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**ROLLS-ROYCE SHOWCASES TRENT 900 AND DEFENCE CAPABILITY AT
ASIAN AEROSPACE 2006**

Rolls-Royce will emphasise its position as an established and powerful partner in Singapore and the Asia Pacific region at Asian Aerospace 2006, from 21 to 26 February.

Forming the centrepiece of the company's exhibit (at Stand 12) will be the Trent 900, the largest turbofan ever produced by Rolls-Royce, and the engine that will lift the A380 into service with launch customer Singapore Airlines later this year.

The engines currently involved in flight testing on three Trent-powered A380s have amassed in excess of 4,000 flying hours. The flight test programme continues to progress well with results reflecting the predicted outcomes. During the recent hot and high tests the aircraft conducted in Colombia and Guadeloupe, the Trent 900 performed exactly as expected.

At take-off, the A380's four Trent 900s produce thrust equivalent to the power of 3,500 family cars, yet the engine is the quietest and cleanest in its class.

Of the A380's 11 customers, seven have selected the Trent 900, the latest being China Southern which announced in December last year that it had opted for Rolls-Royce to power its fleet of five aircraft, with deliveries starting in 2007.

Lufthansa, Malaysia Airlines, Qantas, Virgin Atlantic and Etihad Airways have also chosen the Trent 900. With firm and option orders placed for 89 Trent-powered A380s, Rolls-Royce has secured a 50 per cent share of the market.

Charles Cuddington, Chief Commercial Officer, Civil Large Engines, said:
"The strong market position of the Trent family is a reflection of customer confidence in the ability of Rolls-Royce to deliver efficient, reliable technology backed by a high level of support services."

The two latest Trent variants are the Trent 1000 for the Boeing 787, which will run for the first time on the company's UK test beds in February, and the Trent 1700, now being offered on the Airbus A350.

Trent Family Gains Momentum in Asia

Launched into service in 1995, the Trent family has secured a 50 per cent share of the modern, widebody market. The customer base in Asia continues to expand, with the Trent fleet in the region growing at 20 per cent per annum since 2000.

The Trent series celebrated two milestones in 2005 – the tenth anniversary of entry into service and the completion of 15 million flying hours. This comprises eight million hours by the Trent 800 on the Boeing 777, five million hours recorded by the Trent 700 on the Airbus A330, and two million hours by the Trent 500, which began commercial operations in 2002 on growth versions of the Airbus A340.

The growing fleet and a focus on developing a broad range of supporting services that add value to customers' operations has led to a strong aftermarket revenue stream, which now represents more than half the group's income.

Airline customers continue to show a keen appetite for tailored, TotalCare® packages. A similar range of options for operators of Rolls-Royce powered business jets is offered under the CorporateCare banner. Currently, 65 per cent of Trent engines and 90 per cent of regional engines are covered by TotalCare® packages.

Defence Aerospace

Rolls-Royce, the second largest military aero engine manufacturer in the world*, has a wide range of defence products in service in Southeast Asia and Australasia, with over 1,500 engines operating in almost all of the region's armed forces.

The Republic of Singapore Air Force (RSAF) operates C130-Hercules transport aircraft and E-2C Hawkeyes powered by Rolls-Royce T56 turboprop engines.

The T56-powered C-130 also operates throughout the rest of Asia Pacific, including the Royal Australian Air Force, which uses the upgraded C-130J, powered by four AE2100 engines.

Rolls-Royce has assisted in establishing local support facilities for the T56 engine in Singapore and Malaysia, for the Adour for the Hawk in Malaysia, Indonesia and Australia, and for the Model 250 for a range of helicopters and small fixed-wing aircraft in Australia and The Philippines.

The Adour-powered Hawk – the world's favourite advanced trainer aircraft – is also in service with the Korean and Australian air forces.

* Market position statements are based on figures from third-party AVSOFT and reflect installed engines on operational aircraft, excluding the CIS and China.

The latest variant of the Adour, the Mk951, on display at the Rolls-Royce stand reflects the company's strong presence in the defence market and offers significant upgrade opportunities for the large number of Hawk operators in the region.

The Rolls-Royce Turbomeca (RRTM) RTM322 turboshaft engine, which will also be on display has qualified under the specific stringent military requirements of the NH Industries (NHI) NH90 twin-engined multi-role helicopter. This is a key milestone, in addition to the engine civil certification achieved in 2004.

Progress in the development of the RTM322 turboshaft engine is important since it helps create more opportunities for Rolls-Royce defence fleet expansions, with the company currently actively involved in various procurement programmes for maritime and utility helicopters in the region.

Worldwide, over 18,000 Rolls-Royce turboshaft engines are in operation with approximately 4,500 operators in 130 nations. The RTM322 is the preferred customer choice in its class, having been selected by nearly 90 per cent of NH90 operators and for over 75 per cent of EH101 sales.

Rolls-Royce is also involved in the US/UK-led Joint Striker Fighter (JSF) programme in which Singapore's Ministry of Defence is participating as a Security Co-operation Partner. The company provides the unique short take-off vertical landing (STOVL) expertise and components for the JSF, and has a 40 per cent share in the F136 "interchangeable" engine for the Lockheed Martin F-35 JSF programme. The F136 engine will be on display at Stand 12.

The US government awarded the GE Rolls-Royce Fighter Engine Team a US\$2.4 billion (S\$3.92 billion) contract in August 2005 for the System Development and Demonstration (SDD) phase of the F136 engine programme, which runs through to September 2013. First F136 production deliveries are scheduled for 2012.

Tom Hartmann, of Rolls-Royce and Senior Vice President for the Fighter Engine Team, said: *"We completed pre-SDD testing on schedule and under budget. This is a major achievement and has placed us on the right track."*

Another important Rolls-Royce development is the setting up of a new Operations Centre in Bristol, UK, which will co-ordinate support for defence customers worldwide, including those in Asia.

The centre, the focal point of rapidly-expanding military engine-support business, is the latest initiative in the expansion of Mission Ready Management Solutions (MRMS), the engine-support package that now generates 55 per cent of Rolls-Royce defence aerospace sales.

John Boughton, Rolls-Royce Director of Customer Business, Defence Aerospace, said: *"With such a large installed base and a wide variety of customers, the military aftermarket offers a major opportunity to grow the*

business. This unique support programme offers the customer tailored service solutions with predictable costs based on engine availability.”

Corporate note to editors:

1. Rolls-Royce is a leading engineering company that operates in four global markets – civil aerospace, defence aerospace, marine and energy. Synonymous with integrity, reliability and innovation, it is the world’s second largest civil aero-engine company, a global leader in marine propulsion and a leading supplier of energy solutions.
2. All of the company’s businesses have gas turbine technology at their heart, with 54,000 gas turbines in service worldwide.
3. Rolls-Royce has a broad customer base comprising nearly 600 airlines, 4,000 corporate and utility aircraft and helicopter operators, 160 armed forces and more than 2,000 marine customers, including 70 navies. The company has energy customers in nearly 120 countries.
4. Rolls-Royce employs around 35,000 people, of which 21,000 are in the UK. Forty per cent of its employees are based outside the UK – including 5,000 in the rest of Europe and 8,000 in North America.

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