



Rolls-Royce

Trent 500

Optimised for the Airbus A340 Family



TRENT500

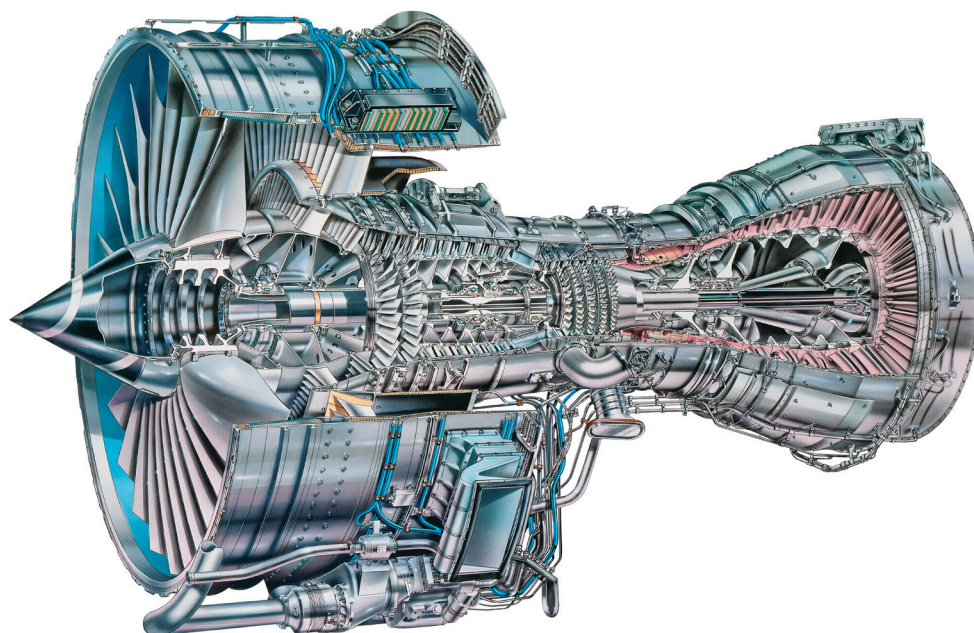
Trent 500

Optimised for the Airbus A340 Family

The Trent 500 was chosen by Airbus in 1997 to be the sole powerplant for their next generation of A340 aircraft.

The engine is cleared at 60,000lb thrust giving margin to deliver the service requirements of 53,000lb and 56,000lb for the A340-500 and A340-600 respectively.

- Specifically designed for long range operations
- Superb high altitude and hot day performance
- Exceptionally clean and quiet engine characteristics
- Over 6 million hours service operation
- Single bill of materials for all thrust settings



SLS, flat rated to ISA +15°C Thrust 53,000 - 56,000lb Bypass ratio 7.6 - 7.5 Inlet mass flow 1897 - 1939lb/sec

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The Trent 500 provides the power for the high capacity, ultra long range A340-600 and A340-600. The aircraft is being used for record-breaking flights of up to 18 hours.

The Trent 500 has been designed to suit these long range operations with a high bypass ratio for excellent fuel efficiency and quietness. As the third member of the Trent® family, the engine combines the best proven technology from previous RB211 and Trent engines with cool operation, leading to competitive engine economics.

The Trent 500 benefits from the experience of earlier Trent designs, having the same fan size as the Trent 700 with the core scaled down from the Trent 800 to give an increased bypass ratio. All the aerofoils use advanced 3-D aerodynamics for improved efficiency and the combustor is a tiled construction giving improved maintainability and low emissions. The design balance focuses on the

economics of operation, optimising fuel efficiency, maintenance cost and revenue earning capability related to the engine's excellent high-altitude and hot-day take-off power. The introduction of an enhancement package giving an improvement in fuel burn has further improved the capability of the engine and aircraft.

In line with the commitment of Rolls-Royce to reduce environmental impact, the low noise and low pollution attributes of the engine meet all current legislation and also future planned levels, giving operators the ability to minimise airport charges.

The engine now has over 6 million flying hours, achieved due to a rapid build-up of the fleet and exceptionally high utilisation on ultra-long-haul routes on which the aircraft operates.



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