/s = 123 lb/s
BPR = 3.1 — OPR = 21
FPR = 3.7 — TET = °K

Cruise:
T_{cr} = 3897 N = 876 lbf
SFC$_{cr}$ = 2.06 10^{-5} (kg/s)/N = 0.73 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 12192 m

TFE731-20AR

Manufacturer: ASE : AlliedSignal Engines
Application: Learjet 40
Composition: 1G / 1C / 4 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in — D = 1 m = 39.4 in — L = 1.295 m = 51 in
W_{eng} = 406 kg = 895 lb

Static Sea Level:
T_{ssl} = 15569 N = 3500 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 3.1 — OPR =
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

TFE731-20BR

Manufacturer: ASE : AlliedSignal Engines
Application: Learjet 40XR/45XR
Composition: 1G / 1C / 4 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in — D = 1 m = 39.4 in — L = 1.295 m = 51 in
W_{eng} = 406 kg = 895 lb

Static Sea Level:
T_{ssl} = 15569 N = 3500 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 3.1 — OPR =
FPR = — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

TFE731-3

Manufacturer: ASE : AlliedSignal Engines
Application: JetStar II
Composition: 1G / 1C / 4 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in — D = 1 m = 39.4 in — L = 1.262 m = 49.7 in
W_{eng} = 342 kg = 754 lb

Static Sea Level:
T_{ssl} = 16458 N = 3700 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 1.45 10^{-5} (kg/s)/N = 0.51 (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 53.5 kg/s = 117.9 lb/s
BPR = 2.8 — OPR = 14.6
FPR = 2.8 — TET = °K

Cruise:
T_{cr} = 3634 N = 817 lbf
SFC$_{cr}$ = 2.32 10^{-5} (kg/s)/N = 0.82 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 12192 m

TFE731-3-100S

Manufacturer: ASE : AlliedSignal Engines
Application: Citation III
Composition: 1G / 1C / 4 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in — D = 1 m = 39.4 in — L = 1.262 m = 49.7 in
W_{eng} = 349 kg = 769 lb

Static Sea Level:
T_{ssl} = 16236 N = 3650 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 53.5 kg/s = 117.9 lb/s
BPR = 2.8 — OPR = 14.6
FPR = 2.8 — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

TFE731-3-1D

Manufacturer: ASE : AlliedSignal Engines
Application: Sabreliner 65
Composition: 1G / 1C / 4 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in — D = 1 m = 39.4 in — L = 1.262 m = 49.7 in
W_{eng} = 342 kg = 754 lb

Static Sea Level:
T_{ssl} = 16458 N = 3700 lbf — T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf — SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 53.5 kg/s = 117.9 lb/s
BPR = 2.8 — OPR = 14.6
FPR = 2.8 — TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

TFE731-3-1G

Manufacturer: ASE : AlliedSignal Engines
Application: 1124 Westwind
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in D = 1 m L = 1.262 m
W_{eng} = 342 kg = 754 lb = 39.4 in = 49.7 in

Static Sea Level:

T_{ssl} = 16458 N T_{ssl}^{AB} = N
= 3700 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 53.5 kg/s = 117.9 lb/s
BPR = 2.8 OPR = 14.6
FPR = 2.8 TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TFE731-3-1H

Manufacturer: ASE : AlliedSignal Engines
Application: BAe HS 125-600F/-700B, C-29A
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in D = 1 m L = 1.262 m
W_{eng} = 342 kg = 754 lb = 39.4 in = 49.7 in

Static Sea Level:

T_{ssl} = 16458 N T_{ssl}^{AB} = N
= 3700 lbf = lbf
SFC_{ssl}= 1.45 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.51 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 53.5 kg/s = 117.9 lb/s
BPR = 2.8 OPR = 14.6
FPR = 2.8 TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TFE731-3A-2B

Manufacturer: ASE : AlliedSignal Engines
Application: Learjet 55B/55C/55C-LR
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in D = 1 m L = 1.262 m
W_{eng} = 352 kg = 776 lb = 39.4 in = 49.7 in

Static Sea Level:

T_{ssl} = 16236 N T_{ssl}^{AB} = N
= 3650 lbf = lbf
SFC_{ssl}= 1.46 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.52 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 53.5 kg/s = 117.9 lb/s
BPR = 2.8 OPR = 14.6
FPR = 2.8 TET = °K

Cruise:

T_{cr} = 3728 N
= 838 lbf
SFC_{cr} = 2.33 10^{-5} (kg/s)/N
= 0.82 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8, h_{cr}= 12192 m

GE-1019.472

TFE731-3A-300G

Manufacturer: ASE : AlliedSignal Engines
Application: Astra, Astra SP
Composition: 1G / 1C / 4 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in; D = 1 m = 39.4 in; L = 1.262 m = 49.7 in
W_{eng} = 352 kg = 776 lb

Static Sea Level:
T_{ssl} = 16236 N = 3650 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 53.5 kg/s = 117.9 lb/s
BPR = 2.8
OPR = 14.6
FPR = 2.8
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TFE731-3B-100

Manufacturer: ASE : AlliedSignal Engines
Application: Citation VI
Composition: 1G / 1C / 4 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in; D = 1 m = 39.4 in; L = 1.262 m = 49.7 in
W_{eng} = 340 kg = 750 lb

Static Sea Level:
T_{ssl} = 16236 N = 3650 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.44 10^{-5} (kg/s)/N = 0.51 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 53.5 kg/s = 117.9 lb/s
BPR = 2.8
OPR = 14.4
FPR = 2.8
TET = °K

Cruise:
T_{cr} = 3754 N = 844 lbf
SFC_{cr} = 2.31 10^{-5} (kg/s)/N = 0.82 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8, h_{cr}= 12192 m

TFE731-4

Manufacturer: ASE : AlliedSignal Engines
Application: Citation VII, Citation IV (not produced)
Composition: 1G / 1C / 4 / 1 / - / 3 — Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in; D = 1 m = 39.4 in; L = 1.295 m = 51 in
W_{eng} = 373 kg = 822 lb

Static Sea Level:
T_{ssl} = 18149 N = 4080 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.46 10^{-5} (kg/s)/N = 0.52 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 2.4
OPR = 14.8
FPR =
TET = °K

Cruise:
T_{cr} = 4132 N = 929 lbf
SFC_{cr} = 2.26 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= 0.8, h_{cr}= 12192 m

TFE731-4-1T

Manufacturer: ASE : AlliedSignal Engines
Application: L-139
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 0.729 m = 28.7 in D = m L = 1.477 m
W_{eng} = 372 kg = 820 lb = in = 58.1 in

Static Sea Level:		**Cruise:**
T_{ssl} = 18149 N	T_{ssl}^{AB} = N	T_{cr} = N
= 4080 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.4	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

TFE731-40

Manufacturer: ASE : AlliedSignal Engines
Application: Falcon 50EX, Hawker 450
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in D = 1 m L = 1.295 m
W_{eng} = 401 kg = 884 lb = 39.4 in = 51 in

Static Sea Level:		**Cruise:**
T_{ssl} = 18905 N	T_{ssl}^{AB} = N	T_{cr} = N
= 4250 lbf	= lbf	= lbf
SFC$_{ssl}$= 1.29 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.46 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 65.8 kg/s = 145.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.9	OPR = 22	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

TFE731-40AR-200G

Manufacturer: ASE : AlliedSignal Engines
Application: G150
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2

D_{fan} = 0.716 m = 28.2 in D = 1 m L = 1.295 m
W_{eng} = 406 kg = 895 lb = 39.4 in = 51 in

Static Sea Level:		**Cruise:**
T_{ssl} = 19661 N	T_{ssl}^{AB} = N	T_{cr} = N
= 4420 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 2.9	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

TFE731-40R

Manufacturer: ASE : AlliedSignal Engines
Application: G100 (Astra SP), G150 (Astra SPX), IA 63 NGB
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2
D_{fan} = 0.716 m = 28.2 in D = 1 m L = 1.295 m
W_{eng} = 406 kg = 895 lb = 39.4 in = 51 in

Static Sea Level:
T_{ssl} = 18905 N T_{ssl}^{AB} = N
= 4250 lbf = lbf
SFC_{ssl} = (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 2.9 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

TFE731-40R-200G

Manufacturer: ASE : AlliedSignal Engines
Application: C-38A
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2
D_{fan} = m = in D = m L = m
W_{eng} = 406 kg = 895 lb = in = in

Static Sea Level:
T_{ssl} = 18905 N T_{ssl}^{AB} = N
= 4250 lbf = lbf
SFC_{ssl} = 1.29 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.46 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 65.8 kg/s = 145.1 lb/s
BPR = 2.9 OPR = 22
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

TFE731-5

Manufacturer: ASE : AlliedSignal Engines **Year:** 1983
Application: BAe HS 125-800, Sabreliner 85, CASA C-101, Dassault Falcon 900 et 20
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2
D_{fan} = 0.754 m = 29.7 in D = 1.029 m L = 1.389 m
W_{eng} = 401 kg = 884 lb = 40.5 in = 54.7 in

Static Sea Level:
T_{ssl} = 20000 N T_{ssl}^{AB} = N
= 4496 lbf = lbf
SFC_{ssl} = 1.33 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.47 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 72.7 kg/s = 160.3 lb/s
BPR = 3.15 OPR = 19.4
FPR = 1.67 TET = 1378 °K

Cruise:
T_{cr} = 4400 N
= 989 lbf
SFC_{cr} = 2.27 10^{-5} (kg/s)/N
= 0.8 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8, h_{cr} = 12190 m

TFE731-5-1J

Manufacturer: ASE : AlliedSignal Engines
Application: C-101CC/DD
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2
D_{fan} = m = in D = 1.029 m L = 1.665 m
W_{eng} = 386 kg = 851 lb = 40.5 in = 65.6 in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 19145 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 4304 lbf		= lbf		= lbf
SFC$_{ssl}$	= 1.37 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.48 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 64.9 kg/s = 143.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 3.65	OPR	= 14.4	OPR$_{cr}$	=
FPR	= 3.48	TET	= °K	M_{cr} = , h_{cr} = m	

TFE731-5AR

Manufacturer: ASE : AlliedSignal Engines
Application: Falcon 900, Falcon 20RE
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2
D_{fan} = 0.754 m = 29.7 in D = 1.029 m L = 2.052 m
W_{eng} = 401 kg = 884 lb = 40.5 in = 80.8 in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 20017 N	T_{ssl}^{AB}	= N	T_{cr}	= 4386 N
	= 4500 lbf		= lbf		= 986 lbf
SFC$_{ssl}$	= 1.33 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= 2.18 10^{-5} (kg/s)/N
	= 0.47 (lb/h)/lbf		= (lb/h)/lbf		= 0.77 (lb/h)/lbf
$\dot{w}_{ssl}$	= 64.9 kg/s = 143.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 3.65	OPR	= 14.6	OPR$_{cr}$	=
FPR	= 3.48	TET	= °K	M_{cr} = 0.8, h_{cr} = 12192 m	

TFE731-5BR

Manufacturer: ASE : AlliedSignal Engines
Application: Falcon 900B, Falcon 20RE, Hawker 800XP
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2
D_{fan} = 0.754 m = 29.7 in D = 1.029 m L = 2.052 m
W_{eng} = 408 kg = 899 lb = 40.5 in = 80.8 in

Static Sea Level:				**Cruise:**	
T_{ssl}	= 21129 N	T_{ssl}^{AB}	= N	T_{cr}	= 4680 N
	= 4750 lbf		= lbf		= 1052 lbf
SFC$_{ssl}$	= 1.33 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= 2.14 10^{-5} (kg/s)/N
	= 0.47 (lb/h)/lbf		= (lb/h)/lbf		= 0.76 (lb/h)/lbf
$\dot{w}_{ssl}$	= 64.9 kg/s = 143.1 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	= 3.5	OPR	= 15.1	OPR$_{cr}$	=
FPR	= 3.48	TET	= °K	M_{cr} = 0.8, h_{cr} = 12192 m	

TFE731-5BR-1C

Manufacturer: ASE : AlliedSignal Engines
Application: Falcon 900C
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2
D_{fan} = 0.754 m = 29.7 in D = 1.029 m L = 2.052 m
W_{eng} = 408 kg = 899 lb = 40.5 in = 80.8 in

Static Sea Level:
T_{ssl} = 21129 N T^{AB}_{ssl} = N
= 4750 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 3.2 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TFE731-60

Manufacturer: ASE : AlliedSignal Engines
Application: Falcon 900EX
Composition: 1G / 1C / 4 / 1 / - / 3 Nb of shafts = 2
D_{fan} = 0.78 m = 30.7 in D = 1.077 m L = 1.829 m
W_{eng} = 448 kg = 988 lb = 42.4 in = 72 in

Static Sea Level:
T_{ssl} = 22241 N T^{AB}_{ssl} = N
= 5000 lbf = lbf
SFC$_{ssl}$= 1.15 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= 0.4 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 84.8 kg/s = 187 lb/s
BPR = 3.9 OPR = 22
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TJ-50

Manufacturer: Hamilton Sundstrand
Application: ADM-160A
Composition: - / - / 1 / 1 / - / - Nb of shafts = 1
D_{fan} = m = in D = 0.176 m L = 0.305 m
W_{eng} = 6 kg = 13 lb = 6.9 in = 12 in

Static Sea Level:
T_{ssl} = 245 N T^{AB}_{ssl} = N
= 55 lbf = lbf
SFC$_{ssl}$= 3.97 10^{-5} (kg/s)/N SFC$^{AB}_{ssl}$= (kg/s)/N
= 1.4 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

TJ400

Manufacturer: Agilis Engines
Application:
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = 0.381 m	L = 0.762 m
W_{eng} = 62 kg = 137 lb	= 15 in	= 30 in
Static Sea Level:		**Cruise:**
T_{ssl} = 1793 N	T_{ssl}^{AB} = N	T_{cr} = N
= 403 lbf	= lbf	= lbf
SFC$_{ssl}$ = 2.55 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.9 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

TJ60

Manufacturer: Agilis Engines
Application:
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = 0.127 m	L = 0.343 m
W_{eng} = 4 kg = 9 lb	= 5 in	= 13.5 in
Static Sea Level:		**Cruise:**
T_{ssl} = 267 N	T_{ssl}^{AB} = N	T_{cr} = 133 N
= 60 lbf	= lbf	= 30 lbf
SFC$_{ssl}$ = 3.51 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = 4.25 10^{-5} (kg/s)/N
= 1.24 (lb/h)/lbf	= (lb/h)/lbf	= 1.5 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = 0.9, h_{cr} = 6096 m

TJ75

Manufacturer: Agilis Engines
Application:
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = 0.178 m	L = 0.343 m
W_{eng} = 4 kg = 9 lb	= 7 in	= 13.5 in
Static Sea Level:		**Cruise:**
T_{ssl} = 334 N	T_{ssl}^{AB} = N	T_{cr} = 214 N
= 75 lbf	= lbf	= 48 lbf
SFC$_{ssl}$ = 3.51 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = 4.25 10^{-5} (kg/s)/N
= 1.24 (lb/h)/lbf	= (lb/h)/lbf	= 1.5 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = 0.9, h_{cr} = 6096 m

TJ80

Manufacturer: Agilis Engines
Application:
Composition: / / / / /

D_{fan}	= m = in	D	= 0.127 m = 5 in	Nb of shafts =	
W_{eng}	= 4 kg = 9 lb			L	= 0.343 m = 13.5 in

Static Sea Level: | **Cruise:**

T_{ssl}	= 320 N = 72 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= 214 N = 48 lbf
SFC_{ssl}	= 3.51 10^{-5} (kg/s)/N = 1.24 (lb/h)/lbf	SFC_{ssl}^{AB}	= (kg/s)/N = (lb/h)/lbf	SFC_{cr}	= 4.25 10^{-5} (kg/s)/N = 1.5 (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}= 0.9, h_{cr}= 6096 m	

TJM3

Manufacturer: Mitsubishi
Application: Target drone
Composition: - / - / 1 / 1 / - / -

D_{fan}	= m = in	D	= 0.356 m = 14 in	Nb of shafts = 1	
W_{eng}	= 46 kg = 101 lb			L	= 0.864 m = 34 in

Static Sea Level: | **Cruise:**

T_{ssl}	= 1962 N = 441 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= N = lbf
SFC_{ssl}	= 3.31 10^{-5} (kg/s)/N = 1.17 (lb/h)/lbf	SFC_{ssl}^{AB}	= (kg/s)/N = (lb/h)/lbf	SFC_{cr}	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 5.6	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

TJM4

Manufacturer: Mitsubishi
Application: UAV
Composition: - / - / 2 / 2 / - / -

D_{fan}	= m = in	D	= 0.356 m = 14 in	Nb of shafts = 1	
W_{eng}	= 56 kg = 123 lb			L	= 1.092 m = 43 in

Static Sea Level: | **Cruise:**

T_{ssl}	= 2842 N = 639 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= N = lbf
SFC_{ssl}	= 3.17 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf	SFC_{ssl}^{AB}	= (kg/s)/N = (lb/h)/lbf	SFC_{cr}	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 6.7	OPR_{cr}	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

TR-1

Manufacturer: Lyulka
Application: Il-22 'Coot-B'
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 13345 N	T_{ssl}^{AB} = 8661 N	T_{cr} = N
= 3000 lbf	= 1947 lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Trent 1000

Manufacturer: Rolls-Royce **Year:** 2008
Application: B787-3/-8/-9, A350-800/-900 (expected)
Composition: 1 / 8 / 6 / 1 / 1 / 6

		Nb of shafts = 3
D_{fan} = 2.845 m = 112 in	D = m	L = 3.861 m
W_{eng} = 6437 kg = 14191 lb	= in	= 152 in
Static Sea Level:		**Cruise:**
T_{ssl} = 235755 N	T_{ssl}^{AB} = N	T_{cr} = N
= 53000 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 1247.4 kg/s = 2750 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 10.8	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Trent 1700

Manufacturer: Rolls-Royce **Year:** 2011
Application: A350-84?
Composition: 1 / 7 / 6 / / /

		Nb of shafts = 3
D_{fan} = 2.845 m = 112 in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 334000 N	T_{ssl}^{AB} = N	T_{cr} = N
= 75086 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Trent 553-61

Manufacturer: Rolls-Royce
Application: A340-541
Composition: 1 / 8 / 6 / 1 / 1 / 5 Nb of shafts = 3
D_{fan} = 2.474 m = 97.4 in D = m L = 3.912 m
W_{eng} = 4717 kg = 10399 lb = in = 154 in

Static Sea Level:
T_{ssl} = 248130 N = 55782 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 837.8 kg/s = 1847 lb/s
BPR = 7.7
OPR = 35.1
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Trent 556-61

Manufacturer: Rolls-Royce
Application: A340-642
Composition: 1 / 8 / 6 / 1 / 1 / 5 Nb of shafts = 3
D_{fan} = 2.474 m = 97.4 in D = m L = 3.912 m
W_{eng} = 4717 kg = 10399 lb = in = 154 in

Static Sea Level:
T_{ssl} = 260064 N = 58465 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 858.2 kg/s = 1892 lb/s
BPR = 7.32
OPR = 35.6
FPR =
TET = 1581 °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = 1.65 10^{-5} (kg/s)/N = 0.58 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8, h_{cr} = 9144 m

Trent 560-61

Manufacturer: Rolls-Royce
Application:
Composition: 1 / 8 / 6 / 1 / 1 / 5 Nb of shafts = 3
D_{fan} = 2.474 m = 97.4 in D = m L = 3.912 m
W_{eng} = 4717 kg = 10399 lb = in = 154 in

Static Sea Level:
T_{ssl} = 261500 N = 58788 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 7.5
OPR = 36.7
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Trent 600

Manufacturer: Rolls-Royce
Application: MD-11 (option)
Composition: 1 / 8 / 6 / 1 / 1 / 4 Nb of shafts = 3
D_{fan} = 2.474 m = 97.4 in D = 2.591 m L = 3.912 m
W_{eng} = 4719 kg = 10404 lb = 102 in = 154 in

Static Sea Level:
T_{ssl} = 302478 N T_{ssl}^{AB} = N
= 68000 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 921.7 kg/s = 2032 lb/s
BPR = 8 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Trent 665

Manufacturer: Rolls-Royce
Application: B747-XQLR (candidate engine), B747-500X/-600X (not produced)
Composition: 1 / 8 / 6 / 1 / 1 / 4 Nb of shafts = 3
D_{fan} = 2.474 m = 97.4 in D = 2.591 m L = 3.912 m
W_{eng} = 5171 kg = 11400 lb = 102 in = 154 in

Static Sea Level:
T_{ssl} = 289133 N T_{ssl}^{AB} = N
= 65000 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 7 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Trent 672

Manufacturer: Rolls-Royce
Application: B767-400ERX
Composition: 1 / 8 / 6 / 1 / 1 / 4 Nb of shafts = 3
D_{fan} = 2.474 m = 97.4 in D = 2.591 m L = 3.912 m
W_{eng} = 5171 kg = 11400 lb = 102 in = 154 in

Static Sea Level:
T_{ssl} = 320270 N T_{ssl}^{AB} = N
= 72000 lbf = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 43.2
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Trent 758

Manufacturer: Rolls-Royce
Application: A330-141
Composition: 1 / 8 / 6 / 1 / 1 / 4 — Nb of shafts = 3

D_{fan} = 2.474 m = 97.4 in — D = m — L = 3.912 m
W_{eng} = kg = lb — = in — = 154 in

Static Sea Level:
T_{ssl} = 257996 N = 58000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Trent 764

Manufacturer: Rolls-Royce
Application: MD-12 (not built)
Composition: 1 / 8 / 6 / 1 / 1 / 4 — Nb of shafts = 3

D_{fan} = 2.474 m = 97.4 in — D = m — L = 3.912 m
W_{eng} = kg = lb — = in — = 154 in

Static Sea Level:
T_{ssl} = 284685 N = 64000 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Trent 768-60

Manufacturer: Rolls-Royce
Application: A330-341, A330-241 (option)
Composition: 1 / 8 / 6 / 1 / 1 / 4 — Nb of shafts = 3

D_{fan} = 2.474 m = 97.4 in — D = m — L = 3.912 m
W_{eng} = 4785 kg = 10549 lb — = in — = 154 in

