TYPE-CERTIFICATE

DATA SHEET

No. EASA.A.151

AIRBUS A350

Type Certificate Holder:

AIRBUS S.A.S.

2 Rond-point Emile Dewoitine
31700 BLAGNAC
FRANCE

Airworthiness Category: Large Aeroplanes

For Model(s): A350-941
A350-1041

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SECTION 1: A350-900 SERIES

I. GENERAL

1. Type/Model

A350-941

2. Performance Class

A

3. Certifying Authority

EASA

4. Manufacturer

AIRBUS
2 Rond-point Emile Dewoitine
31700 Blagnac
FRANCE

5. EASA Certification Application Date

A350-941: 15 November 2009

6. EASA Type Certification Date

A350-941: 30 September 2014

II. CERTIFICATION BASIS

1. EASA Certification Basis

The following EASA airworthiness standards are:

- EASA Certification Specifications 25, Amendment 8 – Large Aeroplanes except paragraph 25.795, at Amendment 9, except CS 25.795(b)(3)(iii).
- EASA Certification Specification 25.851 (a) and (c) at Amendment 17 for the installation of halon free handheld fire extinguisher.
- EASA Certification Specifications AWO, Initial Issue – All Weather Operations
- EASA Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance CS ACNS Initial Issue dated 17 December 2013, Subpart D Sections 2/3/4

- For type A+ emergency exit installation (see also ESF D-39), the following CS are applicable at amendment 20:

  CS 25.561(c), 25.601, 25.603(a)(b)(c), 25.605(a)(b), 25.789(a), 25.0795(d), 25.801(a)(d), 25.0803(a)(c), 25.0807 (a)(7)(g)(i)(f), 25.809, 25.810(a)(1), 25.0811(d)(2)(g), 25.812(h)(k), 25.0813, 25.853(a), 25.869(a)(3), 25.901(c), 25.1301(a)(1)(2)(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)

  For mixed configurations involving Type A, C and A+ emergency exits, except CS 25.795(d) and 25.803(a)(c), the applicable CS may continue to be applied at an amendment that was applicable before the installation of type A+ emergency exits if the area is not affected by the type + installation.

- For modification 114946 installation or changes to the cowling or nacelle skin:

  CS 25.1193(e)(4)(f) amendment 22

- For modification 116832 or changes to the emergency locator transmitter distress tracking and antenna installation: CS-ACNS issue 3, Subpart E Section 3.
- For cabin layouts, CS 25.853 (g) and 25.791(d) amendment 23 for the removal of ashtrays on lavatories' inner doors.
- When ROPS step3 (MOD 109746), and FCGS X13 or FCGS X14 (MOD 115496 or 117966) are installed, CS 25.705 is applicable at Amendment 24.
- The following part of the certification basis constitutes the minimum required safety level of CS 25.571 amdt 8.
- With XWB-84EP engine installed on the airplane, CS 25.1535 is at amendment 27.

For changes that affect or introduce fatigue critical structures CS 25.571 amdt 8 applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):
   a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);
   b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;

2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change;

3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.

Note 1: Points 1 and 3 do not apply to changes introduced by STC.

Note 2: Points 1, 2 and 3 do not apply to repairs.

Note 3: CS 25.571 amdt 19 or later does not include the above exceptions for STC and repair applicants any longer.

Note 4: This TCDS entry does not invalidate the 21.A.101 process by which a later CS 25.571 amendment may become applicable.

2. Special Conditions

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 D-MULTI-06	Installation of high wall suite type seating
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 installations, applicable by the date of this TCDS at issue 18
SC G-01	ETOPS Approval
SC G-06	Cancellation of AFM Engine Management Tables
SC M-TS-0000566	Installed Physical Secondary Barrier (IPSB)

3. Deviations

None

4. Equivalent safety findings

ESF B-19	A350 Large Antenna Installation - Vibration and Buffeting
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)
ESF D-39 Type A+ Emergency Exits

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
ESF F-76 First Aid Oxygen Equipment

ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process

ESF G-05 Engine Oil Temperature Indication
ESF G-11 Alternative to CS 25.1563 Airspeed Placard, for the installation of modification 114913

