Civil Aviation Authority
United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00157

for

AIRBUS A350

Type Certificate Holder

AIRBUS S.A.S.

2 Rond-point Emile Dewoitine
31700 BLAGNAC,
FRANCE

Model(s):	A350-941 A350-1041
Issue:	1
Date of issue:	03 February 2026

TABLE OF CONTENTS

Section 0 GENERAL (All Models)

General

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and or approved by the CAA in the UK for the affected types and models.

This TCDS includes:

1. Details of the type design that affect the TCDS that have been approved or accepted by the CAA in the UK since 01 January 2021.
2. Details of the type design that affected the TCDS and were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA TCDS EASA.A.151 at Issue 24 dated 26 June 2020 and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Section 1 A350-900 SERIES

I. General

1. Type / Variant / Model

a) Type: A350
b) Variant or Model: A350-941

2. Airworthiness Category

Large Aeroplane

3. Type Certificate Holder

AIRBUS

2 Rond-point Emile Dewoitine

31700 Blagnac,

FRANCE.

4. Manufacturer

AIRBUS

2 Rond-point Emile Dewoitine

31700 Blagnac,

FRANCE.

5. State of Design Authority

EASA.

6. State of Design Authority Application Date for Certification

A350-941: 15 November 2009.

7. State of Design Authority Type Certification Date

A350-941: 30 September 2014.

8. UK CAA Type Validation Application Date

Prior to 01 January 2021, application dates for type certification are covered by EASA type certification application dates, as per Section 6.

New applications for UK CAA type validation received from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021.

9. UK CAA Type Validation Date

Prior to 01 January 2021, dates of type certification are covered by EASA type certification, as per Section 7 above.

UK CAA type validation dates from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis

1. Reference Date for Determining the Applicable Requirements

Reference Application Date for original Type Certification:

A350-941: 15 November 2009

2. State of Design Airworthiness Authority Type Certification Data Sheet Number

EASA.A.151

3. State of Design Airworthiness Authority Certification Basis

Refer to EASA TCDS EASA.A.151

4. UK CAA Airworthiness Requirements

The following UK CAA airworthiness standards are:

- Certification Specifications 25, Amendment 8 – Large Aeroplanes except paragraph 25.795, at Amendment 9, except CS 25.795(b)(3)(iii).
- Certification Specification 25.851 (a) and (c) at Amendment 17 for the installation of halon free handheld fire extinguisher.
- Certification Specifications AWO, Initial Issue – All Weather Operations.
- 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

5. 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	Towbar less Towing
SC D-06	High Altitude Operation / High Cabin Heat Load
SC D-07	Control Surface Position Awareness / Electronic Flight Control Systems
SC D-14	Application of Heat Release and Smoke Density Requirements to Seat Materials
SC D-16	In Flight Fire - Composite Fuselage Construction
SC D-20	Lateral Trim Function through Differential Flap Setting
SC D-21	Type C Passenger Exits
SC D-32	Use of Magnesium Alloys for Passenger Seat Components (post-TC)
SC D-35	Installation of inflatable seat belts (post-TC)
SC D-36	Installation of structure mounted airbag (post-TC)
SC D-37	Installation of mini-suite type seating (post-TC)
SC D-42	Installation of stowage or charging stations for Personal Electronic Devices (PED) in an aircraft cabin (post-TC)
SC D-43	Installation of oblique seats
SC D-44	Installation of Three Point Restraint & Pretensioner System (post-TC)
SC D-45	Incorporation of Inertia Locking Device in Dynamic Seats
SC E-08	Fire withstanding Capability of CFRP Wing Fuel Tanks
SC E-12	Water / Ice in Fuel System
SC F-12	HIRF Protection
SC F-13	Lithium Battery Installations
SC F-26	Flight Recorders including Data Link Recording
SC F-38	Security Assurance Process to isolate or protect the Aircraft Systems and Networks from internal and external Security Threats
SC F-53	Fuel System low Level Indication / Fuel Exhaustion
SC F-GEN-01	Non-rechargeable lithium battery installations, applicable by the date of EASA TCDS at issue 18
SC G-01	ETOPS Approval

SC G-06 Cancellation of AFM Engine Management Tables

6. Deviations

None

7. Equivalent safety findings

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 G-05 Engine Oil Temperature Indication

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)

8. Operational Suitability Data Certification Basis

The Operational Suitability Data elements (e.g. FCD, CCD, MMEL) as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.151 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

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.