Static Sea Level:
T_{ssl} = 300254 N = 67500 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 876.3 kg/s = 1931.9 lb/s
BPR = 4.97
OPR = 35.2
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Trent 772-60

Manufacturer: Rolls-Royce **Year:** 1995
Application: A330-242/-342
Composition: 1 / 8 / 6 / 1 / 1 / 4 Nb of shafts = 3

D_{fan} = 2.474 m = 97.4 in D = m L = 3.912 m
W_{eng} = 4785 kg = 10549 lb = in = 154 in

Static Sea Level:

T_{ssl} = 316267 N = 71100 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 897.2 kg/s = 1978 lb/s
BPR = 4.89 OPR = 36.8
FPR = TET = °K

Cruise:

T_{cr} = 51154 N = 11500 lbf
SFC$_{cr}$ = 1.6 10^{-5} (kg/s)/N = 0.56 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.82, h_{cr}= 10668 m

Trent 772B-60

Manufacturer: Rolls-Royce
Application: A330-243/-343X
Composition: 1 / 8 / 6 / 1 / 1 / 4 Nb of shafts = 3

D_{fan} = 2.474 m = 97.4 in D = m L = 3.912 m
W_{eng} = 4748 kg = 10468 lb = in = 154 in

Static Sea Level:

T_{ssl} = 316279 N = 71102 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 897.2 kg/s = 1978 lb/s
BPR = 4.89 OPR = 36.8
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Trent 775-60

Manufacturer: Rolls-Royce
Application: A330-244, A330-344 (option)
Composition: 1 / 8 / 6 / 1 / 1 / 4 Nb of shafts = 3

D_{fan} = 2.474 m = 97.4 in D = m L = 3.912 m
W_{eng} = 4786 kg = 10551 lb = in = 154 in

Static Sea Level:

T_{ssl} = 334282 N = 75150 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 917.9 kg/s = 2023.6 lb/s
BPR = 4.77 OPR = 39
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Trent 8104

Manufacturer: Rolls-Royce
Application: B777-200X/-300X, Technology demonstrator
Composition: 1 / 8 / 6 / 1 / 1 / 5 — Nb of shafts = 3

D_{fan} = 2.794 m = 110 in — D = m — L = 4.369 m
W_{eng} = 6532 kg = 14401 lb — = in — = 172 in

Static Sea Level:		Cruise:
T_{ssl} = 462613 N	T_{ssl}^{AB} = N	T_{cr} = N
= 104000 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 5.8	OPR = 45	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Trent 871-17

Manufacturer: Rolls-Royce
Application: B777-200
Composition: 1 / 8 / 6 / 1 / 1 / 5 — Nb of shafts = 3

D_{fan} = 2.794 m = 110 in — D = m — L = 4.369 m
W_{eng} = 5942 kg = 13100 lb — = in — = 172 in

Static Sea Level:		Cruise:
T_{ssl} = 315822 N	T_{ssl}^{AB} = N	T_{cr} = N
= 71000 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Trent 875-17

Manufacturer: Rolls-Royce
Application: B777-200
Composition: 1 / 8 / 6 / 1 / 1 / 5 — Nb of shafts = 3

D_{fan} = 2.794 m = 110 in — D = m — L = 4.369 m
W_{eng} = 5942 kg = 13100 lb — = in — = 172 in

Static Sea Level:		Cruise:
T_{ssl} = 346515 N	T_{ssl}^{AB} = N	T_{cr} = N
= 77900 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 1125.8 kg/s = 2482 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 6.21	OPR = 34.9	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

Trent 877-17

Manufacturer: Rolls-Royce
Application: B777-200
Composition: 1 / 8 / 6 / 1 / 1 / 5 — Nb of shafts = 3

D_{fan} = 2.794 m = 110 in — D = m — L = 4.369 m
W_{eng} = 5942 kg = 13100 lb — = in — = 172 in

Static Sea Level:

T_{ssl} = 359059 N = 80720 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1169.4 kg/s = 2578.1 lb/s
BPR = 6.15 — OPR = 35.9
FPR = — TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Trent 882-17

Manufacturer: Rolls-Royce
Application: B777-200 (option)
Composition: 1 / 8 / 6 / 1 / 1 / 5 — Nb of shafts = 3

D_{fan} = 2.794 m = 110 in — D = m — L = 4.369 m
W_{eng} = 5942 kg = 13100 lb — = in — = 172 in

Static Sea Level:

T_{ssl} = 376763 N = 84700 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = — OPR = 38.8
FPR = — TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Trent 884-17

Manufacturer: Rolls-Royce
Application: B777-200/-200ER
Composition: 1 / 8 / 6 / 1 / 1 / 5 — Nb of shafts = 3

D_{fan} = 2.794 m = 110 in — D = m — L = 4.369 m
W_{eng} = 5942 kg = 13100 lb — = in — = 172 in

Static Sea Level:

T_{ssl} = 386593 N = 86910 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1207 kg/s = 2661 lb/s
BPR = 5.95 — OPR = 39.8
FPR = — TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Trent 890-17

Manufacturer: Rolls-Royce
Application: B777-200ER/-300, Tu-304 (proposed)
Composition: 1 / 8 / 6 / 1 / 1 / 5 Nb of shafts = 3

D_{fan} = 2.794 m = 110 in D = m L = 4.369 m
W_{eng} = 5942 kg = 13100 lb = in = 172 in

Static Sea Level:

T_{ssl} = 406121 N T_{ssl}^{AB} = N
= 91300 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1233.8 kg/s = 2720.1 lb/s
BPR = 5.74 OPR = 42.7
FPR = TET = °K

Cruise:

T_{cr} = 57827 N
= 13000 lbf
SFC$_{cr}$ = 1.58 10^{-5} (kg/s)/N
= 0.56 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.83, h_{cr}= 10668 m

Trent 892-17

Manufacturer: Rolls-Royce
Application: B777-200ER/-300/-300ER
Composition: 1 / 8 / 6 / 1 / 1 / 5 Nb of shafts = 3

D_{fan} = 2.794 m = 110 in D = m L = 4.369 m
W_{eng} = 5957 kg = 13133 lb = in = 172 in

Static Sea Level:

T_{ssl} = 406788 N T_{ssl}^{AB} = N
= 91450 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1199.7 kg/s = 2644.9 lb/s
BPR = 5.79 OPR = 40.8
FPR = TET = °K

Cruise:

T_{cr} = 57827 N
= 13000 lbf
SFC$_{cr}$ = 1.58 10^{-5} (kg/s)/N
= 0.56 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.83 , h_{cr}= 10668 m

Trent 895-17

Manufacturer: Rolls-Royce
Application: B777-200ER/-300/-300ER (option)
Composition: 1 / 8 / 6 / 1 / 1 / 5 Nb of shafts = 3

D_{fan} = 2.794 m = 110 in D = m L = 4.369 m
W_{eng} = 5981 kg = 13186 lb = in = 172 in

Static Sea Level:

T_{ssl} = 422579 N T_{ssl}^{AB} = N
= 95000 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1208.4 kg/s = 2664.1 lb/s
BPR = 5.79 OPR = 41.6
FPR = 1.81 TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Trent 895C-17

Manufacturer: Rolls-Royce
Application: B777-200ER/-300/-300ER (option)
Composition: 1 / 8 / 6 / 1 / 1 / 5 Nb of shafts = 3
D_{fan} = 2.794 m = 110 in D = m L = 4.369 m
W_{eng} = 5981 kg = 13186 lb = in = 172 in

Static Sea Level:
T_{ssl} = 422579 N T_{ssl}^{AB} = N
= 95000 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1208.4 kg/s = 2664.1 lb/s
BPR = 5.79 OPR = 41.6
FPR = 1.81 TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Trent 900

Manufacturer: Rolls-Royce **Year:** 2004
Application: A380
Composition: 1 / 8 / 6 / 1 / 1 / 5 Nb of shafts = 3
D_{fan} = 2.794 m = 110 in D = m L = 5.639 m
W_{eng} = 6271 kg = 13825 lb = in = 222 in

Static Sea Level:
T_{ssl} = 340289 N T_{ssl}^{AB} = N
= 76500 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = 0 lb/s
BPR = 7.14 OPR = 41
FPR = TET = 1593 °K

Cruise:
T_{cr} = 62275 N
= 14000 lbf
SFC$_{cr}$ = 1.59 10^{-5} (kg/s)/N
= 0.56 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= 0.85 , h_{cr}= 10668 m

Trent 970-84

Manufacturer: Rolls-Royce
Application: A380-841
Composition: 1 / 8 / 6 / 1 / 1 / 5 Nb of shafts = 3
D_{fan} = 2.794 m = 110 in D = 3.942 m L = 4.5 m
W_{eng} = 6271 kg = 13825 lb = 155.2 in = 177.2 in

Static Sea Level:
T_{ssl} = 334282 N T_{ssl}^{AB} = N
= 75150 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 7.1 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Trent 970B-84

Manufacturer: Rolls-Royce
Application: A380-841
Composition: 1 / 8 / 6 / 1 / 1 / 5 — Nb of shafts = 3

D_{fan} = 2.794 m = 110 in; D = 3.942 m = 155.2 in; L = 4.5 m = 177.2 in
W_{eng} = 6271 kg = 13825 lb

Static Sea Level:

T_{ssl} = 348294 N = 78300 lbf; T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf; SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 7.1; OPR =
FPR = ; TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Trent 975

Manufacturer: Rolls-Royce
Application: B747-500X/-600X (not produced)
Composition: 1 / 8 / 6 / 1 / 1 / 5 — Nb of shafts = 3

D_{fan} = 2.794 m = 110 in; D = 3.942 m = 155.2 in; L = m = in
W_{eng} = 6271 kg = 13825 lb

Static Sea Level:

T_{ssl} = 333615 N = 75000 lbf; T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf; SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1125.4 kg/s = 2481.1 lb/s
BPR = 7.8; OPR = 35.8
FPR = ; TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Trent 976

Manufacturer: Rolls-Royce
Application:
Composition: / / / / / — Nb of shafts = 3

D_{fan} = 2.794 m = 110 in; D = m = in; L = 4.369 m = 172 in
W_{eng} = 5806 kg = 12800 lb

Static Sea Level:

T_{ssl} = 338000 N = 75985 lbf; T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf; SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 1179 kg/s = 2599.3 lb/s
BPR = 8; OPR =
FPR = ; TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Trent 977-84

Manufacturer: Rolls-Royce
Application: A380-843F
Composition: 1 / 8 / 6 / 1 / 1 / 5 Nb of shafts = 3
D_{fan} = 2.794 m = 110 in D = 3.942 m L = 4.5 m
W_{eng} = 6271 kg = 13825 lb = 155.2 in = 177.2 in

Static Sea Level:
T_{ssl} = 359326 N T_{ssl}^{AB} = N
= 80780 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 7.1 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Trent 977B-84

Manufacturer: Rolls-Royce
Application: A380-843F
Composition: 1 / 8 / 6 / 1 / 1 / 5 Nb of shafts = 3
D_{fan} = 2.794 m = 110 in D = 3.942 m L = 4.5 m
W_{eng} = 6271 kg = 13825 lb = 155.2 in = 177.2 in

Static Sea Level:
T_{ssl} = 372915 N T_{ssl}^{AB} = N
= 83835 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 7.1 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Trent 980-84

Manufacturer: Rolls-Royce
Application: A380-84?/-84?F (proposed future engine choice)
Composition: 1 / 8 / 6 / 1 / 1 / 5 Nb of shafts = 3
D_{fan} = 2.794 m = 110 in D = 3.942 m L = 4.5 m
W_{eng} = 6271 kg = 13825 lb = 155.2 in = 177.2 in

Static Sea Level:
T_{ssl} = 374094 N T_{ssl}^{AB} = N
= 84100 lbf = lbf
SFC$_{ssl}$= (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 7.1 OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Trent-RB203,08

Manufacturer: Rolls-Royce **Year:** 1967
Application:
Composition: / / / / /

Nb of shafts =

D_{fan} = 0.983 m = 38.7 in	D = m	L = 2.09 m	
W_{eng} = 805 kg = 1775 lb	= in	= 82.3 in	
Static Sea Level:		**Cruise:**	
T_{ssl} = 44439 N	T_{ssl}^{AB} = N	T_{cr} = 12900 N	
= 9990 lbf	= lbf	= 2900 lbf	
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = 2.04 10^{-5} (kg/s)/N	
= 0 (lb/h)/lbf	= (lb/h)/lbf	= 0.72 (lb/h)/lbf	
$\dot{w}_{ssl}$ = 136 kg/s = 299.8 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s	
BPR = 3	OPR = 16	OPR_{cr}=	
FPR =	TET = °K	M_{cr}= 0.7 , h_{cr}= 7620 m	

TRI 40-4

Manufacturer: Microturbo
Application: NSM
Composition: - / - / 4 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in	D = 0.284 m	L = 0.678 m	
W_{eng} = 44 kg = 97 lb	= 11.2 in	= 26.7 in	
Static Sea Level:		**Cruise:**	
T_{ssl} = 3336 N	T_{ssl}^{AB} = N	T_{cr} = N	
= 750 lbf	= lbf	= lbf	
SFC_{ssl} = 3.34 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N	
= 1.18 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf	
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s	
BPR =	OPR = 6	OPR_{cr}=	
FPR =	TET = °K	M_{cr}= , h_{cr}= m	

TRI 60-1

Manufacturer: Microturbo
Application: Sea Eagle
Composition: - / - / 3 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in	D = 0.33 m	L = 0.749 m	
W_{eng} = 49 kg = 108 lb	= 13 in	= 29.5 in	
Static Sea Level:		**Cruise:**	
T_{ssl} = 3501 N	T_{ssl}^{AB} = N	T_{cr} = N	
= 787 lbf	= lbf	= lbf	
SFC_{ssl} = 3.37 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N	
= 1.19 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf	
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s	
BPR =	OPR = 3.7	OPR_{cr}=	
FPR =	TET = °K	M_{cr}= , h_{cr}= m	

TRI 60-2

Manufacturer: Microturbo
Application: MQM-107B, RBS 15M
Composition: - / - / 3 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 0.33 m = 13 in
L = 0.749 m = 29.5 in
W_{eng} = 49 kg = 108 lb

Static Sea Level:

T_{ssl} = 3701 N = 832 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 3.57 10^{-5} (kg/s)/N = 1.26 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 3.8
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TRI 60-20

Manufacturer: Microturbo
Application: Super MQM-107D, Skua
Composition: - / - / 4 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 0.343 m = 13.5 in
L = 0.841 m = 33.1 in
W_{eng} = 64 kg = 141 lb

Static Sea Level:

T_{ssl} = 5338 N = 1200 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = 3.26 10^{-5} (kg/s)/N = 1.15 (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 6.3
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TRI 60-3

Manufacturer: Microturbo
Application: C22 drone
Composition: - / - / 3 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 0.343 m = 13.5 in
L = 1.067 m = 42 in
W_{eng} = 61 kg = 134 lb

Static Sea Level:

T_{ssl} = 4005 N = 900 lbf
T^{AB}_{ssl} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC^{AB}_{ssl} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 3.9
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

TRI 60-30

Manufacturer: Microturbo
Application: APACHE A, Storm Shadow/Scalp EG
Composition: - / - / 4 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.343 m = 13.5 in L = 1.067 m = 42 in
W_{eng} = 61 kg = 134 lb

Static Sea Level:

T_{ssl} = 5338 N = 1200 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 2.97 10^{-5} (kg/s)/N = 1.05 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 6.3
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

TRI 60-5

Manufacturer: Microturbo
Application: MQM-107D/E, Skua, Lakshya
Composition: - / - / 3 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.33 m = 13 in L = 0.749 m = 29.5 in
W_{eng} = 53 kg = 117 lb

Static Sea Level:

T_{ssl} = 4404 N = 990 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.54 10^{-5} (kg/s)/N = 1.25 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.1
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

TRS 18-046

Manufacturer: Microturbo
Application: C-22J/R
Composition: - / - / 1 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.302 m = 11.9 in L = 0.599 m = 23.6 in
W_{eng} = 37 kg = 82 lb

Static Sea Level:

T_{ssl} = 1001 N = 225 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.34 10^{-5} (kg/s)/N = 1.18 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 3.7
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

TRS 18-1

Manufacturer: Microturbo
Application: Falconet, Mirach 150, Microjet 200, Mirach 100-2/-3/-5
Composition: - / - / 1 / 1 / - / - Nb of shafts = 1
D_{fan} = m = in D = 0.302 m L = 0.599 m
W_{eng} = 38 kg = 84 lb = 11.9 in = 23.6 in

Static Sea Level:
T_{ssl} = 1157 N T_{ssl}^{AB} = N
= 260 lbf = lbf
SFC$_{ssl}$ = 3.34 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 1.18 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 4.7
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

V2500-A1

Manufacturer: IAE International Aero Engines : P&W + RR **Year:** 1989
Application: A320-231, A319
Composition: 1 / 3B / 10 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 1.681 m = 66.2 in D = 1.715 m L = 3.2 m
W_{eng} = 2363 kg = 5210 lb = 67.5 in = 126 in

Static Sea Level:
T_{ssl} = 110310 N T_{ssl}^{AB} = N
= 24799 lbf = lbf
SFC$_{ssl}$ = 0.99 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.35 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 354.3 kg/s = 781.1 lb/s
BPR = 5.42 OPR = 29.7
FPR = 1.7 TET = 1537 °K

Cruise:
T_{cr} = 22552 N
= 5070 lbf
SFC$_{cr}$ = 1.65 10^{-5} (kg/s)/N
= 0.58 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8 , h_{cr} = 10668 m

V2522-A5

Manufacturer: IAE International Aero Engines : P&W + RR **Year:** 1993
Application: MD90-10/30, A319-131
Composition: 1 / 4B / 10 / 2 / - / 5 Nb of shafts = 2
D_{fan} = 1.681 m = 66.2 in D = 1.715 m L = 3.204 m
W_{eng} = 2382 kg = 5251 lb = 67.5 in = 126.1 in

Static Sea Level:
T_{ssl} = 102490 N T_{ssl}^{AB} = N
= 23041 lbf = lbf
SFC$_{ssl}$ = 0.96 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$ = (kg/s)/N
= 0.34 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 334.8 kg/s = 738.1 lb/s
BPR = 4.9 OPR = 25.2
FPR = TET = °K

Cruise:
T_{cr} = 23064 N
= 5185 lbf
SFC$_{cr}$ = 1.63 10^{-5} (kg/s)/N
= 0.57 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = 0.8 , h_{cr} = 10668 m

V2522-D5

Manufacturer: IAE International Aero Engines : P&W + RR

Application: MD-90-10 (not produced)

Composition: 1 / 4B / 10 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 1.613 m = 63.5 in D = 1.715 m = 67.5 in L = m = in

W_{eng} = kg = lb

Static Sea Level:		**Cruise:**
T_{ssl} = 97860 N = 22000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 0.96 10^{-5} (kg/s)/N = 0.34 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 384.6 kg/s = 847.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.9	OPR = 25.2	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

V2524-A5

Manufacturer: IAE International Aero Engines : P&W + RR

Application: A319-132/-132CJ

Composition: 1 / 4B / 10 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 1.613 m = 63.5 in D = 1.715 m = 67.5 in L = 3.201 m = 126 in

W_{eng} = 2331 kg = 5139 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 108894 N = 24480 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 1.02 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 350.2 kg/s = 772.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.9	OPR = 26.5	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

V2525-D5

Manufacturer: IAE International Aero Engines : P&W + RR **Year:** 1994

Application: MD90-30/30ER

Composition: 1 / 4B / 10 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 1.681 m = 66.2 in D = 1.715 m = 67.5 in L = 3.204 m = 126.1 in

W_{eng} = 2382 kg = 5251 lb

Static Sea Level:		**Cruise:**
T_{ssl} = 111206 N = 25000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 25680 N = 5773 lbf
SFC$_{ssl}$ = 1.02 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = 1.63 10^{-5} (kg/s)/N = 0.57 (lb/h)/lbf
$\dot{w}_{ssl}$ = 355.6 kg/s = 784 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.8	OPR = 27.7	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = 0.8 , h_{cr} = 10668 m

V2527-A5

Manufacturer: IAE International Aero Engines : P&W + RR
Application: A319-133CJ/-133XCJ, A320-232
Composition: 1 / 4B / 10 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 1.613 m = 63.5 in D = 1.715 m = 67.5 in L = 3.2 m = 126 in
W_{eng} = 2331 kg = 5139 lb

Static Sea Level:
T_{ssl} = 110310 N = 24799 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.02 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 384 kg/s = 846.6 lb/s
BPR = 4.75 OPR = 27.4
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

V2528-D5

Manufacturer: IAE International Aero Engines : P&W + RR
Application: MD-90-30/-30ER
Composition: 1 / 4B / 10 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 1.613 m = 63.5 in D = 1.715 m = 67.5 in L = 3.2 m = 126 in
W_{eng} = 2382 kg = 5251 lb

Static Sea Level:
T_{ssl} = 124550 N = 28000 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 0.99 10^{-5} (kg/s)/N = 0.35 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 374.2 kg/s = 825 lb/s
BPR = 4.7 OPR = 30.4
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

V2530-A5

Manufacturer: IAE International Aero Engines : P&W + RR
Application: A321-131/-232
Composition: 1 / 4B / 10 / 2 / - / 5 Nb of shafts = 2

D_{fan} = 1.613 m = 63.5 in D = 1.715 m = 67.5 in L = m = in
W_{eng} = 2331 kg = 5139 lb

Static Sea Level:
T_{ssl} = 133000 N = 29900 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 1.02 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 385.1 kg/s = 849 lb/s
BPR = 4.6 OPR = 31.6
FPR = TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

V2530-D5

Manufacturer: IAE International Aero Engines : P&W + RR
Application: MD-90-50 (not produced)
Composition: 1 / 4B / 10 / 2 / - / 5 — Nb of shafts = 2

D_{fan} = 1.613 m = 63.5 in — D = 1.715 m = 67.5 in — L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = 133446 N = 30000 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 1.02 10^{-5} (kg/s)/N = 0.36 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.6	OPR = 31.6	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

V2533-A5

Manufacturer: IAE International Aero Engines : P&W + RR — **Year:** 1994
Application: A321-231
Composition: 1 / 4B / 10 / 2 / - / 5 — Nb of shafts = 2

