

[illegible]

- (Reserved)
- For cabin layouts, CS 25.853 (g) and 25.791(d) amendment 23 for the removal of ashtrays on lavatories' inner doors.

2. Special Conditions;

2.1 Special Conditions for A350-941

- SC B-01 Stalling and Scheduled Operating Speeds
- SC B-02 Motion and effect of cockpit controls
- SC B-04 Static Directional, Lateral and Longitudinal Stability and Low Energy Awareness
- SC B-05 Flight envelope protection
- SC B-06 Normal Load Factor limiting System
- SC B-09 Flight in Icing Condition
- SC B-11 Soft Go Around Mode (post-TC)
- SC B-15 Shorter Landing Distances on eligible Wet Grooved or PFC runways
- SC C-01 Crash Survivability for CFRP Fuselage
- SC C-02 Design dive speed
- SC C-05 Tyre Debris vs. Fuel Leakage for CFRP Fuel Tank
- SC C-06 Dynamic braking
- SC C-07 Limit pilot forces
- SC C-10 Design Manoeuvre Requirements
- SC C-14 Pivoting Loads
- SC D-04 Crew Rest Compartments (post-TC)
- SC D-05 Towbarless Towing
- SC D-06 High Altitude Operation / High Cabin Heat Load
- SC D-07 Control Surface Position Awareness / Electronic Flight Control Systems
- SC D-14 Application of Heat Release and Smoke Density Requirements to Seat Materials
- SC D-16 In Flight Fire - Composite Fuselage Construction
- SC D-20 Lateral Trim Function through Differential Flap Setting
- SC D-21 Type C Passenger Exits
- SC D-32 Use of Magnesium Alloys for Passenger Seat Components (post-TC)
- SC D-35 Installation of inflatable seat belts (post-TC)
- SC D-36 Installation of structure mounted airbag (post-TC)
- SC D-37 Installation of mini-suite type seating (post-TC)
- SC D-42 Installation of stowage or charging stations for Personal Electronic Devices (PED) in an aircraft cabin (post-TC)
- SC D-43 Installation of oblique seats
- SC D-44 Installation of Three Point Restraint & Pretensioner System (post-TC)
- SC D-45 Incorporation of Inertia Locking Device in Dynamic Seats
- SC E-08 Fire withstanding Capability of CFRP Wing Fuel Tanks
- SC E-12 Water / Ice in Fuel System
- SC F-12 HIRF Protection
- SC F-13 Lithium Battery Installations
- SC F-26 Flight Recorders including Data Link Recording
- SC F-38 Security Assurance Process to isolate or protect the Aircraft Systems and Networks from internal and external Security Threats
- SC F-53 Fuel System low Level Indication / Fuel Exhaustion
- SC F-GEN-01 Non-rechargeable lithium battery installation, applicable by the date of this TCDS as issue 18
- SC G-01 ETOPS Approval
- SC G-06 Cancellation of AFM Engine Management Tables