9. Environmental Protection Requirements

Fuel venting:

Certification Specification-34 initial issue

ICAO Annex 16, Volume II, amendment 06, Part II, chapter II

Noise:

See TCDSN for Noise UK.TC.A.00157

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

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

2. Engines

A350-941: Two (2) Rolls Royce Trent XWB-84 or XWB-75 (modification 113768) turbofan engines

See Engine Type Certificate Data Sheet UK.TC.E.00058

Engine limitations: See Engine TCDS UK.TC.E.00058

3. Fluids

Fuel	The fuel system has been certified with: JET A, JET A1, JP5, JP8, N° 3 Jet Fuel, RT and TS-1.
Additives	Refer to applicable engine “Operating Instructions” document for additives.
Oil	Refer to applicable engine “Operating Instructions” document.

4. Airspeed Limitations

Refer to approved Airplane Flight Manual.

5. Centre of Gravity Range

Refer to approved Airplane Flight Manual.

6. Maximum Masses

VARIANT (Mod number)	**000 (Basic)**	**001 (104052)**	**002 (107986)**	**003 (107987)**	**004 (108086)**
Engine model	XWB-84	XWB-84	XWB-84	XWB-84	XWB-84
MTOW (t)	268	275	272	268	260
MLW (t)	205	207	207	207	207
MZFW (t)	192	195.7	194	195.7	195.7

VARIANT (Mod number)	**005 (108396)**	**006 (115231)**	**007 (110117)**	**008 (108594)**	**009 (109397)**

Engine model	XWB-84, XWB-75	XWB-84	XWB-84	XWB-84, XWB-75	XWB-84
MTOW (t)	250	272	268	240	275
MLW (t)	205	207	207	207	207
MZFW (t)	192	195.7	194	195.7	197.2

VARIANT (Mod number)	**010 (110113)**	**011 (109585)**	**012 (110115)**	**013 (110112)**	**014 (109837)**
Engine model	XWB-84	XWB-84, XWB-75	XWB-84, XWB-75	XWB-84	XWB-84, XWB-75
MTOW (t)	280	255	250	280	235
MLW (t)	207	207	207	205	207
MZFW (t)	195.7	195.7	194	192	195.7

VARIANT (Mod number)	**015 (110796)**	**016 (112672)**	**017 (111626)**	**018 (112498)**	**019 (113792)**
Engine model	XWB-84	XWB-84	XWB-84, XWB-75	XWB-84, XWB-75	XWB-84, XWB-75
MTOW (t)	277	278	210	217	235
MLW (t)	205	207	205	207	205
MZFW (t)	192	195.7	195.7	195.7	192

VARIANT (Mod number)				**023 (114698)**	
Engine model				XWB-84	
MTOW (t)				280	
MLW (t)				205	
MZFW (t)				192	

7. Notes

None.

IV. Data Pertinent to all A350-900 Series

1. Description

Two turbofan, long range, twin-aisle, large category airplane.

2. Fuel Quantity

Tanks	**Usable Fuel (l)**		**Usable Fuel (kg)**	
Mod number	Basic	110211	Basic	110211
Wing	29,947	29,726	23,490	23,335
Centre	80,947	107,036	65,54.3	84,023
Total	140,795	166,488	110,523	130,693

Fuel density is 0.785 kg/l

3. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

4. Minimum Cabin Crew

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

The above minimum cabin crew numbers are those demonstrated by the type certificate holder. A lower number is acceptable in the case of specific cabin layouts if documented in a UK CAA 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.

5. Maximum Operational Passenger Seating Capacity

The maximum number of passengers approved for emergency evacuation are:

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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

6. Cargo Compartment Loading

Cargo compartment	Maximum load (kg)	
Forward	Basic	Mods 110546 / 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.

