

ENGINE GUIDE – Present Day

TURBOPROP / TURBOSHAFT ENGINES

Column 1: Number of engines / manufacturer.
Column 2: Engine name / engine designation + (civil designation).
Column 3: Maximum power output range across aircraft production run.
Column 4: Engine type.

Grumman E-2 Hawkeye

E-2, C-2 Production / YE-2C, E-2C+ Conversions

2 / Allison T56-A 4050shp – 5100shp 4-bladed Turboprop

Lockheed C-130 Hercules

YC-130, C-130A Production

4 / Allison T56-A (501-D) 3250shp – 3750shp 3-bladed Turboprop

C-130B to C-130H, L-100 Production

4 / Allison T56-A (501-D) 4050shp – 4910shp 4-bladed Turboprop

C-130J, LM-100J Production

4 / RR-Allison AE2100D3 4637shp 6-bladed Turboprop

Raytheon T-6 Texan II

T-6 Production

1 / P&W Canada PT6A 1708shp 4-bladed Turboprop

Bell UH-1 Iroquois / AH-1 Cobra

*H-40, UH-1A to UH-1L, Model 204, 205 Production**

YUH-1H, UH-1M Conversions

1 / Lycoming T53-L 825shp – 1400shp Turboshaft

** Japanese production engines built by Kawasaki as T53-K.*

UH-1F, TH-1F Production

1 / General Electric T58-GE 1325shp Turboshaft

UH-1N, Model 212, Model 412 Production

1 / P&W Canada Twin PacT400-CP 1250shp – 1910shp Coupled-Turboshaft
(2x PT6T turboshaft engines)

Bell 214, Model 211 Production

1 / Lycoming T55-L (LTC4B) 2930shp, 2650shp Turboshaft

Bell 214ST Production

2 / General Electric CT7 1625shp Turboshaft

Fuji-Bell UH-1J Production / UH-1HP, Model 210 Conversions / 205 Upgrades

1 / Lycoming T53-K / -L 1800shp Turboshaft

Agusta-Bell Model 204, 205 Production

1 / RR-Bristol Siddeley Gnome H.1000*, 1200 1000shp, 1200shp Turboshaft

** License built version of the T58-GE.*

Model AB.205BG Conversion

2 / RR-Bristol Siddeley Gnome H.1200 1200shp Turboshaft

Model AB.205TA Conversion

2 / Turbomeca Astazous X 632shp Turboshaft

UH-1Y Production

2 / General Electric T700-GE 1546shp Turboshaft

Model 208 Conversion

1 / Continental T67-T 1400shp Coupled-Turboshaft
(2x T72-T turboshaft engines)

*Model 209, AH-1G, AH-1S Production**

YAH-1Q, YAH-1S, AH-1S(MOD) Conversions

1 / Lycoming T53-L 1100shp – 1800shp Turboshaft

** Japanese production engines built by Kawasaki as T53-K.*

AH-1J, AH-1T Production

1 / P&W Canada Twin PacT400-CP/-WV 1970shp
(2x PT6T turboshift engines) Coupled-Turboshaft

AH-1W Production / AH-1T+, AH-1Z Conversions

2 / General Electric T700-GE 1546shp Turboshaft

Model 309 KingCobra Production

1 / Lycoming T55-L 2850shp Turboshaft

1 / P&W Canada Twin PacT400-CP 1250shp
(2x PT6T turboshift engines) Coupled-Turboshaft

