AIRBUS

A350

AIRCRAFT CHARACTERISTICS
AIRPORT AND MAINTENANCE PLANNING

AC

AIRBUS S.A.S.
Customer Services
Technical Data Support and Services
31707 Blagnac Cedex
FRANCE

HIGHLIGHTS

Revision No. 14 - Dec 01/24

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Introduction

****ON A/C A350-1000 A350-900**

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The A350 AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING (AC) manual is issued for the A350-900 and A350-1000 series aircraft to give necessary data to airport operators, airlines and Maintenance/Repair Organizations (MRO) for airport and maintenance facility planning.

The data given in this issue of the A350 AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING (AC) can change until the completion of the design and flight test phases. It is given for guidance only and does not constitute a contractual commitment.

This document is not customized and must not be used for training.
The A350 XWB is the world’s most modern and eco-efficient aircraft family that will shape the future of air travel. It is the long-range leader in the large wide-body market (300 to 410 seats). The A350 XWB has the latest aerodynamic design, carbon fiber fuselage and wings, and equipped with new fuel efficient Rolls-Royce-Trent XWB engines. The Trent XWB engine offers the most advanced technologies. It delivers the best aircraft performance and reliability with the lowest fuel consumption and environmental impact. Together with simple and robust systems, these latest technologies lead to unmatched operational efficiency with a reduction of 25 percent in fuel burn, emissions and operating costs and important reduction in maintenance cost.

The A350 XWB has an Airspace cabin designed by Airbus that focuses on well-being on board thanks to its quiet twin-aisle cabin and the new air management systems.

The A350 XWB gives a high level of cargo hold capability and flexibility to meet the requirements of the market. Two wide cargo doors and a cargo loading system, compatible with the lower-deck cargo containers and pallet standards make interlining operations possible and the loading easier.

The A350 XWB family includes two optimal and complementary models, the baseline A350-900 and its larger sibling aircraft, the A350-1000. The two aircraft share the best operating efficiency and an exceptional level of comfort with the Airspace cabin. Based on a clean-sheet design, the A350 XWB by its essence is a very flexible platform. It is operated on domestic, regional, long haul or ultra-long-haul services.

The A350-900 is an important member of the A350 XWB family, in service since January 2015, that accommodates 300 to 350 passengers in a standard three-class configuration. The A350-1000 is Airbus's largest widebody aircraft in the twin-aisle category that measures almost 74 meters nose-to-tail, has a 7-meter longer fuselage than the baseline model A350-900. It provides a space larger by 40 percent than the A350-900 for premium cabin products. In a typical three-class configuration, the A350-1000 can accommodate 350 to 410 passengers and made its entry into service in February 2018.
The A350 XWB has a true long-range capability of up to 8 400 nm (15 600 km).

From 2018 onwards, the A350-900 comes with a better baseline. It consists of an aerodynamic performance improvement package that includes extended winglets, enhanced flap support fairings, wing retwist and modified overwing fairings and an increased Maximum Takeoff Weight (MTOW) of 280 tonnes.
These changes enhance the A350 XWB unrivalled operational flexibility and efficiency for all market segments.

Airbus launched the Ultra Long Range (ULR) version of its A350-900 as part of the company’s philosophy of continuous innovation. The A350-900ULR is the most range-capable variant in the A350 XWB family with a range of 9 700 nm (18 000 km). It also has a higher fuel capacity and a modified fuel system relative to the baseline (relocation of sensors, pumps and pipes). The A350-900ULR can perform a non-stop flight of more than 20 hours. It gives the highest level of comfort for passengers and crew, with the best economics over long flight time. The inherent flexibility of the A350 XWB aircraft means that the A350-900ULR can easily change to a standard A350-900 with the specifications required by the operator.

Correspondence concerning this publication must be directed to:

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31707 BLAGNAC CEDEX
FRANCE

****ON A/C A350-1000F**

2. General

Introduced as part of Airbus's ongoing Freighter Strategy, the A350F (A350-1000F) is its first line-built large freighter and uses the proven A350-1000 as its platform, maintaining pilot commonality and more than 98% commonality of parts which will boost maturity at EIS.
The A350F will be the first freighter in service to comply with the International Civil Aviation Organization (ICAO) regulations on CO2 emissions, which will be implemented at the end of 2027.
It is targeted to replace the aging freighters by offering the same volumetric capability and a similar structural capability while being 35 tonne lighter. Equipped with the world's most efficient engine, the Rolls-Royce Trent XWB will deliver a 40% lower fuel burn. The lightweight design results in a 40% reduction in overall costs, including lower fuel, maintenance, landing, Aircraft Classification Number (ACN), navigation, emissions, and airport noise costs. This ensures that the A350F will be more sustainable, both in terms of emissions and noise and also from a business point of view.
The aircraft will feature the largest side door of any freighter, accommodating bigger package sizes than those possible on current freighters. This, combined with the latest next-generation Cargo Loading System (CLS) and an Environmental Control System (ECS) adapted to the requirements of the freight market and fully flexible loading without the risk of tail tip, offers capabilities beyond anything that is flying today.
The A350F is capable of a range of 4 700 nm (8 800 km) with a maximum structural payload of 109 tonne and a volume of 723 cubic meters in a palletized configuration, which gives it the ability to connect all freight hubs worldwide and to fly up to 6 000 nm (11 200 km) with a typical maximum volumetric payload.

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1-2-0 Glossary

****ON A/C A350-1000 A350-1000F A350-900**

Glossary

1. List of Abbreviations

A/C	Aircraft
ACN	Aircraft Classification Number
ACR	Aircraft Classification Rating
AMM	Aircraft Maintenance Manual
APU	Auxiliary Power Unit
B/C	Business Class
CBR	California Bearing Ratio
CC	Cargo Compartment
CDOP	Cargo Door Operation Panel
CG	Center of Gravity
CLS	Cargo Loading System
E	Young's Modulus
ESWL	Equivalent Single Wheel Load
FAA	Federal Aviation Administration
FDL	Fuselage Datum Line
FR	Frame
FSTE	Full Size Trolley Equivalent
FWD	Forward
GPU	Ground Power Unit
GSE	Ground Support Equipment
ICAO	International Civil Aviation Organisation
ISA	International Standard Atmosphere
L	Radius of relative stiffness
LCN	Load Classification Number
LD	Load Device
LD	Lower Deck
LH	Left Hand
LP	Low Pressure
LPS	Last Pax Seating
MAC	Mean Aerodynamic Chord
MAX	Maximum
MDCC	Main Deck Cargo Compartment
MFC	Maximum Fuel Capacity

MIN	Minimum
MLG	Main Landing Gear
NLG	Nose Landing Gear
OAT	Outside Air Temperature
OCP	Outside Control Panel
PAX	Passenger
PBB	Passenger Boarding Bridge
PCA	Portland Cement Association
PCN	Pavement Classification Number
PCR	Pavement Classification Rating
PRM	Passenger with Reduced Mobility
RH	Right Hand
ULD	Unit Load Device
ULR	Ultra Long Range
US	United States
VFG	Variable Frequency Generator
WV	Weight Variant
Y/C	Economic Class

****ON A/C A350-1000 A350-900**

2. Design Weight Terminology

Maximum Design Ramp Weight (MRW):
Maximum weight for ground maneuver (including weight of taxi and run-up fuel) as limited by aircraft strength and airworthiness requirements. It is also called Maximum Design Taxi Weight (MTW).

Maximum Design Landing Weight (MLW):
Maximum weight for landing as limited by aircraft strength and airworthiness requirements.

Maximum Design Takeoff Weight (MTOW):
Maximum weight for takeoff as limited by aircraft strength and airworthiness requirements. (This is the maximum weight at start of the take-off run).

Maximum Design Zero Fuel Weight (MZFW):
Maximum permissible weight of the aircraft without usable fuel.

Maximum Seating Capacity:
Maximum number of passengers specifically certified or anticipated for certification.

Usable Volume:
Usable volume available for cargo, pressurized fuselage, passenger compartment and cockpit.

Water Volume:
Maximum volume of cargo compartment.

Usable Fuel:
Fuel available for aircraft propulsion.

****ON A/C A350-1000F**

3. Design Weight Terminology

Maximum Design Ramp Weight (MRW):
Maximum weight for ground maneuver (including weight of taxi and run-up fuel) as limited by aircraft strength and airworthiness requirements. It is also called Maximum Design Taxi Weight (MTW).

Maximum Design Landing Weight (MLW):
Maximum weight for landing as limited by aircraft strength and airworthiness requirements.

Maximum Design Takeoff Weight (MTOW):
Maximum weight for takeoff as limited by aircraft strength and airworthiness requirements. (This is the maximum weight at start of the take-off run).

Maximum Design Zero Fuel Weight (MZFW):
Maximum permissible weight of the aircraft without usable fuel.

Maximum Seating Capacity:
Maximum number of crew specifically certified or anticipated for certification.

Usable Volume:
Usable volume available for cargo, pressurized fuselage, main deck cargo compartment and cockpit.

Water Volume:
Maximum volume of cargo compartment.

Usable Fuel:
Fuel available for aircraft propulsion.

AIRCRAFT DESCRIPTION

2-1-0 General Aircraft Characteristics Data

****ON A/C A350-1000 A350-1000F A350-900**

General Aircraft Characteristics Data

****ON A/C A350-900**

1. The tables that follow give characteristics of A350–900 models, this data is applicable to each weight variant:

Aircraft Characteristics					
	WV000	WV001	WV002	WV003	WV004
Maximum Taxi Weight (MTW) Maximum Ramp Weight (MRW)	268 900 kg (592 824 lb)	275 900 kg (608 256 lb)	272 900 kg (601 642 lb)	268 900 kg (592 824 lb)	260 900 kg (575 187 lb)
Maximum Take-Off Weight (MTOW)	268 000 kg (590 839 lb)	275 000 kg (606 272 lb)	272 000 kg (599 658 lb)	268 000 kg (590 839 lb)	260 000 kg (573 202 lb)
Maximum Landing Weight (MLW)	205 000 kg (451 948 lb)	207 000 kg (456 357 lb)	207 000 kg (456 357 lb)	207 000 kg (456 357 lb)	207 000 kg (456 357 lb)
Maximum Zero Fuel Weight (MZFW)	192 000 kg (423 288 lb)	195 700 kg (431 445 lb)	194 000 kg (427 697 lb)	195 700 kg (431 445 lb)	195 700 kg (431 445 lb)

Aircraft Characteristics					
	WV005	WV006	WV007	WV008	WV009
Maximum Taxi Weight (MTW) Maximum Ramp Weight (MRW)	250 900 kg (553 140 lb)	272 900 kg (601 642 lb)	268 900 kg (592 824 lb)	240 900 kg (531 094 lb)	275 900 kg (608 256 lb)
Maximum Take-Off Weight (MTOW)	250 000 kg (551 156 lb)	272 000 kg (599 658 lb)	268 000 kg (590 839 lb)	240 000 kg (529 110 lb)	275 000 kg (606 272 lb)

Aircraft Characteristics					
	WV005	WV006	WV007	WV008	WV009
Maximum Landing Weight (MLW)	205 000 kg (451 948 lb)	207 000 kg (456 357 lb)	207 000 kg (456 357 lb)	207 000 kg (456 357 lb)	207 000 kg (456 357 lb)
Maximum Zero Fuel Weight (MZFW)	192 000 kg (423 288 lb)	195 700 kg (431 445 lb)	194 000 kg (427 697 lb)	195 700 kg (431 445 lb)	197 200 kg (434 752 lb)

Aircraft Characteristics					
	WV010	WV011	WV012	WV013 (ULR)	WV014
Maximum Taxi Weight (MTW) Maximum Ramp Weight (MRW)	280 900 kg (619 279 lb)	255 900 kg (564 163 lb)	250 900 kg (553 140 lb)	280 900 kg (619 279 lb)	235 900 kg (520 071 lb)
Maximum Take-Off Weight (MTOW)	280 000 kg (617 295 lb)	255 000 kg (562 179 lb)	250 000 kg (551 156 lb)	280 000 kg (617 295 lb)	235 000 kg (518 087 lb)
Maximum Landing Weight (MLW)	207 000 kg (456 357 lb)	207 000 kg (456 357 lb)	207 000 kg (456 357 lb)	205 000 kg (451 948 lb)	207 000 kg (456 357 lb)
Maximum Zero Fuel Weight (MZFW)	195 700 kg (431 445 lb)	195 700 kg (431 445 lb)	194 000 kg (427 697 lb)	192 000 kg (423 288 lb)	195 700 kg (431 445 lb)

Aircraft Characteristics					
	WV015	WV016	WV017	WV018	WV019
Maximum Taxi Weight (MTW) Maximum Ramp Weight (MRW)	277 900 kg (612 665 lb)	278 900 kg (614 870 lb)	210 900 kg (464 955 lb)	217 900 kg (480 388 lb)	235 900 kg (520 071 lb)
Maximum Take-Off Weight (MTOW)	277 000 kg (610 681 lb)	278 000 kg (612 886 lb)	210 000 kg (462 971 lb)	217 000 kg (478 403 lb)	235 000 kg (518 087 lb)
Maximum Landing Weight (MLW)	205 000 kg (451 948 lb)	207 000 kg (456 357 lb)	205 000 kg (451 948 lb)	207 000 kg (456 357 lb)	205 000 kg (451 948 lb)
Maximum Zero Fuel Weight (MZFW)	192 000 kg (423 288 lb)	195 700 kg (431 445 lb)	195 700 kg (431 445 lb)	195 700 kg (431 445 lb)	192 000 kg (423 288 lb)

Aircraft Characteristics						
	WV020	WV021	WV022	WV023	WV024	WV025
Maximum Taxi Weight (MTW) Maximum Ramp Weight (MRW)	283900 kg (625893 lb)	277 900 kg (612 665 lb)	280 900 kg (619 279 lb)	280 900 kg (619 279 lb)	250 900 kg (553 140 lb)	245 900 kg (542 117 lb)
Maximum Take-Off Weight (MTOW)	283900 kg (625893 lb)	277 000 kg (610 681 lb)	280 000 kg (617 295 lb)	280 000 kg (617 295 lb)	250 000 kg (551 156 lb)	245 000 kg (540 133 lb)
Maximum Landing Weight (MLW)	207 000 kg (456 357 lb)	207 000 kg (456 357 lb)	207 000 kg (456 357 lb)	205 000 kg (451 948 lb)	207 000 kg (456 357 lb)	207 000 kg (456 357 lb)
Maximum Zero Fuel Weight (MZFW)	195 700 kg (431 445 lb)	192 000 kg (423 288 lb)	194 000 kg (427 697 lb)	192 000 kg (423 288 lb)	195 700 kg (431 445 lb)	195 700 kg (431 445 lb)

2. The table that follows gives characteristics of A350–900 models, this data is applicable to each weight variant:

Aircraft Characteristics	
Standard Seating Capacity (in a two class layout)	315 (48 BC / 267 EC) 173 (80 BC / 93 EC) for A350–900 (ULR)
Usable Fuel Capacity (density = 0.785 kg/l)	138 000 L (36 456 USgal)
	108 330 kg (238 827 lb)
	165 000 L (43 589 USgal) for A350–900 (ULR)
	129 500 kg (285 499 lb) for A350–900 (ULR)
Unequipped Pressurized Volume	1313 m3 (46368 ft.3)

Aircraft Characteristics		
Cockpit Volume		8.23 m3 (291 ft.3)
Passenger Compartment Volume		473.7 m3 (16 729 ft.3)
Usable Volume, Forward CC	(Based on LD3)	89.5 m3 (3 161 ft.3)
		For A350–900 (ULR) configuration, the forward cargo hold is de-activated (no cargo operation is possible).
	(Based on 88" x 125" pallet)	63.2 m3 (2 232 ft.3)
		For A350–900 (ULR) configuration, the forward cargo hold is de-activated (no cargo operation is possible).
	(Based on 96" x 125" pallet)	69.1 m3 (2 440 ft.3)
		For A350–900 (ULR) configuration, the forward cargo hold is de-activated (no cargo operation is possible).
Usable Volume, Aft CC	(Based on LD3)	71.6 m3 (2 529 ft.3)
	(Based on 88" x 125" pallet)	52.7 m3 (1 861 ft.3)
	(Based on 96" x 125" pallet)	57.6 m3 (2 034 ft.3)
Usable Volume, Bulk CC	(Standard)	9.12 m3 (322 ft.3)
	(Option 1 (Core Rack))	8.76 m3 (309 ft.3)
	(Option 2 (IFE Rack Size 1))	8.34 m3 (295 ft.3)
	(Option 3 (IFE Rack Size 2))	8.16 m3 (288 ft.3)
Water Volume, Forward CC		113.4 m3 (4 005 ft.3)
Water Volume, Aft CC		95.8 m3 (3 383 ft.3)
Water Volume, Bulk CC	(Standard)	11.4 m3 (403 ft.3)
	(Option 1 (Core Rack))	10.95 m3

Aircraft Characteristics		
		(387 ft.3)
	(Option 2 (IFE Rack Size 1))	10.42 m3 (368 ft.3)
	(Option 3 (IFE Rack Size 2))	10.2 m3 (360 ft.3)
Maximum Water Volume, Bulk CC		11.4 m3 (403 ft.3)
Load Capacity, Forward CC		22 000 kg (48 502 lb)
Load Capacity, Aft CC		19 000 kg (41 888 lb)
Load Capacity, Bulk CC		1 500 kg (3 307 lb)

****ON A/C A350-1000**

3. The table that follows gives characteristics of A350–1000 models, this data is applicable to each weight variant:

Aircraft Characteristics					
	WV000	WV001	WV002	WV004	WV005
Maximum Taxi Weight (MTW) Maximum Ramp Weight (MRW)	308 900 kg (681 008 lb)	311 900 kg (687 622 lb)	316 900 kg (698 645 lb)	308 900 kg (681 008 lb)	270 900 kg (597 233 lb)
Maximum Take-Off Weight (MTOW)	308 000 kg (679 024 lb)	311 000 kg (685 638 lb)	316 000 kg (696 661 lb)	308 000 kg (679 024 lb)	270 000 kg (595 249 lb)
Maximum Landing Weight (MLW)	233 000 kg (513 677 lb)	236 000 kg (520 291 lb)	236 000 kg (520 291 lb)	236 000 kg (520 291 lb)	236 000 kg (520 291 lb)
Maximum Zero Fuel Weight (MZFW)	220 000 kg (485 017 lb)	223 000 kg (491 631 lb)	223 000 kg (491 631 lb)	223 000 kg (491 631 lb)	223 000 kg (491 631 lb)

Aircraft Characteristics						
	WV006	WV007	WV009	WV010	WV011	WV014
Maximum Taxi Weight (MTW) Maximum Ramp Weight (MRW)	319 900 kg (705 259 lb)	260 900 kg (575 187 lb)	290 900 kg (641 325 lb)	300 900 kg (663 371 lb)	316 900 kg (698 645 lb)	314750 kg (693906 lb)
Maximum Take-Off Weight (MTOW)	319 000 kg (703 275 lb)	260 000 kg (573 202 lb)	290 000 kg (639 341 lb)	300 000 kg (661 387 lb)	316 000 kg (696 661 lb)	313850 kg (691921 lb)
Maximum Landing Weight (MLW)	236 000 kg (520 291 lb)	236 000 kg (520 291 lb)	233 000 kg (513 677 lb)	233 000 kg (513 677 lb)	233 000 kg (513 677 lb)	233000 kg (513677 lb)
Maximum Zero Fuel Weight (MZFW)	223 000 kg (491 631 lb)	223 000 kg (491 631 lb)	220 000 kg (485 017 lb)	220 000 kg (485 017 lb)	220 000 kg (485 017 lb)	220000 kg (485017 lb)

4. The table that follows gives characteristics of A350–1000 models, this data is applicable to each weight variant:

Aircraft Characteristics		
Standard Seating Capacity (in a two class layout)		369 (54 BC / 315 EC)
Usable Fuel Capacity (density = 0.785 kg/l)		158 790 L (41 949 USgal)
		124 650 kg (274 806 lb)
Unequipped Pressurized Volume		1495 m3 (52796 ft.3)
Cockpit Volume		8.23 m3 (291 ft.3)
Passenger Compartment Volume		538.3 m3 (19 010 ft.3)
Usable Volume, Forward CC	(Based on LD3)	107.4 m3 (3 793 ft.3)

Aircraft Characteristics		
	(Based on 88" x 125" pallet)	84.3 m3 (2 977 ft.3)
	(Based on 96" x 125" pallet)	92.2 m3 (3 256 ft.3)
Usable Volume, Aft CC	(Based on LD3)	89.5 m3 (3 161 ft.3)
	(Based on 88" x 125" pallet)	63.2 m3 (2 232 ft.3)
	(Based on 96" x 125" pallet)	69.1 m3 (2 440 ft.3)
Usable Volume, Bulk CC	(Standard)	9.12 m3 (322 ft.3)
	(Option 1 (Core Rack))	8.76 m3 (309 ft.3)
	(Option 2 (IFE Rack Size 1))	8.34 m3 (295 ft.3)
	(Option 3 (IFE Rack Size 2))	8.16 m3 (288 ft.3)
Water Volume, Forward CC		138 m3 (4 873 ft.3)
Water Volume, Aft CC		113 m3 (3 991 ft.3)
Water Volume, Bulk CC	(Standard)	11.4 m3 (403 ft.3)
	(Option 1 (Core Rack))	10.95 m3 (387 ft.3)
	(Option 2 (IFE Rack Size 1))	10.42 m3 (368 ft.3)
	(Option 3 (IFE Rack Size 2))	10.2 m3 (360 ft.3)
Maximum Water Volume, Bulk CC		11.4 m3 (403 ft.3)
Load Capacity, Forward CC		26 500 kg (58 423 lb)
Load Capacity, Aft CC		24 500 kg (54 013 lb)
Load Capacity, Bulk CC		1 500 kg (3 307 lb)

**ON A/C A350-1000F

5. The table that follows gives characteristics of A350–1000F models, this data is applicable to each weight variant:

Aircraft Characteristics		
VERSION	WV000	WV002
Maximum Taxi Weight (MTW) Maximum Ramp Weight (MRW)	319900 kg (705259 lb)	319900 kg (705259 lb)
Maximum Take-Off Weight (MTOW)	319000 kg (703275 lb)	319000 kg (703275 lb)
Maximum Landing Weight (MLW)	250000 kg (551156 lb)	252000 kg (555565 lb)
Maximum Zero Fuel Weight (MZFW)	238000 kg (524701 lb)	240000 kg (529110 lb)

6. The table that follows gives characteristics of A350–1000F models, this data is applicable to each weight variant:

Aircraft Characteristics	
Standard Seating Capacity (in a two class layout)	4 or 10 EC
Usable Fuel Capacity (density = 0.785 kg/l)	164088 L (43348 USgal)
	124 650 kg (274 806 lb)
Unequipped Pressurized Volume	1222 m3 (43155 ft.3)
Cockpit Volume	8.23 m3 (291 ft.3)
Main Deck Cargo Compartment (MDCC)	734 m3 (25921 ft.3)
Usable Volume, Forward CC	TBD
Usable Volume, Aft CC	TBD
Usable Volume, Bulk CC	TBD
Courier Area	21.3 m3 (5627 USgal)
Flight Crew Rest Compartment (FCRC)	5.97 m3 (1 577 USgal)

Aircraft Characteristics	
Water Volume, Forward CC	118 m3 (4167 ft.3)
Water Volume, Aft CC	1 500 kg (3 307 lb) 113 m3 (3991 ft.3)
Water Volume, Bulk CC	11.4 m3 (403 ft.3)
Maximum Water Volume, Bulk CC	12.2 m3 (431 ft.3)
Load Capacity, Forward CC	21 308 kg (46 976 lb)
Load Capacity, Aft CC	21 308 kg (46 976 lb)
Load Capacity, Bulk CC	1 500 kg (3 307 lb)

7. The table that follows gives characteristics of A350–1000F models, this data is applicable to each weight variant:

Fuel Tank Quantities for sizing	Useable fuel capacity (liters)	Minimum Mass Full at 0.76 kg/ltr [kg]	Nominal Mass Full at 0.785 kg/ltr [kg]	Maximum Mass Full for Loads at 0.85 kg/ltr [kg]	Maximum Mass Full for fuel system at 0.888 kg/ltr [kg]
Centre tank	105206 L (27793 USgal)	79957 kg (176275 lb)	82587 kg (182073 lb)	89425 kg (197149 lb)	93423 kg (205963 lb)
Wing tanks (Feed tanks) per side	29441 L (7778 USgal)	22375 kg (49328 lb)	23111 kg (50951 lb)	25025 kg (55171 lb)	26143 kg (57635 lb)
5 FR Max RCT	20940 L (5532 USgal)	15914 kg (35084 lb)	16438 kg (36240 lb)	17799 kg (39240 lb)	18595 kg (40995 lb)
Total with RCT	185028 L (48880 USgal)	140621 kg (310016 lb)	145247 kg (320215 lb)	157274 kg (346730 lb)	164305 kg (362231 lb)
Total without RCT	164088 L (43348 USgal)	124707 kg (274932 lb)	128809 kg (283975 lb)	139475 kg (307490 lb)	145710 kg (321236 lb)

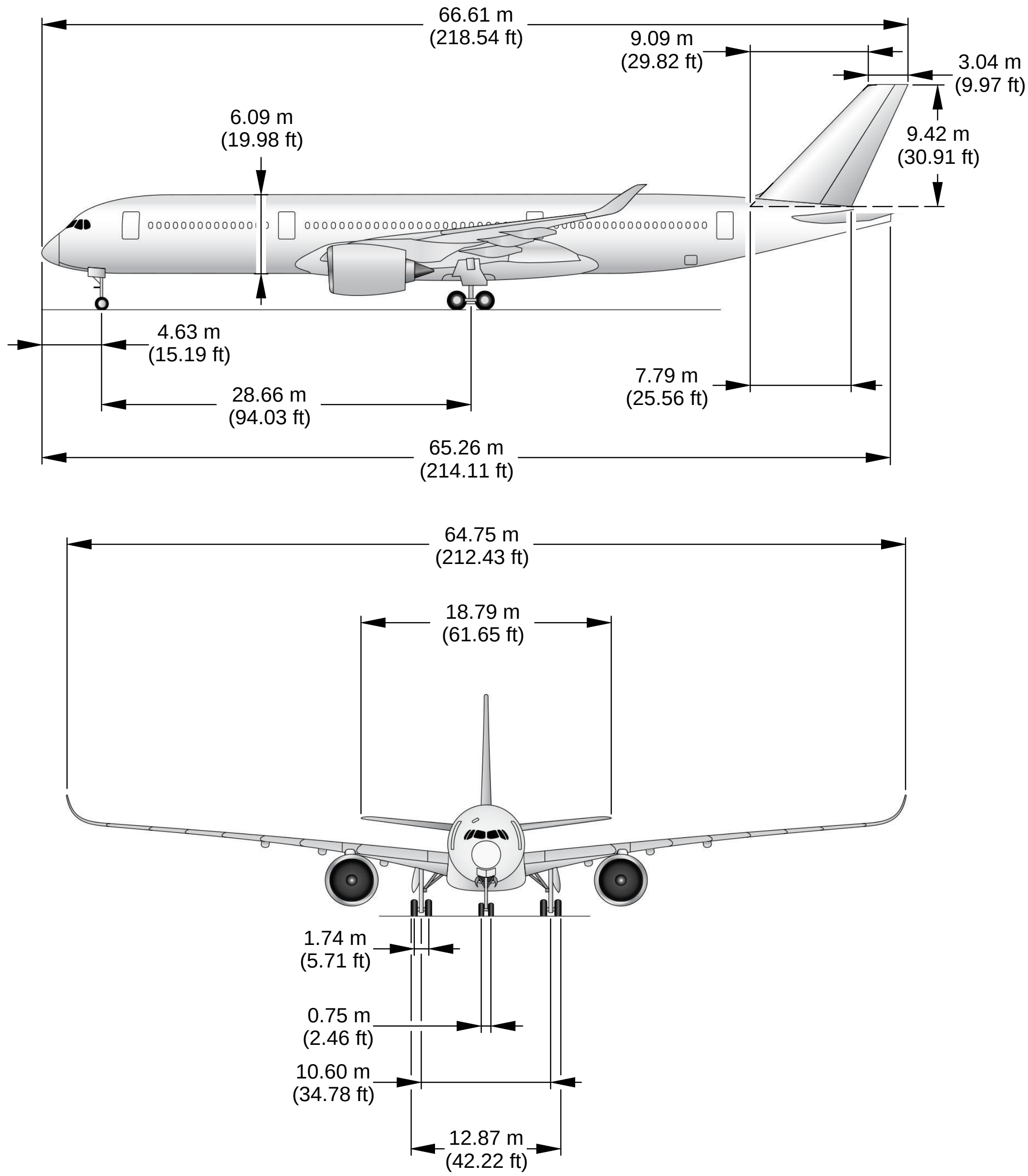
2-2-0 General Aircraft Dimensions

****ON A/C A350-1000 A350-1000F A350-900**

General Aircraft Dimensions

1. This section provides general aircraft dimensions.

****ON A/C A350-900**

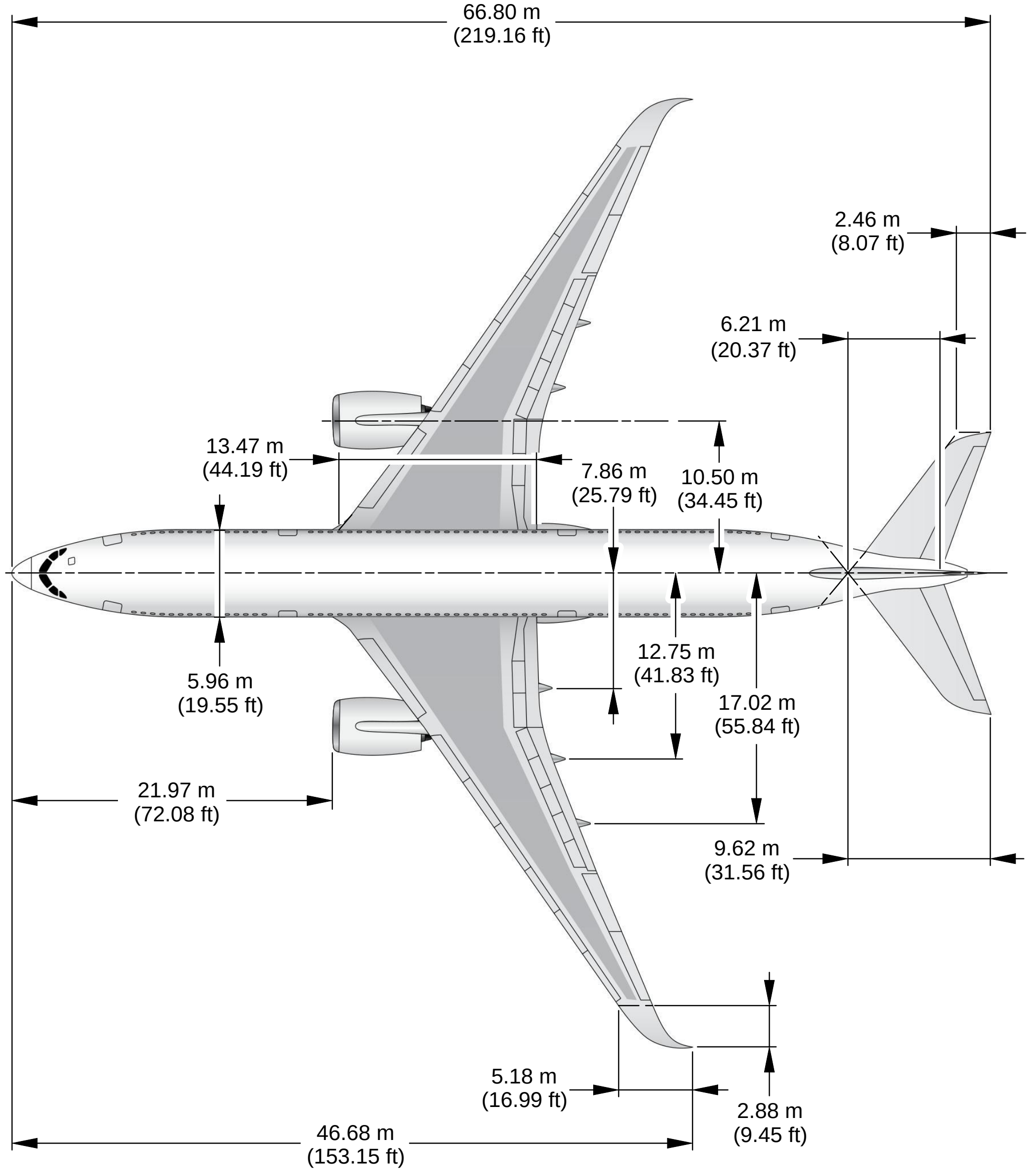


NOTE:
RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

P_AC_020200_1_0010001_01_03

General Aircraft Dimensions
(Sheet 1 of 2)
FIGURE-2-2-0-991-001-A01

****ON A/C A350-900**

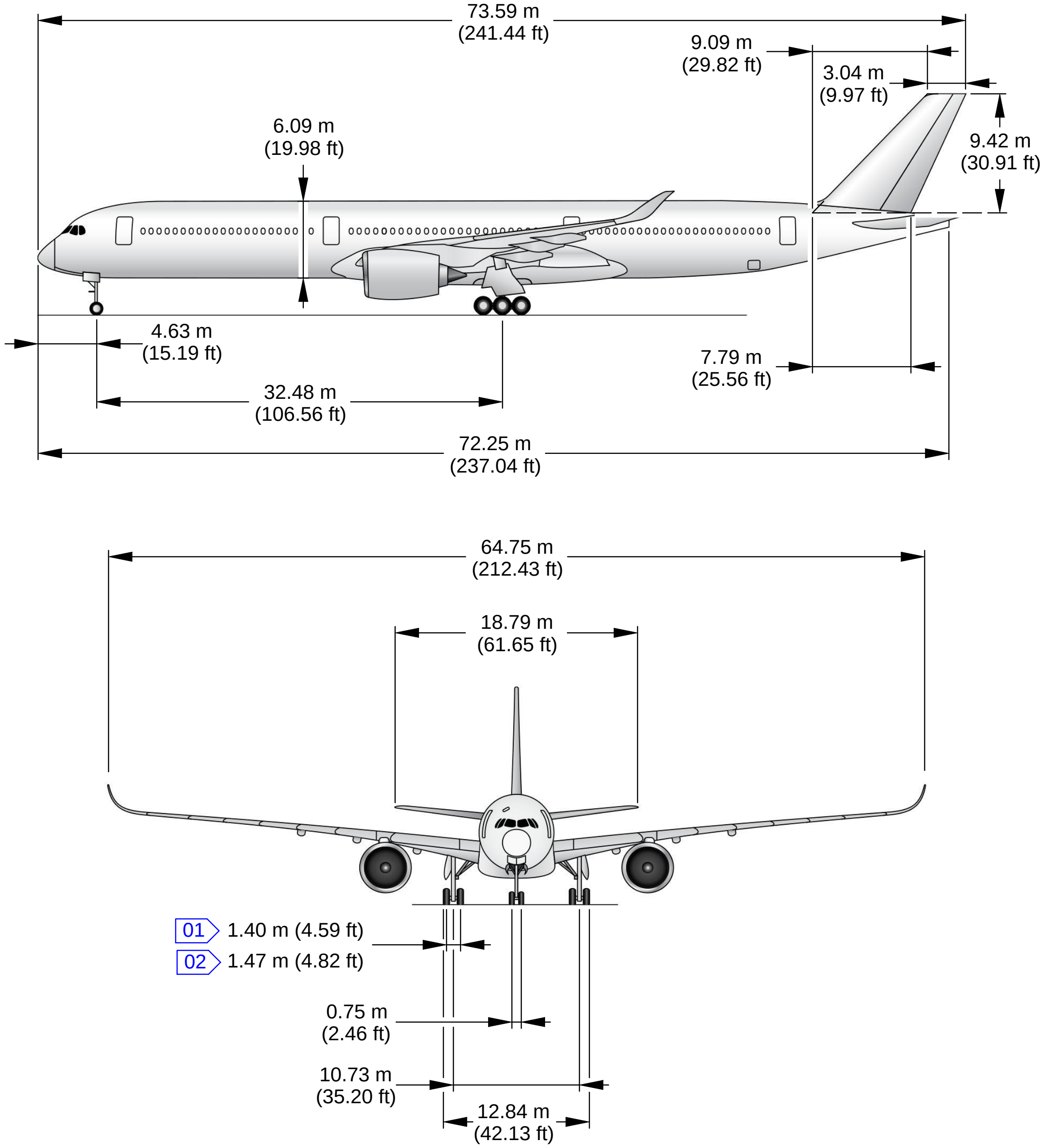


NOTE:
RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

P_AC_020200_1_0010001_02_03

General Aircraft Dimensions
(Sheet 2 of 2)
FIGURE-2-2-0-991-001-A01

****ON A/C A350-1000**

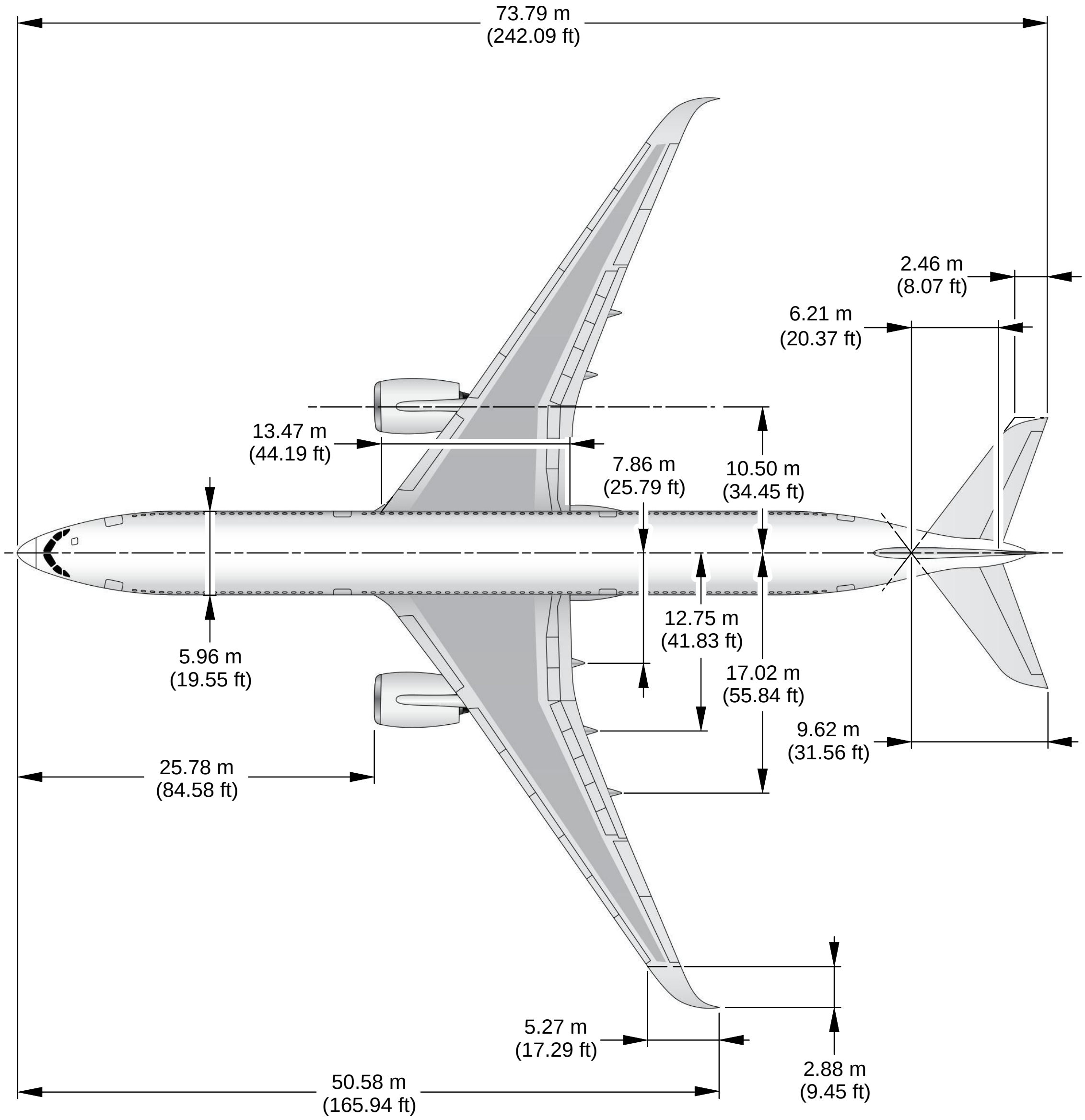


NOTE:
RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.
01 FWD & AFT AXLE
02 CENTRE AXLE

P_AC_020200_1_0020003_01_00

General Aircraft Dimensions
(Sheet 1 of 2)
FIGURE-2-2-0-991-002-C01

****ON A/C A350-1000**

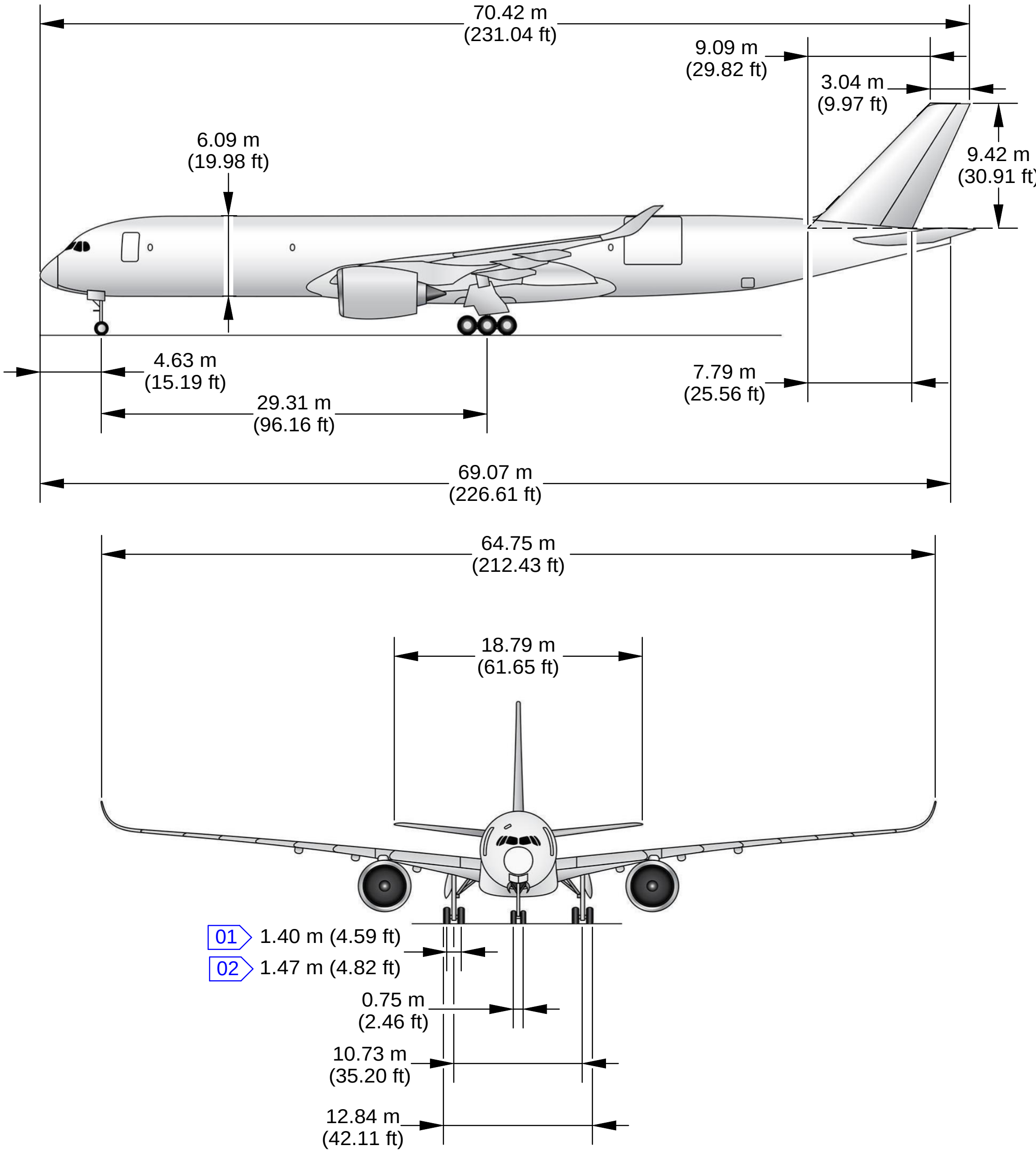


NOTE:
RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

P_AC_020200_1_0020003_02_00

General Aircraft Dimensions
(Sheet 2 of 2)
FIGURE-2-2-0-991-002-C01

****ON A/C A350-1000F**



NOTE:

RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

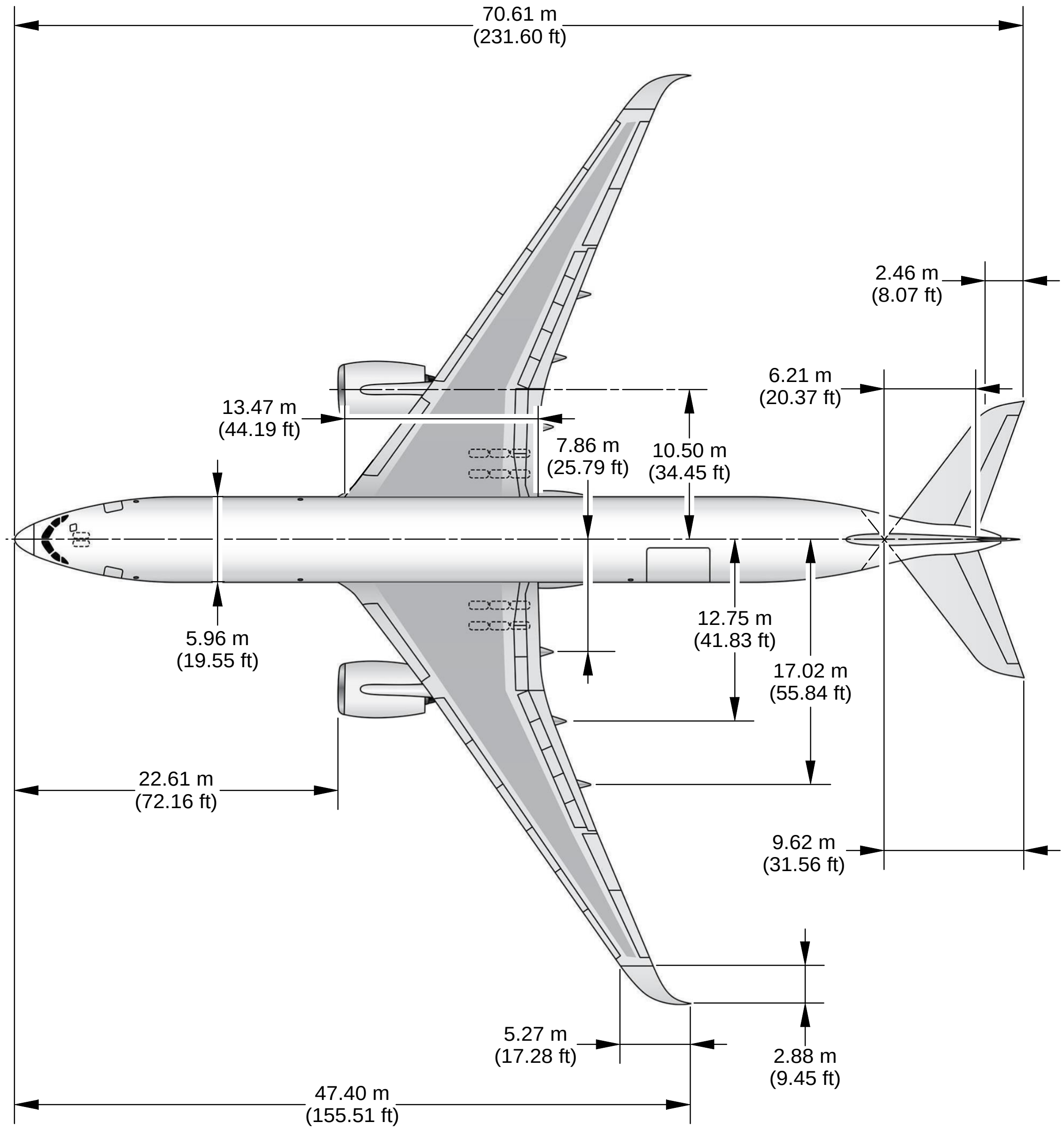
01 FWD & AFT AXLE

02 CENTRE AXLE

P_AC_020200_1_0030001_01_00

General Aircraft Dimensions
(Sheet 1 of 2)
FIGURE-2-2-0-991-003-A01

****ON A/C A350-1000F**



NOTE:
RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

P_AC_020200_1_0030001_02_00

General Aircraft Dimensions
(Sheet 2 of 2)
FIGURE-2-2-0-991-003-A01

2-3-0 Ground Clearances

****ON A/C A350-1000 A350-1000F A350-900**

Ground Clearances

1. This section provides the heights of various points of the aircraft, above the ground, for different aircraft configurations.

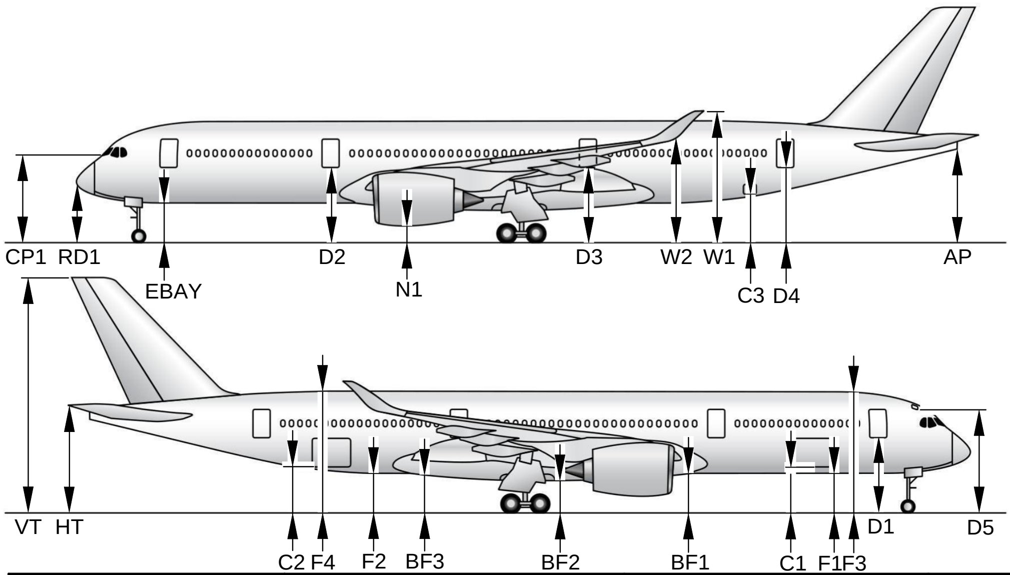
   Dimensions in the tables are approximate and will vary with tire type, weight and balance and other special conditions.

   The dimensions are given for:

   - A light weight, for an A/C in maintenance configuration with a FWD CG and an AFT CG,
   - An aircraft at MRW with a FWD CG and an AFT CG,
   - Aircraft on jacks, FDL at 6.50 m (21.33 ft.).

   NOTE : Passenger and cargo door ground clearances are measured from the center of the door sill and from floor level.

****ON A/C A350-900**



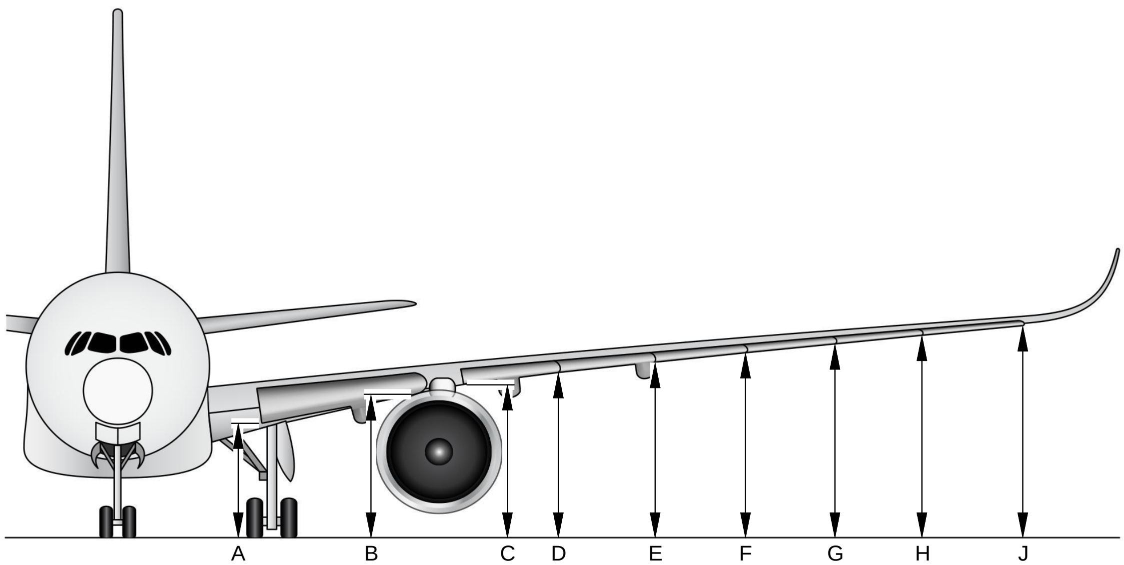
A/C CONFIGURATION		MRW				140 000 kg (308 647 lb)				AC JACKED FDL = 6.5 m (21.33 ft)	
		FWD CG (26.2%)		AFT CG (33.2%)		FWD CG (20%)		AFT CG (40%)			
		m	ft	m	ft	m	ft	m	ft	m	ft
DOORS	D1	5.04	16.54	5.08	16.68	5.13	16.84	5.36	17.60	6.36	20.87
	D2	5.11	16.75	5.13	16.82	5.22	17.13	5.34	17.52	6.37	20.91
	D3	5.21	17.08	5.19	17.04	5.36	17.58	5.30	17.39	6.37	20.91
	D4	5.28	17.33	5.24	17.20	5.46	17.93	5.27	17.29	6.37	20.90
	D5	7.25	23.79	7.31	23.98	7.33	24.05	7.61	24.97	8.54	28.02
	C1	3.08	10.12	3.12	10.22	3.18	10.45	3.37	11.06	4.11	13.48
	C2	3.31	10.86	3.28	10.76	3.48	11.42	3.33	10.94	4.11	13.48
	C3	3.31	10.85	3.27	10.74	3.48	11.43	3.31	10.87	4.41	14.47
FUSELAGE	F1	2.40	7.88	2.44	7.99	2.50	8.20	2.70	8.85	3.71	12.17
	F2	2.58	8.46	2.55	8.38	2.74	9.00	2.63	8.62	3.71	12.17
	F3	8.50	27.88	8.53	27.98	8.60	28.21	8.78	28.80	9.69	31.80
	F4	8.46	27.77	8.44	27.68	8.64	28.33	8.49	27.87	9.76	32.02
	EBAY	2.40	7.87	2.44	8.01	2.49	8.17	2.72	8.92	3.71	12.17
	BF1	2.45	8.05	2.47	8.10	2.57	8.44	2.67	8.77	3.62	11.88
	BF2	1.96	6.42	1.96	6.42	2.10	6.88	2.10	6.90	3.16	10.37
	BF3	2.56	8.41	2.54	8.35	2.72	8.94	2.63	8.63	3.70	12.14
	CP1	5.82	19.11	5.87	19.27	5.90	19.37	6.18	20.28	7.16	23.49
	RD1	3.95	12.96	4.00	13.14	4.03	13.22	4.32	14.18	5.30	17.39
WINGS	W1	9.45	31.01	9.42	30.92	9.62	31.57	9.48	31.11	10.57	34.68
	W1 (ULR)	9.95	32.64	9.92	32.55	10.12	33.20	9.98	32.74	11.07	36.32
	W2	7.02	23.05	7.00	22.98	7.19	23.58	7.09	23.25	8.38	27.50
TAILPLANE	HT	7.75	25.44	7.69	25.23	7.96	26.13	7.64	25.05	8.82	28.94
	AP	6.70	21.98	6.64	21.78	6.91	22.66	6.59	21.63	7.72	25.33
	VT	17.26	56.63	17.20	56.42	17.47	57.31	17.14	56.24	18.27	59.94
ENGINE/ NACELLE	N1	0.76	2.48	0.77	2.51	0.88	2.89	0.95	3.11	1.99	6.53
	N1 WITH DRAIN MAST	0.60	1.97	0.61	2.00	0.73	2.39	0.79	2.59	1.81	5.94

NOTE:
PASSENGER AND CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0010001_01_08

Ground Clearances
FIGURE-2-3-0-991-001-A01

**ON A/C A350-900



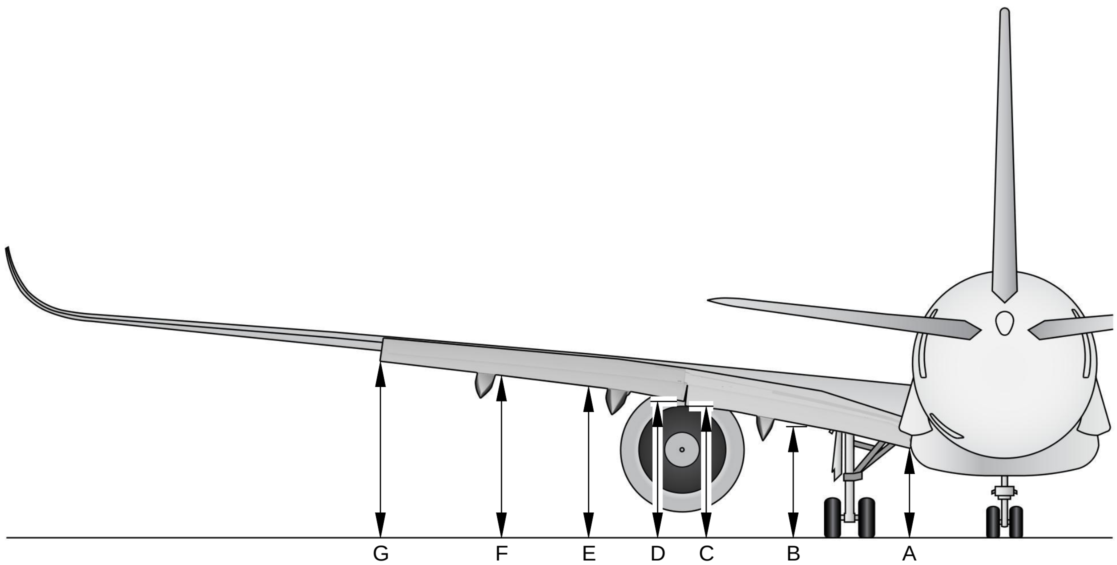
LEADING EDGE SLATS EXTENDED									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (26.2%)		AFT CG (33.2%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
01 DN INBD	A	3.43	11.24	3.44	11.28	3.55	11.66	3.62	11.88
01 DN OUTBD	B	4.60	15.08	4.60	15.09	4.73	15.51	4.76	15.62
SLAT 1 INBD	C	4.62	15.17	4.63	15.18	4.76	15.61	4.79	15.70
SLAT 1/2	D	5.00	16.41	5.00	16.41	5.14	16.86	5.15	16.89
SLAT 2/3	E	5.36	17.57	5.35	17.56	5.50	18.04	5.49	18.01
SLAT 3/4	F	5.70	18.70	5.69	18.67	5.85	19.18	5.82	19.08
SLAT 4/5	G	6.02	19.74	6.01	19.71	6.17	20.24	6.12	20.08
SLAT 5/6	H	6.32	20.73	6.31	20.69	6.47	21.24	6.41	21.02
SLAT 6 OUTBD	J	6.66	21.85	6.64	21.79	6.82	22.37	6.73	22.08

NOTE:
01 DN - DROOP NOSE
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0020001_01_02

Ground Clearances
Leading Edge Slats - Extended
FIGURE-2-3-0-991-002-A01

****ON A/C A350-900**



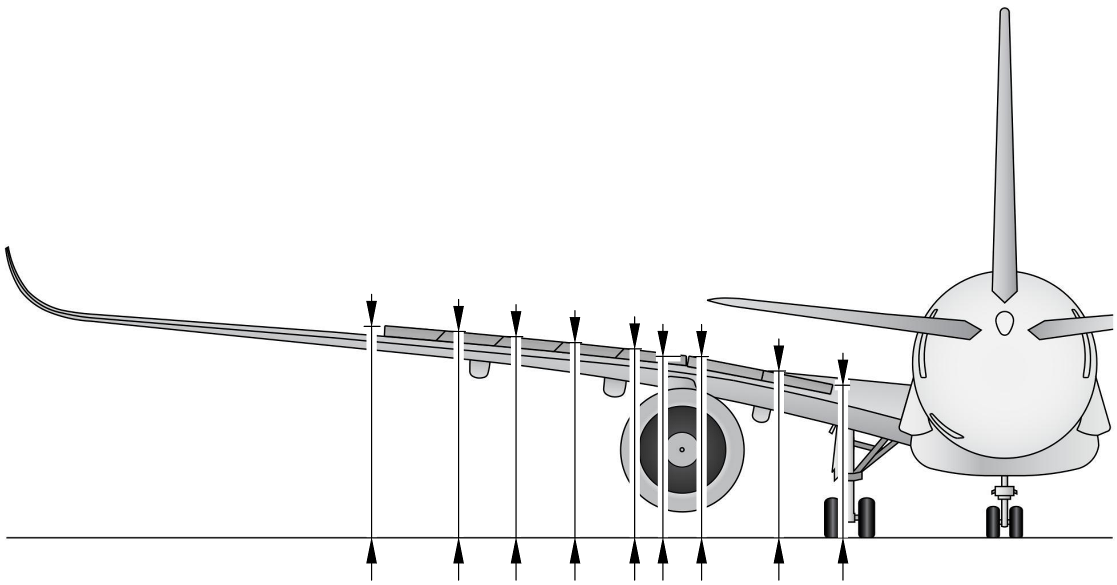
FLAPS EXTENDED									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (26.2%)		AFT CG (33.2%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
FLAP 1 INBD	A	2.57	8.43	2.56	8.40	2.72	8.92	2.68	8.79
FLAP 1/2	B	3.30	10.82	3.29	10.79	3.45	11.31	3.40	11.17
FLAP 2 OUTBD	C	4.10	13.45	4.09	13.41	4.25	13.94	4.20	13.79
FLAP 3 INBD	D	4.15	13.62	4.14	13.58	4.30	14.11	4.26	13.96
FLAP 3/4	E	4.90	16.07	4.89	16.03	5.05	16.57	4.99	16.39
FLAP 4/5	F	5.44	17.85	5.42	17.80	5.60	18.36	5.52	18.12
FLAP 5 OUTBD	G	5.69	18.65	5.67	18.60	5.84	19.17	5.76	18.91

NOTE:
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0030001_01_02

Ground Clearances
Trailing Edge Flaps - Extended
FIGURE-2-3-0-991-003-A01

****ON A/C A350-900**



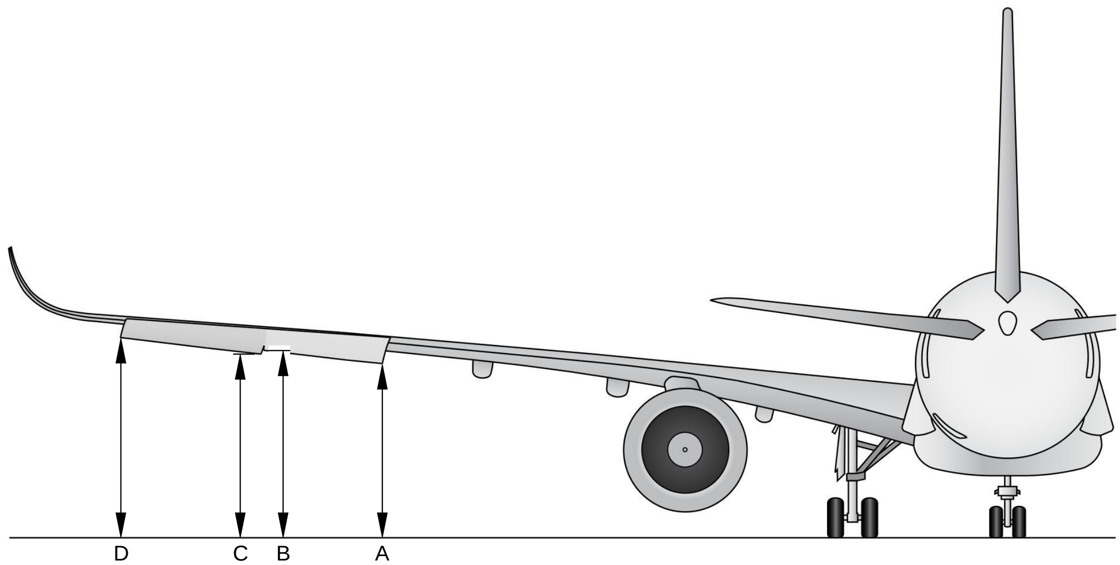
SPOILERS EXTENDED									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (26.2%)		AFT CG (33.2%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
SPOILER 1 INBD	A	5.03	16.50	5.02	16.47	5.17	16.98	5.14	16.88
SPOILER 1/2	B	5.49	18.02	5.48	17.99	5.64	18.50	5.61	18.40
SPOILER 2 OUTBD	C	5.95	19.51	5.94	19.48	6.09	19.99	6.06	19.88
SPOILER 3 INBD	D	6.09	19.97	6.08	19.95	6.23	20.45	6.20	20.35
SPOILER 3/4	E	6.33	20.77	6.32	20.74	6.48	21.26	6.44	21.13
SPOILER 4/5	F	6.54	21.46	6.53	21.42	6.69	21.95	6.64	21.80
SPOILER 5/6	G	6.73	22.08	6.72	22.04	6.88	22.58	6.83	22.40
SPOILER 6/7	H	6.91	22.66	6.89	22.62	7.06	23.16	7.00	22.96
SPOILER 7 OUTBD	J	7.08	23.23	7.07	23.19	7.24	23.74	7.17	23.52

NOTE:
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0040001_01_02

Ground Clearances
Spoilers - Extended
FIGURE-2-3-0-991-004-A01

**ON A/C A350-900



AILERONS DOWN									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (26.2%)		AFT CG (33.2%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
AILERON 1 INBD	A	5.95	19.51	5.93	19.46	6.10	20.03	6.03	19.77
AILERON 1 OUTBD	B	6.36	20.87	6.34	20.81	6.52	21.40	6.43	21.09
AILERON 2 INBD	C	6.35	20.83	6.33	20.77	6.51	21.36	6.42	21.05
AILERON 2 OUTBD	D	6.84	22.45	6.82	22.38	7.01	22.99	6.90	22.62

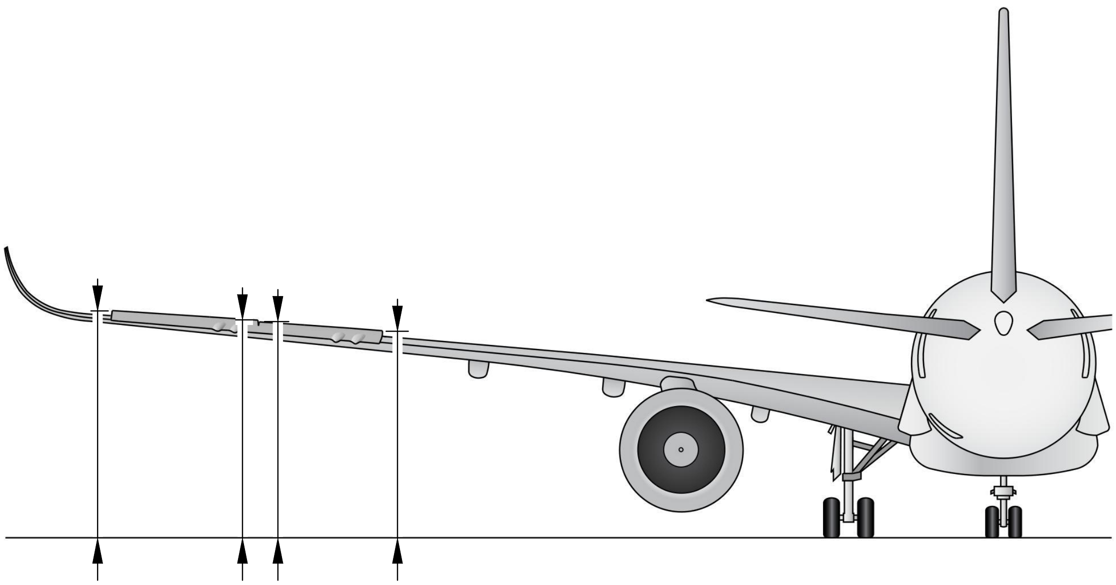
NOTE:

THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0050001_01_02

Ground Clearances
Ailerons - Down
FIGURE-2-3-0-991-005-A01

****ON A/C A350-900**



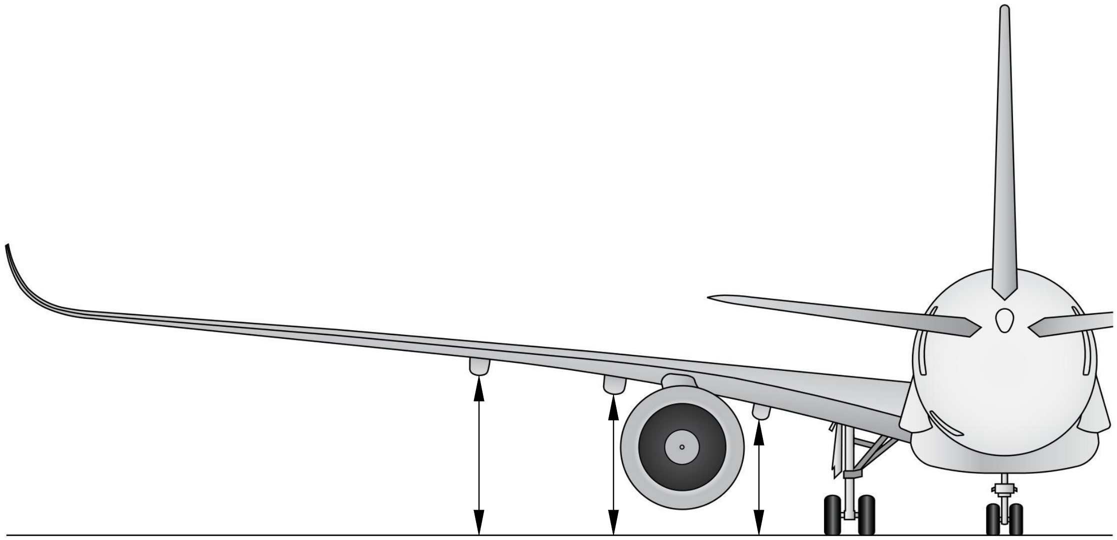
AILERONS UP									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (26.2%)		AFT CG (33.2%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
AILERON 1 INBD	A	6.96	22.85	6.95	22.80	7.12	23.36	7.04	23.11
AILERON 1 OUTBD	B	7.21	23.64	7.19	23.58	7.37	24.17	7.27	23.86
AILERON 2 INBD	C	7.22	23.68	7.20	23.61	7.38	24.20	7.28	23.90
AILERON 2 OUTBD	D	7.49	24.59	7.47	24.51	7.66	25.12	7.55	24.76

NOTE:
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0060001_01_02

Ground Clearances
Ailerons - Up
FIGURE-2-3-0-991-006-A01

****ON A/C A350-900**



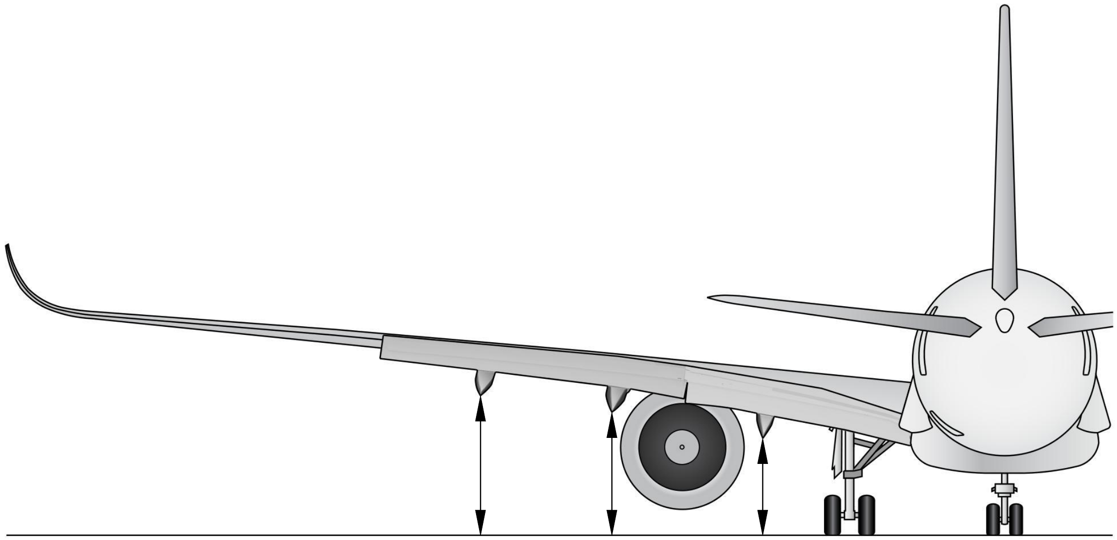
FLAPS TRACKS RETRACTED									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (26.2%)		AFT CG (33.2%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
FLAP TRACK 1	A	3.75	12.32	3.75	12.30	3.90	12.80	3.87	12.71
FLAP TRACK 2	B	4.56	14.98	4.56	14.95	4.71	15.46	4.67	15.34
FLAP TRACK 3	C	5.21	17.08	5.19	17.04	5.36	17.58	5.30	17.40

NOTE:
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0070001_01_02

Ground Clearances
Flap Tracks - Retracted
FIGURE-2-3-0-991-007-A01

****ON A/C A350-900**



FLAPS TRACKS EXTENDED									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (26.2%)		AFT CG (33.2%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
FLAP TRACK 1	A	2.86	9.38	2.85	9.34	3.01	9.87	2.96	9.72
FLAP TRACK 2	B	3.37	11.07	3.36	11.02	3.53	11.57	3.47	11.37
FLAP TRACK 3	C	4.04	13.24	4.02	13.19	4.19	13.75	4.12	13.51

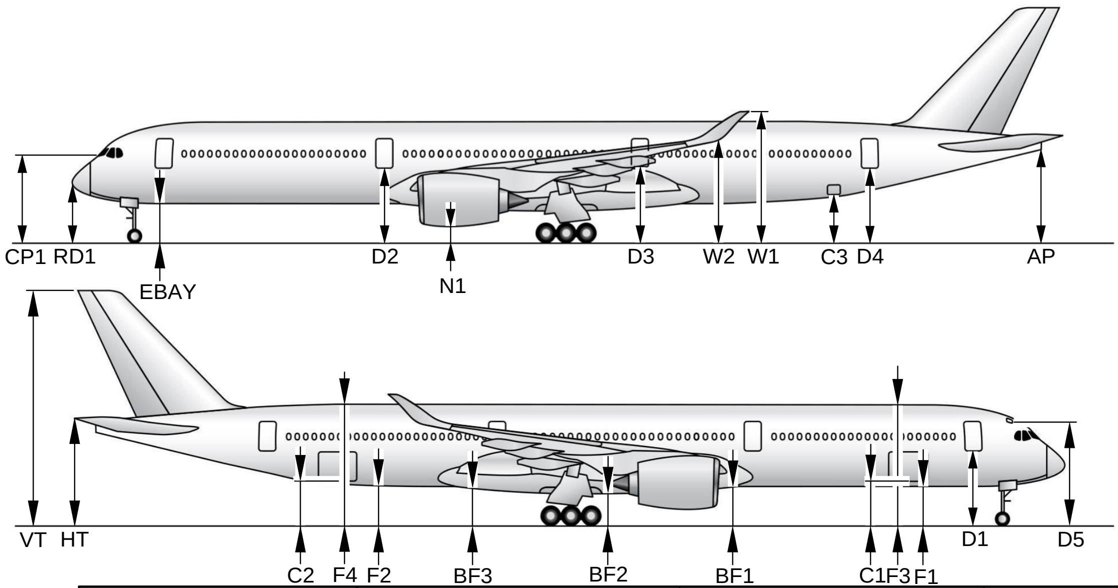
NOTE:

THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0080001_01_02

Ground Clearances
Flap Tracks - Extended
FIGURE-2-3-0-991-008-A01

****ON A/C A350-1000**



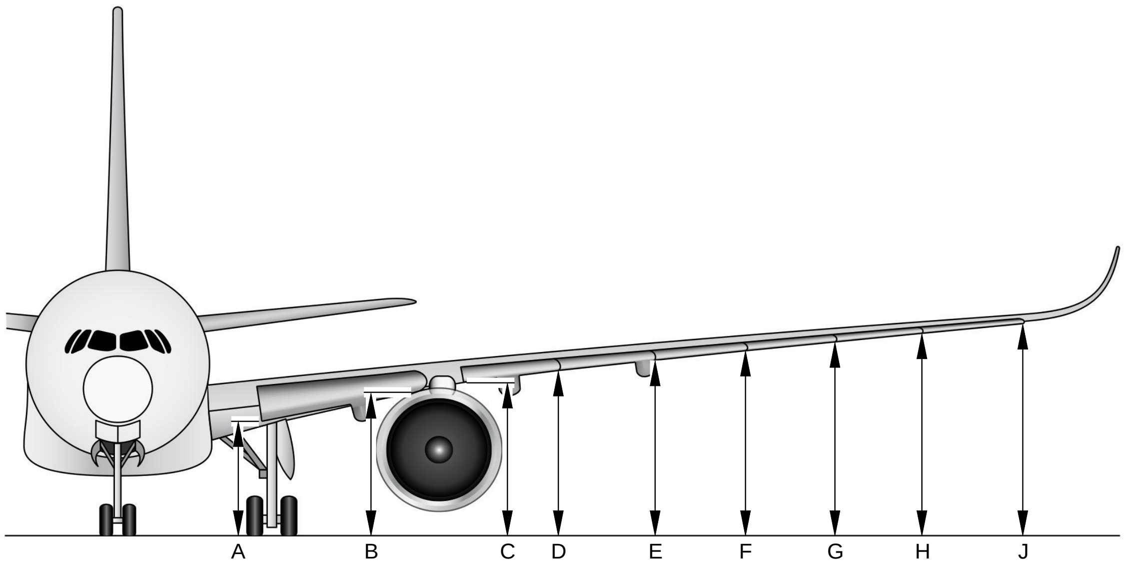
A/C CONFIGURATION		MRW				160 000 kg (352 739 lb)				AC JACKED FDL = 6.5 m (21.33 ft)	
		FWD CG (25%)		AFT CG (34%)		FWD CG (20%)		AFT CG (40%)			
		m	ft	m	ft	m	ft	m	ft	m	ft
DOORS	D1	5.05	16.55	5.09	16.72	5.13	16.84	5.36	17.59	6.36	20.87
	D2	5.12	16.80	5.14	16.87	5.23	17.15	5.32	17.47	6.37	20.91
	D3	5.21	17.09	5.20	17.05	5.34	17.51	5.28	17.33	6.37	20.91
	D4	5.29	17.35	5.24	17.21	5.43	17.82	5.24	17.20	6.37	20.90
	D5	7.26	23.82	7.30	23.95	7.32	24.02	7.55	24.77	8.54	28.02
	C1	3.08	10.12	3.12	10.25	3.18	10.42	3.37	11.05	4.11	13.48
	C2	3.32	10.89	3.28	10.78	3.46	11.34	3.31	10.86	4.11	13.48
	C3	3.32	10.89	3.28	10.76	3.46	11.35	3.29	10.79	4.41	14.47
FUSELAGE	F1	2.40	7.88	2.45	8.02	2.50	8.19	2.69	8.84	3.71	12.17
	F2	2.59	8.50	2.56	8.40	2.72	8.94	2.60	8.54	3.71	12.17
	F3	8.50	27.88	8.54	28.01	8.59	28.19	8.77	28.79	9.69	31.80
	F4	8.47	27.81	8.44	27.70	8.61	28.26	8.47	27.79	9.76	32.02
	EBAY	2.41	7.91	2.45	8.04	2.49	8.17	2.72	8.92	3.71	12.17
	BF1	2.46	8.09	2.48	8.15	2.57	8.44	2.66	8.73	3.62	11.88
	BF2	1.96	6.44	1.96	6.44	2.08	6.83	2.09	6.85	3.16	10.37
	BF3	2.56	8.41	2.54	8.35	2.69	8.83	2.61	8.58	3.70	12.14
	CP1	5.83	19.13	5.89	19.32	5.91	19.40	6.18	20.27	7.16	23.49
	RD1	3.96	12.99	4.02	13.19	4.04	13.26	4.32	14.18	5.30	17.39
WINGS	W1	9.45	31.00	9.42	30.91	9.58	31.44	9.46	31.05	10.57	34.68
	W2	7.02	23.04	7.00	22.98	7.15	23.47	7.07	23.19	8.38	27.50
TAILPLANE	HT	7.75	25.43	7.68	25.21	7.91	25.95	7.61	24.96	8.82	28.94
	AP	6.70	21.98	6.63	21.76	6.85	22.49	6.57	21.54	7.72	25.33
	VT	17.26	56.62	17.19	56.39	17.41	57.14	17.11	56.15	18.27	59.94
ENGINE/ NACELLE	N1	0.76	2.51	0.78	2.55	0.88	2.87	0.93	3.07	1.99	6.53
	N1 WITH DRAIN MAST	0.61	2.00	0.62	2.04	0.72	2.37	0.78	2.55	1.81	5.94

NOTE:
PASSENGER AND CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0090002_01_03

Ground Clearances
FIGURE-2-3-0-991-009-B01

****ON A/C A350-1000**



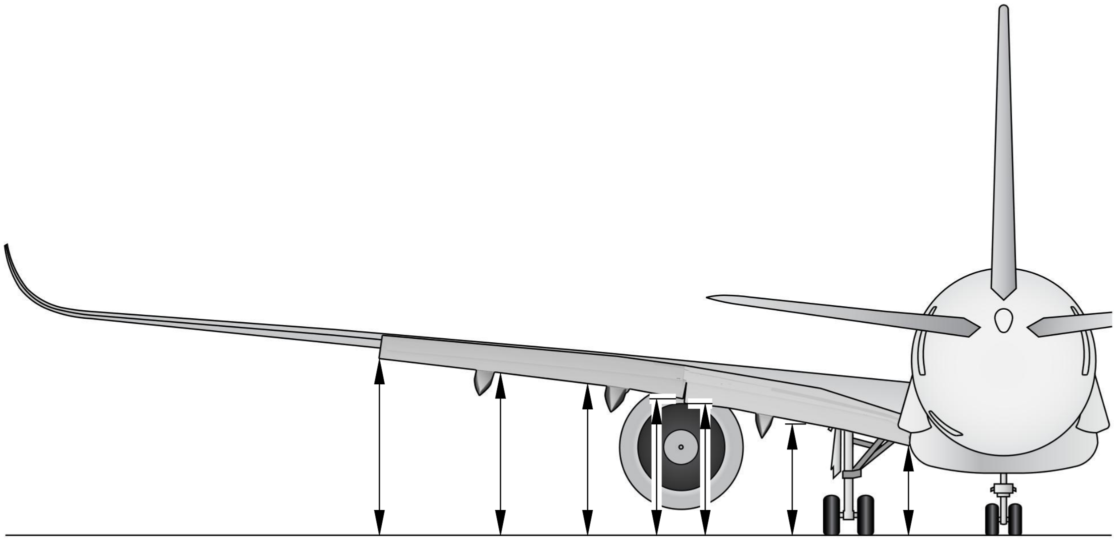
LEADING EDGE SLATS EXTENDED									
DESCRIPTION		MRW				160 000 kg (352 739 lb)			
		FWD CG (25%)		AFT CG (34%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
01 DN INBD	A	3.44	11.28	3.45	11.32	3.55	11.64	3.61	11.84
01 DN OUTBD	B	4.60	15.10	4.61	15.12	4.72	15.48	4.75	15.57
SLAT 1 INBD	C	4.63	15.19	4.63	15.21	4.75	15.57	4.77	15.65
SLAT 1/2	D	5.01	16.43	5.01	16.43	5.12	16.81	5.13	16.84
SLAT 2/3	E	5.36	17.59	5.36	17.58	5.48	17.98	5.47	17.96
SLAT 3/4	F	5.70	18.71	5.69	18.68	5.82	19.11	5.80	19.03
SLAT 4/5	G	6.02	19.75	6.01	19.71	6.14	20.15	6.10	20.02
SLAT 5/6	H	6.32	20.74	6.31	20.69	6.45	21.15	6.39	20.97
SLAT 6 OUTBD	J	6.66	21.84	6.64	21.78	6.79	22.26	6.71	22.02

NOTE:
01 DN - DROOP NOSE
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0100001_01_01

Ground Clearances
Leading Edge Slats - Extended
FIGURE-2-3-0-991-010-A01

****ON A/C A350-1000**



FLAPS EXTENDED									
DESCRIPTION		MRW				160 000 kg (352 739 lb)			
		FWD CG (25%)		AFT CG (34%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
FLAP 1 INBD	A	2.57	8.44	2.56	8.41	2.69	8.84	2.66	8.73
FLAP 1/2	B	3.30	10.83	3.29	10.80	3.42	11.23	3.39	11.12
FLAP 2 OUTBD	C	4.10	13.45	4.09	13.42	4.22	13.86	4.19	13.74
FLAP 3 INBD	D	4.15	13.63	4.14	13.59	4.28	14.03	4.24	13.91
FLAP 3/4	E	4.90	16.08	4.89	16.04	5.03	16.49	4.98	16.33
FLAP 4/5	F	5.44	17.85	5.43	17.80	5.57	18.26	5.51	18.07
FLAP 5 OUTBD	G	5.69	18.65	5.67	18.60	5.81	19.07	5.75	18.86

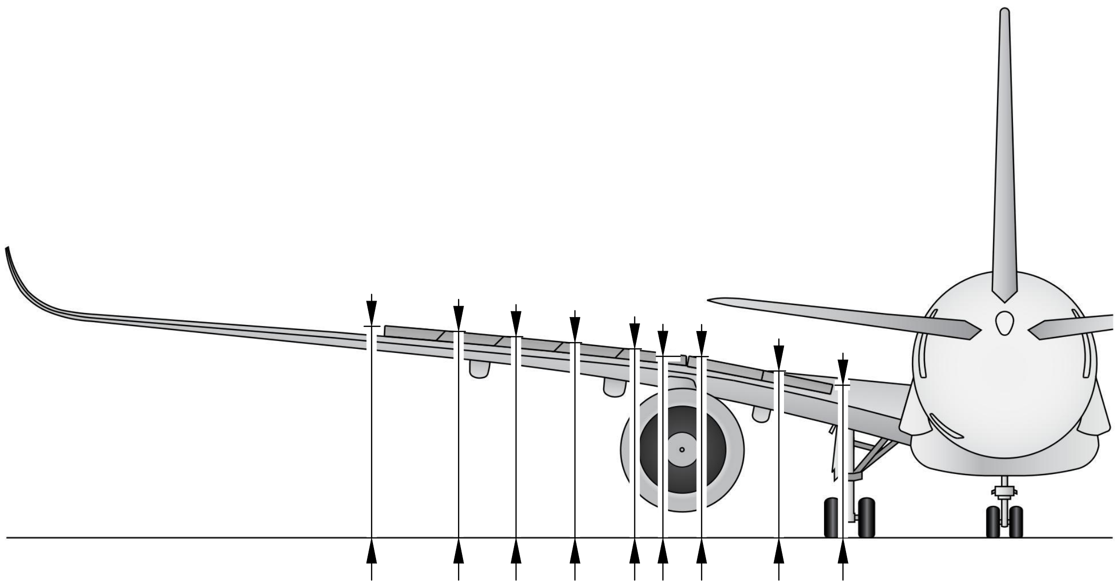
NOTE:

THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0110001_01_01

Ground Clearances
Trailing Edge Flaps - Extended
FIGURE-2-3-0-991-011-A01

****ON A/C A350-1000**



SPOILERS EXTENDED									
DESCRIPTION		MRW				160 000 kg (352 739 lb)			
		FWD CG (25%)		AFT CG (34%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
SPOILER 1 INBD	A	5.03	16.51	5.02	16.48	5.15	16.91	5.13	16.83
SPOILER 1/2	B	5.49	18.03	5.49	18.00	5.62	18.43	5.59	18.34
SPOILER 2 OUTBD	C	5.95	19.52	5.94	19.49	6.07	19.92	6.04	19.83
SPOILER 3 INBD	D	6.09	19.98	6.08	19.96	6.21	20.38	6.19	20.30
SPOILER 3/4	E	6.33	20.78	6.32	20.75	6.46	21.18	6.42	21.08
SPOILER 4/5	F	6.54	21.46	6.53	21.43	6.67	21.87	6.63	21.74
SPOILER 5/6	G	6.73	22.09	6.72	22.05	6.86	22.49	6.81	22.35
SPOILER 6/7	H	6.91	22.67	6.90	22.62	7.03	23.08	6.98	22.91
SPOILER 7 OUTBD	J	7.08	23.24	7.07	23.19	7.21	23.65	7.15	23.46

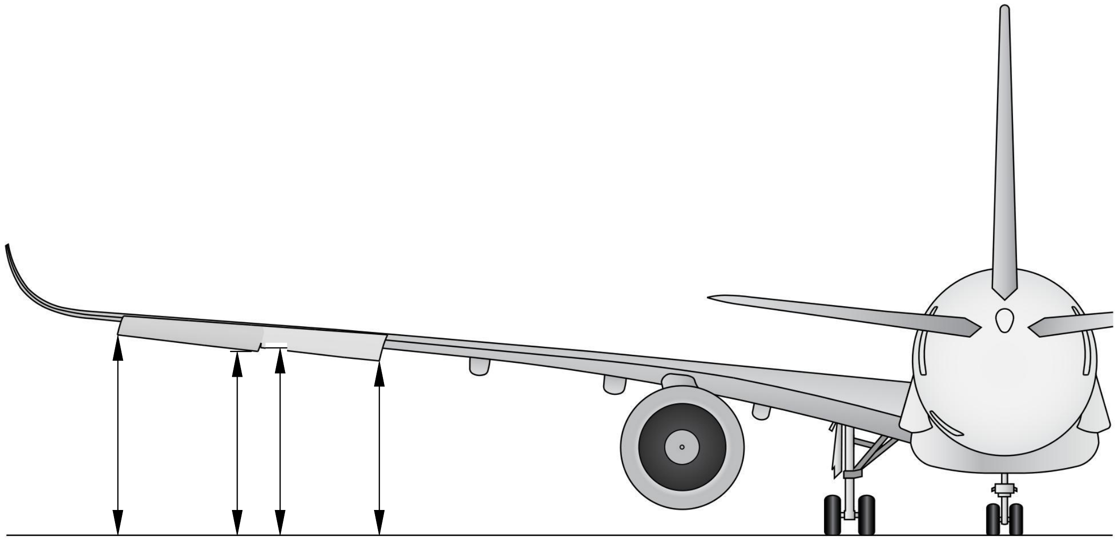
NOTE:

THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0120001_01_01

Ground Clearances
Spoilers - Extended
FIGURE-2-3-0-991-012-A01

****ON A/C A350-1000**



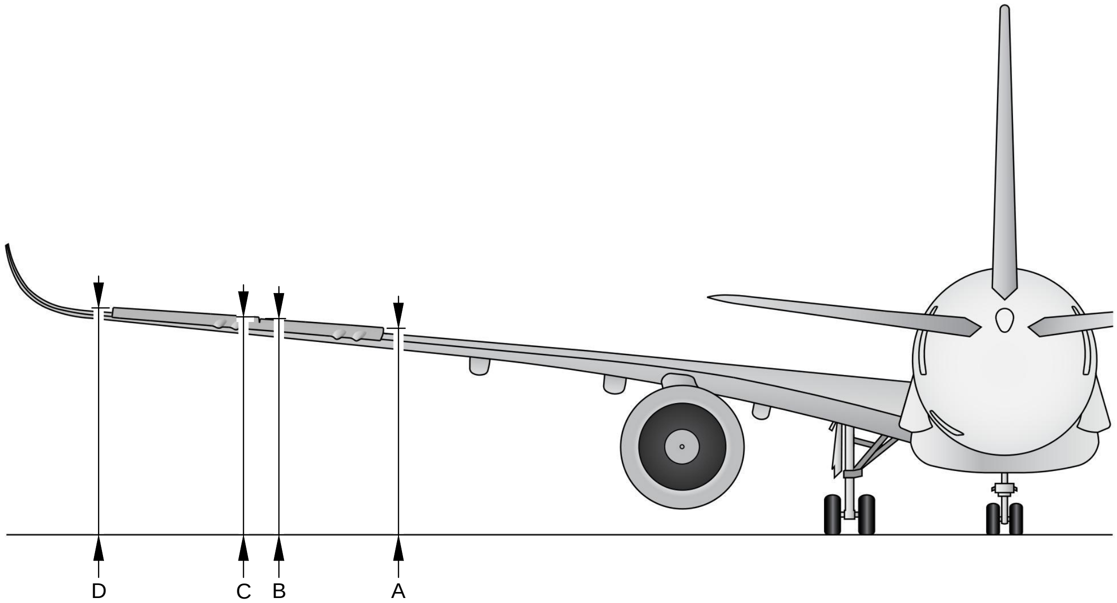
AILERONS DOWN									
DESCRIPTION		MRW				160 000 kg (352 739 lb)			
		FWD CG (25%)		AFT CG (34%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
AILERON 1 INBD	A	5.95	19.51	5.93	19.46	6.07	19.93	6.01	19.72
AILERON 1 OUTBD	B	6.36	20.87	6.34	20.81	6.49	21.29	6.41	21.04
AILERON 2 INBD	C	6.35	20.83	6.33	20.77	6.48	21.25	6.40	21.00
AILERON 2 OUTBD	D	6.84	22.44	6.82	22.37	6.97	22.87	6.88	22.57

NOTE:
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0130001_01_01

Ground Clearances
Ailerons - Down
FIGURE-2-3-0-991-013-A01

****ON A/C A350-1000**



AILERONS UP									
DESCRIPTION		MRW				160 000 kg (352 739 lb)			
		FWD CG (25%)		AFT CG (34%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
AILERON 1 INBD	A	6.96	22.85	6.95	22.80	7.09	23.27	7.03	23.06
AILERON 1 OUTBD	B	7.20	23.64	7.19	23.58	7.33	24.06	7.26	23.81
AILERON 2 INBD	C	7.21	23.67	7.20	23.61	7.34	24.09	7.27	23.84
AILERON 2 OUTBD	D	7.49	24.58	7.47	24.50	7.62	25.01	7.53	24.70

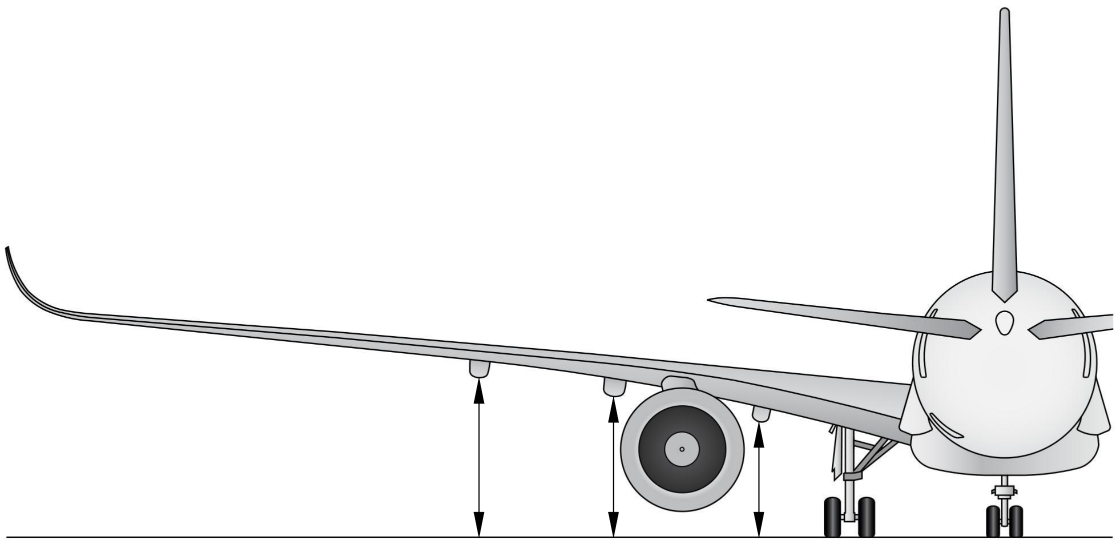
NOTE:

THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0140001_01_01

Ground Clearances
Ailerons - Up
FIGURE-2-3-0-991-014-A01

****ON A/C A350-1000**



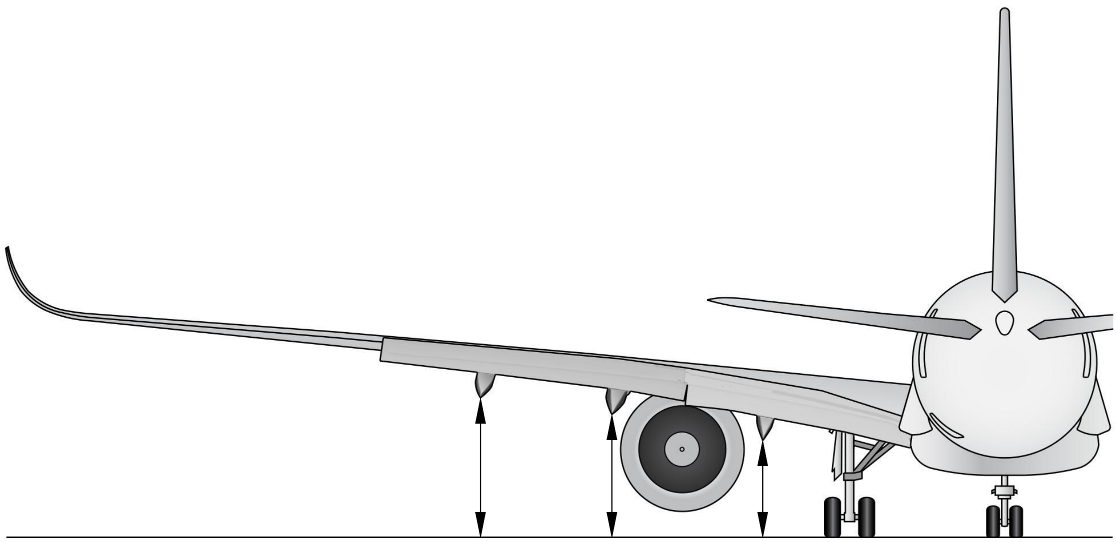
FLAPS TRACKS RETRACTED									
DESCRIPTION		MRW				160 000 kg (352 739 lb)			
		FWD CG (25%)		AFT CG (34%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
FLAP TRACK 1	A	3.76	12.33	3.75	12.31	3.88	12.73	3.86	12.65
FLAP TRACK 2	B	4.57	14.99	4.56	14.96	4.69	15.39	4.66	15.28
FLAP TRACK 3	C	5.21	17.09	5.20	17.05	5.33	17.49	5.29	17.35

NOTE:
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0150001_01_01

Ground Clearances
Flap Tracks - Retracted
FIGURE-2-3-0-991-015-A01

****ON A/C A350-1000**



FLAPS TRACKS EXTENDED									
DESCRIPTION		MRW				160 000 kg (352 739 lb)			
		FWD CG (25%)		AFT CG (34%)		FWD CG (20%)		AFT CG (40%)	
		m	ft	m	ft	m	ft	m	ft
FLAP TRACK 1	A	2.86	9.38	2.85	9.35	2.98	9.79	2.95	9.66
FLAP TRACK 2	B	3.37	11.07	3.36	11.03	3.50	11.48	3.45	11.32
FLAP TRACK 3	C	4.04	13.24	4.02	13.19	4.16	13.66	4.10	13.46

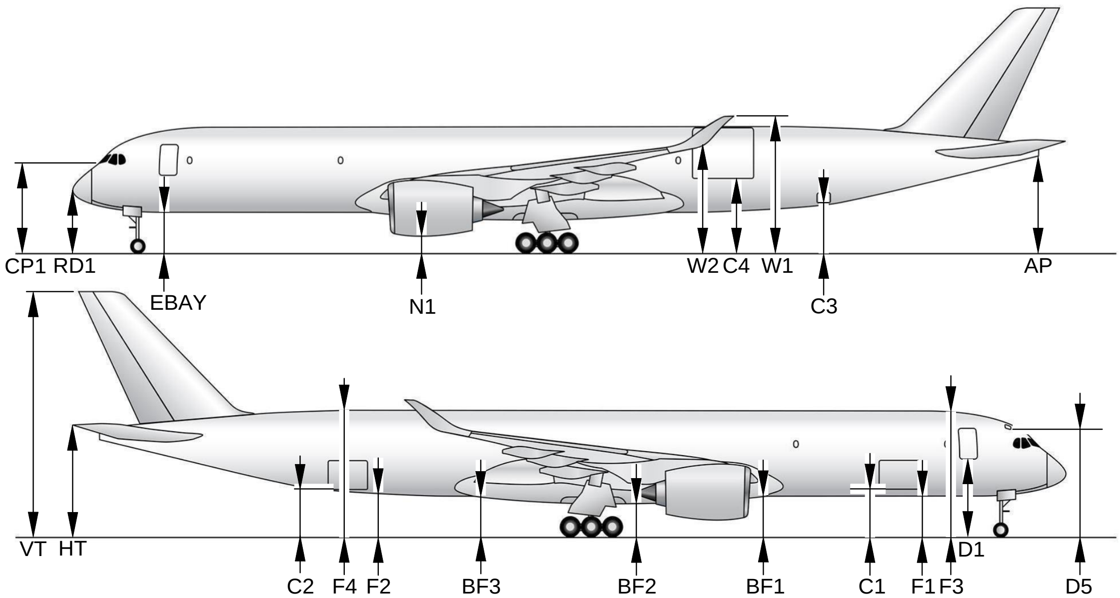
NOTE:

THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0160001_01_01

Ground Clearances
Flap Tracks - Extended
FIGURE-2-3-0-991-016-A01

**ON A/C A350-1000F



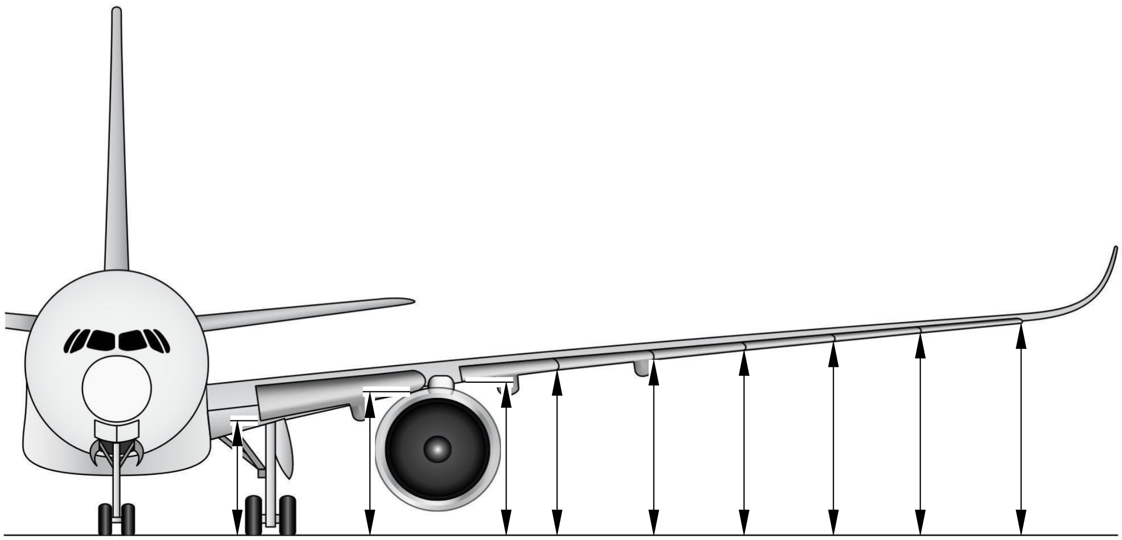
A/C CONFIGURATION		MRW				140 000 kg (308 647 lb)				AC JACKED FDL = 6.5 m (21.33 ft)	
		FWD CG (25%)		AFT CG (33.05%)		FWD CG (21.5%)		AFT CG (34%)			
		m	ft	m	ft	m	ft	m	ft	m	ft
DOORS	D1	5.03	16.50	5.07	16.63	5.16	16.93	5.26	17.26	6.36	20.87
	D5	7.24	23.75	7.26	23.82	7.29	23.92	7.42	24.34	8.54	28.02
	C1	2.81	9.22	2.84	9.32	2.95	9.68	3.02	9.91	4.11	13.48
	C2	3.05	10.01	3.00	9.84	3.23	10.60	3.12	10.24	4.11	13.48
	C3	3.36	11.02	3.31	10.86	3.54	11.61	3.42	11.22	4.41	14.47
	C4	5.29	17.36	5.26	17.26	5.47	17.95	5.38	17.65	6.38	20.93
FUSELAGE	F1	2.40	7.87	2.43	7.97	2.54	8.33	2.62	8.60	3.71	12.17
	F2	2.62	8.60	2.59	8.50	2.80	9.19	2.71	8.89	3.71	12.17
	F3	8.38	27.49	8.41	27.59	8.51	27.92	8.60	28.22	9.69	31.80
	F4	8.71	28.58	8.66	28.41	8.89	29.17	8.77	28.77	9.76	32.02
	EBAY	2.39	7.84	2.42	7.94	2.51	8.23	2.61	8.56	3.71	12.17
	BF1	2.39	7.84	2.39	7.84	2.53	8.30	2.56	8.40	3.62	11.88
	BF2	1.98	6.50	1.97	6.46	2.14	7.02	2.12	6.96	3.16	10.37
	BF3	2.59	8.50	2.56	8.40	2.76	9.06	2.69	8.83	3.70	12.14
	CP1	5.81	19.06	5.85	19.20	5.94	19.49	6.05	19.85	7.16	23.49
	RD1	3.93	12.90	3.98	13.06	4.06	13.32	4.18	13.71	5.30	17.39
WINGS	W1	9.49	31.14	9.45	31.00	9.66	31.69	9.57	31.40	10.57	34.68
	W2	7.27	23.85	7.24	23.75	7.44	24.41	7.37	24.18	8.38	27.50
TAILPLANE	HT	7.87	25.82	7.80	25.59	8.07	26.48	7.87	25.82	8.82	28.94
	AP	6.77	22.21	6.69	21.95	6.97	22.87	6.77	22.21	7.72	25.33
	VT	17.32	56.82	17.24	56.56	17.52	57.48	17.32	56.82	18.27	59.94
ENGINE/ NACELLES	N1	0.78	2.56	0.78	2.56	0.93	3.05	0.94	3.08	1.99	6.53
	N2 WITH DRAIN MAST	0.60	1.97	0.60	1.97	0.75	2.46	0.76	2.49	1.81	5.94

NOTE:
CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0170001_01_00

Ground Clearances
FIGURE-2-3-0-991-017-A01

**ON A/C A350-1000F



LEADING EDGE SLATS EXTENDED									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (25%)		AFT CG (33.05%)		FWD CG (21.5%)		AFT CG (34%)	
		m	ft	m	ft	m	ft	m	ft
01 DN INBD	A	4.03	13.22	4.03	13.22	4.18	13.71	4.19	13.75
01 DN OUTBD	B	4.89	16.04	4.89	16.04	5.05	16.57	5.04	16.54
SLAT 1 INBD	C	5.12	16.80	5.11	16.77	5.27	17.29	5.26	17.26
SLAT 1/2	D	5.47	17.95	5.47	17.95	5.63	18.47	5.61	18.41
SLAT 2/3	E	5.81	19.06	5.80	19.03	5.98	19.62	5.94	19.49
SLAT 3/4	F	6.15	20.18	6.14	20.14	6.32	20.73	6.28	20.60
SLAT 4/5	G	6.46	21.19	6.44	21.13	6.63	21.75	6.58	21.59
SLAT 5/6	H	6.73	22.08	6.71	22.01	6.90	22.63	6.84	22.44
SLAT 6 OUTBD	J	7.04	23.10	7.01	23.00	7.21	23.65	7.14	23.43

NOTE:

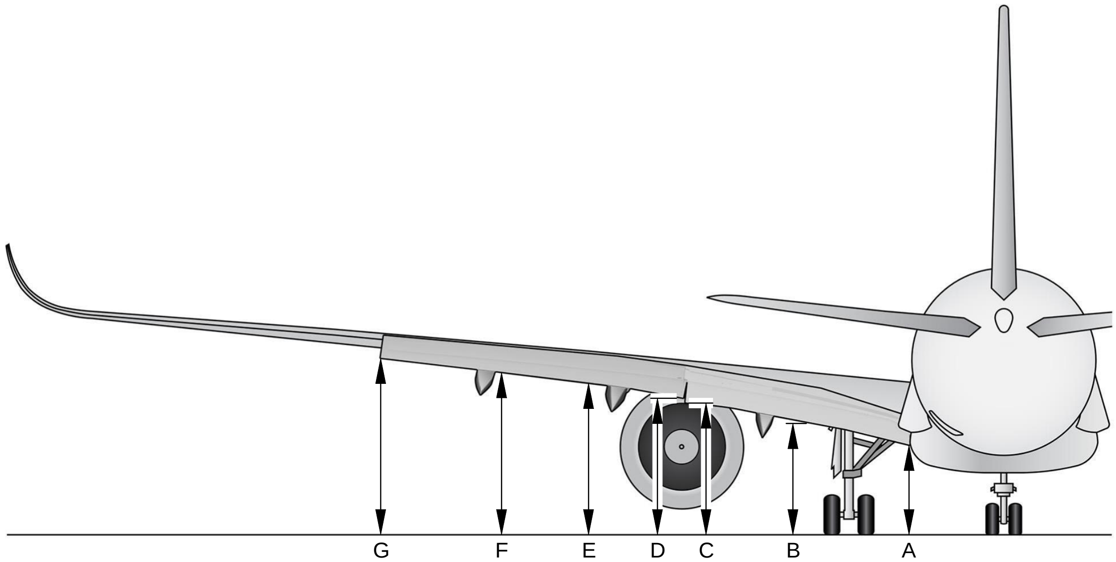
01 DN - DROOP NOSE

THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0180001_01_00

Ground Clearances
FIGURE-2-3-0-991-018-A01

****ON A/C A350-1000F**



FLAPS EXTENDED									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (25%)		AFT CG (33.05%)		FWD CG (21.5%)		AFT CG (34%)	
		m	ft	m	ft	m	ft	m	ft
FLAP 1 INBD	A	3.65	11.98	3.63	11.91	3.81	12.50	3.77	12.37
FLAP 1/2	B	4.67	15.32	4.65	15.26	4.84	15.88	4.79	15.72
FLAP 2 OUTBD	C	5.18	17.00	5.16	16.93	5.35	17.55	5.30	17.39
FLAP 3 INBD	D	5.19	17.03	5.18	16.99	5.36	17.59	5.31	17.42
FLAP 3/4	E	5.60	18.37	5.58	18.31	5.77	18.93	5.72	18.77
FLAP 4/5	F	6.00	19.69	5.98	19.62	6.17	20.24	6.11	20.05
FLAP 5 OUTBD	G	6.33	20.77	6.30	20.67	6.50	21.33	6.43	21.10

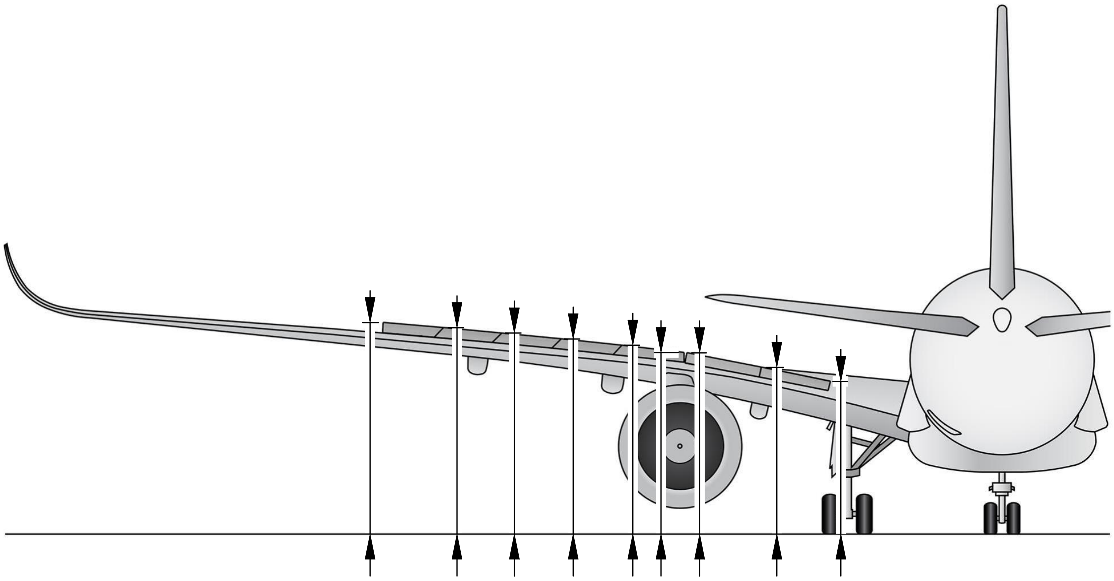
NOTE:

THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0190002_01_00

Ground Clearances
FIGURE-2-3-0-991-019-B01

**ON A/C A350-1000F



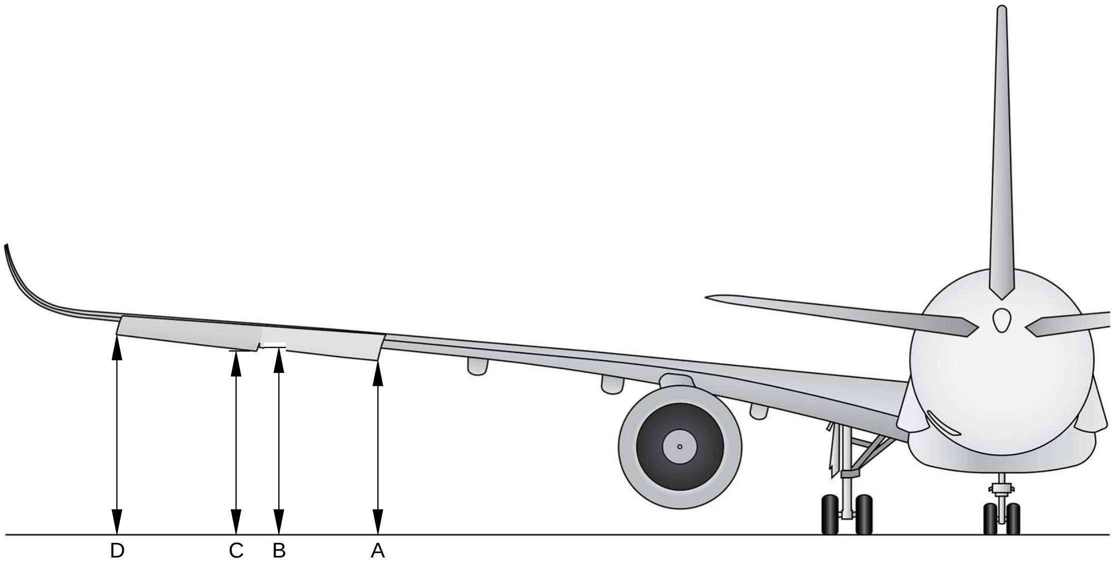
SPOILERS EXTENDED									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (25%)		AFT CG (33.05%)		FWD CG (21.5%)		AFT CG (34%)	
		m	ft	m	ft	m	ft	m	ft
SPOILERS 1 INBD	A	4.52	14.83	4.50	14.76	4.68	15.35	4.64	15.22
SPOILERS 1/2	B	4.96	16.27	4.95	16.24	5.13	16.83	5.09	16.70
SPOILERS 2 OUTBD	C	5.42	17.78	5.40	17.72	5.58	18.31	5.54	18.18
SPOILERS 3 INBD	D	5.43	17.81	5.41	17.75	5.59	18.34	5.55	18.21
SPOILERS 3/4	E	5.68	18.64	5.67	18.60	5.85	19.19	5.80	19.03
SPOILERS 4/5	F	5.90	19.36	5.88	19.30	6.07	19.91	6.02	19.75
SPOILERS 5/6	G	6.09	19.98	6.07	19.91	6.26	20.54	6.21	20.37
SPOILERS 6/7	H	6.28	20.60	6.26	20.54	6.45	21.16	6.40	21.00
SPOILERS 7 OUTBD	J	6.45	21.16	6.43	21.10	6.62	21.72	6.56	21.52

NOTE:
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0200001_01_00

Ground Clearances
FIGURE-2-3-0-991-020-A01

****ON A/C A350-1000F**



AILERONS DOWN									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (25%)		AFT CG (33.05%)		FWD CG (21.5%)		AFT CG (34%)	
		m	ft	m	ft	m	ft	m	ft
AILERONS 1 INBD	A	6.40	21.00	6.38	20.93	6.57	21.56	6.51	21.36
AILERONS 1 OUTBD	B	6.76	22.18	6.73	22.08	6.93	22.74	6.86	22.51
AILERONS 2 INBD	C	4.96	16.27	4.95	16.24	5.13	16.83	5.09	16.70
AILERONS 2 OUTBD	D	7.03	23.06	7.00	22.97	7.20	23.62	7.12	23.36

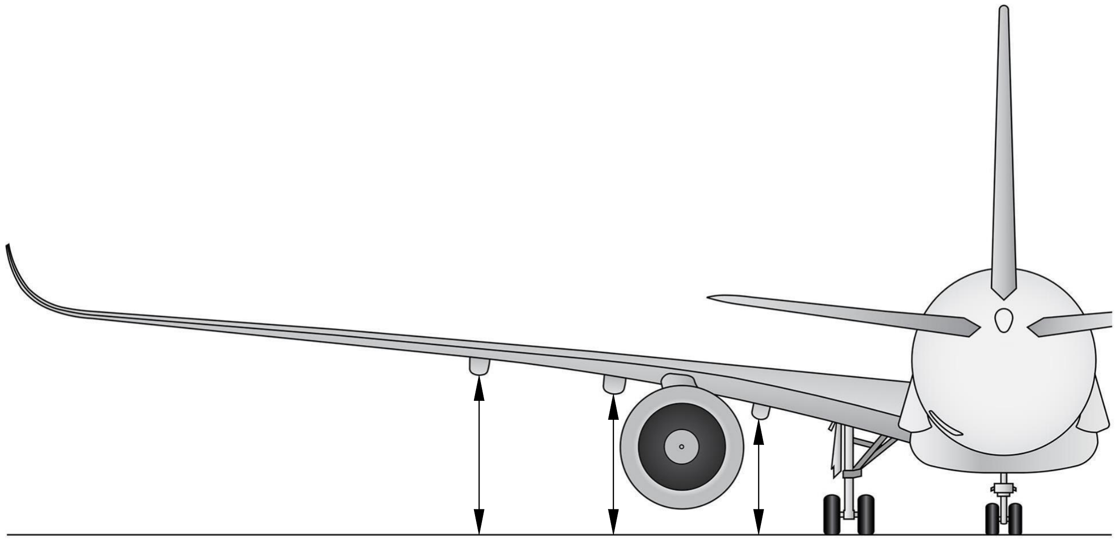
NOTE:

THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0210001_01_00

Ground Clearances
FIGURE-2-3-0-991-021-A01

****ON A/C A350-1000F**



FLAPS TRACKS RETRACTED									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (25%)		AFT CG (33.05%)		FWD CG (21.5%)		AFT CG (34%)	
		m	ft	m	ft	m	ft	m	ft
FLAPS TRACK 1	A	4.26	13.98	4.24	13.91	4.42	14.50	4.38	14.37
FLAPS TRACK 2	B	5.10	16.73	5.08	16.67	5.27	17.29	5.21	17.10
FLAPS TRACK 3	C	5.59	18.34	5.57	18.27	5.76	18.90	5.70	18.70

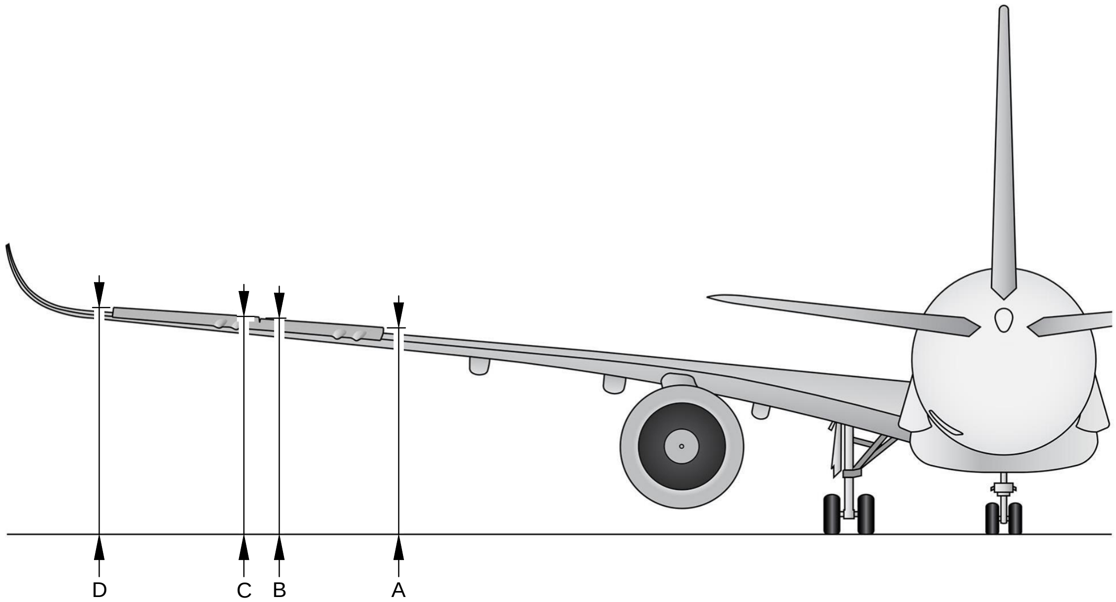
NOTE:

THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0220002_01_00

Ground Clearances
FIGURE-2-3-0-991-022-B01

****ON A/C A350-1000F**



AILERONS UP									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (25%)		AFT CG (33.05%)		FWD CG (21.5%)		AFT CG (34%)	
		m	ft	m	ft	m	ft	m	ft
AILERON 1 INBD	A	5.39	17.68	5.36	17.59	5.55	18.21	5.49	18.01
AILERON 1 OUTBD	B	5.92	19.42	5.88	19.29	6.09	19.98	6.01	19.72
AILERON 2 INBD	C	4.10	13.45	4.08	13.39	4.27	14.01	4.22	13.85
AILERON 2 OUTBD	D	6.38	20.93	6.35	20.83	6.55	21.49	6.47	21.23

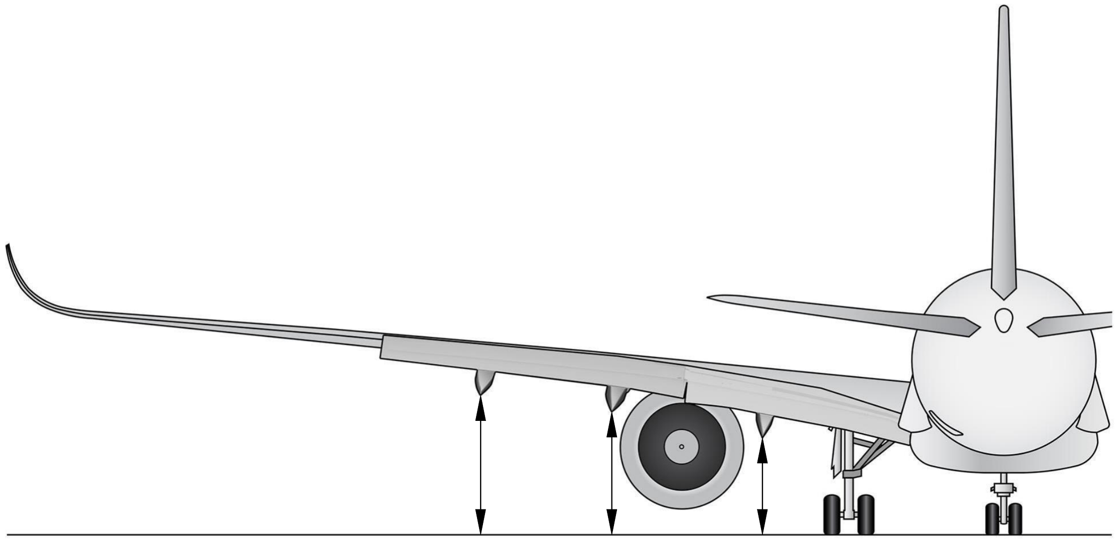
NOTE:

THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0470002_01_00

Ground Clearances
FIGURE-2-3-0-991-047-B01

****ON A/C A350-1000F**



FLAPS TRACKS EXTENDED									
DESCRIPTION		MRW				140 000 kg (308 647 lb)			
		FWD CG (25%)		AFT CG (33.05%)		FWD CG (21.5%)		AFT CG (34%)	
		m	ft	m	ft	m	ft	m	ft
FLAP TRACK 1	A	3.36	11.02	3.34	10.96	3.52	11.55	3.47	11.38
FLAP TRACK 2	B	3.90	12.80	3.88	12.73	4.08	13.39	4.00	13.12
FLAP TRACK 3	C	4.42	14.50	4.39	14.40	4.59	15.06	4.51	14.80

NOTE:
THE VALUES GIVEN IN THE TABLE DEPEND ON THE POSITION OF THE CENTER OF GRAVITY (CG) AND ON THE AIRCRAFT WEIGHT.

P_AC_020300_1_0480001_01_00

Ground Clearances
FIGURE-2-3-0-991-048-A01

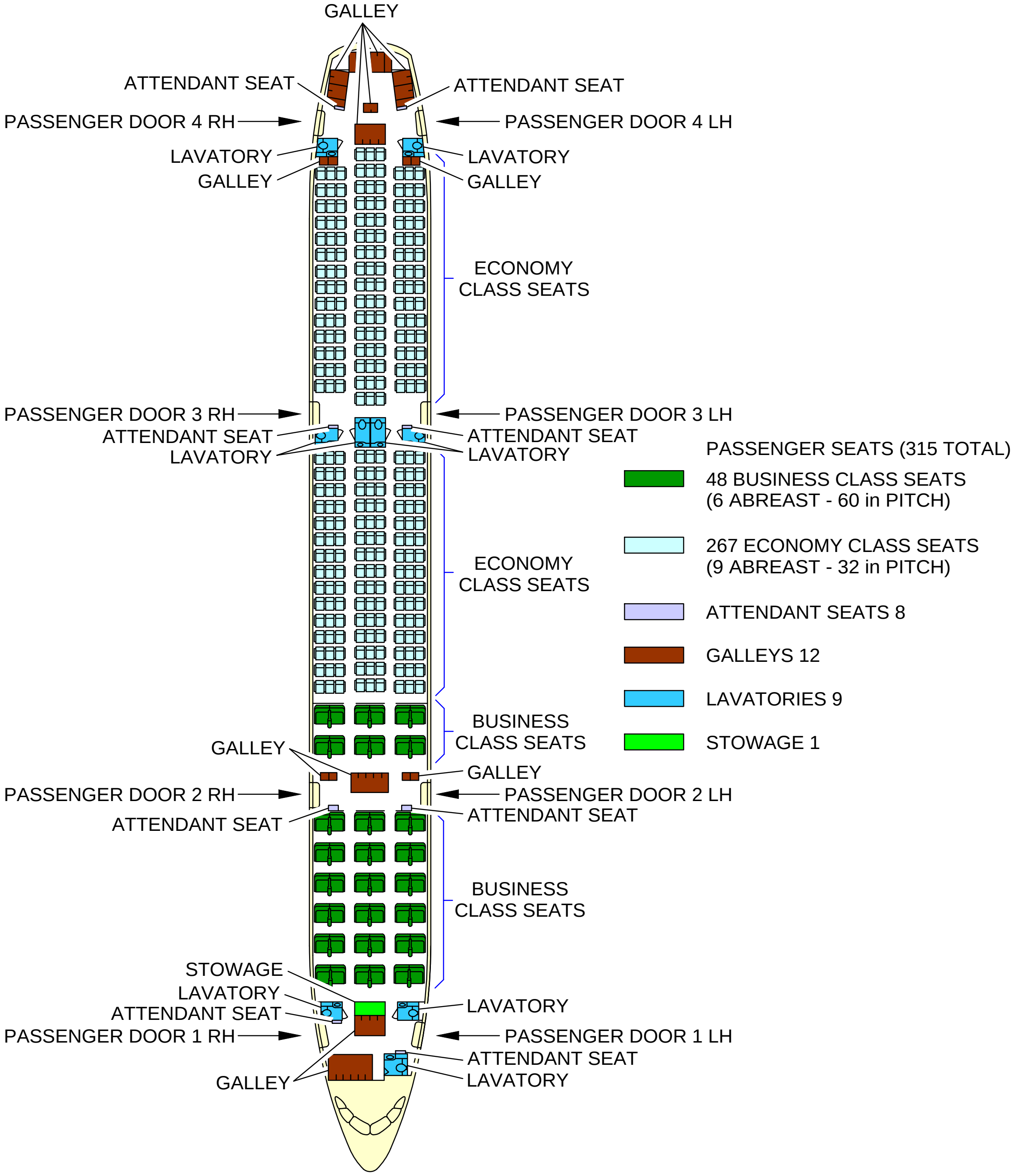
2-4-0 Interior Arrangements - Plan View

****ON A/C A350-1000 A350-1000F A350-900**

Interior Arrangements - Plan View

1. This section provides the standard configuration.

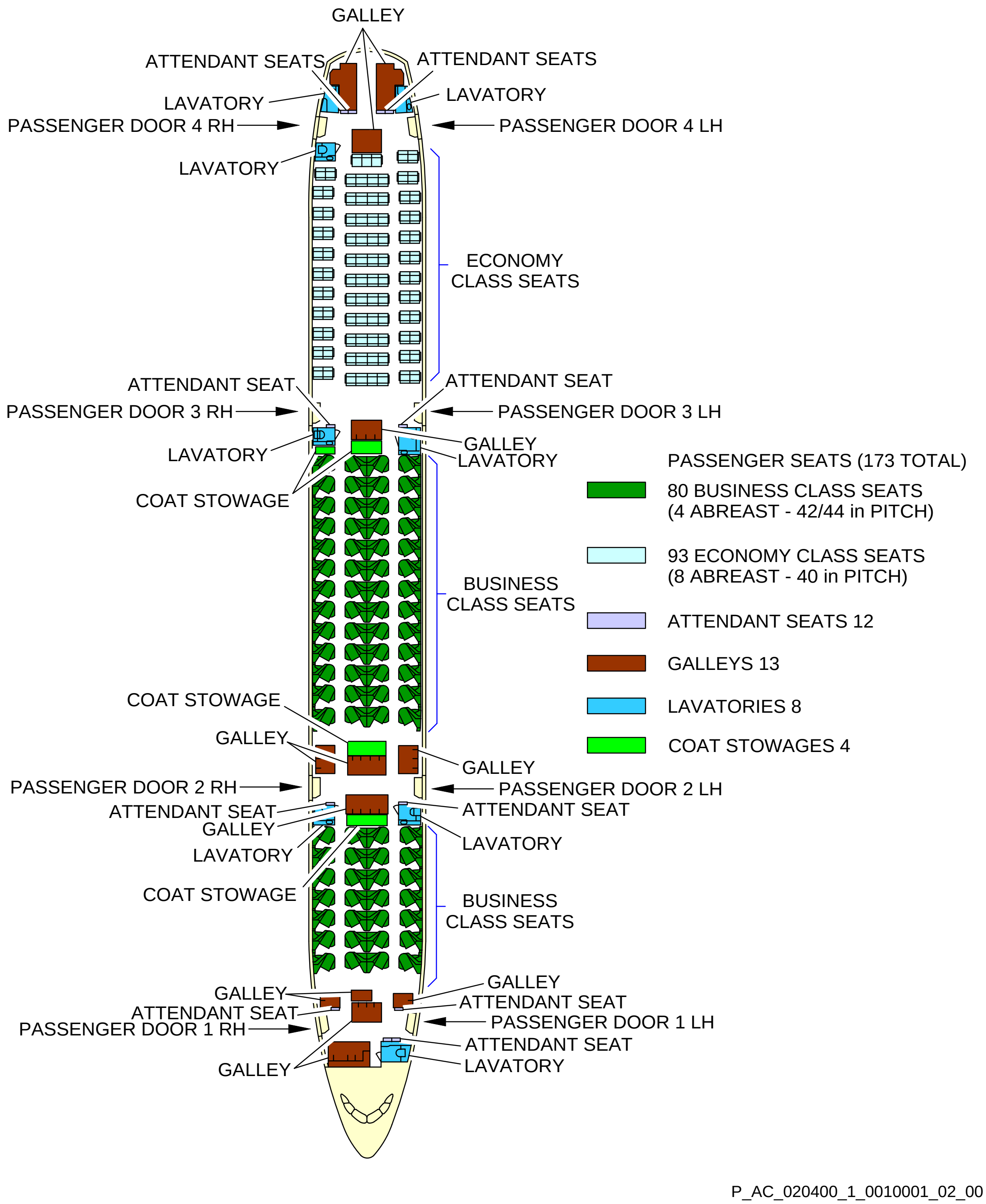
****ON A/C A350-900**



P_AC_020400_1_0010001_01_02

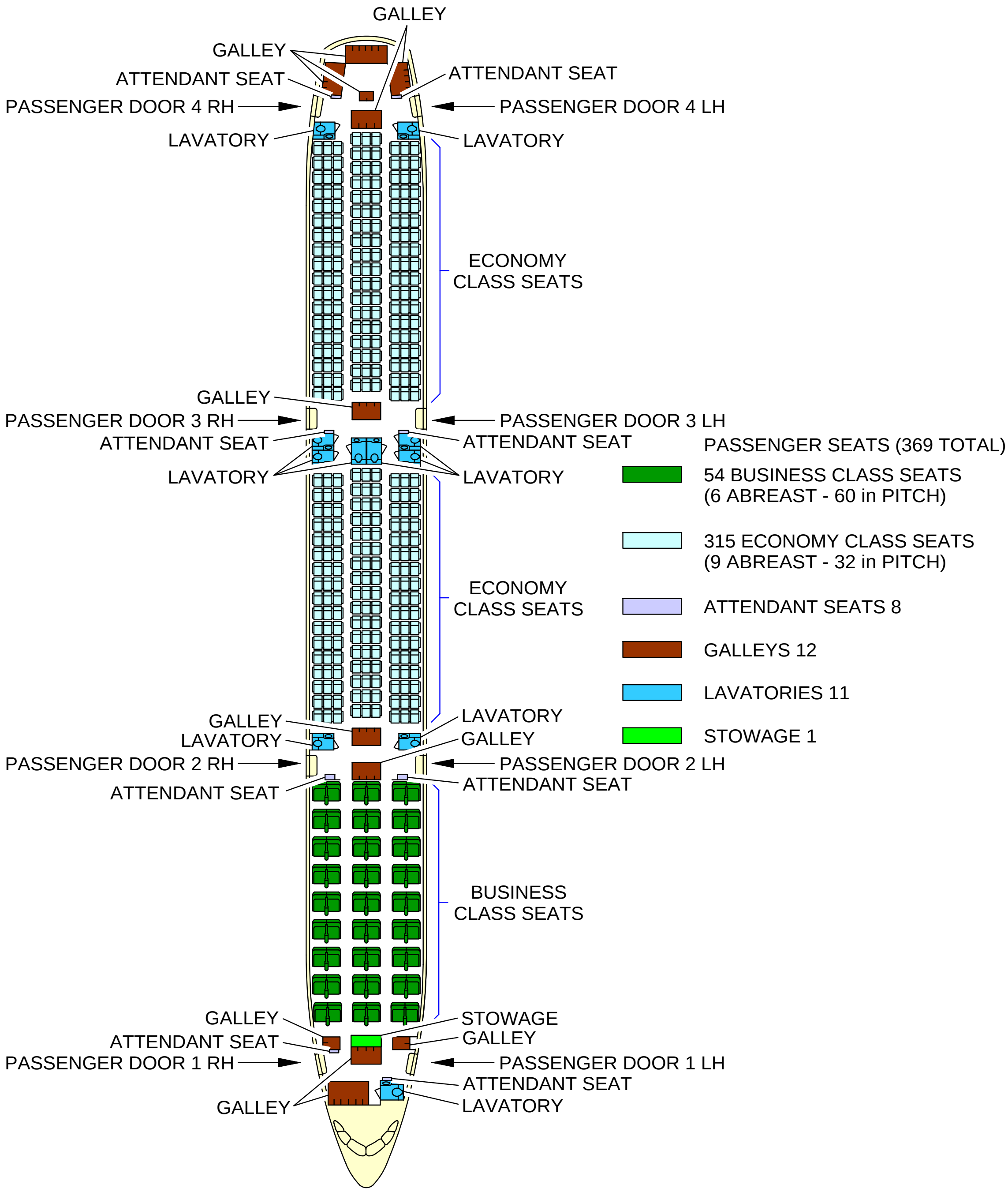
Standard Configuration
(Sheet 1 of 2)
FIGURE-2-4-0-991-001-A01

****ON A/C A350-900**



Standard Configuration
Standard Configuration (ULR) (Sheet 2 of 2)
FIGURE-2-4-0-991-001-A01

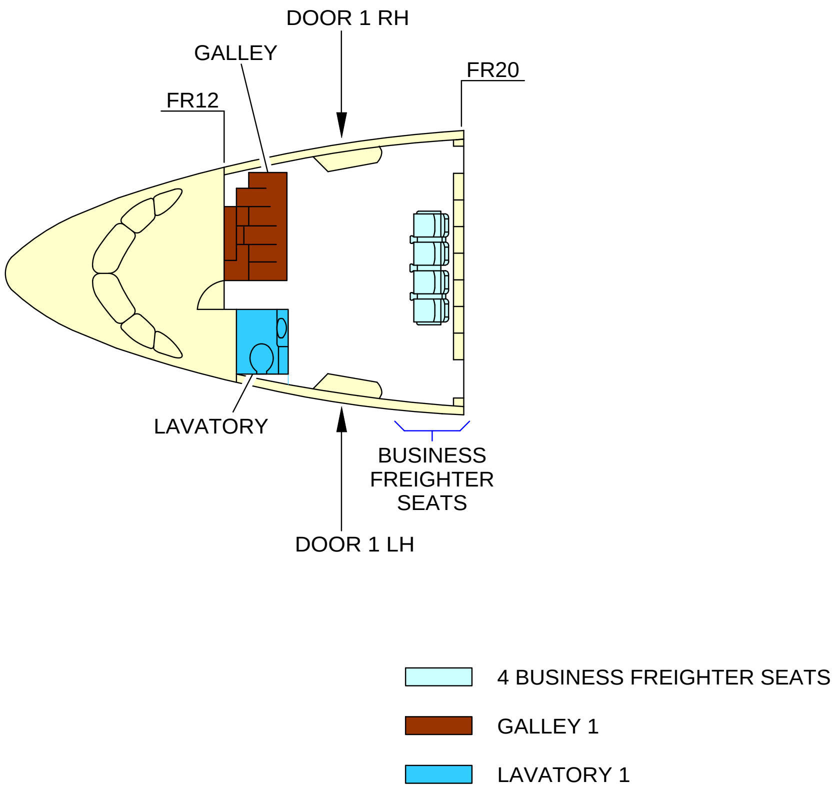
****ON A/C A350-1000**



P_AC_020400_1_0020001_01_00

Standard Configuration
FIGURE-2-4-0-991-002-A01

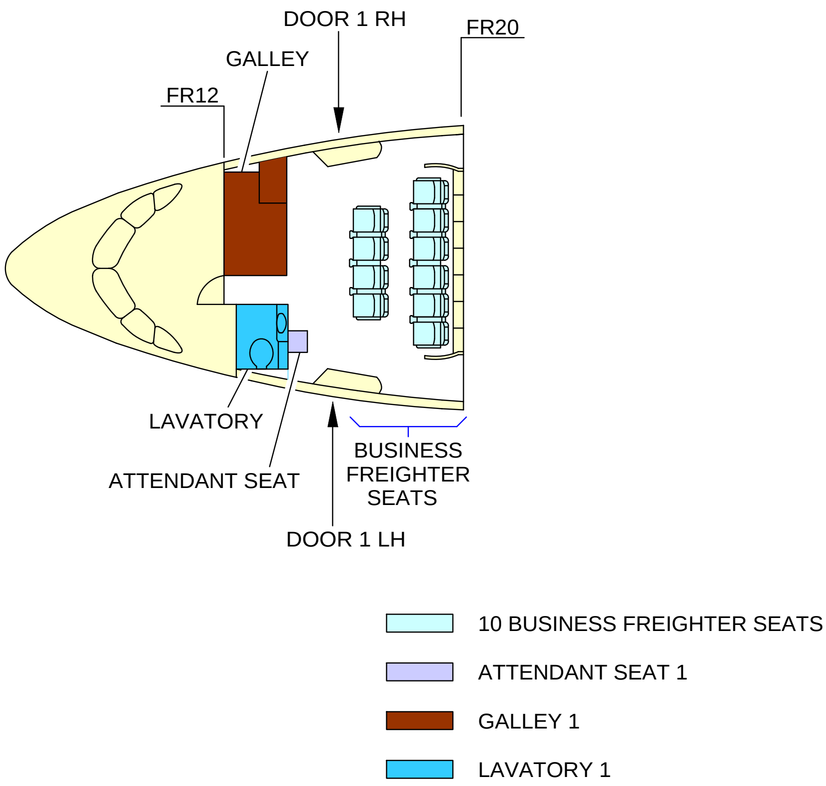
****ON A/C A350-1000F**



P_AC_020400_1_0030001_01_00

Courier Area
(Sheet 1 of 2)
FIGURE-2-4-0-991-003-A01

****ON A/C A350-1000F**



P_AC_020400_1_0030001_02_00

Courier Area
(Sheet 2 of 2)
FIGURE-2-4-0-991-003-A01

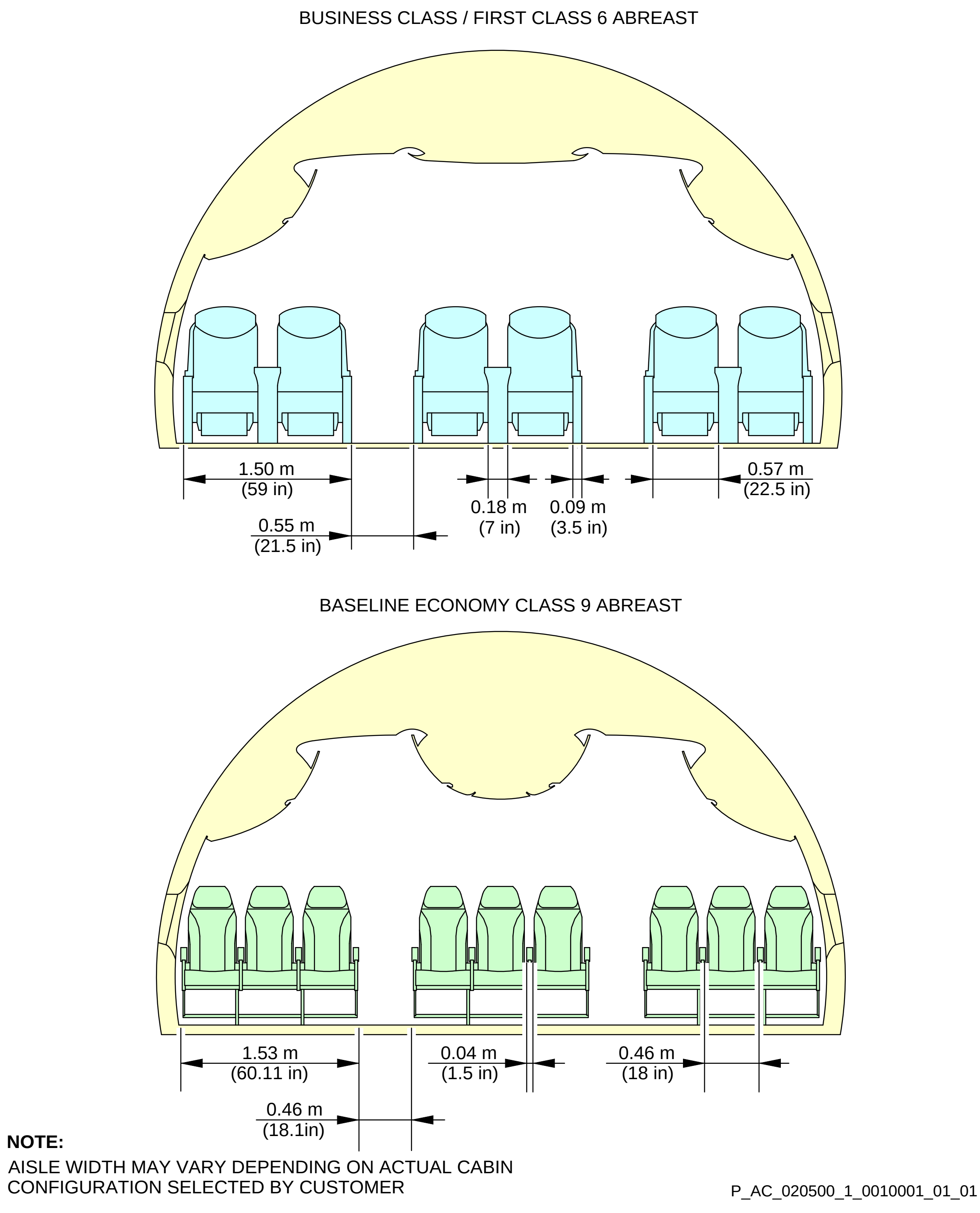
2-5-0 Interior Arrangements - Cross Section

****ON A/C A350-1000 A350-1000F A350-900**

Interior Arrangements - Cross Section

1. This section provides the typical configuration.

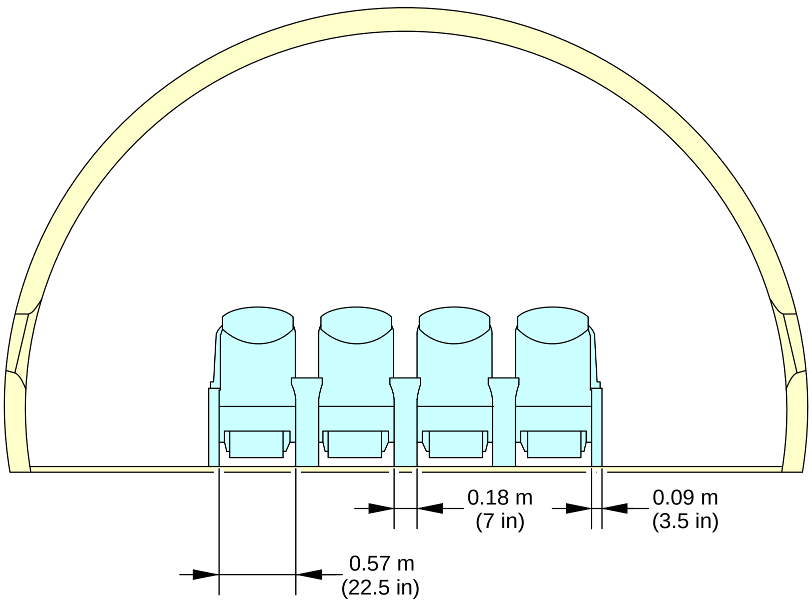
****ON A/C A350-1000 A350-900**



Typical Configuration
FIGURE-2-5-0-991-001-A01

****ON A/C A350-1000F**

FREIGHT BUSINESS CLASS 4 ABREAST



TYPICAL CONFIGURATION

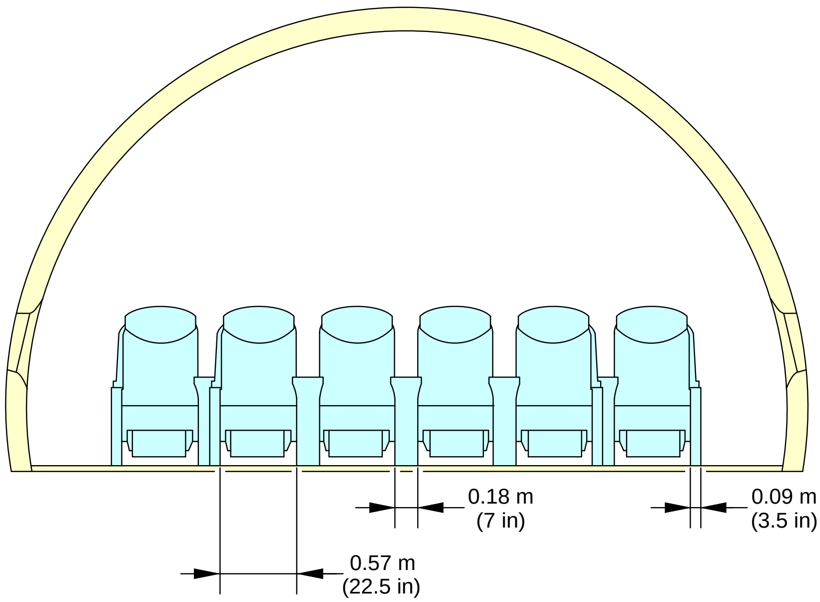
NOTE:
AISLE WIDTH MAY VARY DEPENDING ON ACTUAL CABIN CONFIGURATION SELECTED BY CUSTOMER

P_AC_020500_1_0010034_01_00

Typical Configuration
(Sheet 1 of 2)
FIGURE-2-5-0-991-001-b01

****ON A/C A350-1000F**

FREIGHT BUSINESS CLASS 10 ABREAST



NOTE:
AISLE WIDTH MAY VARY DEPENDING ON ACTUAL CABIN CONFIGURATION SELECTED BY CUSTOMER

P_AC_020500_1_0010034_02_00

Typical Configuration
(Sheet 2 of 2)
FIGURE-2-5-0-991-001-b01

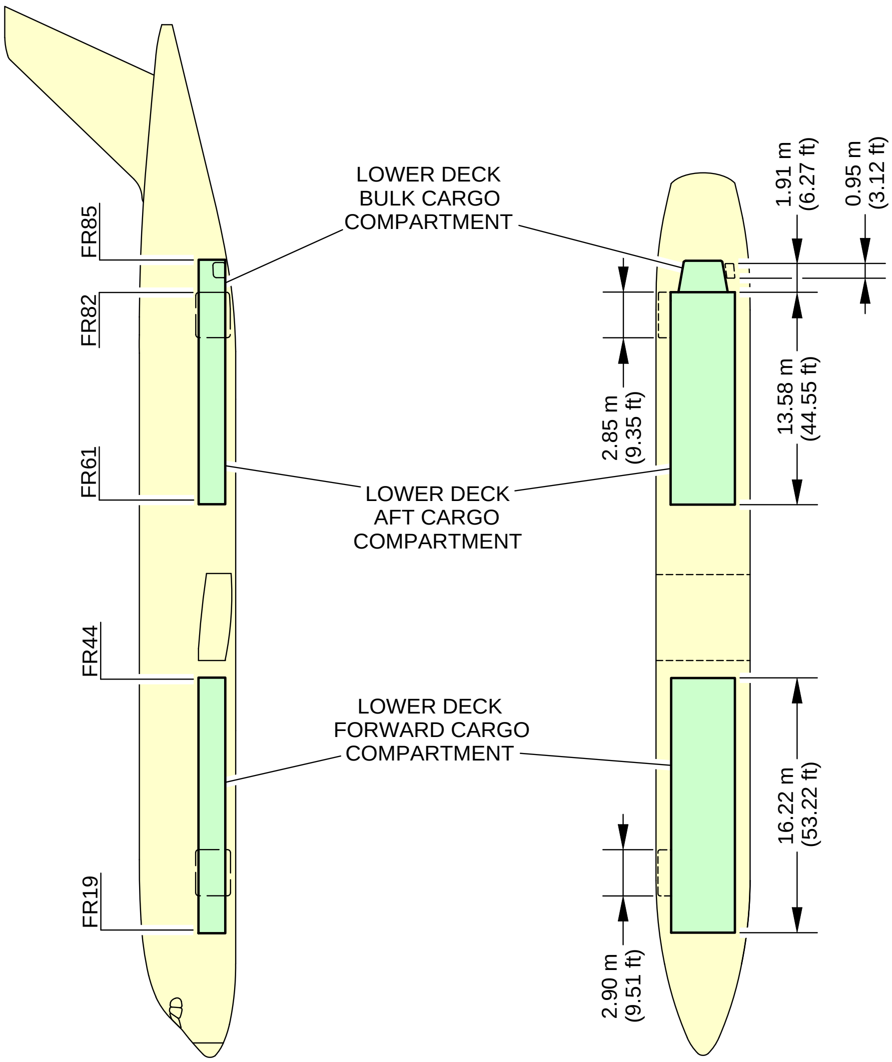
2-6-0 Cargo Compartments

****ON A/C A350-1000 A350-1000F A350-900**

Cargo Compartments

1. This section provides the following data about cargo compartments:
   - Locations and dimensions,
   - Loading combinations.

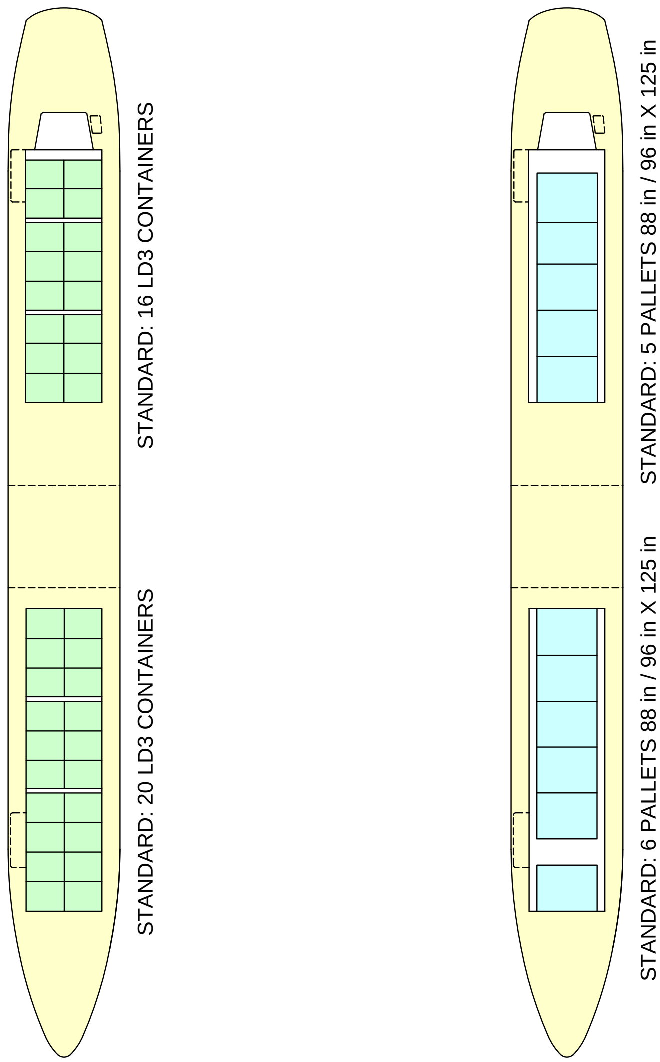
**ON A/C A350-900



P_AC_020600_1_0020003_01_01

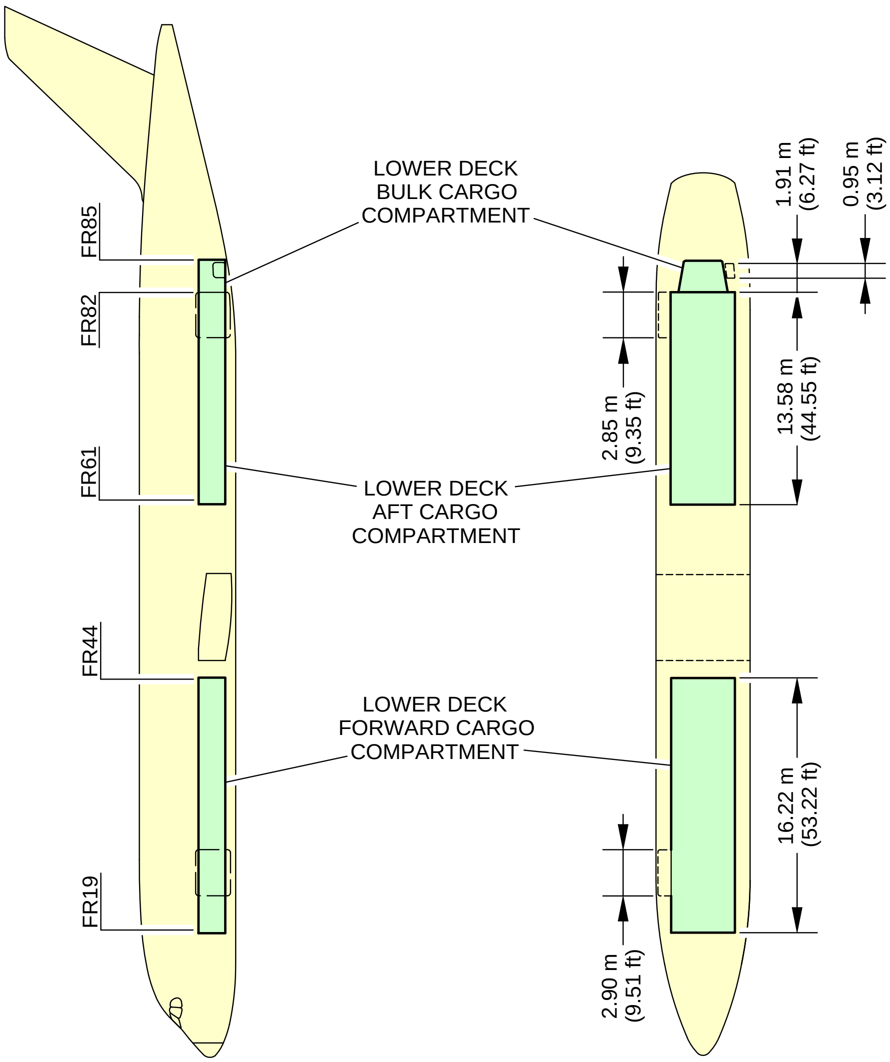
Cargo Compartments
Locations and Dimensions1 of 2)
2-6-0-991-002-C01

****ON A/C A350-900**



Cargo Compartments
Loading Combinations2 of 2)
2-6-0-991-002-C01

****ON A/C A350-900**

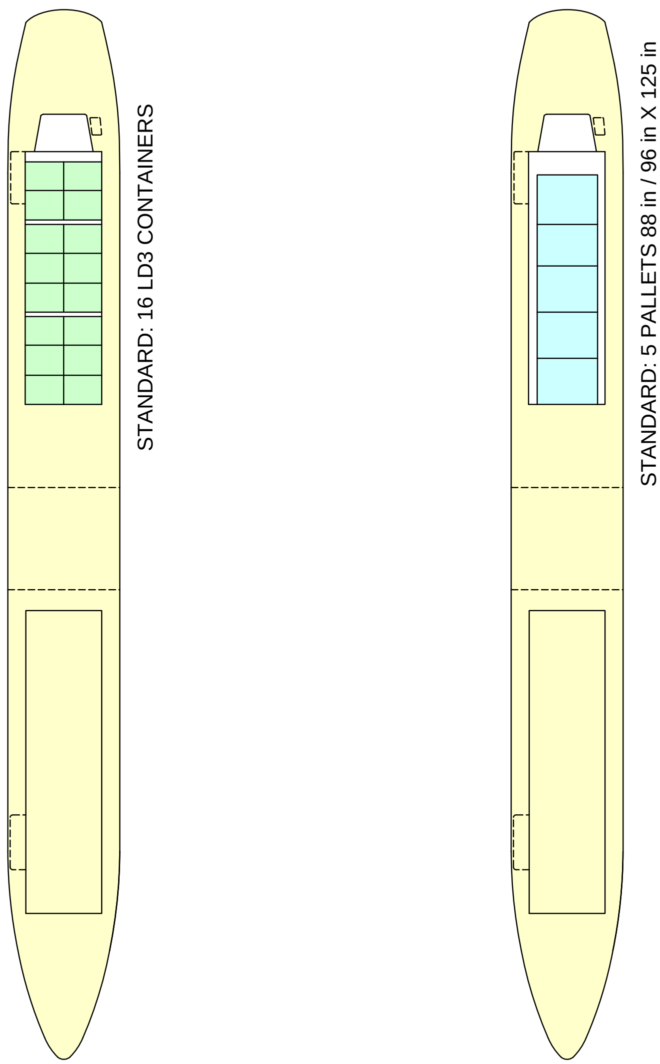


NOTE:
IN THE ULR CONFIGURATION BECAUSE OF THE DEACTIVATION OF THE FORWARD CARGO COMPARTMENT, NO CARGO OPERATION IS POSSIBLE.

