

Civil Aviation Authority United Kingdom



TYPE-CERTIFICATE DATA SHEET

UK.TC.E.00054

for

Trent 1000 Series engines

Type Certificate Holder

Rolls-Royce Deutschland Ltd & Co KG

Eschenweg 11

Dahlewitz

15827 Blankenfelde-Mahlow

Germany

Model(s):	Trent 1000-A	Trent 1000-G	Trent 7000-72
	Trent 1000-A2	Trent 1000-G2	Trent 7000-72C
	Trent 1000-AE	Trent 1000-G3	
	Trent 1000-AE2	Trent 1000-H	
	Trent 1000-AE3	Trent 1000-H2	
	Trent 1000-C	Trent 1000-H3	
	Trent 1000-C2	Trent 1000-J2	
	Trent 1000-CE	Trent 1000-J3	
	Trent 1000-CE2	Trent 1000-K2	
	Trent 1000-CE3	Trent 1000-K3	
	Trent 1000-D	Trent 1000-L2	
	Trent 1000-D2	Trent 1000-L3	
	Trent 1000-D3	Trent 1000-M3	
	Trent 1000-E	Trent 1000-N3	
	Trent 1000-E2	Trent 1000-P3	
		Trent 1000-Q3	
		Trent 1000-R3	

Issue: 04
Date of issue: 08 August 2025

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Section 1 General (All Models)

I. General

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and or approved by the CAA in the UK for the affected types and models.

This TCDS includes:

1. Details of the type design that affect the TCDS that have been approved or accepted by the CAA in the UK from 01 January 2021.
2. Details of the type design that affected the TCDS and were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA TCDS EASA.E.036 at Issue 16 dated 05 November 2019 and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Section 2 Trent 1000 & Trent7000

I. General

1. Type / Variant or Model

Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G and Trent 1000-H;

Engines incorporating SB 72-G319 are identified by Build Standard "/01".

Engines incorporating SB 72-G893 are identified by Build Standard "/01A".

Trent 1000-AE and Trent 1000-CE;

These engines incorporate SB 72-G319 within the DIS minimum Type Design Definition.

Engines incorporating SB 72-G893 are identified by Build Standard "/01A"

Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, Trent 1000-L2, Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, Trent 1000-R3,

Trent7000-72 and Trent7000-72C;

These engine models are approved for use on Large Aeroplanes at the ratings and within the operating limitations specified below, subject to compliance with the powerplant installation requirements appropriate to approved installations.

2. Type Certificate Holder

Rolls-Royce Deutschland Ltd & Co KG

Eschenweg 11

Dahlewitz

15827 Blankenfelde-Mahlow Germany

DOA ref.: EASA.21J.065

formerly (until 20 February 2019):

Rolls-Royce plc

62 Buckingham Gate

London

SW1E 6AT

United Kingdom

Former DOA ref.: EASA.21J.035

3. Manufacturer

Rolls-Royce plc

4. Date of Application at EASA (Certificating Authority)

Model	Application Date
Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G Trent 1000-H	30 April 2004
Trent 1000-A2, Trent 1000-C2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000 H2, Trent 1000-J2, Trent 1000-K2 Trent 1000-L2	16 May 2012
Trent 1000-AE, Trent 1000-CE, Trent 1000-AE2 Trent 1000-CE2	28 March 2014
Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3 Trent 1000-R3	22 November 2013
Trent 7000-72 Trent 7000-72C	07 October 2014

5. Type Certification date at EASA (Certificating Authority)

Model	Application Date
Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G Trent 1000-H	07 August 2007
Trent 1000-A2, Trent 1000-C2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000 H2, Trent 1000-J2, Trent 1000-K2 Trent 1000-L2	10 September 2013
Trent 1000-AE, Trent 1000-CE, Trent 1000-AE2 Trent 1000-CE2	06 May 2015

Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3 Trent 1000-R3	11 July 2016
Trent 7000-72 Trent 7000-72C	20 July 2018

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements

30 September 2004

2. State of Design Airworthiness Authority Type Certification Data Sheet Number

EASA.E.036

3. State of Design Airworthiness Authority Certification Basis

Refer to TCDS EASA.E.036.

4. UK CAA Certification Basis

4.1 Airworthiness Standards

Model	Airworthiness Standards	
All Models	CS-E:	original issue, dated 24 October 2003.
	Time Limited Dispatch:	CS-E 1030 Amendment 3
	ETOPS:	CS-E 1040 amendment 3

4.2 Special Conditions (SC)

Model	Special Conditions
All Models	None

4.3 Equivalent Safety Findings (ESF)

Model	Equivalent Safety Findings
All Models	CS-E 740- 150 Hour Endurance Test CS-E 740 (f)- Non declaration or display of Maximum Continuous Speed Limitation CS-E 790- Ingestion of Rain and Hail
Trent 1000-AE, Trent 1000-CE, Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, Trent-1000-L2, Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent-1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000- M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3,Trent 1000-R3, Trent 7000-72 and Trent 7000-2C	CS-E 840 and CS-E 850- HP Shaft Prime Reliability
Trent 1000-AE3, Trent 1000-CE3, Trent 1000- D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000- M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3 and Trent 1000-R3	CS-E 740 (e) and (f) (4) (v)- Oil system limits CS-E 740 (f)(1)- Supplementary test to CS-E 740 for higher rotational N3 limitation
Trent7000-72, Trent7000-72C	CS-E 740 (h)(1)- 150 Hour Endurance Test