Bell-Boeing V-22 Osprey

V-22 Production

2 / Rolls Royce T406-AD 5890shp 3-bladed prop-rotor

Boeing-Vertol CH-46 Sea Knight / CH-47 Chinook

Model 107 Prototype, YHC-1A Production

2 / Lycoming CT53-L 860shp Turboshaft

Model 107-II Production

2 / General Electric CT58-GE 1250shp Turboshaft

CH-46A to CH-46F, CH-113, KV-107 Production*

CH-46E Conversion

2 / General Electric T58-GE 1200shp – 1870shp Turboshaft

** License built by Ishikawajima-Harima as CT58-IHI.*

Hkp-4A/B, Hkp-4C Production

2 / RR-Bristol Siddeley Gnome H.1200, 1400 1200shp, 1400shp Turboshaft

YHC-1B, CH-47 Series, export CH-47 Production

YCH-47B, Y / CH-47D, CH-47F Conversions

2 / Lycoming* T55-L 2200shp – 4168shp Turboshaft

** Became Allied-Signal in 1995, Honeywell in 1999.*

Eurocopter UH-72 Lakota

UH-72 Production

2 / Turbomeca Arriel 1E2 738shp Turboshaft

Hughes (McDonnell Douglas) AH-64 Apache

YAH-64A to AH-64E, Apache AH.Mk. 2 Production / Conversions

2 / General Electric T700-GE 1695shp – 1800shp Turboshaft

Apache AH.Mk. 1 Production

2 / RR-Turbomeca RTM322 1890shp Turboshaft

Hughes OH-6 Cayuse / Model 500

OH-6, Model 500, A/MH-6 Production

1 / Allison T63-A (250-C) 250shp – 425shp Turboshaft

Sikorsky H-53 Sea Stallion

YCH-53A to CH-53G, S-65 Production

RH-53A, MH-53J Conversions

2 / General Electric T64-GE 2850shp – 4380shp Turboshaft

YCH-53E to MH-53E, S-80 Production

3 / General Electric T64-GE 4380shp Turboshaft

YCH-53K, CH-53K Production

3 / General Electric T408-GE 7500shp Turboshaft

Sikorsky UH-60 Black Hawk

*H-60 Series, S-70 Production**

HH-60A, UH-60M Conversions

2 / General Electric T700-GE 1560shp – 2215shp Turboshaft

** Japanese production engines license built by*

Ishikawajima-Harima as T700-IHI.

S-70A-16 Production

2 / RR-Turbomeca TRM-332 ? Turboshaft

JET ENGINES

Column 1: Number of engines / manufacturer.

Column 2: Engine name / engine designation + (civil designation).

Column 3: Maximum power output range across aircraft production run.

Column 4: Engine type.

Boeing B-52 Stratofortress

XB-52 to B-52G Production

8 / Pratt & Whitney J57-P 8700lbst – 13750lbst Turbojet

B-52H Production

8 / Pratt & Whitney TF33-P 17000lbst Low-bypass Turbofan

Boeing C-135 Stratolifter / KC-135 Stratotanker

C / KC-135A Production

4 / P&W / Ford J57-P / -F 10500lbst – 11200lbst Turbojet

C / KC-135B Production

KC-135E Conversion

4 / Pratt & Whitney TF33-P / -PW 18000lbst Low-bypass Turbofan

KC-135R Conversion

4 / CFM Intl. F108-CF (CFM56) 22000lbst High-bypass Turbofan

Boeing KC-46 Pegasus

KC-46 Production

2 / Pratt & Whitney PW4000 63300lbst High-bypass Turbofan

Boeing P-8 Poseidon

P-8 Production

2 / CFM Intl. F108-CF (CFM56) 27000lbst High-bypass Turbofan

Boeing Military 707

<i>VC-137A Production</i>			
4 / Pratt & Whitney	J57-P (JT3C)	13750lbst	Turbojet
<i>VC-137, E-3, YE-8B Production</i>			
<i>VC-137B, E-8A/C Conversions</i>			
4 / Pratt & Whitney	TF33-P / -PW (JT3D)	13000lbst	Low-bypass Turbofan
<i>E-6 Production / E-3C Conversion</i>			
4 / CFM Intl.	F108-CF (CFM56)	24000lbst	High-bypass Turbofan

Boeing Military Airliners

<i>(Model 737-200) T-43 Production</i>			
2 / Pratt & Whitney	JT8D	14500lbst	Low-bypass Turbofan
<i>(Model 737-700) C-40 Production</i>			
2 / CFM Intl.	F108-CF (CFM56)	24000lbst	High-bypass Turbofan
<i>(Model 747-200B) VC-25 Production</i>			
4 / General Electric	F103-GE (CF6)	56700lbst	High-bypass Turbofan
<i>(Model 747-200B) E-4 Production</i>			
4 / General Electric	F103-GE (CF6)	52500lbst	High-bypass Turbofan
<i>(Model 747-400F) AL-1 Production</i>			
4 / General Electric	F103-GE (CF6)	56750lbst	High-bypass Turbofan
<i>(Model 757-200) C-32 Production</i>			
2 / Pratt & Whitney	F117-PW (PW2000)	41700lbst	High-bypass Turbofan
<i>(Model 727-100 / -200) C-22 Conversion</i>			
3 / Pratt & Whitney	JT8D	14500lbst	Low-bypass Turbofan