3. Exemptions / Deviations

None

4. Equivalent Safety Findings:

4.1 The following Equivalent Safety Findings have been developed for A350-941

- ESF C-11 Ground Loads Conditions

- ESF C-12 Undercarriage Lateral Turning Loads
- ESF D-11 Packs off operations
- ESF D-15 Post Crash Fire - Composite Fuselage Construction
- ESF D-19 Overpressure Relief Valves and Outflow Valves
- ESF D-23 Indication of the Passenger Door from outside Position if the Door is not fully Closed, Latched and Locked
- ESF D-28 Green Arrow and "Open" Placard for Emergency Exit Marking
- ESF D-30 Installation of Angled Seats (post-TC)
- ESF D-31 Application of reduced Intrusion Loads in certain Areas of the Flight Deck Boundaries
- ESF D-34 APU Doors Compliance to CS 25.783(a)
(The JCAB has not validated Type A+ emergency exit installation.)
- ESF E-04 Thrust Reverser Testing
- ESF E-07 Warning Means for Rolls Royce Engine Fuel Filters
- ESF E-09 Rolls Royce Engine Turbine Overheat Detection
- ESF E-13 Fire Extinguishing Agent Concentration
- ESF E-14 Pressure fuelling system shut-off operation check
- ESF F-22 Minimum Mass Flow of Supplemental Oxygen
- ESF F-23 Landing Light Switch
- ESF F-33 Pneumatic Systems – harmonised 25.1438
- ESF F-52 Crew Determination of Quantity of Oxygen in Passenger Oxygen System
- ESF F-63 Improved Passenger Oxygen Mask Deployment System
- ESF F-69 Pitot Heat Indication Systems
- (Reserved)
- ESF G-05 Engine Oil Temperature Indication
- ESF G-11 Alternative to CS 25.1563 Airspeed Placard, for the installation of modification 114913
- (Reserved)
- (Reserved)
- (Reserved)

5. Environmental Requirements;

- Japanese Civil Aeronautics Regulations Annex 2 Chapter 8 (equivalent to ICAO Annex 16, Volume I, Chapter 14) for Noise Requirements.
Japanese Civil Aeronautics Regulations Annex 3, Chapter 1 for Fuel Venting and Chapter 2 for Exhaust Emissions Requirements. (equivalent to ICAO Annex 16, Volume II Amendment 10).

6. (Reserved)

7. JCAB Additional Special Requirements;

- Placards and Markings as shown in JCAB Circular No.1-008.
- Contents of Airplane Flight Manual as shown in JCAB Circular No.1-001

8. Continued Airworthiness and Safety Improvements for Transport Category Airplanes;

- TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Inspection Manual (AIM)) Part III-2 Chapter 2 "Enhanced Airworthiness Program for Airplane Systems" and Part III-3 "Fuel Tank System Airplanes Fault Tolerance Evaluation Requirements" dated March 4, 2015 (equivalent to Part 26 of the Federal Aviation Regulations Subpart B §26.11 Amendments 26-0, and SFAR-88 dated December 9, 2002) are included in the certification basis.

III. Technical Characteristics and Operational Limitations

1 A350-900 powered by RR engines

1.1. Type Design Definition

A350-941 Type Design Definition: 00 V 000 A0941 / C90 Issue 2 or later approved issues

1.2. Engines

A350-941: Two (2) Rolls Royce Trent XWB-84 or XWB-75 turbofan engines
(JCAB Engine Type Approval No.776)

Engine Limits:

ENGINE LIMITS JCAB Engine Type Approval No.776	A350-941	
	RR Trent XWB	
	XWB-84	XWB-75 (mod 113768)
Net Take-off (5 minutes)	374.5 kN (84,200 lbf)	330 kN (74,200 lbf)
Net Maximum Continuous	317.6 kN (71,400 lbf)	296.3 kN (66,600 lbf)

The take-off thrust, with the associated limits, shall not be used continuously more than 5 minutes. The duration may be extended to 10 minutes in case of engine failure in multi-engine aircraft. If the duration exceeds 5 minutes, this shall be recorded in the engine log book.

Other engine limitations: See the relevant Engine Type Certificate Data Sheet / Type Approval Data Sheet.

1.3. Fuel and fuel additives

The fuel system has been certified with: JET A, JET A1, JP5, JP8, N° 3 Jet Fuel, RT and TS-1.
Refer to applicable Airbus Consumable Material List (CML) for additives.

1.4. Oil

Refer to applicable Airbus Consumable Material List (CML).