ESF K-03 Localizer Excessive Deviation Alerts (post-TC)
ESF K-04 Limit Risk (post-TC)
ESF K-08 CAT 3 Operations - Super Fail Passive Anomalies (post-TC)

ESF P-TS- 0000540-0060084666:
CS-25 Firewall installation of 5min fire withstanding (instead of 15min) CS-E firewall

5. Environmental Protection

5.1 Noise

See TCDSN No. EASA.A.151

5.2 Fuel Venting

ICAO Annex 16, Volume II, Amendment 6, Part II, Chapter 2

5.3 CO_2 Emissions

For aircraft with A350-941 Step 7 configuration (MOD 117155) and Fan Mark II (MOD 106353):

ICAO Annex 16, Volume III, Amendment 2, implemented in Art. 9 of Regulation (EU) 2018/1139 as amended by Regulation (EU) 2025/870;

CO_2 standard in accordance with ICAO Annex 16, Volume III, Part II, Chapter 2, § 2.4.2 f);
Note: corresponds to CAEP/10 In-Production standard.

For CO_2 metric values see EASA Aeroplane CO_2 Emissions Database.

6. Operational Suitability Data

The EASA Type Certification with respect to Operational Suitability Data (OSD) is defined as follows:

CCD: Certification Specifications and Guidance Material for Cabin Crew Data CS-CCD Initial Issue dated 31 January 2014

MMEL: Certification Specifications for Master Minimum Equipment List CS-MMEL Initial Issue dated 31 January 2014 (Book 1 only)

FCD: Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD Initial Issue dated 31 January 2014.

From September 2023, CS-FCD Issue 2 dated 15 September 2021 is applicable.

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 (modification 113768) or XWB-84EP (modification 120074) turbofan engines
See Engine Type Certificate Data Sheet EASA E.111
Engine limitations: See Engine TCDS EASA.E.111

XWB-84 engine can be intermixed with XWB-84EP on the same aircraft.

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 / -84EP engines:
  - Maximum Take-Off Weight: 283 t
  - Maximum Landing Weight: 207 t
  - Maximum Zero Fuel Weight: 195.7 t (197.2 t for MSN 5 only)

With Trent XWB-75 engines:
- Maximum Take-Off Weight: 255 t
- Maximum Landing Weight: 207 t
- Maximum Zero Fuel Weight: 195.7 t

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

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).

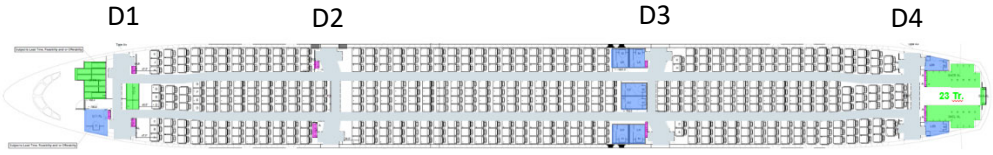
The above minimum cabin crew numbers are those demonstrated by the type certificate holder. A lower number is acceptable in the case of specific cabin layouts if documented in an EASA approved major design change or Supplemental Type Certificate (STC).

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.

If, for the installation of Type A+ emergency exits, the modifications referenced in Section 1, part III, paragraph 2.5 are embodied, in addition a third cabin crew member must be stationed at each installed pair of Type A+ emergency exits.

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
C – C – A - A	330	55	125	150	180	275

If, for the installation of Type A+ emergency exits, the following modifications are embodied:

- Mod 115016 and 110972 and as applicable
  - Mod 110654 (Type A+ dual lane slide-rafts at PAX doors 1 LH/RH) and/or
  - Mod 110655 (Type A+ dual lane slide-rafts at PAX doors 2 LH/RH) and/or
  - Mod 114823 (Type A+ dual lane slide-rafts at PAX doors 3 LH/RH) and/or
  - Mod 110657 (Type A+ dual lane slide-rafts at PAX doors 4 LH/RH)

a. the limitations as per ESF D-39 are applicable.
b. the maximum operational passenger seating capacity and zonal capacities approved for emergency evacuation are:

A350-941 including Type A+ configuration	Max Pax D1-D4	D1-D2	D2-D3	D3-D4	D1-D3	D2-D4
C_A+_A+_A+	415	56	190	169	246	359
C_A+_A_A+	405	110	135	160	245	295
C_A_A+_A+	405	55	190	160	245	350
C_A+_A_A	395	110	135	150	245	285
C_A_A_A+	395	55	180	160	235	340
C_C_A+_A+	350	55	135	160	190	295
C_C_A_A+	340	55	125	160	180	285
C_C_C_A+	285	63	92	130	155	222

2.6 Cargo compartment loading

Cargo compartment	**Maximum load (kg)**	
Forward	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.