P_AC_020600_1_0030001_01_01

Cargo Compartments
Locations and Dimensions (Sheet 1 of 2)
FIGURE-2-6-0-991-003-A01

****ON A/C A350-900**

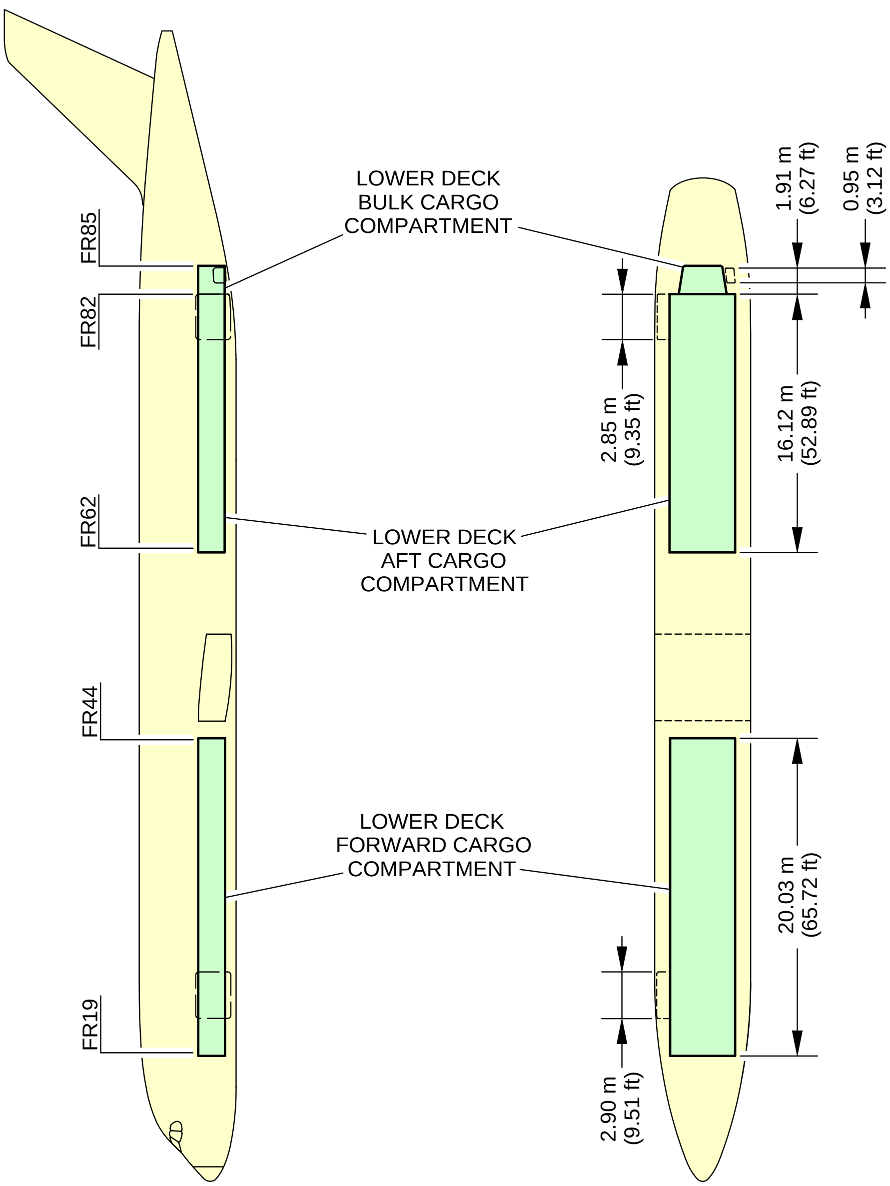


NOTE:
IN THE ULR CONFIGURATION BECAUSE OF THE DEACTIVATION OF THE FORWARD CARGO COMPARTMENT, NO CARGO OPERATION IS POSSIBLE.

P_AC_020600_1_0030001_02_01

Cargo Compartments
Loading Combinations (Sheet 2 of 2)
FIGURE-2-6-0-991-003-A01

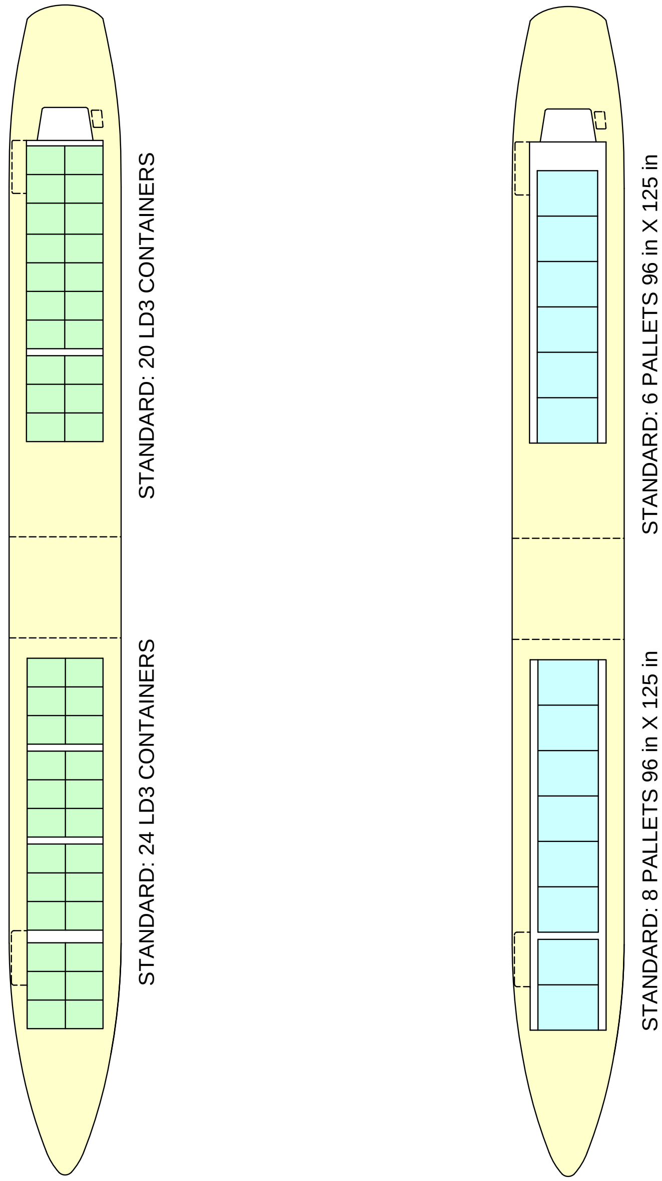
**ON A/C A350-1000



P_AC_020600_1_0040001_01_01

Cargo Compartments
Locations and Dimensions (ULR) (Sheet 1 of 2)
FIGURE-2-6-0-991-004-A01

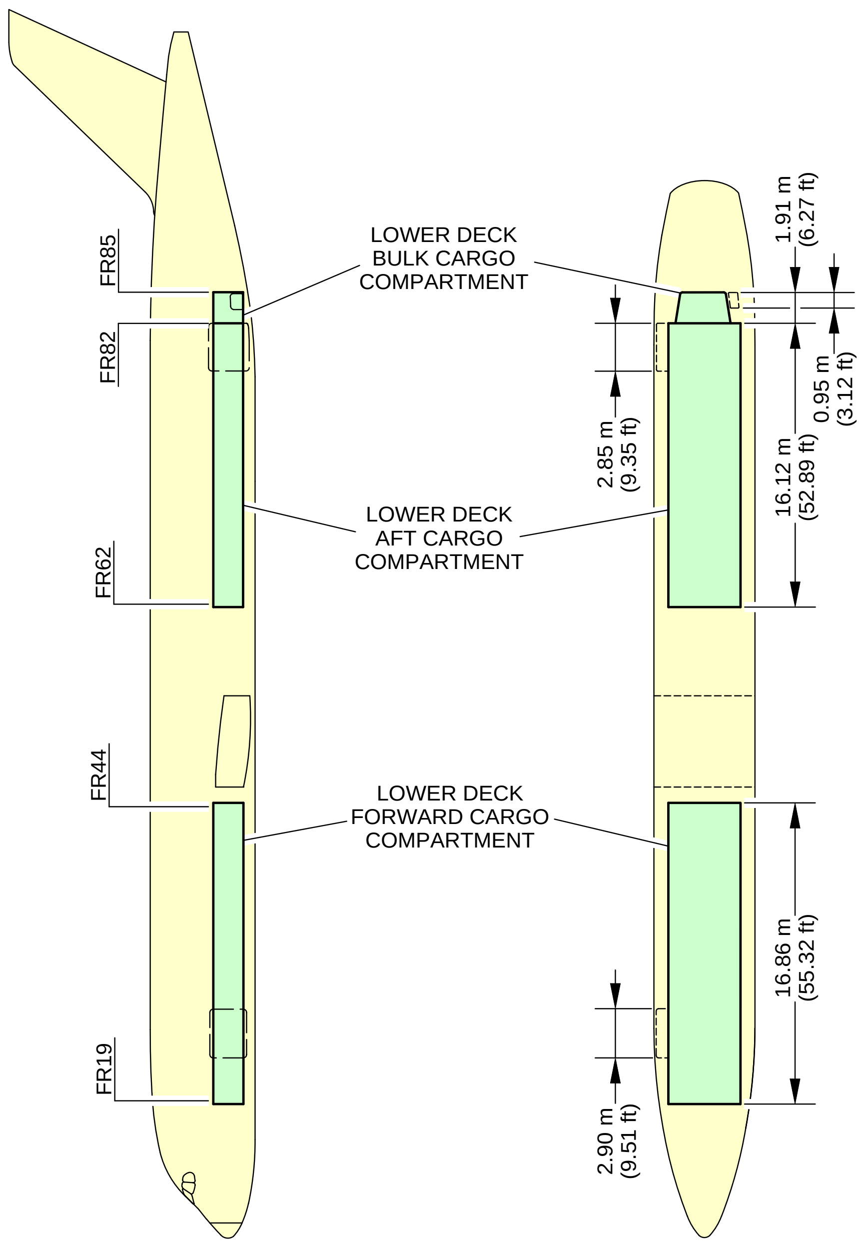
****ON A/C A350-1000**



P_AC_020600_1_0040001_02_01

Cargo Compartments
Loading Combinations (ULR) (Sheet 2 of 2)
FIGURE-2-6-0-991-004-A01

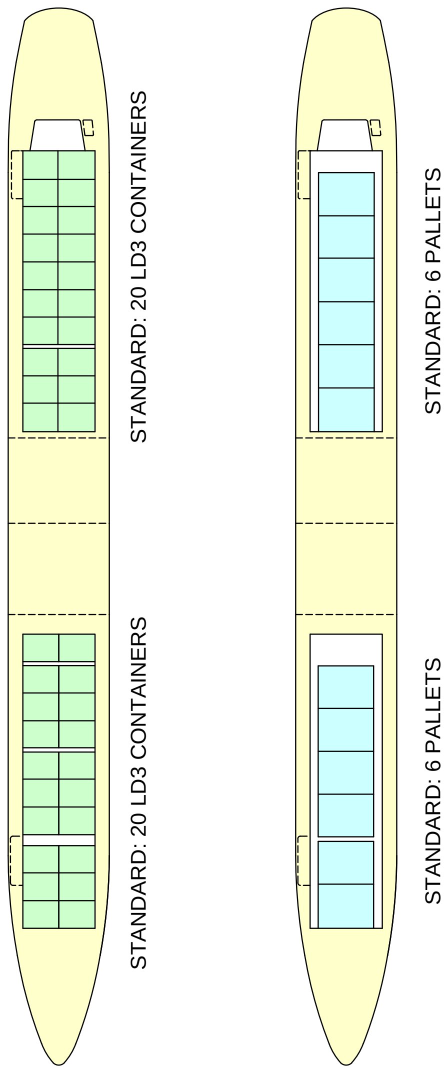
****ON A/C A350-1000F**



P_AC_020600_1_0080001_01_01

Lower Deck Cargo Compartments
(Sheet 1 of 2)
FIGURE-2-6-0-991-008-A01

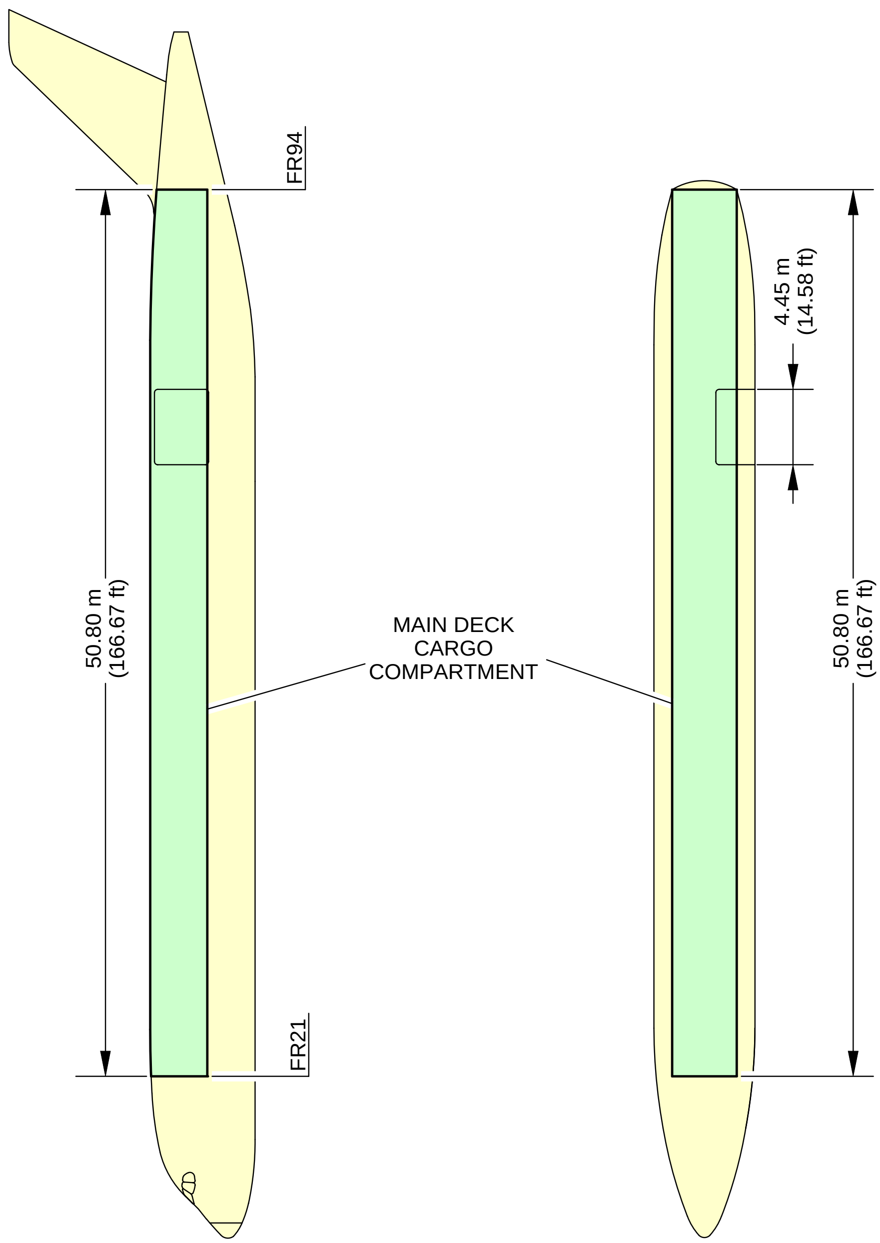
****ON A/C A350-1000F**



P_AC_020600_1_0080001_02_00

Lower Deck Cargo Compartments
(Sheet 2 of 2)
FIGURE-2-6-0-991-008-A01

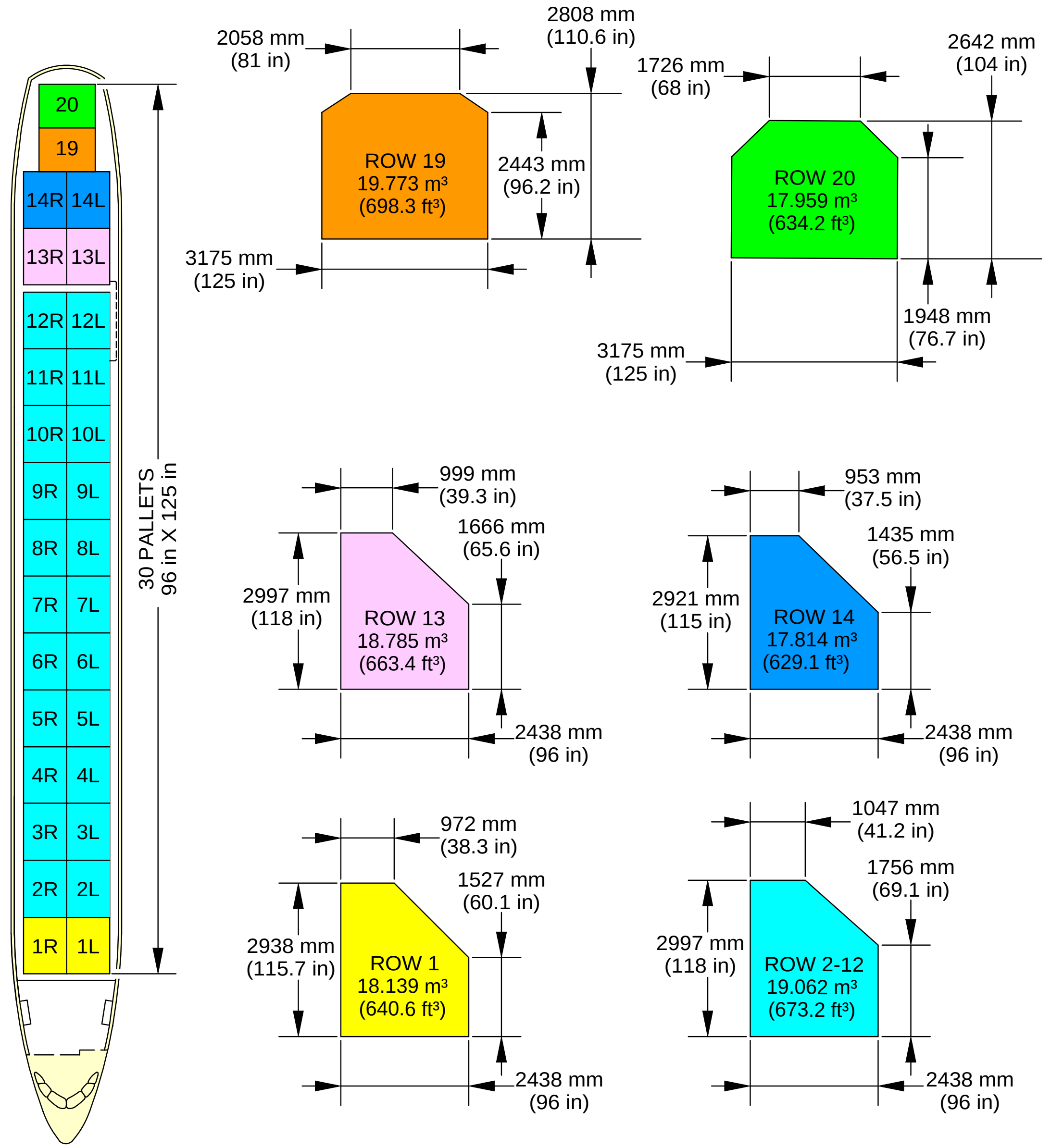
****ON A/C A350-1000F**



P_AC_020600_1_0350001_01_01

Main Deck Cargo Compartment
(Sheet 1 of 3)
FIGURE-2-6-0-991-035-A01

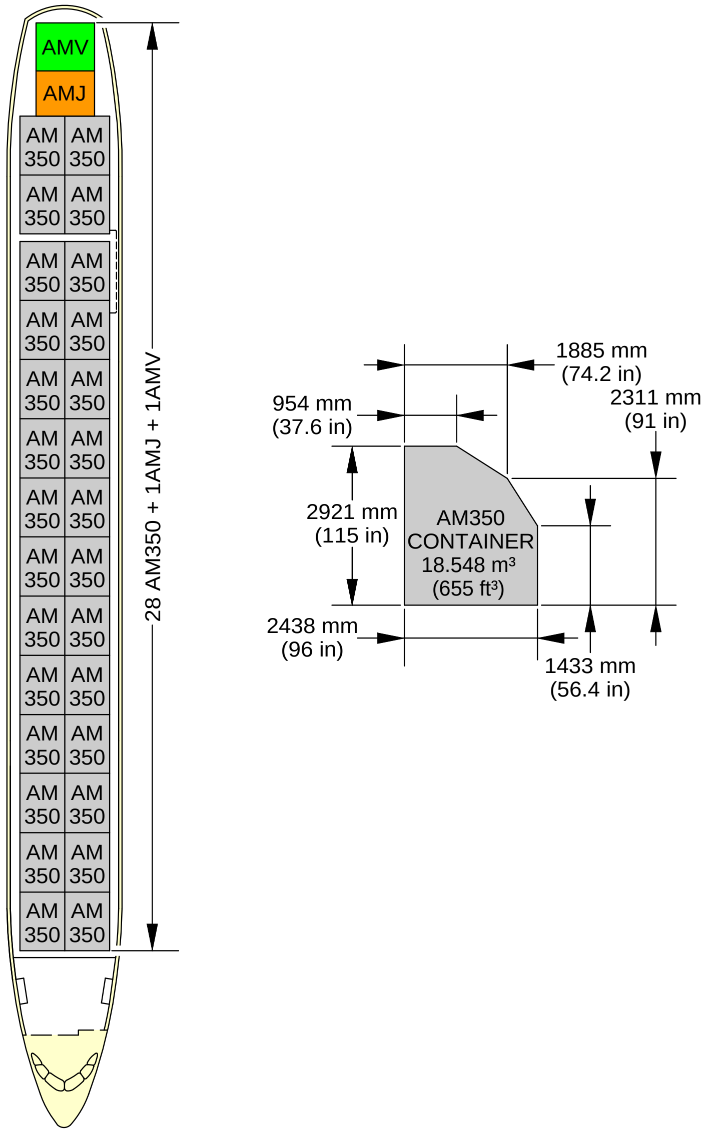
****ON A/C A350-1000F**



P_AC_020600_1_0350001_02_01

Main Deck Cargo Compartment
(Sheet 2 of 3)
FIGURE-2-6-0-991-035-A01

****ON A/C A350-1000F**



P_AC_020600_1_0350001_03_00

Main Deck Cargo Compartment
3 of 3)
2-6-0-991-035-A01

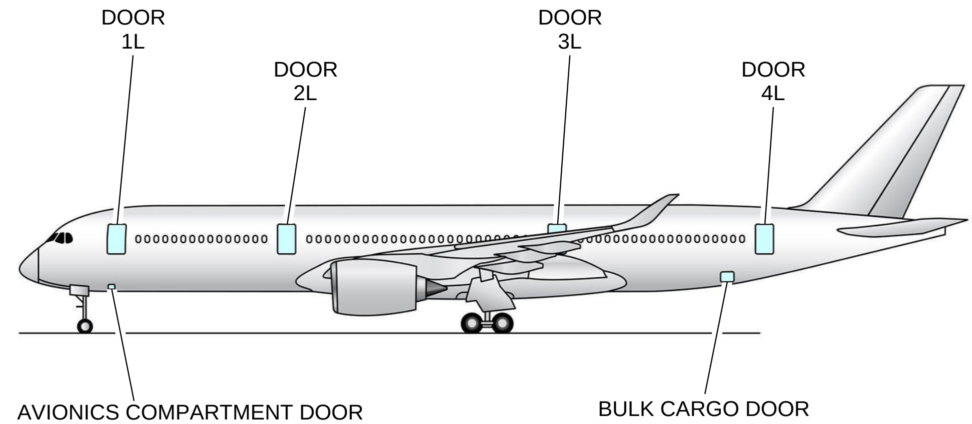
2-7-0 Door Clearances and Location

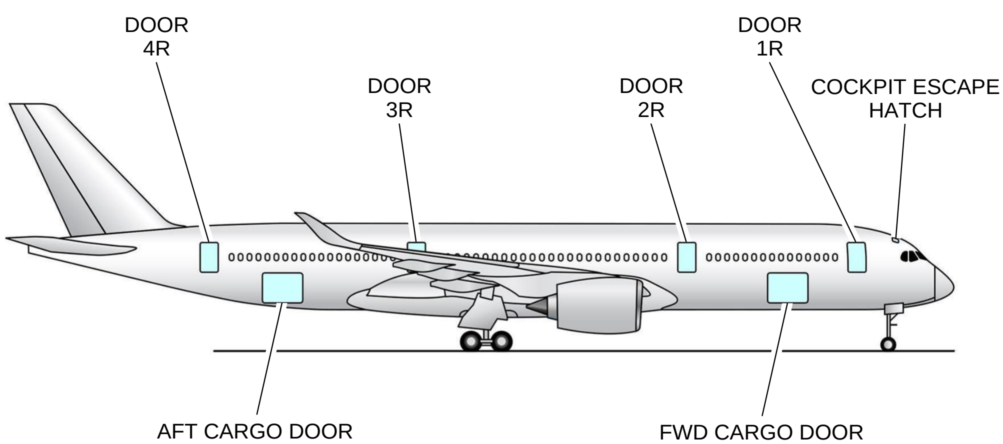
****ON A/C A350-1000 A350-1000F A350-900**

Door Clearances and Location

1. This section provides door clearances and location.

****ON A/C A350-900**

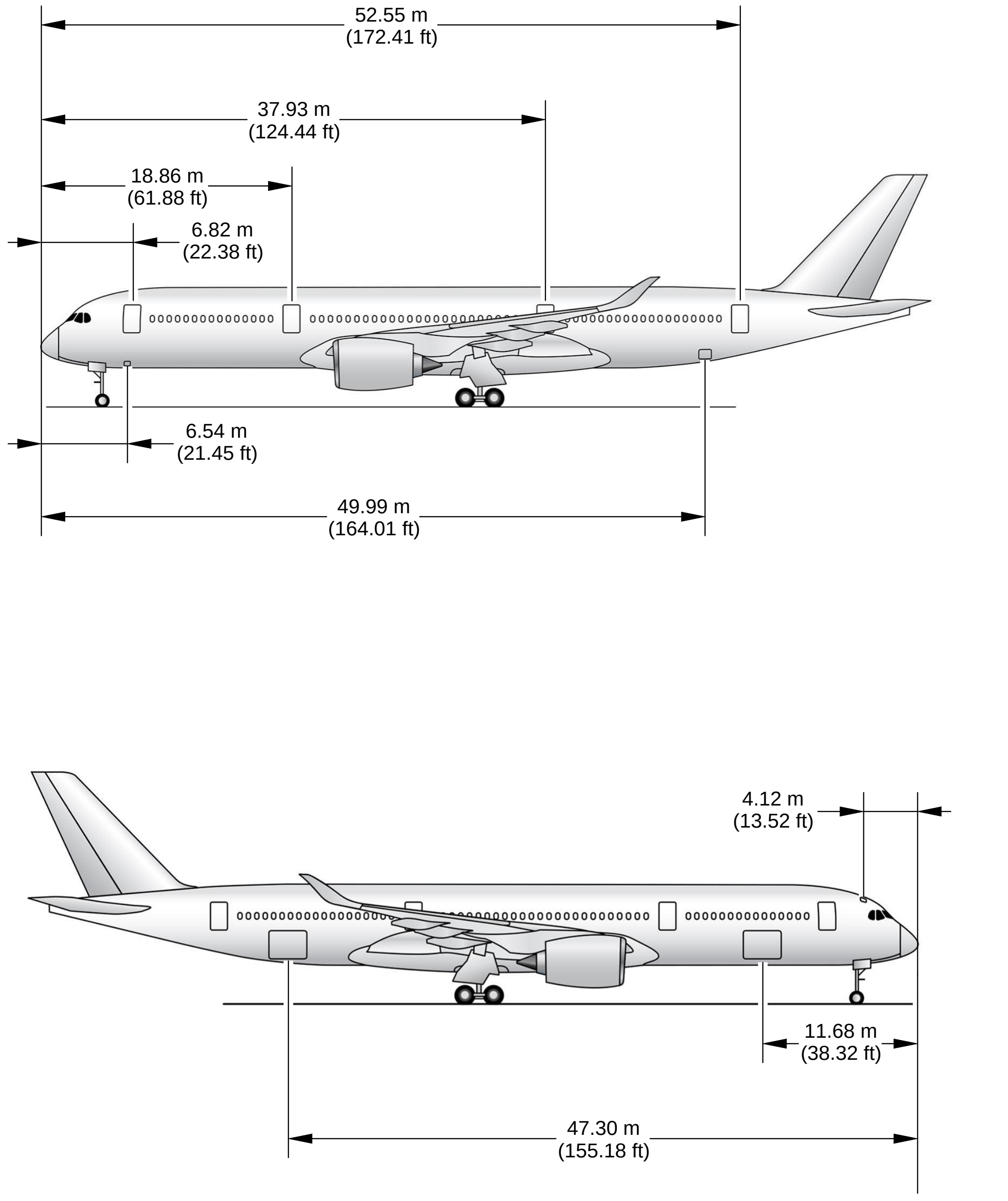




P_AC_020700_1_0010001_01_04

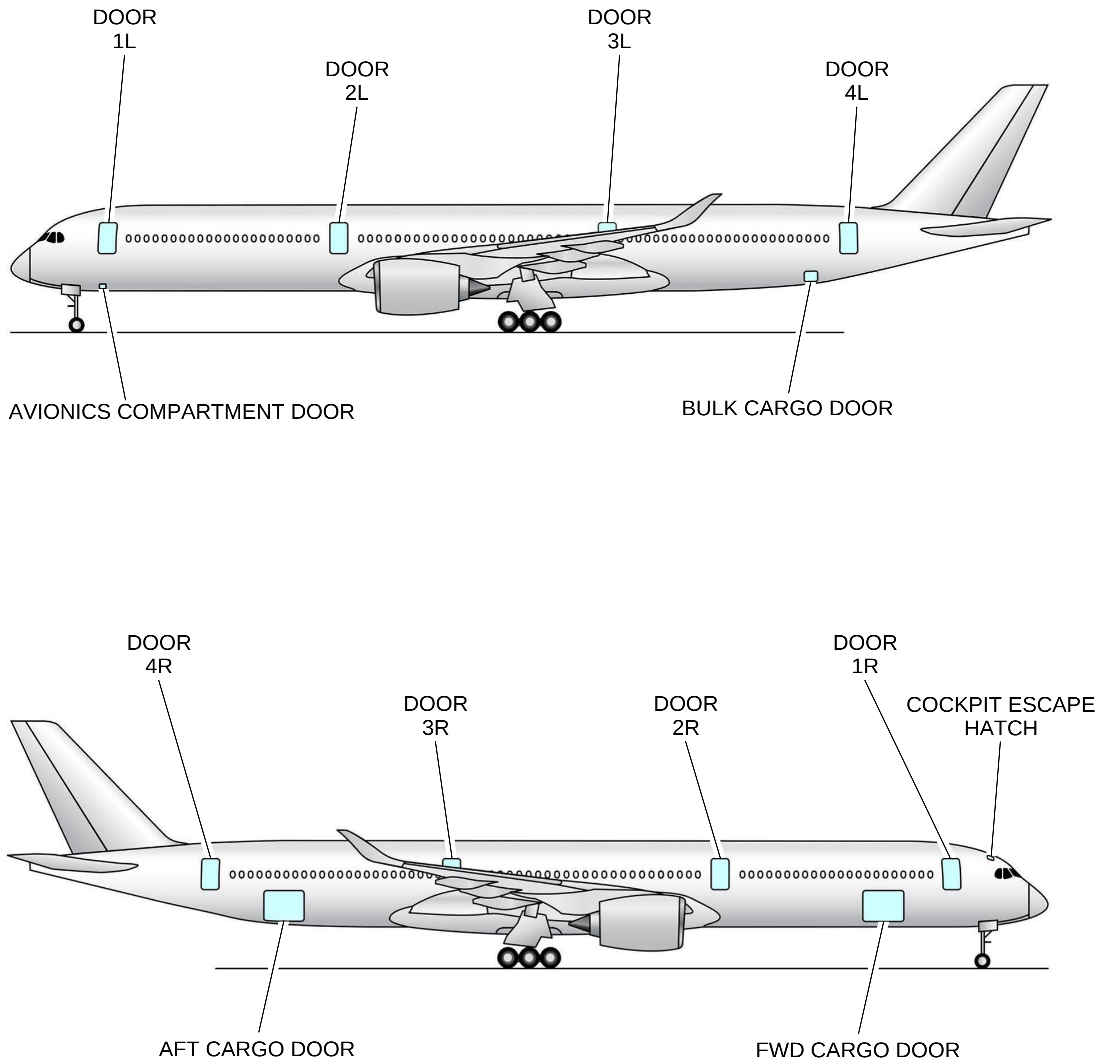
Door Identification and Location
Door Identification (Sheet 1 of 2)
FIGURE-2-7-0-991-001-A01

****ON A/C A350-900**



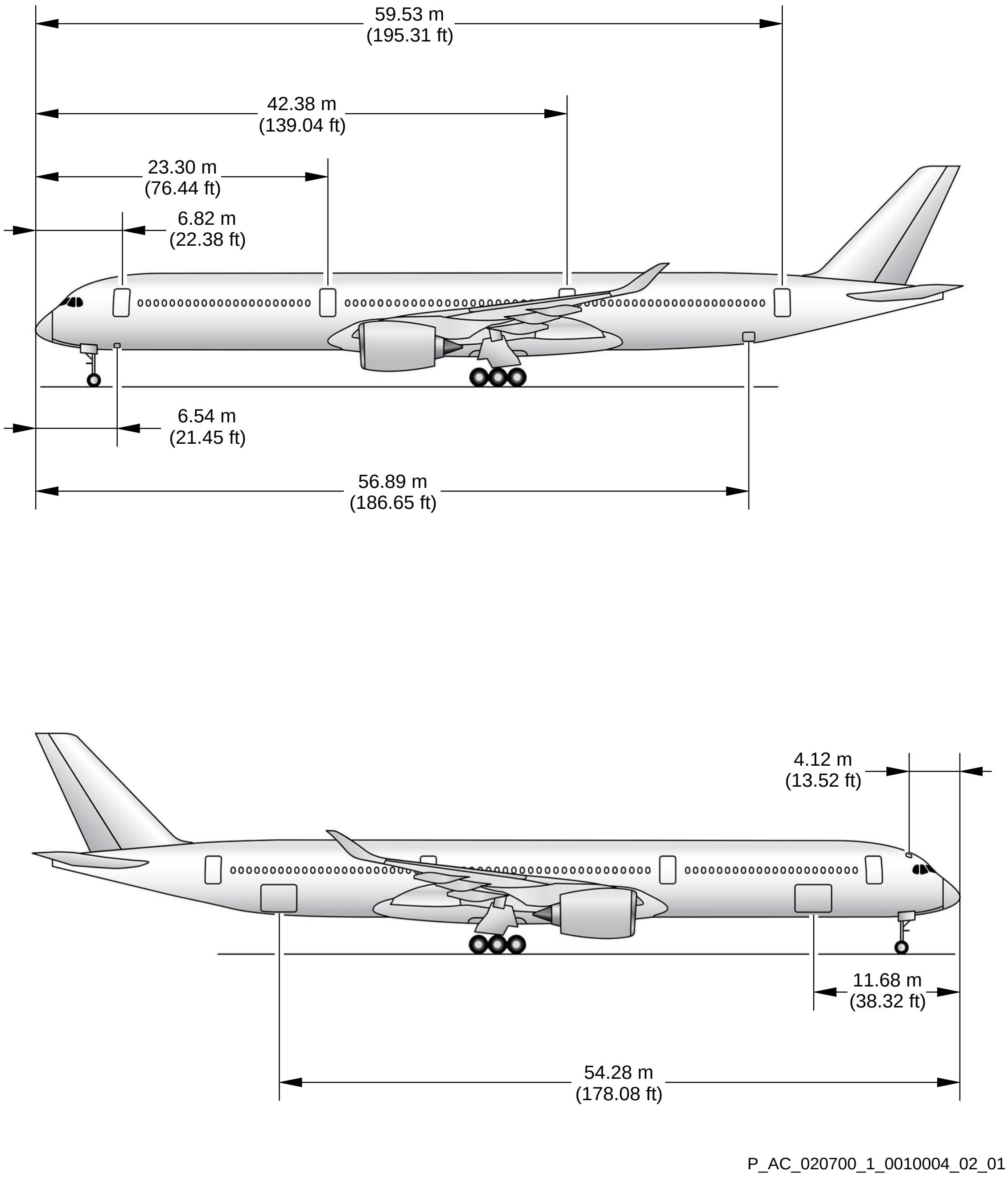
Door Identification and Location
Door Location (Sheet 2 of 2)
FIGURE-2-7-0-991-001-A01

****ON A/C A350-1000**



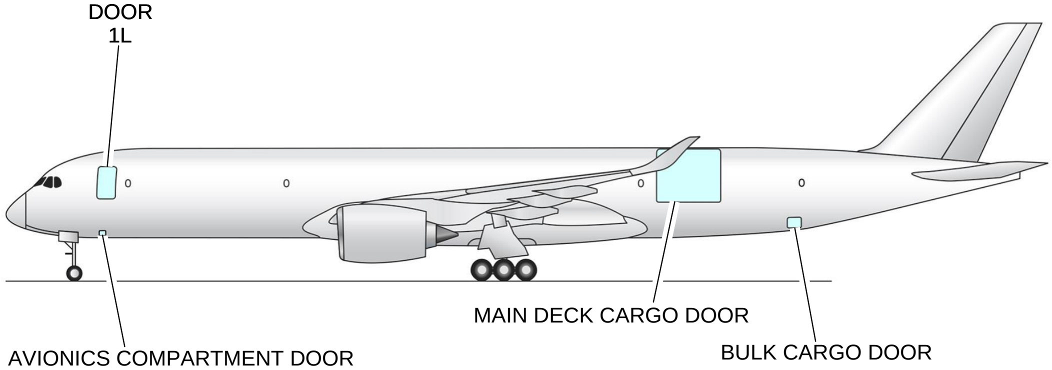
Door Identification and Location
Door Identification (Sheet 1 of 2)
FIGURE-2-7-0-991-001-D01

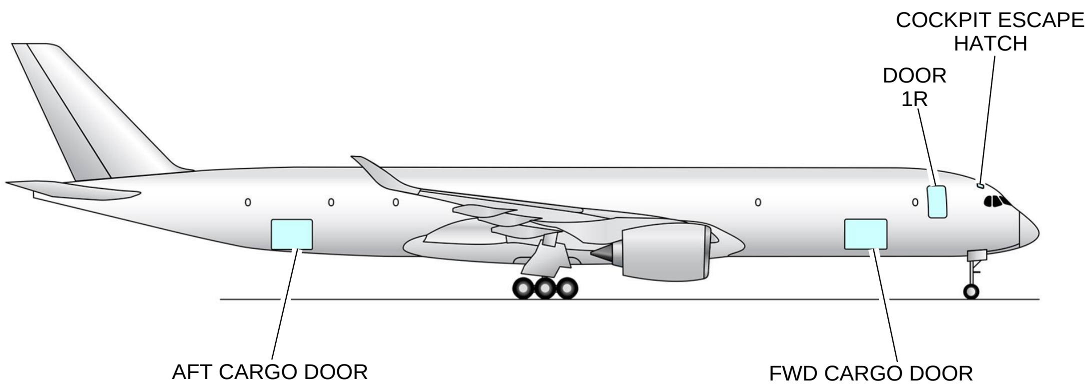
****ON A/C A350-1000**



Door Identification and Location
Door Location (Sheet 2 of 2)
FIGURE-2-7-0-991-001-D01

****ON A/C A350-1000F**

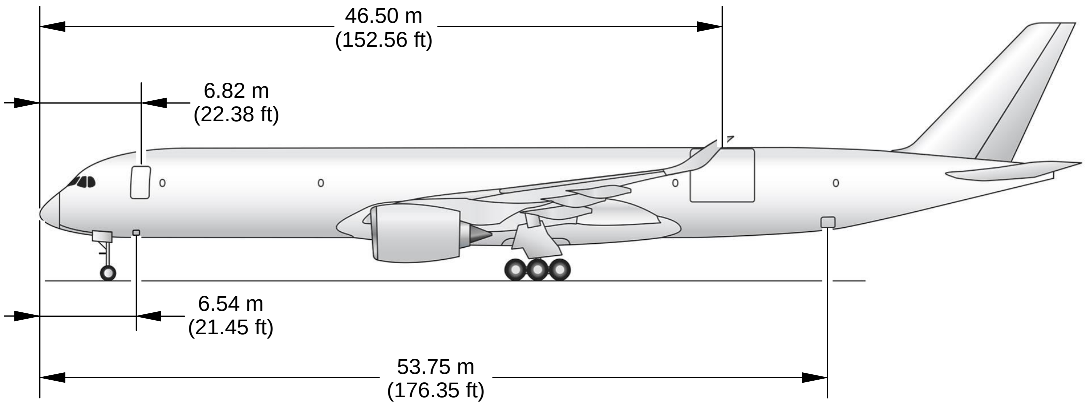


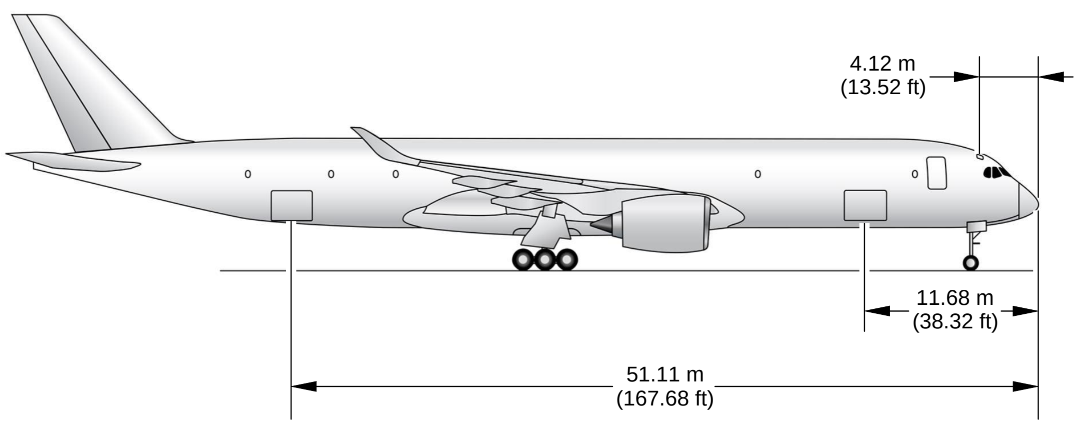


P_AC_020700_1_0010005_01_02

Door Identification and Location
(Sheet 1 of 2)
FIGURE-2-7-0-991-001-E01

****ON A/C A350-1000F**

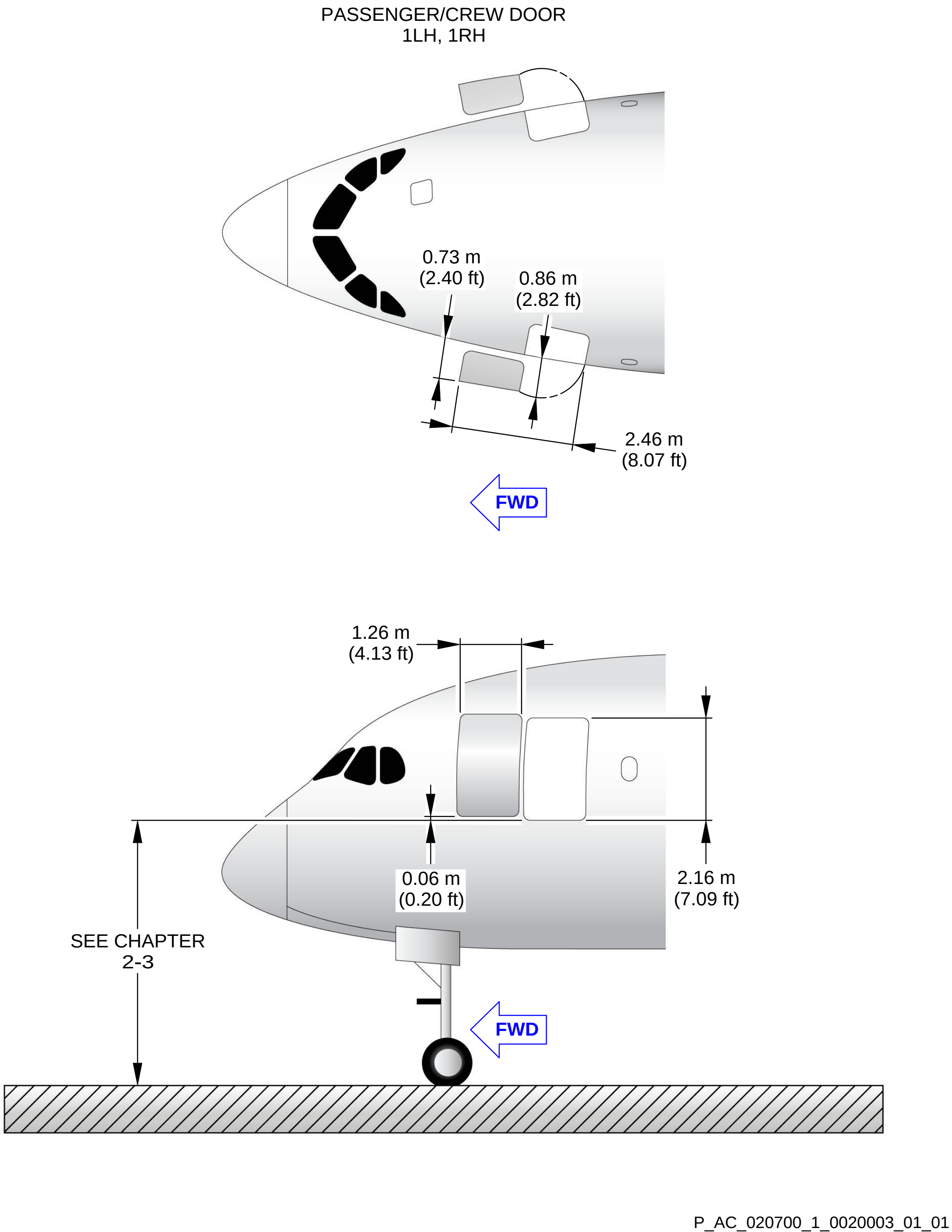




P_AC_020700_1_0010005_02_02

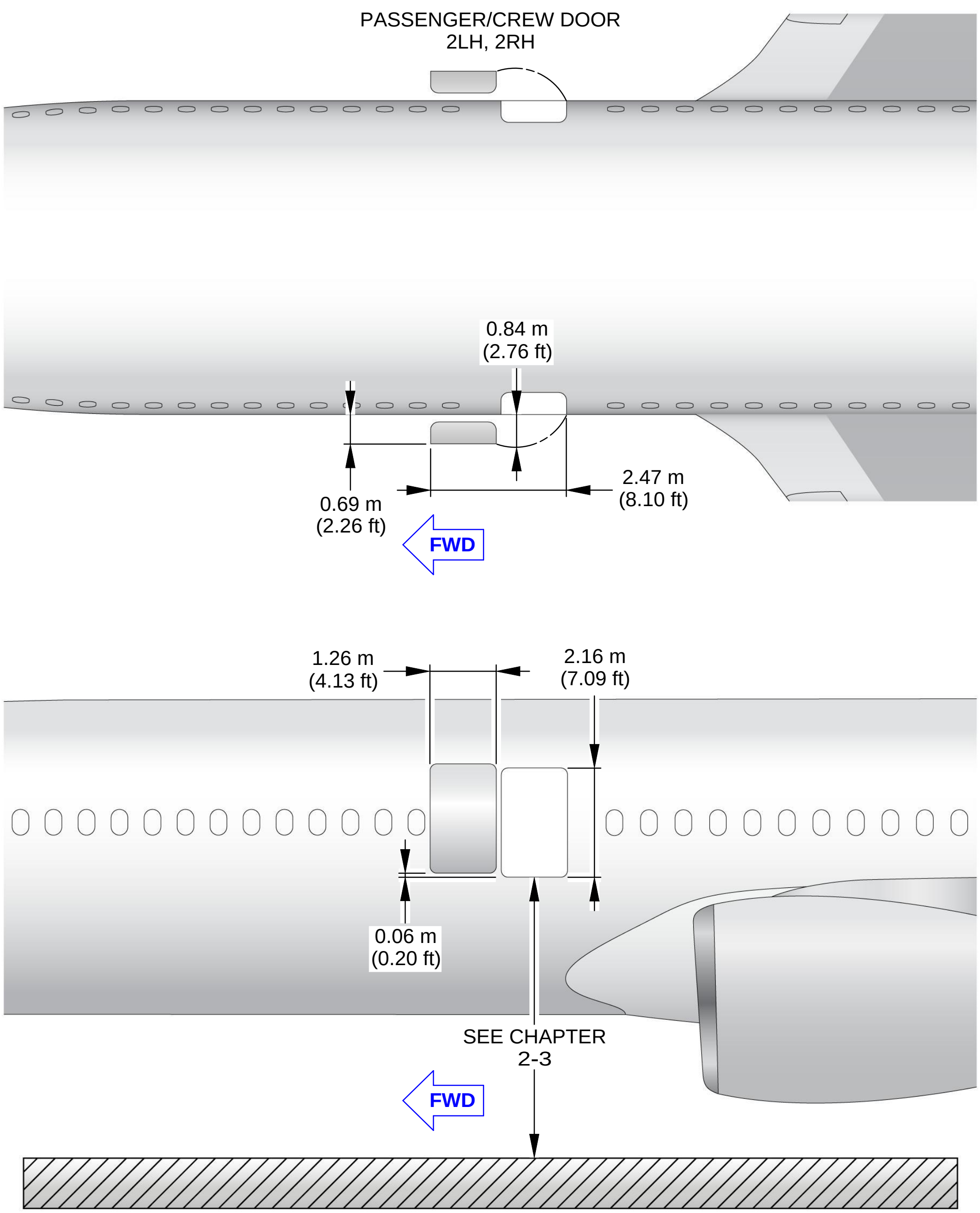
Door Identification and Location
(Sheet 2 of 2)
FIGURE-2-7-0-991-001-E01

****ON A/C A350-1000 A350-900**



Forward Passenger/Crew Doors
(Sheet 1 of 2)
FIGURE-2-7-0-991-002-C01

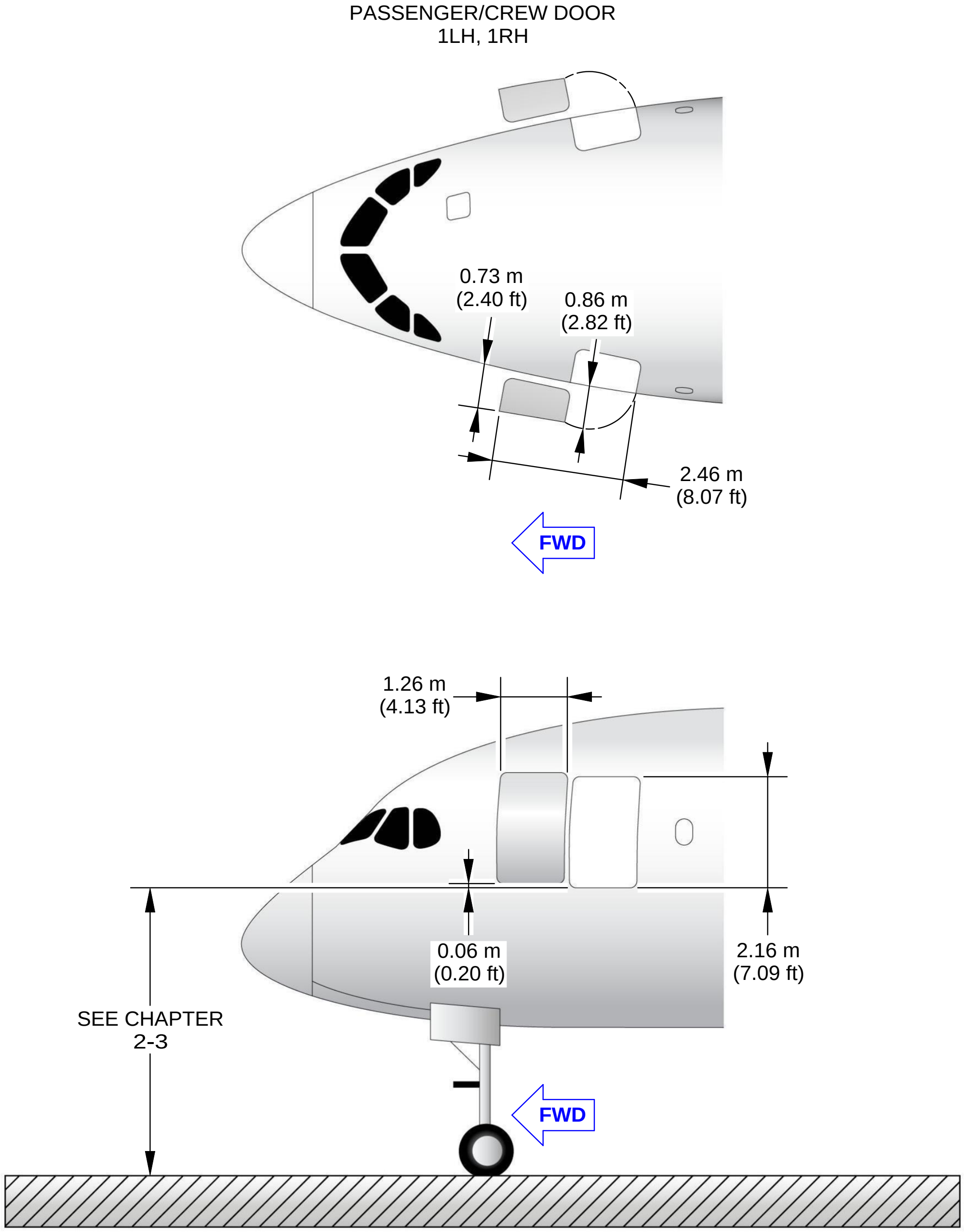
****ON A/C A350-1000 A350-900**



P_AC_020700_1_0020003_02_01

Forward Passenger/Crew Doors
(Sheet 2 of 2)
FIGURE-2-7-0-991-002-C01

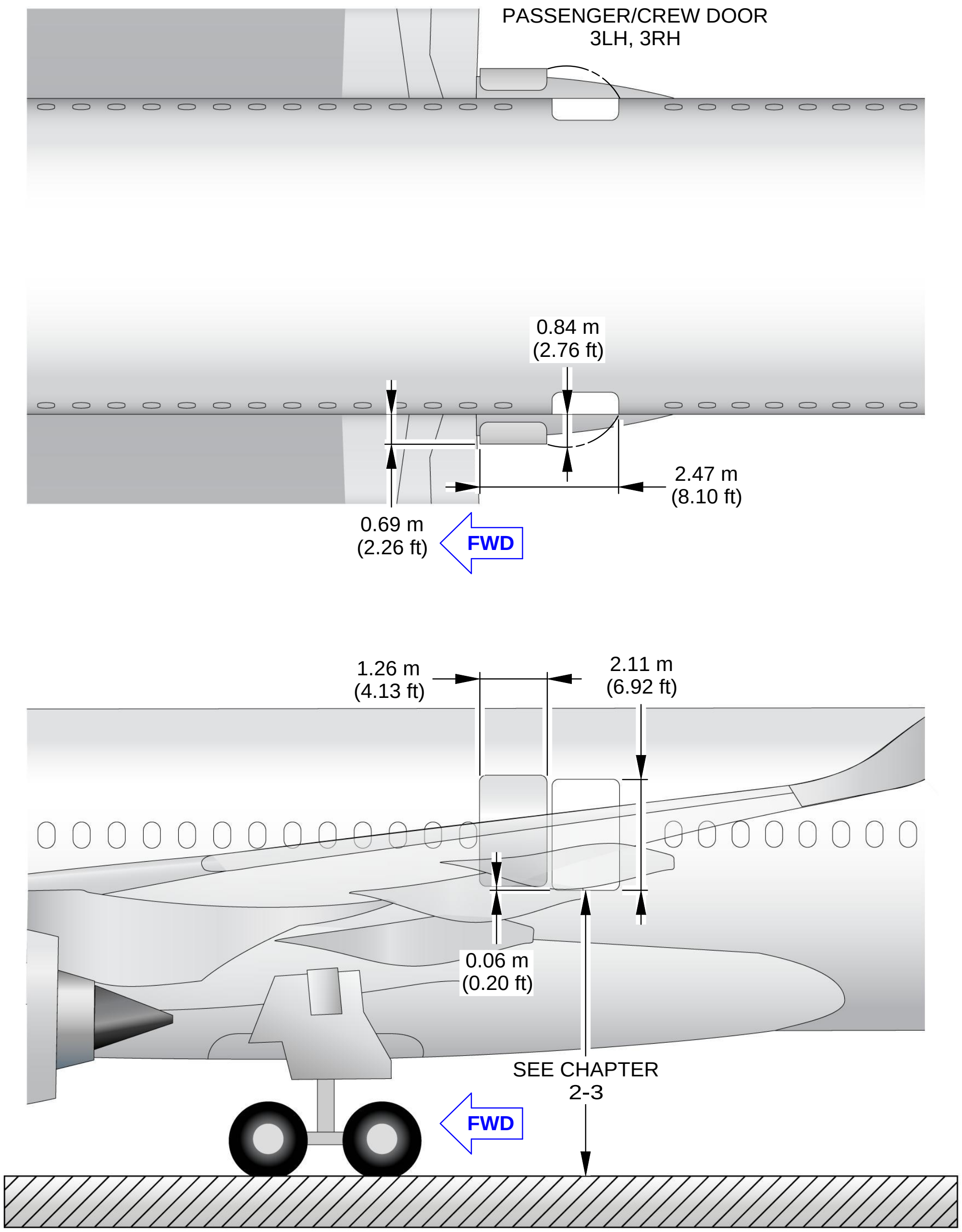
****ON A/C A350-1000F**



P_AC_020700_1_0020005_01_00

Forward Courier/Crew Doors
FIGURE-2-7-0-991-002-E01

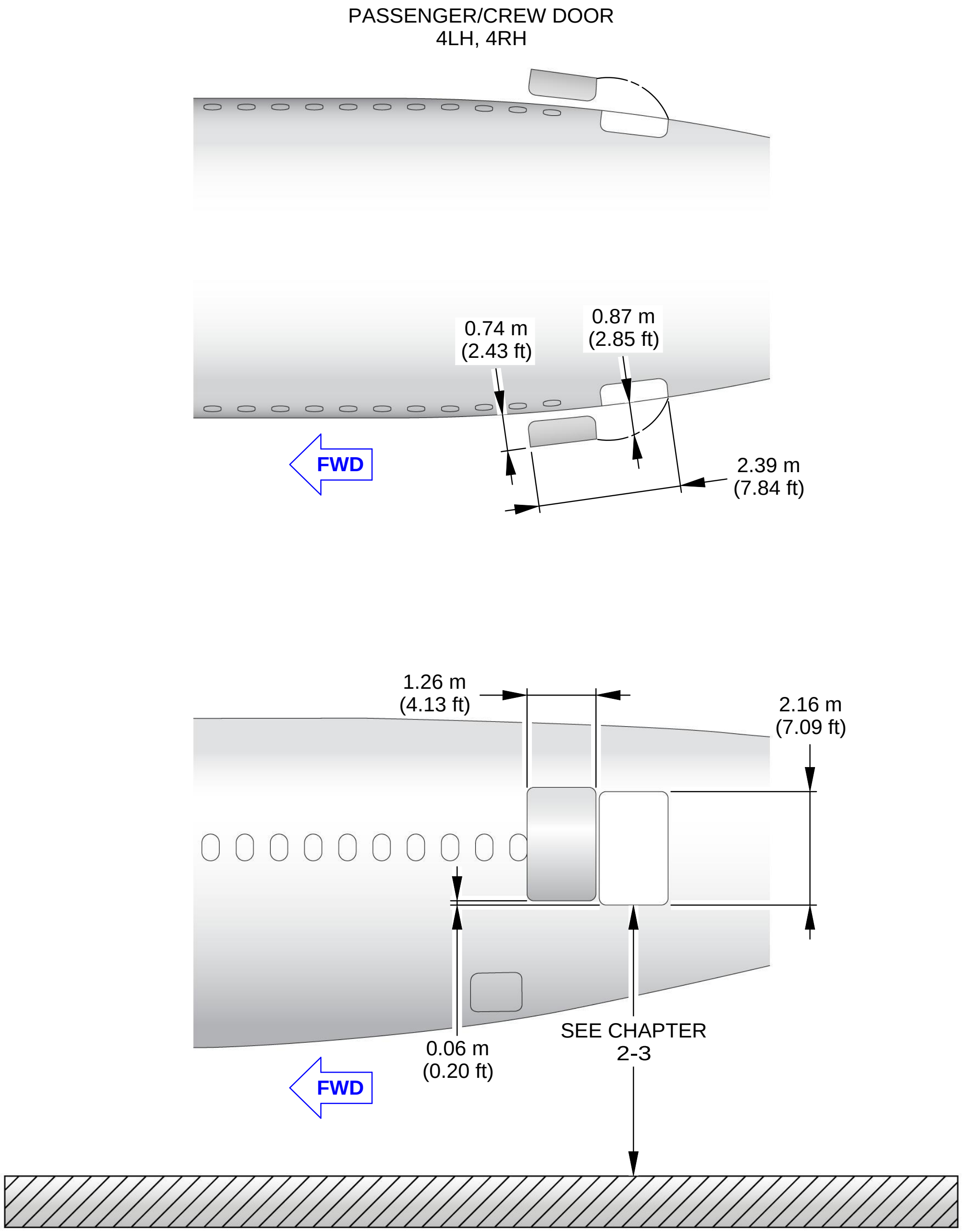
****ON A/C A350-1000 A350-900**



P_AC_020700_1_0030001_01_01

Aft Passenger/Crew Doors
(Sheet 1 of 2)
FIGURE-2-7-0-991-003-A01

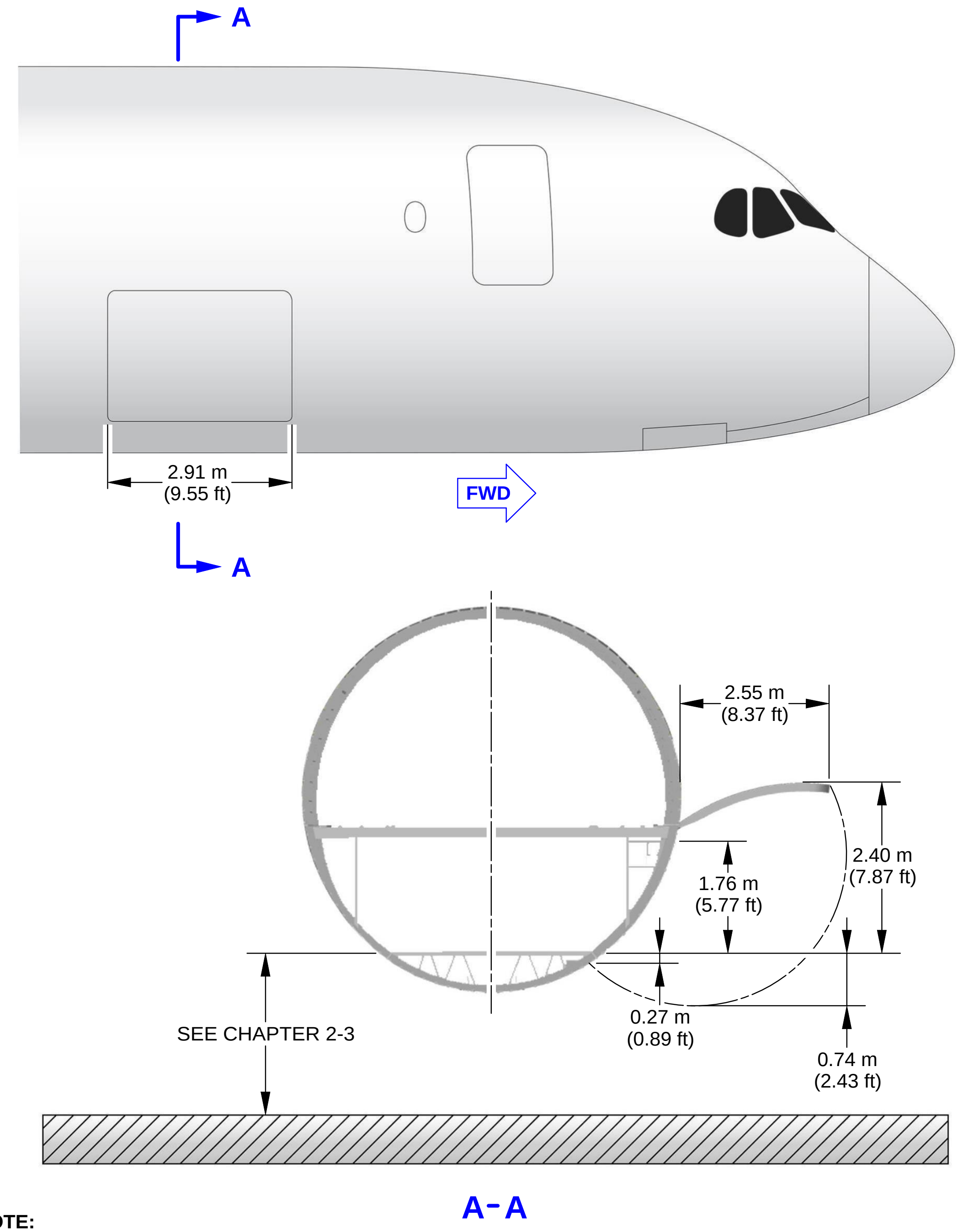
****ON A/C A350-1000 A350-900**



P_AC_020700_1_0030001_02_01

Aft Passenger/Crew Doors
(Sheet 2 of 2)
FIGURE-2-7-0-991-003-A01

****ON A/C A350-1000 A350-1000F A350-900**

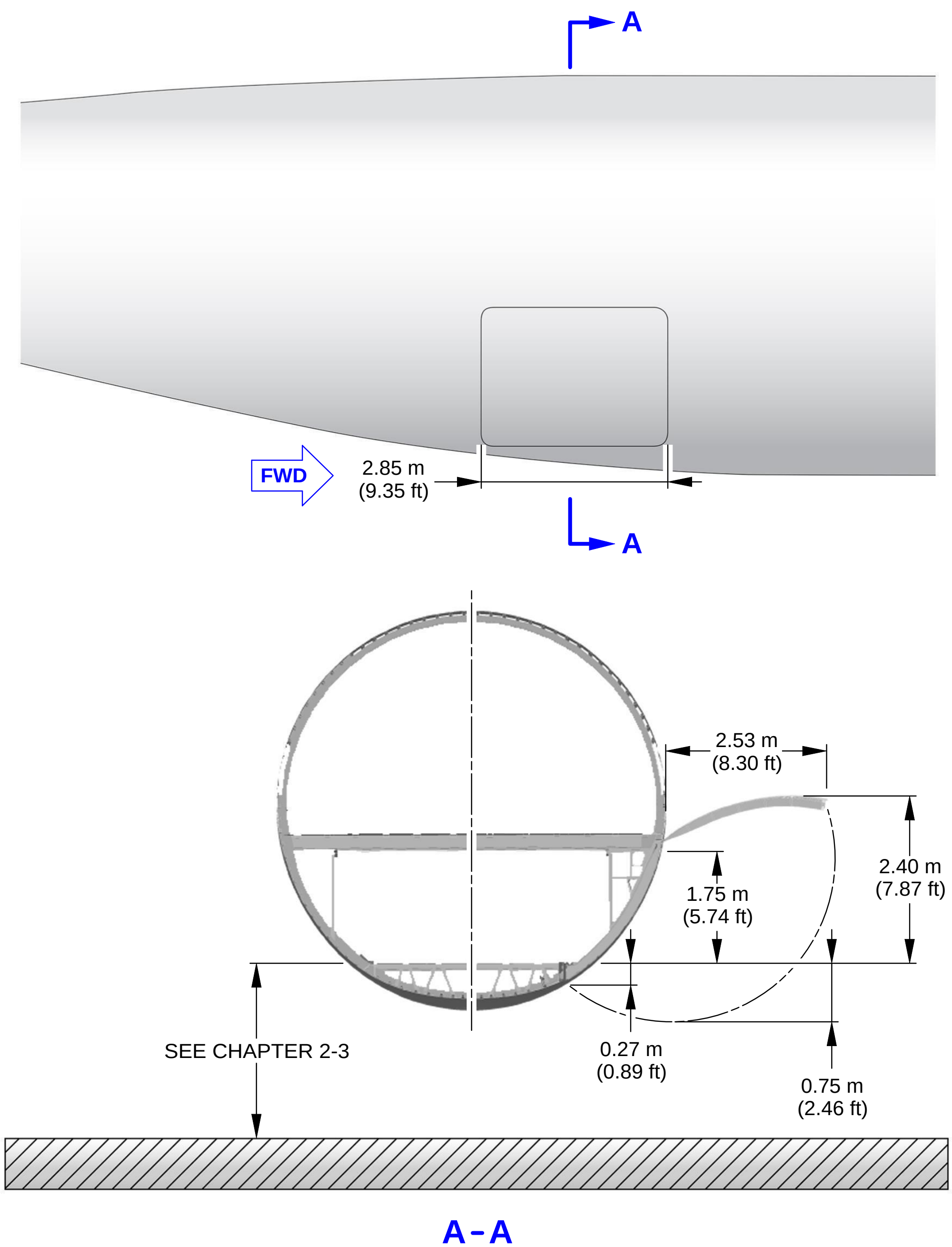


NOTE:
DEPENDING ON AIRCRAFT CONFIGURATION

P_AC_020700_1_0040001_01_01

Forward Cargo Compartment Door
FIGURE-2-7-0-991-004-A01

****ON A/C A350-1000 A350-1000F A350-900**

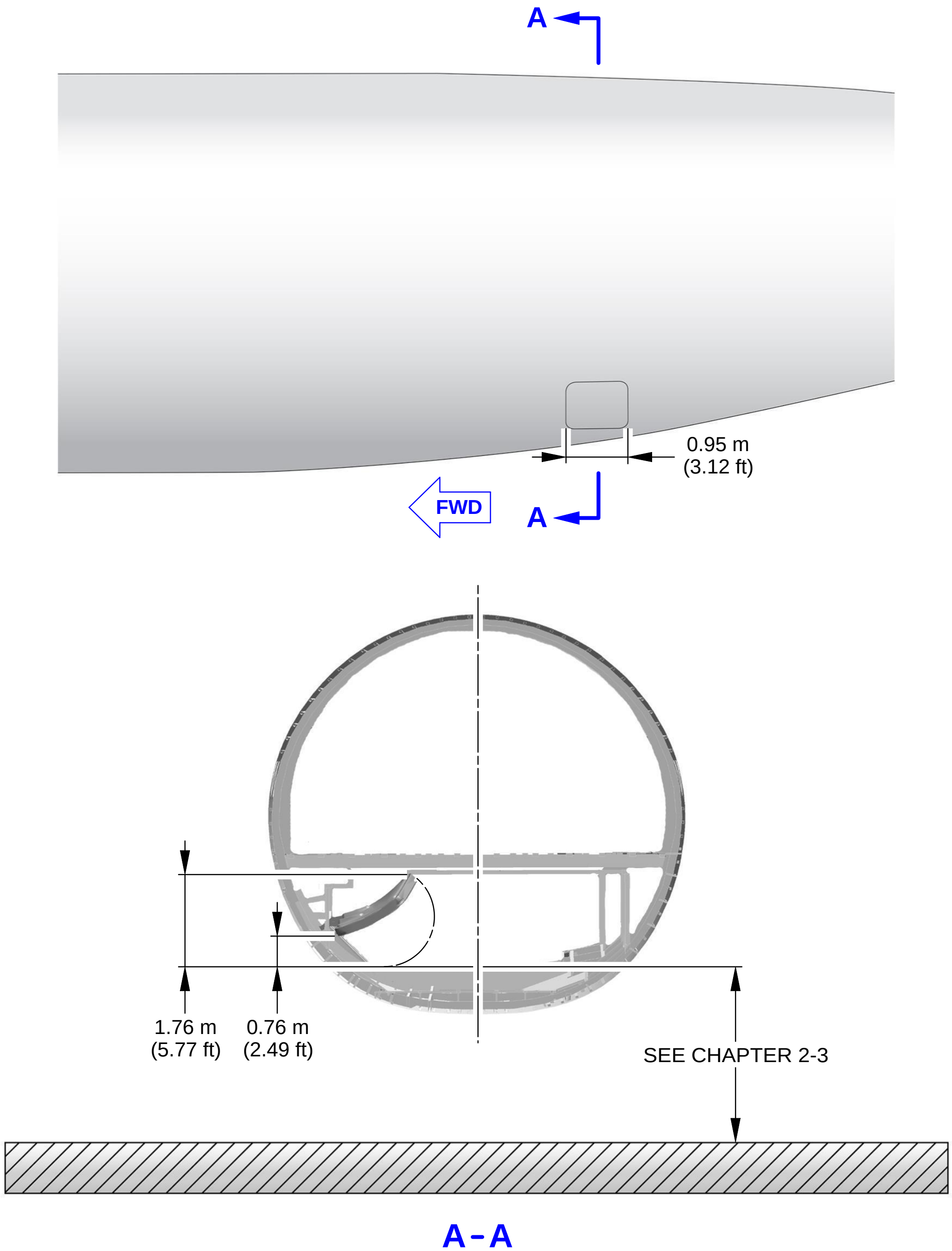


NOTE:
DEPENDING ON AIRCRAFT CONFIGURATION

P_AC_020700_1_0050001_01_01

Aft Cargo Compartment Door
FIGURE-2-7-0-991-005-A01

****ON A/C A350-1000 A350-1000F A350-900**

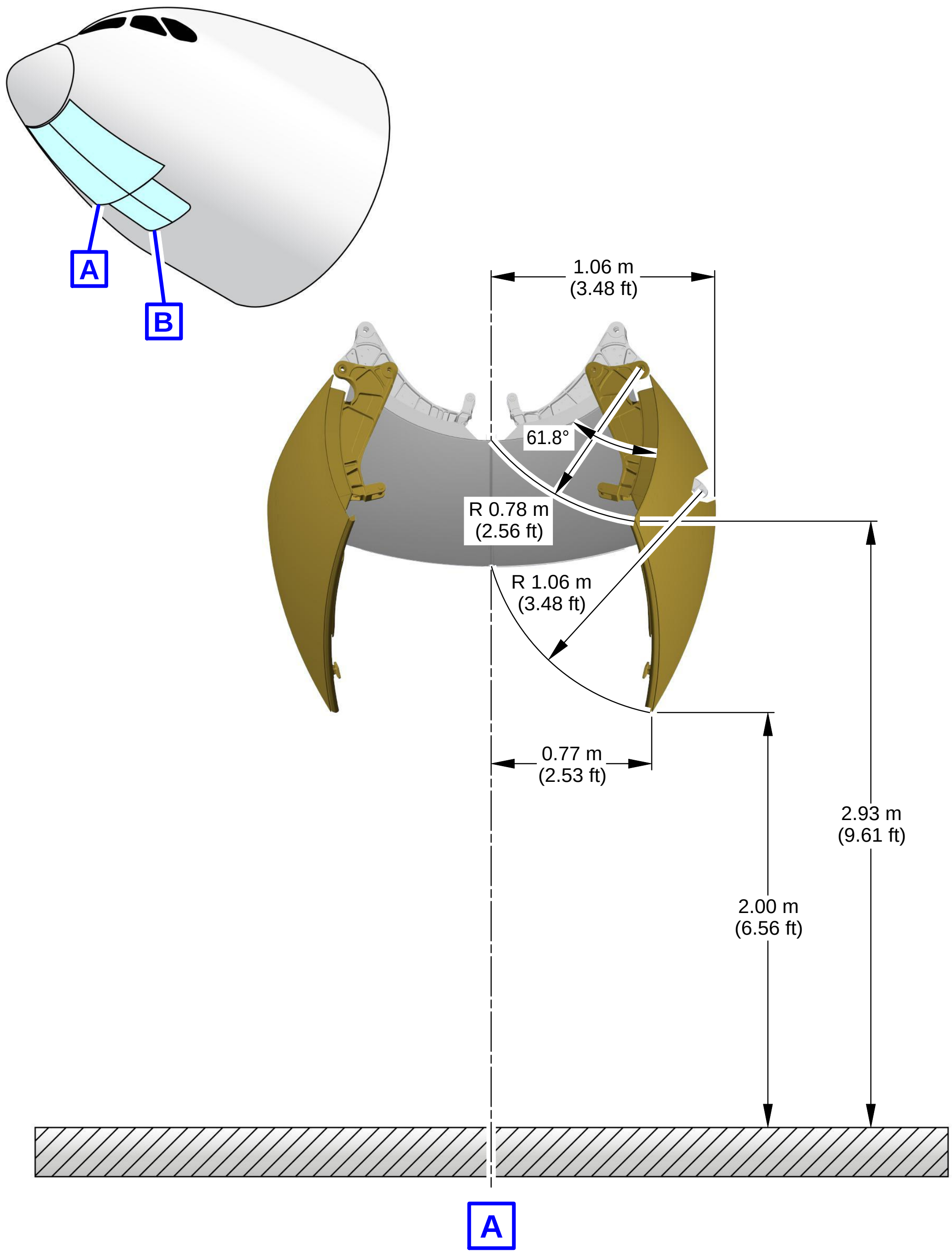


NOTE:
DEPENDING ON AIRCRAFT CONFIGURATION

P_AC_020700_1_0060001_01_01

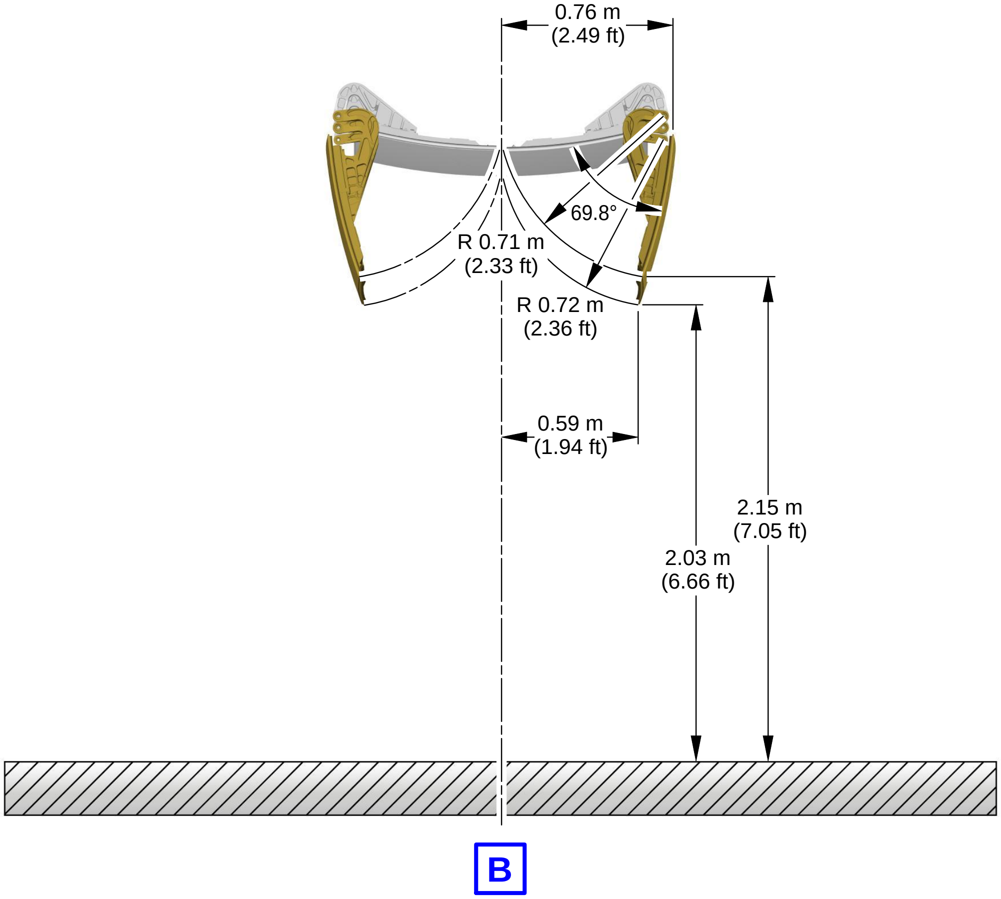
Bulk Cargo Compartment Door
FIGURE-2-7-0-991-006-A01

****ON A/C A350-1000 A350-1000F A350-900**



Nose Landing Gear Doors
Forward Nose Landing Gear Doors (Sheet 1 of 2)
FIGURE-2-7-0-991-007-A01

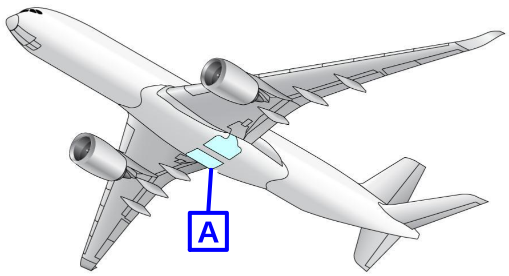
****ON A/C A350-1000 A350-1000F A350-900**

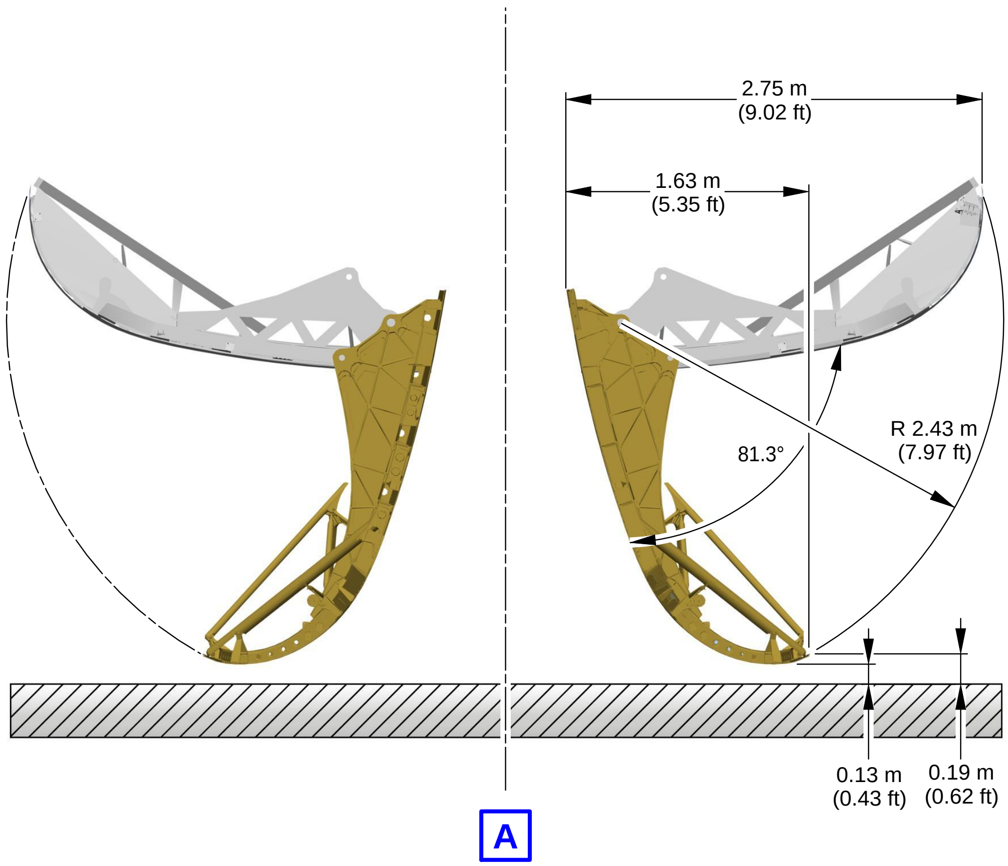


P_AC_020700_1_0070001_02_01

Nose Landing Gear Doors
Aft Nose Landing Gear Doors (Sheet 2 of 2)
FIGURE-2-7-0-991-007-A01

****ON A/C A350-900**

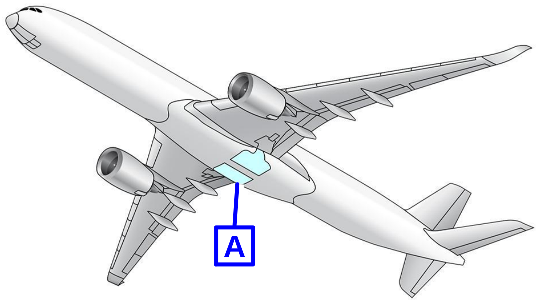


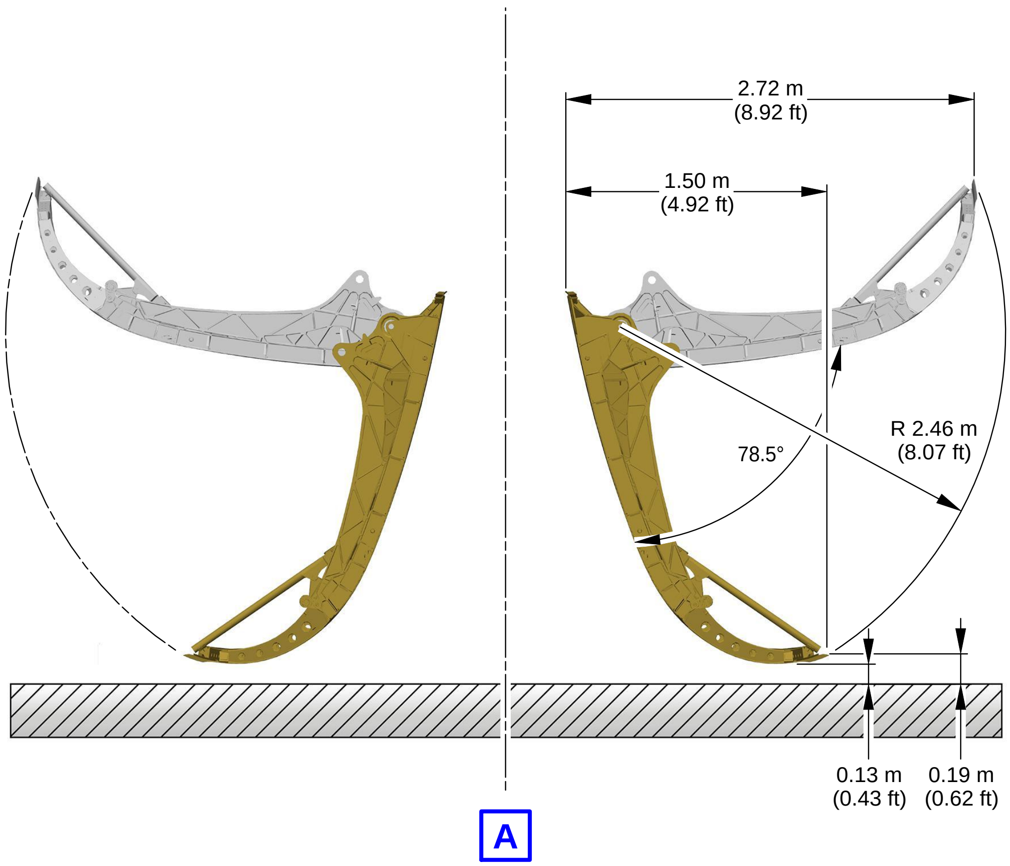


P_AC_020700_1_0080001_01_01

Main Landing Gear Doors
FIGURE-2-7-0-991-008-A01

****ON A/C A350-1000 A350-1000F**

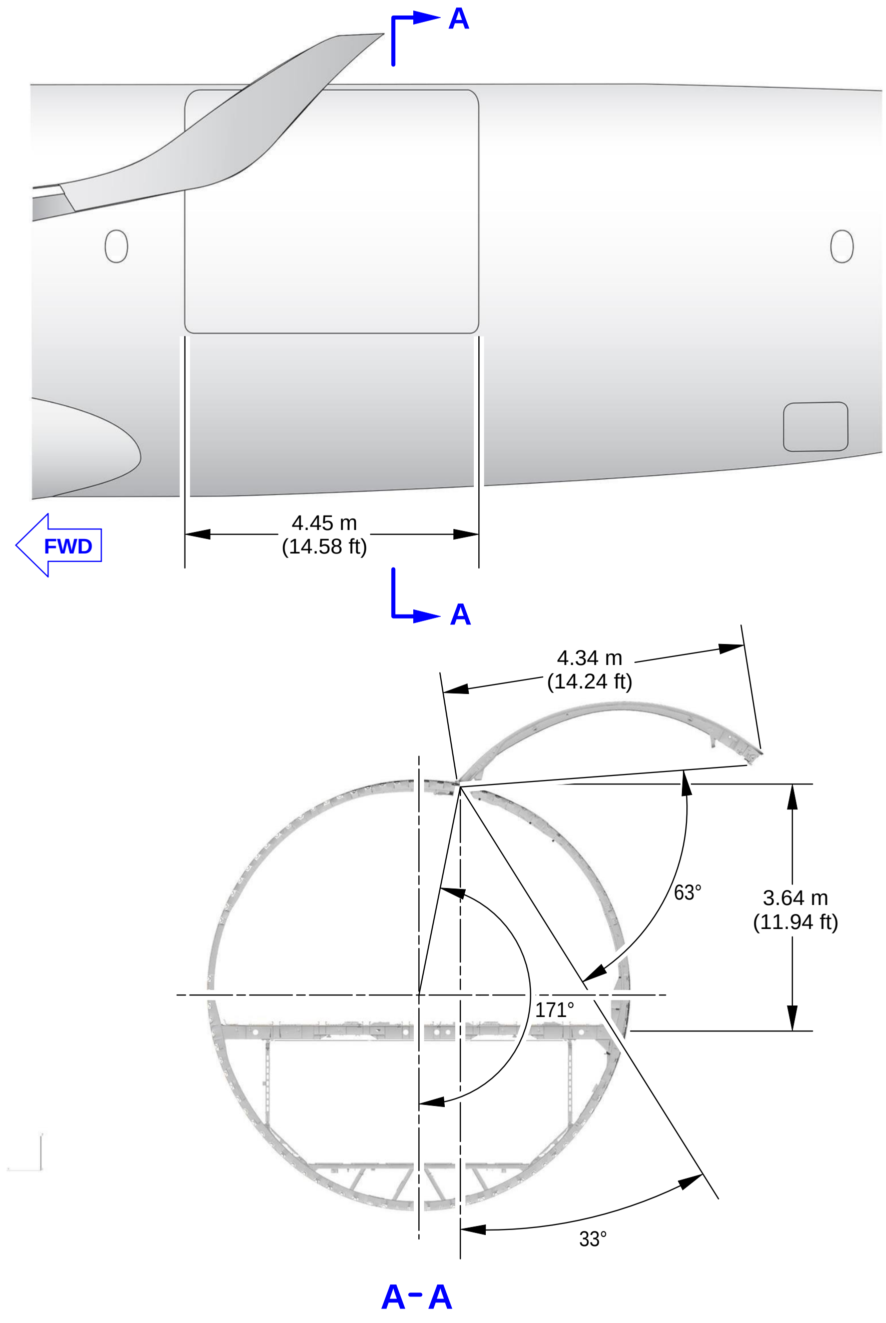




P_AC_020700_1_0080002_01_01

Main Landing Gear Doors
FIGURE-2-7-0-991-008-B01

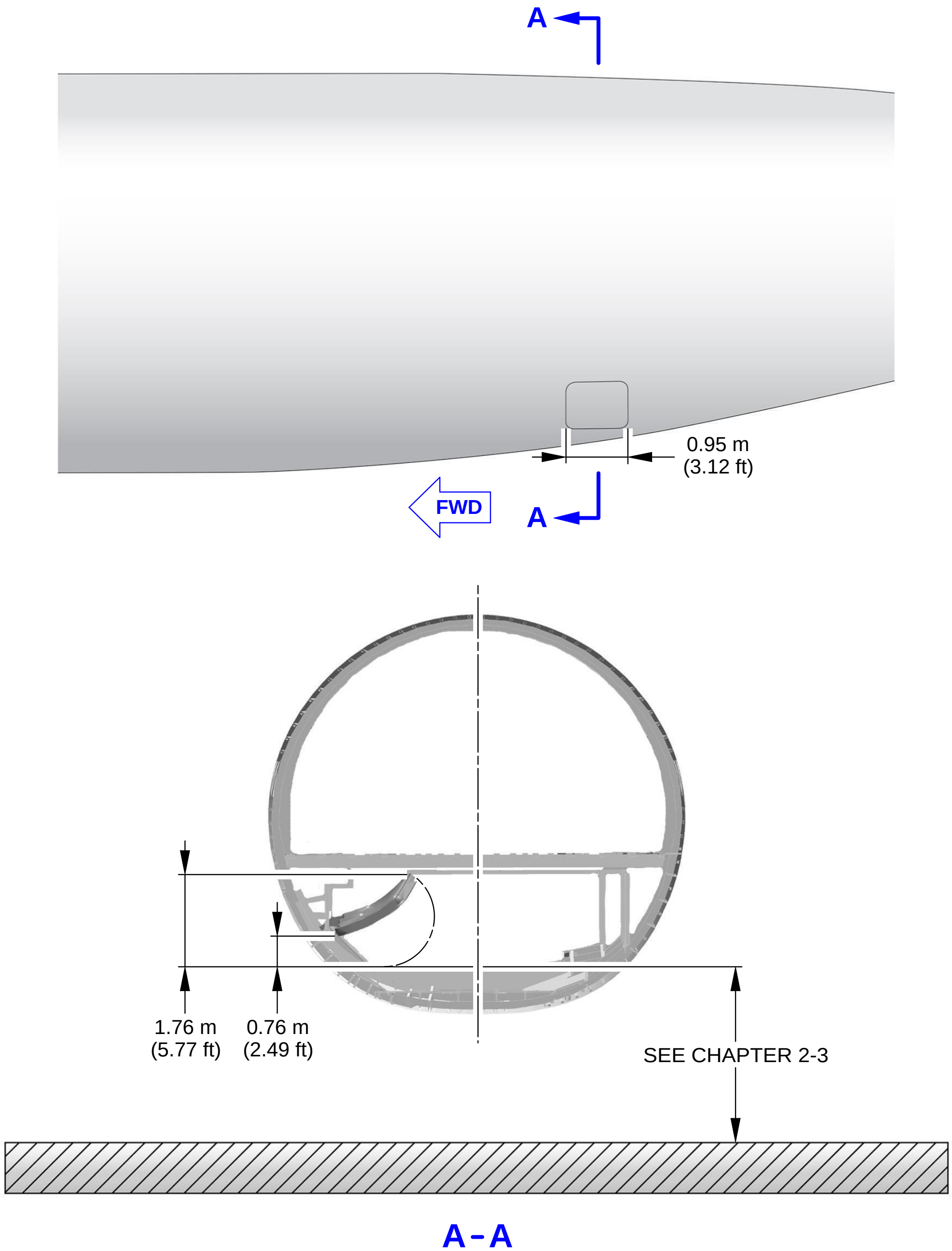
****ON A/C A350-1000F**



P_AC_020700_1_0110002_01_01

Main Deck Cargo Door
FIGURE-2-7-0-991-011-B01

****ON A/C A350-1000 A350-1000F A350-900**

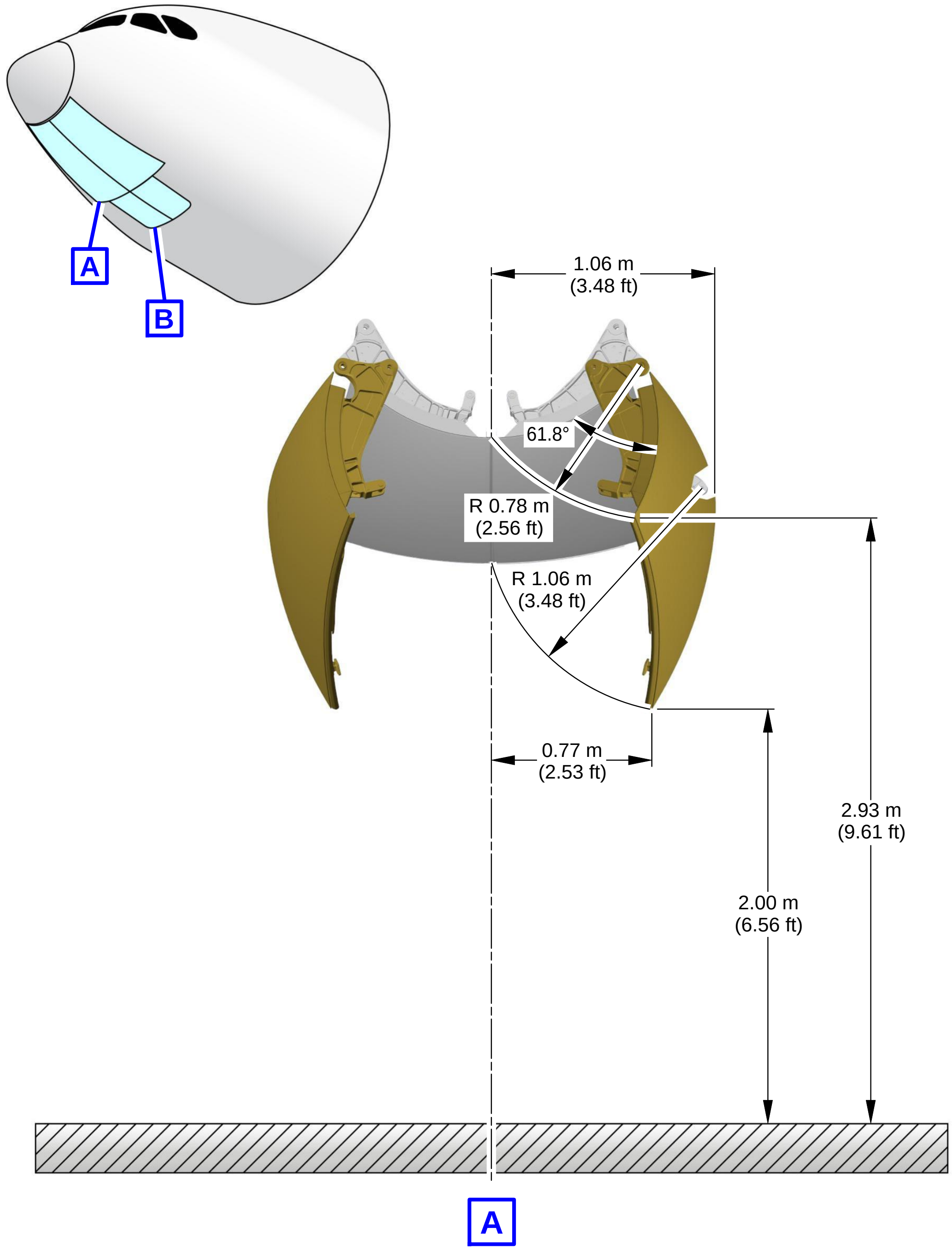


NOTE:
DEPENDING ON AIRCRAFT CONFIGURATION

P_AC_020700_1_1010001_01_00

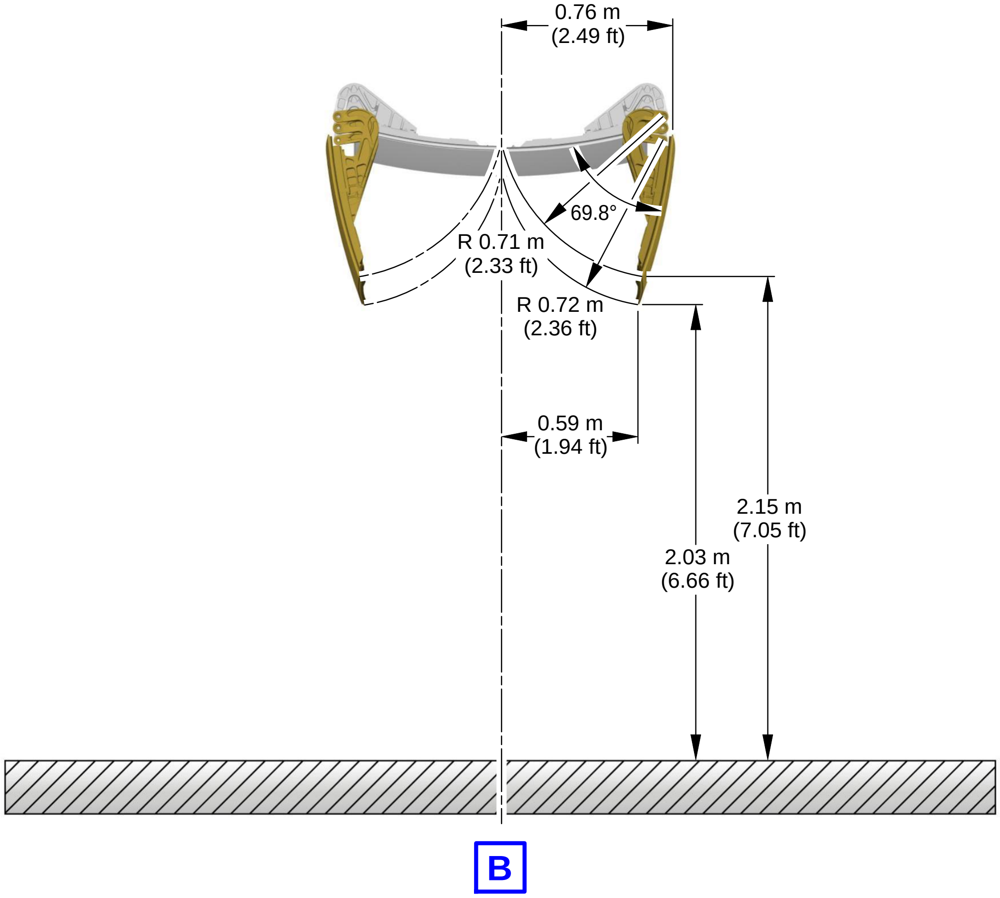
Bulk Cargo Compartment Door
2-7-0-991-101-A01

****ON A/C A350-1000 A350-1000F A350-900**



Nose Landing Gear Doors
1 of 2)
2-7-0-991-131-A01

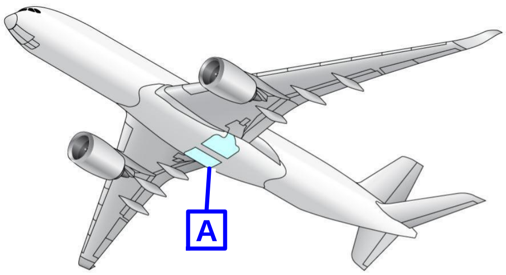
**ON A/C A350-1000 A350-1000F A350-900

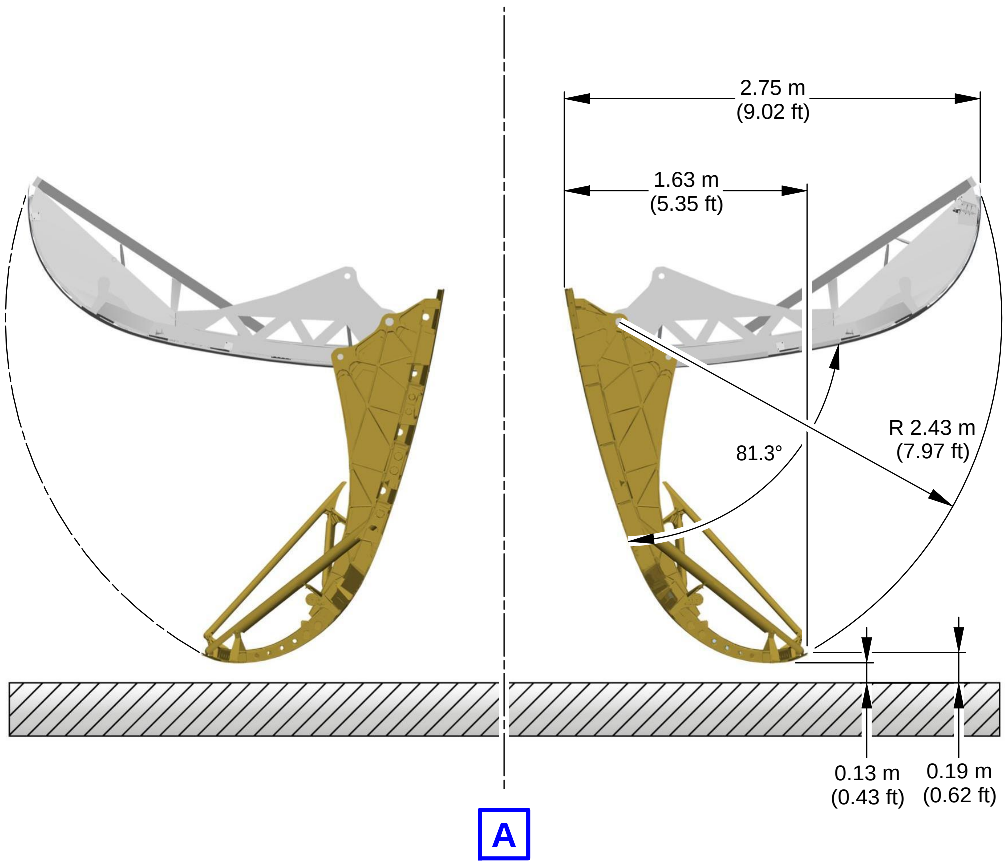


P_AC_020700_1_1310001_02_00

Nose Landing Gear Doors
2 of 2)
2-7-0-991-131-A01

**ON A/C A350-900

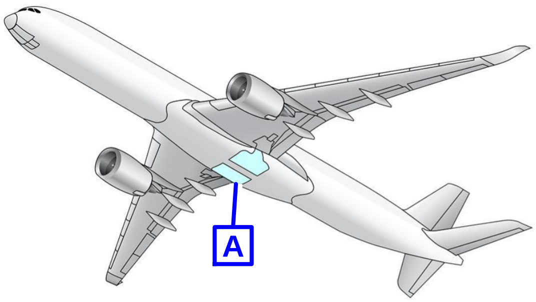


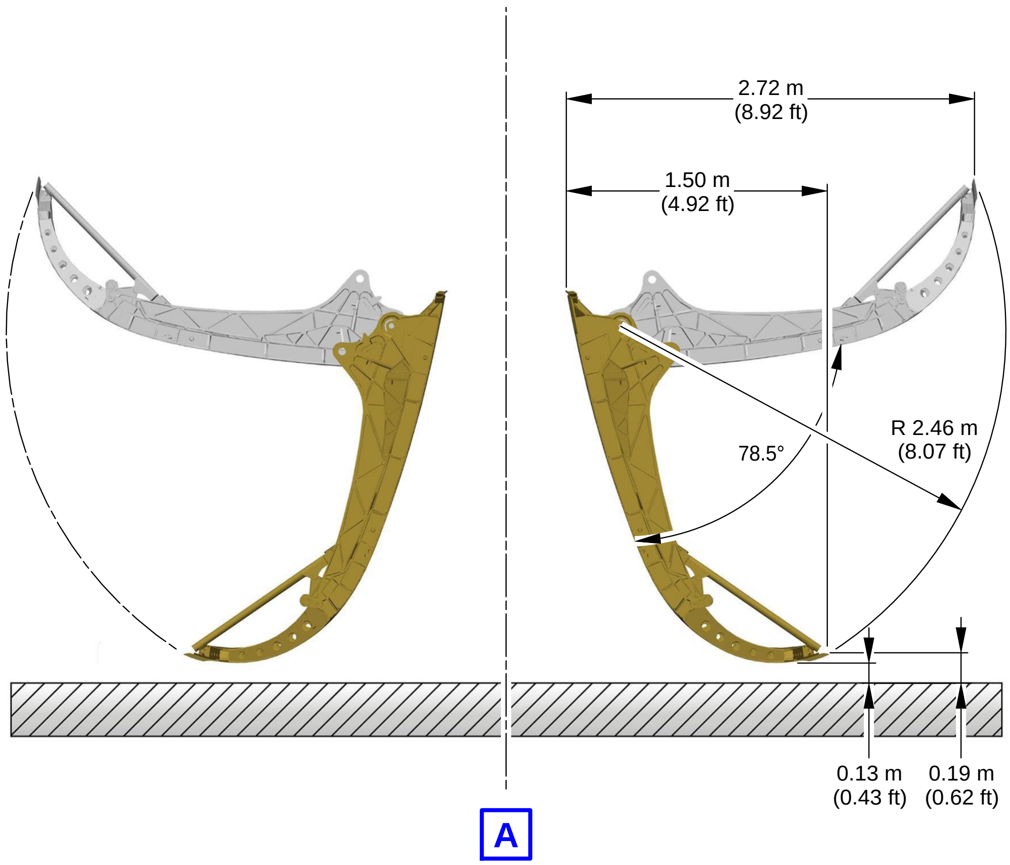


P_AC_020700_1_1320001_01_00

Main Landing Gear Doors
2-7-0-991-132-A01

****ON A/C A350-1000 A350-1000F**





P_AC_020700_1_1320002_01_00

Main Landing Gear Doors
2-7-0-991-132-B01

2-8-0 Escape Slides

****ON A/C A350-1000 A350-1000F A350-900**

Escape Slides

1. General

   This section provides the location of cabin escape facilities and related clearances.

****ON A/C A350-1000 A350-900**

2. Location

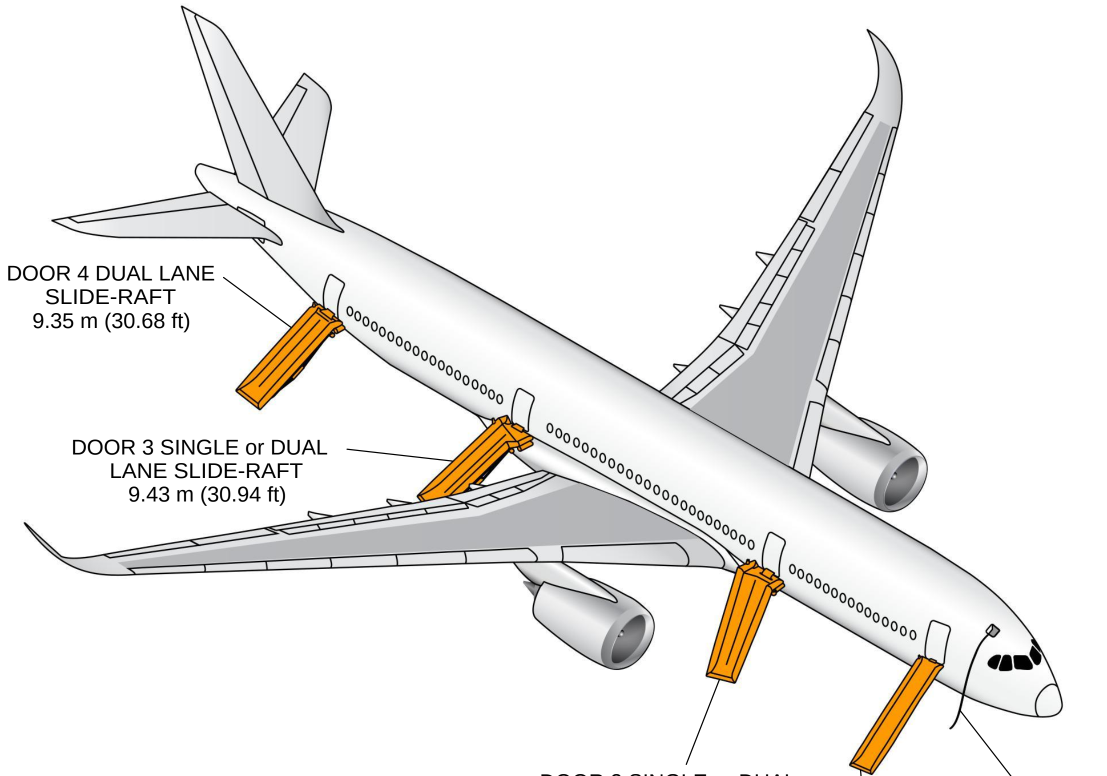
   Escape facilities are provided at the following locations:
   - One cockpit escape rope is kept in a dedicated stowage compartment adjacent to the escape hatch.
   - One single or dual lane slide-rafts can be installed at doors 1 to 3 (total 6).
   - One dual lane slide-raft at door 4 (total two).

****ON A/C A350-1000F**

3. Location

   Escape facilities are provided at the following locations:
   - One cockpit escape rope is kept in a dedicated stowage compartment adjacent to the escape hatch.
   - One single or dual lane slide-rafts can be installed at door 1 (total two).

ON A/C A350-900

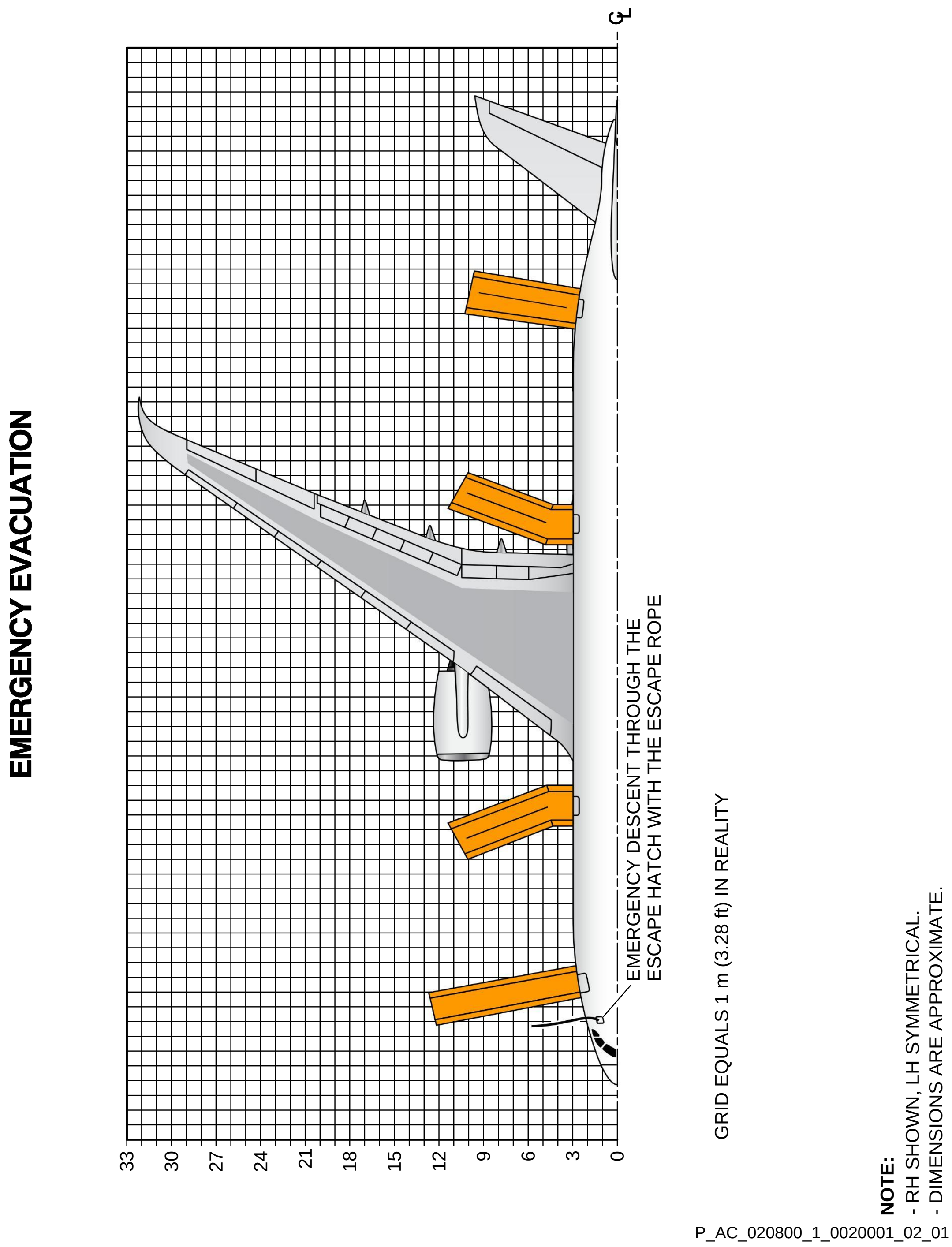


NOTE:
RH SHOWN, LH SYMMETRICAL.

P_AC_020800_1_0020001_01_02

Escape Slides
Escape Slides - Location (Sheet 1 of 2)
FIGURE-2-8-0-991-002-A01

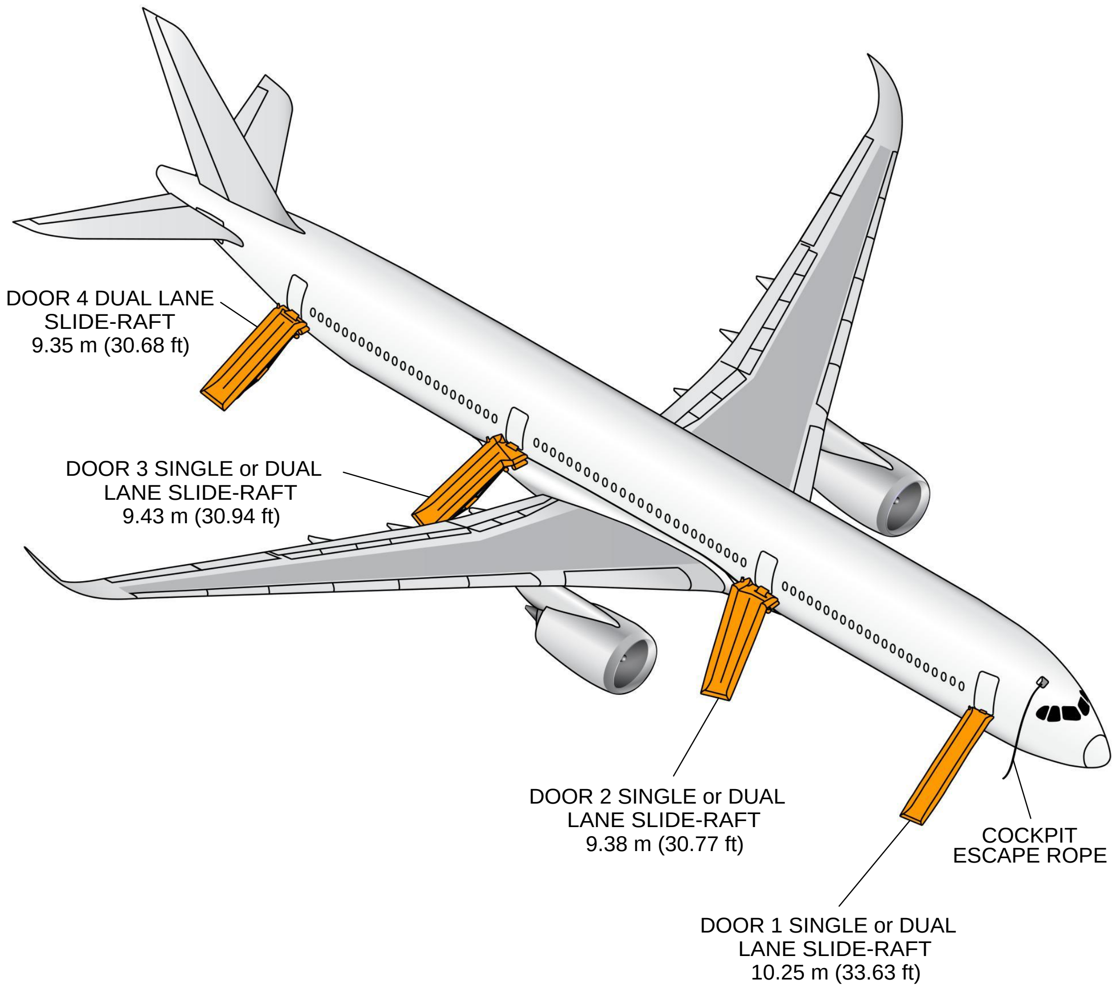
****ON A/C A350-900**



P_AC_020800_1_0020001_02_01

Escape Slides
Escape Slides - Dimensions (Sheet 2 of 2)
FIGURE-2-8-0-991-002-A01

****ON A/C A350-1000**

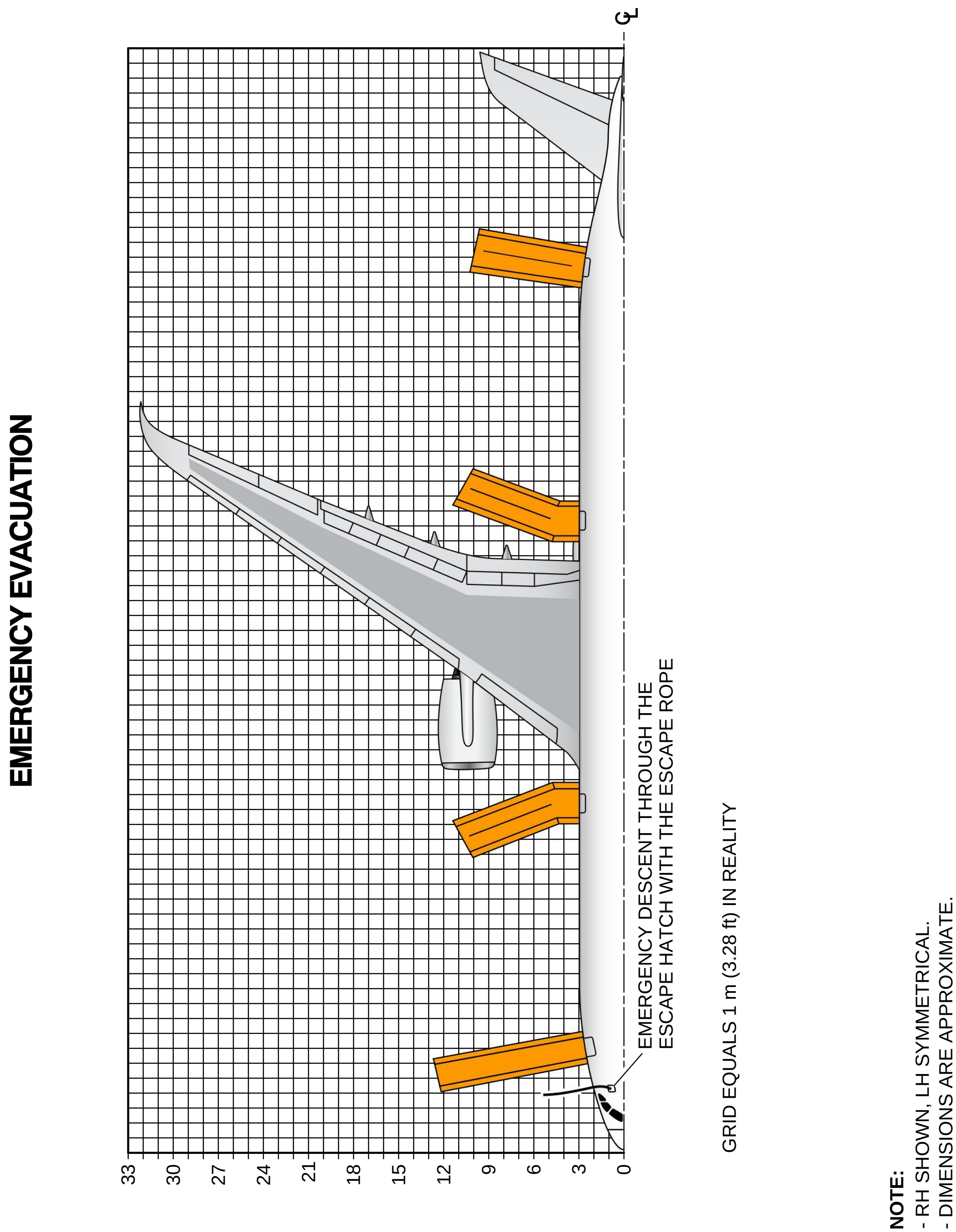


NOTE:
RH SHOWN, LH SYMMETRICAL.

P_AC_020800_1_0030004_01_01

Escape Slides
Escape Slides - Location (Sheet 1 of 2)
FIGURE-2-8-0-991-003-D01

****ON A/C A350-1000**



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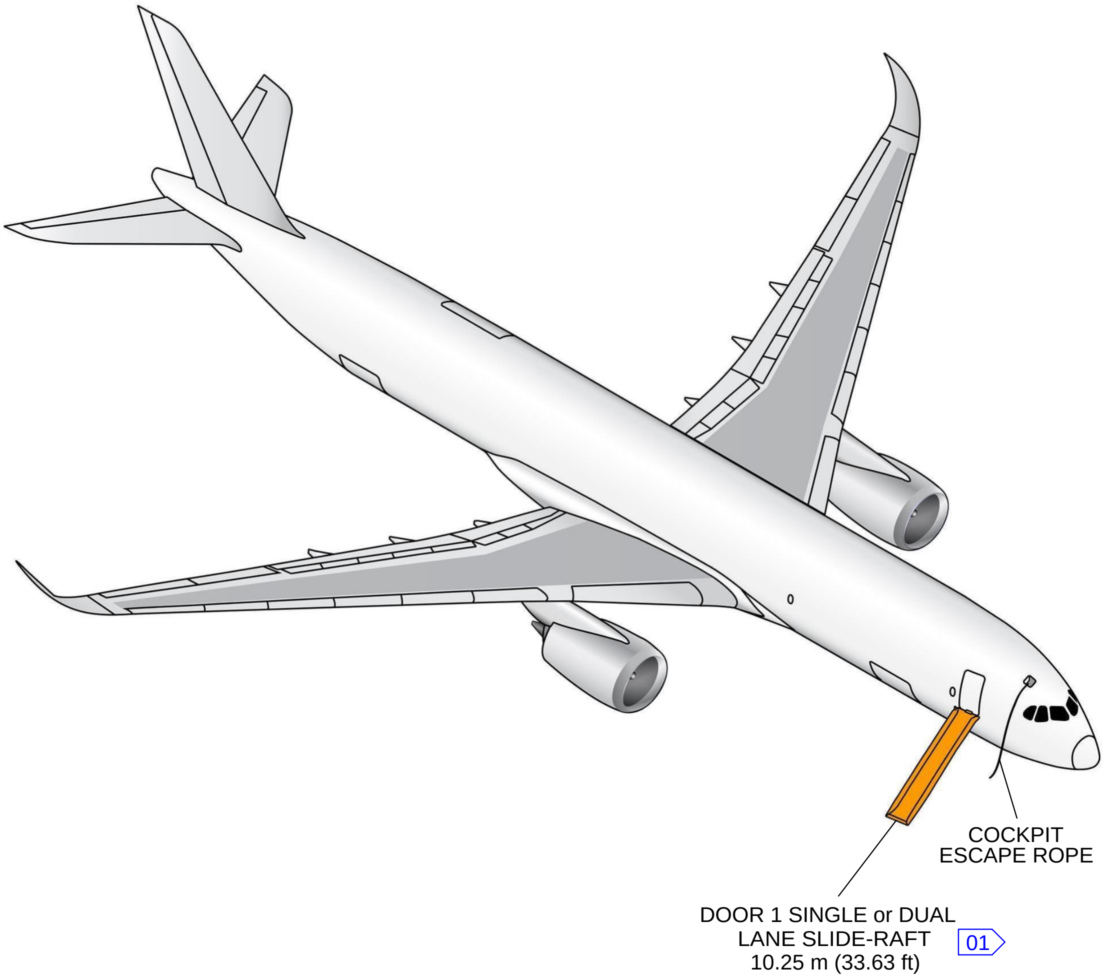
Escape Slides
Escape Slides - Dimensions (Sheet 2 of 2)
FIGURE-2-8-0-991-003-D01

****ON A/C A350-1000F**



NOTE:
01 RH SHOWN, LH SYMMETRICAL.

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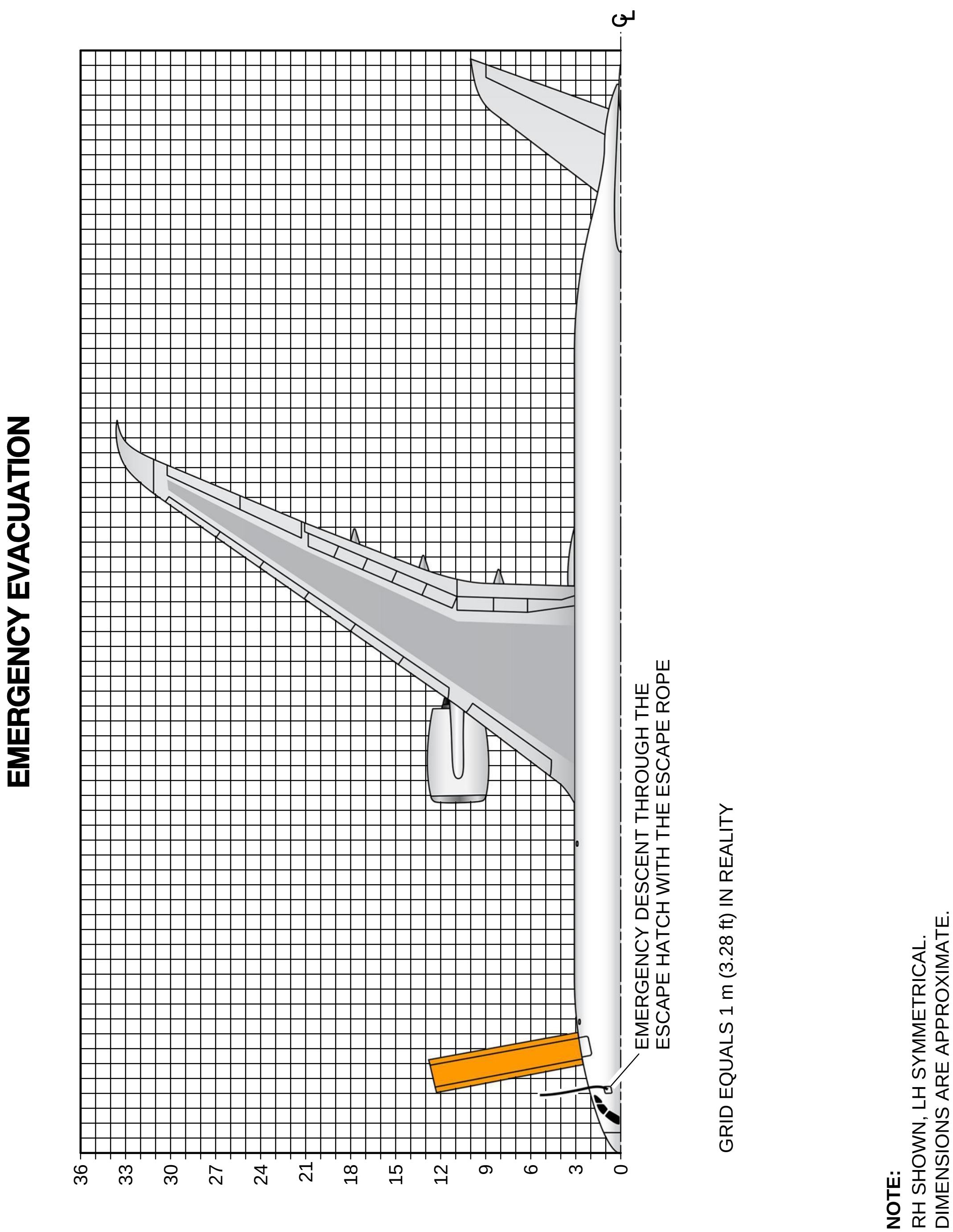
Escape Slides
Escape Slides - Location (Sheet 1 of 2)
FIGURE-2-8-0-991-004-A01

****ON A/C A350-1000F**



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Escape Slides
Escape Slides - Dimensions (Sheet 2 of 2)
FIGURE-2-8-0-991-004-A01

2-9-0 Landing Gear

****ON A/C A350-1000 A350-1000F A350-900**

Landing Gear

****ON A/C A350-900**

1. MLG System Description

   The two MLGs are mounted in the LH and RH wing just outboard of the wing root within the trailing edge.
   The MLGs retract sideways into bays in the fuselage. Each MLG has a four wheel twin-tandem bogie.
   Each MLG has one related main door operated by a single door actuator.
   Each MLG has a gear uplock and a door uplock.
   The MLG has a double side stay arrangement to improve load distribution on the composite wing.
   Each side stay has a separate lock stay assembly to provide a positive means to lock the landing gear in the extended position for landing and ground manoeuvres.
   Each MLG leg contains a single-stage oleo shock strut consisting of a sliding piston and a main fitting that is supported by the two folding side stays and pivots on the top of the main fitting for extension/retraction.
   In-flight, the MLGs are retracted and locked up.
   The MLG doors are closed and locked to enclose the MLG bay in flight and on the ground, opening only when the landing gear is extending or retracting.
   Hydraulic power for the MLG extension/retraction comes from the green hydraulic system.

****ON A/C A350-1000 A350-1000F**

2. MLG System Description

   The two MLGs are mounted in the LH and RH wing just outboard of the wing root within the trailing edge.
   The MLGs retract sideways into bays in the fuselage. Each MLG has a six wheel triple-tandem bogie.
   Each MLG has one related main door operated by a single door actuator.
   Each MLG has a gear uplock and a door uplock.
   The MLG has a double side stay arrangement to improve load distribution on the composite wing.
   Each side stay has a separate lock stay assembly to provide a positive means to lock the landing gear in the extended position for landing and ground manoeuvres.
   Each MLG leg contains a single-stage oleo shock strut consisting of a sliding piston and a main fitting that is supported by the two folding side stays and pivots on the top of the main fitting for extension/retraction.

In-flight, the MLGs are retracted and locked up.
The MLG doors are closed and locked to enclose the MLG bay in flight and on the ground, opening only when the landing gear is extending or retracting.
Hydraulic power for the MLG extension/retraction comes from the green hydraulic system.

****ON A/C A350-1000 A350-1000F A350-900**

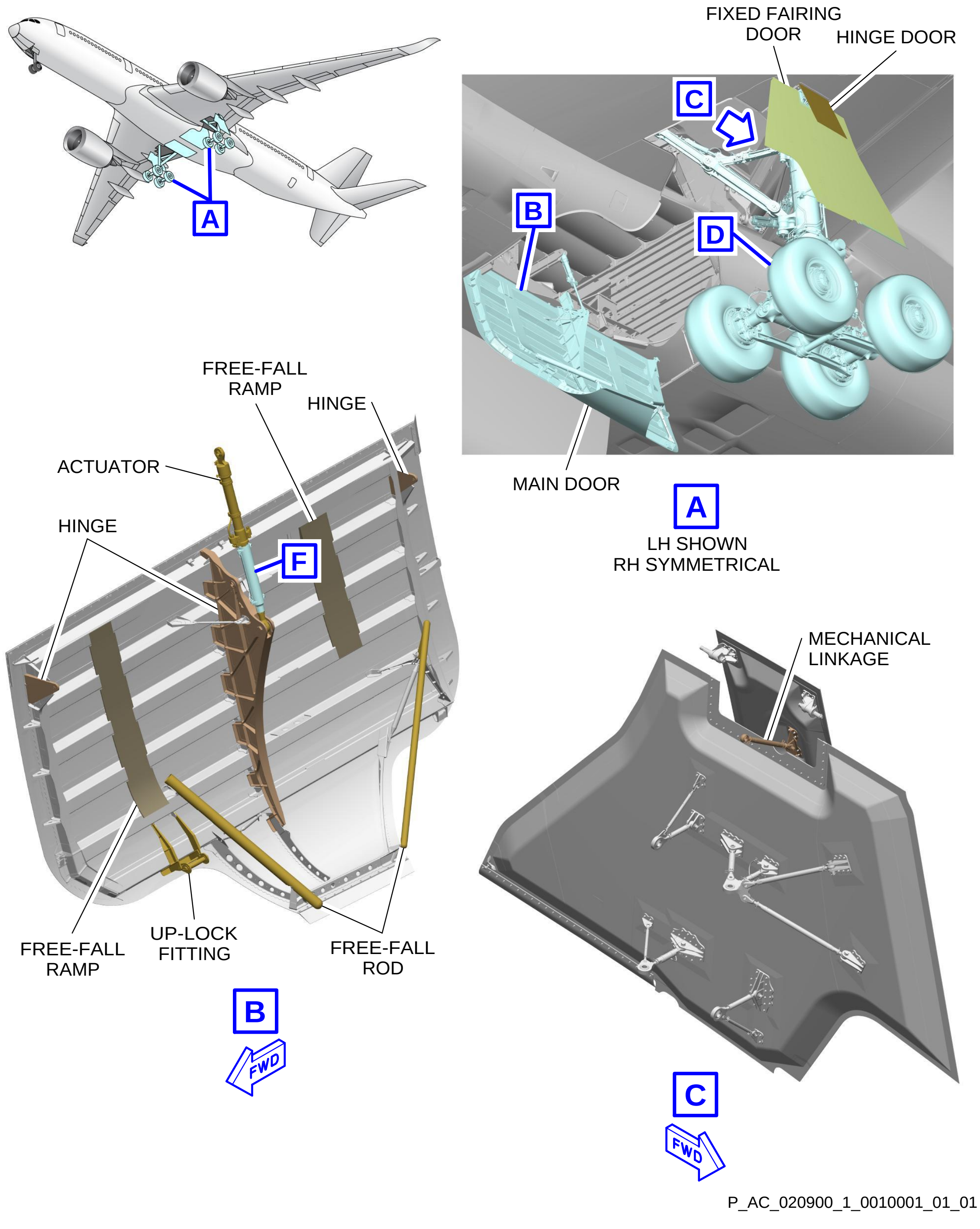
3. NLG System Description

The NLG is located in the forward lower fuselage on the aircraft centerline below the cockpit.
It is forward retracting and consists of a twin wheel axle mounted on a main fitting that incorporates a single-stage oleo shock strut supported by a forward drag stay.
The NLG main fitting accommodates the steering assembly for the Nose Wheel Steering (NWS) system.
In-flight, the NLG is retracted and locked up while the four sideways opening NLG Doors are closed and locked to enclose the NLG bay.
The two forward doors are each operated by two independent door actuators.
When retracted, the NLG is held by an uplock and the two main NLG doors are held by a single door uplock assembly, containing an uplock hook for each door.
The hydraulically powered forward NLG doors are also closed after the NLG is extended.
The aft doors are mechanically driven and remain open when the NLG is extended.
Hydraulic power for the NLG extension/retraction comes from the yellow hydraulic system.
Electric power to the navigation lights can be provided through the tow truck power connector on the 2GN service panel, See FIGURE 2-9-0-991-002-A. See AC 5-4-3 for connector definition.

4. Landing Gear Extension and Retraction System

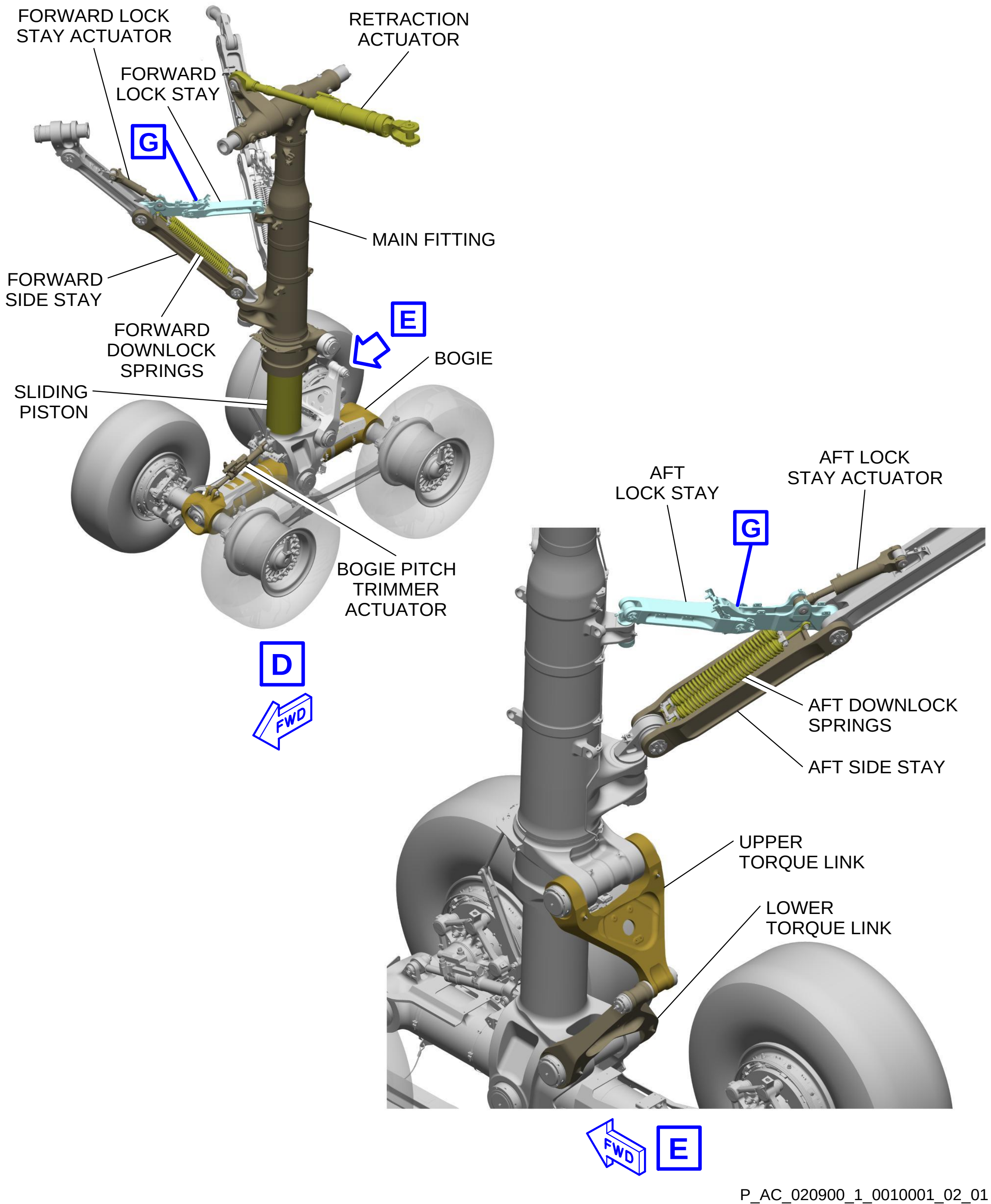
The Landing Gear Extension and Retraction System (LGERS) is made up of three sub-systems:
- Normal extension and retraction system, for normal extension and retraction,
- Alternate extension system, for extension in flight if the normal system is unavailable,
- Ground door opening system, to allow on-ground access to the landing gear bays for maintenance purposes.

****ON A/C A350-900**



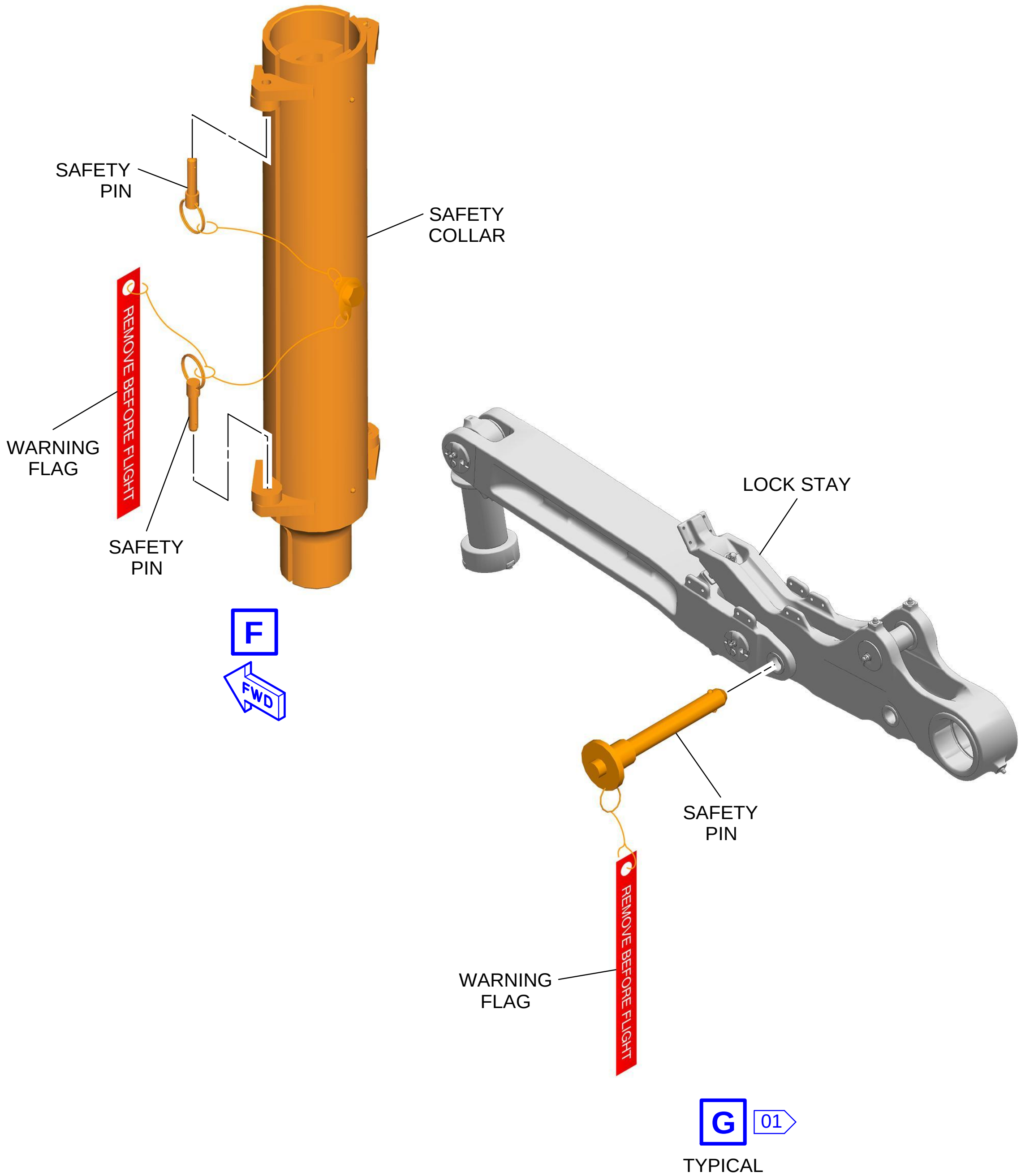
Main Landing Gear
Doors Overview (Sheet 1 of 3)
FIGURE-2-9-0-991-001-A01

****ON A/C A350-900**



Main Landing Gear
Overview (Sheet 2 of 3)
FIGURE-2-9-0-991-001-A01

****ON A/C A350-900**



NOTE:
01 FORWARD LOCK STAY SHOWN, AFT SIMILAR

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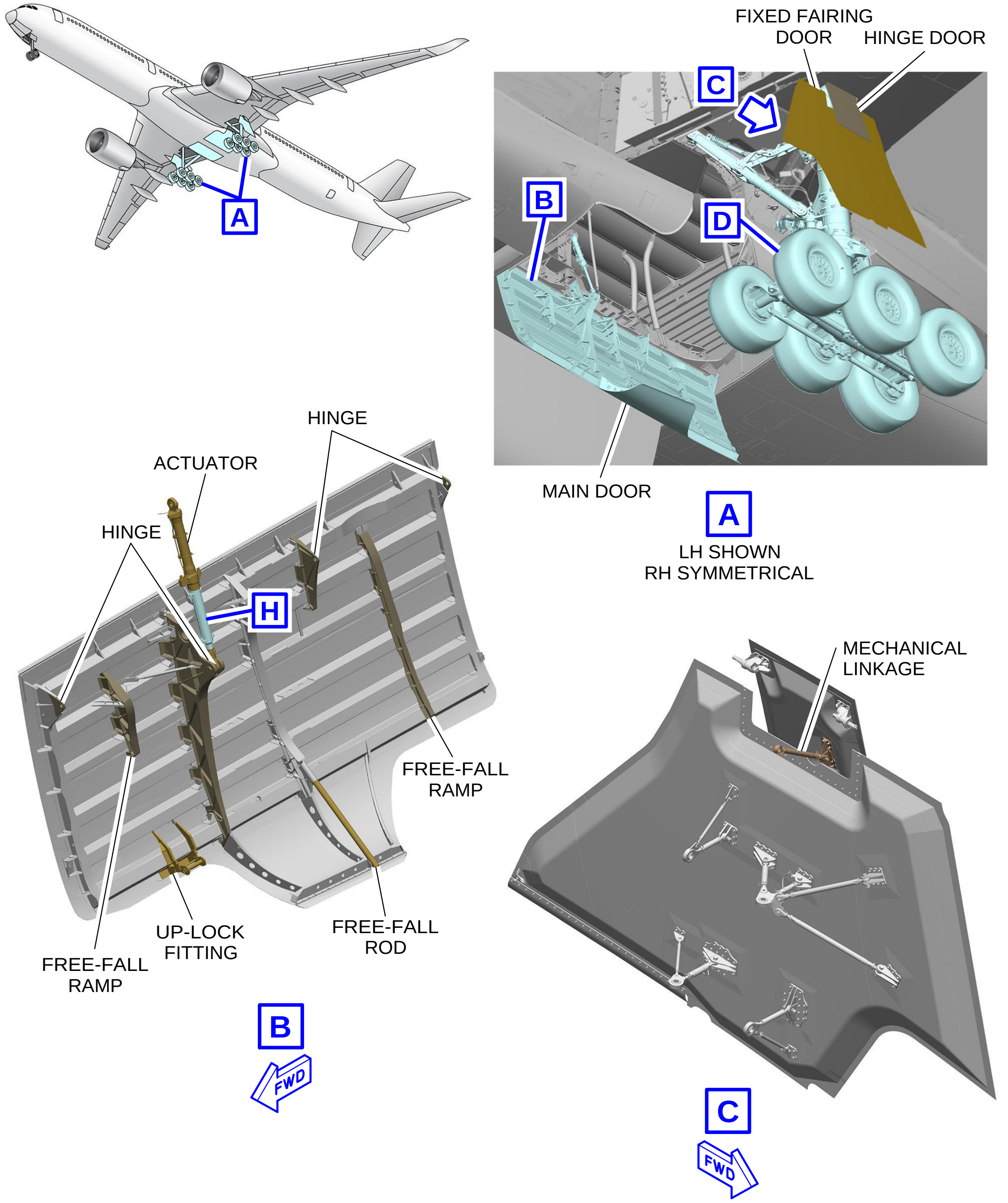
Main Landing Gear
Safety Devices (Sheet 3 of 3)
FIGURE-2-9-0-991-001-A01

****ON A/C A350-1000 A350-1000F**



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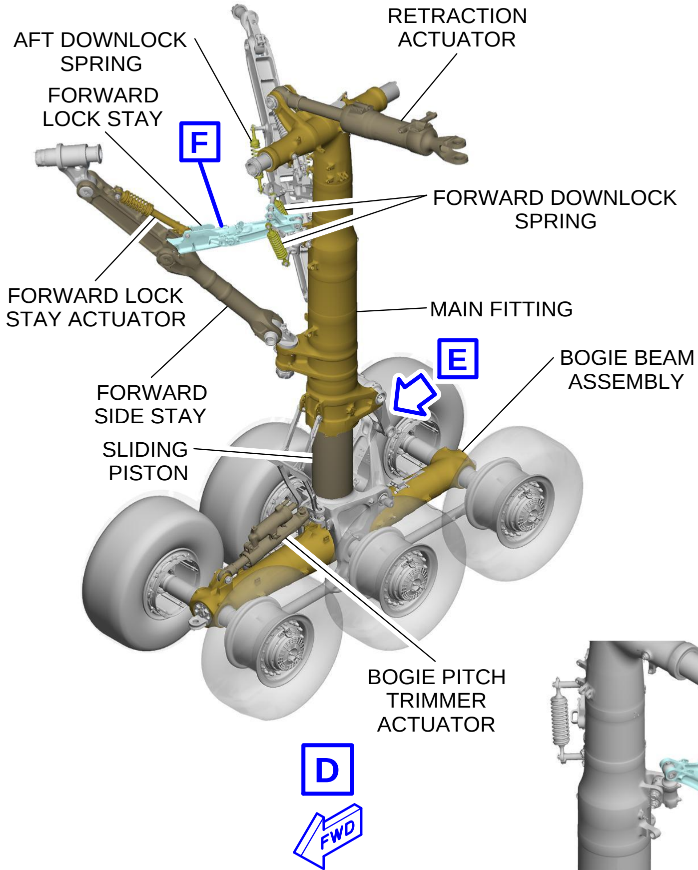
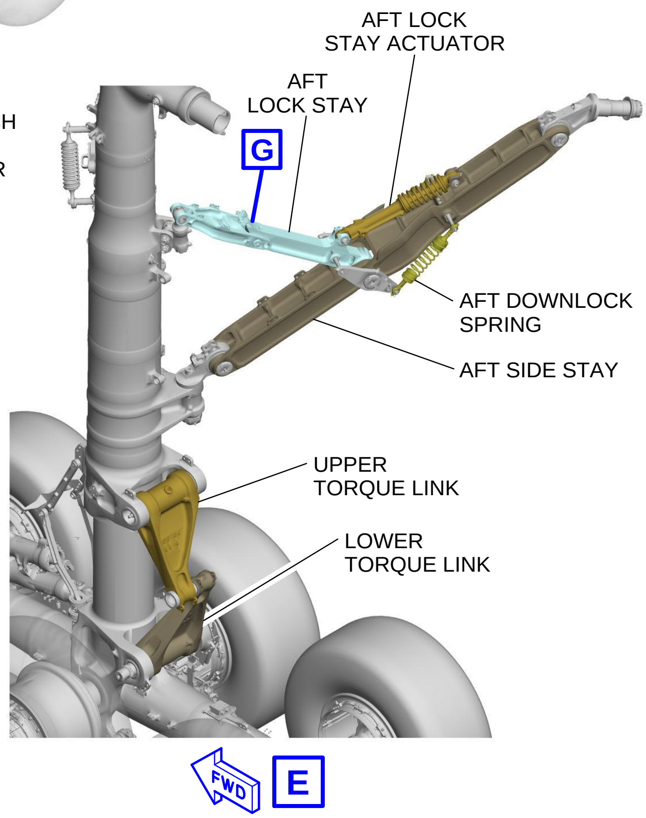
Main Landing Gear
Doors Overview (Sheet 1 of 3)
FIGURE-2-9-0-991-001-B01

****ON A/C A350-1000 A350-1000F**





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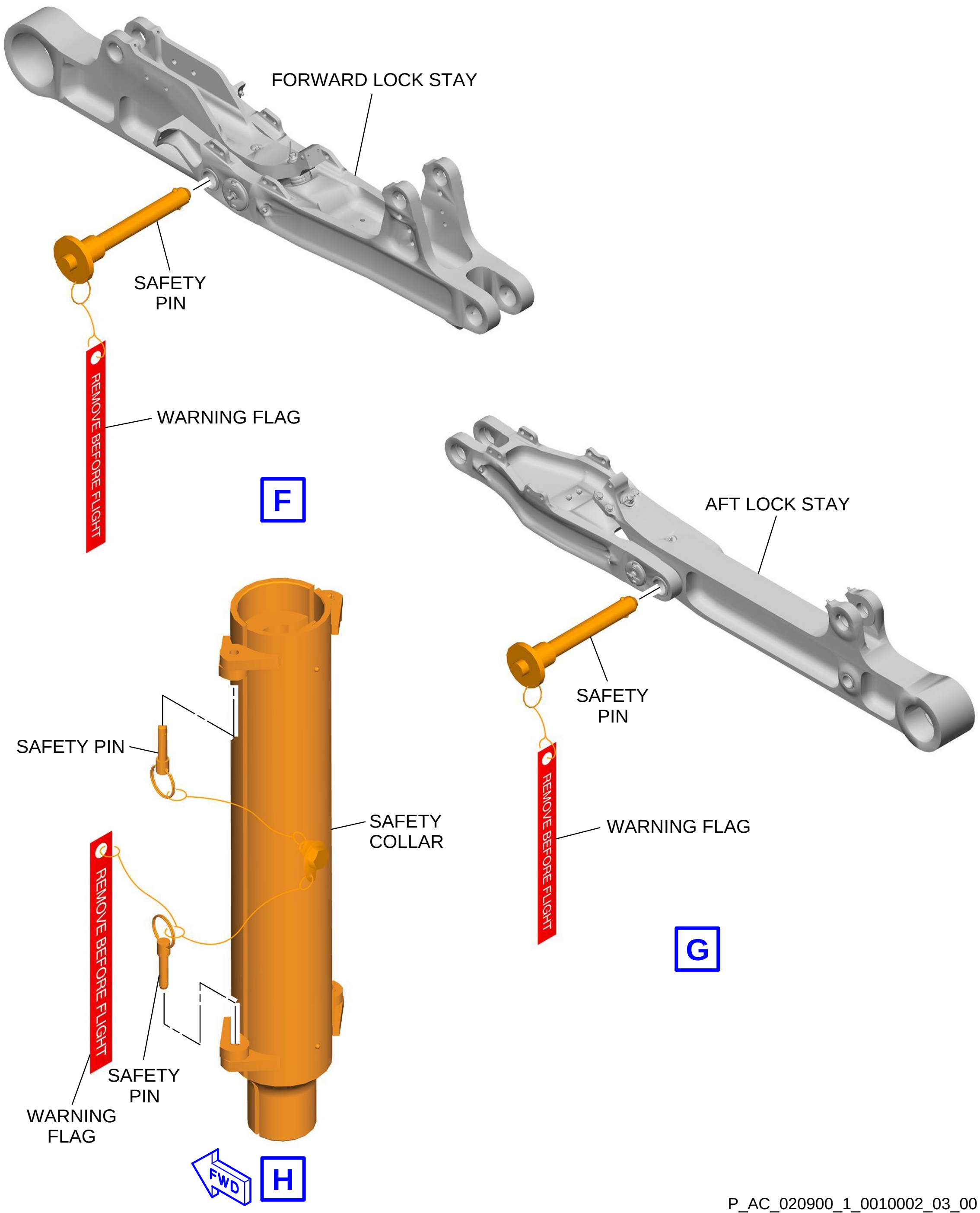
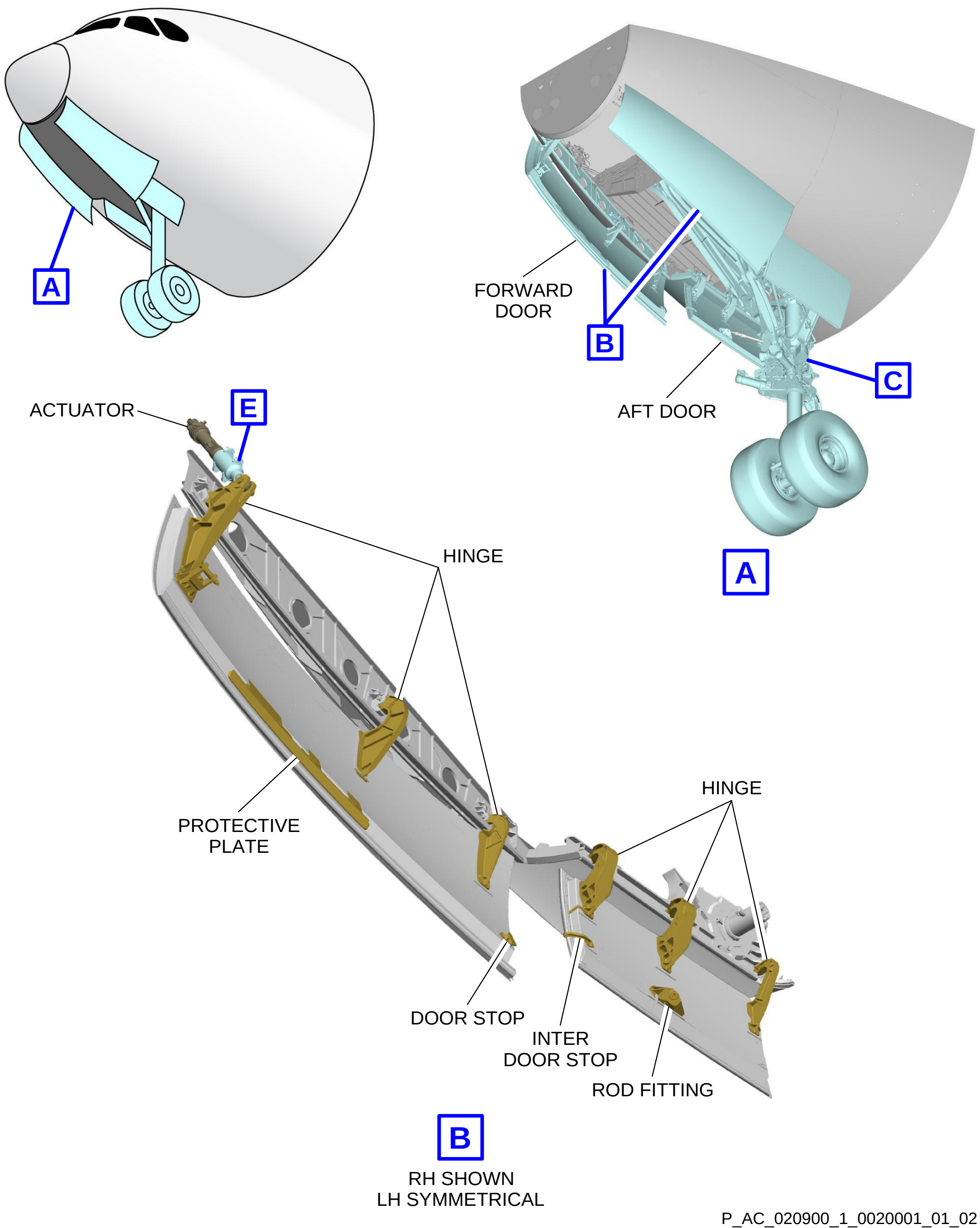
Main Landing Gear
Overview (Sheet 2 of 3)
FIGURE-2-9-0-991-001-B01

****ON A/C A350-1000 A350-1000F**



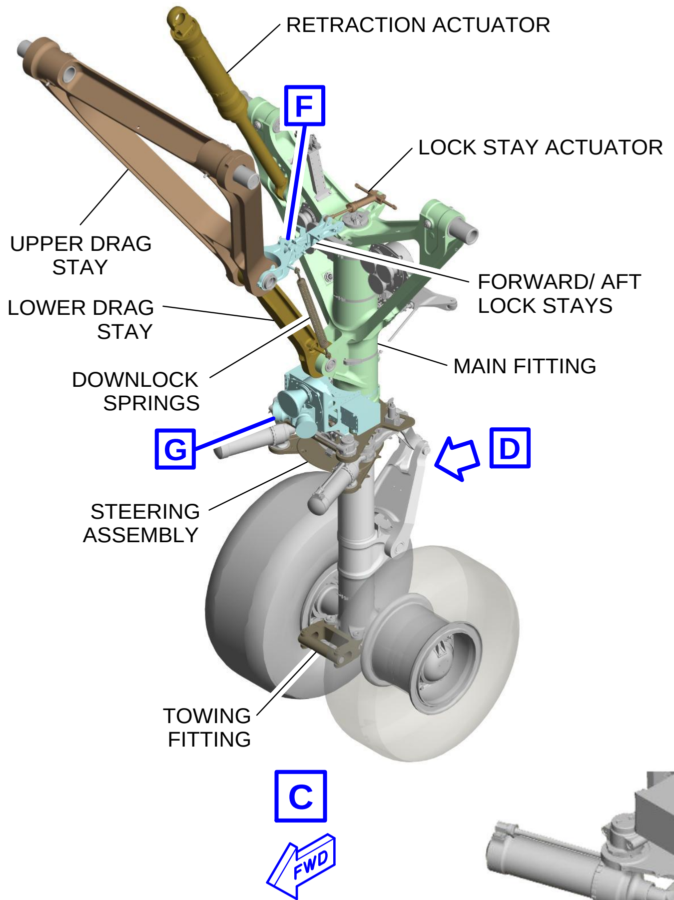
Main Landing Gear
Safety Devices (Sheet 3 of 3)
FIGURE-2-9-0-991-001-B01

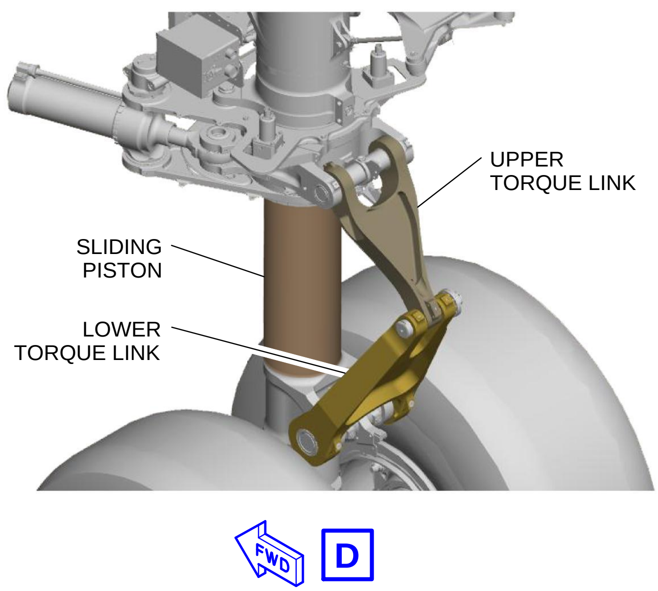
****ON A/C A350-1000 A350-1000F A350-900**



Nose Landing Gear
Doors Overview (Sheet 1 of 4)
FIGURE-2-9-0-991-002-A01

****ON A/C A350-1000 A350-1000F A350-900**





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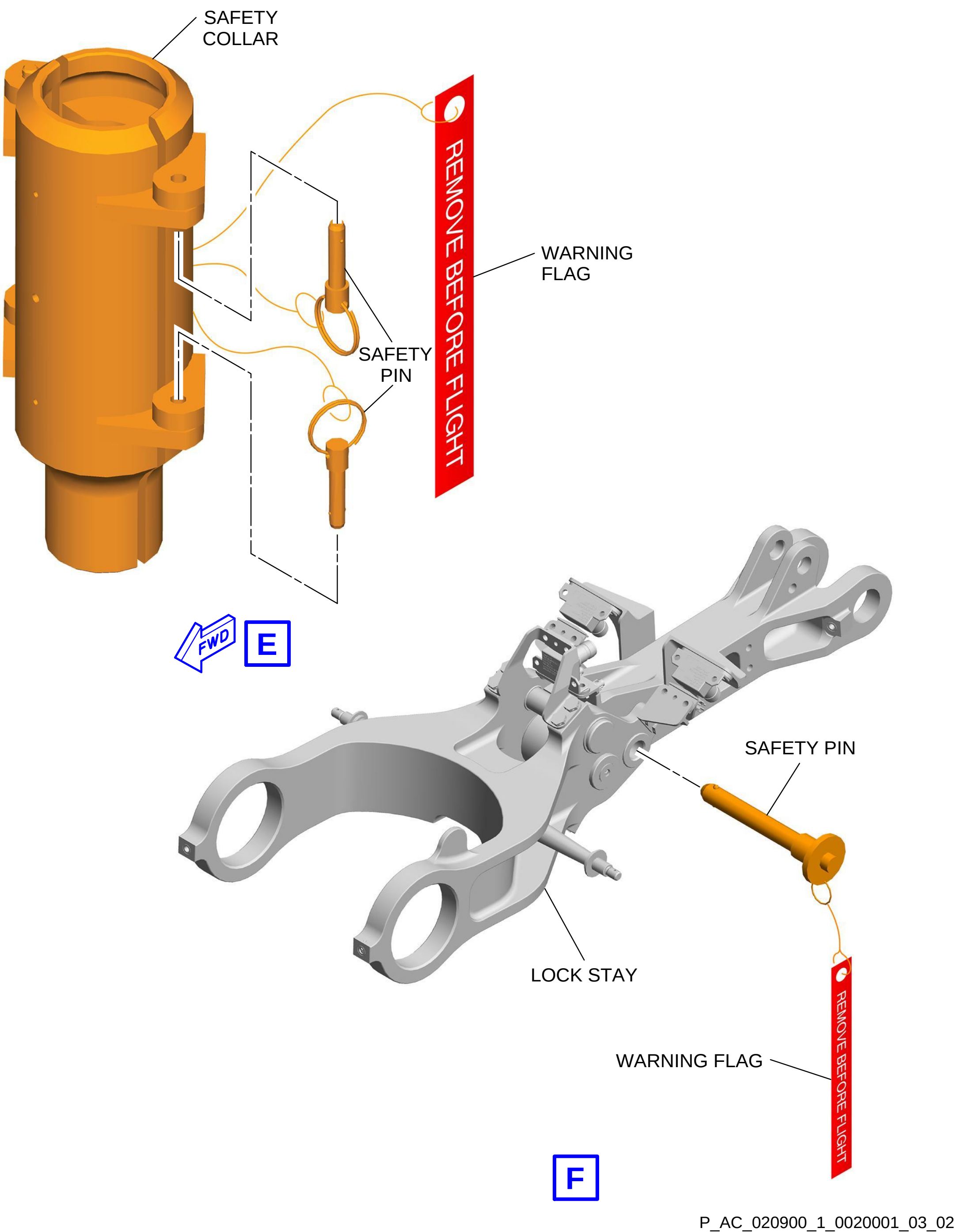
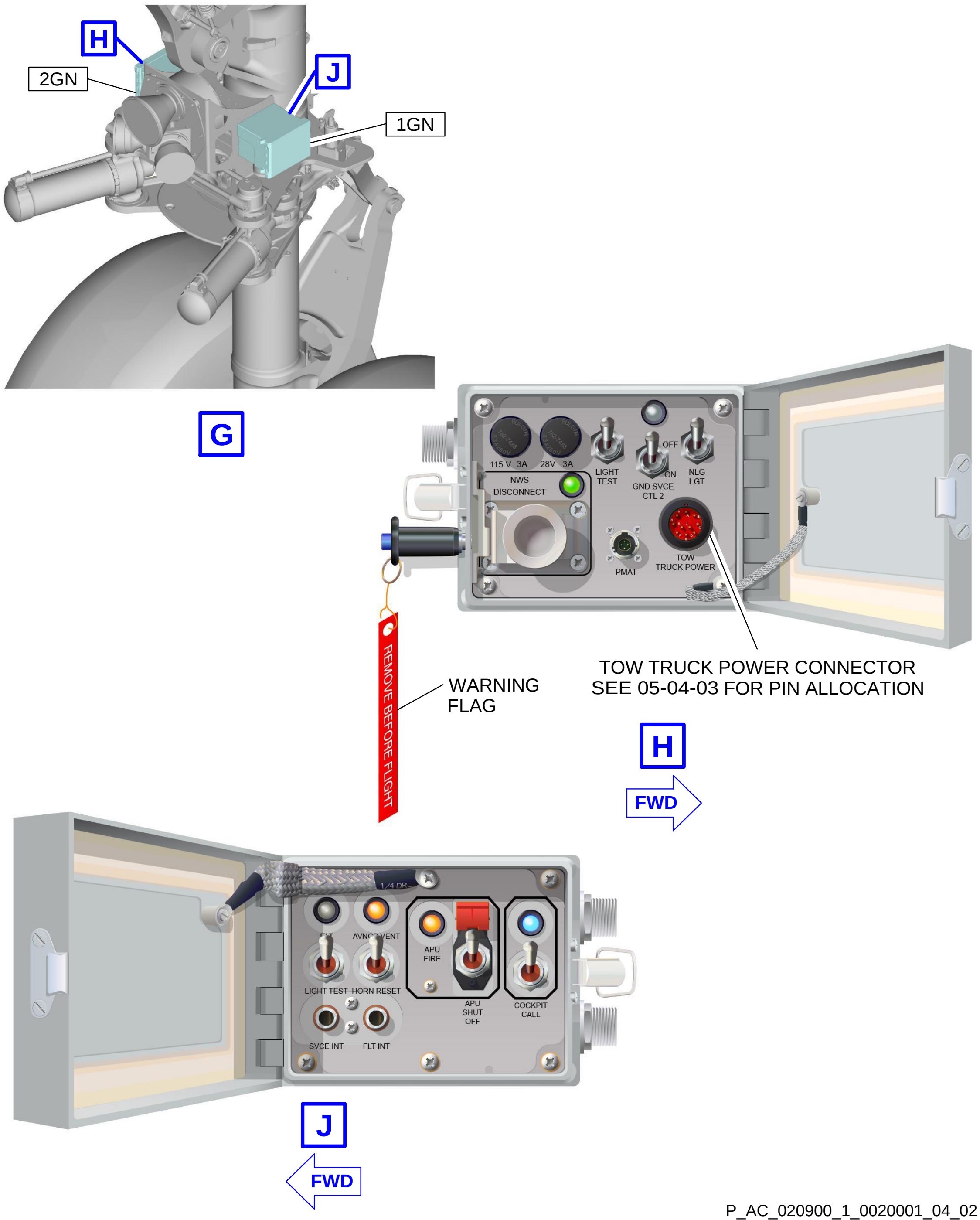
Nose Landing Gear
Overview (Sheet 2 of 4)
FIGURE-2-9-0-991-002-A01

****ON A/C A350-1000 A350-1000F A350-900**



Nose Landing Gear
Safety Devices (Sheet 3 of 4)
FIGURE-2-9-0-991-002-A01

****ON A/C A350-1000 A350-1000F A350-900**



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Nose Landing Gear
Service Panels (Sheet 4 of 4)
FIGURE-2-9-0-991-002-A01

2-9-1 Landing Gear Maintenance Pits

****ON A/C A350-1000 A350-900**

Landing Gear Maintenance Pits

****ON A/C A350-900**

1. General

The minimum maintenance pit envelopes for landing gear shock absorber maintenance are shown in Figures FIGURE 2-9-1-991-001-A, FIGURE 2-9-1-991-002-A, FIGURE 2-9-1-991-003-A and FIGURE 2-9-1-991-004-A.
The landing gears are shown with simplified gear structure.