1.5. Limit Speeds

Refer to approved Airplane Flight Manual

1.6. Centre of Gravity Range

Refer to approved Airplane Flight Manual

1.7. Maximum Certified Weights

With Trent XWB-84 engines:

- Maximum Take-Off Weight: 268 t
- Maximum Landing Weight: 207 t
- Maximum Zero Fuel Weight: 195.7 t

With Trent XWB-75 engines:

- Maximum Take-Off Weight: 217 t
- Maximum Landing Weight: 207 t
- Maximum Zero Fuel Weight: 195.7 t

Note: See applicable Aircraft Flight Manual (AFM), as listed in IV. Operating and Service Instructions, for configuration specific mass limitations and aircraft eligibility (Weight Variant). (See Note J4)

2 Data pertinent to all A350-900 series

2.1 Description

Two turbo-fan, long range, twin-aisle, large category airplane

2.2 Fuel quantity

Tanks	Usable Fuel (l)		Usable Fuel (kg)	
Mod number	Basic	110211	Basic	110211
Wing	29,924	29,726	23,490	23,335
Center	80,947	107,036	63,543	84,023
Total	140,795	166,488	110,523	130,693

Fuel density is 0.785 kg/l

2.3 Minimum Flight Crew

Two (2): Pilot and Co-pilot

2.4 Minimum Cabin Crew

For the A350-900, the minimum required cabin crew number established during the aircraft certification process is 8 (2 per exit pair), irrespective of the Maximum Operational Passenger Seating Capacity (MOPSC).

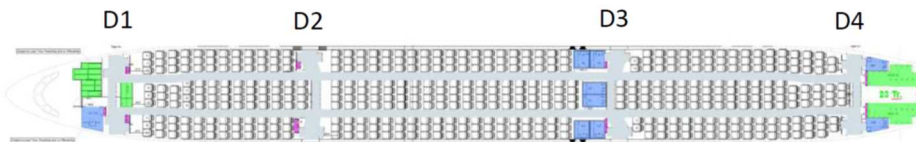
The above minimum cabin crew numbers are those demonstrated by the type certificate holder. A lower number is acceptable in the case of specific cabin layouts if documented in a JCAB approved major design change or Supplemental Type Certificate (STC).

In accordance with the operational requirement ORO.CC.100-Number and composition of cabin crew, if the MOPSC for the specific aircraft exceeds 400, the minimum required cabin crew number becomes 9.

(The JCAB has not validated Type A+ emergency exit installation.)

2.5 Maximum Operational Passenger Seating Capacity

The maximum number of passengers approved for emergency evacuation are:



A350-941	Max Pax D1-D4	D1-D2	D2-D3	D3-D4	D1-D3	D2-D4
A - A - A - A	440	110	189	141	299	330
A - A - A - A	428	98	184	146	282	330
A - A - A - A	439	121	159	159	280	318
A - A - A - A	432	102	181	149	283	330
A - A - A - A	440	121	168	151	289	319
A - A - A - A	440	110	171	159	281	330
C - A - A - A	385	55	189	141	244	330
C - A - A - A	385	95	180	110	275	290
C - A - A - A	385	55	179	151	234	330
C - A - A - A	385	55	188	142	243	330
C - A - A - A	385	55	180	150	235	330
C - A - A - A	385	100	135	150	235	285
C - A - C - A	330	56	129	145	185	274
C - A - C - A	283	24	133	126	157	259
C - A - C - A	295	30	138	127	168	265
C - A - C - A	303	28	138	137	166	275
A - A - C - A	385	111	129	145	240	274
C - C - C - A	275	63	92	120	155	212

(The JCAB has not validated Type A+ emergency exit installation.)

2.6 Cargo compartment loading

Forward	Maximum load (kg)	
	Basic	Mods 110456 / 110512
	22,000	0
Aft	19,000	
Rear (bulk)	3,468	

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights), see Weight and Balance Manual Chapter 1.10 ref. 00 V 080 A0001 / C9S.

2.7 Environmental Flight Envelope

Maximum operating altitude is 43,100 ft.
Refer to approved Airplane Flight Manual.

2.8 Other Limitations

Refer to approved Airplane Flight Manual.

ALS-ETWF (Items of equipment subject to on-going Extent of Test without Failure), reference 00V207AETWF/C11 at latest approved issue:

This document identifies temporary limitations due to ongoing tests. Since no failure occurred at time of TC this specific document ALS-ETWF contains temporary limitations that will be updated depending on test progress or deleted when tests are successfully completed. In case of failure, the failed item will be assessed for introduction in the ALS Part 4 at its demonstrated life limit.

