DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

T00063IB
Revision 29

Airbus
A350-941
A350-1041

October 30, 2026

FAA TYPE CERTIFICATE DATA SHEET NO. T00063IB

This data sheet is part of Type Certificate No. T00063IB and prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the US Federal Aviation Regulations.

Type Certificate Holder

Airbus S.A.S.
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31700 Blagnac
France

I. A350-900 Series Transport Category Airplanes

Model A350-941 (Transport Category), Approved November 12, 2014

A350-941 Type Design defined in Airbus document A350-941 FAA Type Design Definition, ref. 00 V 000 A F941 / C90 issue 2 dated April 8, 2015.

Engines

A350-941: Two (2) Rolls Royce Trent XWB-84, Trent XWB-84EP (Mod 120074), or Trent XWB-75 (Mod 113768) turbofan engines; Engine Type Certificate E00086EN. XWB-84 engine can be intermixed with XWB-84EP on the same aircraft.

Fuel

NOMENCLATURE	SPECIFICATION
KEROSENE	JET A, JET A1, JP5, JP8, N° 3 Jet Fuel, RT and TS-1

Additives: See Rolls Royce Operating Instructions. The above-mentioned fuels are also suitable for the Auxiliary Power Unit.

Engine Limits

Engine Limitations (See FAA Data Sheet E00086EN)	A350-941		
	RR Trent XWB-84 Basic Rating	RR Trent XWB-75 (Mod 113768)	RR Trent XWB-84 EP (Mod 120074)
Net Take-off (5 minutes)	374.5 kN (84,200 lbf)	330 kN (74,200 lbf)	374.5 kN (84,200lbf)
Net Maximum Continuous	317.6 kN (71,400 lbf)	296.3 kN (66,600 lbf)	317.6kN (71,400lbf_
Approved Oil	Refer to the Engine Operating Instructions for information on approved oil specifications for the Trent XWB		

Table references:
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 (E00086EN).

Airspeed Limits

Refer to the FAA approved Airbus A350 Model A350-941 U.S. Airplane Flight Manual: STL 35000.

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Center of Gravity Limits
Refer to the FAA approved Airbus A350 Model A350-941 U.S. Airplane Flight Manual: STL 35000.

Datum
The airplane reference zero datum point is located 210.24 in. (5.34 m) forward of the nose section, 5 in. (.127 m) above the floor reference.

Leveling Means
Quick leveling procedures are provided in the Aircraft Maintenance Manual (AMM), task A350-A-08-21 (see also WBM chapter "CTL-GRD").

Maximum Weights

With Trent XWB-84 Engines:
Baseline Weight Variant (000):
Maximum Take off Weight (MTOW): 268,000 kgs (590,839 lbs.)
Maximum Landing Weight (MLW): 205,000 kgs (451,948 lbs.)
Maximum Zero Fuel Weight (MZFW): 192,000 kgs (423,288 lbs.)

Heaviest Certified Weights with Trent XWB-84 Engines or Trent XWB-84EP
MTOW: 283,000 kgs (623,908 lbs.)
MLW: 207,000 kgs (456, 357 lbs.)
MZFW: 195,700 kgs (431,445 lbs.) (MSN 5 only, MZFW: 197,200 kgs (434, 752 lbs.))

Heaviest Certified Weights with Trent XWB-75 Engines (Mod 113768)
MTOW: 255,000 kgs (562,179 lbs.)
MLW: 207,000 kgs (456,357 lbs.)
MZFW: 195, 700 kgs (431,445 lbs.)

Note: See applicable Aircraft Flight Manual (AFM), as listed in the "Operating and Service Instructions," for configuration specific mass limitations and aircraft eligibility (weight variants).

Minimum Crew
Two (2): Pilot and Co-pilot

Maximum Passenger Seating Capacity
The maximum number of passengers approved for emergency evacuation is:
- 385 for the passenger doors configuration C-A-A-A and A-A-C-A,
- 275 for the passenger doors configuration C-C-C-A,
- 330 for the passenger doors configuration C-A-C-A,
- 440 for the passenger doors configuration A-A-A-A.
- 480 for the passenger doors configuration A+-A+-A+-A+ (see ELOS memorandum AT11003IB-T-CS-1015)

Further limitations on passenger distribution are contained in Passenger Seat Frame Specification document, ref. 00V252K0005/C91 at latest approved issue, or 00V252K0005/C01 at the latest approved issue, and must be maintained in order to comply with §§ 25.803(c) and 25.807(e).

Maximum Compartment Weights

Cargo Compartment	Maximum Load (basic)		Mods 110456 and 11512	
	kg	lb	kg	lb
Forward	22,000	48,501	0	0
Aft	19,000	41,888	19,000	41,888
Rear (bulk)	3,468	7,646	3,468	7,646

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.

Fuel Capacity

Tanks	Usable Fuel				Usable Fuel with Mod 110211			
	Liters	kg	US Gallons	lb	Liters	kg	US Gallons	lb
Wing	29,924	23,490	7,905	51,786	29,726	23,335	7,853	51,445
Center	80,947	63,543	21,384	140,088	107,036	84,023	28,276	185,239
Total	140,795	110,523	37,194	243,660	166,488	130,693	43,981	288,129

Maximum Operating Altitude
43,100 feet

Control Surface Movements

Control Surface	Maximum Travel
Aileron	+20°/-30°
#1,2 Spoilers	+12° / -35°
#3 to 7 Spoilers	+13° / -50°
Aileron Droop	10º
Flaps	37.5º
Slats	27º
Stabilizers	+0.8º / -13.7º
Elevator	+20º / -30º
Rudder	+35º / -35º

Import Requirements

Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, Airworthiness Certification of Aircraft, for requirements for issuance of an airworthiness certificate for imported aircraft.

In order for the FAA to determine that a Model A350-900 aircraft is in a condition for safe operation under the provisions of 14 CFR 21.183, prior to issuance of the U.S. airworthiness certificate the FAA certificating inspector or other authorized person must ensure the aircraft complies with the FAA Required Airworthiness Action List (RAAL) for the A350-900.

The RAAL contains a list of type design modifications and inspections that have been determined by the European Union Aviation Safety Agency (EASA), which is the state of design authority for the Airbus A350-900, to be required to correct unsafe conditions discovered on the original type design of the A350-900. EASA has issued Airworthiness Directives that require the accomplishment of these modifications and inspections to correct the identified unsafe conditions and has advised the FAA of this mandatory continuing airworthiness information (MCAI). Based on this MCAI the FAA has determined that the airworthiness actions identified in the EASA ADs listed in Model A350-900 RAAL are required in the interest of safety and are necessary for this airplane to be in a condition for safe operation.

Prior to issuance of a Standard Certificate of Airworthiness (C of A) on any Airbus A350-900 model aircraft, all airworthiness actions shown in the Model A350-900 RAAL must be accomplished in accordance with the compliance times listed in the MCAI, except as noted in the RAAL. The MCAI listed in the RAAL are airworthiness limitations in addition to those listed in note 3 of this TCDS and must be included in the operator's airplane maintenance or inspection program. All inspections or modifications, required by the EASA MCAI, that have surpassed the initial compliance time, must be accomplished prior to issuance of the C of A.