D_{fan} = 1.613 m = 63.5 in — D = 1.715 m = 67.5 in — L = 3.204 m = 126.1 in
W_{eng} = 2331 kg = 5139 lb

Static Sea Level:		Cruise:
T_{ssl} = 140560 N = 31599 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = 25466 N = 5725 lbf
SFC$_{ssl}$ = 1.05 10^{-5} (kg/s)/N = 0.37 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = 1.63 10^{-5} (kg/s)/N = 0.57 (lb/h)/lbf
$\dot{w}_{ssl}$ = 395.5 kg/s = 871.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 4.5	OPR = 33.4	OPR$_{cr}$ =
FPR = 1.79	TET = °K	M_{cr} = 0.8 , h_{cr} = 10668 m

VD-19

Manufacturer: Kolesov RKBM
Application: Tu-128S-4 'Fiddler-B'
Composition: / / / / / — Nb of shafts =

D_{fan} = m = in — D = m = in — L = m = in
W_{eng} = kg = lb

Static Sea Level:		Cruise:
T_{ssl} = N = lbf	T_{ssl}^{AB} = 127485 N = 28660 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

VD-5

Manufacturer: Dobrynin
Application:
Composition: / / / / /

D_{fan}	= m = in	D	= m = in	Nb of shafts =	
W_{eng}	= kg = lb			L	= m = in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 127485 N = 28660 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= N = lbf
SFC$_{ssl}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

VD-7

Manufacturer: Dobrynin
Application: M-4 'Bison-A'
Composition: / / / / /

D_{fan}	= m = in	D	= m = in	Nb of shafts =	
W_{eng}	= kg = lb			L	= m = in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 107869 N = 24250 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= N = lbf
SFC$_{ssl}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

VD-7B

Manufacturer: Dobrynin
Application: M-4 'Bison-A'
Composition: / / / / /

D_{fan}	= m = in	D	= m = in	Nb of shafts =	
W_{eng}	= kg = lb			L	= m = in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 93168 N = 20945 lbf	T_{ssl}^{AB}	= N = lbf	T_{cr}	= N = lbf
SFC$_{ssl}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$	= (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$	= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

VD-7D

Manufacturer: Dobrynin
Application: VM-T 'Atlant'
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 105422 N = 23700 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

VD-7F

Manufacturer: Dobrynin
Application: M-52 'Bounder-B'
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = N = lbf
T_{ssl}^{AB} = 177928 N = 40000 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

VD-7M

Manufacturer: Dobrynin
Application: Tu-22/-22B 'Blinder-A', Tu-22K/KD/KP/KDP 'Blinder-B', Tu-22P/PD 'Blinder-C', Tu-22U/UD 'Blinder-D', Tu-22R/RD/RK/RDK/RM/RDM 'Blinder-E', M-50 'Bounder-A'
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in | D = m = in | L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = N = lbf
T_{ssl}^{AB} = 156910 N = 35275 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Verdon

Manufacturer: Hispano-Suiza
Application: Mystère IVA
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in D = m = in
W_{eng} = kg = lb
L = m = in

Static Sea Level:

T_{ssl} = 34318 N = 7715 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Viper 20F20

Manufacturer: Rolls-Royce
Year: 1965
Application:
Composition: / / / / /

Nb of shafts =

D_{fan} = 0.47 m = 18.5 in D = m = in
W_{eng} = 270 kg = 595 lb
L = 2.16 m = 85 in

Static Sea Level:

T_{ssl} = 15156 N = 3407 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = 0 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR = 0
OPR = 2.6
FPR =
TET = 1135 °K

Cruise:

T_{cr} = 6543 N = 1471 lbf
SFC_{cr} = $3.57\ 10^{-5}$ (kg/s)/N = 1.26 (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = 0.8 , h_{cr} = 11000 m

Viper ASV.11 Mk.200

Manufacturer: Armstrong Siddeley
Application: T-51
Composition: - / - / 7 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in D = m = in
W_{eng} = kg = lb
L = m = in

Static Sea Level:

T_{ssl} = 11121 N = 2500 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = $3.03\ 10^{-5}$ (kg/s)/N = 1.07 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR =
OPR = 4.3
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Viper ASV.11 Mk.201

Manufacturer: Armstrong Siddeley
Application: 3A drone
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 11121 N = 2500 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 4.3
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Viper ASV.11 Mk.202

Manufacturer: Armstrong Siddeley
Application: Jet Provost T.4/T.5/T.5A/T.52/T.55, T-52
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 11121 N = 2500 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= 2.95 10^{-5} (kg/s)/N = 1.04 (lb/h)/lbf SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 20 kg/s = 44.1 lb/s
BPR = OPR = 4.4
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Viper ASV.11 Mk.203

Manufacturer: Armstrong Siddeley
Application: Shackleton MR.3 (boosters)
Composition: - / - / 7 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 12010 N = 2700 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$= (kg/s)/N = (lb/h)/lbf SFC$_{ssl}^{AB}$= (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Viper ASV.11 Mk.22-1

Manufacturer: Armstrong Siddeley
Application: MB.326A/B/D/E/F
Composition: - / - / 7 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.836 m = 32.9 in L = 1.626 m = 64 in
W_{eng} = 281 kg = 619 lb

Static Sea Level:
T_{ssl} = 11121 N = 2500 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Viper ASV.11 Mk.22-6

Manufacturer: Armstrong Siddeley
Application: G-2A Galeb
Composition: - / - / 7 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 11121 N = 2500 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Viper ASV.11 Mk.22-8

Manufacturer: Armstrong Siddeley
Application: HJT-16 Hiran I/IA
Composition: - / - / 7 / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 11121 N = 2500 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

Viper ASV.5

Manufacturer: Armstrong Siddeley
Application:
Composition: - / - / 7 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 7295 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1640 lbf	= lbf	= lbf
SFC$_{ssl}$= 3.09 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 1.09 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 13.6 kg/s = 30 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 3.5	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Viper ASV.8 Mk.101

Manufacturer: Armstrong Siddeley
Application: Fo.139, Midge
Composition: - / - / 7 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 7295 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1640 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Viper ASV.8 Mk.102

Manufacturer: Armstrong Siddeley
Application: Jet Provost T.1/T.3/T.3A/T.51
Composition: - / - / 7 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 7784 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1750 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 14.5 kg/s = 32 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Viper ASV.8 Mk.104

Manufacturer: Armstrong Siddeley
Application: 3B drone
Composition: - / - / 7 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 7784 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1750 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Viper ASV.9 Mk.103

Manufacturer: Armstrong Siddeley
Application: X-14, HP-115
Composition: - / - / 7 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 8452 N	T_{ssl}^{AB} = N	T_{cr} = N
= 1900 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Viper Mk.520

Manufacturer: Rolls-Royce
Application: DH 125-1, Dominie T.1
Composition: - / - / 7 / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 13789 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3100 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

Viper Mk.521

Manufacturer: Rolls-Royce
Application: DH 125-1A/-1B/-2
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 13789 N T_{ssl}^{AB} = N
= 3100 lbf = lbf
SFC_{ssl} = 2.8 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 0.99 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 24 kg/s = 52.9 lb/s
BPR = OPR = 5.6
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Viper Mk.522

Manufacturer: Rolls-Royce
Application: HS 125-3/-3A/-3B/-400B/-403B/-600, Dominie CC.1/CC.2/CC.3
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.734 m L = 2.36 m
W_{eng} = 345 kg = 761 lb = 28.9 in = 92.9 in

Static Sea Level:
T_{ssl} = 14946 N T_{ssl}^{AB} = N
= 3360 lbf = lbf
SFC_{ssl} = 2.83 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 1 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 5.6
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Viper Mk.526

Manufacturer: Piaggio
Application: PD-808ECM/RM/TA/VIP, PD-808
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 14946 N T_{ssl}^{AB} = N
= 3360 lbf = lbf
SFC_{ssl} = (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

GE-1019.505

Viper Mk.531

Manufacturer: Rolls-Royce
Application: J-1 Jastreb
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.836 m L = 1.806 m
W_{eng} = 358 kg = 789 lb = 32.9 in = 71.1 in

Static Sea Level:

T_{ssl} = 13878 N T_{ssl}^{AB} = N
= 3120 lbf = lbf
SFC$_{ssl}$= 2.83 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 1 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 5.4
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Viper Mk.535

Manufacturer: Rolls-Royce
Application: BAC 167 Mk.55, 80, 80A, 82, 82A, 83, 84, 87, 88, 89, 90
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = 0.711 m = 28 in D = 0.74 m L = 1.806 m
W_{eng} = 358 kg = 789 lb = 29.1 in = 71.1 in

Static Sea Level:

T_{ssl} = 14946 N T_{ssl}^{AB} = N
= 3360 lbf = lbf
SFC$_{ssl}$= 2.83 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 1 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = 23.9 kg/s = 52.7 lb/s
BPR = 0 OPR = 5.5
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Viper Mk.540

Manufacturer: Rolls-Royce
Application: MB.326GB/H/M
Composition: - / - / 8 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.711 m L = 1.806 m
W_{eng} = 358 kg = 789 lb = 28 in = 71.1 in

Static Sea Level:

T_{ssl} = 14946 N T_{ssl}^{AB} = N
= 3360 lbf = lbf
SFC$_{ssl}$= 2.83 10^{-5} (kg/s)/N SFC$_{ssl}^{AB}$= (kg/s)/N
= 1 (lb/h)/lbf = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR =
FPR = TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Viper Mk.600

Manufacturer: Rolls-Royce
Application:
Composition: - / - / 8 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb   = in   = in

Static Sea Level:
T_{ssl} = 16681 N T_{ssl}^{AB} = N
= 3750 lbf   = lbf
SFC_{ssl}= 2.69 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.95 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = 26.3 kg/s = 58 lb/s
BPR =   OPR = 5.8
FPR =   TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Viper Mk.601-22

Manufacturer: Rolls-Royce
Application: HS 125-600B
Composition: - / - / 8 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = m L = m
W_{eng} = 376 kg = 829 lb   = in   = in

Static Sea Level:
T_{ssl} = 16681 N T_{ssl}^{AB} = N
= 3750 lbf   = lbf
SFC_{ssl}= 2.69 10^{-5} (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= 0.95 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR = 5.8
FPR =   TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Viper Mk.631

Manufacturer: Rolls-Royce
Application:
Composition: - / - / 8 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.044 m L = 1.806 m
W_{eng} = kg = lb   = 41.1 in   = 71.1 in

Static Sea Level:
T_{ssl} = 17659 N T_{ssl}^{AB} = N
= 3970 lbf   = lbf
SFC_{ssl}= (kg/s)/N SFC_{ssl}^{AB}= (kg/s)/N
= (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR =
FPR =   TET = °K

Cruise:
T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

Viper Mk.632-41R

Manufacturer: Rolls-Royce
Application: IAR-93A, J-22A, G-4 Super Galeb
Composition: - / - / 8 / 2 / - / -

D_{fan}	= 0.74 m = 29.1 in	D	= 0.747 m	Nb of shafts = 1	
W_{eng}	= 376 kg = 829 lb		= 29.4 in	L	= 1.806 m
					= 71.1 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 17659 N	T_{ssl}^{AB}	= 22241 N	T_{cr}	= N
	= 3970 lbf		= 5000 lbf		= lbf
SFC$_{ssl}$	= 2.75 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.97 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 26.3 kg/s = 58 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 5.9	OPR$_{cr}$=	
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

Viper Mk.632-43

Manufacturer: Piaggio
Application: MB.326K/L, MB.339A/PAN/RM, G-4 Super Galeb
Composition: - / - / 8 / 2 / - / -

D_{fan}	= 0.74 m = 29.1 in	D	= 0.747 m	Nb of shafts = 1	
W_{eng}	= 376 kg = 829 lb		= 29.4 in	L	= 1.806 m
					= 71.1 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 17659 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 3970 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 5.9	OPR$_{cr}$=	
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

Viper Mk.633-41

Manufacturer: Rolls-Royce
Application: IAR-93B, J-22B
Composition: - / - / 8 / 2 / - / -

D_{fan}	= m = in	D	= 0.709 m	Nb of shafts = 1	
W_{eng}	= 553 kg = 1219 lb		= 27.9 in	L	= 4.44 m
					= 174.8 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 17659 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 3970 lbf		= lbf		= lbf
SFC$_{ssl}$	= 2.75 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 0.97 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	=	OPR$_{cr}$=	
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

Viper Mk.633-47

Manufacturer: Rolls-Royce
Application: IAR-93B
Composition: - / - / 8 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = 553 kg = 1219 lb
D = 0.709 m = 27.9 in
L = 4.44 m = 174.8 in

Static Sea Level:

T_{ssl} = 17659 N = 3970 lbf
T_{ssl}^{AB} = 22241 N = 5000 lbf
SFC$_{ssl}$ = 2.75 10^{-5} (kg/s)/N = 0.97 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Viper Mk.680

Manufacturer: Rolls-Royce
Application: Trainers
Composition: - / - / 8 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = 379 kg = 836 lb
D = 0.737 m = 29 in
L = 1.963 m = 77.3 in

Static Sea Level:

T_{ssl} = 19394 N = 4360 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 27.2 kg/s = 60 lb/s
BPR = 0
OPR = 6.8
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

Viper Mk.680-43

Manufacturer: Rolls-Royce
Application: MB.339B/C
Composition: - / - / 8 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = 379 kg = 836 lb
D = 0.737 m = 29 in
L = 1.963 m = 77.3 in

Static Sea Level:

T_{ssl} = 19394 N = 4360 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 27.2 kg/s = 60 lb/s
BPR =
OPR = 6.8
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

VK-1

Manufacturer: Klimov

Application: MiG-15bis 'Fagot', MiG-17 'Fresco-A', Il-28 'Beagle', Tu-14 'Bosun', S-103, LiM-2

Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m

W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 26476 N T_{ssl}^{AB} = N
= 5952 lbf = lbf

SFC_{ssl} = 2.97 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= 1.05 (lb/h)/lbf = (lb/h)/lbf

$\dot{w}_{ssl}$ = 48.1 kg/s = 106 lb/s

BPR = OPR = 4.4

FPR = TET = °K

Cruise:

T_{cr} = N
= lbf

SFC_{cr} = (kg/s)/N
= (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR_{cr} =

M_{cr} = , h_{cr} = m

VK-1A

Manufacturer: Klimov

Application: MiG-15P/-15bisR/-15Sbis/-15UTI, La-200B (not produced)

Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m

W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 26387 N T_{ssl}^{AB} = 30399 N
= 5932 lbf = 6834 lbf

SFC_{ssl} = (kg/s)/N SFC_{ssl}^{AB} = (kg/s)/N
= (lb/h)/lbf = (lb/h)/lbf

$\dot{w}_{ssl}$ = kg/s = lb/s

BPR = OPR =

FPR = TET = °K

Cruise:

T_{cr} = N
= lbf

SFC_{cr} = (kg/s)/N
= (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR_{cr} =

M_{cr} = , h_{cr} = m

VK-1F

Manufacturer: Klimov

Application: MiG-17F 'Fresco-C', MiG-17PF 'Fresco-D', Il-28 'Beagle'

Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m L = m

W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 26476 N T_{ssl}^{AB} = 33144 N
= 5952 lbf = 7451 lbf

SFC_{ssl} = 3.25 10^{-5} (kg/s)/N SFC_{ssl}^{AB} = 5.67 10^{-5} (kg/s)/N
= 1.15 (lb/h)/lbf = 2 (lb/h)/lbf

$\dot{w}_{ssl}$ = 48.1 kg/s = 106 lb/s

BPR = OPR = 4.4

FPR = TET = °K

Cruise:

T_{cr} = N
= lbf

SFC_{cr} = (kg/s)/N
= (lb/h)/lbf

$\dot{w}_{cr}$ = kg/s = lb/s

OPR_{cr} =

M_{cr} = , h_{cr} = m

W.1X

Manufacturer: PowerJet
Application: E.28/39
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 3825 N = 860 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 3.2 10^{-5} (kg/s)/N = 1.13 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 11.3 kg/s = 24.9 lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Welland 1

Manufacturer: Rolls-Royce
Application: Meteor I, Meteor III
Composition: - / - / 1C / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 7206 N = 1620 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = 3.17 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 15.4 kg/s = 34 lb/s
BPR =
OPR = 3.5
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

WJ119-2

Manufacturer: Williams
Application:
Composition: - / - / 6 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.178 m = 7 in L = m = in
W_{eng} = kg = lb

Static Sea Level:

T_{ssl} = 467 N = 105 lbf
T^{AB}_{ssl} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$^{AB}_{ssl}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

WP13

Manufacturer: Liyang - LMC China
Application: J-7III, J-8II 'Finback-B'
Composition: / - / / - / - / -

D_{fan} = m = in	D = 0.907 m = 35.7 in	Nb of shafts = L = 4.6 m = 181.1 in
W_{eng} = 1211 kg = 2670 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 40207 N = 9039 lbf	T_{ssl}^{AB} = 64721 N = 14550 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 2.72 10^{-5} (kg/s)/N = 0.96 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 6.37 10^{-5} (kg/s)/N = 2.25 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 65.8 kg/s = 145.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

WP13A

Manufacturer: Liyang - LMC China
Application:
Composition: / / / / /

D_{fan} = 0.907 m = 35.7 in	D = m = in	Nb of shafts = L = 5.15 m = 202.8 in
W_{eng} = 1201 kg = 2648 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 47100 N = 10589 lbf	T_{ssl}^{AB} = 65900 N = 14815 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 65.6 kg/s = 144.6 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

WP13A II

Manufacturer: Liyang - LMC China
Application: J-7III, J-8II 'Finback-B'
Composition: / - / / - / - / -

D_{fan} = m = in	D = 0.907 m = 35.7 in	Nb of shafts = L = 5.15 m = 202.8 in
W_{eng} = 1201 kg = 2648 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 42658 N = 9590 lbf	T_{ssl}^{AB} = 65900 N = 14815 lbf	T_{cr} = N = lbf
SFC$_{ssl}$ = 2.8 10^{-5} (kg/s)/N = 0.99 (lb/h)/lbf	SFC$_{ssl}^{AB}$ = 6.23 10^{-5} (kg/s)/N = 2.2 (lb/h)/lbf	SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 65.8 kg/s = 145.1 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

WP13B

Manufacturer: Liyang - LMC China
Application: J-8II 'Finback-B'
Composition: / - / / - / - / -

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 47100 N	T_{ssl}^{AB} = 68636 N	T_{cr} = N
= 10589 lbf	= 15430 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

WP13F

Manufacturer: Liyang - LMC China
Application:
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 44100 N	T_{ssl}^{AB} = 64700 N	T_{cr} = N
= 9914 lbf	= 14545 lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 0	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

WP5

Manufacturer: Liming - LM China
Application:
Composition: / / / / /

		Nb of shafts =
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 26476 N	T_{ssl}^{AB} = N	T_{cr} = N
= 5952 lbf	= lbf	= lbf
SFC$_{ssl}$= (kg/s)/N	SFC$_{ssl}^{AB}$= (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR$_{cr}$=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

WP6

Manufacturer: Liming - LM China
Application: J-6, JJ-6, Q-5/-5I/-5IA/-5II, A-5C/K
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1
D_{fan} = 0.668 m = 26.3 in D = 0.95 m L = 5.484 m
W_{eng} = 725 kg = 1598 lb = 37.4 in = 215.9 in

Static Sea Level:
T_{ssl} = 25497 N = 5732 lbf
T_{ssl}^{AB} = 39718 N = 8929 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 46.3 kg/s = 102.1 lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

WP6A

Manufacturer: Liming - LM China
Application: Q-51, A-5M
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1
D_{fan} = m = in D = 0.95 m L = 5.484 m
W_{eng} = 725 kg = 1598 lb = 37.4 in = 215.9 in

Static Sea Level:
T_{ssl} = 29420 N = 6614 lbf
T_{ssl}^{AB} = 36773 N = 8267 lbf
SFC_{ssl} = 2.78 10^{-5} (kg/s)/N = 0.98 (lb/h)/lbf
SFC_{ssl}^{AB} = 4.52 10^{-5} (kg/s)/N = 1.6 (lb/h)/lbf
$\dot{w}_{ssl}$ = 46.3 kg/s = 102.1 lb/s
BPR =
OPR = 7.4
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

WP6B

Manufacturer: Liming - LM China
Application: J-12
Composition: - / - / 9 / 2 / - / - Nb of shafts = 1
D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:
T_{ssl} = 24514 N = 5511 lbf
T_{ssl}^{AB} = 39718 N = 8929 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

WP7

Manufacturer: Liming - LM China
Application: J-7
Composition: 3 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 38246 N = 8598 lbf
T_{ssl}^{AB} = 56385 N = 12676 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

WP7A

Manufacturer: Liming - LM China
Application: J-8
Composition: 3 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 43139 N = 9698 lbf
T_{ssl}^{AB} = 59005 N = 13265 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

WP7B

Manufacturer: Liyang - LMC China
Application: J-7, JJ-7, J-8I
Composition: 3 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = 0.826 m = 32.5 in L = 4.6 m = 181.1 in
W_{eng} = 1053 kg = 2321 lb

Static Sea Level:

T_{ssl} = 43148 N = 9700 lbf
T_{ssl}^{AB} = 59819 N = 13448 lbf
SFC_{ssl} = $2.86\ 10^{-5}$ (kg/s)/N = 1.01 (lb/h)/lbf
SFC_{ssl}^{AB} = $5.64\ 10^{-5}$ (kg/s)/N = 1.99 (lb/h)/lbf
$\dot{w}_{ssl}$ = 64.9 kg/s = 143.1 lb/s
BPR =
OPR = 8.1
FPR = 2.74
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

WP7C

Manufacturer: Liyang - LMC China
Application: J-7I/II
Composition: 3 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 42649 N = 9588 lbf
T_{ssl}^{AB} = 60598 N = 13623 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
FPR =
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

WP7F

Manufacturer: Liyang - LMC China
Application: J-7E
Composition: 3 / - / 5 / 1 / - / 1 Nb of shafts = 2

D_{fan} = m = in D = m L = m
W_{eng} = kg = lb = in = in

Static Sea Level:

T_{ssl} = 44131 N = 9921 lbf
T_{ssl}^{AB} = 63743 N = 14330 lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0
FPR =
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

WP8

Manufacturer: XAE
Application:
Composition: - / - / 8 / ?? / - / - Nb of shafts = 1