4.4 Deviations

Model	Deviations
All Models	None

4.5 Environmental Protection

Model	Environmental Protection Requirements
Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G Trent 1000-H	Emissions and Fuel venting: ICAO Annex 16, Volume II, Part III (3rd Edition, July 2008), Amendment 6
Trent 1000-A2, Trent 1000-C2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2 Trent 1000-L2	Emissions and Fuel Venting: ICAO Annex 16, Volume II, Part III (3rd Edition, July 2008), Amendment 7 dated 17 November 2011
Trent 1000-AE, Trent 1000-CE, Trent 1000-AE2 Trent 1000-CE2	Emissions and Fuel Venting: CS-34 Commission Regulation (EU) No 6/2013 Article 1 effective 29 January 2013 referencing Amendment 7 of Volume II of ICAO Annex 16, Volume II to the Chicago Convention. NOx levels in compliance with Part III, Chapter 2, paragraph 2.3.2 (e) (CAEP/8) of the above mentioned Annex.
Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, Trent 1000-R3, Trent 7000-72 Trent 7000-72C	Emissions and Fuel Venting: CS-34 Amendment 4 as implemented by ED Decision 2021/011/R (applicable 25 July 2021), ICAO Annex 16 Volume II, Amendment 10 applicable 1 January 2021 as implemented into EU legislation 27 April 2021. NOx standard in accordance with ICAO Annex 16 Volume II, Part III, Chapter 2, § 2.3.2 (e) (CAEP/8). Maximum nvPM mass concentration levels in compliance with Part III, Chapter 4, paragraph 4.2.2.1. nvPM mass and number emissions in compliance with Part III, Chapter 4, paragraph 4.2.2.2 a) 1) and 4.2.2.2 b) 1) (CAEP/11 In-Production standard). Compliance has also been demonstrated with the nvPM standard from ICAO Annex 16 Volume II, Amendment 10, Part III, Chapter 4, paragraph 4.2.2.2 (a) (2) and 4.2.2.2 (b) (2) (CAEP/11 New-Type standard)

III. Technical Characteristics

1. Type Design Definition

The minimum standard of Engine Type Design for operation in accordance with the Trent 1000 Type Certificate Data Sheet are defined in the following documents:

Model	Engine Type Definition
Trent 1000-A	DIS 2286 Issue 3
Trent 1000-AE	DIS 2374 Issue 2
Trent 1000-C	DIS 2287 Issue 3
Trent 1000-CE	DIS 2375 Issue 2
Trent 1000-D	DIS 2288 Issue 3
Trent 1000-E	DIS 2289 Issue 3
Trent 1000-G	DIS 2291 Issue 3
Trent 1000-H	DIS 2292 Issue 3
Trent 1000-A2	DIS 2327 issue 3
Trent 1000-AE2	DIS 2376 Issue 2
Trent 1000-C2	DIS 2328 issue 3
Trent 1000-CE2	DIS 2377 Issue 2
Trent 1000-D2	DIS 2329 issue 3
Trent 1000-E2	DIS 2330 issue 3
Trent 1000-G2	DIS 2331 issue 3
Trent 1000-H2	DIS 2332 issue 3
Trent 1000-J2	DIS 2333 issue 3
Trent 1000-K2	DIS 2334 issue 3
Trent 1000-L2	DIS 2335 issue 3
Trent 1000-AE3	DIS 2372 issue 3
Trent 1000-CE3	DIS 2373 issue 3
Trent 1000-D3	DIS 2357 issue 3
Trent 1000-G3	DIS 2360 issue 3
Trent 1000-H3	DIS 2361 issue 3
Trent 1000-J3	DIS 2362 issue 3
Trent 1000-K3	DIS 2363 issue 3
Trent 1000-L3	DIS 2364 issue 3
Trent 1000-M3	DIS 2365 issue 3
Trent 1000-N3	DIS 2367 issue 3
Trent 1000-P3	DIS 2368 issue 3
Trent 1000-Q3	DIS 2370 issue 3
Trent 1000-R3	DIS 2369 issue 3
Trent 7000-72	DIS 2379 issue 2 plus MB73-K233, MB72-K150 and MB72-K200
Trent 7000-72C	DIS 2378 issue 1 plus MB73-K233, MB72-K150 and MB72-K200

Changes to the Engine Type Design are introduced by approved Service Bulletins (SB). See note 12. Additionally, for Trent7000-72 and Trent7000-72C, see note 15

2. Description

The Trent 1000 engine is a three shaft high bypass ratio, axial flow, turbofan with Low Pressure, Intermediate Pressure and High Pressure Compressors driven by separate turbines through coaxial shafts. The LP Compressor fan diameter is 2.85m with a swept fan blade and OGV's. The combustion system consists of a single annular combustor with 18-off fuel spray nozzles. The LP and IP assemblies rotate independently in an anti-clockwise direction, the HP assembly rotates clockwise, when viewed from the rear of the engine. The Compressor and Turbine have the following features:

Compressor	Turbine
LP – Single stage	LP – 6 stage
IP – 8 stage	IP – single stage
HP – 6 stage	HP – single stage

The engine control system utilises an EEC (Electronic Engine Controller) which has an airframe interface for digital bus communications. An EMU (Engine Monitor Unit) is fitted (to provide vibration signals to the aircraft).