The three envelopes show the minimum dimensions for these maintenance operations:
- Extension and retraction
- Gear removal
- Piston removal.

Pit envelopes shown represent minimum sizing required to accommodate landing gear tires and removal tooling. Dimensions for the below cases are to be added in the shown envelopes:
- Clearance allowances for working area
- Operator access
- Functional clearances
- Tooling
- Civil engineering considerations.

The maintenance pits are symmetrical about the aircraft centerline and all dimensions shown are minimum dimensions with zero clearances.
The dimensions for the pits have been determined as follows:
- The aircraft starting condition is with weight on wheels supported by jacks over the pits.
- The pit depths are then based on the shock absorbers lowering to the fully extended position plus allowances for tooling.
- The length and width of the pits allow the gear to rotate after the weight is taken off the landing gear
- The landing gear tires are in the maximum grown condition
- The MLG wheels, brakes and bogie beams are removed before the piston is removed
- The NLG wheels are removed before the piston is removed
- Both the MLG and the NLG pistons are removed vertically.

The pit depth for the MLG piston removal is based on the removal pallet support leg being installed at its maximum length (upper pin hole position).

The landing gear piston trolley for MLG and NLG may be positioned FWD or AFT of the landing gears depending on the chosen removal orientation (rotation FWD or AFT).

Dimensions for elevators and associated mechanisms must be added to those in Figures FIGURE 2-9-1-991-001-A, FIGURE 2-9-1-991-002-A, FIGURE 2-9-1-991-003-A and FIGURE 2-9-1-991-004-A.

A. Elevators

These can be either mechanical or hydraulic. They are used to:

- Permit easy movement of persons and equipment around the landing gears
- Lift and remove landing gear assemblies out of the pits.

B. Jacking

The aircraft must be in position over the pits to put the gear on the elevators. The jack must be installed and engaged with all the jacking points, AC 2-14-1 for aircraft maintenance jacking. When lowering the elevators, the aircraft weight will be transferred from the wheels to the jacks. The landing gears must not be in contact with the elevators during retraction/extension tests.

The aircraft must not bend when it is jacked and when its weight is off the wheels.

When tripod support jacks are used, the tripod-base circle radius must be limited because the locations required for positioning the columns are close to the sides of the pits.

****ON A/C A350-1000**

2. General

The minimum maintenance pit envelopes for landing gear shock absorber maintenance are shown in Figures FIGURE 2-9-1-991-005-B, FIGURE 2-9-1-991-006-A, FIGURE 2-9-1-991-007-A and FIGURE 2-9-1-991-008-A.

The landing gears are shown with simplified gear structure.

The three envelopes show the minimum dimensions for these maintenance operations:

- Extension and retraction
- Gear removal
- Piston removal.

Pit envelopes shown represent minimum sizing required to accommodate landing gear tires and removal tooling. Dimensions for the below cases are to be added in the shown envelopes:

- Clearance allowances for working area
- Operator access
- Functional clearances
- Tooling
- Civil engineering considerations.

The maintenance pits are symmetrical about the aircraft centerline and all dimensions shown are minimum dimensions with zero clearances.
The dimensions for the pits have been determined as follows:

- The aircraft starting condition is with weight on wheels supported by jacks over the pits.
- The pit depths are then based on the shock absorbers lowering to the fully extended position plus allowances for tooling.
- The length and width of the pits allow the gear to rotate after the weight is taken off the landing gear
- The landing gear tires are in the maximum grown condition
- The MLG wheels, brakes and bogie beams are removed before the piston is removed
- The NLG wheels are removed before the piston is removed
- Both the MLG and the NLG pistons are removed vertically.

The pit depth for the MLG piston removal is based on the removal pallet support leg being installed at its maximum length (upper pin hole position).
The landing gear piston trolley for NLG may be positioned FWD or AFT of the landing gear depending on the chosen removal orientation (rotation FWD or AFT).
The landing gear piston trolley for MLG will be positioned AFT of the landing gear, due to design of the tool.

Dimensions for elevators and associated mechanisms must be added to those in Figures FIGURE 2-9-1-991-005-B, FIGURE 2-9-1-991-006-A, FIGURE 2-9-1-991-007-A and FIGURE 2-9-1-991-008-A.

A. Elevators

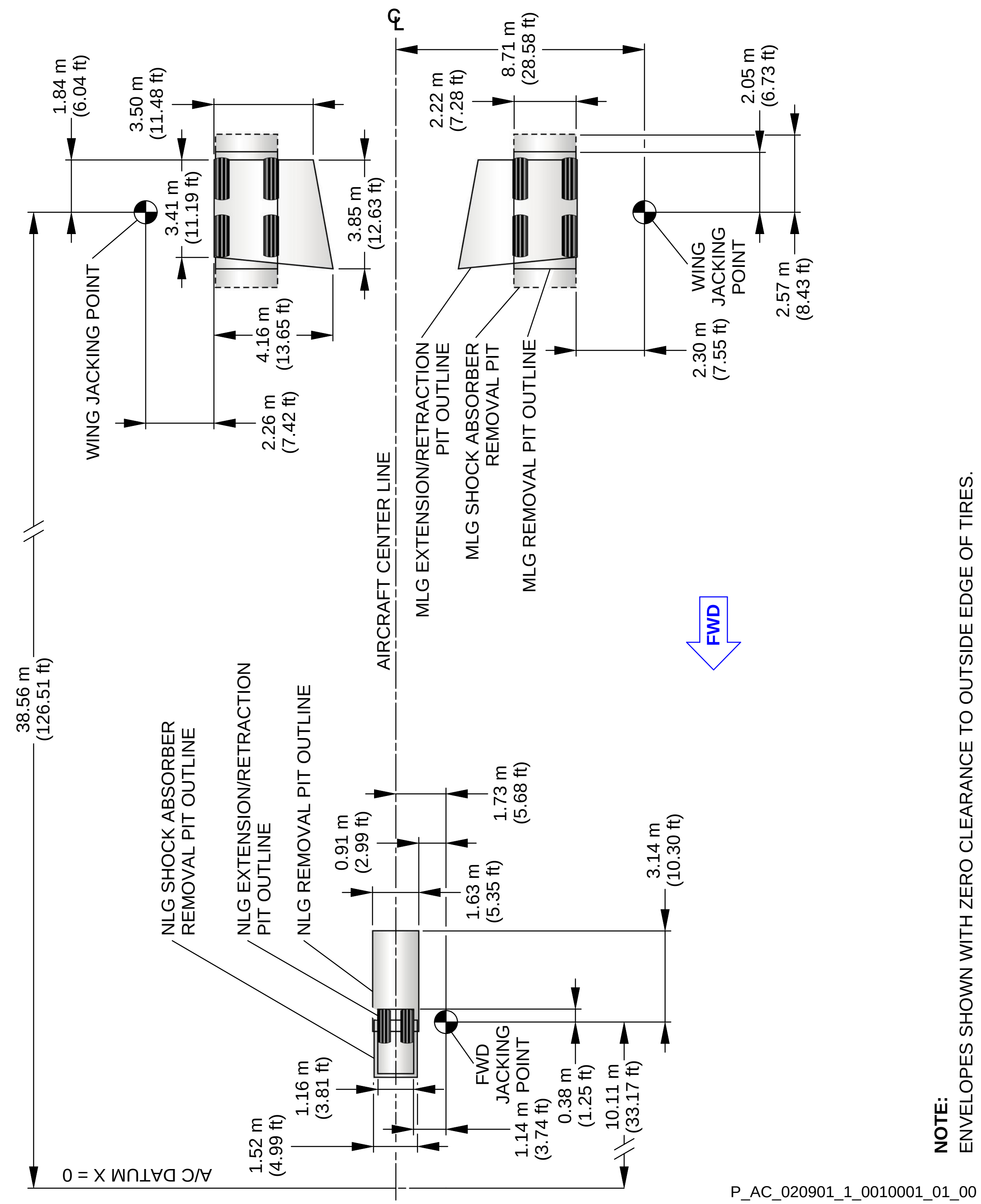
These can be either mechanical or hydraulic. They are used to:

- Permit easy movement of persons and equipment around the landing gears
- Lift and remove landing gear assemblies out of the pits.

B. Jacking

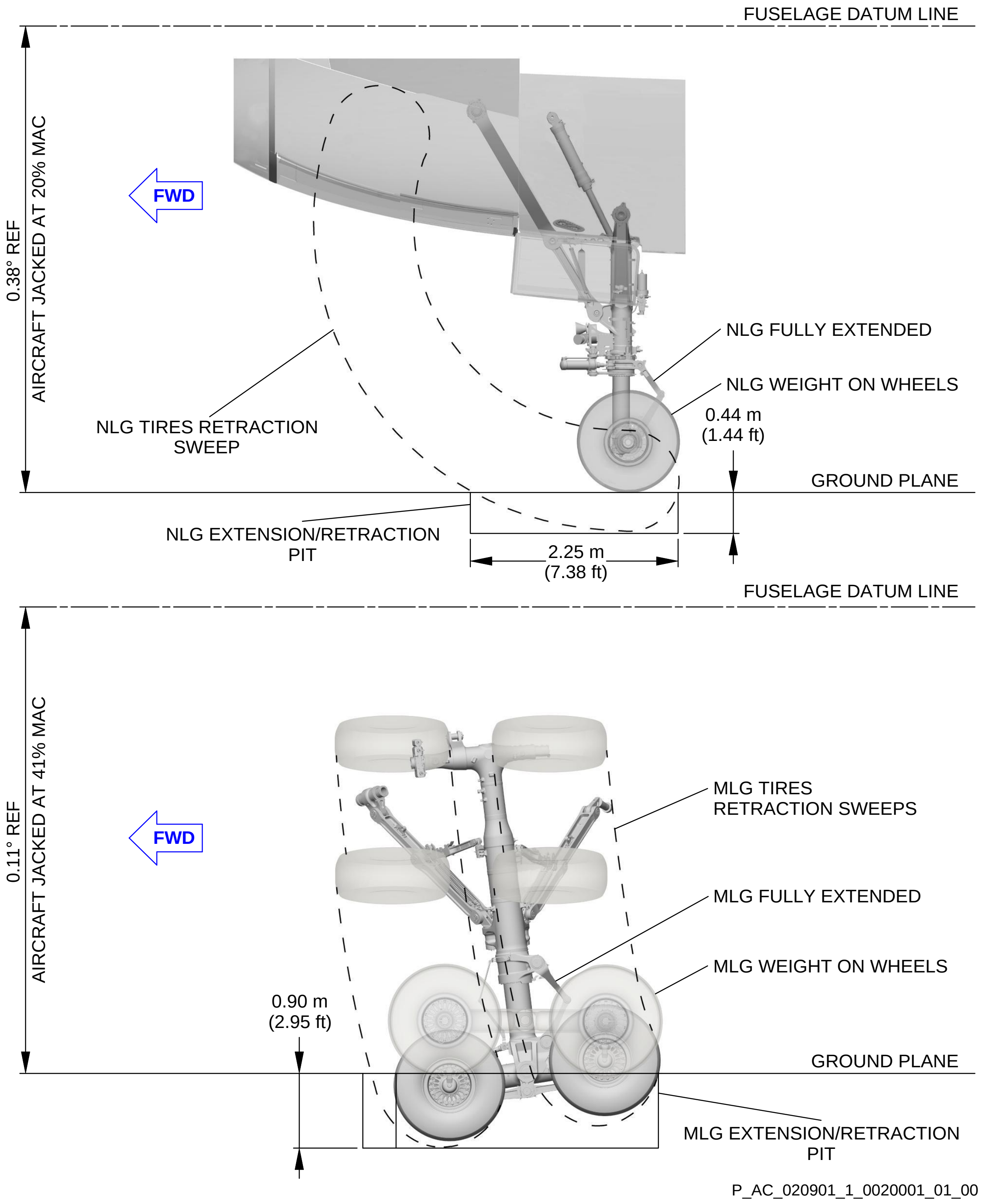
The aircraft must be in position over the pits to put the gear on the elevators. The jack must be installed and engaged with all the jacking points, AC 2-14-1 for aircraft maintenance jacking. When lowering the elevators, the aircraft weight will be transferred from the wheels to the jacks. The landing gears must not be in contact with the elevators during retraction/ extension tests.
The aircraft must not bend when it is jacked and when its weight is off the wheels.
When tripod support jacks are used, the tripod-base circle radius must be limited because the locations required for positioning the columns are close to the sides of the pits.

****ON A/C A350-900**



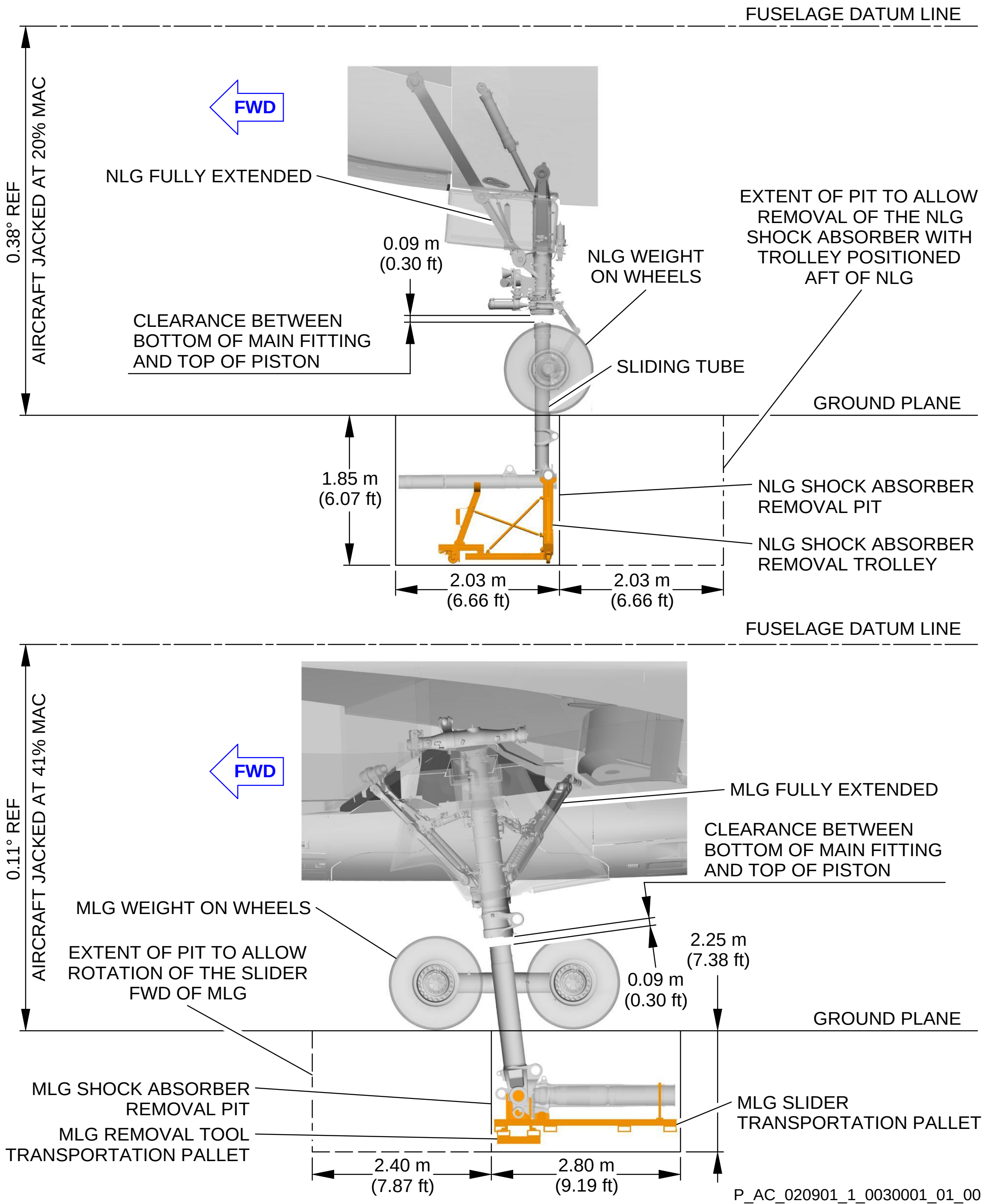
Maintenance Pit Envelopes
FIGURE-2-9-1-991-001-A01

****ON A/C A350-900**



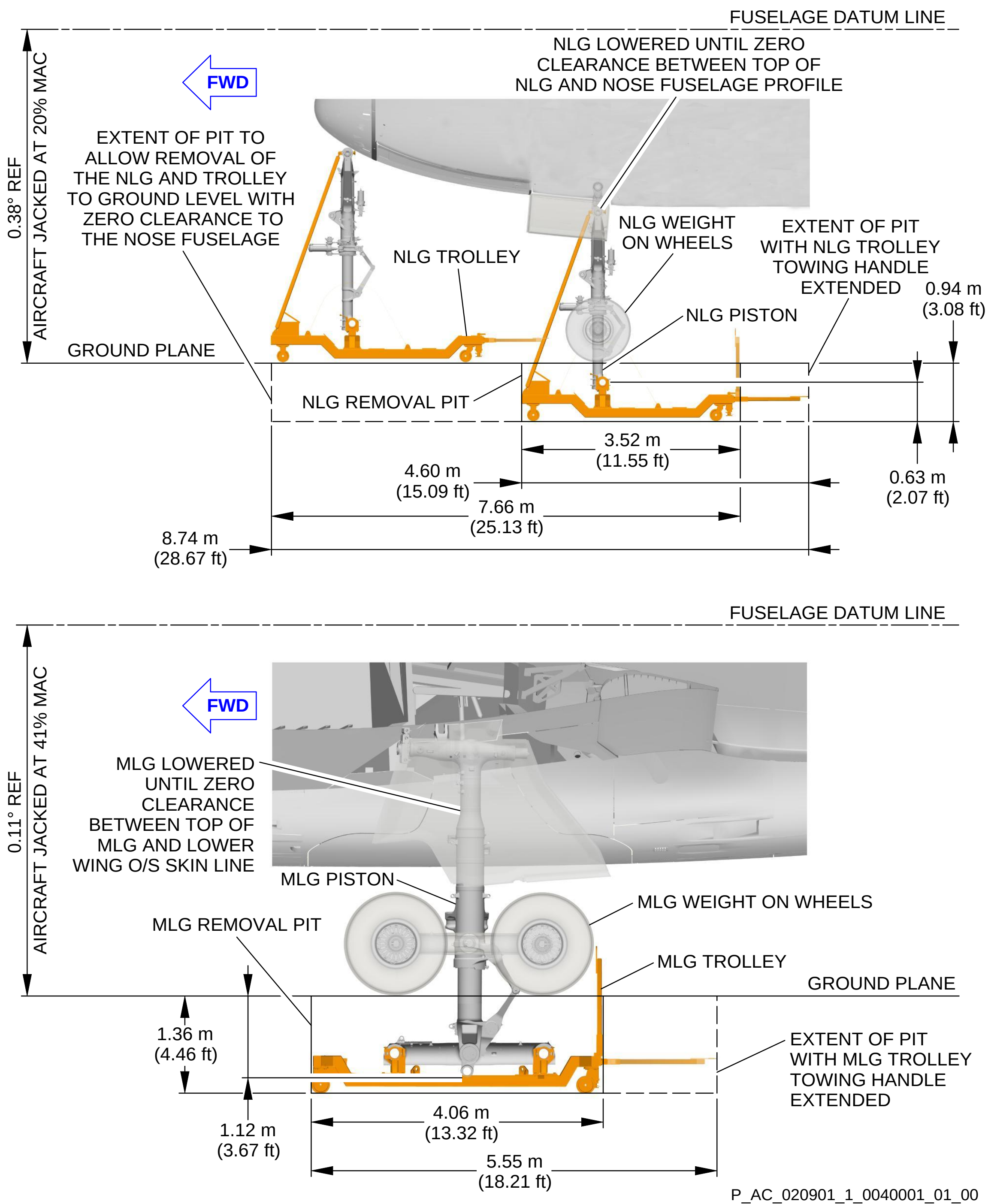
NLG/MLG Extension/Retraction Pit
FIGURE-2-9-1-991-002-A01

****ON A/C A350-900**



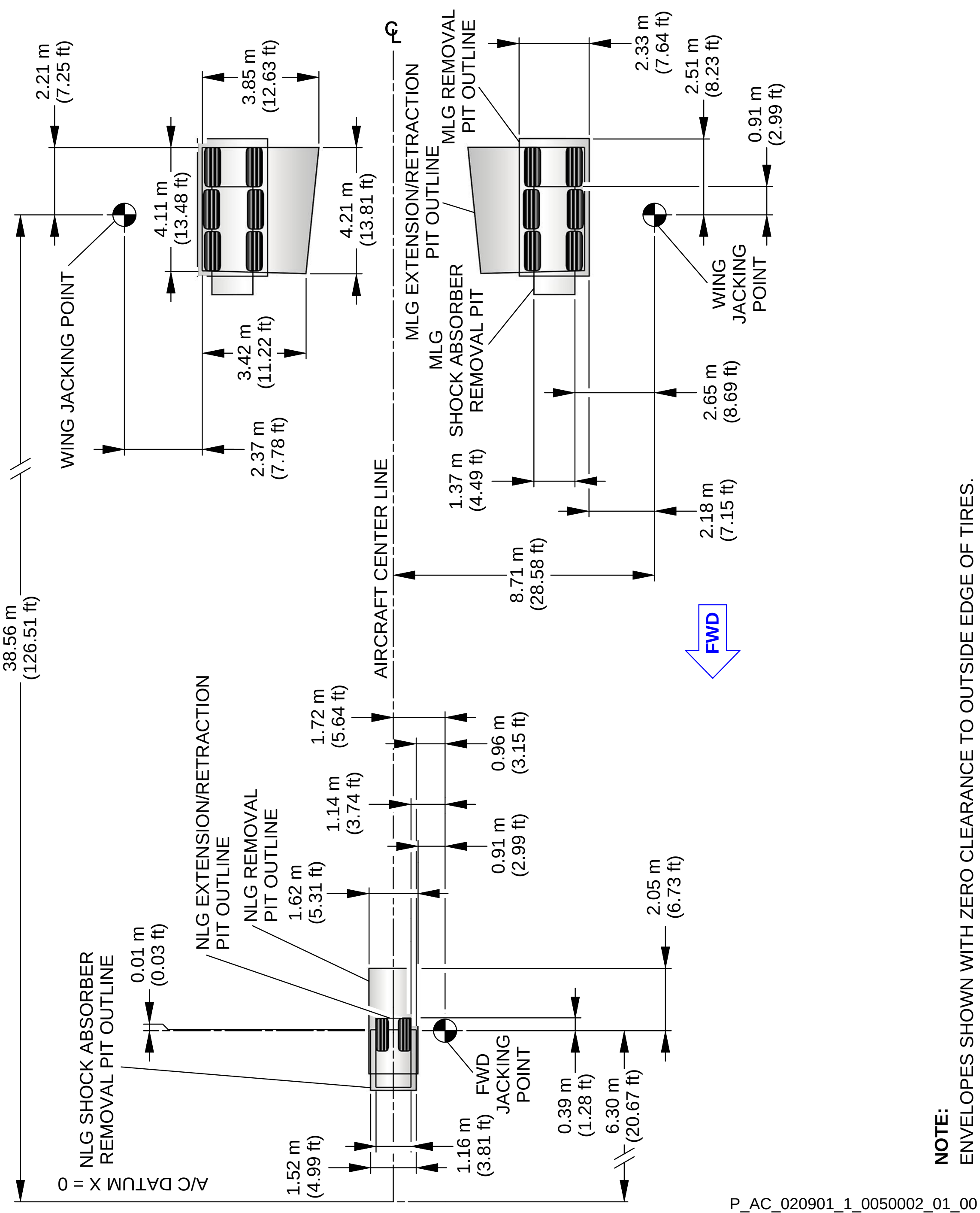
NLG/MLG Shock Absorber Removal Pit
FIGURE-2-9-1-991-003-A01

****ON A/C A350-900**



NLG/MLG Removal Pit
FIGURE-2-9-1-991-004-A01

****ON A/C A350-1000**



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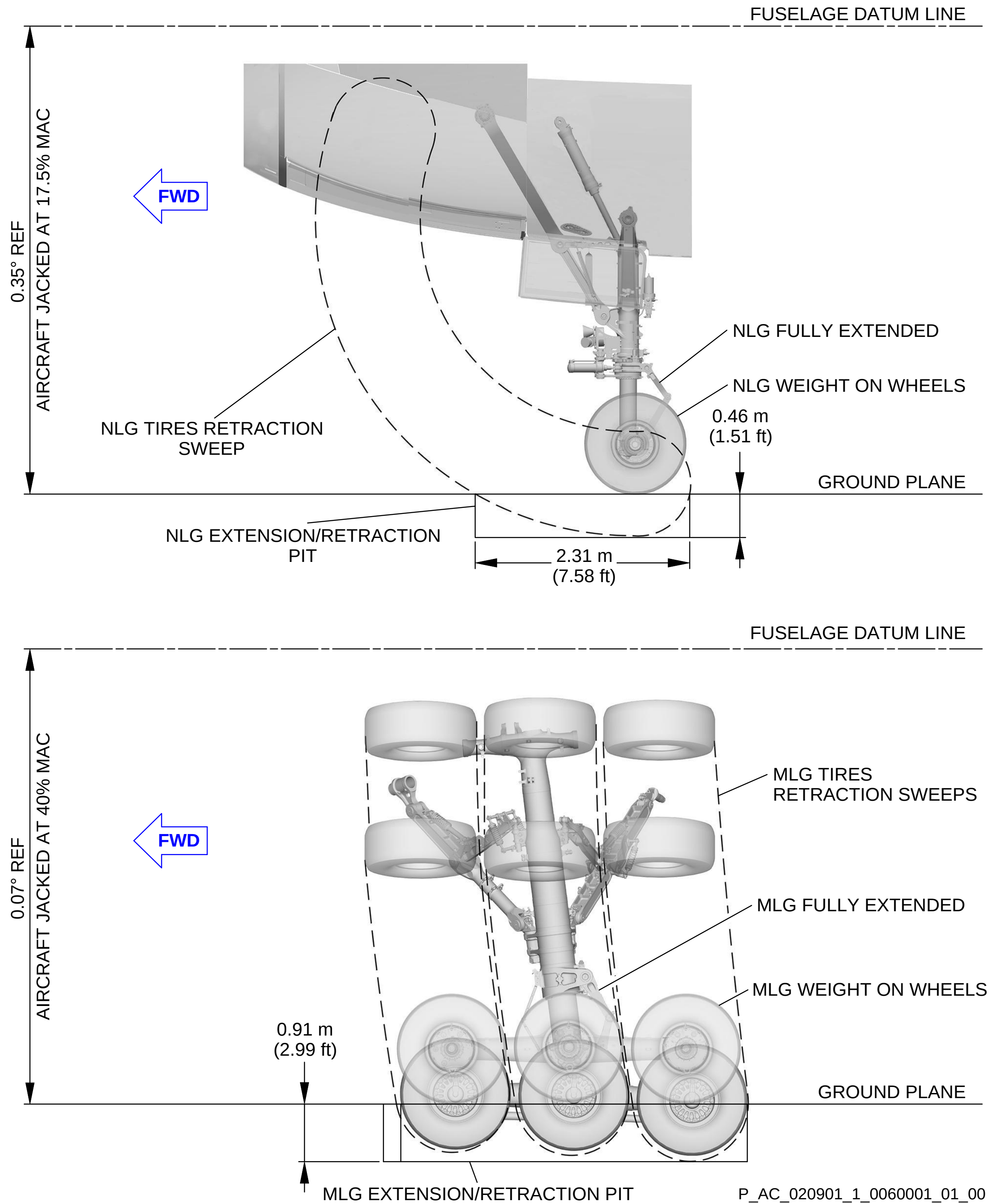
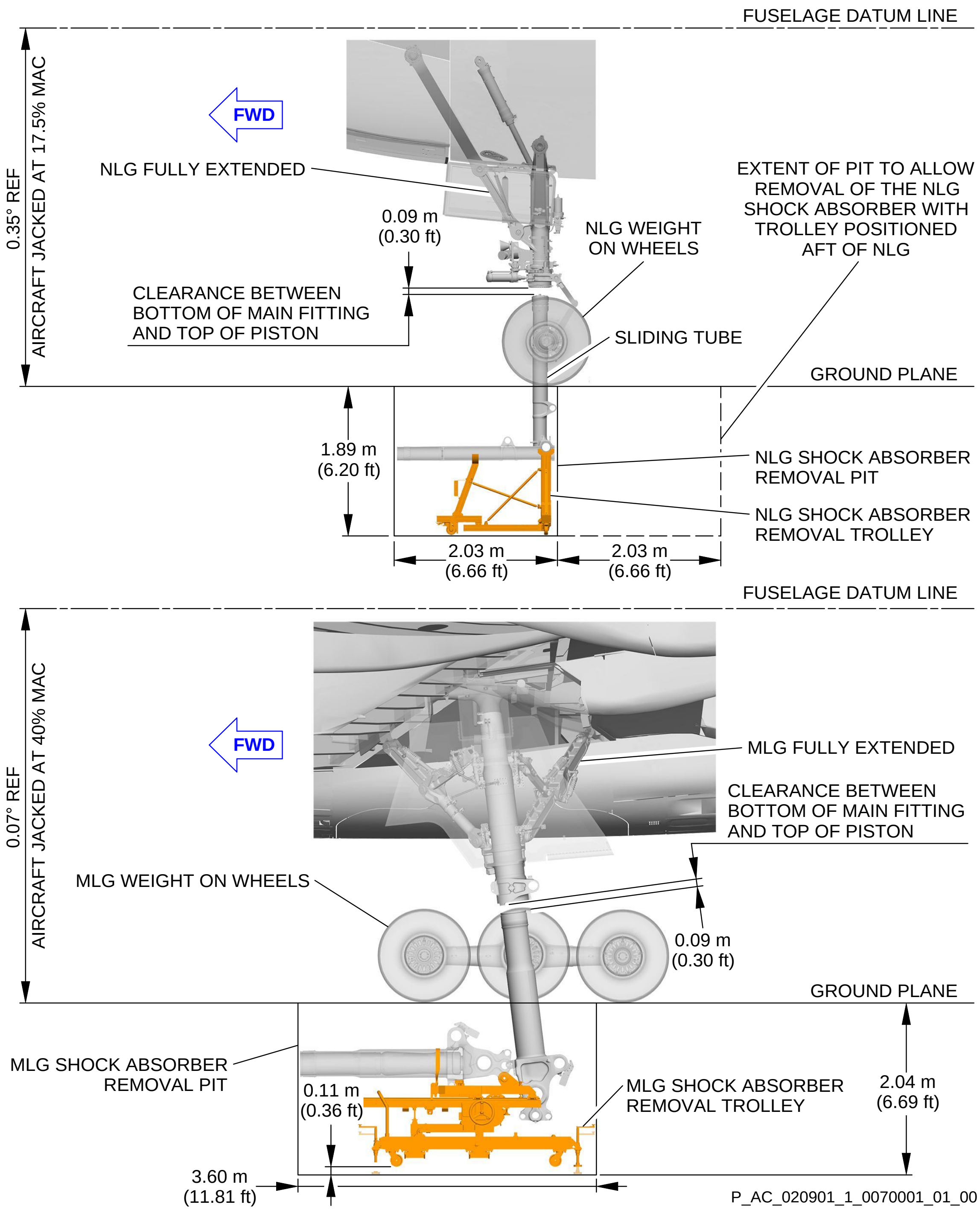
Maintenance Pit Envelopes
FIGURE-2-9-1-991-005-B01

****ON A/C A350-1000**



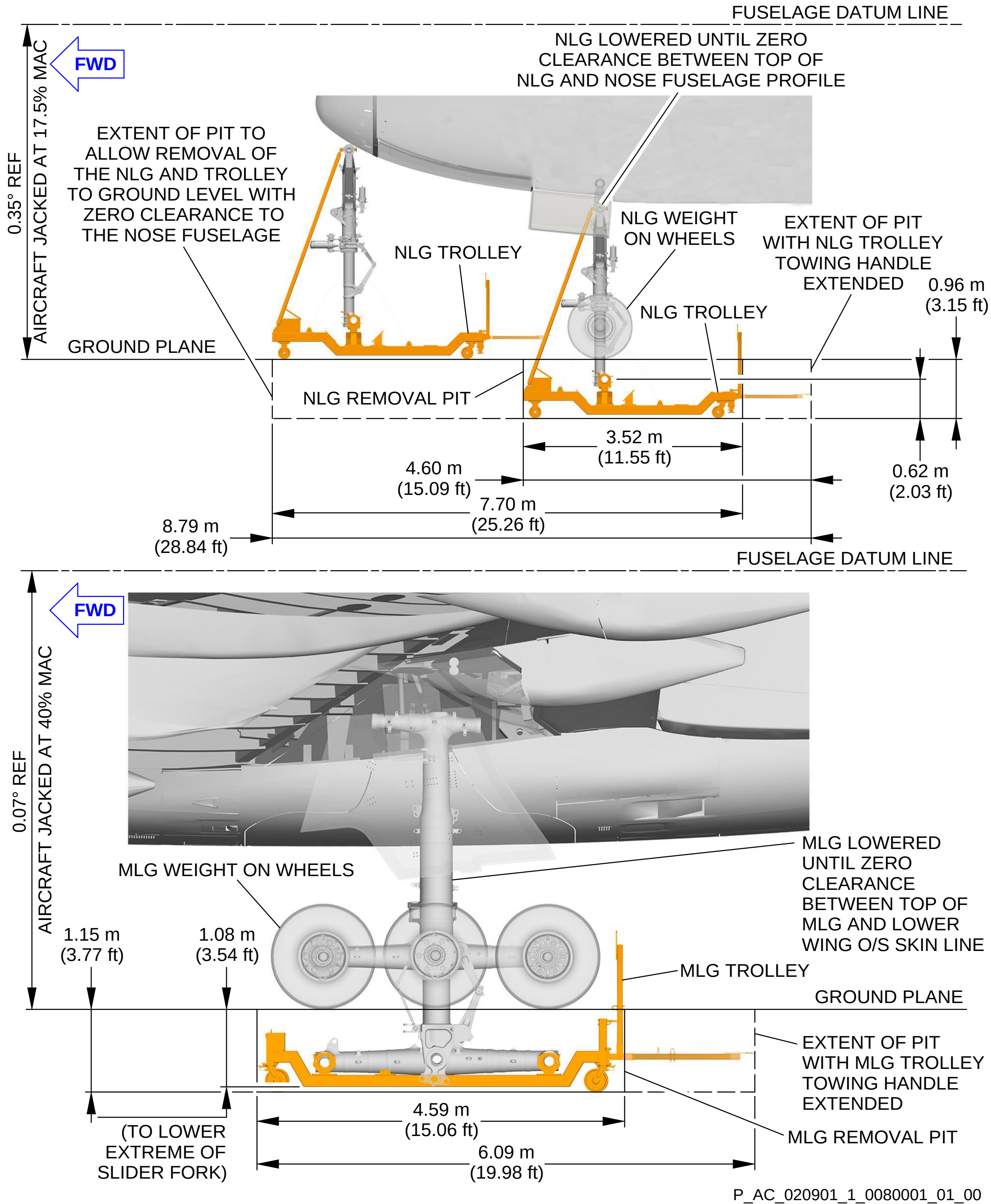
NLG/MLG Extension/Retraction Pit
FIGURE-2-9-1-991-006-A01

****ON A/C A350-1000**



NLG/MLG Shock Absorber Removal Pit
FIGURE-2-9-1-991-007-A01

****ON A/C A350-1000**



NLG/MLG Removal Pit
FIGURE-2-9-1-991-008-A01

2-10-0 Exterior Lighting

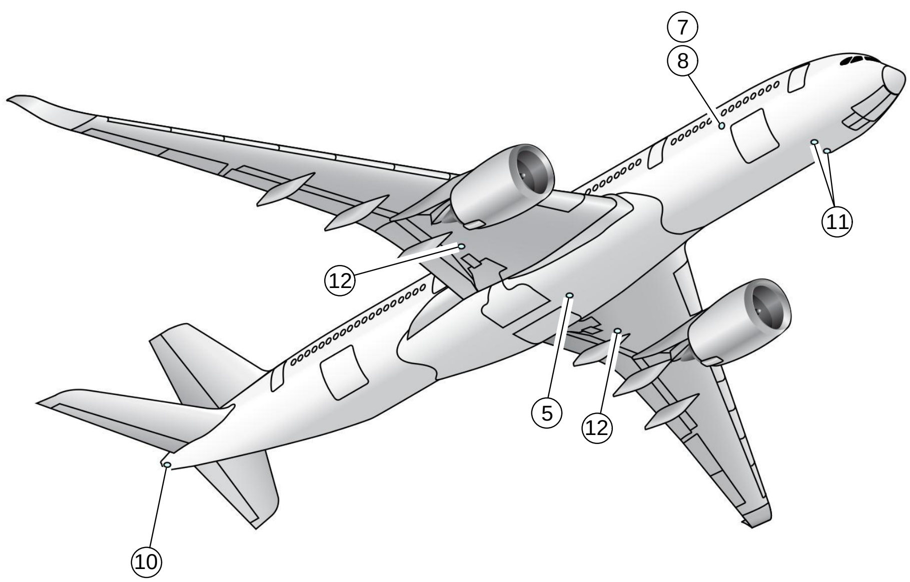
****ON A/C A350-1000 A350-1000F A350-900**

Exterior Lighting

1. This section provides the location of the aircraft exterior lighting.

EXTERIOR LIGHTING	
ITEM	DESCRIPTION
1	RIGHT NAVIGATION LIGHT (GREEN)
2	LEFT NAVIGATION LIGHT (RED)
3	TAIL NAVIGATION LIGHT (WHITE)
4	UPPER ANTI-COLLISION LIGHT/BEACON (RED)
5	LOWER ANTI-COLLISION LIGHT/BEACON (RED)
6	LOGO LIGHTS
7	ENGINE SCAN LIGHTS
8	WING SCAN LIGHTS
9	WING STROBE LIGHT (HIGH INTENSITY, WHITE)
10	TAIL STROBE LIGHT (HIGH INTENSITY, WHITE)
11	TAXI CAMERA LIGHTS (NLG)
12	TAXI CAMERA LIGHTS (MLG)
13	LANDING LIGHTS
14	RUNWAY TURN-OFF LIGHTS
15	TAXI LIGHTS
16	TAKE-OFF LIGHTS
17	CARGO COMPARTMENT FLOOD LIGHTS
18	LANDING GEAR BAY/WELL LIGHTS (DOME)

****ON A/C A350-900**



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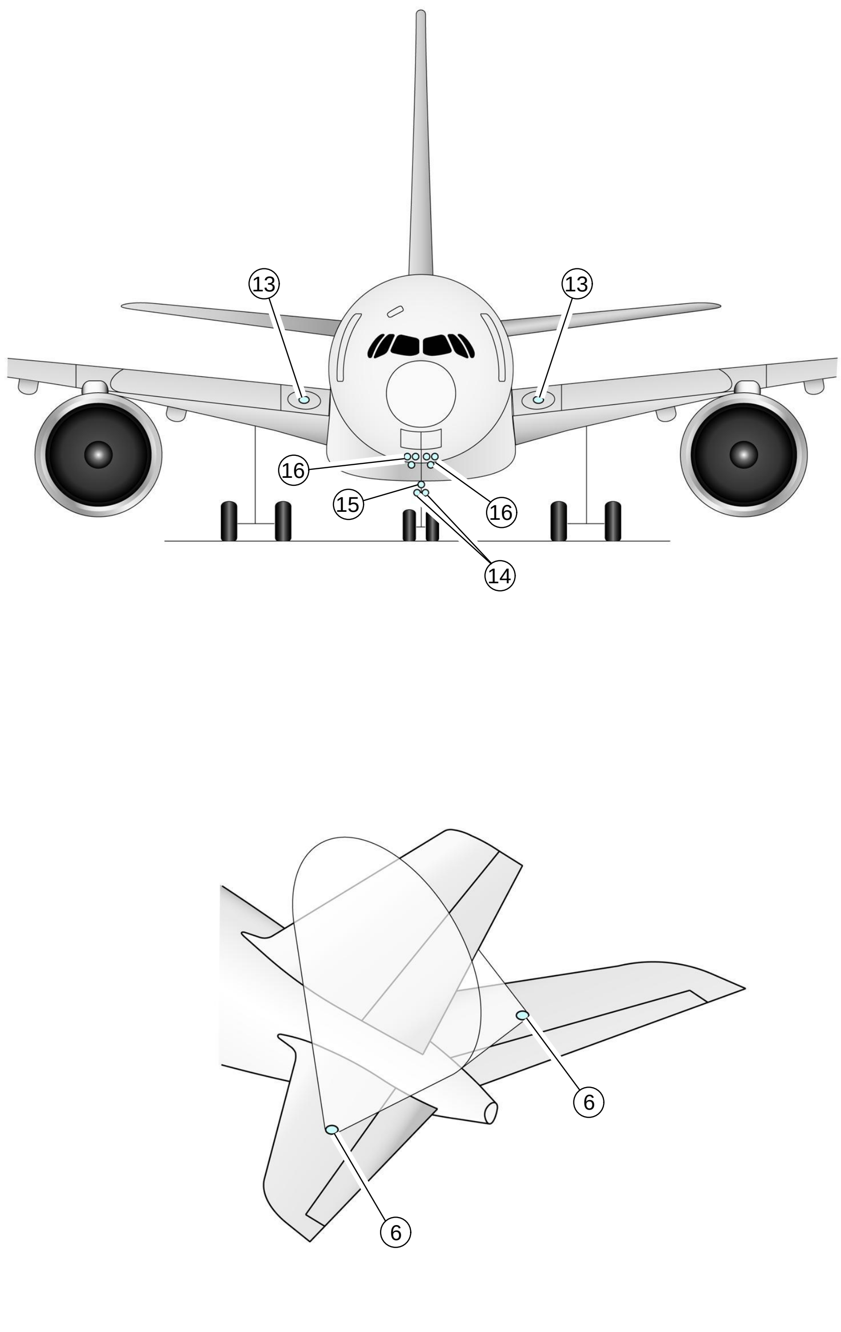
Exterior Lighting
FIGURE-2-10-0-991-001-B01

****ON A/C A350-900**



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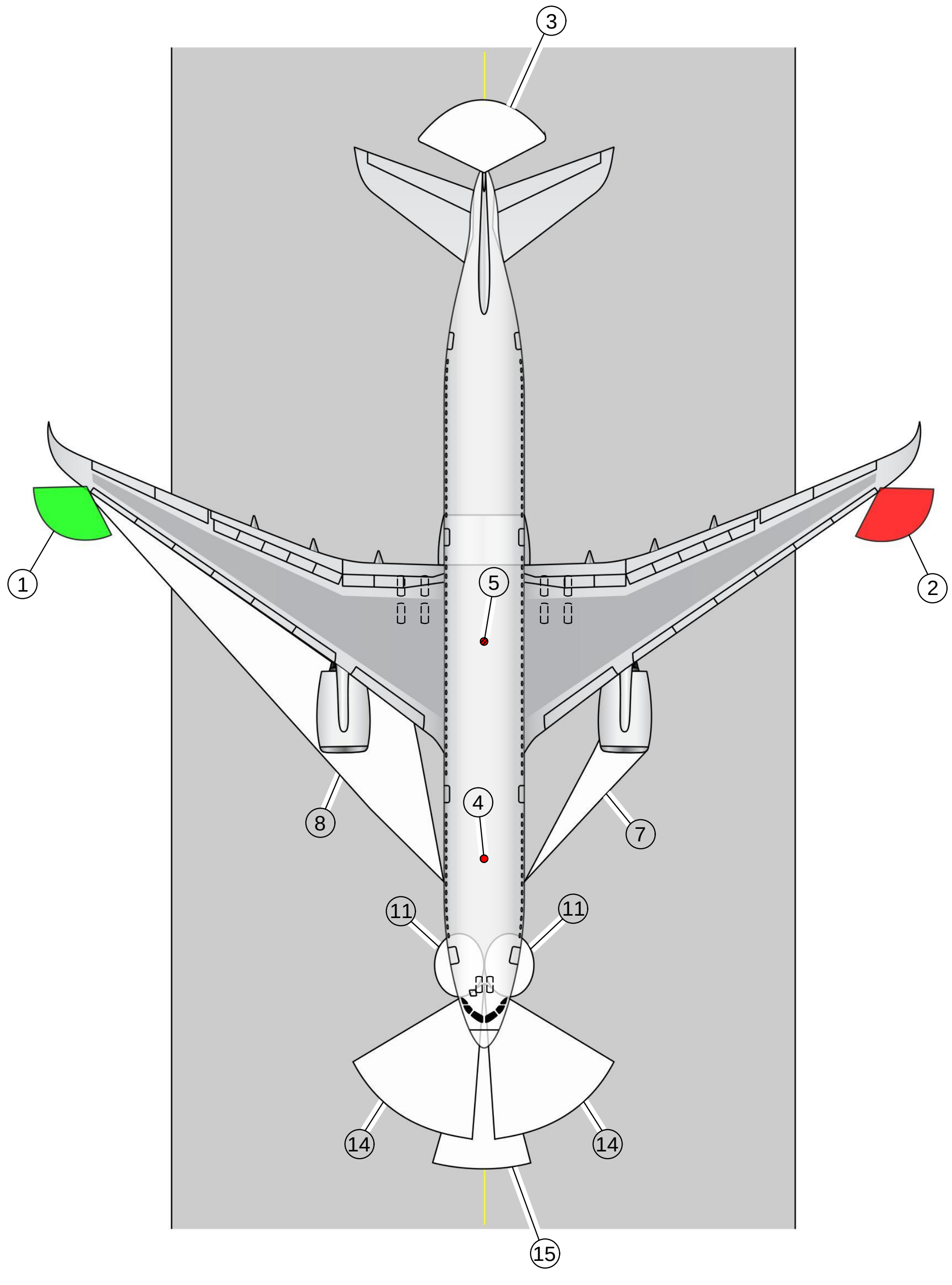
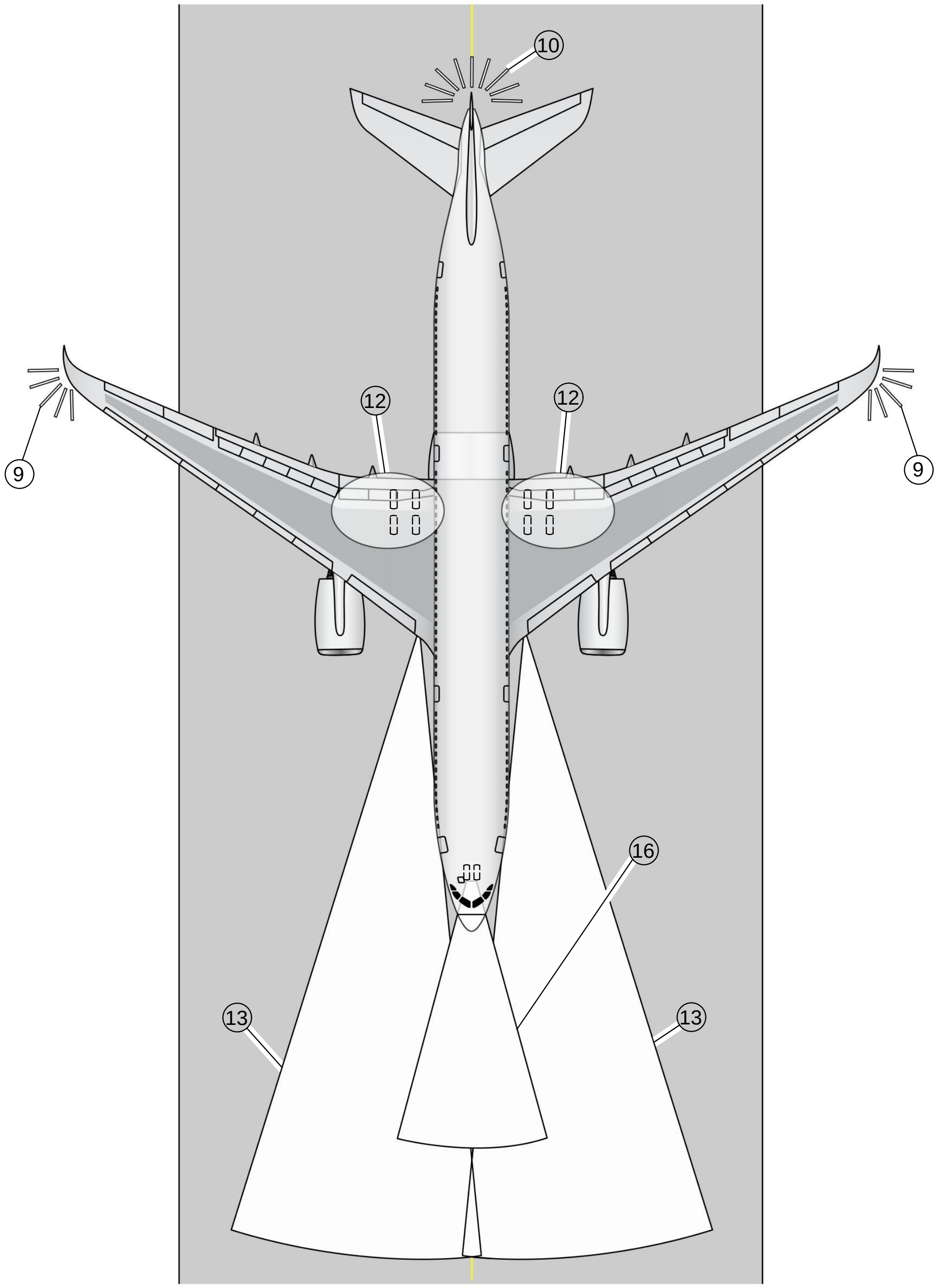
Exterior Lighting
FIGURE-2-10-0-991-002-A01

****ON A/C A350-900**



Exterior Lighting
FIGURE-2-10-0-991-003-B01

****ON A/C A350-900**



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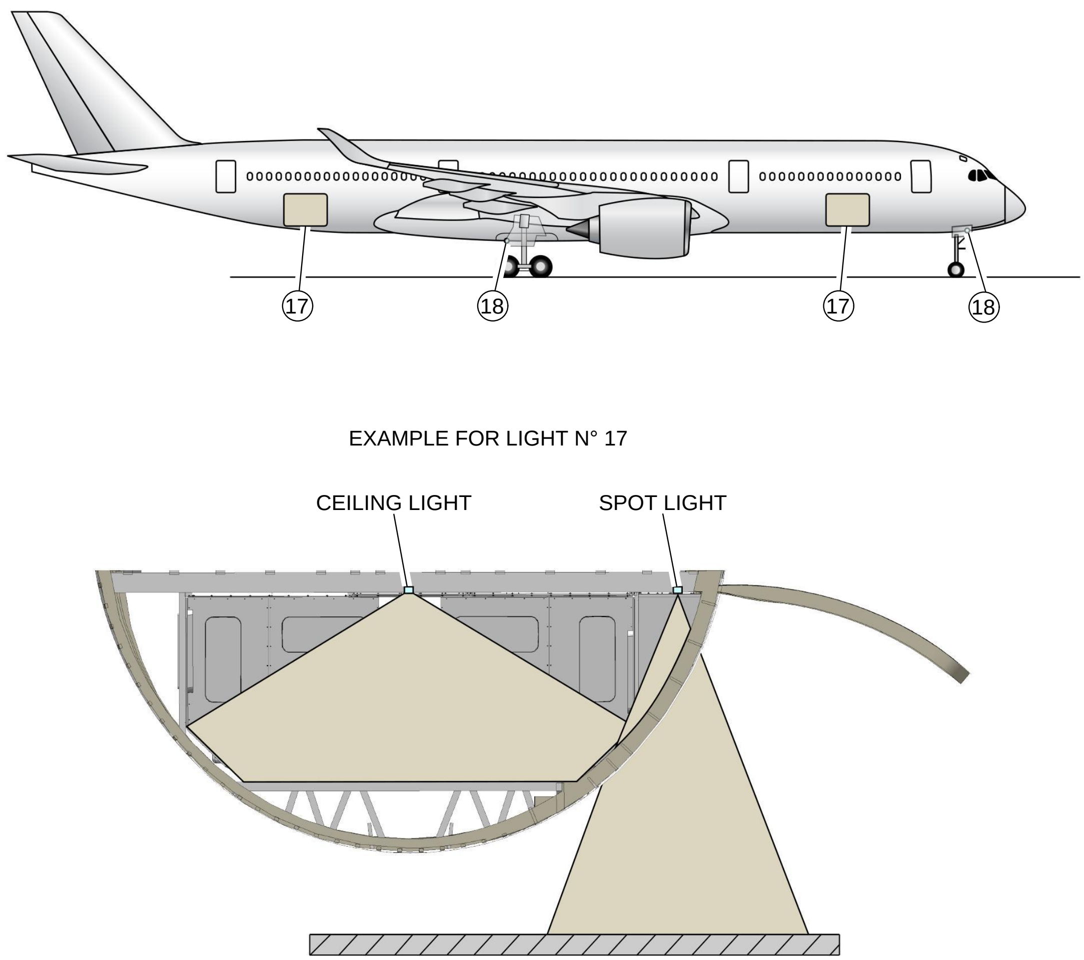
Exterior Lighting
FIGURE-2-10-0-991-004-A01

****ON A/C A350-900**



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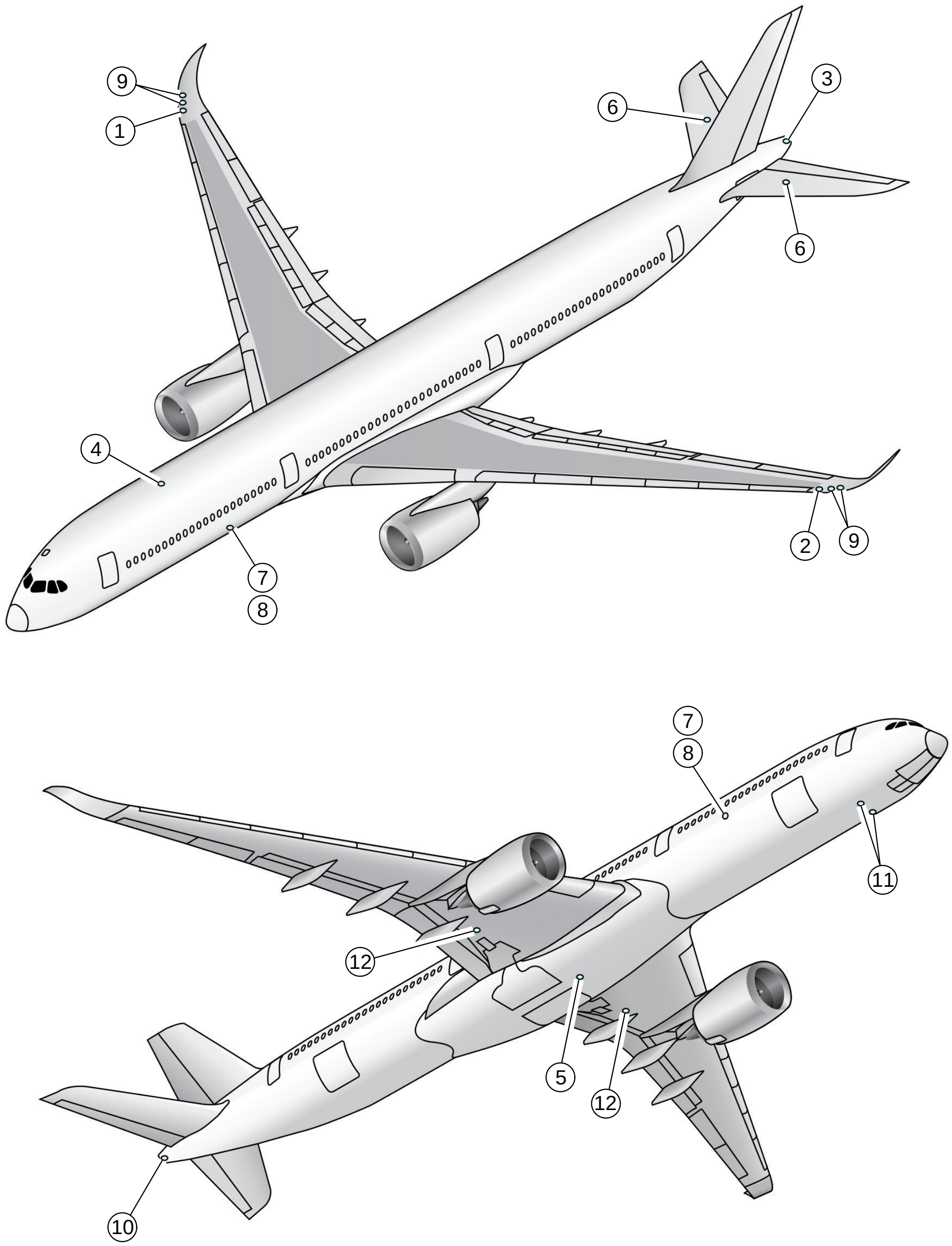
Exterior Lighting
FIGURE-2-10-0-991-005-A01

****ON A/C A350-1000**



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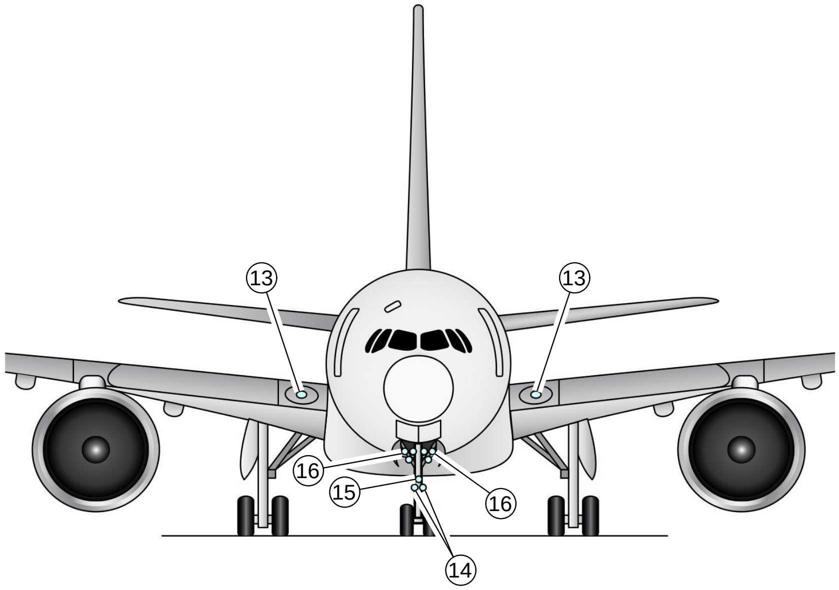
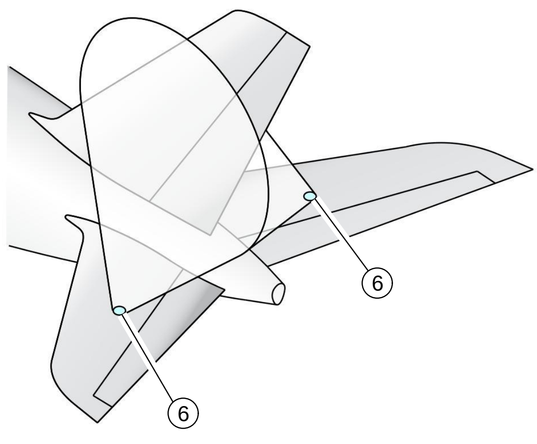
Exterior Lighting
FIGURE-2-10-0-991-006-A01

****ON A/C A350-1000**





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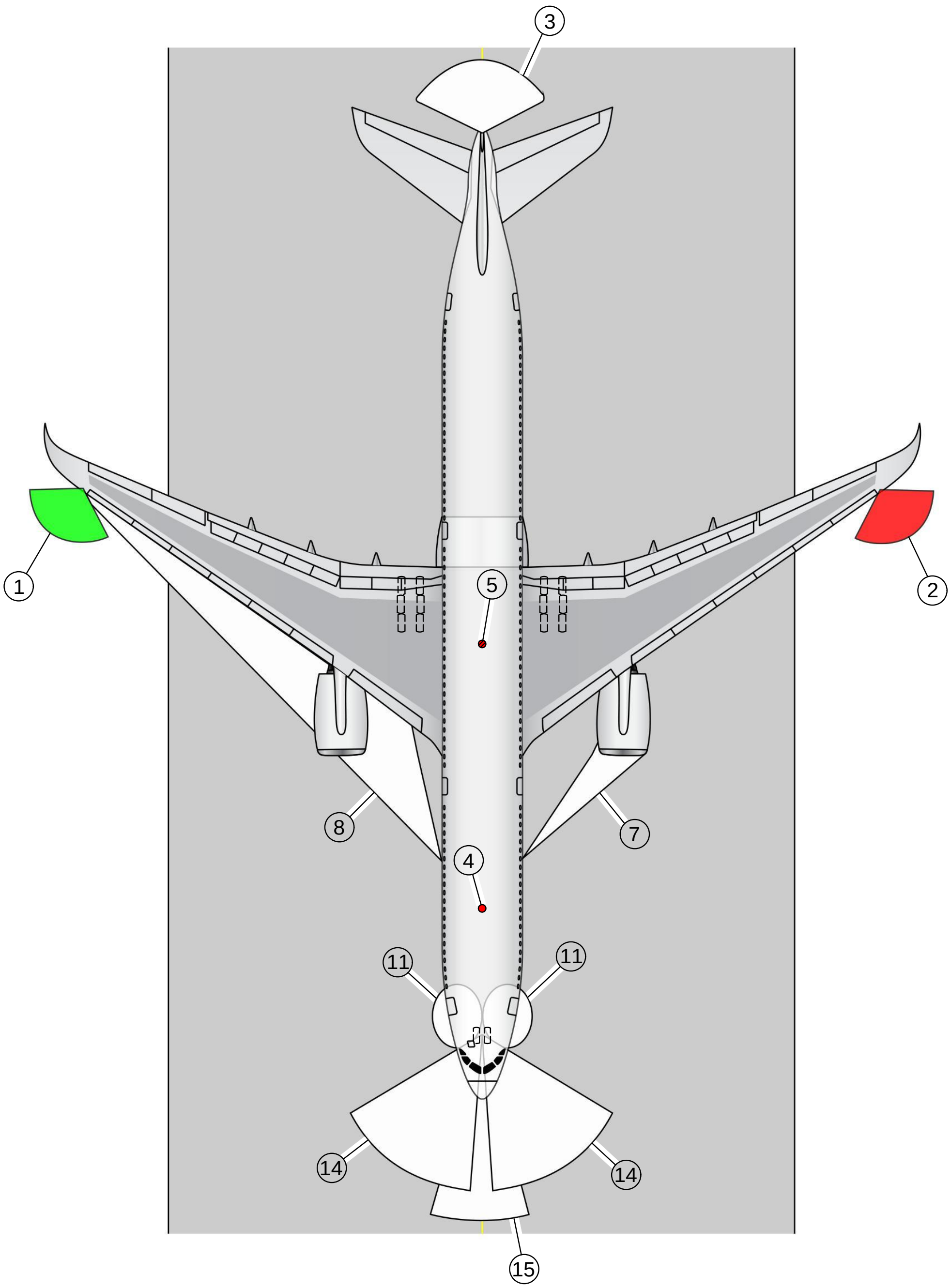
Exterior Lighting
FIGURE-2-10-0-991-007-A01

****ON A/C A350-1000**



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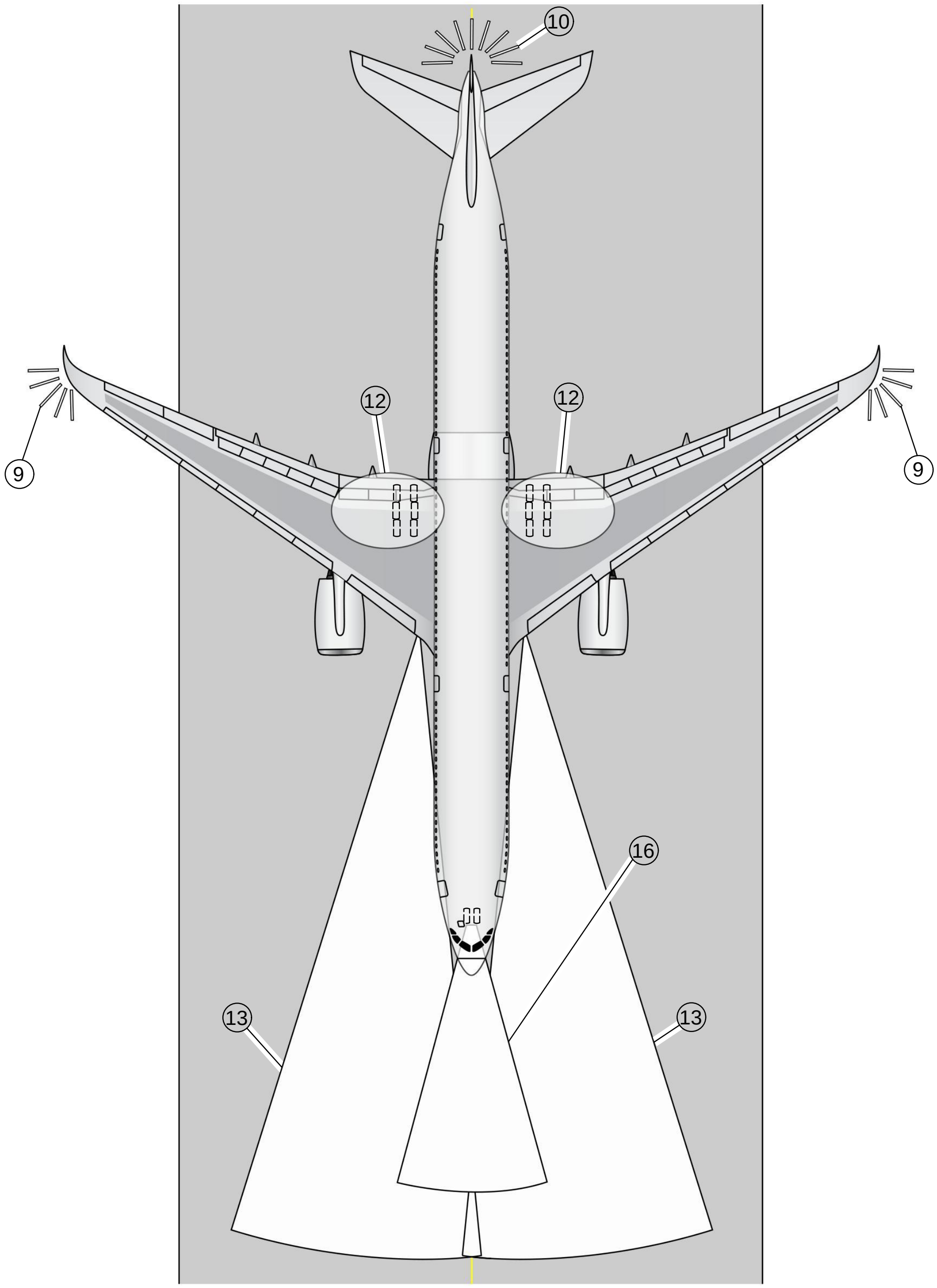
Exterior Lighting
FIGURE-2-10-0-991-008-A01

****ON A/C A350-1000**



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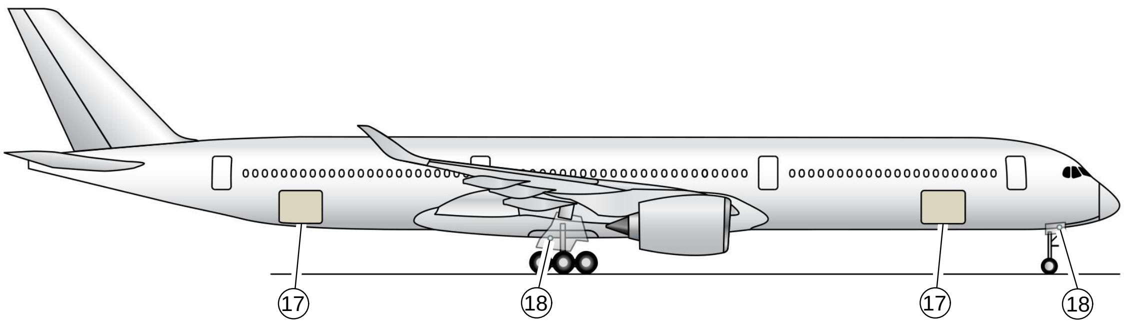
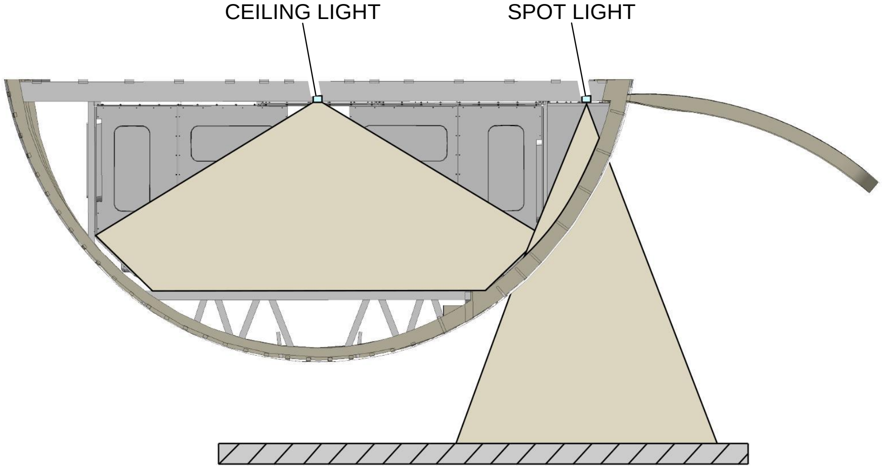
Exterior Lighting
FIGURE-2-10-0-991-009-A01

****ON A/C A350-1000**



EXAMPLE FOR LIGHT N° 17



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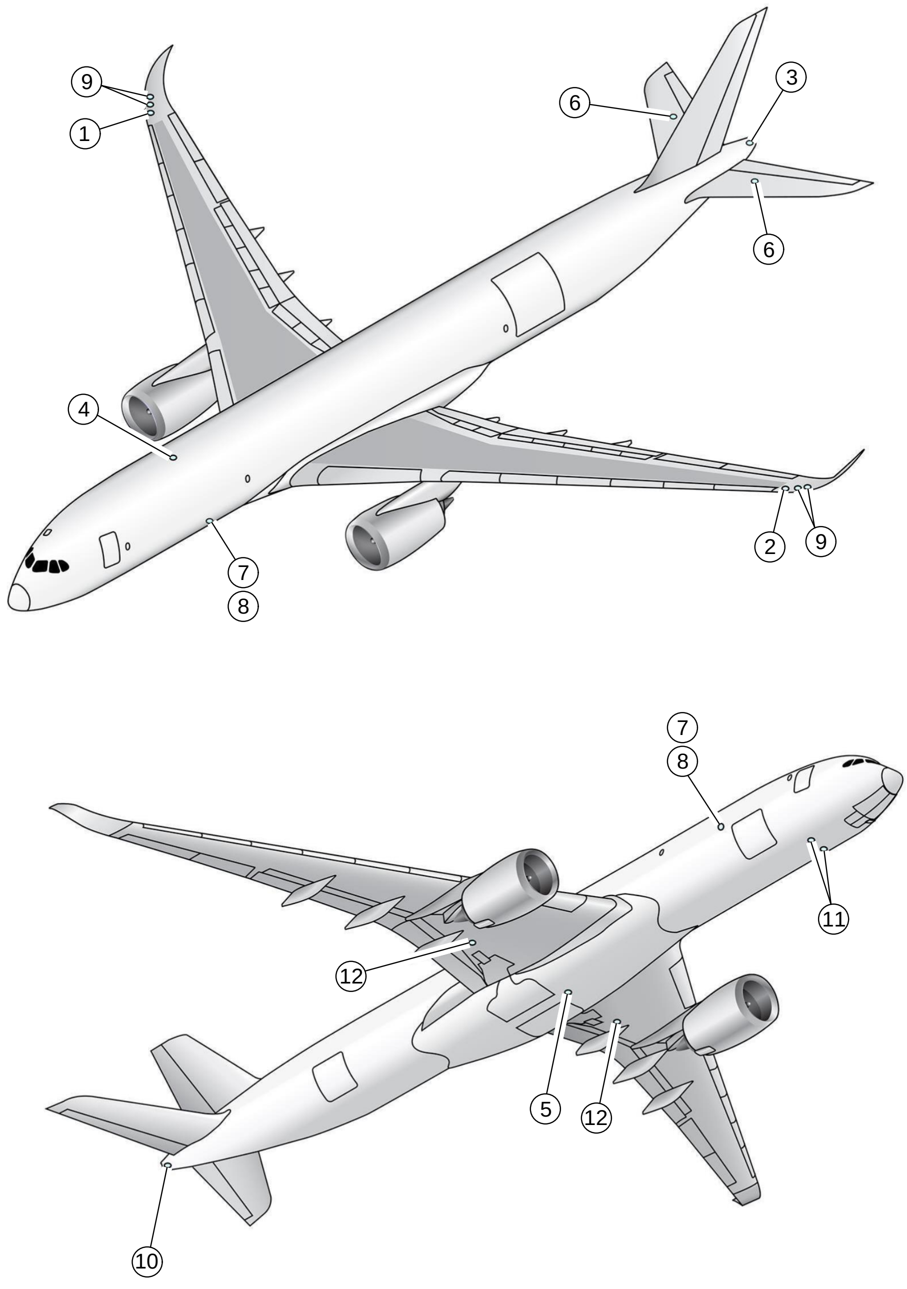
Exterior Lighting
FIGURE-2-10-0-991-010-A01

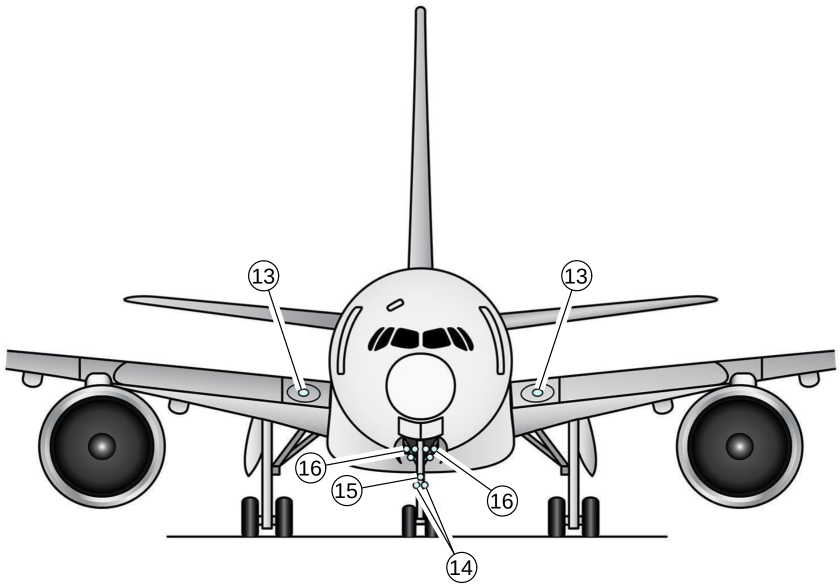
****ON A/C A350-1000F**

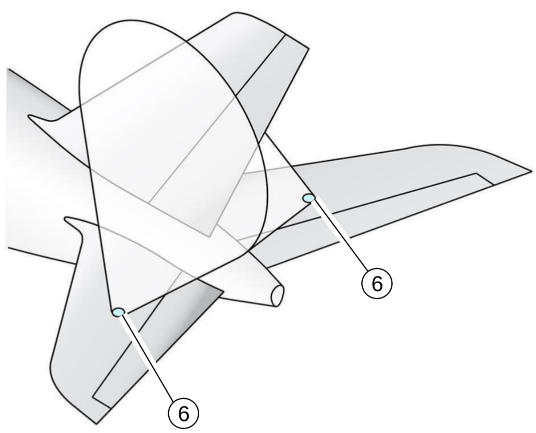


P_AC_021000_1_0110001_01_00

Exterior Lighting
(Sheet 1 of 5)
FIGURE-2-10-0-991-011-A01

****ON A/C A350-1000F**

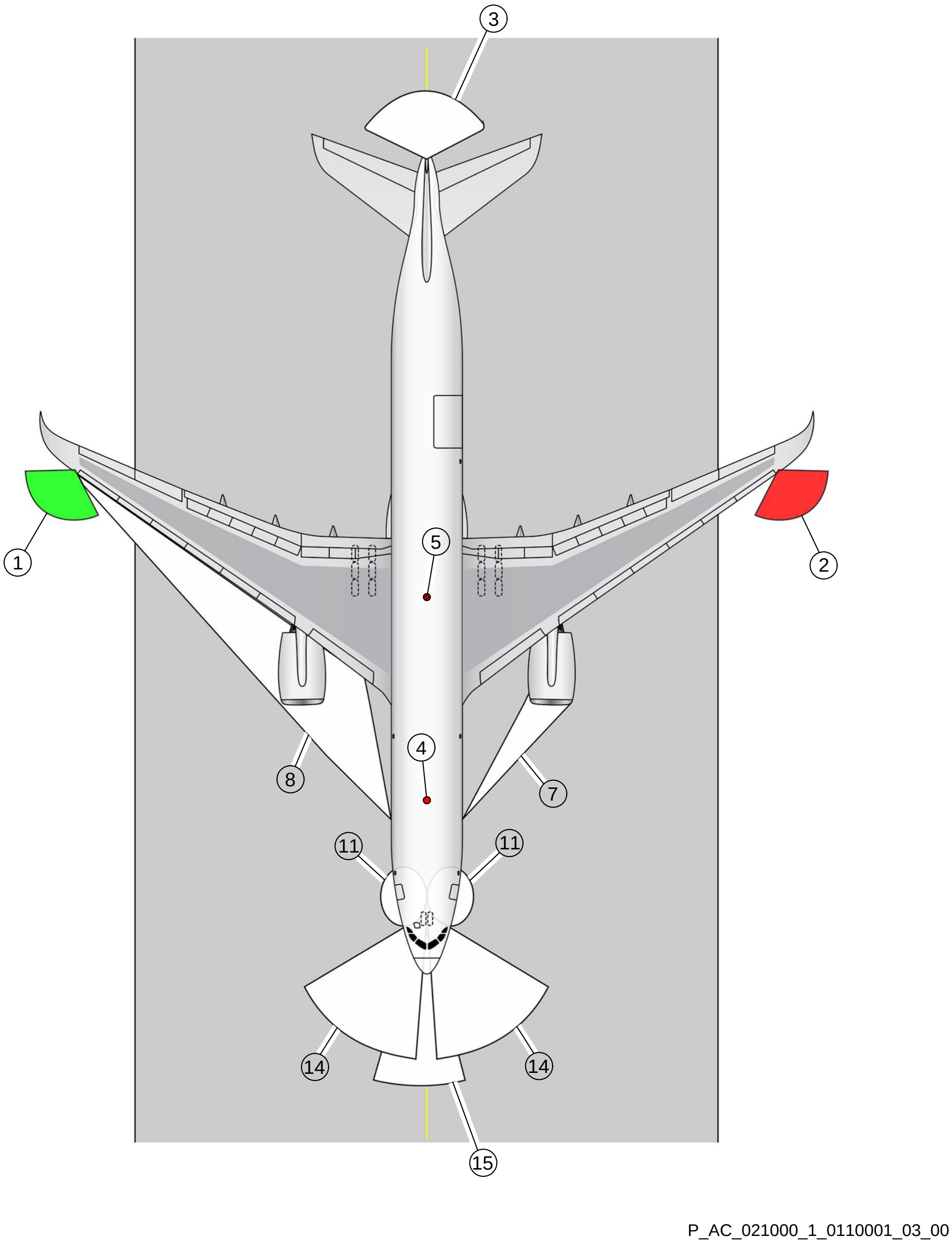




P_AC_021000_1_0110001_02_00

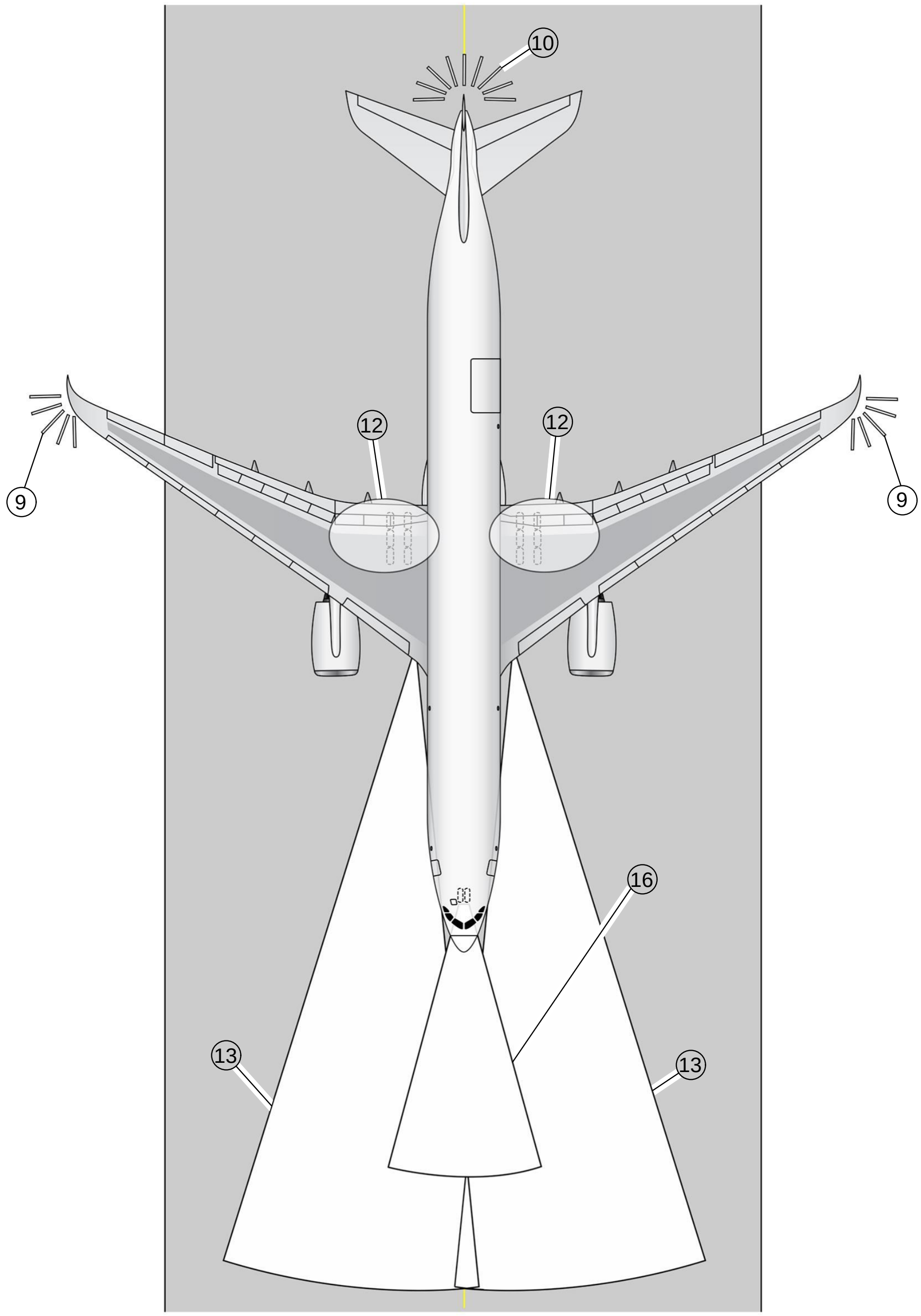
Exterior Lighting
(Sheet 2 of 5)
FIGURE-2-10-0-991-011-A01

****ON A/C A350-1000F**



Exterior Lighting
(Sheet 3 of 5)
FIGURE-2-10-0-991-011-A01

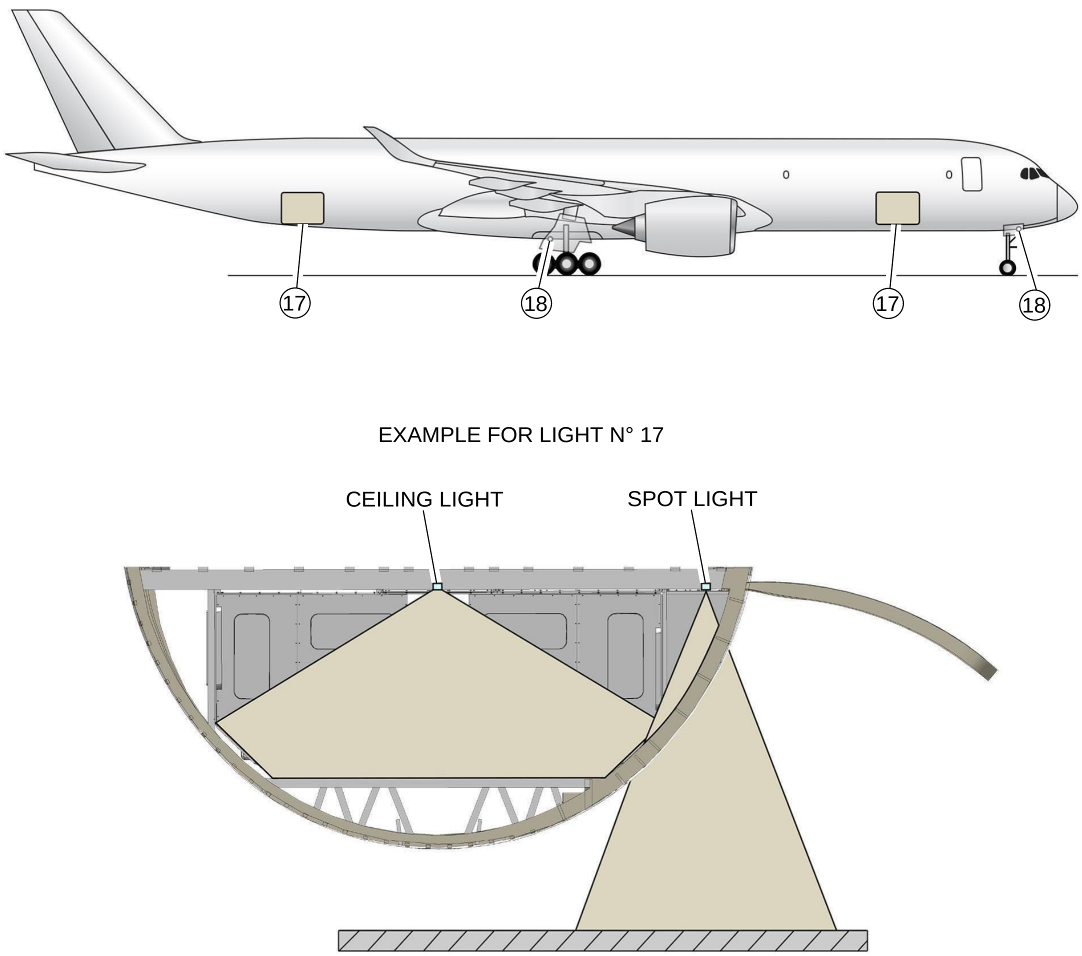
****ON A/C A350-1000F**



P_AC_021000_1_0110001_04_00

Exterior Lighting
(Sheet 4 of 5)
FIGURE-2-10-0-991-011-A01

****ON A/C A350-1000F**



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Exterior Lighting
(Sheet 5 of 5)
FIGURE-2-10-0-991-011-A01

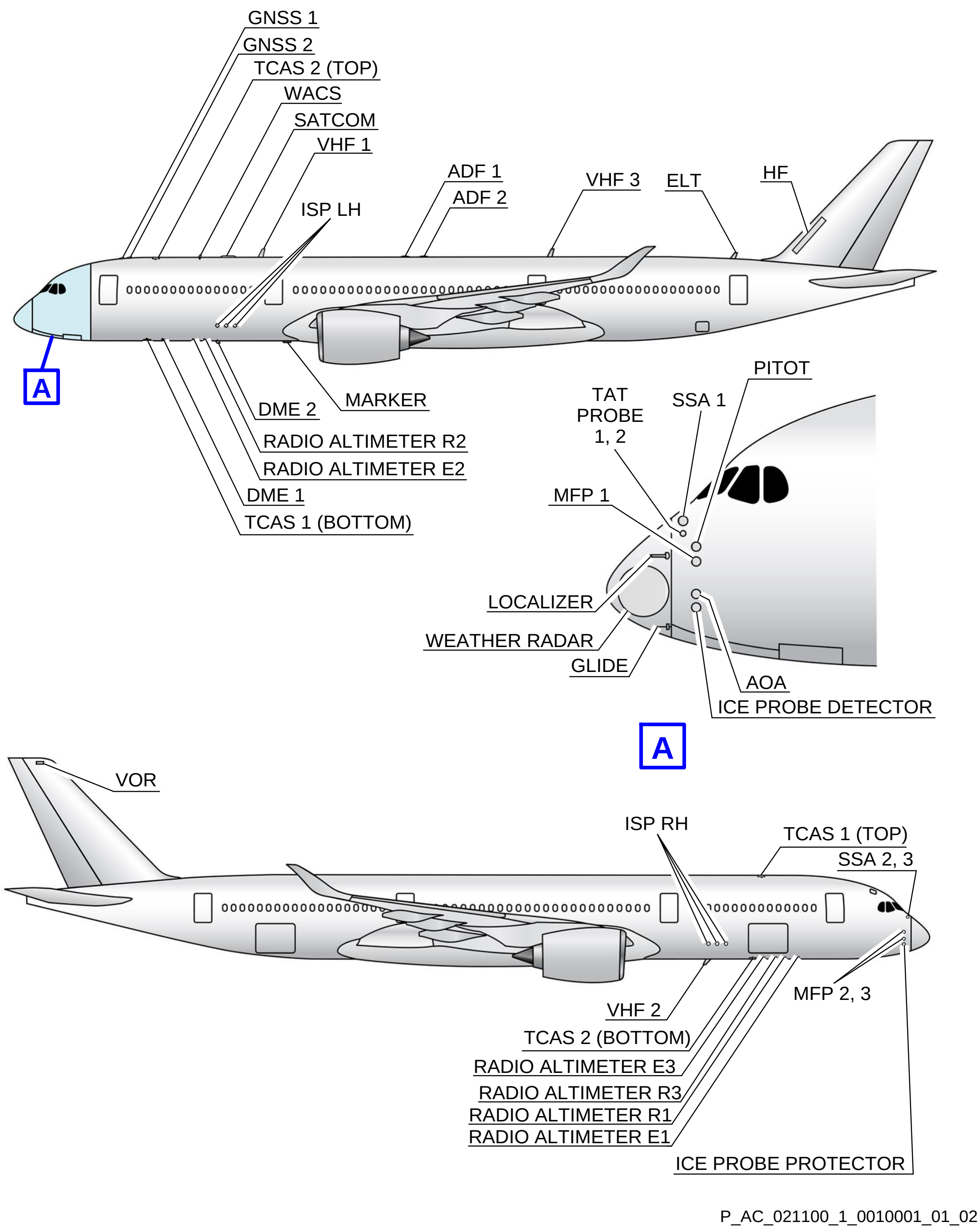
2-11-0 Antennas and Probes Location

****ON A/C A350-1000 A350-1000F A350-900**

Antennas and Probes Location

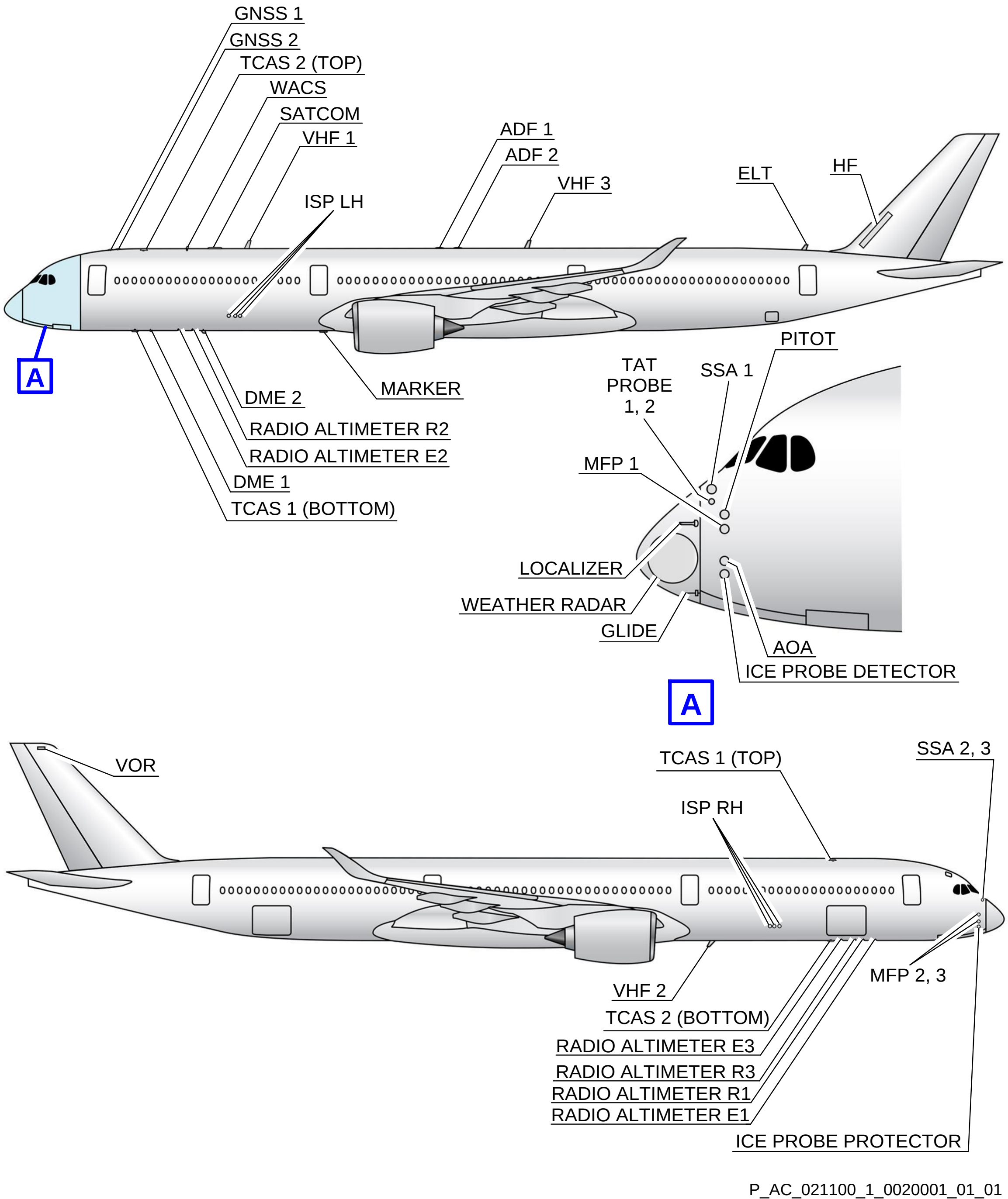
1. This section provides the location of antennas and probes.

****ON A/C A350-900**



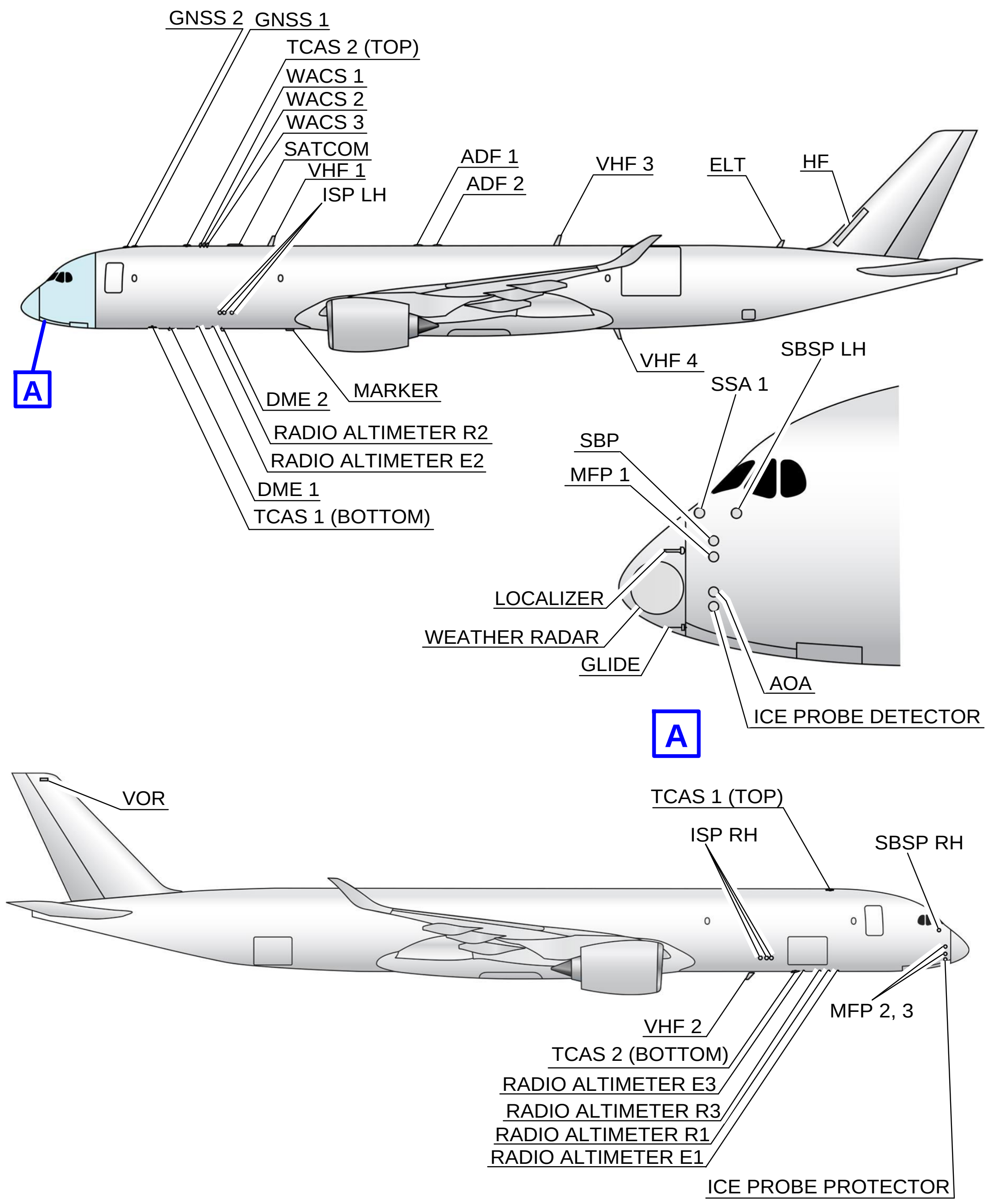
Antennas and Probes Location
FIGURE-2-11-0-991-001-A01

****ON A/C A350-1000**



Antennas and Probes Location
FIGURE-2-11-0-991-002-A01

****ON A/C A350-1000F**



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Antennas and Probes Location
FIGURE-2-11-0-991-003-A01

2-12-0 Engine and Nacelle

****ON A/C A350-1000 A350-1000F A350-900**

Engine and Nacelle

1. Power Plant

   The A350–900 and A350–1000 has two main power plants, one installed under each wing on a pylon.
   Each power plant can be lowered for removal from its pylon.
   The power plant comprises the:
   - Nacelle,
   - Engine.

2. Nacelle

   The nacelle comprises the following assemblies:
   - Air intake,
   - Fan cowls,
   - Thrust reverser,
   - Exhaust system.

   A. Fan Cowl
      A power door opening system is installed to assist in opening the cowls.
      The cowls have access doors for fan case-mounted components.

   B. Thrust Reverser
      The engine thrust reverser consists primarily of an inner fixed structure and an outer translating sleeve.
      The fan exhaust stream is reversed by the cascades and blocker doors, which form part of the translating sleeve actuated by an electrical Thrust Reverser Actuation System (TRAS).
      A power door opening system is used to assist thrust reverser cowl opening.
      The thrust reverser latching system is designed so that the remote latches close only when the hooks are engaged.
      Means are provided to latch and secure a thrust reverser in the stowed position.
      Means are provided to permit actuation of the thrust reversers without engine operation, for maintenance purposes, either using the TRAS powered by the aircraft or by manual drive with external Ground Support Equipment (GSE).

C. Exhaust System
The exhaust system consists of a primary nozzle and a center body plug.
The exhaust system is designed to optimize aerodynamics and acoustic performance.

3. Engine

A. Ignition
Each engine is equipped with a dual ignition system controlled by the FADEC.
Each engine is equipped with an automatic flame-out protection.

B. Cooling System
A nacelle cooling and ventilating system automatically provides the airflow required for cooling engine and nacelle accessories and associated structure.

C. Power Control
Forward thrust of each engine is controlled by a throttle control lever mounted on the center pedestal in the cockpit.
Thrust reverser control is by means of a separate lever for each engine.

D. Engine Master Control
Engine fuel shutoff is controlled by switches installed on the center pedestal.

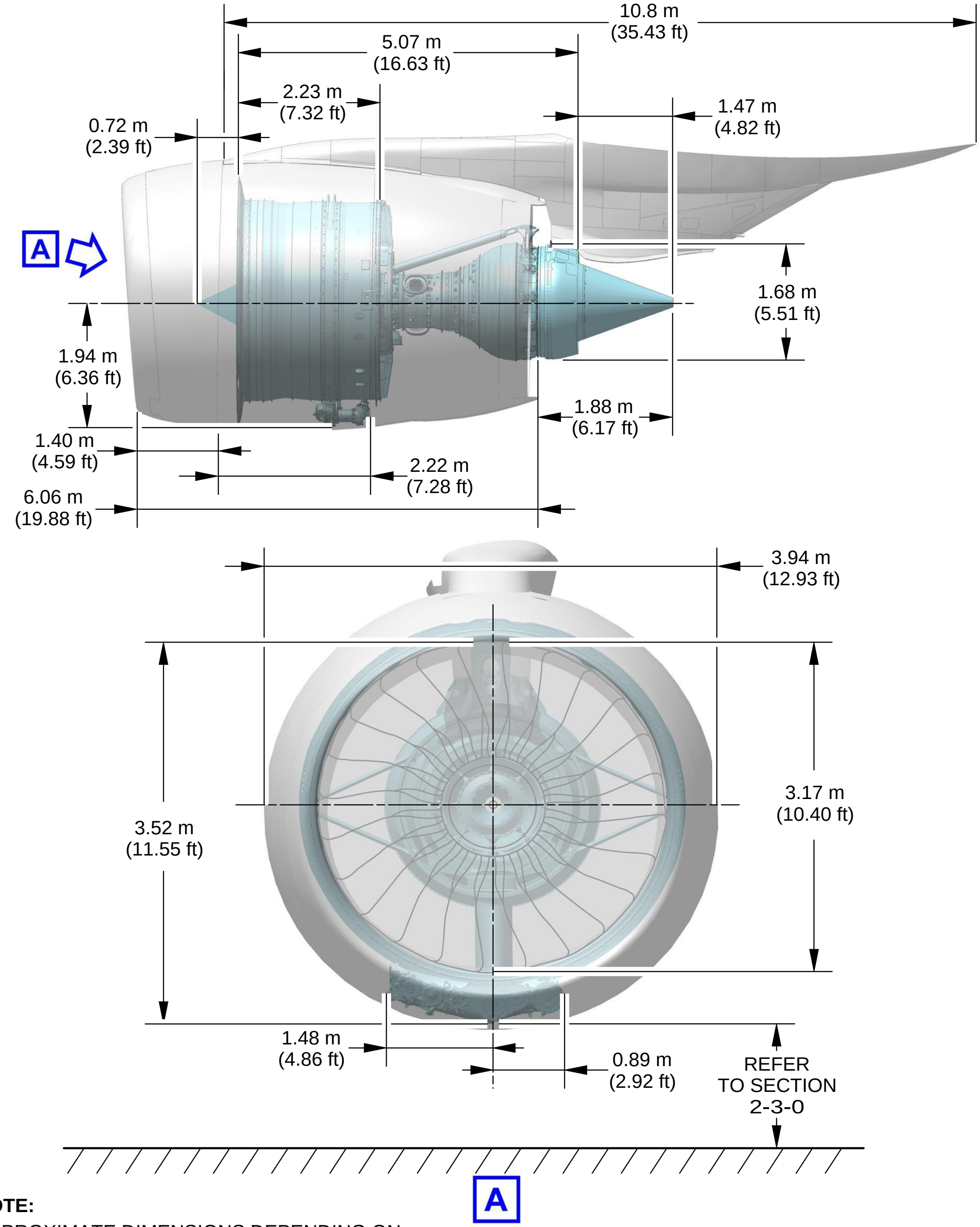
E. Emergency Shutdown
Actuation of the fire controls closes the associated LP valves.

F. Indicating
Indications for each engine are displayed on the Control and Display System (CDS).

G. Oil
The propulsion system has an independent integral oil system that is able to provide the appropriate quantity of oil, at the temperature necessary for continuous propulsion system operation, for all achievable conditions within the propulsion system operating envelope.
Means are provided for gravity filling.
It is possible to visually check and replenish the engine oil level without opening the fan cowl door.
Magnetic chip detectors are installed in the lubrication system.

H. Starting
The engine is equipped with a pneumatic air turbine starter.
The starter can be supplied with air either from the APU, or the other engine, or an Air Start Unit (AS).
Standard types of GSE can be used.

****ON A/C A350-1000 A350-1000F A350-900**

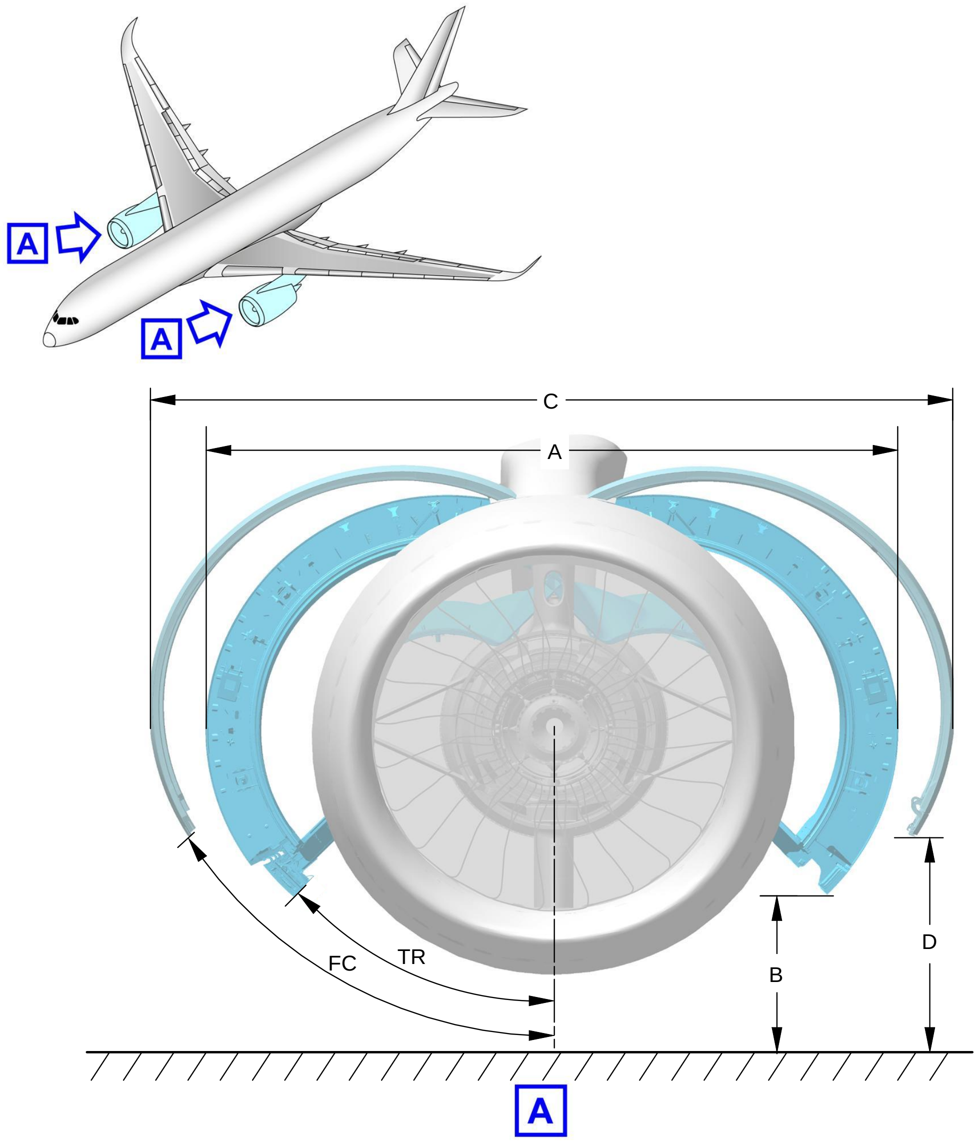


NOTE:
APPROXIMATE DIMENSIONS DEPENDING ON AIRCRAFT CONFIGURATION

P_AC_021200_1_0010001_01_01

Engine and Nacelle
(Sheet 1 of 3)
FIGURE-2-12-0-991-001-A01

****ON A/C A350-1000 A350-1000F A350-900**



	A	B
TR=28.5°	5.50 m (18.04 ft)	1.01 m (3.31 ft)

	C	D
FC=37°	6.39 m (20.96 ft)	1.28 m (4.20 ft)

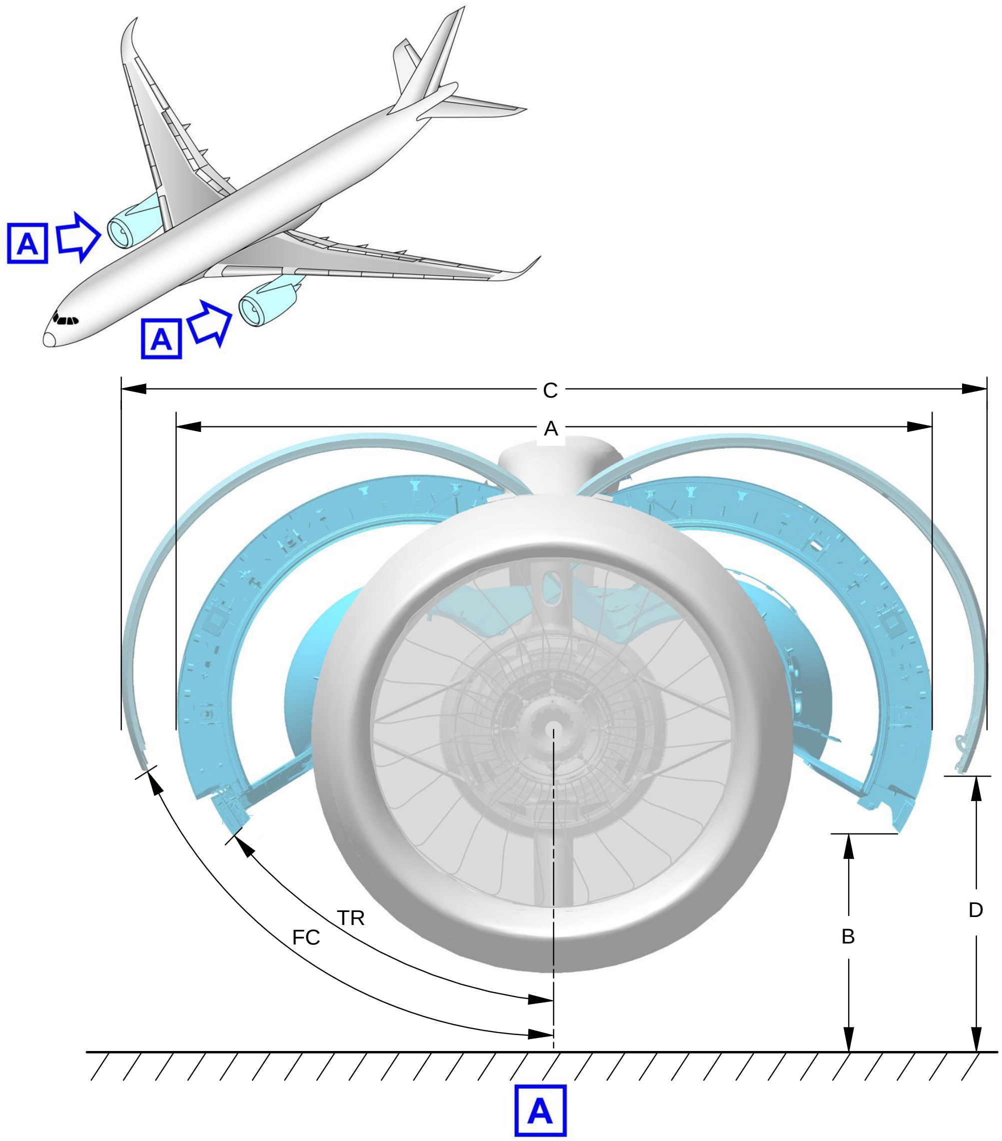
NOTE:
APPROXIMATE DIMENSIONS DEPENDING ON AIRCRAFT CONFIGURATION.

FC: FAN COWL AND TR: THRUST REVERSER

P_AC_021200_1_0010001_02_00

Engine and Nacelle
(Sheet 2 of 3)
FIGURE-2-12-0-991-001-A01

****ON A/C A350-1000 A350-1000F A350-900**



	A	B
TR=45°	6.42 m (21.06 ft)	1.51 m (4.95 ft)

	C	D
FC=50°	7.13 m (23.40 ft)	1.81 m (5.94 ft)

NOTE:
APPROXIMATE DIMENSIONS DEPENDING ON AIRCRAFT CONFIGURATION.

FC: FAN COWL AND TR: THRUST REVERSER

P_AC_021200_1_0010001_03_00

Engine and Nacelle
(Sheet 3 of 3)
FIGURE-2-12-0-991-001-A01

2-12-1 Auxiliary Power Unit

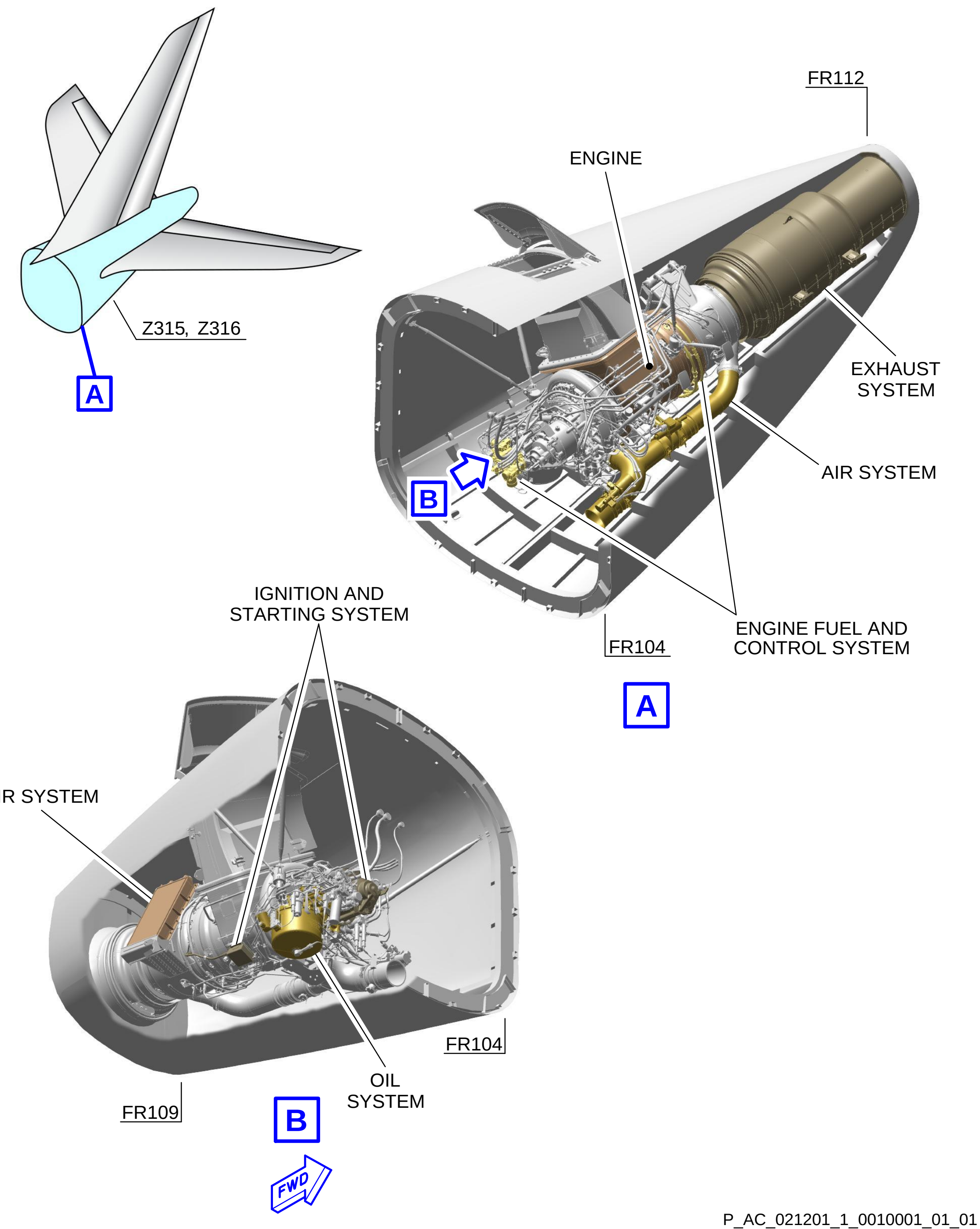
****ON A/C A350-1000 A350-1000F A350-900**

Auxiliary Power Unit

1. General

   The Auxiliary Power Unit (APU) is installed at the rear part of the fuselage in the tail cone. An air intake system with a flap-type door is installed on the top right area of the tail cone. The exhaust gases pass overboard at the end of the fuselage cone.

****ON A/C A350-1000 A350-1000F A350-900**



Auxiliary Power Unit
FIGURE-2-12-1-991-001-A01

2-13-0 Leveling, Symmetry and Alignment

****ON A/C A350-1000 A350-1000F A350-900**

Leveling, Symmetry and Alignment

****ON A/C A350-1000 A350-900**

1. Quick Leveling

   There are three alternative procedures to level the aircraft:
   - Quick leveling procedure with Air Data/Inertial Reference System (ADIRS),
   - Quick leveling procedure with a spirit level in the passenger compartment,
   - Quick leveling procedure with a spirit level in the FWD cargo compartment.

****ON A/C A350-1000F**

2. Quick Leveling

   There are two alternative procedures to level the aircraft:
   - Quick leveling procedure with Air Data/Inertial Reference System (ADIRS),
   - Quick leveling procedure with a spirit level in the FWD cargo compartment.

****ON A/C A350-1000 A350-1000F A350-900**

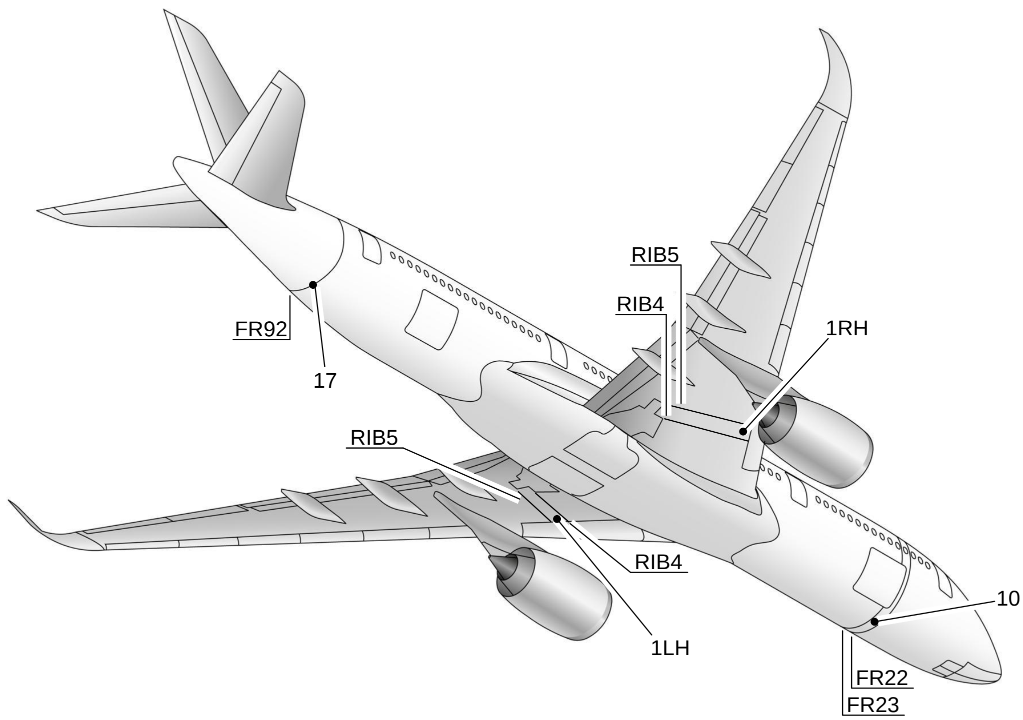
3. Precise Leveling

   For precise leveling, it is necessary to install sighting rods in the receptacles located under the fuselage (points 10 and 17 for longitudinal leveling) and under the wings (points 1 LH and 1 RH for lateral leveling) and use a sighting tube. With the aircraft on jacks, adjust the jacks until the reference marks on the sighting rods are aligned in the sighting plane (aircraft level).

4. Symmetry and Alignment Check

   Possible deformation of the aircraft is measured by photogrammetry.

****ON A/C A350-900**



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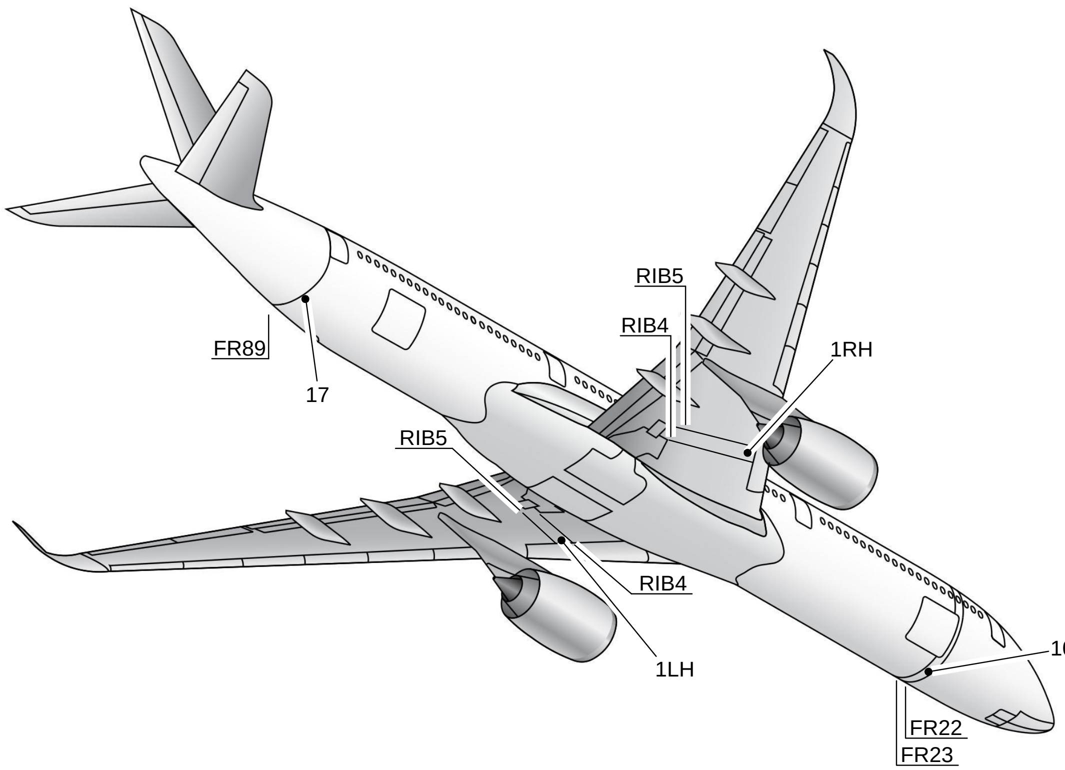
Location of Leveling Points
FIGURE-2-13-0-991-001-A01

****ON A/C A350-1000**



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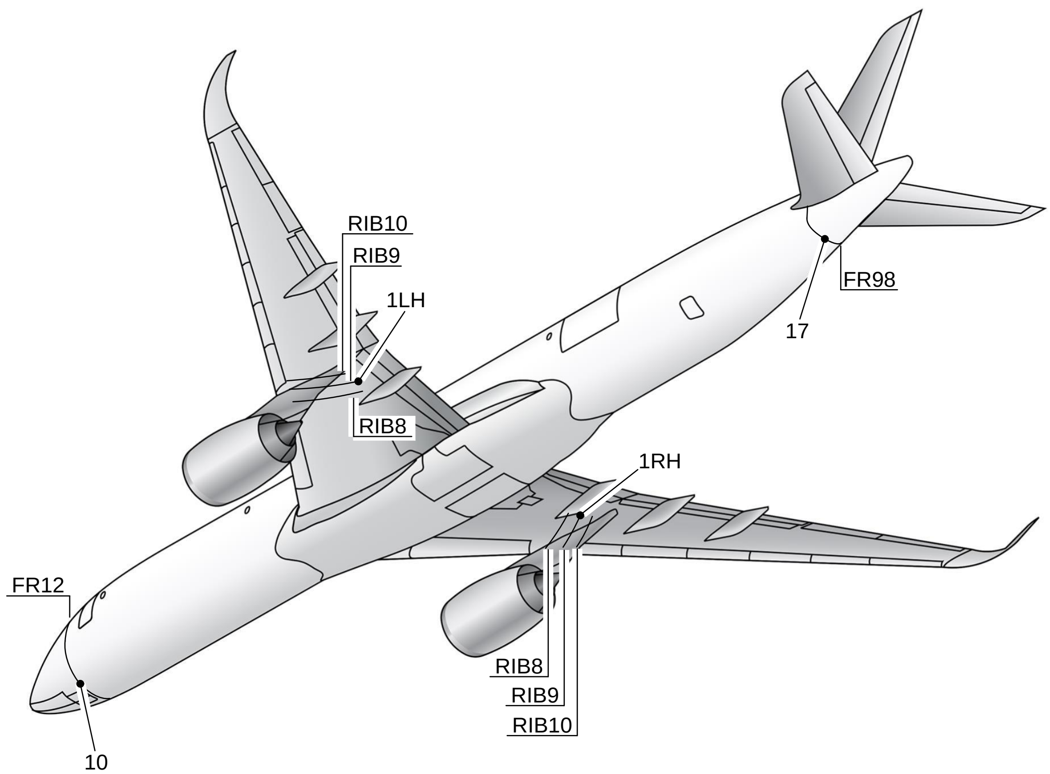
Location of Leveling Points
FIGURE-2-13-0-991-002-A01

****ON A/C A350-1000F**



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Location of Leveling Points
FIGURE-2-13-0-991-003-A01

2-14-1 Jacking for Maintenance

****ON A/C A350-1000 A350-1000F A350-900**

Jacking for Maintenance

****ON A/C A350-900**

1. Aircraft Jacking Points for Maintenance

   A. The A350-900 can be jacked:
   - At not more than 164000 kg (361558 lb),
   - Within the limits of the permissible wind speed when the aircraft is jacked outside a closed environment.

   B. Primary Jacking Points
   The aircraft is provided with three primary jacking points:
   - One located on the forward lower left fuselage (FR12),
   - Two located under the wings (one under each wing, RIB9).4.11 m (13.48 ft.)

   C. Auxiliary Jacking Point (Safety Stay)
   - When the aircraft is on jacks, a safety stay is placed under the fuselage at FR98 to prevent tail tipping caused by accidental displacement of the aircraft center of gravity.
   - The safety point must not be used for lifting the aircraft.

****ON A/C A350-1000 A350-1000F**

2. Aircraft Jacking Points for Maintenance

   A. The A350-1000 and A350-1000F can be jacked:
   - At not more than 189550 kg (417887 lb),
   - Within the limits of the permissible wind speed when the aircraft is jacked outside a closed environment.

   B. Primary Jacking Points
   The aircraft is provided with three primary jacking points:
   - One located on the forward lower left fuselage (FR12),
   - Two located under the wings (one under each wing, RIB9).

   C. Auxiliary Jacking Point (Safety Stay)
   - When the aircraft is on jacks, a safety stay is placed under the fuselage at FR98 to prevent tail tipping caused by accidental displacement of the aircraft center of gravity.
   - The safety point must not be used for lifting the aircraft.

****ON A/C A350-1000 A350-1000F A350-900**

3. Jacks and Safety Stay

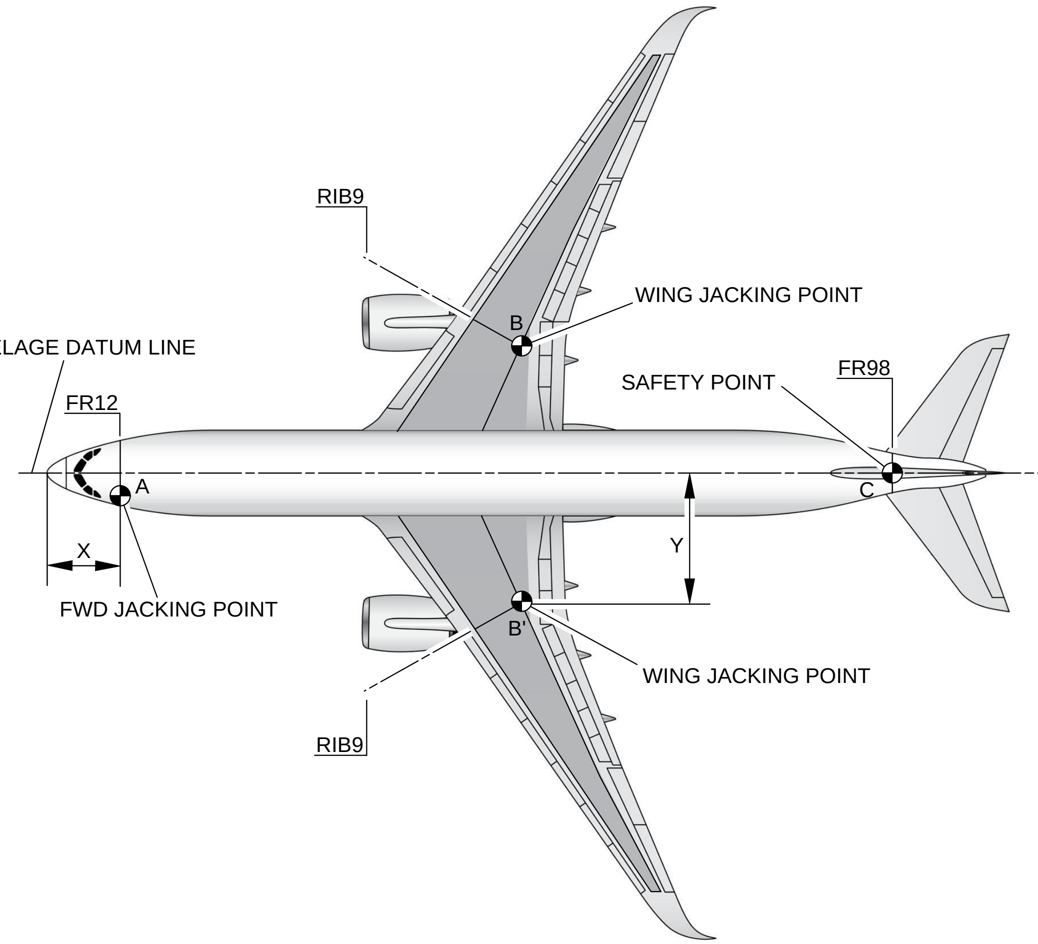
A. Jack Design

- The maximum eligible static load given in table (FIGURE 2-14-1-991-002-B) are the maximum loads applicable on jack fittings.
- In fully retracted position (jack stroke at minimum), the height of the jacks is such that the jack may be placed beneath the aircraft under the most adverse conditions, namely, tires deflated and shock absorbers depressurized, with a sufficient clearance between the aircraft jacking point and the jack upper end.
- The jacks stroke enables the aircraft to be jacked up so that the Fuselage Datum Line (FDL) may be positioned up to 6.50 m (21.33 ft.) from the ground to allow all required maintenance procedure and in particular, the removal/installation of the landing-gear shock absorbers.

B. Safety Stay

The stay stroke enables the aircraft tail to be supported up to the Fuselage Datum Line (FDL) positioned at 6.50 m (21.33 ft.) from the ground.

****ON A/C A350-900**



		X		Y		MAXIMUM LOAD ELIGIBLE
		m	ft	m	ft	daN
FORWARD FUSELAGE JACKING POINT	A	4.77	15.65	-1.72	-5.64	17 670
WING JACKING POINT	B	33.22	108.99	8.71	28.58	79 488
	B'	33.22	108.99	-8.71	-28.58	79 206
SAFETY STAY	C	58.75	192.75	0	0	7 652

NOTE:
SAFETY STAY IS NOT USED FOR JACKING.

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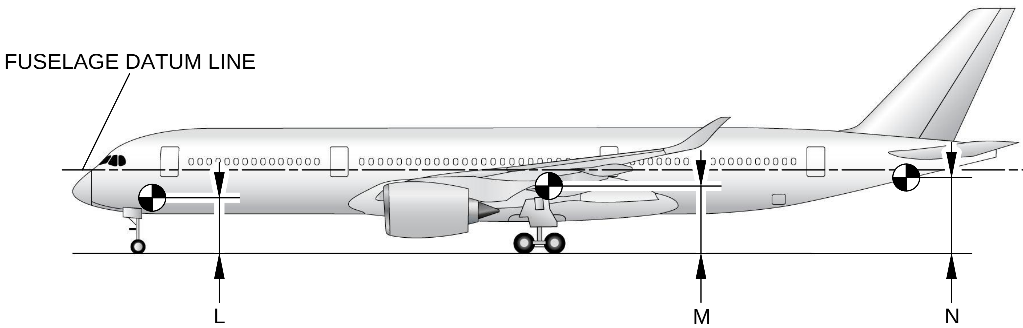
Jacking for Maintenance
Jacking Points Location (Sheet 1 of 5)
FIGURE-2-14-1-991-001-A01

****ON A/C A350-900**



CONFIGURATION	CG POSITION (% MAC)	HEIGHT					
		L		M		N	
		m	ft	m	ft	m	ft
AIRCRAFT ON WHEELS, SHOCK-ABSORBER DEFLATED, TIRES DEFLATED (RH)	20	3.08	10.10	4.69 LH 4.17 RH	15.39 LH 13.68 RH	4.91	16.11
	42	3.37	11.06	4.67 LH 4.18 RH	15.32 LH 13.71 RH	4.64	15.22
A/C ON JACKS, FDL AT 6.50 m (21.33 ft), A/C FUSELAGE PARALLEL TO THE GROUND, SHOCK-ABSORBER RELAXED, CLEARANCE OF MAIN GEAR WHEELS = 0.30 m (0.98 ft) (STANDARD TIRES 01), CLEARANCE OF NOSE GEAR WHEELS = 0.85 m (2.79 ft) (STANDARD TIRES 01)	20	4.32	14.17	5.66	18.57	6.09	19.98
	42	4.32	14.17	5.66	18.57	6.09	19.98
AIRCRAFT ON WHEELS (STANDARD TIRES 01) MAXIMUM JACKING WEIGHT = 164 000 kg (361 558 lb)	20	3.03	9.94	4.60	15.09	5.23	17.16
	42	3.31	10.86	4.59	15.06	4.96	16.27
AIRCRAFT ON WHEELS (STANDARD TIRES 01) A/C WEIGHT = 130 727 kg (288 204 lb)	20	3.08	10.10	4.65	15.26	5.28	17.32
	42	3.42	11.22	4.63	15.19	4.95	16.24

NOTE:
01 STANDARD TIRES: NOSE LANDING GEAR = 1 050 x 395 R16
MAIN LANDING GEAR = 1 400 x 530 R23

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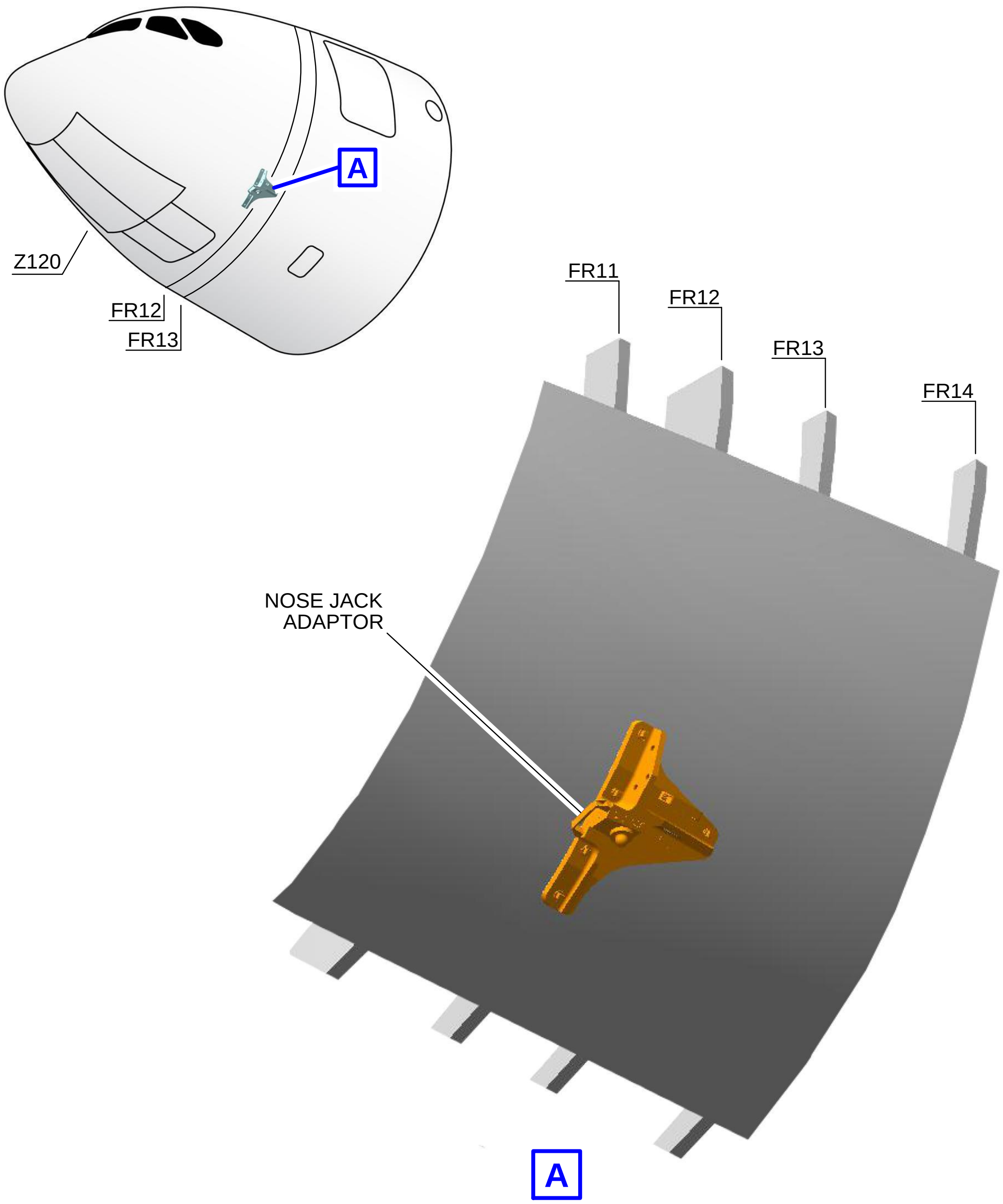
Jacking for Maintenance
Jacking Dimensions (Sheet 2 of 5)
FIGURE-2-14-1-991-001-A01

****ON A/C A350-900**



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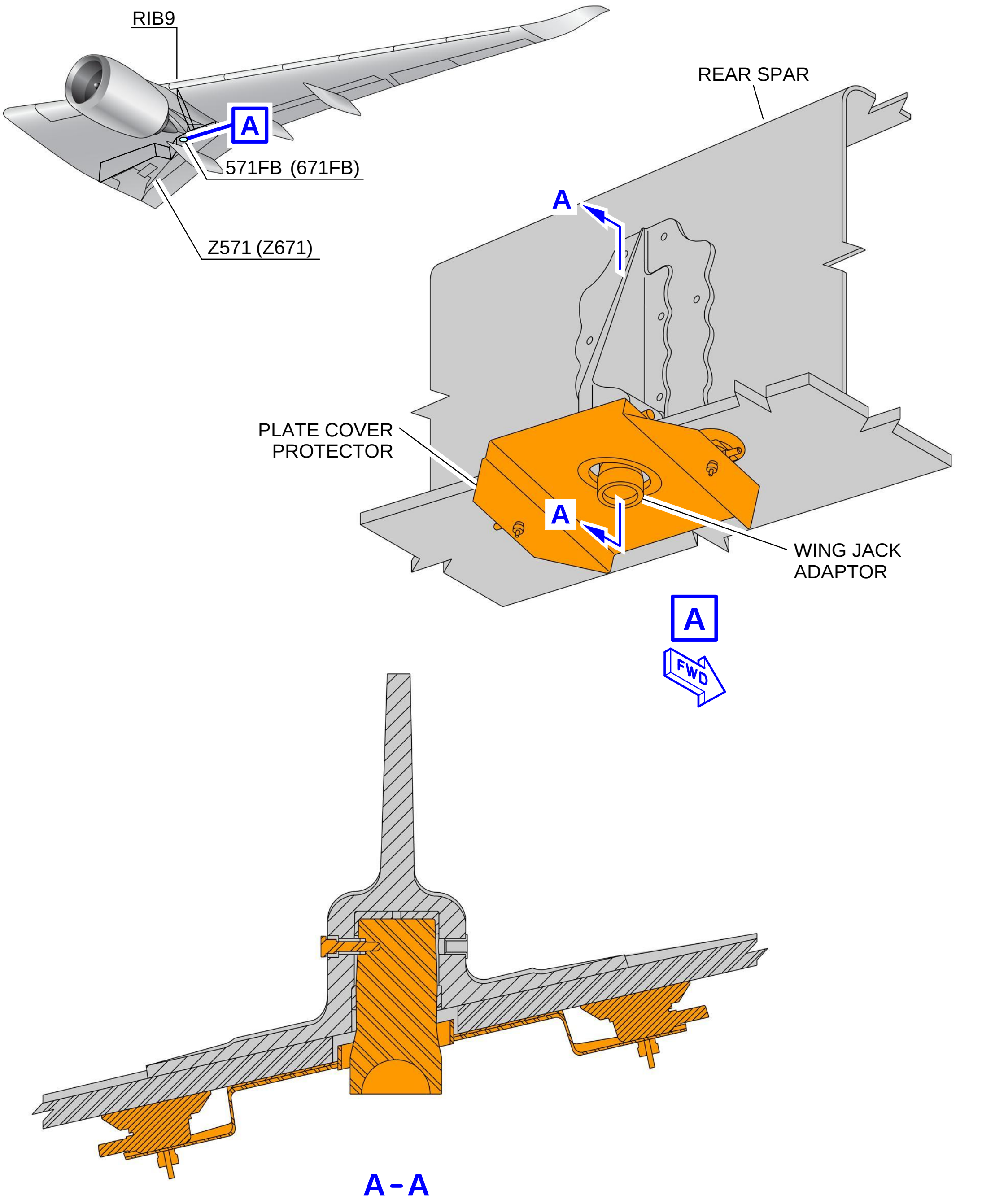
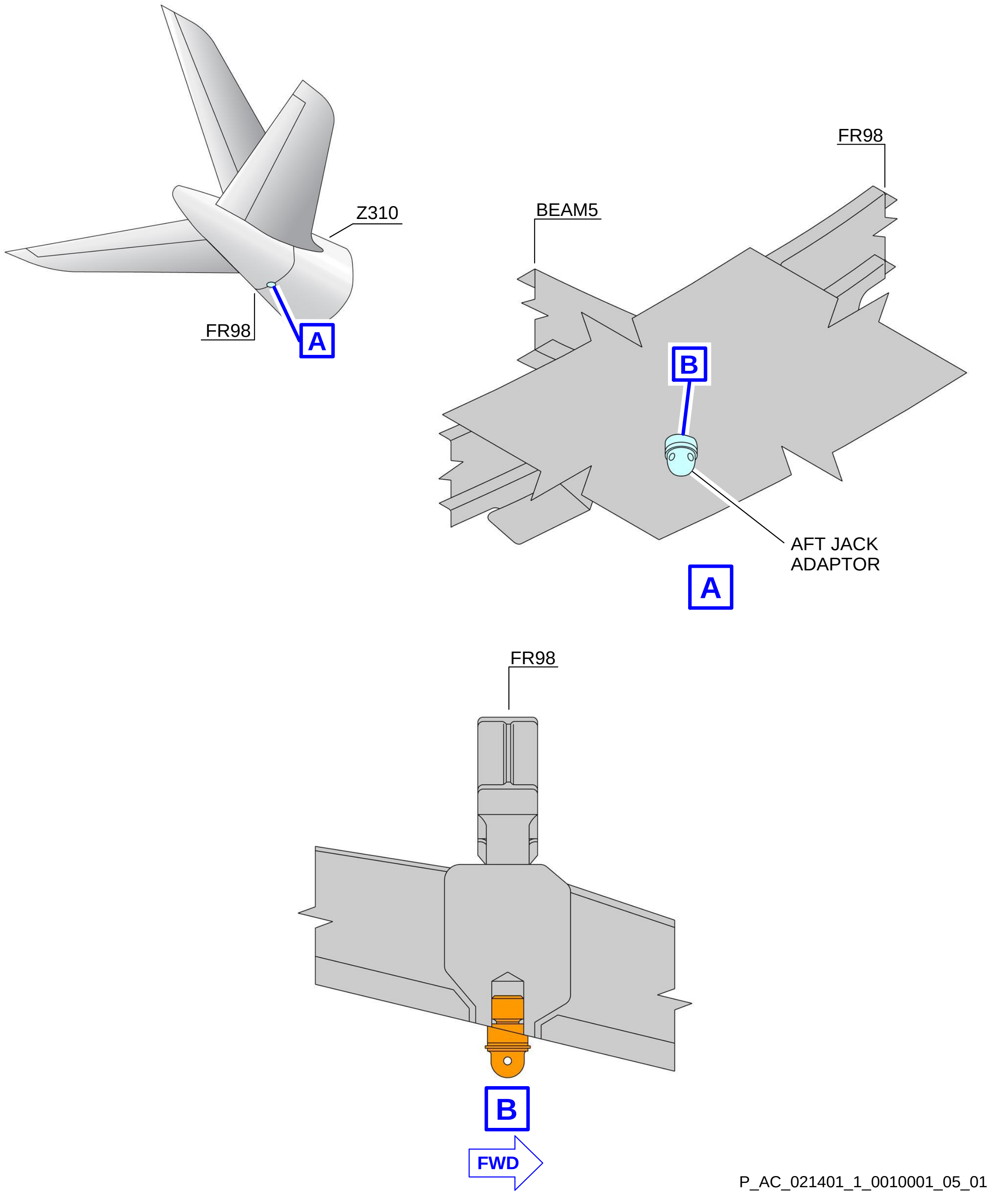
Jacking for Maintenance
Forward Jacking Point (Sheet 3 of 5)
FIGURE-2-14-1-991-001-A01

****ON A/C A350-900**



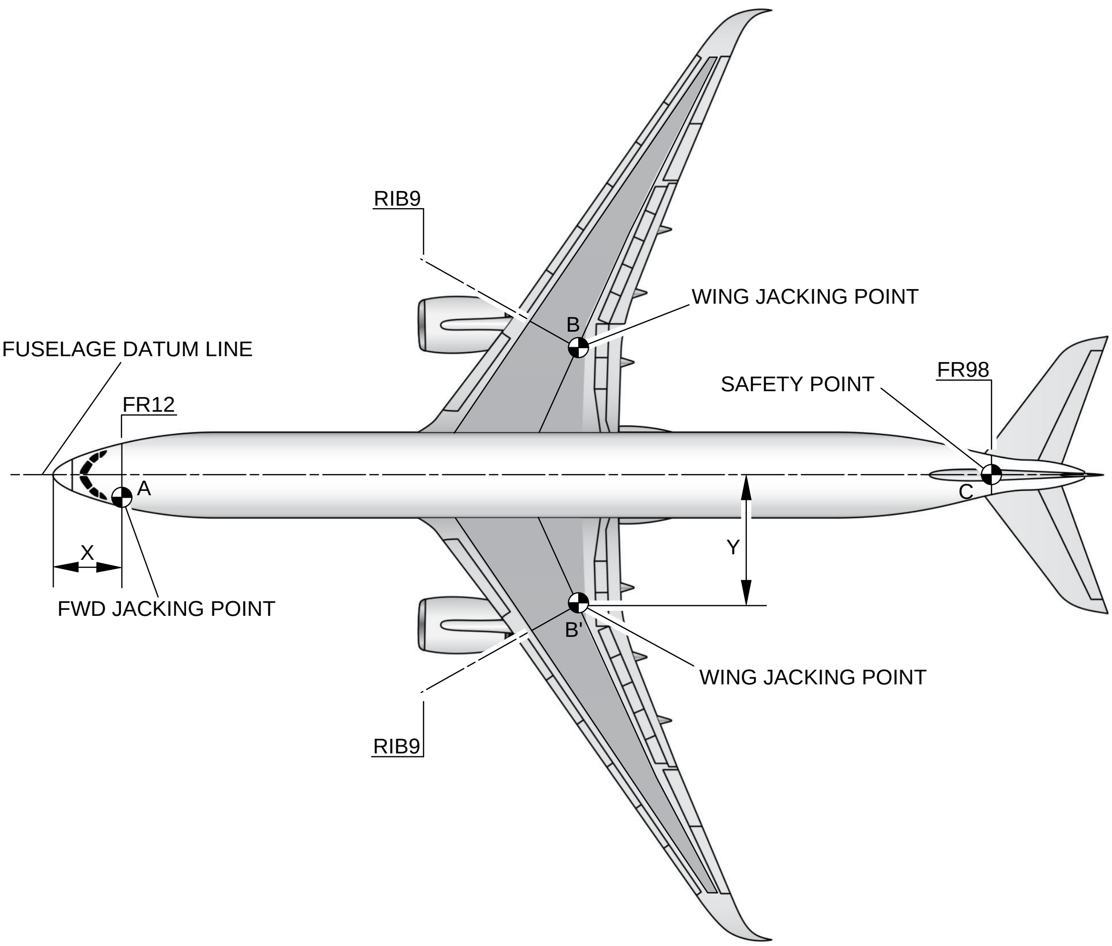
Jacking for Maintenance
Wing Jacking Point (Sheet 4 of 5)
FIGURE-2-14-1-991-001-A01

****ON A/C A350-900**



Jacking for Maintenance
Auxiliary Jacking Point - Safety (Sheet 5 of 5)
FIGURE-2-14-1-991-001-A01

**ON A/C A350-1000



	X (m)	X (ft)	Y (m)	Y (ft)	MAXIMUM LOAD ELIGIBLE daN
FORWARD FUSELAGE JACKING POINT A	4.77	15.65	-1.72	-5.64	16 911
WING JACKING POINT B	37.03	121.49	8.71	28.58	90 764
WING JACKING POINT B'	37.03	121.49	-8.71	-28.58	89 247
SAFETY STAY C	65.73	215.65	0	0	7 652

NOTE:
SAFETY STAY IS NOT USED FOR JACKING.