D_{fan} = m = in D = 1.4 m L = 5.38 m
W_{eng} = 3132 kg = 6905 lb = 55.1 in = 211.8 in

Static Sea Level:

T_{ssl} = 93163 N = 20944 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = (kg/s)/N = (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 150.1 kg/s = 330.9 lb/s
BPR =
FPR =
OPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

WR19

Manufacturer: Williams
Application: Jet Flying belt
Composition: 2 / 2B / 1C / 1 / - / 2

		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 1913 N	T_{ssl}^{AB} = N	T_{cr} = N
= 430 lbf	= lbf	= lbf
SFC$_{ssl}$ = 1.98 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.7 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1.1	OPR = 8	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

WR2-6

Manufacturer: Williams
Application: CL-89
Composition: - / - / 1C / 1 / - / -

		Nb of shafts = 1
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 556 N	T_{ssl}^{AB} = N	T_{cr} = N
= 125 lbf	= lbf	= lbf
SFC$_{ssl}$ = 3.54 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 1.25 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 0.9 kg/s = 2 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

WS6

Manufacturer: Liming - LM China
Application:
Composition: 3 / / 11 / 2 / - / 2

		Nb of shafts = 2
D_{fan} = m = in	D = 1.37 m	L = 4.653 m
W_{eng} = 2100 kg = 4630 lb	= 53.9 in	= 183.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 71131 N	T_{ssl}^{AB} = 122103 N	T_{cr} = N
= 15991 lbf	= 27450 lbf	= lbf
SFC$_{ssl}$ = 1.76 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$ = 6.4 10^{-5} (kg/s)/N	SFC$_{cr}$ = (kg/s)/N
= 0.62 (lb/h)/lbf	= 2.26 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 155.1 kg/s = 341.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR = 1	OPR = 14.4	OPR$_{cr}$ =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

WS6A

Manufacturer: Liming - LM China
Application:
Composition: / / / / /
Nb of shafts =

D_{fan} = 0.668 m = 26.3 in
W_{eng} = 725 kg = 1598 lb
D = m
= in
L = 5.483 m
= 215.9 in

Static Sea Level:

T_{ssl} = 36780 N
= 8268 lbf
T_{ssl}^{AB} = N
= lbf
SFC_{ssl} = (kg/s)/N
= (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = 46.3 kg/s = 102.1 lb/s
BPR = 0
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

WS9

Manufacturer: XAE
Application:
Composition: 5 / - / 12 / 2 / - / 2
Nb of shafts = 2

D_{fan} = m = in
W_{eng} = kg = lb
D = m
= in
L = m
= in

Static Sea Level:

T_{ssl} = 54490 N
= 12250 lbf
T_{ssl}^{AB} = 91255 N
= 20515 lbf
SFC_{ssl} = (kg/s)/N
= (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = 0.7
OPR = 19.5
FPR = 2.7
TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

XJ30-P-7

Manufacturer: Pratt & Whitney
Application:
Composition: - / - / 10 / 1 / - / -
Nb of shafts = 1

D_{fan} = m = in
W_{eng} = 312 kg = 688 lb
D = 0.483 m
= 19 in
L = 2.388 m
= 94 in

Static Sea Level:

T_{ssl} = 6939 N
= 1560 lbf
T_{ssl}^{AB} = N
= lbf
SFC_{ssl} = 3.31 10^{-5} (kg/s)/N
= 1.17 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 3.5
FPR =
TET = °K

Cruise:

T_{cr} = N
= lbf
SFC_{cr} = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

GE-1019.518

XJ30-P-9

Manufacturer: Pratt & Whitney
Application:
Composition: - / - / 10 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.483 m = 19 in L = 2.388 m = 94 in
W_{eng} = 312 kg = 688 lb

Static Sea Level:

T_{ssl} = 6939 N = 1560 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.31 10^{-5} (kg/s)/N = 1.17 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 3.5
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

XJ30-WE-1

Manufacturer: Westinghouse
Application: XP-79A/B
Composition: - / - / 6 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.483 m = 19 in L = 2.654 m = 104.5 in
W_{eng} = 375 kg = 827 lb

Static Sea Level:

T_{ssl} = 6072 N = 1365 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl}= (kg/s)/N = (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 3.1
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

XJ30-WE-3

Manufacturer: Westinghouse
Application: XB-42A
Composition: - / - / 10 / 1 / - / - Nb of shafts = 1

D_{fan} = m = in D = 0.483 m = 19 in L = 2.388 m = 94 in
W_{eng} = 306 kg = 675 lb

Static Sea Level:

T_{ssl} = 7117 N = 1600 lbf T_{ssl}^{AB} = N = lbf
SFC_{ssl}= 3.26 10^{-5} (kg/s)/N = 1.15 (lb/h)/lbf SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR = OPR = 3.5
FPR = TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

XJ30-WE-5

Manufacturer: Westinghouse
Application: XB-42A
Composition: - / - / 10 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 0.483 m = 19 in
L = 2.388 m = 94 in
W_{eng} = 299 kg = 659 lb

Static Sea Level:

T_{ssl} = 7562 N = 1700 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.14 10^{-5} (kg/s)/N = 1.11 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

XJ30-WE-7

Manufacturer: Westinghouse
Application: X-4
Composition: - / - / 10 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 0.483 m = 19 in
L = 2.388 m = 94 in
W_{eng} = 312 kg = 688 lb

Static Sea Level:

T_{ssl} = 6939 N = 1560 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.31 10^{-5} (kg/s)/N = 1.17 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 3.5
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

XJ30-WE-9

Manufacturer: Westinghouse
Application: X-4
Composition: - / - / 10 / 1 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 0.483 m = 19 in
L = 2.388 m = 94 in
W_{eng} = 312 kg = 688 lb

Static Sea Level:

T_{ssl} = 6939 N = 1560 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.31 10^{-5} (kg/s)/N = 1.17 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 3.5
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr} =
M_{cr} = , h_{cr} = m

XJ33-GE-1

Manufacturer: GE : General Electric
Application: Prototype
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.283 m L = 2.614 m
W_{eng} = 805 kg = 1775 lb   = 50.5 in   = 102.9 in

Static Sea Level:

T_{ssl} = 16681 N T^{AB}_{ssl} = N
= 3750 lbf   = lbf
SFC$_{ssl}$= 3.46 10^{-5} (kg/s)/N   SFC$^{AB}_{ssl}$= (kg/s)/N
= 1.22 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR = 4.1
FPR =   TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

XJ33-GE-3

Manufacturer: GE : General Electric
Application:
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.283 m L = 2.614 m
W_{eng} = 805 kg = 1775 lb   = 50.5 in   = 102.9 in

Static Sea Level:

T_{ssl} = 16681 N T^{AB}_{ssl} = N
= 3750 lbf   = lbf
SFC$_{ssl}$= 3.46 10^{-5} (kg/s)/N   SFC$^{AB}_{ssl}$= (kg/s)/N
= 1.22 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR = 4.1
FPR =   TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

XJ33-GE-5

Manufacturer: GE : General Electric
Application: XP-81, XP-83
Composition: - / - / 1C / 1 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 1.283 m L = 2.614 m
W_{eng} = 805 kg = 1775 lb   = 50.5 in   = 102.9 in

Static Sea Level:

T_{ssl} = 16681 N T^{AB}_{ssl} = N
= 3750 lbf   = lbf
SFC$_{ssl}$= 3.46 10^{-5} (kg/s)/N   SFC$^{AB}_{ssl}$= (kg/s)/N
= 1.22 (lb/h)/lbf   = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR = 4.1
FPR =   TET = °K

Cruise:

T_{cr} = N
= lbf
SFC$_{cr}$ = (kg/s)/N
= (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$=
M_{cr}= , h_{cr}= m

XJ33-GE-7

Manufacturer: GE : General Electric
Application:
Composition: - / - / 1C / 1 / - / -

D_{fan} = m = in	D = 1.283 m	Nb of shafts = 1
W_{eng} = 805 kg = 1775 lb	= 50.5 in	L = 2.614 m
		= 102.9 in
Static Sea Level:		**Cruise:**
T_{ssl} = 17014 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3825 lbf	= lbf	= lbf
SFC_{ssl} = 3.46 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.22 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.1	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

XJ34-WE-1

Manufacturer: Westinghouse
Application: Prototype
Composition: - / - / 11 / 2 / - / -

D_{fan} = m = in	D = 0.65 m	Nb of shafts = 1
W_{eng} = 528 kg = 1164 lb	= 25.6 in	L = 3.028 m
		= 119.2 in
Static Sea Level:		**Cruise:**
T_{ssl} = 13345 N	T_{ssl}^{AB} = N	T_{cr} = N
= 3000 lbf	= lbf	= lbf
SFC_{ssl} = 2.97 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.05 (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 22.7 kg/s = 50 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 3.8	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

XJ34-WE-11

Manufacturer: Westinghouse
Application: XF-90
Composition: - / - / 11 / 2 / - / -

D_{fan} = m = in	D = 0.65 m	Nb of shafts = 1
W_{eng} = 707 kg = 1559 lb	= 25.6 in	L = 6.121 m
		= 241 in
Static Sea Level:		**Cruise:**
T_{ssl} = 12989 N	T_{ssl}^{AB} = 18238 N	T_{cr} = N
= 2920 lbf	= 4100 lbf	= lbf
SFC_{ssl} = 3.29 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = 7.51 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.16 (lb/h)/lbf	= 2.65 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 3.8	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

XJ34-WE-13

Manufacturer: Westinghouse
Application: XF-88
Composition: - / - / 11 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 0.65 m = 25.6 in
L = 3.028 m = 119.2 in
W_{eng} = 552 kg = 1217 lb

Static Sea Level:

T_{ssl} = 14012 N = 3150 lbf
T_{ssl}^{AB} = N = lbf
SFC_{ssl} = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 3.8
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

XJ34-WE-15

Manufacturer: Westinghouse
Application: XF-88A, XF-90A
Composition: - / - / 11 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 0.65 m = 25.6 in
L = 3.028 m = 119.2 in
W_{eng} = 552 kg = 1217 lb

Static Sea Level:

T_{ssl} = 14012 N = 3150 lbf
T_{ssl}^{AB} = 21463 N = 4825 lbf
SFC_{ssl} = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf
SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 3.8
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

XJ34-WE-17

Manufacturer: Westinghouse
Application: X-3
Composition: - / - / 11 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
D = 0.65 m = 25.6 in
L = 4.496 m = 177 in
W_{eng} = 770 kg = 1698 lb

Static Sea Level:

T_{ssl} = 14990 N = 3370 lbf
T_{ssl}^{AB} = 21796 N = 4900 lbf
SFC_{ssl} = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf
SFC_{ssl}^{AB} = 7.37 10^{-5} (kg/s)/N = 2.6 (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 4.1
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR_{cr}=
M_{cr}= , h_{cr}= m

XJ34-WE-3

Manufacturer: Westinghouse
Application:
Composition: - / - / 11 / 2 / - / -   Nb of shafts = 1

D_{fan}	= m = in	D	= 0.65 m	L	= 3.028 m
W_{eng}	= 522 kg = 1151 lb		= 25.6 in		= 119.2 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 13345 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 3000 lbf		= lbf		= lbf
SFC$_{ssl}$	= 2.97 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 1.05 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 22.7 kg/s = 50 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 3.8	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

XJ34-WE-4

Manufacturer: Westinghouse
Application:
Composition: - / - / 10 / 2 / - / -   Nb of shafts = 1

D_{fan}	= m = in	D	= m	L	= m
W_{eng}	= 495 kg = 1091 lb		= in		= in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 10676 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 2400 lbf		= lbf		= lbf
SFC$_{ssl}$	= (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= kg/s = lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 3.5	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

XJ34-WE-5

Manufacturer: Westinghouse
Application:
Composition: - / - / 11 / 2 / - / -   Nb of shafts = 1

D_{fan}	= m = in	D	= 0.65 m	L	= 3.028 m
W_{eng}	= 532 kg = 1173 lb		= 25.6 in		= 119.2 in
Static Sea Level:				**Cruise:**	
T_{ssl}	= 13345 N	T_{ssl}^{AB}	= N	T_{cr}	= N
	= 3000 lbf		= lbf		= lbf
SFC$_{ssl}$	= 2.97 10^{-5} (kg/s)/N	SFC$_{ssl}^{AB}$	= (kg/s)/N	SFC$_{cr}$	= (kg/s)/N
	= 1.05 (lb/h)/lbf		= (lb/h)/lbf		= (lb/h)/lbf
$\dot{w}_{ssl}$	= 22.7 kg/s = 50 lb/s			$\dot{w}_{cr}$	= kg/s = lb/s
BPR	=	OPR	= 3.8	OPR$_{cr}$	=
FPR	=	TET	= °K	M_{cr}= , h_{cr}= m	

XJ34-WE-7

Manufacturer: Westinghouse
Application: XP-85, XF-87
Composition: - / - / 11 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.65 m = 25.6 in L = 3.028 m = 119.2 in
W_{eng} = 537 kg = 1184 lb

Static Sea Level:
T_{ssl} = 13345 N = 3000 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf   SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR = 3.8
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

XJ34-WE-9

Manufacturer: Westinghouse
Application:
Composition: - / - / 11 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.65 m = 25.6 in L = 3.028 m = 119.2 in
W_{eng} = 537 kg = 1184 lb

Static Sea Level:
T_{ssl} = 13345 N = 3000 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 3.06 10^{-5} (kg/s)/N = 1.08 (lb/h)/lbf   SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR = 3.8
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

XJ35-A-23

Manufacturer: Allison
Application:
Composition: - / - / 16 / 2 / - / -   Nb of shafts = 1

D_{fan} = m = in D = 0.953 m = 37.5 in L = 3.962 m = 156 in
W_{eng} = 1583 kg = 3490 lb

Static Sea Level:
T_{ssl} = 43148 N = 9700 lbf T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 2.72 10^{-5} (kg/s)/N = 0.96 (lb/h)/lbf   SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =   OPR = 8.8
FPR =   TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

XJ35-GE-1

Manufacturer: GE : General Electric
Application: Prototype
Composition: - / - / 11 / 1 / - / -

D_{fan} = m = in	D = 1.016 m = 40 in	Nb of shafts = 1 L = 4.496 m = 177 in
W_{eng} = 1089 kg = 2401 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 16681 N = 3750 lbf	T_{ssl}^{AB} = N = lbf	T_{cr} = N = lbf
SFC_{ssl} = 3.17 10^{-5} (kg/s)/N = 1.12 (lb/h)/lbf	SFC_{ssl}^{AB} = (kg/s)/N = (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = 34 kg/s = 75 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

XJ46-WE-1

Manufacturer: Westinghouse
Application: X-10
Composition: - / - / 12 / 2 / - / -

D_{fan} = m = in	D = 0.737 m = 29 in	Nb of shafts = 1 L = 5.032 m = 198.1 in
W_{eng} = 925 kg = 2039 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 18149 N = 4080 lbf	T_{ssl}^{AB} = 27134 N = 6100 lbf	T_{cr} = N = lbf
SFC_{ssl} = 2.86 10^{-5} (kg/s)/N = 1.01 (lb/h)/lbf	SFC_{ssl}^{AB} = 7.08 10^{-5} (kg/s)/N = 2.5 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 5.2	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

XJ46-WE-2

Manufacturer: Westinghouse
Application: XF2Y-1, YF2Y-1, XF-90 (not produced)
Composition: - / - / 12 / 2 / - / -

D_{fan} = m = in	D = 0.737 m = 29 in	Nb of shafts = 1 L = 4.869 m = 191.7 in
W_{eng} = 845 kg = 1863 lb		
Static Sea Level:		**Cruise:**
T_{ssl} = 18149 N = 4080 lbf	T_{ssl}^{AB} = 27134 N = 6100 lbf	T_{cr} = N = lbf
SFC_{ssl} = 2.86 10^{-5} (kg/s)/N = 1.01 (lb/h)/lbf	SFC_{ssl}^{AB} = 7.08 10^{-5} (kg/s)/N = 2.5 (lb/h)/lbf	SFC_{cr} = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 5.2	OPR_{cr} =
FPR =	TET = °K	M_{cr}= , h_{cr}= m

XJ47-GE-5

Manufacturer: GE : General Electric
Application:

Composition: - / - / 12 / 1 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = 1.041 m	L = 6.198 m
W_{eng} = 1383 kg = 3049 lb	= 41 in	= 244 in
Static Sea Level:		**Cruise:**
T_{ssl} = 22241 N	T_{ssl}^{AB} = 29358 N	T_{cr} = N
= 5000 lbf	= 6600 lbf	= lbf
SFC_{ssl} = 3.4 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = 7.08 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.2 (lb/h)/lbf	= 2.5 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = 40.8 kg/s = 89.9 lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.3	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

XJ48-P-1

Manufacturer: Pratt & Whitney
Application:

Composition: - / - / 1C / 1 / - / -		Nb of shafts = 1
D_{fan} = m = in	D = 1.27 m	L = 5.131 m
W_{eng} = 932 kg = 2055 lb	= 50 in	= 202 in
Static Sea Level:		**Cruise:**
T_{ssl} = 27801 N	T_{ssl}^{AB} = 35586 N	T_{cr} = N
= 6250 lbf	= 8000 lbf	= lbf
SFC_{ssl} = 3.29 10^{-5} (kg/s)/N	SFC_{ssl}^{AB} = 7.08 10^{-5} (kg/s)/N	SFC_{cr} = (kg/s)/N
= 1.16 (lb/h)/lbf	= 2.5 (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR = 4.4	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

XJ52-P-1

Manufacturer: Pratt & Whitney
Application: Prototype

Composition: - / 5 / 7 / 1 / - / 1		Nb of shafts = 2
D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 33362 N	T_{ssl}^{AB} = N	T_{cr} = N
= 7500 lbf	= lbf	= lbf
SFC_{ssl} = (kg/s)/N	SFC_{ssl}^{AB} = (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr} =
FPR =	TET = °K	M_{cr} = , h_{cr} = m

XJ53-GE-1

Manufacturer: GE : General Electric
Application: X-6A (not produced)
Composition: / / / / /
Nb of shafts =

D_{fan} = m = in
D = m
L = m = in
W_{eng} = kg = lb
= in

Static Sea Level:

T_{ssl} = 93412 N = 21000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

XJ55-FF-1

Manufacturer: Frederic-Flader
Application: XQ-2 (not produced)
Composition: - / - / 1 / 1 / - / 1
Nb of shafts = 1

D_{fan} = m = in
D = 0.432 m
L = 2.106 m = 82.9 in
W_{eng} = 136 kg = 300 lb
= 17 in

Static Sea Level:

T_{ssl} = 3425 N = 770 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 4.65 10^{-5} (kg/s)/N = 1.64 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 2.7
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

XJ57-P-1

Manufacturer: Pratt & Whitney
Application: XA3D-1, YA3D-1, A3D-1 (A-3A)
Composition: - / 9 / 7 / 1 / - / 2
Nb of shafts = 2

D_{fan} = m = in
D = 1.041 m
L = 4.661 m = 183.5 in
W_{eng} = 1991 kg = 4389 lb
= 41 in

Static Sea Level:

T_{ssl} = 40034 N = 9000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 2.21 10^{-5} (kg/s)/N = 0.78 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 10
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

XJ57-P-1W

Manufacturer: Pratt & Whitney
Application: XB-52, YB-52
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 40034 N = 9000 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

XJ99-RA-1

Manufacturer: Rolls-Royce Allison
Application: AVS (not produced)
Composition: / / / / / Nb of shafts =
D_{fan} = m = in D = m = in L = m = in
W_{eng} = kg = lb

Static Sea Level:
T_{ssl} = 38655 N = 8690 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

YJ57-P-3

Manufacturer: Pratt & Whitney
Application: XB-52, YB-60
Composition: - / 9 / 7 / 1 / - / 2 Nb of shafts = 2
D_{fan} = m = in D = 1.041 m = 41 in L = 4.661 m = 183.5 in
W_{eng} = 1991 kg = 4389 lb

Static Sea Level:
T_{ssl} = 38699 N = 8700 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = 2.28 10^{-5} (kg/s)/N = 0.8 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR = 11.6
FPR =
TET = °K

Cruise:
T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

YJ71-A-5

Manufacturer: Allison
Application: B-47C (not produced)
Composition: / / / / / Nb of shafts =

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 45372 N	T_{ssl}^{AB} = N	T_{cr} = N
= 10200 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

YJ75-P-9

Manufacturer: Pratt & Whitney
Application: F-106A/B, YF-107A (F-100B)
Composition: - / 8 / 7 / 1 / - / 2 Nb of shafts = 2

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 76509 N	T_{ssl}^{AB} = 108981 N	T_{cr} = N
= 17200 lbf	= 24500 lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

YJ79-GE-13

Manufacturer: GE : General Electric
Application: X-21A
Composition: - / - / 17 / 3 / - / - Nb of shafts = 1

D_{fan} = m = in	D = m	L = m
W_{eng} = kg = lb	= in	= in
Static Sea Level:		**Cruise:**
T_{ssl} = 42703 N	T_{ssl}^{AB} = N	T_{cr} = N
= 9600 lbf	= lbf	= lbf
SFC_{ssl}= (kg/s)/N	SFC_{ssl}^{AB}= (kg/s)/N	SFC_{cr} = (kg/s)/N
= (lb/h)/lbf	= (lb/h)/lbf	= (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s		$\dot{w}_{cr}$ = kg/s = lb/s
BPR =	OPR =	OPR_{cr}=
FPR =	TET = °K	M_{cr}= , h_{cr}= m

YJ83-R-3

Manufacturer: Fairchild
Application: XSM-73
Composition: / / / / /

Nb of shafts =

D_{fan} = m = in
W_{eng} = kg = lb
D = m = in
L = m = in

Static Sea Level:

T_{ssl} = 10898 N = 2450 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

YJ85-GE-19

Manufacturer: GE : General Electric
Application: XV-4B, X-14A/B
Composition: - / - / 8 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = 176 kg = 388 lb
D = 0.45 m = 17.7 in
L = 1.029 m = 40.5 in

Static Sea Level:

T_{ssl} = 13411 N = 3015 lbf
T_{ssl}^{AB} = N = lbf
SFC$_{ssl}$ = (kg/s)/N = (lb/h)/lbf
SFC$_{ssl}^{AB}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{ssl}$ = kg/s = lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

YJ93-GE-3

Manufacturer: GE : General Electric
Application: NB-58A, XB-70A, XF-108A (not produced)
Composition: - / - / 11 / 2 / - / -

Nb of shafts = 1

D_{fan} = m = in
W_{eng} = 2359 kg = 5201 lb
D = 1.397 m = 55 in
L = 5.969 m = 235 in

Static Sea Level:

T_{ssl} = 97860 N = 22000 lbf
T_{ssl}^{AB} = 137894 N = 31000 lbf
SFC$_{ssl}$ = 1.98 10^{-5} (kg/s)/N = 0.7 (lb/h)/lbf
SFC$_{ssl}^{AB}$ = 5.1 10^{-5} (kg/s)/N = 1.8 (lb/h)/lbf
$\dot{w}_{ssl}$ = 124.7 kg/s = 274.9 lb/s
BPR =
OPR =
FPR =
TET = °K

Cruise:

T_{cr} = N = lbf
SFC$_{cr}$ = (kg/s)/N = (lb/h)/lbf
$\dot{w}_{cr}$ = kg/s = lb/s
OPR$_{cr}$ =
M_{cr} = , h_{cr} = m

Chapter 3

Engines listed in order of thrust

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
TJ-50	245	3.97	6			
TJ60	267	3.51	4			
TJ80	320	3.51	4			
TJ75	334	3.51	4			
WJ119-2	467					
WR2-6	556	3.54			4	
F121-WR-100	667		19			
S.1	783					
TRS 18-046	1001	3.34	37		3.7	
J400-WR-104	1068	3.4	23			
J400-WR-404	1068	3.4	23			
TRS 18-1	1157	3.34	38		4.7	
J32-WE-5	1223					
S.2	1272					
KJ12	1468		40			
TJ400	1793	2.55	62			
WR19	1913	1.98		1.1	8	
TJM3	1962	3.31	46		5.6	
J104-AD-100	2157	3.51	19			
FJX-1	2402					
F107-WR-400	2669					
F107-WR-101	2825	1.94	66	1	13.8	

. . . to be continued . . .

