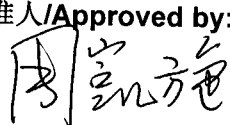


型号认可证数据单 THE VALIDATION DATA SHEET

编号/No.: VTC0209E
 版次/Revision: 0
 型号/Type:
 RB211 Trent 970-84
 RB211 Trent 970B-84
 RB211 Trent 972-84
 RB211 Trent 972B-84
 RB211 Trent 977-84
 RB211 Trent 977B-84
 RB211 Trent 980-84
 批准人/Approved by:

 日期/Date: 2008-03-28

本数据单是型号认可证（编号 **VTC0209E**）的组成部分，它规定了符合中国民用航空总局的适航要求所颁发此型号认可证的产品状态和限制。

This data sheet, which is a part of Validation Type Certificate (No: **VTC0209E**), prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

CAAC认可数据单和型号合格证数据单 CAAC Validation Data Sheet and Type Certificate Data Sheet

	中国民用航空总局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	No. VTC0209E..., 版次 0 2007 年 3 月 28 日	EASA TCDS Number E.012, Issue 04, May 24, 2007
历史 History		

一. 概要/General

1. 型号/Type/Variants:

RB211 Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, 980-84。这些型号按照以下额定值、运行限制及经批准的安装要求，批准用于民用运输类（载客）多发飞机。

RB211 Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, 980-84. These variants are approved for use on multi-engined civil aircraft classified in the Transport Category (Passenger) at the ratings and within the operating limitations specified below, subject to compliance with the powerplant installation requirements appropriate to approved installations.

2. 型号认可证持有人/Validation of Type Certificate Holder:

Rolls-Royce plc
PO Box 31
Derby DE24 8BJ, United Kingdom

3. 制造厂/Manufacturer:

罗尔斯-罗伊斯公司/Rolls-Royce plc

4. EASA 合格审定申请日期/Certification Application Date:

RB211 Trent 970-84; RB211 Trent 970B-84 RB211 Trent 977-84; RB211 Trent 980-84	2002年4月3日/3 April 2002
RB211 Trent 977B-84	2003年3月18日/18 March 2003
RB211 Trent 972-84; RB211 Trent 972B-84	2005年4月11日/11 April 2005

5. EASA 合格审定基准日期/Certification Reference Date:

2002年4月3日/3 April 2002

6. EASA 审定日期/EASA Certification Date:

RB211 Trent 970-84, 970B-84, 977-84, 977B-84, 980-84: 2004年10月29日
29 October 2004 for RB211 Trent 970-84, 970B-84, 977-84, 977B-84, 980-84

RB211 Trent 972-84, 972B-84: 2005年8月11日。
11 August 2005 for RB211 Trent 972-84, 972B-84

二. 认可审定基础/Validation Basis

(一) EASA 型号合格审定基础/EASA Certification Basis:

1. 适航标准/Airworthiness Standards:

- JAR-E, 第11修正案, 2001年11月1日
JAR-E, amendment 11, dated 1 November 2001.
- CS-E中E800(c), 大鸟吸入
E800(c) of CS-E, issue 1 for Large Flocking Bird Ingestion.
- CS-E中E580(b), 外部空气管路失效
E580(b) of CS-E, issue 1 for Failure of External Air Ducts
- 气体排放和燃油排泄, ICAO附件16, 卷II, 第II、III部分, (1993年第2版), 第4修正案 (1999年11月)
Emissions and Fuel Venting: ICAO Annex 16, Volume II, Part II & III(2nd Edition, 1993), Amendment 4 (November 1999).

2. 专用条件/Special Conditions:

- JAR-E50可编程逻辑设备
JAR-E50 Programmable Logic Devices

3. 豁免/Deviations:

- JAR-E890(a)发动机在安装反推条件下的校准
JAR-E890(a) Engine Calibration in Reverse Thrust

4. 等效安全符合/Equivalent Safety Findings:

- JAR-E740150小时持久试验

JAR-E740 150 Hour Endurance Test

- JAR-E740(f)没有声明或展示最大连续速度限制

JAR-E740(f) Non declaration or display of Maximum Continuous Speed Limitation

- JAR-E800(c)中鸟吸入—风扇台架试验

JAR-E800(c) Medium Bird Ingestion – Fan rig test

- JAR-E800(c)(iii)中鸟吸入—遭遇鸟群

JAR-E800(c)(iii) Medium Bird Ingestion – Flock encounter

(二) CAAC认可审定基础/CAAC Validation Basis:

接受EASA的审定基础作为认可审定基础。

Accept EASA certification basis as validation basis.