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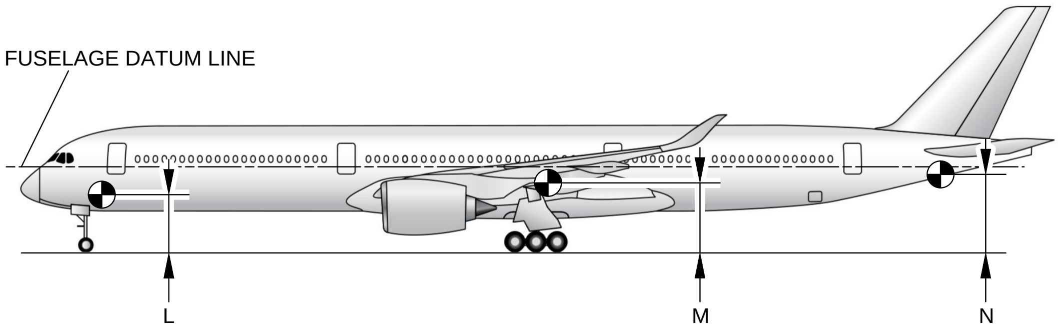
Jacking Points Location
FIGURE-2-14-1-991-002-B01

****ON A/C A350-1000**



CONFIGURATION	CG POSITION (% MAC)	HEIGHT					
		L		M		N	
		m	ft	m	ft	m	ft
AIRCRAFT ON WHEELS, SHOCK-ABSORBER DEFLATED, TIRES DEFLATED (RH)	21.5	3.09	10.14	4.65 LH 4.11 RH	15.26 LH 13.48 RH	4.81	15.78
	41.1	3.33	10.93	4.64 LH 4.11 RH	15.22 LH 13.48 RH	4.59	15.06
A/C ON JACKS, FDL AT 6.50 m (21.33 ft), A/C FUSELAGE PARALLEL TO THE GROUND, SHOCK-ABSORBER RELAXED, CLEARANCE OF MAIN GEAR WHEELS = 0.40 m (1.31 ft) (STANDARD TIRES 01), CLEARANCE OF NOSE GEAR WHEELS = 0.85 m (2.79 ft) (STANDARD TIRES 01)	21.5	4.32	14.17	5.66	18.57	6.09	19.98
	41.1	4.32	14.17	5.66	18.57	6.09	19.98
AIRCRAFT ON WHEELS (STANDARD TIRES 01) MAXIMUM JACKING WEIGHT = 189 550 kg (417 887 lb)	21.5	3.04	9.97	4.56	14.96	5.15	16.90
	41.1	3.27	10.73	4.55	14.93	4.92	16.14
AIRCRAFT ON WHEELS (STANDARD TIRES 01) A/C WEIGHT = 145 986 kg (321 844 lb)	21.5	3.10	10.17	4.62	15.16	5.20	17.06
	41.1	3.39	11.12	4.60	15.09	4.91	16.11

NOTE:
01 STANDARD TIRES: NOSE LANDING GEAR = 1 050 x 395 R16
MAIN LANDING GEAR = 50 x 20 R22

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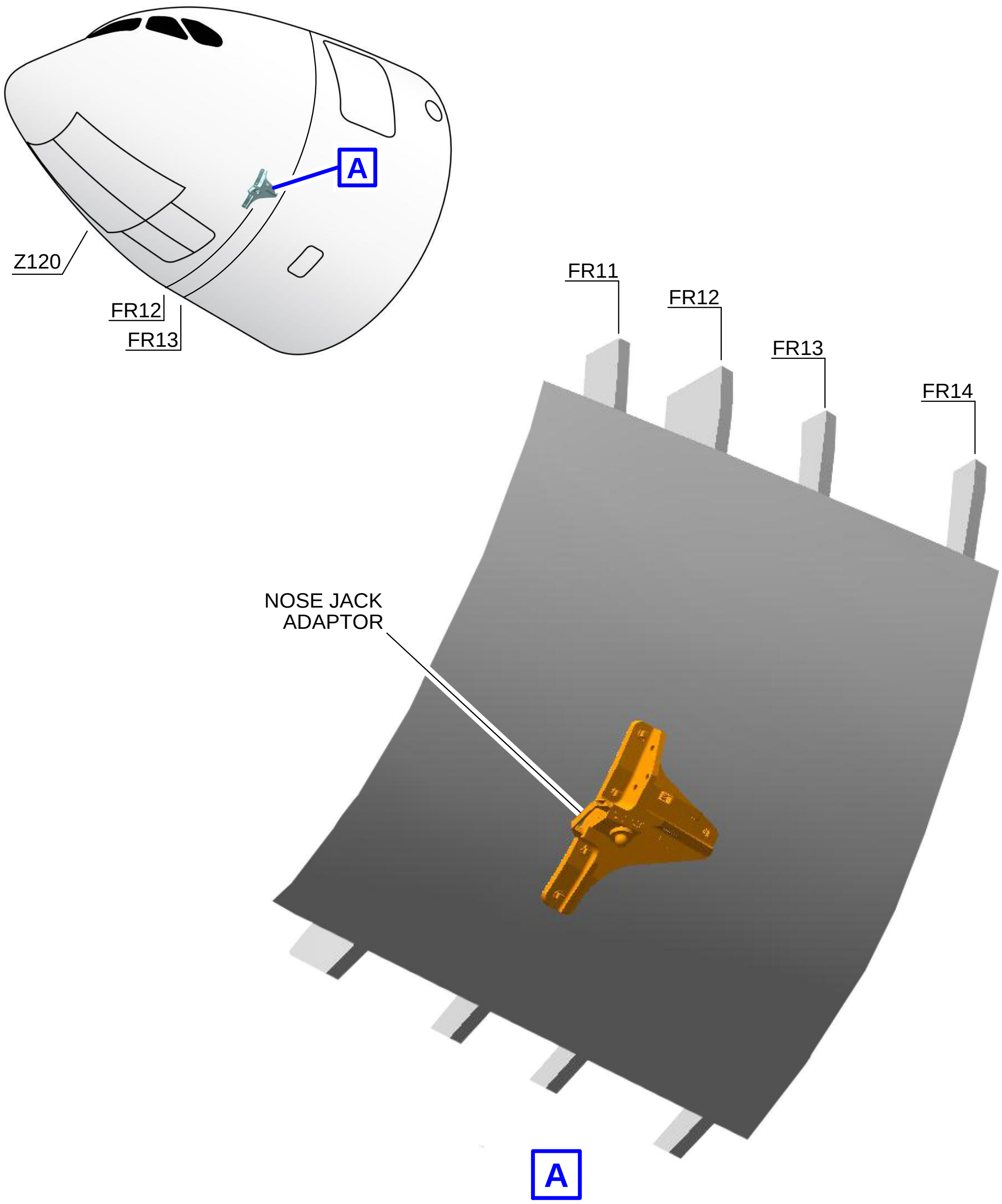
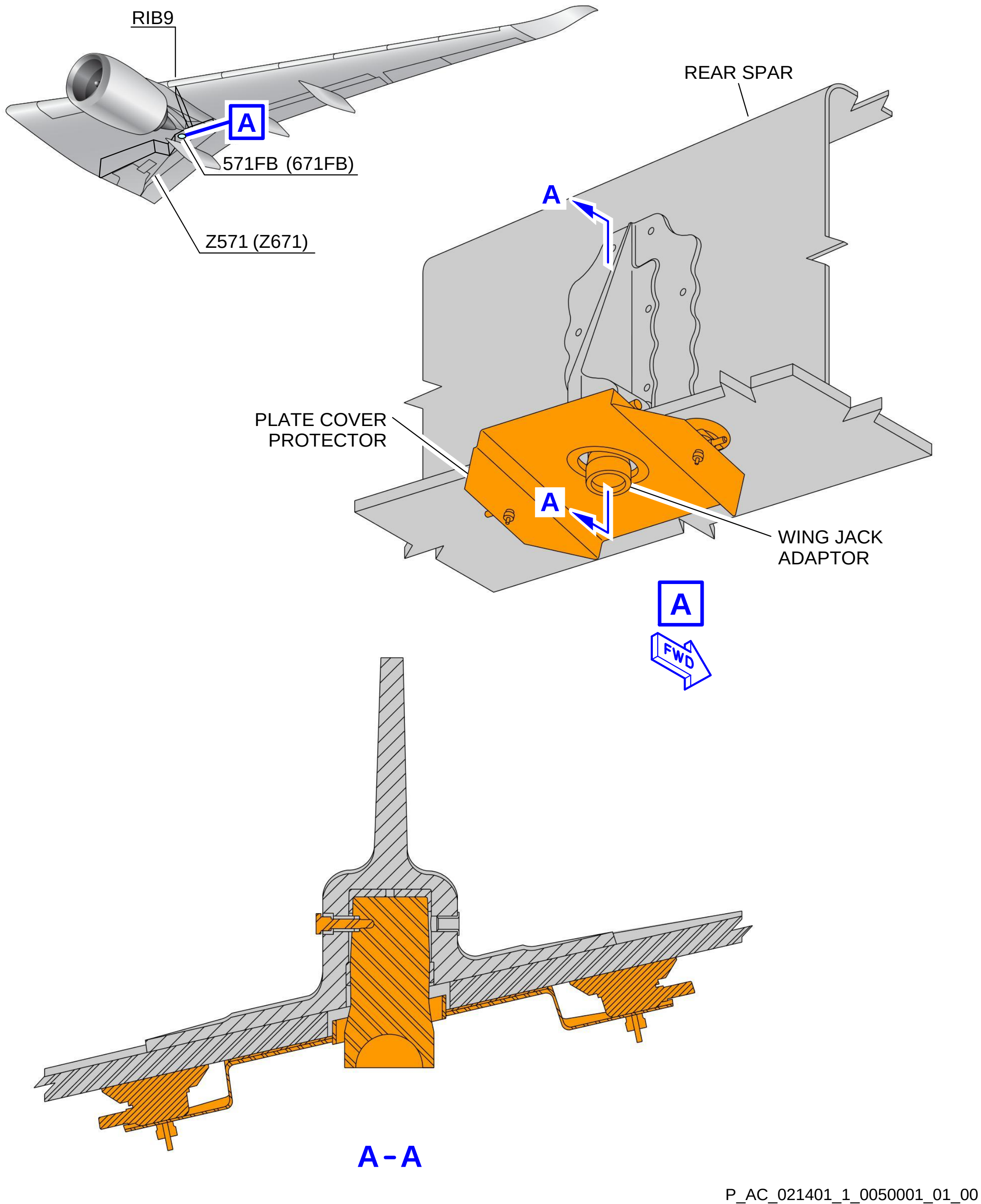
Jacking Dimensions
FIGURE-2-14-1-991-003-B01

****ON A/C A350-1000**



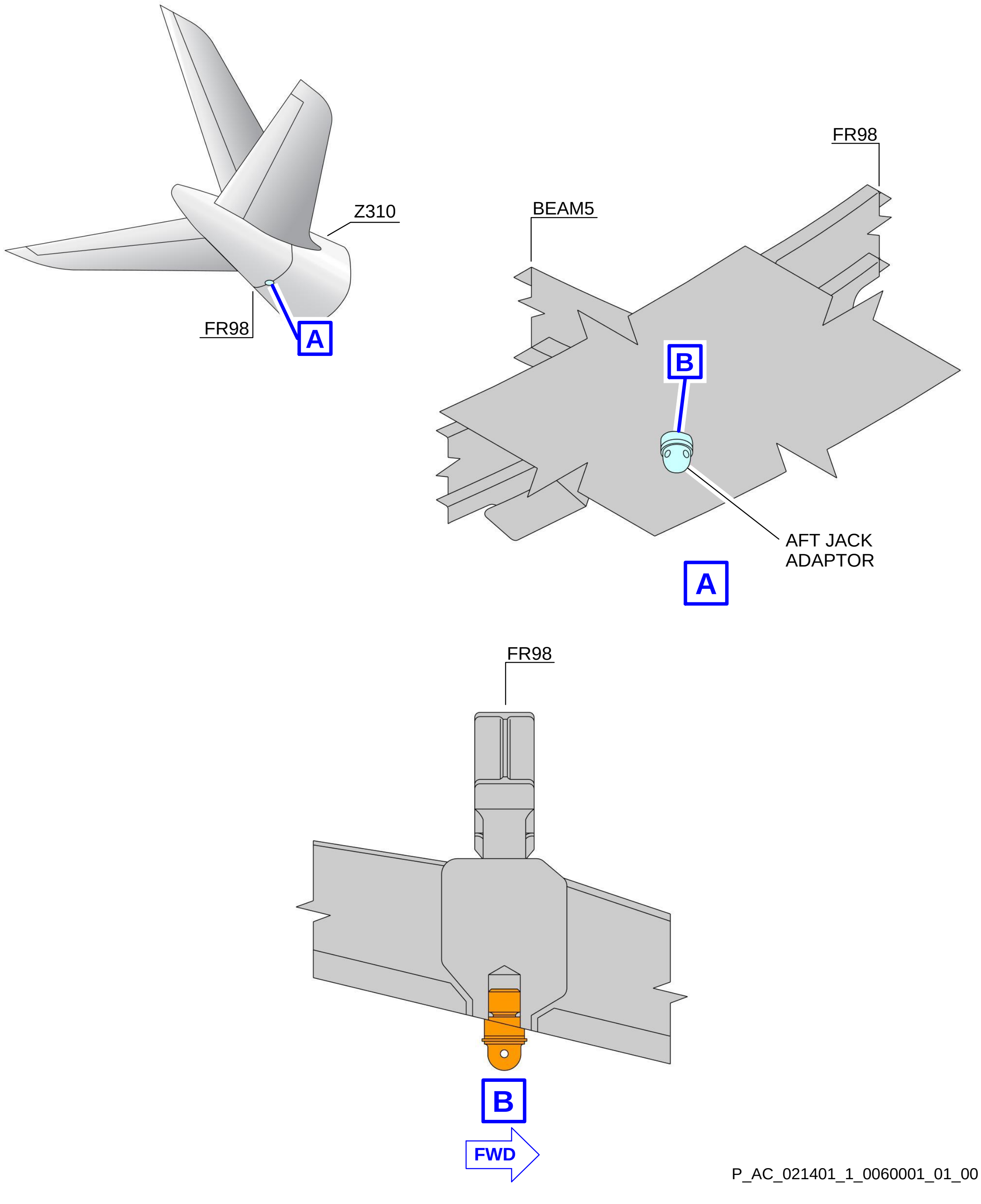
Forward Jacking Point
FIGURE-2-14-1-991-004-B01

****ON A/C A350-1000**



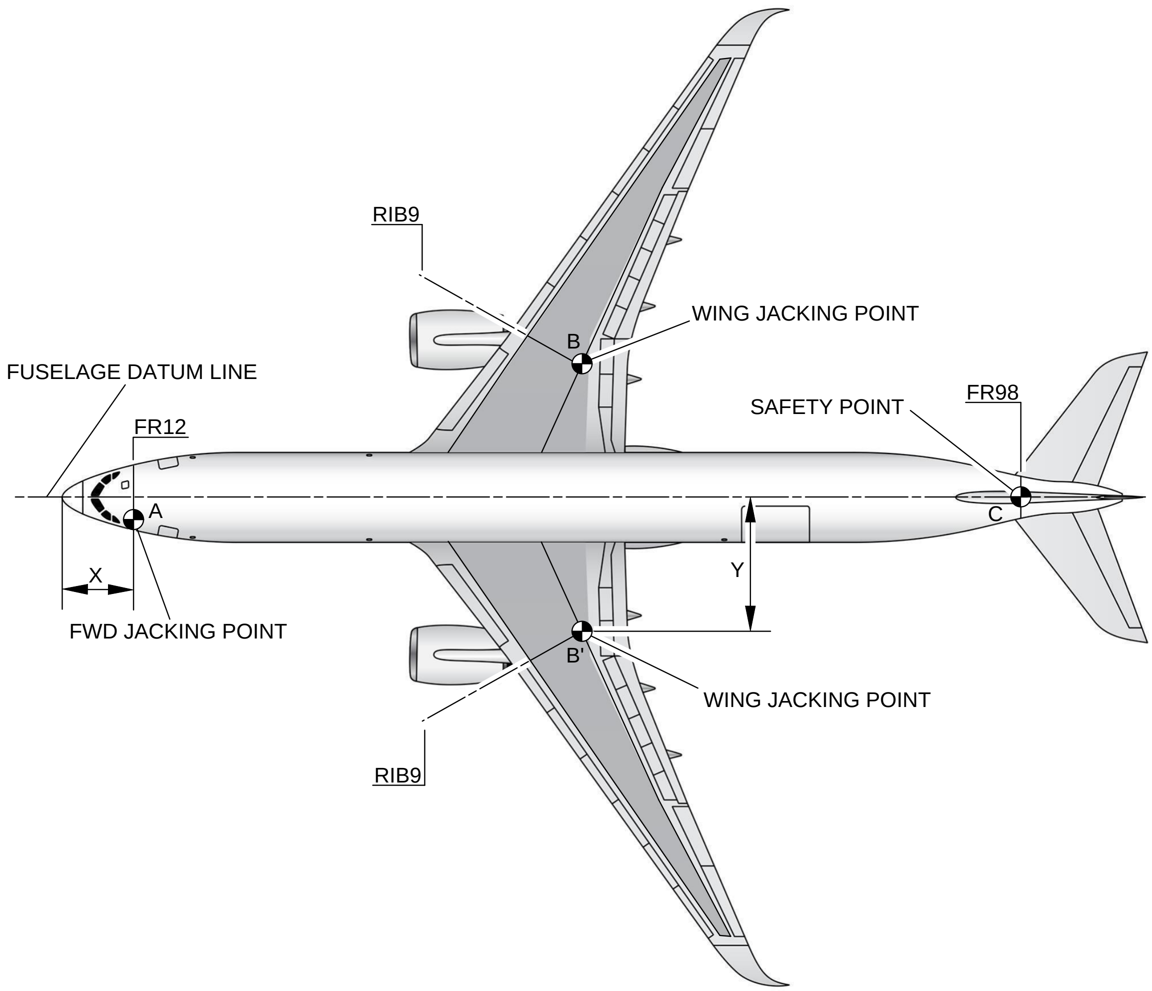
Wing Jacking Point
FIGURE-2-14-1-991-005-A01

****ON A/C A350-1000**



Auxiliary Jacking Point - Safety
FIGURE-2-14-1-991-006-A01

****ON A/C A350-1000F**



	X		Y		MAXIMUM LOAD ELIGIBLE
	m	ft	m	ft	daN
FORWARD FUSELAGE JACKING POINT A	4.77	15.65	-1.72	-5.64	18 771
WING JACKING POINT B	33.86	111.09	8.71	28.58	90 764
WING JACKING POINT B'	33.86	111.09	-8.71	-28.58	89 247
SAFETY STAY C	62.56	205.25	0	0	7 652

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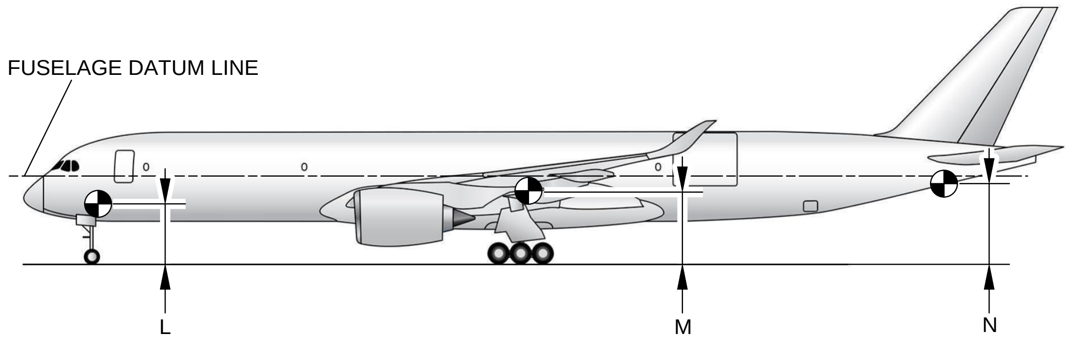
Jacking for Maintenance
(Sheet 1 of 5)
FIGURE-2-14-1-991-007-A01

****ON A/C A350-1000F**



CONFIGURATION	CG POSITION (% MAC)	HEIGHT					
		L		M		N	
		m	ft	m	ft	m	ft
AIRCRAFT ON WHEELS, SHOCK-ABSORBER DEFLATED, TIRES DEFLATED (RH)	21.5	3.07	10.07	4.65 LH 4.10 RH	15.26 LH 13.45 RH	4.83	15.85
	36.07	3.20	10.50	4.64 LH 4.11 RH	15.22 LH 13.48 RH	4.69	15.39
A/C ON JACKS, FDL AT 6.50 m (21.33 ft), A/C FUSELAGE PARALLEL TO THE GROUND, SHOCK-ABSORBER RELAXED, CLEARANCE OF MAIN GEAR WHEELS = 0.40 m (1.31 ft) (STANDARD TIRES 01), CLEARANCE OF NOSE GEAR WHEELS = 0.85 m (2.79 ft) (STANDARD TIRES 01)	21.5	4.32	14.17	5.66	18.57	6.09	19.98
	36.07	4.32	14.17	5.66	18.57	6.09	19.98
AIRCRAFT ON WHEELS (STANDARD TIRES 01) MAXIMUM JACKING WEIGHT = 189 550 kg (417 886.56 lb)	21.5	3.02	9.91	4.56	14.96	5.19	17.03
	36.07	3.14	10.30	4.55	14.93	5.04	16.54
AIRCRAFT ON WHEELS (STANDARD TIRES 01) A/C WEIGHT = 128 400 kg (283 073.78 lb)	21.5	3.10	10.17	4.65	15.26	5.28	17.32
	36.07	3.27	10.73	4.64	15.22	5.08	16.67

NOTE:
01 STANDARD TIRES: NOSE LANDING GEAR = 1 050 x 395 R16
MAIN LANDING GEAR = 50 x 20 R22

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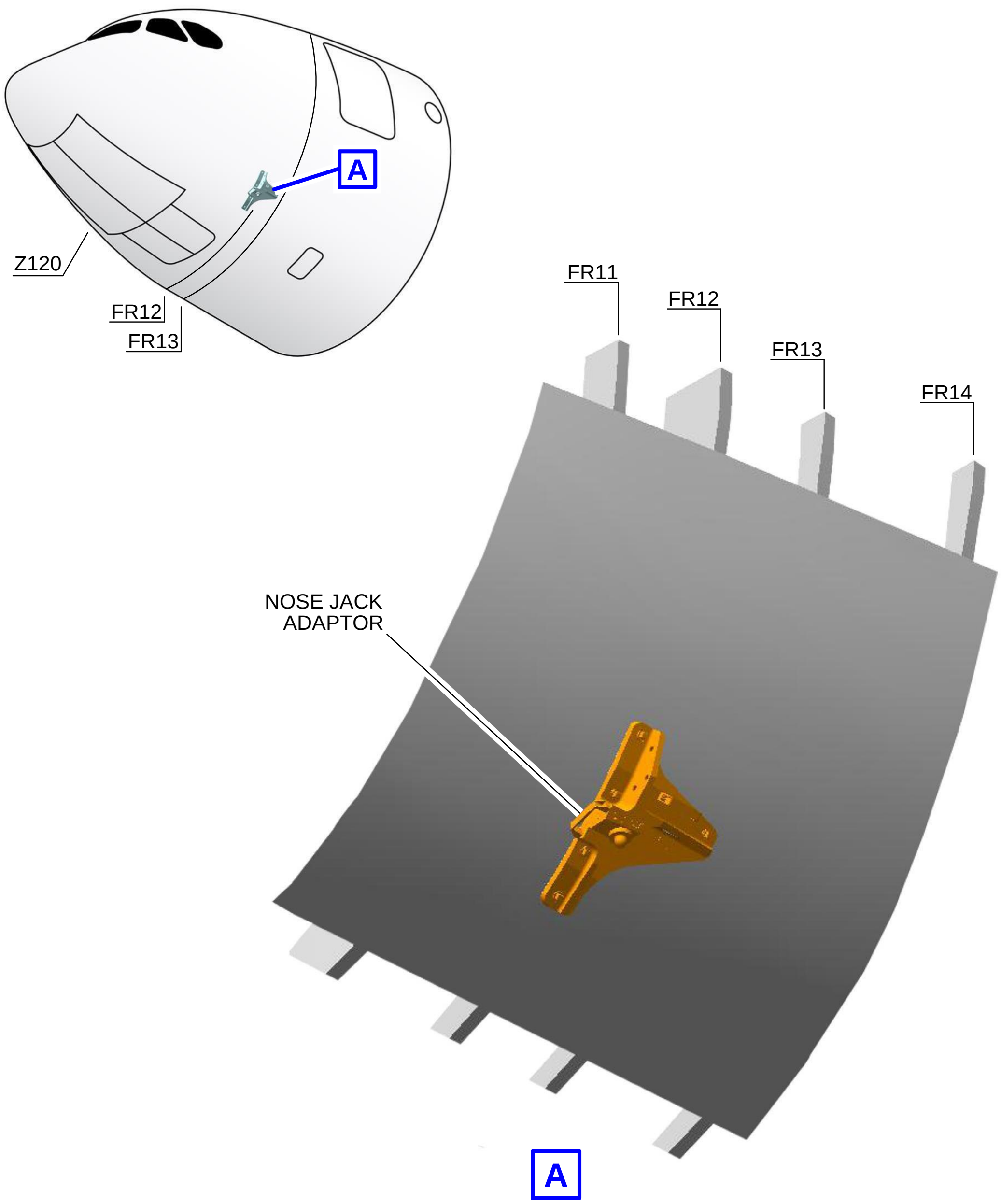
Jacking for Maintenance
(Sheet 2 of 5)
FIGURE-2-14-1-991-007-A01

****ON A/C A350-1000F**



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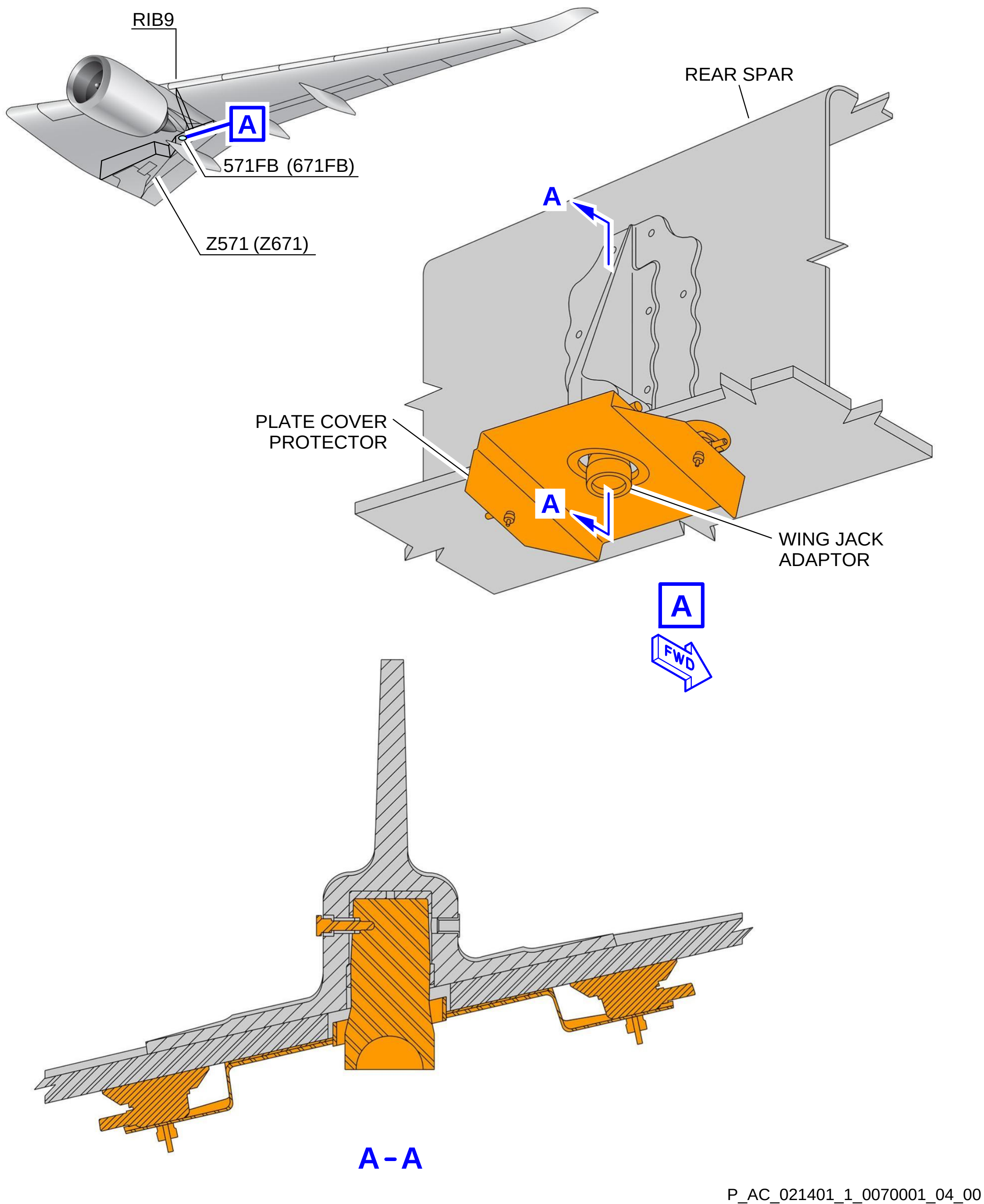
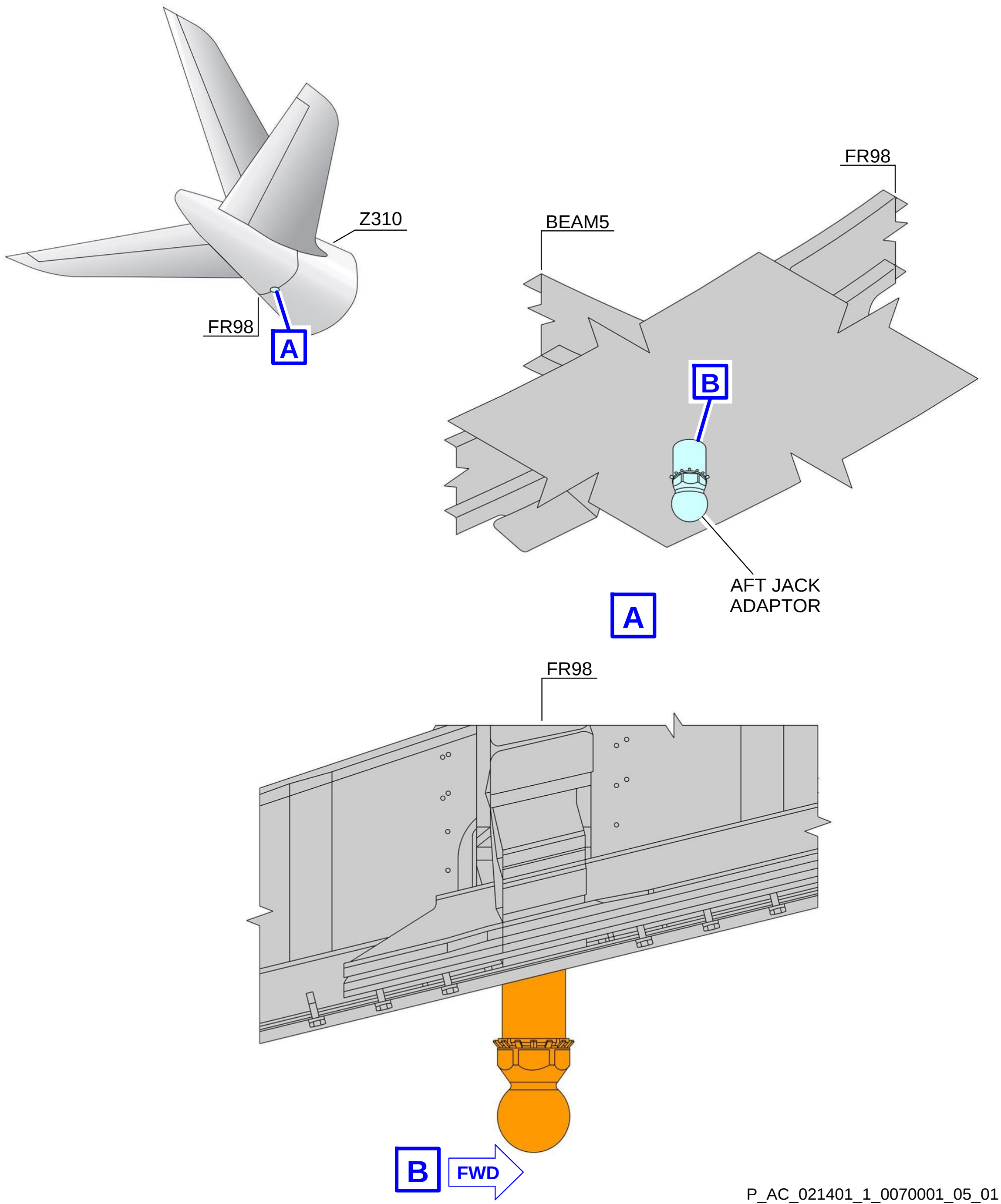
Jacking for Maintenance
(Sheet 3 of 5)
FIGURE-2-14-1-991-007-A01

****ON A/C A350-1000F**



Jacking for Maintenance
(Sheet 4 of 5)
FIGURE-2-14-1-991-007-A01

****ON A/C A350-1000F**



Jacking for Maintenance
(Sheet 5 of 5)
FIGURE-2-14-1-991-007-A01

2-14-2 Jacking of the Landing Gear

****ON A/C A350-1000 A350-1000F A350-900**

Jacking of the Landing Gear

1. General

   To replace either the wheel or brake unit assemblies on any of the landing gears, it is necessary to lift the landing gear with a jack.
   The landing gear can be lifted by a pillar jack or with a cantilever jack.

   NOTE : You can lift the aircraft at Maximum Ramp Weight (MRW).

****ON A/C A350-900**

2. Nose Landing Gear (NLG)

   To lift the NLG axle with a jack, a dome shaped pad is installed between the wheels.
   The reaction loads at the jacking position are shown in FIGURE 2-14-2-991-002-A.

   NOTE : The maximum load at NLG jacking point is 33 758 daN.

3. Main Landing Gear (MLG)

   To lift the MLG bogie with jacks, a dome shaped pad is installed below the forward and aft ends of each bogie beam.
   Each pair of wheels and brake units can be replaced on the end of the bogie that is lifted.
   Both forward and aft ends of the bogie beam can be lifted together, but the bogie beam must be kept level during the lift to prevent damage.
   The reaction loads at the jacking position are shown in FIGURE 2-14-2-991-003-A.

   NOTE : The maximum load at each MLG jacking point is 83 892.5 daN.

****ON A/C A350-1000**

4. Nose Landing Gear (NLG)

   To lift the NLG axle with a jack, a dome shaped pad is installed between the wheels.
   The reaction loads at the jacking position are shown in FIGURE 2-14-2-991-004-A.

   NOTE : The maximum load at NLG jacking point is 34 609 daN.

5. Main Landing Gear (MLG)

   To lift the MLG bogie with jacks, a dome shaped pad is installed below the forward and aft ends of each bogie beam.

Each pair of wheels and brake units can be replaced on the end of the bogie that is lifted. To lift the center MLG wheel off the ground, operate both the forward and aft MLG wheel-change jacks at the same time.
Both forward and aft ends of the bogie beam can be lifted together, but the bogie beam must be kept level during the lift to prevent damage.
The reaction loads at the jacking position are shown in FIGURE 2-14-2-991-005-A.

NOTE : The maximum load at each MLG jacking point is 95 803.5 daN.

****ON A/C A350-1000F**

6. Nose Landing Gear (NLG)

To lift the NLG axle with a jack, a dome shaped pad is installed between the wheels.
The reaction loads at the jacking position are shown in FIGURE 2-14-2-991-006-B.

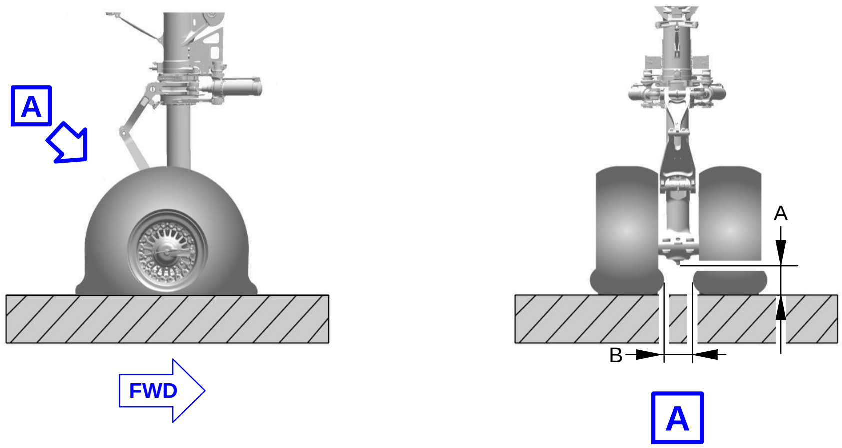
NOTE : The maximum load at NLG jacking point is 38 591 daN.

7. Main Landing Gear (MLG)

To lift the MLG bogie with jacks, a dome shaped pad is installed below the forward and aft ends of each bogie beam.
Each pair of wheels and brake units can be replaced on the end of the bogie that is lifted. To lift the center MLG wheel off the ground, operate both the forward and aft MLG wheel-change jacks at the same time.
Both forward and aft ends of the bogie beam can be lifted together, but the bogie beam must be kept level during the lift to prevent damage.
The reaction loads at the jacking position are shown in FIGURE 2-14-2-991-007-A.

NOTE : The maximum load at each MLG jacking point is 97 170 daN.

****ON A/C A350-900**



- A : DOME HEIGHT
- B : DISTANCE BETWEEN TIRES

A350-900 NLG (1 050 x 395 R16)						
CONFIGURATION (ASSUME ALL OTHER TIRES ON THE A/C ARE INTACT)	WEIGHT (T)	CG (% MAC)	DIM A		DIM B	
			mm	in	mm	in
2 TIRES (NORMAL)	MRW	26.2	291	11.45	261	10.27
1 FLAT TIRE	MRW	26.2	227	8.93	214	8.42
2 FLAT TIRES & 50% RIM FLANGE DAMAGE	MLW	20	75	2.95	191	7.51
2 FLAT TIRES & NO RIM FLANGE DAMAGE	MLW	20	97	3.81	191	7.51

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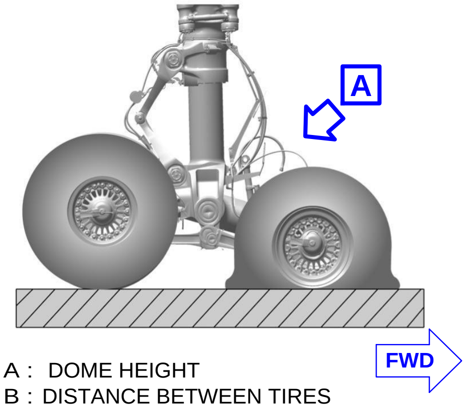
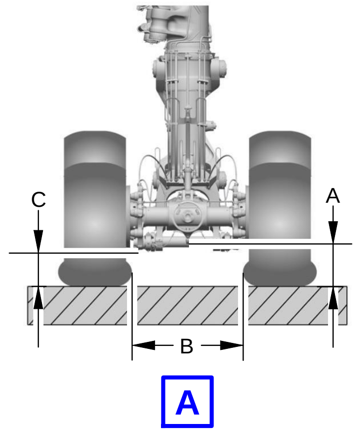
Nose Landing Gear Jacking Point Heights
FIGURE-2-14-2-991-002-A01

****ON A/C A350-900**





- A : DOME HEIGHT
- B : DISTANCE BETWEEN TIRES
- C : DISTANCE BETWEEN BRAKE RODS AND GROUND

A350-900 MLG (1 400 x 530 R23)														
CONFIGURATION (ASSUME ALL OTHER TIRES ON THE A/C ARE INTACT)	WEIGHT (T)	CG (% MAC)	DIM A FORWARD		DIM A AFT		DIM B FORWARD		DIM B AFT		DIM C FORWARD		DIM C AFT	
			mm	in	mm	in	mm	in	mm	in	mm	in	mm	in
4 TIRES (NORMAL)	MRW	33.2	378	14.88	378	14.88	1 029	40.51	1 036	40.78	267	10.51	267	10.51
FORWARD INNER TIRE UNSERVICEABLE	MRW	33.2	304	11.96	381	15.00	981	38.62	1 041	40.98	194	7.63	271	10.66
FORWARD OUTER TIRE UNSERVICEABLE	MRW	33.2	285	11.22	374	14.72	974	38.34	1 033	40.66	175	6.88	264	10.39
AFT INNER TIRE UNSERVICEABLE	MRW	33.2	381	15.00	304	11.96	1 032	40.62	983	38.70	271	10.66	193	7.59
AFT OUTER TIRE UNSERVICEABLE	MRW	33.2	374	14.72	285	11.22	1 025	40.35	975	38.38	264	10.39	175	6.88
2 FLAT FORWARD TIRES & 50% RIM DAMAGE	MLW	42	129	5.07	404	15.90	967	38.07	1 071	42.16	18	0.70	293	11.53
2 FLAT AFT TIRES & 50% RIM DAMAGE	MLW	42	404	15.90	129	5.07	1 060	41.73	967	38.07	293	11.53	18	0.70
4 FLAT TIRES & 50% RIM DAMAGE	MLW	42	136	5.35	136	5.35	967	38.07	967	38.07	26	1.02	26	1.02
2 FLAT FORWARD TIRES & NO RIM DAMAGE	MLW	42	159	6.25	403	15.86	967	38.07	1 071	42.16	48	1.88	293	11.53
2 FLAT AFT TIRES & NO RIM DAMAGE	MLW	42	403	15.86	159	6.25	1 059	41.69	967	38.07	293	11.53	48	1.88
4 FLAT TIRES & NO RIM DAMAGE	MLW	42	166	6.53	166	6.53	967	38.07	967	38.07	55	2.16	55	2.16

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Main Landing Gear Jacking Point Heights
(Sheet 1 of 2)
FIGURE-2-14-2-991-003-A01

****ON A/C A350-900**

CONFIGURATION (ASSUME ALL OTHER TIRES ON THE A/C ARE INTACT)	WEIGHT (T)	CG (% MAC)	DIM A FORWARD		DIM A AFT		DIM B FORWARD		DIM B AFT		DIM C FORWARD		DIM C AFT	
			mm	in	mm	in	mm	in	mm	in	mm	in	mm	in
TIRE CHANGE														
FORWARD MAX GROWN TIRE 25 mm FROM GROUND	MRW	33.2	541	21.29	378	14.88	1 113	43.81	1 029	40.51	431	16.96	268	10.55
AFT MAX GROWN TIRE 25 mm FROM GROUND	MRW	33.2	378	14.88	541	21.29	1 029	40.51	1 113	43.81	268	10.55	430	16.92
8 FLAT TIRES & 50% RIM DAMAGE	MRW	26.2	118	4.64	118	4.64	967	38.07	967	38.07	7	0.27	7	0.27
8 FLAT TIRES & NO RIM DAMAGE	MRW	26.2	149	5.86	149	5.86	967	38.07	967	38.07	39	1.53	39	1.53

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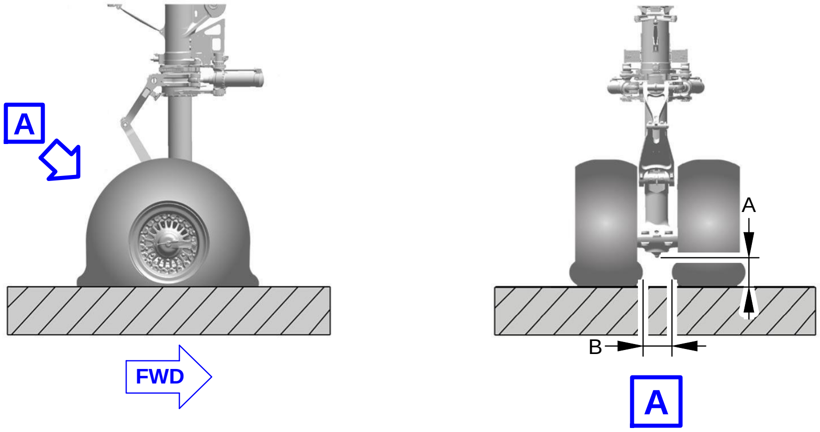
Main Landing Gear Jacking Point Heights
2 of 2)
2-14-2-991-003-A01

****ON A/C A350-1000**



- A : DOME HEIGHT
- B : DISTANCE BETWEEN TIRES

A350-1000 NLG (1 050x395R16)						
CONFIGURATION (ASSUME ALL OTHER TIRES ON THE A/C ARE INTACT)	WEIGHT (T)	CG (% MAC)	DIM A		DIM B	
			mm	in	mm	in
2 TIRES (NORMAL)	MRW	25	299.47	11.79	276	10.87
1 FLAT TIRE	MRW	25	251.29	9.89	236	9.29
2 FLAT TIRES & 50% RIM FLANGE DAMAGE	MLW	21.5	81.01	3.19	190.8	7.51
2 FLAT TIRES & NO RIM FLANGE DAMAGE	MLW	21.5	103.23	4.06	190.8	7.51

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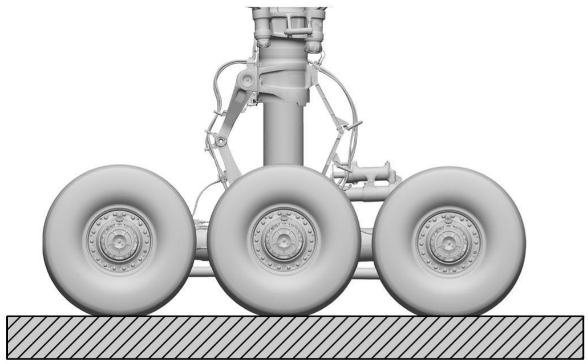
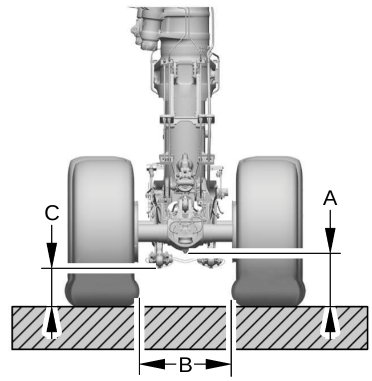
Nose Landing Gear Jacking Point Heights
FIGURE-2-14-2-991-004-A01

**ON A/C A350-1000





- A : DOME HEIGHT
- B : DISTANCE BETWEEN TIRES
- C : DISTANCE BETWEEN BRAKE RODS AND GROUND

A350-1000 MLG (50x20R22)														
CONFIGURATION (ASSUME ALL OTHER TIRES ON THE A/C ARE INTACT)	WEIGHT (T)	CG (% MAC)	DIM A FORWARD		DIM A AFT		DIM B FORWARD		DIM B AFT		DIM C FORWARD		DIM C AFT	
			mm	in	mm	in	mm	in	mm	in	mm	in	mm	in
6 TIRES (NORMAL)	MRW	34	355	13.98	355	13.98	780	30.71	780	30.71	234	9.21	234	9.21
FORWARD INNER TIRE UNSERVICEABLE	MRW	34	306	12.05	367	14.45	754	29.69	790	31.10	184	7.24	246	9.69
FORWARD OUTER TIRE UNSERVICEABLE	MRW	34	299	11.77	365	14.37	752	29.61	788	31.02	178	7.01	244	9.61
MID INNER TIRE UNSERVICEABLE	MRW	34	342	13.46	342	13.46	771	30.35	771	30.35	220	8.66	220	8.66
MID OUTER TIRE UNSERVICEABLE	MRW	34	339	13.35	339	13.35	769	30.28	769	30.28	217	8.54	217	8.54
AFT INNER TIRE UNSERVICEABLE	MRW	34	367	14.45	306	12.05	790	31.10	754	29.69	246	9.69	184	7.24
AFT OUTER TIRE UNSERVICEABLE	MRW	34	365	14.37	299	11.77	788	31.02	752	29.61	244	9.61	178	7.01
2 FLAT FORWARD TIRES & 50% RIM DAMAGE	MLW	41.1	127	5.00	435	17.13	722	28.43	876	34.49	6	0.24	314	12.36
2 FLAT MID TIRES & 50% RIM DAMAGE	MLW	41.1	343	13.50	343	13.50	772	30.39	772	30.39	222	8.74	222	8.74
2 FLAT AFT TIRES & 50% RIM DAMAGE	MLW	41.1	435	17.13	127	5.00	876	34.49	722	28.43	314	12.36	6	0.24

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Main Landing Gear Jacking Point Heights
(Sheet 1 of 2)
FIGURE-2-14-2-991-005-A01

****ON A/C A350-1000**

A350-1000 MLG (50x20R22)														
CONFIGURATION (ASSUME ALL OTHER TIRES ON THE A/C ARE INTACT)	WEIGHT (T)	CG (% MAC)	DIM A FORWARD		DIM A AFT		DIM B FORWARD		DIM B AFT		DIM C FORWARD		DIM C AFT	
			mm	in	mm	in	mm	in	mm	in	mm	in	mm	in
6 FLAT TIRES & 50% RIM DAMAGE	MLW	41.1	135	5.31	135	5.31	722	28.43	722	28.43	13	0.51	13	0.51
2 FLAT FORWARD TIRES & NO RIM DAMAGE	MLW	41.1	150	5.91	428	16.85	722	28.43	865	34.06	29	1.14	307	12.09
2 FLAT MID TIRES & NO RIM DAMAGE	MLW	41.1	343	13.50	343	13.50	772	30.39	772	30.39	222	8.74	222	8.74
2 FLAT AFT TIRES & NO RIM DAMAGE	MLW	41.1	428	16.85	150	5.91	865	34.06	722	28.43	307	12.09	29	1.14
6 FLAT TIRES & NO RIM DAMAGE	MLW	41.1	157	6.18	157	6.18	722	28.43	722	28.43	36	1.42	36	1.42

A350-1000 MLG (50x20R22)														
CONFIGURATION (ASSUME ALL OTHER TIRES ON THE A/C ARE INTACT)	WEIGHT (T)	CG (% MAC)	DIM A FORWARD		DIM A AFT		DIM B FORWARD		DIM B AFT		DIM C FORWARD		DIM C AFT	
			mm	in	mm	in	mm	in	mm	in	mm	in	mm	in
TIRE CHANGE														
FORWARD MAX GROWN TIRE 25 mm FROM GROUND	MRW	34	486	19.13	332	13.07	876	34.49	765	30.12	365	14.37	211	8.31
AFT MAX GROWN TIRE 25 mm FROM GROUND	MRW	34	332	13.07	486	19.13	765	30.12	876	34.49	211	8.31	365	14.37
12 FLAT TIRES & 50% RIM DAMAGE	MRW	25	120	4.72	120	4.72	722	28.43	722	28.43	0	0	0	0
12 FLAT TIRES & NO RIM DAMAGE	MRW	34	144	5.67	144	5.67	722	28.43	722	28.43	23	0.91	23	0.91

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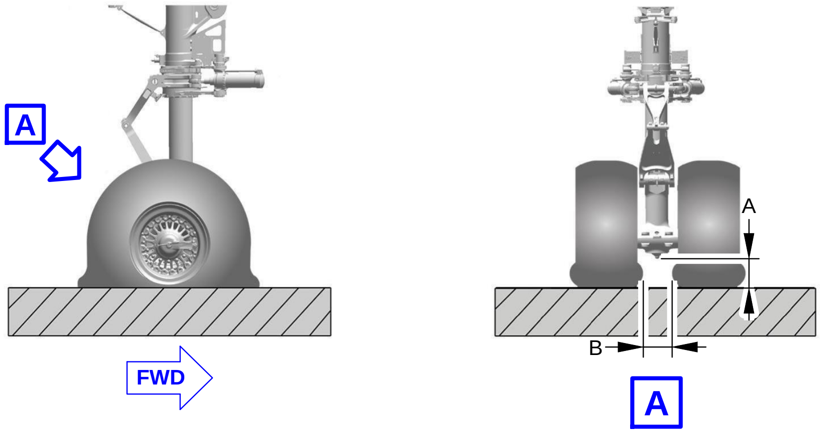
Main Landing Gear Jacking Point Heights
(Sheet 2 of 2)
FIGURE-2-14-2-991-005-A01

**ON A/C A350-1000F



- A : DOME HEIGHT
- B : DISTANCE BETWEEN TIRES

A350-1000F NLG (1 050x395R16)						
CONFIGURATION (ASSUME ALL OTHER TIRES ON THE A/C ARE INTACT)	WEIGHT (T)	CG (% MAC)	DIM A		DIM B	
			mm	in	mm	in
2 TIRES (NORMAL)	MRW	25.3	283	11.14	260.5	10.26
1 FLAT TIRE	MRW	25.3	220.9	8.7	218	8.58
2 FLAT TIRES & 50% RIM FLANGE DAMAGE	MLW	21.5	81	3.19	190.8	7.51
2 FLAT TIRES & NO RIM FLANGE DAMAGE	MLW	21.5	103.2	4.06	190.8	7.51

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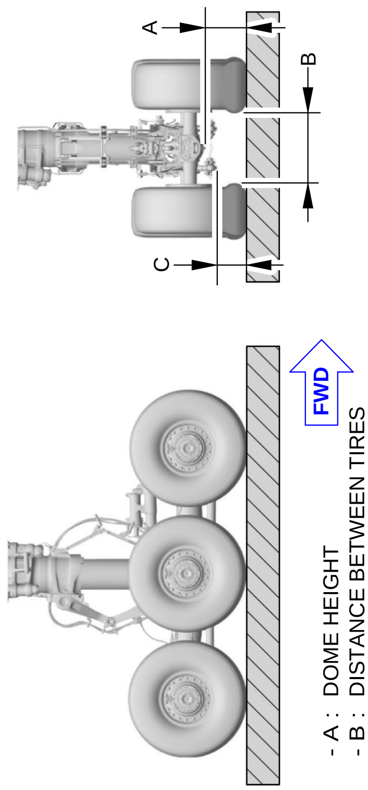
Nose Landing Gear Jacking Point Heights
2-14-2-991-006-B01

****ON A/C A350-1000F**



- A : DOME HEIGHT
- B : DISTANCE BETWEEN TIRES
- C : DISTANCE BETWEEN BRAKE RODS AND GROUND

A350-1000F MLG (50x20R22)

CONFIGURATION (ASSUME ALL OTHER TIRES ON THE A/C ARE INTACT)	WEIGHT (T)	CG (% MAC)	DIM A FORWARD		DIM A AFT		DIM B FORWARD		DIM B AFT		DIM C FORWARD		DIM C AFT	
			mm	in	mm	in	mm	in	mm	in	mm	in	mm	in
6 TIRES (NORMAL)	MRW	30.8	389.39	15.33	389.39	15.33	776.77	30.58	776.77	30.58	229.4	9.03	229.4	9.03
FORWARD INNER TIRE UNSERVICEABLE	MRW	30.8	336.73	13.26	400.84	15.78	751.24	29.58	785.3	30.92	176.74	6.96	240.85	9.48
FORWARD OUTER TIRE UNSERVICEABLE	MRW	30.8	329.19	12.96	397.8	15.66	748.31	29.46	782.93	30.82	169.2	6.66	237.81	9.36
MID INNER TIRE UNSERVICEABLE	MRW	30.8	374.31	14.74	374.31	14.74	767.15	30.2	767.15	30.2	214.32	8.44	214.32	8.44
MID OUTER TIRE UNSERVICEABLE	MRW	30.8	370.74	14.6	370.74	14.6	765.14	30.12	765.14	30.12	210.75	8.3	210.75	8.3
AFT INNER TIRE UNSERVICEABLE	MRW	30.8	400.84	15.78	336.73	13.26	785.3	30.92	751.24	29.58	240.85	9.48	176.74	6.96
AFT OUTER TIRE UNSERVICEABLE	MRW	30.8	397.8	15.66	329.19	12.96	782.93	30.82	748.31	29.46	237.81	9.36	169.2	6.66
2 FLAT FORWARD TIRES & 50% RIM DAMAGE	MLW	41.1	158.84	6.25	456.42	17.97	722.43	28.44	846.66	33.33	0	0	296.43	11.67
2 FLAT MID TIRES & 50% RIM DAMAGE	MLW	41.1	369.65	14.55	369.65	14.55	764.54	30.1	764.54	30.1	209.66	8.25	209.66	8.25
2 FLAT AFT TIRES & 50% RIM DAMAGE	MLW	41.1	456.42	17.97	158.84	6.25	846.66	33.33	722.43	28.44	296.43	11.67	0	0

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Main Landing Gear Jacking Point Heights
1 of 2)
2-14-2-991-007-A01

**ON A/C A350-1000F

A350-1000F MLG (50x20R22)														
CONFIGURATION (ASSUME ALL OTHER TIRES ON THE A/C ARE INTACT)	WEIGHT (T)	CG (% MAC)	DIM A FORWARD		DIM A AFT		DIM B FORWARD		DIM B AFT		DIM C FORWARD		DIM C AFT	
			mm	in	mm	in	mm	in	mm	in	mm	in	mm	in
6 FLAT TIRES & 50% RIM DAMAGE	MLW	41.1	158.84	6.25	158.84	6.25	722.43	28.44	722.43	28.44	0	0	0	0
2 FLAT FORWARD TIRES & NO RIM DAMAGE	MLW	41.1	182.62	7.19	450.58	17.74	722.43	28.44	837.89	32.99	22.63	0.89	290.59	11.44
2 FLAT MID TIRES & NO RIM DAMAGE	MLW	41.1	369.65	14.55	369.65	14.55	764.54	30.1	764.54	30.1	209.66	8.25	209.66	8.25
2 FLAT AFT TIRES & NO RIM DAMAGE	MLW	41.1	450.58	17.74	182.62	7.19	837.89	32.99	722.43	28.44	290.59	11.44	22.63	0.89
6 FLAT TIRES & NO RIM DAMAGE	MLW	41.1	182.62	7.19	182.62	7.19	722.43	28.44	722.43	28.44	22.63	0.89	22.63	0.89
TIRE CHANGE														
FORWARD MAX GROWN TIRE 25 mm FROM GROUND	MRW	30.8	528.2	20.8	368.42	14.5	876	34.49	763.88	30.07	368.21	14.5	208.43	8.21
AFT MAX GROWN TIRE 25 mm FROM GROUND	MRW	30.8	368.42	14.5	528.2	20.8	763.88	30.07	876	34.49	208.43	8.21	368.21	14.5
12 FLAT TIRES & 50% RIM DAMAGE	MRW	30.8	158.68	6.25	158.68	6.25	722.43	28.44	722.43	28.44	0	0	0	0

P_AC_021402_1_0070001_02_00

Main Landing Gear Jacking Point Heights
2 of 2)
2-14-2-991-007-A01

AIRCRAFT PERFORMANCE

3-1-0 General Information

****ON A/C A350-1000 A350-1000F A350-900**

General Information

1. Standard day temperatures for the altitudes shown are tabulated below:

STANDARD DAY TEMPERATURES FOR THE ALTITUDES			
ALTITUDE		STANDARD DAY TEMPERATURE	
FEET	METERS	°F	°C
0	0	59.0	15.0
2 000	610	51.9	11.1
4 000	1 220	44.7	7.1
6 000	1 830	37.6	3.1
8 000	2 440	30.5	-0.8

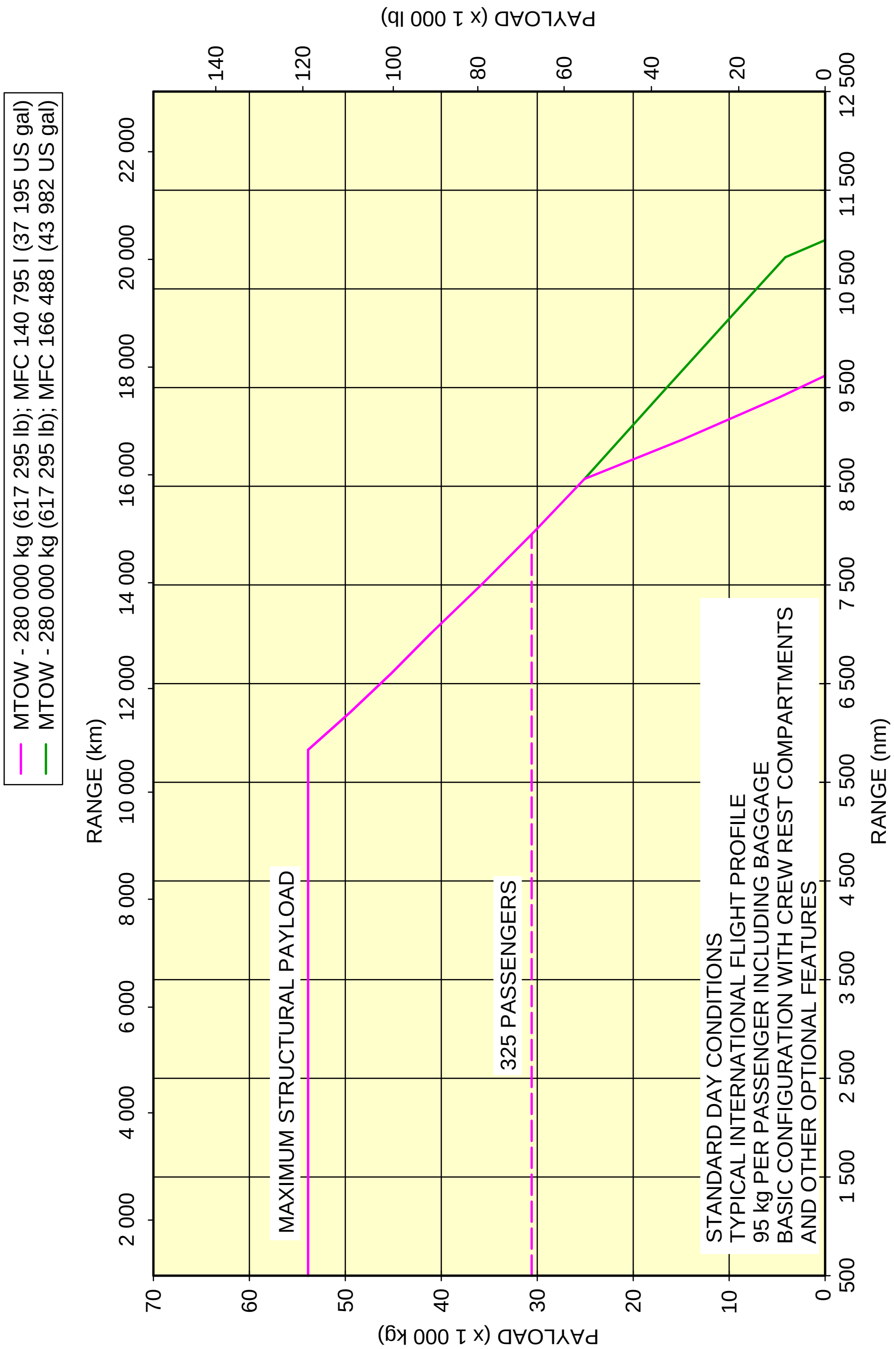
3-2-0 Payload/Range - ISA Conditions

****ON A/C A350-1000 A350-900**

Payload/Range - ISA Conditions

1. This section provides the payload/range at ISA conditions.

**ON A/C A350-900

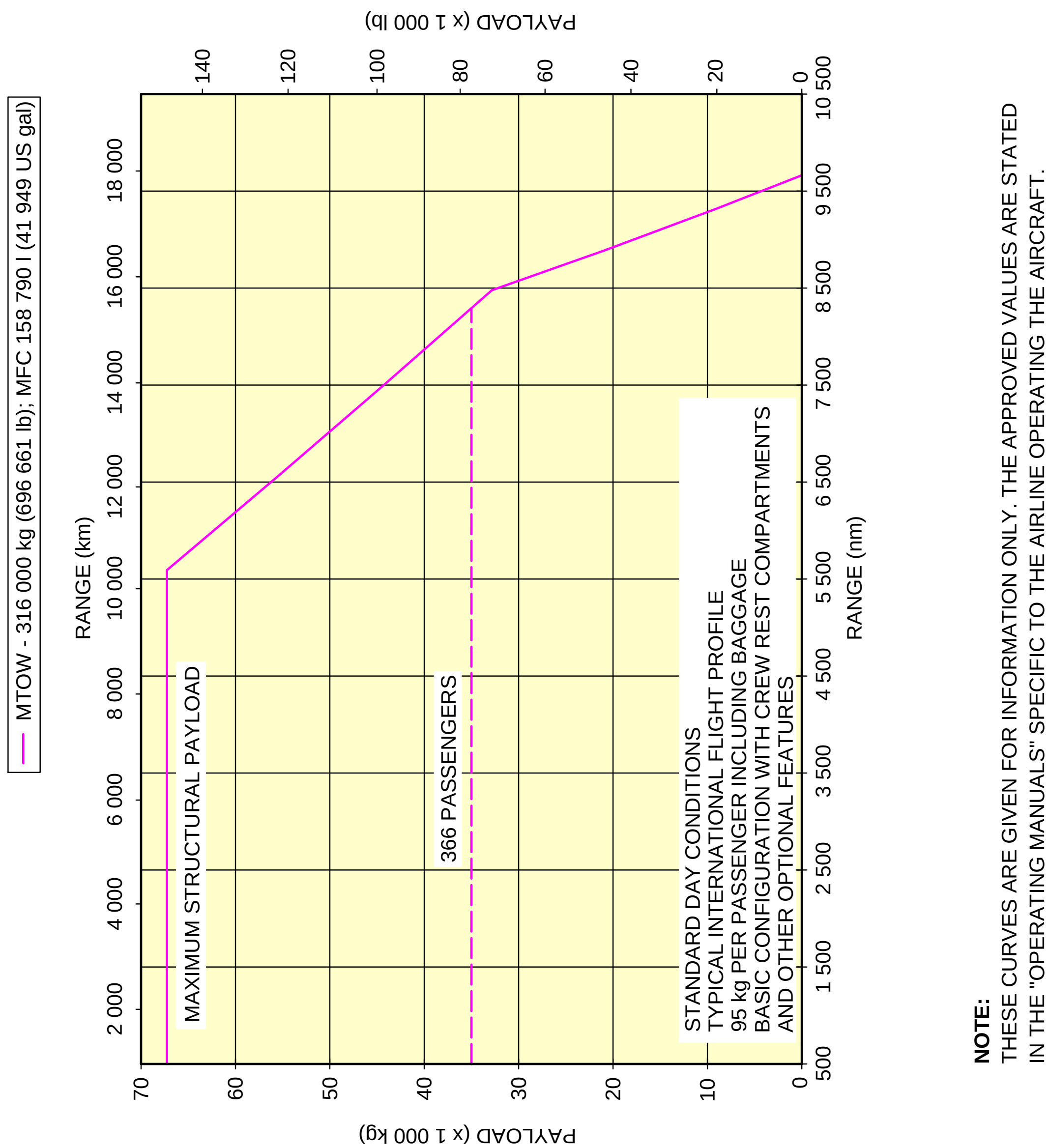


NOTE:
THESE CURVES ARE GIVEN FOR INFORMATION ONLY. THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

P_AC_030200_1_0010001_01_02

Payload/Range - ISA Conditions
FIGURE-3-2-0-991-001-A01

****ON A/C A350-1000**



P_AC_030200_1_0020001_01_01

Payload/Range - ISA Conditions
FIGURE-3-2-0-991-002-A01

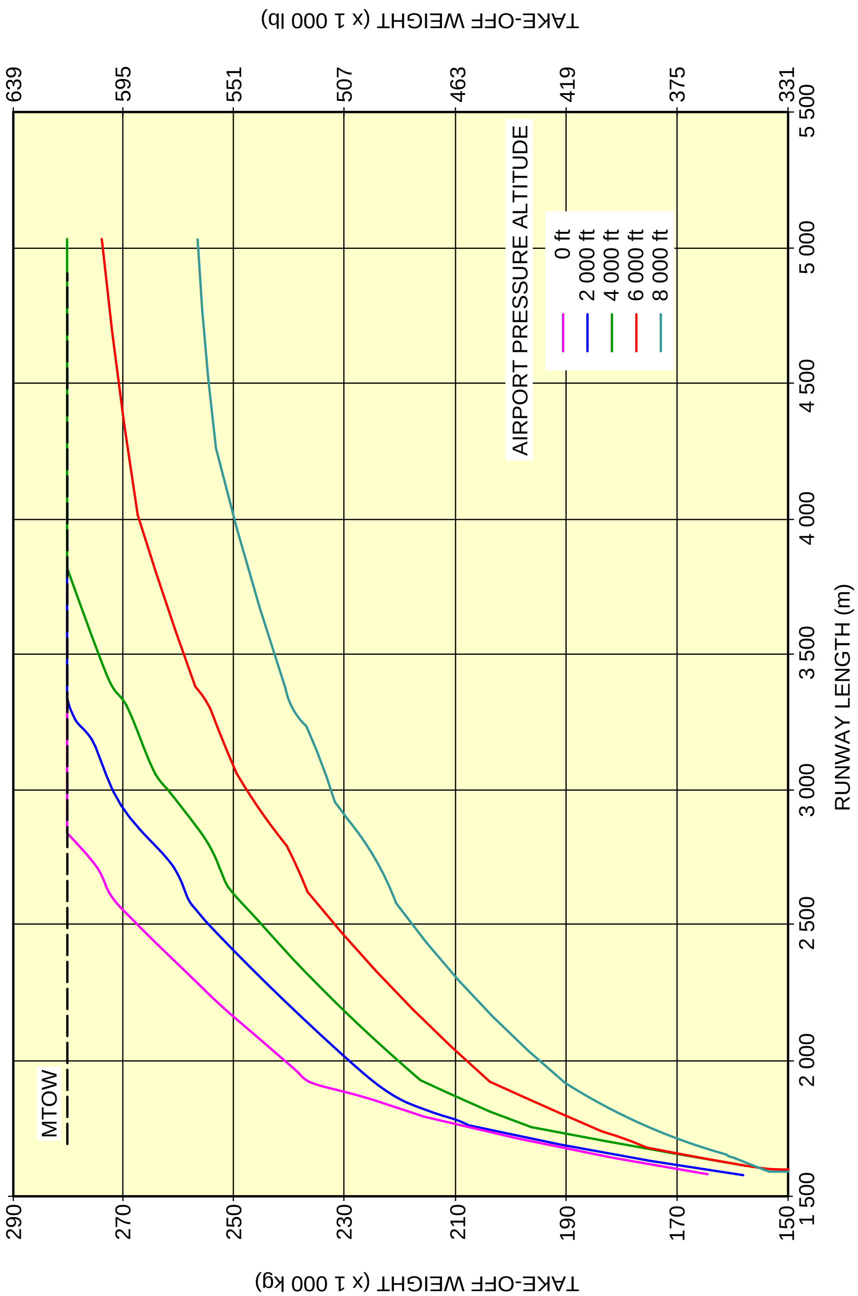
3-3-0 Take-Off Weight Limitation

****ON A/C A350-1000 A350-900**

Take-Off Weight Limitation

1. This section provides the take-off weight limitation at ISA conditions and ISA + 15 °C (ISA + 27 °F) conditions on a dry runway.

****ON A/C A350-900**

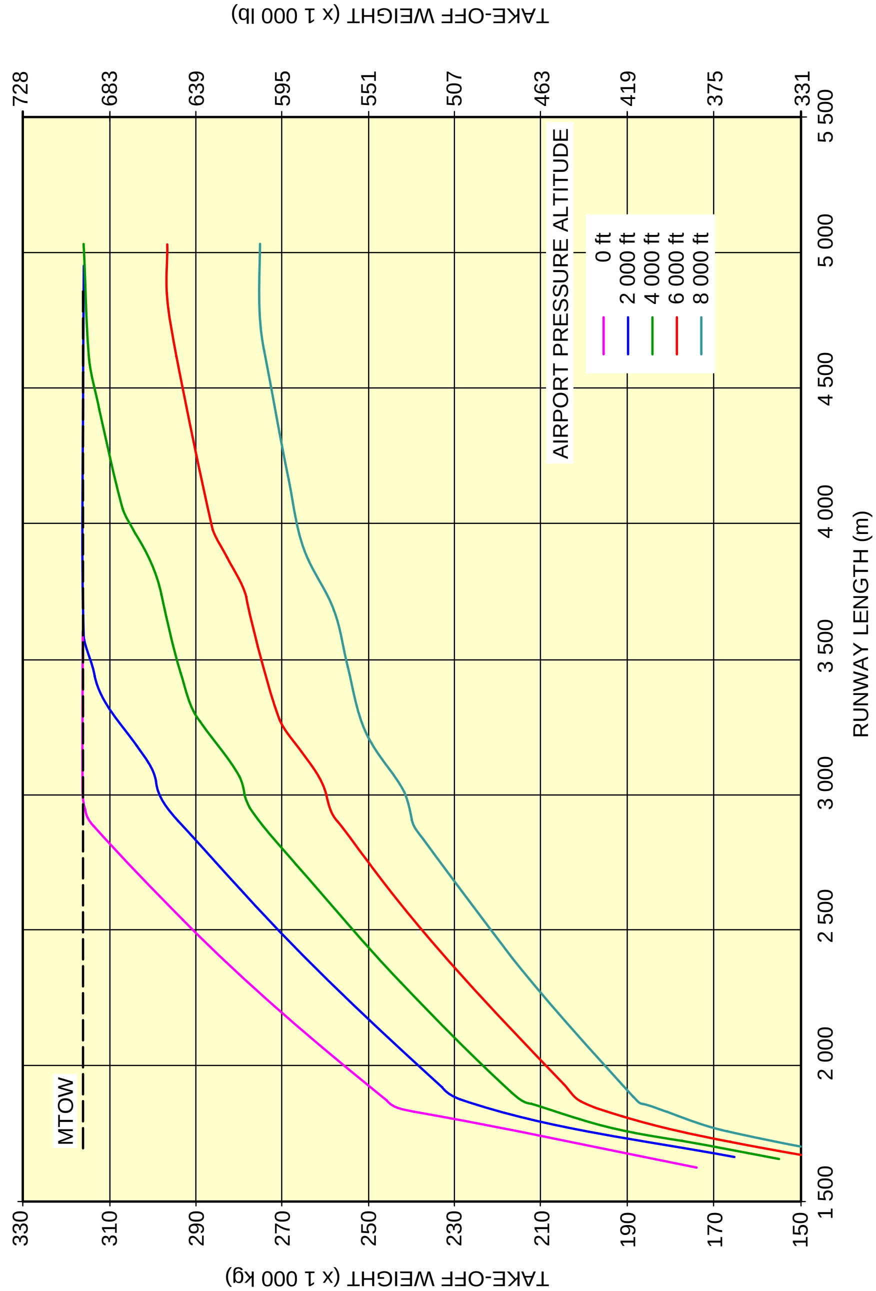


NOTE:
THESE CURVES ARE GIVEN FOR INFORMATION ONLY. THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

P_AC_030300_1_0010001_01_02

ISA Conditions
FIGURE-3-3-0-991-001-A01

****ON A/C A350-1000**

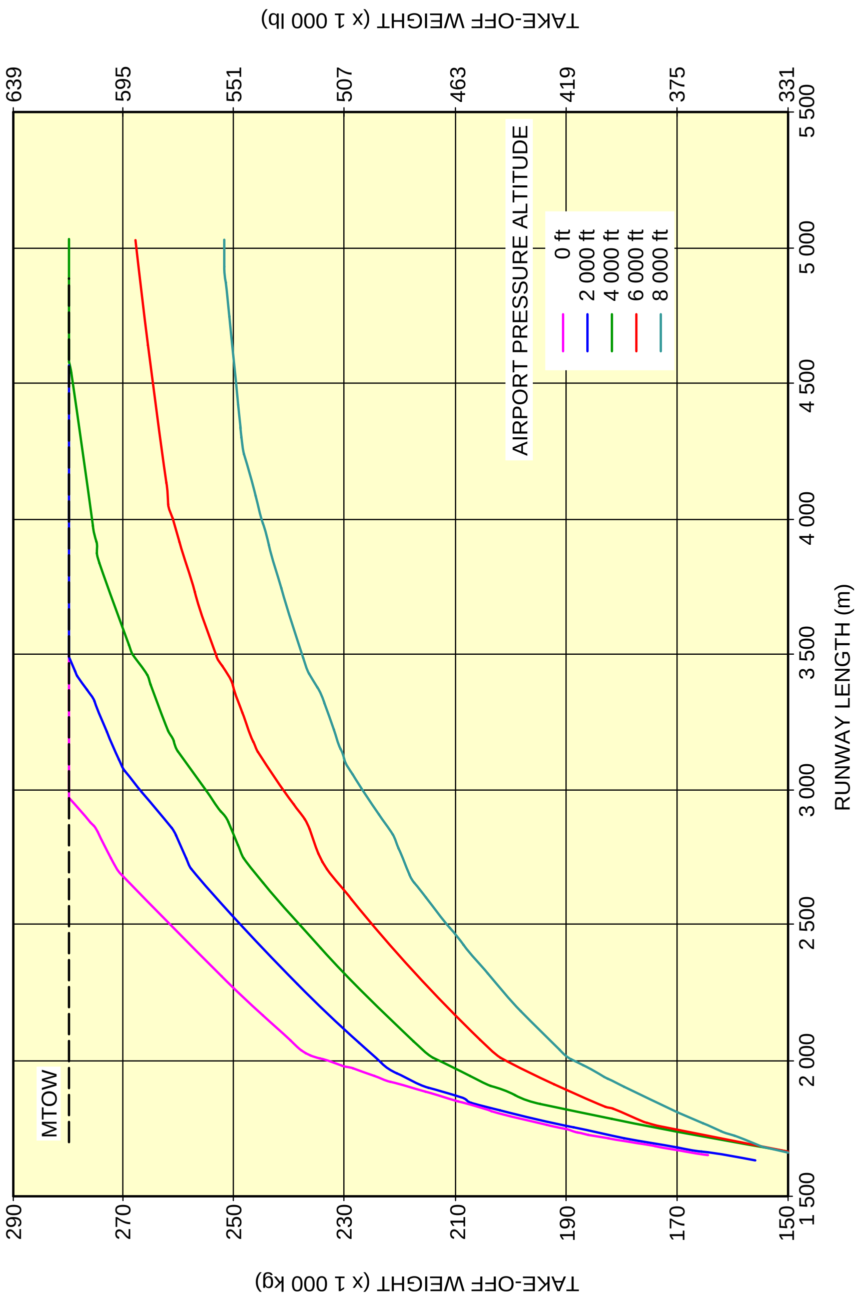


NOTE:
THESE CURVES ARE GIVEN FOR INFORMATION ONLY. THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

P_AC_030300_1_0010005_01_00

ISA Conditions
FIGURE-3-3-0-991-001-E01

****ON A/C A350-900**

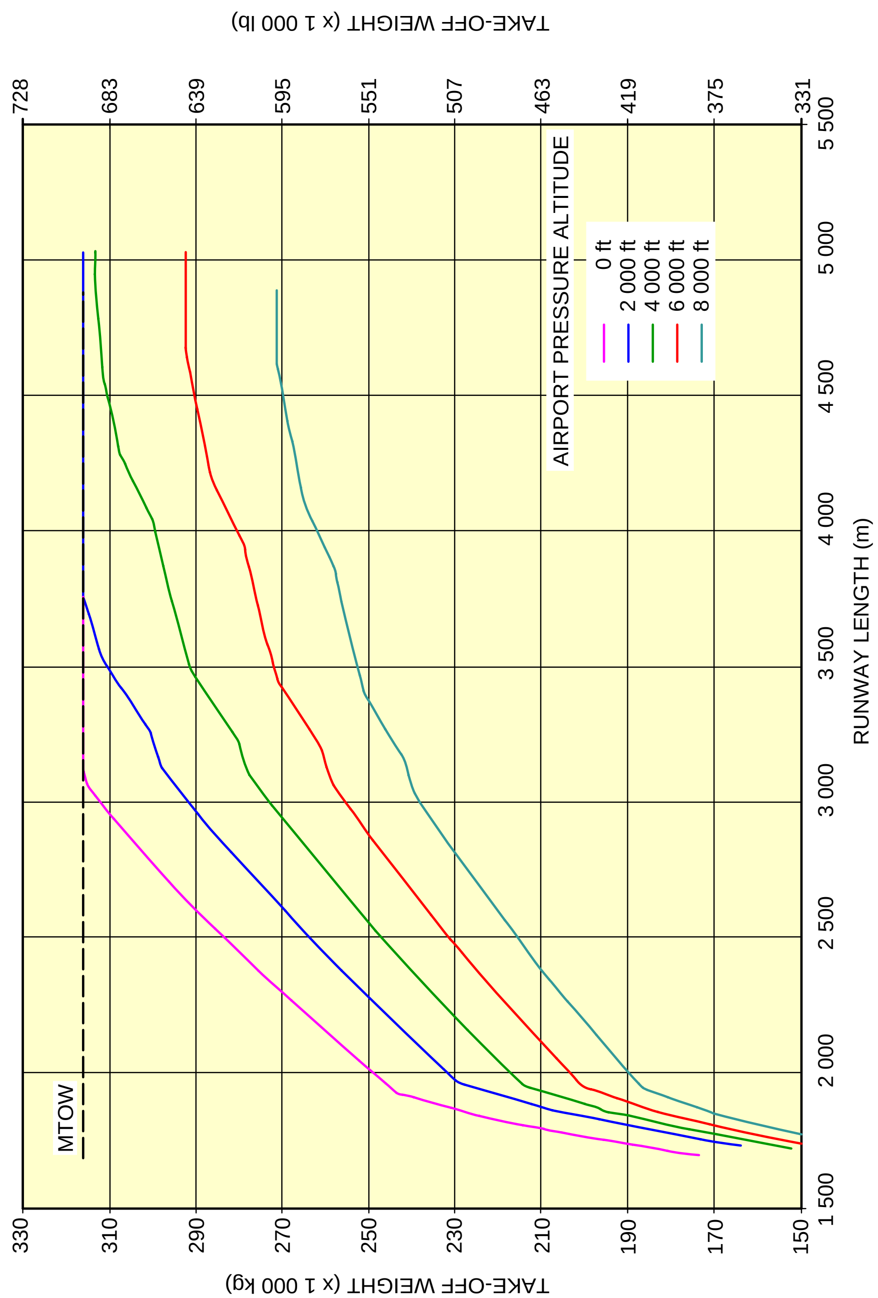


NOTE:
THESE CURVES ARE GIVEN FOR INFORMATION ONLY. THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

P_AC_030300_1_0020001_01_02

ISA + 15 °C (ISA + 27 °F) Conditions
FIGURE-3-3-0-991-002-A01

****ON A/C A350-1000**



NOTE:
THESE CURVES ARE GIVEN FOR INFORMATION ONLY. THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

P_AC_030300_1_0020002_01_00

ISA + 15 °C (ISA + 27 °F) Conditions
FIGURE-3-3-0-991-002-B01

3-3-3 Aerodrome Reference Code

****ON A/C A350-1000 A350-1000F A350-900**

Aerodrome Reference Code

1. A350-900 and A350-1000 can operate on aerodromes classified as code 4E as per ICAO Aerodrome Reference Code.

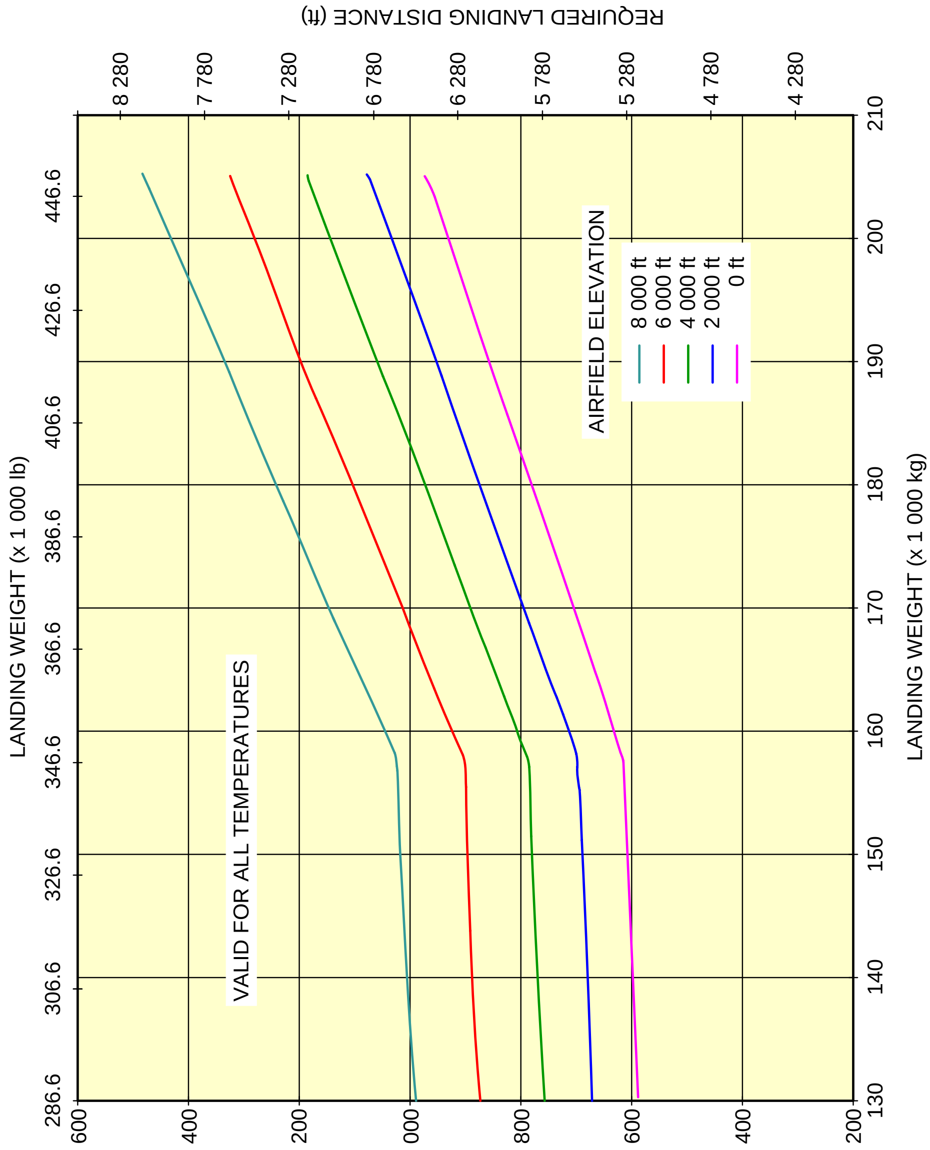
3-4-0 Landing Field Length

****ON A/C A350-1000 A350-900**

Landing Field Length

1. This section gives the landing field length on a dry runway.

****ON A/C A350-900**

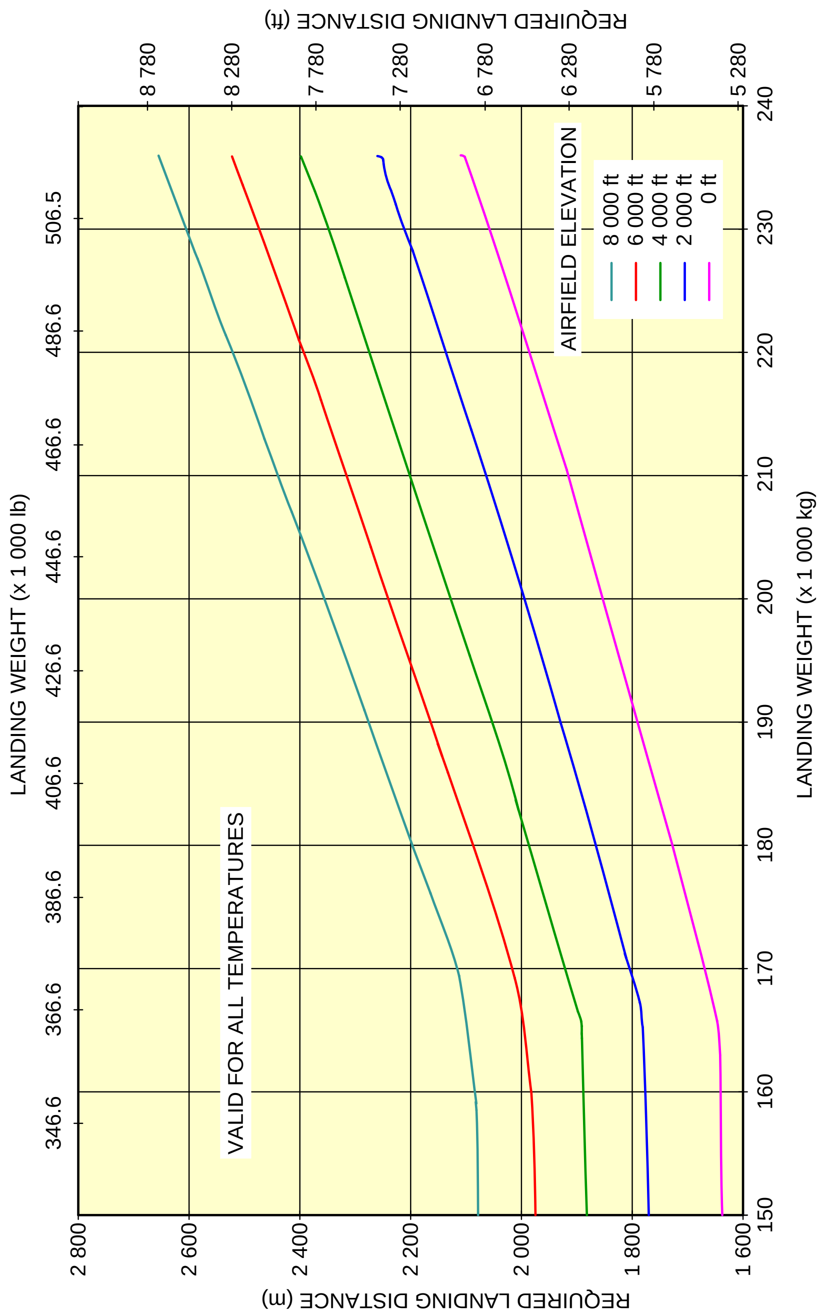


NOTE:
THESE CURVES ARE GIVEN FOR INFORMATION ONLY. THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

P_AC_030400_1_0010001_01_02

Landing Field Length
FIGURE-3-4-0-991-001-A01

****ON A/C A350-1000**



NOTE:
THESE CURVES ARE GIVEN FOR INFORMATION ONLY. THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

P_AC_030400_1_0020002_01_00

Landing Field Length
FIGURE-3-4-0-991-002-B01

3-5-0 Final Approach Speed

****ON A/C A350-1000 A350-900**

Final Approach Speed

1. This section gives the final approach speed. It is defined as the indicated airspeed at threshold in the landing configuration, at the certificated maximum flap setting and Maximum Landing Weight (MLW), in standard atmospheric conditions. The approach speed is used to classify the aircraft into an aircraft approach category, a grouping of aircraft based on the indicated airspeed at threshold.

****ON A/C A350-900**

2. The final approach speed is 140 kt at a MLW of 207000 kg (456357 lb) and classifies the aircraft into the Aircraft Approach Category C.

   NOTE : This value is given for information only.

****ON A/C A350-1000**

3. The final approach speed is 147 kt at a MLW of 236000 kg (520291 lb) and classifies the aircraft into the Aircraft Approach Category D.

   NOTE : This value is given for information only.

GROUND MANEUVERING

4-1-0 General Information

****ON A/C A350-1000 A350-1000F A350-900**

General Information

1. This section gives aircraft turning capability and maneuvering characteristics.

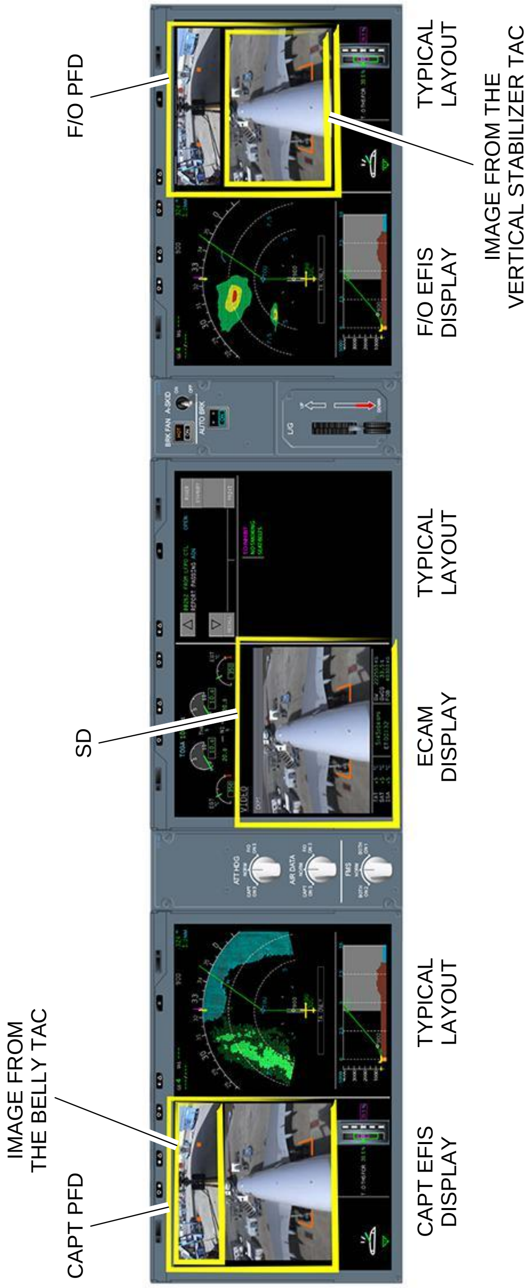
   For ease of presentation, this data has been determined from the theoretical limits imposed by the geometry of the aircraft, and where noted, gives for a normal allowance for tire slippage. As such, it reflects the turning capability of the aircraft in favorable operating circumstances. This data should only be used as a guideline for the method of determination of such parameters and for the maneuvering characteristics of this aircraft type.
   In the ground operating mode, varying airline practices may demand that more conservative turning procedures be adopted to avoid excessive tire wear and reduce possible maintenance problems. Airline operating techniques will vary in the level of performance, over a wide range of operating circumstances throughout the world. Variations from standard aircraft operating patterns may be necessary to satisfy physical constraints within the maneuvering area, such as adverse grades, limited area or high risk of jet blast damage. For these reasons, ground maneuvering requirements should be coordinated with the airlines in question prior to layout planning.

   NOTE : The following chapter takes into account ICAO Annex 14 to the Convention on International Civil Aviation, Aerodromes - Volume I, Aerodrome Design and Operations, Ninth Edition, July 2022.

2. The longer wheelbase aircrafts have an additional system which supports the flight crew to manage the margins of the inner main landing gear with related to the taxiway edge. This system is called as ETACS (External Taxi Aid Camera System) that has two cameras and gives the external view to the pilot in control on the Primary Flight Display (PFD). ETACS is a standard equipment on A350-1000 and optional on A350-900.

   NOTE : To look outer side through the cockpit window is the primary means to find when to start turns and to make sure that the aircraft position is in relation to the ground track.

****ON A/C A350-1000 A350-1000F A350-900**



ETACS
FIGURE-4-1-0-991-001-A01

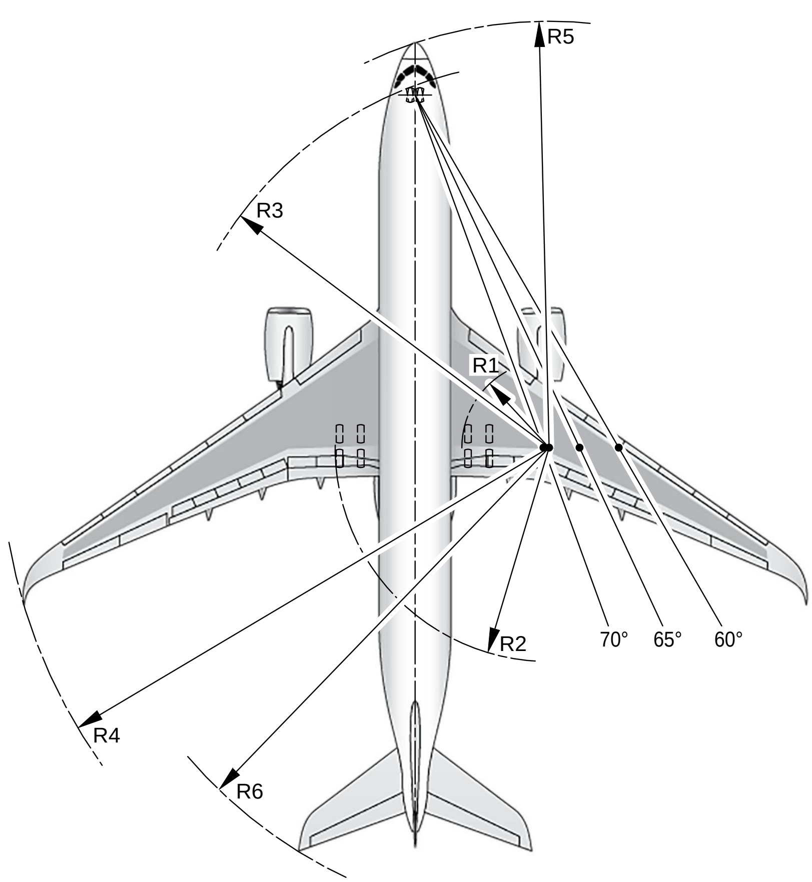
4-2-0 Turning Radii

****ON A/C A350-1000 A350-1000F A350-900**

Turning Radii

1. This section provides the turning radii.

****ON A/C A350-900**



NOTE:
FOR TURNING RADII VALUES, REFER TO SHEET 2.

P_AC_040200_1_0010001_01_01

Turning Radii
(Sheet 1 of 2)
FIGURE-4-2-0-991-001-A01

****ON A/C A350-900**

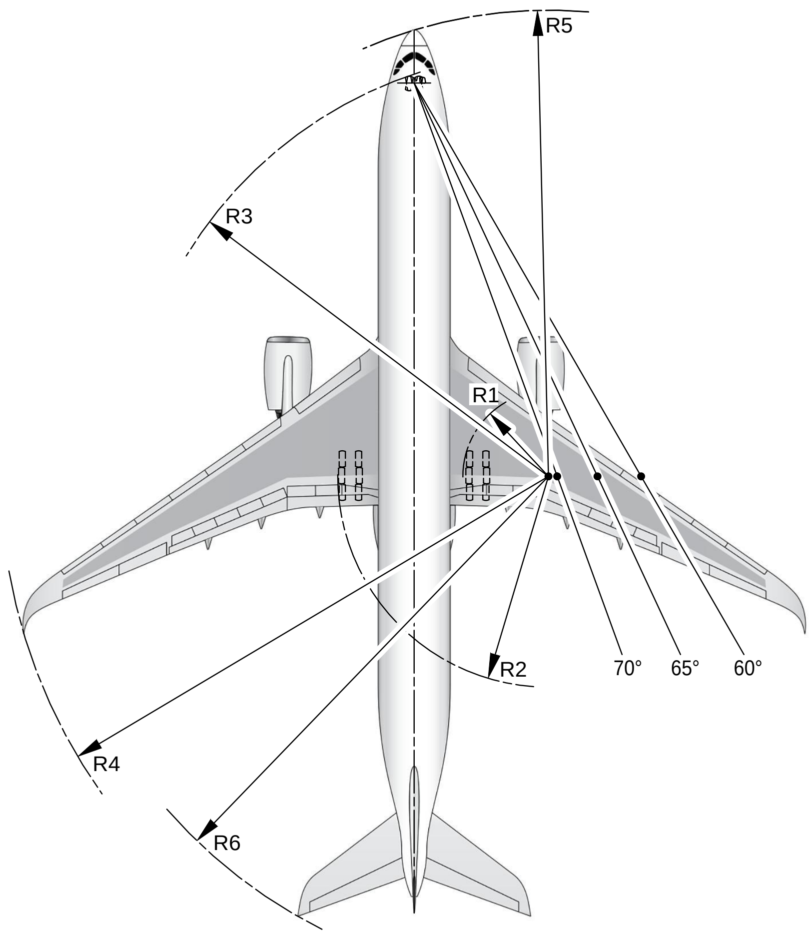
A350-900 TURNING RADII									
TYPE OF TURN	STEERING ANGLE (deg)	EFFECTIVE STEERING ANGLE (deg)		R1 RMLG	R2 LMLG	R3 NLG	R4 WING	R5 NOSE	R6 TAIL
2	20	19.6	m	76.3	86.9	86.0	113.6	87.1	96.0
			ft	250	285	282	373	286	315
2	25	24.5	m	58.7	69.3	69.6	96.2	71.2	79.7
			ft	193	227	228	316	233	262
2	30	29.4	m	46.7	57.3	58.9	84.3	60.8	69.0
			ft	153	188	193	277	199	226
2	35	34.2	m	38.0	48.6	51.5	75.7	53.7	61.5
			ft	125	159	169	248	176	202
2	40	39.1	m	31.1	41.7	45.9	68.9	48.5	55.9
			ft	102	137	151	226	159	183
2	45	43.8	m	25.7	36.3	41.8	63.7	44.7	51.7
			ft	84	119	137	209	147	170
2	50	48.6	m	21.1	31.7	38.6	59.2	41.8	48.3
			ft	69	104	127	194	137	158
2	55	53.1	m	17.4	28.0	36.2	55.5	39.6	45.7
			ft	57	92	119	182	130	150
2	60	57.5	m	14.1	24.7	34.3	52.4	38.0	43.5
			ft	46	81	113	172	125	143
2	65	61.5	m	11.4	22.0	32.9	49.8	36.7	41.9
			ft	37	72	108	163	121	137
2	70	65.0	m	9.2	19.8	31.9	47.7	35.9	40.6
			ft	30	65	105	156	118	133
2	72 (MAX)	66.1	m	8.5	19.1	31.6	47.0	35.6	40.2
			ft	28	63	104	154	117	132
1	50	49.3	m	20.5	31.1	38.2	58.6	41.4	47.8
			ft	67	102	125	192	136	157
1	55	54.1	m	16.6	27.2	35.7	54.8	39.2	45.1
			ft	54	89	117	180	129	148
1	60	58.7	m	13.3	23.9	33.8	51.6	37.6	43.0
			ft	43	78	111	169	123	141
1	65	63.2	m	10.3	20.9	32.4	48.7	36.3	41.2
			ft	34	69	106	160	119	135
1	70	67.5	m	7.7	18.3	31.2	46.2	35.3	39.8
			ft	25	60	103	152	116	130
1	72 (MAX)	69.2	m	6.7	17.3	30.9	45.3	35.0	39.2
			ft	22	57	101	149	115	129

NOTE:
ABOVE 50°, AIRLINES MAY USE TYPE 1 OR TYPE 2 TURNS DEPENDING ON THE SITUATION.
TYPE 1 TURNS USE: ASYMMETRIC THRUST DURING THE WHOLE TURN;
AND DIFFERENTIAL BRAKING TO INITIATE THE TURN ONLY.
TYPE 2 TURNS USE: SYMMETRIC THRUST DURING THE WHOLE TURN;
AND NO DIFFERENTIAL BRAKING AT ALL.
IT IS POSSIBLE TO GET LOWER VALUES THAN THOSE FROM TYPE 1 BY APPLYING DIFFERENTIAL BRAKING DURING THE WHOLE TURN.

P_AC_040200_1_0010001_02_01

Turning Radii
(Sheet 2 of 2)
FIGURE-4-2-0-991-001-A01

****ON A/C A350-1000**



NOTE:
FOR TURNING RADII VALUES, REFER TO SHEET 2.

P_AC_040200_1_0010002_01_00

Turning Radii
(Sheet 1 of 2)
FIGURE-4-2-0-991-001-B01

**ON A/C A350-1000

A350-1000 TURNING RADII									
TYPE OF TURN	STEERING ANGLE (deg)	BRIDGESTONE MTOW FORWARD CG EFFECTIVE STEERING ANGLE (deg)		R1 RMLG	R2 LMLG	R3 NLG	R4 WING	R5 NOSE	R6 TAIL
2	20	19.4	m	87.7	98.4	98.2	125.2	99.2	107.9
			ft	288	323	322	411	325	354
2	25	24.3	m	67.7	78.4	79.6	105.3	81.0	89.3
			ft	222	257	261	345	266	293
2	30	29.1	m	54.0	64.8	67.4	91.8	69.2	77.1
			ft	177	213	221	301	227	253
2	35	33.9	m	44.0	54.8	58.8	81.9	61.0	68.4
			ft	144	180	193	269	200	224
2	40	38.6	m	36.3	47.0	52.6	74.3	55.0	62.0
			ft	119	154	173	244	180	203
2	45	43.3	m	30.1	40.8	47.9	68.2	50.6	57.2
			ft	99	134	157	224	166	188
2	50	47.9	m	25.0	35.7	44.3	63.2	47.3	53.3
			ft	82	117	145	207	155	175
2	55	52.4	m	20.7	31.4	41.6	59.0	44.8	50.3
			ft	68	103	136	194	147	165
2	60	56.7	m	17.0	27.8	39.5	55.4	42.8	47.9
			ft	56	91	130	182	140	157
2	65	60.6	m	13.9	24.7	37.8	52.4	41.4	46.0
			ft	46	81	124	172	136	151
2	70	64.1	m	11.4	22.2	36.7	50.0	40.3	44.5
			ft	37	73	120	164	132	146
2	75 (MAX)	66.6	m	9.7	20.5	36.0	48.3	39.7	43.5
			ft	32	67	118	158	130	143
1	50	49	m	26.6	37.3	45.4	64.7	48.3	54.5
			ft	87	122	149	212	158	179
1	55	53.7	m	19.6	30.3	40.9	57.9	44.1	49.5
			ft	64	99	134	190	145	162
1	60	58.3	m	15.8	26.5	38.8	54.2	42.2	47.1
			ft	52	87	127	178	138	155
1	65	62.7	m	12.4	23.2	37.1	51.0	40.7	45.1
			ft	41	76	122	167	134	148
1	70	66.9	m	9.5	20.2	35.9	48.1	39.6	43.4
			ft	31	66	118	158	130	142
1	75 (MAX)	71	m	6.8	17.6	34.9	45.6	38.8	42.1
			ft	22	58	115	150	127	138

NOTE:
ABOVE 50°, AIRLINES MAY USE TYPE 1 OR TYPE 2 TURNS DEPENDING ON THE SITUATION.
TYPE 1 TURNS USE: ASYMMETRIC THRUST DURING THE WHOLE TURN;
AND DIFFERENTIAL BRAKING TO INITIATE THE TURN ONLY.
TYPE 2 TURNS USE: SYMMETRIC THRUST DURING THE WHOLE TURN;
AND NO DIFFERENTIAL BRAKING AT ALL.
IT IS POSSIBLE TO GET LOWER VALUES THAN THOSE FROM TYPE 1 BY APPLYING DIFFERENTIAL BRAKING DURING THE WHOLE TURN.

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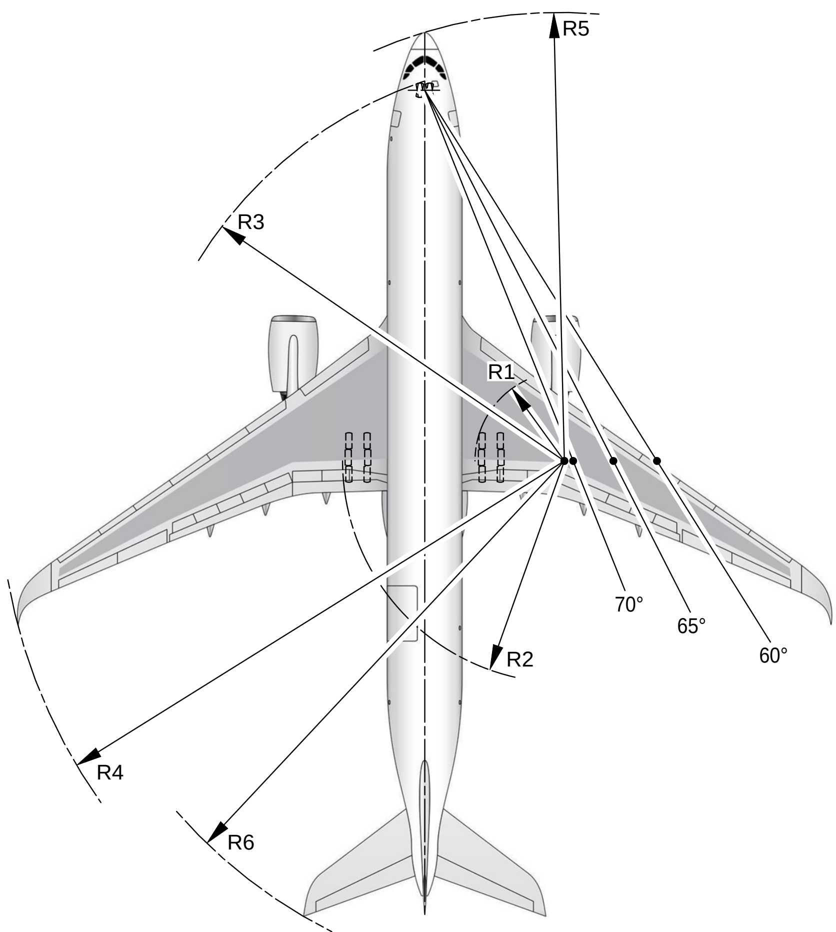
Turning Radii
(Sheet 2 of 2)
FIGURE-4-2-0-991-001-B01

**ON A/C A350-1000F



NOTE:
FOR TURNING RADII VALUES, REFER TO SHEET 2.

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Turning Radii
1 of 2)
4-2-0-991-001-b01

**ON A/C A350-1000F

A350-1000F TURNING RADII									
TYPE OF TURN	STEERING ANGLE (deg)	BRIDGESTONE MTOW FORWARD CG EFFECTIVE STEERING ANGLE (deg)		R1 RMLG	R2 LMLG	R3 NLG	R4 WING	R5 NOSE	R6 TAIL
2	20	19.3	m	79.1	89.9	89.0	116.6	90.1	99.8
			ft	260	295	292	383	296	327
2	25	24.2	m	61.0	71.7	72.2	98.6	73.6	83.3
			ft	200	235	237	323	241	273
2	30	28.9	m	48.7	59.4	61.1	86.4	62.9	72.4
			ft	160	195	200	283	206	238
2	35	33.7	m	39.6	50.4	53.4	77.5	55.5	64.7
			ft	130	165	175	254	182	212
2	40	38.4	m	32.6	43.4	47.8	70.7	50.2	59.1
			ft	107	142	157	232	165	194
2	45	43.0	m	27.1	37.8	43.5	65.2	46.2	54.9
			ft	89	124	143	214	152	180
2	50	47.6	m	22.5	33.2	40.3	60.7	43.2	51.5
			ft	74	109	132	199	142	169
2	55	51.9	m	18.6	29.3	37.8	56.9	41.0	48.9
			ft	61	96	124	187	135	160
2	60	56.1	m	15.4	26.1	35.9	53.8	39.2	46.8
			ft	51	86	118	177	129	154
2	65	59.9	m	12.6	23.4	34.4	51.2	37.9	45.2
			ft	41	77	113	168	124	148
2	70	63.2	m	10.5	21.2	33.4	49.1	37.0	43.9
			ft	34	70	110	161	121	144
2	75 (MAX)	65.3	m	9.1	19.9	32.8	47.8	36.5	43.2
			ft	30	65	108	157	120	142
1	50	48.8	m	23.6	34.3	41.0	61.8	43.9	52.3
			ft	77	113	135	203	144	172
1	55	53.4	m	17.4	28.2	37.1	55.8	40.3	48.1
			ft	57	93	122	183	132	158
1	60	57.9	m	14.0	24.8	35.2	52.5	38.6	46.0
			ft	46	81	115	172	127	151
1	65	62.3	m	11.0	21.8	33.7	49.6	37.3	44.3
			ft	36	72	111	163	122	145
1	70	66.5	m	8.4	19.1	32.5	47.1	36.2	42.8
			ft	28	63	107	155	119	140
1	75 (MAX)	70.7	m	6.0	16.7	31.6	44.7	35.5	41.6
			ft	20	55	104	147	116	136

NOTE:
ABOVE 50°, AIRLINES MAY USE TYPE 1 OR TYPE 2 TURNS DEPENDING ON THE SITUATION.
TYPE 1 TURNS USE: ASYMMETRIC THRUST DURING THE WHOLE TURN;
AND DIFFERENTIAL BRAKING TO INITIATE THE TURN ONLY.
TYPE 2 TURNS USE: SYMMETRIC THRUST DURING THE WHOLE TURN;
AND NO DIFFERENTIAL BRAKING AT ALL.
IT IS POSSIBLE TO GET LOWER VALUES THAN THOSE FROM TYPE 1 BY APPLYING DIFFERENTIAL BRAKING DURING THE WHOLE TURN.

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Turning Radii
2 of 2)
4-2-0-991-001-b01

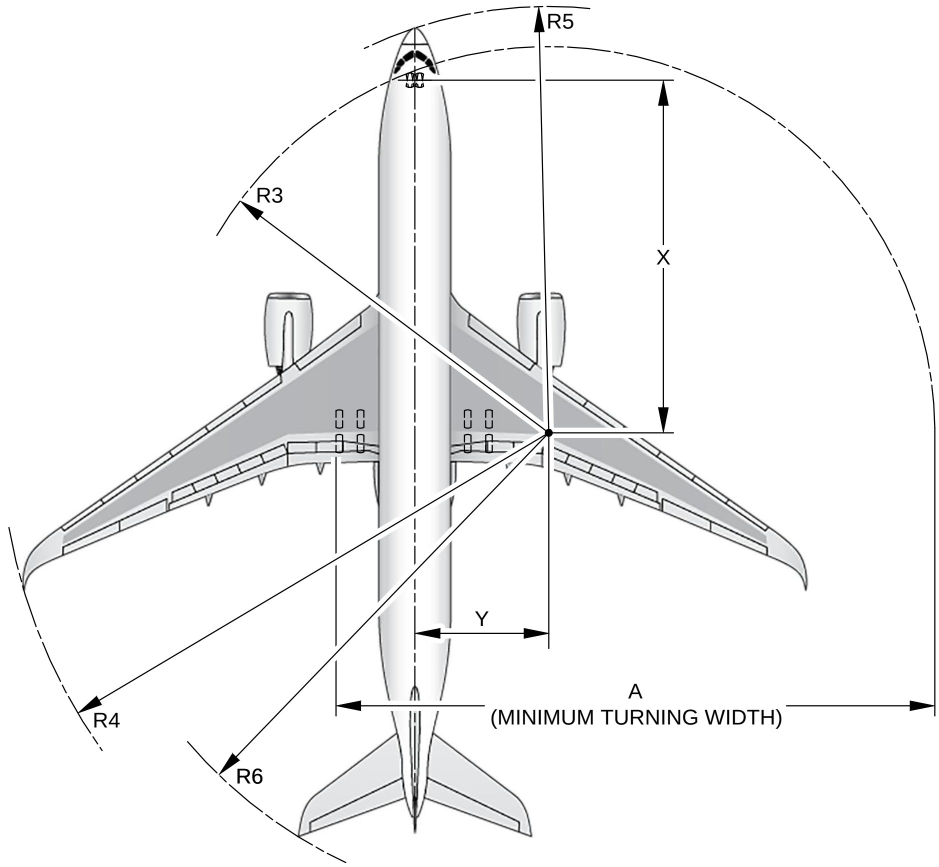
4-3-0 Minimum Turning Radii

****ON A/C A350-1000 A350-1000F A350-900**

Minimum Turning Radii

1. This section provides the minimum turning radii.

****ON A/C A350-900**



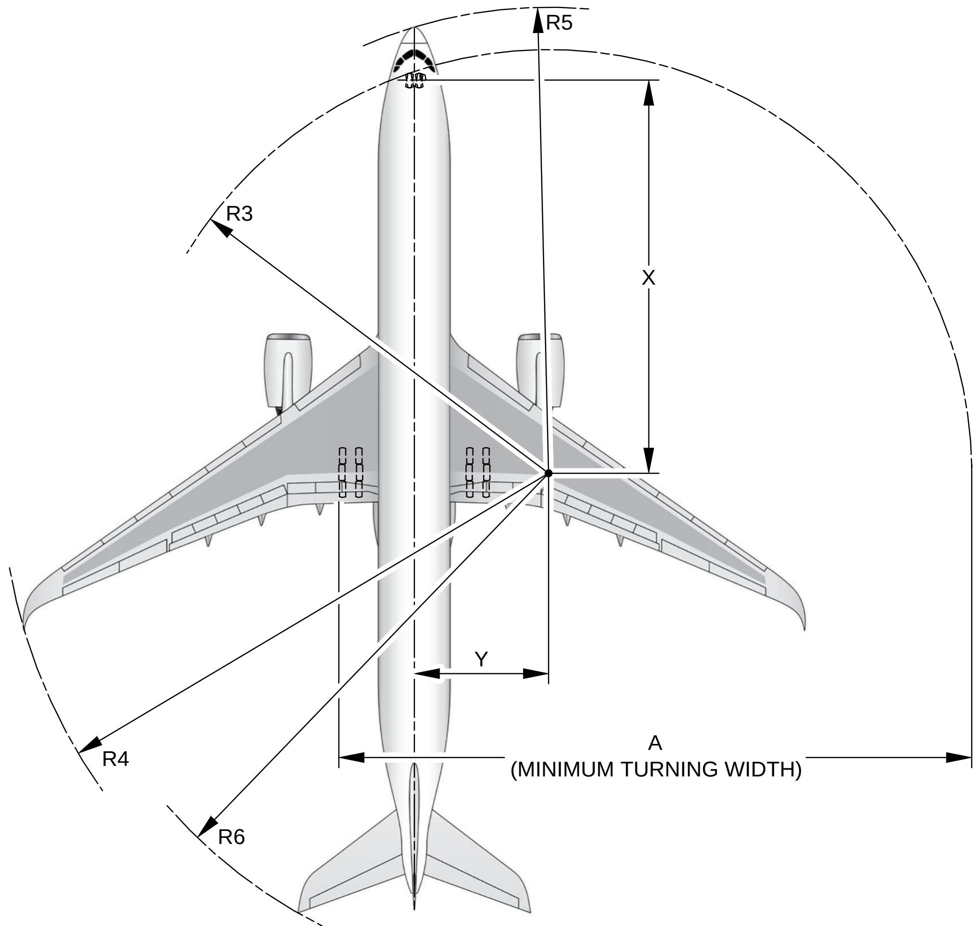
A350-900 MINIMUM TURNING RADII										
TYPE OF TURN	STEERING ANGLE (deg)	EFFECTIVE STEERING ANGLE (deg)		X	Y	A	R3 NLG	R4 WING	R5 NOSE	R6 TAIL
1	72 (MAX)	69.2	m	28.7	10.9	48.5	30.9	45.3	35.0	39.2
			ft	94	36	159	101	149	115	129
2	72 (MAX)	66.1	m	28.7	12.7	51.1	31.6	47.0	35.6	40.2
			ft	94	42	168	104	154	117	132

NOTE:
TYPE 1 TURNS USE: ASYMMETRIC THRUST DURING THE WHOLE TURN;
AND DIFFERENTIAL BRAKING TO INITIATE THE TURN ONLY.
TYPE 2 TURNS USE: SYMMETRIC THRUST DURING THE WHOLE TURN;
AND NO DIFFERENTIAL BRAKING AT ALL.
IT IS POSSIBLE TO GET LOWER VALUES THAN THOSE FROM TYPE 1 BY APPLYING DIFFERENTIAL BRAKING DURING THE WHOLE TURN.

P_AC_040300_1_0010001_01_01

Minimum Turning Radii
FIGURE-4-3-0-991-001-A01

**ON A/C A350-1000



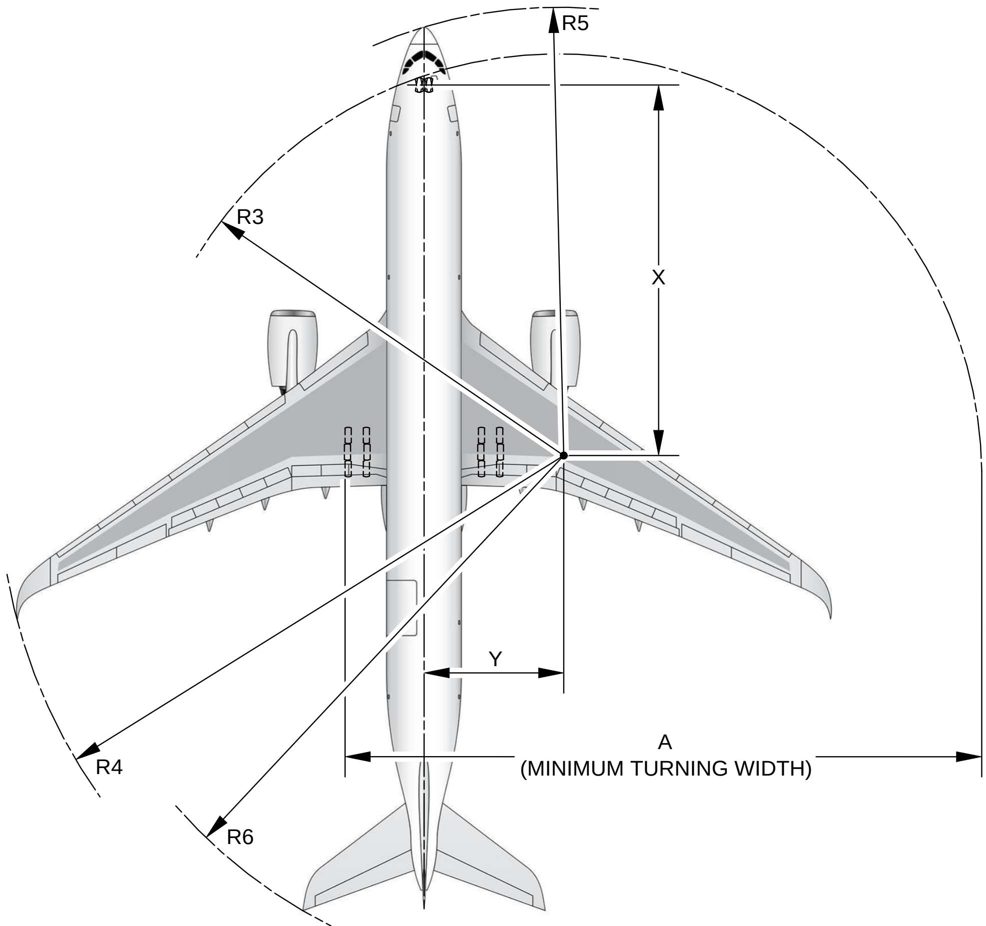
A350-1000 MINIMUM TURNING RADII										
TYPE OF TURN	STEERING ANGLE (deg)	EFFECTIVE STEERING ANGLE (deg)		X	Y	A	R3 NLG	R4 WING	R5 NOSE	R6 TAIL
1	75 (MAX)	71.0	m	32.5	11.2	52.5	34.9	45.6	38.8	42.1
			ft	107	37	172	115	150	127	138
2	75 (MAX)	66.6	m	32.5	14.1	56.4	36.0	48.3	39.7	43.5
			ft	107	46	185	118	158	130	143

NOTE:
TYPE 1 TURNS USE: ASYMMETRIC THRUST DURING THE WHOLE TURN;
AND DIFFERENTIAL BRAKING TO INITIATE THE TURN ONLY.
TYPE 2 TURNS USE: SYMMETRIC THRUST DURING THE WHOLE TURN;
AND NO DIFFERENTIAL BRAKING AT ALL.
IT IS POSSIBLE TO GET LOWER VALUES THAN THOSE FROM TYPE 1 BY APPLYING DIFFERENTIAL BRAKING DURING THE WHOLE TURN.

P_AC_040300_1_0010002_01_01

Minimum Turning Radii
FIGURE-4-3-0-991-001-B01

**ON A/C A350-1000F



A350-1000F MINIMUM TURNING RADII										
TYPE OF TURN	STEERING ANGLE (deg)	EFFECTIVE STEERING ANGLE (deg)		X	Y	A	R3 NLG	R4 WING	R5 NOSE	R6 TAIL
1	75 (MAX)	70.7	m	29.3	10.3	48.3	31.6	44.7	35.5	41.6
			ft	96	34	158	104	147	116	136
2	75 (MAX)	65.3	m	29.3	13.5	52.7	32.8	47.8	36.5	43.2
			ft	96	44	173	108	157	120	142

NOTE:
TYPE 1 TURNS USE: ASYMMETRIC THRUST DURING THE WHOLE TURN;
AND DIFFERENTIAL BRAKING TO INITIATE THE TURN ONLY.
TYPE 2 TURNS USE: SYMMETRIC THRUST DURING THE WHOLE TURN;
AND NO DIFFERENTIAL BRAKING AT ALL.
IT IS POSSIBLE TO GET LOWER VALUES THAN THOSE FROM TYPE 1 BY APPLYING DIFFERENTIAL BRAKING DURING THE WHOLE TURN.

P_AC_040300_1_0010004_01_00

Minimum Turning Radii
4-3-0-991-001-D01

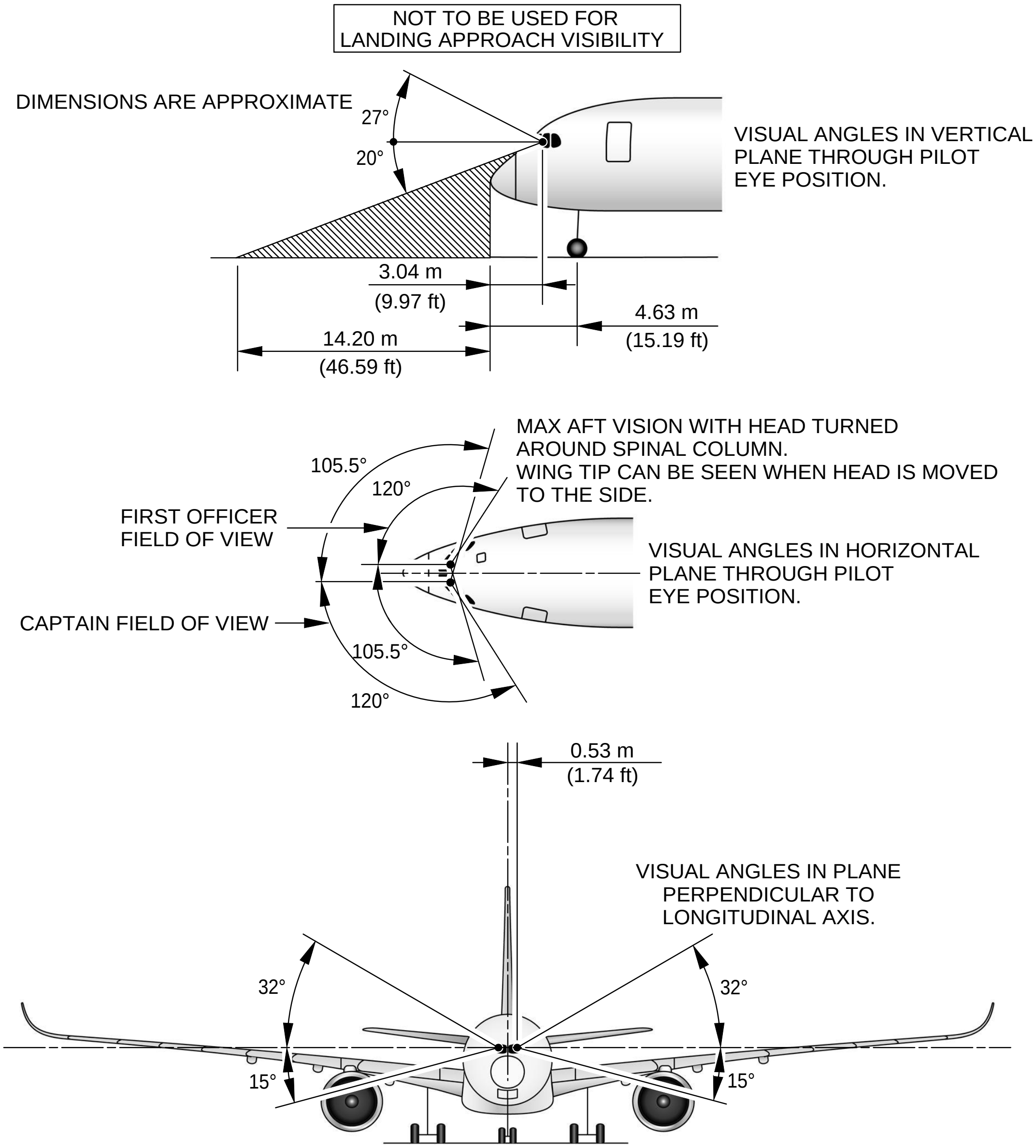
4-4-0 Visibility from Cockpit in Static Position

****ON A/C A350-1000 A350-1000F A350-900**

Visibility from Cockpit in Static Position

1. This section gives the visibility from cockpit in static position.

**ON A/C A350-1000 A350-1000F A350-900

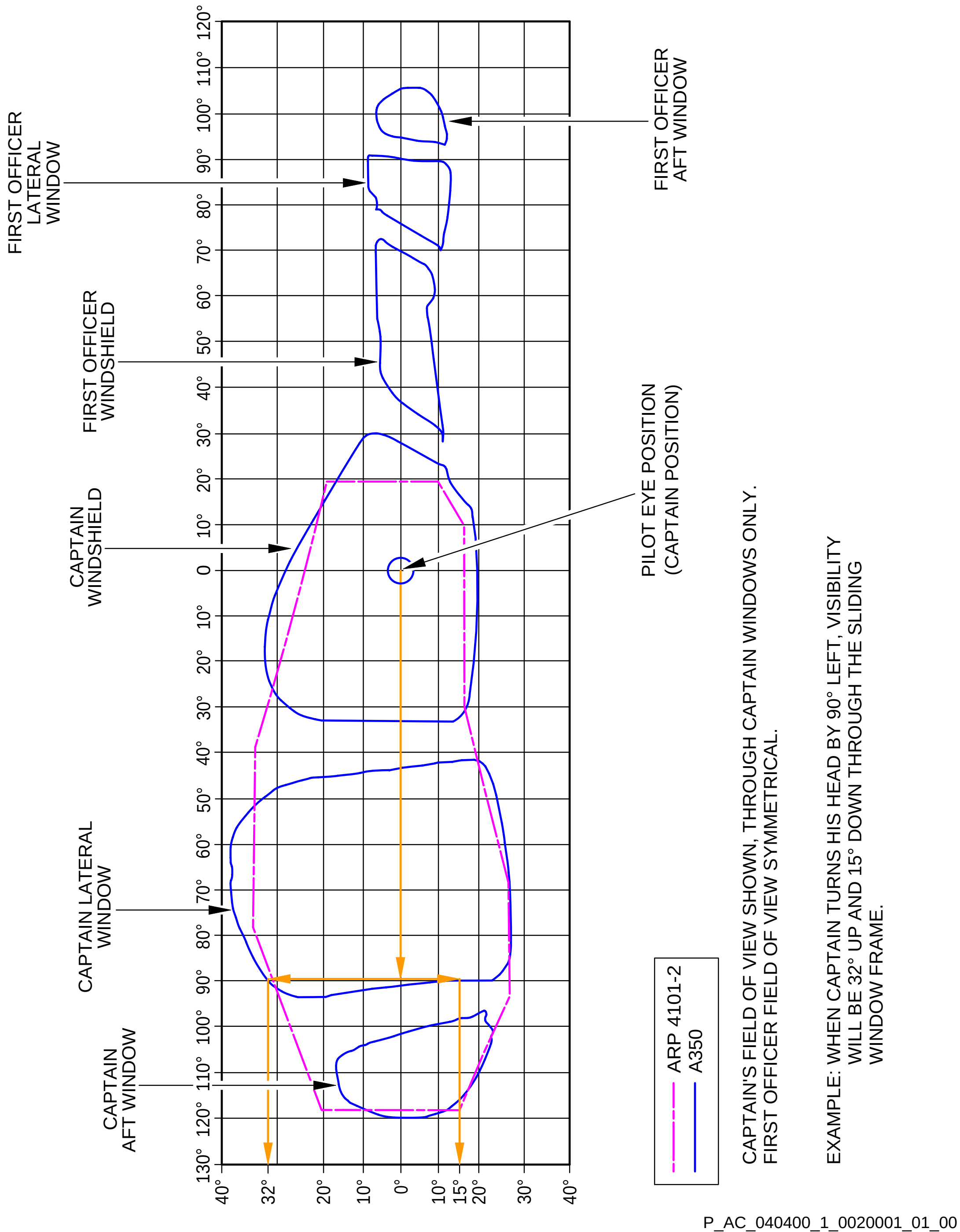


NOTE:
- PILOT EYE POSITION WHEN PILOT'S EYES ARE IN LINE WITH THE RED AND WHITE BALLS.
- ZONE THAT CANNOT BE SEEN

P_AC_040400_1_0010001_01_01

Visibility from Cockpit in Static Position
FIGURE-4-4-0-991-001-A01

****ON A/C A350-1000 A350-1000F A350-900**



Binocular Visibility Through Windows from Captain Eye Position
FIGURE-4-4-0-991-002-A01

4-5-0 Runway and Taxiway Turn Paths

****ON A/C A350-1000 A350-1000F A350-900**

Introduction

1. This section provides the runway and taxiway turn paths for the following configurations:
   - 90° Turn — Runway to Taxiway
   - 135° Turn — Runway to Taxiway
   - 180° Turn on a Runway
   - 90° Turn — Taxiway to Taxiway
   - 135° Turn — Taxiway to Taxiway.

   The turn paths Runway to Taxiway and Taxiway to Taxiway are defined using 3 methods:
   - Oversteering method,
   - ETACS assisted steering method,
   - Cockpit over centerline method.

   The 180° Turn on runway is defined using the following method:
   - 180° Turn using edge of runway method.

   NOTE : The fillet design and the turn radii are as per FAA AC 150/5300-13 Change 18.

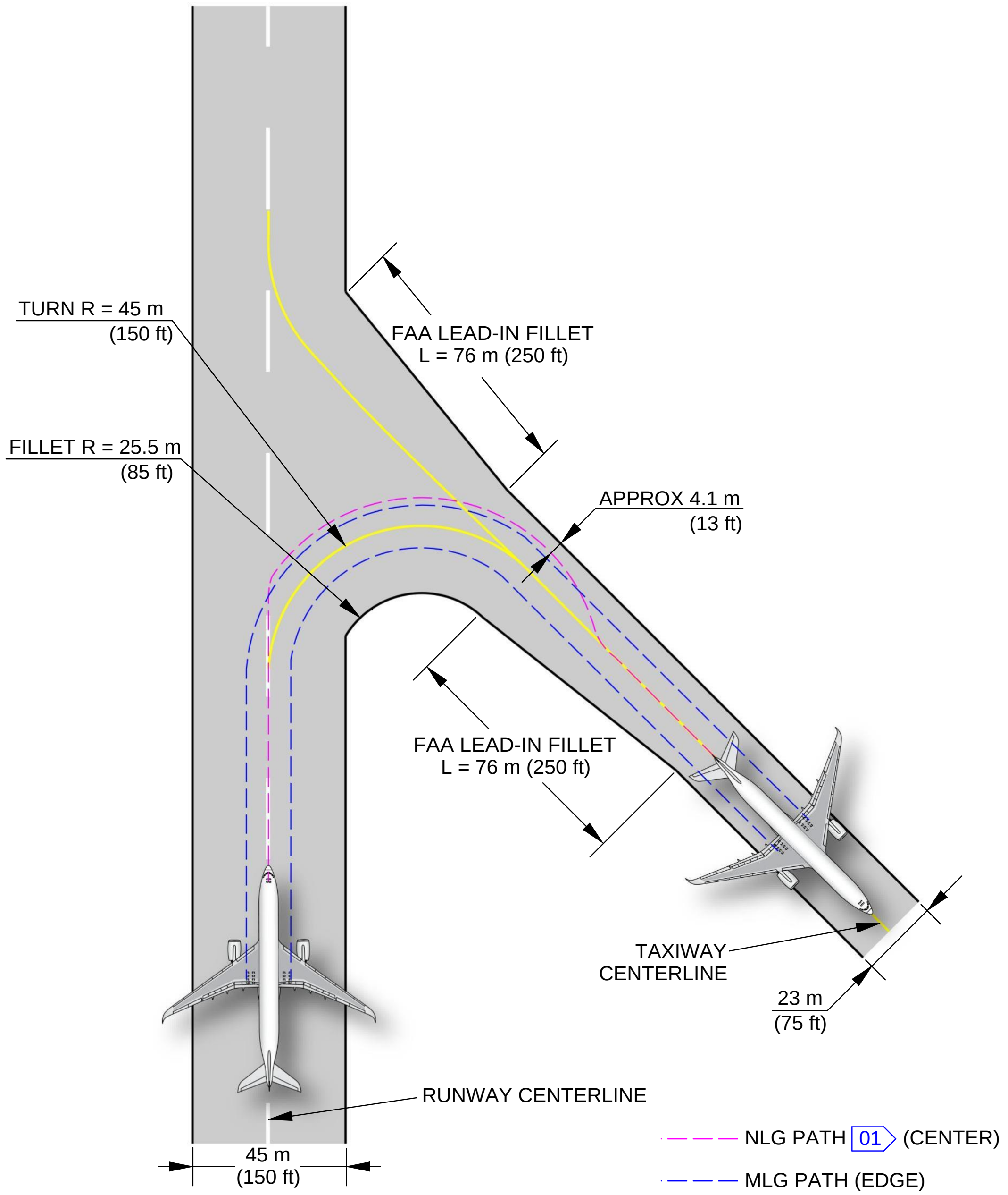
4-5-1 135° Turn - Runway to Taxiway

****ON A/C A350-1000 A350-1000F A350-900**

135° Turn - Runway to Taxiway

1. This section gives the 135° turn - runway to taxiway.

****ON A/C A350-900**

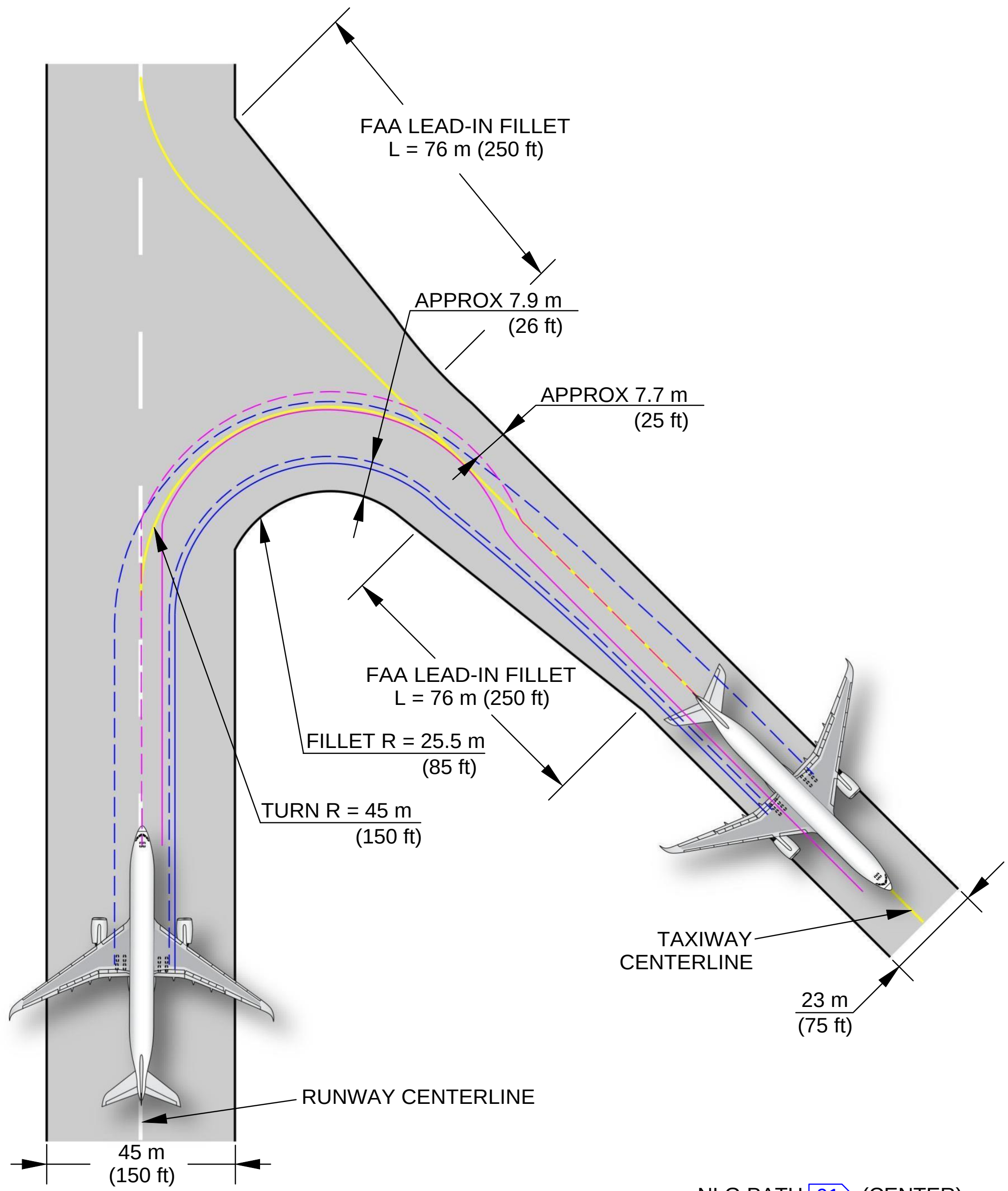


NOTE:
THE MLG FOLLOWS THE CENTERLINE.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040501_1_0010001_01_06

135° Turn - Runway to Taxiway
Oversteering Method (Sheet 1 of 3)
FIGURE-4-5-1-991-001-A01

****ON A/C A350-900**

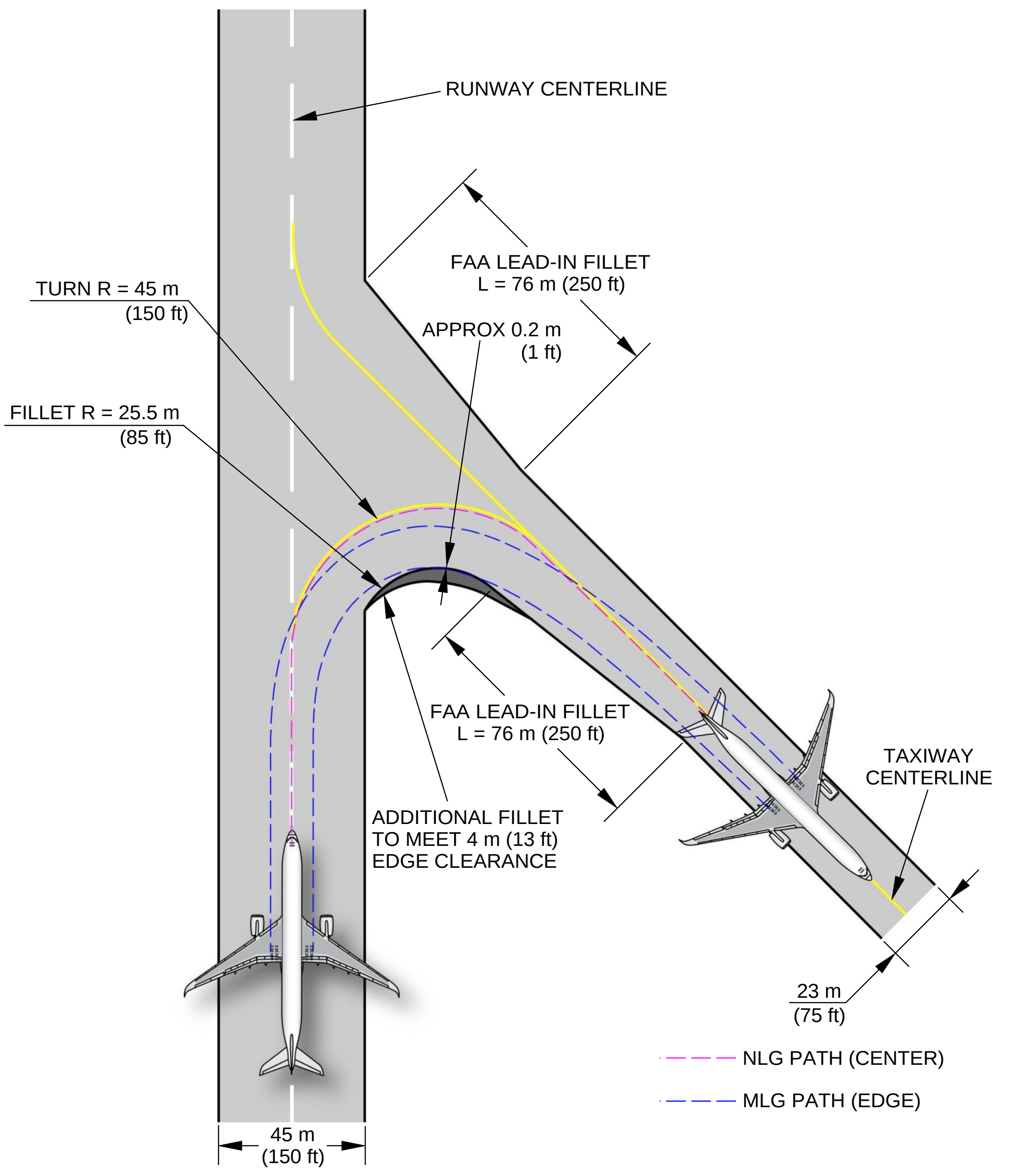


NOTE:
THE NLG FOLLOWS THE RH ETACS MARKER.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040501_1_0010001_02_07

135° Turn - Runway to Taxiway
ETACS Assisted Steering Method (Sheet 2 of 3)
FIGURE-4-5-1-991-001-A01

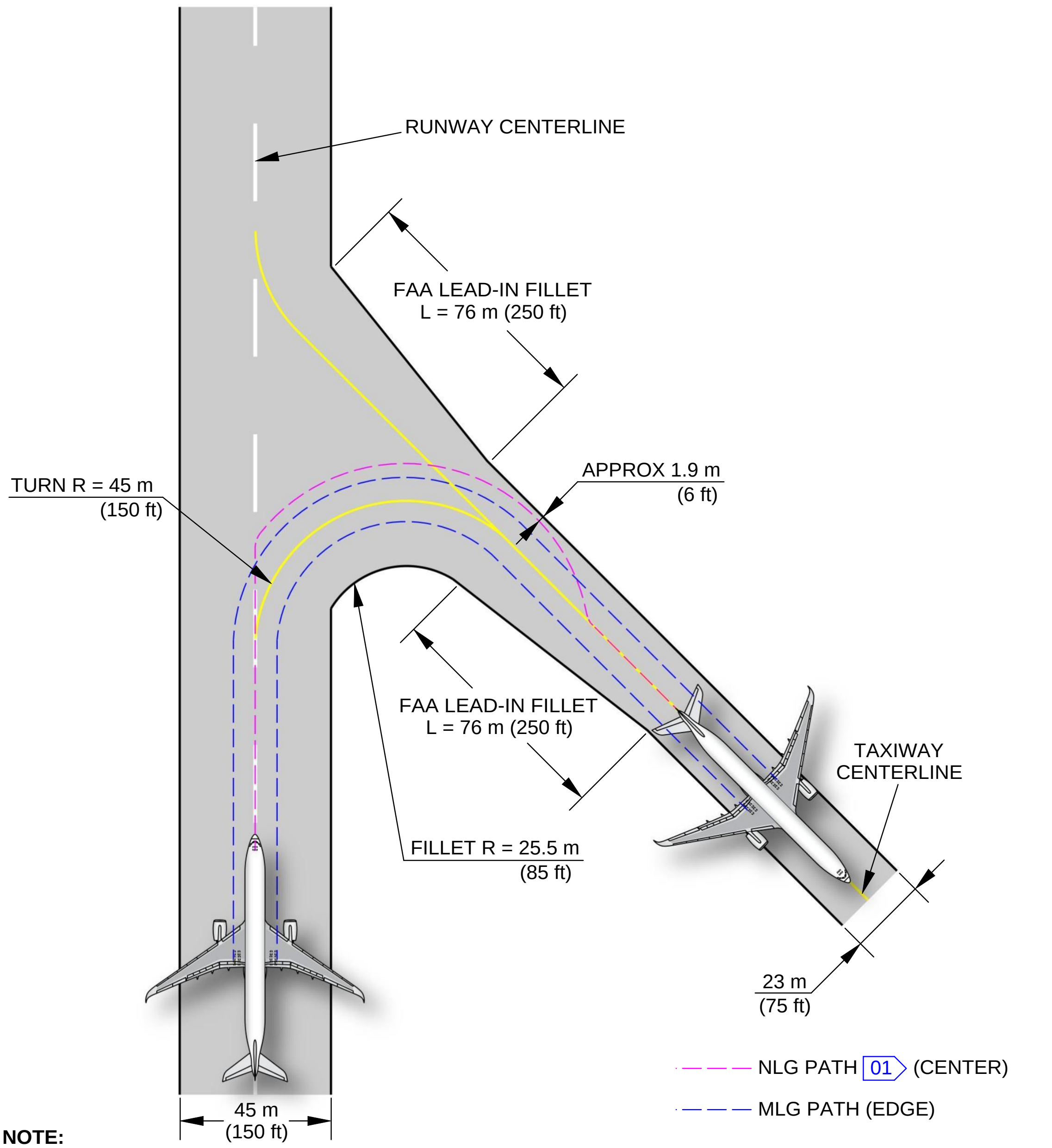
****ON A/C A350-900**



P_AC_040501_1_0010001_03_01

135° Turn - Runway to Taxiway
Cockpit over Centerline Method (Sheet 3 of 3)
FIGURE-4-5-1-991-001-A01

****ON A/C A350-1000**

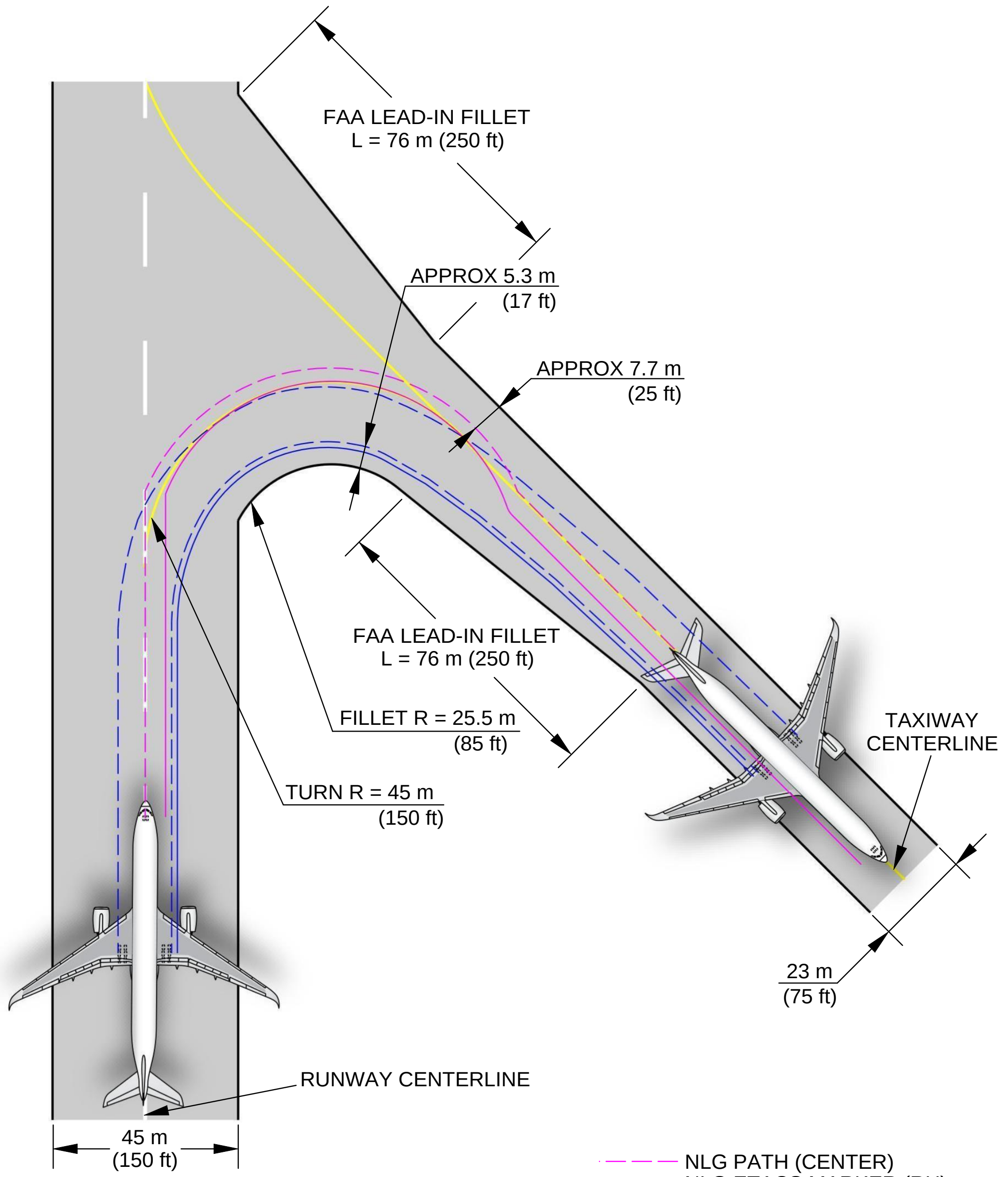


NOTE:
THE MLG FOLLOWS CENTERLINE
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040501_1_0020001_01_04

135° Turn - Runway to Taxiway
Oversteering Method (Sheet 1 of 3)
FIGURE-4-5-1-991-002-A01

****ON A/C A350-1000**

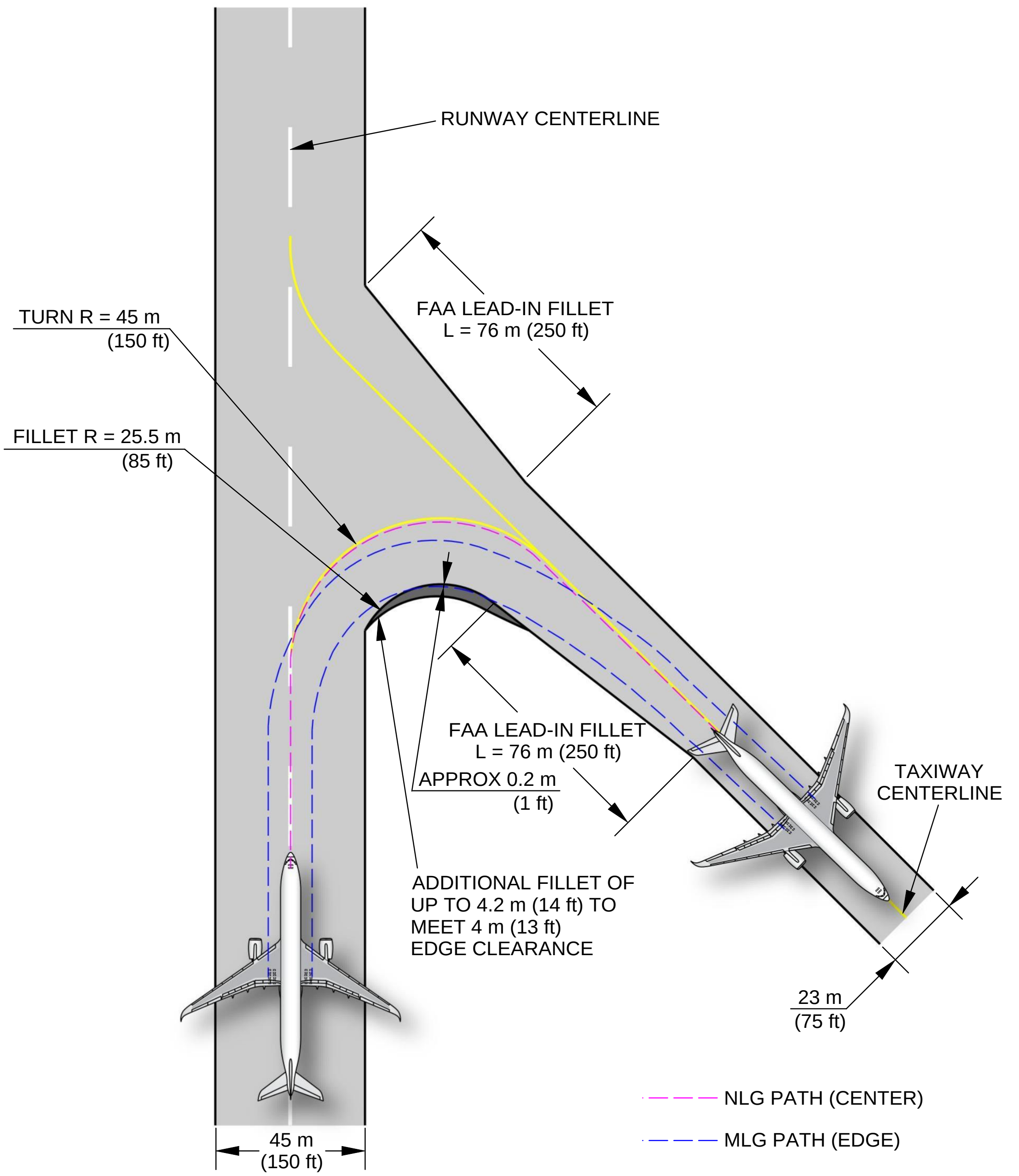


NOTE:
THE NLG FOLLOWS THE RH ETACS MARKER.