The A350-900 RAAL is finalized through its publication in TCDS Revision 2 and requirements will not be added by later TCDS revisions. Therefore, the RAAL in TCDS T00063IB Revision 2 or any later TCDS revision are equivalent and acceptable for compliance. All future mandatory modifications and inspections that the FAA determines must be accomplished on U.S. registered aircraft will be addressed by issuance of an Airworthiness Directive (AD).

Any deviation from the requirements of the MCAIs listed in the RAAL must be approved by the Manager, Certification Program Management Branch, AIR-510, FAA Integrated Certificate Management Division; 2200 South 216th Street; Des Moines, Washington 98198, telephone 1-516-228-7300. A Notice of Policy Statement announcing the FAA's policy with respect to foreign MCAI, when no aircraft of the affected design are currently registered in the U.S. was published in the Federal Register on May 1, 1998, docket 98-11648. Additional guidance is contained in FAA advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported into the United States.

FAA Required Airworthiness Action List (RAAL) for the Airbus Model A350-900 aircraft are listed in the table below.

RAAL #	(MCAI) EASA AD # & Date	Airbus Service Information	EASA AD Title	Applicable Airplane Models	Compliance Time
1	2015-0241R2 13-Jan-17 ID 13-Jan-17 ED	AOT A27P007-15-00 original issue, dated 15 December 2015	ATA 27 – Flight Controls – Aileron Electro-Hydrostatic Actuator – Inspection / Replacement	A350-941 airplanes, all serial numbers, except those on which Airbus modification (mod) 109426 or mod 109427 has been embodied in production	Before 14 days after 28 December 2015 [the ED of the original issue of this AD and thereafter every flight day, not exceeding 2 FCs
2	2016-0074 15-Apr-16 ID 22-Apr-16 ED	SB A350-78-P001 original issue dated 25 January 2016	ATA 78 – Exhaust – Thrust Reverser Actuation System – Replacement	A350-941 airplanes, all serial numbers	Before 750FC since first flight or 50FC after the AD ED, whichever occurs later.
~~3~~	~~2017-0027 15-Feb-17 ID 01-Mar-17 ED~~	~~A350 ALS Part 2 Revision 03 dated 28 June 2016.~~	~~ATA 05 – Time Limits / Maintenance Checks – Damage Tolerant Airworthiness Limitation Items – ALS Part 2 – Amendment~~	~~A350-941 airplanes, all serial numbers~~	~~See MCAI~~ This MCAI has been superseded and is now addressed via FAA AD.
~~4~~	~~2017-0029 15-Feb-17 ID 01-Mar-17 ED~~	~~Airbus A350 ALS Part 3 Revision 03 dated 24 June 2016.~~	~~ATA 05 – Time Limits / Maintenance Checks – Certification Maintenance Requirements - ALS Part 3 – Amendment~~	~~A350-941 airplanes, all serial numbers~~	~~See MCAI~~ This MCAI has been superseded and is now addressed via FAA AD.
~~5~~	~~2017-0030 15-Feb-17 ID 01-Mar-17 ED~~	~~Airbus A350 ALS Part 4 Revision 02 dated 24 June 2016.~~	~~ATA 05 – Time Limits / Maintenance Checks – System Equipment Maintenance Requirements – ALS Part 4 – Amendment~~	~~A350-941 airplanes, all serial numbers~~	~~See MCAI~~ This MCAI has been superseded and is now addressed via FAA AD.
6	2017-0093 24-May-17 ID 31-May-17 ED	Airbus SB A350-53-P017 original issue, dated 25 January 2017.	ATA 53 – Fuselage – Potable Water Tank Brackets – Modification	Airbus A350-941 airplanes, manufacturer serial numbers (MSN) 0021 to 0025 inclusive, 0027 to 0029 inclusive, 0032 to 0036 inclusive, 0038 to 0040 inclusive, 0042 to 0053 inclusive, 0055 to 0058 inclusive, 0061, 0064, 0066 and 0067.	Within 7 months after the AD ED

Note 1: “ID” is EASA AD issue date, “ED” is effective date

Note 2: Compliance with the FAA Required Airworthiness Action List for Airbus Model A350-900 Aircraft as included under the Import Requirements section of TCDS Revision 2, dated June 23, 2017, or later TCDS revision, is necessary for an A350-900 aircraft to be found in a condition for safe operation.

The FAA has accepted:

- Model A350-941 aircraft in the Airbus as-delivered configuration for MSN 115 and on as compliant with the applicable modifications of the A350 RAAL.
- RAAL Items 3, 4, and 5 may be complied with in accordance with later EASA-approved revisions of the respective ALS part.

Certification Basis

For the model A350-941 airplane, the certification basis is 14 CFR part 25, effective February 1, 1965, including Amendments 25-1 through 25-129.

Special Conditions:		
Item	**Special Condition No.**	**Subject**
1	25-537-SC	Crashworthiness – Emergency Landing Conditions [Docket No. FAA-2013-0892; Special Conditions No. 25-537-SC]
2	25-535-SC	High-Speed Protection System [Docket No. FAA-2013-1001; Special Conditions No. 25-535-SC]
3	25-532-SC	Interaction of Systems and Structures [Docket No. FAA-2013-0894; Special Conditions No. 25-532-SC]
4	25-516-SC	Design Roll Maneuver Requirement [Docket No. FAA-2013-0895; Special Conditions No. 25-516-SC]
5	25-529-SC	Limit Pilot Forces Because of Side Stick Controller [Docket No. FAA-2013-0896; Special Conditions No. 25-529-SC]
6	25-523-SC	Transient Engine Failure Loads [Docket No. FAA-2013-0897; Special Conditions No. 25-523-SC]
7	25-524-SC	Ground Pivoting Loads [Docket No. FAA–2013–0890; Special Conditions. 25–524–SC]
8	25-526-SC	Composite Fuselage In-Flight Fire/Flammability Resistance [Docket No. FAA–2013–0898; Special Condition. No. 25–526–SC]
9	25-459-SC	Flammability Requirements of Aircraft Seats [Docket No. FAA–2012–0325; Special Condition No. 25–459–SC]
10	25-460A-SC	Crew Rest Compartments [Docket No. FAA–2012–0343; Special Condition No. 25–460A–SC]
11	25-517-SC	Flight Envelope Protection: High Incidence Protection and Alpha Floor Systems [Docket No. FAA-2012-1207; Special Conditions No. 25-517-SC]
12	25-522-SC	Electronic Flight Control System: Control Surface Awareness and Mode Annunciation [Docket No. FAA-2013-0899; Special Conditions No. 25-522-SC]
13	25-540-SC	Flight Envelope Protection: General Limiting Requirements [Docket No. FAA-2013-0900; Special Conditions No. 25-540-SC]
14	25-536-SC	Flight Envelope Protection: High Speed Limiting [Docket No. FAA-2013-0901; Special Conditions No. 25-536-SC]
15	25-521-SC	Flight Envelope Protection: Pitch and Roll Limiting [Docket No. FAA-2013-0902; Special Conditions No. 25-521-SC]
16	25-529-SC	Side Stick Controllers [Docket No. FAA–2013–0896;Special Conditions No. 25–529–SC]
17	25-542-SC	Electronic Flight Control System: Lateral-Directional and Longitudinal Stability and Low Energy Awareness [Docket No. FAA-2013-0904; Special Conditions No. 25-542-SC]
18	25-531-SC	Flight Envelope Protection: Normal Load Factor (g) Limiting [Docket No. FAA-2013-0905; Special Conditions No. 25-531-SC]
19	25-530-SC	Lightning Protection of Fuel-Tank Structure To Prevent Fuel-Tank Vapor Ignition [Docket No. FAA-2013-1002; Special Conditions No. 25-530-SC]
20	25-541-SC	Tire Failure – Debris Penetration or Rupture of Fuel Tank Structure [Docket No. FAA-2013-0907; Special Conditions No. 25-541-SC]
21	25-538-SC	Post-Crash Fire Survivability: Airplane Level of Safety Provided by Composite Fuel Tank Structure [Docket No. FAA-2013-0908; Special Conditions No. 25-538-SC]
22	25-533-SC	Electronic System-Security Protection From Unauthorized External Access [Docket No. FAA-2013-0909; Special Conditions No. 25-533-SC]
23	25-534-SC	Isolation or Protection of the Aircraft Electronic System Security From Unauthorized Internal Access [Docket No. FAA-2013-0910; Special Conditions No. 25-534-SC]
24	25-562-SC	Permanently Installed Rechargeable Lithium-Ion Batteries and Battery Systems [Docket No. FAA-2013-0801; Special Conditions No. 25-562-SC]
25	25-561-SC	Operation without Normal Electrical power [Docket No. FAA-2014-0303; Special Conditions No. 25-561-SC]
26	25-539-SC	Lateral Trim Function through Differential Flap Setting [Docket No. FAA-2013-0911; Special Conditions No. 25-539-SC]