3. Equipment

For details of equipment included in the type design definition: refer to Installation Manual.

For details of equipment and nacelle hardware supplied by the Airframe TC holder that may be mounted on or driven by the engine: refer to Installation Manual.

Note: The engine is certified for use with an operable Thrust Reverser Unit. Note that the Thrust Reverser Unit does not form part of the engine type design and is certified as part of the aircraft type design.

4. Dimensions

Engine Models:

Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, Trent 1000-H, Trent 1000-AE, Trent 1000-CE, Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, Trent 1000-L2, Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q and Trent 1000-R3

Dimensions – Millimeters (Inches)	
Overall Length	4771 (187.8)
Maximum Radius	1899 (74.8)

Engine Models:

Trent 7000-72 and Trent 7000-72C

Dimensions – Millimeters (Inches)	
Overall Length	4775 (188.0)
Maximum Radius	1837 (72.3)

Length – tip of spinner to rear of the tail bearing housing inner plug flange.

Radius – from centre line, not including drains mast.

5. Dry Weight

Engine Models

Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G and Trent 1000-H;

Maximum dry engine weight – kg	Without SB 72-G319	5936
	With SB 72-G319	6033

Including nacelle EBU items certified as part of the engine but not including fluids.

Engine Models

Trent 1000-AE and Trent 1000-CE;

Maximum dry engine weight – kg	6033
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Including nacelle EBU items certified as part of the engine but not including fluids

Engine Models

Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2,
Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2 and Trent 1000-L2;

Maximum dry engine weight – kg	5947
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Including nacelle EBU items certified as part of the engine but not including fluids

Engine Models

Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000- J3,
Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000- Q3 and
Trent 1000-R3;

Maximum dry engine weight – kg	6114
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Including nacelle EBU items certified as part of the engine but not including fluids.

Engine Models

Trent 7000-72 and Trent 7000-72C;

Maximum dry engine weight – kg	6445
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Including nacelle EBU items certified as part of the engine but not including fluids.

6. Ratings

The ISA sea-level static thrust ratings are:

Rating	Models	Take-off (net) (5 minutes) kN (lbf)	Equivalent Bare Engine Take-off kN (lbf)	Maximum Continuous (net) kN (lbf)	Equivalent Bare Engine Maximum Continuous kN (lbf)
Trent 1000-A	Trent 1000-A	307.8 (69,194)	310.9 (69,885)	287.9 (64,722)	290.8 (65,382)
Trent 1000-AE	Trent 1000-AE Trent 1000-AE2 Trent 1000-A2 Trent 1000-AE3	307.8 (69,194)	310.9 (69,885)	287.9 (64,722)	290.8 (65,382)
Trent 1000-C	Trent 1000-C	331.4 (74,511)	334.7 (75,239)	309.3 (69,523)	312.3 (70,217)
Trent 1000-CE	Trent 1000-CE Trent 1000-CE2 Trent 1000-C2 Trent 1000-CE3	331.4 (74,511)	334.7 (75,239)	309.3 (69,523)	312.3 (70,217)
Trent 1000-D	Trent 1000-D Trent 1000-D2 Trent 1000-D3	331.4 (74,511)	334.7 (75,239)	309.3 (69,523)	312.3 (70,217)
Trent 1000-E	Trent 1000-E Trent 1000-E2	265.3 (59,631)	268.0 (60,253)	261.8 (58,866)	264.6 (59,481)
Trent 1000-G	Trent 1000-G Trent 1000-G2 Trent 1000-G3	320.6 (72,066)	323.7 (72,777)	287.9 (64,722)	290.8 (65,382)
Trent 1000-H	Trent 1000-H Trent 1000-H2 Trent 1000-H3	284.2 (63,897)	287.1 (64,551)	261.8 (58,866)	264.6 (59,481)
Trent 1000-J	Trent 1000-J2 Trent 1000-J3	347.5 (78,129)	350.9 (78,886)	319.5 (71,818)	322.6 (72,519)
Trent 1000-K	Trent 1000-K2 Trent 1000-K3	347.5 (78,129)	350.9 (78,886)	319.5 (71,818)	322.6 (72,519)
Trent 1000-L	Trent 1000-L2 Trent 1000-L3	331.4 (74,511)	334.7 (75,239)	309.3 (69,523)	312.3 (70,217)
Trent 1000-M	Trent 1000-M3	354.6 (79,728)	358.1 (80,494)	323.3 (72,691)	326.5 (73,409)
Trent 1000-N	Trent 1000-N3	354.6 (79,728)	358.1 (80,494)	323.3 (72,691)	326.5 (73,409)
Trent 1000-P	Trent 1000-P3	331.4 (74,511)	334.7 (75,239)	309.3 (69,523)	312.3 (70,217)
Trent 1000-Q	Trent 1000-Q3	347.5 (78,129)	350.9 (78,886)	319.5 (71,818)	322.6 (72,519)
Trent 1000-R	Trent 1000-R3	360.4 (81,028)	363.9 (81,802)	323.3 (72,691)	326.5 (73,409)
Trent 7000-72	Trent 7000-72	324.0 (72,834)	327.9 (73,718)	289.2 (65,005)	292.8 (65,830)
Trent 7000-72C	Trent 7000-72C	324.0 (72,834)	327.9 (73,718)	289.2 (65,005)	292.8 (65,830)

Refer to Section VI Notes 1, 2 and 3.