P_AC_040501_1_0020001_02_05

135° Turn - Runway to Taxiway
ETACS Assisted Steering Method (Sheet 2 of 3)
FIGURE-4-5-1-991-002-A01

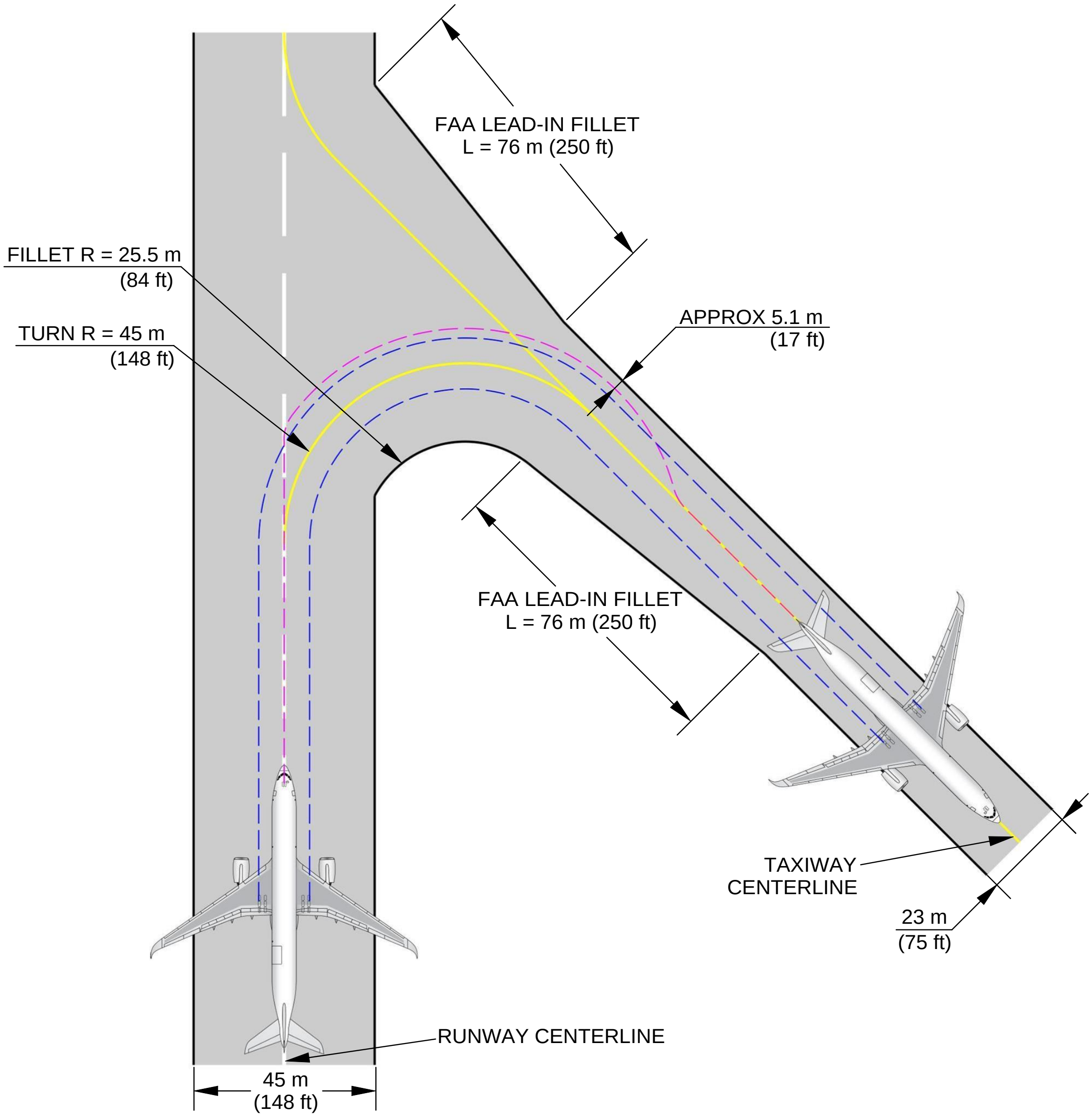
****ON A/C A350-1000**



P_AC_040501_1_0020001_03_01

135° Turn - Runway to Taxiway
Cockpit over Centerline Method (Sheet 3 of 3)
FIGURE-4-5-1-991-002-A01

**ON A/C A350-1000F

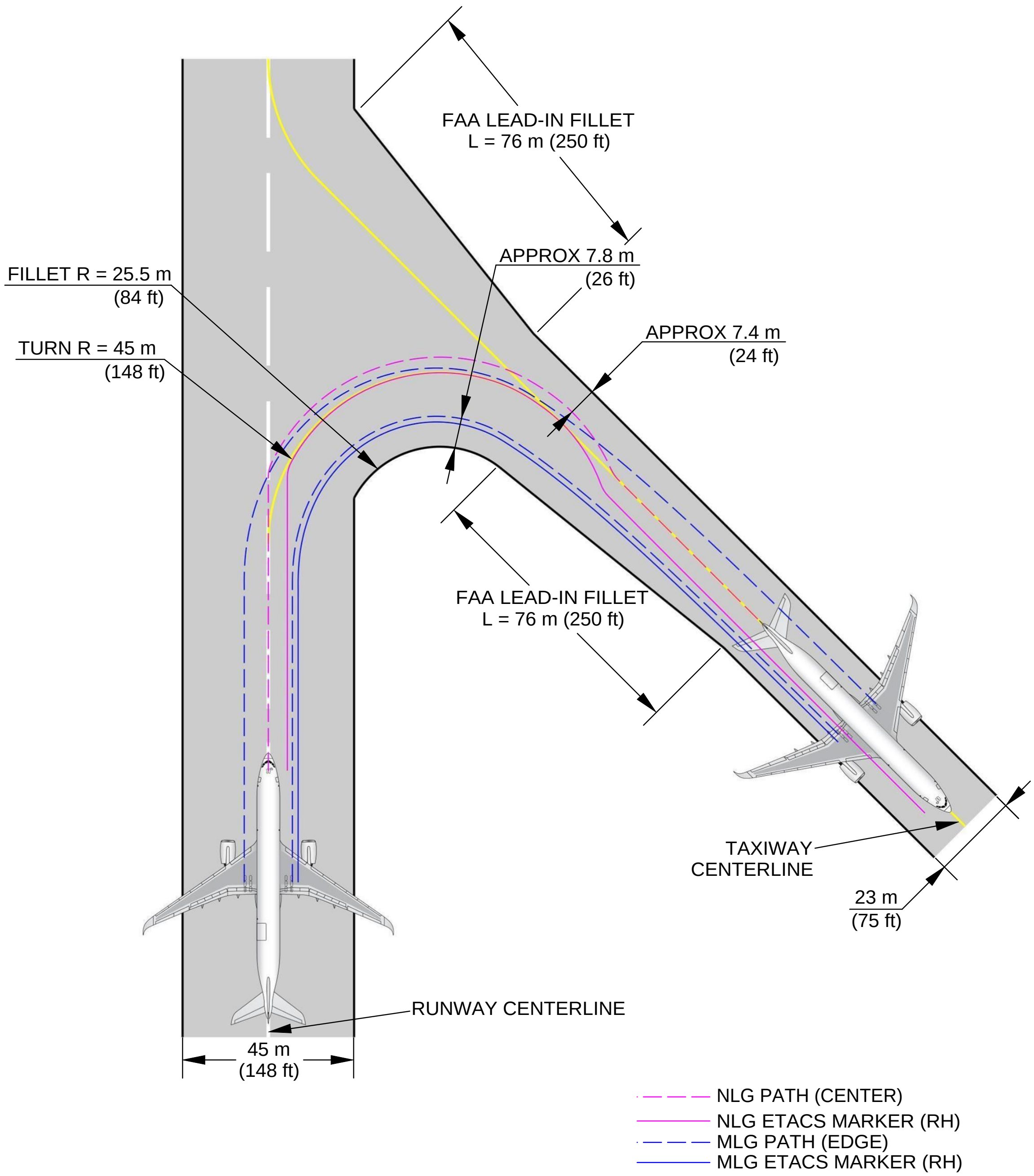


NOTE:
THE MLG FOLLOWS THE CENTERLINE.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040501_1_0030003_01_01

135° Turn - Runway to Taxiway
1 of 3)
4-5-1-991-003-C01

**ON A/C A350-1000F

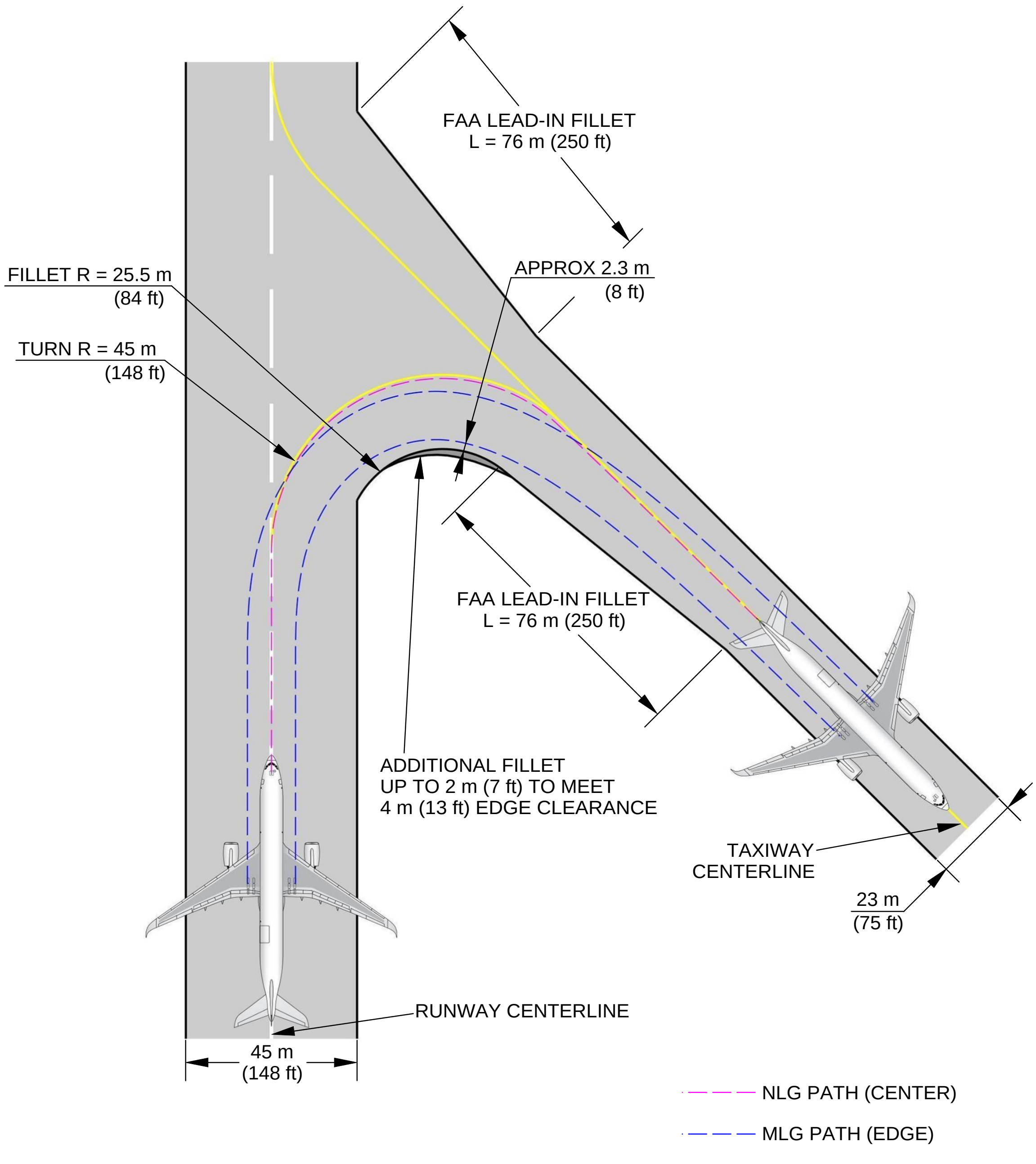


NOTE:
THE NLG FOLLOWS THE RH ETACS MARKER.

P_AC_040501_1_0030003_02_01

135° Turn - Runway to Taxiway
2 of 3)
4-5-1-991-003-C01

**ON A/C A350-1000F



P_AC_040501_1_0030003_03_00

135° Turn - Runway to Taxiway
3 of 3)
4-5-1-991-003-C01

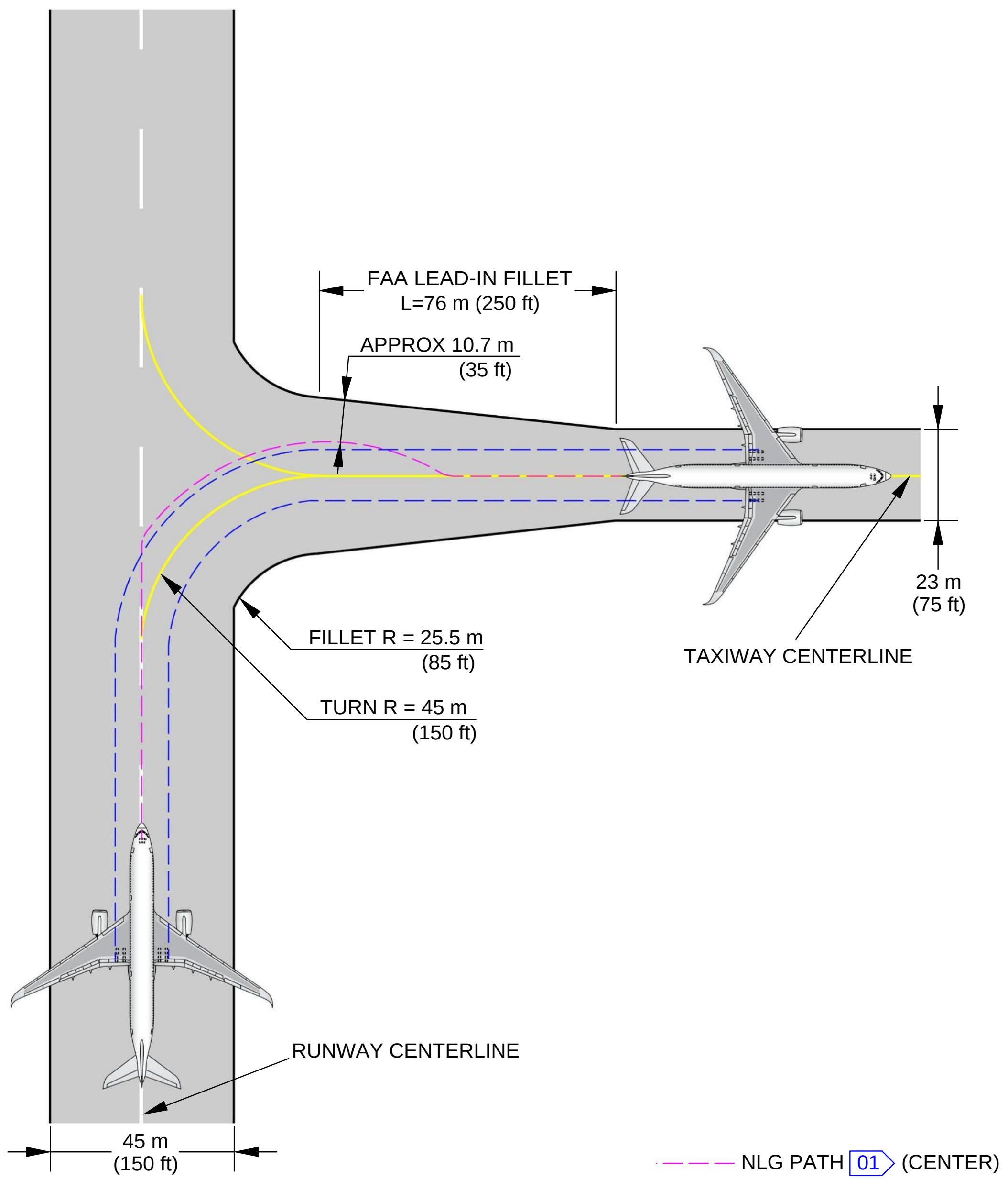
4-5-2 90° Turn - Runway to Taxiway

****ON A/C A350-1000 A350-1000F A350-900**

90° Turn - Runway to Taxiway

1. This section gives the 90° turn - runway to taxiway.

****ON A/C A350-900**

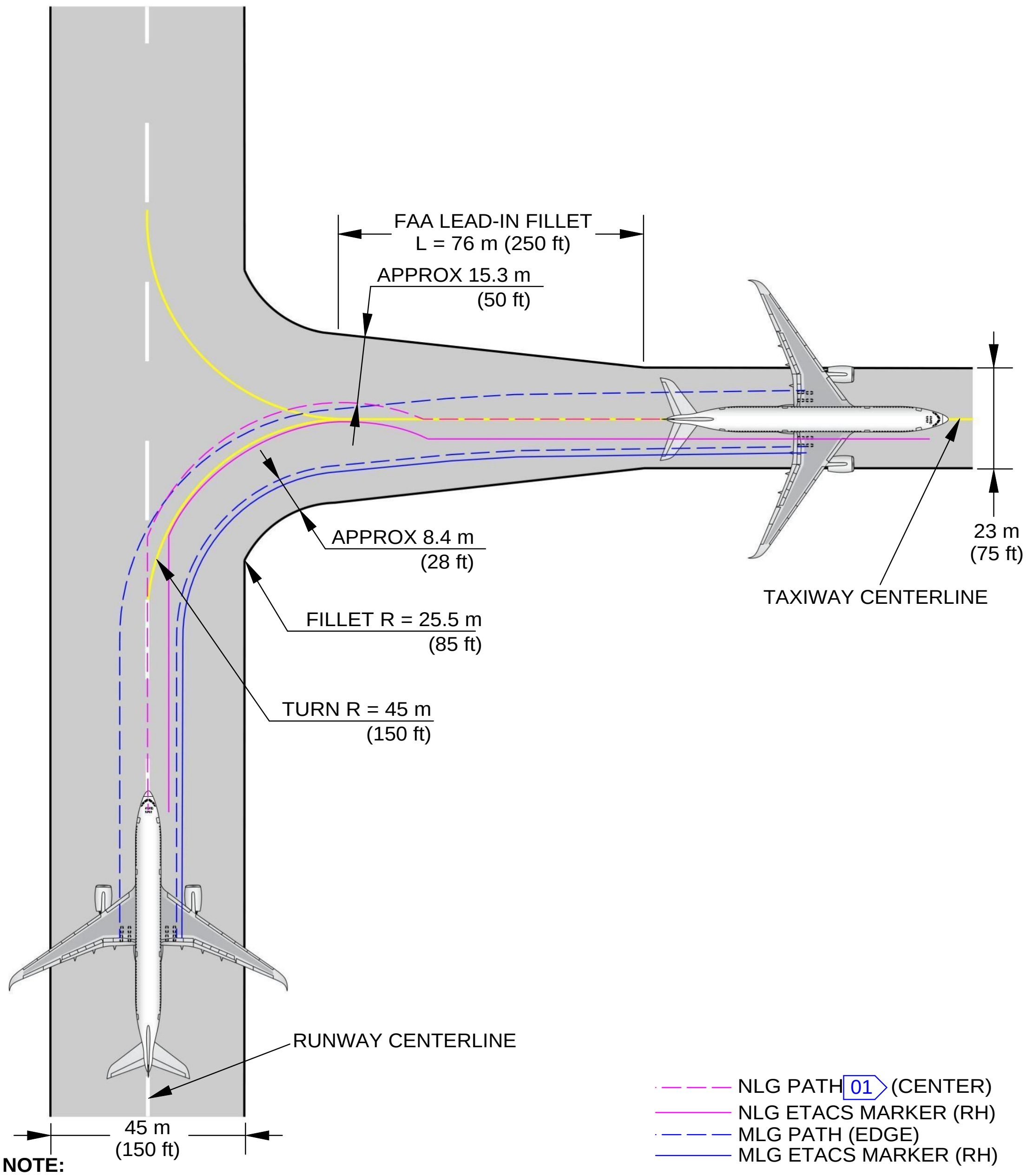


NOTE:
THE MLG FOLLOWS THE CENTERLINE.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040502_1_0010002_01_06

90° Turn - Runway to Taxiway
Oversteering Method (Sheet 1 of 3)
FIGURE-4-5-2-991-001-B01

****ON A/C A350-900**

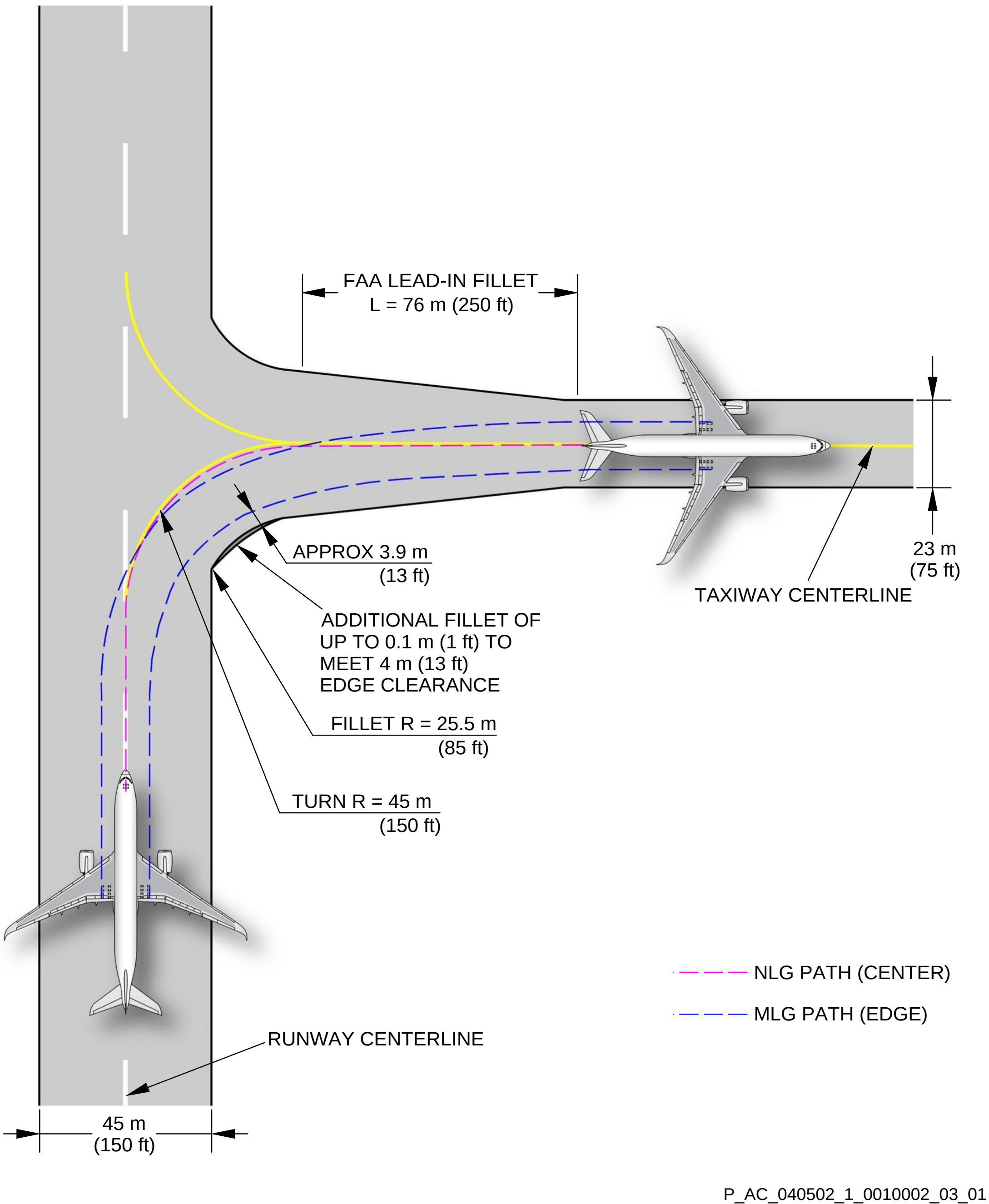


NOTE:
THE NLG FOLLOWS THE RH ETACS MARKER (OPTIONAL ON A350-900).
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040502_1_0010002_02_07

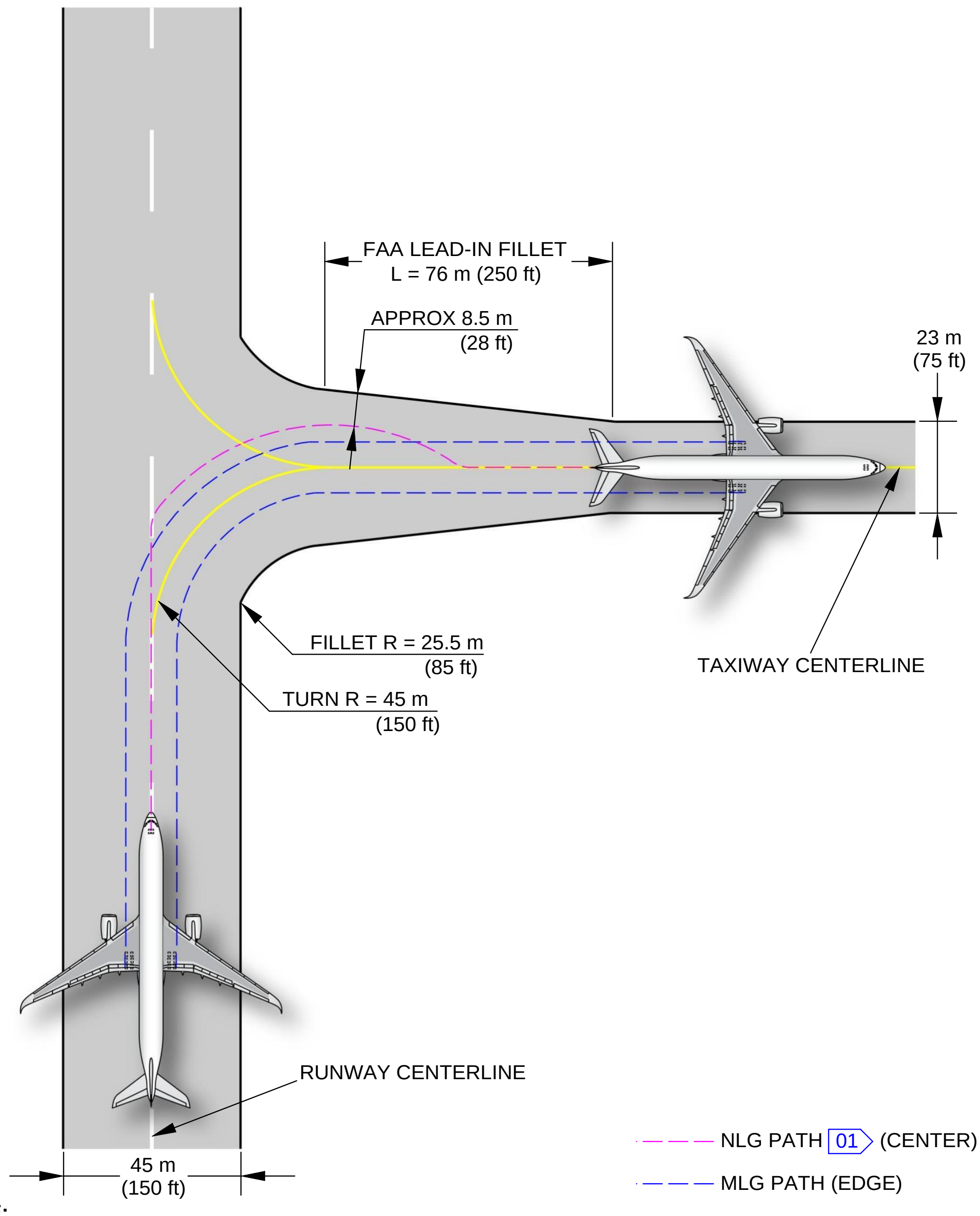
90° Turn - Runway to Taxiway
ETACS Assisted Steering Method (Sheet 2 of 3)
FIGURE-4-5-2-991-001-B01

****ON A/C A350-900**



90° Turn - Runway to Taxiway
Cockpit over Centerline Method (Sheet 3 of 3)
FIGURE-4-5-2-991-001-B01

****ON A/C A350-1000**

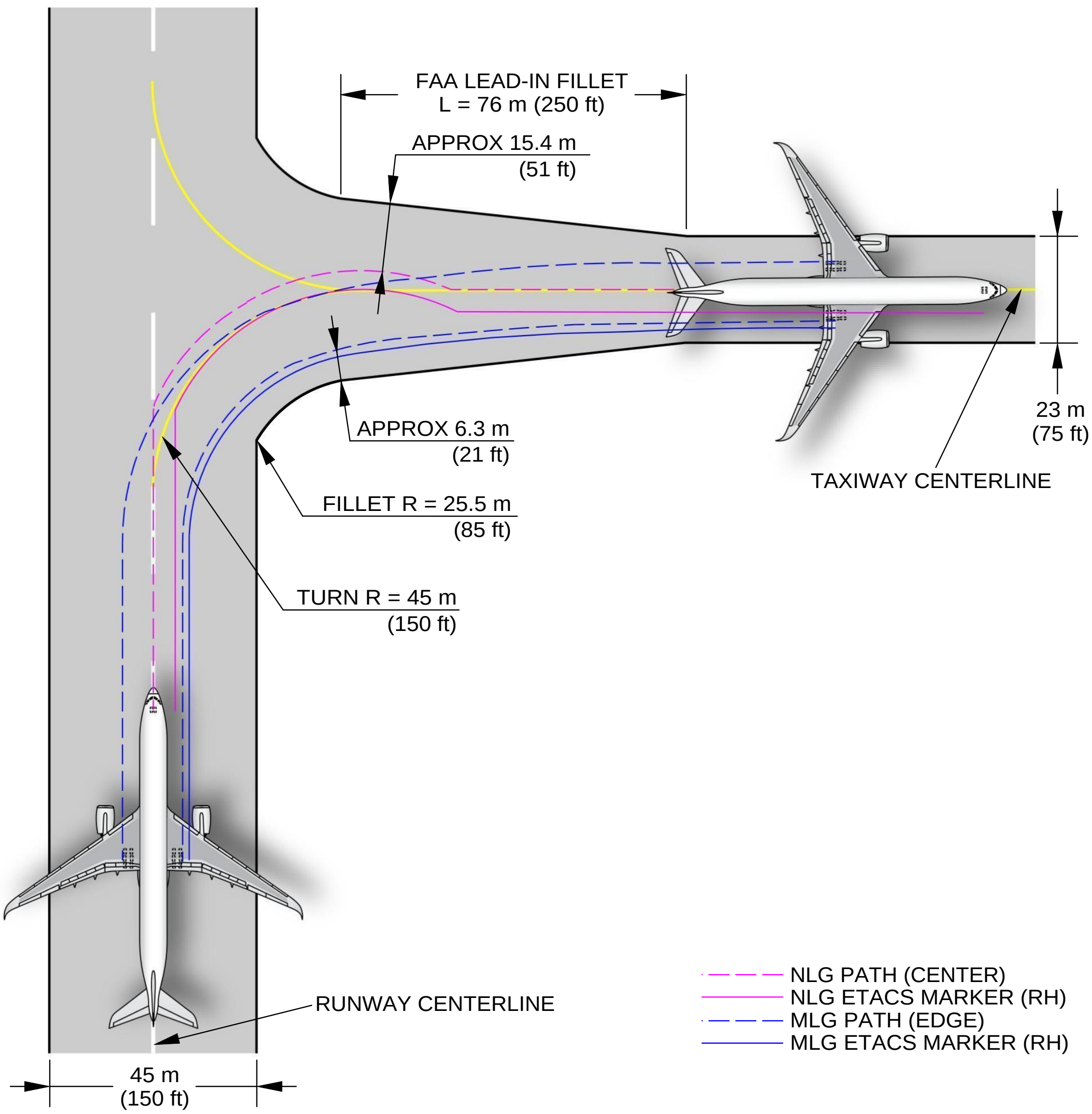


NOTE:
THE MLG FOLLOWS THE CENTERLINE.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040502_1_0020002_01_04

90° Turn - Runway to Taxiway
Oversteering Method (Sheet 1 of 3)
FIGURE-4-5-2-991-002-B01

****ON A/C A350-1000**

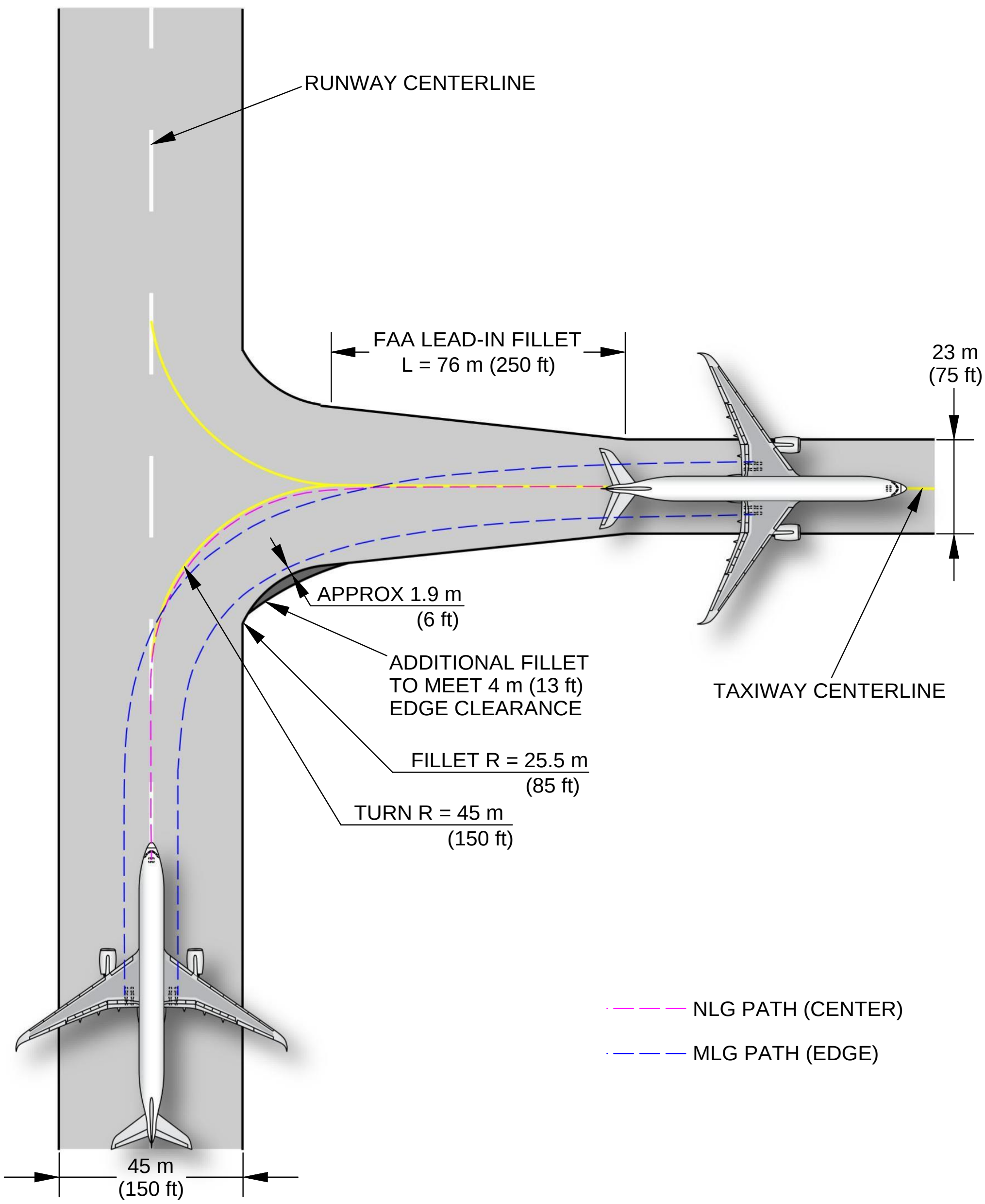


NOTE:
THE NLG FOLLOWS THE RH ETACS MARKER.

P_AC_040502_1_0020002_02_05

90° Turn - Runway to Taxiway
ETACS Assisted Steering Method (Sheet 2 of 3)
FIGURE-4-5-2-991-002-B01

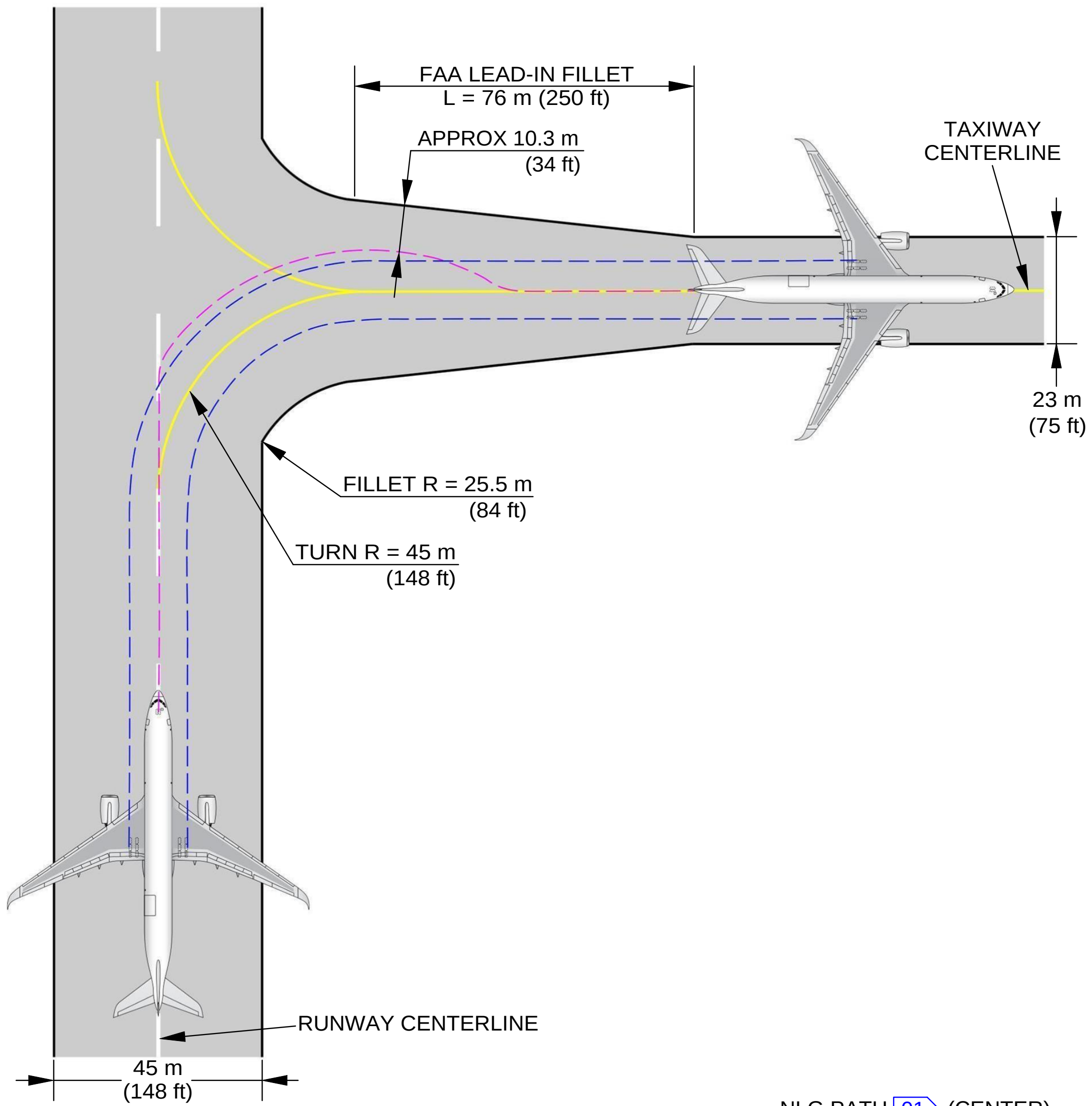
****ON A/C A350-1000**



P_AC_040502_1_0020002_03_01

90° Turn - Runway to Taxiway
Cockpit over Centerline Method (Sheet 3 of 3)
FIGURE-4-5-2-991-002-B01

**ON A/C A350-1000F

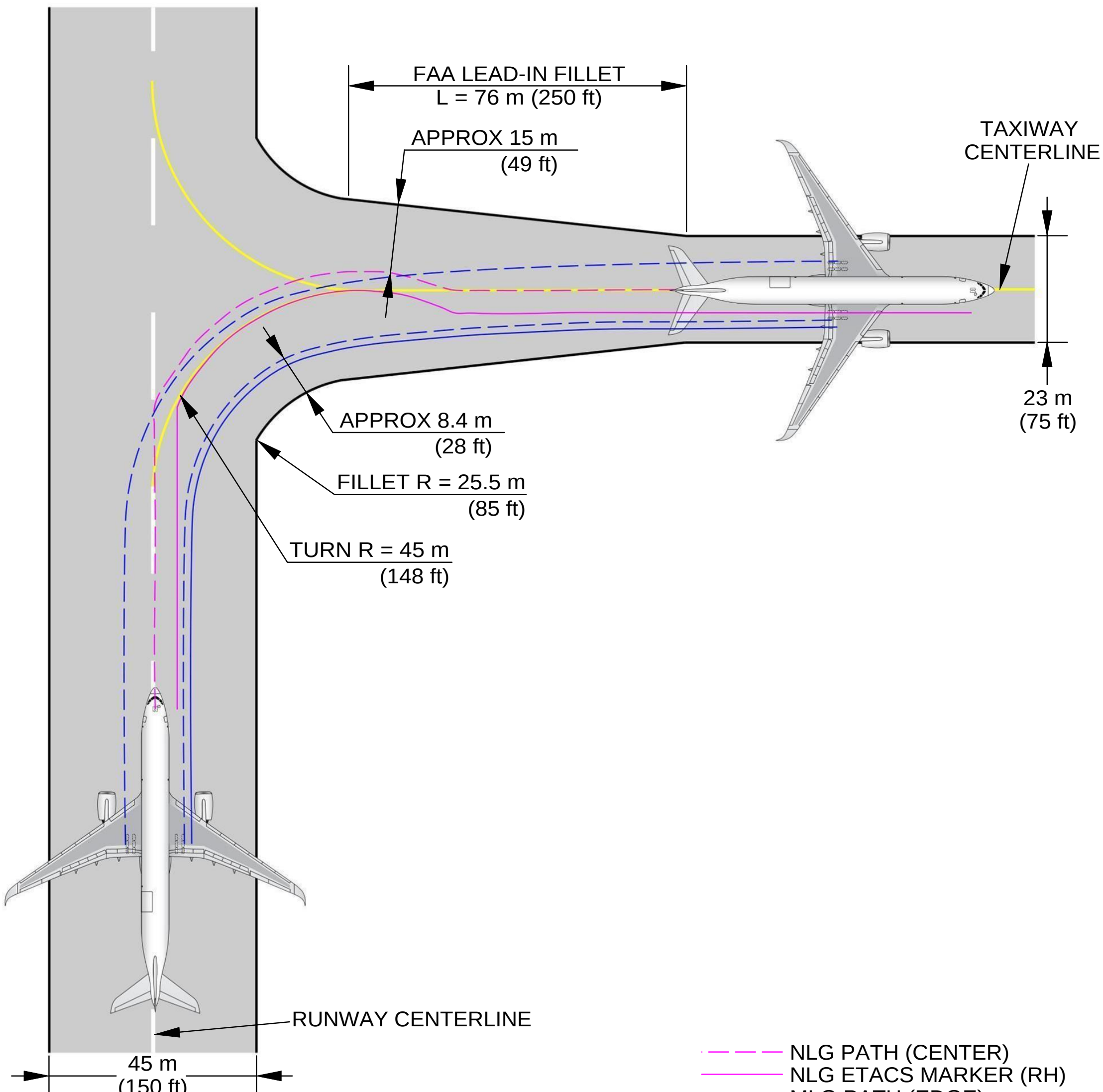


NOTE:
THE MLG FOLLOWS THE CENTERLINE.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040502_1_0030001_01_01

90° Turn - Runway to Taxiway
1 of 3)
4-5-2-991-003-A01

**ON A/C A350-1000F

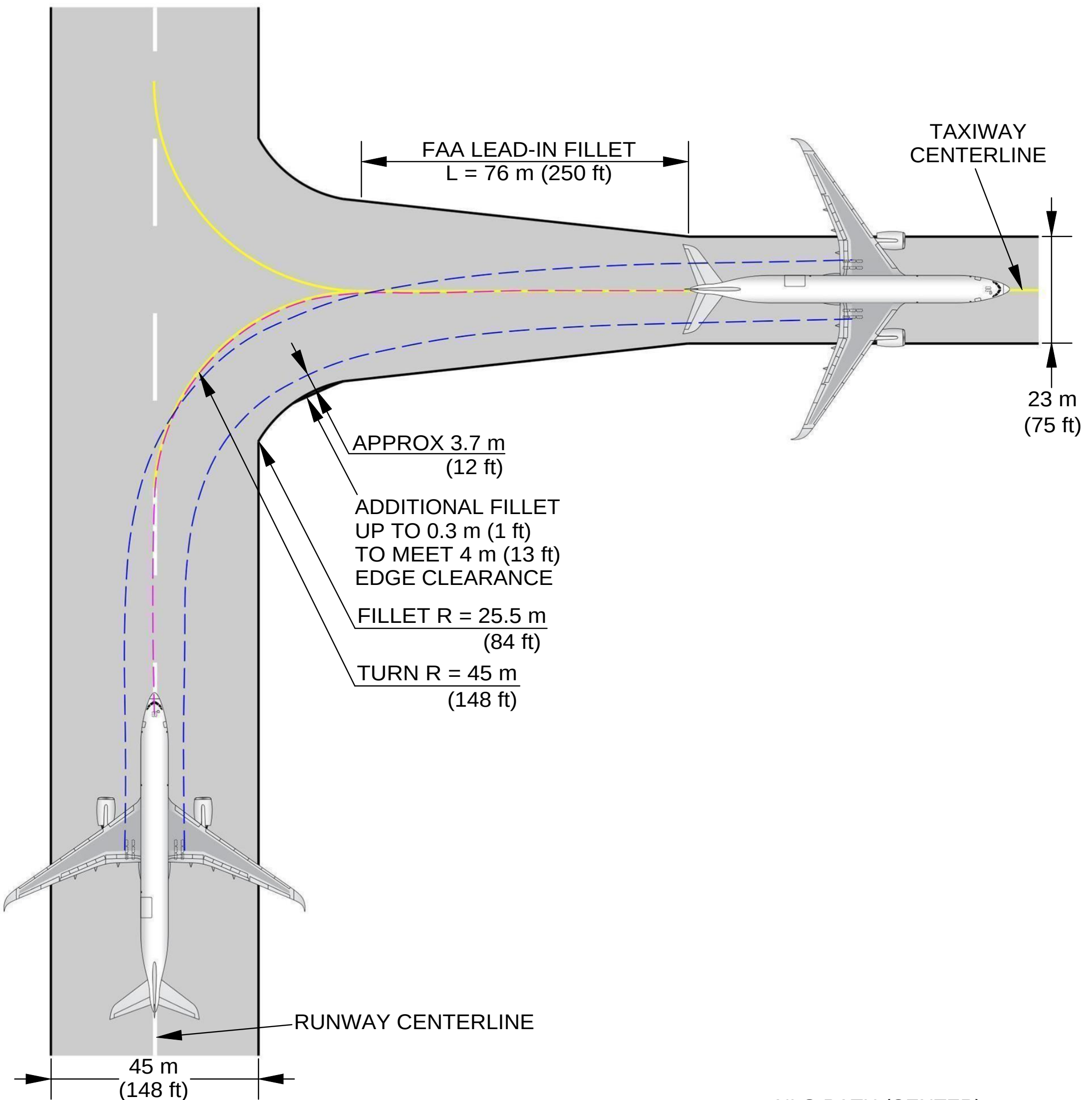


NOTE:
THE NLG FOLLOWS THE RH ETACS MARKER.

P_AC_040502_1_0030001_02_02

90° Turn - Runway to Taxiway
2 of 3)
4-5-2-991-003-A01

****ON A/C A350-1000F**



90° Turn - Runway to Taxiway
3 of 3)
4-5-2-991-003-A01

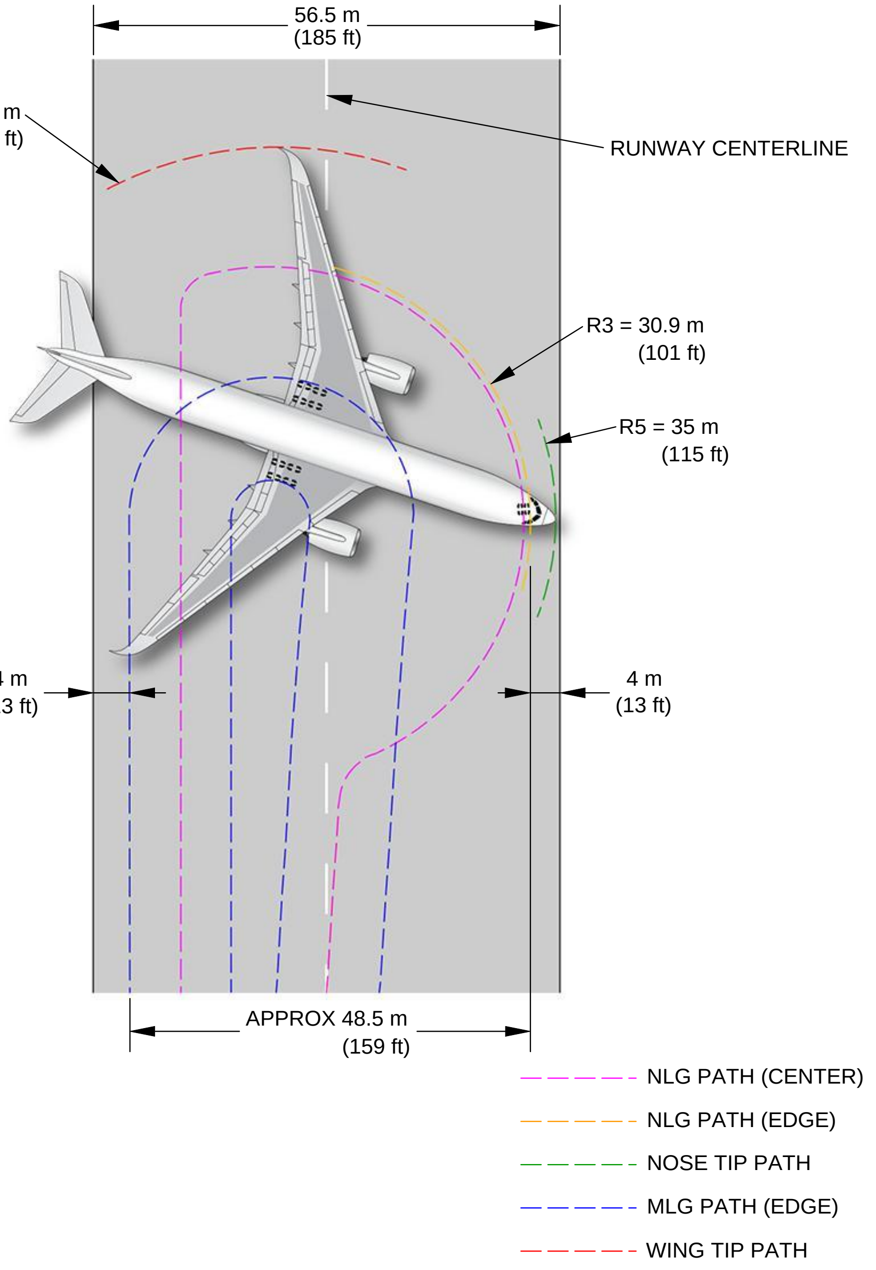
4-5-3 180° Turn on a Runway

****ON A/C A350-1000 A350-1000F A350-900**

180° Turn on a Runway

1. This section provides the 180° turn on a runway.

****ON A/C A350-900**

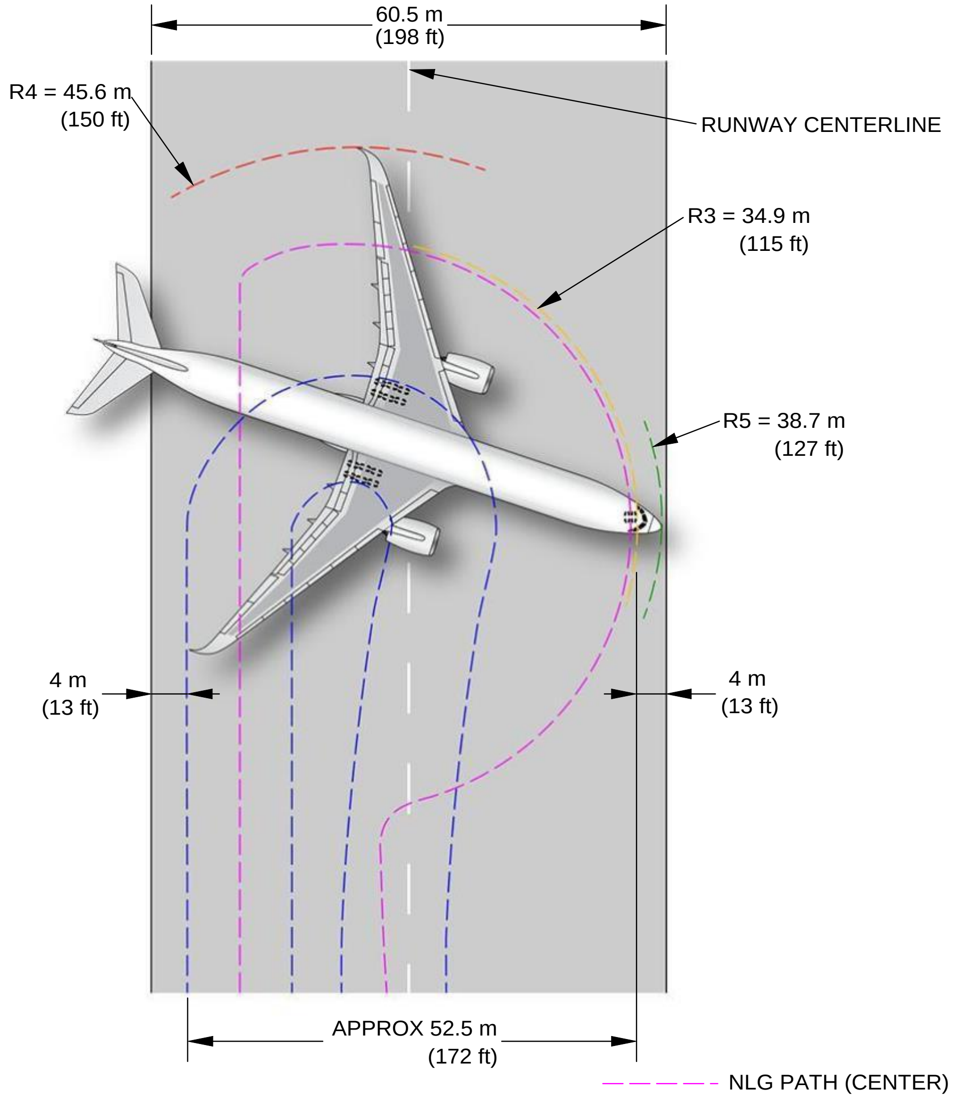


NOTE:
TYPE 1 VALUES.
IT IS POSSIBLE TO GET LOWER VALUES THAN THOSE FROM TYPE 1 BY APPLYING DIFFERENTIAL BRAKING DURING THE WHOLE TURN.

P_AC_040503_1_0010001_01_03

180° Turn on a Runway
FIGURE-4-5-3-991-001-A01

****ON A/C A350-1000**



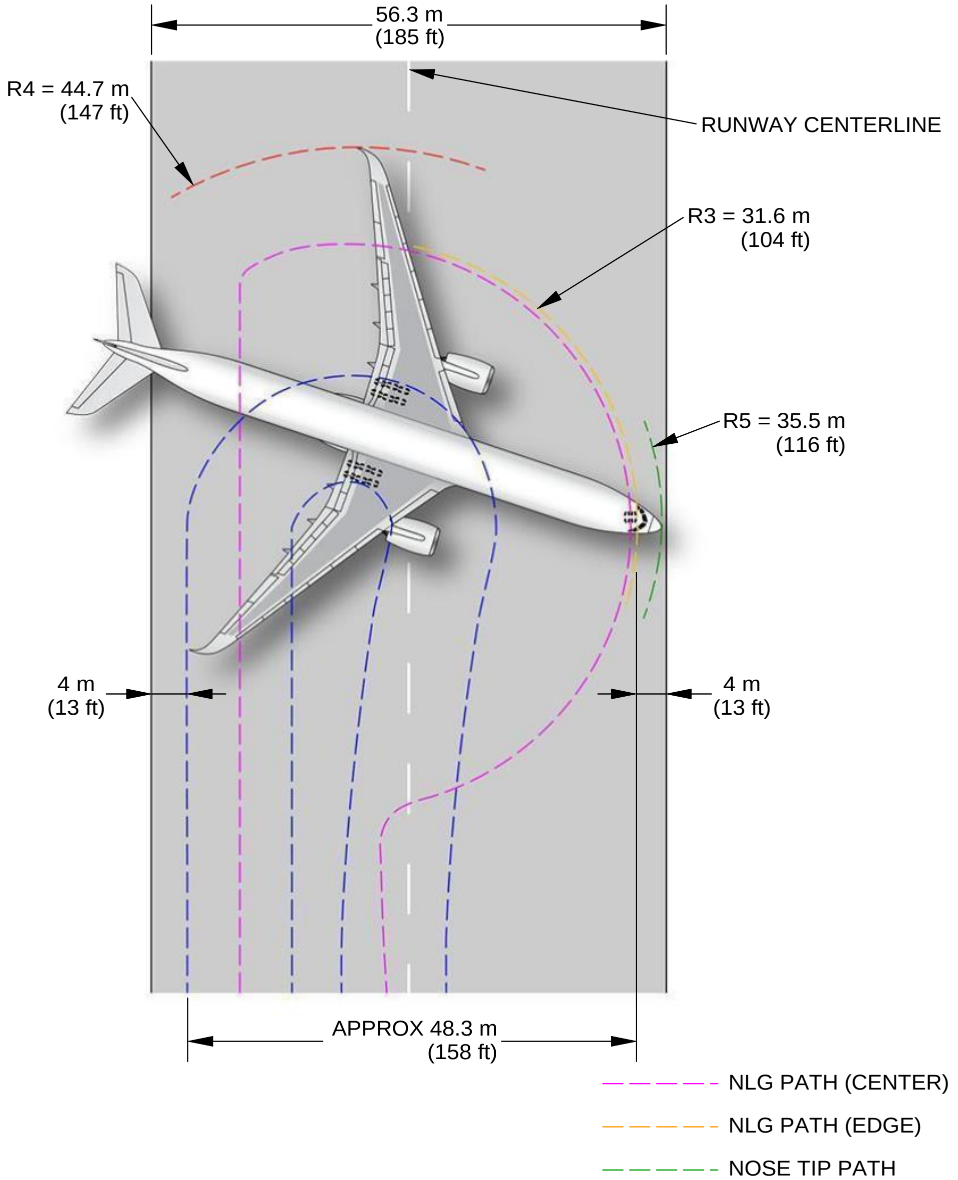
NOTE:

TYPE 1 VALUES.
IT IS POSSIBLE TO GET LOWER VALUES THAN THOSE FROM TYPE 1 BY APPLYING DIFFERENTIAL BRAKING DURING THE WHOLE TURN.

P_AC_040503_1_0020002_01_03

180° Turn on a Runway
FIGURE-4-5-3-991-002-B01

**ON A/C A350-1000F



NOTE:
TYPE 1 VALUES.
IT IS POSSIBLE TO GET LOWER VALUES THAN THOSE FROM TYPE 1 BY APPLYING DIFFERENTIAL BRAKING DURING THE WHOLE TURN.

P_AC_040503_1_0030002_01_00

180° Turn on a Runway
4-5-3-991-003-B01

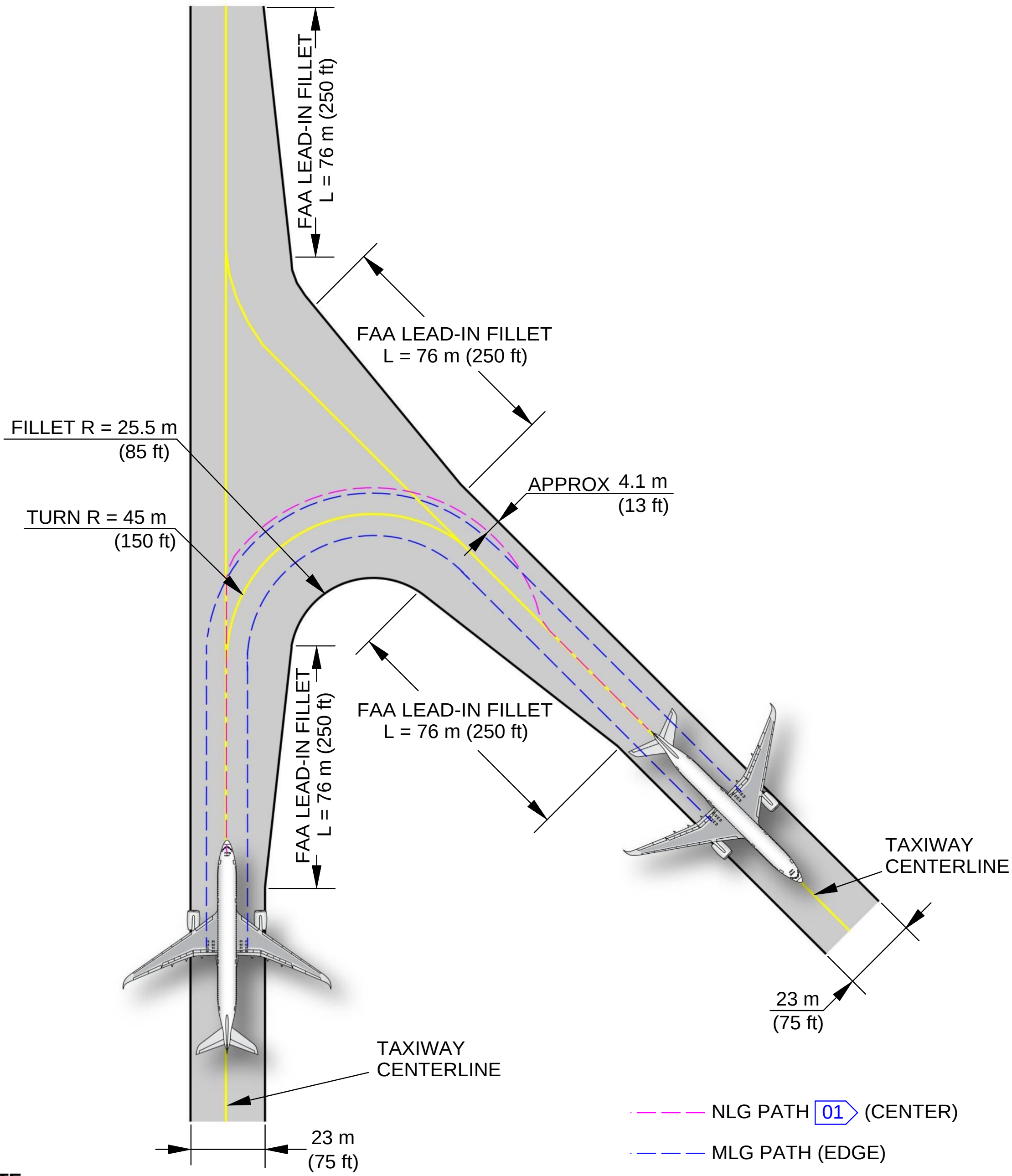
4-5-4 135° Turn - Taxiway to Taxiway

****ON A/C A350-1000 A350-1000F A350-900**

135° Turn - Taxiway to Taxiway

1. This section gives the 135° turn - taxiway to taxiway.

**ON A/C A350-900

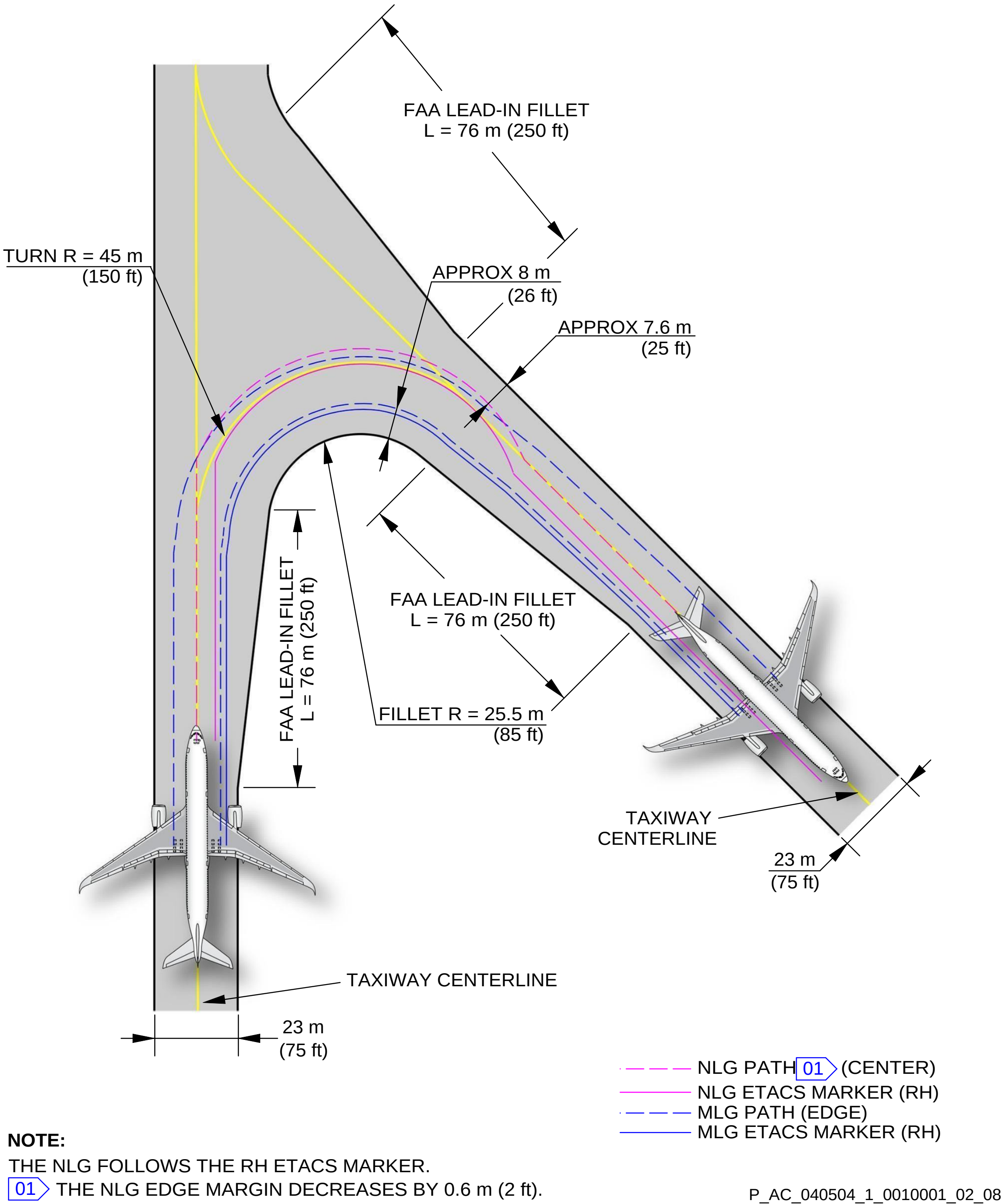


NOTE:
THE MLG FOLLOWS THE CENTERLINE.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040504_1_0010001_01_06

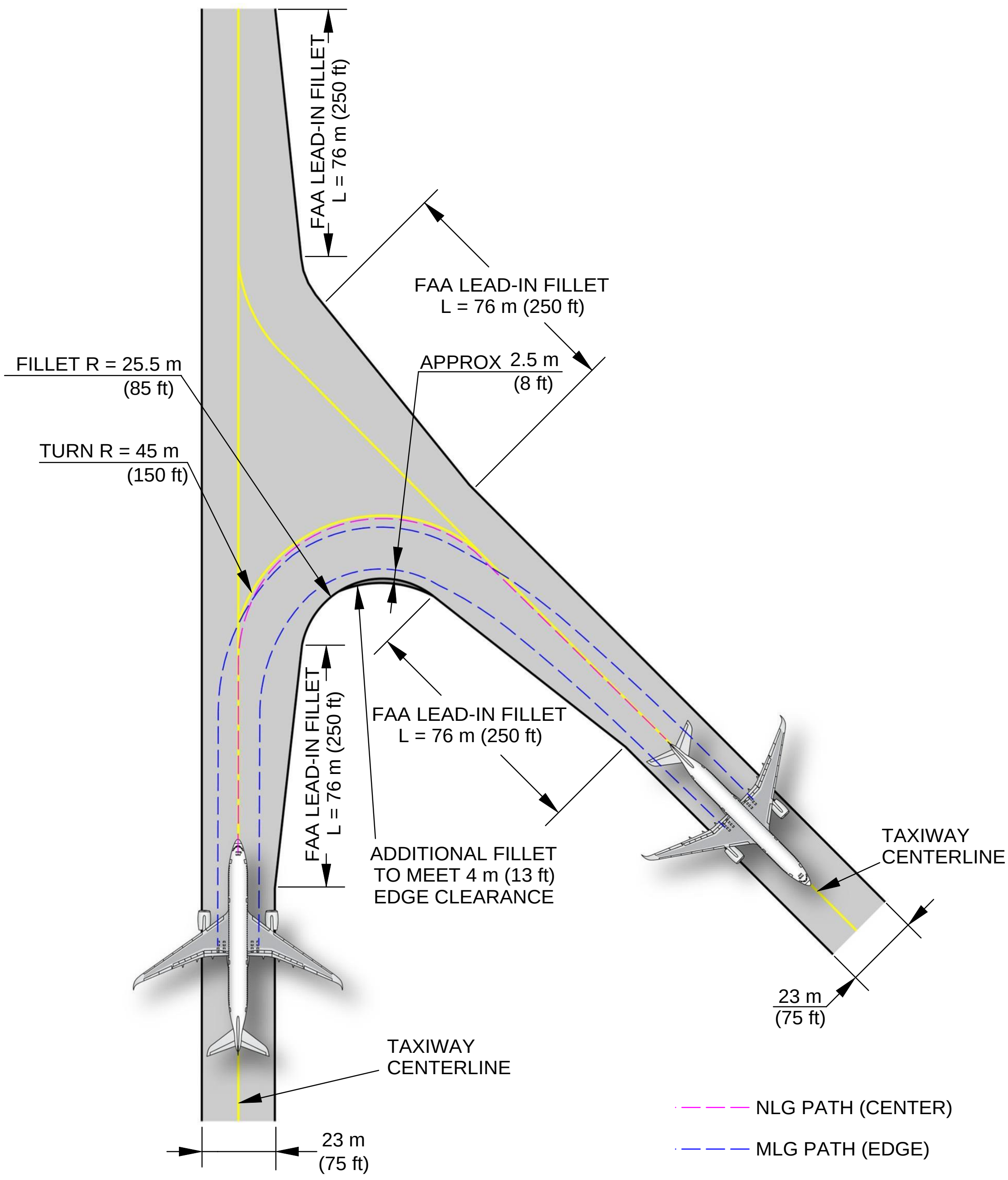
135° Turn - Taxiway to Taxiway
Oversteering Method (Sheet 1 of 3)
FIGURE-4-5-4-991-001-A01

****ON A/C A350-900**



135° Turn - Taxiway to Taxiway
ETACS Assisted Steering Method (Sheet 2 of 3)
FIGURE-4-5-4-991-001-A01

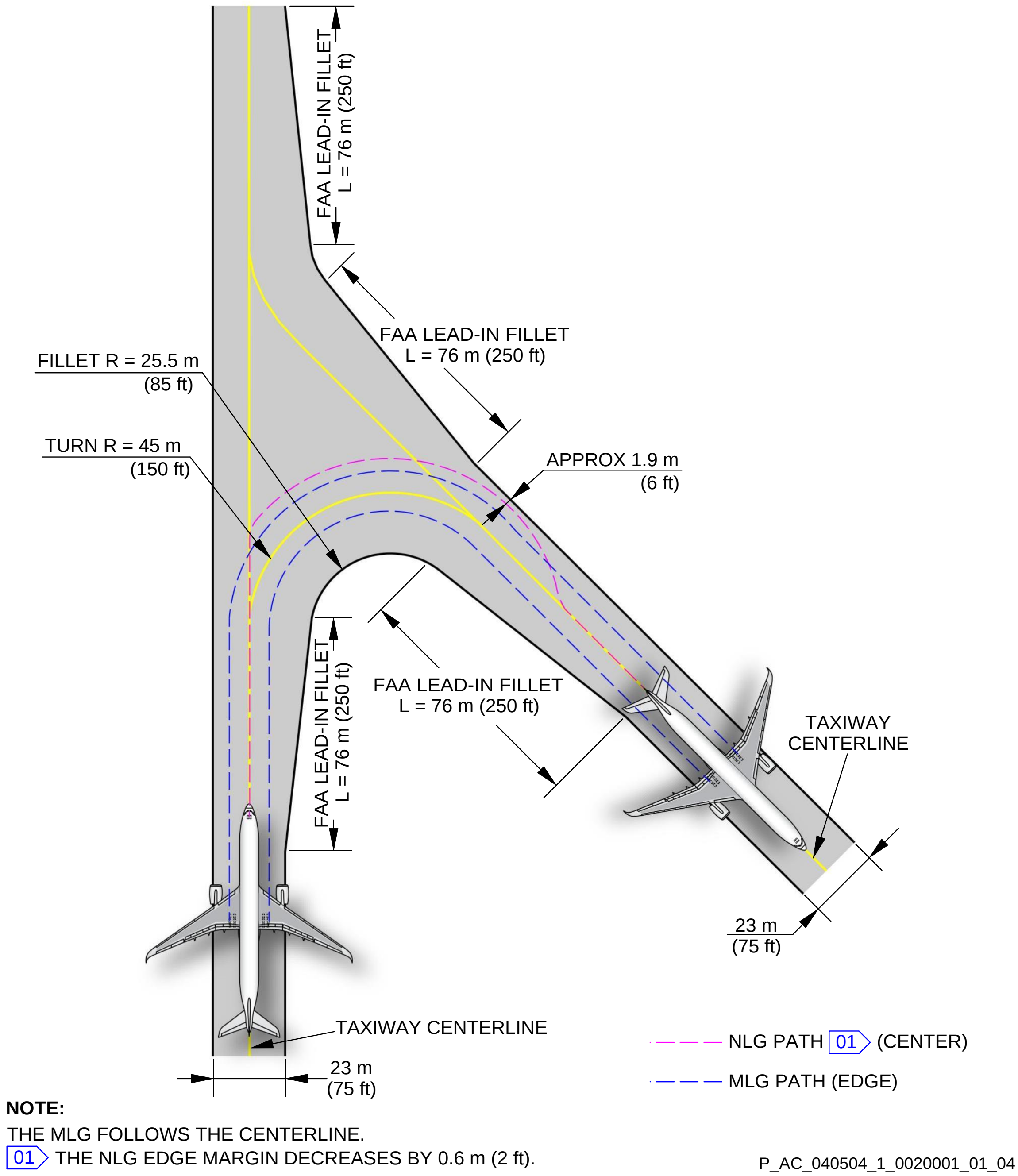
****ON A/C A350-900**



P_AC_040504_1_0010001_03_01

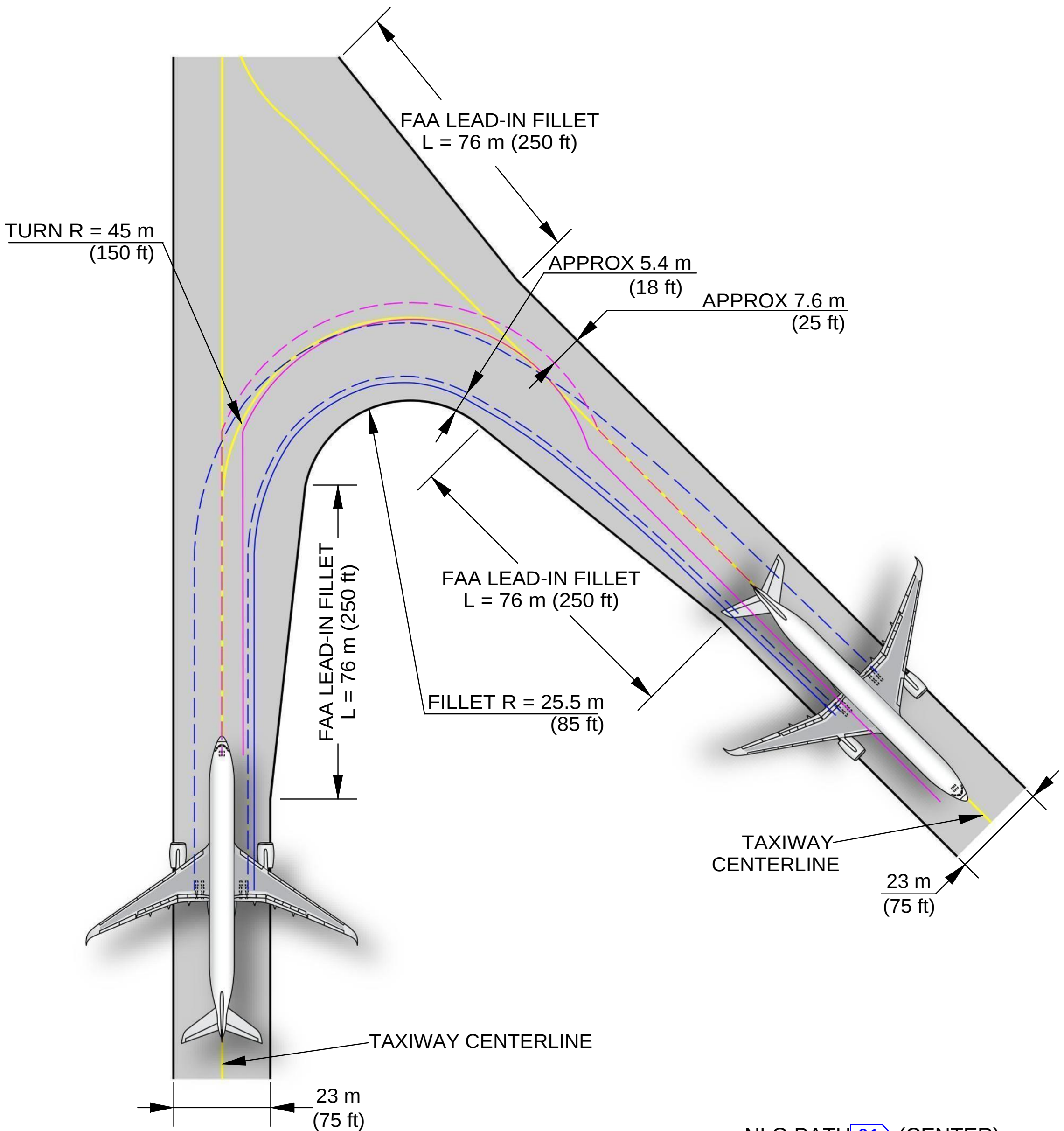
135° Turn - Taxiway to Taxiway
Cockpit over Centerline Method (Sheet 3 of 3)
FIGURE-4-5-4-991-001-A01

****ON A/C A350-1000**



135° Turn - Taxiway to Taxiway
Oversteering Method (Sheet 1 of 3)
FIGURE-4-5-4-991-002-A01

****ON A/C A350-1000**

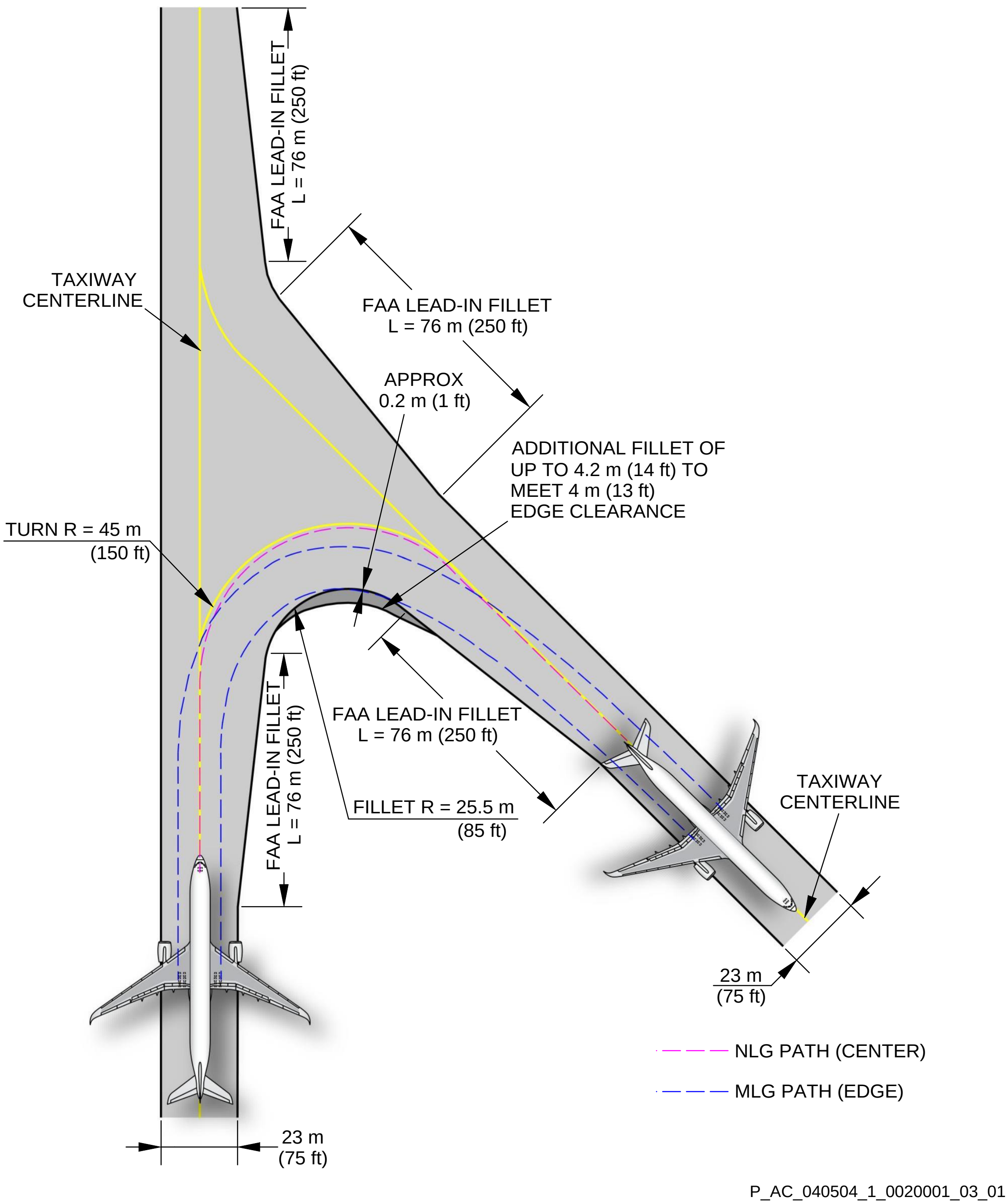


NOTE:
THE NLG FOLLOWS THE RH ETACS MARKER.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040504_1_0020001_02_05

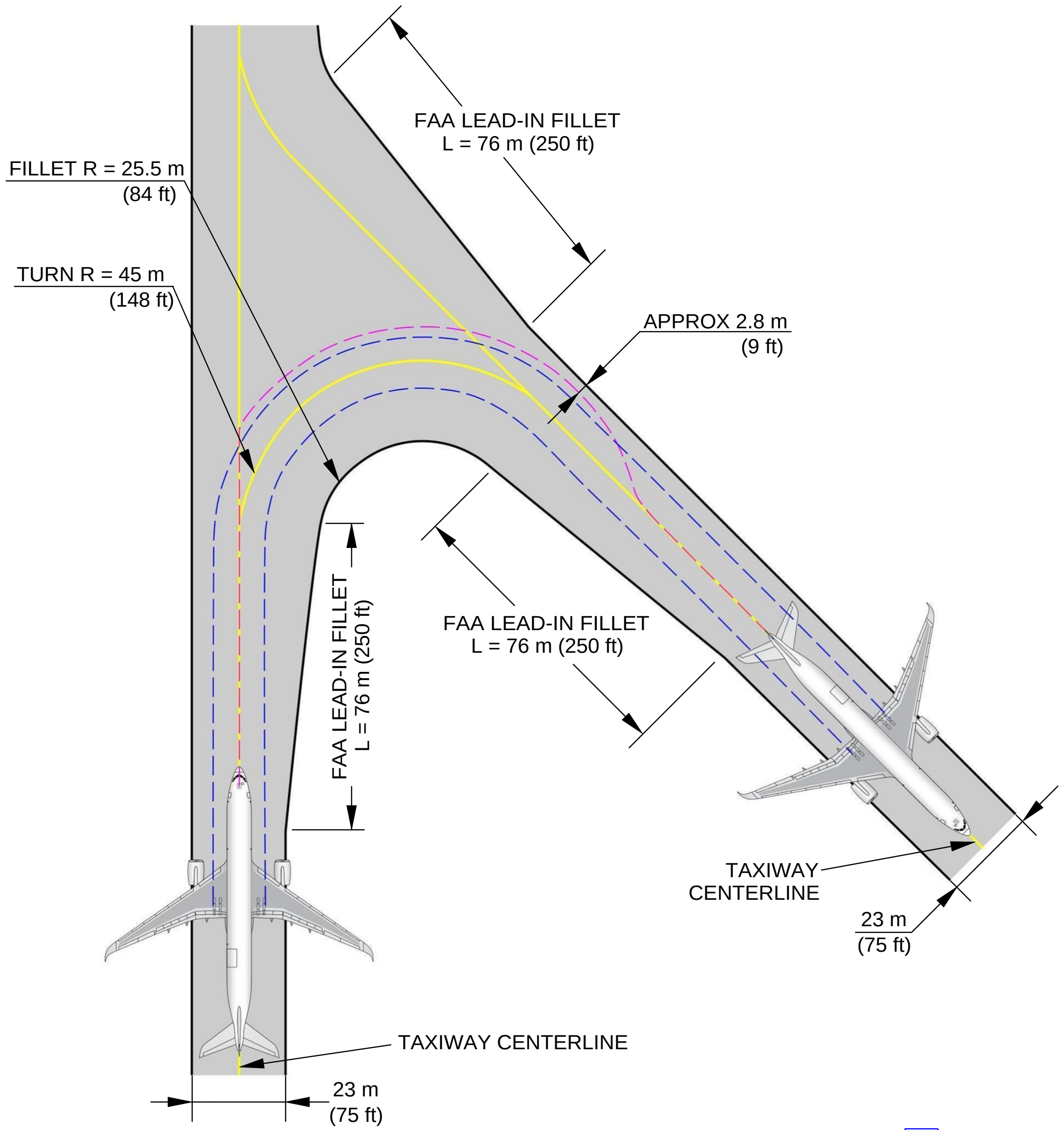
135° Turn - Taxiway to Taxiway
ETACS Assisted Steering Method (Sheet 2 of 3)
FIGURE-4-5-4-991-002-A01

****ON A/C A350-1000**



135° Turn - Taxiway to Taxiway
Cockpit over Centerline Method (Sheet 3 of 3)
FIGURE-4-5-4-991-002-A01

****ON A/C A350-1000F**

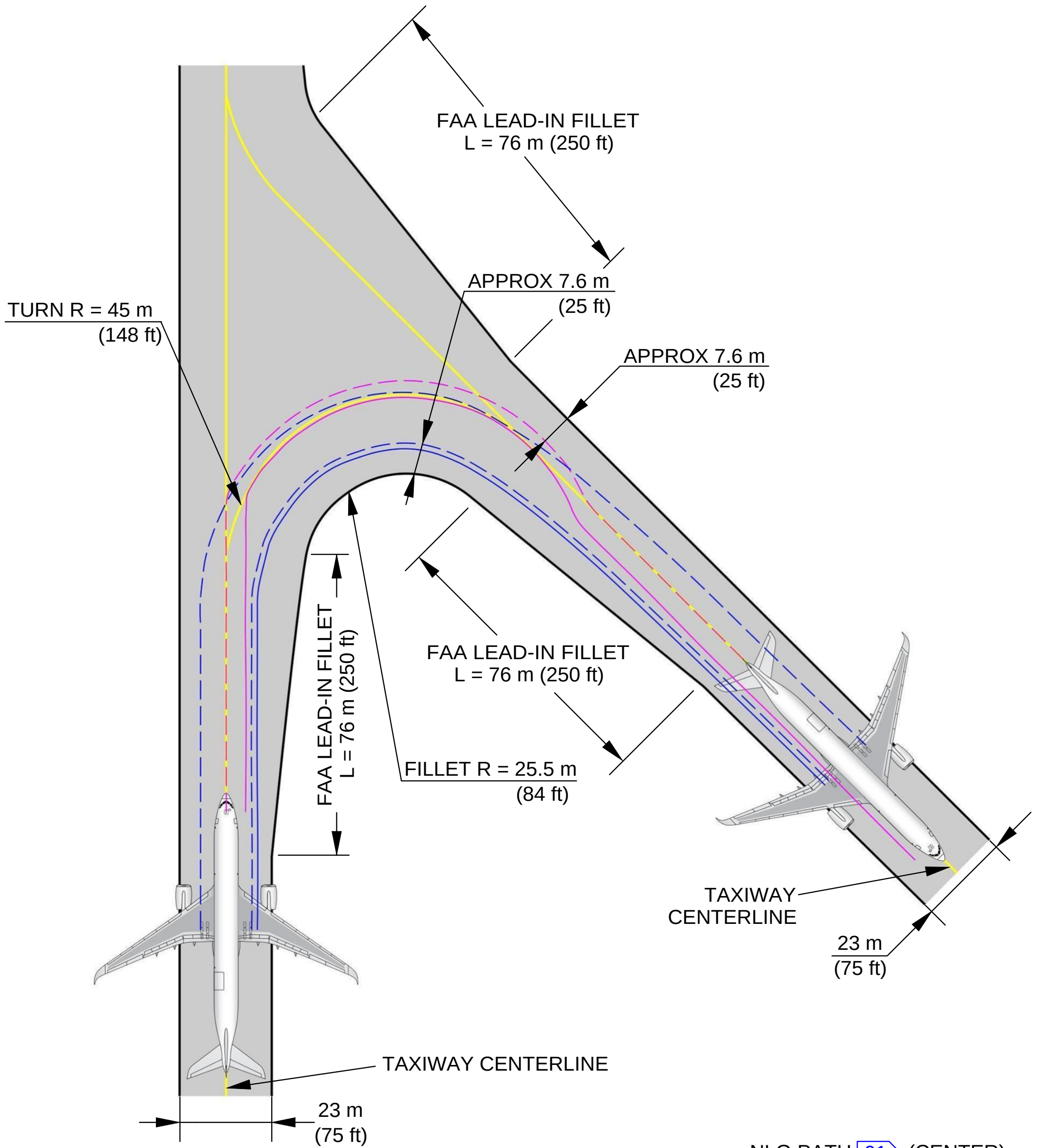


NOTE:
THE MLG FOLLOWS THE CENTERLINE.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040504_1_0040001_01_01

135° Turn - Taxiway to Taxiway
1 of 3)
4-5-4-991-004-A01

**ON A/C A350-1000F

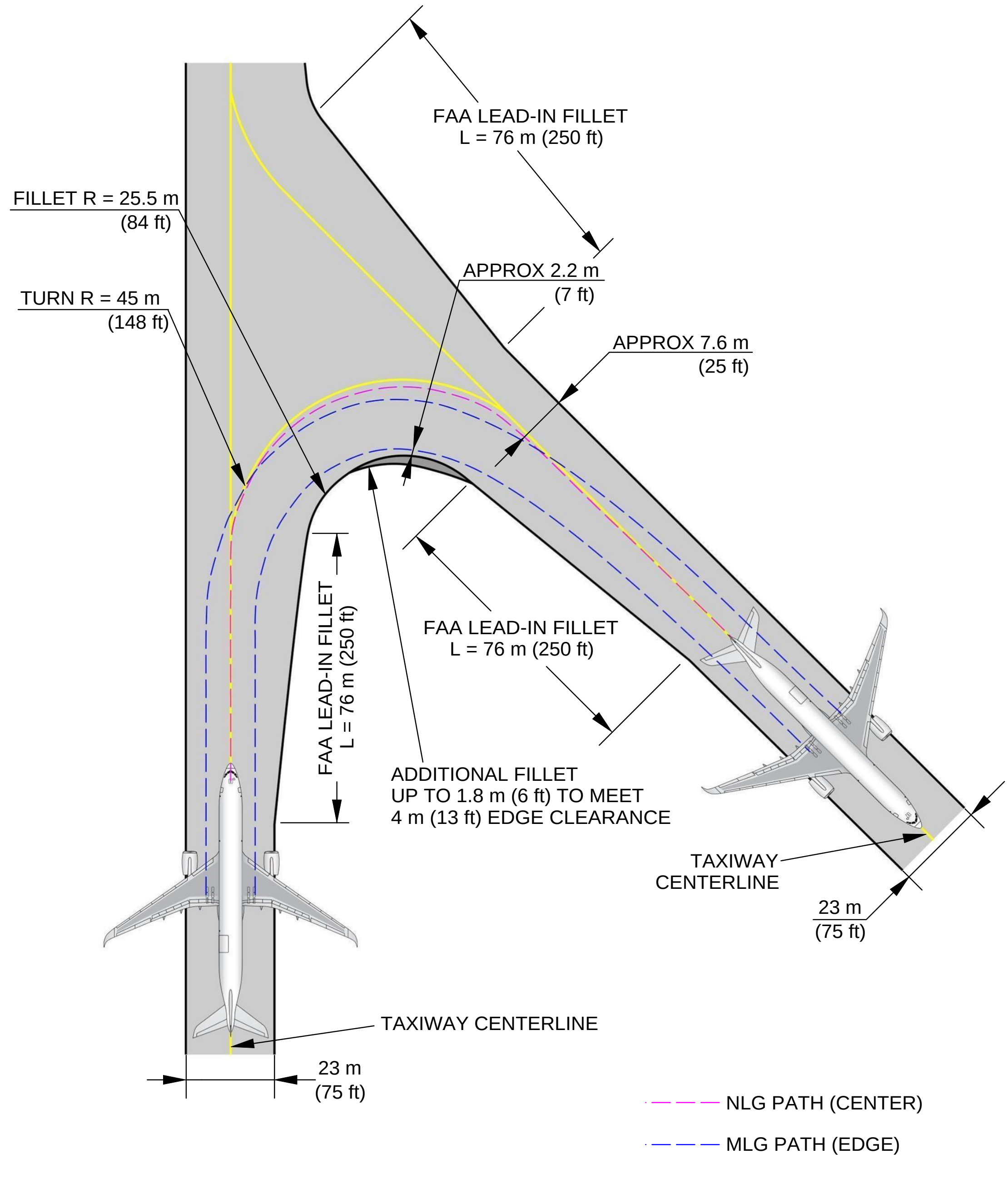


NOTE:
THE NLG FOLLOWS THE RH ETACS MARKER.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040504_1_0040001_02_01

135° Turn - Taxiway to Taxiway
2 of 3)
4-5-4-991-004-A01

**ON A/C A350-1000F



135° Turn - Taxiway to Taxiway
3 of 3)
4-5-4-991-004-A01

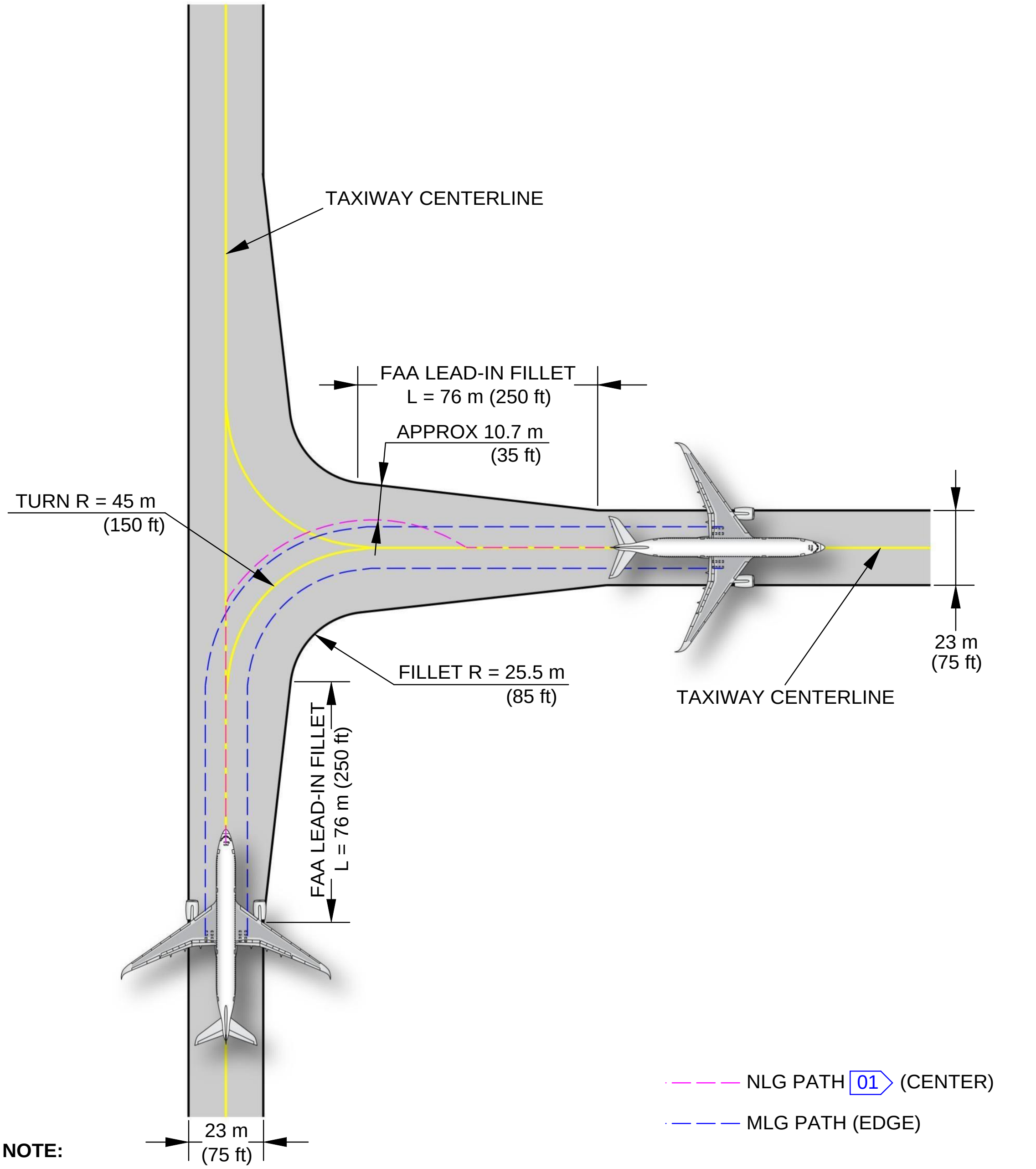
4-5-5 90° Turn - Taxiway to Taxiway

ON A/C A350-1000 A350-1000F A350-900

90° Turn - Taxiway to Taxiway

1. This section gives the 90° turn - taxiway to taxiway.

****ON A/C A350-900**

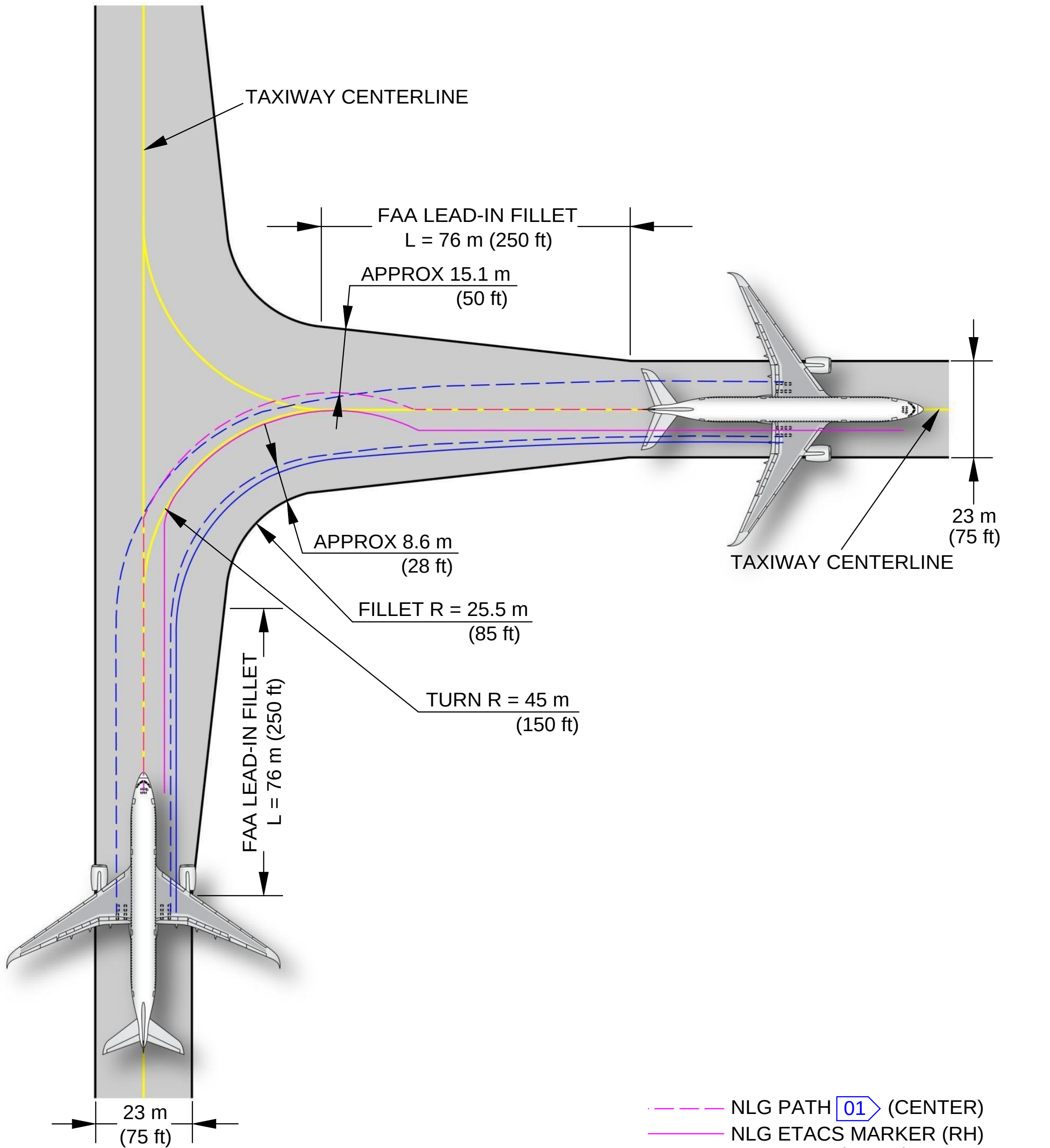


NOTE:
THE MLG FOLLOWS THE CENTERLINE.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040505_1_0010002_01_06

90° Turn - Taxiway to Taxiway
Oversteering Method (Sheet 1 of 3)
FIGURE-4-5-5-991-001-B01

****ON A/C A350-900**



NOTE:

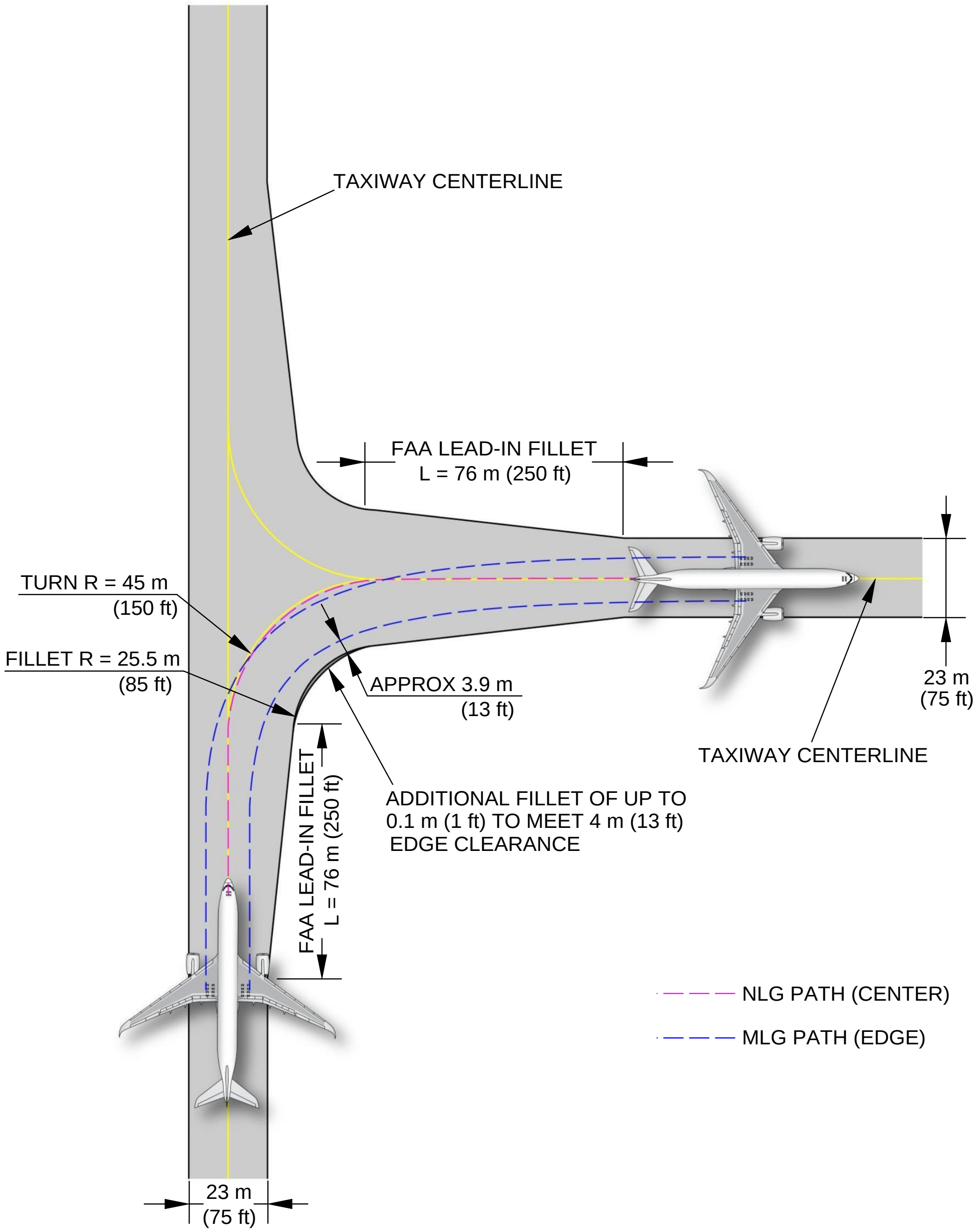
THE NLG FOLLOWS THE RH ETACS MARKER.

01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040505_1_0010002_02_08

90° Turn - Taxiway to Taxiway
ETACS Assisted Steering Method (Sheet 2 of 3)
FIGURE-4-5-5-991-001-B01

****ON A/C A350-900**



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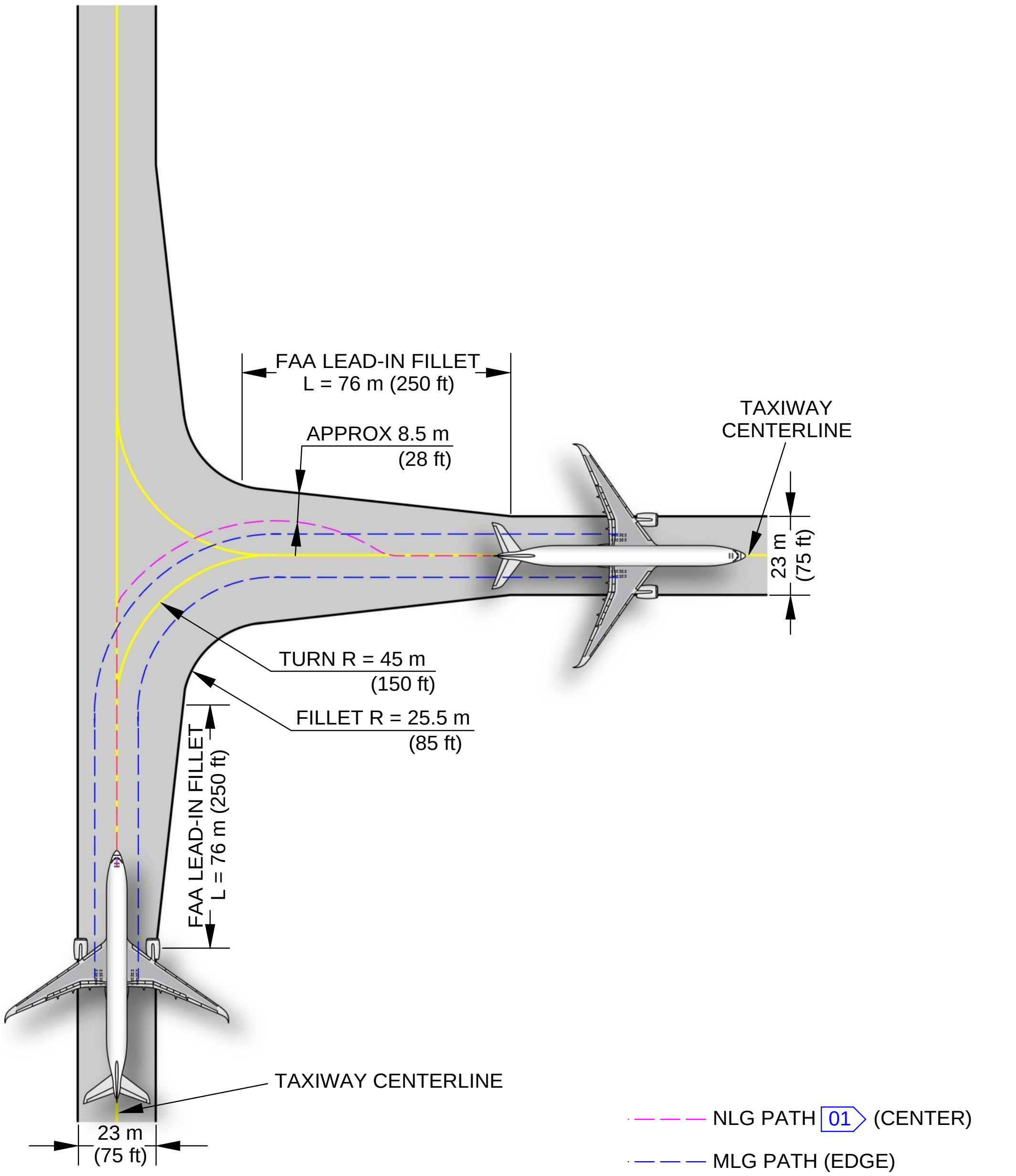
90° Turn - Taxiway to Taxiway
Cockpit over Centerline Method (Sheet 3 of 3)
FIGURE-4-5-5-991-001-B01

****ON A/C A350-1000**

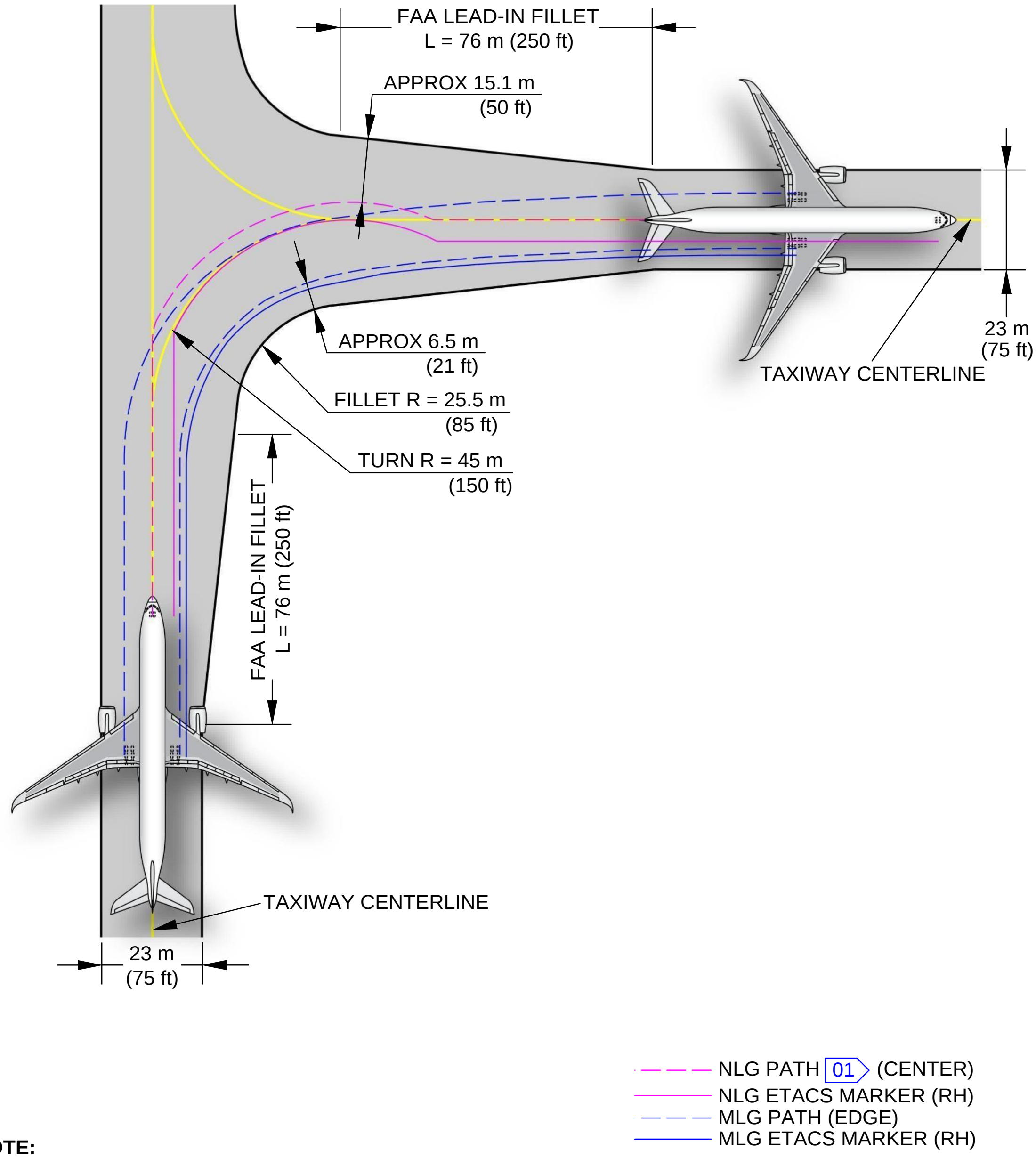


NOTE:
THE MLG FOLLOWS THE CENTERLINE.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040505_1_0020001_01_04

90° Turn - Taxiway to Taxiway
Oversteering Method (Sheet 1 of 3)
FIGURE-4-5-5-991-002-A01

****ON A/C A350-1000**

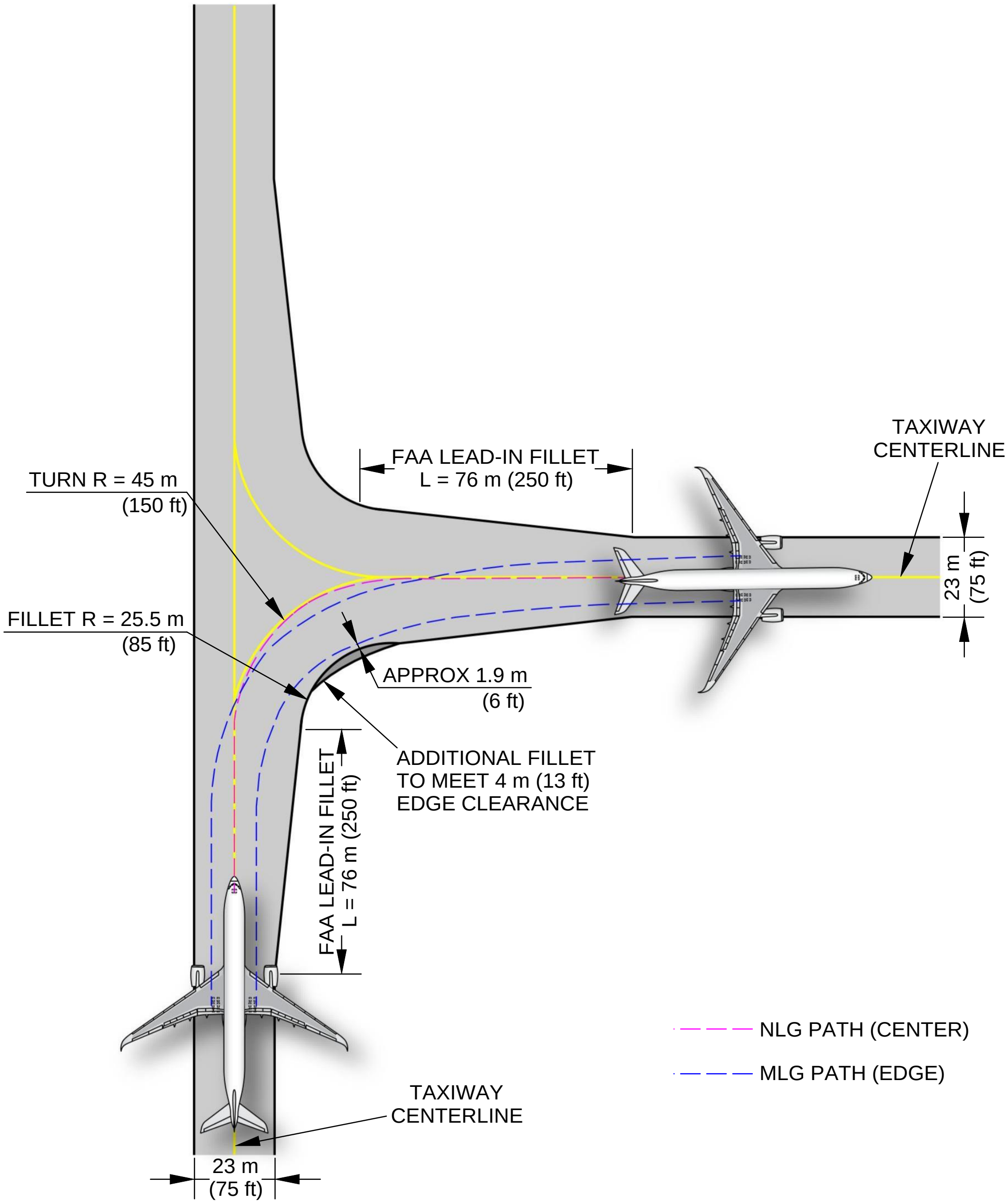


NOTE:
THE NLG FOLLOWS THE RH ETACS MARKER.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040505_1_0020001_02_05

90° Turn - Taxiway to Taxiway
ETACS Assisted Steering Method (Sheet 2 of 3)
FIGURE-4-5-5-991-002-A01

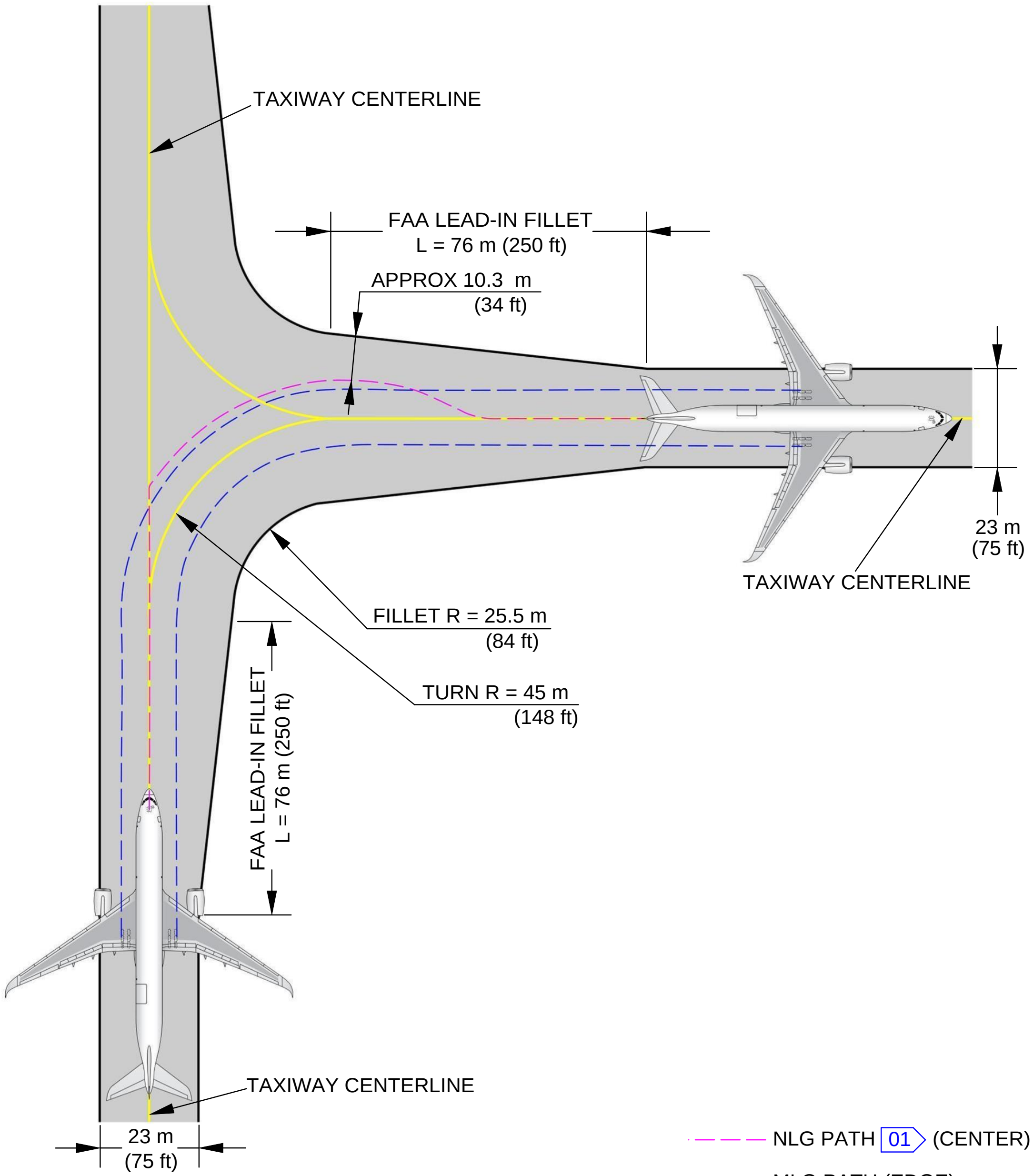
****ON A/C A350-1000**



P_AC_040505_1_0020001_03_01

90° Turn - Taxiway to Taxiway
Cockpit over Centerline Method (Sheet 3 of 3)
FIGURE-4-5-5-991-002-A01

****ON A/C A350-1000F**

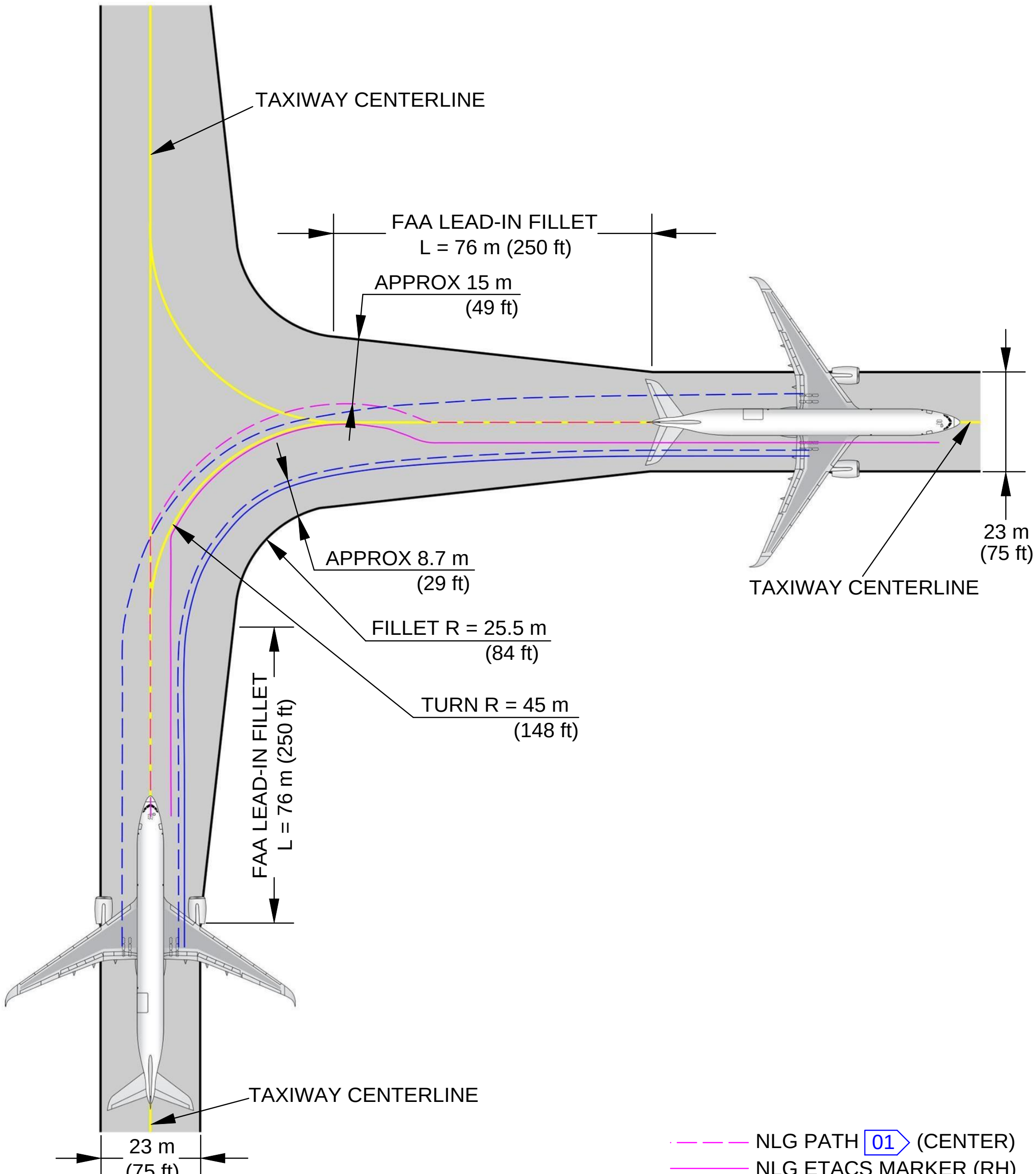


NOTE:
THE MLG FOLLOWS THE CENTERLINE.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040505_1_0030002_01_01

90° Turn - Taxiway to Taxiway
1 of 3)
4-5-5-991-003-B01

**ON A/C A350-1000F

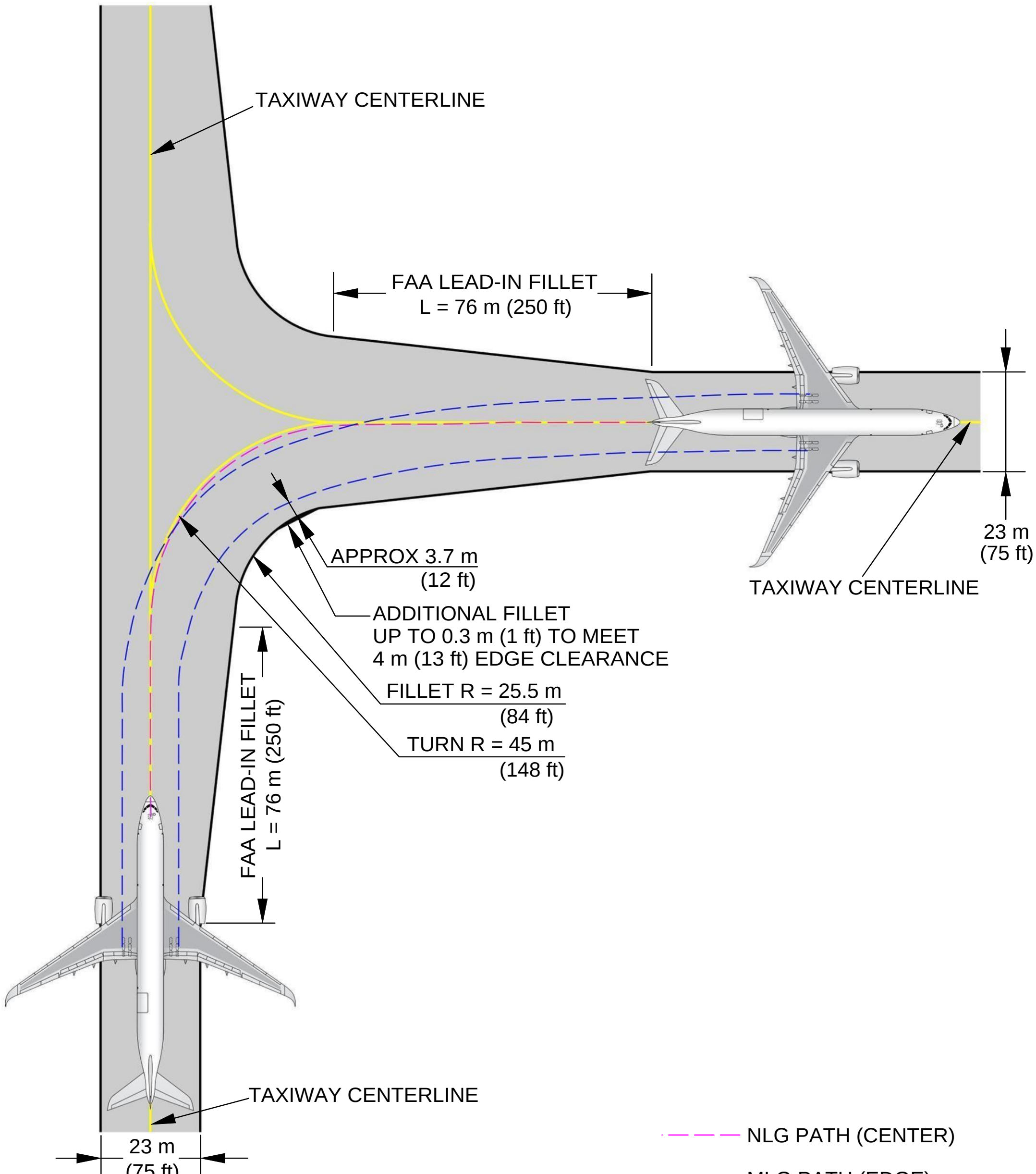


NOTE:
THE NLG FOLLOWS THE RH ETACS MARKER.
01 THE NLG EDGE MARGIN DECREASES BY 0.6 m (2 ft).

P_AC_040505_1_0030002_02_01

90° Turn - Taxiway to Taxiway
2 of 3)
4-5-5-991-003-B01

****ON A/C A350-1000F**



P_AC_040505_1_0030002_03_01

90° Turn - Taxiway to Taxiway
3 of 3)
4-5-5-991-003-B01

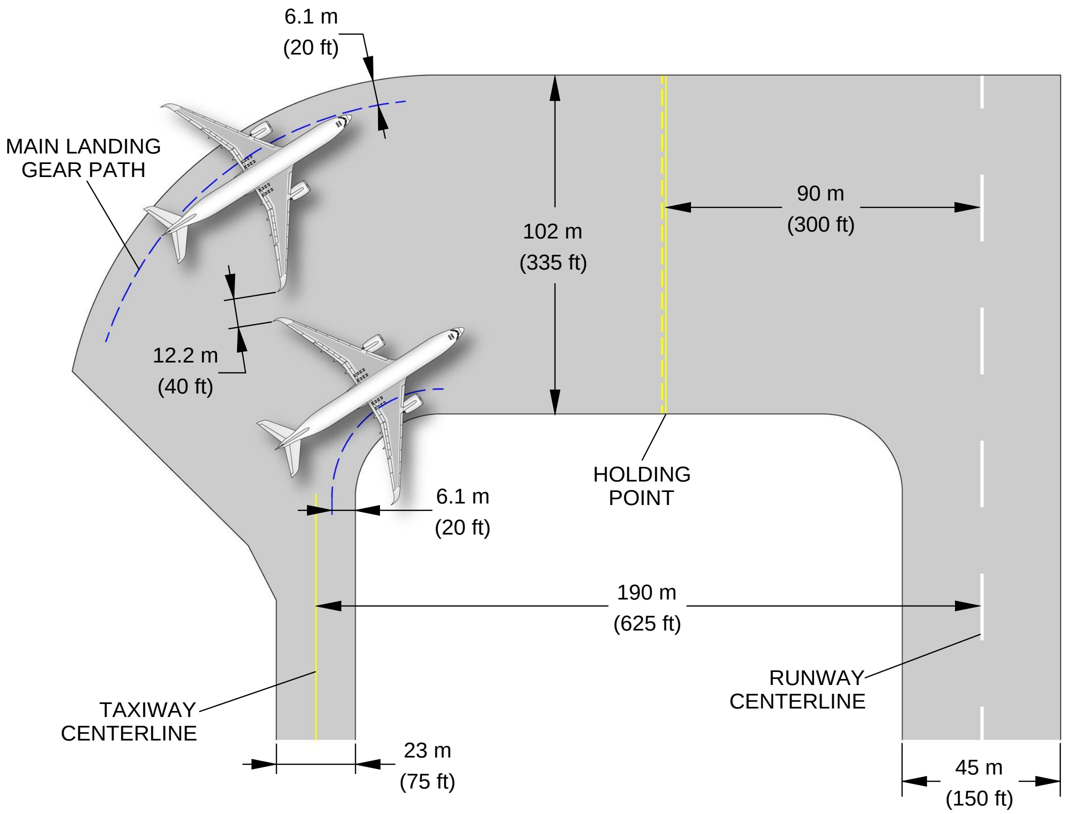
4-6-0 Runway Holding Bay

****ON A/C A350-1000 A350-1000F A350-900**

Runway Holding Bay

1. This section provides the runway holding bay.

****ON A/C A350-1000 A350-1000F A350-900**



NOTE:
COORDINATE WITH USING AIRCRAFT FOR SPECIFIC PLANNED OPERATING PROCEDURES.

P_AC_040600_1_0010001_01_00

Runway Holding Bay
FIGURE-4-6-0-991-001-A01

4-7-0 Minimum Line-Up Distance Corrections

****ON A/C A350-1000 A350-1000F A350-900**

Minimum Line-Up Distance Corrections

1. The ground maneuvers were performed using asymmetric thrust and differential braking only to initiate the turn.

   Manoeuvres of this section are calculated with turn characteristics as given in chapter 4-2-0.
   TODA: Take-Off Distance Available
   ASDA: Acceleration-Stop Distance Available

2. 90° Turn on Runway Entry

   This section provides the minimum line-up distance correction for a 90° turn on runway entry.
   This maneuver consists in a 90° turn at minimum turn radius. It starts with the edge of the MLG at a distance of 4 m (13 ft.) from the taxiway edge, and finishes with the aircraft aligned on the centerline of the runway, FIGURE 4-7-0-991-001-A.
   During the turn, all the clearances must meet the minimum value of 4 m (13 ft.) for this category of aircraft as recommended in ICAO Annex 14 (Ninth Edition).

3. 180° Turn on Runway Turn Pad

   This section provides the minimum line-up distance correction for a 180° turn on the runway turn pad.
   This maneuver consists in a 180° turn at minimum turn radius on a runway turn pad with standard ICAO geometry.
   It starts with the edge of the MLG at a distance of 4 m (13 ft.) from the pavement edge, and it finishes with the aircraft aligned on the centerline of the runway, FIGURE 4-7-0-991-002-A.
   During the turn, all the clearances must meet the minimum value of 4 m (13 ft.) for this category of aircraft as recommended in ICAO Annex 14 (Ninth Edition).

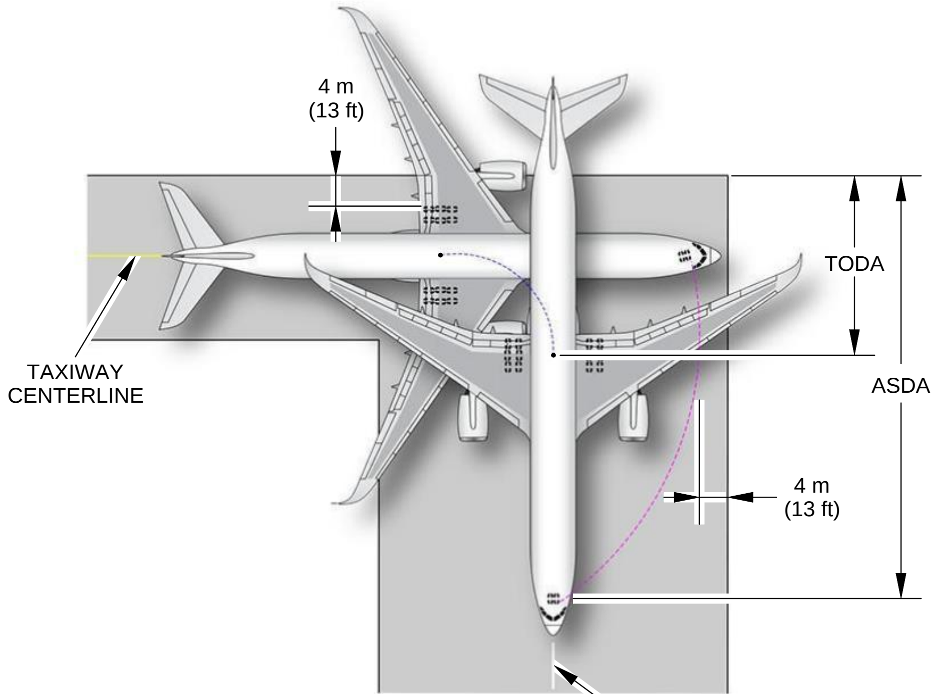
4. 180° Turn on Runway Width

   This section provides the minimum line-up distance correction for a 180° turn on the runway width.
   For this maneuver, the pavement width is considered to be the runway width, which is a frozen parameter (45 m (150 ft) and 60 m (200 ft)).
   As per the standard operating procedures for the ”180° turn on runway” (described in the Flight Crew Operating Manual), the aircraft is initially angled with respect to the runway centerline when starting the 180° turn, FIGURE 4-7-0-991-003-A.
   The value of this angle depends on the aircraft type and is mentioned in the FCOM.

During the turn, all the clearances must meet the minimum value of 4 m (13 ft.) for this category of aircraft as recommended in ICAO Annex 14 (Ninth Edition) .

NOTE : The minimum line-up distances may need a steering angle lower than the maximum one.

**ON A/C A350-1000 A350-1000F A350-900



90° TURN ON RUNWAY ENTRY									
AIRCRAFT TYPE	MAX STEERING ANGLE	45 m (148 ft) WIDE RUNWAY				60 m (197 ft) WIDE RUNWAY			
		MINIMUM LINE-UP DISTANCE CORRECTION				MINIMUM LINE-UP DISTANCE CORRECTION			
		ON TODA		ON ASDA		ON TODA		ON ASDA	
A350-900	72°	24.3 m	80 ft	52.9 m	174 ft	21.3 m	70 ft	50 m	164 ft
A350-1000	75°	30.6 m	100 ft	63.1 m	207 ft	21.5 m	71 ft	54 m	177 ft
A350-1000F	75°	25.2 m	83 ft	54.5 m	179 ft	20.6 m	68 ft	49.9 m	164 ft

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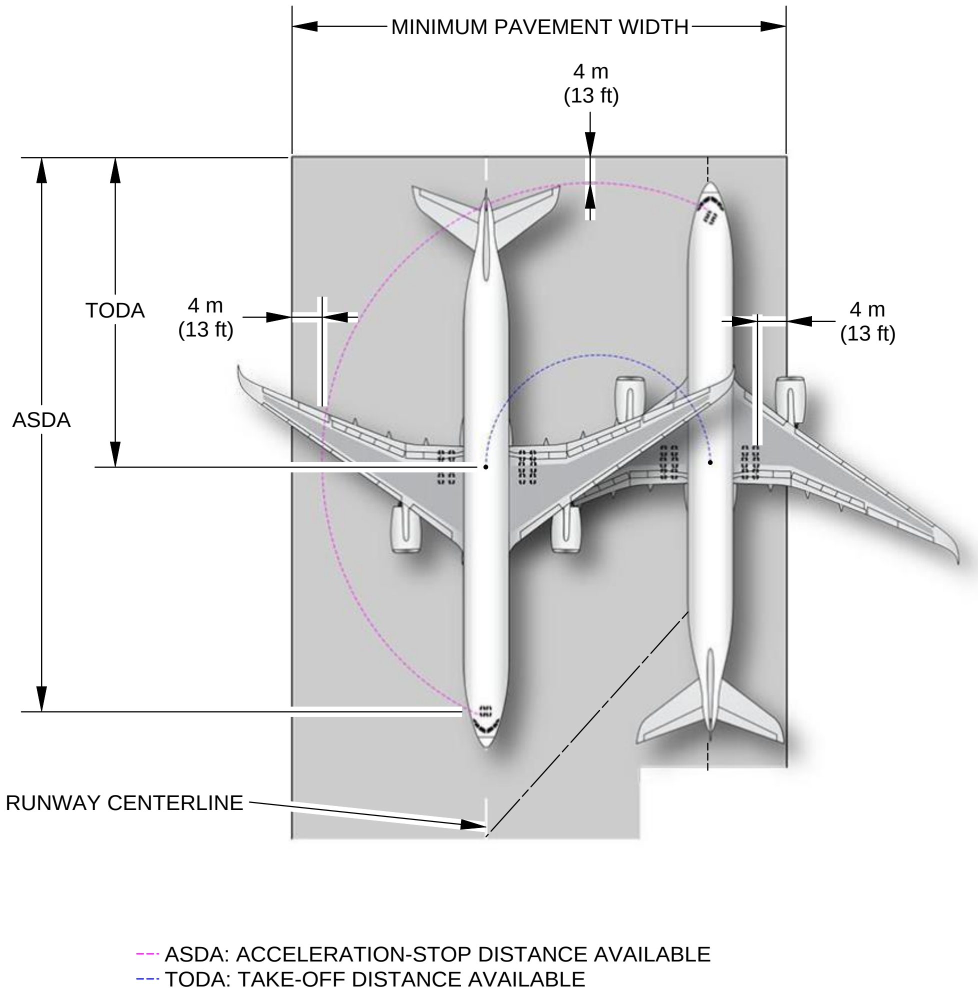
90° Turn on Runway Entry
FIGURE-4-7-0-991-001-A01

**ON A/C A350-1000 A350-1000F A350-900

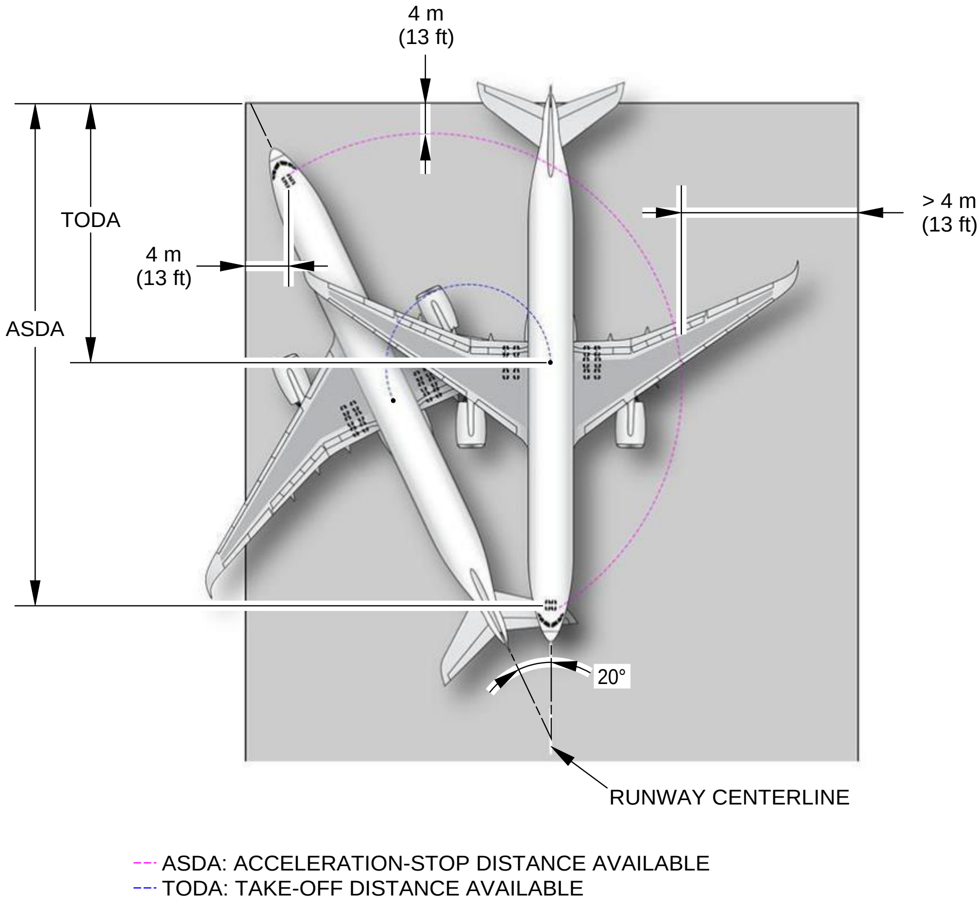


180° TURN ON RUNWAY TURN PAD											
AIRCRAFT TYPE	MAX STEERING ANGLE	45 m (148 ft) WIDE RUNWAY				60 m (197 ft) WIDE RUNWAY				REQUIRED MINIMUM PAVEMENT WIDTH	
		MINIMUM LINE-UP DISTANCE CORRECTION				MINIMUM LINE-UP DISTANCE CORRECTION					
		ON TODA		ON ASDA		ON TODA		ON ASDA			
A350-900	72°	36.4 m	119 ft	65 m	213 ft	35.2 m	115 ft	63.9 m	210 ft	62.2 m	204 ft
A350-1000	75°	42.8 m	140 ft	75.3 m	247 ft	38.9 m	128 ft	71.4 m	234 ft	62.7 m	206 ft
A350-1000F	75°	37.4 m	123 ft	66.7 m	219 ft	35.6 m	117 ft	64.9 m	213 ft	60.9 m	200 ft

P_AC_040700_1_0020001_01_04

180° Turn on Runway Turn Pad
FIGURE-4-7-0-991-002-A01

****ON A/C A350-1000 A350-1000F A350-900**



180° TURN ON RUNWAY WIDTH									
AIRCRAFT TYPE	MAX STEERING ANGLE	45 m (148 ft) WIDE RUNWAY		60 m (197 ft) WIDE RUNWAY					
		MINIMUM LINE-UP DISTANCE CORRECTION		MINIMUM LINE-UP DISTANCE CORRECTION					
		ON TODA	ON ASDA	ON TODA		ON ASDA			
A350-900	72°	NOT POSSIBLE		49.2 m	161 ft	77.9 m	256 ft		
A350-1000	75°	NOT POSSIBLE		NOT POSSIBLE					
A350-1000F	75°	NOT POSSIBLE		48 m	157 ft	77.3 m	254 ft		

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180° Turn on Runway Width
FIGURE-4-7-0-991-003-A01

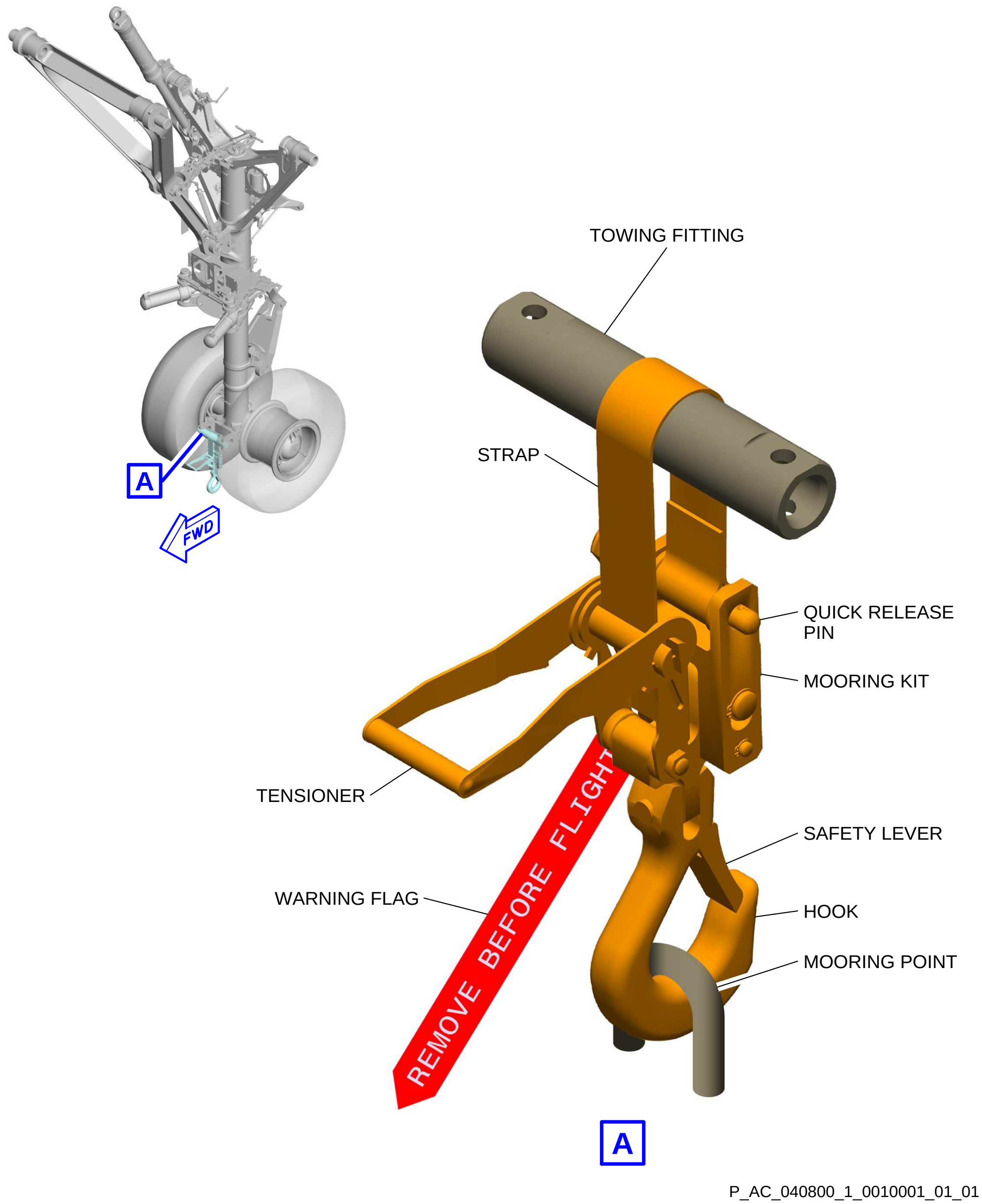
4-8-0 Aircraft Mooring

****ON A/C A350-1000 A350-1000F A350-900**

Aircraft Mooring

1. This section provides information on aircraft mooring.

****ON A/C A350-1000 A350-1000F A350-900**



Aircraft Mooring
FIGURE-4-8-0-991-001-A01

TERMINAL SERVICING

5-1-0 Aircraft Servicing Arrangements

****ON A/C A350-1000 A350-1000F A350-900**

Aircraft Servicing Arrangements

1. This section provides typical ramp layouts, showing the various GSE items in position during typical turn-round scenarios.

   These ramp layouts show typical arrangements only. Each operator will have its own specific requirements/regulations for positioning and operation on the ramp.

   This table provides the symbols used on servicing diagrams.