For each item, the recorded progress of the ongoing test is sufficiently ahead of the anticipated fleet leader, even assuming the maximum utilisation rates provided in the approved MRBR.

2.9 Auxiliary Power Unit (APU)

One APU, Honeywell HGT1700.
Fuel and Oil: Refer to applicable approved Manuals.

2.10 Equipment

The equipment required by the applicable requirements shall be installed.
Cabin seats shall conform to the "Passenger Seat Frame Specification" document ref. 00V252K0005/C91 at latest approved issue or 00V252K0005/C01 (new reference) at latest approved issue.

2.11 All Weather Capabilities

The aircraft is qualified to Cat 3 precision approach and autoland.

2.12 Wheels and Tyres

Gear	Quantity	Wheel size	Tyre size
NLG	2	16"	1050 x 395R16 28PR
MLG	8	23"	1400 x 530R23 42PR

2.13 Hydraulics

Fluid specifications: Refer to applicable Airbus Consumable Material List (CML) document.

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

See JCAB approved AFM.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

The complete set of Instructions for Continued Airworthiness is identified in paragraph 1.B. of the Maintenance Procedure Introduction.

- Safe Life Airworthiness Limitation Items are provided in the A350 Airworthiness Limitations Section (ALS) Part 1, [1];
- Damage-Tolerant Airworthiness Limitation Items are provided in the A350 Airworthiness Limitations Section (ALS) Part 2, [1];
- Certification Maintenance Requirements are provided in the A350 Airworthiness Limitations Section (ALS) Part 3, [1];
- A350 System Equipment Maintenance Requirements are provided in the A350 Airworthiness Limitations Section (ALS) Part 4, [1];
- A350 Fuel System Airworthiness Limitations are provided in the A350 Airworthiness Limitations Section (ALS) Part 5, [1];
- Maintenance Review Board Report, [2].

Except if documented in Aircraft documentation (Maintenance Procedures, Structural Repair Instructions, Electrical Standard Practices, Service Bulletins), all elements that are part of the Electrical Structure Network (ESN) shall not be modified, removed or repaired without agreement of Airbus.

Note [1]: Initial Revision and subsequent Variations (that may be compiled in a Revision) are approved under the EASA System or JCAB validation activity. The applicable Airworthiness Limitations Section of the ICA is available on the AirbusWorld website.

Note [2]: The applicable Revision and subsequent Temporary Revisions of the MRBR are available on the AirbusWorld website.

3. ETOPS

The Type Design, system reliability and performance of the following A350 model(s) were found capable for Extended Range Operations (ETOPS) when configured, maintained and operated in accordance with the current revision of the ETOPS Configuration, Maintenance and Procedures (CMP) document, XWB/EASA: CS 25.1535/CMP.

This finding does not constitute an approval to conduct Extended Range Operations (operational approval must be obtained from the responsible Authority).

The following table provides details on the ETOPS approvals by EASA.

Model	Engine Type	180 min. Approval date	Beyond 180 min. Approval date
A350-941	Trent XWB-84	14 October 2014	14 October 2014
A350-941	Trent XWB-75	03 April 2019	03 April 2019

V. Reserved

2. Model A350-1041 (Transport Category) Airplane

I. General

1. Manufacturer
AIRBUS S.A.S.
2 Rond-point Emile Dewoitine
31700 Blagnac
FRANCE
2. EASA Type Certification Application Date
A350-1041: 30 July 2013
3. JCAB Type Certification Application Date
A350-1041: 20 December 2017
4. EASA Type Certification Date
A350-1041: 21 November 2017
5. JCAB Type Certification Date
A350-1041: 11 April, 2019