7. Environmental Flight Envelope

Maximum operating altitude is 43,100 ft.

Refer to approved Airplane Flight Manual

8. Other Limitations

Refer to approved Airplane Flight Manual.

ALS-ETWF (Items of equipment subject to on-going Extent of Test without Failure), reference 00V207AETWF/C11 issue 5:

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

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

9. Auxiliary Power Unit (APU)

One APU, Honeywell HGT1700.

Fuel and Oil: Refer to applicable approved Manuals.

10. Equipment

The equipment required by the applicable requirements shall be installed.

Cabin seats shall conform to the “Passenger Seat Frame Specification” document ref. 00V252K0005/C91 Issue 4.

11. All Weather Capabilities

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

12. Wheels and Tyres

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

13. Hydraulics

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

14. Electrical Power Centre Configuration Data File Tool

An Airline Configuration Tool (EPDS* Tool Suite) is being developed and qualified to allow airlines to manage the Configuration Data Files of Secondary Power Distribution Boxes (SPDB). This tool will be available post A350 Entry into Service.

V. Operating and Service Instructions

Operating and Service Instructions

1. Aircraft Flight Manual

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

2. Maintenance Instructions and Airworthiness Limitations

- Safe Life Airworthiness Limitation Items are provided in the A350 Airworthiness Limitations Section (ALS) Part 1, Revision 00 (Document 00 V 050 ALS01 / C01 Issue 1, [1]).
- Damage-Tolerant Airworthiness Limitation Items are provided in the A350 Airworthiness Limitations Section (ALS) Part 2, Revision 00 (Document 00 V 050 ALS02 / C01 Issue 1, [1]).
- Certification Maintenance Requirements are provided in the A350 Airworthiness Limitations Section (ALS) Part 3, Revision 00 (Document 00 V 050 ALS03 / C01 Issue 2, [1]).
- A350 System Equipment Maintenance Requirements are provided in the A350 Airworthiness Limitations Section (ALS) Part 4, Revision 00 (Document 00 V 050 ALS04 / C01 Issue 1, [1]).
- A350 Fuel System Airworthiness Limitations are provided in the A350 Airworthiness Limitations Section (ALS) Part 5, Revision 00 (Document 00 V 050 ALS05 / C01 Issue 2, [1]).
- Maintenance Review Board Report 00 V 050 AMRBR / C01.

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 and accepted by the UK. The applicable Airworthiness Limitation Section of the ICA is available on the Airbus World website.

3. ETOPS

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

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

The following table provides details on the ETOPS approvals.

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

VI. Operational Suitability Data

The Operational Suitability Data elements (e.g. FCD, CCD, MMEL) as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.151 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

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.

VII. Part 26 Compliance Information

For all models, compliance with point 26.300(a) of UK Regulation (EU) 2015/640 Annex 1 (Part 26) has been accepted by UK CAA as a result of the demonstration of compliance to Commission Regulation (EU) 2015/640 Annex 1 (Part-26), as amended, and approval by EASA, by complying with points 26.301, 26.302, 26.304, 26.306, 26.307, 26.308, 26.309.

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

Section 2 A350-1000 SERIES

I. General

1. Type / Variant / Model

a) Type: A350
b) Variant or Model: A350-1041

2. Airworthiness Category

Large Aeroplane.

3. Type Certificate Holder

AIRBUS

2 Rond-point Emile Dewoitine

31700 Blagnac,

FRANCE.

4. Manufacturer

AIRBUS

2 Rond-point Emile Dewoitine

31700 Blagnac,

FRANCE.

5. State of Design Authority

EASA.

6. State of Design Authority Application Date for Certification

A350-1041: 30 July 2013.

7. State of Design Authority Type Certification Date

A350-1041: 21 November 2017.

8. UK CAA Type Validation Application Date

Prior to 01 January 2021, application dates for type certification are covered by EASA type certification application dates, as per Section 6.

New applications for UK CAA type validation received from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021.