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.

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

A350 Airplane Flight Manual: STL 35000 (certification reference for TC: 00 V 101 A0941 / C9S Issue 4) or later approved revisions.

2. Maintenance Instructions 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. 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).

Certificated models are A350 aircraft models, with all applicable engines as listed in the applicable ETOPS CMP document.

V. OPERATIONAL SUITABILITY DATA (OSD)

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

   a. The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis and as documented in A350 MMEL (reference: STL 35100) first revision dated 06 November 2014, or later approved revisions.
   b. Required for entry into service by EU operator.

2. Flight Crew Data

   a. The Flight Crew data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in "A350 Operational Suitability Data Flight Crew, (Ref: Airbus V01RP1505446 Issue 1, dated 05 May 2015)", or later approved revisions.
   b. Required for entry into service by EU operator.
   c. Pilot Type Rating: The licence endorsement for the A350-900 series aircraft is "A330/A350". The A350-900 and the A330 series aircraft are variants of the same type of aircraft.

3. Cabin Crew Data

   a. The Cabin Crew data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in "A350 Operational Suitability Data Cabin Crew, Issue 1.0. (Ref: Airbus V01RP1519368 dated 03 July 2015)", or later approved revisions.
   b. Required for entry into service by EU operator.
   c. The A350-941 aircraft model is determined to be a variant to the A330-200/-300 aircraft model(s).
   d. The A350-941 model equipped with at least one pair of Type A+ exits is determined to be a variant to the A350-941 model equipped with Type A exits.
   e. The model A350-941 equipped with at least one pair of Type A+ exits is determined to be a variant to the A330-200/-300 aircraft models.

VI. PART-26 COMPLIANCE INFORMATION

For all models, compliance with point 26.300(a) of Part-26(*) is demonstrated by complying with points:

- 26.301 (a) Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.303 Limit of Validity
- 26.304 (a)(b) Corrosion prevention and control programme
- 26.306 (a)(b)(c) Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue-critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue-critical structure

* compliance to point 26.305 is ensured by compliance to Part-21.A.65.

SECTION 2: A350-1000 SERIES

I. GENERAL

1. Type/Model

A350-1041

2. Performance Class

A

3. Certifying Authority

EASA

4. Manufacturer

AIRBUS S.A.S
2 Rond-point Emile Dewoitine
31700 Blagnac
FRANCE

5. EASA Certification Application Date

A350-1041: 30 July 2013

6. EASA Type Certification Date

A350-1041: 21 November 2017

II. CERTIFICATION BASIS

The Certification Basis included in the below §1 to §7 is valid for all areas of the A350-1041 (no distinction between affected or non-affected areas).

1. EASA Certification Basis

The following EASA airworthiness standards are applicable:

- EASA Certification Specification 25, Amendment 13 – Large Aeroplanes
- CS 25 at Amendment 8 is applied for paragraph 25.1322 "Flight Crew Alerting".
- EASA Certification Specification 25.851 (a) and (c) at Amendment 17 for the installation of halon free handheld fire extinguisher.
- EASA Certification Specification AWO, Initial Issue – All Weather Operations
- EASA Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance CS ACNS Initial Issue, Subpart D Sections 2/3/4 and Subpart E Section2.

- For type A+ emergency exit installation (see also ESF D-39), the following CS are applicable at amendment 20:

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  For mixed configurations involving Type A, C and A+ emergency exits, except CS 25.795(d) and 25.803(a)(c), the applicable CS may continue to be applied at an amendment that was applicable before the installation of type A+ emergency exits if the area is not affected by the type + installation.