II. Certification Basis

1. Airworthiness requirements;
 - Japanese Civil Aeronautics Regulations Annex 1
 - EASA Certification Specification 25, Amendment 13 – Large Aeroplanes.
 - EASA Certification Specifications 25.851 (a) and (c) at Amendment 17 for installation of halon free handheld fire extinguisher.
 - (Reserved)
 - (Reserved)
 - (The JCAB has not validated Type A+ emergency exit installation.)
 - For modification 114947 installation or changes to the cowlings or nacelle skin: CS 25.1193(e)(4)(f) amendment 22
 - (Reserved)
 - For cabin layouts, CS 25.853 (g) and 25.791(d) amendment 23 for the removal of ashtrays on lavatories' inner doors.
2. Special Conditions;
 - 2.1 Special Conditions for A350-1041
 - SC B-01 Stalling and Scheduled Operating Speeds
 - SC B-1002 Motion and effect of cockpit controls
 - SC B-04 Static Directional, Lateral and Longitudinal Stability and Low Energy Awareness
 - SC B-05 Flight envelope protection
 - SC B-09 Flight in Icing Condition
 - SC B-11 Soft Go Around mode
 - SC C-01 Crash Survivability for CFRP Fuselage
 - SC C-05 Tyre Debris vs. Fuel Leakage for CFRP Fuel Tank
 - SC C-06 Dynamic braking
 - SC C-14 Pivoting Loads
 - SC D-04 Crew Rest Compartments
 - SC D-06 High Altitude Operation / High Cabin Heat Load
 - SC D-07 Control Surface Position Awareness / Electronic Flight Control Systems
 - SC D-14 Application of Heat Release and Smoke Density Requirements to Seat Materials
 - SC D-16 In Flight Fire - Composite Fuselage Construction
 - SC D-20 Lateral Trim Function through Differential Flap Setting
 - SC D-32 Use of magnesium alloys for passenger seats components
 - SC D-35 Installation of inflatable seat belts

- SC D-36 Installation of structure-mounted airbag
- SC D-37 Installation of mini-suite type seating
- SC D-42 Installation of stowage or charging stations for Personal Electronic Devices (PED) in an aircraft cabin (post-TC)
- SC D-43 Installation of oblique seats
- SC D-44 Installation of Three Point Restraint & Pretensioner System (post-TC)
- SC D-45 Incorporation of Inertia Locking Device in Dynamic Seats
- SC E-08 Fire withstanding Capability of CFRP Wing Fuel Tanks
- SC E-12 Water / Ice in Fuel System
- SC F-12 HIRF Protection
- SC F-13 Lithium Battery Installations
- SC F-26 Flight Recorders including Data Link Recording
- SC F-38 Security Assurance Process to isolate or protect the Aircraft Systems and Networks from internal and external Security Threats
- SC F-GEN-01 Non-rechargeable lithium battery installation, applicable by the date of this TCDS as issue 18
- SC G-06 Cancellation of AFM Engine Management Tables

3. Exemptions / Deviations
None

4. Equivalent Safety Findings:

4.1 The following Equivalent Safety Findings have been developed for A350-1041

- ESF C-11 Ground Loads Conditions
- ESF C-12 Undercarriage Lateral Turning Loads
- ESF D-11 Packs off operations
- ESF D-15 Post Crash Fire – Composite Fuselage Construction
- ESF D-19 Overpressure Relief Valves and Outflow Valves
- ESF D-23 Indication of the Passenger Door from outside Position if the Door is not fully Closed, Latched and Locked
- ESF D-28 Green Arrow and “Open” Placard for Emergency Exit Marking
- ESF D-30 Installation of Angled Seats
- ESF D-31 Application of reduced Intrusion Loads in certain Areas of the Flight Deck Boundaries
- ESF D-34 APU Doors Compliance to CS 25.783(a)
(The JCAB has not validated Type A+ emergency exit installation.)
- ESF E-1004 Trent XWB 97k Thrust Reverser Testing
- ESF E-07 Warning Means for Rolls Royce Engine Fuel Filters
- ESF E-09 Rolls Royce Engine Turbine Overheat Detection
- ESF E-13 Fire Extinguishing Agent Concentration
- ESF E-14 Pressure fuelling system shut-off operation check
- ESF E-1022 Trent XWB -97 zone 2 and 3 (seals and caps) fire withstanding capability
- ESF F-22 Minimum Mass Flow of Supplemental Oxygen
- ESF F-23 Landing Light Switch
- ESF F-33 Pneumatic Systems – harmonised 25.1438
- ESF F-52 Crew Determination of Quantity of Oxygen in Passenger Oxygen System
- ESF F-63 Improved Passenger Oxygen Mask Deployment System
- ESF F-69 Pitot Heat Indication Systems
- (Reserved)
- ESF G-05 Engine Oil Temperature Indication
- ESF G-11 Alternative to CS 25.1563 Airspeed Placard, for the installation of modification 114913
- (Reserved)
- (Reserved)
- (Reserved)