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Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
TJM4	2842	3.17	56		6.7	
J402-CA-700	2847				5.5	
J402-CA-100-2	3025					
J402-CA-100-9B	3025					
J402-CA-400	3025				5.6	
J402-CA-401	3025				5.6	
EJ22-1	3114		39			
F107-WR-402	3114					
F415-WR-400	3114					
F415-WR-402	3114					
FJX-2	3114		39			
F112-WR-100	3256		73			
MC-750	3336					
TRI 40-4	3336	3.34	44		6	
XJ55-FF-1	3425	4.65	136		2.7	
TRI 60-1	3501	3.37	49		3.7	
TRI 60-2	3701	3.57	49		3.8	
W.1X	3825	3.2				
Marbore 2	3923					
Marbore 2A	3923					
Marbore 2C	3923					
Marbore 2F	3923					
Arbizon 3	3924		115	0	5.5	
J69-T-3	3928					
J403-MT-400	4003	3.65	53		3.9	
TRI 60-3	4005		61		3.9	
Arbizon 3B2	4035				5.9	
J69-T-7	4092					
J69-T-9	4092					
Arbizon 3D	4164				5.9	
TRI 60-5	4404	3.54	53		4.1	
S.3A	4413					
S.3B	4413	4.53			2.8	
Adder	4448					
F121-WR-110	4448					
J44-R-1	4448					
J69-T-17	4448					
TF1000	4448	1.13	129			
J69-T-25	4559	3.14	165		3.8	1103
Marbore 6	4706					
Marbore 6F	4706	3.14			3.8	

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
Marbore 6C	4715	3.14			3.8	
109-001	4902					
PW610F	4946					
J69-T-27	5115					
FJ33-1	5338		136			
FJ33-4	5338		136	3.4		
TRI 60-20	5338	3.26	64		6.3	
TRI 60-30	5338	2.97	61		6.3	
TF1200	5729	1.16	129			
S.6	5787					
Marbore 8	5872	3.26				
F109-GA-100	5916	1.11	199		20.7	
TFE109-1	5916	1.11				
PW615F	6005					
J30-WE-19	6072					
J30-WE-19A	6072					
XJ30-WE-1	6072		375		3.1	
TF1400	6227	1.16	136			
F121-WR-115	6672					
FJ44-1C	6672	1.3	203	3.4	10.3	
RM15	6672	1.3		3.4	10.3	
TF1500	6672	1.16	136			
J31-GE-5	6895	3.54	392		4.5	
J31-GE-7	6895	3.54	392		4.5	
XJ30-P-7	6939	3.31	312		3.5	
XJ30-P-9	6939	3.31	312		3.5	
XJ30-WE-7	6939	3.31	312		3.5	
XJ30-WE-9	6939	3.31	312		3.5	
J30-WE-20	7117	3.26			3.8	
XJ30-WE-3	7117	3.26	306		3.5	
J31-GE-1	7162	3.48	392		4.5	
J31-GE-3	7162	3.48	392		4.5	
Welland 1	7206	3.17			3.5	
Aubisque 1A	7273	1.7		2	6.9	
RM9A	7273	1.7		2	6.9	
Viper ASV.5	7295	3.09			3.5	
Viper ASV.8 Mk.101	7295					
Astafan 2	7495	1.08		1	8.5	
J69-T-29	7562	3.06	154		5.5	
XJ30-WE-5	7562	3.14	299		4	
HO-10	7651					

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
109-003A	7784	3.97			3.1	
Viper ASV.8 Mk.102	7784				4	
Viper ASV.8 Mk.104	7784					
RD-20	7829					
RD-20F	7829					
SO-1	7847	2.95			4.8	
Bastafan	7851					
F2/1	8007					
J69-T-406	8185	3.14	163		5.5	
J69-T-41	8185				5.5	
RM9B	8229	1.7		2	6.9	
109-004B-0	8238					
Astafan 3	8452					
FJ44	8452	1.3	202	3.28	12.8	1291
FJ44-1A	8452	1.29	203	3.28	12.8	
Viper ASV.9 Mk.103	8452					
J69-T-41A	8541	3.09	159		6	
M-701S-50	8718					
M-701VC-150	8718					
FJ44-1AP	8740		209	2.58		
109-004B-1	8825					
RD-10	8825					
R127-300	8830					
Derwent RB.37 Mk.1	8896	3.33			4	
J85-GE-1	9341					
JT15D-1	9786	1.53	233	3.3		
JT15D-1A	9786	1.53	235	3.3		
JT15D-1B	9786	1.53	235	3.3	10	
Orpheus BOr.3	9786					
RD-10A	9786					
FJ44-2A	10231					
Larzac 49-01	10231	1.73		1.4	9	
109-004D	10298					
R-19-300	10298					
RB.108	10409					
FJ44-2C	10676					
J85-GE-12	10676					
XJ34-WE-4	10676		495		3.5	
Astafan 4	10738					
Gabizo	10765		364			
RD-10F	10765					

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
SO-3W	10787					
SO-3	10790		321	0		
J85-GE-3	10898					
J85-GE-7	10898	2.75			6.5	
YJ83-R-3	10898					
109-007	11121	2.31			8	
JT15D-4	11121	1.59	253	2.6		
JT15D-4B	11121	1.59	258	2.6		
JT15D-4C	11121	1.59	261	2.6		
JT15D-4D	11121	1.59	254	2.6		
PW625F	11121					
Viper ASV.11 Mk.200	11121	3.03			4.3	
Viper ASV.11 Mk.201	11121				4.3	
Viper ASV.11 Mk.202	11121	2.95			4.4	
Viper ASV.11 Mk.22-1	11121		281			
Viper ASV.11 Mk.22-6	11121					
Viper ASV.11 Mk.22-8	11121					
J69-T-39	11209	2.72			6.5	
J3-IHI-3	11788					
J85-GE-5	11921	2.92	265		6.7	1167
J85-GE-5A	11921				6.5	
Goblin DGu.1	12010					
J100-CA-100	12010	3.06	191		6.3	
Viper ASV.11 Mk.203	12010					
J85-GE-13	12099	3.57	271		6.5	
J85-GE-13A	12099				6.5	
ALF301	12144	1.25		5.6	9	
PW530A	12224		279	3.7	13.3	
RB.145	12233		207			
FJ44-3A	12540			2.2		
CJ610-1	12677	2.8	181			
CJ610-4	12677	2.8	176			
J85-CAN-40	12677	2.75			6.8	
J85-GE-17	12677	2.69	181		6.5	1167
J85-GE-17A	12677	2.69			6.9	
J85-GE-17B	12677	2.69			6.5	
J85-GE-17C	12677	2.69			6.5	
J85-GE-2	12677					
109-011	12749					
JT15D-5A	12900	1.56	287	2	12.6	
JT15D-5B	12900	1.56				

. . . to be continued . . .

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Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
XJ34-WE-11	12989	3.29	707		3.8	
PW530	13000	1.24	275	4		
J85-CAN-15	13011	2.61			7	
CJ610-5	13122	2.78	182		6.8	
CJ610-6	13122	2.78	178		6.8	
CJ610-8	13122		185			
CJ610-8A	13122		185			
J85-GE-4	13122	2.78	183		6.5	
J85-GE-J4	13122					
J85-GE-LF1	13122					
Larzac 04-C6	13200	2.03	332	1.13	10.5	1403
JT12A	13342		203	0	6.5	
J34-WE-22	13345	3.06	537		3.8	
J36-AC-1	13345					
J60-P-3	13345	2.72	203		6.5	1144
J60-P-5	13345	2.72	203		6.5	
J60-P-6	13345	2.72	225		6.5	
JT12A-3	13345	2.72	205			
JT12A-5	13345		205			
JT12A-6	13345	2.72	205			
JT12A-6A	13345	2.72	205			
RM1	13345					
TR-1	13345					
XJ34-WE-1	13345	2.97	528		3.8	
XJ34-WE-3	13345	2.97	522		3.8	
XJ34-WE-5	13345	2.97	532		3.8	
XJ34-WE-7	13345	3.06	537		3.8	
XJ34-WE-9	13345	3.06	537		3.8	
YJ85-GE-19	13411		176			
JT15D-5	13545	1.59	287	3.3	12.6	1288
JT15D-5D	13545	1.56	284	2	13.1	
J3-IHI-7C	13700	2.83			4.5	
CJ610-9	13789	2.83	189		6.8	
Goblin DGu.2	13789					
R123-300	13789			6		
Viper Mk.520	13789					
Viper Mk.521	13789	2.8			5.6	
Viper Mk.531	13878	2.83	358		5.4	
J34-WE-30	14012					
J34-WE-30A	14012					
XJ34-WE-13	14012	3.06	552		3.8	

. . . to be continued . . .

Engine	T_{ssl} N	10^5SFC$_{ssl}$ $(kg/s)/N$	W_{eng} kg	BPR -	OPR -	TET °K
XJ34-WE-15	14012	3.06	552		3.8	
Larzac 04-C20	14123	2.15	333	1.04	11.1	1433
Larzac 04-R20	14123	2.1	302	1.04	11.1	
JT15D-5C	14190	1.56	302	2	13.5	
J34-IHI-34	14457					
J34-WE-34	14457					
Orpheus BOr.100 (pre-prod)	14612					
AI-25	14679	1.62	320	2.1	8	
J60-P-4	14679	2.82	212			
J60-P-9	14679	2.72			6.5	
JT12A-8	14679	2.82	212		6.7	
JT12A-8A	14679	2.82	212		6.7	
RM11	14679	2.82			6.7	
RM1A	14679					
K-15	14710	2.85	320	0	5.3	
Goblin DGu.3	14901					
Viper Mk.522	14946	2.83	345		5.6	
Viper Mk.526	14946					
Viper Mk.535	14946	2.83	358	0	5.5	
Viper Mk.540	14946	2.83	358			
PW535A	14950			2.55		
J34-WE-32	14990	3.06	770		4.1	
XJ34-WE-17	14990	3.06	770		4.1	
FJ44-4A	15120					
PW535B	15120			2.55		
J34-WE-36	15124					
J34-WE-36A	15124					
J34-WE-42	15124					
J34-WE-46	15124					
J34-WE-48	15124					
Viper 20F20	15156		270	0	2.6	1135
J3-IHI-8	15191					
Derwent RB.37 Mk.8	15444					
TFE731-1	15549		272	2.7	19	1285
TFE731-2	15569	1.43	283	2.67	17.7	
TFE731-2-25	15569		337	2.66		
TFE731-2-2B	15569	1.43	337	2.66	13	
TFE731-2-2N	15569		337	2.56		
TFE731-20	15569	1.25	401	3.1	21	
TFE731-20AR	15569		406	3.1		
TFE731-20BR	15569		406	3.1		

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
RD-500	15702					
Derwent RB.37 5/17	16014					
Derwent RB.37 Mk.9	16014					
J85-GE-21	16014	3.51	290		8.3	1250
J85-GE-21A	16014				8.1	
J85-J1	16014	2.69			8.3	
Larzac 04-V3	16178					
TFE731-3-100S	16236		349	2.8	14.6	
TFE731-3A-2B	16236	1.46	352	2.8	14.6	
TFE731-3A-300G	16236		352	2.8	14.6	
TFE731-3B-100	16236	1.44	340	2.8	14.4	
F3-IHI-30	16369	1.98	208	0.9	11	
F3-IHI-30	16370		340	0.9		
TFE731-3	16458	1.45	342	2.8	14.6	
TFE731-3-1D	16458		342	2.8	14.6	
TFE731-3-1G	16458		342	2.8	14.6	
TFE731-3-1H	16458	1.45	342	2.8	14.6	
RD-1700	16672			0.78		
Atar	16681				4.2	
J35-A-11	16681	3.17	1114		4	
J35-A-13	16681	3.17	1114		4	
J35-A-13A	16681	3.17	1114		4	
J35-A-13B	16681	3.17	1114		4	
J35-A-13C	16681	3.17	1114		4	
J35-A-15	16681	3.17	1089		4	
J35-A-15C	16681	3.17	1089		4	
J35-A-2	16681					
J35-A-3	16681					
J35-A-5	16681	3.17	1089		4	
J35-A-9	16681	3.17	1114		4	
J35-C-3	16681	3.17	1089		4	
J35-GE-2	16681					
J35-GE-7	16681	3.17	1089		4	
J35-GE-9	16681	3.17	1114		4	
Viper Mk.600	16681	2.69			5.8	
Viper Mk.601-22	16681	2.69	376		5.8	
XJ33-GE-1	16681	3.46	805		4.1	
XJ33-GE-3	16681	3.46	805		4.1	
XJ33-GE-5	16681	3.46	805		4.1	
XJ35-GE-1	16681	3.17	1089		4	
PW545A	16832		370	4.12	15.7	993

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
AI-25TL	16868	1.63	350	2	9.5	
AI-25TLK	16868	1.63	350			
J34-WE-38	16903					
J33-A-13	17014	3.46	850		4.1	
J33-A-17	17014	3.46	850		4.1	
J33-A-17A	17014	3.46	850		4.1	
J33-A-21	17014	3.46	839		4.1	
J33-A-9	17014	3.46	805		4.1	
J33-A-9A	17014	3.46	805		4.1	
J33-A-9B	17014	3.46	853		4.1	
J33-GE-11	17014	3.46	805		4.1	
J33-GE-11A	17014	3.46	805		4.1	
J33-GE-11B	17014	3.46	807		4.1	
J33-GE-15	17014	3.46	805		4.1	
XJ33-GE-7	17014	3.46	805		4.1	
AI-25A	17126			2.1		
D-18A	17650	2.1	380	0.7	8	
Viper Mk.631	17659					
Viper Mk.632-41R	17659	2.75	376		5.9	
Viper Mk.632-43	17659		376		5.9	
Viper Mk.633-41	17659	2.75	553			
Viper Mk.633-47	17659	2.75	553			
PW545B	17750		377	3.8	42	1013
J33-A-6	17793					
J35-A-4	17793					
Orpheus BOr.805	17793				4.4	
ATF3	18015	1.25		3	17	
F104-GA-100	18015	1.25		3	17	
J46-WE-3	18149					
TFE731-4	18149	1.46	373	2.4	14.8	
TFE731-4-1T	18149		372	2.4		
XJ46-WE-1	18149	2.86	925		5.2	
XJ46-WE-2	18149	2.86	845		5.2	
PW545C	18320		377	3.8	42	1013
CF700-2C	18349	1.85	329	1.9	6.9	
TF37-GE-1	18682	1.85	306	1.9	6.9	
Orpheus BOr.100-04	18816					
CF700-2D	18905	1.85	334	1.9	6.2	
TFE731-40	18905	1.29	401	2.9	22	
TFE731-40R	18905		406	2.9		
TFE731-40R-200G	18905	1.29	406	2.9	22	

. . . to be continued . . .

Engine	T_{ssl} N	10^5SFC$_{ssl}$ $(kg/s)/N$	W_{eng} kg	BPR -	OPR -	TET °K
CF700-2B	19130		334	1.9	6.8	
TFE731-5-1J	19145	1.37	386	3.65	14.4	
CF700-2D2	19194	1.82	348	1.9	6.8	
Viper Mk.680	19394		379	0	6.8	
Viper Mk.680-43	19394		379		6.8	
Ghost 50	19572					
RB.162-4D	19572		125			
RB.162-1	19612		125		4.3	
TFE731-40AR-200G	19661		406	2.9		
TFE731-5	20000	1.33	401	3.15	19.4	1378
J46-WE-4	20017					
Orpheus BOr.701	20017					
TFE731-5AR	20017	1.33	401	3.65	14.6	
Orpheus BOr.101	20106					
J33-A-10	20462	3.18			4.4	953
J33-A-18A	20462					
J33-A-19	20462	3.26	810		4.5	
J33-A-23	20462	3.23	814		4.5	
J33-A-31	20462	3.2	797		4.5	
J33-A-33	20462	3.26	1084		4	
J33-A-33A	20462	3.26	1084		4	
J33-A-35	20462	3.23	814		4	
J33-A-37	20462					
J33-A-8	20462					
J46-WE-8	20462					
J46-WE-8A	20462					
Nene RB.41-1	20462	2.97			4	
PW305A	20813	1.1	450	4.3	15.5	
Orpheus BOr.701-01	20907					
RB.162-4	20907		125		4.3	
TFE731-5BR	21129	1.33	408	3.5	15.1	
TFE731-5BR-1C	21129		408	3.2		
AM-5A	21574					
Atar 101A-0	21574	3.25	880		4.2	1083
Ghost 103	21574					
Ghost 48	21574	2.89	912		4.3	1073
J47-GE-1	21574	3.12	1123		4.3	
J47-GE-3	21574	3.12	1120		4.3	
Orpheus BOr.703	21574					
RD-35	21574	1.73		1.41	14.7	
DV-2	21583	1.69	450	1.46	13.5	1463

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
J35-A-17	21796	3.06	1025		4.7	
J35-A-17A	21796	3.06	1025		4.7	
J35-A-17B	21796	3.06	1025		4.7	
J35-A-17C	21796	3.06	1025		4.7	
J35-A-17D	21796	3.06	1025		4.7	
J35-A-19	21796	3.06	1002		4.7	
Ghost 104	22019					
GE1	22241	1.98			11	
Ghost 50 Mk.1	22241					
J42-P-6	22241	3.09	778		4.3	1014
J42-P-8	22241	3.09	778		4.3	1014
J47-GE-7	22241	3.2	1145		4.3	
J47-GE-9	22241	3.2			4.3	
J48-P-4	22241					
Nene Mk.102	22241	3.09	753		4	1098
Nene RB.41-2	22241					
Orpheus BOr.803	22241	3.06				
Orpheus BOr.803-02	22241	3.06				
RM2A	22241					
RM2B	22241					
TFE731-60	22241	1.15	448	3.9	22	
XJ47-GE-5	22241	3.4	1383		4.3	
Ghost 50 Mk.2	22330					
Ghost 101	22508	2.89			4.5	
J35-A-21A	22686	3.14	1195		4.7	
Nene RB.41-10	22686					
Nene RB.41-3 Mk.101	22686					
Adour RT.172 Mk.102	22730	2.1	704		9.6	
Adour RT.172 Mk.104	22730		713			
Atar 101C	22908					
J35-A-21	22908	3.14	1195		4.7	
ATF3-6	23130	1.47	510	2.9	21	1449
Adour Mk.851	23131		568			
Adour RT.172 Mk.151	23131		544	0.8	11	
ATF3-6A	23131		510	2.8	21.3	
F405-RR-400	23131		568			
J47-GE-11	23131	3.2	1123		4.5	
J47-GE-13	23131	3.17	1145		4.5	
J47-GE-15	23131	3.17	1141		4.5	
J47-GE-19	23131					
Nene Mk.103	23131					

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
Nene Mk.104	23131					
J33-A-25	23353		814		4.5	
J33-A-41	23353					
RB.162-86	23353	3.17	236		4.3	
PW305B	23389	1.11	450	4.3	15.5	
J97-GE-100	23442					
Atar 101B	23535					
Ghost 105	23575					
J35-A-25	23575	3.13	1025		4.7	
Adour RT.172 Mk.804	23664		713			
Derwent RB.37 Mk.5	24020	3.17			4.3	
J35-A-33	24020					
J35-A-33A	24020					
Nene RB.41-6/21	24020					
J35-A-35	24198					
J35-A-35A	24198					
Adour Mk.861-49	24243		582			
F405-RR-400L	24243					
GE1/J1A1	24465	1.98			11	
RB.162-30	24465					
RB.162-31	24465					
RB.162-32	24465					
DV-2F	24501	1.67	630	1.46	15.5	
J47-GE-17	24510	2.86			5.5	
J47-GE-17B	24510					
RD-60K	24510					
WP6B	24514					
Adour RT.172 Mk.811	24554	2.03	738	0.75	11.3	1413
Adour RT.172 Mk.815	24554		741	0.75	11.3	
Adour RT.172 Mk.106	24910					
J33-A-29	24910	3.26	998		4.5	
J35-A-29	24910					
J35-A-41	24910					
J47-GE-33	24910				5.5	
RD-9B	24999	2.67			7.1	
J47-GE-21	25221					
J47-GE-23	25221					
J47-GE-25	25221					
J47-GE-25A	25221					
PW306C	25292		473	4.5		
Adour Mk.861	25355		577		11.3	

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
PW306	25400		473	4.5		
CFE738-1-1B	25466	1.05	601	5.3	23	
AM-5B	25488					
WP6	25497		725			
Orpheus BOr.500	25577					
ALF501	25800	1.13		6	9.3	
F405-RR-401	26000		592	0.8		
J33-A-27	26022	3	810		4.5	
J47-GE-2	26289					
J47-GE-27	26289	2.56			5.5	
CFE738	26325	1.05	551	5.3	23	1643
VK-1A	26387					
VK-1	26476	2.97			4.4	
VK-1F	26476	3.25			4.4	
WP5	26476					
AM-5F	26689					
Avon RA.2	26689					
Avon RA.3 Mk.101-2	26689					
Orenda 2	26689					
Orenda 3	26689					
Orenda 8	26689					
RB.162-81	26734	2.72			4.5	
F125-GA-100	26800	2.27	617	0.3	18.5	
TFE1042-70	26800	2.27	617	0.3	18.5	
Adour Mk.871	26823		603	0.8	11.3	
PW306A	26867	1.12	473	4.5	18.3	
RD-45FA	26872					
PW306B	26912		473	4.5		
PW307A	27134					
109-012	27445	3.25			5.5	
RD-9	27490					
RD-9F	27579					
J33-A-16	27801					
J48-P-2	27801	3.29	932		4.4	
J48-P-3	27801	3.29	939		4.4	
J48-P-6	27801					
J48-P-6A	27801					
XJ48-P-1	27801	3.29	932		4.4	
Tay Mk.250 (Nene + AB)	27935					
F125	28000	2.28	617	0.49	18.5	1645
F124-GA-100	28024	2.29	499	0.4	19.4	

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
Orenda 10	28179					
J33-A-16A	28246					
J48-P-5	28246					
Orenda 9	28268					
AE3007C	28655		719	5.3		
AS907	28913	1.19	619	4.5	21	
Avon RA.25 Mk.502	28913					
Avon RA.25 Mk.503	28913					
Avon RA.25 Mk.504	28913					
Avon RA.3 Mk.100	28913	2.5			6.2	
Avon RA.3 Mk.101-3	28913					
Avon RA.3 Mk.103	28913					
RM3A	28913					
PW308A	29247		597	4.1		
RD-9E	29358					
WP6A	29420	2.78	725		7.4	
Atar 101D	29425	3.09			4.5	
Atar 101D-1	29425					
Atar 101D-2	29425					
Atar 101D-3	29425					
ALF502R-3	29803	1.16	606	5.71	11.6	
RD-36-35FVR	29914		201			
RD-36-35PR	29914		201			
AE3007C1	30088		720	5.3		
J40-WE-6	30248					
HTF7000	30400		619	4.4	28.2	
RB.153-61	30470		649	0.7	18	
RB.153-61R	30470			0.7	18	
Pirna 014A0	30915	2.42			7	
ALF502R-3A	31004	1.16	606	5.71	11.6	
ALF502R-5	31004	1.16	606	5.6	12.2	
AE3007A3	31137		730	5.3		
F102-LD-100	31137					
J40-WE-12	31137					
LF507-1F	31137	1.15	628	5.7	13.8	
LF507-1H	31137		624	5.7	13.8	
LF507-1N	31137		624			
PW308C	31137			4.1		
LF507	31138	1.12	628	5.6	13.8	
AS977-1A	31582	1.18	619	4.5	23	
RD-38	31871		231			

. . . to be continued . . .