- For modification 114947 installation or changes to the cowling or nacelle skin:

  CS 25.1193(e)(4)(f) amendment 22

- For modification 116832 or changes to the emergency locator transmitter distress tracking and antenna installation: CS-ACNS issue 3, Subpart E Section 3.
- For cabin layout, CS 25.853 (g) and 25.791(d) amendment 23 for the removal of ashtrays on lavatories' inner doors.
- When ROPS step3 (MOD 109746), and FCGS X13 or FCGS X14 (MOD 115496 or 117966) are installed, CS 25.705 is applicable at Amendment 24.

- The following part of the certification basis constitutes the minimum required safety level of CS 25.571 amdt 13.

For changes that affect or introduce fatigue critical structures CS 25.571 amdt 13 applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):
   a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);
   b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;

2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change.

3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.

Note 1: Points 1 and 3 do not apply to changes introduced by STC.

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2. Special Conditions

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 D-MULTI-06	Installation of high wall suite type seating
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 installations, applicable by the date of this TCDS at issue 18
SC G-06	Cancellation of AFM Engine Management Tables
SC M-TS-0000566	Installed Physical Secondary Barrier (IPSB)

3. Deviations

None

4. Equivalent Safety Findings

ESF B-19	A350 Large Antenna Installation - Vibration and Buffeting
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)

ESF D-39 Type A+ Emergency Exits

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
ESF F-76 First Aid Oxygen Equipment

ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process

ESF G-05 Engine Oil Temperature Indication
ESF G-11 Alternative to CS 25.1563 Airspeed Placard, for the installation of modification 114913

ESF K-03 Localizer Excessive Deviation Alerts
ESF K-04 Limit Risk
ESF K-08 CAT 3 Operations – Super Fail Passive Anomalies

5. Environmental Protection

5.1 Noise

See TCDSN No. EASA.A.151

5.2 Fuel Venting

ICAO Annex 16, Volume II, Amendment 7, Part II, Chapter 2

5.3 CO2 Emissions

For aircraft with Step7 Improvement Package (Structure) (MOD 115348) and 97K Continuous Improvement Step 1 Modifications (MOD 117240):

ICAO Annex 16, Volume III, Amendment 1, implemented in Art. 9 of Regulation (EU) 2018/1139 as amended by Regulation (EU) 2021/1087;

CO2 standard in accordance with ICAO Annex 16, Volume III, Part II, Chapter 2, § 2.4.2 f);

Note: corresponds to CAEP/10 In-Production Standard.
For CO2 metric values see EASA Aeroplane CO2 Emissions Database.

6. Operational Suitability Data

The EASA Type Certification with respect to Operational Suitability Data (OSD) is defined as follows:

CCD: Certification Specifications and Guidance Material for Cabin Crew Data CS-CCD Initial Issue

MMEL: Certification Specifications for Master Minimum Equipment List CS-MMEL Initial Issue (Book 1 only)

FCD: Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD Initial Issue dated 31 January 2014.

From September 2023, CS-FCD Issue 2 dated 15 September 2021 is applicable.

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
See Engine Type Certificate Data Sheet EASA E.111
Engine limitations: See Engine TCDS EASA.E.111.

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) document.

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: 322 t
- Maximum Landing Weight: 236 t
- Maximum Zero Fuel Weight: 223 t

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

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 EASA approved major design change or Supplemental Type Certificate (STC).

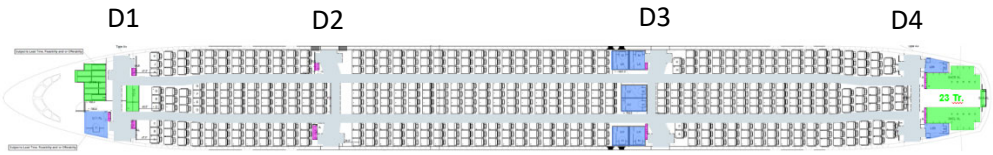
In accordance with the operational requirement ORO.CC.100-Number and composition of cabin crew, if the MOPSC for the specific aircraft exceeds 400, the minimum required cabin crew number becomes 9.
If, for the installation of Type A+ emergency exits, the modifications referenced in Section 2, part III, paragraph 2.5 are embodied, in addition a third cabin crew member must be stationed at each installed pair of Type A+ emergency exits.