9. UK CAA Type Validation Date

Prior to 01 January 2021, dates of type certification are covered by EASA type certification, as per Section 7 above.

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II. Certification Basis

1. Reference Date for Determining the Applicable Requirements

Reference Application Date for original Type Certification:

A350-1041: 30 July 2013

2. State of Design Airworthiness Authority Type Certification Data Sheet Number

EASA.A.151

3. State of Design Airworthiness Authority Certification Basis

Refer to EASA TCDS EASA.A.151

4. UK CAA Airworthiness Requirements

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

The following UK CAA airworthiness standards are applicable

- Certification Specification 25, Amendment 13 – Large Aeroplanes
- Certification Specification 25.851 (a) and (c) at Amendment 17 for the installation of halon free handheld fire extinguisher.
- Certification Specification AWO, Initial Issue – All Weather Operations
- 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:

  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 114947 installation or changes to the cowling or nacelle skin:
  CS 25.1193(e)(4)(f) amendment 22

5. 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 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 the EASA TCDS at issue 18

SC G-06 Cancellation of AFM Engine Management Tables

6. Deviations

None

7. Equivalent safety findings

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 G-05	Engine Oil Temperature Indication
ESF K-03	Localizer Excessive Deviation Alerts
ESF K-04	Limit Risk
ESF K-08	CAT 3 Operations – Super Fail Passive Anomalies

8. Operational Suitability Data Certification Basis

The Operational Suitability Data elements (e.g. FCD, CCD, MMEL) as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.151 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

CCD: Certification Specifications and Guidance material for Cabin Crew Data CS0CCD Initial Issue

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

FCD: Certification Specification for Operational Suitability Data (OSD) Flight Crew Data CS-FCD Initial Issue

9. Environmental Protection Requirements

Fuel venting:

Certification Specification-34 amendment 1

ICAO Annex 16, Volume II, amendment 07, Part II, chapter II

Noise:

See TCDSN No. UK.TC.A.00157

10. Reversions

Reversion to Amendment 8 is applied for paragraph CS 25.1322 “Flight Crew Alerting”.

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

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

2. Engines

A350-1041: Two (2) Rolls Royce Trent XWB-97 turbofan engines

See Engine Type Certificate Data Sheet UK.TC.E.00058
Engine limitations: See Engine TCDS UK.TC.E.00058

3. Fluids

Fuel	The fuel system has been certified with: JET A, JET A1, JP5, JP8, N° 3 Jet Fuel, RT and TS-1.
Additives	Refer to applicable engine “Operating Instructions” document for additives.
Oil	Refer to applicable engine “Operating Instructions” document.

4. Airspeed Limitations

Refer to approved Airplane Flight Manual.

5. Centre of Gravity Range

Refer to approved Airplane Flight Manual.

6. Maximum Masses

VARIANT (Mod number)	000 (Basic)	001 (110476)	002 (110134)		004 (112750)
Engine model	XWB-97	XWB-97	XWB-97		XWB-97
MTOW (t)	308	311	316		308
MLW (t)	233	236	236		236
MZFW (t)	220	223	223		223

VARIANT (Mod number)	**005 (112751)**		**009 (114124)**	**010 (114125)**	**011 (114623)**
Engine model	XWB-97		XWB-97	XWB-97	XWB-97
MTOW (t)	270		290	300	316
MLW (t)	236		233	233	233
MZFW (t)	223		220	220	220

7. Notes

None.

IV. Data Pertinent to all A350-1000 Series

1. Description

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

2. Fuel Quantity

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

Fuel density is 0.785 kg/l

3. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

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 a UK CAA 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.

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

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
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

6. Cargo Compartment Loading

Cargo compartment	**Maximum load (kg)**
Forward	26,500
Alt	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.

7. Environmental Flight Envelope

Maximum operating altitude is 41,450 ft.

Refer to approved Airplane Flight Manual

8. Other Limitations

Refer to approved Airplane Flight Manual.