Special Conditions:		
27	25-683-SC	Non Rechargeable Lithium Battery Installations [Docket No. FAA-2017-0370; Special Conditions No. 25-683-SC, effective to design changes applied for after May 31, 2017. See the applicability section of this special condition for more information on which design changes must meet it.]
28	25-860-SC	Incorporation of Inertia Locking Device in Dynamic Seats [Docket No. FAA-2024-0449; Special Condition No. 25-860-SC]

NOTE: The FAA Special Conditions referenced above may be accessed at internet location: http://www.drs.faa.gov

Equivalent Level of Safety Findings:			
Item	**Section**	**Subject**	**ELOS Memo reference**
(1)	§§ 25.107(e)(1)(iv)	Reduced Margins Between Takeoff Rotation Speed and Liftoff Speed for Geometry Limited Airplanes	TC0544IB-T-F-13
(2)	§§ 25.251	Vibration/Buffeting	AT12025IB-T-F-23
(3)	§§ 25.331	Checked Pitch Maneuver Loads	TC0544IB-T-A-7
(4)	§§ 25.341	Continuous Turbulence Loads and Rough Airspeed	TC0544IB-T-A-10
(5)	§§ 25.365(a)	Pressurized Compartment Loads	TC0544IB-T-A-8
(6)	§§ 25.471, 25.473, 25.477, 25.479, 25.481, 25.485, 25.491, 25.493, 25.499, 25.503, 25.507, 25.511, 25.519, 25.723	Ground Load Conditions	TC0544IB-T-A-11
(7)	§§ 25.495	Ground Turning Conditions	TC0544IB-T-A-12
(8)	§§ 25.671(c)(1)	Slat Geared Rotary Actuator Failure	TC0544IB-T-SF-6
(9)	§§ 25.671(c)(2)	Flight Control System Failure Criteria	TC0544IB-T-SF-5
(10)	§§ 25.779(b)(1)	Reduced (flexible) takeoff Thrust Operations and Throttle Motion	TC0544IB-T-P-7
(11)	§§ 25.783(a)	APU Maintenance Doors	TC0544IB-T-CS-14
(12)	§§ 25.783(e)(2)	Passenger/Crew Doors Closed Latched Locked Indication	TC0544IB-T-CS-10
(13)	§§ 25.795(a)(1)	Reduced intrusion loads in certain areas of the flight deck boundaries	TC0544IB-T-CS-13
(14)	§§ 25.807(g)	Type A-plus emergency exits	AT11003IB-T-CS-1015
(15)	§§ 25.811(g), 25.812(b)(1)	Use of Symbolic Exit Signs	TC0544IB-T-CS-1 SEE NOTE 2
(16)	§§ 25.811(e)(4)	Green Arrow and "OPEN" Placard for Emergency Exit Marking"	TC0544IB-T-CS-12
(17)	§§ 25.831(g)	Cabin Temperature-Humidity Limits	TC0544IB-T-ES-15
(18)	§§ 25.841(a), 25.841(b)(6)	Cabin Pressurization – High Altitude Takeoff and Landing Operations	TC0544IB-T-ES-14
(19)	§§ 25.841(b)(1), 25.843(b)(1)	Overpressure Relief valves and Outflow valves	TC0544IB-T-ES-11
(20)	§§ 25.856(b), appendix F part VII	Composite Fuselage Post-Crash Fire Survivability	TC0544IB-T-CS-5
(21)	§§ 25.933(a)(1)	Prevention of Inadvertent In-flight Thrust Reverser Deployment	TC0544IB-T-P-10
(22)	§§ 25.934	Thrust Reverser Testing	TC0544IB-T-P-33
(23)	§§ 25.963(d)	Fuel Tank Emergency Loads	TC0544IB-T-A-13
(24)	§§ 25.979 (b)(1)	Pressure fueling System shut-off operation check	TC0544IB-T-P-24
(25)	§§ 25.981(b)	Aircraft Descent Rate for Fuel Tank Flammability Reduction Assessment	TC0544IB-T-P-30
(26)	§§ 25.1191(b)(1)	Firewall Caps and Seals Fire Withstanding Capability	AT10383IB-T-P-1038
(27)	§§ 25.1193(e)(3)	Cowlings and Nacelle Skins Fireproof Regions	TC0544IB-T-P-31
(28)	§§ 25.1195(c)	Fire Extinguishing Agent Concentration	TC0544IB-T-P-25
(29)	§§ 25.1203(d)	Turbine Overheat Detection	TC0544IB-T-P-19
(30)	§§ 25.1301, 25.1309	Use of ARAC Recommended Revision to §§ 25.1301 and 25.1309	TC0544IB-T-S-2
(31)	§§ 25.1305(c)(6)	Warning Means for Engine Fuel Filter Contamination	TC0544IB-T-P-9
(32)	§§ 25.1317(b)	HIRF Equipment Protection Test Levels	TC0544IB-T-SE-11
(33)	§§ 25.1329	Pitot Heat Indication	TC0544IB-T-SA-23
(34)	§§ 25.1383(b)	Single Landing Light Switch	TC0544IB-T-SE-5
(35)	§§ 25.1438	Pneumatic Systems	TC0544IB-T-ES-10