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	330
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

If, for the installation of Type A+ emergency exits, the following modifications are embodied:

- Mod 115016 and 110972 and as applicable
  - Mod 110654 (Type A+ dual lane slide-rafts at PAX doors 1 LH/RH) and/or
  - Mod 110655 (Type A+ dual lane slide-rafts at PAX doors 2 LH/RH) and/or
  - Mod 110656 (Type A+ dual lane slide-rafts at PAX doors 3 LH/RH) and/or
  - Mod 110657 (Type A+ dual lane slide-rafts at PAX doors 4 LH/RH)

a. the limitations as per ESF D-39 are applicable.

b. the maximum operational passenger seating capacity and zonal capacities approved for emergency evacuation are:

A350-1041 including Type A+ configuration	Max Pax D1-D4	D1-D2	D2-D3	D3-D4	D1-D3	D2-D4
A+_A+_A+_A+	480	120	180	180	300	360
A+_A+_A+_A+	480	120	170	190	290	360

A350-1041 including Type A+ configuration	Max Pax D1-D4	D1-D2	D2-D3	D3-D4	D1-D3	D2-D4
A+_A+_A+_A+	480	124	176	180	300	356
A_A+_A+_A+	470	110	175	185	285	360
A_A+_A+_A+	429	69	180	180	249	360
A_A+_A_A+	460	110	168	182	278	350
A_A_A+_A+	460	110	175	175	285	350
A_A+_A_A	450	110	171	169	281	340
A_A_A_A+	450	110	165	175	275	340
C_A+_A+_A+	415	55	180	180	235	360
C_A+_A_A+	405	55	165	185	220	350
C_A+_A_A+	405	110	130	165	240	295
C_A_A+_A+	405	55	170	180	225	350
C_A_A+_A+	405	96	150	159	246	309
C_A+_A_A	395	55	165	175	220	340
C_A_A_A+	395	55	165	175	220	340
C_A_A_A+	395	90	140	165	230	305
C_A+_C_A+	350	56	139	155	195	294
C_A_C_A+	340	55	110	175	165	285

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.

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.

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

A350 Airplane Flight Manual: STL 35000 (certification reference for TC: 00 V 101 A1041 / C1S Issue 3) or later approved revisions.

2. Maintenance Instructions 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. 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).

Certificated models are A350 aircraft models, with all applicable engines as listed in the applicable ETOPS CMP document.

V. OPERATIONAL SUITABILITY DATA (OSD)

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate [original TC number] as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

   a. The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis and as documented in A350 MMEL (reference: STL 35100), first revision at Type Certification date, or later applicable revision.
   b. Required for entry into service by EU operator.

2. Flight Crew Data

   a. The Flight Crew data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in "Operational Suitability Data – Flight Crew – A330/A350 (ref: A330 350 FCDR update for A350-1000_V00RP1731843_v1.0, dated 13 October 2017), or later approved revisions.
   b. Required for entry into service by EU operator.
   c. Pilot Type Rating: The licence endorsement for the A350-900 and A350-1000 series aircraft is "A330/A350". The A350-900, the A350-1000 and the A330 series aircraft are variants of the same type of aircraft.

3. Cabin Crew Data

   a. The Cabin Crew data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in "A350 Operational Suitability Data Cabin Crew, Issue 2 (Ref: Airbus V01RP1519368 dated 17 May 2017)", or later approved revisions.
   b. Required for entry into service by EU operator.
   c. The A350-1041 model is determined to be the same aircraft type as the A350-941 model. The A350-941/-1041 model(s) are determined to be variants to the A330-200/-300 aircraft model(s).
   d. The A350-1041 model equipped with at least one pair of Type A+ exits is determined to be a variant to the A350-1041 model equipped with Type A exits.
   e. The model A350-1041 equipped with at least one pair of Type A+ exits is determined to be a variant to the A330-200/-300 aircraft models.

VI. PART-26 COMPLIANCE INFORMATION

For all models, compliance with point 26.300(a) of Part-26(*) is demonstrated by complying with points:

- 26.301 (a) Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.303 Limit of Validity
- 26.304 (a)(b) Corrosion prevention and control programme
- 26.306 (a)(b)(c) Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue-critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue-critical structure

* compliance to point 26.305 is ensured by compliance to Part-21.A.65.