GE-1019.545

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
AE3007	32000	1.02	717	5	23	
AE3007A1/3	32027		730	5.3		
J40-WE-22	32027					
J40-WE-22A	32027					
J65-W-1	32027					
J65-W-1A	32027					
J65-W-2	32027					
Orenda 11	32072					
J65-W-5	32116					
J48-P-8	32249					
J48-P-8A	32249					
J48-P-8B	32249					
J48-P-8C	32249					
Pirna 014A1	32294	2.36			7	
Orenda 14	32361					
J65-B-3	32605					
J65-W-3	32605					
Avon RA.7 Mk.117	32694					
Atar 101G	32917	3.06			4.8	
Atar 101G-2	32917					
Atar 101G-2-1	32917					
Atar 101G-3	32917					
Avon RA.3 Mk.109	32917					
J40-WE-8	32917					
Avon RA.7 Mk.122	33028					
109-018	33317	3.33			7	
ALF502L	33362	1.21	595	5.2	13.6	
ALF502L-2	33362	1.21	595	5	13.6	
ALF502L-2A	33362	1.17	595	5	13.8	
ALF502L-2C	33362	1.17	595	5	13.8	
ALF502R-6	33362	1.18	624	5.6	13.8	
Atar 101E	33362					
Avon RA.3 Mk.104	33362					
Avon RA.3 Mk.107	33362					
Avon RA.4 Mk.107	33362					
Avon RA.7 Mk.113	33362					
Avon RA.7 Mk.20	33362					
Avon RA.7 Mk.26	33362					
J52-P-3	33362					
J65-B-7	33362					
J65-W-7	33362					

... to be continued ...

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
Sapphire ASSa.1 Mk.100	33362					
XJ52-P-1	33362					
Avon RA.7R Mk.114	33406	2.44			7	
AE3007A	33717	1.02	719	5.3	24	
AE3007A1	33717	1.02	719	5.3	24	
AE3007A1/1	33717		730	5.3		
AE3007A1P	33717		730	5.3		
J65-W-16	34251					
J65-W-16A	34251					
J65-W-18	34251					
Pirna 016	34251	2			10	
Verdon	34318					
Atar 101E-3	34322					
M45H-D Mk.501	34518	1.28	673	2.85	18.8	
M45H-01	34531		673	2.8	18	1330
ALF502L-3	34696	1.18	595	5	13.8	
J65-W-4	34696					
J65-W-4B	34696					
J65-W-6	34696					
PW308B	35981			4.1		
AE3007A1E	36075		730	5.3		
F124-GA-X	36119					
Atar 101E-4	36208					
Atar 101E-5	36208					
WS6A	36780		725	0		
F137-AD-100	36876	1.11	717	5		
Sapphire ASSa.6 Mk.101	36920					
J52-P-6	37810	2.32	933			
J52-P-6A	37810	2.32	933			
J52-P-6B	37810					
DV-22/AI-22	37952	1.05		5		
WP7	38246					
R-11B-300	38255					
R-11F-300	38255	2.67			8.7	
CF34-1A	38477	1.02	737	6.2		
R-11F2S-300	38477	2.72			8.8	
XJ99-RA-1	38655					
YJ57-P-3	38699	2.28	1991		11.6	
J73-GE-5	38922					
M45H-C	39144					
RB.199-34R-04 Mk.101	39144	1.75		1.1	23.4	

... to be continued ...

Engine	T_{ssl}	10^5 SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
R126-300	39224					
R-95	39233					
J73-GE-7	39678					
RB.199-34R-04 Mk.104D	40034					
XJ57-P-1	40034	2.21	1991		10	
XJ57-P-1W	40034					
WP13	40207	2.72	1211	0		
R-13-300	40212	2.72			8.9	
RD-41	40212		290			
R-25-300	40256	2.72			9.6	
TF34-GE-100	40323	1.05	645	6.42	20	1496
TF34-GE-100A	40323		653	6.24	20	
AI-222-25	40345	1.81		1.19	15.9	
Atar 08C	40479					
RB.199-34R-04 Mk.104	40479		976			
RB.199-34R-04 Mk.103	40700	1.81	1061	1.06	23.5	1598
Atar 09B	40923					
Atar 09B-3	40923					
J73-GE-3	40923					
J73-GE-3A	40923					
J73-GE-3D	40923					
J73-GE-3E	40923					
CF34-3A1	41012	1.01	751	6.3	21	
CF34-3B	41012	0.98	757	6.3	21	
CF34-3B1	41012	0.98	757	6.3	21	
CF34-3A	41013	0.99	737	6.2	21	1477
J101-GE-100	41146	2.22		0.25	21	
M45H-E1	41146					
TF34-GE-2	41257			6.23		
TF34-GE-400A	41257	1.03	670	6.24	21	
TF34-GE-400B	41257		670	6.24	21	
J52-P-8	41368	2.44	961		13	
J52-P-8A	41368	2.44	961		13	
J52-P-8B	41368				13	
Atar 09C	41947	2.86	1456		5.7	
Atar 09C-3	41947					
Atar 09C-5	41947					
Avon RA.14 Mk.201	42258					
J71-A-2	42258					
J71-A-2A	42258					
J71-A-2B	42258					

. . . to be continued . . .

Engine	T_{ssl} N	10^5SFC$_{ssl}$ $(kg/s)/N$	W_{eng} kg	BPR -	OPR -	TET °K
WP7C	42649					
WP13A II	42658	2.8	1201			
M45H-E2	42703					
YJ79-GE-13	42703					
RB.199-34R-04 Mk.105	42952	1.8	980	0.97	23.4	
WP7A	43139					
Atar 08C-1	43148	2.75			5.8	
J57-P-2	43148					
J57-P-39	43148					
J57-P-6	43148				12.4	
J57-P-6A	43148				12.4	
J57-P-7	43148					
WP7B	43148	2.86	1053		8.1	
XJ35-A-23	43148	2.72	1583		8.8	
J79-GE-3	43592					
J79-GE-3A	43592	2.4			12	
J79-GE-3B	43592		1508		12	
Spey Jr. RB.183-2 Mk.555-15	43815	2.12	1024	1	15.4	990
Spey Jr. RB.183-2 Mk.555-15P	44037		1024	1	15.4	
Tay RB.183-55515P	44037	1.59	1037	0.71	15.5	
WP13F	44100			0		
R-195	44131		990			
WP7F	44131			0		
Trent-RB203,08	44439		805	3	16	
Avon RA.26 Mk.522	44482					
Avon RA.28 Mk.203	44482				7.8	
GE1/10	44482	2.27				1365+
J57-P-11	44482					
J57-P-12	44482					
J57-P-12A	44482					
J57-P-4A	44482					
J57-P-9	44482					
J57-P-9W	44482					
J79-GE-11	44482	2.39			12.9	
J79-GE-11A	44482		1615		12.9	
J79-GE-7	44482	2.39				
J79-GE-7A	44482					
J79-OEL-7	44482	2.39	1622			
JTF16	44482					
Olympus Mk.101	44482	2.17			11	
Avon RA.28 Mk.204	44704				7.8	

... to be continued ...

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
Avon RA.28 Mk.205	44704				7.8	
Avon RA.28 Mk.207	44704	2.49	1301		7.8	
SM-X	45000			5		
AI-222-28	45149	1.91		1.13	16.9	
RB.193-12	45207					
J57-P-13	45372					
J57-P-21	45372	2.18				
J57-P-21A	45372					
J57-P-23	45372		2345		11.5	1144
J57-P-25	45372					
J57-P-8	45372					
J57-P-8A	45372				13.6	
J57-P-8B	45372				13.6	
J71-A-11	45372					
J71-A-13	45372					
YJ71-A-5	45372					
Avon RA.29/1 Mk.524	45594	2.23	1516		8.8	
Avon RA.29/1 Mk.525B	45594	2.23			8.8	
Avon RA.29/1 Mk.526	45594	2.23	1516		8.8	
J79-GE-4	45816					
J79-GE-5	45816					
J79-GE-5A	45816					
J79-GE-5B	45816					
J79-GE-5C	45816	2.39	1671			
J79-GE-2	46039	2.46	1642		12.5	
J79-GE-2A	46039				12.5	
Spey RSp.3 Mk.506-14	46306		1024	0.71		
Spey RSp.3 Mk.506-14A	46306		1024	0.71		
Spey RSp.3 Mk.506-14D	46306		1024	0.71		
Spey RSp.3 Mk.506-2	46306			0.71		
Spey RSp.3W Mk.506-14AW	46306		1038	0.71		
Avon RA.29/1 Mk.524B	46696		1516	0	8.7	1100
Avon RA.29 Mk.522	46706					
Avon RA.29 Mk.523	46706					
J57-P-10	46706					
J57-P-19W	46706				12.5	
J57-P-29W	46706				12.5	
J57-P-29WA	46706				12.5	
J79-MTU-J1K	46706	2.39			12.4	
F404-GE-F1D2	46884	2.29	785		24	
WP13A	47100		1201	0		

. . . to be continued . . .

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Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
WP13B	47100			0		
F404-GE-400	47151	2.42	996	0.34	26	
F404-GE-400D	47151				26	
RM6B	47151					
J57-P-16	47596					
J57-P-20	47596	2.18	2155		13	
J57-P-20A	47596		2155		13	
J57-P-22	47596					
TF30-PW-1	47818	1.8		1.1	17.1	
TF30-PW-3	47818	2.27	1769	1.1	17.1	1144
J79-GE-15	48485	2.44	1678		12.9	
J79-GE-8	48485	2.44	1666		12.9	
J79-GE-8A	48485				12.9	
F404-GE-100D	48930	2.27	826		24	
F404-GE-102	48930		1035		26	
F404-GE-102D	48930					
Gyron Junior DGJ.10	48930					
J57-P-37A	48930					
J57-P-47	48930					
Pegasus 2	48930					
Sapphire ASSa.7 Mk.200	48930					
Sapphire ASSa.7R Mk.200R	48930					
Spey RSp.4 Mk.510-14	48930	1.7	1058	0.71	18.4	
Spey RSp.4 Mk.510-14W	48930	1.7	1189	0.71	18.4	
Spey RSp.4 Mk.510-5	48930		1049	0.71		
Spey RB.168 Mk.807	49064	1.87	1096	0.96	16.8	
Spey RB.168-1A RSp.2 Mk.101	49064	1.79	1121	0.7	16.5	
Atar 08K-50	49175	2.75			6.2	
Atar 09K-50	49175	2.78	1582	0	6.2	1208
RD-33	49500	2.18	1217	0.55	21.7	1680
CJ805-3	49820					
CJ805-3A	49820					
J52-PW-408	49820	2.24	1051		14.6	
J52-PW-408A	49820				14.6	
J57-P-43WA	49820	2.18			12.5	
J57-P-43WB	49820	2.18	1755		12.5	1144
J57-P-7A	49820					
JT3C-2	49820		1755			
JT3C-4	49820					
JT3C-6	49820	2.2	1921			
M88-2	50000	2.22	897	0.3	24.5	1850

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
Avon RA.24R Mk.200R	50042					
Avon RA.24R Mk.202	50042				7.8	
Avon RA.24R Mk.206	50042				8.2	
Avon RA.24R Mk.208	50042				7.8	
Avon RA.24R Mk.210R	50042				8.2	
Avon RA.24R Mk.211R	50042				8.2	
TF30-PW-6	50487	1.76	1231			
Avon RA.29/3 Mk.527B	50709	2.42	1518			
RM10	50709	2.42				
Spey RB.168-?? Mk.511-8	50709	1.7	1126	0.64	18.4	
Spey RSp.4 Mk.511-14	50709	1.7	1126	0.71	18.4	
Spey RSp.4 Mk.511-14W	50709	1.7	1189	0.71	18.4	
Spey RSp.4 Mk.511-5	50709	1.7	1049	0.71	18.4	
Spey RSp.4 Mk.511-5W	50709	1.7	1051	0.71	18.4	
Spey RSp.4 Mk.511-8	50709	1.7	1126	0.64	18.4	
Spey RSp.4 Mk.511-1	50718		1050	0.64	19	1350
F124-GA-XX	51154					
J57-P-17	51154					
CJ805-3B	51822					
Kaveri	52000					
TF306E	52044	1.84		1.1	17	
D-21A1	52266		2100	0.83	20.2	
J79-GE-10	52800	2.39	1749		13.4	
J79-GE-10B	52800	2.39			13.4	
J79-GE-17	52800	2.39	1740		13.5	928
J79-GE-17C	52800				13.5	
J79-GE-17E	52800				13.5	
J79-GE-19	52800	2.39	1740			
J79-MTU-17A	52800	2.39	1749		13.5	
D-20	52956					
D-20P	52956	1.76	1468	1	13.6	
F404-GE-402	53156		1035	0.31	26	
J57-P-55	53334					
Spey RB.168-20 Mk.251	53356	1.79	1243	0.7	19.2	
Spey RB.168-20 RSp.5-1 Mk.250	53356	1.79	1243	0.7	19.2	
J52-PW-409	53378					
JT3C-12	53378	2.2	1610		13.8	
JT3C-7	53378	2.22	1585	0	13	
Olympus Mk.102	53378					
Pegasus 3	53378					
Spey RSp.4 Mk.512-5W	53378	1.7	1183	0.71	20.7	

. . . to be continued . . .

Engine	T_{ssl} N	10^5SFC$_{ssl}$ $(kg/s)/N$	W_{eng} kg	BPR -	OPR -	TET °K
TF104	53378					
J79-GE-119	53601	2.36	1715	0	13.4	1273
Avon RB.146 Mk.301	53823	2.64			8.4	
RM6C	53823	2.64			8.4	
AL-5	53934			1	10	
RM12	54001	2.33	1050	0.31	27.5	
Avon RA.29/6 Mk.531B	54268	2.27	1582			
TF30-PW-8	54268	1.79	1146		17.1	
M53-2	54401	2.44		0.4	8.5	
M53-5	54401	2.44	1470		9	
JT8D-5	54490	1.6	1404			
Spey RB.168-25R RSp.2 Mk.202	54490	1.93	1857	0.7	19.5	
Spey RB.168-25R RSp.2 Mk.203	54490		1857	0.7	19.5	
WS9	54490			0.7	19.5	
CF34-8D1	55603	1.11	1120			
F414-GE-400	55603			0.4	30	
PW800 (AFTI)	55603			7.8		
Spey RSp.4 Mk.512	55800		1168	0.71		
Spey RB.168-25R RSp.2 Mk.201	55825	1.79		0.7	20.1	
Spey RSp.1 Mk.505-5	55825		998	0.71		
Spey RSp.4 Mk.512-14	55825	1.7	1183	0.71	20.7	
Spey RSp.4 Mk.512-14DW	55825	1.7	1183	0.71	20.7	
Spey RSp.4 Mk.512-14DWE	55825		1183	0.71		
Spey RSp.4 Mk.512-25	55825	1.7	1183	0.71	20.7	
Avon RA.29/6 Mk.533R	56047	2.22				
Avon RA.29/6 Mk.535R	56047	2.22			10.3	
Avon RB.146 Mk.302	56448	2.41			8.4	
Avon RB.146 Mk.302C	56448	2.41			8.4	
R-37F-300	56492					
CF34-8D3	57271	1.11	1120	4.9	27	
CF34-8D6	58049	1.11	1120			
RB.202	58271					
EJ200 Mk.100	58939	2.22	1037	0.4	25	1755
TF30-PW-408	59606					
M88-3	60051	2.22			26	
Olympus Mk.104	60051					
J57-P-59W	61163	2.69	1960			
PW1120	61300	2.29	1323	0.2	26.8	1523
CF34-8C1	61341	1.05	1066	4.9	27	
RM14	61608	1.22		3.04	15.8	
Tay RB.183-3 Mk.611	61608	1.22	1339	3.04	15.8	

. . . to be continued . . .

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Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
Tay RB.183-3 Mk.611-8	61608	1.22	1339	3.04	15.8	
Tay RB.183-3 Mk.611-8C	61608	1.22	1339	3.04	15.8	
Tay RB.183-3 Mk.620-15	61608		1445	3.04	15.8	
CF34-8E2	62275	1.11	1120	5	27	
F412-GE-400	62275					
JT8D-1	62275	1.66	1404	1.06	15.4	
JT8D-1A	62275	1.66	1404	1.06	15.4	
JT8D-1B	62275	1.66	1404	1.06	15.4	
JT8D-7	62275	1.66	1431	1.07	15.8	
JT8D-7A	62275	1.66	1404	1.07	15.8	
JT8D-7B	62275	1.66	1404	1.07	15.8	
RM8A	62275	1.66		1.07	15.4	
SPW14	62275					
TF41-A-1	63387	1.79	1475	0.77	20	1455
CF34-8C5B1	63409		1120	4.9		
R-27F2M-300	63698	2.78	1497		10.9	
R-27M-300	63698					
AL-7	63743					
AL-7F	63743					
D-36-1	63743	1.02	1109	6.3	18.7	
D-36-3A	63743	1.02	1109	6.3	18.7	
D-36-4A	63743		1109	6.3		
M53-P2	64000	2.56	1500	0.35	9.8	1533
CF34-8C5	64499	1.11	1120	4.9		
JT3D-7B	64499	1.66	1475	1.03	16.9	853
JT8D-9	64499	1.6	1450	1.03	15.9	
JT8D-9A	64499	1.6	1450	1.03	15.9	
JT8D-M-9	64499			1.03	15.9	
TF41-A-1B	64499	1.83	1593	0.76	20	1458
F414	64900	2.38	1110	0.37	30	
F100-IHI-100	65255	2.08	1442	0.71	23	
F100-IHI-220E	65255	2.07	1464		24	
F100-PW-100	65255	2.04	1375	0.71	24.8	1553
F100-PW-200	65255	2.03	1375	0.71	25	1553
F100-PW-220	65255		1451	0.71	25	
F100-PW-220E	65255		1429		25	
BR710A1-10	65611	1.11	1597	4.2	25.7	
BR710A2-20	65611	1.11	1597	4.2	25.7	
BR710C4-11	65611	1.11	1597	4.2	25.7	
R-27V-300	65700		1350			
BR710	66034	1.1	1597	4	25.7	

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Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
RD-3	66194					
BR710B3-40 Mk.101	66278	1.11		4.2	25.5	
D-30-1	66679	1.7	1550	1	18.6	
D-30-2	66679			1		
D-30-3	66679	1.72	1550	1	17.7	
D-30U-154	66679	1.7	1550	1	18.6	
CJ805-21	66708		1680	1.5	12	
D-30P	66708		1520	1	18.6	1300
JT8D-11	66723	1.76	1501	1.05	16.2	
SaM146	66723					
TF30-PW-18	66723				22	
TF41-A-2	66723	1.88	1475	0.74	21.4	
TF41-A-2B	66723	1.88	1475	0.74	21.4	
TF41-A-400	66723	1.88	1475	0.74	21.4	
Tay RB.183-3 Mk.650	67150		1515	3.1	16.4	1370
Tay RB.183-3 Mk.650-14	67168		1515	3.06	16.2	
Tay RB.183-3 Mk.650-15	67168		1515	3.06	16.2	
R-28-300	68057					
TF30-PW-100	68057	1.89	1814	0.73	21.8	1397
Tay RB.183-3 Mk.651-54	68502	1.28	1533	3.07	16.6	
Tay RB.183-3 Mk.651	68503	1.27	1533	3.07	16.6	
RD-36-51V	68636		4125			
AL-7F-1	68645	2.78			9.1	
AL-7F-2	68645					
AL-7PB	68645					
JT8D-15	68947	1.79	1549	1.03	16.5	
JT8D-15A	68947	1.67	1576	1.04	16.6	
Pegasus 5-1	68947					
Pegasus 5-2	68947					
JT4A-3	70282	2.18	2277			
JT4A-5	70282	2.18	2184			
JT4A-7	70282	2.18				
GE1/6	70415	0.95		8	25	
WS6	71131	1.76	2100	1	14.4	
BR710-48	71171			4.2		
JT8D-17	71171	1.7	1556	1.01	16.9	
JT8D-17A	71171	1.7	1576	1.02	17.1	
RB.432	71171					
CJ805-23B	71616	1.5			13	
CJ805-23C	71616					
J75-P-19	72061				12	

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
JT4B-21	72728					
JT8D-17AR	72950	1.73	1585	1	17.3	
RM8B	72950	1.7		0.96	16.9	
J75-P-3	73395					
J75-P-5	73395					
D-436K	73551	1.05		6.2	21	
D-436TP	73551	1.05				
R-15-300	73551					
R-15B-300	73551					
R-15BD-300	73551					
F100-PW-220P	74285		1526	0.36		
PW1128	74285	2.42			27	
JT4A-10	74730	2.29	2313			
JT4A-9	74730	2.29	2291			
D-436T1	75019	1.06	1450	4.95	25.2	1550
D-436TM	75019		1450	4.95	25.2	
J52-P-16	75175					
F110-GE-400	75600	1.86	1526	0.87	30.3	1643
F101-GE-100	75619	1.61		2.1	26.5	
F110-GE-129	75619		1805	0.76	30.7	
F110-IHI-129	75619		1787	0.76	30.7	
J75-P-13B	75619					
JT3D-1	75619	1.47	1880	1.4	12.5	
Olympus Mk.201	75619					
PS-7	75619		1350			
TF33-PW-3	75619	1.47	1769	1.55	13	1144
AL-21F-3	76509	2.15	2005		14.8	
AL-21F-3A	76509					
J75-P-19W	76509	2.24	2703		12	
YJ75-P-9	76509					
CF34-10D5	77199	1.08	1724	5	29	
F101-GE-102	77355	1.59	2018	1.91	26.8	1672
JT8D-17R	77399		1585	1	17.5	
Conway RB.80 RCo.11 Mk.101	77844			0.3		
Conway RB.80 RCo.12 Mk.508	77844	2.06	2061	0.3	14.1	
Conway RCo.12 Mk.508	77844	2.06	2061	0.3	14.1	
Conway RCo.12 Mk.509	77844		2061	0.3	14.1	1315
JT4A-11	77844	2.38	2313		12.5	
JT4A-12	77844	2.38	2220		12.5	
R-29-300	78444	2.69	1880		13.1	
R-29B-300	78444		1760		12.4	

. . . to be continued . . .