The Trent 1000-A and Trent 1000-C engine models have the option to include enhanced ratings that are incorporated by Service Bulletins 73-H046 and 73-H093 respectively. These two ratings become Trent 1000-AE (SB 73-H046) and Trent 1000-CE (SB 73-H093)

7. Control System

The engine is equipped with a Full Authority Digital Engine Control (FADEC) system and an Engine Monitoring Unit (EMU).

Refer to the Installation Manual and Operating Instructions for further information. Refer to Section VI Notes 4 and 5.

8. Fluids (Fuel, Oil Coolant, Additives)

8.1. Fuel and Additives

Refer to the Operating Instructions for information on approved fuel and additive specifications.

8.2. Oil

Refer to the Operating Instructions for information on approved oil specifications.

9. Aircraft Accessory Drives

Engine Models

Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, Trent 1000-H, Trent 1000-AE, Trent 1000-CE,

Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, Trent 1000-L2

Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, and Trent 1000-R3

The engine's accessory gearbox may be fitted with two Variable Frequency Starter Generators (VFSG) and one Hydraulic Pump to provide electrical and hydraulic power to the aircraft. These units are part of the airframe, and certified under Aircraft Airworthiness Standards. The Engine Installation Manual details installation and operational requirements, including torque and power limitations.

Engine Models

Trent 7000-72 and Trent 7000-72C;

The engine's accessory gearbox may be fitted with an Integrated Drive Generator (IDG) and two Hydraulic Pumps to provide electrical and hydraulic power to the aircraft. These units are part of the airframe, and certified under Aircraft Airworthiness Standards. The Engine Installation Manual details installation and operational requirements, including torque and power limitations.

10. Maximum Permissible Air Bleed Extraction

Only the Trent7000-72 and Trent7000-72C engine models supply compressor air to the airframe for the purpose of cabin ventilation ("Cabin Bleed"). All of the Trent 1000 engine models (including the Trent7000-72 and Trent7000-72C) supply compressor air for the purpose of anti-icing of airframe components ("Nacelle Anti-Ice Bleed"). The anti-icing bleed flow demand is modulated via a regulating valve.

Thermal Anti-Icing Bleed Off takes for Normal and Abnormal operation

Engine Models

Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000-CE, Trent 1000-D, Trent 1000-E, Trent 1000-G, Trent 1000-H, Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2 and Trent 1000-L2

Engine Power Setting TET (°K)	Maximum Cowl Thermal Anti Ice Flow % Core Mass Flow (W26)
Idle to 1430	2.67
1430 to 1785	2.67 to 1.25 varying linearly
1785 to 1820	1.25 to 0.54 varying linearly
1820 and above	0.54

"W26" represents the air mass flow through the core of the engine.

Engine Models

Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000- J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3 and Trent 1000-R3

Engine Power Setting TET (°K)	Maximum Cowl Thermal Anti Ice Flow % Core Mass Flow (W26)
Idle to 1015	2.9
1015 to 1765	2.9 to 2.1 varying linearly
1765 to 1810	2.1 to 0.5 varying linearly
Above 1810	0.5

“W26” represents the air mass flow through the core of the engine.

Engine Models

Trent 7000-72 and Trent 7000-72C;

Engine Power Setting TET (°K)	Maximum Cowl Thermal Anti Ice Flow % Core Mass Flow (W26)
Idle to 1175	0.86
1175 to 1725	0.86 to 0.82 varying linearly
1725 to 1750	0.82 to 0.54 varying linearly
1750 to 1830	0.54 to 0.39 varying linearly
Above 1830	0.39

“W26” represents the air mass flow through the core of the engine.

Engine Bleed Air System (EBAS) offtakes for Normal and Abnormal operation

Engine Models

Trent 7000-72 and Trent 7000-72C

EBAS comprises both the Environmental Control System (ECS) for cabin ventilation and bleed air for aircraft anti-ice purposes. It is fed either from IP compressor stage 8 (IP8) or from HP compressor stage 6 (HP6).

%W26 represents the percentage of air mass-flow through the core of the engine at the HPC entry. Bleed flows vary linearly between the points listed.