ADMINISTRATIVE SECTION

VII. ACRONYMS AND ABBREVIATIONS

AFM	Airplane Flight Manual
ALS	Airworthiness Limitations Section
APU	Auxiliary Power Unit
AWO	All Weather Operations
CFRP	Carbon Fiber Reinforced Plastic
EASA	European Union Aviation Safety Agency
ESF	Equivalent Safety Finding
ETOPS	Extended Range Operation with Two-Engine Aeroplanes
HIRF	High Intensity Radiated Field
RR	Rolls Royce
SC	Special Condition
TC	Type Certificate
TCDS	Type Certificate Data Sheet
XWB	Extra Wide Body

VIII. CHANGE RECORD

Issue	Date	Changes
01	30 September 2014	Initial Issue for TC
02	14 October 2014	Approval of ETOPS 180 min and beyond 180 min
03	09 January 2015	- Part II – Paragraph 2.1; - Part III – Paragraph 1.1 ; Part III – Paragraph 2.10 ; - Part III – Paragraph 2.13 - Part IV – Paragraph 1 ; Part IV – Paragraph 2 - Part V – Paragraph 1
04	31 August 2015	- Part II – Paragraph 7 - Part III – Paragraph 1.7, Paragraph 2.2, Paragraph 2.4 (new) - Part V – Paragraph1, Paragraph 2, Paragraph 3 ;
05	22 February 2016	- Part III – Paragraph 1.7
06	18 May 2016	- Part II – Paragraph 2.1
07	24 October 2016	- Part III – Paragraph 1.7
08	08 December 2016	- Part III – Paragraph 1.7
09	30 June 2017	- Part II – Paragraph 2.1, Paragraph 6; - Part III – Paragraph 1.7
10	21 November 2017	- Section 1, Part III – Paragraph 1.7 - Section 2: Inclusion of the A350-1000 TC
11	21 December 2017	- Section 2, Part III – Paragraph 1.7 - Section 2, Part IV – Paragraph 2

Issue	Date	Changes
12	29 May 2018	- Section 2, Part III – Paragraph 1.7 - Section 2, Part III – Paragraph 2.8 - Section 2, Part IV – Paragraph 3
13	27 June 2018	- Section 1. Part II – Paragraph 2.1, SC D-45 added - Section 1, Part III – Paragraph 1.7, WV010 added - Section 1, Part III – Paragraph 2.8 ALS-ETWF is. 5 - Section 2, Part II – Paragraph 2.1, SC D-45 added - Section 2, Part III – Paragraph 2.8 ALS-ETWF is. 5 - Section 2, Part IV – Paragraph 3, ETOPS 180min added
14	09 July 2018	- Section 2, Part IV – Paragraph 3, ETOPS beyond 180min added
15	26 September 2018	- Section 1, Part II – Paragraph 2.1, SCs D-42 and D-44 added - Section 1, Part III – Paragraph 1.7, WV013 added - Section 1, Part III – Paragraph 2.2, optional fuel quantities added - Section 1, Part III – Paragraph 2.4, clarification on cabin crew distribution - Section 1, Part III – Paragraph 2.5, emergency exit configuration C-C-C-A added - Section 1, Part III – Paragraph 2.6, optional cargo compartment loading added - Section 2, Part II – Paragraph 2.1, SCs D-42 and D-44 added - Section 2, Part III – Paragraph 2.11, all weather capabilities updated
16	12 March 2019	- Section 1, Part II – Paragraph 1, CS 25.851(a)(c) amdt 17 added for halon free handheld fire extinguishers - Section 1, Part III – Paragraph 1.2, 75k engine rating added - Section 1, Part III – Paragraph 1.7, WV016 added - Section 2, Part II – Paragraph 1, CS 25.851(a)(c) amdt 17 added for halon free handheld fire extinguishers
17	03 April 2019	- Section 1, Part III – Paragraph 1.2, wording correction - Section 1, Part VI – Paragraph 3, ETOPS for XWB-75 engine rating added
18	15 May 2018	- Section 1, Part II – Paragraph 2, SC F-GEN-01 added - Section 1, Part II – Paragraph 5, Reference standardisation - Section 1, Part III – Paragraph 1.7, WV018 added - Section 2, Part II – Paragraph 2, SC F-GEN-01 added - Section 2, Part II – Paragraph 5, Reference standardisation
19	02 July 2019	- Section 1, Part III – Paragraph 1.7, engine rating and WV 023 added - Section 2, Part III – Paragraph 1.7, WV 005, 009, 010 added