GROUND SUPPORT EQUIPMENT	
AC	AIR CONDITIONING UNIT
AS	AIR START UNIT
BULK	BULK TRAIN
CAT	CATERING TRUCK
CB	CONVEYOR BELT
CLEAN	CLEANING TRUCK
FUEL	FUEL HYDRANT DISPENSER or TANKER
GPU	GROUND POWER UNIT
LDCL	LOWER DECK CARGO LOADER
LV	LAVATORY VEHICLE
MDCL	MAIN DECK CARGO LOADER
PBB	PASSENGER BOARDING BRIDGE
PS	PASSENGER STAIRS
TOW	TOW TRACTOR
ULD	ULD TRAIN
WV	POTABLE WATER VEHICLE

5-1-1 Typical Ramp Layout (Open Apron)

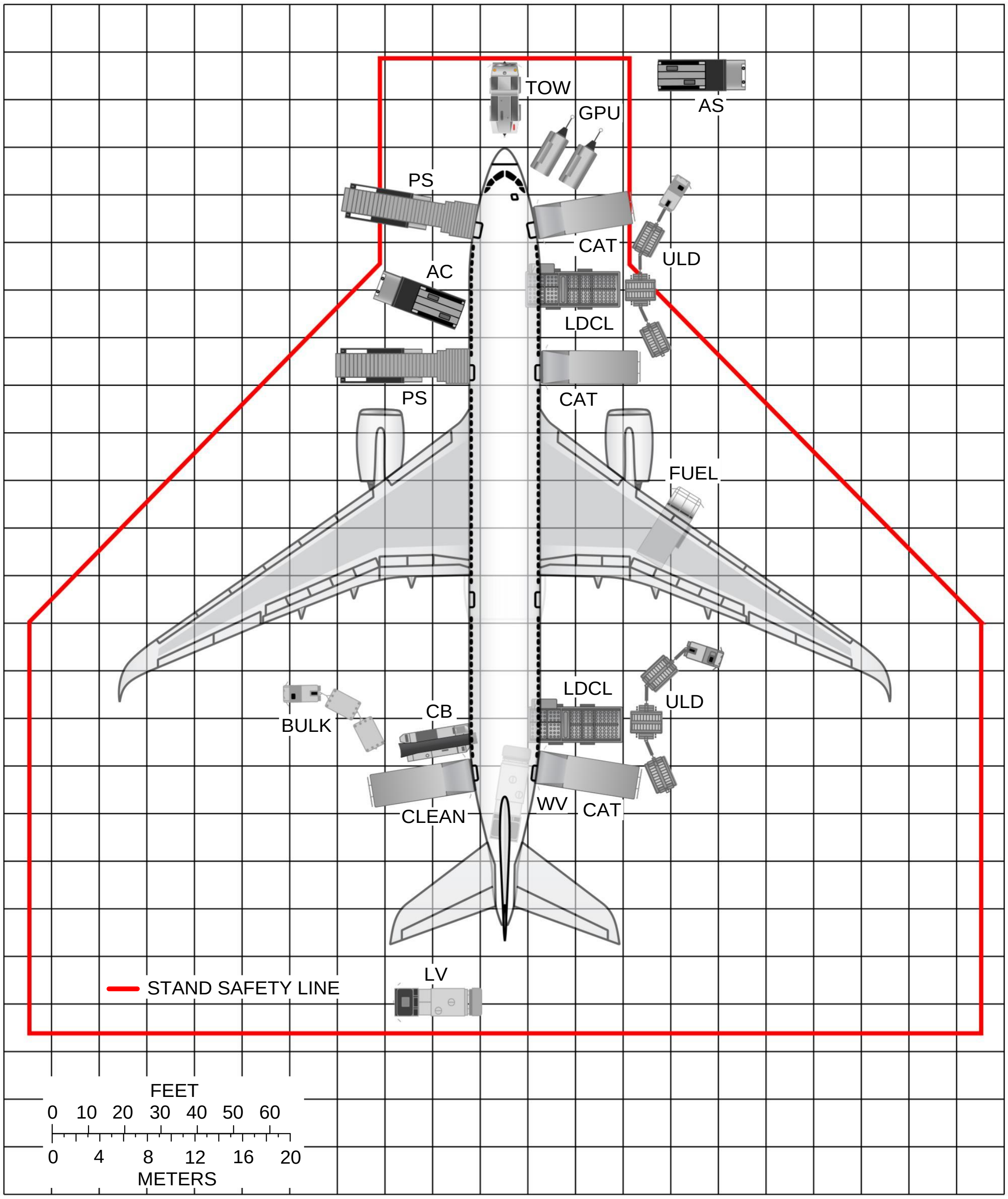
****ON A/C A350-1000 A350-1000F A350-900**

Typical Ramp Layout (Open Apron)

1. This section provides the typical ramp layout (Open Apron).

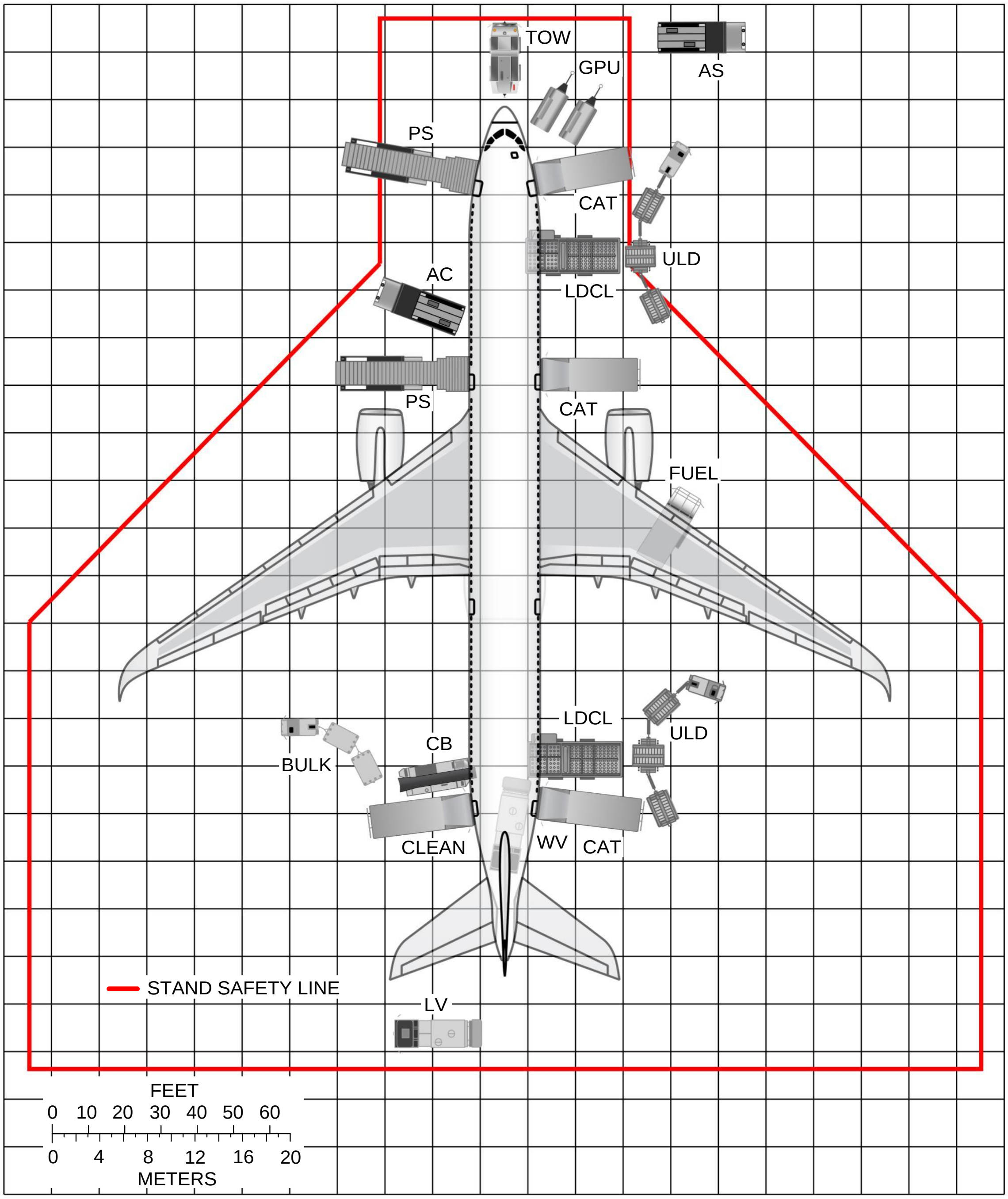
   The Stand Safety Line delimits the Aircraft Safety Area (minimum distance of 7.5 m (24.61 ft.) from the aircraft). No vehicle must be parked in this area before complete stop of the aircraft (wheel chocks in position on landing gears).

****ON A/C A350-900**



Typical Ramp Layout (Open Apron)
FIGURE-5-1-1-991-001-A01

****ON A/C A350-1000**



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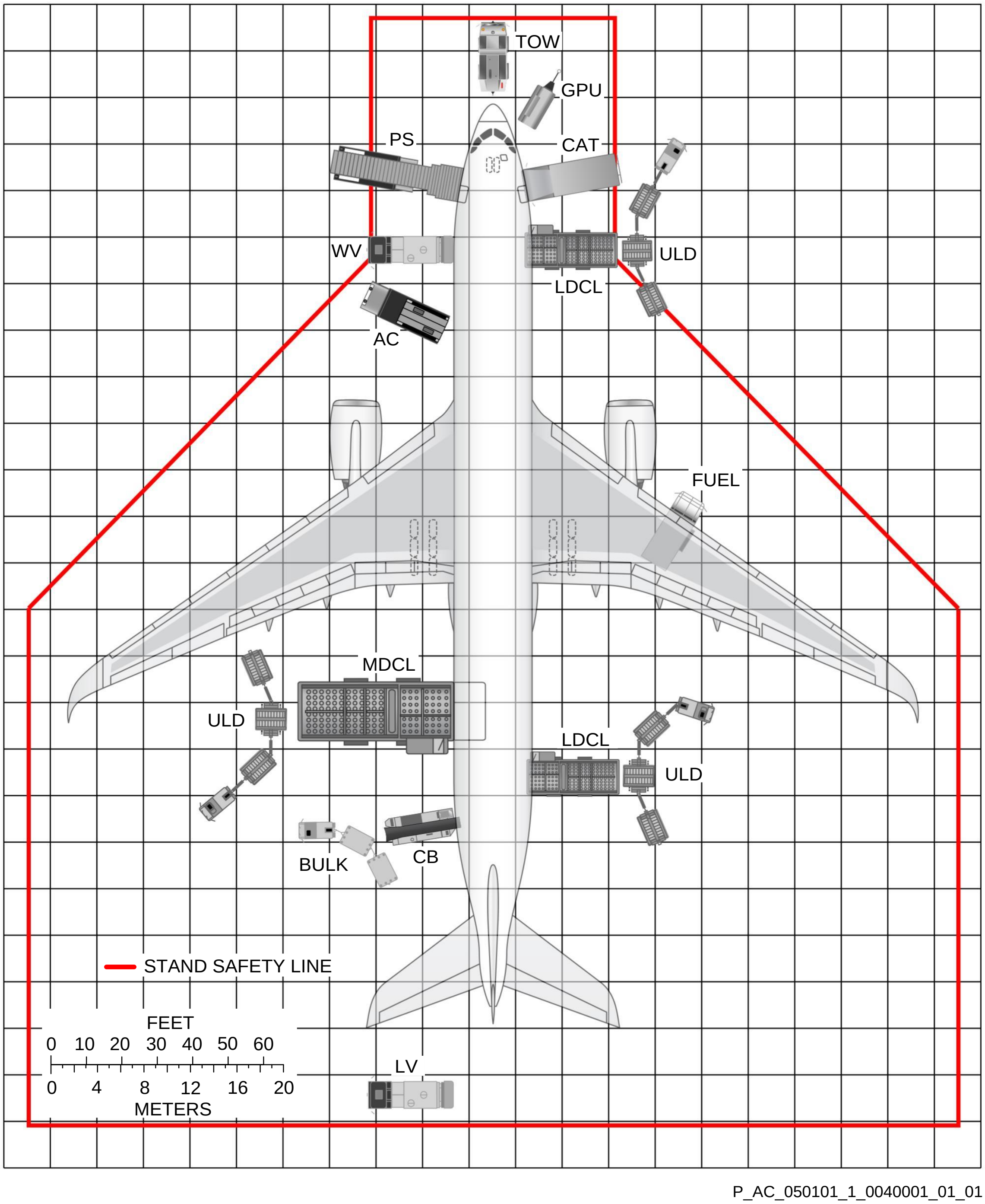
Typical Ramp Layout (Open Apron)
FIGURE-5-1-1-991-003-A01

****ON A/C A350-1000F**



Typical Ramp Layout (Open Apron)
FIGURE-5-1-1-991-004-A01

5-1-2 Typical Ramp Layout (Gate)

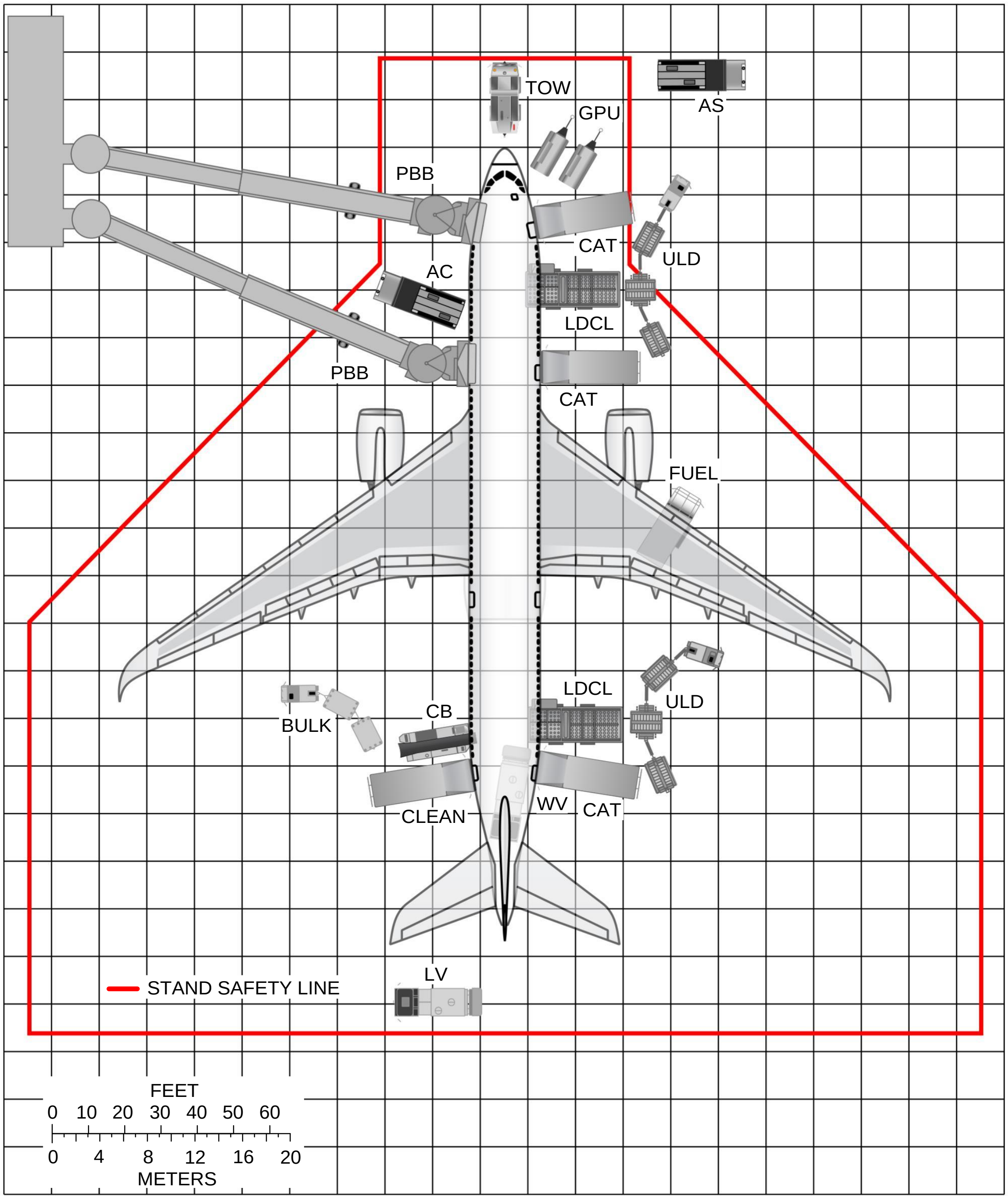
****ON A/C A350-1000 A350-900**

Typical Ramp Layout (Gate)

1. This section provides the baseline ramp layout (gate).

   The Stand Safety Line delimits the Aircraft Safety Area (minimum distance of 7.50 m (24.61 ft.) from the aircraft). No vehicle must be parked in this area before complete stop of the aircraft (wheel chocks in position on landing gears).

****ON A/C A350-900**



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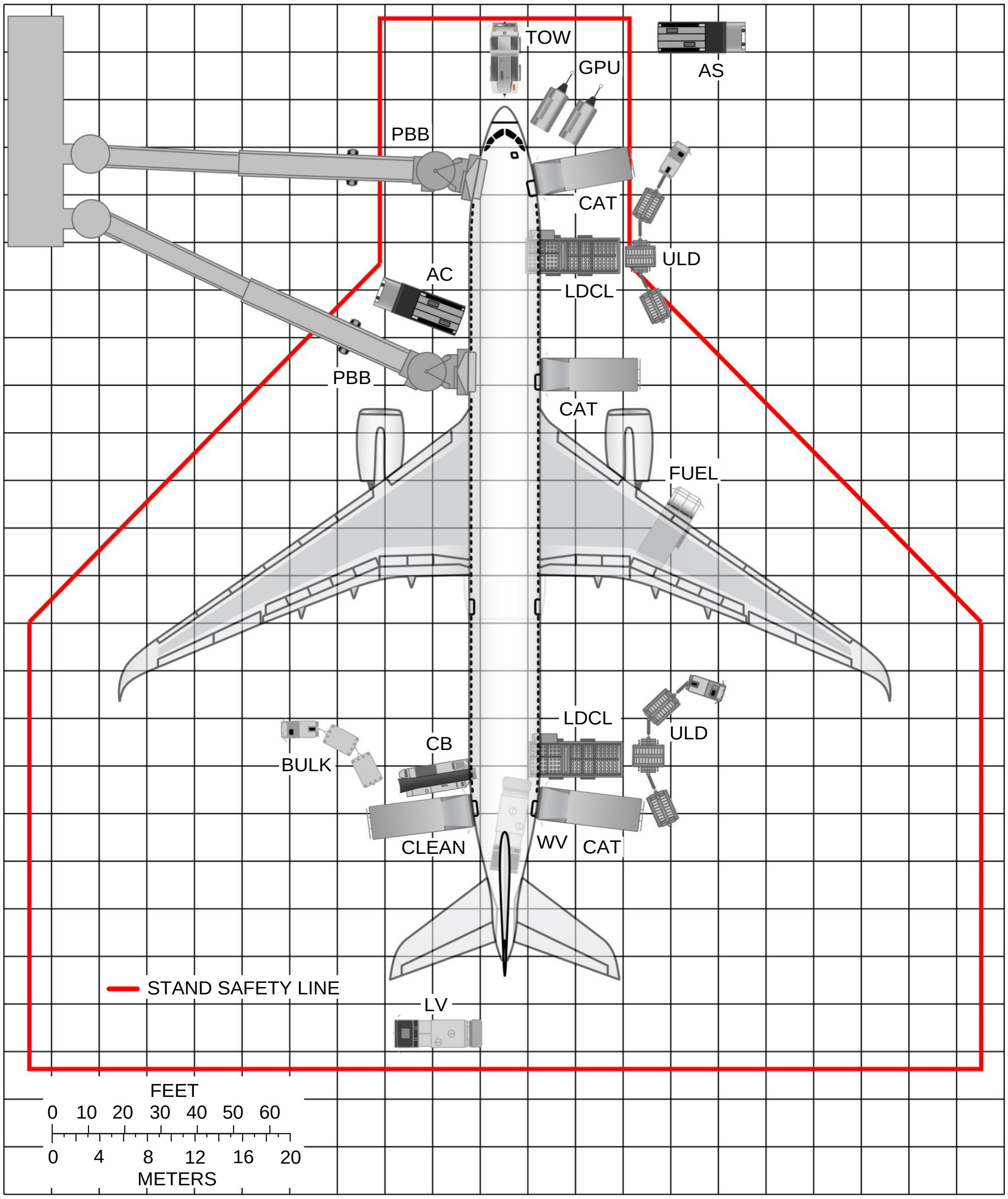
Typical Ramp Layout (Gate)
FIGURE-5-1-2-991-001-A01

****ON A/C A350-1000**



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Typical Ramp Layout (Gate)
FIGURE-5-1-2-991-003-A01

5-2-0 Terminal Operations - Full Servicing Turn Round Time

****ON A/C A350-1000 A350-1000F A350-900**

Terminal Operations - Full Servicing Turn Round Time

1. This section provides a typical turn round time chart showing the typical time for ramp activities during aircraft turn round.

   Actual times may vary due to each operator’s specific practices, resources, equipment and operating conditions.

****ON A/C A350-900**

2. Assumptions used for full servicing turn round time chart

   A. PASSENGER HANDLING
   315 pax: 48 B/C + 267 Y/C.
   All passengers deplane and board the aircraft.
   2 Passenger Boarding Bridges (PBB) used at doors 1L and 2L.
   Equipment positioning + opening door = +3 min.
   Closing door + equipment removal = +3 min.
   No Passenger with Reduced Mobility (PRM) on board.
   Deplaning:
   - 158 pax at door 1L
   - 157 pax at door 2L
   - Deplaning rate = 25 pax/min per door
   - Priority deplaning for premium passengers.

   Boarding:
   - 158 pax at door 1L
   - 157 pax at door 2L
   - Boarding rate = 15 pax/min per door
   - Last Pax Seating (LPS) allowance + headcounting = +4 min.

   B. CARGO
   2 cargo loaders + 1 belt loader.
   Opening door + equipment positioning = +2.5 min.
   Equipment removal + closing door = +2.5 min.
   100% cargo exchange:
   - FWD cargo compartment: 8 containers (LD3) + 4 (96 in) pallets
   - AFT cargo compartment: 4 containers (LD3) + 4 (96 in) pallets
   - Bulk compartment: 1 000 kg (2 205 lb).

Container unloading/loading times:
- Unloading = 1.2 min/container
- Loading = 1.4 min/container.

Bulk unloading/loading times:
- Unloading = 110 kg/min (243 lb/min)
- Loading = 95 kg/min (209 lb/min).

Pallet unloading/loading times:
- Unloading = 2.4 min/pallet
- Loading = 2.8 min/pallet.

CAUTION : MAKE SURE THAT YOU REFUEL FROM ONE SIDE OF THE AIRCRAFT AT A TIME. THIS WILL PREVENT DAMAGE TO THE AIRCRAFT FUEL SYSTEM.

C. REFUELLING

Final fuel on board: 100 000 L (26 418 USgal), 40 psi (2.76 bar), 2 hoses.
Hydrant positioning + connection = +8 min.
Disconnection + Hydrant removal = +8 min.
Refuel with pax on board allowed.

D. CLEANING

Cleaning is performed in available time.

E. CATERING

3 catering trucks for servicing galleys simultaneously at doors 1R, 2R and 4R.
Equipment positioning + opening door = +5 min.
Closing door + equipment removal = +3 min.
Full Size Trolley Equivalent (FSTE) to unload and load: 40 FSTE
- 10 FSTE at door 1R
- 7 FSTE at door 2R
- 23 FSTE at door 4R.

Time for trolley exchange = 1.5 min per FSTE.

F. GROUND HANDLING/GENERAL SERVICING

Start of operations:
- Bridges/Stairs: t0=0
- Other equipment: t = t0.

Ground Power Unit (GPU): up to 2 × 90 kVA.
Air Conditioning: up to 2 hoses.
Potable water servicing: 100% uplift, 1 060 L (280 US gal).
Waste water servicing: draining and rinsing.

3. Assumptions used for full servicing turn round time chart for ULR

A. PASSENGER HANDLING

173 pax: 80 B/C + 93 Y/C.
All passengers deplane and board the aircraft.
2 PBB used at doors 1L and 2L.
Equipment positioning + opening door = +3 min.
Closing door + equipment removal = +3 min.
No PRM on board.
Deplaning:

- 87 pax at door 1L
- 86 pax at door 2L
- Deplaning rate = 25 pax/min per door
- Priority deplaning for premium passengers.

Boarding:

- 87 pax at door 1L
- 86 pax at door 2L
- Boarding rate = 15 pax/min per door
- LPS allowance + headcounting = +4 min.

B. CARGO

1 cargo loader + 1 belt loader.
Opening door + equipment positioning = +2.5 min.
Equipment removal + closing door = +2.5 min.
100% cargo exchange:

- FWD cargo compartment: Forward cargo hold inoperative
- AFT cargo compartment: 16 containers (LD3) or 5 pallets
- Bulk compartment: 1 000 kg (2 205 lb).

Container unloading/loading times:

- Unloading = 1.2 min/container
- Loading = 1.4 min/container.

Bulk unloading/loading times:

- Unloading = 110 kg/min (243 lb/min).
- Loading = 95 kg/min (209 lb/min).

Pallet unloading/loading times:

- Unloading = 2.4 min/pallet
- Loading = 2.8 min/pallet.

CAUTION : MAKE SURE THAT YOU REFUEL FROM ONE SIDE OF THE AIRCRAFT AT A TIME. THIS WILL PREVENT DAMAGE TO THE AIRCRAFT FUEL SYSTEM.

C. REFUELLING
Final fuel on board: 165 000 L (43 589 USgal), 40 psi (2.76 bar), 2 hoses.
Hydrant positioning + connection = +8 min.
Disconnection + Hydrant removal = +8 min.

D. CLEANING
Cleaning is performed in available time.

E. CATERING
3 catering trucks for servicing galleys simultaneously at doors 1R, 2R and 4R.
Equipment positioning + opening door = +5 min.
Closing door + equipment removal = +3 min.
FSTE to unload and load: 59.5 FSTE

- 16.5 FSTE at door 1R
- 19 FSTE at door 2R
- 4 FSTE at door 3R
- 20 FSTE at door 4R.

Time for trolley exchange = 1.5 min per FSTE.

F. GROUND HANDLING/GENERAL SERVICING
Start of operations:

- Bridges/Stairs: t0=0
- Other equipment: t = t0.

(GPU: up to 2 × 90 kVA.
Air Conditioning: up to 2 hoses.
Waste tank, 550 L (145 USgal).
Potable water servicing: 100% uplift, 750 L (198 USgal).

****ON A/C A350-1000**

4. Assumptions used for full servicing turn round time chart

A. PASSENGER HANDLING
369 pax: 54 B/C + 315 Y/C.
All passengers deplane and board the aircraft.
2 Passenger Boarding Bridges (PBB) used at doors 1L and 2L.
Equipment positioning + opening door = +3 min.
Closing door + equipment removal = +3 min.
No Passenger with Reduced Mobility (PRM) on board.
Deplaning:

- 184 pax at door 1L

- 185 pax at door 2L
- Deplaning rate = 25 pax/min per door
- Priority deplaning for premium passengers.

Boarding:

- 54 pax at door 1L
- 315 pax at door 2L
- Boarding rate = 15 pax/min per door
- Last Pax Seating (LPS) allowance + headcounting = +4 min.

B. CARGO

2 cargo loaders + 1 belt loader.
Opening door + equipment positioning = +2.5 min.
Equipment removal + closing door = +2.5 min.
100% cargo exchange:

- FWD cargo compartment: 6 containers (LD3) + 6 (96 in) pallets
- AFT cargo compartment: 14 containers (LD3) + 2 (96 in) pallets
- Bulk compartment: 1 000 kg (2 205 lb).

Container unloading/loading times:

- Unloading = 1.2 min/container
- Loading = 1.4 min/container.

Bulk unloading/loading times:

- Unloading = 110 kg/min (243 lb/min).
- Loading = 95 kg/min (209 lb/min).

Pallet unloading/loading times:

- Unloading = 2.4 min/pallet
- Loading = 2.8 min/pallet.

CAUTION : MAKE SURE THAT YOU REFUEL FROM ONE SIDE OF THE AIRCRAFT AT A TIME. THIS WILL PREVENT DAMAGE TO THE AIRCRAFT FUEL SYSTEM.

C. REFUELLING

Final fuel on board: 100 000 L (26 418 USgal), 40 psi (2.76 bar), 2 hoses.
Hydrant positioning + connection = +8 min.
Disconnection + Hydrant removal = +8 min.
Refuel with pax on board allowed.

D. CLEANING

Cleaning is performed in available time.

E. CATERING

3 catering trucks for servicing galleys simultaneously at doors 1R, 2R and 4R.
Equipment positioning + opening door = +5 min.

Closing door + equipment removal = +3 min.
Full Size Trolley Equivalent (FSTE) to unload and load: 45 FSTE
- 12 FSTE at door 1R
- 8 FSTE at door 2R
- 4 FSTE at door 3R (Stowage area)
- 21 FSTE at door 4R.

Time for trolley exchange = 1.5 min per FSTE.

F. GROUND HANDLING/GENERAL SERVICING
Start of operations:
- Bridges/Stairs: t0=0
- Other equipment: t = t0.

Ground Power Unit (GPU): up to 2 × 90 kVA.
Air Conditioning: up to 2 hoses.
Potable water servicing: 100% uplift, 1 060 L (280 USgal).
Waste water servicing: draining and rinsing.

****ON A/C A350-1000F**

5. Assumptions used for full servicing turn round time chart

A. CARGO
4 Couriers (STD layout).
Stairs positioned at door 1L for deplaning and boarding.
2 lower deck cargo loaders + 1 main deck cargo loader + 1 belt loader.
Opening door + equipment positioning = +2.5 min.
Equipment removal + closing door= +2.5 min.
100% cargo exchange.
Main deck cargo compartment:
- 30 containers (88” X 125”).

Lower deck cargo compartments:
- FWD cargo compartment: 6 pallets
- AFT cargo compartment: 6 pallets
- Bulk compartment: 500 kg (1 102 lb).

Container unloading/loading times:
- Unloading = 1.2 min/container
- Loading = 1.4 min/container.

Bulk unloading/loading times:
- Unloading = 110 kg/min (243 lb/min)
- Loading = 95 kg/min (209 lb/min).

Pallet unloading/loading times:
- Unloading = 2.4 min/pallet
- Loading = 2.8 min/pallet.

CAUTION : MAKE SURE THAT YOU REFUEL FROM ONE SIDE OF THE AIRCRAFT AT A TIME. THIS WILL PREVENT DAMAGE TO THE AIRCRAFT FUEL SYSTEM.

B. REFUELING

Final fuel on board: 100000 L (26417.68 USgal), 50 psi (3.45 bar), 2 hoses.
Hydrant positioning + connection = +8 min.
Disconnection + Hydrant removal = +8 min.

C. CLEANING

Cleaning of the courier area is performed in available time.

D. CATERING

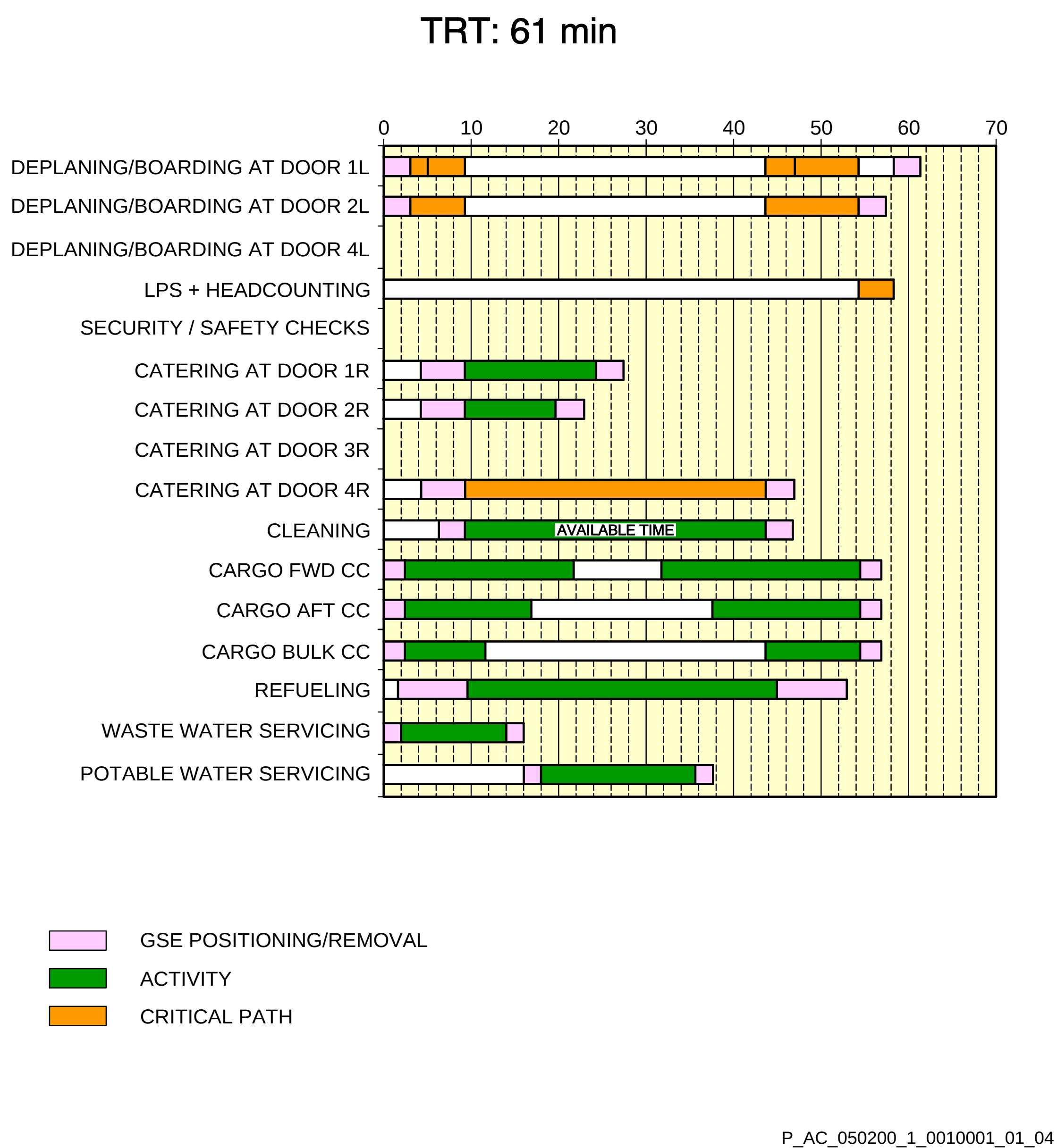
Catering of galley (if installed) is performed through door 1L (standard units only) and in available time.

E. GROUND HANDLING/GENERAL SERVICING

Start of operations:
- Stairs: t0 = 0
- Other equipment: t = t0.

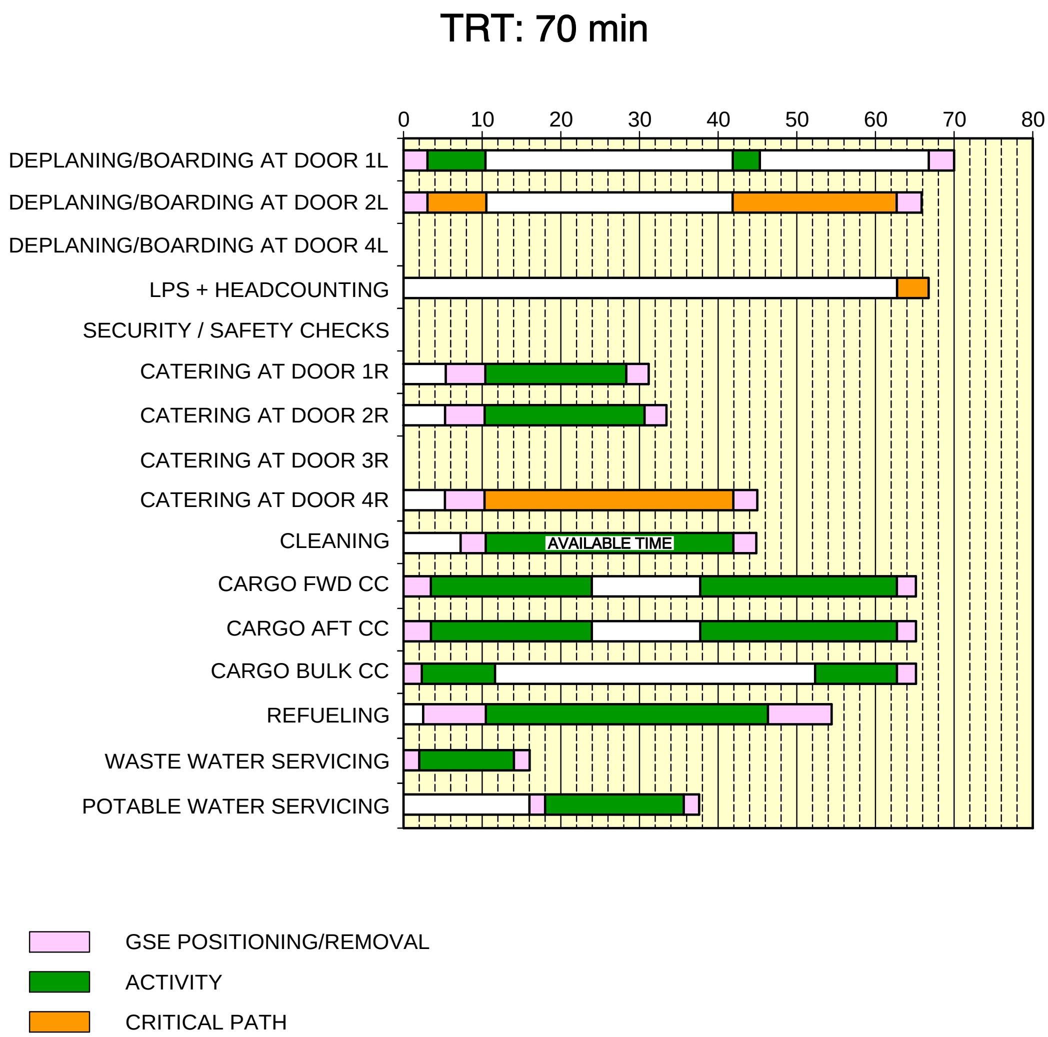
Ground Power Unit (GPU): up to 2 x 90 kVA.
Air Conditioning: up to 2 hoses.
Waste water servicing: draining and rinsing.
Potable water servicing: 100% uplift, 100 L (26 USgal).

****ON A/C A350-900**



Full Servicing Turn Round Time Chart
FIGURE-5-2-0-991-001-A01

****ON A/C A350-1000**



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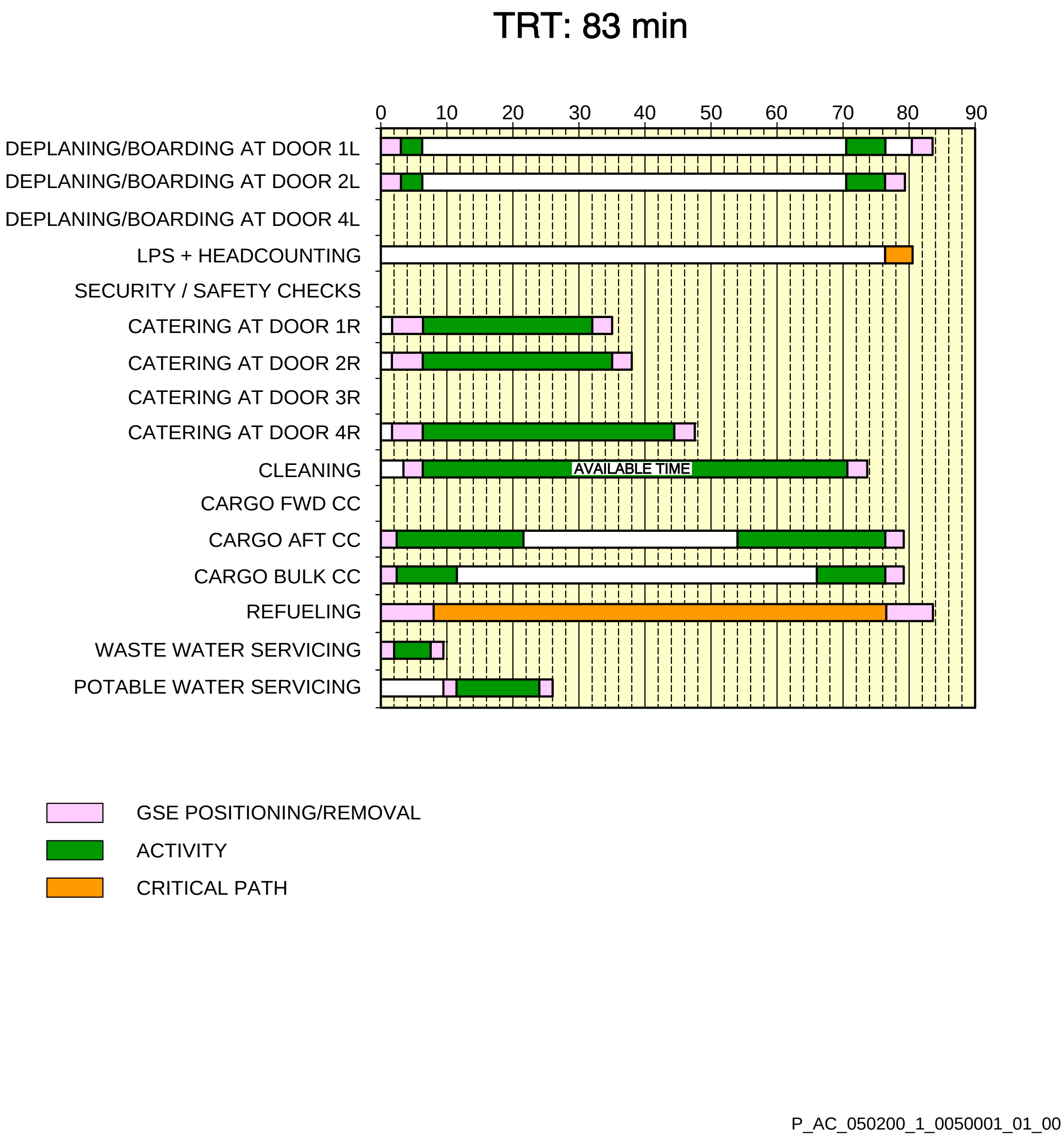
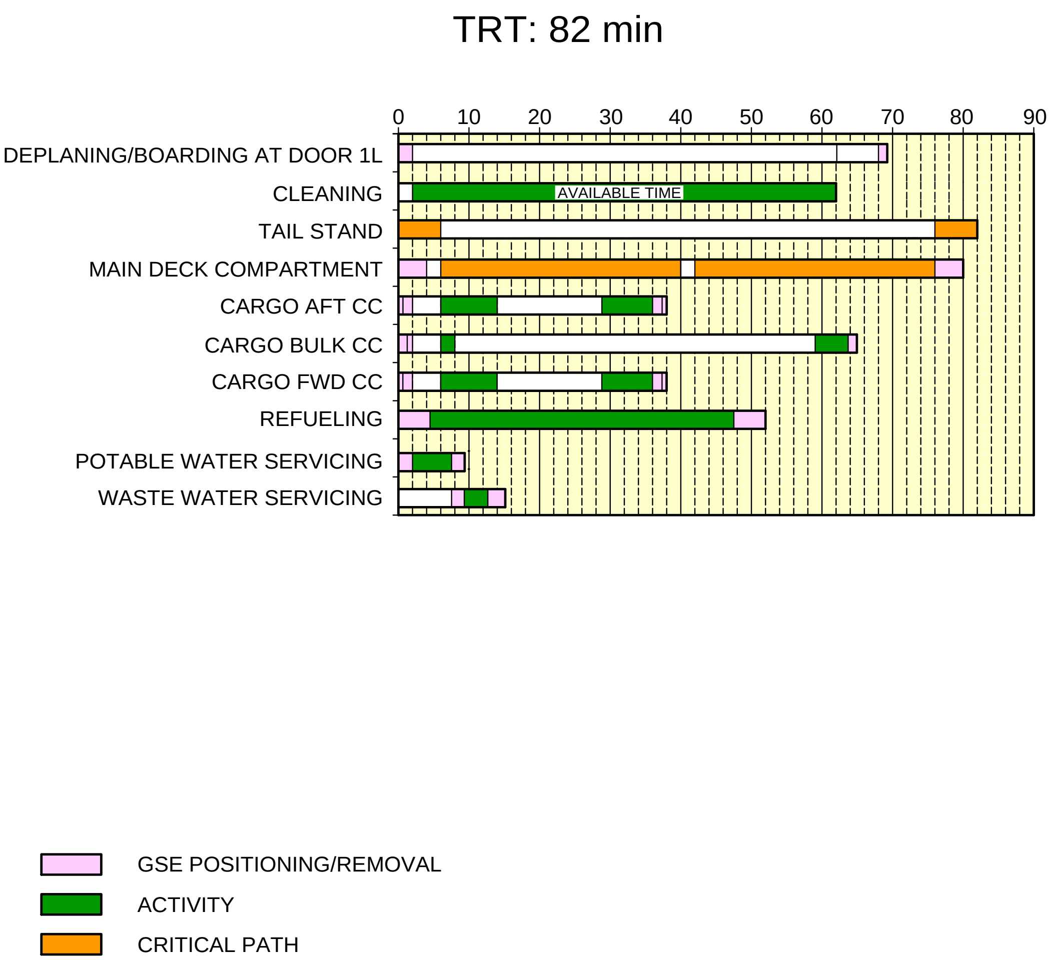
Full Servicing Turn Round Time Chart
FIGURE-5-2-0-991-004-A01

****ON A/C A350-900**



Full Servicing Turn Round Time Chart (ULR)
FIGURE-5-2-0-991-005-A01

****ON A/C A350-1000F**



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Full Servicing Turn Round Time Chart
FIGURE-5-2-0-991-006-A01

5-3-0 Terminal Operations - Transit Turn Round Time

****ON A/C A350-1000 A350-900**

Terminal Operations - Transit Turn Round Time

1. This section gives a typical turn round time chart showing the typical time for ramp activities during aircraft turn round.

   Actual times may change because of each operator's specific practices, resources, equipment and operating conditions.

****ON A/C A350-900**

2. Assumptions used for transit turn round time chart

   A. PASSENGER HANDLING
   315 pax: 48 B/C + 267 Y/C.
   50% passengers deplane and board the aircraft.
   1 Passenger Boarding Bridge (PBB) used at door 1L.
   Equipment positioning + opening door = +3 min.
   Closing door + equipment removal = +3 min.
   No Passenger with Reduced Mobility (PRM) on board.
   Deplaning:
   - 158 pax at door 1L
   - Deplaning rate = 25 pax/min per door.

   Boarding:
   - 158 pax at door 1L
   - Boarding rate = 15 pax/min per door
   - Last Pax Seating (LPS) allowance + headcounting = + 4 min.

   B. CARGO
   2 cargo loaders + 1 belt loader.
   Opening door + equipment positioning = +2.5 min.
   Equipment removal + closing door = +2.5 min.
   50% cargo exchange:
   - FWD cargo compartment: 4 containers (LD3) + 2 (96 in) pallets
   - AFT cargo compartment: 2 containers (LD3) + 2 (96 in) pallets
   - Bulk compartment: 500 kg (1 102 lb).

   Container unloading/loading times:
   - Unloading = 1.2 min/container
   - Loading = 1.4 min/container.

Bulk unloading/loading times:
- Unloading = 110 kg/min (243 lb/min)
- Loading = 95 kg/min (209 lb/min).

Pallet unloading/loading times:
- Unloading = 2.4 min/pallet
- Loading = 2.6 min/pallet.

C. REFUELING
No refueling.

D. CLEANING
Cleaning is performed in available time.

E. CATERING
One catering truck for servicing the galleys as required.

F. GROUND HANDLING/GENERAL SERVICING
Start of operations:
- Bridges: t0 = 0
- Other equipment: t = t0.

Ground Power Unit (GPU): up to 2 × 90 kVA.
Air conditioning: up to 2 hoses.
No potable water servicing.
No waste water servicing.

****ON A/C A350-1000**

3. Assumptions used for transit turn round time chart

A. PASSENGER HANDLING
369 pax: 54 B/C + 315 Y/C.
50% passengers deplane and board the aircraft.
1 Passenger Boarding Bridge (PBB) used at door 1L.
Equipment positioning + opening door = +3 min.
Closing door + equipment removal = +3 min.
No Passenger with Reduced Mobility (PRM) on board.
Deplaning:
- 184 pax at door 1L
- Deplaning rate = 25 pax/min per door.

Boarding:
- 184 pax at door 1L
- Boarding rate = 15 pax/min per door
- Last Pax Seating (LPS) allowance + headcounting = + 4 min.

B. CARGO

2 cargo loaders + 1 belt loader.
Opening door + equipment positioning = +2.5 min.
Equipment removal + closing door = +2.5 min.
50% cargo exchange:
- FWD cargo compartment: 3 containers (LD3) + 3 (96 in) pallets
- AFT cargo compartment: 7 containers (LD3) + 1 (96 in) pallets
- Bulk compartment: 500 kg (1 102 lb).

Container unloading/loading times:
- Unloading = 1.2 min/container
- Loading = 1.4 min/container.

Bulk unloading/loading times:
- Unloading = 110 kg/min (243 lb/min).
- Loading = 95 kg/min (209 lb/min).

Pallet unloading/loading times:
- Unloading = 2.4 min/pallet
- Loading = 2.6 min/pallet.

C. REFUELING

No refueling.

D. CLEANING

Cleaning is performed in available time.

E. CATERING

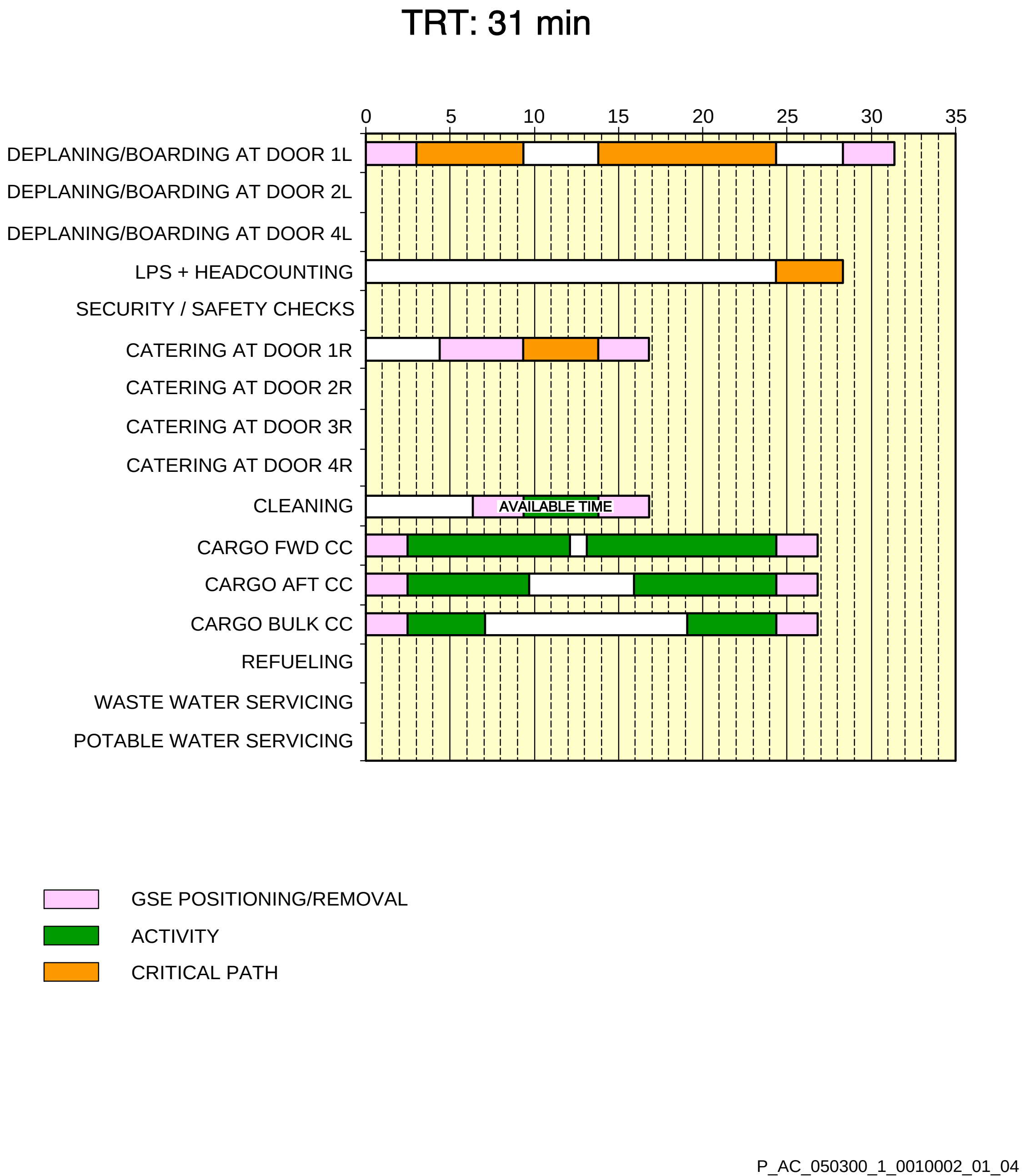
One catering truck for servicing the galleys as required.

F. GROUND HANDLING/GENERAL SERVICING

Start of operations:
- Bridges: t0 = 0
- Other equipment: t = t0.

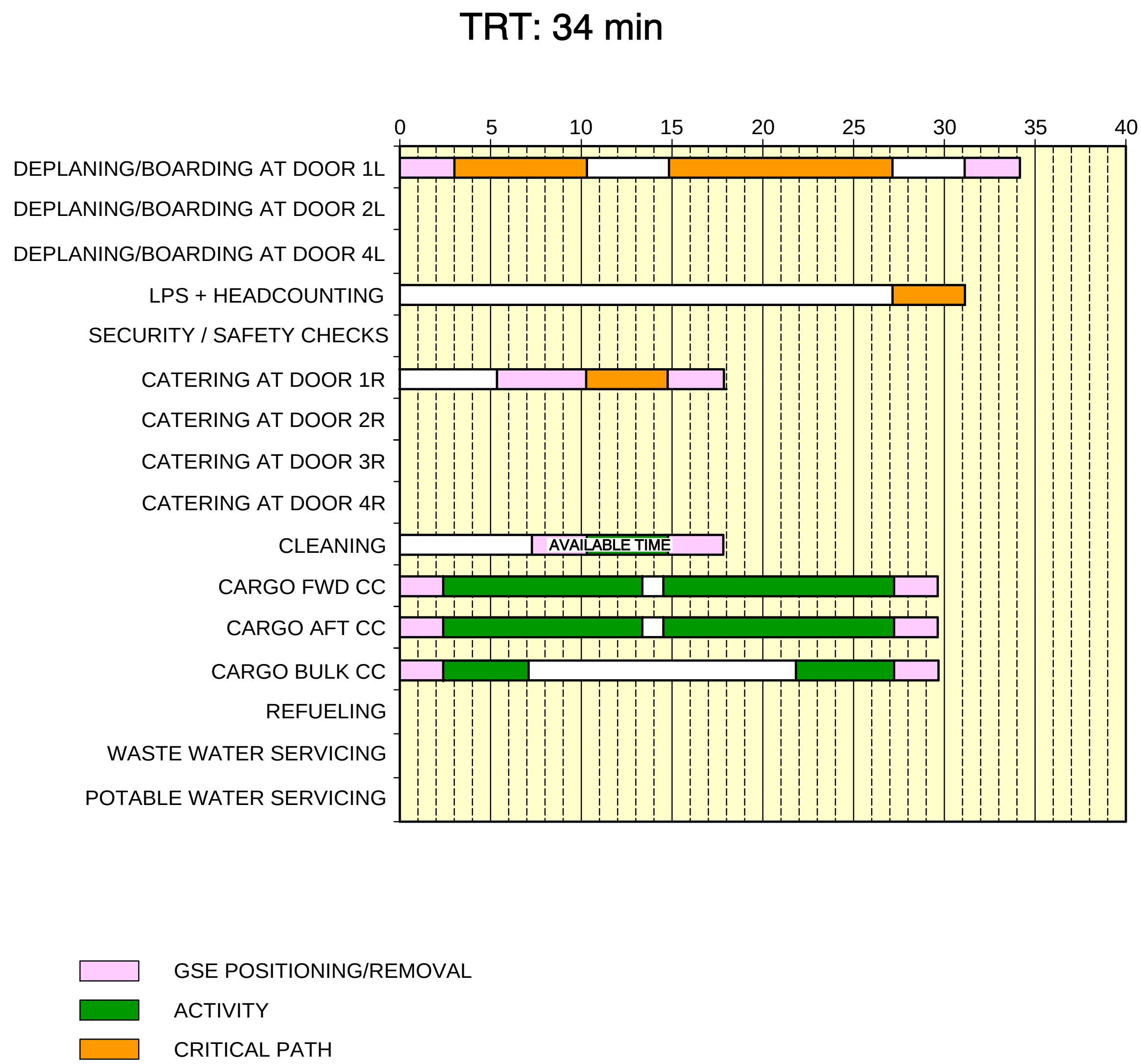
Ground Power Unit (GPU): up to 2 × 90 kVA.
Air conditioning: up to 2 hoses.
Potable water servicing: 25% uplift, 265 L (70 USgal).
Waste water servicing: draining and rinsing.

****ON A/C A350-900**



Transit Turn Round Time Chart
FIGURE-5-3-0-991-001-B01

****ON A/C A350-1000**



Transit Turn Round Time Chart
FIGURE-5-3-0-991-002-A01

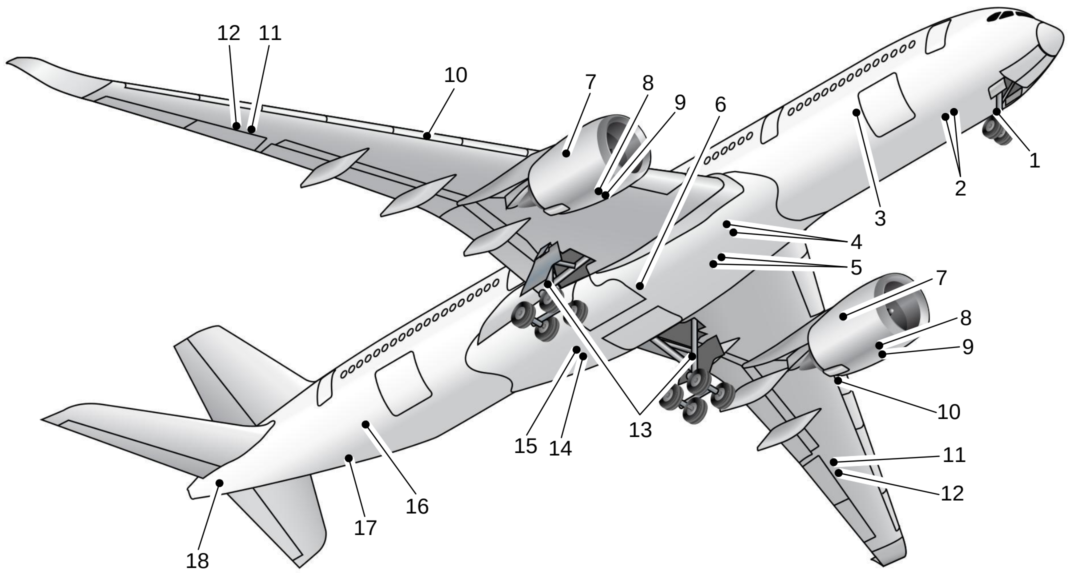
5-4-0 Ground Service Connections Layout

****ON A/C A350-1000 A350-1000F A350-900**

Ground Service Connections Layout

1. This section provides the ground service connections layout.

****ON A/C A350-900**



1 - NLG GROUNDING (EARTHING) POINT
2 - GROUND ELECTRICAL POWER CONNECTORS
3 - OXYGEN SERVICING
4 - LOW PRESSURE AIR PRE-CONDITIONING
5 - HIGH PRESSURE AIR PRE-CONDITIONING
6 - YELLOW HYDRAULIC-SYSTEM SERVICE PANEL
7 - ENGINE OIL SERVICING
8 - STARTER OIL SERVICING
9 - VFG OIL SERVICING
10 - REFUEL/DEFUEL COUPLINGS (OPTIONAL-LH WING)
11 - OVERPRESSURE PROTECTOR
12 - NACA FLAME ARRESTOR
13 - MLG GROUNDING (EARTHING) POINT
14 - GREEN HYDRAULIC-SYSTEM SERVICE PANEL
15 - REFUEL/DEFUEL CONTROL PANEL
16 - POTABLE WATER SERVICE PANEL
17 - WASTE WATER SERVICE PANEL
18 - APU OIL SERVICING

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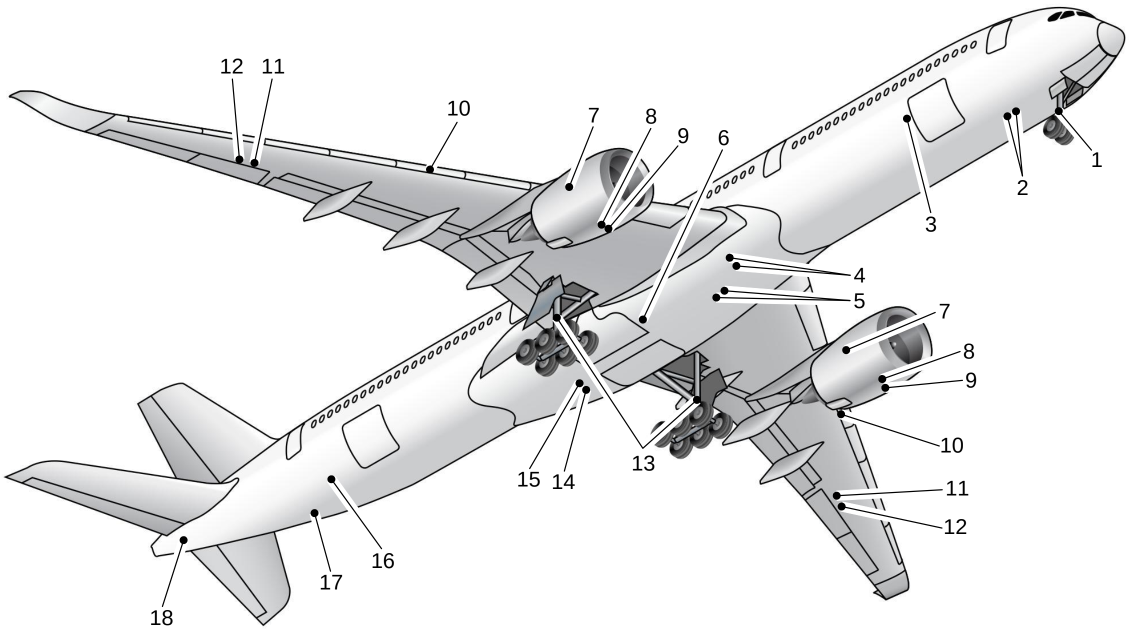
Ground Service Connections Layout
FIGURE-5-4-0-991-001-A01

****ON A/C A350-1000**



1 - NLG GROUNDING (EARTHING) POINT
2 - GROUND ELECTRICAL POWER CONNECTORS
3 - OXYGEN SERVICING
4 - LOW PRESSURE AIR PRE-CONDITIONING
5 - HIGH PRESSURE AIR PRE-CONDITIONING
6 - YELLOW HYDRAULIC-SYSTEM SERVICE PANEL
7 - ENGINE OIL SERVICING
8 - STARTER OIL SERVICING
9 - VFG OIL SERVICING
10 - REFUEL/DEFUEL COUPLINGS (OPTIONAL-LH WING)
11 - OVERPRESSURE PROTECTOR
12 - NACA FLAME ARRESTOR
13 - MLG GROUNDING (EARTHING) POINT
14 - GREEN HYDRAULIC-SYSTEM SERVICE PANEL
15 - REFUEL/DEFUEL CONTROL PANEL
16 - POTABLE WATER SERVICE PANEL
17 - WASTE WATER SERVICE PANEL
18 - APU OIL SERVICING

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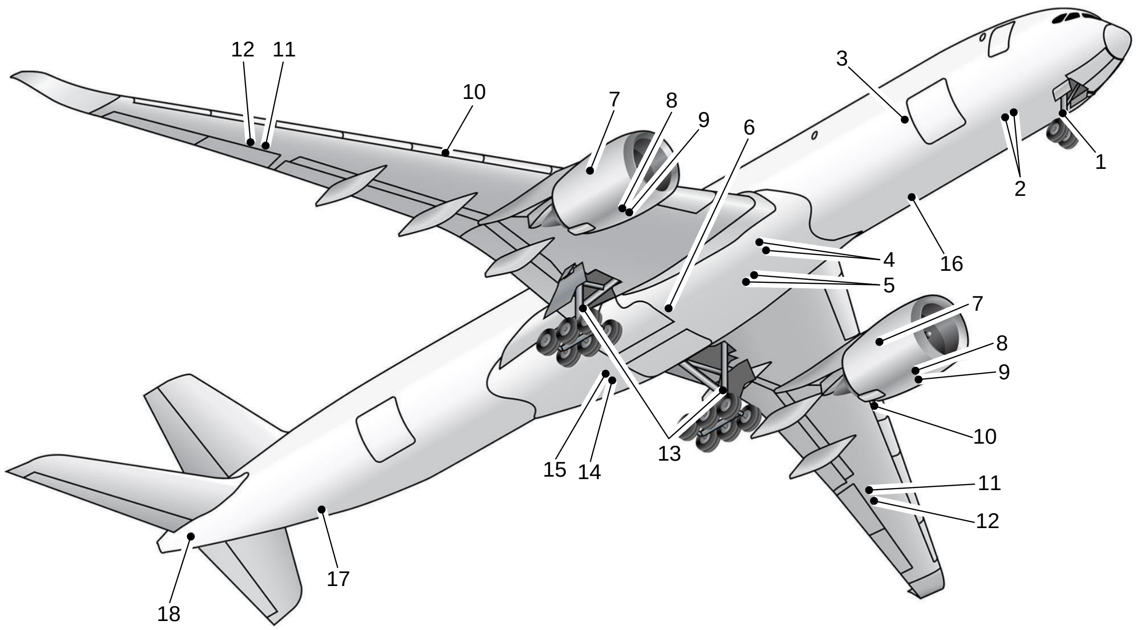
Ground Service Connections Layout
FIGURE-5-4-0-991-002-A01

****ON A/C A350-1000F**



1 - NLG GROUNDING (EARTHING) POINT
2 - GROUND ELECTRICAL POWER CONNECTORS
3 - OXYGEN SERVICING
4 - LOW PRESSURE AIR PRE-CONDITIONING
5 - HIGH PRESSURE AIR PRE-CONDITIONING
6 - YELLOW HYDRAULIC-SYSTEM SERVICE PANEL
7 - ENGINE OIL SERVICING
8 - STARTER OIL SERVICING
9 - VFG OIL SERVICING
10 - REFUEL/DEFUEL COUPLINGS (OPTIONAL-LH WING)
11 - OVERPRESSURE PROTECTOR
12 - NACA FLAME ARRESTOR
13 - MLG GROUNDING (EARTHING) POINT
14 - GREEN HYDRAULIC-SYSTEM SERVICE PANEL
15 - REFUEL/DEFUEL CONTROL PANEL
16 - POTABLE WATER SERVICE PANEL
17 - WASTE WATER SERVICE PANEL
18 - APU OIL SERVICING

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Ground Service Connections Layout
FIGURE-5-4-0-991-003-A01

5-4-1 Grounding (Earthing) Points

****ON A/C A350-1000 A350-1000F A350-900**

Grounding (Earthing) Points

****ON A/C A350-900**

1. Grounding (Earthing) Point Locations

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
On Nose Landing Gear leg	4.42 m (14.50 ft.)		0.07 m (0.23 ft.)	1.80 m (5.91 ft.)
On left Main Landing Gear leg	32.95 m (108.10 ft.)	5.59 m (18.34 ft.)		1.55 m (5.09 ft.)
On right Main Landing Gear leg	32.95 m (108.10 ft.)		5.59 m (18.34 ft.)	1.55 m (5.09 ft.)

A. The grounding (earthing) stud on each landing gear leg is designed for use with a clip-on connector (such as an Appleton TGR).

B. The grounding (earthing) studs are used to connect the aircraft to an approved ground (earth) connection on the ramp or in the hangar for:

- Refuel/defuel operations
- Maintenance operations
- Bad weather conditions.

NOTE : In all other conditions, the electrostatic discharge through the tire is sufficient.

****ON A/C A350-1000**

2. Grounding (Earthing) Point Locations

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
On Nose Landing Gear leg	4.42 m (14.50 ft.)		0.07 m (0.23 ft.)	1.80 m (5.91 ft.)
On left Main Landing Gear leg	36.75 m (120.57 ft.)	5.59 m (18.34 ft.)		1.55 m (5.09 ft.)
On right Main Landing Gear leg	36.75 m (120.57 ft.)		5.59 m (18.34 ft.)	1.55 m (5.09 ft.)

A. The grounding (earthing) stud on each landing gear leg is designed for use with a clip-on connector (such as an Appleton TGR).

B. The grounding (earthing) studs are used to connect the aircraft to an approved ground (earth) connection on the ramp or in the hangar for:

- Refuel/defuel operations
- Maintenance operations
- Bad weather conditions.

NOTE : In all other conditions, the electrostatic discharge through the tire is sufficient.

****ON A/C A350-1000F**

3. Grounding (Earthing) Point Locations

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
On Nose Landing Gear leg	4.42 m (14.50 ft.)		0.07 m (0.23 ft.)	1.80 m (5.91 ft.)
On left Main Landing Gear leg	33.58 m (110.17 ft.)	5.59 m (18.34 ft.)		1.55 m (5.09 ft.)

	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
On right Main Landing Gear leg	33.58 m (110.17 ft.)		5.59 m (18.34 ft.)	1.55 m (5.09 ft.)

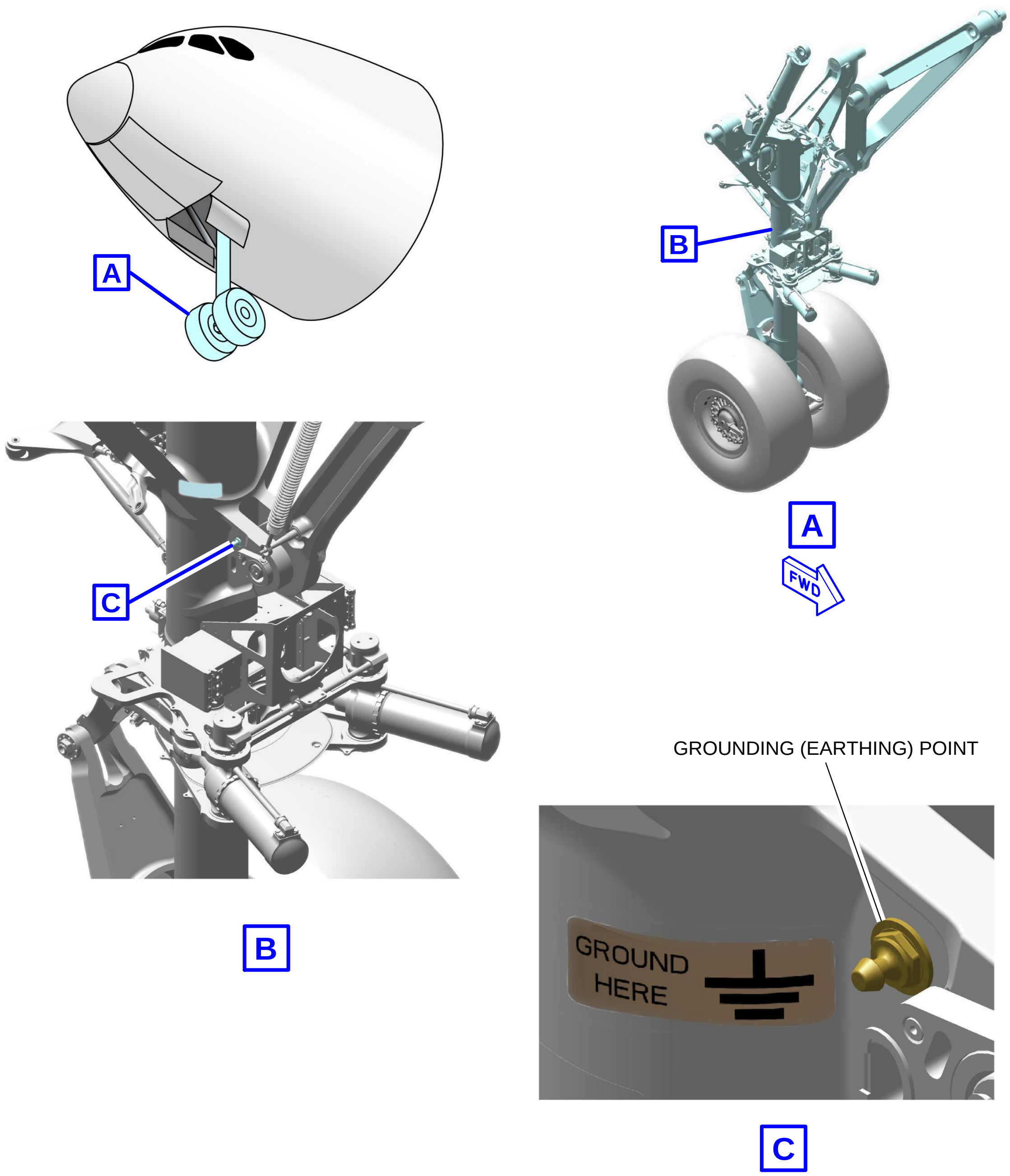
A. The grounding (earthing) stud on each landing gear leg is designed for use with a clip-on connector (such as an Appleton TGR).

B. The grounding (earthing) studs are used to connect the aircraft to an approved ground (earth) connection on the ramp or in the hangar for:

- Refuel/defuel operations
- Maintenance operations
- Bad weather conditions.

NOTE : In all other conditions, the electrostatic discharge through the tire is sufficient.

****ON A/C A350-1000 A350-1000F A350-900**



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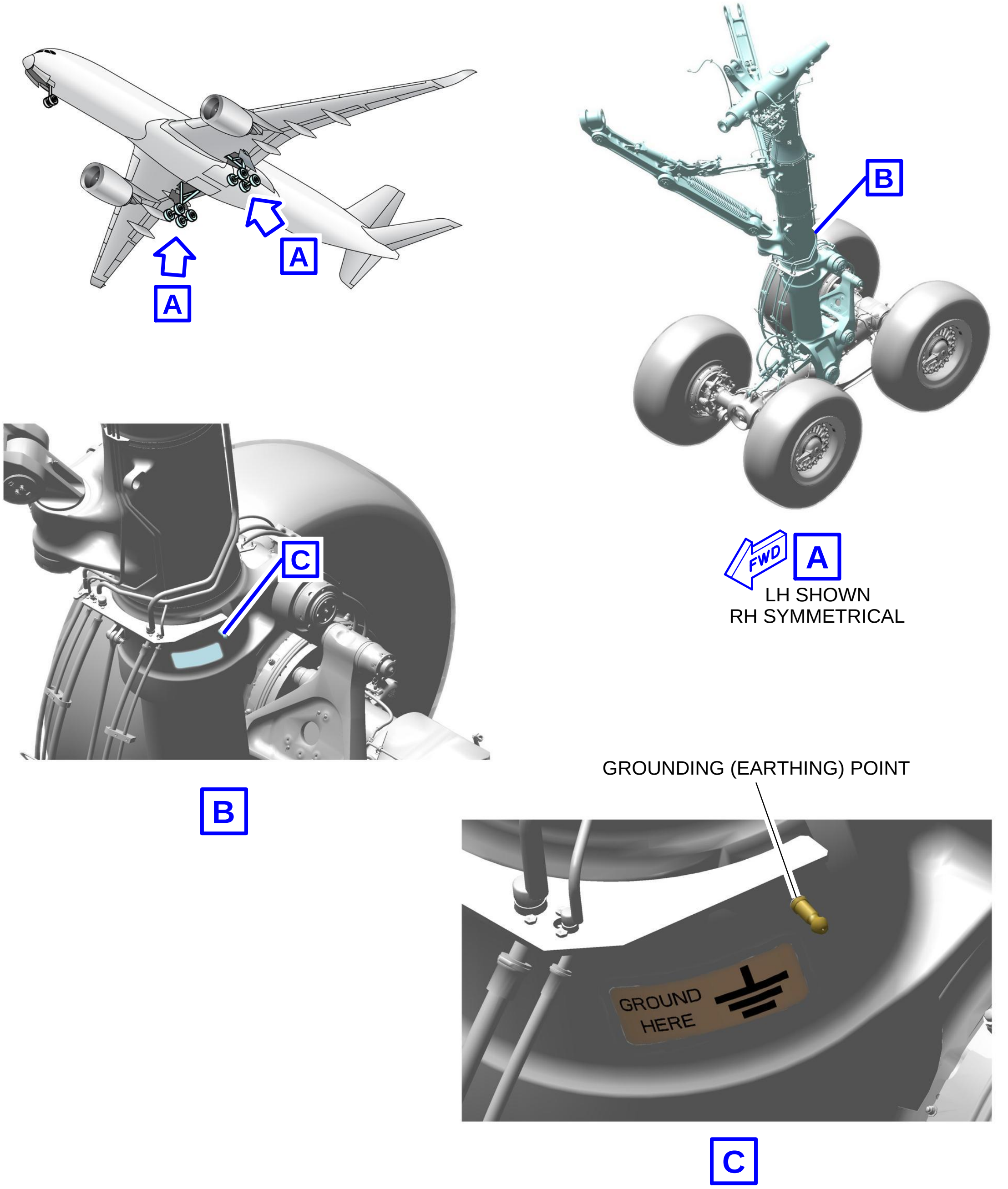
Grounding (Earthing) Point - NLG
FIGURE-5-4-1-991-001-A01

****ON A/C A350-900**



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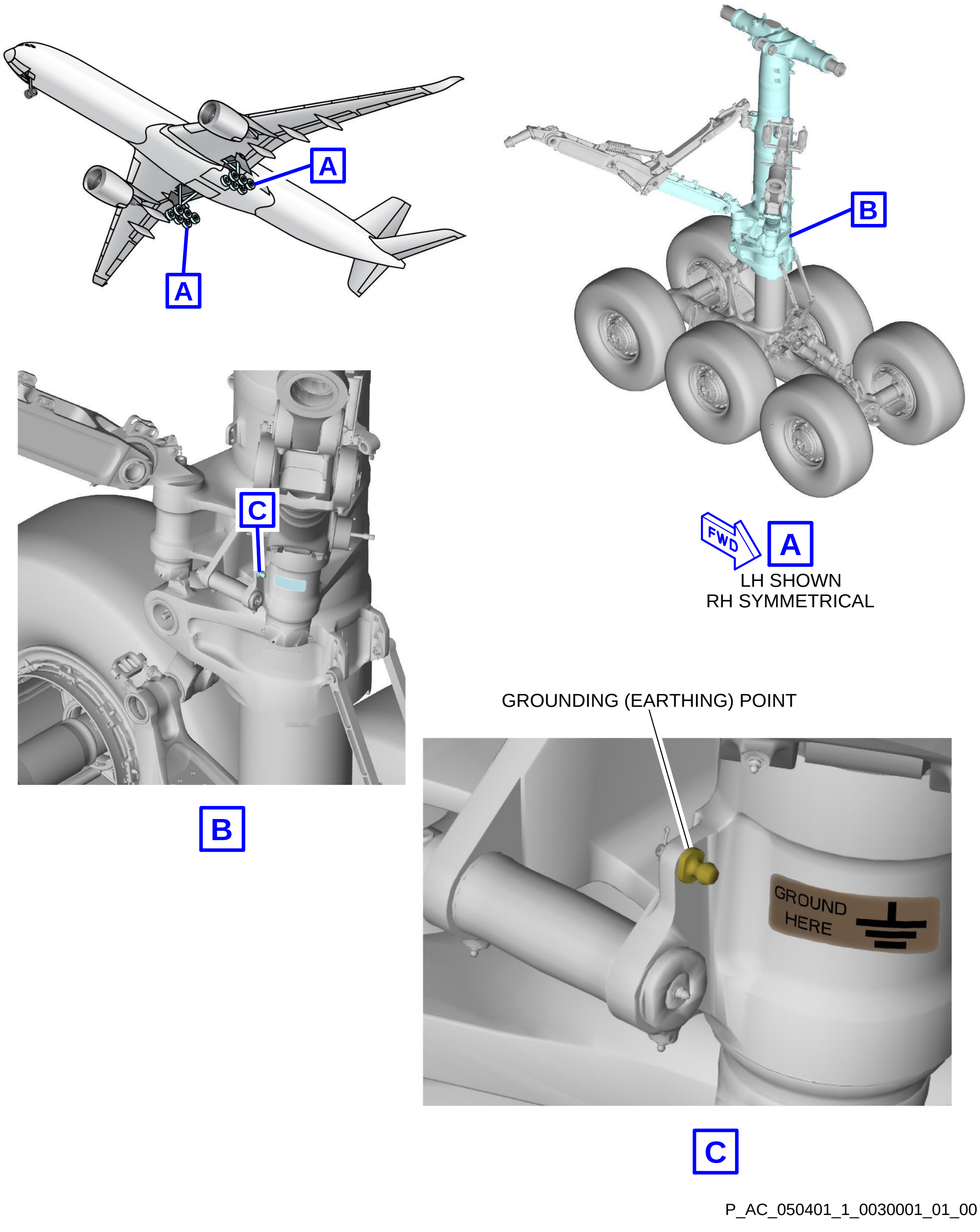
Grounding (Earthing) Point - MLG
FIGURE-5-4-1-991-002-A01

****ON A/C A350-1000 A350-1000F**



Grounding (Earthing) Point - MLG
FIGURE-5-4-1-991-003-A01

5-4-2 Hydraulic Servicing

****ON A/C A350-1000 A350-1000F A350-900**

Hydraulic Servicing

****ON A/C A350-900**

1. Hydraulic Servicing

   The nominal operating pressure is 344.75 bar (5000 psi).

   A. Access

   NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Green Ground Service Panel: Access Door 197LB	36.37 m (119.32 ft.)	0.61 m (2.00 ft.)		2.39 m (7.84 ft.)
Yellow Ground Service Panel: Access Door 194KB	30.35 m (99.57 ft.)		1.51 m (4.95 ft.)	2.24 m (7.35 ft.)

   B. Reservoir Filling
   Centralized filling capability is on the Green ground service panel.
   Filling: Ground pressurized supply or hand pump.

   C. Ground Test
   On each ground service panel:
   - One self-sealing connector (suction)

   - One self-sealing connector (delivery).

****ON A/C A350-1000**

2. Hydraulic Servicing

   The nominal operating pressure is 344.74 bar (5000 psi).

A. Access

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Green Ground Service Panel: Access Door 197LB	40.18 m (131.82 ft.)	0.61 m (2.00 ft.)		2.24 m (7.35 ft.)
Yellow Ground Service Panel: Access Door 194KB	34.15 m (112.04 ft.)		1.51 m (4.95 ft.)	2.12 m (6.96 ft.)

B. Reservoir Filling
Centralized filling capability is on the Green ground service panel.
Filling: Ground pressurized supply or hand pump.

C. Ground Test
On each ground service panel:

- One self-sealing connector (suction)

- One self-sealing connector (delivery).

****ON A/C A350-1000F**

3. Hydraulic Servicing

The nominal operating pressure is 344.74 bar (5000 psi).

A. Access

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Green Ground Service Panel: Access Door 197LB	37 m (121.39 ft.)	0.61 m (2.00 ft.)		2.24 m (7.35 ft.)
Yellow Ground Service Panel:	31 m (101.71 ft.)		1.51 m (4.95 ft.)	2.12 m (6.96 ft.)

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Access Door 194KB				

B. Reservoir Filling
Centralized filling capability is on the Green ground service panel.
Filling: Ground pressurized supply or hand pump.

C. Ground Test
On each ground service panel:
- One self-sealing connector (suction)

- One self-sealing connector (delivery).

****ON A/C A350-1000 A350-1000F A350-900**

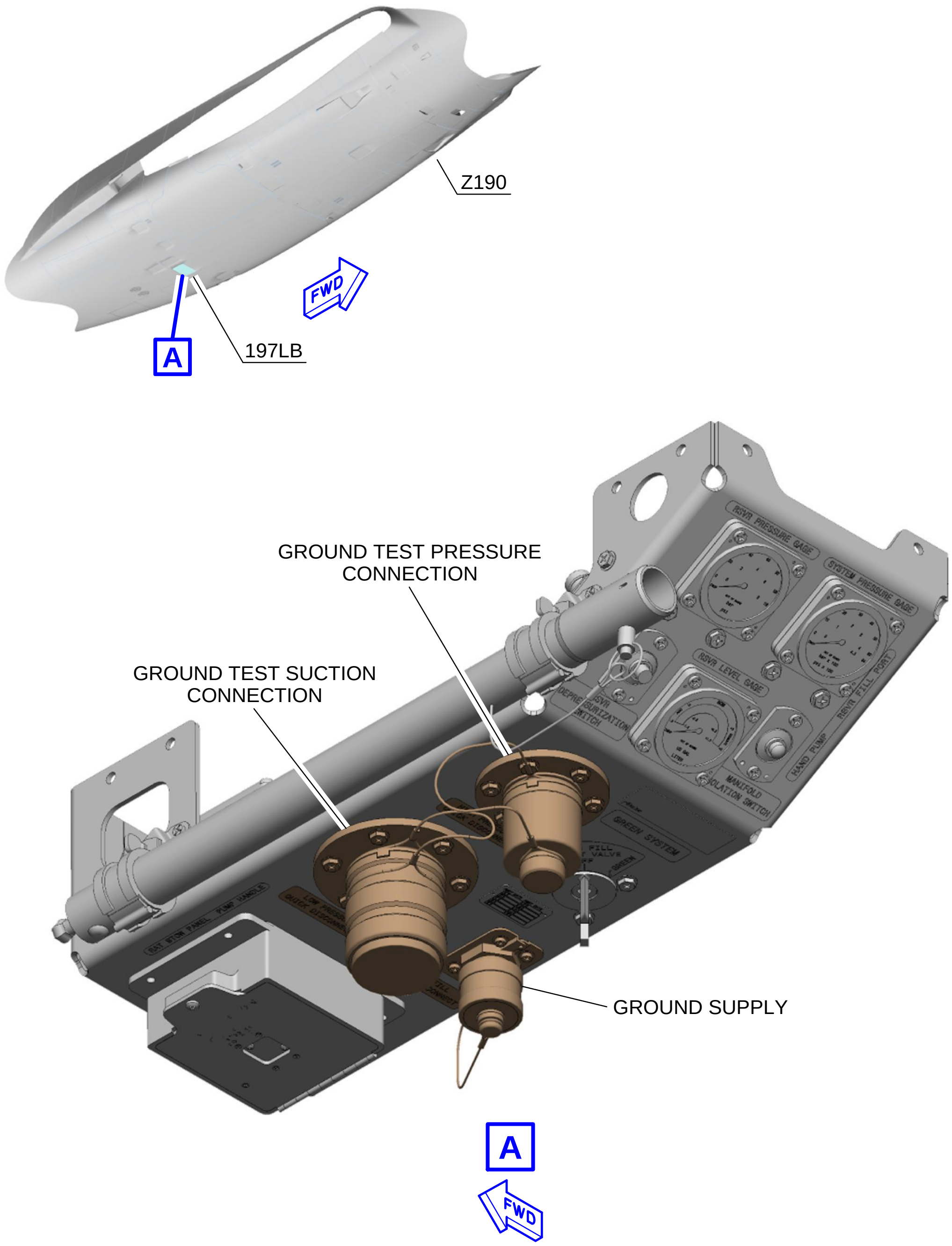
4. Technical Specifications

A. The hydraulic ground equipment must be able to start with the aircraft hydraulic circuit not pressurized.

B. The hydraulic ground equipment must be able to permanently operate with the aircraft reservoir pressures varying between 2.0 bar (29 psi) and 5 bar (73 psi).

C. After ground equipment shutdown, no further fluid exchange must occur between the aircraft reservoir and the ground equipment.

**ON A/C A350-1000 A350-1000F A350-900



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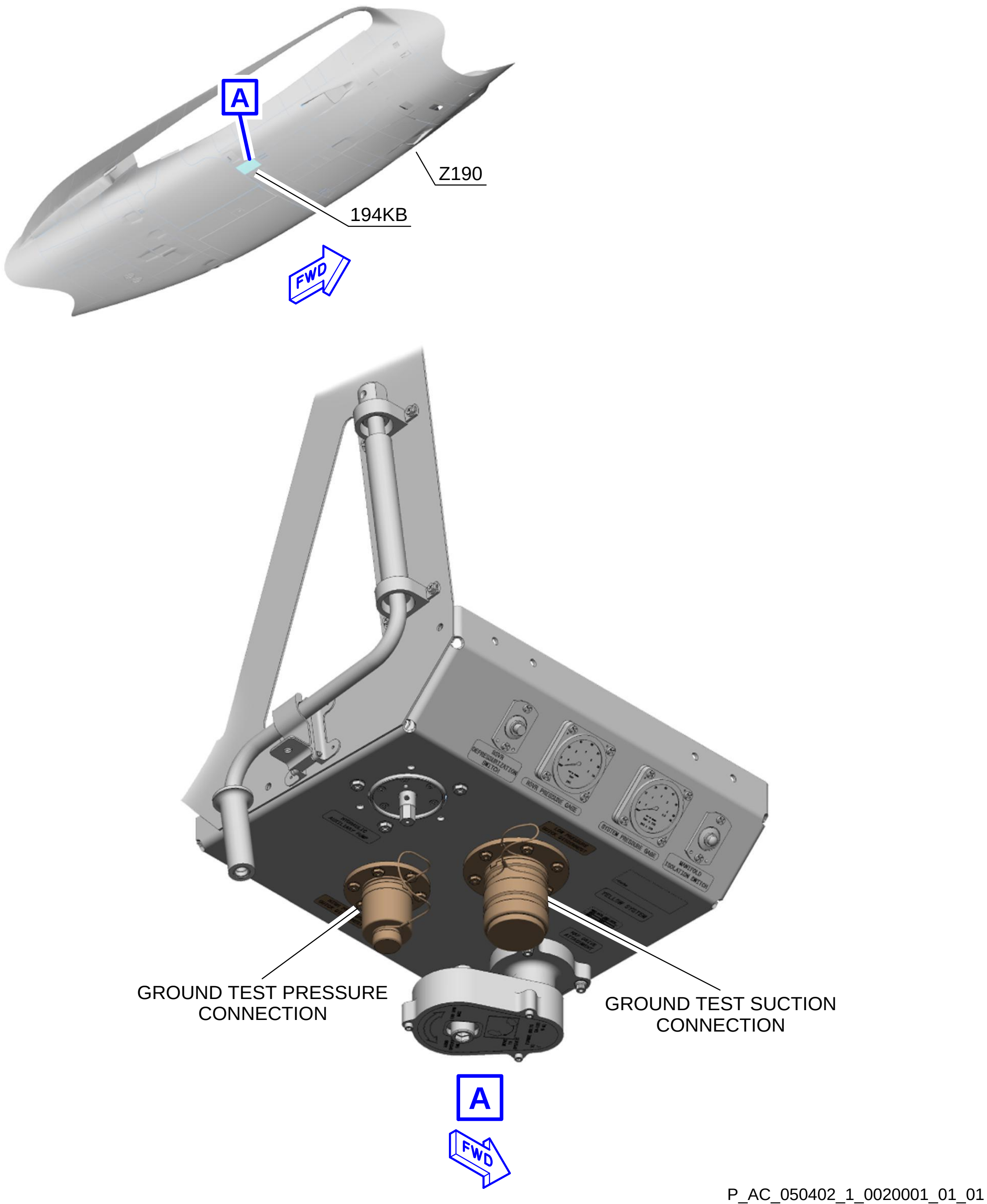
Green Ground Service Panel
FIGURE-5-4-2-991-001-A01

****ON A/C A350-1000 A350-1000F A350-900**



Yellow Ground Service Panel
FIGURE-5-4-2-991-002-A01

5-4-3 Electrical Servicing

****ON A/C A350-1000 A350-1000F A350-900**

Electrical Servicing

1. A/C External Power

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
A/C External Power: Access Door 122AR	6.63 m (21.75 ft.)		0.91 m (2.99 ft.)	2.58 m (8.46 ft.)

2. Technical Specifications

   A. External Power Receptacle:
      - Two standard ISO 461 Style3 – 90 kVA each.

   B. Power Supply:
      - Three-phase, 115 V, 400 Hz.

   C. Electrical Connectors for Servicing:
      - AC outlets: HUBBELL 5258
      - DC outlets: HUBBELL 7472.

3. Tow Truck Power

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
NLG Service Panel: 2GN	4.35 m (14.27 ft.)		0.15 m (0.49 ft.)	1.8 m (5.91 ft.)

4. Technical Specifications

A. Power Supply:
   - Two-Phase, 115 V, 400 Hz
   - 28V DC.

B. Electrical Connector for Servicing:
   - Bernier, 22–11–10–13 Connector.

C. Pin Allocation:

Pin Identification	
A	28V DC
B	0V DC
D	115V AC
E	0V AC
G	PWR SPLY INT LOCK
H	

NOTE : The power cable should be extendable in order to guarantee fit and non-interference with nose gear nor tow vehicle during the pick-up and the towing process. The connector shall be secured against pull-out by means of straps against the nose gear.

****ON A/C A350-900**

5. A/C Emergency Generation

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
RAT Safety-Pin Installation: Access Panel 198VR	39.48 m (129.53 ft.)		2.50 m (8.2 ft.)	2.91 m (9.55 ft.)

****ON A/C A350-1000**

6. A/C Emergency Generation

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
RAT Safety-Pin Installation: Access Panel 198VR	44.00 m (144.36 ft.)		2.50 m (8.2 ft.)	2.91 m (9.55 ft.)

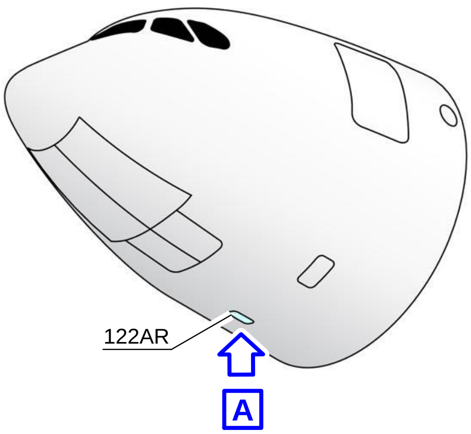
****ON A/C A350-1000F**

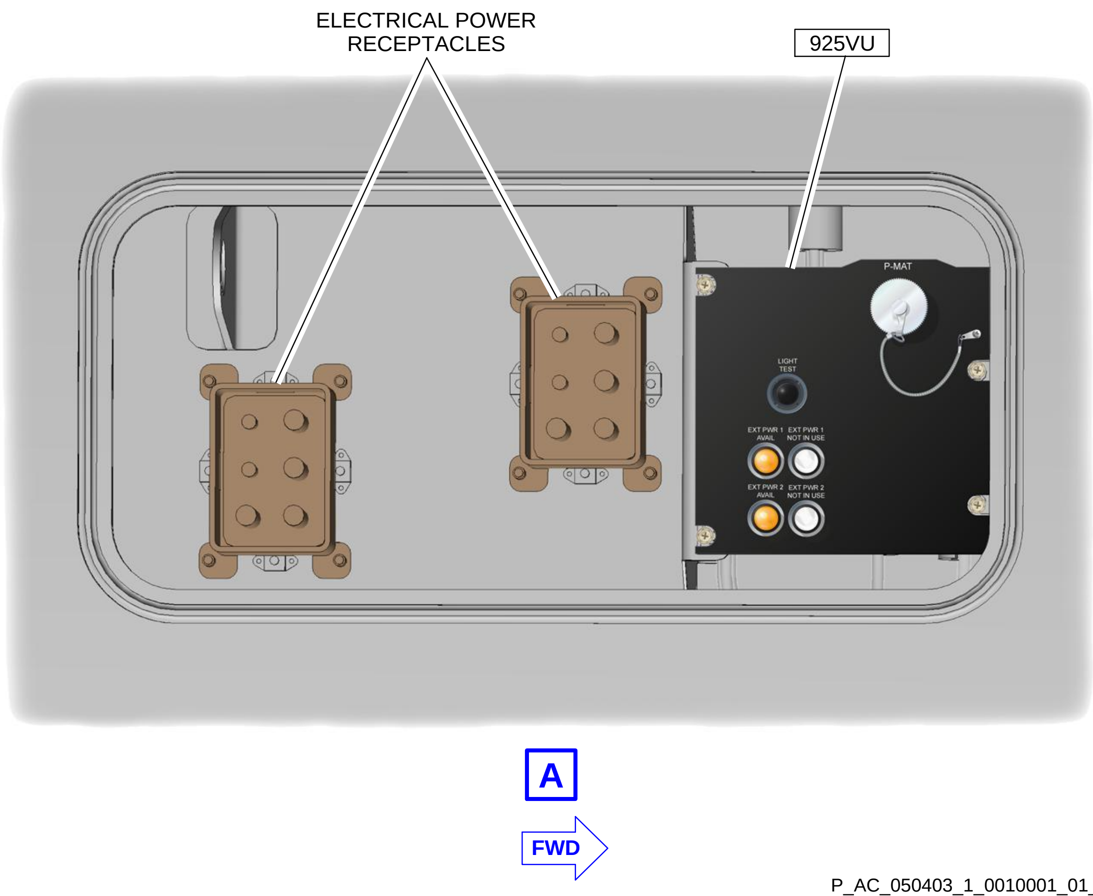
7. A/C Emergency Generation

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
RAT Safety-Pin Installation: Access Panel 198VR	40.8 m (133.86 ft.)		2.50 m (8.2 ft.)	2.91 m (9.55 ft.)

****ON A/C A350-1000 A350-1000F A350-900**





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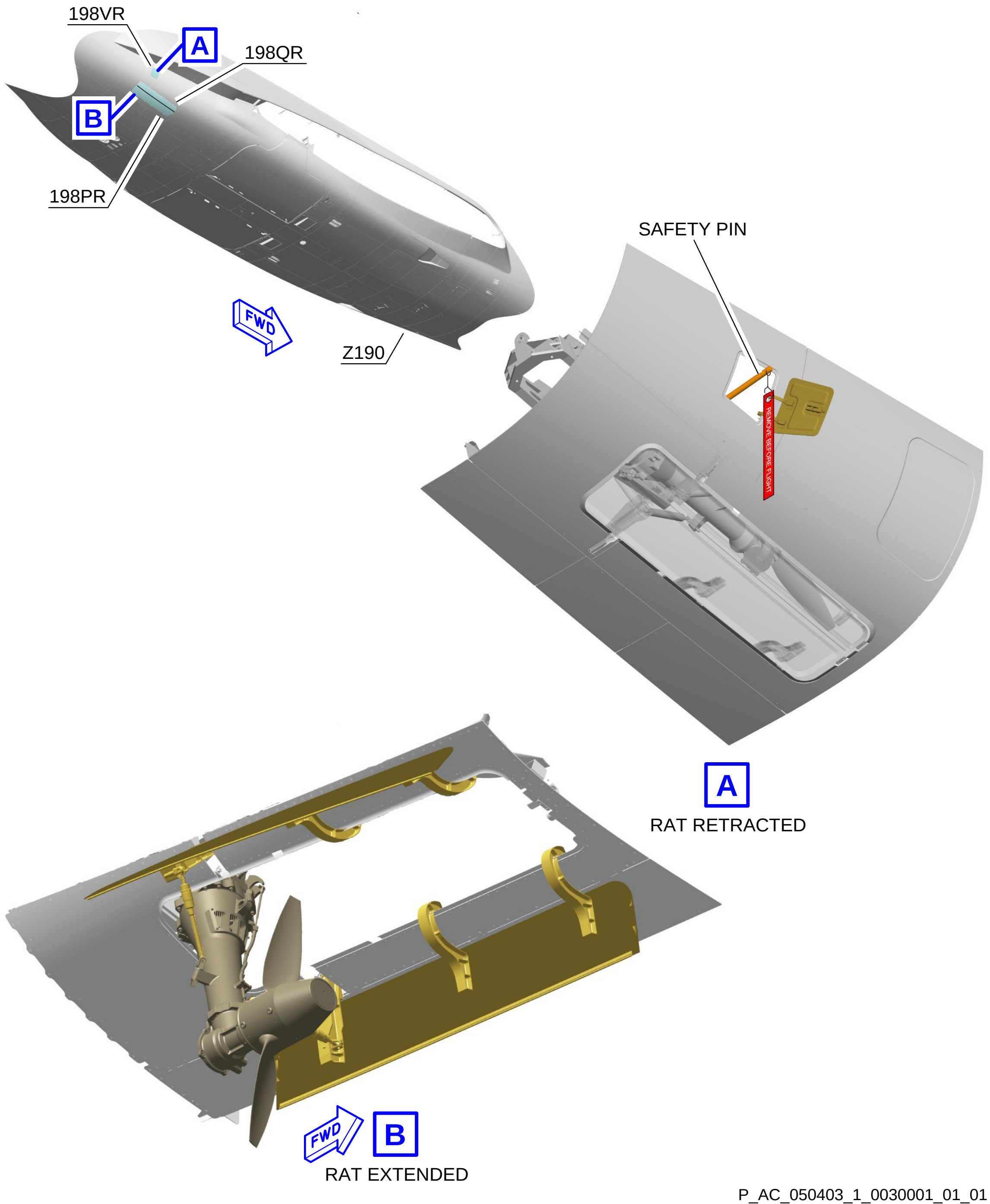
Electrical Service Panel
FIGURE-5-4-3-991-001-A01

**ON A/C A350-1000 A350-1000F A350-900



RAT
FIGURE-5-4-3-991-003-A01

5-4-4 Oxygen Servicing

****ON A/C A350-1000 A350-1000F A350-900**

Oxygen Servicing

1. General

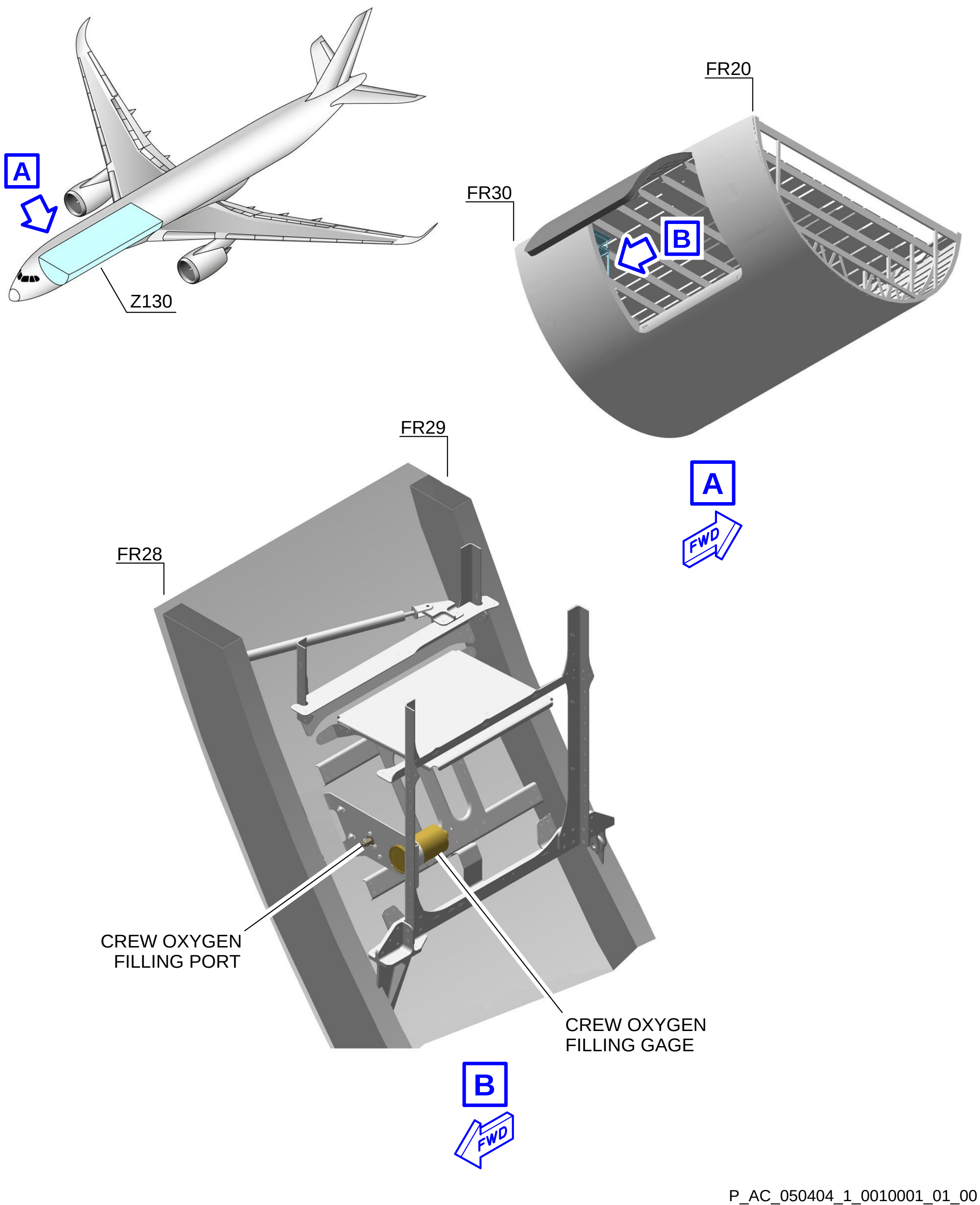
   The A350 XWB oxygen servicing is designed to supply oxygen to the cockpit and the cabin or the courier area.

2. Technical Specifications

   - Refilling of the oxygen sources is accomplished by the replacement of the units.

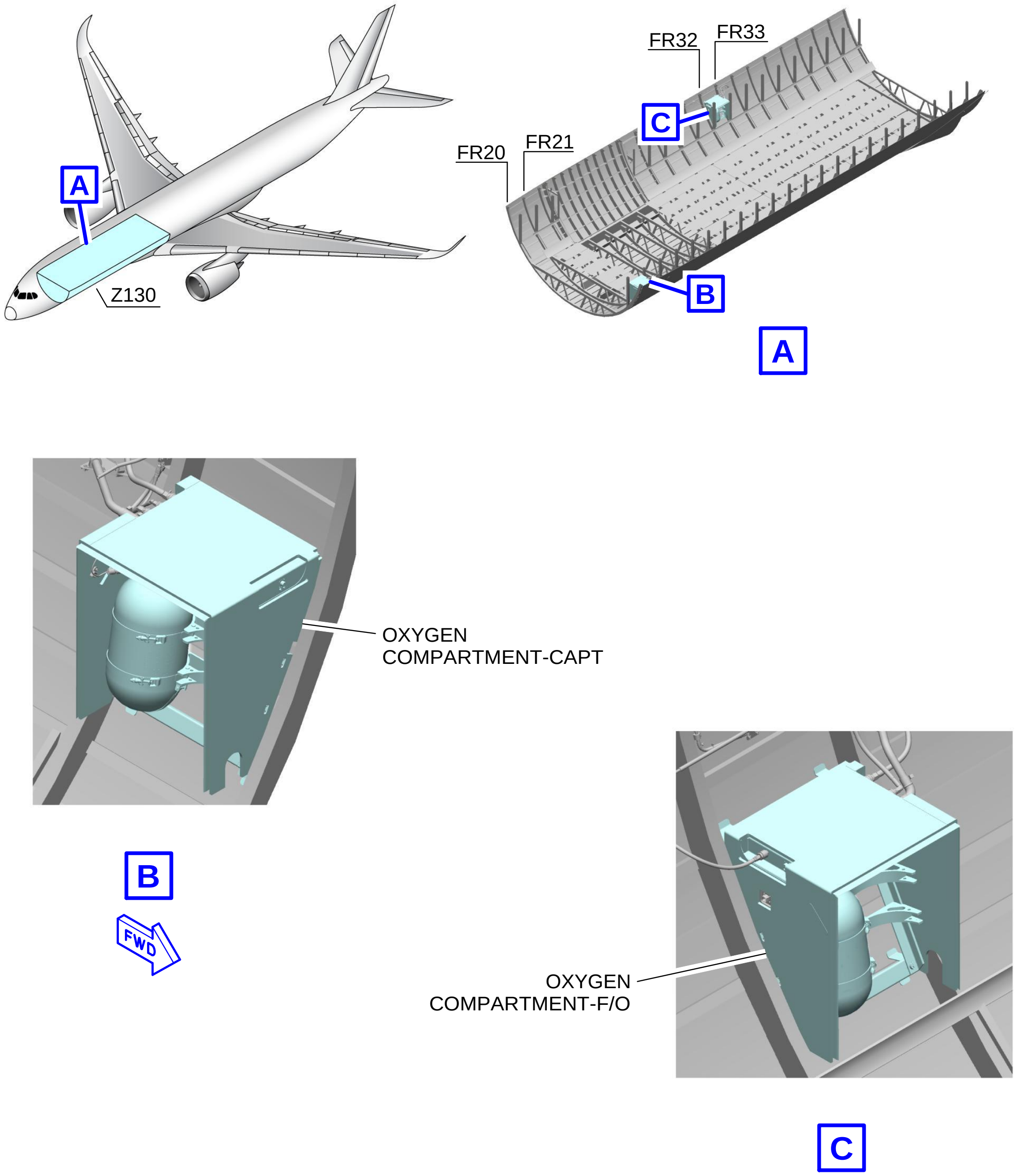
   - An optional filling port and associated devices can be installed at the rear triangular area of the FWD cargo door to allow in-situ flight crew oxygen replenishment.

****ON A/C A350-1000 A350-900**



Oxygen System
FIGURE-5-4-4-991-001-A01

****ON A/C A350-1000 A350-900**



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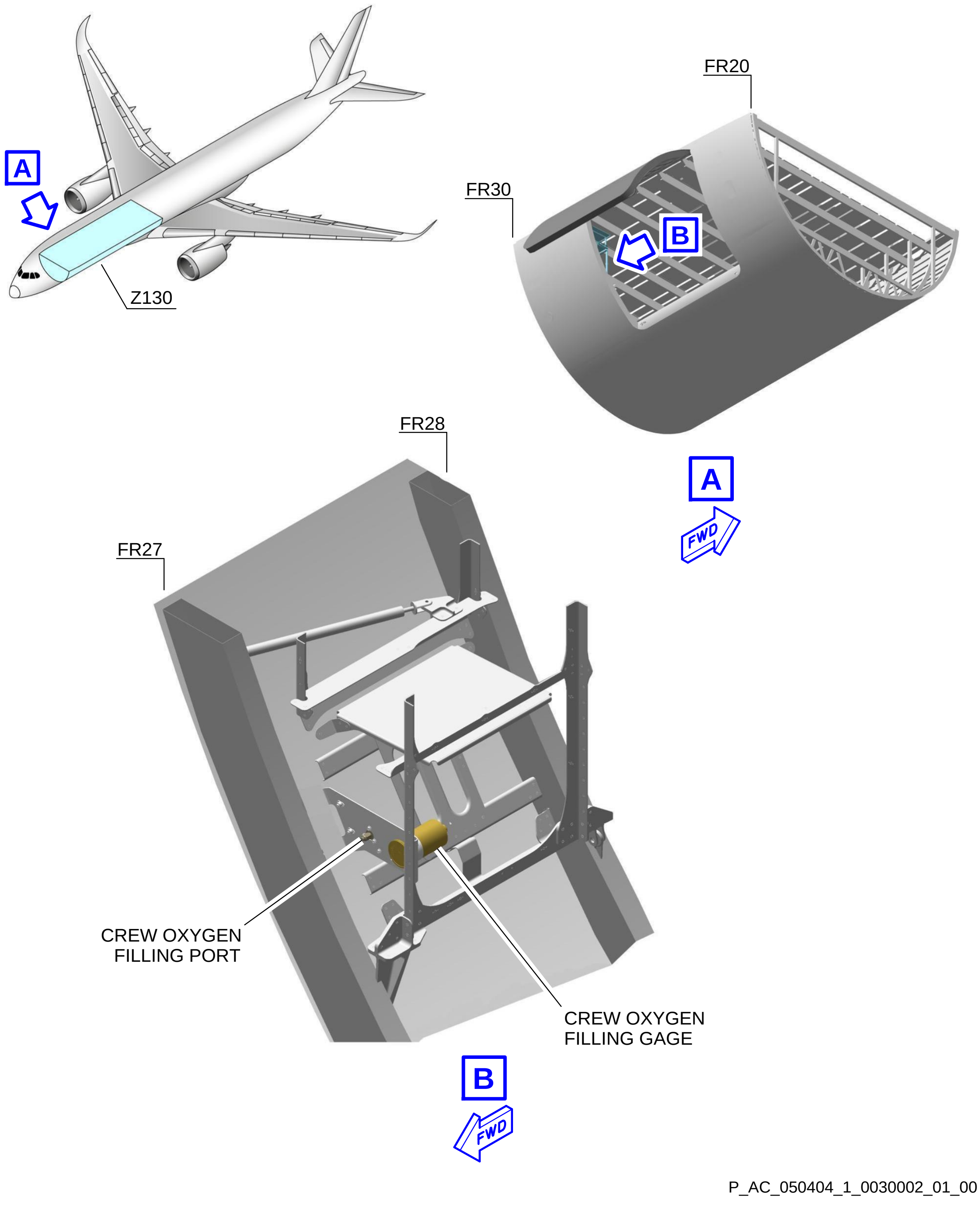
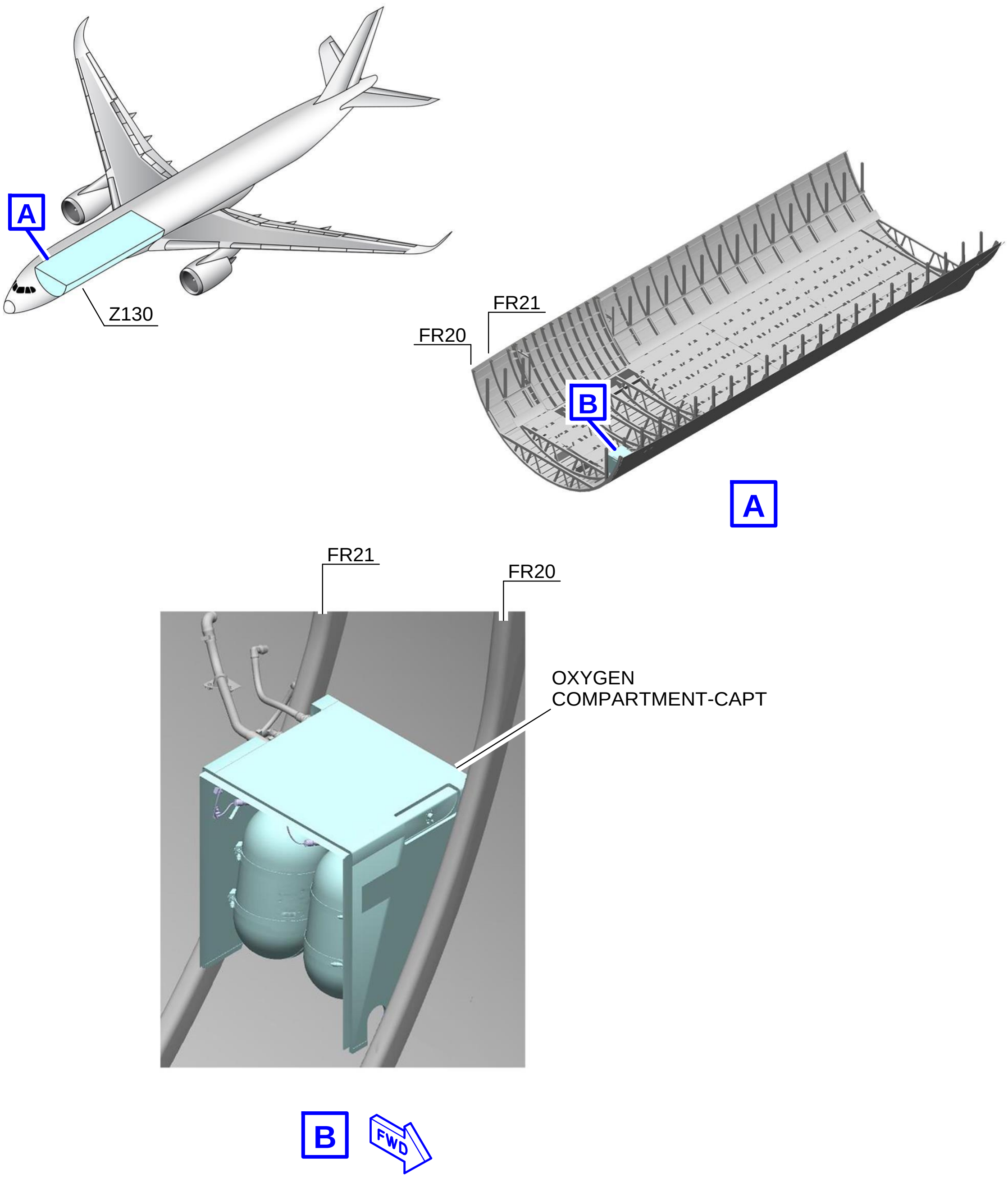
Crew Oxygen Storage - Location
FIGURE-5-4-4-991-002-A01

****ON A/C A350-1000F**



Oxygen System
FIGURE-5-4-4-991-003-B01

****ON A/C A350-1000F**



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Crew Oxygen Storage - Location
FIGURE-5-4-4-991-004-A01

5-4-5 Fuel Servicing

****ON A/C A350-1000 A350-1000F A350-900**

Fuel Servicing

****ON A/C A350-900**

1. Refuel/Defuel Control Panel

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Refuel/Defuel Control Panel: Access Door 197KB	36.20 m (118.77 ft.)	On centerline		2.18 m (7.15 ft.)

2. Refuel/Defuel Connectors

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Refuel/Defuel Coupling, Left (Optional): Access Door 523EB	32.57 m (106.86 ft.)	15.83 m (51.94 ft.)		5.50 m (18.04 ft.)
Refuel/Defuel Coupling, Right: Access Door 623EB	32.57 m (106.86 ft.)		15.83 m (51.94 ft.)	5.50 m (18.04 ft.)

A. Refuel/Defuel couplings:

- Two standard 2.5 in. ISO 45 connections on the right wing,

- Two standard 2.5 in. ISO 45 connections on the left wing (optional).

B. Refuel pressure:
- Maximum pressure: 3.45 bar (50 psi).

3. Overpressure Protector and NACA Flame Arrestor

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Overpressure Protector	38.24 m (125.46 ft.)	22.33 m (73.26 ft.)	22.33 m (73.26 ft.)	6.13 m (20.11 ft.)
NACA Flame Arrestor	38.69 m (126.94 ft.)	23.07 m (75.69 ft.)	23.07 m (75.69 ft.)	6.19 m (20.31 ft.)

****ON A/C A350-1000**

4. Refuel/Defuel Control Panel

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Refuel/Defuel Control Panel: Access Door 197KB	40.00 m (131.23 ft.)	On centerline		2.18 m (7.15 ft.)

5. Refuel/Defuel Connectors

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Refuel/Defuel Coupling, Left (Optional): Access Door 523EB	36.38 m (119.36 ft.)	15.83 m (51.94 ft.)		5.50 m (18.04 ft.)
Refuel/Defuel Coupling, Right: Access Door 623EB	36.38 m (119.36 ft.)		15.83 m (51.94 ft.)	5.50 m (18.04 ft.)

A. Refuel/Defuel couplings:
   - Two standard 2.5 in. ISO 45 connections on the right wing,

   - Two standard 2.5 in. ISO 45 connections on the left wing (optional).

B. Refuel pressure:
   - Maximum pressure: 3.45 bar (50 psi).

6. Overpressure Protector and NACA Flame Arrestor

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Overpressure Protector	42.05 m (137.96 ft.)	22.33 m (73.26 ft.)	22.33 m (73.26 ft.)	6.13 m (20.11 ft.)
NACA Flame Arrestor	42.50 m (139.44 ft.)	23.07 m (75.69 ft.)	23.07 m (75.69 ft.)	6.19 m (20.31 ft.)

****ON A/C A350-1000F**

7. Refuel/Defuel Control Panel

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Refuel/Defuel Control Panel: Access Door 197KB	36.84 m (120.87 ft.)	On centerline		2.18 m (7.15 ft.)

8. Refuel/Defuel Connectors

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Refuel/Defuel Coupling, Left (Optional): Access Door 523EB	33.21 m (108.96 ft.)	15.83 m (51.94 ft.)		5.50 m (18.04 ft.)
Refuel/Defuel Coupling, Right: Access Door 623EB	33.21 m (108.96 ft.)		15.83 m (51.94 ft.)	5.50 m (18.04 ft.)

A. Refuel/Defuel couplings:
- Two standard 2.5 in. ISO 45 connections on the right wing,

- Two standard 2.5 in. ISO 45 connections on the left wing (optional).

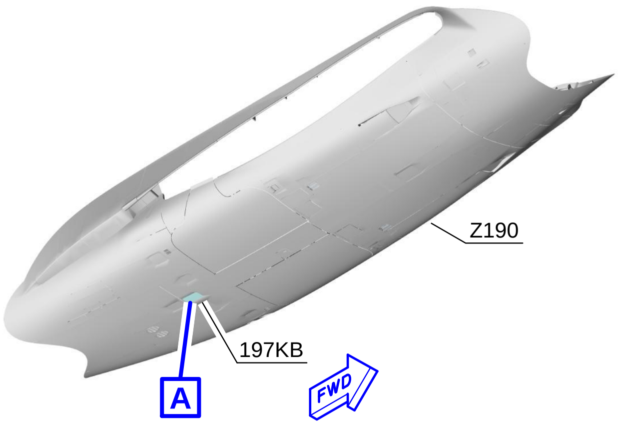
B. Refuel pressure:
- Maximum pressure: 3.45 bar (50 psi).

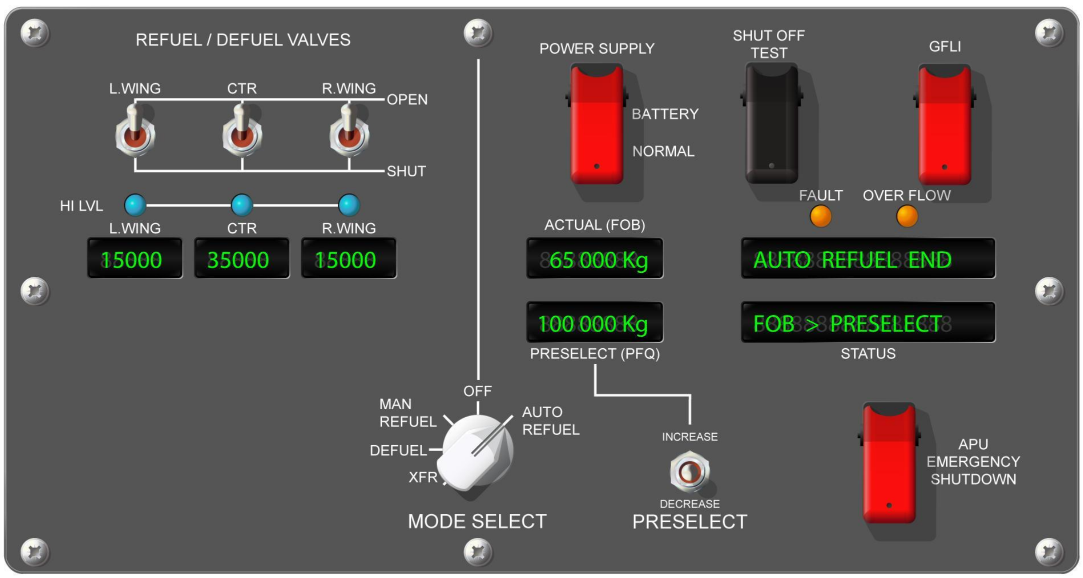
9. Overpressure Protector and NACA Flame Arrestor

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Overpressure Protector	38.88 m (127.56 ft.)	22.33 m (73.26 ft.)	22.33 m (73.26 ft.)	6.13 m (20.11 ft.)
NACA Flame Arrestor	39.33 m (129.04 ft.)	23.07 m (75.69 ft.)	23.07 m (75.69 ft.)	6.19 m (20.31 ft.)

****ON A/C A350-1000 A350-1000F A350-900**





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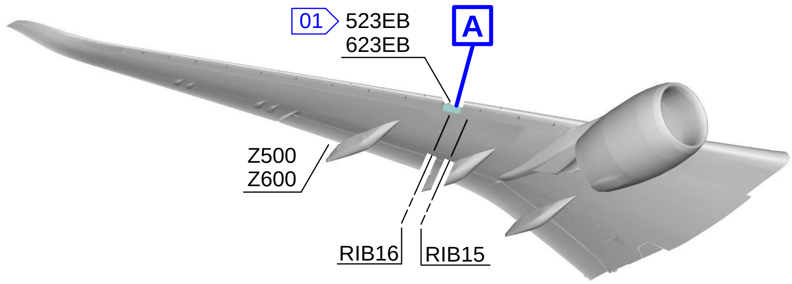
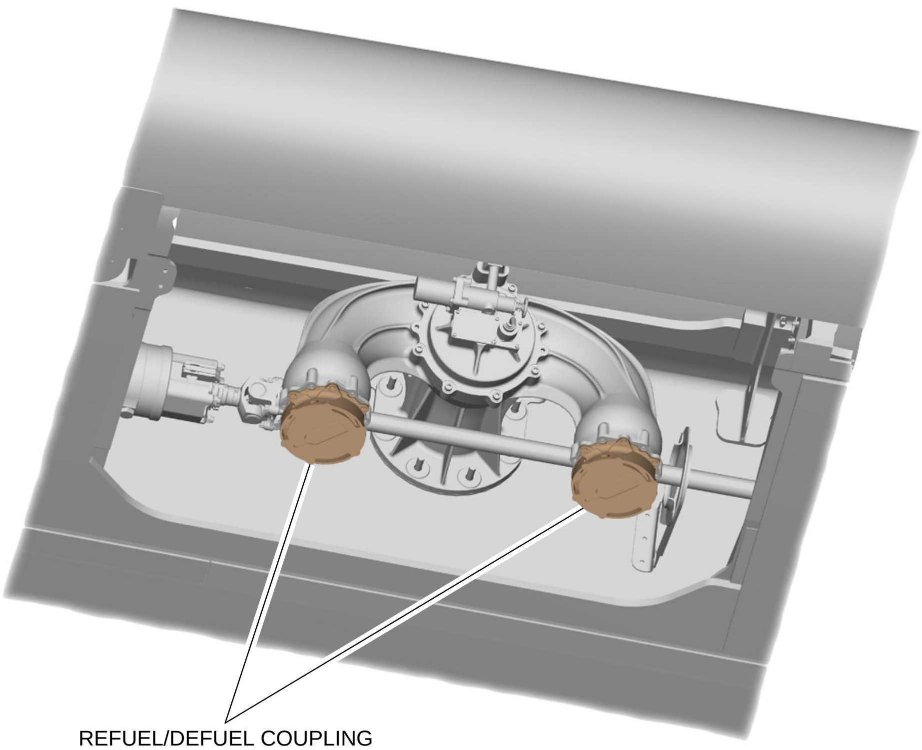
Refuel/Defuel Control Panel
FIGURE-5-4-5-991-001-A01

**ON A/C A350-1000 A350-1000F A350-900





NOTE:
01 LH OPTIONAL

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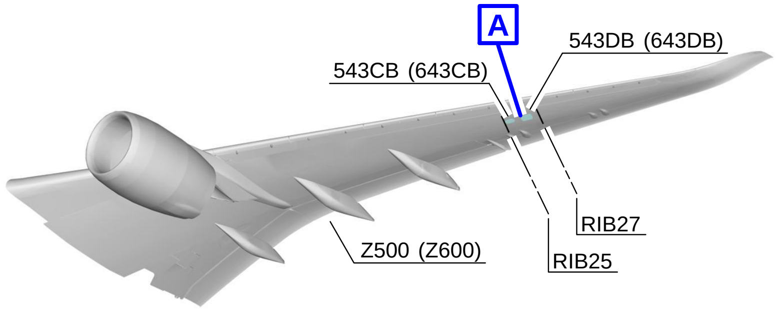
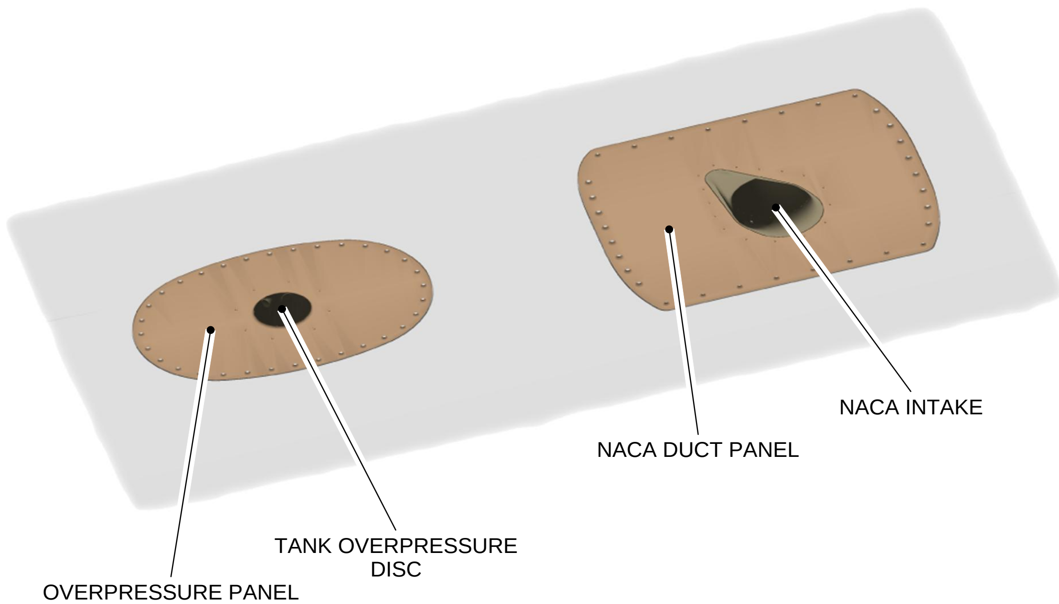
Refuel/Defuel Couplings
FIGURE-5-4-5-991-002-B01

****ON A/C A350-1000 A350-1000F A350-900**





A

LH SHOWN
RH SYMMETRICAL

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Overpressure Protectors and NACA Flame Arrestor
FIGURE-5-4-5-991-003-A01

5-4-6 Pneumatic Servicing

****ON A/C A350-1000 A350-1000F A350-900**

Pneumatic Servicing

****ON A/C A350-900**

1. Low Pressure Connectors

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Access Door 193CB	23.58 m (77.36 ft.)		1.05 m (3.44 ft.)	2.59 m (8.50 ft.)
Access Door 194CR	23.58 m (77.36 ft.)		1.87 m (6.14 ft.)	2.87 m (9.42 ft.)

A. Connectors:
- Two standard 8 in. SAE AS4262 type B connections.

2. High Pressure Connectors

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Access Door 193KB	26.81 m (87.96 ft.)	On Centerline		2.06 m (6.76 ft.)

A. Connectors:
- Two standard 3 in. ISO 2026 connections.

****ON A/C A350-1000**

3. Low Pressure Connectors

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Access Door 193CB	27.39 m (89.86 ft.)		1.05 m (3.44 ft.)	2.44 m (8.01 ft.)
Access Door 194CR	27.39 m (89.86 ft.)		1.86 m (6.10 ft.)	2.57 m (8.43 ft.)

A. Connectors:
- Two standard 8 in. SAE AS4262 type B connections.

4. High Pressure Connectors

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Access Door 193KB	30.77 m (100.95 ft.)	On Centerline		2.06 m (6.76 ft.)

A. Connectors:
- Two standard 3 in. ISO 2026 connections.

****ON A/C A350-1000F**

5. Low Pressure Connectors

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Access Door 193CB	24.21 m (79.43 ft.)		1.05 m (3.44 ft.)	2.44 m (8.01 ft.)
Access Door 194CR	24.21 m (79.43 ft.)		1.86 m (6.10 ft.)	2.57 m (8.43 ft.)

A. Connectors:
- Two standard 8 in. SAE AS4262 type B connections.

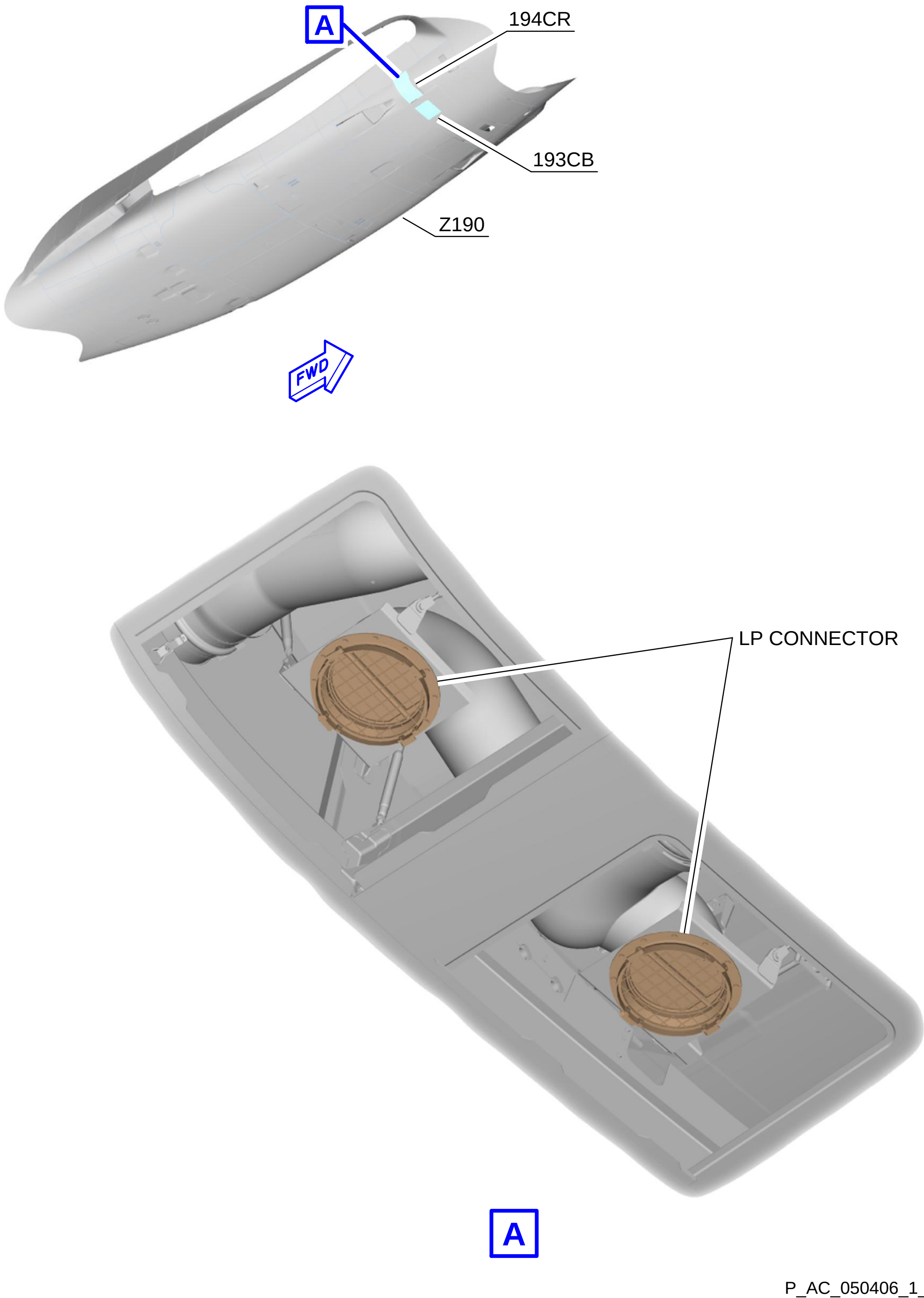
6. High Pressure Connectors

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Access Door 193KB	27.59 m (90.52 ft.)	On Centerline		2.06 m (6.76 ft.)

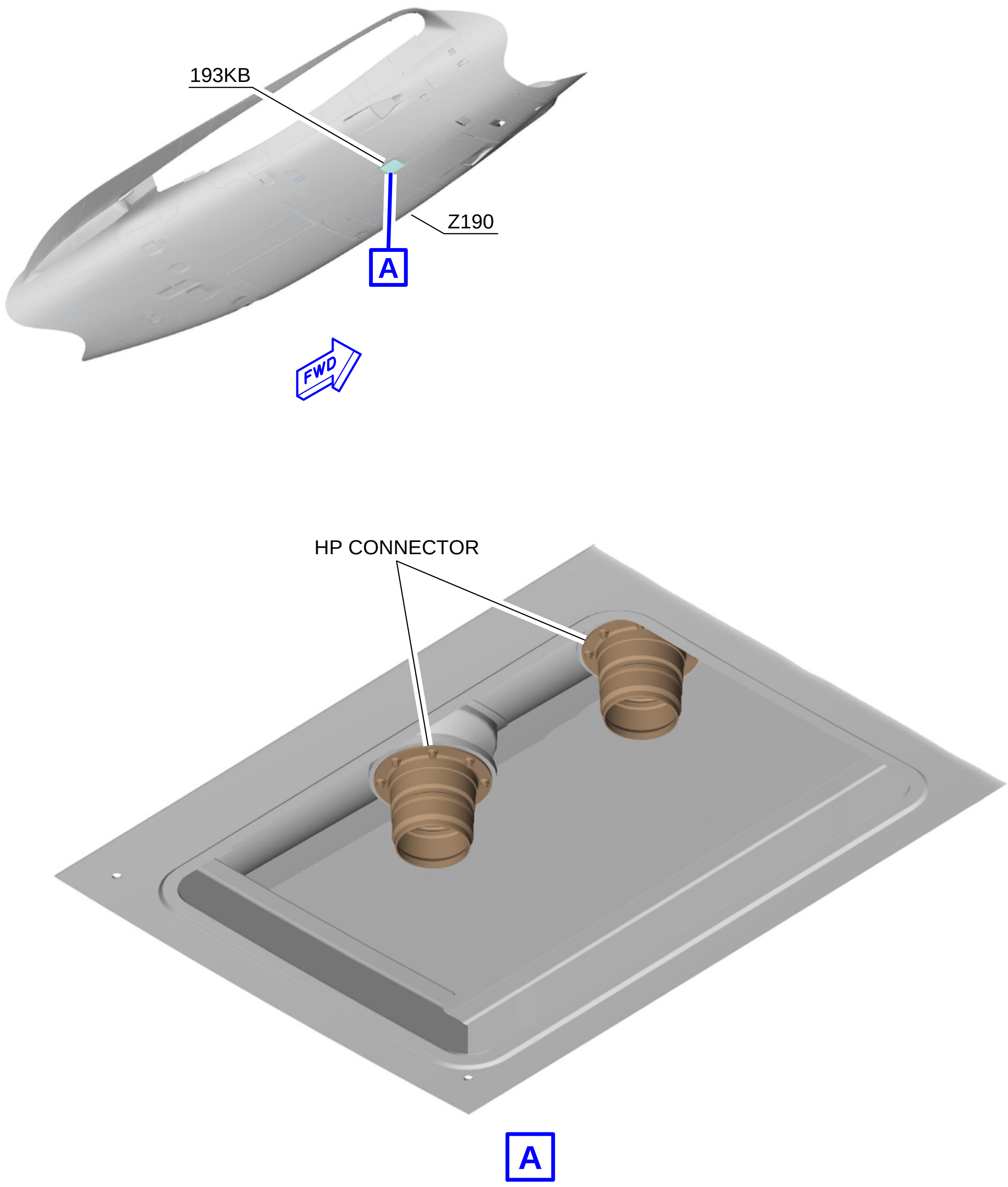
A. Connectors:
- Two standard 3 in. ISO 2026 connections.

****ON A/C A350-1000 A350-1000F A350-900**



Low Pressure Ground Connectors
FIGURE-5-4-6-991-001-A01

****ON A/C A350-1000 A350-1000F A350-900**



High Pressure Ground Connectors
FIGURE-5-4-6-991-002-A01

5-4-7 Oil Servicing

****ON A/C A350-1000 A350-1000F A350-900**

Engine Oil Servicing

****ON A/C A350-900**

1. Engine Oil Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Engine 1: Access Door 415BR	24.75 m (81.20 ft.)	8.60 m (28.22 ft.)		3.23 m (10.60 ft.)
Engine 2: Access Door 425BR	24.68 m (80.97 ft.)		12.29 m (40.32 ft.)	3.23 m (10.60 ft.)

****ON A/C A350-1000**

2. Engine Oil Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Engine 1: Access Door 415BR	28.56 m (93.70 ft.)	8.60 m (28.22 ft.)		3.23 m (10.60 ft.)
Engine 2: Access Door 425BR	28.49 m (93.47 ft.)		12.29 m (40.32 ft.)	3.23 m (10.60 ft.)

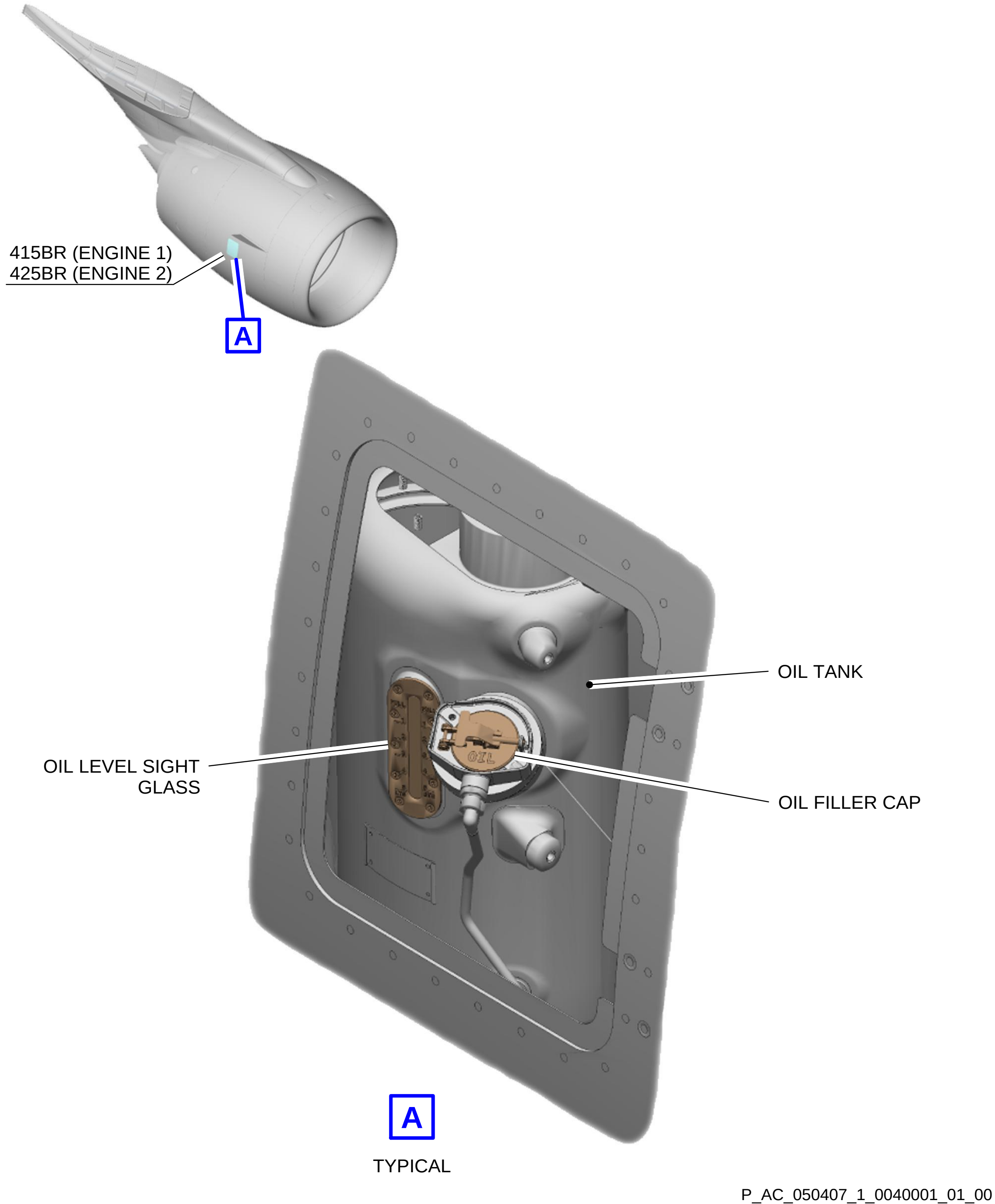
****ON A/C A350-1000F**

3. Engine Oil Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Engine 1: Access Door 415BR	25.39 m (83.30 ft.)	8.60 m (28.22 ft.)		3.23 m (10.60 ft.)
Engine 2: Access Door 425BR	25.32 m (83.07 ft.)		12.29 m (40.32 ft.)	3.23 m (10.60 ft.)

****ON A/C A350-1000 A350-1000F A350-900**



Engine Oil Servicing
FIGURE-5-4-7-991-004-A01

****ON A/C A350-1000 A350-1000F A350-900**

VFG Oil Servicing

****ON A/C A350-900**

1. VFG Oil Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Engine 1: Fan Cowl 415AL	24.32 m (79.79 ft.)	11.02 m (36.15 ft.)		1.22 m (4.00 ft.)
Engine 2: Fan Cowl 425AL	24.34 m (79.86 ft.)		9.86 m (32.35 ft.)	1.22 m (4.00 ft.)

****ON A/C A350-1000**

2. VFG Oil Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Engine 1: Fan Cowl 415AL	28.13 m (92.29 ft.)	11.02 m (36.15 ft.)		1.22 m (4.00 ft.)
Engine 2: Fan Cowl 425AL	28.15 m (92.36 ft.)		9.86 m (32.35 ft.)	1.22 m (4.00 ft.)

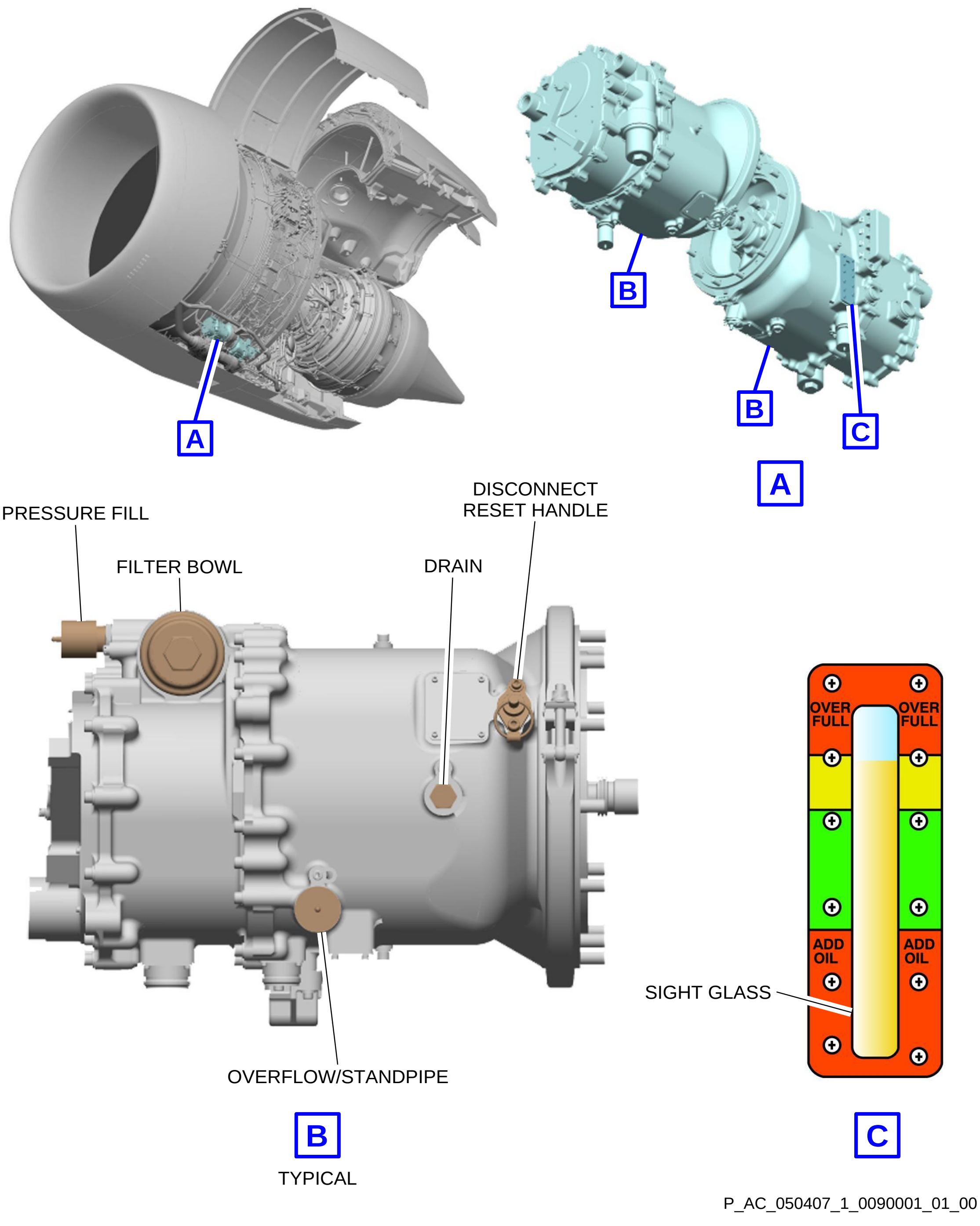
****ON A/C A350-1000F**

3. VFG Oil Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Engine 1: Fan Cowl 415AL	24.95 m (81.86 ft.)	11.02 m (36.15 ft.)		1.22 m (4.00 ft.)
Engine 2: Fan Cowl 425AL	24.97 m (81.92 ft.)		9.86 m (32.35 ft.)	1.22 m (4.00 ft.)

****ON A/C A350-1000 A350-1000F A350-900**



VFG Oil Servicing
FIGURE-5-4-7-991-009-A01

****ON A/C A350-1000 A350-1000F A350-900**

Starter Oil Servicing

****ON A/C A350-900**

1. Starter Oil Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Engine 1: Fan Cowl 415AL	24.60 m (80.71 ft.)	10.57 m (34.68 ft.)		1.08 m (3.54 ft.)
Engine 2: Fan Cowl 425AL	24.60 m (80.71 ft.)		10.31 m (33.83 ft.)	1.08 m (3.54 ft.)

****ON A/C A350-1000**

2. Starter Oil Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Engine 1: Fan Cowl 415AL	28.41 m (93.21 ft.)	10.57 m (34.68 ft.)		1.08 m (3.54 ft.)
Engine 2: Fan Cowl 425AL	28.41 m (93.21 ft.)		10.31 m (33.83 ft.)	1.08 m (3.54 ft.)

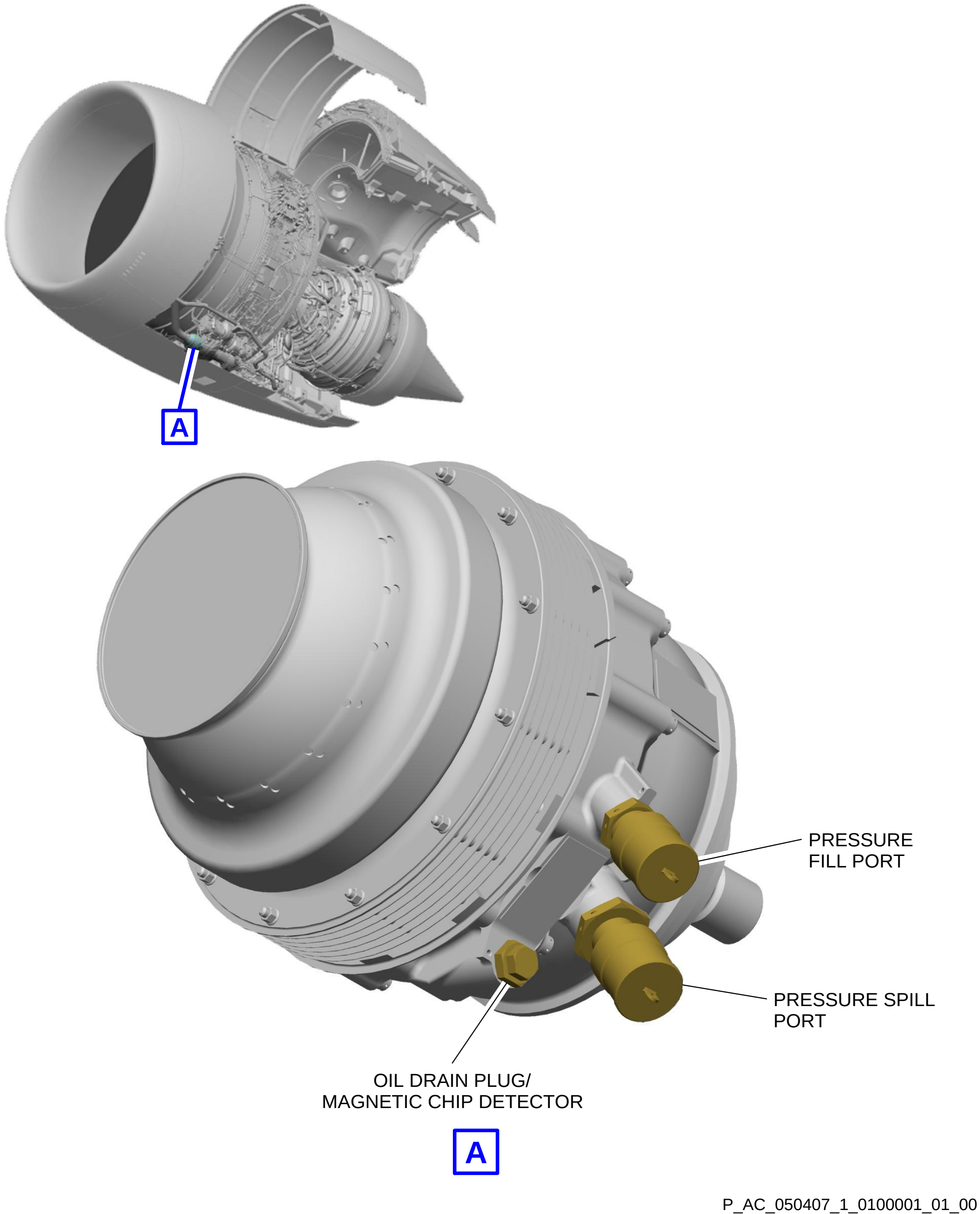
****ON A/C A350-1000F**

3. Starter Oil Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Engine 1: Fan Cowl 415AL	25.24 m (82.81 ft.)	10.57 m (34.68 ft.)		1.08 m (3.54 ft.)
Engine 2: Fan Cowl 425AL	25.24 m (82.81 ft.)		10.31 m (33.83 ft.)	1.08 m (3.54 ft.)

****ON A/C A350-1000 A350-1000F A350-900**



Starter Oil Servicing
FIGURE-5-4-7-991-010-A01

****ON A/C A350-1000 A350-1000F A350-900**

APU Oil Servicing

****ON A/C A350-900**

1. APU Oil Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
APU: Access Door 316BR	62.52 m (205.12 ft.)		0.48 m (1.57 ft.)	6.45 m (21.16 ft.)

****ON A/C A350-1000**

2. APU Oil Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
APU: Access Door 316BR	69.51 m (228.05 ft.)		0.48 m (1.57 ft.)	6.45 m (21.16 ft.)

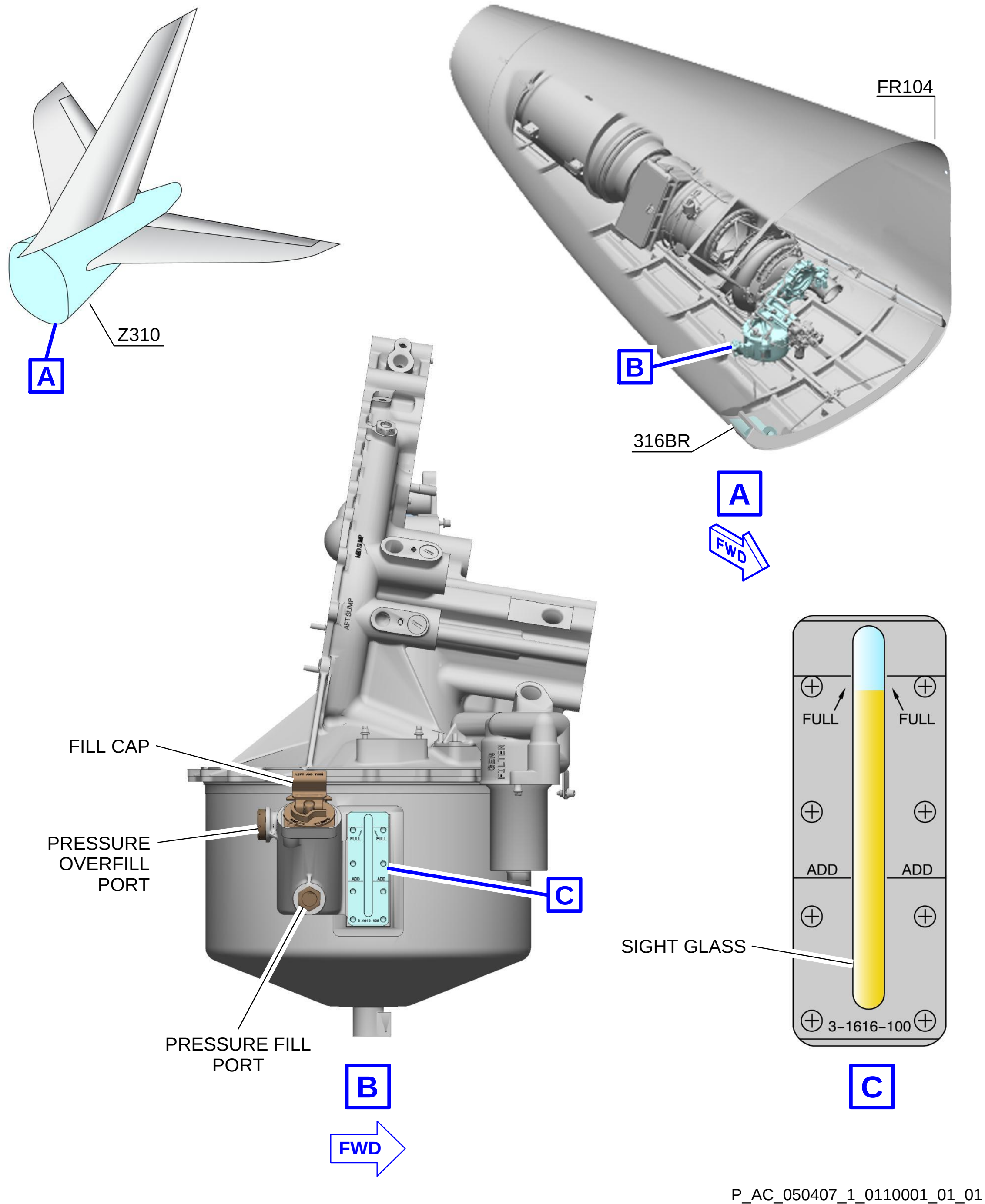
****ON A/C A350-1000F**

3. APU Oil Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
APU: Access Door 316BR	66.33 m (217.62 ft.)		0.48 m (1.57 ft.)	6.45 m (21.16 ft.)

****ON A/C A350-1000 A350-1000F A350-900**



APU Oil Servicing
FIGURE-5-4-7-991-011-A01

5-4-8 Potable Water Servicing

****ON A/C A350-1000 A350-1000F A350-900**

Potable Water Servicing

****ON A/C A350-900**

1. Potable Water Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Potable-Water Ground Service Panel: Access Door 164AR	50.20 m (164.70 ft.)		1.60 m (5.25 ft.)	3.30 m (10.83 ft.)

****ON A/C A350-1000**

2. Potable Water Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Potable-Water Ground Service Panel: Access Door 164AR	57.16 m (187.53 ft.)		1.60 m (5.25 ft.)	3.30 m (10.83 ft.)

ON A/C A350-1000F

3. Potable Water Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Potable-Water Ground Service Panel: Access Door 133AL	14.73 m (48.33 ft.)		1.60 m (5.25 ft.)	3.30 m (10.83 ft.)

ON A/C A350-1000 A350-900

4. Technical Specifications

A. Connectors:
- Fill/drain nipple 3/4 in. (ISO 17775).

B. Capacity:
- Standard configuration - two tanks (530 L (140 USgal) each): 1060 L (280 USgal),

- Optional - two tanks (750 L (198 USgal) each): 1500 L (396 USgal).