Engine Power Setting TET (K)	Maximum Normal ECS Bleed Schedule %W26	Bleed Source
Idle to 1260	15.8	HP6
1260 to 1600	15.8 to 5.6 (linear)	HP6
1600 to 1708	5.6 to 4.3 (linear)	IP8
1708 to 1740	4.3 to 3.2 (linear)	IP8
1740 to 1835	3.2 to 2.35 (linear)	IP8
Above 1835	2.35	IP8

Engine Power Setting TET (K)	Maximum Normal ECS Bleed Schedule %W26	Bleed Source
Idle to 1500	16.9	HP6
1500 to 1655	16.9 to 11.3 (linear)	HP6
1655 to 1708	11.3 to 9.5 (linear)	IP8
1708 to 1725	9.5 to 7.2 (linear)	IP8
1725 to 1835	7.2 to 4.95 (linear)	IP8
Above 1835 to redline	4.95	IP8

IV. Operating Limitations

1. Temperature Limits

1.1. Climatic Operating Envelope

The engine may be used in ambient temperatures up to ISA +40°C. Refer to the Installation Manual for details of the Operating Envelope, including the air inlet distortion at the engine inlet.

1.2. Turbine Gas Temperature (TGT) - Trimmed

Maximum TGT (°C) -Displayed refer to Note 16	
Maximum during ground starts and shutdown:	700
Maximum during inflight relights	900
Maximum for take-off (5 min. limit):	900
Maximum Continuous (unrestricted duration):	850
Maximum over-temperature (20 second limit):	920

Refer to section VI Notes 6 and 7

1.3. Fuel Temperature

Engine Models

Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000-CE, Trent 1000-D,
Trent 1000-E, Trent 1000-G, Trent 1000-H, Trent 1000-A2, Trent 1000-AE2,
Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2,
Trent 1000-J2, Trent 1000-K2 and Trent 1000-L2

Fuel Temperature (°C)	
Minimum	minus 45
Maximum	65

Refer to the Installation Manual for additional information.

Engine Models

Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3,
Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3 and
Trent 1000-R3;

Fuel Temperature (°C)	
Minimum	minus 54
Minimum for engine acceleration	minus 45
Maximum	65

Refer to the Installation Manual for additional information.

Engine Models

Trent 7000-72, Trent 7000-72C;

Fuel Temperature (°C)	
Minimum	minus 44
Minimum for engine acceleration	minus 54
Maximum	55

Refer to the Installation Manual for additional information.

1.4. Oil Temperature

Combined oil scavenge temperature:

Engine Models

Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G and Trent 1000-H;

Limit	Without SB 72-G319	With SB 72-G319	Fuel Inlet Temperature
Minimum for engine starting	minus 40		-
Minimum for acceleration to power	40		For fuel inlet temperature minus 23°C and higher
	Varies linearly from 40 to 77		For fuel inlet temperature between minus 23°C and minus 45°C
Maximum for unrestricted use	196	193	-
Maximum transient (15 minutes)	205	201	-

Engine Models

Trent 1000-AE, Trent 1000-CE, Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2,
Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2,
Trent 1000-J2, Trent 1000-K2 and Trent 1000-L2;

Limit	Combined oil scavenge temperature	Fuel Inlet Temperature
Minimum for engine starting	minus 40	-
Minimum for acceleration to power	40	For fuel inlet temperature minus 23°C and higher
	Varies linearly from 40 to 77	For fuel inlet temperature between minus 23°C and minus 45°C
Maximum for unrestricted use	193	-
Maximum transient (15 minutes)	201	-

Engine Models

Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3,
Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3,
Trent 1000-P3, Trent 1000-Q3 and Trent 1000-R3;

Limit	Combined oil scavenge temperature	Fuel Inlet Temperature
Minimum for engine starting	minus 40	-
Minimum for acceleration to power	40	For fuel inlet temperature minus 23°C and higher
	Varies linearly from 40 to 77	For fuel inlet temperature between minus 23°C and minus 45°C
Maximum for unrestricted use	196	-
Maximum transient (15 minutes)	201	-

Engine Models

Trent 7000-72 and Trent 7000-72C;

Limit	Combined oil scavenge temperature	Fuel Inlet Temperature
Minimum for engine starting	minus 40	-
Minimum for acceleration to power	40	For fuel inlet temperature minus 11°C and higher
	Varies linearly from 40 to 106	For fuel inlet temperature between minus 11°C and minus 54°C
Maximum for unrestricted use	191.8	-
Maximum transient (15 minutes)	197.3	-

2. Pressure Limits

2.1. Fuel Pressure

Engine Models

Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, Trent 1000-H Trent 1000-AE, Trent 1000-CE, Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2,

Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, Trent 1000-L2

Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3 and Trent 1000-R3

Minimum absolute inlet pressure (measured at engine inlet)

	kPa	psi
Steady state conditions with engine running	34.5 + Vapour Pressure	5 + Vapour Pressure
Transient conditions with engine running (2 seconds)	13.8 + Vapour Pressure	2 + Vapour Pressure

For engine operation with the aircraft boost pumps inoperative the engine minimum fuel pressure limit is reduced down to 3.4 psi at altitudes of up to 35000 feet for up to 600 minutes.