三. 技术特点/Technical Characteristics

1. 型号设计定义/Type Design Definition:

构造标准按以下图纸说明单或后续经批准的版本定义:

The build standards are defined in the following Drawing Introduction Sheet (DIS) or later approved issues:

DIS 2244第4版针对Trent 970-84/ DIS 2244 Issue 4 for Trent 970-84

DIS 2245第4版针对Trent 970B-84/ DIS 2245 Issue 4 for Trent 970B-84

DIS 2247第4版针对Trent 977-84/ DIS 2247 Issue 4 for Trent 977-84

DIS 2248第4版针对Trent 977B-84/ DIS 2248 Issue 4 for Trent 977B-84

DIS 2249第4版针对Trent 980-84/ DIS 2249 Issue 4 for Trent 980-84

DIS 2274第4版针对Trent 972-84/ DIS 2274 Issue 4 for Trent 972-84

DIS 2275第4版针对Trent 972B-84/ DIS 2275 Issue 4 for Trent 972B-84

2. 描述/Description:

遑达900发动机是三转子高涵道比轴流涡扇发动机，低压、中压及高压压气机分别由各白的涡轮同轴驱动。风扇直径2.95米，带掠形风扇叶片和风扇出口导向叶片可以提高效率，减小噪声。一个环形燃烧室。从发动机后部看，低压和中压组件分别逆时针旋转，高压组件顺时针旋转。压气机和涡轮分别的特征如下：

The Trent 900 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 2.95m with a swept fan blade and OGV's to increase efficiency and reduce noise. The combustion system consists of a single annular combustor. 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-

压气机/Compressor	涡轮/Turbine
低压/LP – 单级/Single stage	低压/LP – 5级/5 stage
中压/IP – 8级/8 stage	中压/IP – 单级/single stage
高压/HP – 6级/6 stage	高压/IP – 单级/single stage

发动机控制系统采用EEC（电子发动机控制器），具备数字汇流条通信（AFDX）的机

身接口。

The engine control system utilises an EEC (Electronic Engine Controller) which has an airframe interface for digital bus communications (AFDX)

3. 设备/Equipment:

包含在型号设计定义中的设备详细资料参见安装手册

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

由飞机型号合格证持有人提供的设备详细资料参见安装手册

For details of equipment supplied by the Airframe TC holder : refer to Installation Manual

发动机审定时被批准靠近机身的发动机使用Aircelle生产的反推装置（TRU，左侧件号ASE 0010-XX-0，右侧件号ASE 0050-XX-0），而外侧的发动机使用固定风扇涵道（FFD，左侧件号ASE 5010-XX-0，右侧件号ASE 5050-XX-0）。TRU和FFD不属于发动机型号设计部分，作为飞机型号设计的一部分进行审定。

At engine certification, the engine has been approved for use with Aircelle Thrust Reverser Unit (TRU) at the inboard engine positions (part numbers ASE 0010-XX-0 for the left hand installation and ASE 0050-XX-0 for the right hand installation) and for a Fixed Fan Duct (FFD) in the outboard engine positions (part numbers ASE 5010-XX-0 for the left hand installation and ASE 5050-XX-0 for the right hand installation). The TRU and FFD do not form part of the engine type design and must be certified as part of the aircraft type design.

4. 尺寸/Dimensions:

全长/Overall Length (mm)	5477.5
最大直径/Maximum Diameter (mm)	3944

长度—整流锥（不包括橡皮头）到尾部轴承机匣安装法兰盘

Length - tip of spinner minus rubber tip to Tail Bearing Housing Plug Mount Flange

直径—环绕中心线，包括变频发电机冷却器，不包括余油管

Diameter - around centre line, inc. VFG Cooler, not including drains mast.