Equivalent Level of Safety Findings:			
(36)	§§ 25.1441(c)	Crew Determination of Quantity of Oxygen in Passenger Gaseous Oxygen System Distributed Cylinders	TC0544IB-T-ES-7
(37)	§§ 25.1443	Minimum Oxygen Flow rates	TC0544IB-T-ES-13
(38)	§§ 25.1443 (d)	Portable First Aid Oxygen Equipment	AT11173IB-T-25.1443-1
(39)	§§ 25.1447(c)(1)	Improved Passenger Oxygen Mask Deployment System	TC0544IB-T-ES-3
(40)	§§ 25.1457(d)(5)	Independent Power Source for Cockpit Voice Recorder	TC0544IB-T-SA-5
(41)	§§ 25.1529	Instructions for Continued Airworthiness	TC0544IB-T-G-5
(42)	§§ 25.1549(a)	Oil temperature Indication	TC0544IB-T-P-16
(43)	§§ 25.1549	Digital Only Display of the Turbine Engine High (N3), Intermediate (N2), and Fan (N1) Rotor Speeds	TC0544IB-T-F-16
(44)	14 CFR 25 Subpart E, F, and G requirements applicable to APU installation	Adoption of Draft Harmonized Rules for APU Certification	TC0544IB-T-P-11
(45)	§§ 25.1535, K25.2.2(c)	Validation of Maintenance Procedures for ETOPS Significant Systems	TC0544IB-T-EE-7
(46)	§§ 25.1563	Airspeed Placard	AT11145IB-T-25.1563-1

NOTE 1: The FAA Equivalent Level of Safety Memos referenced above may be accessed at internet location: http://www.drs.faa.gov

NOTE 2: For airplanes equipped with pictograms on exit marking signs and on exit location signs, the cabin crew in charge of the safety briefing must highlight these pictograms to the passengers prior to each takeoff and each landing.

Exemptions:			
(1)	§§ 25.562(b)(2) per Amendment 25-64	Emergency Landing Dynamic Conditions	Exemption No. 9999
(2)	§§ 25.841(a)(2) and (3), per Amendment 25-87	Cabin Pressurization	Exemption No. 10228
(3)	§§ 25.809(a), per Amendment 25-116	Outside viewing of the flight deck emergency exit	Exemption No. 10996
(4)	§§ 25.813(e), per Amendment 25-129 and 121.310(f)(5) and (f)(6)	Installation of doors on mini-suites (32 mini-suites installed)	Exemption No. 17186
(5)	§§ 25.813(e), per Amendment 25-129 and 121.310(f)(5) and (f)(6)	Installation of doors on mini-suites (40 mini-suites installed)	Exemption No. 22021

NOTE: The FAA Exemptions referenced above may be accessed at internet location: http://www.drs.faa.gov

Modifications Changing the Certification Basis:		
Modification Number	Revision (or later)	14 CFR Requirements Added for Affected Areas
109178	Issue 2	25.1302 at Amendment 25-137
Type A+ doors, modification numbers: 110654 110655 110656 110657 114823 115016	Issue 1	Regulations at Amendment 25-0 to Amendment 25-144: 25.561(c), 25.601, 25.603(a)(b)(c), 25.605(a)(b), 25.789(a), 25.795(d), 25.801(a), 25.801(d), 25.803 (a), 25.803(c), 25.807(a)(7), 25.807(g), 25.807(i), 25.807(f), 25.809, 25.810 (a)(1), 25.811(d)(2), 25.811(g), 25.812(h)(k), 25.813, 25.853(a), 25.869(a)(3), 25.901(c), 25.1301 (a)(1),(a)(2),(a)(3), 25.1309 (a)(b), 25.1411(c)(d), 25.1415(a)(b)(c), 25.1438, 25.1501, 25.1561(a)(d)(e), 25.1701 (a), 25.1703 (a)(b)(c), 25.1705 (a), 25.1707 (a)(d)(l), 25.1709 (a)(b), 25.1711(a)(c)(d)(e), 25.1713(a)(c) ELOS memorandum AT11003IB-T-CS-1015 for Type A plus emergency exits for 25.807 (g) 14 CFR part 26 at Amendment 26-6
Installed Physical Secondary Barrier (IPSB) modification number: 120762	Issue 1	25.795(a)(4) at Amendment 25-150

Environmental Standards:

- 14 CFR part 34, effective September 10, 1990, including Amendments 34-1 through 34-5A.
- 14 CFR part 36, Stage 4, effective December 1, 1969, including Amendments 36-1 through 36-28: or

- 14 CFR part 36, Stage 5, effective December 1, 1969, including Amendments 36-1 through 36-31, only for airplanes where Airbus Airplane Flight Manual CP81, Issue 1.0, dated September 14, 2018, or later approved revision, is installed on the airplane.
- 14 CFR Part 38, effective April 16, 2024, Amendment 38-1, Paragraph 38.17(b)(8). When an airplane/engine combination has demonstrated compliance with 14 CFR Part 38, it will be documented in the AFM. For airplanes with Step 7 configuration (MOD 117155) and Fan Mark II (MOD 106353).
    - NOTE: In addition to the FAA's finding of compliance with 14 CFR Part 38 as listed in this TCDS, the airplane manufacturer has declared that the ICAO CO2 Emissions Certification Standard identified in ICAO Annex 16, Volume III, Amendment 2, Part II, Chapter 2, Paragraph 2.4.2 (f) (corresponds to CAEP/10 In-Production Standard) has also been demonstrated..

Optional Requirements Elected:
(1) Sections 25.801, 25.1411 and 25.1415 for ditching
(2) Section 25.1419 for ice protection
(3) The type-design reliability and performance of the A350-941 has been evaluated in accordance with 14 CFR 25.1535 and found suitable for 180-minute maximum diversion time extended operations (ETOPS) when the configuration, maintenance, and procedures standards contained in the applicable revision of Airbus document reference, “XWB/FAA: 14 CFR 25.1535/CMP” are met. This finding does not constitute approval to conduct ETOPS.

The type-design reliability and performance of the A350-941 has been evaluated in accordance with 14 CFR 25.1535 and found suitable for greater than 180-minute extended operations (ETOPS) as follows:

For aircraft equipped with Modification 107318: The type-design reliability and performance of the A350-941 has been evaluated in accordance with 14 CFR 25.1535 and found suitable for 300-minute maximum diversion time extended operations (ETOPS) when the configuration, maintenance, and procedures standard contained in the applicable revision of Airbus document reference, “XWB/FAA: 14 CFR 25.1535/CMP,” are met. This finding does not constitute approval to conduct ETOPS.

For aircraft equipped with Modification 107319: The type-design reliability and performance of the A350-941 has been evaluated in accordance with 14 CFR 25.1535 and found suitable for 370-minute maximum diversion time extended operations (ETOPS) when the configuration, maintenance, and procedures standard contained in Airbus document reference, “XWB/FAA: 14 CFR 25.1535/CMP,” are met. This finding does not constitute approval to conduct ETOPS.