5. Environmental Requirements;

- Japanese Civil Aeronautics Regulations Annex 2 Chapter 8 (equivalent to ICAO Annex 16, Volume I, Chapter 14) for Noise Requirements.

- Japanese Civil Aeronautics Regulations Annex 3, Chapter 1 for Fuel Venting and Chapter 2 for Exhaust Emissions Requirements. (equivalent to ICAO Annex 16, Volume II Amendment 10).
6. Reversions |
- Reversion to Amendment 8 is applied for paragraph CS 25.1322 “Flight Crew Alerting”.
7. (Reserved) |
8. JCAB Additional Special Requirements; |
- Placards and Markings as shown in JCAB Circular No.1-008.
 - Contents of Airplane Flight Manual as shown in JCAB Circular No.1-001
9. Continued Airworthiness and Safety Improvements for Transport Category Airplanes; |
- TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Inspection Manual (AIM)) Part III-2 Chapter 2 “Enhanced Airworthiness Program for Airplane Systems” and Part III-3 “Fuel Tank System Airplanes Fault Tolerance Evaluation Requirements” dated March 4, 2015 (equivalent to Part 26 of the Federal Aviation Regulations Subpart B §26.11 Amendments 26-0, and SFAR-88 dated December 9, 2002) are included in the certification basis.

III. Technical Characteristics and Operational Limitations

1 A350-1000 powered by RR engines

1.1. Type Design Definition

A350-1041 Type Design Definition: 00 V 000 A1041 / C10 Issue 2 or later approved issues

1.2. Engines

A350-1041: Two (2) Rolls Royce Trent XWB-97 turbofan engines
(JCAB Engine Type Approval No.776)

Engine Limits:

ENGINE LIMITS JCAB Engine Type Approval No.776	A350-1041 RR Trent XWB-97
Net Take-off (5 minutes)	431.5 kN (97,000 lbf)
Net Maximum Continuous	369.6 kN (83,100 lbf)

The take-off thrust, with the associated limits, shall not be used continuously more than 5 minutes. The duration may be extended to 10 minutes in case of engine failure in multi-engine aircraft. If the duration exceeds 5 minutes, this shall be recorded in the engine log book.

Other engine limitations: See the relevant Engine Type Certificate Data Sheet / Type Approval Data Sheet.

1.3. Fuel and fuel additives

The fuel system has been certified with: JET A, JET A1, JP5, JP8, N° 3 Jet Fuel, RT and TS-1.
Refer to applicable Airbus Consumable Material List (CML) for additives

1.4. Oil

Refer to applicable Airbus Consumable Material List (CML).