5. 干重/Dry Weight:

发动机干重/Dry engine weight: 6246 kg

（不包括流体和短舱安装附件）/(Not including fluids and Nacelle EBU)

6. 额定值/ Ratings

国际标准大气、海平面静推力(kN)额定值为:

The ISA sea-level static thrust ratings are:

型号/Models	970-84	970B-84	977-84	977B-84	980-84	972-84	972B-84
起飞(5分钟)/ Take-off (net) (5 minutes)	334.29	348.31	359.33	372.92	374.09	341.41	356.81

裸发起飞/ Equivalent Bare Engine Take-off	338.75	352.91	364.07	377.83	379.0	345.95	361.51
最大连续/ Maximum Continuous (net)	319.60	319.60	319.60	319.60	319.60	319.60	319.60
裸发最大连续/ Equivalent Bare Engine Maximum Continuous	323.91	323.91	323.91	323.91	323.91	323.91	323.91

参考注4、5/Refer to Note 4 & 5.

7. 控制系统/Control System:

发动机配备了全权限数字式发动机控制系统(FADEC)。

The engine is equipped with a Full Authority Digital Engine Control (FADEC) system.

对于FADEC/For the FADEC:

电子发动机控制系统—件号1002600-3, 或后续经批准的标准。

Electronic Engine Control System - part number 1002600-3 or latest approved standard.

软件标准—件号RRY28-0902-380A, 或后续经批准的标准。

Software Standard – part number RRY28-0902-380A or latest approved.

更多信息参考安装手册和使用说明

Refer to the Installation Manual and Operating Instructions for further information.

发动机安装了发动机监控组件(EMU):

The engine is equipped with an Engine Monitoring Unit (EMU):

EMU—271-123-035-036或后续经批准的标准。

EMU - 271-123-035-036 or later approved standard.

软件标准—271-123-800-411或后续经批准的标准。

Software Standard – 271-123-800-411 or latest approved standard.

更多信息参考安装手册和使用说明

Refer to the Installation Manual and Operating Instructions for further information.

参考注2、3和8。

Refer to Notes 2, 3 & 8.

8. 流体/Fluids

8.1 燃油/Fuel

参考使用说明中关于批准适达900使用的燃油及添加剂规范。

Refer to the Operating Instructions for information on approved fuel and additive specifications for the Trent 900.

注：中国的3号航空燃油已经加入使用说明。

Note: GB 6537-94 No. 3 Jet fuel (Chinese) has already included in the Operating Instructions.

8.2 滑油/Oil

参考使用说明中关于批准遘达900使用的滑油规范。

Refer to the Operating Instructions for information on approved oil specifications for the Trent 900

9. 飞机附件驱动/Aircraft Accessory Drives:

附件齿轮箱的负荷、重量和功率提取（两个液压泵和一个变频发电机）在安装手册中进行了描述。

The loads, weights and power extraction of the accessory gearbox aircraft power off takes (two hydraulic pumps and one variable frequency generator) are described in the Installation Manual.

10. 最大允许引气/Maximum Permissible Air Bleed Extraction:

环境控制系统引气和机翼防冰引气（统称飞机引气）在起飞、巡航和爬升阶段来自于第8级中压压气机，在下降和地面慢车条件下来自于第6级高压压气机。在盘旋情况下(高度从1524米到9144米，5000英尺到30000英尺)，引气从IP8转变为HP6。最大允许飞机引气流量在下表中给出，列出的两点间流量成线性变化。

Environmental Control System Bleed and Wing Anti-Icing Flow ('Customer Bleed') is bled from IP8 off take at take-off, cruise and climb, and from HP6 at descent and idle ground conditions. At holding conditions (from 1524 m to 9144 m) (5000ft to 30000ft), switch-over from IP8 to HP6 off take takes place. The maximum allowable Customer Bleed and nacelle thermal anti-icing flow is given in the tables below. Bleed flows vary linearly between the points listed.

正常运行时飞机引气

Customer Bleed Off takes for normal operation

涡轮进口温度/TET (T41) K	CUSTOMER BLEED (HP6) %W26	CUSTOMER BLEED (IP8) %W24
慢车到1251/Low Idle to 1251	12.5 to 12	不适用/n/a
1251 to 1545	12 to 5.5	不适用/n/a
1545 to 1672	不适用/n/a	5.11 to 4.1
1672 to 1787	不适用/n/a	4.1 to 1.95
1760到最大起飞/1760 to Max Take-Off	不适用/n/a	1.95

在正常运行时(4处引气和2个空调组件)，当中压压气机压力大于206.8kPa时，引气气流均来自于中压压气机，低于此压力值，由高压压气机引气。

At normal operating conditions (4 bleeds and 2 aircraft air-conditioning packs), air is bled from IP off take whenever IP port pressure is greater than 206.8 kPa. For IP off take pressures lower than this value, air is bled from HP.