Part 26 of the Federal Aviation Regulations:
Based on 14 CFR Section 21.29(a) for new import Type Certificates (TCs), (or Section 21.101(g) for changes to TCs), applicable provisions of 14 CFR Part 26 are included in the certification basis. For any future 14 CFR part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

Production Basis
A350 airplanes, all series and models, are produced in France under production approval EASA.21G.0001 issued by the European Union Aviation Safety Agency, (EASA).

Equipment
The basic required equipment as prescribed in the applicable airworthiness regulations (see the Certification Basis) must be installed in the aircraft for certification (refer to A350-941 FAA Type Design Definition, ref. 00 V 000 A F941 / C90 issue 2, dated November 6, 2014).

Cabin seats must conform to the specification 00V252K0005/C91 or 00V252K0005/C01 at the latest approved issues.

Hydraulic Fluids
Fluid specifications: TYPE IV LD and TYPE V LD, as per NSA 307-110, or any mixture of both.

Auxiliary Power Unit (APU)
One (1) APU, Honeywell HGT1700.

Tires

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

Airplane Flight Manual

Refer to the Airbus A350 Model A350-941 U.S. Airplane Flight Manual: STL 35000

II. A350-1000 Series Transport Category Airplanes
Model A350-1041 (Transport Category), Approved November 21, 2017

A350-1041 Type Design defined in Airbus document A350-1041 Type Design Definition, ref 00 V 000 A1041 / C10, issue 2, dated October 31, 2017.

Engines
A350-1041: Two (2) Rolls Royce Trent XWB-97 turbofan engines; Engine Type Certificate E00086EN.

Fuel

NOMENCLATURE	SPECIFICATION
KEROSENE	JET A, JET A1, JP5, JP8, N° 3 Jet Fuel, RT and TS-1

Additives: See Rolls Royce Operating Instructions. The above-mentioned fuels are also suitable for the Auxiliary Power Unit.

Engine Limits

Engine Limitations (See FAA Data Sheet E00086EN)	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)
Approved Oil	Refer to the Engine Operating Instructions for information on approved oil specifications for the Trent XWB

Table references:
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 (E00086EN).

Airspeed Limits
Refer to the FAA approved Airbus A350 Model A350-1041 U.S. Airplane Flight Manual: STL 35000.

Center of Gravity Limits
Refer to the FAA approved Airbus A350 Model A350-1041 U.S. Airplane Flight Manual: STL 35000.

Datum
The airplane reference zero datum point is located 60.24 in. (1.53 m) forward of the nose section, 5 in. (.127 m) above the floor reference.

Leveling Means
Quick leveling procedures are provided in the Aircraft Maintenance Manual (AMM), task A350-A-08-21 (see also WBM chapter "CTL-GRD").

Maximum Weights

With Trent XWB-97 Engine
Baseline Weight Variant (000)
Maximum Take Off Weight (MTOW): 308,000 kgs (679,024 lbs.)
Maximum Landing Weight (MLW): 233,000 kgs (513,677 lbs.)
Maximum Zero Fuel Weight (MZFW): 220,000 kgs (485,017 lbs.)

Heaviest Certified Weight
MTOW: 322, 000 kgs (709,888 lbs.)
MLW: 236, 000 kgs (520,291 lbs.)
MZFW: 223,000 kgs (491,631 lbs.)

Note: See applicable Aircraft Flight Manual (AFM), as listed in the "Operating and Service Instructions," for configuration specific

mass limitations and aircraft eligibility (weight variants).

Minimum Crew
Two (2): Pilot and Co-pilot

Maximum Passenger Seating Capacity
The maximum number of passengers approved for emergency evacuation is:

- 385 for the passenger doors configuration C-A-A-A and A-A-C-A,
- 330 for the passenger doors configuration C-A-C-A,
- 440 for the passenger doors configuration A-A-A-A.
- 480 for the passenger doors configuration A+-A+-A+-A+ (see ELOS memorandum AT11003IB-T-CS-1015)

Further limitations on passenger distribution are contained in Passenger Seat Frame Specification document, ref. 00V252K0005/C91 at latest approved issue, or 00V252K0005/C01 at the latest approved issue, and must be maintained in order to comply with §§ 25.803(c) and 25.807(e).

Maximum Compartment Weights

Cargo Compartment	Maximum Load	
	kg	lb
Forward	26,500	58,423
Aft	24,500	54,013
Rear (bulk)	1,500	3,307

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 / C1S.

Fuel Capacity

Tanks	Usable Fuel			
	Liters	kg	US Gallons	lb
Wing	29,437	23,108	7,776	50,945
Center	99,917	78,435	26,395	172,923
Total	158,791	124,651	41,948	274,813

Maximum Operating Altitude
41,450 feet

Control Surface Movements

Control Surface	Maximum Travel
Aileron	+20°/-30°
#1 Spoiler	+11.9°/-31.8°
#2 Spoiler	+11.9°/-30.1°
#3 to 6 Spoilers	+12°/-50°
#7 Spoiler	+7.2°/-50°
Aileron Droop	10º
Flaps	39.4° (inner)/40° (outer)
Slats	23.7°
Stabilizers	+0.8º / -13.7º
Elevator	+20º / -30º
Rudder	+35º / -35º

Import Requirements

Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, Airworthiness Certification of Aircraft, for requirements for issuance of an airworthiness certificate for imported aircraft.

In order for the FAA to make the finding that the first A350-1000 aircraft to be registered in the US is in a condition for safe operation, the FAA certificating inspector or other authorized person must contact the Manager, Certification Program Management Branch, AIR-510, FAA Integrated Certificate Management Division; 2200 South 216th Street; Des Moines, Washington 98198; telephone 1-516-228-7300, prior to issuance of the U.S. airworthiness certificate to obtain the FAA Required Airworthiness Action List (RAAL) for the A350-1000.

The RAAL contains a list of type design modifications and inspections that have been determined by the European Union Aviation Safety Agency (EASA), which is the state of design authority for the Airbus A350-1000, to be required to correct unsafe conditions discovered on the original type design of the A350. EASA has issued Airworthiness Directives that require the accomplishment of these modifications and inspections to correct the identified unsafe conditions and has advised the FAA of this mandatory continuing airworthiness information (MCAI). Based on this MCAI the FAA has determined that the airworthiness actions identified in the EASA ADs listed in Model A350-1000 RAAL are required in the interest of safety and are necessary for this airplane to be in a condition for safe operation.

Prior to issuance of a Standard Certificate of Airworthiness (C of A) on any Airbus A350-1000 model aircraft, all airworthiness actions shown in the Model A350 RAAL must be accomplished in accordance with the compliance times listed in the MCAI, except as noted in the RAAL. The MCAI listed in the RAAL are airworthiness limitations in addition to those listed in note 3 of this TCDS and must be included in the operator's airplane maintenance or inspection program. All inspections or modifications, required by the EASA MCAI, that have surpassed the initial compliance time, must be accomplished prior to issuance of the C of A.

The A350-1000 RAAL will be finalized before the first A350-1000 aircraft is registered in the US.