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Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
R-29BS-300	78444					
R-29PN-300	78444					
F100-PW-229	79178	2.1	1377	0.36	32.4	1755
F100-PW-229A	79178				35	
AL-31F	79400	1.86	1530	0.57	23	1600
AL-31MF	79400		1520	0.57		
AL-21	79601					
CF34-10A	80068		1701	5		
Conway RCo.12 Mk.508A	80068	2.08	2061	0.3	14	
Conway RCo.12 Mk.509A	80068	2.08	2061	0.3	14	
JT3D-3B	80068	1.52	1950	1.37	13.6	1144
JT3D-3C	80068	1.45	1969	1.4	13	
Tay RB.183-3 Mk.670	80068		1701	3.2	19	
TF33-PW-102	80068	1.52		1.37	13.6	
TF33-PW-102C	80068	1.52		1.37	13.6	
TF33-PW-11	80068					
TF33-PW-11A	80068					
TF33-PW-5	80068	1.52	1891			
TF33-PW-9	80068	1.52	1891			
JT3D-3	80148	2.18	2170	1.25	16	1233
D-436T2	80415		1450	4.9	26.2	
F110-GE-100	81536	2.11	1767	0.87	30.4	
BR715A1-30	82292	1.05	2085	4.7	32.1	
CF34-10E5	82292	1.08	1724	5		
CFM56-7B18	82292	0.99	2366	5.6	21.7	
JT8D-209	82292	1.45	2000	1.82	17.4	
CF34-10D6	83404	1.08	1724	5	29	
R-35-300	83849	2.72	1765		13.1	
F118-GE-100	84516	1.06	1451		35.1	
F118-GE-101	84516	1.06	1429		35.1	
JT3D-7	84516	1.47	1969	1.43	13.5	
JT3D-7A	84516	1.47	1969	1.43	13.5	
Pegasus 11 Mk.101	84516		1642		14.6	
AM-3D	85316					
RD-3M	85316					
AM-3A	85806					
Iroquois PS-13	86295					
BR715-55	88444	1.05	2062	4.7	32.1	
BR715B1-30	88964		2114	4.4		
CFM56-3B1	88964	1.08	1940	6	22.6	
CFM56-9	88964	1.08	1929	5.08	23.2	

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Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
Gyron 1	88964					
JT8D-217	88964	1.5	2009	1.77	18.6	
JT8D-217A	88964	1.5	2009	1.77	18.6	
JT8D-217C	88964	1.42	2041	1.72	20.1	
Olympus Mk.301	88964	2.28			13.2	
MTFE	89000		1769	5.2		
PS-90A10	90223		1896	3.76	23.1	
TF30-PW-108	90525				16.5	
Conway RCo.42 Mk.540	90610	1.86	2268	0.6	14.8	
Pegasus 11 Mk.102	91188	1.7	1642	1.3	14.6	
Pegasus 11 Mk.103	91188	1.7	1642	1.5	14.6	
Pegasus 11 Mk.104	91188		1642	1.2	14.6	
CFM56-7B20	91633	1.02	2366	5.6	22.7	
Conway RB.80 RCo.17 Mk.201	91633			0.3		
AM-3M-500	93145					
D-30F6	93163	2.03	2416	0.57	21.5	
NK-8-2	93163	1.64	2100	1	21.5	
RD-3M-500	93163	2.83			6.4	
WP8	93163		3132			
VD-7B	93168					
NK-8-3	93190					
BR715C1-30	93412		2085	5	32.6	
PS-30V-12	93412					
TF33-PW-100	93412				15.6	
TF33-PW-100A	93412				15.6	
TF33-PW-7	93412	1.59	2109	1.21	15.6	1228
TF33-PW-7A	93412			1.21	16	
XJ53-GE-1	93412					
F402-RR-406A	95414	2.1	1796		15.3	
Pegasus 11-21 Mk.106	95636		1796	1.2	15.3	
CFM56-5B8/P	96080		2381	6		
CFM56-5B8	96082		2381	6		
F108-CF-100	96233	1.03	2091	6		1493
JT8D-219	96526	1.47	2048	1.77	19.2	1411
Conway RB.80 RCo.43D Mk.301	96971		2314			
Conway RCo.43D Mk.550B	96971	1.67	2314	0.6	15.8	
Pegasus 11-21 Mk.105	97000		1475	1.34	12.9	1496
Conway RCo.42-3	97119		2310	0.6	15.1	
CFM56-2B1	97860	1.02	2119	6	23.7	1560
CFM56-2C1	97860	0.99	2102	6	24.7	1543
CFM56-3B2	97860	1.11	1951	5.9	24.3	1642

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
CFM56-5A4	97860	0.91	2257	6.2	24.1	
CFM56-5B5	97860	0.91	2381	6	24.4	
CFM56-5B5/P	97860	0.91	2381	6	24.4	
CFM56-7B22	97860		2366	5.4	24.6	
F110-GE-X	97860					
PS-9	97860		1750			
PW6122	97860	1.02	1867	4.9	27.2	
V2522-D5	97860	0.96		4.9	25.2	
YJ93-GE-3	97860	1.98	2359			
F199-PW-100	98000	1.72	1360	0.2		
V2522-A5	102490	0.96	2382	4.9	25.2	
NK-8-2U	102976	1.61	2100	1.05	23.2	
NK-8-4	102976	1.67	2100	1.02	23.2	
NK-84	103005		2200	1	23.2	1145
CFM56-5B9	103644		2381	5.9		
CFM56-5B9/P	103644		2381	6		
CFM56-3C1	104533	0.93	1951	6	25.2	1646
CFM56-5A5	104533	0.91	2257	6.2	25.4	
CFM56-5B6	104533	0.93	2381	5.9	25.8	
CFM56-5B6/2	104533	0.93	2381	5.9	25.8	
CFM56-5B6/2P	104533	0.93	2381	5.9	25.8	
CFM56-5B6/P	104533	0.93	2381	5.9	25.8	
VD-7D	105422					
PW6124	105700			4.9		
F402-RR-408	105867	2.15	1932	1.2	16.3	
Pegasus 11-61 Mk.107	105900		1932	1.2	16.3	
D-30KU-2	106090		2318	2.35		
CFM56-2A2	106757	1.02	2186	5.9	25.4	1628
CFM56-2C2	106757	1.02			26.5	
CFM56-7B24	106757	1.05	2366	5.3	26	
Pegasus 15	106757					
PW6162	106757	1.05	1867	4.9	29.6	
RB.220	106757					
R-79-300	107646	1.87	2750	1		
D-30KU	107869	1.4	2668	2.35	17.4	
VD-7	107869					
V2524-A5	108894	1.02	2331	4.9	26.5	
V2500-A1	110310	0.99	2363	5.42	29.7	1537
V2527-A5	110310	1.02	2331	4.75	27.4	
CFM56-5A1	111205	0.93	2266	6	26.5	1537
J58-P-4	111205	2.27			8.8	

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
V2525-D5	111206	1.02	2382	4.8	27.7	
D-30K	112815		2150	2.3	20	
CFM56-7B26	117432	1.08	2366	5.1	27.9	
D-30KU-90	117677		2400	2.44		
PS-90A12	117677		2300	5.05	25.3	
D-30KP	117699	1.36		2.42	18.4	
D-30KP-2	117699			2.42		
D-30KPV	117699					
CFM56-5A3	117877	0.93	2266	6	27.8	
CFM56-5B4	120101	0.96	2381	5.7	29.1	
CFM56-5B4/2	120101	0.96	2381	5.7	29.1	
CFM56-5B4/2P	120101	0.96	2381	5.7	29.1	
CFM56-5B4/P	120101	0.96	2381	5.7	29.1	
CFM56-5B7/P	120101	0.96	2381		29.1	
CFM56-5B7	120102		2381	5.7	29.1	
CFM56-7B27	121436	1.08	2366	5.1	28.9	
V2528-D5	124550	0.99	2382	4.7	30.4	
RB.178	126774					
D-15	127485					
NK-144	127485			0.6	14.2	
NK-86	127485		2450	1.15	13.4	
VD-5	127485					
PS-12	132387		2449	8.39	40.2	
V2530-A5	133000	1.02	2331	4.6	31.6	
CFM56-5B1	133446	0.99	2381	5.5	32	
CFM56-5B1/2	133446	0.99	2381	5.5	32	
CFM56-5B1/P	133446	0.99	2381	5.5	32	
V2530-D5	133446	1.02		4.6	31.6	
Olympus Mk.320	136159					
NK-321	137196		3442	1.4	28.4	
CFM56-5B2	137894	0.99	2381	5.5	32.9	
CFM56-5B2/P	137894	0.99	2381	5.5	32.9	
CFM56-5C2	138784	0.91	2585	6.6	31.5	1633
Olympus 593 Mk.610	139460	2.5	4529	0	14.5	1440
V2533-A5	140560	1.05	2331	4.5	33.4	
CFM56-5B3	142342	1.02	2381	5.4	33.7	
CFM56-5B3/2P	142342	1.02	2381	5.4	33.7	
CFM56-5B3/P	142342	1.02	2381	5.4	33.7	
CFM56-5C3	144567	0.91	2585	6.5	32.6	
CFM56-5C3/F	144567	0.91	2585	6.5	32.6	
Olympus 593 Mk.601	145011	1.98	2637		15.5	

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Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
PS-12M	145634		2449			
NK-144-22	147102					
NK-144A	147102			0.53	17	
CFM56-5C4	151239	0.93	2585	6.4	33.9	
CFM56-5C4/P	151239	0.93	2585	6.4		
R-79V-300	152128					
PS-90	156800	1.07	2950	4.6	31.9	1640
PS-90AN-76	156910		2950	4.6	35.5	
PS-90A	156911		2950	4.6	35.5	1609
NK-22	158867					
PW2237	162804	0.95	3259	5.8	27.9	
PW2337	162804	0.95	3259	5.8	27.4	
RB.211-535C-37	166363		3308	4.4	21.1	
RB.211-535C	166400		3309	4.4	21.1	
PW2037	170144	0.94	3259	5.8	27.4	1678
JTF17A-21	170366	2.12				
RB.211-23	170722					
Olympus 593 Mk.611	170811	1.98	2637			
Olympus 593 Mk.621	170811	1.98	2637			
R-79M-300	176149					
NK-93	176518	0.67	3650	16.6	28.9	1520
CF6-6	177928		3334	6.2	26.6	
CF6-6D	177928	1	3582	5.72	24.3	
PW2040	178373	0.93	3259	5.9	29.9	
PW2240	178373	0.93	3259	5.9	27.6	
RB.211-535E4-37	178373	0.92	3295	4.3	25.8	
CF6-6E	180597					
RB.211-22-02	180597		3261	4.8	27	
TF39-GE-1	181509	0.89	3260	8	26	1561
TF39-GE-5CA	182800	0.89	3583	8	25.7	1643
CF6-6D1	184600	0.99	3582	5.76	25.2	
CF6-6D1A	184600	0.99	3582	5.76	25.2	
CF6-6K	184600	0.98	3709		25	
CF6-6K2	184600	0.98	3709		25	
F117-PW-100	185490	0.96	3221	5.8	27.6	
NK-25	186380					
RB.211-22B	186800		4171	5	24.5	
CF6-6F	186824					
D-100	186824			8	35	
JT9D-1	186824			5	21.5	
RB.211-22B-02	186824	1.06	4171	4.8	24.5	

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Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
RB.211-22C-02	186824		4171	4.8		
PW2043	189493	0.99	3248	6	31.9	
PW2143	189493	0.99	3248	6	31.2	
PW2643	189493	0.99	3248	6	31.2	
TF39-GE-1C	191295			8		
RB.211-40	191451					
RB.211-535E4B-37	191717		3295	4.3	25.8	
RB.211-535F5-37	191717		3295	4.3		
RB.211-535E4	191718	1.72	3295	4.3	25.8	1500
JT9D-3	193497	0.98	3824	5.2	22	
D-110	196121			3	31	
JT9D-3A	196833	0.98	3905	5.2	21.5	
JT9D-15	202393	1.01				
JT9D-20	205952	1.05	3833	5.2	21.1	
JT9D-20J	205952	1.05	3833	5.2	23.5	
JT9D-7	205952	1.01	4014	5.2	22.3	
CF6-45A	206841		3977	4.64	26.3	
CF6-45A2	206841		3977	4.64	26.3	
CF6-45B	206841		3977	4.64	26.3	
CF6-45B2	206841		3977	4.64	26.3	
CF6-50C2F	206841		3960	4.64	26.3	
JT9D-7A	208843	1.03	3982	5.1	22.5	
JT9D-7AH	208843		4014	5.2		
JT9D-7ASP	208843	1.03	3983	5.1	22.5	
JT9D-7AW	208843	1.03	4014	5.1	22.5	
JT9D-25	209065			5.2		
RB.207	211290	1.53		5	27	
CF6-80A	213514	0.97	3854	4.66	27.3	
CF6-80A1	213514	0.97	3819	4.66	27.3	
JT9D-7F	213514	1.04	4014	5.1	22.8	
JT9D-7FW	213514		4014	5.1		
JT9D-7R	213514		4039	4.9	23.4	
JT9D-7R4D	213514	0.97	4039	4.9	23.4	
RB.211-524	213514		4452	4.5		
JT9D-7R4D1	213600	0.97	4039	4.9	23.4	
D-18T-1	214172		4100	5.6		
CF6-50A	215000	1.1	3720	4.4	28.6	
CF6-80A3	217900	1.01	3819	4.59	28.4	
CF6-50	217962		3674			
CF6-50B	217962	1.1	3720	4.4	28.6	
CF6-80A2	222410	0.99	3854	4.59	28.4	

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GE-1019.562

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
JT9D-7J	222410		4014	5.1	23.5	
JT9D-7R4E	222410	0.97	4039	4.9	24.2	
JT9D-7R4E3	222410	0.97	4128	4.9	24.2	
JT9D-7R4E4	222410	0.97	4128	4.9	24.2	
RB.211-24	222410					
RB.211-524B	222410		4452	4.5	28.4	
RB.211-524B-02	222410		4452	4.5	28.4	
RB.211-524B2-02	222410		4452	4.5	28.4	
RB.211-524B4-02	222410		4452	4.4	29	
RB.211-524B4D-02	222410		4452	4.4	28.6	
RB.211-524BD-02	222410		4452	4.5	28.4	
RB.211-61	222410					
JT9D-7R4E1	222500	0.97	4039	4.9	24.2	
CF6-50C	224000	1.12	3956	4.26	29.3	
CF6-50C2R	224000	1.04	3960	4.31	29.2	
CF6-50D	226858		3776			
CF6-50D1	226858					
GE4/J5P	229082	2.95	5126		12.5	
RB.211-524C	229082		4472	4.5	28.6	
RB.211-524C2	229082		4472	4.5	28.6	
CF6-80C2B2	229483	0.9	4258	5.31	27.1	1608
D-18T	229794	1.02	4100	5.6	25	1600
D-18T-3	229794		4100			
F103-GE-101	230022	1.13	3977	4.31	30.2	1639
JT9D-59A	230150	1.06	4146	4.9	24.5	
CF6-50C1	230500	1.05	3956	4.24	30.1	
CF6-50C2	230500	1.05	3960	4.31	30.4	
PW4152	231310	0.88	4179	4.85	27.3	
CF6-80C2B2F	231351		4309	5.31		
CF6-80C2B3	231351		4258			
CF6-80C2B3F	231351		4309			
PW4052	232196	0.88	4179	4.85	26.4	
RB.211-56	232196			5.04	26	
CF6-80C2A2	233353	0.9	4246	5.05	27.8	
CF6-50E	233531	1.07	3851	4.24	30.1	
CF6-50E1	233531	1.05	3851	4.24	30.1	
CF6-50E2	233531	1.05	3977	4.31	30.4	
CF6-80C2	233531	0.93	4144	5.2	30.4	
JT9D-59	235755	1.06	4146	4.9	24.5	
JT9D-70A	235755	1.06	4153	4.9	24.5	
JT9D-7Q	235755		4216	4.9	24.5	

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
JT9D-7Q3	235755		4216	4.9	24.5	
JT9D-9	235755					
RB.211-524D4	235755		4479	4.4	29.3	
RB.211-524D4B	235755		4479	4.4	29.6	
Trent 1000	235755		6437	10.8		
CF6-50C2B	240203	1.09	3960	4.25	31.1	
CF6-50E2B	240203	1.06	3977	4.24	30.9	
JT9D-59B	242427		4155	4.8	25.2	
JT9D-70B	242427		4162	4.8	25.2	
JT9D-7R4G2	243539	1.02	4144	4.8	26.3	
D-18TM	248107		4750	5.5		
Trent 553-61	248130		4717	7.7	35.1	
PW4156A	249080	0.91	4179	4.85	29.8	
JT9D-7R4H1	249200	1.03	4040	4.8	26.7	1616
RB.211-524G4-T	250878		4387	4.1		
CF6-80C2B1	252213	0.91	4258	5.19	29.3	
PW4056	252435	0.91	4179	4.85	28.4	
PW4156	252435	0.91	4179	4.85	30.2	
CF6-80C2B1F	254259	0.9	4309	5.15	30.4	1608
CF6-80C2B4	254348	0.92	4263	5.15	29.9	
CF6-80C2B4F	254793	0.9	4427	5.14	29.9	
CF6-80C2A1	257400	0.95	4246	5.15	30.4	
CF6-80C2A8	257400	0.97	4259	5.05	30.4	
CF6-80C2B1F2	257551		4309	5.19		
PW4158	257996	0.91	4179	4.75	30.7	
RB.211-524G	257996		4387	4.3	32.9	
RB.211-524G-T	257996		4295	4.3	32.9	
RB.211-524G/H-T	257996		4387	4.3		
RB.211-524G3	257996		4387	4.1		
Trent 758	257996					
PW4358	258000		4173	5.2	29.6	1538
Trent 556-61	260064		4717	7.32	35.6	1581
Trent 560-61	261500		4717	7.5	36.7	
CF6-80C2A3	262221	0.93	4246	5.05	31.1	
CF6-80C2A7	262444		4259	5.05		
RB.211-524H2-T	264668		4295	4.1		
PW4060	266892	0.93	4179	4.85	30	
PW4060A	266892	0.93	4179	4.85	31.5	
PW4460	266892	0.93	4179	4.85	31.5	
CF6-80C2B6F	267025	0.91	4427	5.06	31.4	
CF6-80C2B6FA	267025	0.91	4427	5.06	31.4	

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Engine	T_{ssl}	10^5SFC$_{ssl}$	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
CF6-80C2B6	267203	0.95	4386	5.06	31.1	
CF6-80C2A5	267337	0.96	4259	5.05	31.5	1608
CF6-80C2A5F	267337	0.96	4259	5.05	31.5	
RB.211-524H-T	269561		4295	4.1	34.5	
RB.211-524H2	269561		4387	4.1		
RB.211-524H3	269561		4387	4.1		
RB.211-524H	269562	1.59	4386	4.3	34.5	1548
D-18TR	269681		4750			
CF6-80C2D1F	269961	0.91	4468	5.03	31.8	
CF6-80C2B5F	276233	0.91	4427		31.4	
CF6-80C2B7F	276233	0.91	4427		31.4	
CF6-80C2A6F	280237		4300	5.05		
CF6-80C2B9F	281571				31.4	
PW4062	281571		4179	4.85	32.3	
PW4462	281571		4179	4.85	32.3	
CF6-80C2B8F	282461		4522		31.4	
CF6-80C2A6	284685		4300	5.05		
Trent 764	284685					
PW4164	286920		5625	5.1	32	
CF6-80E1A2	287055	0.94	4865	5.3	32.4	
PW8160	289133					
Trent 665	289133		5171	7		
CF6-80E1	291357	0.93	5063	5.3	32.4	
CF6-80E1A1	291357	0.93	5063	5.3	32.4	
CF6-80E1A4	297451	0.96	4865	5	33.7	
GEnx-2B67	298000			8	45	
Trent 768-60	300254		4785	4.97	35.2	
GP7168	302478		5216	7	42.3	
GP7268	302478		5216	8	46	
Trent 600	302478		4719	8		
CF6-80E1A3	304840		4865	5	33.7	
PW4168	305148		5625	5.1	33.4	
PW4168A	305148		5625	5.1	32	
GEnx-1B70	311000			9.6	43	
GP7270	311374			8.7	45.6	
GP7172	315822			8.7	43.9	
Trent 871-17	315822		5942			
Trent 772-60	316267		4785	4.89	36.8	
Trent 772B-60	316279		4748	4.89	36.8	
GEnx-1A72	320000			8.9	43	
Trent 672	320270		5171		43.2	

. . . to be continued . . .