1.5. Limit Speeds

Refer to approved Airplane Flight Manual

1.6. Centre of Gravity Range

Refer to approved Airplane Flight Manual

1.7. Maximum Certified Weights

- Maximum Take-Off Weight: 308 t
- Maximum Landing Weight: 233 t
- Maximum Zero Fuel Weight: 220 t

Note: See applicable Aircraft Flight Manual (AFM), as listed in IV. Operating and Service Instructions, for configuration specific mass limitations and aircraft eligibility (Weight Variant). (See Note J4)

2 Data pertinent to all A350-1000 series

2.1 Description

Two turbo-fan, long range, twin-aisle, large category airplane

2.2 Fuel quantity

Tanks	Usable Fuel (l)	Usable Fuel (kg)
Wing	29,437	23,108
Center	99,917	78,435
Total	158,791	124,651

Fuel density is 0.785 kg/l

2.3 Minimum Flight Crew

Two (2): Pilot and Co-pilot

2.4 Minimum Cabin Crew

For the A350-1000, the minimum required cabin crew number established during the aircraft certification process is 8, irrespective of the Maximum Operational Passenger Seating Capacity (MOPSC).

The above minimum cabin crew numbers are those demonstrated by the type certificate holder. A lower number is acceptable in the case of specific cabin layouts if documented in an JCAB approved major design change or Supplemental Type Certificate (STC).

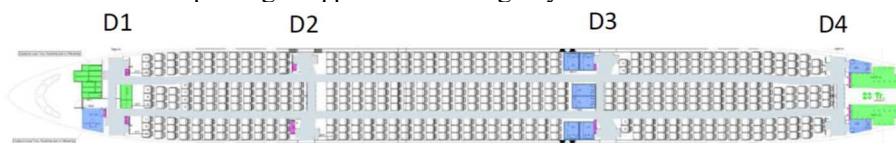
In accordance with the operational requirement ORO.CC.100-Number and composition of cabin crew, if the MOPSC for the specific aircraft exceeds 400, the minimum required cabin crew number becomes 9.

(The JCAB has not validated Type A+ emergency exit installation.)

2.5 Maximum Operational Passenger Seating Capacity

The zonal capacities certified on A350-941 (ref. Section 1, III, 2.5) are also considered acceptable for A350-1041. The zonal capacities certified on A350-1041 only are not acceptable for A350-941.

The maximum number of passengers approved for emergency evacuation are:



A350-1041 Only	Max Pax D1-D4	D1-D2	D2-D3	D3-D4	D1-D3	D2-D4
A - A - A - A	440	110	177	153	287	330
A - A - A - A	440	110	158	172	268	330
A - A - A - A	440	110	165	165	275	330
A - A - A - A	440	110	161	169	271	330
C - A - A - A	385	55	158	172	213	330
C - A - A - A	370	40	162	168	202	330
C - A - A - A	372	44	165	163	209	328
C - A - A - A	385	55	165	165	220	300
C - A - A - A	385	90	140	155	230	295
C - A - A - A	385	55	160	170	215	330
C - A - A - A	385	96	140	149	236	289
C - A - A - A	385	55	155	175	210	330
C - A - A - A	385	100	130	155	230	285
C - A - C - A	330	55	110	165	165	275
C - A - C - A	330	56	129	145	185	274
A - A - C - A	385	110	110	165	220	275

(The JCAB has not validated Type A+ emergency exit installation.)

2.6 Cargo compartment loading

Cargo compartment	Maximum load (kg)
Forward	26,500
Aft	24,500
Rear (bulk)	1,500

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights), see Weight and Balance Manual Chapter CTL-LIM ref. 00 V 080 A0001 / C1S.

2.7 Environmental Flight Envelope

Maximum operating altitude is 41,450 ft.
Refer to approved Airplane Flight Manual.

2.8 Other Limitations

Refer to approved Airplane Flight Manual.

ALS-ETWF (Items of equipment subject to on-going Extent of Test without Failure), reference 00V207AETWF/C11 at latest approved issue:

This document identifies temporary limitations due to ongoing tests. Since no failure occurred at time of TC this specific document ALS-ETWF contains temporary limitations that will be updated depending on test progress or deleted when tests are successfully completed. In case of failure, the failed item will be assessed for introduction in the ALS Part 4 at its demonstrated life limit.