Issue	Date	Changes
20	09 Aug. 2019	- Section 1, Part II – Paragraph 2, SC D-43 added - Section 1, Part III – Paragraph 1.7, WV 019 and clarification * for WV013 added - Section 2, Part II – Paragraph 2, SC D-43 added
21	12 Nov. 2019	- Section 1, Part II – Paragraph 5, Fuel Venting requirement added - Section 1, Part III – Paragraph 1.2, generic reference to engine TCDS EASA.E.111 added, duplication of engine TCDS deleted - Section 1, Part III – Paragraph 1.7, WV 006 and added - Section 2, Part II – Paragraph 5, Fuel Venting requirement added - Section 2, Part III – Paragraph 1.2, generic reference to engine TCDS EASA.E.111 added, duplication of engine TCDS deleted
22	27 Nov. 2019	- Section 1, Part II – Paragraph 4, ESF D-39 added - Section 1, Part III – Paragraph 2.4, 3rd cabin crew added - Section 1, Part III – Paragraph 2.5, MPSC added - Section 1, Part V – Paragraph 3, sub-paragraph d. and e. added - Section 2, Part II – Paragraph 4, ESF D-39 added - Section 2, Part III – Paragraph 2.4, 3rd cabin crew added - Section 2, Part III – Paragraph 2.5, MPSC added - Section 2, Part V – Paragraph 3, sub-paragraph d. and e. added
23	16 June 2020	- Section 1, Part II – Paragraph 1, CS at amdt 20 and 22 added - Section 1, Part II – Paragraph 2, SC B-15 added - Section 2, Part II – Paragraph 1, CS at amdt 20 and 22 added - Section 2, Part III – Paragraph 1.7, WV 011 added
24	26 June 2020	- Section 1, Part III – Paragraph 1.7, WV 017 added
25	4 January 2022	- Section 1, Part II - Paragraph 4, ESF G-11 added - Section 1, Part III - Paragraph 1.3 & 1.4, reference changed from engine operating instruction to aircraft CML - Section 1, Part III - Paragraph 2.13, reference changed to aircraft CML - Section 1, Part III -Paragraph 1.7, WV020 added - Section 2, Part III - Paragraph 1.3 & 1.4, reference changed from engine operating instruction to aircraft CML Section 2, Part III - Paragraph 2.13, reference changed to aircraft CML

Issue	Date	Changes
26	25 May 2023	- Section 1, Part II - Paragraph 1, CS-ACNS issue 3, Subpart E Section 3 added - Section 1, Part II - Paragraph 4, ESF FCD-MULTI-01 added - Section 1, Part III - Paragraph 1.7, WV presentation updated - Section 1, Part III - Paragraph 2.8, ALS-ETWF reference updated - Section 1, Part III - Paragraph 2.10, Seat Frame Specification issue updated - Section 1, Part IV – Paragraph 2, Maintenance Instructions and Airworthiness Limitations issue updated - Section 2, Part II - Paragraph 1, CS-ACNS issue 3, Subpart E Section 3 added - Section 2, Part II - Paragraph 4, ESF FCD-MULTI-01 added - Section 2, Part III - Paragraph 1.7, WV presentation updated - Section 2, Part III - Paragraph 2.8, ALS-ETWF reference updated - Section 2, Part III - Paragraph 2.10, Seat Frame Specification issue updated - Section 2, Part III - Paragraph 2.12, tyre ply rating 36PR added - Section 2, Part IV – Paragraph 2, Maintenance Instructions and Airworthiness Limitations issue updated
27	13 July 2023	- Section 1, Part II - Paragraph 1, CS 25.853 (g) & 25.791(d) at Amdt 23 added - Section 1, Part III - Paragraph 2.10, new Seat Frame Specification reference added - Section 1, Part III - Paragraph 2.14 removed (EPDS tool) - Section 2, Part II - Paragraph 1, CS 25.853 (g) & 25.791(d) at Amdt 23 added - Section 2, Part II - Paragraph 4, ESF G-11 added - Section 2, Part III - Paragraph 2.14 removed (EPDS tool)
28	25 October 2023	- Section 1, Part II - Paragraph 4, ESF F-76 added - Section 1, Part II - Paragraph 6, CS-FCD Issue 2 added - Section 2, Part II - Paragraph 4, ESF F-76 added - Section 2, Part II - Paragraph 7, CS-FCD Issue 2 added - Section 2, Part III - Paragraph 1.7, 322 t MTOW added
29	30 July 2024	- Section 1, Part II - Paragraph 4, ESF B-19 added - Section 2, Part II - Paragraph 4, ESF B-19 added