非正常情况下飞机引气

Customer Bleed Off takes for abnormal operation

涡轮进口温度/TET (T41) K	CUSTOMER BLEED (HP6) %W26	CUSTOMER BLEED (IP8) %W24
慢车到1272/Low Idle to 1272	13.5 to 13.1	不适用/n/a
1272 to 1406	13.1 to 13.1	不适用/n/a
1406 to 1662	13.1 to 13.1	不适用/n/a
1662 to 1803	不适用/n/a	6.35 to 2.6
1803到最大起飞/1803 to Max Take-Off	不适用/n/a	2.6

注：W24是中压压气机进口流量，W26是高压压气机进口流量。

Note : W24 is IP compressor inlet flow and W26 is HP compressor inlet flow.

在非正常情况下(2处引气和1个空调组件)，当中压压气机压力大于231kPa(结冰条件下237.9kPa)时，由中压压气机引气，否则由高压压气机引气。

At abnormal operating conditions (2 bleeds and 1 aircraft air-conditioning pack), air is bled from the IP off take as long as the IP port pressure is greater than 231 kPa (237.9 kPa in icing conditions); otherwise, air is bled from the HP off take.

发动机短舱防冰所需的热气流（HP3）通过调压活门提供恒定流量。

The nacelle thermal anti-icing flow demand (HP3) is modulated via a regulating valve to provide a constant flow function at the engine/nacelle.

正常情况下短舱防冰引气量

Nacelle Thermal Anti-Icing Bleed Off takes for normal operation

涡轮进口温度/TET (T41) K	CUSTOMER BLEED (HP6) %W26
慢车到1160/Low Idle to 1160	1.37 to 1.32
1160 to 1565	1.32 to 1.31
1565 to 1820	1.31 to 1.27
1820到最大起飞/1820 to Max Take-Off	1.27

非正常情况下短舱防冰引气量

Nacelle Thermal Anti-Icing Bleed Off takes for abnormal operation

涡轮进口温度/TET (T41) K	CUSTOMER BLEED (HP6) %W26
慢车到1160/Low Idle to 1160	1.39 to 1.32
1160 to 1565	1.32 to 1.25
1565 to 1820	1.25 to 1.18
1820到最大起飞/1820 to Max Take-Off	1.18 to 1.16

风扇出口引气用来冷却客舱引气系统在预冷器中的空气。下表给出了预冷器引气最大允许流量。两点间的流量成线性变化。

Bleed is taken off the fan outlet to cool the air in the cabin bleed system pre-cooler. The maximum allowable pre-cooler flows are given in the table below. Bleed flows vary linearly between the points listed.

正常和非正常情况下预冷器流量

Pre-cooler flow for normal and abnormal operation

涡轮进口温度/TET(K)	PRE-COOLER FLOW %W120
慢车到1373/Idle to 1373	0.62
1373 to 1600	0.62 to 0.27
1600 to 1870	0.27

注: W120是风扇进口流量

Note: W120 is fan inlet flow

四. 使用限制/ Operating Limitations

1. 温度限制/Temperature Limits

1.1. 气候运行包线/Climatic Operating Envelope

发动机许用环境温度上限为ISA+40°C。运行包线的详细信息, 包括发动机进口气流畸变, 参考安装手册。

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.

在任何高度下, Trent 970-84, 972-84, 977-84和980-84的起飞设定保持到ISA+15°C, Trent 970B-84, 972B-84和977B-84的起飞设定保持到ISA+10°C。

At take-off ratings, the Trent 970-84, 972-84, 977-84 and 980-84 are flat rated to ISA +15°C at all altitudes. The Trent 970B-84, 972B-84 and 977B-84 are flat rated to ISA +10°C at all altitudes.