Refer to the Installation Manual for additional information

Maximum pressure at inlet (measured at the pylon interface)

	kPa	psi
Steady state conditions with engine running	483	70
Transient conditions with engine running (2 seconds)	966	140
Static after engine shut down	1172	170

Engine Models

Trent 7000 -72 and Trent 7000-72C;

Minimum absolute inlet pressure (measured at engine inlet)

	kPa	psi
Steady state conditions with engine running	34.5 + Vapour Pressure	5 + Vapour Pressure

Refer to the Installation Manual for additional information

Maximum pressure at inlet (measured at the pylon interface)

	kPa	psi
Steady state conditions with engine running	276	40
Transient conditions with engine running (2 seconds)	689	100
Static after engine shut down	689	100

2.2. Oil Pressure

Minimum oil pressure:

Engine Models

Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G and Trent 1000-H

	Without SB 72-G319		With SB 72-G319	
	kPa	psi	kPa	psi
Ground idle to 74% IP rpm	207	30	207	30
Between 74% and 100% IP rpm	Varies linearly from 207 to 517	Varies linearly from 30 to 75	Varies linearly from 207 to 621	Varies linearly from 30 to 90
Above 100% IP rpm	517	75	621	90

Engine Models

Trent 1000-AE, Trent 1000-CE, Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, Trent 1000-L2, Trent7000-72 and Trent7000-72C

	kPa	psi
Ground idle to 74% IP rpm	207	30
Between 74% and 100% IP rpm	Varies linearly from 207 to 621	Varies linearly from 30 to 90
Above 100% IP rpm	621	90

Engine Models

Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000- J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, Trent 1000-R3

	kPa	psi
Ground idle to 74% IP rpm	207	30
Between 74% and 100% IP rpm	Varies linearly from 207 to 621	Varies linearly from 30 to 90
Above 100% IP rpm	621	90

Refer to note 13

3. Maximum / Minimum Permissible Rotor Speeds.

When maintenance running is performed above idle thrust with the aircraft static, the control system automatically applies a temperature dependent LP speed Keep Out Zone. Refer to the Maintenance Manual for details.

Engine Models

Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, Trent 1000-H

	Maximum Permissible Rotor Speeds (rpm)	HP	IP	LP
	Reference speeds, 100% rpm	13391	8937	2683
Without SB 72-G319	Maximum for Take-off (5 minute limit)- Refer to section VI Note 3	98.6%	100.8%	101.4%
	Maximum Continuous -Refer to Section VI Note 8	97.8%	99.5%	101.4%
With SB 72-G319	Maximum for Take-off (5 minute limit, refer to Section VI Note 3 and 11)	100.2%	103.5%	101.5%
	Maximum Continuous (refer to Section VI Note 8 and 11)	99.2%	100.8%	101.5%

(Data makes allowance for instrumentation accuracies)

For engines without SB 72-G319, LP speed must not exceed 96.5% during any aircraft operation with an apparent tailwind, i.e. tailwind greater than aircraft forward speed. This limitation does not apply to an engine with SB 72-G319.

Engine Models

Trent 1000-AE and Trent 1000-CE

Maximum Permissible Rotor Speeds (rpm)	HP	IP	LP
Reference speeds, 100% rpm	13391	8937	2683
Maximum for Take-off (5 minute limit, refer to Section VI Note 3 and 11)	100.2%	103.5%	101.5%
Maximum Continuous (refer to Section VI Note 8 and 11)	99.2%	100.8%	101.5%

(Data makes allowance for instrumentation accuracies)

Engine Models

Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2 and Trent 1000-L2

Maximum Permissible Rotor Speeds (rpm)	HP	IP	LP
Reference speeds, 100% rpm	13391	8937	2683
Maximum for Take-off (5 minute limit, refer to Section VI Note 3)	101.0%	103.5%	101.5%
Maximum Continuous (refer to Section VI Note 8)	99.5%	100.8%	101.5%

(Data makes allowance for instrumentation accuracies)

Engine Models

Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, Trent 1000-R3, Trent7000-72 and Trent7000-72C

Maximum Permissible Rotor Speeds (rpm)	HP	IP	LP
Reference speeds, 100% rpm	13391	8937	2683
Maximum for Take-off (5 minute limit, refer to Section VI Note 3)	101.0%	103.5%	101.5%
Maximum Continuous (refer to Section VI Note 8)	99.5%	100.8%	101.5%

(Data makes allowance for instrumentation accuracies)

4. Installation Assumptions

Refer to Installation Manual for details.

5. Time Limited Dispatch

For All Engine Models:

These engine models have been approved for Time Limited Dispatch in accordance with CS-E 1030. The maximum rectification period for each dispatchable state is specified in the Installation Manual.

6. ETOPS Capability

Engine Models:

Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, Trent 1000-H, Trent 1000-AE, Trent 1000-CE, Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, Trent 1000-L2

Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, and Trent 1000-R3

These engine models are approved for ETOPS capability in accordance with CS-E 1040 for a Maximum Approved Diversion Time of 330 minutes at MCT thrust plus 15 minutes at hold power. ETOPS does not require any special engine limitation, marking, placard, or configuration. This approval does not constitute an approval to conduct ETOPS operations.

Engine Models

Trent 7000-72 and Trent 7000-72C

The engine is approved for ETOPS capability in accordance with CS-E1040 amendment 3 by EASA ETOPS Approval Certificate 10068130 dated 19th December 2018 for a Maximum Approved Diversion Time of 330 minutes at Maximum Continuous thrust plus 15 minutes at hold thrust. ETOPS is restricted to engines incorporating MB72-K203 and NMSB Trent 1000 72-AK269. ETOPS does not require any other special engine limitation, marking, placard, or configuration. Engine Condition Monitoring is required. This approval does not constitute an approval to conduct ETOPS operations.