For each item, the recorded progress of the ongoing test is sufficiently ahead of the anticipated fleet leader, even assuming the maximum utilisation rates provided in the approved MRBR

2.9 Auxiliary Power Unit (APU)

One APU, Honeywell HGT1700.
Fuel and Oil: Refer to applicable approved Manuals.

2.10 Equipment

The equipment required by the applicable requirements shall be installed.

Cabin seats shall conform to the "Passenger Seat Frame Specification" document ref. 00V252K0005/C01 at latest approved issue.

2.11 All Weather Capabilities

The aircraft is qualified to Cat 3 precision approach and autoland.

2.12 Wheels and Tyres

Gear	Quantity	Wheel size	Tyre size
NLG	2	16"	1050 x 395R16 28PR
MLG	12	22"	50 x 20.0R22 34PR 50 x 20.0R22 36PR

2.13 Hydraulics

Fluid specifications: Refer to applicable Airbus Consumable Material List (CML) document.

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)
See JCAB approved AFM.
2. Instructions for Continued Airworthiness and Airworthiness Limitations

The complete set of Instructions for Continued Airworthiness is identified in paragraph 1.B. of the Maintenance Procedure Introduction.

- Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A350 Airworthiness Limitations Section (ALS) Part 1 [1],
- Limitations applicable to Damage-Tolerant Airworthiness Limitation Items are provided in the A350 Airworthiness Limitations Section (ALS) Part 2 [1],
- Certification Maintenance Requirements are provided in the A350 Airworthiness Limitations Section (ALS) Part 3 [1],
- System Equipment Maintenance Requirements are provided in the A350 Airworthiness Limitations Section (ALS) Part 4 [1],
- Fuel System Airworthiness Limitations are provided in the A350 Airworthiness Limitations Section (ALS) Part 5 [1].
- Maintenance Review Board Report, [2].

Except if documented in Aircraft documentation (Maintenance Procedures, Structural Repair Instructions, Electrical Standard Practices, Service Bulletins), all elements that are part of the Electrical Structure Network (ESN) shall not be modified, removed or repaired without agreement of Airbus.

Note [1]: Initial Revision and subsequent Variations (that may be compiled in a Revision) are approved under the EASA system or JCAB validation activity. The applicable Airworthiness Limitation Section of the ICA is available on the AirbusWorld website.

Note [2]: The applicable Revision and subsequent Temporary Revisions of the MRBR are available on the AirbusWorld website.

3. ETOPS

The Type Design, system reliability and performance of the following A350 model(s) were found capable for Extended Range Operations (ETOPS) when configured, maintained and operated in accordance with the current revision of the ETOPS Configuration, Maintenance and Procedures (CMP) document, XWB/EASA: CS 25.1535/CMP.

This finding does not constitute an approval to conduct Extended Range Operations (operational approval must be obtained from the responsible Authority).

The following table provides details on the ETOPS approvals by EASA.

Model	Engine Type	120 min. Approval date
A350-1041	Trent XWB-97	06 February 2018

Model	Engine Type	180 min. Approval date	Beyond 180 min. Approval date
A350-1041	Trent XWB-97	19 June 2018	6 July 2018

V. Reserved

3. Note (pertinent to all A350 models)

J1 This Type Certificate Data Sheet (TCDS) is based on EASA TCDS No. EASA A.151 Issue 27, dated 13 July 2023.

J2 Import Requirement

For each newly manufactured aircraft to be delivered to Japan, EASA will issue, when required, an EASA declaration of compliance for Export (so called Export Certificate of Airworthiness), based on the individual EASA Form 52 issued in accordance with the POA granted by the National Authority or by EASA, under Commission Regulation (EC) No.1702/2003, stating the following:

“The aircraft covered by this certificate has been examined, tested and found to conform to the type design approved under JCAB Type Certificate No. 097 and to be in condition for safe operation.”

J3 Production Basis

EASA Production Approval: EASA.21G.0001 issued by EASA to AIRBUS.

J4 See JCAB approved AFM for JCAB validated Weight Variants.

... END ...