1.2. 涡轮燃气温度—经调整的/Turbine Gas Temperature – Trimmed (°C)

低于50%高压转速, 最大地面启动温度	700
Below 50% HP speed, maximum during starts on the ground:	700
最大空中启动温度	850
Maximum during relights in flight:	850
最大起飞 (5分钟限制)	900
Maximum for take-off (5 min. limit)	900
最大连续 (无持续时间限制)	850
Maximum Continuous (unrestricted duration)	850
最大超温 (参考注14)	920
Maximum over-temperature (refer to note 14)	920
参考注6	
Refer to Note 6.	

1.3. 燃油温度/Fuel temperature (°C)

空中最小燃油温度: -54 (或者燃油冰点, 取大者)

Minimum fuel temperature in flight: - 54 (or the fuel freeze point, whichever is the higher.)

最大燃油温度/Maximum fuel temperature:

(i) 地面到爬升终点/On ground to top of climb: 55

(ii) 下降的起点/At the top of descent: 50

参考注7/Refer to note 7.

更多信息参考安装手册。

Refer to the Installation Manual for additional information.

1.4. 滑油温度/Oil temperature (°C)

滑油回油温度/Combined oil scavenge temperature:	-40
发动机按特殊起动程序起动时最低温度	-40
Minimum for engine starting with Special Starting procedure	-30
发动机未按特殊起动程序起动时最低温度	-30
Minimum for engine starting with no Special Starting procedure	-30

注：温度低于-30°C高于-40°C时的特殊起动程序在使用说明中定义。

Note: In temperatures less than -30°C but not less than -40°C the Special Starting procedure as defined in the Operating Instructions must be followed.

加速到起飞功率的最低温度	40
Minimum for acceleration to take off power	40
无限制运行的最大温度	196
Maximum for unrestricted use	196

2. 压力限制/Pressure Limits

2.1. 燃油压力/Fuel pressure (kPa)

最小进口绝对压力（在吊架界面处测量）	34
Minimum absolute inlet pressure (measured at the pylon interface)	34
最大进口压力（在吊架界面处测量）	
Maximum pressure at inlet (measured at the pylon interface):	
(i) 连续/Continuous	276
(ii) 瞬时/Transiently	690
(iii) 静态/Static	345

2.2. 滑油压力/Oil pressure (kPa)

最小滑油压力/Minimum oil pressure:	
(i) 地面慢车到70%高压转速/Ground idle to 70% HP rpm	172
(ii) 高于95%高压转速/Above 95% HP rpm	344

2.2.1. 最大运行滑油消耗(升/小时)	0.46
Maximum allowable Oil Consumption (l/hr)	0.46

3. 转子最大最小允许转速/Maximum / Minimum Permissible Rotor Speeds

	高压转子/HP	中间转子/IP	低压转子/LP
基准转速/ Reference speeds, 100% rpm	12200	8300	2900
起飞最大转速(5分钟限制), 见注5/ Maximum for Take-off (5 minute	97.8%	98.7%	97.2%

limit), See Note 5			
最大连续, 见注11/ Maximum Continuous See note 11	97.7%	97.8%	97.2%

在向前的空速低于32.5节的所有运行情况下, 不允许在64%到72%低压转子转速的范围内停留。当使用最低批准的软件时, 空速限制变为45节; 使用RRY28-0920-380A软件时, 为60节。在增加或减少推力时, 通过64%到72%的转速范围是允许的。

Stabilised operation in the speed range 64% to 72% NL is not permitted during all aircraft operations with forward airspeed less than 32.5 knots. The speed range restriction is in place until 45 knots with the minimum approved software and 60 knots with the software RRY28-0920-380A (modification 73-F328) or later approved standard installed. Passing through the speed range 64% to 72%NL while increasing or decreasing thrust is permitted.

在向前的空速低于32.5节的所有运行情况下, 最大低压转子转速不能超过78%, 当使用最低批准的软件时, 空速限制变为45节; 使用RRY28-0920-380A (改装73-F328) 软件时, 为35节。

The maximum NL speed during all aircraft operations with forward airspeed less than 32.5 knots must not exceed 78%. This speed restriction is in place until 45 knots in the minimum approved software and 35 knots with the software RRY28-0920-380A (modification 73-F328) or later approved standard installed.

4. 安装假定/Installation Assumptions:

详细信息参考安装手册。

Refer to Installation Manual for details.