Fairchild-Republic A-10 Thunderbolt II

<i>A-10 Production</i>			
2 / General Electric	TF34-GE	9065lbst	Low-bypass Turbofan

General Dynamics F-16 Fighting Falcon

<i>YF-16, YF-16A, YF-16B, F-16A/B, foreign F-16A/B Production</i>			
1 / Pratt & Whitney	F100-PW	12240lbst	Low-bypass Turbofan
<i>F-16C/D, F-16N, TF-16N, F-2* Production</i>			
1 / Pratt & Whitney	F100-PW	14590lbst – 17000lbst	Low-bypass Turbofan
1 / General Electric	F110-GE	17155lbst	Low-bypass Turbofan
<i>* License built by Ishikawajima-Harima as F110-IHI.</i>			
<i>F-16E/F Production</i>			
1 / General Electric	F110-GE	19000lbst	Low-bypass Turbofan
<i>F-16/79 Conversion</i>			
1 / General Electric	J79-GE	18000lbst	Low-bypass Turbofan
<i>F-16/101 Conversion</i>			
1 / General Electric	F101-GE	30000lbst	Low-bypass Turbofan

Lockheed C-5 Galaxy

<i>C-5A, C-5B Production</i>			
4 / General Electric	TF39-GE	41000lbst, 53000lbst	High-bypass Turbofan
<i>C-5M Conversion</i>			
4 / General Electric	F138-GE (CF6)	56700lbst	High-bypass Turbofan

Lockheed / Boeing F-22 Raptor

<i>YF-22A Production</i>			
2 / General Electric	YF120-GE	23500lbst	Low-bypass Turbofan

2 / Pratt & Whitney <i>F-22A Production</i>	YF119-PW	23500lbst	Low-bypass Turbofan
2 / Pratt & Whitney	F119-PW	23500lbst	Low-bypass Turbofan

Lockheed-Martin F-35 Lightning II

<i>X-35, F-35 Production</i>			
1 / Pratt & Whitney	F135-PW (was F119)	28000lbst	Low-bypass Turbofan

Lockheed U-2 / TR-1

U-2, TR-1, ER-2 Production / U-2C Conversions

1 / Pratt & Whitney	J75-P	10500lbst – 17000lbst	Turbojet
<i>U-2S Conversions</i>			
1 / General Electric	F118-GE	19000lbst	Low-bypass Turbofan

McDonnell Douglas C-17 Globemaster III

<i>C-17 Production</i>			
4 / Pratt & Whitney	F117-PW	40700lbst	High-bypass Turbofan

McDonnell Douglas F-15 Eagle

F-15A to F-15J / DJ, F-15E, F-15I, F-15K Production

2 / Pratt & Whitney	F100-PW	14670lbst – 17800lbst	Low-bypass Turbofan
<i>F-15E, F-15K, F-15S, F-15SG, F-15 Advanced Production</i>			
2 / General Electric	F110-GE	17000lbst	Low-bypass Turbofan

McDonnell Douglas F/A-18 Hornet

YF-17A Production

2 / General Electric	YJ101-GE	15000lbst	Low-bypass Turbofan
<i>F/A-18A to F/A-18D, export F/A-18 Production</i>			
2 / General Electric	F404-GE	15800lbst – 17700lbst	Low-bypass Turbofan
<i>F/A-18E / F Production</i>			
2 / General Electric	F414-GE	21890lbst	Low-bypass Turbofan

McDonnell Douglas T-45 Goshawk

T-45 Production

1 / RR-Turbomeca	Adour 871 (F405-RR)	5845lbst	Low-bypass Turbofan
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Northrop B-2 Spirit

B-2 Production

4 / General Electric	F118-GE	19000lbst	Turbofan
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Rockwell B-1 Lancer

B-1A, B-1B Production

4 / General Electric	F101-GE	29850lbst, 34000lbst	Turbofan
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