ALS-ETWF (Items of equipment subject to on-going Extent of Test without Failure), reference 00V207AETWF/C11 issue 5:
This document identifies temporary limitations due to ongoing tests. Since no failure occurred at time of TC this specific document ALS-ETWF contains temporary limitations that will be updated depending on test progress or deleted when tests are successfully completed. In case of failure, the failed item will be assessed for introduction in the ALS Part 4 at its demonstrated life limit.

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

9. Auxiliary Power Unit (APU)

One APU, Honeywell HGT1700.

Fuel and Oil: Refer to applicable approved Manuals.

10. Equipment

The equipment required by the applicable requirements shall be installed.

Cabin seats shall conform to the “Passenger Seat Frame Specification” document ref. 00V252K0005/C01 Issue 1.

11. All Weather Capabilities

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

12. Wheels and Tyres

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

13. Hydraulics

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

14. Electrical Power Centre Configuration Data File Tool

An Airline Configuration Tool (EPDS* Tool Suite) is being developed and qualified to allow airlines to manage the Configuration Data Files of Secondary Power Distribution Boxes (SPDB). This tool will be available post A350 Entry into Service.

V. Operating and Service Instructions

1. Aircraft Flight Manual

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

2. Maintenance Instructions and Airworthiness Limitations

- 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 00 V 050 AMRBR / C01 issue 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 and accepted by the UK. The applicable Airworthiness Limitation Section of the ICA is available on the Airbus World website.

3. ETOPS

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

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

The following table provides details on the ETOPS approvals.

Model	Engine Type	180 min. Approval date
A350-1041	Trent XWB-97	06 February 2018

Model	Engine Type	180 min. Approval date	Beyond 180 min. Approval date
A350-1041	Trent XWB-97	19 June 2018	06 July 2018

VI. Operational Suitability Data (OSD)

The Operational Suitability Data elements (e.g. FCD, CCD, MMEL) as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.151 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

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.

VII. Part 26 Compliance Information

For all models, compliance with point 26.300(a) of UK Regulation (EU) 2015/640 Annex 1 (Part 26) has been accepted by UK CAA as a result of the demonstration of compliance to Commission Regulation (EU) 2015/640 Annex 1 (Part-26), as amended, and approval by EASA, by complying with points 26.301, 26.302, 26.304, 26.306, 26.307, 26.308, 26.309.

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

Annex to TCDS UK.TC.A.00157

This Annex was created to make public non-proprietary data contained in selected UK specific Special Conditions, Deviations, or Equivalent Safety Findings that are part of the applicable Certification Basis as recorded in TCDS UK.TC.A.00157

Only those Conditions, Deviations, or Equivalent Safety Findings raised on or after 01 January 2021 shall be included in this Explanatory Note.

For Special Conditions, Deviations or Equivalent Safety Findings included as part of the Certification Basis prior to 01 January 2021, refer to the EASA Explanatory Note to EASA.A.151 - Airbus A350.

I. Special Conditions

None

II. Deviations

None

III. Equivalent Safety Findings

None

Administration

Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
AFM	Aircraft 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

Administration

2 Type Certificate Holder Record

TCH Record	Period
AIRBUS S.A.S	Since 30 September 2014 (current)

3 Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	03 Feb 2026	The content of the initial issue of this UK CAA TCDS was taken from EASA TCDS No. EASA.A.151 Issue 24 dated 26 June 2020 which was the current EASA version at 31 December 2020 and therefore the version of the TCDS for the AIRBUS A350 Series accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement, except as listed below: 1. Section 1 and 2 addition of Part VII - Part 26 Compliance Information. 2. Previous “Certification Basis” and “Airworthiness Requirements” are combined under “Airworthiness Requirements” to better align with current UK CAA TCDS template at time of issue. 3. Section 1 and 2 Part II, §9 Environmental Protection Requirements - Addition of references to TCDSN no. UK.TC.A.00157. 4. Annex to TCDS UK.TC.A.00157 added. 5. Section 1 and 2 VI Operational Suitability Data – OSD statement revised. 6. Section 1 and 2 III - UK.TC.E.00058 reference added. 7. General editorial corrections and updates for migration to UK CAA TCDS format.	Issue 1 03 Feb 2026

– END –