C. Filling pressure:
- Max filling pressure: 8.6 bar (125 psi).

ON A/C A350-1000F

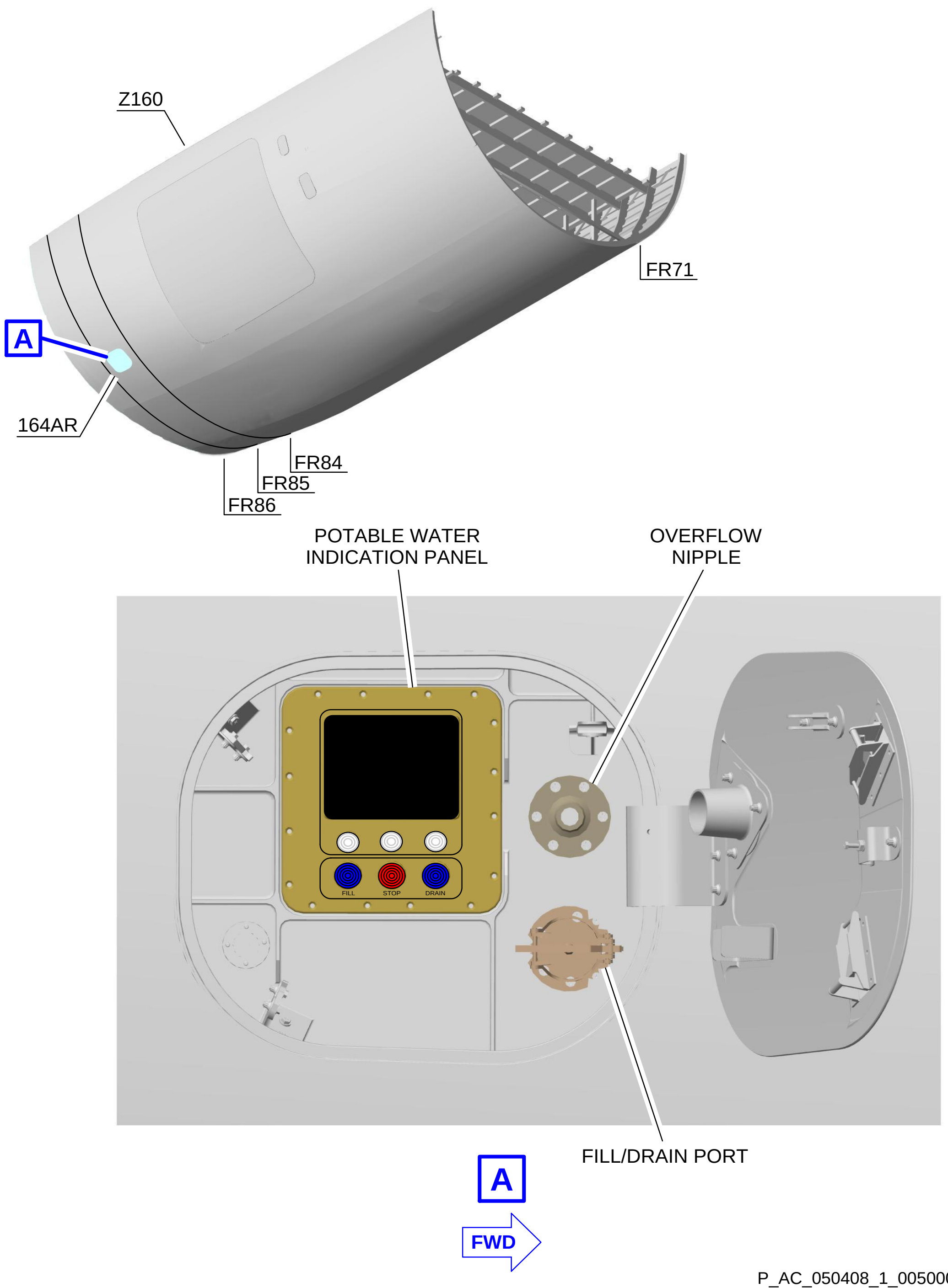
5. Technical Specifications

A. Connectors:
- Fill/drain nipple 3/4 in. (ISO 17775).

B. Capacity:
- Standard configuration - one tank 65 L (17.17 USgal).

C. Filling pressure:
- Max filling pressure: 8.6 bar (125 psi).

****ON A/C A350-1000 A350-900**



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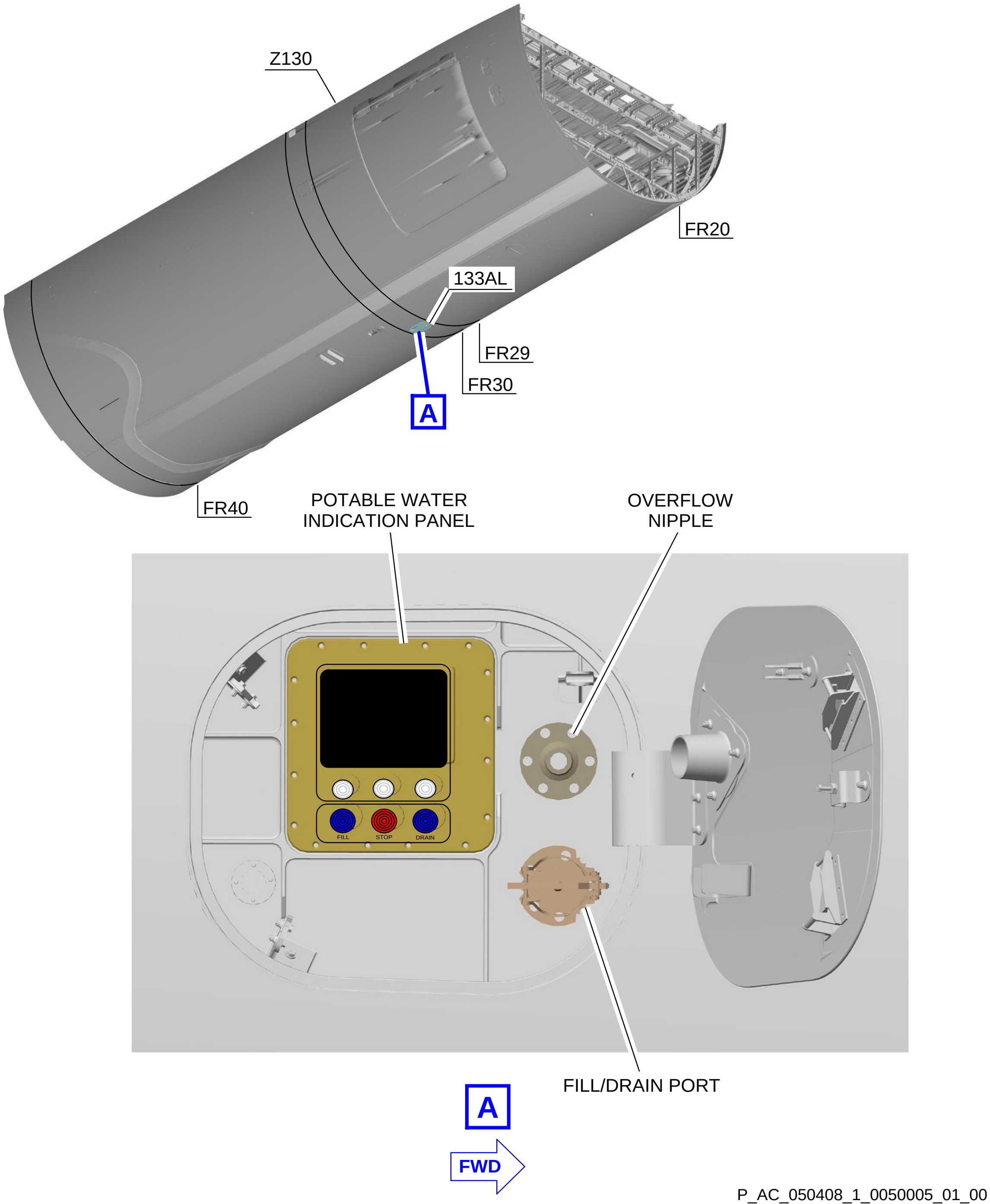
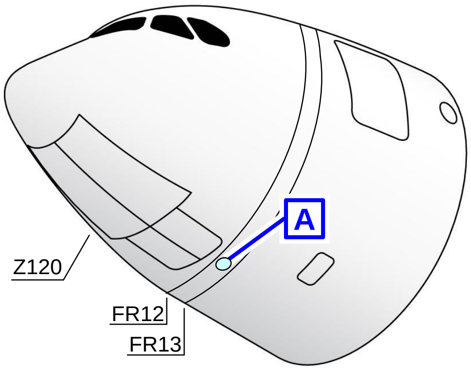
Potable-Water Ground Service Panel
FIGURE-5-4-8-991-005-A01

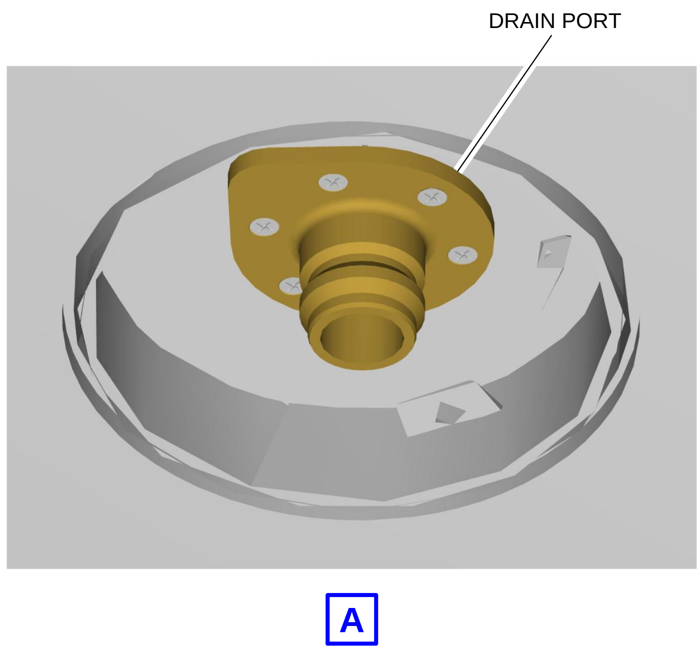
****ON A/C A350-1000F**



Potable-Water Ground Service Panel
5-4-8-991-005-E01

**ON A/C A350-1000 A350-1000F A350-900





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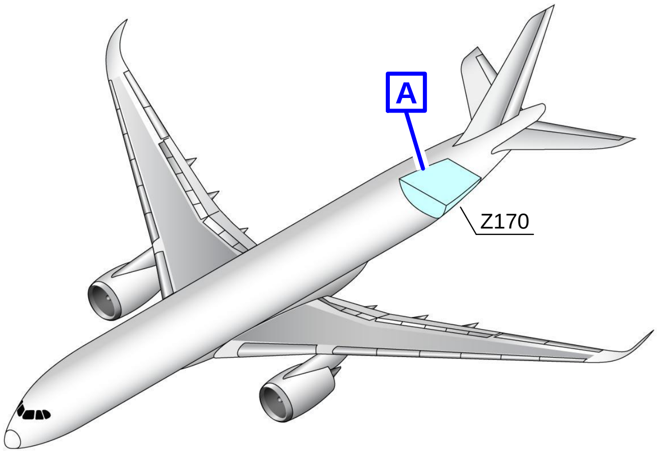
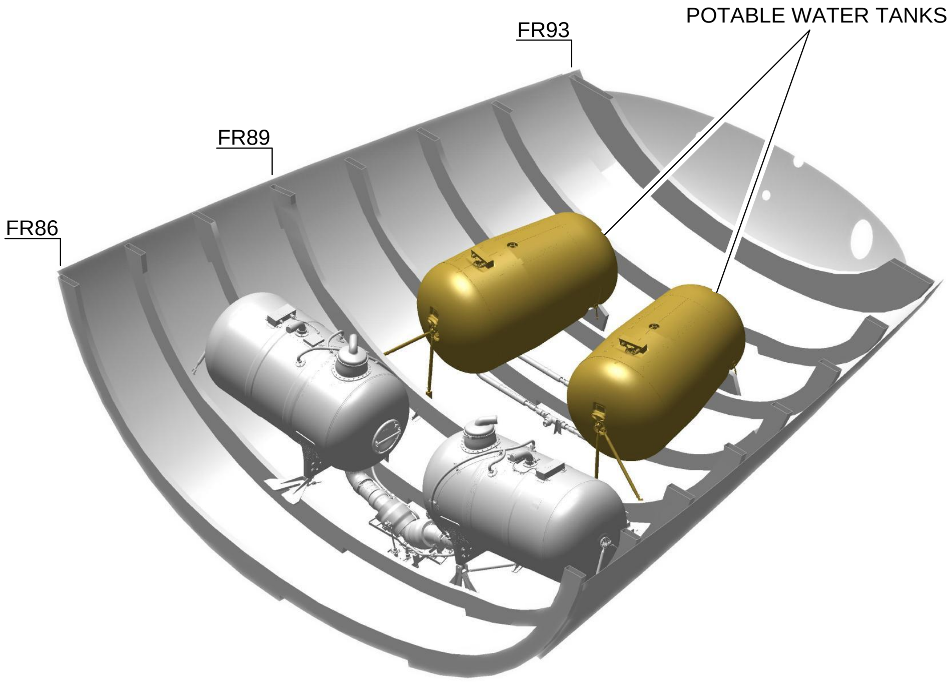
Forward Drain Port
FIGURE-5-4-8-991-006-B01

****ON A/C A350-1000 A350-900**





A

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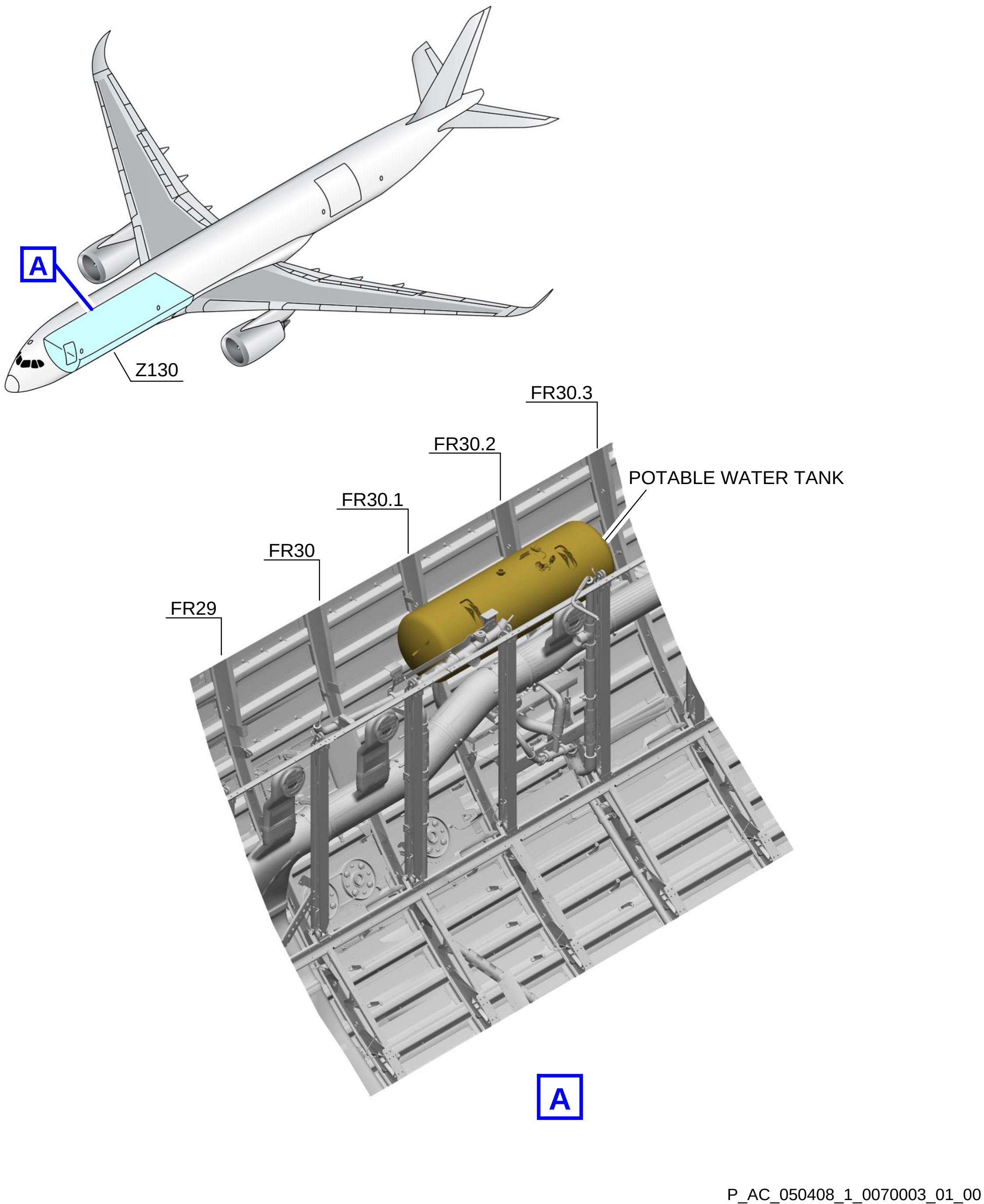
Potable-Water Tanks Location
FIGURE-5-4-8-991-007-A01

****ON A/C A350-1000F**



Potable-Water Tanks Location
5-4-8-991-007-C01

5-4-9 Waste Water Servicing

****ON A/C A350-1000 A350-900**

Waste Water Servicing

****ON A/C A350-900**

1. Waste Water Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Waste-Water Ground Service Panel: Access Door 171AL	52.21 m (171.29 ft.)	On centerline		3.69 m (12.11 ft.)

****ON A/C A350-1000**

2. Waste Water Servicing

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Waste-Water Ground Service Panel: Access Door 171AL	59.19 m (194.19 ft.)	On centerline		3.69 m (12.11 ft.)

****ON A/C A350-1000 A350-900**

3. Technical Specifications

A. Connectors:
   - Draining: 4 in. (ISO 17775).

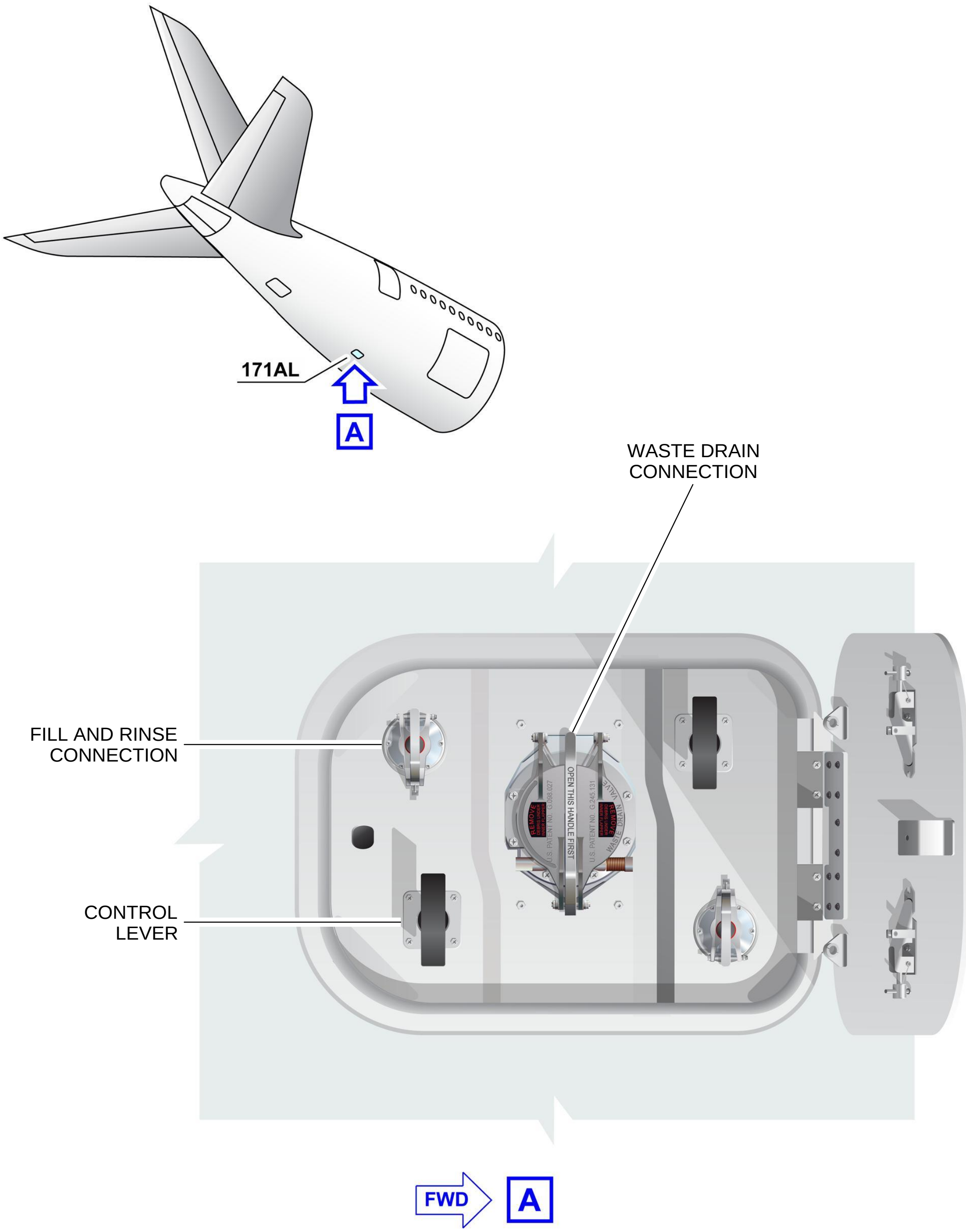
   - Flushing and filling: 1 in. (ISO 17775).

B. Usable waste tank capacity:
   - Standard configuration - two tanks (615 L (162 USgal) each): 1230 L (325 USgal).

C. Waste tank - Rinsing:
   - Operating pressure: 3.5 bar (50 psi).

D. Waste tank - Precharge:
   - No precharge required.

****ON A/C A350-1000 A350-900**



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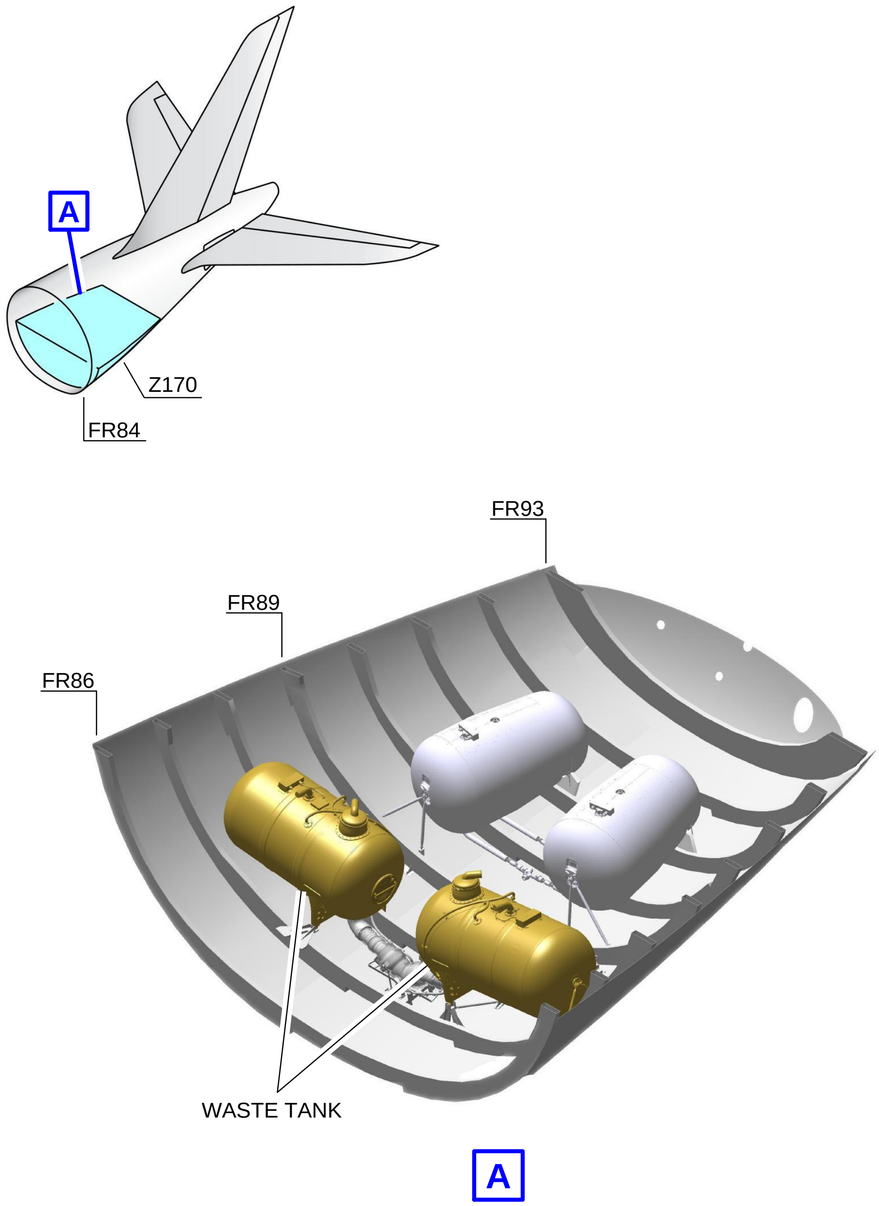
Waste-Water Ground Service Panel
FIGURE-5-4-9-991-001-A01

****ON A/C A350-1000 A350-900**



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Waste Tanks Location
FIGURE-5-4-9-991-002-A01

5-4-10 Cargo Control Panels

****ON A/C A350-1000 A350-1000F A350-900**

Cargo Control Panels

****ON A/C A350-900**

1. Cargo Control Panels

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Forward Cargo Door Control Panel: Access Door 132AR	9.59 m (31.46 ft.)		2.48 m (8.14 ft.)	3.87 m (12.7 ft.)
Forward CLS* Panel: Access Door 132BR	9.59 m (31.46 ft.)		2.77 m (9.09 ft.)	4.50 m (14.76 ft.)
Aft Cargo Door Control Panel: Access Door 152AR	45.18 m (148.23 ft.)		2.46 m (8.07 ft.)	3.80 m (12.47 ft.)
Aft CLS* Panel: Access Door 152BR	45.37 m (148.85 ft.)		2.84 m (9.32 ft.)	4.71 m (15.45 ft.)

NOTE : * CLS - CARGO LOADING SYSTEMS

****ON A/C A350-1000**

2. Cargo Control Panels

NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Forward Cargo Door Control Panel: Access Door 132AR	9.59 m (31.46 ft.)		2.48 m (8.14 ft.)	3.87 m (12.70 ft.)
Forward CLS* Panel: Access Door 132BR	9.59 m (31.46 ft.)		2.77 m (9.09 ft.)	4.50 m (14.76 ft.)
Aft Cargo Door Control Panel: Access Door 152AR	52.17 m (171.16 ft.)		2.46 m (8.07 ft.)	3.80 m (12.47 ft.)
Aft CLS* Panel: Access Door 152BR	52.36 m (171.78 ft.)		2.84 m (9.32 ft.)	4.71 m (15.45 ft.)

NOTE : * CLS - CARGO LOADING SYSTEMS

****ON A/C A350-1000F**

3. Cargo Control Panels

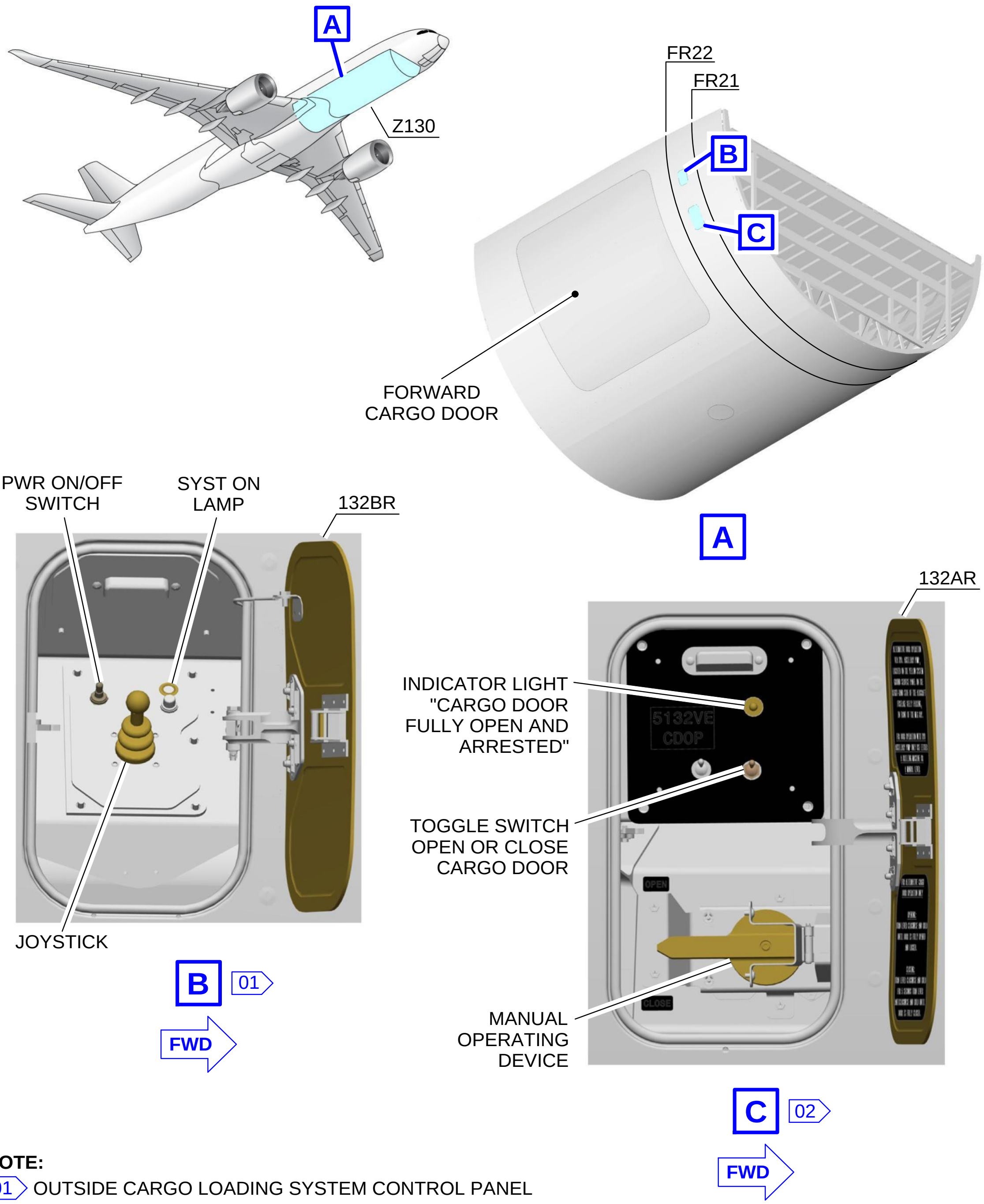
NOTE : The mean height from ground in the below table may change according to the CG position and aircraft weight.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Forward Cargo Door Control Panel: Access Door 132AR	9.64 m (31.63 ft.)		2.48 m (8.14 ft.)	3.87 m (12.70 ft.)
Forward CLS* Panel: Access Door 132BR	9.64 m (31.63 ft.)		2.77 m (9.09 ft.)	4.50 m (14.76 ft.)
Aft Cargo Door Control Panel:	49.04 m (160.89 ft.)		2.46 m (8.07 ft.)	3.80 m (12.47 ft.)

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Access Door 152AR				
Aft CLS* Panel: Access Door 152BR	49.68 m (162.99 ft.)		2.84 m (9.32 ft.)	4.71 m (15.45 ft.)

NOTE : * CLS - CARGO LOADING SYSTEMS

**ON A/C A350-1000 A350-1000F A350-900



NOTE:
01 OUTSIDE CARGO LOADING SYSTEM CONTROL PANEL
02 CARGO DOOR CONTROL PANEL

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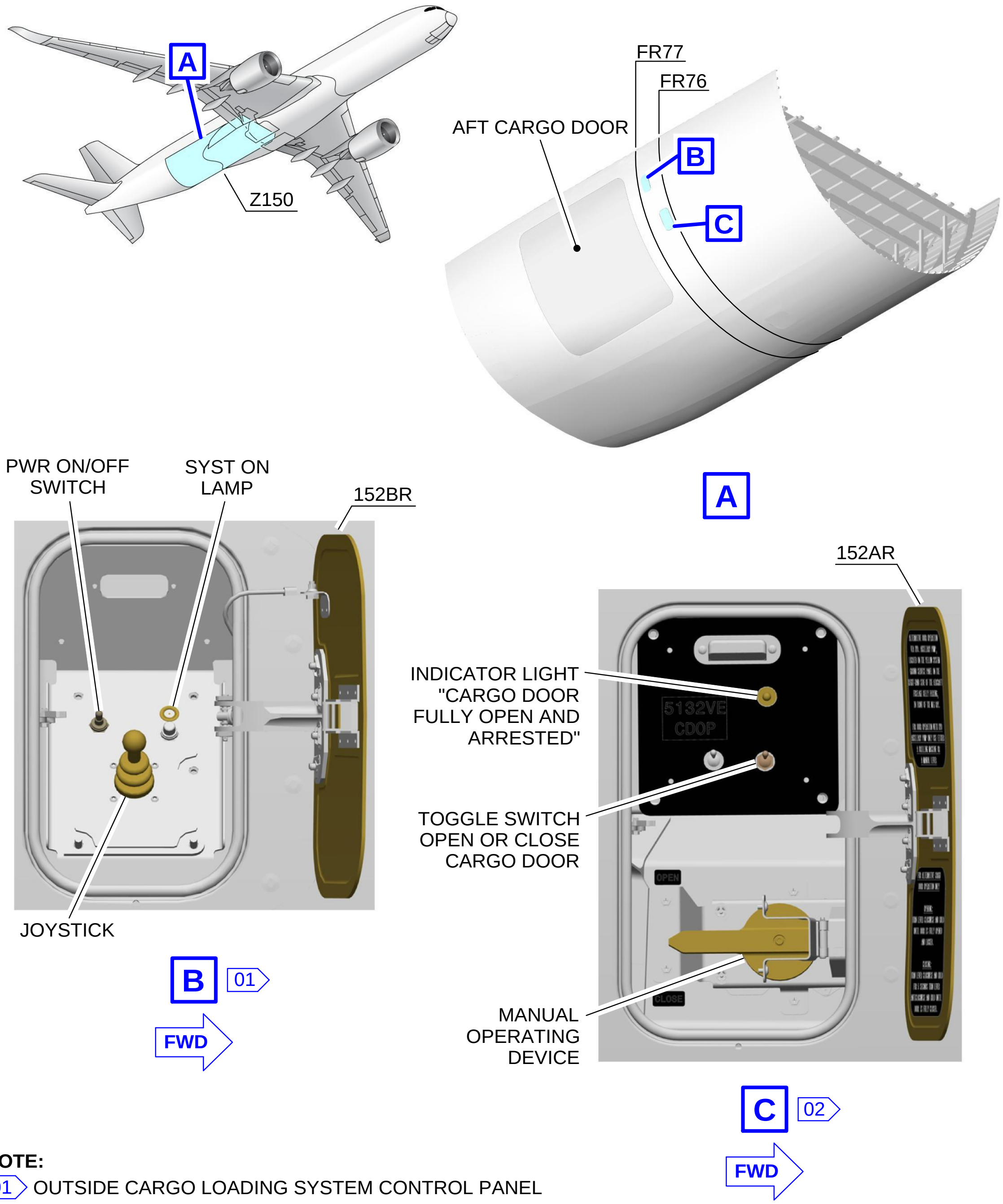
Forward Cargo Control Panels
FIGURE-5-4-10-991-003-A01

**ON A/C A350-1000 A350-1000F A350-900



NOTE:
01 OUTSIDE CARGO LOADING SYSTEM CONTROL PANEL
02 CARGO DOOR CONTROL PANEL

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Aft Cargo Control Panels
FIGURE-5-4-10-991-004-A01

5-5-0 Engine Starting Pneumatic Requirements

****ON A/C A350-1000 A350-1000F A350-900**

Engine Starting Pneumatic Requirements

1. The purpose of this section is to give the minimum air-data requirements at the aircraft.

ABBREVIATION	DEFINITION
ASU	Air Start Unit
HPGC	High Pressure Ground Connection
OAT	Outside Air Temperature

A. The pressure at HPGC must not be more than 60 psig (75 psia) and less than 33 psig (48 psia). The temperature must be less than 260 deg.C (500 deg.F).

B. The recommended pressure at HPGC is 40 psig (55 psia).

C. The OAT and the ASU performances (see the technical data from the ASU manufacturer) effect the ASU output temperature.

D. The tables provide the global requirements for the airflow start for one engine.
If necessary, connect two ASUs in parallel which gives the same pressure (one for each HPGC) to supply the necessary airflow to the aircraft.

2. RR Trent XWB Engines for an OAT between -40 deg.C (- 40 deg.F) and 55 deg.C (131 deg.F) at Sea Level

ASU OUTPUT TEMPERATURE RANGE	PRESSURE AT HPGC	MASS FLOW AT HPGC
100 deg.C (212 deg.F) - 130 deg.C (266 deg.F)	40 psig (55 psia)	362 ppm (164 kg/min)
130 deg.C (266 deg.F) - 170 deg.C (338 deg.F)	40 psig (55 psia)	349 ppm (158 kg/min)
170 deg.C	40 psig (55 psia)	333 ppm (151 kg/min)

ASU OUTPUT TEMPERATURE RANGE	PRESSURE AT HPGC	MASS FLOW AT HPGC
(338 deg.F) - 210 deg.C (410 deg.F)		
210 deg.C (410 deg.F) - 260 deg.C (500 deg.F)	40 psig (55 psia)	319 ppm (144 kg/min)

5-6-0 Ground Pneumatic Power Requirements

****ON A/C A350-1000 A350-900**

Ground Pneumatic Power Requirements

1. General

This section provides the time necessary to cool down or heat up the aircraft cabin to the applicable temperature (dynamic cases with aircraft empty).

ABBREVIATION	DEFINITION
A/C	Aircraft
AHM	Aircraft Handling Manual
GSE	Ground Service Equipment
IFE	In-Flight Entertainment
LP	Low Pressure
OAT	Outside Air Temperature
PCA	Pre-Conditioned Air

A. The air flow rates and temperature requirements for the GSE, provided in Sections 5.6 and 5.7, are given at A/C ground connection.

NOTE : The cooling capability of a vapour-compression refrigeration system is frequently expressed on the basis of tons of refrigeration (1 ton ≡ 3.5 kW), which is the rate of heat transfer in the evaporator (or the rate of heat transfer to the air passing through the evaporator). The cooling capability of the equipment (kW) is only indication and is not sufficient by itself to make sure of the performance. The air temperature and flow rate combinations at A/C inlet are the requirements that the equipment must obey to make sure this performance.

B. The air flow rates and temperature requirements for the GSE are given for the A/C in the configuration ”2 LP ducts connected”.

NOTE : The maximum air flow is operated by the limitation on pressure at the ground connection.

C. For temperatures at ground connection below 2 deg.C (35.60 deg.F) (Subfreezing), the ground equipment shall be compliant with the Airbus document ”Subfreezing PCA Carts - Compliance Document for Suppliers” (contact Airbus to get this document) defining all the requirements with which Subfreezing Pre-Conditioning Air equipment must comply to allow its use on Airbus aircraft. These requirements are in addition to the functional specifications included in the IATA AHM997.

****ON A/C A350-900**

2. Ground Pneumatic Power Requirements

   This section provides the ground pneumatic power requirements for:

   - Heating (pull up) the cabin, initially at OAT, up to 21 deg.C (69.80 deg.F) (FIGURE 5-6-0-991-001-A – Sheet 1).

   - Cooling (pull down) the cabin, initially at OAT, down to 27 deg.C (80.60 deg.F) (FIGURE 5-6-0-991-001-A – Sheet 2).

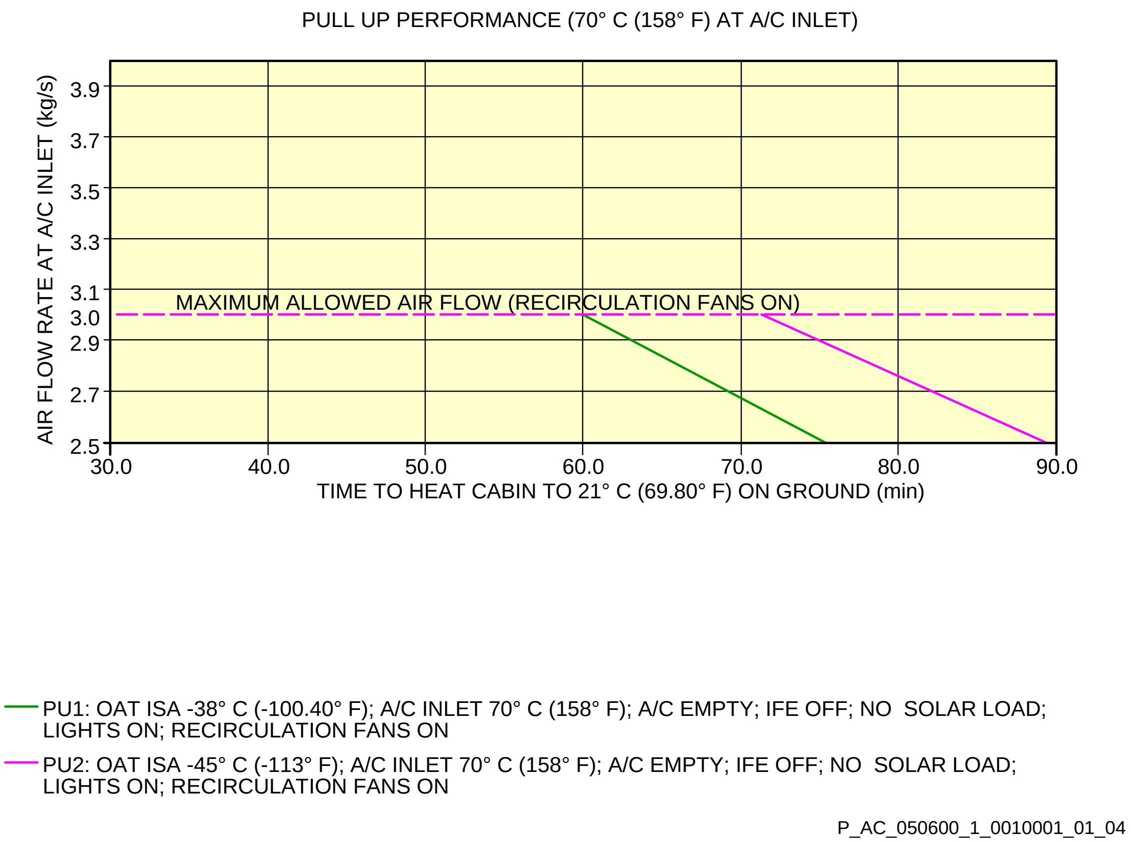
****ON A/C A350-1000**

3. Ground Pneumatic Power Requirements

   This section provides the ground pneumatic power requirements for:

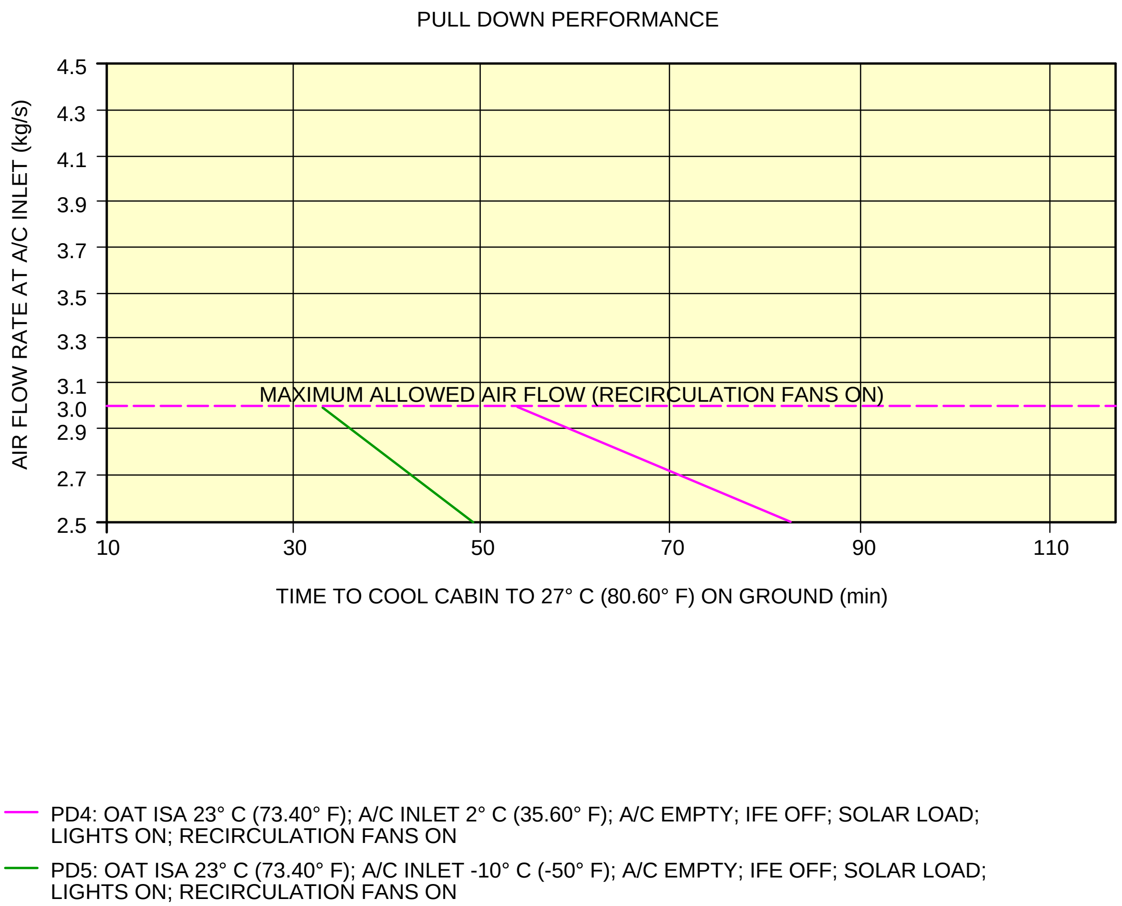
   - Heating (pull up) the cabin, initially at OAT, up to 21 deg.C (69.80 deg.F) (FIGURE 5-6-0-991-002-A – Sheet 1).
   - Cooling (pull down) the cabin, initially at OAT, down to 27 deg.C (80.60 deg.F) (FIGURE 5-6-0-991-002-A – Sheet 2).

****ON A/C A350-900**



Ground Pneumatic Power Requirements
Heating (Sheet 1 of 2)
FIGURE-5-6-0-991-001-A01

****ON A/C A350-900**



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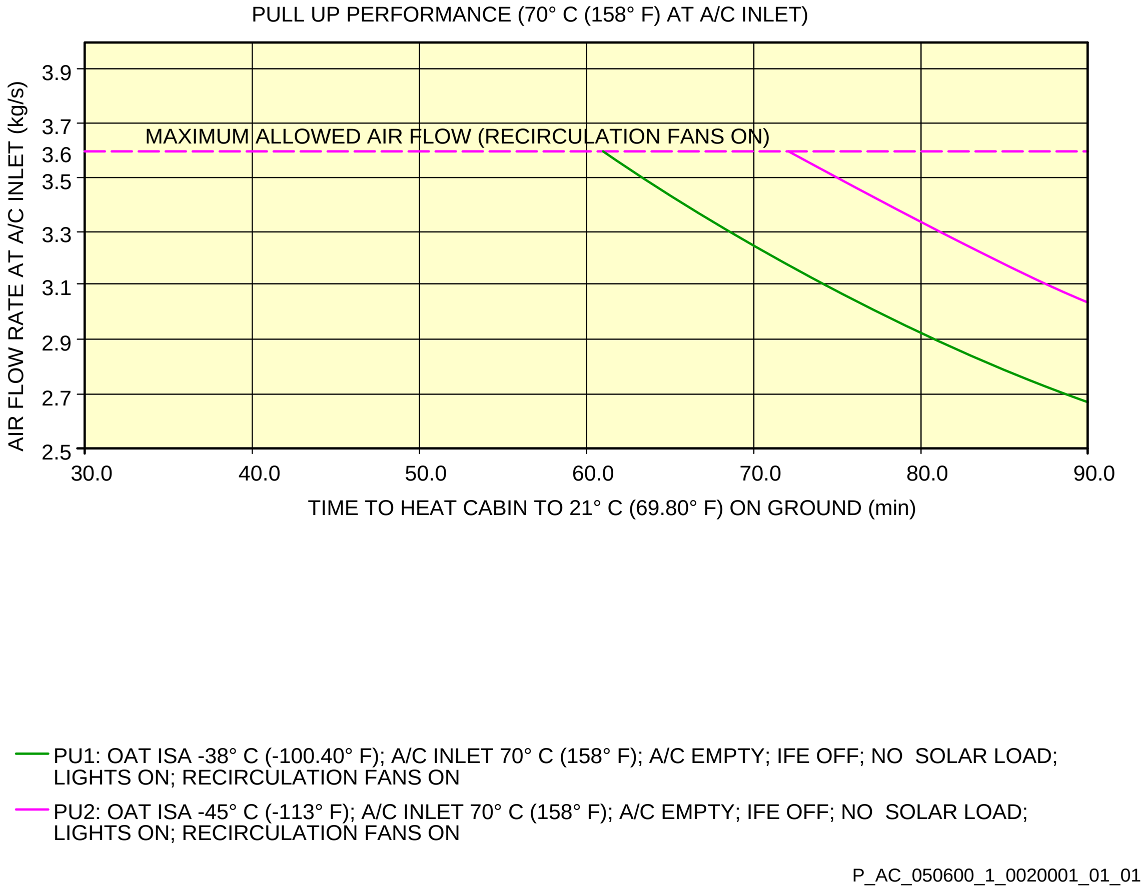
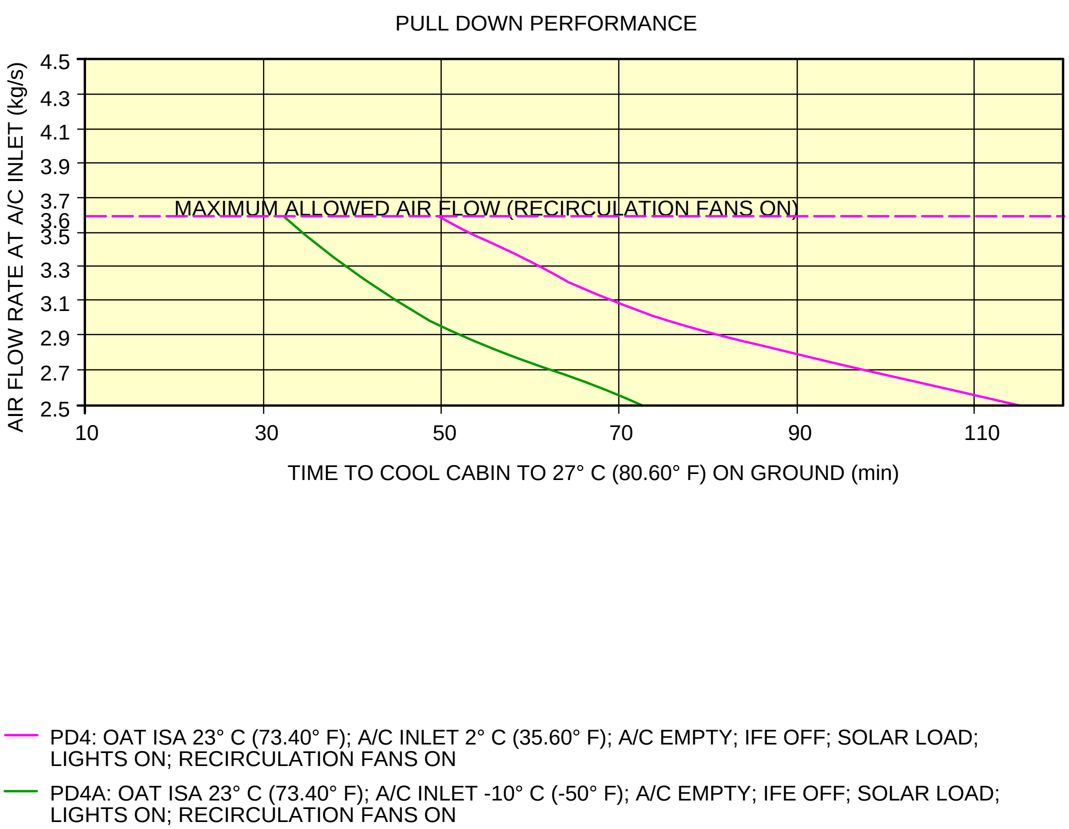
Ground Pneumatic Power Requirements
Cooling (Sheet 2 of 2)
FIGURE-5-6-0-991-001-A01

****ON A/C A350-1000**



Ground Pneumatic Power Requirements
Heating (Sheet 1 of 2)
FIGURE-5-6-0-991-002-A01

**ON A/C A350-1000



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Ground Pneumatic Power Requirements
Cooling (Sheet 2 of 2)
FIGURE-5-6-0-991-002-A01

5-7-0 Preconditioned Airflow Requirements

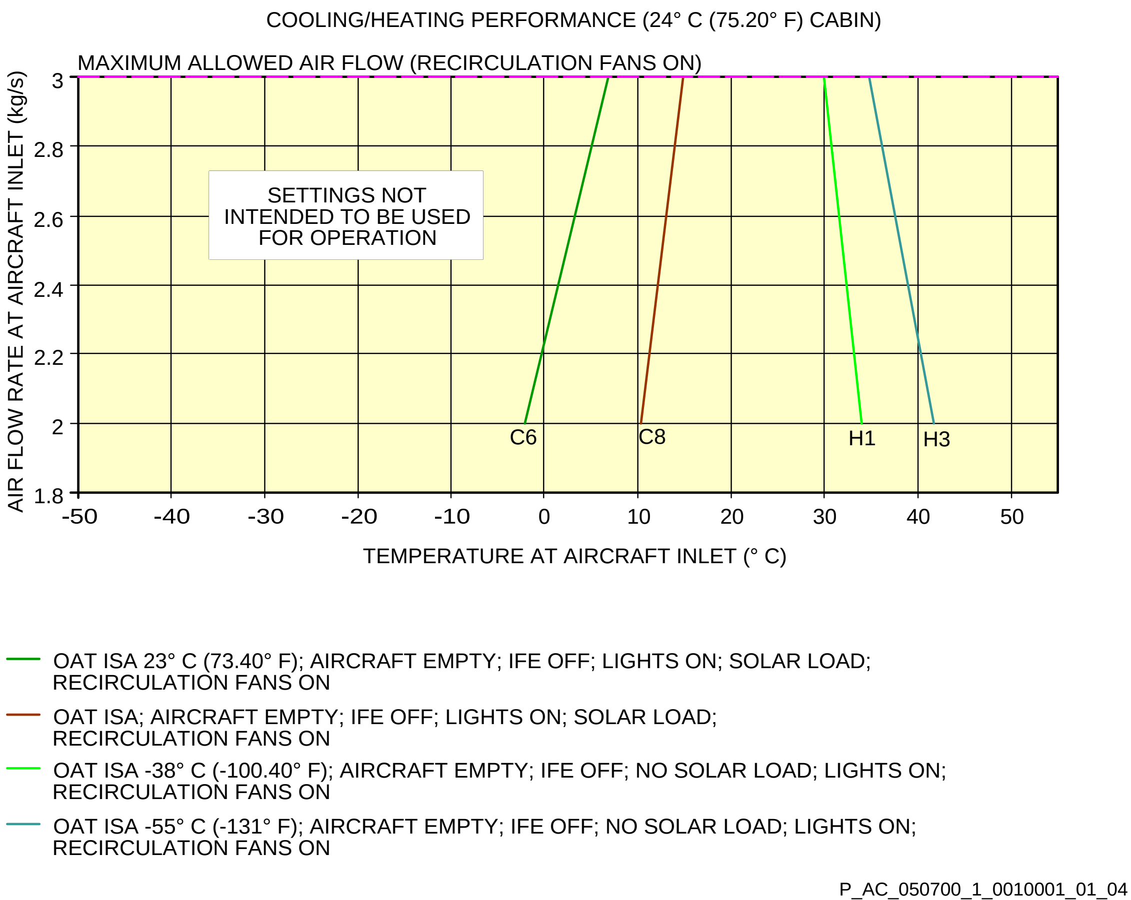
****ON A/C A350-1000 A350-900**

Preconditioned Airflow Requirements

1. This section gives the preconditioned airflow rate and temperature necessary to keep the cabin temperature at 24 deg.C (75.20 deg.F).

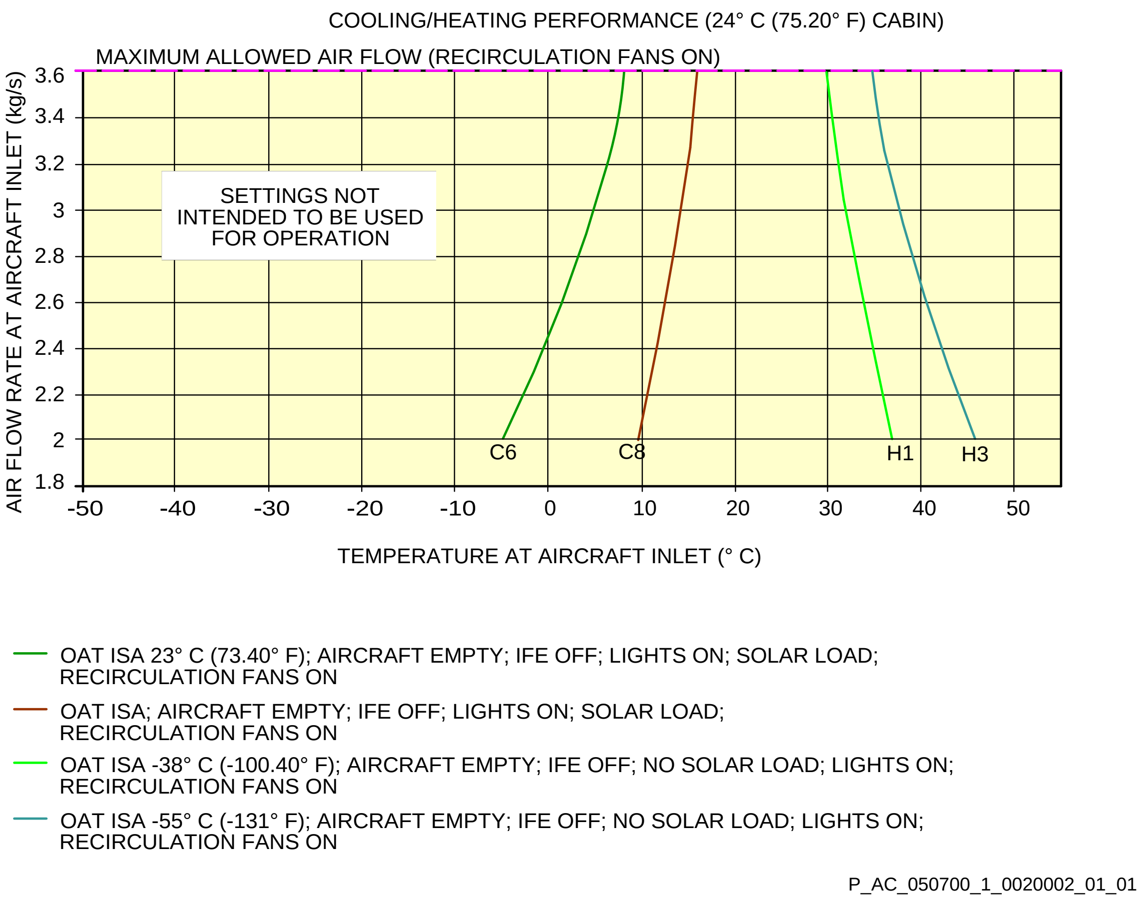
   These settings must not be used for operation (they are not alternatives for the settings given in the AMM). They are based on theoretical simulations and give the picture of a real steady state. The function of the air conditioning (cooling) on the ground (described in the AMM) is to keep the cabin temperature below 24 deg.C (75.20 deg.F) during the boarding-up and until the dispatch of the aircraft (thus it is not a steady state).

****ON A/C A350-900**



Preconditioned Airflow Requirements
FIGURE-5-7-0-991-001-A01

****ON A/C A350-1000**



Preconditioned Airflow Requirements
FIGURE-5-7-0-991-002-B01

5-8-0 Ground Towing Requirements

****ON A/C A350-1000 A350-1000F A350-900**

Ground Towing Requirements

1. This section provides information on aircraft towing.

   The A350 is designed with means for conventional or towbarless towing. Information/procedures can be found in chapter 9 of the Aircraft Maintenance Manual.
   Status on towbarless towing equipment qualification can be found in ISI 09.11.00001.

   NOTE : The NLG steering deactivation pin has the same design for all Airbus programs.
   It is possible to tow or push the aircraft, at maximum ramp weight with engines at zero or up to idle thrust, using a towbar attached to the NLG.
   One towbar fitting is installed at the front of the leg (optional towing fitting for towing from the rear of the NLG available).
   The main landing gears have attachment points for towing or debogging (for details, ARM 7).

   This section shows the chart to determine the drawbar pull and tow tractor mass requirements as a function of the following physical characteristics:
   - Aircraft weight,
   - Number of engines at idle,
   - Slope.

   The chart is based on the A350 engine type with the highest idle thrust. The chart is therefore valid for all A350 models.

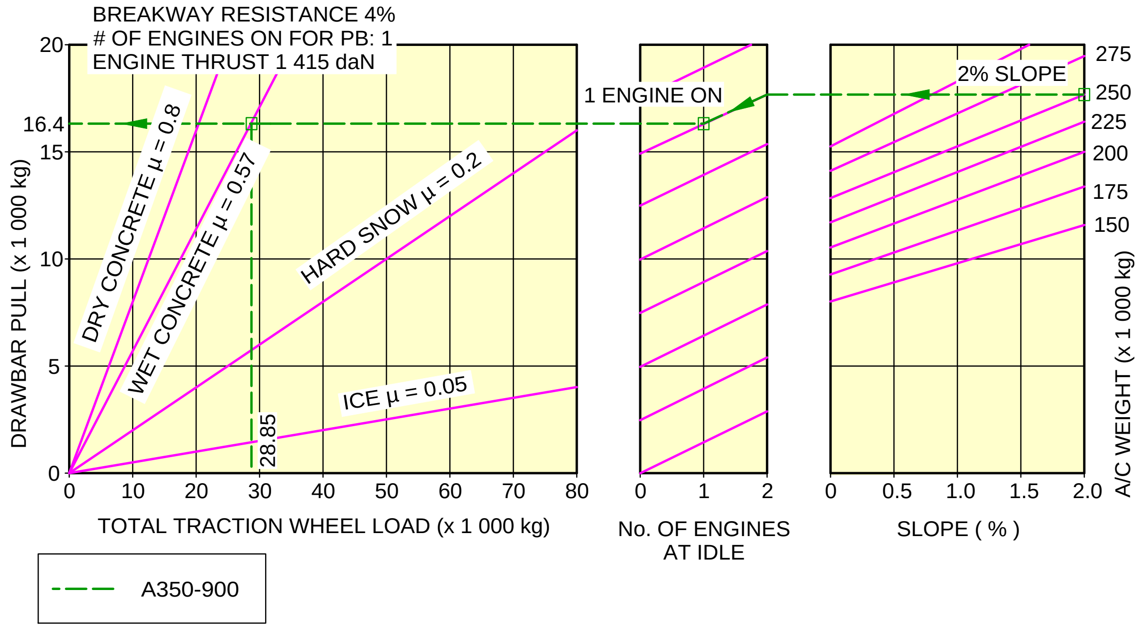
2. Towbar design guidelines

   The A350 towbar requirements are identical to the towbar requirements of the long range aircraft.
   - ISO 8267-1, ”Aircraft - Towbar Attachment Fitting - Interface Requirements - Part 1: Main Line Aircraft”,
   - ISO 9667, ”Aircraft Ground Support Equipment - Towbars”,
   - IATA Airport Handling Manual AHM 958, ”Functional Specification for an Aircraft Towbar”.

   A conventional type towbar should be equipped with a damping system (to protect the NLG against jerks), a rotating toweye and with towing shear pins:
   - A traction shear pin calibrated at 28 620 daN (64 340 lbf),
   - A torsion pin calibrated at 3 130 m.daN (277 028 lbf.in).

   The towing head is designed according to ISO 8267–1, cat. III.

****ON A/C A350-900**



EXAMPLE HOW TO DETERMINE THE TRACTION WHEEL LOAD REQUIREMENT TO TOW A A350-900 AT 250 000 kg, AT 2% SLOPE, 1 ENGINE AT IDLE AND FOR WET TARMAC CONDITIONS:

- ON THE RIGHT HAND SIDE OF THE GRAPH, CHOOSE THE RELEVANT AIRCRAFT WEIGHT (250 000 kg),
- FROM THIS POINT DRAW A PARALLEL LINE TO THE REQUIRED SLOPE PERCENTAGE (2%),
- FROM THIS POINT OBTAINED DRAW A STRAIGHT HORIZONTAL LINE UNTIL No. OF ENGINES AT IDLE = 2,
- FROM THIS POINT DRAW A PARALLEL LINE TO THE REQUESTED NUMBER OF ENGINES (1),
- FROM THIS POINT DRAW A STRAIGHT HORIZONTAL LINE TO THE DRAWBAR PULL AXIS,
- THE Y-COORDINATE OBTAINED IS THE NECESSARY DRAWBAR PULL FOR THE TRACTOR (16 400 kg),
- SEARCH THE INTERSECTION WITH THE "WET CONCRETE" LINE.
  THE OBTAINED X-COORDINATE IS THE TOTAL TRACTION WHEEL LOAD (28 850 kg).

NOTE:
USE A TRACTOR WITH A LIMITED DRAWBAR PULL TO PREVENT LOADS ABOVE THE TOW-BAR SHEAR-PIN CAPACITY.
FOR ALL WHEEL-DRIVEN VEHICLES, THE TOTAL TRACTION WHEEL LOAD IS THE TRACTOR WEIGHT.

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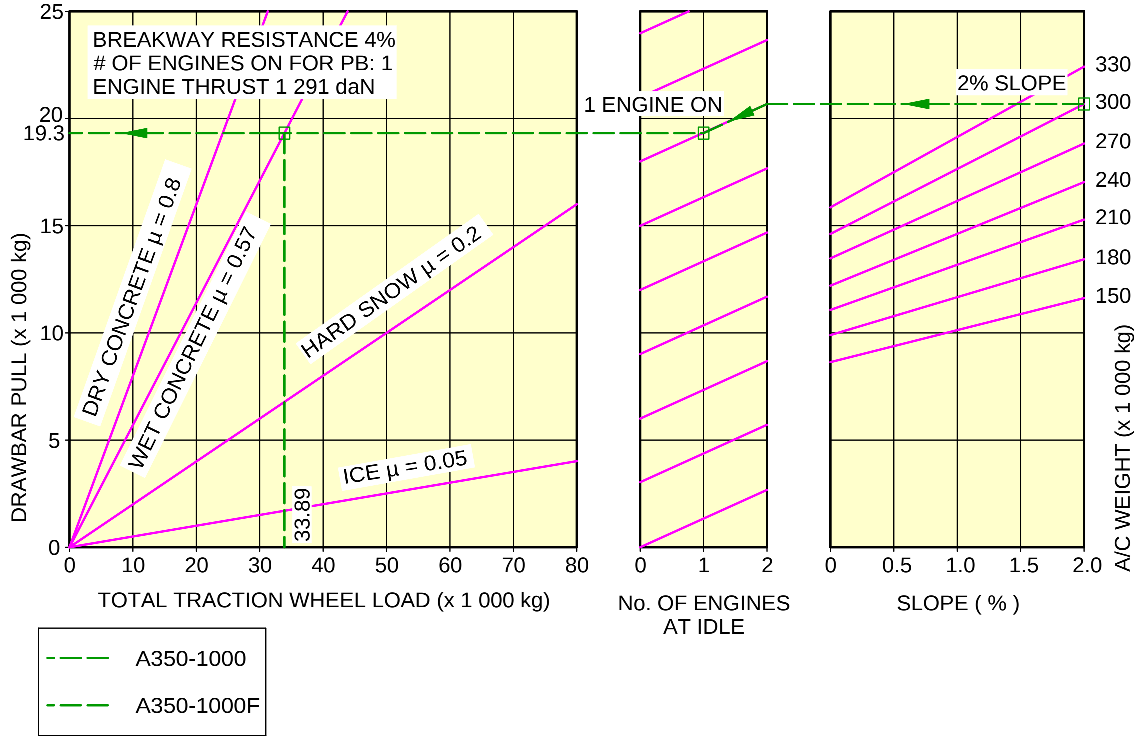
Ground Towing Requirements
FIGURE-5-8-0-991-001-A01

****ON A/C A350-1000 A350-1000F**



EXAMPLE HOW TO DETERMINE THE TRACTION WHEEL LOAD REQUIREMENT TO TOW A A350-1000 AT 300 000 kg, AT 2% SLOPE, 1 ENGINE AT IDLE AND FOR WET TARMAC CONDITIONS:

- ON THE RIGHT HAND SIDE OF THE GRAPH, CHOOSE THE RELEVANT AIRCRAFT WEIGHT (300 000 kg),
- FROM THIS POINT DRAW A PARALLEL LINE TO THE REQUIRED SLOPE PERCENTAGE (2%),
- FROM THIS POINT OBTAINED DRAW A STRAIGHT HORIZONTAL LINE UNTIL No. OF ENGINES AT IDLE = 2,
- FROM THIS POINT DRAW A PARALLEL LINE TO THE REQUESTED NUMBER OF ENGINES (1),
- FROM THIS POINT DRAW A STRAIGHT HORIZONTAL LINE TO THE DRAWBAR PULL AXIS,
- THE Y-COORDINATE OBTAINED IS THE NECESSARY DRAWBAR PULL FOR THE TRACTOR (19 300 kg),
- SEARCH THE INTERSECTION WITH THE "WET CONCRETE" LINE.
  THE OBTAINED X-COORDINATE IS THE TOTAL TRACTION WHEEL LOAD (33 890 kg).

NOTE:

USE A TRACTOR WITH A LIMITED DRAWBAR PULL TO PREVENT LOADS ABOVE THE TOW-BAR SHEAR-PIN CAPACITY.
FOR ALL WHEEL-DRIVEN VEHICLES, THE TOTAL TRACTION WHEEL LOAD IS THE TRACTOR WEIGHT.

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Ground Towing Requirements
FIGURE-5-8-0-991-001-D01

5-9-0 De-Icing and External Cleaning

****ON A/C A350-1000 A350-1000F A350-900**

De-Icing and External Cleaning

1. De-Icing and External Cleaning on Ground

   The mobile equipment for aircraft de-icing and external cleaning must be capable of reaching heights up to approximately 17 m (56 ft.).

2. De-Icing

AIRCRAFT TYPE	Wing Top Surface (Both Sides)	Wingtip Devices (Both Inside and Outside Surfaces) (Both Sides)	HTP Top Surface (Both Sides)	VTP (Both Sides)
A350–900	354 m2 (3 810 ft.2)	25 m2 (269 ft.2)	72 m2 (775 ft.2)	102 m2 (1 098 ft.2)
A350–1000	370 m2 (3 983 ft.2)	30 m2 (323 ft.2)	72 m2 (775 ft.2)	102 m2 (1 098 ft.2)
A350–1000F	370 m2 (3 983 ft.2)	30 m2 (323 ft.2)	72 m2 (775 ft.2)	102 m2 (1 098 ft.2)

AIRCRAFT TYPE	Fuselage Top Surface (Top Third - 120º Arc)	Nacelle and Pylon (Top Third - 120º Arc) (All Engines)	Total De-Iced Area
A350–900	357 m2 (3 843 ft.2)	56 m2 (603 ft.2)	966 m2 (10 398 ft.2)
A350–1000	395 m2 (4 252 ft.2)	56 m2 (603 ft.2)	1 024 m2 (11 022 ft.2)
A350–1000F	375 m2 (4 037 ft.2)	56 m2 (603 ft.2)	1 004 m2 (10 807 ft.2)

NOTE : Dimensions are approximate.

3. External Cleaning

AIRCRAFT TYPE	Wing Top Surface (Both Sides)	Wing Lower Surface (Including Flap Track Fairing) (Both Sides)	Wingtip Devices (Both Inside and Outside Surfaces) (Both Sides)	HTP Top Surface (Both Sides)	HTP Lower Surface (Both Sides)
A350–900	354 m2 (3 810 ft.2)	384 m2 (4 133 ft.2)	25 m2 (269 ft.2)	72 m2 (775 ft.2)	72 m2 (775 ft.2)
A350–1000	370 m2 (3 983 ft.2)	399 m2 (4 295 ft.2)	30 m2 (323 ft.2)	72 m2 (775 ft.2)	72 m2 (775 ft.2)
A350–1000F	370 m2 (3 983 ft.2)	399 m2 (4 295 ft.2)	30 m2 (323 ft.2)	72 m2 (775 ft.2)	72 m2 (775 ft.2)

AIRCRAFT TYPE	VTP (Both Sides)	Fuselage and Belly Fairing	Nacelle and Pylon (All Engines)	Total Cleaned Area
A350–900	102 m2 (1 098 ft.2)	1 073 m2 (11 550 ft.2)	166 m2 (1 787 ft.2)	2 242 m2 (24 133 ft.2)
A350–1000	102 m2 (1 098 ft.2)	1 187 m2 (12 777 ft.2)	166 m2 (1 787 ft.2)	2 392 m2 (25 747 ft.2)
A350–1000F	102 m2 (1 098 ft.2)	1 127 m2 (12 131 ft.2)	166 m2 (1 787 ft.2)	2 331 m2 (25 091 ft.2)

NOTE : Dimensions are approximate.

OPERATING CONDITIONS

6-1-0 Engine Exhaust Velocities and Temperatures

****ON A/C A350-1000 A350-1000F A350-900**

Engine Exhaust Velocities and Temperatures

1. General

This section provides the estimated engine exhaust-efflux velocity and temperature contours for Ground Idle, Breakaway 11% MTO, Breakaway 22% MTO and Maximum Take-Off (MTO) conditions for the A350 engines.
The contours are available for the Rolls-Royce Trent XWB-84 and Trent XWB-97 engines.
The Maximum Take-Off data are presented at the maximum thrust rating.
The Breakaway data are presented at a rating that corresponds to the minimum thrust level necessary to start the movement of the A350 at its maximum ramp weight, from a static position or when on an uphill surface with a slope of 1.5%. Breakaway thrust corresponds to 11% MTO when applied on both engines and 22% MTO when applied on a single engine (Idle thrust on the other engine).
The Idle data are directly provided by the engine manufacturer.
In the charts, the longitudinal distances are measured from the inboard engine core-nozzle exit section. The lateral distances are measured from the aircraft fuselage centerline.
The estimated efflux data are shown at ISA +15K (+15°C), Sea Level Static and no headwind conditions.
The analysis assumes that the core and the bypass streams are fully mixed by the nozzle exit plane. The effects of on-wing installation or ground proximity are not taken into account and the ambient air is assumed to be still.
The velocity contours are presented at 50 ft/s (15 m/s), 100 ft/s (30 m/s) and 150 ft/s (46 m/s).
The temperature contours are shown at ambient temperature +10K (+10°C), ambient temperature +20K (+20°C) and ambient temperature +30K (+30°C).
In the case of the velocity contours for the Maximum Take-Off operating condition, there is some coalescence of the jet plumes from the port and starboard engines, hence the contours are presented with both a plan view and a side view for twin-engine operation.
An axisymmetric view is also provided for this case, to be applied only for single engine operation. For the other figures, there is no interference between the two engine plumes in the operating conditions studied and hence the efflux can be adequately described by the axisymmetric contours of a single plume.

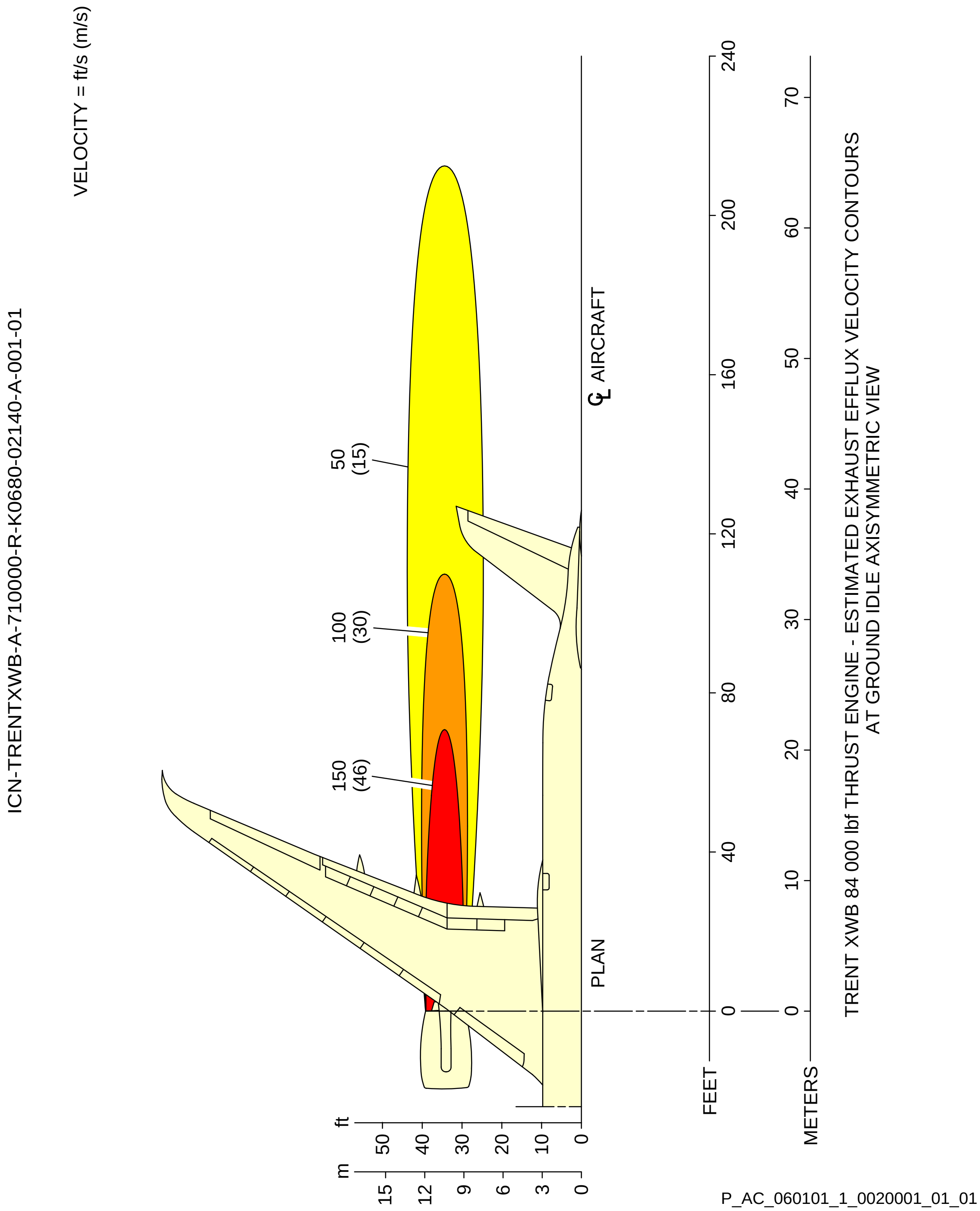
6-1-1 Engine Exhaust Velocities Contours - Ground Idle Power

****ON A/C A350-1000 A350-1000F A350-900**

Engine Exhaust Velocities Contours - Ground Idle Power

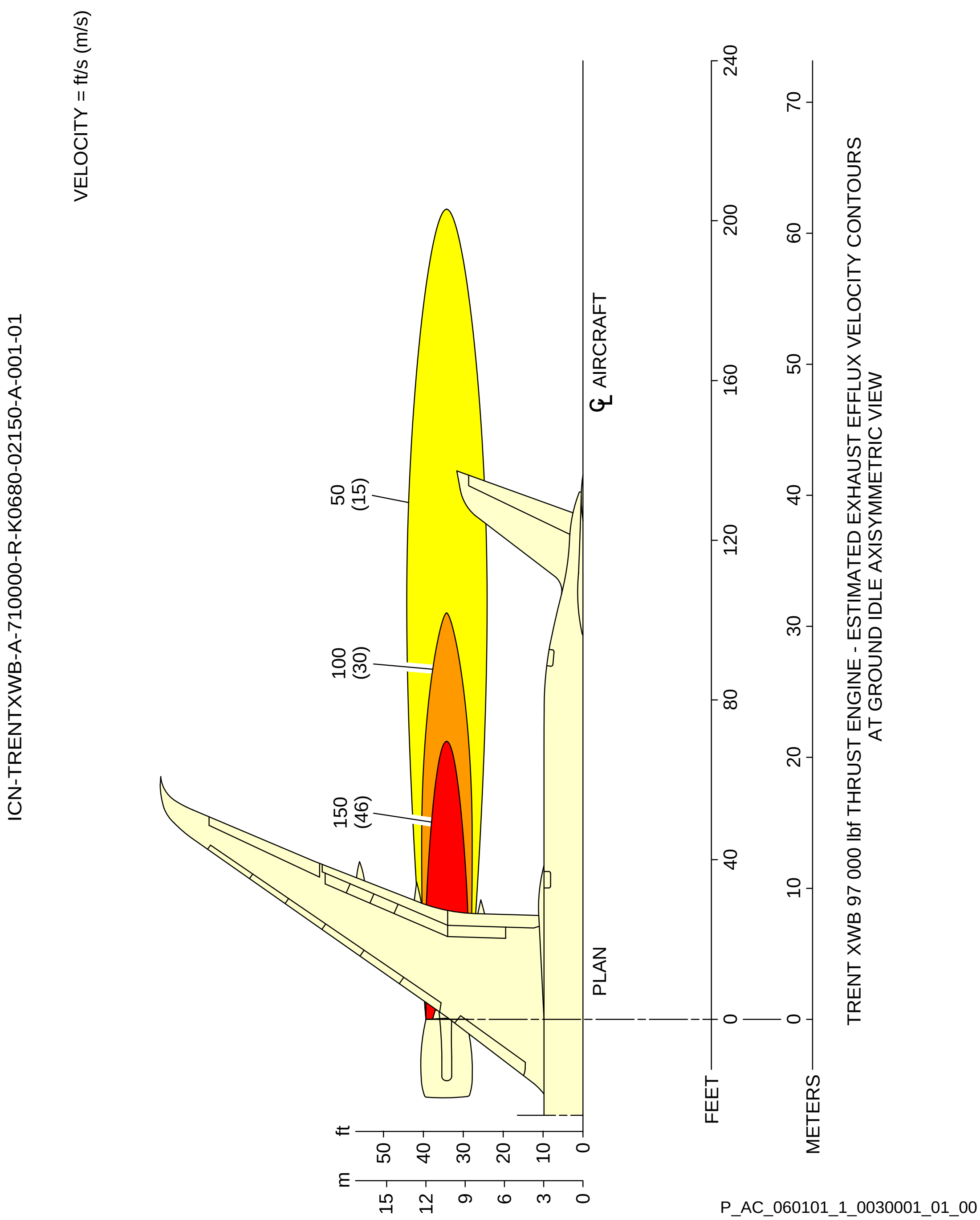
1. This section provides engine exhaust velocities contours at ground idle power.

****ON A/C A350-900**



Ground Idle Power - TRENT XWB-84 Engine
FIGURE-6-1-1-991-002-A01

****ON A/C A350-1000 A350-1000F**



Ground Idle Power - TRENT XWB-97 Engine
FIGURE-6-1-1-991-003-A01

6-1-2 Engine Exhaust Temperatures Contours - Ground Idle Power

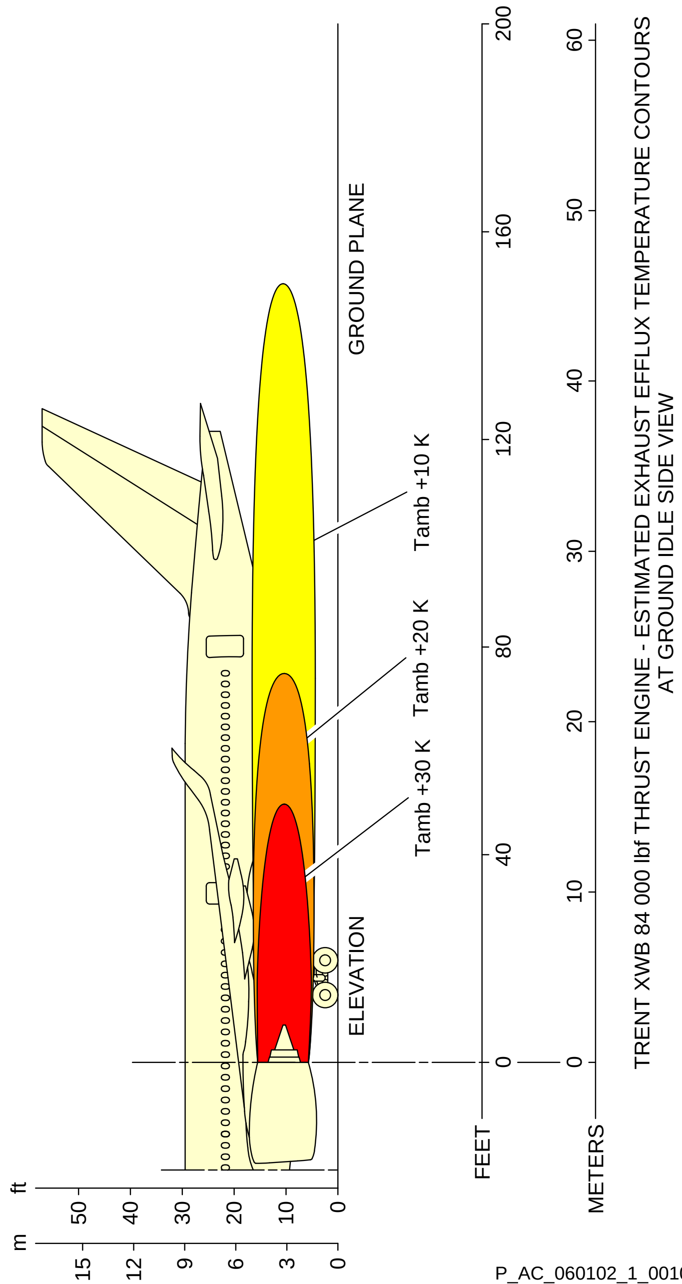
****ON A/C A350-1000 A350-1000F A350-900**

Engine Exhaust Temperatures Contours - Ground Idle Power

1. This section provides engine exhaust temperatures contours at ground idle power.

****ON A/C A350-900**

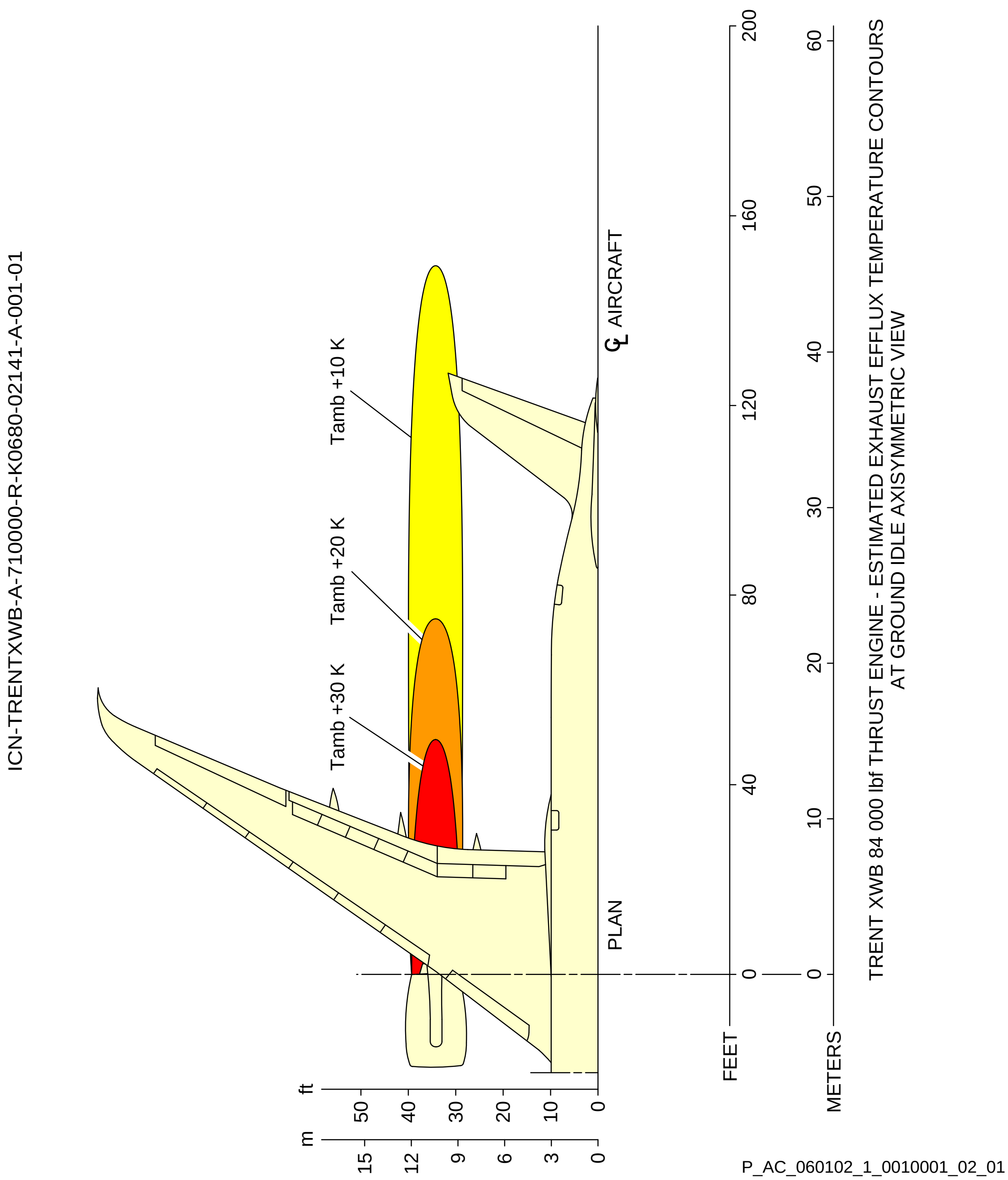
ICN-TRENTXWB-A-710000-R-K0680-02294-A-001-01



P_AC_060102_1_0010001_01_01

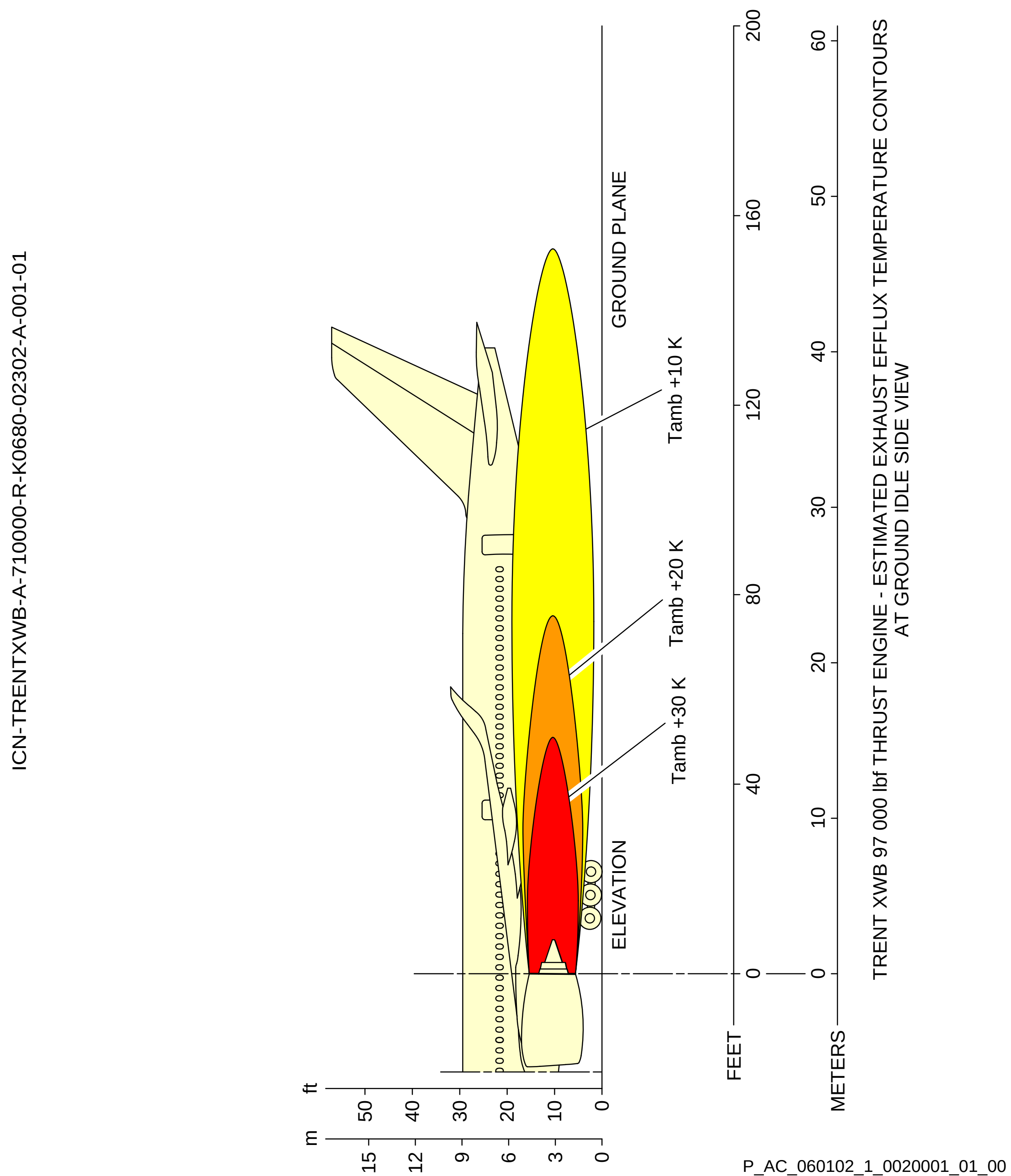
Ground Idle Power - TRENT XWB-84 Engine
(Sheet 1 of 2)
FIGURE-6-1-2-991-001-A01

****ON A/C A350-900**



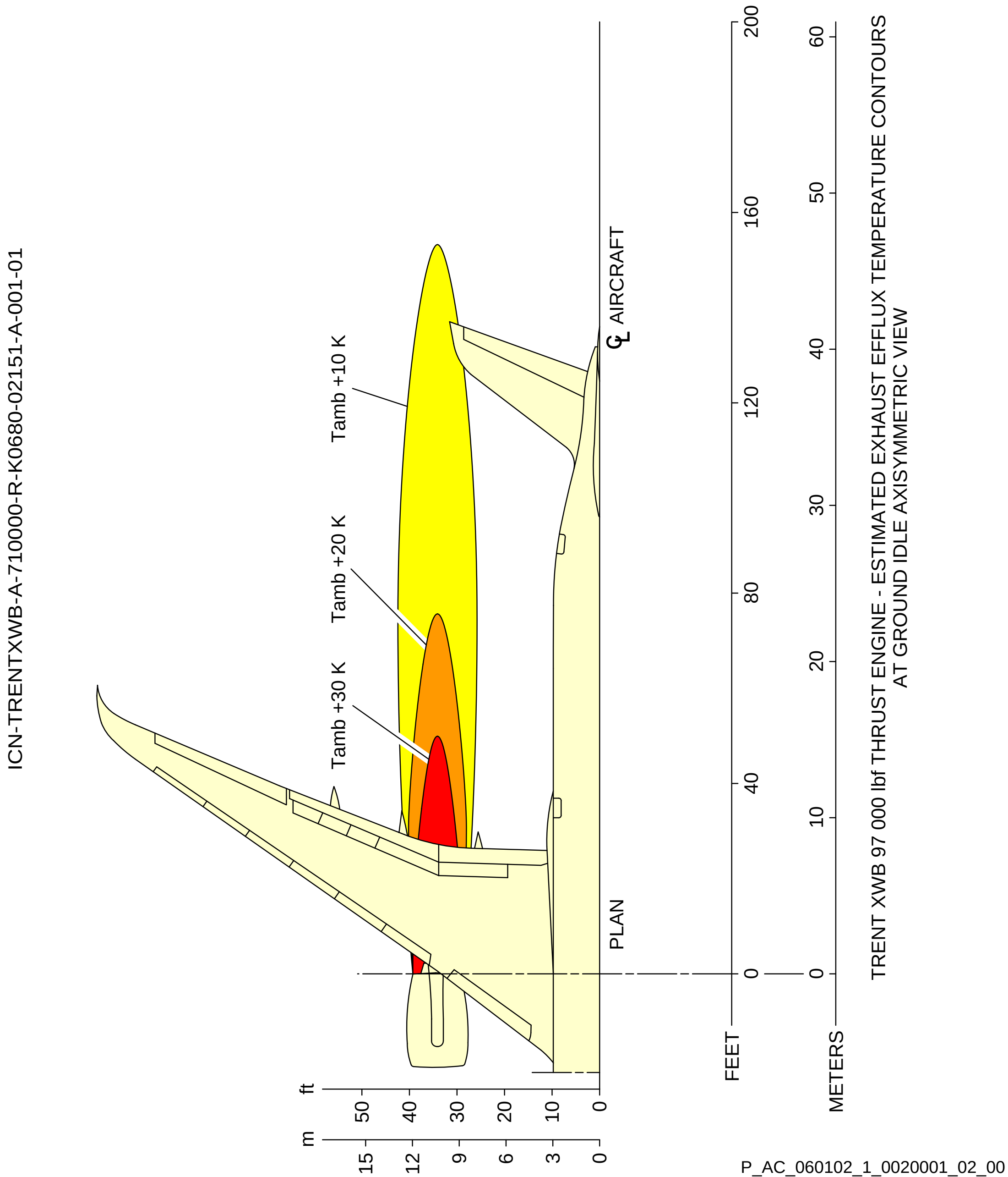
Ground Idle Power - TRENT XWB-84 Engine
(Sheet 2 of 2)
FIGURE-6-1-2-991-001-A01

****ON A/C A350-1000 A350-1000F**



Ground Idle Power - TRENT XWB-97 Engine
(Sheet 1 of 2)
FIGURE-6-1-2-991-002-A01

****ON A/C A350-1000 A350-1000F**



Ground Idle Power - TRENT XWB-97 Engine
(Sheet 2 of 2)
FIGURE-6-1-2-991-002-A01

6-1-3 Engine Exhaust Velocities Contours - Breakaway Power

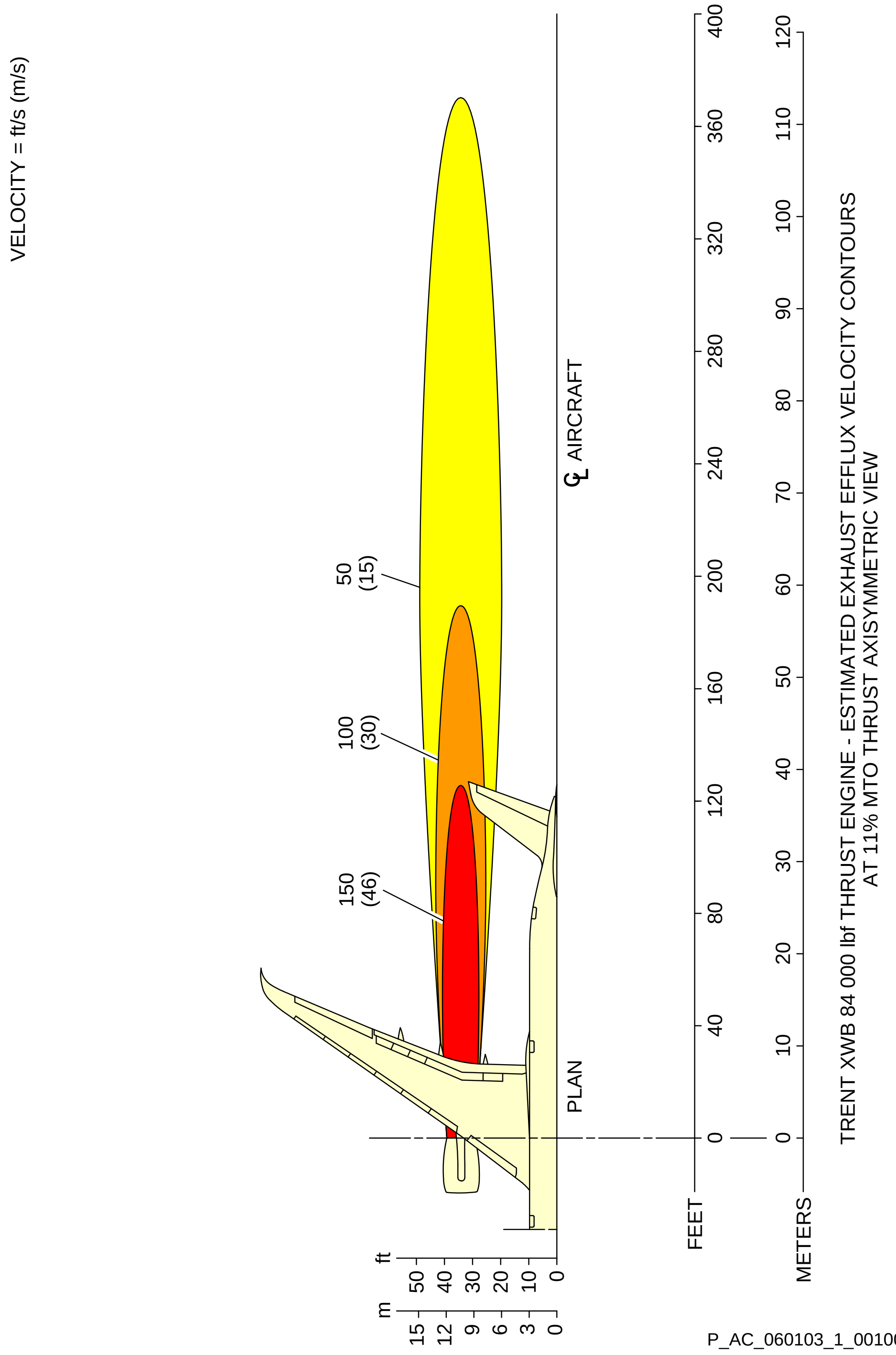
****ON A/C A350-1000 A350-1000F A350-900**

Engine Exhaust Velocities Contours - Breakaway Power

1. This section provides engine exhaust velocities contours at breakaway power.

****ON A/C A350-900**

ICN-TRENTXWB-A-710000-R-K0680-02138-A-001-01



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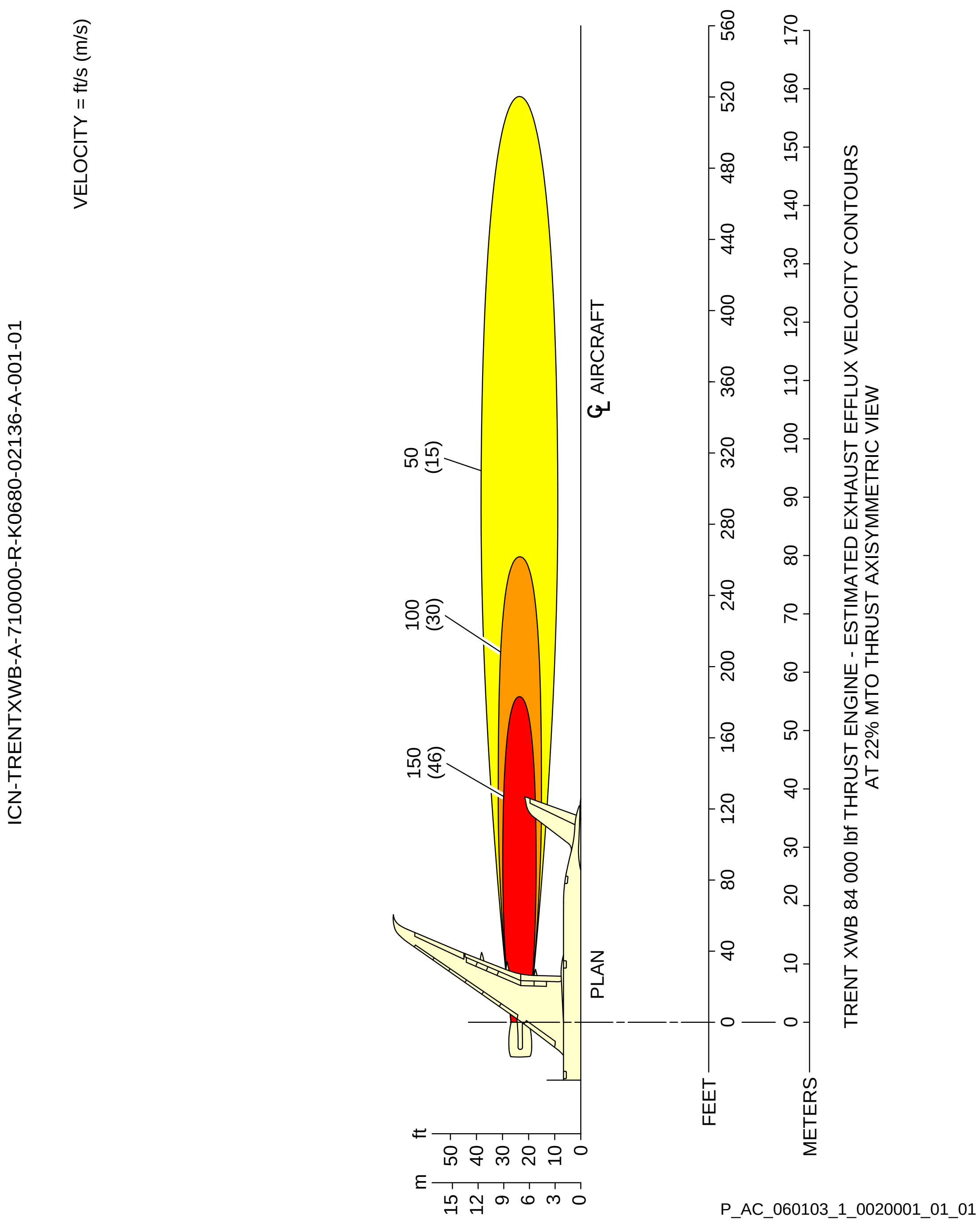
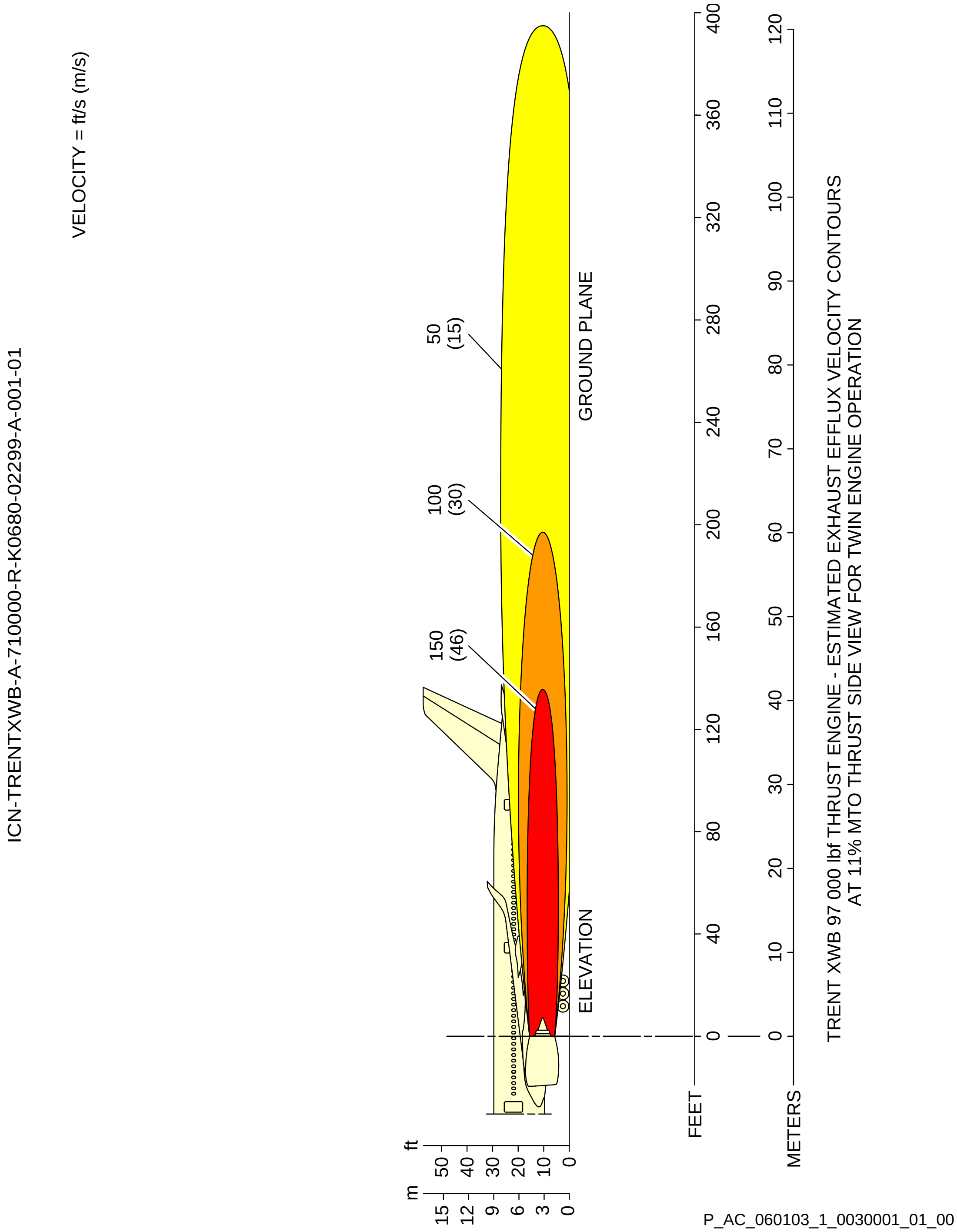
Breakaway Power (11% MTO Thrust) - TRENT XWB-84 Engine
FIGURE-6-1-3-991-001-A01

****ON A/C A350-900**



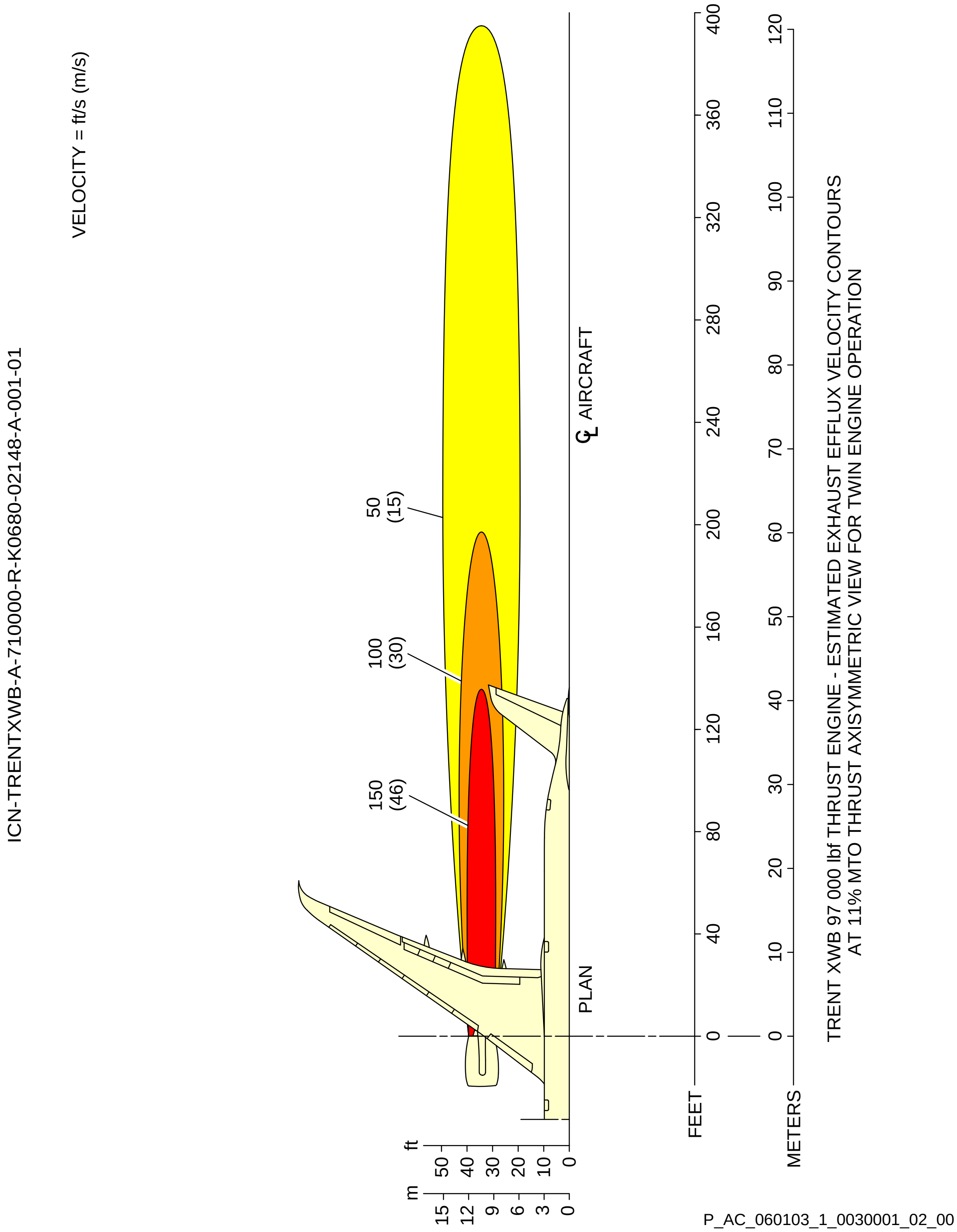
Breakaway Power (22% MTO Thrust) - TRENT XWB-84 Engine
FIGURE-6-1-3-991-002-A01

****ON A/C A350-1000 A350-1000F**



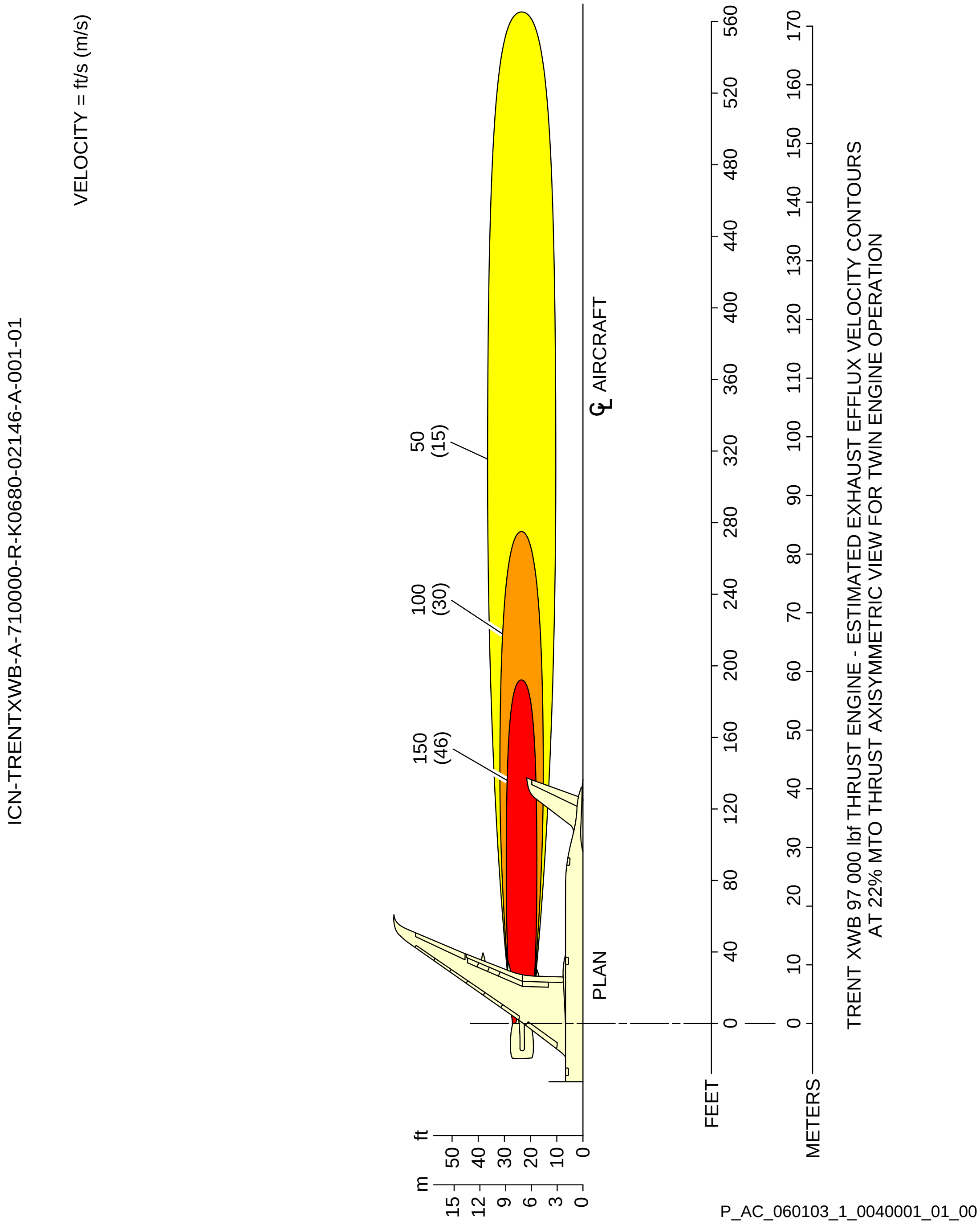
Breakaway Power (11% MTO Thrust) - TRENT XWB-97 Engine
(Sheet 1 of 2)
FIGURE-6-1-3-991-003-A01

****ON A/C A350-1000 A350-1000F**



Breakaway Power (11% MTO Thrust) - TRENT XWB-97 Engine
(Sheet 2 of 2)
FIGURE-6-1-3-991-003-A01

****ON A/C A350-1000 A350-1000F**



Breakaway Power (22% MTO Thrust) - TRENT XWB-97 Engine
FIGURE-6-1-3-991-004-A01

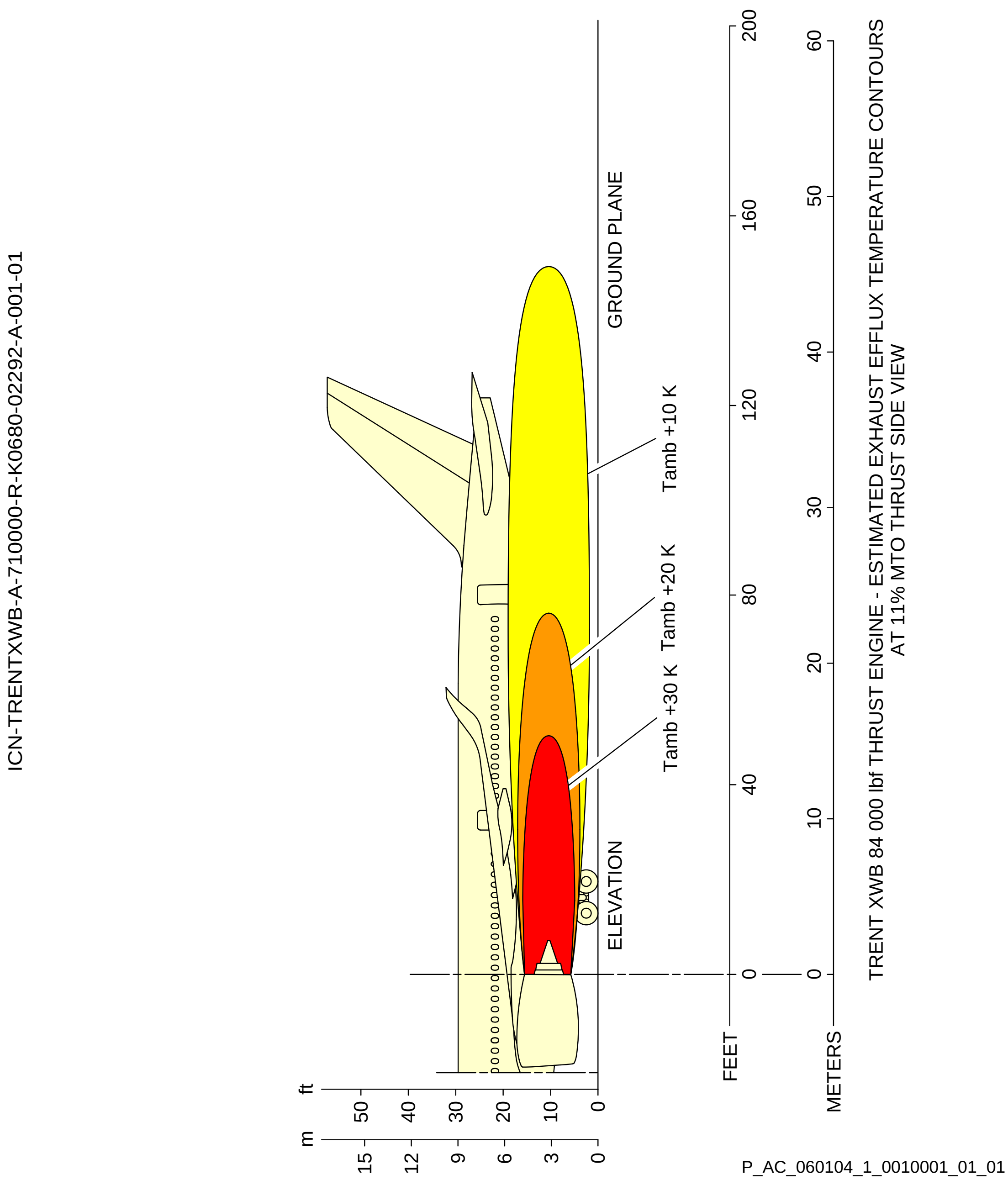
6-1-4 Engine Exhaust Temperatures Contours - Breakaway Power

****ON A/C A350-1000 A350-1000F A350-900**

Engine Exhaust Temperatures Contours - Breakaway Power

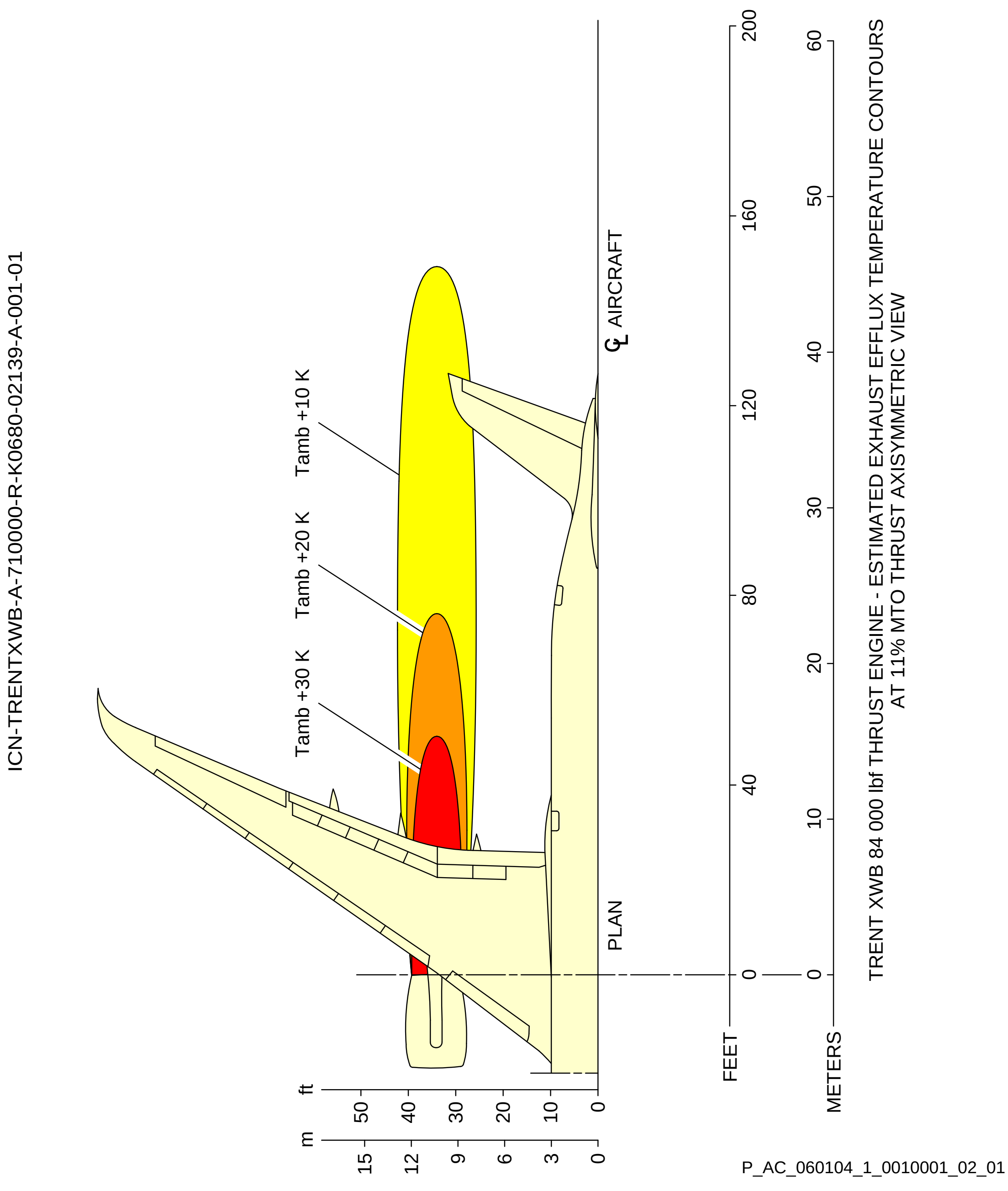
1. This section provides engine exhaust temperatures contours at breakaway power.

****ON A/C A350-900**



Breakaway Power (11% MTO Thrust) - TRENT XWB-84 Engine
(Sheet 1 of 2)
FIGURE-6-1-4-991-001-A01

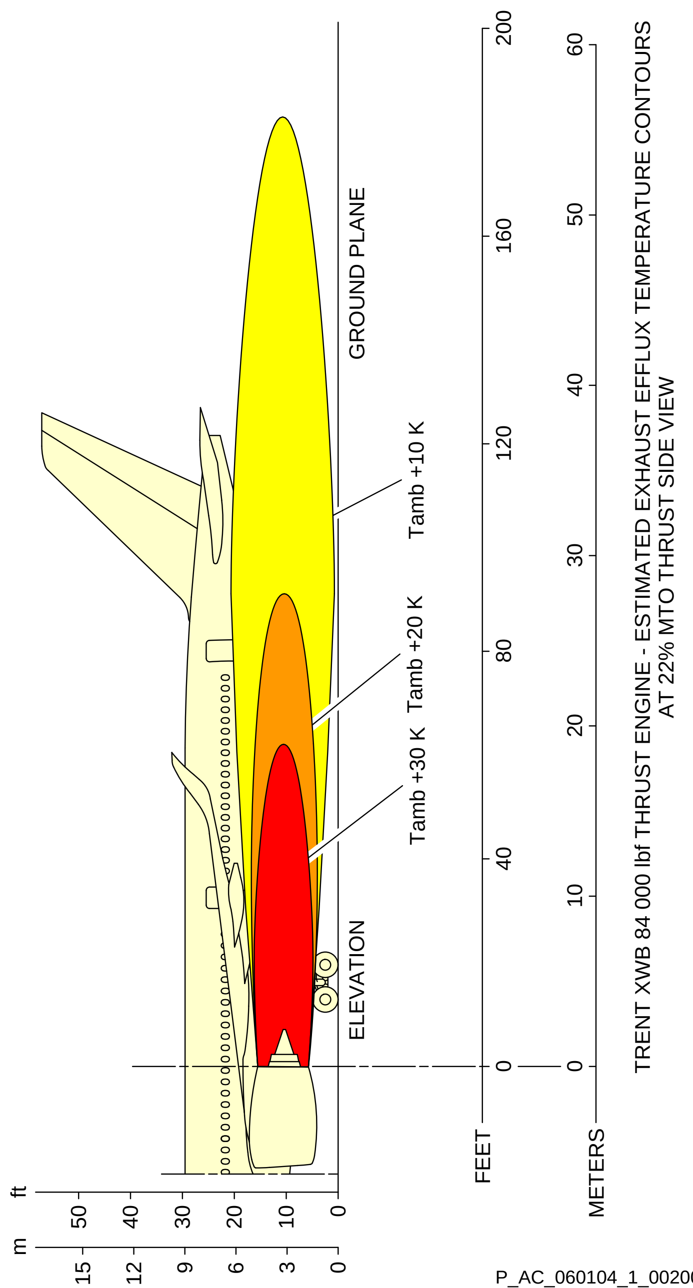
****ON A/C A350-900**



Breakaway Power (11% MTO Thrust) - TRENT XWB-84 Engine
(Sheet 2 of 2)
FIGURE-6-1-4-991-001-A01

****ON A/C A350-900**

ICN-TRENTXWB-A-710000-R-K0680-02290-A-001-01



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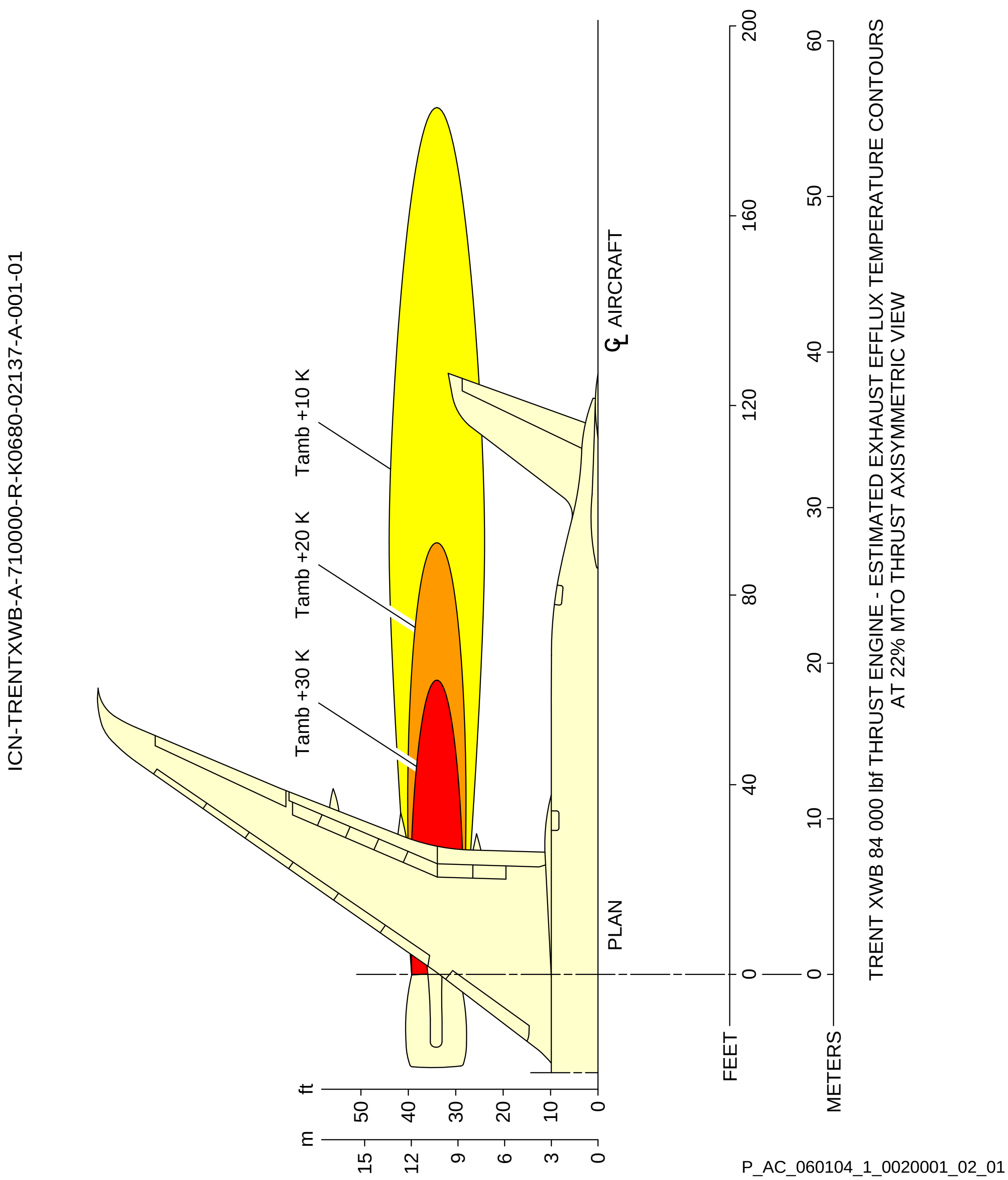
Breakaway Power (22% MTO Thrust) - TRENT XWB-84 Engine
(Sheet 1 of 2)
FIGURE-6-1-4-991-002-A01

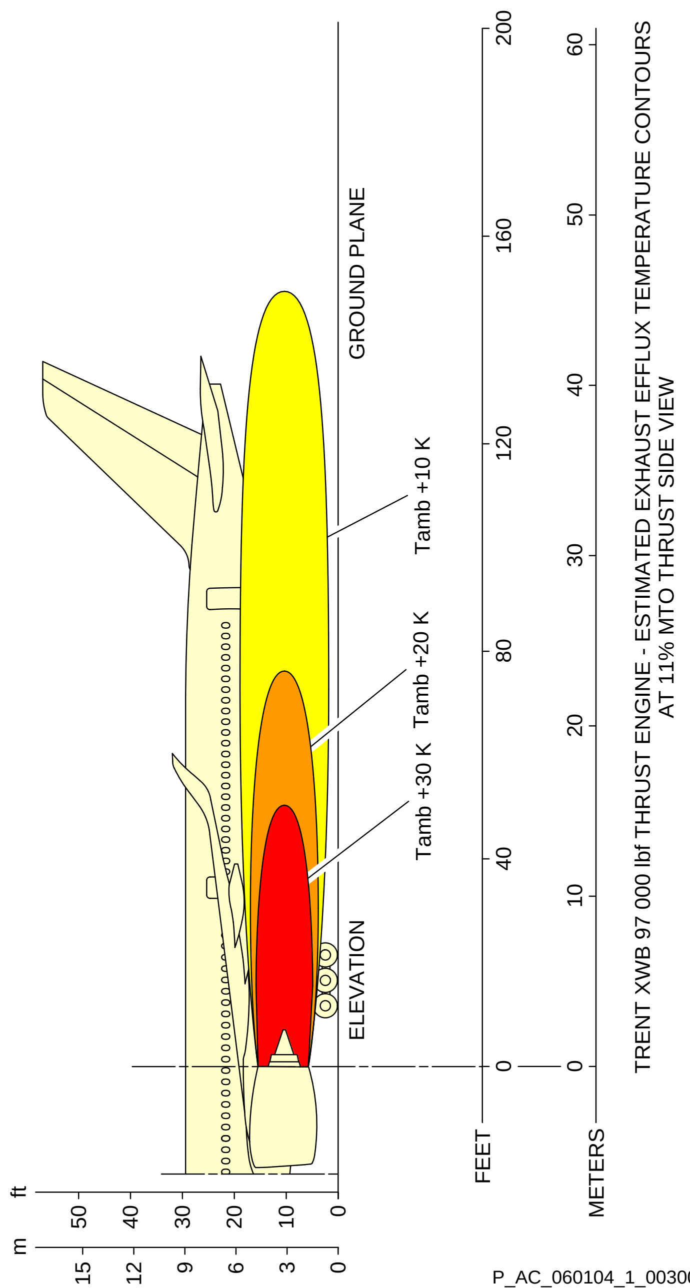
****ON A/C A350-900**



Breakaway Power (22% MTO Thrust) - TRENT XWB-84 Engine
(Sheet 2 of 2)
FIGURE-6-1-4-991-002-A01

****ON A/C A350-1000 A350-1000F**

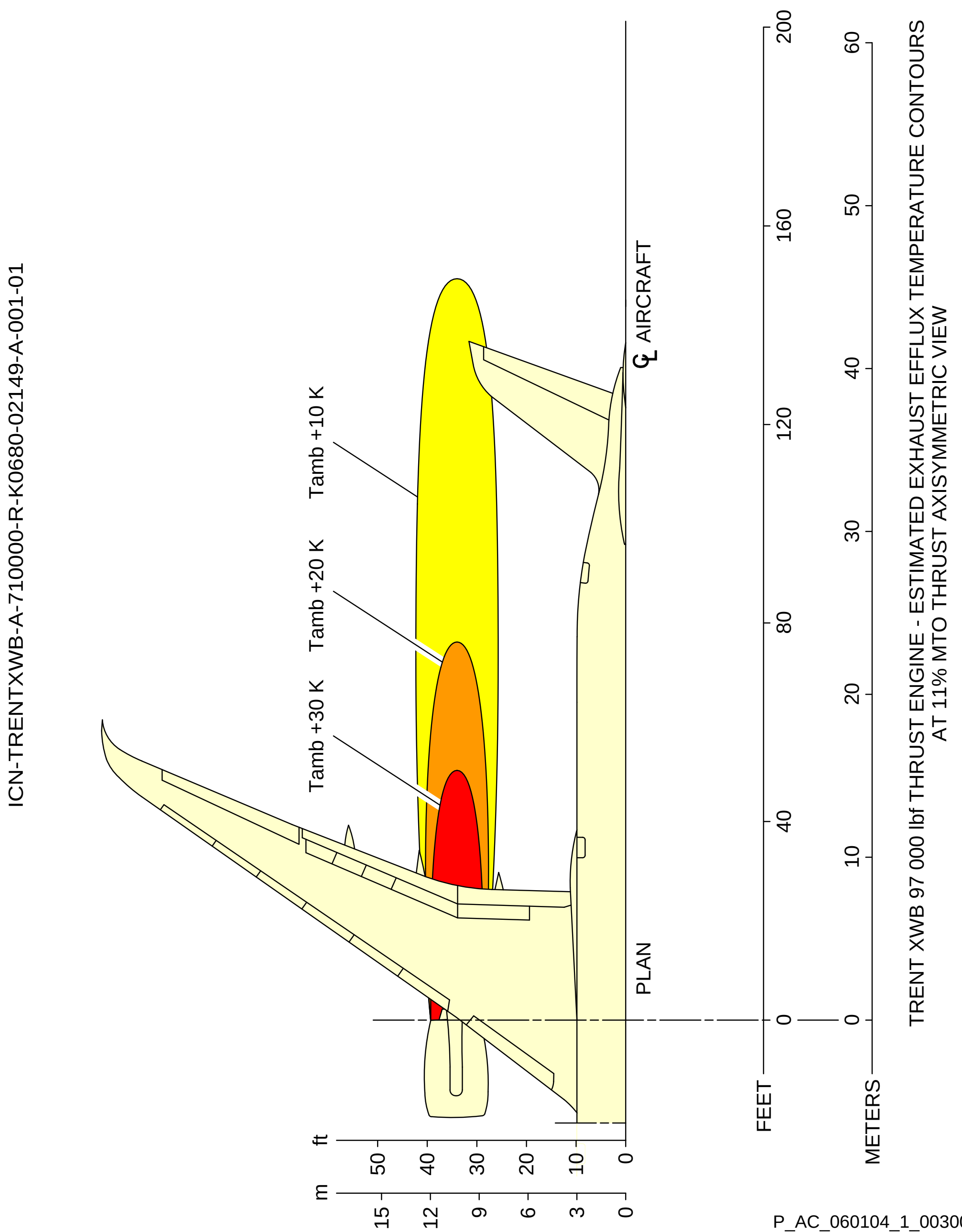
ICN-TRENTXWB-A-710000-R-K0680-02300-A-001-01



P_AC_060104_1_0030001_01_00

Breakaway Power (11% MTO Thrust) - TRENT XWB-97 Engine
(Sheet 1 of 2)
FIGURE-6-1-4-991-003-A01

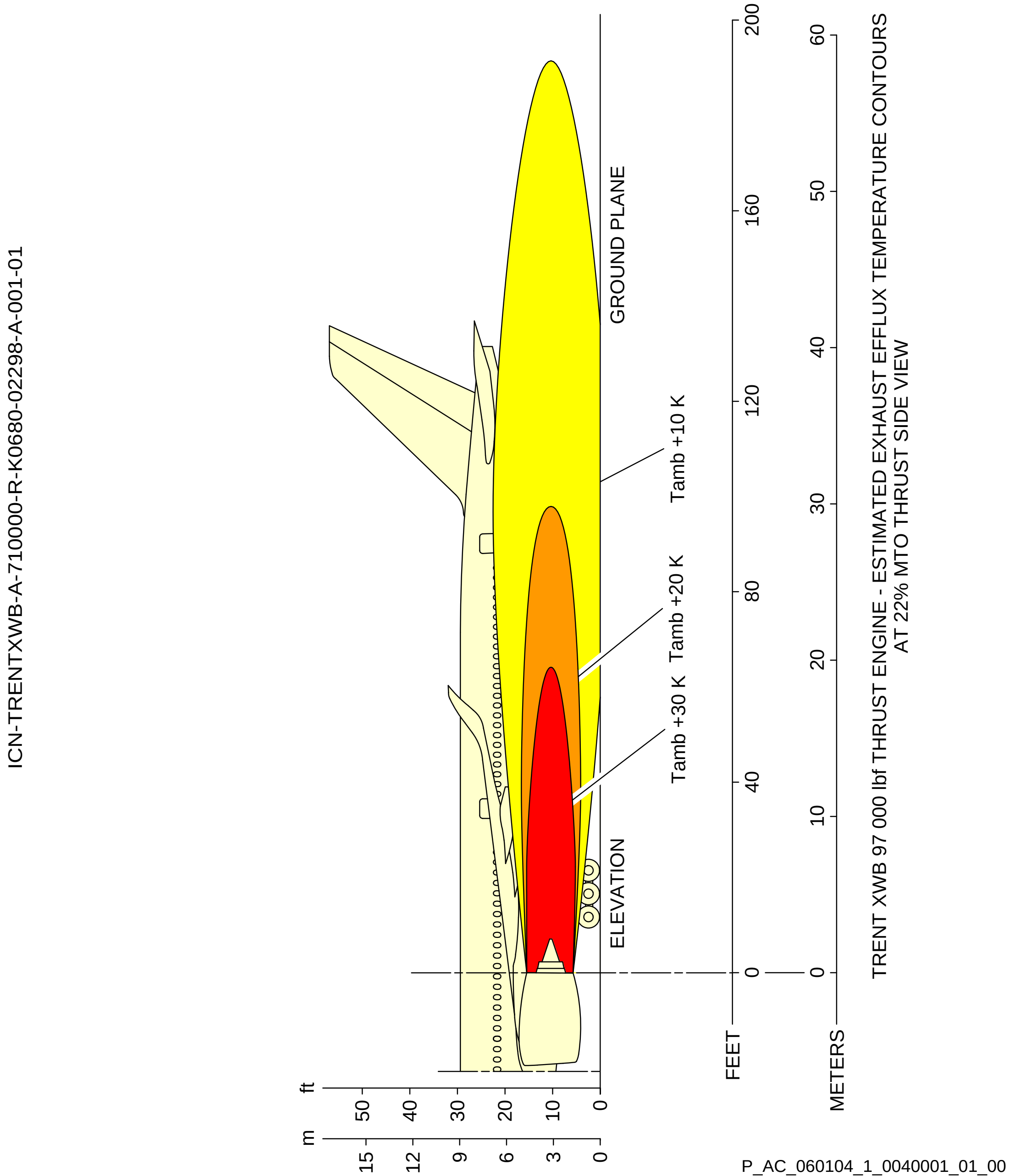
****ON A/C A350-1000 A350-1000F**



P_AC_060104_1_0030001_02_00

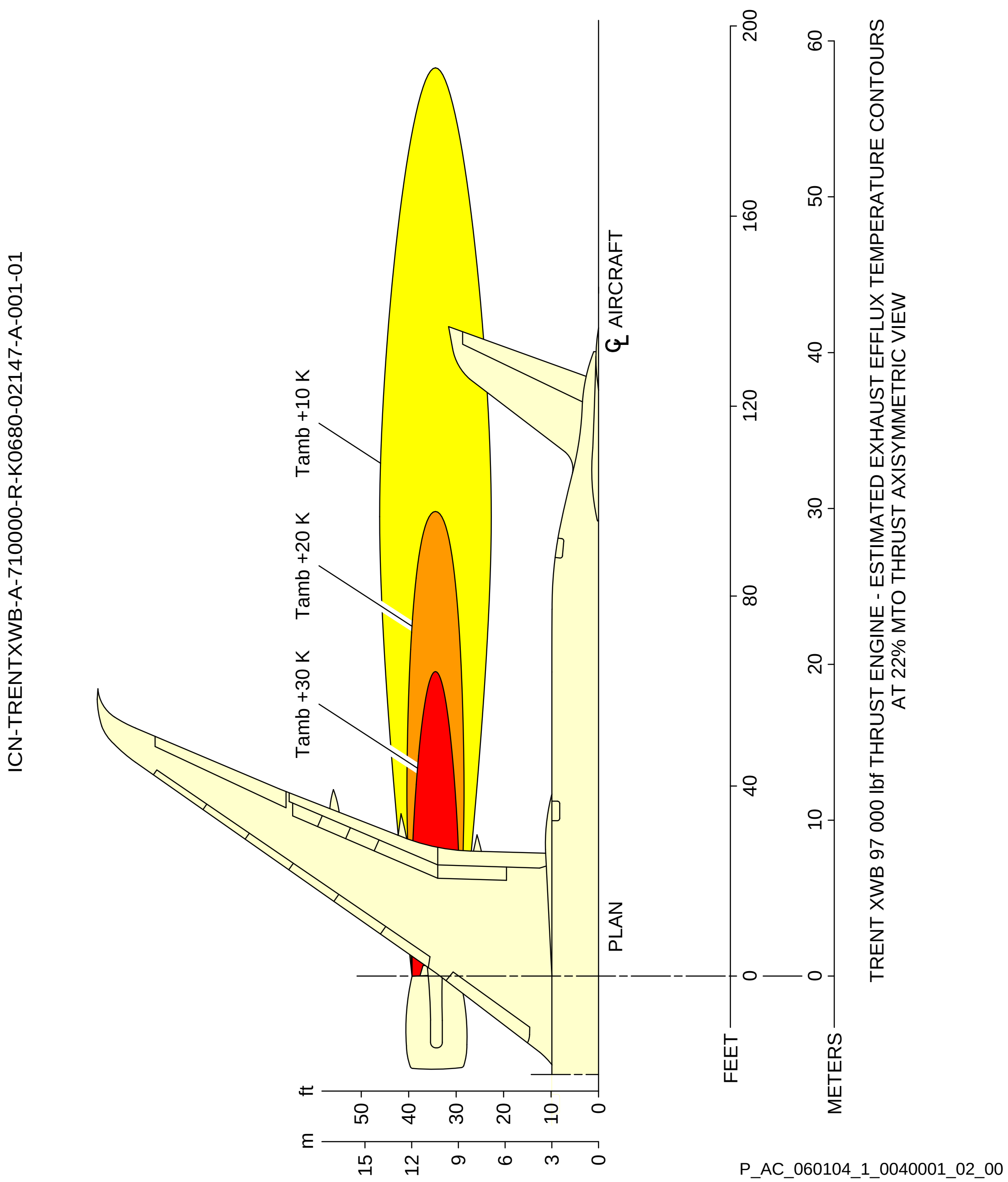
Breakaway Power (11% MTO Thrust) - TRENT XWB-97 Engine
(Sheet 2 of 2)
FIGURE-6-1-4-991-003-A01

****ON A/C A350-1000 A350-1000F**



Breakaway Power (22% MTO Thrust) - TRENT XWB-97 Engine
(Sheet 1 of 2)
FIGURE-6-1-4-991-004-A01

****ON A/C A350-1000 A350-1000F**



Breakaway Power (22% MTO Thrust) - TRENT XWB-97 Engine
(Sheet 2 of 2)
FIGURE-6-1-4-991-004-A01

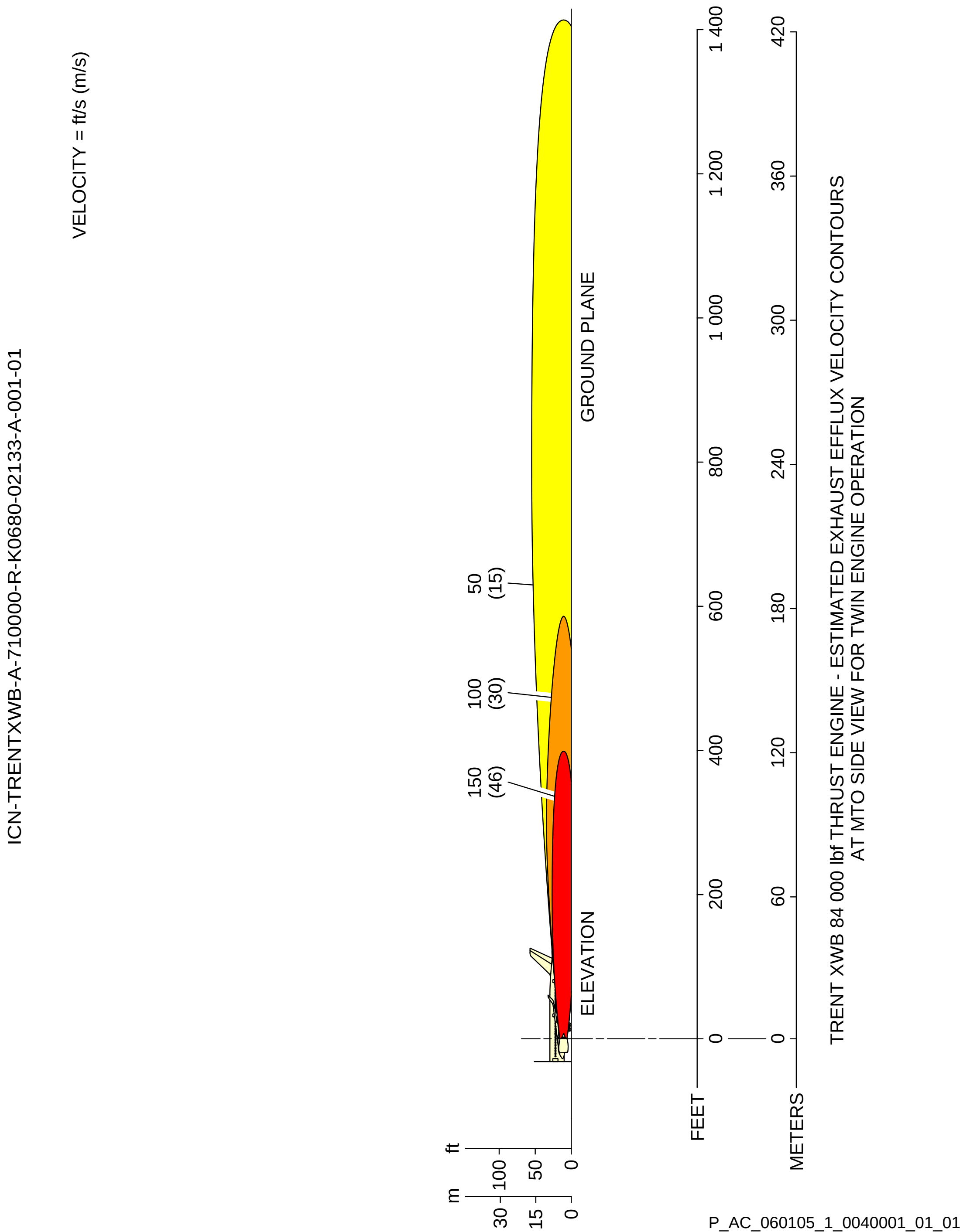
6-1-5 Engine Exhaust Velocities Contours - Max Take-Off Power

****ON A/C A350-1000 A350-1000F A350-900**

Engine Exhaust Velocities Contours - Max Take-Off Power

1. This section provides engine exhaust velocities contours at max take-off power.

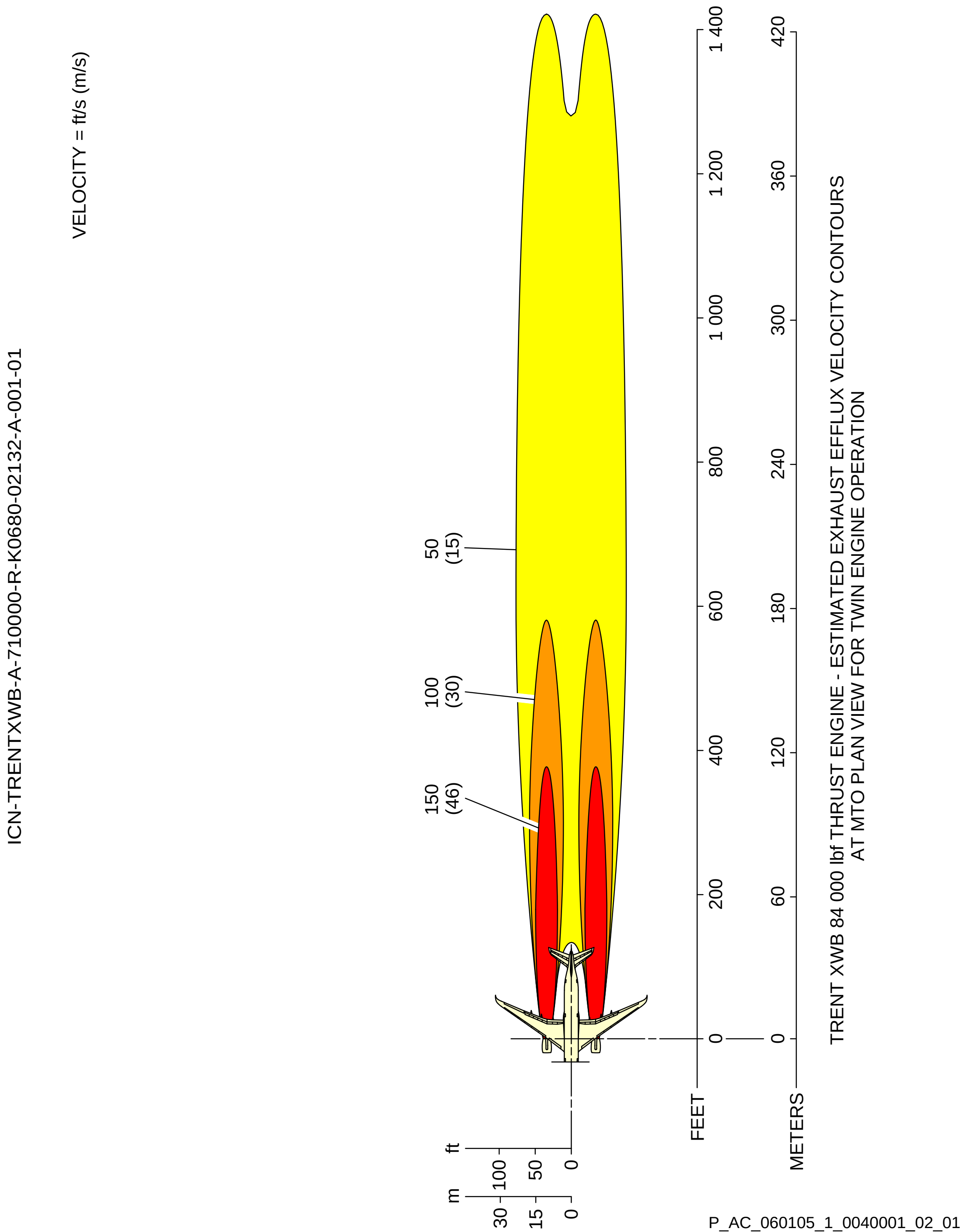
****ON A/C A350-900**



P_AC_060105_1_0040001_01_01

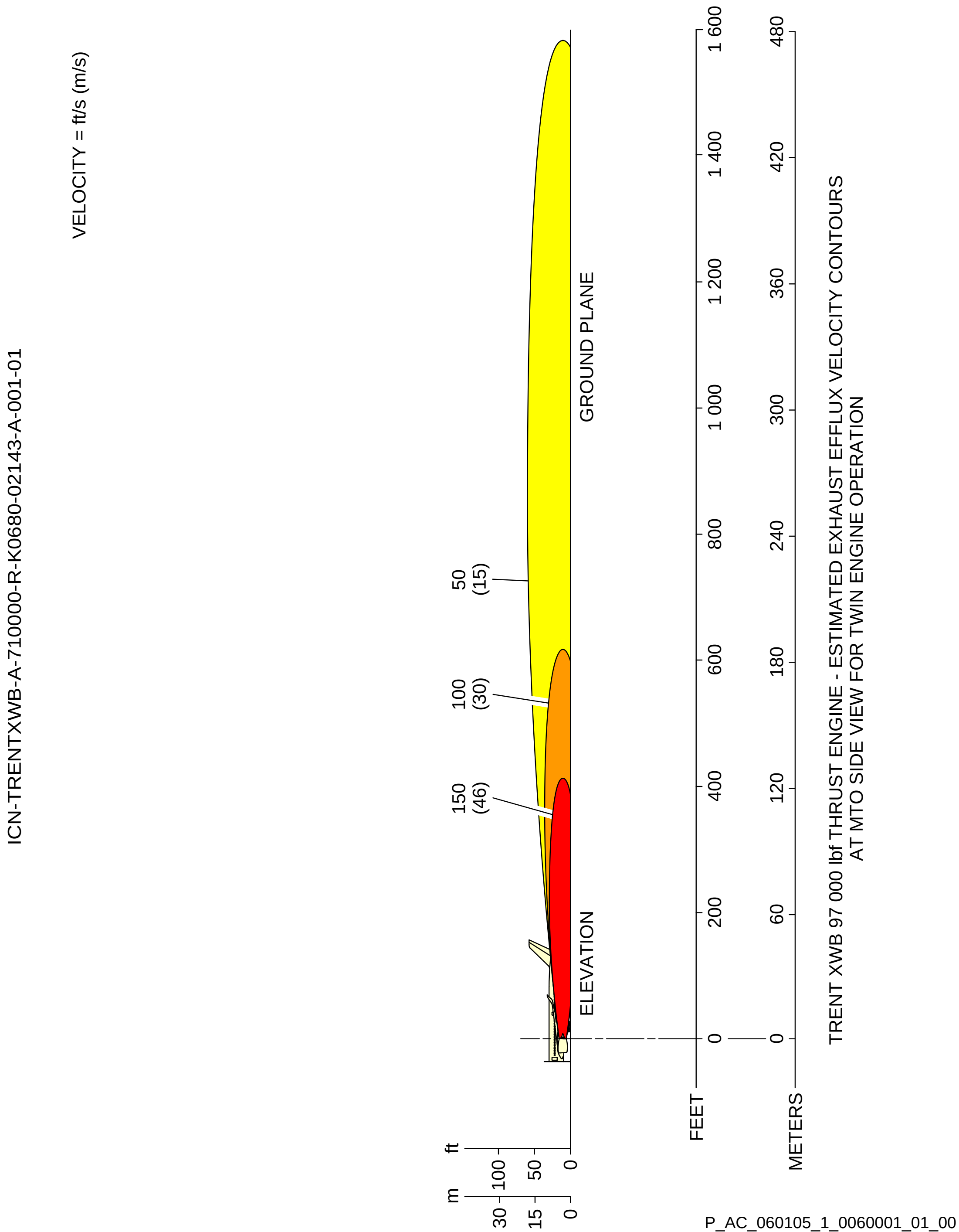
Max Take-Off Power - TRENT XWB-84 Engine
(Sheet 1 of 2)
FIGURE-6-1-5-991-004-A01

****ON A/C A350-900**



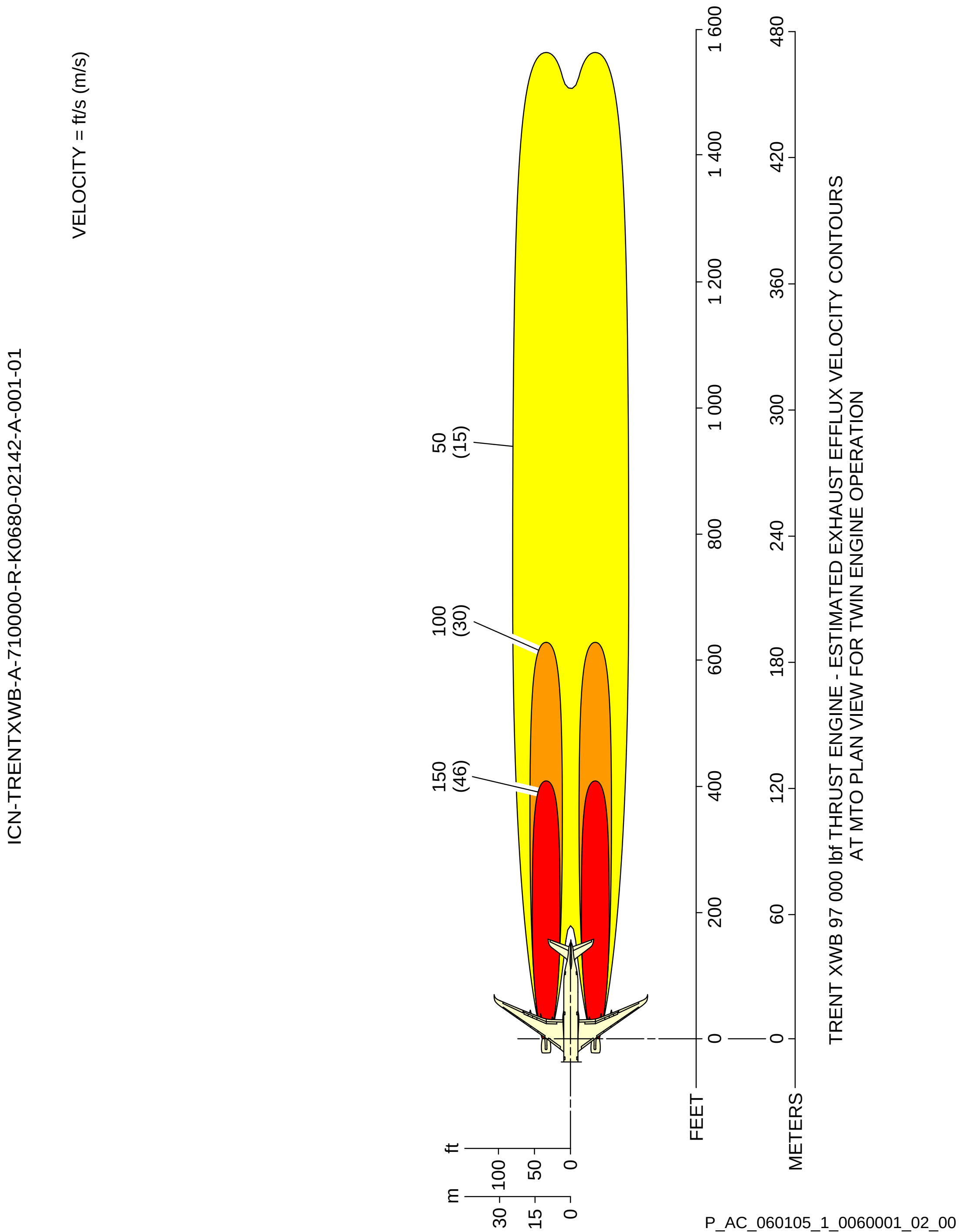
Max Take-Off Power - TRENT XWB-84 Engine
(Sheet 2 of 2)
FIGURE-6-1-5-991-004-A01

****ON A/C A350-1000 A350-1000F**



Max Take-Off Power - TRENT XWB-97 Engine
(Sheet 1 of 2)
FIGURE-6-1-5-991-006-A01

****ON A/C A350-1000 A350-1000F**



Max Take-Off Power - TRENT XWB-97 Engine
(Sheet 2 of 2)
FIGURE-6-1-5-991-006-A01

6-1-6 Engine Exhaust Temperatures Contours - Max Take-Off Power

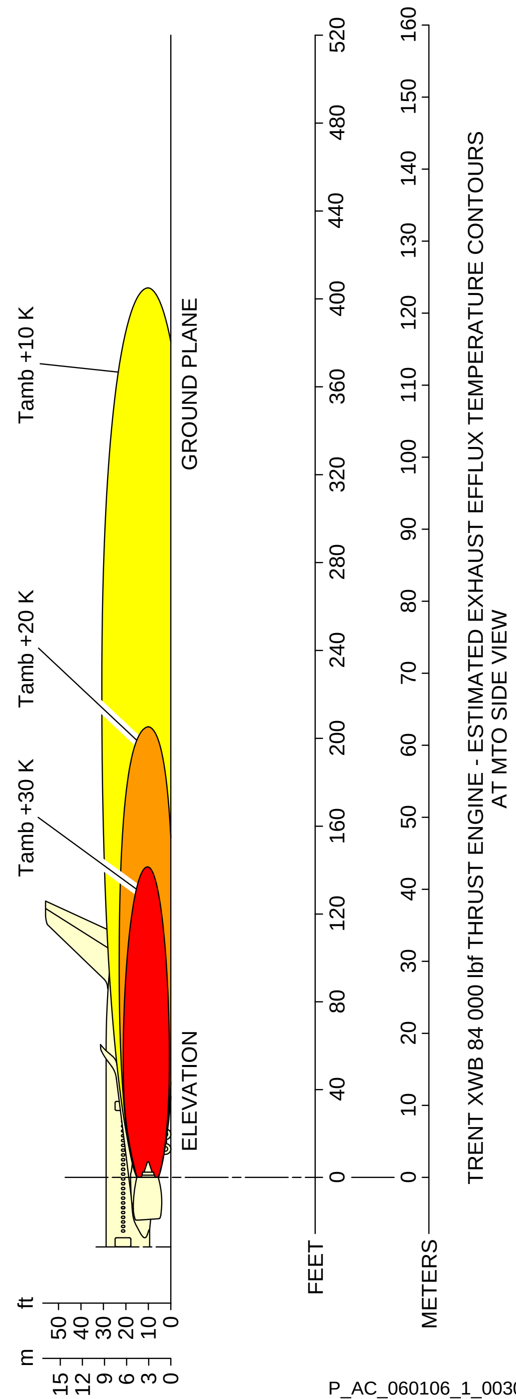
****ON A/C A350-1000 A350-1000F A350-900**

Engine Exhaust Temperatures Contours - Max Take-Off Power

1. This section provides engine exhaust temperatures contours at max take-off power.

****ON A/C A350-900**

ICN-TRENTXWB-A-710000-R-K0680-02288-A-001-01



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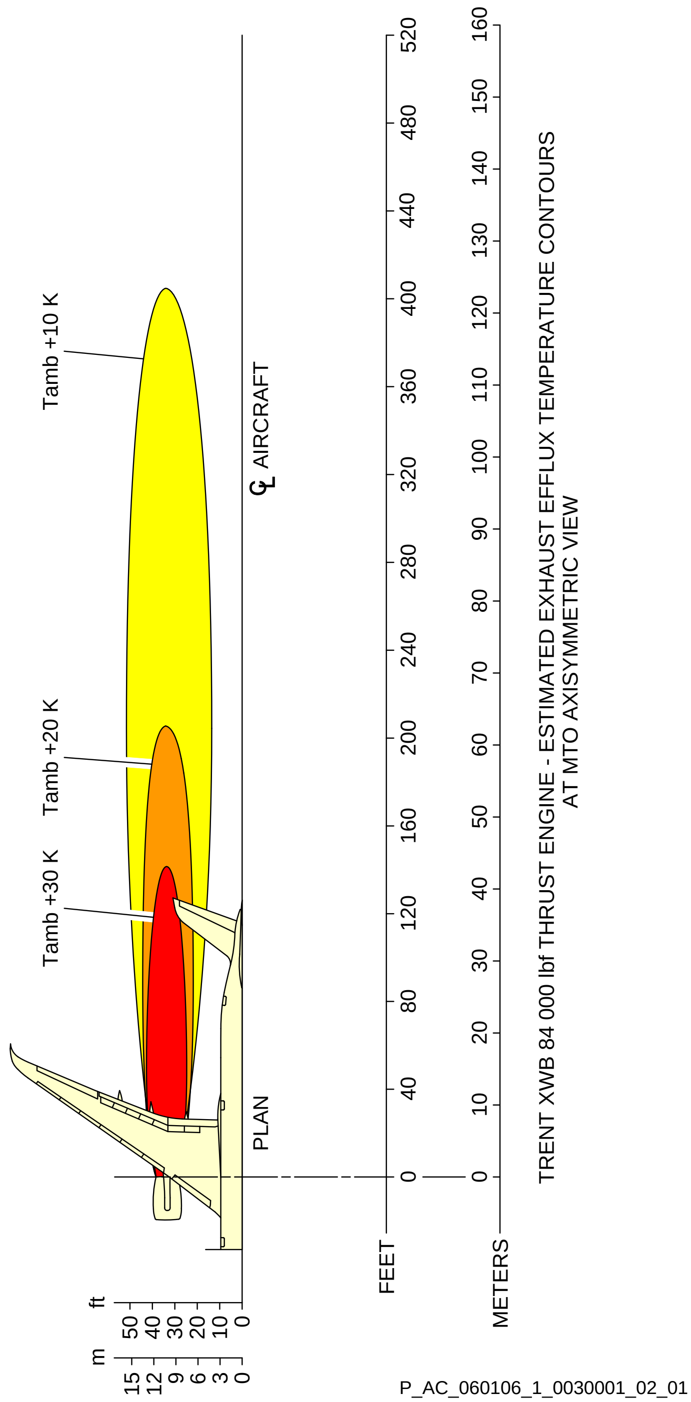
Max Take-Off Power - TRENT XWB-84 Engine
(Sheet 1 of 2)
FIGURE-6-1-6-991-003-A01

****ON A/C A350-900**

ICN-TRENTXWB-A-710000-R-K0680-02135-A-001-01



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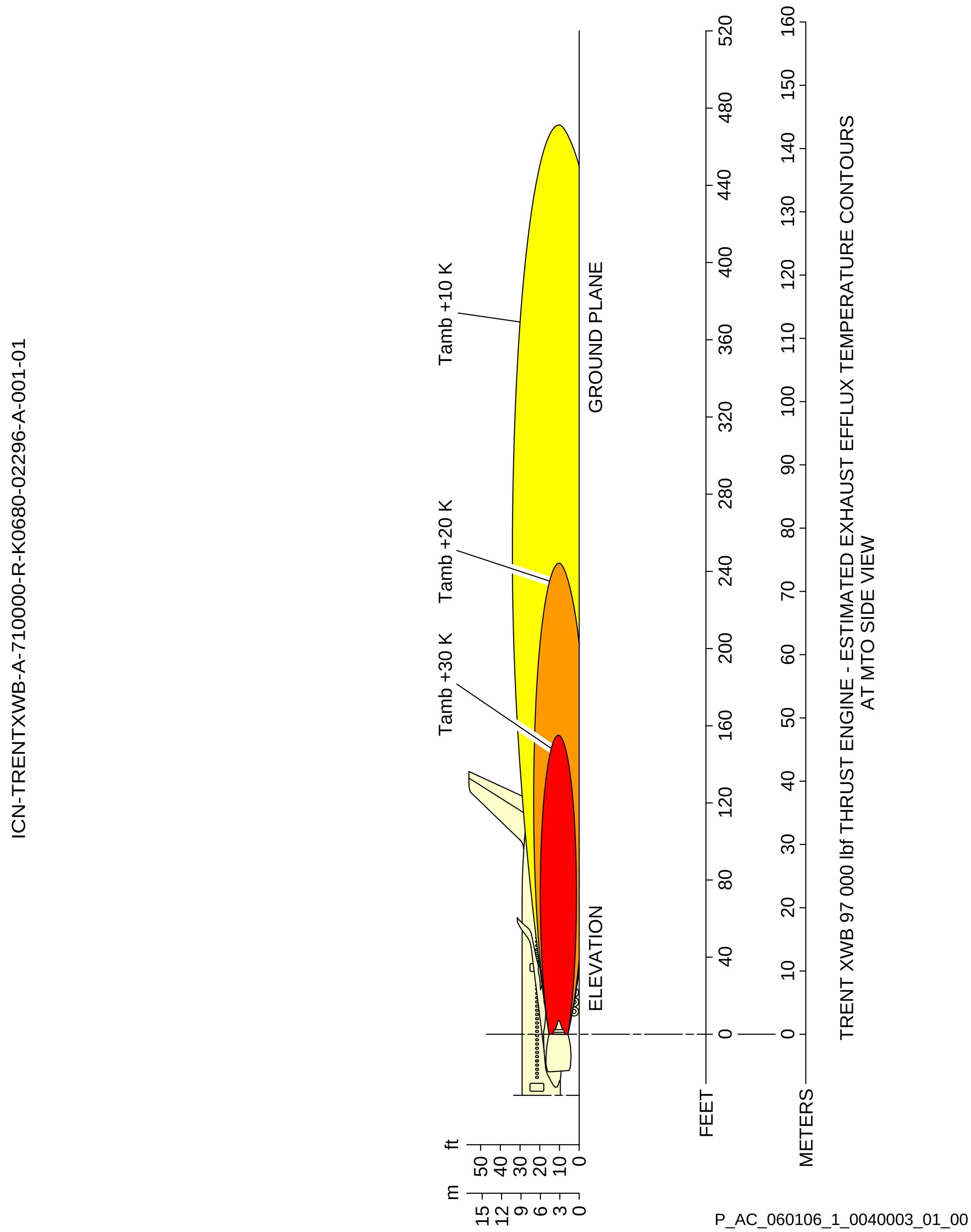
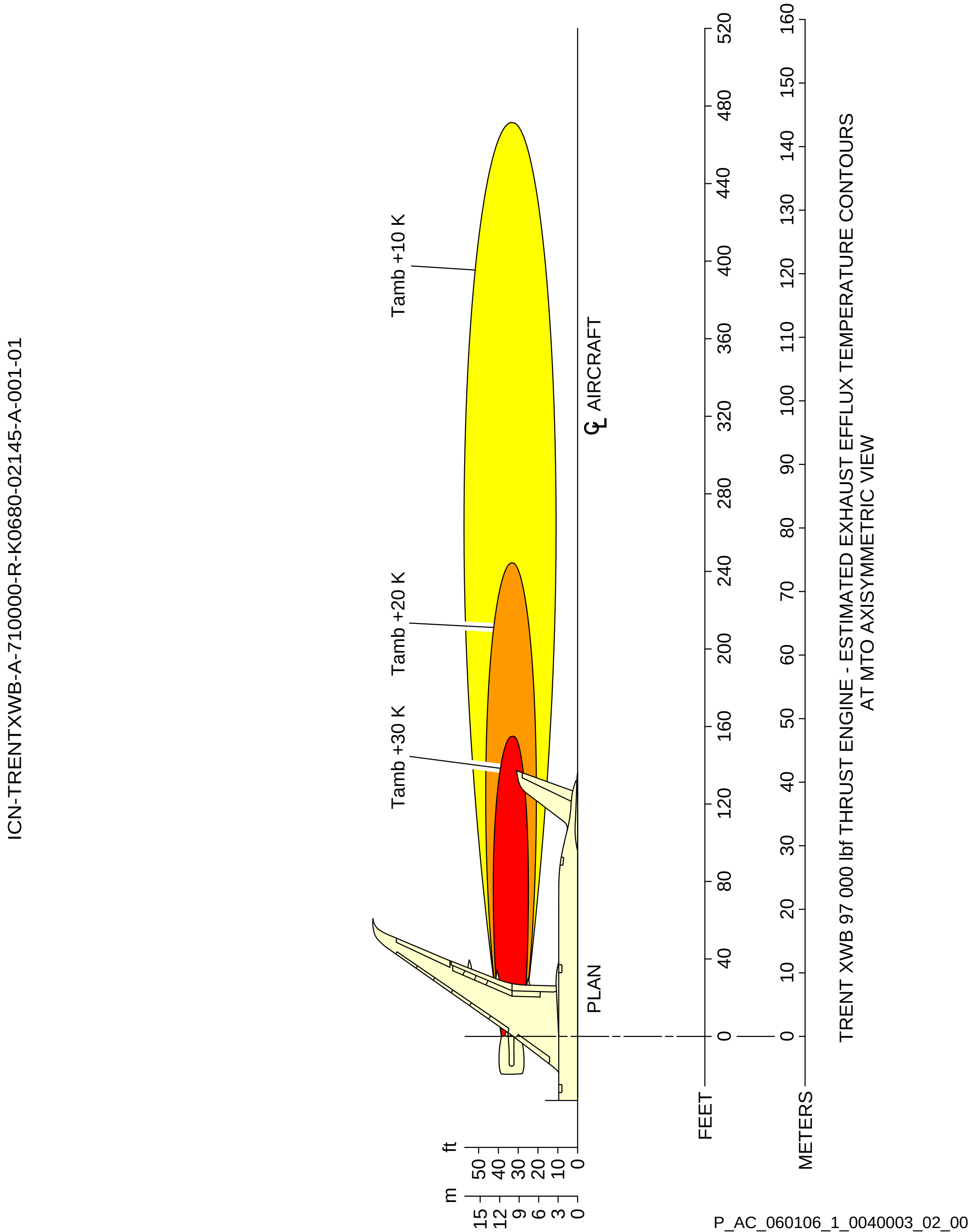
Max Take-Off Power - TRENT XWB-84 Engine
(Sheet 2 of 2)
FIGURE-6-1-6-991-003-A01

****ON A/C A350-1000 A350-1000F**



Max Take-Off Power - TRENT XWB-97 Engine
(Sheet 1 of 2)
FIGURE-6-1-6-991-004-C01

****ON A/C A350-1000 A350-1000F**



Max Take-Off Power - TRENT XWB-97 Engine
(Sheet 2 of 2)
FIGURE-6-1-6-991-004-C01

6-3-0 Danger Areas of the Engines

****ON A/C A350-1000 A350-1000F A350-900**

Danger Areas of the Engines

1. Danger Areas of the Engines

   The intake suction danger areas, which are plotted in this chapter, correspond to very low suction velocities in order to prevent very low density objects (hat, handkerchief) from ingestion by engines. The primary aim of those danger areas is to protect the people working around the engines.