Issue	Date	Changes
30	14 Feb. 2025	- Section 1, II, 1 and section 2, II, 1: added information regarding to CS 25.571 - Section 1, II, 1 and section 2, II, 1: added information with regards to CS 25.705 amendment 24. - Section 1, II, 2 and Section 2, II, 2: added SC D-Multi-06 - Section 1, II, 5 Environmental Protection - Certification Basis clarified (ref. to ICAO) - Section 2, II, 5 - Environmental Protection – Paragraph 5.3 « CO2 Emissions » added and Certification Basis clarified (ref. to ICAO) -Section 1 and Section 2: added VI Part 26 compliance information
31	10 April 2025	- Section 1, III, §1.2: A350-941 added XWB-84EP turbofan engines (modification 120074 - EASA Major Change Approval 10086876) - Section 1, III, §1.7: added XWB-84EP - Section 1, Part III - Paragraph 2.10, reference to Airbus document “Seat Frame Specification” deleted - Section 2, Part III - Paragraph 2.10, reference to Airbus document “Seat Frame Specification” deleted - Section 1, IV, §3 ETOPS: removed table and added reference to CMP document for certified models details. - Section 2, IV, §3 ETOPS: removed table and added reference to CMP document for certified models details. - Section 1, II, 4 added ESF P-TS- 0000540-0060084666 “CS-25 Firewall installation of 5min fire withstanding (instead of 15min) CS-E firewall” - Section 1, II, 1: for 25.571, added a note related to WFD evaluation for changes - Section 2, II, 1: for 25.571, added a note related to WFD evaluation for changes - Annex to TCDS updated to include ESF P-TS- 0000540-0060084666 “CS-25 Firewall installation of 5min fire withstanding (instead of 15min) CS-E firewall” -section 1 and 2, VI: removed 26.303 from compliance information pending availability of full compliance substantiations. Added clarification note related to 26.305.
32	25 August 2025	- Corrected a typo in (VIII) CHANGE RECORD for issue 31 - Added Special Condition M-TS-0000566 “Installed Physical Secondary Barrier (IPSB)” to the Certification Basis for all models.

Issue	Date	Changes
33	01 July 2026	Impact on certification basis • SECTION 1 and 2, part VI: following EASA project V-Part-26-CSIP iss 4 (approval 10077447 iss 3) addition of 26.303 in the information paragraph and deletion of the note on WFD in section 1/2 part II paragraph 1 • SECTION 1 and 2, part II, paragraph 5.3: addition or update of the CO2 information (EASA approval 1089099) • SECTION 1, part II, paragraph 1, addition of CS 25.1535 amdt 27 when 84EP is installed. • SECTION 1 and 2, part III, paragraph 2.8, removal of reference to ALS-ETFW has been removed as it is part of the ALS Part 4 (EASA approval 10086922). • SECTION 1, part III, paragraph 1.2 introduction of XWB-84/84EP intermixability (EASA approval 10089859) Other updates • For harmonization purpose, replace “Aircraft Flight Manual” by “Airplane Flight manual” in many instances • SECTION 1 – formatting correction to add V for the paragraph related to OSD • SECTION 1 – relocation of the reversion paragraph into the certification basis paragraph 1. • SECTION 2 part II paragraph 6 - deleted as content has been moved to Part II paragraph 1.