5. 放行限制/Dispatch Limitations:

发动机已经批准时限放行。在安装手册中规定了最大合理可调整时间范围, 并不允许延长。

The engine has been approved for Time Limited Dispatch. The maximum justifiable rectification period for each dispatchable state is specified in the Installation Manual; no extension to such rectification period is allowed.

五. 操作和维修说明/Operating and Service Instructions:

文件/Document	Trent 900所有型号/Trent 900 all variants
安装手册/Installation Manual	DKC237292
使用说明/Operating Instructions	OI-Trent-A380
发动机手册/Engine Manual	E-Trent-A380
维护手册/Maintenance Manual	M-Trent-A380
时限手册/Time Limits Manual	T-Trent-9RR
服务通告/Service Bulletins	RB211—as required

参考注 9 和注 10。

六. 注释/Notes

1. 保留/Not used

2. EUROCAE ED-12B/RTCA DO178B将发动机电子控制软件定为“A”级。

The software of the Engine Electronic Control is designated Level “A” as defined by EUROCAE ED-12B/RTCA DO178B.

3. EUROCAE ED-12B/RTCA DO178B将发动机监控组件部分定为“C”级，部分“E”级。

The software of the Engine Monitoring Unit is in part designated Level “C” and part level “E” as defined by EUROCAE ED-12B/RTCA DO178B.

4. 前面提到的裸起飞和最大连续推力来自于经批准得净起飞和最大连续推力，不包括因为进气道、冷热喷口、旁路气流泄漏等的损耗，并假定没有引气或功率提取。

The Equivalent Bare Engine Take-off and Maximum Continuous thrust quoted above is derived from the approved Net Take-off and Net Maximum Continuous thrust by excluding the losses attributable to the inlet, cold convergent nozzle, hot nozzle, by-pass duct flow leakage and the after body. No bleed or power off takes are assumed.

5. 起飞额定值和其他相关的运行限制在一发失效时可以使用10分钟，其他情况下不得超过5分钟。

The take-off rating and the associated operating limitations may be used for up to 10 minutes in the event of an engine failure, but their use is otherwise limited to no more than 5 minutes.

6. 涡轮燃气温度由安装在1级低压涡轮喷口导向叶片处的热电偶测量。

Turbine Gas Temperature is measured by thermocouples positioned at the 1st stage Nozzle Guide Vane of the LP Turbine

7. 燃油温度在机翼油箱获取。最小和最大燃油温度和压力不在发动机上测量，因此这些参数不提供给驾驶舱，然而在驾驶舱可以得到机翼油箱的温度，忽略油箱和发动机进口温度的差异。

The fuel temperature is taken as that in the Wing Tank. The minimum and maximum fuel temperature and pressure are not measured on the engine and therefore, not provided to the flight deck. However, the wing tank temperature is available on the flight deck and it is assumed that there is negligible difference in temperature between the tank and the engine inlet.

8. HIRF, EMI及闪电防护的详细信息参考安装手册。

HIRF, EMI / Lightning (Refer to Installation Manual for details.)

9. 在发动机手册相关的章节没有被批准和颁布之前，发动机的修理和大修只能由罗-罗公司来进行。

Engine repair and overhaul can only be carried out by Rolls-Royce until the relevant section of the Engine Manual has been approved and published.

10. 发动机上涉及寿命限制的部件在时限手册中的适航限制部分列出。

The engine components subjected to a limited service life are specified in the Airworthiness Limitations Section of the Time Limits Manual.

11. 本数据单中定义的最大连续转速限制并没有作为限制在A380驾驶舱中显示，根据等效安全JAR-E740(f)，不显示这些限制是可以接受的。

The Maximum Continuous Speed limitations defined in this Data Sheet are not displayed as limitations on the A380 flight deck. In accordance with the Equivalent Safety Finding against JAR-E740(f), non display of these limitations is acceptable.

12. 从15%到95%额定起飞功率加速时间5、6秒的时间。

The acceleration from 15% to 95% rated take off power is 5,6 seconds.

13. 保留/Not used.

14. 遘达900被批准在无意情况下排气超温最大920°C，持续时间不超过20秒时，无需维修。

The Trent 900 is approved for a maximum exhaust gas over-temperature of 920 degrees C for inadvertent use for periods of up to 20 seconds without requiring maintenance action.

超温的原因必须查明并纠正。

The cause of the over-temperature must be investigated and corrected.