Any deviation from the requirements of the MCAIs listed in the RAAL must be approved by the Manager of the Certification Program Management Branch, AIR-510, FAA Integrated Certificate Management Division. A Notice of Policy Statement announcing the FAA's policy with respect to foreign MCAI, when no aircraft of the affected design are currently registered in the U.S. was published in the Federal Register on May 1, 1998, docket 98-11648. Additional guidance is contained in FAA advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported into the United States.

Certification Basis

For the model A350-1041 airplane, the certification basis is 14 CFR part 25, effective February 1, 1965, including Amendments 25-1 through 25-137 except:

Section No.	Title	Through Amendment	Exception Only Applies To
25.571(a)(3), (b)	Damage-tolerance and fatigue evaluation of structure	25-96	Entire airplane
25.1322	Flightcrew alerting	25-38	Flight Deck

Special Conditions:		
Item	**Special Condition No.**	**Subject**
1	25-537-SC	Crashworthiness – Emergency Landing Conditions [Docket No. FAA-2013-0892; Special Conditions No. 25-537-SC]
2	25-535-SC	High-Speed Protection System [Docket No. FAA-2013-1001; Special Conditions No. 25-535-SC]
3	25-532-SC	Interaction of Systems and Structures [Docket No. FAA-2013-0894; Special Conditions No. 25-532-SC]
4	25-516-SC	Design Roll Maneuver Requirement [Docket No. FAA-2013-0895; Special Conditions No. 25-516-SC]
5	25-529-SC	Limit Pilot Forces Because of Side Stick Controller [Docket No. FAA-2013-0896; Special Conditions No. 25-529-SC]
6	25-523-SC	Transient Engine Failure Loads [Docket No. FAA-2013-0897; Special Conditions No. 25-523-SC]
7	25-524-SC	Ground Pivoting Loads [Docket No. FAA–2013–0890; Special Conditions. No. 25–524–SC]
8	25-526-SC	Composite Fuselage In-Flight Fire/Flammability Resistance [Docket No. FAA–2013–0898; Special Condition. No. 25–526–SC]
9	25-459-SC	Flammability Requirements of Aircraft Seats [Docket No. FAA–2012–0325; Special Condition No. 25–459–SC]
10	25-460A-SC	Crew Rest Compartments [Docket No. FAA–2012–0343; Special Condition No. 25–460A–SC]

Special Conditions:		
11	25-517-SC	Flight Envelope Protection: High Incidence Protection and Alpha Floor Systems [Docket No. FAA-2012-1207; Special Conditions No. 25-517-SC]
12	25-522-SC	Electronic Flight Control System: Control Surface Awareness and Mode Annunciation [Docket No. FAA-2013-0899; Special Conditions No. 25-522-SC]
13	25-540-SC	Flight Envelope Protection: General Limiting Requirements [Docket No. FAA-2013-0900; Special Conditions No. 25-540-SC]
14	25-536-SC	Flight Envelope Protection: High Speed Limiting [Docket No. FAA-2013-0901; Special Conditions No. 25-536-SC]
15	25-521-SC	Flight Envelope Protection: Pitch and Roll Limiting [Docket No. FAA-2013-0902; Special Conditions No. 25-521-SC]
16	25-529-SC	Side Stick Controllers [Docket No. FAA–2013–0896;Special Conditions No. 25–529–SC]
17	25-542-SC	Electronic Flight Control System: Lateral-Directional and Longitudinal Stability and Low Energy Awareness [Docket No. FAA-2013-0904; Special Conditions No. 25-542-SC]
18	25-531-SC	Flight Envelope Protection: Normal Load Factor (g) Limiting [Docket No. FAA-2013-0905; Special Conditions No. 25-531-SC]
19	25-530-SC	Lightning Protection of Fuel-Tank Structure To Prevent Fuel-Tank Vapor Ignition [Docket No. FAA-2013-1002; Special Conditions No. 25-530-SC]
20	25-541-SC	Tire Failure – Debris Penetration or Rupture of Fuel Tank Structure [Docket No. FAA-2013-0907; Special Conditions No. 25-541-SC]
21	25-538-SC	Post-Crash Fire Survivability: Airplane Level of Safety Provided by Composite Fuel Tank Structure [Docket No. FAA-2013-0908; Special Conditions No. 25-538-SC]
22	25-533-SC	Electronic System-Security Protection From Unauthorized External Access [Docket No. FAA-2013-0909; Special Conditions No. 25-533-SC]
23	25-534-SC	Isolation or Protection of the Aircraft Electronic System Security From Unauthorized Internal Access [Docket No. FAA-2013-0910; Special Conditions No. 25-534-SC]
24	25-562-SC	Permanently Installed Rechargeable Lithium-Ion Batteries and Battery Systems [Docket No. FAA-2013-0801; Special Conditions No. 25-562-SC]
25	25-561-SC	Operation without Normal Electrical power [Docket No. FAA-2014-0303; Special Conditions No. 25-561-SC]
26	25-539-SC	Lateral Trim Function through Differential Flap Setting [Docket No. FAA-2013-0911; Special Conditions No. 25-539-SC]
27	25-683-SC	Non Rechargeable Lithium Battery Installations [Docket No. FAA-2017-0370; Special Conditions No. 25-683-SC, effective to design changes applied for after May 31, 2017. See the applicability section of this special condition for more information on which design changes must meet it.]
28	25-860-SC	Incorporation of Inertia Locking Device in Dynamic Seats [Docket No. FAA-2024-0449; Special Condition No. 25-860-SC]

NOTE: The FAA Special Conditions referenced above may be accessed at internet location drs.faa.gov

Equivalent Level of Safety Findings:			
Item	**Section**	**Subject**	**ELOS Memo reference**
(1)	§§ 25.251	Vibration/Buffeting	AT12025IB-T-F-23
(2)	§§ 25.331	Checked Pitch Maneuver Loads	TC0544IB-T-A-7
(3)	§§ 25.341	Continuous Turbulence Loads and Rough Airspeed	TC0544IB-T-A-10
(4)	§§ 25.365(a) and (d)	Pressurized Compartment Loads	AT10383IB-T-A-1008
(5)	§§ 25.471, 25.473, 25.477, 25.479, 25.481, 25.485, 25.491, 25.493, 25.499, 25.503, 25.507, 25.511, 25.519, 25.723	Ground Load Conditions	TC0544IB-T-A-11
(6)	§§ 25.495	Ground Turning Conditions	TC0544IB-T-A-12
(7)	§§ 25.671(c)(1)	Slat Geared Rotary Actuator Failure	TC0544IB-T-SF-6
(8)	§§ 25.671(c)(2)	Flight Control System Failure Criteria	TC0544IB-T-SF-5
(9)	§§ 25.779(b)(1)	Reduced (flexible) takeoff Thrust Operations and Throttle Motion	TC0544IB-T-P-7