Engine	T_{ssl}	10^5SFC_{ssl}	W_{eng}	BPR	OPR	TET
	N	$(kg/s)/N$	kg	-	-	°K
PW4074	331391		6597	6	30.3	
Trent 975	333615		6271	7.8	35.8	
Trent 1700	334000					
Trent 775-60	334282		4786	4.77	39	
Trent 970-84	334282		6271	7.1		
GP7176	338000			8.7	43.9	
Trent 976	338000		5806	8		
GE90-76B	339842		7074	8.4	39.3	
Trent 900	340289		6271	7.14	41	1593
GP7277	342511		6033	8.7	45.6	
PW4077	342511		6597	6.2	31.5	
Trent 875-17	346515		5942	6.21	34.9	
Trent 970B-84	348294		6271	7.1		
Trent 877-17	359059		5942	6.15	35.9	
Trent 977-84	359326		6271	7.1		
Trent 977B-84	372915		6271	7.1		
PW4084	373649		6597	6.41	36.3	1634
Trent 980-84	374094		6271	7.1		
GE90-85B	376763	0.92	7074	8.4	39.3	
Trent 882-17	376763		5942		38.8	
Trent 884-17	386593		5942	5.95	39.8	
GE90-90B	400338		7074	8.4	40	
PW4090	401228		7069	6.3	38.6	
Trent 890-17	406121		5942	5.74	42.7	
Trent 892-17	406788		5957	5.79	40.8	
GE90-92B	409234		7074	8.3	40	
GE90-94B	416796		7550	8.7	40	
Trent 895-17	422579		5981	5.79	41.6	
Trent 895C-17	422579		5981	5.79	41.6	
PW4098	435924		7484	5.8	42.8	
Trent 8104	462613		6532	5.8	45	
GE90-110B1	489302		8550	7.2		
GE90-115B	511543		8283	7.2	42	

Chapter 4

Engines mounted on a given civil aircraft

A300-600ST : CF6-80C2A8
A300-B1 : CF6-50C
A300-B2-1A : CF6-50A
A300-B2-1C : CF6-50C
A300-B2-202 : CF6-50C1
A300-B2-203 : CF6-50C2
A300-B2K-3C : CF6-50C
A300-B2-320 : JT9D-59A
A300-B4-203 : CF6-50C2
A300-B4-220 : JT9D-59A
A300-C4-203 : CF6-50C2
A300-F4-203 : CF6-50C2
A300-B4-2C : CF6-50C
A300-B4-102 : CF6-50C1
A300-B4-103 : CF6-50C2
A300-B4-120 : JT9D-59A
A300-B4-601 : CF6-80C2A1
A300-B4-603 : CF6-80C2A3
A300-B4-608 : CF6-80C2A8
A300-B4-620 : JT9D-7R4H1
A300-B4-622 : PW4158
A300-C4-620 : JT9D-7R4H1
A300-B4-605R : CF6-80C2A5
A300-B4-622R : PW4158
A300-C4-605R : CF6-80C2A5
A300-F4-605R : CF6-80C2A5
A300-F4-622R : PW4158
A300-B4-622F : PW4158
A300-C4-605F : CF6-80C2A5
A310-203 : CF6-80A3
A310-204 : CF6-80C2A2
A310-221 : JT9D-7R4D1
A310-222 : JT9D-7R4E1
A310-203C : CF6-80A3
A310-222 Adv : JT9D-7R4E1
A310-304 : CF6-80C2A2
A310-308 : CF6-80C2A8
A310-322 : JT9D-7R4E1
A310-324 : PW4152
A310-325 : PW4156A
A318-111 : CFM56-5B8/P
A318-112 : CFM56-5B9/P
A318-121 : PW6122
A318-122 : PW6124
A319-111 : CFM56-5B5
A319-112 : CFM56-5B6
A319-113 : CFM56-5A4
A319-114 : CFM56-5A5
A319-115 : CFM56-5B7
A319-131 : V2522-A5
A319-132 : V2524-A5
A319-133 : V2527-A5
A320-111 : CFM56-5A1
A320-211 : CFM56-5A1
A320-212 : CFM56-5A3
A320-214 : CFM56-5B4
A320-231 : V2500-A1
A320-232 : V2527-A5
A320-233 : V2527-A5
A321-111 : CFM56-5B1
A321-112 : CFM56-5B2
A321-131 : V2530-A5
A321-211 : CFM56-5B3/P
A321-212 : CFM56-5B1
A321-213 : CFM56-5B2
A321-231 : V2533-A5
A321-232 : V2530-A5
A330-201 : CF6-80E1A2
A330-202 : CF6-80E1A4
A330-203 : CF6-80E1A3

A330-223 : PW4168A
A330-243 : Trent 772B-60
A330-201F : CF6-80E1A2
A330-202F : CF6-80E1A4
A330-203F : CF6-80E1A3
A330-223F : PW4168A
A330-243F : Trent 772B-60
A330-301 : CF6-80E1A2
A330-302 : CF6-80E1A4
A330-303 : CF6-80E1A3
A330-321 : CF6-80E1A3
A330-322 : PW4168
A330-323 : PW4168A
A330-341 : Trent 768-60
A330-342 : Trent 772-60
A330-343 : Trent 772B-60
A340-211 : CFM56-5C2
A340-212 : CFM56-5C3
A340-213 : CFM56-5C4
A340-213E : CFM56-5C4
A340-311 : CFM56-5C2
A340-312 : CFM56-5C3/F
A340-313 : CFM56-5C4
A340-313E : CFM56-5C4
A340-541 : Trent 553-61
A340-642 : Trent 556-61
A350-100? : GEnx-1A72
A350-104? : Trent 1000
A350-80? : GEnx-1A72
A350-84? : Trent 1700
A350-90? : GEnx-1A72
A350-94? : Trent 1000
A380-841 : Trent 970-84
A380-861 : GP7270
A380-843F : Trent 977-84
A380-863F : GP7277
An 72 : D-36-1
An 74-200 : D-36-3A
An 74-300 : D-36-4A
An 74-TK100 : D-36-3A
An-124 Ruslan : D-18T
An124-100M150 : D-18T-3
An124-100M : D-18T-3
An-124-200 : CF6-80C2
An-148 : D-436K
An-148 : CF34-10A
An-148 : PW800 (AFTI)
An-148 : SaM146
An-225 Mriya : D-18T
An-225 Mriya : Trent 892-17
An-225 Mriya : PW4098
ARJ21-700 : CF34-10A
ARJ21-900 : CF34-10A
B707-121 : JT3D-3B
B707-123 : JT3D-1
B707-124 : JT3C-6
B707-131 : JT3C-6
B707-138 : JT3D-1
B707-227 : JT4A-3
B707-2 : JT4A-5
B707-2 : JT4A-9
B707-2 : JT4A-10
B707-320 : JT4A-11
B707-320B : JT3D-3B
B707-320C : JT3D-3B
B717-2 : BR715A1-30
B717-2 : BR715C1-30
B720 : JT3C-7
B720B : JT3D-3
B720-020 : JT3D-1

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B727-100 : JT8D-7
B727-100 : JT8D-1
B727-100 : JT8D-9
B727-100 : JT8D-11
B727-100 : JT8D-15
B727-100 : JT8D-17
B727-200 : JT8D-7
B727-200 : JT8D-9
B727-200 : JT8D-11
B727-200 : JT8D-15A
B727-200 : JT8D-17
B727-200 : JT8D-17R
B737-100 : JT8D-7
B737-100 : JT8D-9
B737-100 : JT8D-15
B737-200 : JT8D-9A
B737-200 Adv : JT8D-15A
B737-200 Adv : JT8D-17A
B737-200 Adv : JT8D-17AR
B737-300 : CFM56-3B1
B737-300 : CFM56-3B2
B737-400 : CFM56-3B2
B737-400 : CFM56-3C1
B737-500 : CFM56-3B1
B737-600 : CFM56-7B18
B737-600 : CFM56-7B22
B737-700 : CFM56-7B20
B737-700 : CFM56-7B24
B737-700ER : CFM56-7B20
B737-700W-BBJ : CFM56-7B18
B737-800 : CFM56-7B24
B737-800 : CFM56-7B27
B737-800W-BBJ2 : CFM56-7B18
B737-900 : CFM56-7B26
B737-900 : CFM56-7B27
B737-900ER : CFM56-7B20
B737-900W : CFM56-7B20
B747-100 : JT9D-3A
B747-100B : RB.211-524C2
B747-100B SR : CF6-45A2
B747-100SF : JT9D-7A
B747-200B : JT9D-7AW
B747-200C : JT9D-7FW
B747-200F : RB.211-524D4
B747-200M : JT9D-7F
B747-200 : CF6-50E2
B747-200 : JT9D-7Q
B747-200 : JT9D-7J
B747-200 : JT9D-7R4G2
B747-300 : RB.211-524B2-02
B747-300M : CF6-50E2
B747-300SR : JT9D-7A
B747-400 PB : PW4056
B747-400 GB : CF6-80C2B1F
B747-400 RB : RB.211-524G
B747-400 GM : CF6-80C2B5F
B747-400 PM : PW4062
B747-400D : CF6-80C2B1
B747-400ERF : CF6-80C2B5F
B747-400ERF : PW4062
B747-400ERF : RB.211-524H-T
B747-400ERGM : CF6-80C2B5F
B747-400ERPM : PW4062
B747-400ERRM : RB.211-524H-T
B747-400F : CF6-80C2B1
B747-400F : PW4056
B747-400F : RB.211-524G
B747-400M : PW4056
B747-400M : CF6-80C2B1
B747-400M : RB.211-524G

B747-8 : GEnx-2B67
B747-8 Freighter : GEnx-2B67
B747-SP : JT9D-7A
B747-SP : JT9D-7F
B747-SP : JT9D-7J
B747-SP : JT9D-7AW
B747-SP : JT9D-7FW
B747-SP : RB.211-524C2
B747-SP : CF6-45A2
B747-SP : CF6-45B2
B757-200 : RB.211-535E4B-37
B757-200 : RB.211-535E4
B757-200 : RB.211-535C
B757-200 : PW2040
B757-200 : PW2037
B757-200PF : PW2037
B757-200PF : PW2040
B757-300 : RB.211-535E4B-37
B757-300 : RB.211-535E4
B757-300 : PW2040
B757-300 : PW2043
B767-200 : CF6-80A
B767-200ER : CF6-80C2B4F
B767-300 : CF6-80C2B2F
B767-300ER : CF6-80C2B7F
B767-300ER : PW4062
B767-300F : CF6-80C2B7F
B767-300F : PW4062
B767-300F : RB.211-524
B767-400ER : CF6-80C2B7F
B767-400ER : CF6-80C2B8F
B767-400ER : PW4062
B777-200 : GE90-76B
B777-200 : GE90-85B
B777-200 : GE90-90B
B777-200 : PW4077
B777-200 : PW4084
B777-200 : PW4090
B777-200 : Trent 877-17
B777-200 : Trent 884-17
B777-200 : Trent 895-17
B777-200ER : GE90-76B
B777-200ER : GE90-85B
B777-200ER : GE90-90B
B777-200ER : PW4077
B777-200ER : PW4084
B777-200ER : PW4090
B777-200ER : Trent 877-17
B777-200ER : Trent 884-17
B777-200ER : Trent 895-17
B777-200IGW : GE90-76B
B777-200LR : GE90-110B1
B777-200LR : GE90-115B
B777-300 : GE90-92B
B777-300 : PW4090
B777-300 : PW4098
B777-300 : Trent 890-17
B777-300 : Trent 895-17
B777-300ER : GE90-115B
B777-Freighter : GE90-110B1
B787-300 Dreamliner : Trent 1000
B787-800 Dreamliner : Trent 1000
B787-900 Dreamliner : GEnx-1B70
BAC111 : Spey RSp.3 Mk.506-14
Caravelle 3 : Avon RA.29/3 Mk.527B
Caravelle 3 : CJ805-23C
Caravelle 6N : Avon RA.29/6 Mk.531B
Caravelle 6R : Avon RA.29/6 Mk.533R
Caravelle 7 : CJ805-23C
Caravelle I : Avon RA.29 Mk.522

Caravelle IA : Avon RA.29/1 Mk.526
Caravelle-10B : JT8D-7
Caravelle-10B : JT8D-1
Caravelle-10B : JT8D-9
Caravelle-11R : JT8D-7
Caravelle-12 : JT8D-9
Challenger 300 : AS907
Challenger 300 : HTF7000
Challenger 605 : CF34-3B1
Challenger 605 : CF34-3A
Challenger 850 : CF34-3B1
Citation Bravo : PW530A
Citation CJ1 : FJ44-1A
Citation CJ1+ : FJ44-1AP
Citation CJ2 : FJ44-2C
Citation CJ2+ : FJ44-3A
Citation CJ3 : FJ44-3A
Citation Encore : PW535A
Citation Encore+ : PW535B
Citation Excel : PW545A
Citation I : JT15D-1A
Citation II : JT15D-4
Citation S/II : JT15D-4B
Citation III : TFE731-3B-100
Citation Mustang : PW615F
Citation Sovereign : PW306C
Citation X : AE3007C1
Citation XLS : PW545B
Citation XLS+ : PW545C
Comet 1 : Ghost 50 Mk.1
Comet 1A : Ghost 50 Mk.2
Comet 2 : Avon RA.7 Mk.117
Comet 3 : Avon RA.29 Mk.523
Comet 4 : Avon RA.29/1 Mk.524
Comet 4B : Avon RA.29/1 Mk.525B
Comet 4C : Avon RA.29/1 Mk.525B
Concorde : Olympus 593 Mk.610
Corvette : JT15D-1
Corvette : JT15D-4
Corvette : Larzac 49-01
CRJ-100 : CF34-3A1
CRJ-100ER : CF34-3A1
CRJ-200 : CF34-3B1
CRJ-200 : CF34-8C5
CRJ-700 : CF34-8C1
CRJ-900 : CF34-8C5
CV-880 : CJ805-3B
CV-990A : CJ805-23B
DC-8-11 : JT3C-6
DC-8-12 : JT3C-6
DC-8-20 : JT4A-3
DC-8-33 : JT4A-11
DC-8-33 : JT4A-12
DC-8-32 : JT4A-9
DC-8-32 : JT4A-10
DC-8-31 : JT4A-9
DC-8-41 : Conway RCo.12 Mk.509
DC-8-42 : Conway RCo.12 Mk.509
DC-8-43 : Conway RCo.12 Mk.509
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DC-8-53 : JT3D-3
DC-8-52 : JT3D-1
DC-8-51 : JT3D-1
DC-8-55F : JT3D-3B
DC-8-54F : JT3D-3B
DC-8-61 : JT3D-3B
DC-8-61F : JT3D-3B
DC-8-62 : JT3D-7
DC-8-62F : JT3D-7

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DC-8-63 : JT3D-7
DC-8-63F : JT3D-7
DC-8-71 : CFM56-2C1
DC-8-71F : CFM56-2C1
DC-8-72 : CFM56-2C1
DC-8-72F : CFM56-2C1
DC-8-73 : CFM56-2C1
DC-8-73F : CFM56-2C1
DC-9-10 : JT8D-1
DC-9-10 : JT8D-5
DC-9-15 : JT8D-7
DC-9-10F : JT8D-5
DC-9-15F : JT8D-7
DC-9-20 : JT8D-11
DC-9-21 : JT8D-9
DC-9-30 : JT8D-7
DC-9-30 : JT8D-9
DC-9-30 : JT8D-11
DC-9-30 : JT8D-15
DC-9-30F : JT8D-7
DC-9-30F : JT8D-9
DC-9-30F : JT8D-11
DC-9-30F : JT8D-15
DC-9-40 : JT8D-15A
DC-9-40 : JT8D-9
DC-9-40 : JT8D-11
DC-9-50 : JT8D-17
DC-9-50 : JT8D-15A
DC10-10 : CF6-6D
DC10-15 : CF6-50C2F
DC10-10CF : CF6-6D
DC10-15CF : CF6-50C2F
DC10-30 : CF6-50C
DC10-30CF : CF6-50C
DC10-40 : JT9D-59A
DC10-40CF : JT9D-59A
Do328 JET : PW306B
Do428 : PW308B
Do528 : CF34-8D3
Do728-100 : CF34-8D1
Do728-200 : CF34-8D1
Do928-100 : CF34-10D5
Do928-200 : CF34-10D6
EMBRAER-170 : CF34-8E2
EMBRAER-175 : CF34-8E2
EMBRAER-190 : CF34-10E5
EMBRAER-195 : CF34-10E5
ERJ-135 : AE3007A3
ERJ-140 : AE3007A1/3
ERJ-145 : AE3007A1/1
ERJ-145 XR : AE3007A1E
F100 : Tay RB.183-3 Mk.620-15
F28-1000 : Tay RB.183-55515P
F28-1000C : Tay RB.183-55515P
F28-2000 : Tay RB.183-55515P
F28-3000 : Tay RB.183-55515P
F28-4000 : Tay RB.183-55515P
F70 : Tay RB.183-3 Mk.620-15
Falcon 10 : CJ610-6
Falcon 10 : TFE731-2
Falcon 20 : JT12A-8
Falcon 20 : CF700-2D2
Falcon 2000EX : PW308C
Falcon 2000 : CFE738
Falcon 50 : TFE731-40
Falcon 50EX : TFE731-40
Falcon 7X : PW307A
Falcon 900EX : TFE731-60
Falcon 900 : TFE731-5BR-1C
G100 : TFE731-40R-200G

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G150 : TFE731-40AR-200G
G200 : PW306A
G300 : Tay RB.183-3 Mk.611-8
G400 : Tay RB.183-3 Mk.611-8
G350 : Tay RB.183-3 Mk.611-8C
G450 : Tay RB.183-3 Mk.611-8C
G500 : BR710C4-11
G550 : BR710-48
GII : Spey RSp.4 Mk.511-8
GIIB : Spey RSp.4 Mk.511-8
GIII : Spey RSp.4 Mk.511-8
GIV : Tay RB.183-3 Mk.611-8
GIV-SP : Tay RB.183-3 Mk.611-8
Global 5000 : BR710A2-20
Global Express : BR710A2-20
GV : BR710A1-10
HS125-3B : Viper Mk.601-22
HS125-600B : Viper Mk.601-22
HS125-700 : TFE731-1
HS125-800 : TFE731-5
HS146-100 : ALF502R-3
RJ70 : LF507
HS146-200 : ALF502R-5
RJ85 : LF507-1F
HS146-300 : ALF502R-5
RJ100 : LF507
Il 62 : D-30KU
Il 86 : NK-86
Il 96-300 : PS-90A
Il 96-M : PW2337
L1011-100 : RB.211-22B
L1011 Tristar : RB.211-22B
Learjet 40 XR : TFE731-20BR
Learjet 45 XR : TFE731-20BR
Learjet 60 XR : PW305A
MD-11 : CF6-80C2D1F
MD-11 : PW4460
MD-11F : CF6-80C2D1F
MD-11F : PW4460
MD-12HC : CF6-80C2
MD-12LR : CF6-80C2
MD-17 : JT8D-219
MD-81 : JT8D-209
MD-82 : JT8D-217A
MD-83 : JT8D-219
MD-87 : JT8D-217C
MD-90-30 : V2525-D5
MD-90-30ER : V2528-D5
Mercure : JT8D-11
Mercure : JT8D-15
RRJ-55 : SaM146
RRJ-75 : SaM146
RRJ-95 : SaM146
Super VC10 : Conway RCo.43D Mk.550B
Trident 1 : Spey RSp.1 Mk.505-5
Trident 1C : Spey RSp.4 Mk.512-25
Trident 1E : Spey RSp.1 Mk.505-5
Trident 1F : Spey RSp.1 Mk.505-5
Trident 2E : Spey RSp.4 Mk.512-5W
Trident 3B : Spey RSp.4 Mk.512-5W
Tu104 : RD-3
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Tu110 : AL-7F
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Tu134 : D-30-2
Tu144 : NK-144A
Tu154-M : D-30KU-2
Tu204-100 : PS-90A

Tu204-120 : RB.211-535E4

Tu204-200 : PS-90A

Tu204-220 : RB.211-535E4

Tu204-220 : RB.211-535F5-37

Tu204-220 : PW2240

Tu234 : PS-90A

Tu224 : RB.211-535E4

Tu324 : AI-222-25

Tu334 : D-436T1

Tu334 : BR710-48

Tu414 : BR710

VC10 : Conway RCo.42 Mk.540

VFW-614 : M45H-D Mk.501

Yak 40 : AI-25

Yak 42 : D-36-1

Yak 48 : AI-222-25

Yak-242 : PS-90A12

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AE3007A3 52
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J33-A-13 208
J33-A-16 208
J33-A-16A 209
J33-A-17 209
J33-A-17A 209
J33-A-18A 210
J33-A-19 210
J33-A-21 210
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