V. Operating and Service Instructions

Engine Models

Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000-CE, Trent 1000-D, Trent 1000-E, Trent 1000-G and Trent 1000-H

Document	Document Reference
Installation Manual including Engine Control System Dispatch Limits.	DNS 130613
Operating Instructions	OI-Trent 1000-B787
Engine Manual	E-Trent-10RR
Maintenance Manual	B787-81205-Axxxx
Time Limits Manual (for engines without SB 72-G319 fitted)	T-Trent-10RR
Time Limits Manual (for engines with SB 72-G319 fitted)	T-Trent-10RRB
Service Bulletins	Trent 1000 — as required

Note: The Maintenance Manual is compiled by the Airframer and is specific to Aircraft Operators, "xxxx" denotes the Airlines customer code

Engine Models

Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2 and Trent 1000-L2

Document	Document Reference
Installation Manual including Engine Control System Dispatch Limits.	DNS193530
Operating Instructions	OI-Trent 1000-B787C1
Engine Manual	E-Trent-10RRC
Maintenance Manual	B787-81205-Axxxx
Time Limits Manual	T-Trent-10RRC
Service Bulletins	Trent 1000 — as required

Note: The Maintenance Manual is compiled by the Airframer and is specific to Aircraft Operators, "xxxx" denotes the Airlines customer code

Engine Models

Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000 -J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000- Q3 and Trent 1000-R3

Document	Document Reference
Installation Manual including Engine Control System Dispatch Limits.	EDNS01000566257
Operating Instructions	OI-Trent 1000-TEN-B787
Engine Manual	E-Trent-10RRT
Maintenance Manual	B787-81205-Axxxx
Time Limits Manual	T-Trent-10RRT
Service Bulletins	Trent 1000 – as required

Note: The Maintenance Manual is compiled by the Airframer and is specific to Aircraft Operators, "xxxx" denotes the Airlines customer code

Engine Models

Trent 7000-72 and Trent 7000-72C

Document	Document Reference
Installation Manual including Engine Control System Dispatch Limits.	EDNS01000696188
Operating Instructions	EDNS01000696186
Engine Manual	E-T7000-1RR
Maintenance Manual	Airbus A330 Customer Aircraft Maintenance Manual
Time Limits Manual	T-T7000-1RR
Service Bulletins	Trent 1000 – as required

Note: The Maintenance Manual is compiled by the Airframer.

VI. Notes

1. The Equivalent Bare Engine Take-off and Maximum Continuous thrusts quoted in Section III sub level 6 are derived from the approved Net Take-off and Net Maximum Continuous thrust by excluding the losses attributable to the inlet, cold nozzle, hot nozzle, by-pass duct flow leakage and the after body.
2. The Ratings are based on having no power offtakes to aircraft accessories nor air bleeds.
3. The take-off rating and the associated operating limitations may be used for up to 10 minutes in the event of an engine failure.
4. All Models except Trent 7000-72 and Trent 7000-72C: The control and monitoring system software meets the following levels according to EUROCAE ED-12B/RTCA DO178B:
 - EEC is designated Level "A".
 - EMU is designated Level "E", except that the flight deck vibration display is Level "C".

Trent7000-72 and Trent7000-72C: The control and monitoring system software meets the following levels:

 - EEC is designated EUROCAE ED-12B/RTCA DO178B Level "A".
 - EMU is designated EUROCAE ED-12C/RTCA DO178C Level "C".
5. Refer to Installation Manual for details of Electro-Magnetic Interference (EMI), High Intensity Radiated Fields (HIRF) and Lightning capability.
6. The maximum exhaust gas over temperature limit is approved for inadvertent use for the periods specified without requiring maintenance action. The cause of the over temperature must be investigated and corrected.
7. Turbine Gas Temperature is measured by thermocouples positioned at the 1st stage Nozzle Guide Vane of the LP Turbine.
8. The Maximum Continuous Speed limitations defined in this Data Sheet are not displayed as limitations on the Aircraft flight deck. Non-display of these limitations was agreed during the certification programme.
9. The Trent 1000-Z Model approved at original certification was deleted at Issue 2 of EASA TCDS E.036. No examples of this Model have been produced and this model is no longer required.
10. Issue 2 of EASA TCDS E.036 also updated the minimum build standard approved under the Type Certificate as defined in Section III paragraph 1. Only engines complying with the new minimum build standard can be operated. Examples of the earlier build standard are no longer approved and must be reworked to comply with the new minimum build standard prior to service operation.
11. Trent 1000-E model Engine type definition always embodies SB 72-G319.
12. The EASA approved Airworthiness Limitations Section of the Instructions for Continued Airworthiness is published in the applicable "Time Limits Manual".
13. The minimum oil pressure limits defined for Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3 and Trent 1000-R3 shows trimmed/indicated kPa (psi) to ensure cockpit display is consistent with the other engine models.
14. Reserved
15. The Engine Type Definition listed in Section III. Technical Characteristics for the Trent 7000-72 and Trent 7000-72C lists the minimum engine type definition for service. This includes the CS-E certification standard (DIS), modifications required for Airframe CS-25 certification and modification required for engine foreign authority validation.
16. The measured TGT is modified by trimming to provide consistent cockpit maximum trimmed TGT indications across all engine models. The TGT trim profile is programmed into the Data Entry Plug (DEP), which is fitted to the Engine Electronic Controller (EEC). The EEC processes the measured TGT and calculates the indicated TGT. The maximum TGT pull-down is the maximum value permitted, which corresponds to the maximum cleared turbine temperature.

Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000-CE, Trent 1000-D, Trent 1000-E, Trent 1000-G, Trent 1000-H			
TGT Trim Profile	Take-Off (2 minute / 5-minute)	Maximum Continuous	Maximum exhaust gas overtemperature (20 seconds)
Original Certification DIS issue 2 (Profile 1)	N/A / -57K	-88K	-50.5K
DIS issue 3 (Profile 8)	N/A / -83K	-105K	-64.5K
SB73-G537 (Profile 11)	N/A / -52.5K	-79K	-46K

Trent 1000-A/01, Trent 1000-AE/01, Trent 1000-C/01, Trent 1000-CE/01, Trent 1000-D/01, Trent 1000-E/01, Trent 1000-G/01, Trent 1000-H/01			
TGT Trim Profile	Take-Off (2 minute / 5-minute)	Maximum Continuous	Maximum exhaust gas overtemperature (20 seconds)
Basic (Profile 11)	N/A / -52K	-79K	-46K
SB73-H016 (Profile 12)	N/A / -59.5K	-82.5K	-54.5
SB73-H389 (Profile 13)	N/A / -65.5K	-85K	-66K
SB73-H646 (Profile 14)	-72.5K / -65.5K	-85K	-66K
SB73-K153 (Profile 19)	-70.5K / -63.5K	-83K	-63.5K

Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, Trent 1000-L2			
TGT Trim Profile	Take-Off (2 minute / 5-minute)	Maximum Continuous	Maximum exhaust gas overtemperature (20 seconds)
Basic (Profile 15)	-81K / -74.5K	-101.5K	-72K
SB73-K177 (Profile 16)	-77.5K / -69.5K	-97.5K	-68K

Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, Trent 1000-R3			
TGT Trim Profile	Take-Off (2 minute / 5-minute)	Maximum Continuous	Maximum exhaust gas overtemperature (20 seconds)
Basic (Profile 17)	-55K / -53.5K	-84K	-52.5K
SB 73-K827 (Profile 20)	-58.5K / -54.5K	-84.5K	-53K

Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, Trent 1000-R3			
TGT Trim Profile	Take-Off (2 minute / 5-minute)	Maximum Continuous	Maximum exhaust gas overtemperature (20 seconds)
Basic (Profile 17)	-55K / -53.5K	-84K	-52.5K

Trent 7000-72, Trent 7000-72C			
TGT Trim Profile	Take-Off (2 minute / 5-minute)	Maximum Continuous	Maximum exhaust gas overtemperature (20 seconds)
Basic (Profile 17)	-55K / -53.5K	-84K	-52.5K
SB73-K336 (Profile 22)	-84K / -72.5K	-101.5K	-76.5K
SB73-L176 (Profile 23)	-78K / -70K	-105.5K	-69.5K

Section 3 Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
TIP	Technical Implementation Procedures
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TCH	Type Certificate Holder

II. Type Certificate Holder Record

TCH Record	Period
Rolls-Royce plc 62 Buckingham Gate Westminster London SW1E 6AT United Kingdom Design Organisation Approval No.: EASA.21J.035	From 07 August 2007 to 20 February 2019
Rolls-Royce Deutschland Ltd & Co KG Eschenweg 11 Dahlewitz 15827 Blankenfelde-Mahlow Germany Design Organisation Approval No.: EASA.21J.065	From 21 February 2019

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
01	25 Oct 2022	Initial	Issue 01, 25 Oct 2022
02	23 Dec 2022	Record of nvPM emissions compliance with CAEP/11 Standard (EASA Major Change approval 10080323)	Issue 01, 25 Oct 2022
03	08 August 2024	Removal of Temporary Deviation (CS-E 650 Vibration surveys / High Cycle Fatigue endurance limits) for engine models Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, Trent 1000-R3, Trent7000-72, and Trent7000-72C (EASA Major Non-Significant Change Approval 10082286 which was accepted by the UK CAA iaw EASA/UK CAA TIP section 2.2). Addition of TGT trim Profile 20 for Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3 (EASA Major Non-Significant Change Approval 10084218 which was accepted by the UK CAA iaw EASA/UK CAA TIP section 2.2).	Issue 01, 25 Oct 2022

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
04	08 Aug 2025	Addition of TGT trim Profile 23 for Trent 7000-72 and Trent7000-72C (EASA Major Change Approval 10086445 which was accepted by the UK CAA iaw EASA/UK CAA TIP, Issue 1 section 2.2).	Issue 01, 25 Oct 2022

– END –