Equivalent Level of Safety Findings:			
(10)	§§ 25.783(a)	APU Maintenance Doors	TC0544IB-T-CS-14
(11)	§§ 25.783(e)(2)	Passenger/Crew Doors Closed Latched Locked Indication	TC0544IB-T-CS-10
(12)	§§ 25.795(a)(1)	Reduced intrusion loads in certain areas of the flight deck boundaries	TC0544IB-T-CS-13
(13)	§§ 25.807(g)	Type A-plus emergency exits	AT11003IB-T-CS-1015
(14)	§§ 25.811(g), 25.812(b)(1)	Use of Symbolic Exit Signs	TC0544IB-T-CS-1 SEE NOTE 2
(15)	§§ 25.811(e)(4)	Green Arrow and "OPEN" Placard for Emergency Exit Marking"	TC0544IB-T-CS-12
(16)	§§ 25.831(g)	Cabin Temperature-Humidity Limits	TC0544IB-T-ES-15
(17)	§§ 25.841(a), 25.841(b)(6)	Cabin Pressurization – High Altitude Takeoff and Landing Operations	TC0544IB-T-ES-14
(18)	§§ 25.841(b)(1), 25.843(b)(1)	Overpressure Relief valves and Outflow valves	TC0544IB-T-ES-11
(19)	§§ 25.856(b), appendix F part VII	Composite Fuselage Post-Crash Fire Survivability	TC0544IB-T-CS-5
(20)	§§ 25.933(a)(1)	Prevention of Inadvertent In-flight Thrust Reverser Deployment	TC0544IB-T-P-10
(21)	§§ 25.934	Thrust Reverser Testing	TC0544IB-T-P-1033
(22)	§§ 25.963(d)	Fuel Tank Emergency Loads	TC0544IB-T-A-13
(23)	§§ 25.979 (b)(1)	Pressure fueling System shut-off operation check	TC0544IB-T-P-24
(24)	§§ 25.981(b)	Aircraft Descent Rate for Fuel Tank Flammability Reduction Assessment	TC0544IB-T-P-30
(25)	§§ 25.1191(b)(1)	Firewall Caps and Seals Fire Withstanding Capability	AT10383IB-T-P-1038
(26)	§§ 25.1193(e)(3)	Cowlings and Nacelle Skins Fireproof Regions	TC0544IB-T-P-31
(27)	§§ 25.1195(c)	Fire Extinguishing Agent Concentration	TC0544IB-T-P-25
(28)	§§ 25.1203(d)	Turbine Overheat Detection	TC0544IB-T-P-19
(29)	§§ 25.1301, 25.1309	Use of ARAC Recommended Revision to §§ 25.1301 and 25.1309	TC0544IB-T-S-2
(30)	§§ 25.1305(c)(6)	Warning Means for Engine Fuel Filter Contamination	TC0544IB-T-P-9
(31)	§§ 25.1317(b)	HIRF Equipment Protection Test Levels	TC0544IB-T-SE-11
(32)	§§ 25.1329	Pitot Heat Indication	TC0544IB-T-SA-23
(33)	§§ 25.1383(b)	Single Landing Light Switch	TC0544IB-T-SE-5
(34)	§§ 25.1438	Pneumatic Systems	TC0544IB-T-ES-10
(35)	§§ 25.1441(c)	Crew Determination of Quantity of Oxygen in Passenger Gaseous Oxygen System Distributed Cylinders	TC0544IB-T-ES-7
(36)	§§ 25.1443	Minimum Oxygen Flow rates	AT10383IB-T-ES-1013
(37)	§§ 25.1443 (d)	Portable First Aid Oxygen Equipment	AT11173IB-T-25.1443-1
(38)	§§ 25.1447(c)(1)	Improved Passenger Oxygen Mask Deployment System	TC0544IB-T-ES-3
(39)	§§ 25.1457(d)(5)	Independent Power Source for Cockpit Voice Recorder	TC0544IB-T-SA-5
(40)	§§ 25.1529	Instructions for Continued Airworthiness	TC0544IB-T-G-5
(41)	§§ 25.1549(a)	Oil temperature Indication	TC0544IB-T-P-16
(42)	§§ 25.1549	Digital Only Display of the Turbine Engine High (N3), Intermediate (N2), and Fan (N1) Rotor Speeds	TC0544IB-T-F-16
(43)	14 CFR 25 Subpart E, F, and G requirements applicable to APU installation	Adoption of Draft Harmonized Rules for APU Certification	TC0544IB-T-P-11
(44)	§§ 25.1563	Airspeed Placard	AT11145IB-T-25.1563-1

NOTE 1: The FAA Equivalent Level of Safety Memos referenced above may be accessed at internet location drs.faa.gov
NOTE 2: For airplanes equipped with pictograms on exit marking signs and on exit location signs, the cabin crew in charge of the safety briefing must highlight these pictograms to the passengers prior to each takeoff and each landing.

Exemptions:			
(1)	§§ 25.562(b)(2) per Amendment 25-64	Emergency Landing Dynamic Conditions	Exemption No. 9999
(2)	§§ 25.841(a)(2) and (3), per Amendment 25-87	Cabin Pressurization	Exemption No. 10228
(3)	§§ 25.809(a), per Amendment 25-116	Outside viewing of the flight deck emergency exit	Exemption No. 10996
(4)	§§ 25.813(e), per Amendment 25-129 and 121.310(f)(5) and (f)(6)	Installation of doors on mini-suites (32 mini-suites installed)	Exemption No. 17186
(5)	§§ 25.813(e), per Amendment 25-129 and 121.310(f)(5) and (f)(6)	Installation of doors on mini-suites (40 mini-suites installed)	Exemption No. 22021

NOTE: The FAA Exemptions referenced above may be accessed at internet location drs.faa.gov

Modifications Changing the Certification Basis:		
Modification Number	Revision (or later)	14 CFR Requirements Added for Affected Areas
Type A+ doors modification numbers: 110654 110655 110656 110657 114823 115016	Issue 1	Regulations at Amendment 25-0 to Amendment 25-144: 25.561(c), 25.601, 25.603(a)(b)(c), 25.605(a)(b), 25.789(a), 25.795(d), 25.801(a), 25.801(d), 25.803 (a), 25.803(c), 25.807(a)(7), 25.807(g), 25.807(i), 25.807(f), 25.809, 25.810 (a)(1), 25.811(d)(2), 25.811(g), 25.812(h)(k), 25.813, 25.853(a), 25.869(a)(3), 25.901(c), 25.1301 (a)(1),(a)(2),(a)(3), 25.1309 (a)(b), 25.1411(c)(d), 25.1415(a)(b)(c), 25.1438, 25.1501, 25.1561(a)(d)(e), 25.1701 (a), 25.1703 (a)(b)(c), 25.1705 (a), 25.1707 (a)(d)(l), 25.1709 (a)(b), 25.1711(a)(c)(d)(e), 25.1713(a)(c) ELOS memorandum AT11003IB-T-CS-1015 for Type A plus emergency exits for 25.807 (g) 14 CFR part 26 at Amendment 26-6
Installed Physical Secondary Barrier (IPSB) modification number: 120762	Issue 1	25.795(a)(4) at Amendment 25-150

Environmental Standards:

- 14 CFR part 34, effective September 10, 1990, including Amendments 34-1 through 34-5A.
- 14 CFR part 36, Stage 4, effective December 1, 1969, including Amendments 36-1 through 36-30; or
- 14 CFR part 36, Stage 5, effective December 1, 1969, including Amendments 36-1 through 36-31, only for airplanes where Airbus Airplane Flight Manual CP81, Issue 1.0, dated September 14, 2018, or later approved revision, is installed on the airplane.
- 14 CFR Part 38, effective April 16, 2024, Amendment 38-1, Paragraph 38.17(b)(8). When an airplane/engine combination has demonstrated compliance with 14 CFR Part 38, it will be documented in the AFM. For airplanes with Step 7 Improvement Package (Structure) (MOD 115348) and 97K Continuous Improvement Step 1 Modifications (MOD 117240).
    - NOTE: In addition to the FAA's finding of compliance with 14 CFR Part 38 as listed in this TCDS, the airplane manufacturer has declared that the ICAO CO2 Emissions Certification Standard identified in ICAO Annex 16, Volume III, Amendment 1, Part II, Chapter 2, Paragraph 2.4.2 (f) (corresponds to CAEP/10 In-Production Standard) has also been demonstrated.

Optional Requirements Elected:

(1) Sections 25.801, 25.1411 and 25.1415 for ditching

(2) Section 25.1419 for ice protection

(3) The type-design reliability and performance of the A350-1041 has been evaluated in accordance with 14 CFR 25.1535 and found suitable for 180-minute maximum diversion time extended operations (ETOPS) when the configuration, maintenance, and procedures standards contained in the applicable revision of Airbus document reference, “XWB/FAA: 14 CFR 25.1535/CMP” are met. This finding does not constitute approval to conduct ETOPS.

The type-design reliability and performance of the A350-1041 has been evaluated in accordance with 14 CFR 25.1535 and found suitable for greater than 180-minute extended operations (ETOPS) as follows:

For aircraft equipped with Modification 107318: The type-design reliability and performance of the A350-1041 has been evaluated in accordance with 14 CFR 25.1535 and found suitable for 300-minute maximum diversion time extended operations (ETOPS)

when the configuration, maintenance, and procedures standard contained in the applicable revision of Airbus document reference, "XWB/FAA: 14 CFR 25.1535/CMP," are met. This finding does not constitute approval to conduct ETOPS.

For aircraft equipped with Modification 107319: The type-design reliability and performance of the A350-1041 has been evaluated in accordance with 14 CFR 25.1535 and found suitable for 370-minute maximum diversion time extended operations (ETOPS) when the configuration, maintenance, and procedures standard contained in Airbus document reference, "XWB/FAA: 14 CFR 25.1535/CMP," are met. This finding does not constitute approval to conduct ETOPS.

Part 26 of the Federal Aviation Regulations:
Based on 14 CFR Section 21.29(a) for new import Type Certificates (TCs), (or Section 21.101(g) for changes to TCs), applicable provisions of 14 CFR Part 26 are included in the certification basis. For any future 14 CFR part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

Production Basis
A350 airplanes, all series and models, are produced in France under production approval EASA.21G.0001 issued by the European Union Aviation Safety Agency, (EASA).

Equipment
The basic required equipment as prescribed in the applicable airworthiness regulations (see the Certification Basis) must be installed in the aircraft for certification (refer to A350-1041 Type Design Definition, ref. 00 V 000 A 1041 / C10 issue 2 dated October 31, 2017.).

Cabin seats must conform to the specification 00V252K0005/C91 or 00V252K0005/C01 at the latest approved issues.

Hydraulic Fluids
Fluid specifications: TYPE IV LD and TYPE V LD, as per NSA 307-110, or any mixture of both.

Auxiliary Power Unit (APU)
One (1) APU, Honeywell HGT1700.

Tires

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

Airplane Flight Manual
Refer to the Airbus A350 Model A350-1041 U.S. Airplane Flight Manual: STL 35000

DATA PERTINENT TO ALL MODELS

Service Information
Each of the documents listed below that contain a statement that it is approved by the European Union Aviation Safety Agency (EASA) are accepted by the FAA and are considered FAA approved. Additionally, approvals issued by Airbus under the authority of EASA approved Design Organization EASA.21J.031 are considered FAA approved. These approvals pertain to the type design only.

- Airbus Service Bulletins, except as noted below,
- Structural repair manuals,
- Vendor manuals referenced in Airbus service bulletins,
- Aircraft flight manuals,
- Repair Instructions.

Note: Design changes that are contained in Airbus Service Bulletins and that are classified as Level 1 Major or Non-Basic in accordance with the US/EASA Bilateral Aviation Safety Agreement Implementation Procedures for Airworthiness must be approved by the FAA.

Additional Design requirements and Conditions:

The following design details or information must be maintained to ensure that an unsafe design condition is not present:

In-Flight Engine Restart:

1. A minimum restart capability after an all engines out scenario must be established under the following conditions using procedures provided in the airplane flight manual (AFM):
   a) During the take-off and the initial climb-out portion of the flight, the airplane should have the capability for the flightcrew to restore engine power immediately following an all-engine-out scenario and when the fuel source to the engine is restored.
   b) During the high-altitude portion of the flight at cruise speed and maximum altitude, the airplane should have the capability for the flightcrew to restart from a stabilized windmill speed those engines required to maintain level flight or restart all but one of the engines and produce maximum continuous thrust or power prior to descending below an altitude of 15,000 feet.
   c) During flight at speeds greater than the minimum flaps-up “holding speed” and at altitudes below 20,000 feet, the airplane should have the capability for the flightcrew to restart with the engines at stabilized windmill speed those engines necessary to maintain level flight prior to descending of 5,000 feet from the initiation of the restart procedure and prior to exceeding an airspeed of 300 knots.

Notes:

Note 1: A current weight and balance report, including a list of the equipment included in the certificated empty weight and loading instructions when necessary, must be provided for each aircraft at the time of original airworthiness certification and at all times thereafter.

Note 2: Airplane operation must be in accordance with the U.S. Airplane Flight Manual. All placards required by either the U.S. AFM, the applicable operating rules, or the certification basis must be installed in the airplane.

Note 3: Maintenance Instructions and Airworthiness Limitations:

Initial minimum maintenance requirements and their frequencies to be used in the development of an approved maintenance program for the aircraft:

- A350 Maintenance Review Board Report (Document 00 V 050 AMRBR / C01)

Instructions for Continued Airworthiness and airworthiness limitations:
The Airworthiness Limitations section specifies maintenance required under §§ 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved.

1. Safe Life Airworthiness Limitation Items, A350 ALS Part 1, V050117030
2. Damage-Tolerant Airworthiness Limitation Items, A350 ALS Part 2, V050217040
3. Certification Maintenance Requirements, A350 ALS Part 3, V050317040
4. System Equipment Maintenance Requirements, A350 ALS Part 4, V050417030
5. Fuel System Airworthiness Limitations, A350 ALS Part 5, V050517020
6. Airworthiness corrective actions required by the EASA ADs listed in the A350-900 RAAL

For all these documents, “EASA-approved" is considered equivalent to "FAA-approved." FAA approved variations to these documents associated with the type design of the airplane are normally included in next scheduled revision cycle by design approval holder (DAH).

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