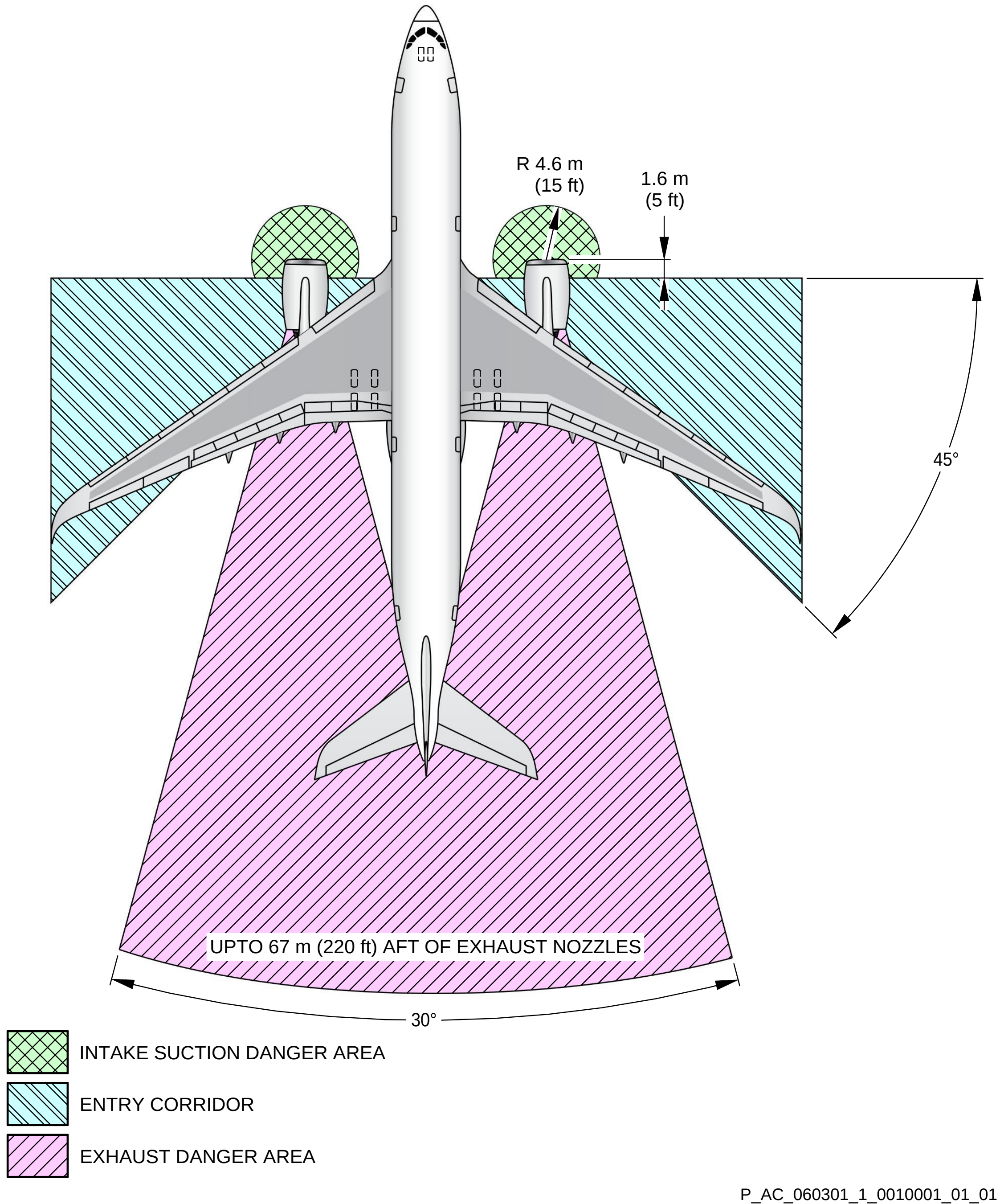
6-3-1 Danger Areas of the Engines - Ground Idle Power

****ON A/C A350-1000 A350-1000F A350-900**

Danger Areas of the Engines - Ground Idle Power

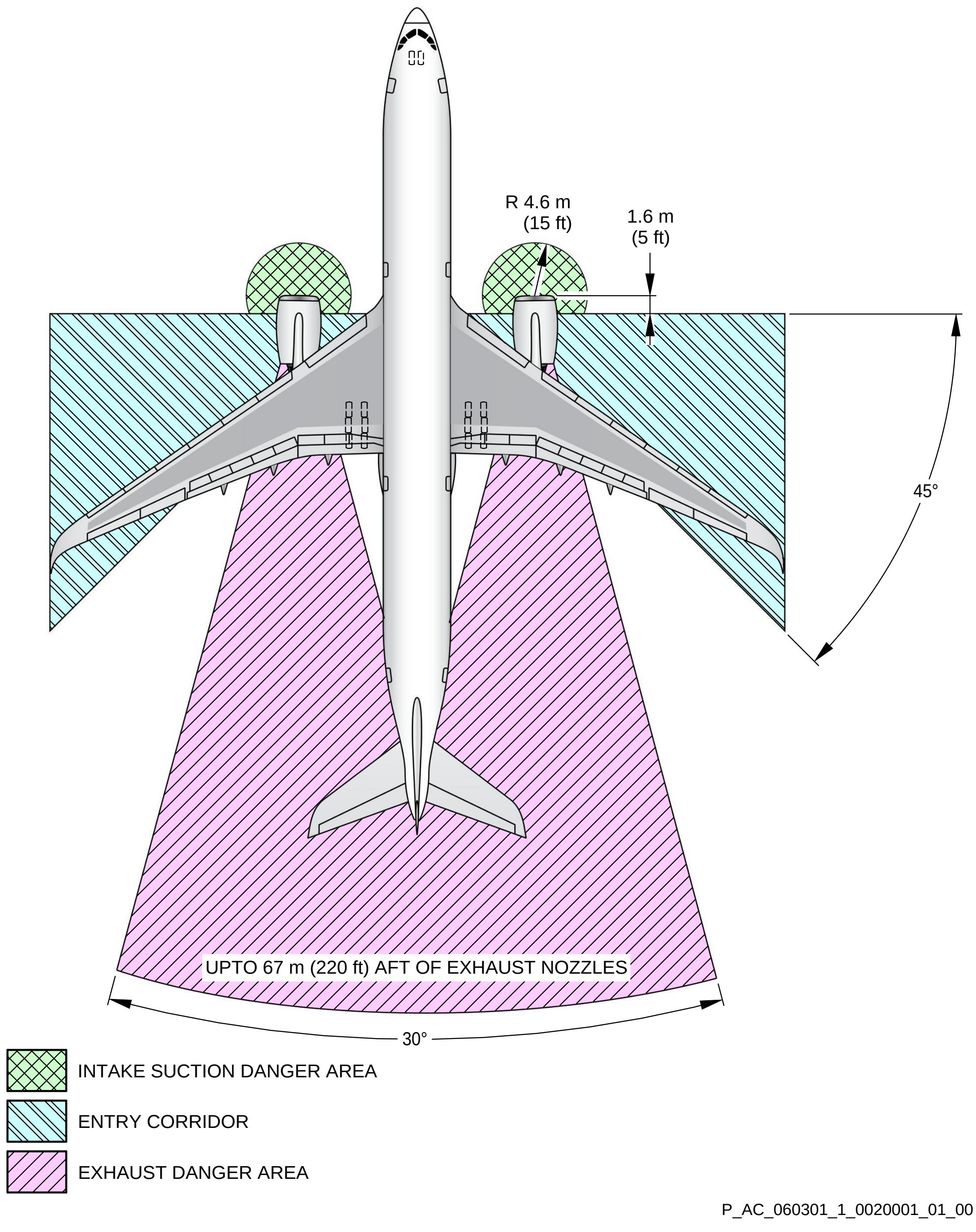
1. This section provides danger areas of the engines at ground idle power conditions.

****ON A/C A350-900**



Ground Idle Power - TRENT XWB-84 Engine
FIGURE-6-3-1-991-001-A01

****ON A/C A350-1000 A350-1000F**



Ground Idle Power - TRENT XWB-97 Engine
FIGURE-6-3-1-991-002-A01

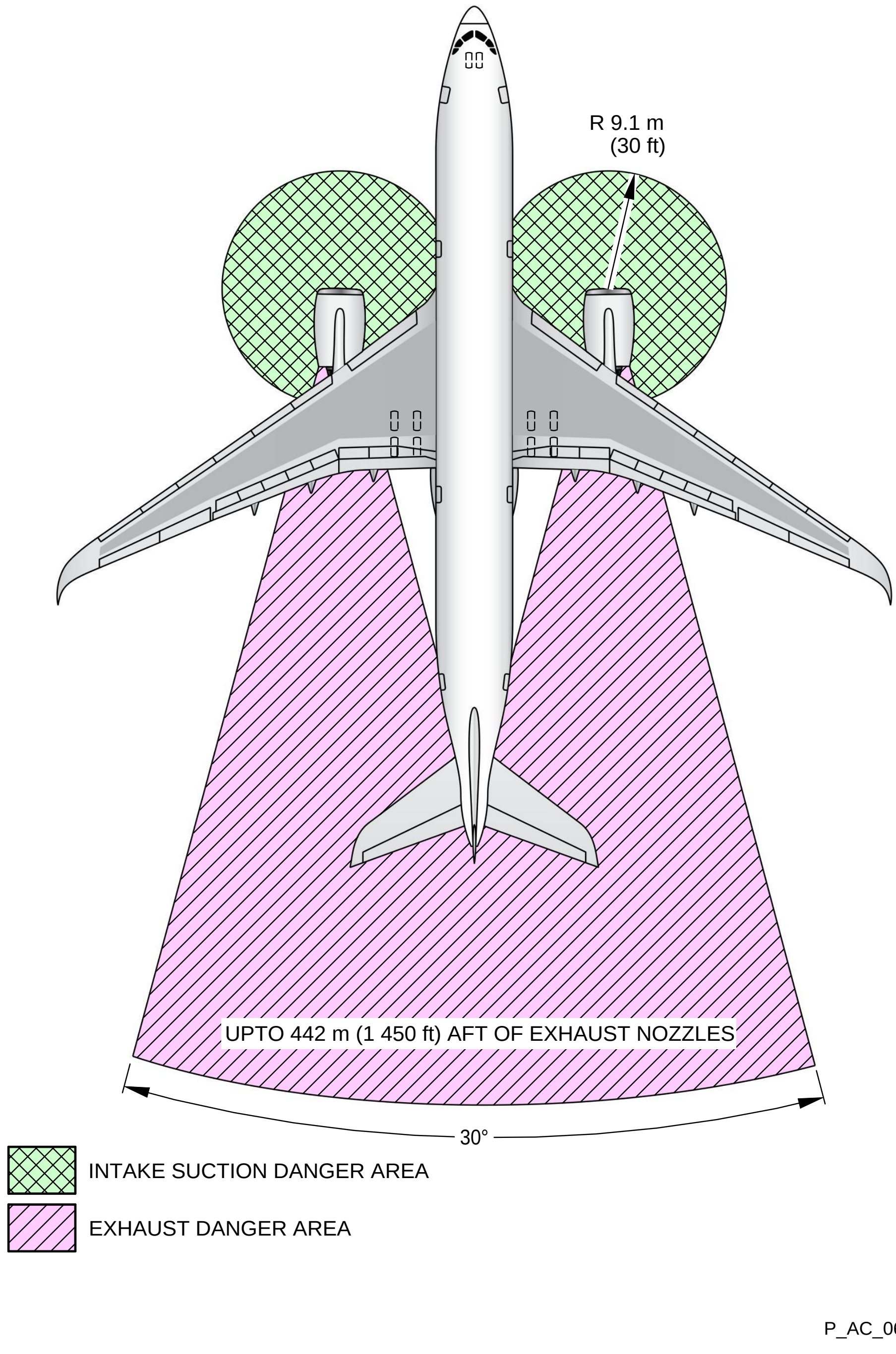
6-3-3 Danger Areas of the Engines - Max Take-Off Power

****ON A/C A350-1000 A350-1000F A350-900**

Danger Areas of the Engines - Max Take-Off Power

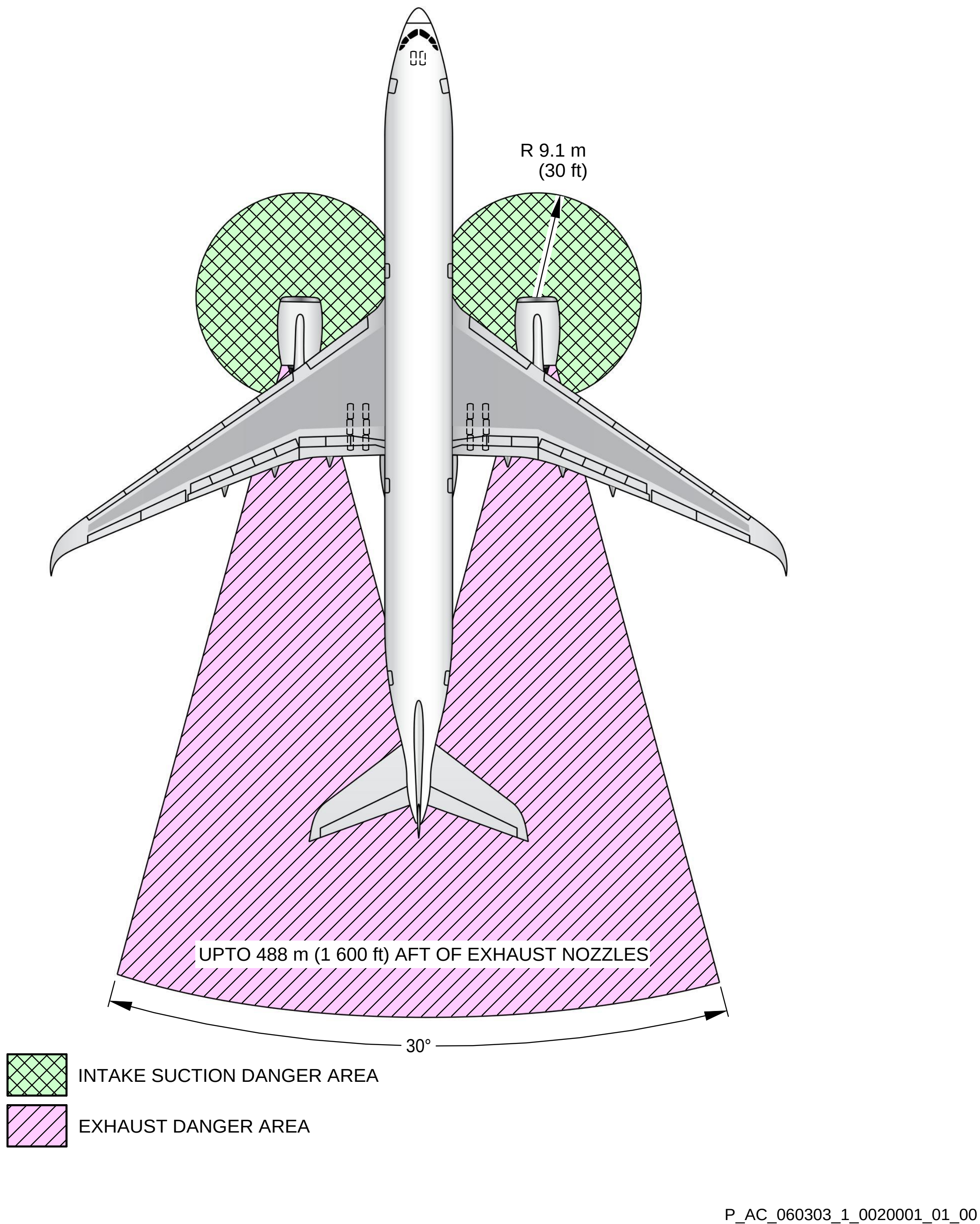
1. This section provides danger areas of the engines at maximum take-off power conditions.

****ON A/C A350-900**



Max Take-Off Power - TRENT XWB-84 Engine
FIGURE-6-3-3-991-001-A01

****ON A/C A350-1000 A350-1000F**



Max Take-Off Power - TRENT XWB-97 Engine
FIGURE-6-3-3-991-002-A01

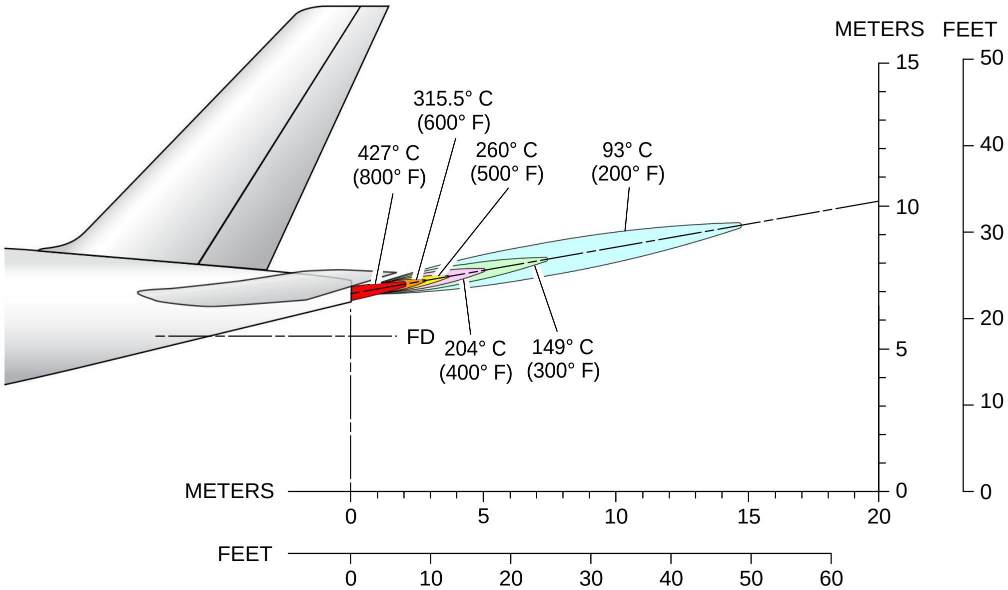
6-4-0 APU Exhaust Velocities and Temperatures

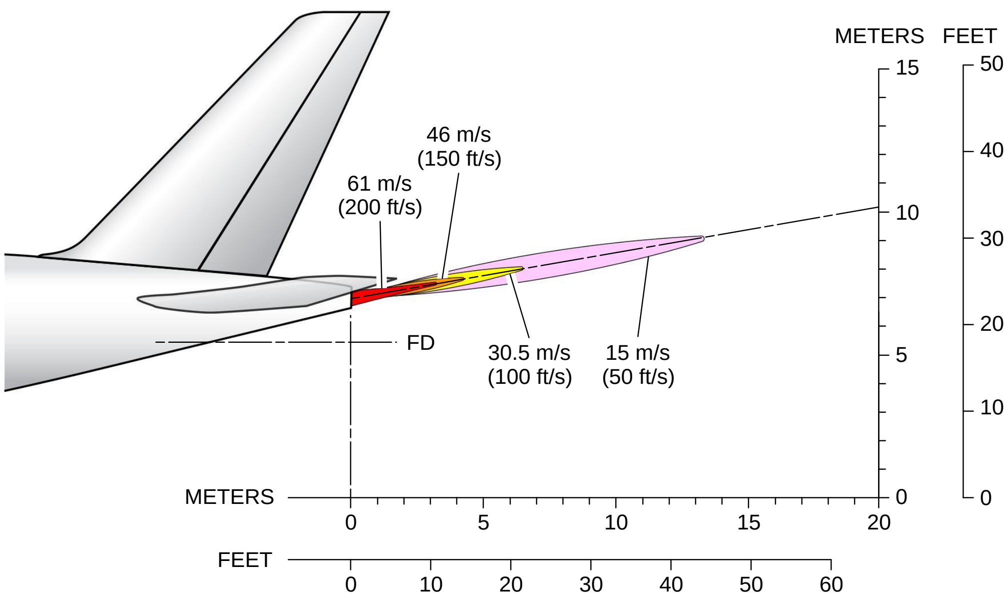
****ON A/C A350-1000 A350-1000F A350-900**

<u>APU Exhaust Velocities and Temperatures</u>

1. This section provides APU exhaust velocities and temperatures.

****ON A/C A350-1000 A350-1000F A350-900**





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APU Exhaust Velocities and Temperatures
FIGURE-6-4-0-991-001-A01

PAVEMENT DATA

7-1-0 General Information

ON A/C A350-1000 A350-1000F A350-900

General Information

1. A brief description of the pavement charts that follow will help in airport planning.

   To aid in the interpolation between the discrete values shown, each aircraft configuration is shown with a minimum range of five loads on the Main Landing Gear (MLG).

   All curves on the charts represent data at a constant specified tire pressure with:
   - The aircraft loaded to the Maximum Ramp Weight (MRW),
   - The CG at its maximum permissible aft position.

   Pavement requirements for commercial aircraft are derived from the static analysis of loads imposed on the MLG struts.

   Landing Gear Footprint:
   Section 7-2-0 presents basic data on the landing gear footprint configuration, MRW and tire sizes and pressures.

   Maximum Pavement Loads:
   Section 7-3-0 shows maximum vertical and horizontal pavement loads for certain critical conditions at the tire-ground interfaces.

   Landing Gear Loading on Pavement:
   The curves related to the landing gear loading on pavement are not given in section 7-4-0. Because the relationship between the aircraft weight, the center of gravity and the landing gear loading on the pavement is not strictly linear, it cannot be shown in chart format.
   But you can find in section 7-3-0 the maximum vertical and horizontal pavement loads for some critical conditions at the tire/ground interfaces for all the operational weight variants of the aircraft.
   For questions related to landing gear loading on pavement, contact Airbus.

   Flexible Pavement Requirements - US Army Corps of Engineers Design Method:
   The flexible pavement-requirements curves as per as U.S. Army Corps of Engineers Design Method are not given in section 7-5-0 since the related data is available through free software.

Sections 7-2-0 and 7-3-0 give all the inputs data required for the use of such software.
For questions related to the flexible pavement requirements, contact Airbus.

Flexible Pavement Requirements - LCN Conversion Method:
The Load Classification Number (LCN) curves are not given in section 7-6-0 since the LCN system for reporting pavement strength is old and are been replaced by the ICAO recommended ACN/PCN system in 1983 and ACR/PCR system in 2020.
For questions related to the LCN system, contact Airbus.

Rigid Pavement Requirements - PCA (Portland Cement Association) Design Method:
The rigid pavement requirements curves as per as Portland Cement Association Design Method are not given in section 7-7-0 since the corresponding data is available through free software.
Sections 7-2-0 and 7-3-0 give all the inputs data required for the use of such software.
For questions related to the rigid pavement requirements, contact Airbus.

Rigid Pavement Requirements - LCN Conversion:
The Load Classification Number (LCN) curves are not given in section 7-8-0 since the LCN system for reporting pavement strength is old and are replaced by the ICAO recommended ACN/PCN system in 1983 and ACR/PCR system in 2020.
For questions related to the LCN system, contact Airbus.

ACN/PCN Reporting System:
Section 7-9-0 gives ACN data prepared according to the ACN/PCN system as referenced in ICAO Annex 14, ”Aerodromes", Volume 1 ”Aerodrome Design and Operations".
Eighth Edition July 2018, incorporating Amendments 1 to 14 and ICAO doc 9157, "Aerodrome Design Manual", part 3 "Pavements" Second Edition 1983.
The ACN/PCN system is applicable until November 2024.
ACN is the Aircraft Classification Number and PCN is the related Pavement Classification Number.
An aircraft with an ACN less than or equal to the PCN can operate without restriction on the pavement.
Numerically the ACN is two times the derived single-wheel load expressed in thousands of kilograms.
The derived single-wheel load is defined as the load on a single tire inflated to 1.25 MPa (181 psi) that would have the same pavement requirements as the aircraft.
Computationally the ACN/PCN system uses the PCA program PDILB for rigid pavements and S-77-1 for flexible pavements to calculate ACN values.
The airport authority must select the method of pavement analysis.
The results of their evaluation should be reported using the following format:

PCN			
PAVEMENT TYPE	SUBGRADE CATEGORY	TIRE PRESSURE CATEGORY	EVALUATION METHOD
R - Rigid	A - High	W - No pressure limit	T - Technical
F - Flexible	B - Medium	X - High pressure limited to 1.75 MPa (254 psi)	U - Using aircraft
	C - Low	Y - Medium pressure limited to 1.25 MPa (181 psi)	
	D - Ultra low	Z - Low pressure limited to 0.5 MPa (73 psi)	

Section 7-9-0 shows the aircraft ACN values.

For flexible pavements, the four subgrade categories (CBR) are:

A. High Strength	CBR 15
B. Medium Strength	CBR 10
C. Low Strength	CBR 6
D. Ultra Low Strength	CBR 3

For rigid pavements, the four subgrade categories (k) are:

A. High Strength	k = 150 MN/m^3 (550 pci)
B. Medium Strength	k = 80 MN/m^3 (300 pci)
C. Low Strength	k = 40 MN/m^3 (150 pci)
D. Ultra Low Strength	k = 20 MN/m^3 (75 pci)

ACR/PCR Reporting System:
Section 7-10-0 gives ACR data prepared according to the ACR/PCR system as referenced in ICAO Annex 14, "Aerodromes", Volume 1 "Aerodrome Design and Operations".
Eight Edition July 2018, incorporating Amendments 1 to 15 and ICAO doc 9157, "Aerodrome Design Manual", part 3 "Pavements" Third Edition 2021.
The ACR/PCR system is effective from November 2020 and will be applicable in November 2024.
ACR is the Aircraft Classification Rating and PCR is the related Pavement Classification Rating.
An aircraft having an ACR equal to or less than the PCR can operate without restriction on the pavement.
Numerically the ACR is two times the derived single-wheel load expressed in hundreds of kilograms.

The derived single-wheel load is defined as the load on a single tire inflated to 1.50 Mpa (218 psi) that would have the same pavement requirements as the aircraft.
Computationally the ACR/PCR system relies on the Linear Elastic Analysis (LEA). The ACR are computed using the official ICAO-ACR software.
States can start their own methods for PCR determination, which agree with the overall parameters of the ACR/PCR method.
The results of their evaluation should be reported using the following format:

PCR			
PAVEMENT TYPE	SUBGRADE CATEGORY	TIRE PRESSURE CATEGORY	EVALUATION METHOD
R - Rigid	A - High	W - No pressure limit	T - Technical
F - Flexible	B - Medium	X - High pressure limited to 1.75 MPa (254 psi)	U - Using aircraft
	C - Low	Y - Medium pressure limited to 1.25 MPa (181 psi)	
	D - Ultra low	Z - Low pressure limited to 0.5 MPa (73 psi)	

Section 7-10-0 shows the aircraft ACR values.

For flexible and rigid pavements, the four subgrade categories are defined based on the subgrade modulus of elasticity (E):

A. High Strength	E = 200 MPa (29 008 psi)
B. Medium Strength	E = 120 MPa (17 405 psi)
C. Low Strength	E = 80 MPa (11 603 psi)
D. Ultra Low Strength	E = 50 MPa (7 252 psi)

7-2-0 Landing Gear Footprint

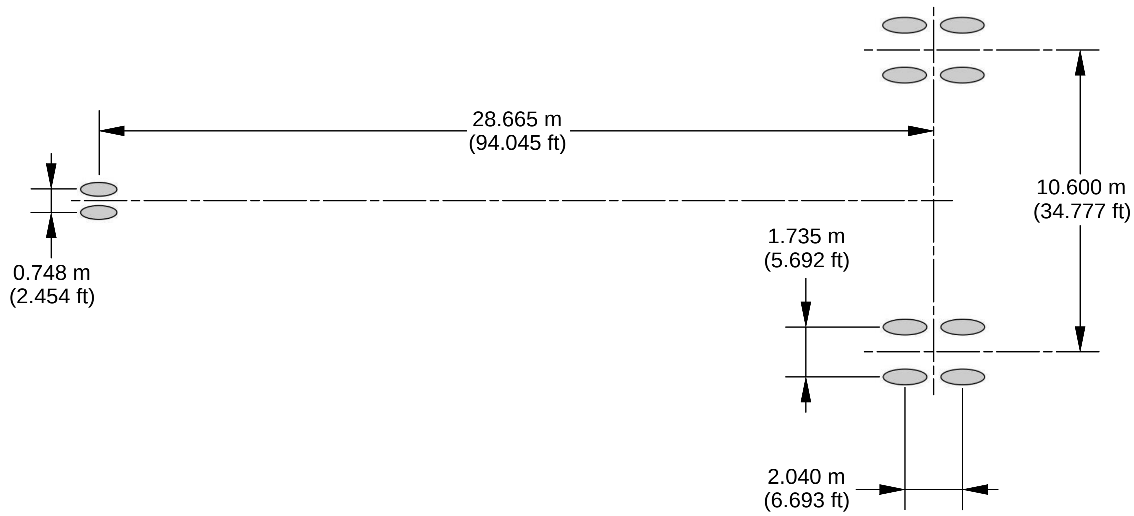
****ON A/C A350-1000 A350-1000F A350-900**

Landing Gear Footprint

1. This section gives data about the landing gear footprint in relation to the aircraft Maximum Ramp Weight (MRW), tire sizes and pressures.

   The landing-gear footprint information is given for all the operational weight variants of the aircraft.

****ON A/C A350-900**



WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A350-900 WV000 (CG 33%)	268 900 kg (592 825 lb)	93.7%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.6 bar (241 psi)
A350-900 WV000 (CG 38.09%)	268 900 kg (592 825 lb)	95.3%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.6 bar (241 psi)
A350-900 WV000 (CG 38.1%)	268 900 kg (592 825 lb)	95.3%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.6 bar (241 psi)
A350-900 WV001 (CG 33.2%)	275 900 kg (608 250 lb)	93.7%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV001 (CG 34.83%)	275 900 kg (608 250 lb)	94.3%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV001 (CG 37.07%)	275 900 kg (608 250 lb)	95.0%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV002 (CG 36.39%)	272 900 kg (601 650 lb)	94.8%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)

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Landing Gear Footprint
(Sheet 1 of 4)
FIGURE-7-2-0-991-001-A01

****ON A/C A350-900**

WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A350-900 WV002 (CG 36.83%)	272 900 kg (601 650 lb)	94.9%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV002 (CG 37.53%)	272 900 kg (601 650 lb)	95.1%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV003	268 900 kg (592 825 lb)	95.3%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.6 bar (241 psi)
A350-900 WV004	260 900 kg (575 175 lb)	95.7%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.6 bar (241 psi)
A350-900 WV005	250 900 kg (553 150 lb)	96.2%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.6 bar (241 psi)
A350-900 WV006 (CG 36.4%)	272 900 kg (601 650 lb)	94.8%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV006 (CG 36.83%)	272 900 kg (601 650 lb)	94.9%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV006 (CG 37.53%)	272 900 kg (601 650 lb)	95.1%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV007 (CG 33%)	268 900 kg (592 825 lb)	93.7%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.6 bar (241 psi)
A350-900 WV007 (CG 38.1%)	268 900 kg (592 825 lb)	95.3%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.6 bar (241 psi)
A350-900 WV008	240 900 kg (531 100 lb)	96.7%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	15.2 bar (220 psi)
A350-900 WV009	275 900 kg (608 250 lb)	93.7%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV010 (CG 31.2%)	280 900 kg (619 275 lb)	93.1%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	17.1 bar (248 psi)
A350-900 WV010 (CG 33.36%)	280 900 kg (619 275 lb)	93.8%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	17.1 bar (248 psi)
A350-900 WV011	255 900 kg (564 175 lb)	95.9%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.6 bar (241 psi)
A350-900 WV012	250 900 kg (553 150 lb)	96.2%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.6 bar (241 psi)

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Landing Gear Footprint
(Sheet 2 of 4)
FIGURE-7-2-0-991-001-A01

**ON A/C A350-900

WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A350-900 WV013 (CG 31.2%)	280 900 kg (619 275 lb)	93.1%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	17.1 bar (248 psi)
A350-900 WV013 (CG 33.36%)	280 900 kg (619 275 lb)	93.8%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	17.1 bar (248 psi)
A350-900 WV014	235 900 kg (520 075 lb)	96.7%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	15.2 bar (220 psi)
A350-900 WV015 (CG 31.15%)	277 900 kg (612 675 lb)	93.1%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV015 (CG 33.27%)	277 900 kg (612 675 lb)	93.8%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV015 (CG 35.57%)	277 900 kg (612 675 lb)	94.5%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV016 (CG 32.58%)	278 900kg (614 875 lb)	93.6%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	17.1 bar (248 psi)
A350-900 WV016 (CG 34.83%)	278 900kg (614 875 lb)	94.3%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	17.1 bar (248 psi)
A350-900 WV017	210 900kg (464 950 lb)	94.6%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	13.6 bar (197 psi)
A350-900 WV018	217 900kg (480 375 lb)	94.6%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV019	235 900kg (520 075 lb)	96.7%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	15.2 bar (220 psi)
A350-900 WV020	283 900kg (625 900 lb)	93.1%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	17.1 bar (248 psi)
A350-900 WV021	277 900kg (612 675 lb)	93.1%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.8 bar (244 psi)
A350-900 WV022 (CG 31.2%)	280 900kg (619 275 lb)	93.1%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	17.1 bar (248 psi)
A350-900 WV022 (CG 33.36%)	280 900kg (619 275 lb)	93.8%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	17.1 bar (248 psi)

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Landing Gear Footprint
(Sheet 3 of 4)
FIGURE-7-2-0-991-001-A01

****ON A/C A350-900**

WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A350-900 WV023 (CG 31.2%)	280 900kg (619 275 lb)	93.1%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	17.1 bar (244 psi)
A350-900 WV023 (CG 33.36%)	280 900kg (619 275 lb)	93.8%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	17.1 bar (248 psi)
A350-900 WV024	250 900kg (553 150 lb)	96.2%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	16.6 bar (241 psi)
A350-900 WV025	245 900kg (542 125 lb)	96.5%	1 050x395R16 28PR	12.2 bar (177 psi)	1 400x530R23 42PR	15.2 bar (220 psi)

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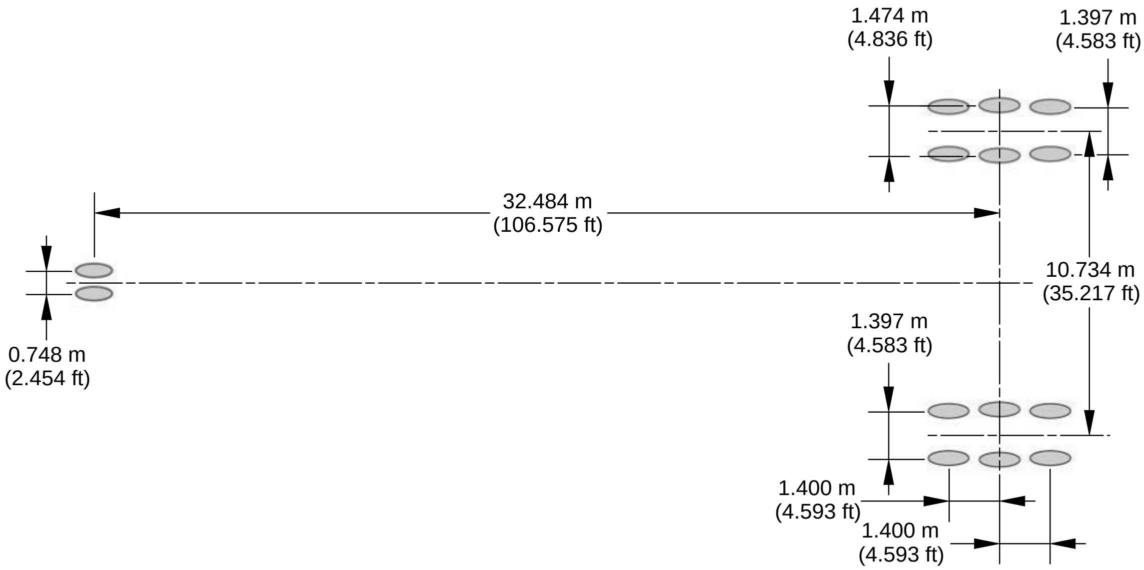
Landing Gear Footprint
(Sheet 4 of 4)
FIGURE-7-2-0-991-001-A01

****ON A/C A350-1000**



WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A350-1000 WV000 (CG 35.88%)	308 900 kg (681 000 lb)	94.7%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV000 (CG 35.96%)	308 900 kg (681 000 lb)	94.7%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV001 (CG 34%)	311 900 kg (687 625 lb)	94.2%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV001 (CG 35.53%)	311 900 kg (687 625 lb)	94.6%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV002 (CG 30.8%)	316 900 kg (698 650 lb)	93.3%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV002 (CG 34.95%)	316 900 kg (698 650 lb)	94.4%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV004 (CG 35.88%)	308 900kg (681 000 lb)	94.7%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV004 (CG 35.96%)	308 900kg (681 000 lb)	94.7%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)

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Landing Gear Footprint
(Sheet 1 of 2)
FIGURE-7-2-0-991-002-A01

ON A/C A350-1000

WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A350-1000 WV005	270 900 kg (597 255 lb)	96.2%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV006	319 900 kg (705 250 lb)	93.9%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.6 bar (226 psi)
A350-1000 WV007	260 900 kg (575 175 lb)	96.2%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	13.1 bar (190 psi)
A350-1000 WV009 (CG 38.17%)	290 900 kg (641 325 lb)	95.3%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV009 (CG 38.21%)	290 900 kg (641 325 lb)	95.3%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV010 (CG 36.86%)	300 900 kg (663 375 lb)	95.0%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV010 (CG 36.93%)	300 900 kg (663 375 lb)	95.0%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV011 (CG 30.8%)	316 900 kg (698 650 lb)	93.3%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV011 (CG 34.95%)	316 900 kg (698 650 lb)	94.4%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV014 (CG 32.47%)	314 750 kg (693 900 lb)	93.7%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)
A350-1000 WV014 (CG 35.19%)	314 750 kg (693 900 lb)	94.5%	1 050x395R16 28PR	12.2 bar (177 psi)	50x20R22 34PR	15.2 bar (220 psi)

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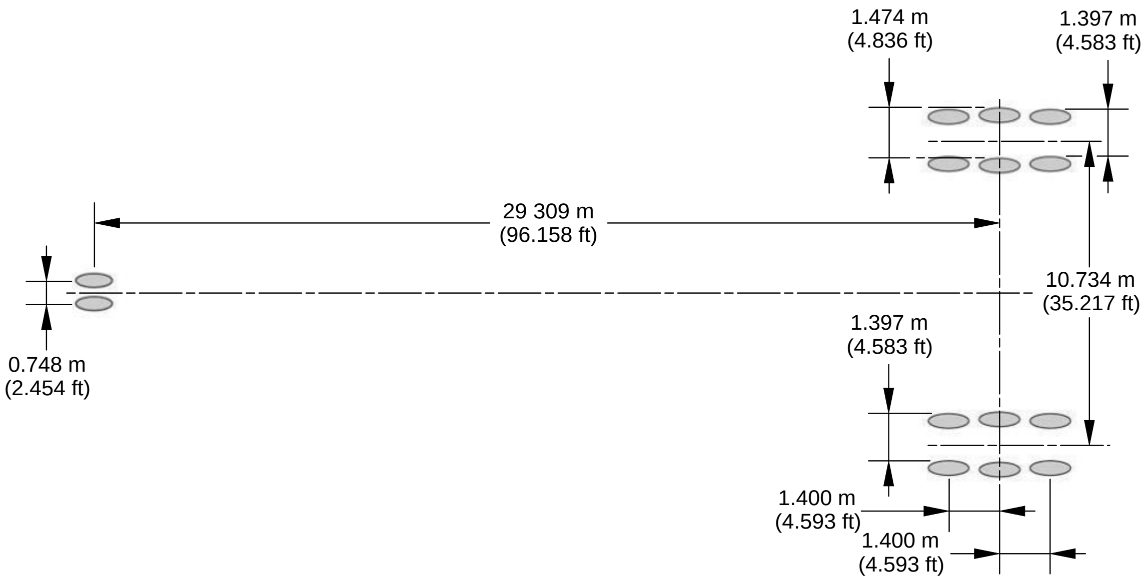
Landing Gear Footprint
(Sheet 2 of 2)
FIGURE-7-2-0-991-002-A01

****ON A/C A350-1000F**



WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A350-1000F WV000	319 900 kg (705 250 lb)	93.3%	1 050x395R16 28PR	13.1 bar (190 psi)	50x20R22 36PR	16.2 bar (235 psi)
A350-1000F WV002	319 900 kg (705 250 lb)	93.3%	1 050x395R16 28PR	13.1 bar (190 psi)	50x20R22 36PR	16.2 bar (235 psi)

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Landing Gear Footprint
FIGURE-7-2-0-991-003-A01

7-3-0 Maximum Pavement Loads

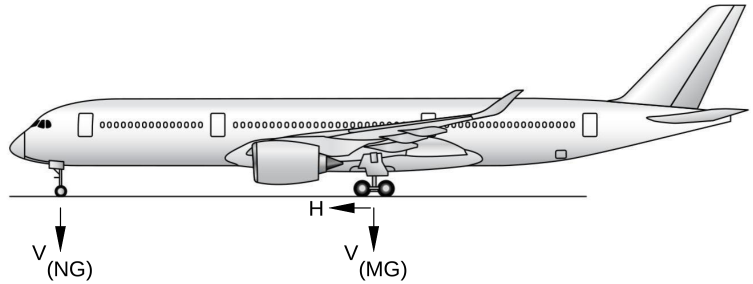
****ON A/C A350-1000 A350-1000F A350-900**

Maximum Pavement Loads

1. This section gives maximum vertical and horizontal pavement loads for some critical conditions at the tire-ground interfaces.

   The maximum pavement loads are given for all the operational weight variants of the aircraft.

****ON A/C A350-900**



$V_{(NG)}$ MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG
$V_{(MG)}$ MAXIMUM VERTICAL MAIN GEAR GROUND LOAD AT MOST AFT CG
H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

1	2	3		4	5		6	
		$V_{(NG)}$			$V_{(MG)}$ (PER STRUT)		H (PER STRUT)	
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT FWD CG		STATIC BRAKING AT 10 ft/s² DECELERATION	STATIC LOAD AT AFT CG		STEADY BRAKING AT 10 ft/s² DECELERATION	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8
A350-900 WV000 (CG 33%)	268 900 kg (592 825 lb)	23 450 kg (51 700 lb)	23.4% MAC (b)	37 500 kg (82 675 lb)	125 960 kg (277 700 lb)	33% MAC (a)	41 790 kg (92 125 lb) (c)	100 770 kg (222 150 lb) (c)
A350-900 WV000 (CG 38.09%)	268 900 kg (592 825 lb)	25 120 kg (55 375 lb)	23.48% MAC (a)	40 230 kg (88 700 lb)	128 150 kg (282 525 lb)	38.09% MAC (a)	41 790 kg (92 125 lb) (c)	102 520 kg (226 025 lb) (c)
A350-900 WV000 (CG 38.1%)	268 900 kg (592 825 lb)	25 410 kg (56 025 lb)	23.14% MAC (a)	40 520 kg (89 325 lb)	128 150 kg (282 525 lb)	38.1% MAC (a)	41 790 kg (92 125 lb) (c)	102 520 kg (226 025 lb) (c)
A350-900 WV001 (CG 33.2%)	275 900 kg (608 250 lb)	23 450 kg (51 700 lb)	23.4% MAC (b)	37 500 kg (82 675 lb)	129 330 kg (285 125 lb)	33.2% MAC (a)	42 880 kg (94 525 lb) (c)	103 460 kg (228 100 lb) (c)
A350-900 WV001 (CG 34.83%)	275 900 kg (608 250 lb)	25 090 kg (55 325 lb)	24.26% MAC (a)	40 590 kg (89 475 lb)	130 040 kg (286 700 lb)	34.83% MAC (a)	42 880 kg (94 525 lb) (c)	104 030 kg (229 350 lb) (c)

NOTE:
(a) LOADS CALCULATED USING AIRCRAFT AT MRW.
(b) LOADS CALCULATED USING AIRCRAFT AT 250 200 kg (551 600 lb).
(c) BRAKED MAIN GEAR.

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Maximum Pavement Loads
(Sheet 1 of 5)
FIGURE-7-3-0-991-001-A01

****ON A/C A350-900**

1	2	3		4	5		6	
		$V_{(NG)}$			$V_{(MG)}$ (PER STRUT)		H (PER STRUT)	
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT FWD CG		STATIC BRAKING AT 10 ft/s² DECELERATION	STATIC LOAD AT AFT CG		STEADY BRAKING AT 10 ft/s² DECELERATION	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8
A350-900 WV001 (CG 37.07%)	275 900 kg (608 250 lb)	25 710 kg (56 700 lb)	23.55% MAC (a)	41 210 kg (90 850 lb)	131 030 kg (288 875 lb)	37.07% MAC (a)	42 880 kg (94 525 lb) (c)	104 830 kg (231 100 lb) (c)
A350-900 WV002 (CG 36.39%)	272 900 kg (601 650 lb)	23 450 kg (51 700 lb)	23.4% MAC (b)	37 500 kg (82 675 lb)	129 310 kg (285 075 lb)	36.39% MAC (a)	42 410 kg (93 500 lb) (c)	103 450 kg (228 075 lb) (c)
A350-900 WV002 (CG 36.83%)	272 900 kg (601 650 lb)	25 110 kg (55 350 lb)	23.93% MAC (a)	40 440 kg (89 150 lb)	129 500 kg (285 500 lb)	36.83% MAC (a)	42 410 kg (93 500 lb) (c)	103 600 kg (228 400 lb) (c)
A350-900 WV002 (CG 37.53%)	272 900 kg (601 650 lb)	25 580 kg (56 400 lb)	23.38% MAC (a)	40 910 kg (90 200 lb)	129 810 kg (286 175 lb)	37.53% MAC (a)	42 410 kg (93 500 lb) (c)	103 850 kg (228 950 lb) (c)
A350-900 WV003	268 900 kg (592 825 lb)	25 410 kg (56 025 lb)	23.14% MAC (a)	40 520 kg (89 325 lb)	128 150 kg (282 525 lb)	38.1% MAC (a)	41 790 kg (92 125 lb) (c)	102 520 kg (226 025 lb) (c)
A350-900 WV004	260 900 kg (575 175 lb)	25 030 kg (55 200 lb)	22.69% MAC (a)	39 690 kg (87 500 lb)	124 830 kg (275 225 lb)	39.28% MAC (a)	40 550 kg (89 375 lb) (c)	99 870 kg (220 175 lb) (c)
A350-900 WV005	250 900 kg (553 150 lb)	24 440 kg (53 875 lb)	22.24% MAC (a)	38 530 kg (84 950 lb)	120 690 kg (266 075 lb)	40.86% MAC (a)	38 990 kg (85 950 lb) (c)	96 550 kg (212 875 lb) (c)
A350-900 WV006 (CG 36.4%)	272 900 kg (601 650 lb)	23 450 kg (51 700 lb)	23.4% MAC (b)	37 500 kg (82 675 lb)	129 310 kg (285 100 lb)	36.4% MAC (a)	42 410 kg (93 500 lb) (c)	103 450 kg (228 075 lb) (c)
A350-900 WV006 (CG 36.83%)	272 900 kg (601 650 lb)	25 110 kg (55 350 lb)	23.93% MAC (a)	40 440 kg (89 150 lb)	129 500 kg (285 500 lb)	36.83% MAC (a)	42 410 kg (93 500 lb) (c)	103 600 kg (228 400 lb) (c)
A350-900 WV006 (CG 37.53%)	272 900 kg (601 650 lb)	25 580 kg (56 400 lb)	23.38% MAC (a)	40 910 kg (90 200 lb)	129 810 kg (286 175 lb)	37.53% MAC (a)	42 410 kg (93 500 lb) (c)	103 850 kg (228 950 lb) (c)

NOTE:
(a) LOADS CALCULATED USING AIRCRAFT AT MRW.
(b) LOADS CALCULATED USING AIRCRAFT AT 250 200 kg (551 600 lb).
(c) BRAKED MAIN GEAR.

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Maximum Pavement Loads
(Sheet 2 of 5)
FIGURE-7-3-0-991-001-A01

****ON A/C A350-900**

1	2	3		4	5		6	
		$V_{(NG)}$			$V_{(MG)}$ (PER STRUT)		H (PER STRUT)	
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT FWD CG		STATIC BRAKING AT 10 ft/s² DECELERATION	STATIC LOAD AT AFT CG		STEADY BRAKING AT 10 ft/s² DECELERATION	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8
A350-900 WV007 (CG 33%)	268 900 kg (592 825 lb)	23 450 kg (51 700 lb)	23.4% MAC (b)	37 500 kg (82 675 lb)	125 960 kg (277 700 lb)	33% MAC (a)	41 790 kg (92 125 lb) (d)	100 770 kg (222 150 lb) (d)
A350-900 WV007 (CG 38.1%)	268 900kg (592 825 lb)	25 410 kg (56 025 lb)	23.14% MAC (a)	40 520 kg (89 325 lb)	128 150 kg (282 525 lb)	38.1% MAC (a)	41 790 kg (92 125 lb) (d)	102 520 kg (226 025 lb) (d)
A350-900 WV008	240 900 kg (531 100 lb)	23 840 kg (52 550 lb)	21.75% MAC (a)	37 370 kg (82 400 lb)	116 490 kg (256 825 lb)	42.4% MAC (a)	37 440 kg (82 525 lb) (d)	93 190 kg (205 450 lb) (d)
A350-900 WV009	275 900 kg (608 250 lb)	23 450 kg (51 700 lb)	23.4% MAC (b)	37 500 kg (82 675 lb)	129 330 kg (285 125 lb)	33.2% MAC (a)	42 880 kg (94 525 lb) (d)	103 460 kg (228 100 lb) (d)
A350-900 WV010 (CG 31.2%)	280 900 kg (619 275 lb)	25 080 kg (55 275 lb)	22.78% MAC (c)	39 800 kg (87 750 lb)	130 780 kg (288 300 lb)	31.2% MAC (a)	43 650 kg (96 250 lb) (d)	104 620 kg (230 650 lb) (d)
A350-900 WV010 (CG 33.36%)	280 900 kg (619 275 lb)	25 910 kg (57 125 lb)	23.84% MAC (a)	41 690 kg (91 925 lb)	131 740 kg (290 450 lb)	33.36% MAC (a)	43 650 kg (96 250 lb) (d)	105 390 kg (232 350 lb) (d)
A350-900 WV011	255 900 kg (564 175 lb)	24 740 kg (54 525 lb)	22.47% MAC (a)	39 110 kg (86 225 lb)	122 760 kg (270 650 lb)	40.06% MAC (a)	39 770 kg (87 675 lb) (d)	98 210 kg (216 525 lb) (d)
A350-900 WV012	250 900 kg (553 150 lb)	24 440 kg (53 875 lb)	22.24% MAC (a)	38 530 kg (84 950 lb)	120 690 kg (266 075 lb)	40.86% MAC (a)	38 990 kg (85 950 lb) (d)	96 550 kg (212 875 lb) (d)
A350-900 WV013 (CG 31.2%)	280 900 kg (619 275 lb)	25 080 kg (55 275 lb)	22.78% MAC (c)	39 800 kg (87 750 lb)	130 780 kg (288 300 lb)	31.2% MAC (a)	43 650 kg (96 250 lb) (d)	104 620 kg (230 650 lb) (d)
A350-900 WV013 (CG 33.36%)	280 900 kg (619 275 lb)	25 910 kg (57 125 lb)	23.84% MAC (a)	41 690 kg (91 925 lb)	131 740 kg (290 450 lb)	33.36% MAC (a)	43 650 kg (96 250 lb) (d)	105 390 kg (232 350 lb) (d)

NOTE:
(a) LOADS CALCULATED USING AIRCRAFT AT MRW.
(b) LOADS CALCULATED USING AIRCRAFT AT 250 200 kg (551 600 lb).
(c) LOADS CALCULATED USING AIRCRAFT AT 262 140 kg (577 900 lb).
(d) BRAKED MAIN GEAR.

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Maximum Pavement Loads
(Sheet 3 of 5)
FIGURE-7-3-0-991-001-A01

****ON A/C A350-900**

1	2	3		4	5		6	
		$V_{(NG)}$			$V_{(MG)}$ (PER STRUT)		H (PER STRUT)	
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT FWD CG		STATIC BRAKING AT 10 ft/s² DECELERATION	STATIC LOAD AT AFT CG		STEADY BRAKING AT 10 ft/s² DECELERATION	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8
A350-900 WV014	235 900 kg (520 075 lb)	23 540 kg (51 900 lb)	21.49% MAC (a)	36 800 kg (81 125 lb)	114 070 kg (251 475 lb)	42.4% MAC (a)	36 660 kg (80 825 lb) (d)	91 260 kg (201 175 lb) (d)
A350-900 WV015 (CG 31.15%)	277 900 kg (612 675 lb)	23 450 kg (51 700 lb)	23.4% MAC (b)	37 500 kg (82 675 lb)	129 360 kg (285 175 lb)	31.15% MAC (a)	43 190 kg (95 200 lb) (d)	103 480 kg (228 150 lb) (d)
A350-900 WV015 (CG 33.27%)	277 900 kg (612 675 lb)	25 080 kg (55 300 lb)	24.48% MAC (a)	40 690 kg (89 700 lb)	130 290 kg (287 250 lb)	33.27% MAC (a)	43 190 kg (95 200 lb) (d)	104 240 kg (229 800 lb) (d)
A350-900 WV015 (CG 35.57%)	277 900 kg (612 675 lb)	25 790 kg (56 875 lb)	23.67% MAC (a)	41 410 kg (91 275 lb)	131 320 kg (289 500 lb)	35.57% MAC (a)	43 190 kg (95 200 lb) (d)	105 050 kg (231 600 lb) (d)
A350-900 WV016 (CG 32.58%)	278 900 kg (614 875 lb)	25 080 kg (55 275 lb)	22.78% MAC (c)	39 800 kg (87 750 lb)	130 460 kg (287 600 lb)	32.58% MAC (a)	43 340 kg (95 550 lb) (d)	104 370 kg (230 075 lb) (d)
A350-900 WV016 (CG 34.83%)	278 900 kg (614 875 lb)	25 840 kg (56 975 lb)	23.72% MAC (a)	41 510 kg (91 525 lb)	131 460 kg (289 825 lb)	34.83% MAC (a)	43 340 kg (95 550 lb) (d)	105 170 kg (231 850 lb) (d)
A350-900 WV017	210 900 kg (464 950 lb)	22 060 kg (48 625 lb)	20% MAC (a)	33 900 kg (74 750 lb)	99 790 kg (220 000 lb)	36% MAC (a)	32 770 kg (72 250 lb) (d)	79 840 kg (176 000 lb) (d)
A350-900 WV018	217 900 kg (480 375 lb)	22 460 kg (49 525 lb)	20.47% MAC (a)	34 700 kg (76 500 lb)	103 100 kg (227 300 lb)	35.99% MAC (a)	33 860 kg (74 650 lb) (d)	82 480 kg (181 850 lb) (d)
A350-900 WV019	235 900 kg (520 075 lb)	23 540 kg (51 900 lb)	21.49% MAC (a)	36 800 kg (81 125 lb)	114 070 kg (251 475 lb)	42.4% MAC (a)	36 660 kg (80 825 lb) (d)	91 260 kg (201 175 lb) (d)
A350-900 WV020	283 900 kg (625 900 lb)	26 050 kg (57 425 lb)	24% MAC (a)	42 000 kg (92 600 lb)	132 170 kg (291 400 lb)	31.2 % MAC (a)	44 120 kg (97 275 lb) (d)	105 740 kg (233 125 lb) (d)

NOTE:
(a) LOADS CALCULATED USING AIRCRAFT AT MRW.
(b) LOADS CALCULATED USING AIRCRAFT AT 250 200 kg (551 600 lb).
(c) LOADS CALCULATED USING AIRCRAFT AT 262 140 kg (577 900 lb).
(d) BRAKED MAIN GEAR.

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Maximum Pavement Loads
(Sheet 4 of 5)
FIGURE-7-3-0-991-001-A01

****ON A/C A350-900**

1	2	3		4	5		6	
		$V_{(NG)}$			$V_{(MG)}$ (PER STRUT)		H (PER STRUT)	
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT FWD CG		STATIC BRAKING AT 10 ft/s² DECELERATION	STATIC LOAD AT AFT CG		STEADY BRAKING AT 10 ft/s² DECELERATION	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8
A350-900 WV021	277 900 kg (612 675 lb)	23 450 kg (51 700 lb)	23.4% MAC (b)	37 500 kg (82 675 lb)	129 360 kg (285 175 lb)	31.15% MAC (a)	43 190 kg (95 200 lb) (c)	103 480 kg (228 150 lb) (c)
A350-900 WV022 (CG 31.2%)	280 900 kg (619 275 lb)	25 080 kg (55 275 lb)	22.78% MAC (d)	39 800 kg (87 750 lb)	130 780 kg (288 300 lb)	31.2% MAC (a)	43 650 kg (96 250 lb) (c)	104 620 kg (230 650 lb) (c)
A350-900 WV022 (CG 33.36%)	280 900 kg (619 275 lb)	25 910 kg (57 125 lb)	23.84% MAC (a)	41 690 kg (91 925 lb)	131 740 kg (290 450 lb)	33.36% MAC (a)	43 650 kg (96 250 lb) (c)	105 390 kg (232 350 lb) (c)
A350-900 WV023 (CG 31.2%)	280 900 kg (619 275 lb)	25 080 kg (55 275 lb)	22.78% MAC (d)	39 800 kg (87 750 lb)	130 780 kg (288 300 lb)	31.2% MAC (a)	43 650 kg (96 250 lb) (c)	104 620 kg (230 650 lb) (c)
A350-900 WV023 (CG 33.36%)	280 900 kg (619 275 lb)	25 920 kg (57 150 lb)	23.84% MAC (a)	41 700 kg (91 925 lb)	131 740 kg (290 450 lb)	33.36% MAC (a)	43 650 kg (96 250 lb) (c)	105 390 kg (232 350 lb) (c)
A350-900 WV024	250 900 kg (553 150 lb)	24 440 kg (53 875 lb)	22.24% MAC (a)	38 530 kg (84 950 lb)	120 690 kg (266 075 lb)	40.86% MAC (a)	38 990 kg (85 950 lb) (c)	96 550 kg (212 875 lb) (c)
A350-900 WV025	245 900 kg (542 125 lb)	24 140 kg (53 225 lb)	22% MAC (a)	37 950 kg (83 675 lb)	118 620 kg (261 525 lb)	41.7% MAC (a)	38 210 kg (84 250 lb) (c)	94 900 kg (209 225 lb) (c)

NOTE:
(a) LOADS CALCULATED USING AIRCRAFT AT MRW.
(b) LOADS CALCULATED USING AIRCRAFT AT 250 200 kg (551 600 lb).
(c) BRAKED MAIN GEAR.
(d) LOADS CALCULATED USING AIRCRAFT AT 262 140 kg (577 900 lb).

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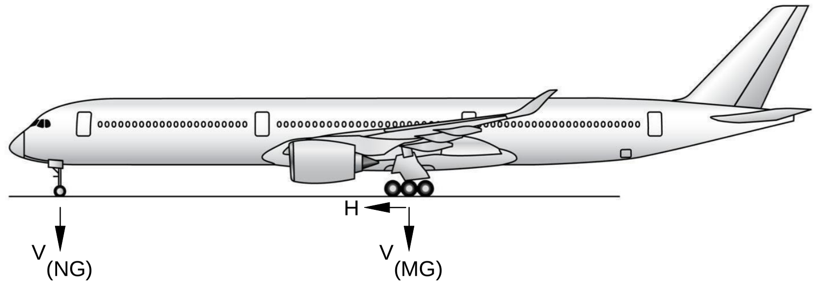
Maximum Pavement Loads
(Sheet 5 of 5)
FIGURE-7-3-0-991-001-A01

****ON A/C A350-1000**



$V_{(NG)}$ MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG
$V_{(MG)}$ MAXIMUM VERTICAL MAIN GEAR GROUND LOAD AT MOST AFT CG
H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

1	2	3		4	5		6	
		$V_{(NG)}$			$V_{(MG)}$ (PER STRUT)		H (PER STRUT)	
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT FWD CG		STATIC BRAKING AT 10 ft/s² DECELERATION	STATIC LOAD AT AFT CG		STEADY BRAKING AT 10 ft/s² DECELERATION	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8
A350-1000 WV000 (CG 35.88%)	308 900 kg (681 000 lb)	28 030 kg (61 775 lb)	22.46% MAC (a)	TBD	146 240 kg (322 400 lb)	35.88% MAC (a)	TBD (c)	116 990 kg (257 925 lb) (c)
A350-1000 WV000 (CG 35.96%)	308 900 kg (681 000 lb)	26 560 kg (58 550 lb)	24.16% MAC (a)	TBD	146 280 kg (322 500 lb)	35.96% MAC (a)	TBD (c)	117 020 kg (258 000 lb) (c)
A350-1000 WV001 (CG 34%)	311 900 kg (687 625 lb)	26 570 kg (58 575 lb)	24.3% MAC (b)	TBD	146 840 kg (323 725 lb)	34% MAC (a)	TBD (c)	117 470 kg (258 975 lb) (c)
A350-1000 WV001 (CG 35.53%)	311 900 kg (687 625 lb)	28 150 kg (62 050 lb)	22.63% MAC (a)	TBD	147 510 kg (325 200 lb)	35.53% MAC (a)	TBD (c)	118 010 kg (260 175 lb) (c)
A350-1000 WV002 (CG 30.8%)	316 900 kg (698 650 lb)	26 850 kg (59 200 lb)	24.6% MAC (a)	TBD	147 770 kg (325 775 lb)	30.8% MAC (a)	TBD (c)	118 220 kg (260 625 lb) (c)

NOTE:
(a) LOADS CALCULATED USING AIRCRAFT AT MRW.
(b) LOADS CALCULATED USING AIRCRAFT AT 310 400 kg (684 325 lb).
(c) BRAKED MAIN GEAR.

P_AC_070300_1_0020001_01_07

Maximum Pavement Loads
(Sheet 1 of 3)
FIGURE-7-3-0-991-002-A01

**ON A/C A350-1000

1	2	3		4	5		6	
		$V_{(NG)}$			$V_{(MG)}$ (PER STRUT)		H (PER STRUT)	
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT FWD CG		STATIC BRAKING AT 10 ft/s² DECELERATION	STATIC LOAD AT AFT CG		STEADY BRAKING AT 10 ft/s² DECELERATION	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8
A350-1000 WV002 (CG 34.95%)	316 900 kg (698 650 lb)	28 370 kg (62 550 lb)	22.89% MAC (a)	TBD	149 620 kg (329 850 lb)	34.95% MAC (a)	TBD (b)	119 690 kg (263 875 lb) (b)
A350-1000 WV004 (CG 35.88%)	308 900 kg (681 000 lb)	28 030 kg (61 775 lb)	22.46 % MAC (a)	TBD	146 240 kg (322 400 lb)	35.88% MAC (a)	TBD (b)	116 990 kg (257 925 lb) (b)
A350-1000 WV004 (CG 35.96%)	308 900 kg (681 000 lb)	26 560 kg (58 550 lb)	24.16% MAC (a)	TBD	146 280 kg (322 500 lb)	35.96% MAC (a)	TBD (b)	117 020 kg (258 000 lb) (b)
A350-1000 WV005	270 900 kg (597 225 lb)	25 320 kg (55 825 lb)	21.5% MAC (a)	TBD	130 250 kg (287 150 lb)	41.07% MAC (a)	TBD (b)	104 200 kg (229 725 lb) (b)
A350-1000 WV006	319 900 kg (705 250 lb)	28 490 kg (62 825 lb)	23.05% MAC (a)	TBD	150 180 kg (331 100 lb)	33.05% MAC (a)	TBD (b)	120 140 kg (264 875 lb) (b)
A350-1000 WV007	260 900 kg (575 175 lb)	24 380 kg (53 750 lb)	21.5% MAC (a)	TBD	125 450 kg (276 575 lb)	41.1% MAC (a)	TBD (b)	100 360 kg (221 250 lb) (b)
A350-1000 WV009 (CG 38.17%)	290 900 kg (641 325 lb)	27 180 kg (59 925 lb)	21.5% MAC (a)	TBD	138 660 kg (305 700 lb)	38.17% MAC (a)	TBD (b)	110 930 kg (244 550 lb) (b)
A350-1000 WV009 (CG 38.21%)	290 900 kg (641 325 lb)	25 910 kg (57 125 lb)	23.06% MAC (a)	TBD	138 680 kg (305 725 lb)	38.21% MAC (a)	TBD (b)	110 940 kg (244 600 lb) (b)
A350-1000 WV010 (CG 36.86%)	300 900 kg (663 375 lb)	27 680 kg (61 025 lb)	22.01% MAC (a)	TBD	142 870 kg (314 975 lb)	36.86% MAC (a)	TBD (b)	114 300 kg (251 975 lb) (b)
A350-1000 WV010 (CG 36.93%)	300 900 kg (663 375 lb)	26 270 kg (57 900 lb)	23.69% MAC (a)	TBD	142 900 kg (315 050 lb)	36.93% MAC (a)	TBD (b)	114 320 kg (252 025 lb) (b)

NOTE:
(a) LOADS CALCULATED USING AIRCRAFT AT MRW.
(b) BRAKED MAIN GEAR.

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Maximum Pavement Loads
(Sheet 2 of 3)
FIGURE-7-3-0-991-002-A01

****ON A/C A350-1000**

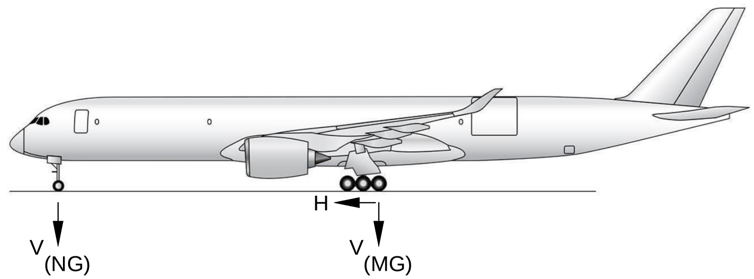
1	2	3		4	5		6	
		$V_{(NG)}$			$V_{(MG)}$ (PER STRUT)		H (PER STRUT)	
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT FWD CG		STATIC BRAKING AT 10 ft/s² DECELERATION	STATIC LOAD AT AFT CG		STEADY BRAKING AT 10 ft/s² DECELERATION	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8
A350-1000 WV011 (CG 30.8%)	316 900 kg (698 650 lb)	26 850 kg (59 200 lb)	24.6% MAC (a)	TBD	147 770 kg (325 775 lb)	30.8% MAC (a)	TBD (b)	118 220 kg (260 625 lb) (b)
A350-1000 WV011 (CG 34.95%)	316 900 kg (698 650 lb)	28 370 kg (62 550 lb)	22.89% MAC (a)	TBD	149 620 kg (329 850 lb)	34.95% MAC (a)	TBD (b)	119 690 kg (263 875 lb) (b)
A350-1000 WV014 (CG 32.47%)	314 750 kg (693 900 lb)	26 780 kg (59 025 lb)	24.48% MAC (a)	TBD	147 500 kg (325 200 lb)	32.47% MAC (a)	TBD (b)	118 000 kg (260 150 lb) (b)
A350-1000 WV014 (CG 35.19%)	314 750 kg (693 900 lb)	28 270 kg (62 325 lb)	22.78% MAC (a)	TBD	148 710 kg (327 850 lb)	35.19% MAC (a)	TBD (b)	118 970 kg (262 275 lb) (b)

NOTE:
(a) LOADS CALCULATED USING AIRCRAFT AT MRW.
(b) BRAKED MAIN GEAR.

P_AC_070300_1_0020001_03_00

Maximum Pavement Loads
(Sheet 3 of 3)
FIGURE-7-3-0-991-002-A01

**ON A/C A350-1000F



$V_{(NG)}$ MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG
$V_{(MG)}$ MAXIMUM VERTICAL MAIN GEAR GROUND LOAD AT MOST AFT CG
H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

1	2	3		4	5		6	
		$V_{(NG)}$			$V_{(MG)}$ (PER STRUT)		H (PER STRUT)	
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT FWD CG		STATIC BRAKING AT 10 ft/s² DECELERATION	STATIC LOAD AT AFT CG		STEADY BRAKING AT 10 ft/s² DECELERATION	AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8
A350-1000F WV000	319 900 kg (705 250 lb)	29 330 kg (64 650 lb)	25 % MAC (a)	TBD	149 240 kg (329 025 lb)	33.05 % MAC (a)	TBD (b)	119 390 kg (263 225 lb) (b)
A350-1000F WV002	319 900 kg (705 250 lb)	29 330 kg (64 650 lb)	25 % MAC (a)	TBD	149 240 kg (329 025 lb)	33.05 % MAC (a)	TBD (b)	119 390 kg (263 225 lb) (b)

NOTE:
(a) LOADS CALCULATED USING AIRCRAFT AT MRW.
(b) BRAKED MAIN GEAR.

P_AC_070300_1_0330001_01_00

Maximum Pavement Loads
FIGURE-7-3-0-991-033-A01

7-4-0 Landing Gear Loading on Pavement

****ON A/C A350-1000 A350-1000F A350-900**

Landing Gear Loading on Pavement

1. The curves related to the landing gear loading on pavement are not given in section 7-4-0.

   Because the relationship between the aircraft weight, the center of gravity and the landing gear loading on the pavement is not strictly linear, it cannot be shown in chart format.
   But you can find in section 7-3-0 the maximum vertical and horizontal pavement loads for some critical conditions at the tire/ground interfaces for all the operational weight variants of the aircraft.
   For questions related to the landing gear loading on pavement, contact Airbus.

7-5-0 Flexible Pavement Requirements - US Army Corps of Engineers Design Method

****ON A/C A350-1000 A350-1000F A350-900**

Flexible Pavement Requirements - US Army Corps of Engineers Design Method

1. The flexible-pavement requirements curves by U.S. Army Corps of Engineers Design Method are not given in section 7-5-0 since the related data is available through free software.

   Sections 7-2-0 and 7-3-0 give all the inputs data required for the use of such software.

   NOTE : The U.S. Army Corps of Engineers Design Method for flexible pavements is being gradually superseded by mechanistic-empirical design methods mostly relying on Linear Elastic Analysis (LEA). The number of parameters considered by such methods is not applicable for a chart format and the use of dedicated pavement-design software is necessary.

   For questions related to the flexible pavement requirements, contact Airbus.

7-6-0 Flexible Pavement Requirements - LCN Conversion

****ON A/C A350-1000 A350-1000F A350-900**

Flexible Pavement Requirements - LCN Conversion

1. The Load Classification Number (LCN) curves are no longer provided in section 7-6-0 since the LCN system for reporting pavement strength is obsolete, having been replaced by the ICAO recommended ACN/PCN system in 1983 and ACR/PCR system in 2020.

   For questions regarding the LCN system, contact Airbus.

7-7-0 Rigid Pavement Requirements - Portland Cement Association Design Method

****ON A/C A350-1000 A350-1000F A350-900**

Rigid Pavement Requirements - Portland Cement Association Design Method

1. The rigid-pavement requirements curves by Portland Cement Association Design Method are not given in section 7-7-0 since the related data is available through free software.

   Sections 7-2-0 and 7-3-0 give all the inputs data required for the use of such software.

   NOTE : The Portland Cement Association Design Method for rigid pavements is being gradually superseded by mechanistic-empirical design methods mostly relying on Finite Element Analysis (FEM). The number of parameters considered by such methods is not applicable for a chart format and the use of dedicated pavement-design software is necessary.

   For questions related to the rigid pavement requirements, contact Airbus.

7-8-0 Rigid Pavement Requirements - LCN Conversion

****ON A/C A350-1000 A350-1000F A350-900**

Rigid Pavement Requirements - LCN Conversion

1. The Load Classification Number (LCN) curves are no longer provided in section 7-8-0 since the LCN system for reporting pavement strength is obsolete, having been replaced by the ICAO recommended ACN/PCN system in 1983 and ACR/PCR system in 2020.

   For questions regarding the LCN system, contact Airbus.

7-9-0 ACN/PCN Reporting System - Flexible and Rigid Pavements

****ON A/C A350-1000 A350-1000F A350-900**

ACN/PCN Reporting System - Flexible and Rigid Pavements

1. This section gives data about the Aircraft Classification Number (ACN) for an aircraft gross weight in relation with standard subgrade strength values for flexible and rigid pavement.

   To find the ACN of an aircraft on flexible and rigid pavement, you must know the aircraft gross weight and the subgrade strength.

   NOTE : An aircraft with an ACN equal to or less than the reported PCN can operate on that pavement, subject to any limitation on the tire pressure.
   (Ref: ICAO Aerodrome Design Manual, Part 3, Chapter 1, Second Edition 1983).

2. Aircraft Classification Number - ACN table

   The tables in figures (FIGURE 7-9-0-991-008-A, FIGURE 7-9-0-991-011-A and FIGURE 7-9-0-991-038-D) give ACN data in tabular format for all the operational weight variants of the aircraft.
   As an approximation, use a linear interpolation in order to get the ACN at the required operating weight using the following equation:
   - ACN = ACN min + (ACN max - ACN min) x (Operating weight - 140 000 kg)/(MRW - 140 000 kg) for the A350-900,
   - ACN = ACN min + (ACN max - ACN min) x (Operating Weight - 160 000 kg)/(MRW - 160 000 kg) for the A350-1000.

   Please note that the interpolation error may reach 5% to 10%.
   As an approximation, use a linear interpolation in order to get the aircraft weight at the pavement PCN using the following equation:
   - Operating weight = 140 000 kg + (MRW - 140 000 kg) x (PCN - ACN min)/(ACN max - ACN min) for the A350-900,
   - Operating weight = 160 000 kg + (MRW - 160 000 kg) x (PCN - ACN min)/(ACN max - ACN min) for the A350-1000.

   With ACN max = ACN calculated at the MRW in the table and with ACN min = ACN calculated at 140 000 kg for the A350-900 and 160 000 kg for the A350-1000.
   Please note that the interpolation error may reach up to 5%.
   For questions or specific calculation regarding ACN/PCN Reporting System, contact Airbus.

**ON A/C A350-900

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACN FOR RIGID PAVEMENT SUBGRADES - MN/m³				ACN FOR FLEXIBLE PAVEMENT SUBGRADES - CBR			
				HIGH 150	MEDIUM 80	LOW 40	ULTRA-LOW 20	HIGH 15	MEDIUM 10	LOW 6	ULTRA-LOW 3
A350-900 WV000 (CG 33%)	268 900	46.8	1.66	63	70	82	95	65	69	79	108
	140 000	46.8		32	33	35	40	30	31	33	40
A350-900 WV000 (CG 38.09%)	268 900	47.7	1.66	64	72	83	97	67	71	81	111
	140 000	47.7		32	33	36	41	31	32	34	41
A350-900 WV000 (CG 38.1%)	268 900	47.7	1.66	64	72	83	97	67	71	81	111
	140 000	47.7		32	33	36	41	31	32	34	41
A350-900 WV001 (CG 33.2%)	275 900	46.9	1.68	65	73	85	98	68	72	82	113
	140 000	46.9		32	33	36	40	30	31	33	40
A350-900 WV001 (CG 34.83%)	275 900	47.1	1.68	66	73	85	99	68	72	82	114
	140 000	47.1		32	33	36	40	30	31	34	41
A350-900 WV001 (CG 37.07%)	275 900	47.5	1.68	66	74	86	100	69	73	83	115
	140 000	47.5		32	33	36	41	31	32	34	41
A350-900 WV002 (CG 36.39%)	272 900	47.4	1.68	65	73	85	98	68	72	82	113
	140 000	47.4		32	33	36	41	31	32	34	41
A350-900 WV002 (CG 36.83%)	272 900	47.5	1.68	65	73	85	99	68	72	82	113
	140 000	47.5		32	33	36	41	31	32	34	41
A350-900 WV002 (CG 37.53%)	272 900	47.6	1.68	65	73	85	99	68	72	82	113
	140 000	47.6		32	33	36	41	31	32	34	41
A350-900 WV003	268 900	47.7	1.66	64	72	83	97	67	71	81	111
	140 000	47.7		32	33	36	41	31	32	34	41
A350-900 WV004	260 900	47.8	1.66	63	69	81	94	65	68	78	107
	140 000	47.9		32	33	36	41	31	32	34	42
A350-900 WV005	250 900	48.1	1.66	60	66	77	89	62	66	74	102
	140 000	48.1		33	34	37	41	31	32	35	42
A350-900 WV006 (CG 36.4%)	272 900	47.4	1.68	65	73	85	98	68	72	82	113
	140 000	47.4		32	33	36	41	31	32	34	41
A350-900 WV006 (CG 36.83%)	272 900	47.5	1.68	65	73	85	99	68	72	82	113
	140 000	47.5		32	33	36	41	31	32	34	41
A350-900 WV006 (CG 37.53%)	272 900	47.6	1.68	65	73	85	99	68	72	82	113
	140 000	47.6		32	33	36	41	31	32	34	41
A350-900 WV007 (CG 33%)	268 900	46.8	1.66	63	70	82	95	65	69	79	108
	140 000	46.8		32	33	35	40	30	31	33	40
A350-900 WV007 (CG 38.1%)	268 900	47.7	1.66	64	72	83	97	67	71	81	111
	140 000	47.7		32	33	36	41	31	32	34	41
A350-900 WV008	240 900	48.4	1.52	56	62	72	84	59	62	71	96
	140 000	48.4		32	33	36	41	31	32	35	42
A350-900 WV009	275 900	46.9	1.68	65	73	85	98	68	72	82	113
	140 000	46.9		32	33	36	40	30	31	33	40
A350-900 WV010 (CG 31.2%)	280 900	46.6	1.71	66	74	87	100	69	73	83	115
	140 000	46.5		32	33	35	40	30	31	33	40
A350-900 WV010 (CG 33.36%)	280 900	46.9	1.71	67	75	87	101	69	73	84	116
	140 000	46.9		32	33	36	40	30	31	33	40
A350-900 WV011	255 900	48.0	1.66	61	68	79	91	63	67	76	104
	140 000	48.0		33	33	36	41	31	32	34	42
A350-900 WV012	250 900	48.1	1.66	60	66	77	89	62	66	74	102
	140 000	48.1		33	34	37	41	31	32	35	42

P_AC_070900_1_0080001_01_04

ACN Table
(Sheet 1 of 2)
FIGURE-7-9-0-991-008-A01

****ON A/C A350-900**

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACN FOR RIGID PAVEMENT SUBGRADES - MN/m³				ACN FOR FLEXIBLE PAVEMENT SUBGRADES - CBR			
				HIGH 150	MEDIUM 80	LOW 40	ULTRA -LOW 20	HIGH 15	MEDIUM 10	LOW 6	ULTRA -LOW 3
A350-900 WV013 (CG 31.2%)	280 900	46.6	1.71	66	74	87	100	69	73	83	115
	140 000	46.5		32	33	35	40	30	31	33	40
A350-900 WV013 (CG 33.36%)	280 900	46.9	1.71	67	75	87	101	69	73	84	116
	140 000	46.9		32	33	36	40	30	31	33	40
A350-900 WV014	235 900	48.4	1.52	55	60	70	81	57	61	69	93
	140 000	48.4		32	33	36	41	31	32	35	42
A350-900 WV015 (CG 31.15%)	277 900	46.5	1.68	65	73	85	98	68	72	82	113
	140 000	46.5		32	32	35	40	30	31	33	40
A350-900 WV015 (CG 33.27%)	277 900	46.9	1.68	66	74	86	99	68	72	83	114
	140 000	46.9		32	33	36	40	30	31	33	40
A350-900 WV015 (CG 35.57%)	277 900	47.3	1.68	66	74	87	100	69	73	83	115
	140 000	47.2		32	33	36	40	31	32	34	41
A350-900 WV016 (CG 32.58)	278 900	46.8	1.71	66	74	86	100	68	73	83	114
	140 000	46.8		32	33	36	40	30	31	33	40
A350-900 WV016 (CG 34.83%)	278 900	47.1	1.71	67	75	87	101	69	73	84	115
	140 000	47.1		32	33	36	41	30	31	34	41
A350-900 WV017	210 900	47.3	1.36	45	49	56	66	48	51	57	76
	140 000	47.3		30	31	34	38	30	31	34	41
A350-900 WV018	217 900	47.3	1.68	51	55	63	73	51	54	60	80
	140 000	47.3		32	33	36	41	31	32	34	41
A350-900 WV019	235 900	48.4	1.52	55	60	70	81	57	61	69	93
	140 000	48.4		32	33	36	41	31	32	35	42
A350-900 WV020	283 900	46.6	1.71	67	75	88	102	69	74	84	116
	140 000	46.5		32	33	35	40	30	31	33	40
A350-900 WV021	277 900	46.5	1.68	65	73	85	98	68	72	82	113
	140 000	46.5		32	32	35	40	30	31	33	40
A350-900 WV022 (CG 31.2%)	280 900	46.6	1.71	66	74	87	100	69	73	83	115
	140 000	46.5		32	33	35	40	30	31	33	40
A350-900 WV022 (CG 33.36%)	280 900	46.9	1.71	67	75	87	101	69	73	84	116
	140 000	46.9		32	33	36	40	30	31	33	40
A350-900 WV023 (CG 31.2%)	280 900	46.6	1.71	66	74	87	100	69	73	83	115
	140 000	46.5		32	33	35	40	30	31	33	40
A350-900 WV023 (CG 33.36%)	280 900	46.9	1.71	67	75	87	101	69	73	84	116
	140 000	46.9		32	33	36	40	30	31	33	40
A350-900 WV024	250 900	48.1	1.66	60	66	77	89	62	66	74	102
	140 000	48.1		33	34	37	41	31	32	35	42
A350-900 WV025	245 900	48.2	1.52	57	63	73	86	60	64	72	99
	140 000	48.3		32	33	36	41	31	32	35	42

P_AC_070900_1_0080001_02_03

ACN Table
(Sheet 2 of 2)
FIGURE-7-9-0-991-008-A01

**ON A/C A350-1000

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACN FOR RIGID PAVEMENT SUBGRADES - MN/m³				ACN FOR FLEXIBLE PAVEMENT SUBGRADES - CBR			
				HIGH 150	MEDIUM 80	LOW 40	ULTRA -LOW 20	HIGH 15	MEDIUM 10	LOW 6	ULTRA -LOW 3
A350-1000 WV000 (CG 35.88%)	308 900	47.3	1.52	57	72	93	112	55	61	76	105
	160 000	47.3		27	28	34	42	23	25	28	38
A350-1000 WV000 (CG 35.96%)	308 900	47.4	1.52	57	72	93	112	55	61	76	105
	160 000	47.4		27	28	34	42	23	25	28	38
A350-1000 WV001 (CG 34%)	311 900	47.1	1.52	57	73	93	113	55	62	76	105
	160 000	47.1		27	27	33	42	23	25	28	38
A350-1000 WV001 (CG 35.53%)	311 900	47.3	1.52	58	73	94	114	56	62	77	106
	160 000	47.3		27	28	34	42	23	25	28	38
A350-1000 WV002 (CG 30.8%)	316 900	46.6	1.52	58	74	94	114	56	62	77	106
	160 000	46.6		27	27	33	41	23	24	28	38
A350-1000 WV002 (CG 34.95%)	316 900	47.2	1.52	59	75	96	116	57	63	79	108
	160 000	47.2		27	27	34	42	23	25	28	38
A350-1000 WV004 (CG 35.88%)	308 900	47.3	1.52	57	72	93	112	55	61	76	105
	160 000	47.3		27	28	34	42	23	25	28	38
A350-1000 WV004 (CG 35.96%)	308 900	47.4	1.52	57	72	93	112	55	61	76	105
	160 000	47.4		27	28	34	42	23	25	28	38
A350-1000 WV005	270 900	48.1	1.52	48	60	77	95	47	52	63	89
	160 000	48.1		28	28	34	43	24	25	29	39
A350-1000 WV006	319 900	46.9	1.56	60	76	97	117	57	64	79	109
	160 000	46.9		27	27	33	42	23	25	28	38
A350-1000 WV007	260 900	48.1	1.31	43	54	70	87	44	49	59	84
	160 000	48.1		26	27	33	42	23	25	29	39
A350-1000 WV009 (CG 38.17%)	290 900	47.7	1.52	53	66	85	104	51	57	70	97
	160 000	47.7		28	28	34	42	23	25	29	39
A350-1000 WV009 (CG 38.21%)	290 900	47.7	1.52	53	66	85	104	51	57	70	97
	160 000	47.7		28	28	34	42	23	25	29	39
A350-1000 WV010 (CG 36.86%)	300 900	47.5	1.52	55	70	89	109	53	59	73	101
	160 000	47.5		27	28	34	42	23	25	29	39
A350-1000 WV010 (CG 36.93%)	300 900	47.5	1.52	55	70	89	109	53	59	73	101
	160 000	47.5		27	28	34	42	23	25	29	39
A350-1000 WV011 (CG 30.8%)	316 900	46.6	1.52	58	74	94	114	56	62	77	106
	160 000	46.6		27	27	33	41	23	24	28	38
A350-1000 WV011 (CG 34.95%)	316 900	47.2	1.52	59	75	96	116	57	63	79	108
	160 000	47.2		27	27	34	42	23	25	28	38
A350-1000 WV014 (CG 32.47%)	314 750	46.9	1.52	58	73	94	114	56	62	77	106
	160 000	46.9		27	27	33	41	23	24	28	38
A350-1000 WV014 (CG 35.19%)	314 750	47.2	1.52	58	74	95	115	56	63	78	107
	160 000	47.2		27	27	34	42	23	25	28	38

P_AC_070900_1_0110001_01_03

ACN Table
FIGURE-7-9-0-991-011-A01

****ON A/C A350-1000F**

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACN FOR RIGID PAVEMENT SUBGRADES - MN/m³				ACN FOR FLEXIBLE PAVEMENT SUBGRADES - CBR			
				HIGH 150	MEDIUM 80	LOW 40	ULTRA -LOW 20	HIGH 15	MEDIUM 10	LOW 6	ULTRA -LOW 3
A350-1000F WV000	319 900	46.7	1.62	60	76	97	117	57	63	78	108
	160 000	46.7		28	28	34	41	23	24	28	38
A350-1000F WV002	319 900	46.7	1.62	60	76	97	117	57	63	78	108
	160 000	46.7		28	28	34	41	23	24	28	38

P_AC_070900_1_0380004_01_00

ACN Table
FIGURE-7-9-0-991-038-D01

7-10-0 ACR/PCR Reporting System - Flexible and Rigid Pavements

****ON A/C A350-1000 A350-1000F A350-900**

ACR/PCR Reporting System - Flexible and Rigid Pavements

1. The ACR/PCR system has been developed by the ICAO to overcome the deficiencies of the ACN/PCN system. Significant advances in pavement design methods had occurred since its development in the late 1970s early 1980s, leading to inconsistencies with the pavement-strength-rating system.

   The ACR/PCR system entails new procedures for the determination of both the ACR and the PCR that are consistent with the current pavement design procedures. This allows to capture the effects of the improved characteristics of new pavement materials as well as modern landing gear configurations, thus leading to an improved accuracy.
   This section gives data about the Aircraft Classification Rating (ACR) for the maximum ramp weight in relation with standard subgrade strength values for flexible and rigid pavement.
   To determine the ACR at other aircraft gross weight, use the official ICAO-ACR software.

   NOTE : An aircraft with an ACR equal to or less than the reported PCR can operate on that pavement, subject to any limitation on the tire pressure. (Ref: ICAO Aerodrome Design Manual, Part 3, Third Edition 2020).

2. Aircraft Classification Rating - ACR Table

   The table (FIGURE 7-10-0-991-001-A, FIGURE 7-10-0-991-002-B and FIGURE 7-10-0-991-003-B) provide ACR data in tabular format for all the operational weight variants of the aircraft.
   For questions or specific calculation related to ACR/PCR reporting system, contact Airbus.

**ON A/C A350-900

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACR FOR RIGID PAVEMENT SUBGRADES - MPa				ACR FOR FLEXIBLE PAVEMENT SUBGRADES - MPa			
				HIGH 200	MEDIUM 120	LOW 80	ULTRA -LOW 50	HIGH 200	MEDIUM 120	LOW 80	ULTRA -LOW 50
A350-900 WV000 (CG 33%)	268 900	46.8	1.66	700	790	880	990	660	670	720	850
A350-900 WV000 (CG 38.09%)	268 900	47.7	1.66	720	810	910	1 020	670	690	730	870
A350-900 WV000 (CG 38.1%)	268 900	47.7	1.66	720	810	910	1 020	670	690	730	870
A350-900 WV001 (CG 33.2%)	275 900	46.9	1.68	730	830	920	1 030	680	690	740	880
A350-900 WV001 (CG 34.83%)	275 900	47.1	1.68	740	830	930	1 040	690	700	750	890
A350-900 WV001 (CG 37.07%)	275 900	47.5	1.68	740	840	940	1 050	690	700	760	900
A350-900 WV002 (CG 36.39%)	272 900	47.4	1.68	730	830	920	1 030	680	690	740	880
A350-900 WV002 (CG 36.83%)	272 900	47.5	1.68	730	830	920	1 030	680	700	750	890
A350-900 WV002 (CG 37.53%)	272 900	47.6	1.68	730	830	920	1 040	690	700	750	890
A350-900 WV003	268 900	47.7	1.66	720	810	910	1 020	670	690	730	870
A350-900 WV004	260 900	47.8	1.66	700	790	870	980	660	670	710	840
A350-900 WV005	250 900	48.1	1.66	670	750	830	940	630	640	680	800
A350-900 WV006 (CG 36.4%)	272 900	47.4	1.68	730	830	920	1 030	680	690	740	880
A350-900 WV006 (CG 36.83%)	272 900	47.5	1.68	730	830	920	1 030	680	700	750	880
A350-900 WV006 (CG 37.53%)	272 900	47.6	1.68	730	830	920	1 040	690	700	750	890
A350-900 WV007 (CG 33%)	268 900	46.8	1.66	700	790	880	990	660	670	720	850

P_AC_071000_1_0010001_01_02

ACR Table
(Sheet 1 of 3)
FIGURE-7-10-0-991-001-A01

**ON A/C A350-900

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACR FOR RIGID PAVEMENT SUBGRADES - MPa				ACR FOR FLEXIBLE PAVEMENT SUBGRADES - MPa			
				HIGH 200	MEDIUM 120	LOW 80	ULTRA -LOW 50	HIGH 200	MEDIUM 120	LOW 80	ULTRA -LOW 50
A350-900 WV007 (CG 38.1%)	268 900	47.7	1.66	720	810	910	1 020	670	690	730	870
A350-900 WV008	240 900	48.4	1.52	620	700	780	880	600	610	650	750
A350-900 WV009	275 900	46.9	1.68	730	830	920	1 030	680	690	740	880
A350-900 WV010 (CG 31.2%)	280 900	46.6	1.71	750	840	940	1 050	690	700	760	900
A350-900 WV010 (CG 33.36%)	280 900	46.9	1.71	750	850	950	1 060	700	710	760	910
A350-900 WV011	255 900	48.0	1.66	680	770	850	960	650	650	700	820
A350-900 WV012	250 900	48.1	1.66	670	750	830	940	630	640	680	800
A350-900 WV013 (CG 31.2%)	280 900	46.6	1.71	750	840	940	1 050	690	700	760	900
A350-900 WV013 (CG 33.36%)	280 900	46.9	1.71	750	850	950	1 060	700	710	760	910
A350-900 WV014	235 900	48.4	1.52	600	680	760	850	590	600	630	730
A350-900 WV015 (CG 31.15%)	277 900	46.5	1.68	730	830	920	1 030	680	690	740	880
A350-900 WV015 (CG 33.27%)	277 900	46.9	1.68	740	840	930	1 040	690	700	750	890
A350-900 WV015 (CG 35.57%)	277 900	47.3	1.68	750	840	940	1 050	690	710	760	900
A350-900 WV016 (CG 32.58%)	278 900	46.8	1.71	740	840	930	1 050	690	700	750	900
A350-900 WV016 (CG 34.83%)	278 900	47.1	1.71	750	850	940	1 060	700	710	760	910
A350-900 WV017	210 900	47.3	1.36	490	550	610	690	500	510	530	600
A350-900 WV018	217 900	47.3	1.68	550	610	670	750	540	540	570	640
A350-900 WV019	235 900	48.4	1.52	600	680	760	850	590	600	630	730

P_AC_071000_1_0010001_02_02

ACR Table
(Sheet 2 of 3)
FIGURE-7-10-0-991-001-A01

****ON A/C A350-900**

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACR FOR RIGID PAVEMENT SUBGRADES - MPa				ACR FOR FLEXIBLE PAVEMENT SUBGRADES - MPa			
				HIGH 200	MEDIUM 120	LOW 80	ULTRA -LOW 50	HIGH 200	MEDIUM 120	LOW 80	ULTRA -LOW 50
A350-900 WV020	283 900	46.6	1.71	760	860	950	1 070	700	710	770	910
A350-900 WV021	277 900	46.5	1.68	730	830	920	1 030	680	690	740	880
A350-900 WV022 (CG 31.2%)	280 900	46.6	1.71	750	840	940	1 050	690	700	760	900
A350-900 WV022 (CG 33.36%)	280 900	46.9	1.71	750	850	950	1 060	700	710	760	910
A350-900 WV023 (CG 31.2%)	280 900	46.6	1.71	750	840	940	1 050	690	700	760	900
A350-900 WV023 (CG 33.36%)	280 900	46.9	1.71	750	850	950	1 060	700	710	760	910
A350-900 WV024	250 900	48.1	1.66	670	750	830	940	630	640	680	800
A350-900 WV025	245 900	48.2	1.52	630	720	800	900	610	620	660	770

P_AC_071000_1_0010001_03_01

ACR Table
(Sheet 3 of 3)
FIGURE-7-10-0-991-001-A01

****ON A/C A350-1000**

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACR FOR RIGID PAVEMENT SUBGRADES - MPa				ACR FOR FLEXIBLE PAVEMENT SUBGRADES - MPa			
				HIGH 200	MEDIUM 120	LOW 80	ULTRA -LOW 50	HIGH 200	MEDIUM 120	LOW 80	ULTRA -LOW 50
A350-1000 WV000 (CG 35.88%)	308 900	47.3	1.52	660	840	990	1 150	510	550	660	1 010
A350-1000 WV000 (CG 35.96%)	308 900	47.4	1.52	660	840	990	1 150	510	550	660	1 010
A350-1000 WV001 (CG 34%)	311 900	47.1	1.52	660	850	1 000	1 160	510	550	670	1 020
A350-1000 WV001 (CG 35.53%)	311 900	47.3	1.52	670	850	1 010	1 170	520	550	670	1 030
A350-1000 WV002 (CG 30.8%)	316 900	46.6	1.52	670	850	1 010	1 170	520	560	680	1 030
A350-1000 WV002 (CG 34.95%)	316 900	47.2	1.52	690	870	1 030	1 190	530	560	690	1 060
A350-1000 WV004 (CG 35.88%)	308 900	47.3	1.52	660	840	990	1 150	510	550	660	1 010
A350-1000 WV004 (CG 35.96%)	308 900	47.4	1.52	660	840	990	1 150	510	550	660	1 010
A350-1000 WV005	270 900	48.1	1.52	550	690	820	970	450	480	550	810
A350-1000 WV006	319 900	46.9	1.56	700	880	1 040	1 200	530	570	700	1 070
A350-1000 WV007	260 900	48.1	1.31	490	620	750	900	420	450	510	740
A350-1000 WV009 (CG 38.17%)	290 900	47.7	1.52	600	770	910	1 060	480	510	610	910
A350-1000 WV009 (CG 38.21%)	290 900	47.7	1.52	600	770	910	1 060	480	510	610	910

P_AC_071000_1_0020002_01_02

ACR Table
(Sheet 1 of 2)
FIGURE-7-10-0-991-002-B01

****ON A/C A350-1000**

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACR FOR RIGID PAVEMENT SUBGRADES - MPa				ACR FOR FLEXIBLE PAVEMENT SUBGRADES - MPa			
				HIGH 200	MEDIUM 120	LOW 80	ULTRA -LOW 50	HIGH 200	MEDIUM 120	LOW 80	ULTRA -LOW 50
A350-1000 WV010 (CG 36.86%)	300 900	47.5	1.52	630	810	950	1 110	500	530	640	970
A350-1000 WV010 (CG 36.93%)	300 900	47.5	1.52	630	810	950	1 110	500	530	640	970
A350-1000 WV011 (CG 30.8%)	316 900	46.6	1.52	670	850	1 010	1 170	520	560	680	1 030
A350-1000 WV011 (CG 34.95%)	316 900	47.2	1.52	690	870	1 030	1 190	530	560	690	1 060
A350-1000 WV014 (CG 32.47%)	314 750	46.9	1.52	670	850	1 000	1 170	520	550	670	1 030
A350-1000 WV014 (CG 35.19%)	314 750	47.2	1.52	680	860	1 020	1 180	520	560	680	1 040

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ACR Table
(Sheet 2 of 2)
FIGURE-7-10-0-991-002-B01

****ON A/C A350-1000F**

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACR FOR RIGID PAVEMENT SUBGRADES - MPa				ACR FOR FLEXIBLE PAVEMENT SUBGRADES - MPa			
				HIGH 200	MEDIUM 120	LOW 80	ULTRA -LOW 50	HIGH 200	MEDIUM 120	LOW 80	ULTRA -LOW 50
A350-1000F WV000	319 900	46.7	1.62	700	880	1 030	1 200	530	570	690	1 050
A350-1000F WV002	319 900	46.7	1.62	700	880	1 030	1 200	530	570	690	1 050

P_AC_071000_1_0030002_01_00

ACR TABLE
FIGURE-7-10-0-991-003-B01

SCALED DRAWINGS

8-0-0 Scaled Drawings

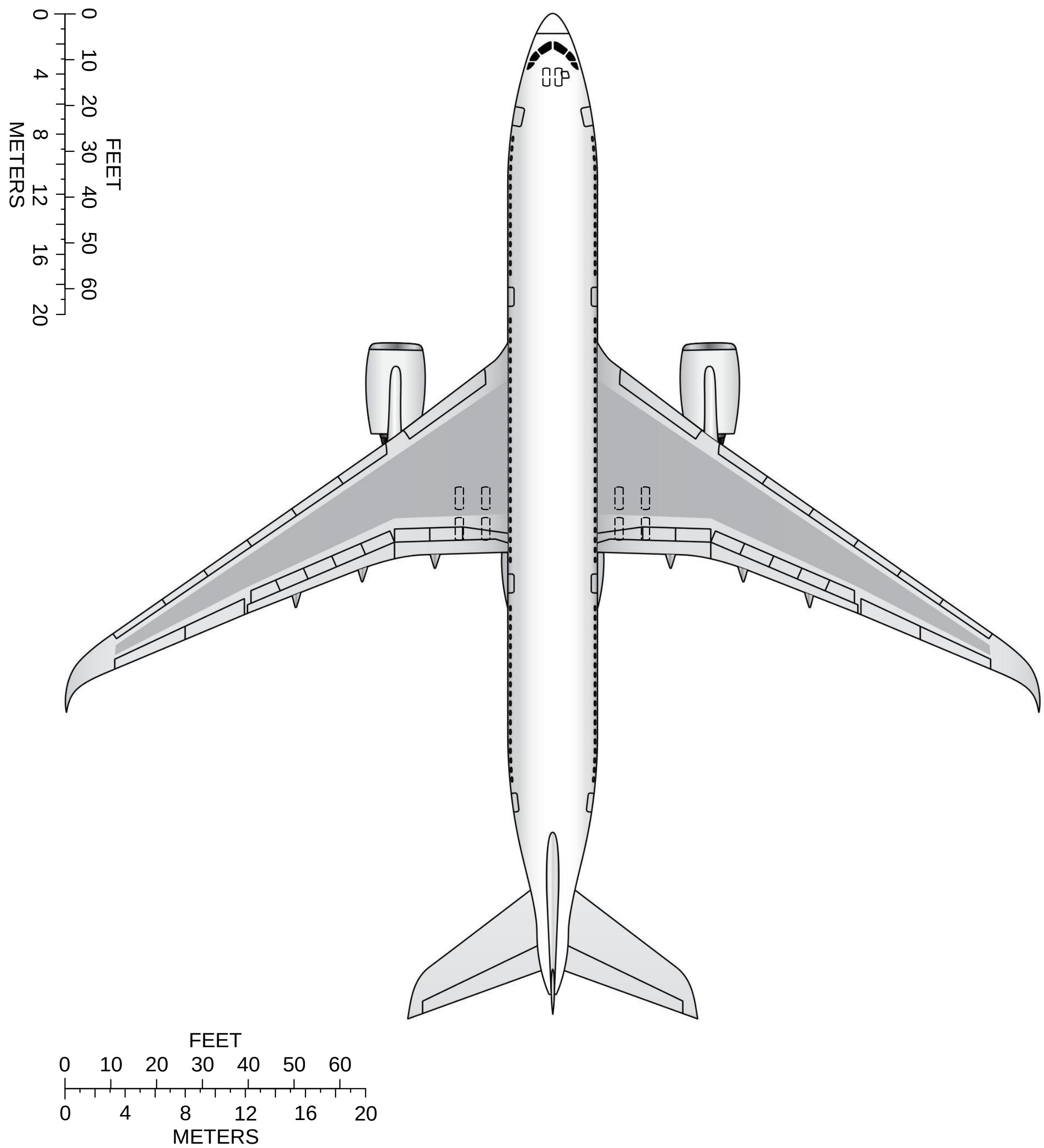
****ON A/C A350-1000 A350-1000F A350-900**

Scaled Drawings

1. This section provides the scaled drawings.

NOTE : When printing this drawing, make sure to adjust for proper scaling.

****ON A/C A350-900**



NOTE:
WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING.

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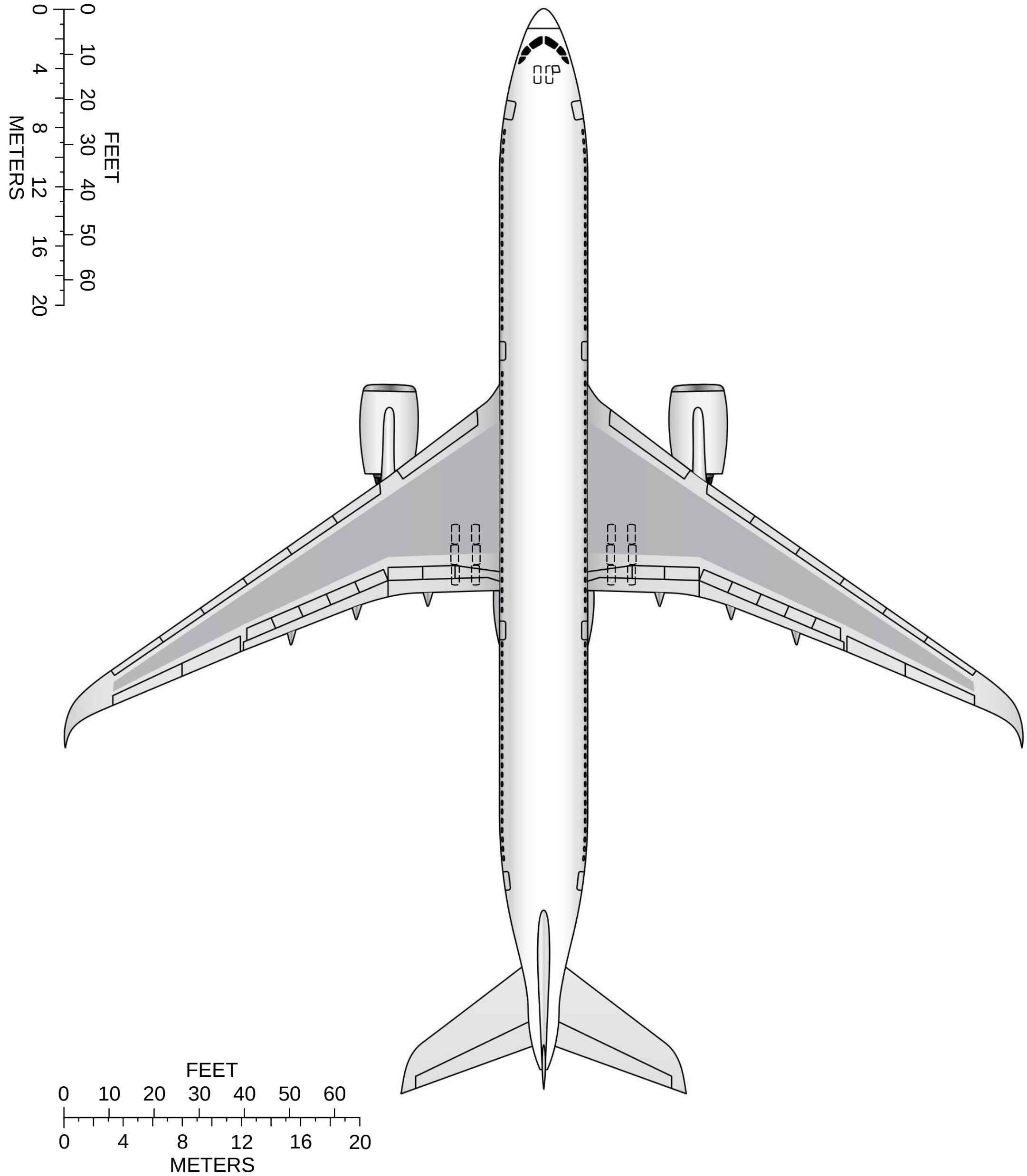
Scaled Drawings
FIGURE-8-0-0-991-001-A01

****ON A/C A350-1000**



NOTE:
WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING.

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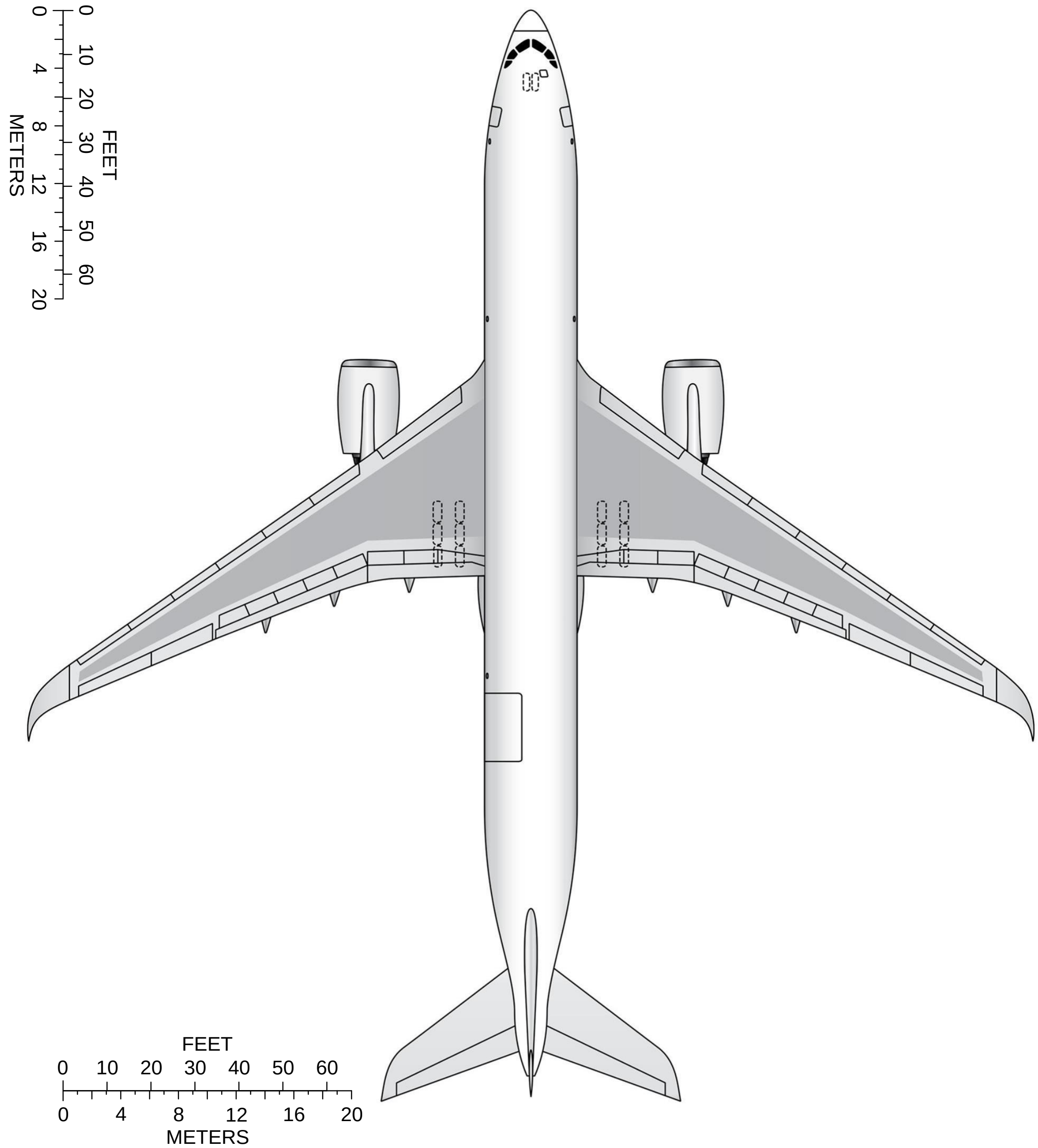
Scaled Drawings
FIGURE-8-0-0-991-002-A01

****ON A/C A350-1000F**



NOTE:
WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING.

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Scaled Drawings
FIGURE-8-0-0-991-003-A01

AIRCRAFT RESCUE AND FIRE FIGHTING

10-0-0 Aircraft Rescue and Fire Fighting

ON A/C A350-1000 A350-1000F A350-900

Aircraft Rescue and Fire Fighting

1. Aircraft Rescue and Fire Fighting Charts

   This sections provides data related to aircraft rescue and fire fighting.
   The figures contained in this section are the figures that are in the Aircraft Rescue and Fire Fighting Charts poster available for download on AIRBUSWorld and the Airbus website.

****ON A/C A350-900**

AIRBUS
A350-900
Aircraft Rescue and Fire Fighting Chart
ARFC

NOTE:
THIS CHART GIVES THE GENERAL LAYOUT OF THE A350-900 STANDARD VERSION.
THE NUMBER AND ARRANGEMENT OF THE INDIVIDUAL ITEMS VARY WITH THE CUSTOMERS.
FIGURES CONTAINED IN THIS POSTER ARE AVAILABLE SEPARATELY IN THE CHAPTER 10 OF THE "AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING" DOCUMENT.

ISSUED BY:

AIRBUS S.A.S
CUSTOMER SERVICES
TECHNICAL DATA SUPPORT AND SERVICES
31707 BLAGNAC CEDEX
FRANCE

REVISION DATE: MAY 2021
REFERENCE : P_RF_000000_1_A350900
SHEET 1/2

P_AC_100000_1_0010001_01_06

Front Page
FIGURE-10-0-0-991-001-A01

****ON A/C A350-1000**

AIRBUS
A350-1000
Aircraft Rescue and Fire Fighting Chart
ARFC

NOTE:
THIS CHART GIVES THE GENERAL LAYOUT OF THE A350-1000 STANDARD VERSION.
THE NUMBER AND ARRANGEMENT OF THE INDIVIDUAL ITEMS VARY WITH THE CUSTOMERS.
FIGURES CONTAINED IN THIS POSTER ARE AVAILABLE SEPARATELY IN THE CHAPTER 10 OF THE
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FRANCE

REVISION DATE: MAY 2021
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SHEET 1/2

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Front Page
FIGURE-10-0-0-991-001-C01

****ON A/C A350-1000F**

AIRBUS
A350-1000F
Aircraft Rescue and Fire Fighting Chart
ARFC

NOTE:

THIS CHART GIVES THE GENERAL LAYOUT OF THE A350-1000F STANDARD VERSION.
THE NUMBER AND ARRANGEMENT OF THE INDIVIDUAL ITEMS VARY WITH THE CUSTOMERS.
FIGURES CONTAINED IN THIS POSTER ARE AVAILABLE SEPARATELY IN THE CHAPTER 10 OF THE
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REVISION DATE: APRIL 2024
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SHEET 1/2

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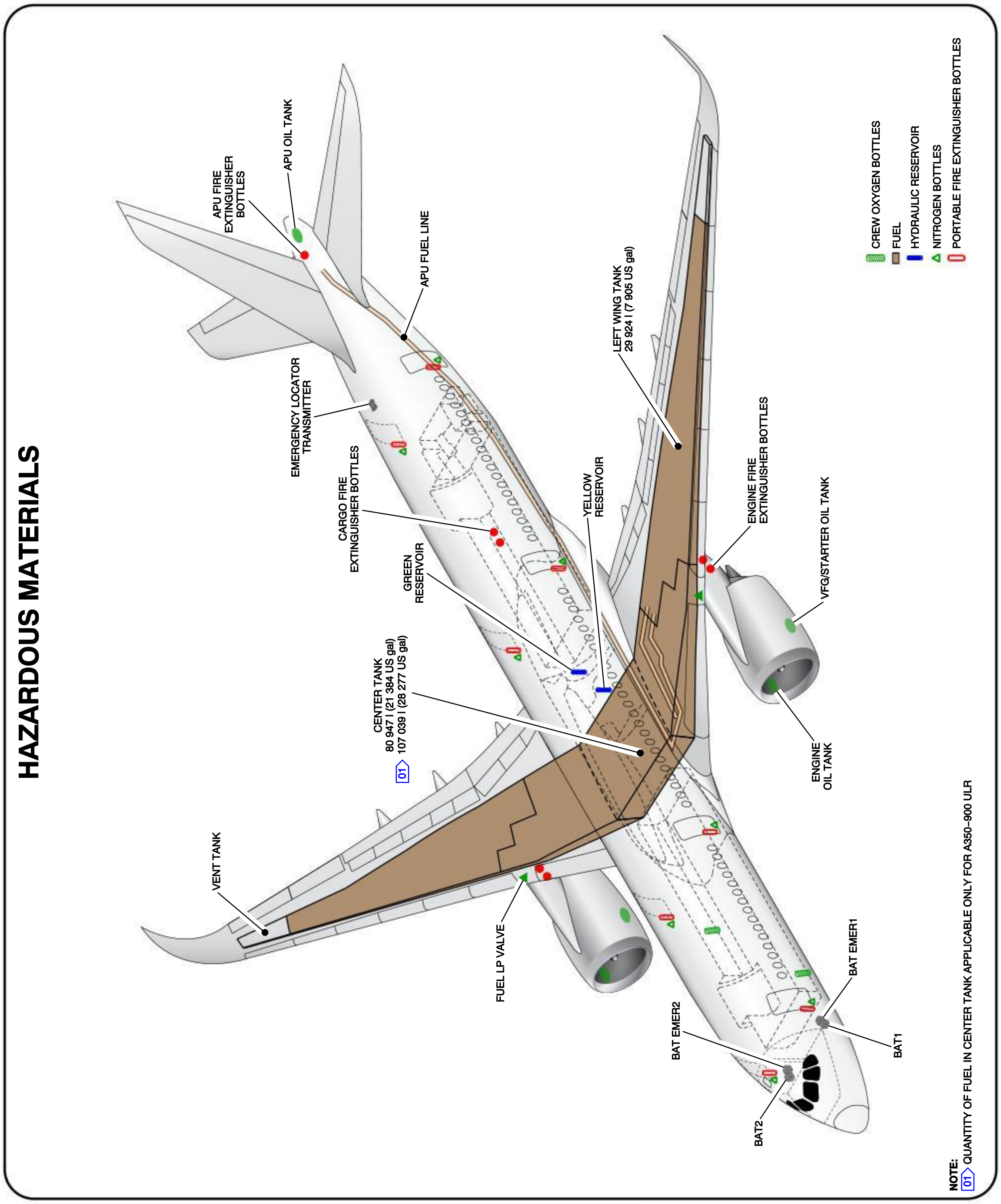
Front Page
FIGURE-10-0-0-991-001-G01

****ON A/C A350-900**



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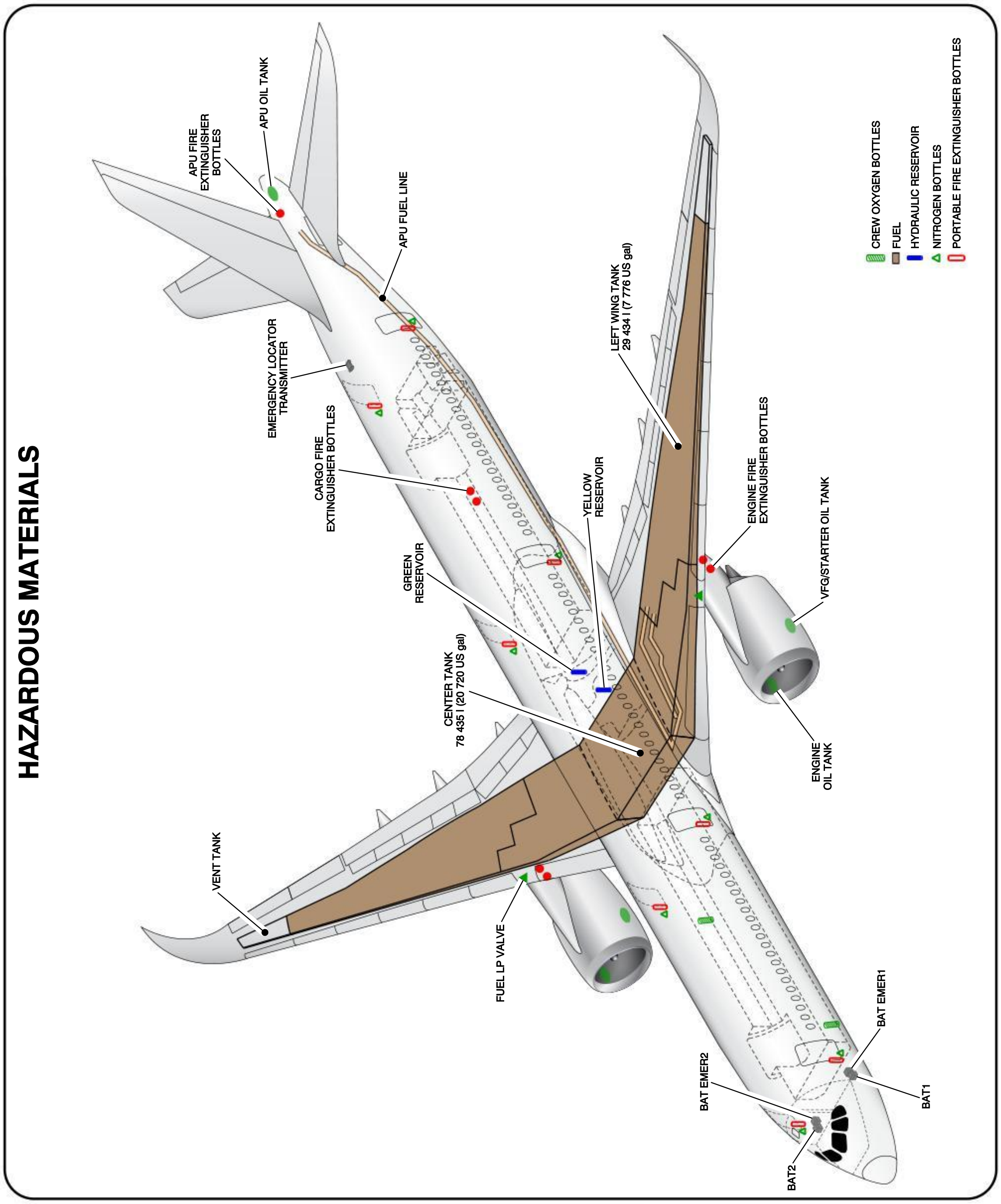
Highly Flammable and Hazardous Materials and Components
FIGURE-10-0-0-991-003-A01

****ON A/C A350-1000**



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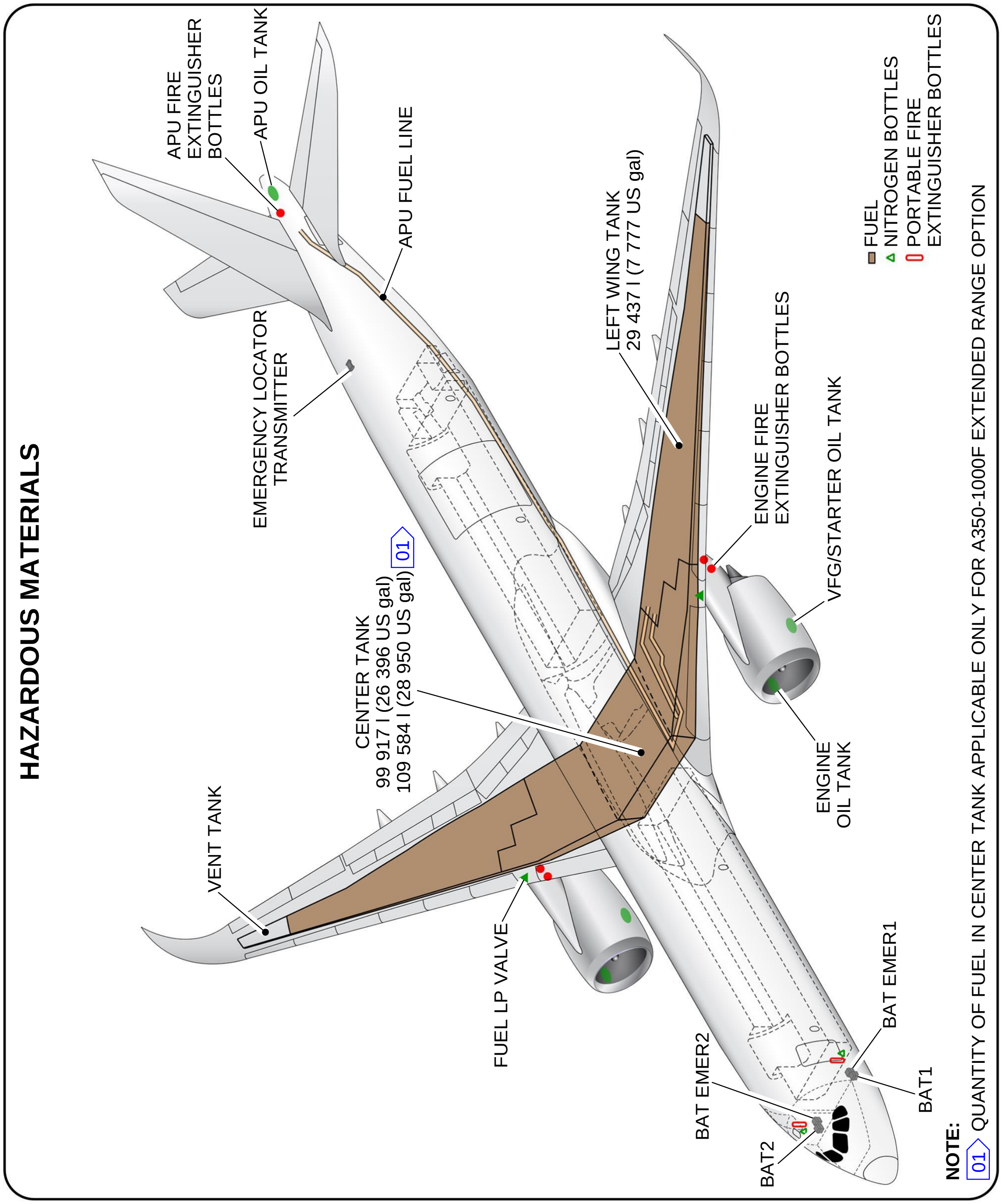
Highly Flammable and Hazardous Materials and Components
FIGURE-10-0-0-991-003-B01

**ON A/C A350-1000F



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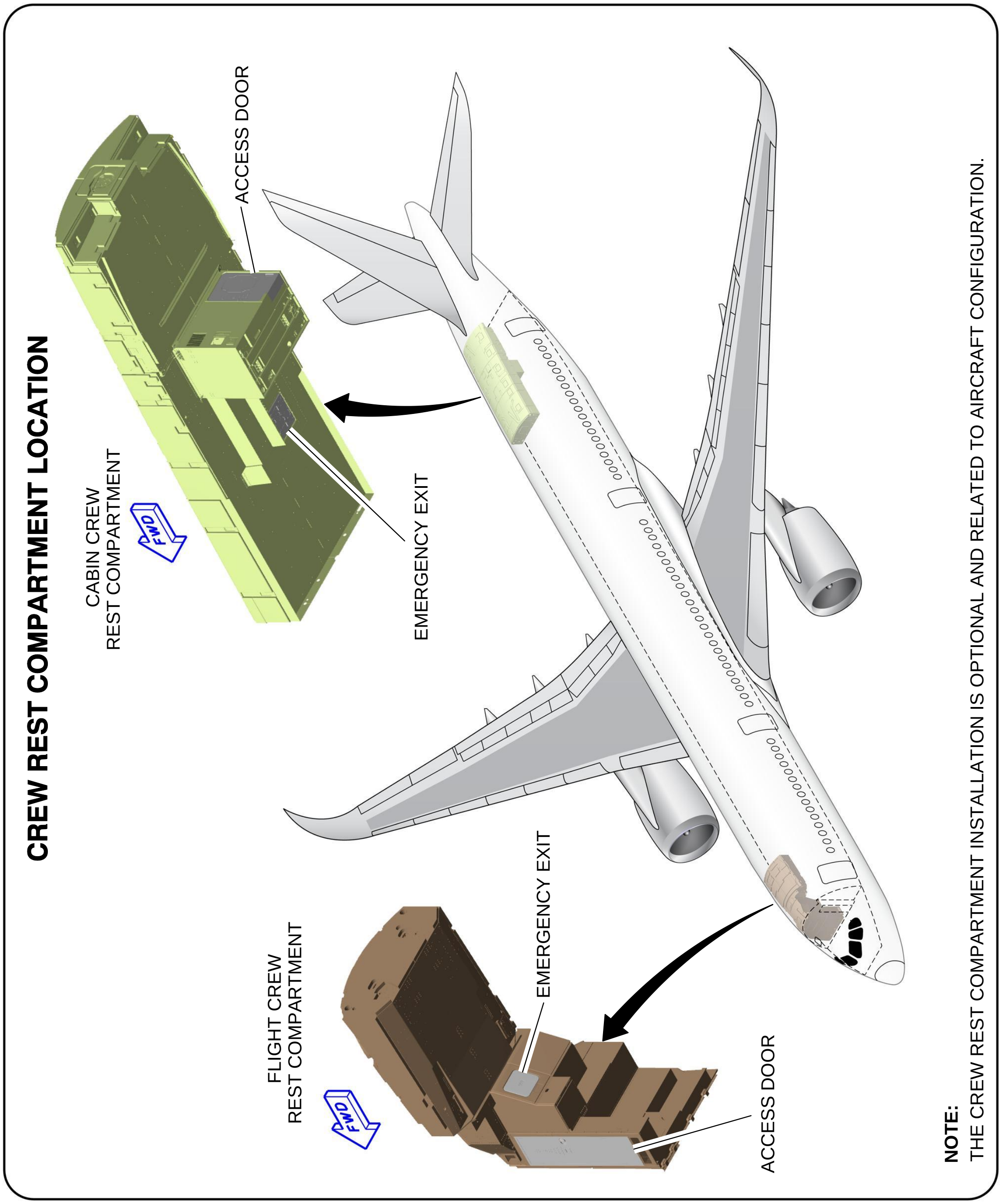
Highly Flammable and Hazardous Materials and Components
10-0-0-991-003-D01

****ON A/C A350-900**



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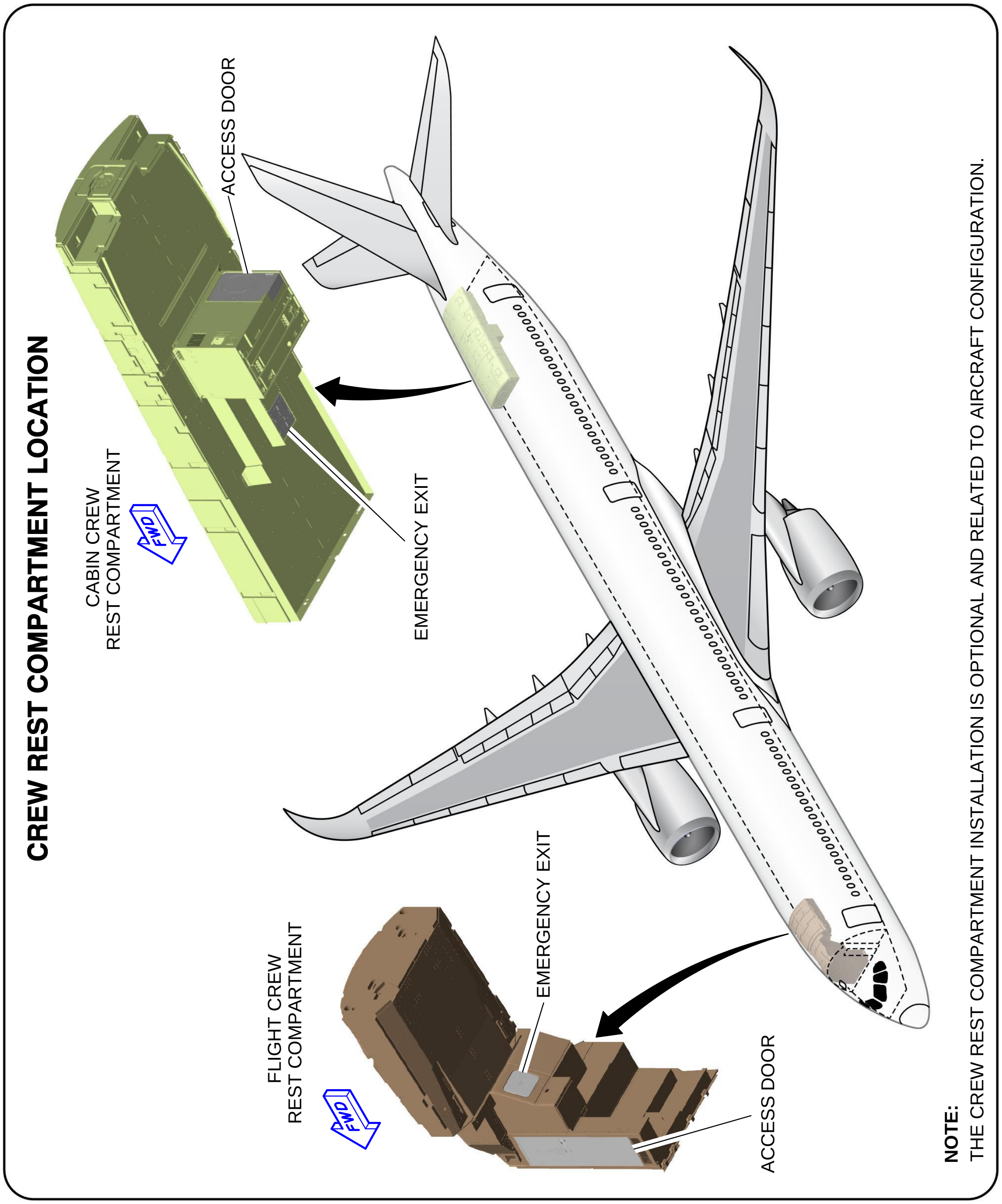
Crew Rest Compartments Location
FIGURE-10-0-0-991-004-A01

****ON A/C A350-1000**



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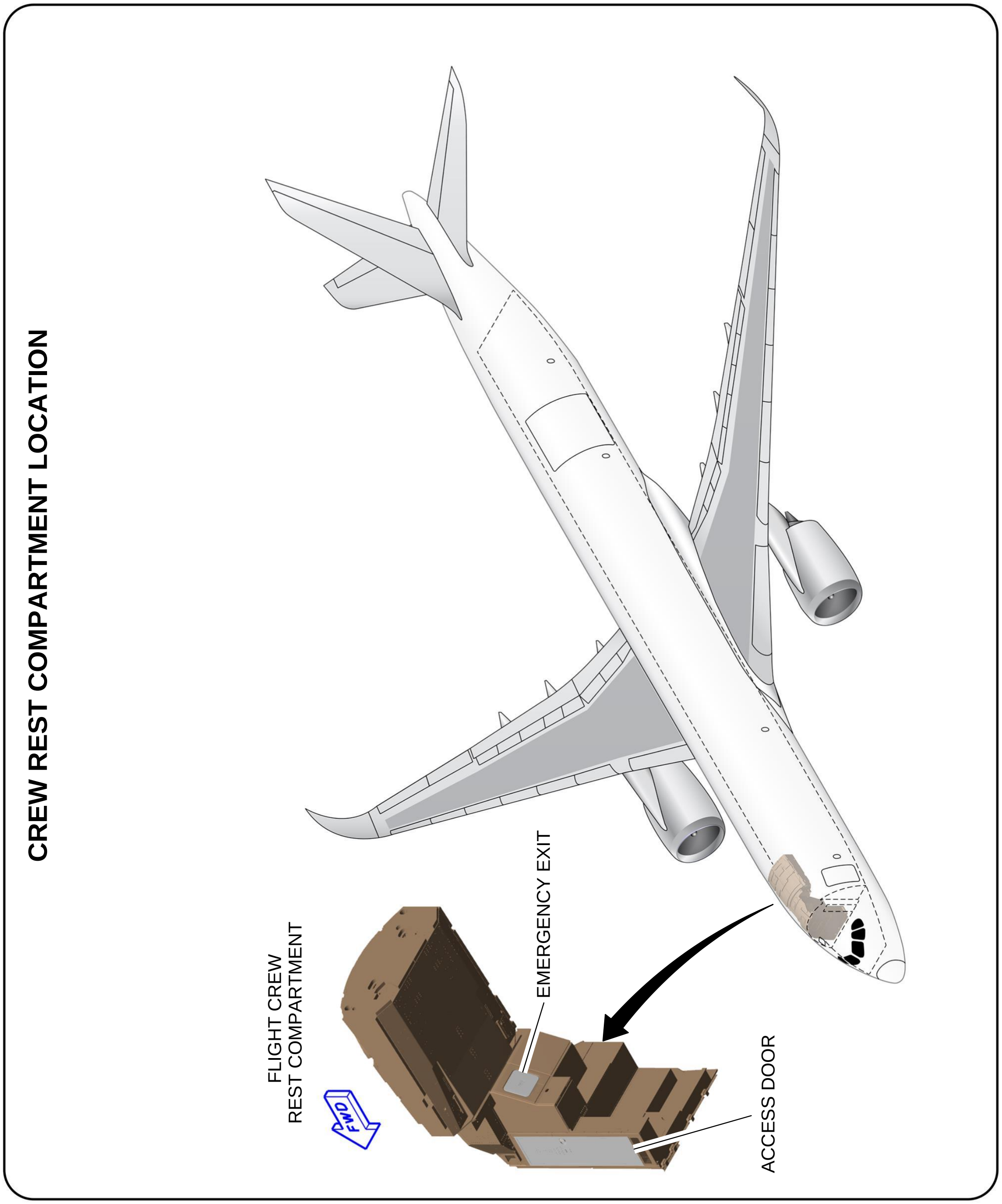
Crew Rest Compartments Location
FIGURE-10-0-0-991-004-B01

****ON A/C A350-1000F**



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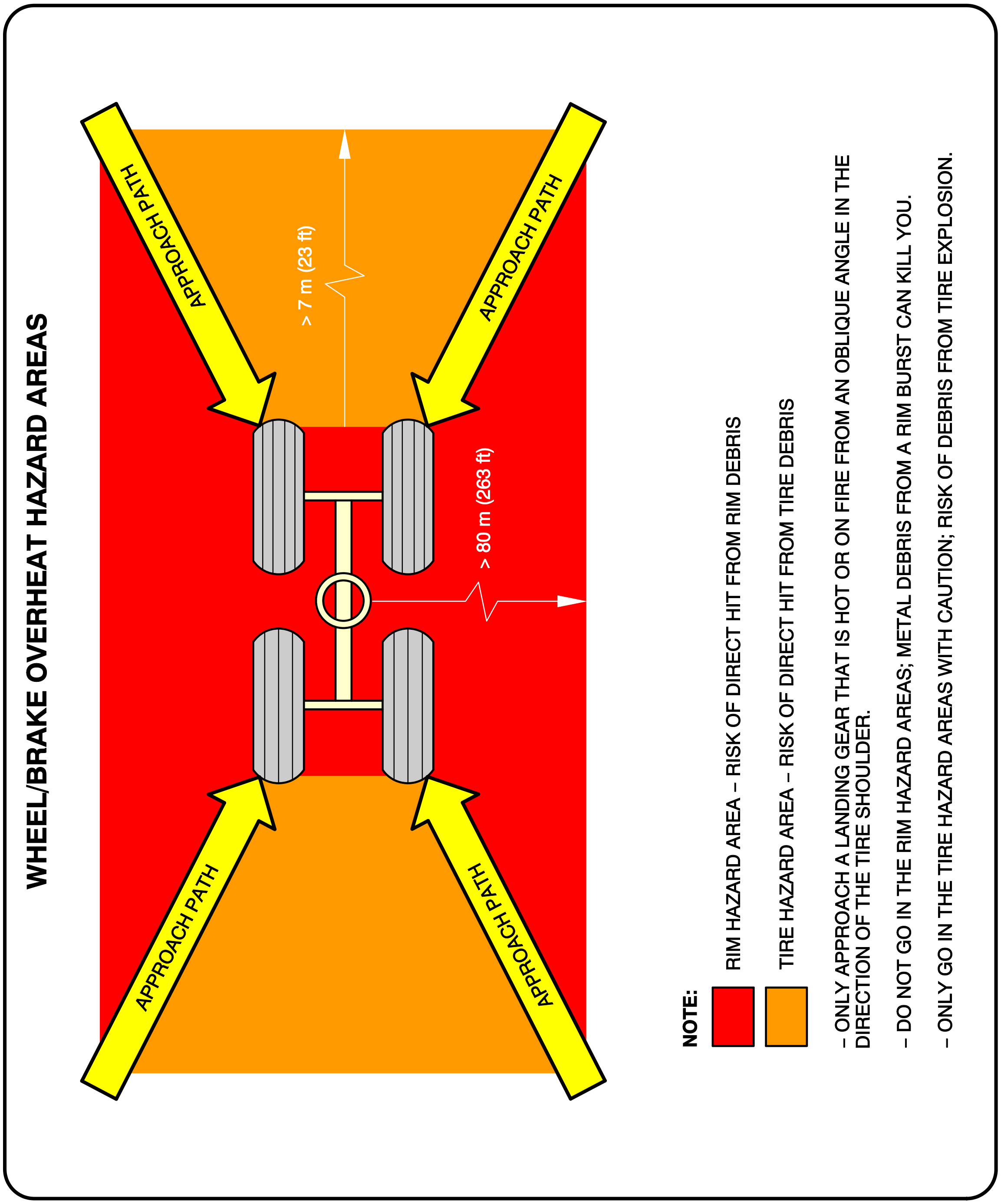
Crew Rest Compartment Location
FIGURE-10-0-0-991-004-C01

****ON A/C A350-900**



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Wheel/Brake Overheat
Wheel Safety Area (Sheet 1 of 2)
FIGURE-10-0-0-991-005-A01

****ON A/C A350-900**

BRAKE OVERHEAT AND LANDING GEAR FIRE

WARNING: BE VERY CAREFUL WHEN THERE IS A BRAKE OVERHEAT AND/OR LANDING GEAR FIRE.
THERE IS A RISK OF TIRE EXPLOSION AND/OR WHEEL RIM BURST THAT CAN CAUSE DEATH OR INJURY.
MAKE SURE THAT YOU OBEY THE SAFETY PRECAUTIONS THAT FOLLOW.

THE PROCEDURES THAT FOLLOW GIVE RECOMMENDATIONS AND SAFETY PRECAUTIONS FOR THE COOLING OF VERY HOT BRAKES AFTER ABNORMAL OPERATIONS SUCH AS A REJECTED TAKE–OFF OR OVERWEIGHT LANDING.
FOR THE COOLING OF BRAKES AFTER NORMAL TAXI–IN, REFER TO YOUR COMPANY PROCEDURES.

BRAKE OVERHEAT:

1 – GET THE BRAKE TEMPERATURE FROM THE COCKPIT OR USE A REMOTE MEASUREMENT TECHNIQUE.
THE REAL TEMPERATURE OF THE BRAKES CAN BE MUCH HIGHER THAN THE TEMPERATURE SHOWN ON THE ECAM.
NOTE: AT HIGH TEMPERATURES (>800°C), THERE IS A RISK OF WARPING OF THE LANDING GEAR STRUTS AND AXLES.

2 – APPROACH THE LANDING GEAR WITH EXTREME CAUTION AND FROM AN OBLIQUE ANGLE IN THE DIRECTION OF THE TIRE SHOULDER. DO NOT GO INTO THE RIM HAZARD AREA AND ONLY GO IN THE TIRE HAZARD AREA WITH CAUTION. (REF FIG. WHEEL/BRAKE OVERHEAT HAZARD AREAS). IF POSSIBLE, STAY IN A VEHICLE.

3 – LOOK AT THE CONDITION OF THE TIRES:
IF THE TIRES ARE STILL INFLATED (FUSE PLUGS NOT MELTED), THERE IS A RISK OF TIRE EXPLOSION AND RIM BURST.
DO NOT USE COOLING FANS BECAUSE THEY CAN PREVENT OPERATION OF THE FUSE PLUGS.

4 – USE WATER MIST TO DECREASE THE TEMPERATURE OF THE COMPLETE WHEEL AND BRAKE ASSEMBLY.
USE A TECHNIQUE THAT PREVENTS SUDDEN COOLING. SUDDEN COOLING CAN CAUSE WHEEL CRACKS OR RIM BURST.
DO NOT APPLY WATER, FOAM OR CO2. THESE COOLING AGENTS (AND ESPECIALLY CO2, WHICH HAS A VERY STRONG COOLING EFFECT) CAN CAUSE THERMAL SHOCKS AND BURST OF HOT PARTS.

LANDING GEAR FIRE:

CAUTION: AIRBUS RECOMMENDS THAT YOU DO NOT USE DRY POWDERS OR DRY CHEMICALS ON HOT BRAKES OR TO EXTINGUISH LANDING GEAR FIRES. THESE AGENTS CAN CHANGE INTO SOLID OR ENAMELED DEPOSITS.
THEY CAN DECREASE THE SPEED OF HEAT DISSIPATION WITH A POSSIBLE RISK OF PERMANENT STRUCTURAL DAMAGE TO THE BRAKES, WHEELS OR WHEEL AXLES.

1 – IMMEDIATELY STOP THE FIRE:

A) APPROACH THE LANDING GEAR WITH EXTREME CAUTION FROM AN OBLIQUE ANGLE IN THE DIRECTION OF THE TIRE SHOULDER. DO NOT GO INTO THE RIM HAZARD AREA AND ONLY GO IN THE TIRE HAZARD AREA WITH CAUTION. IF POSSIBLE, STAY IN A VEHICLE.

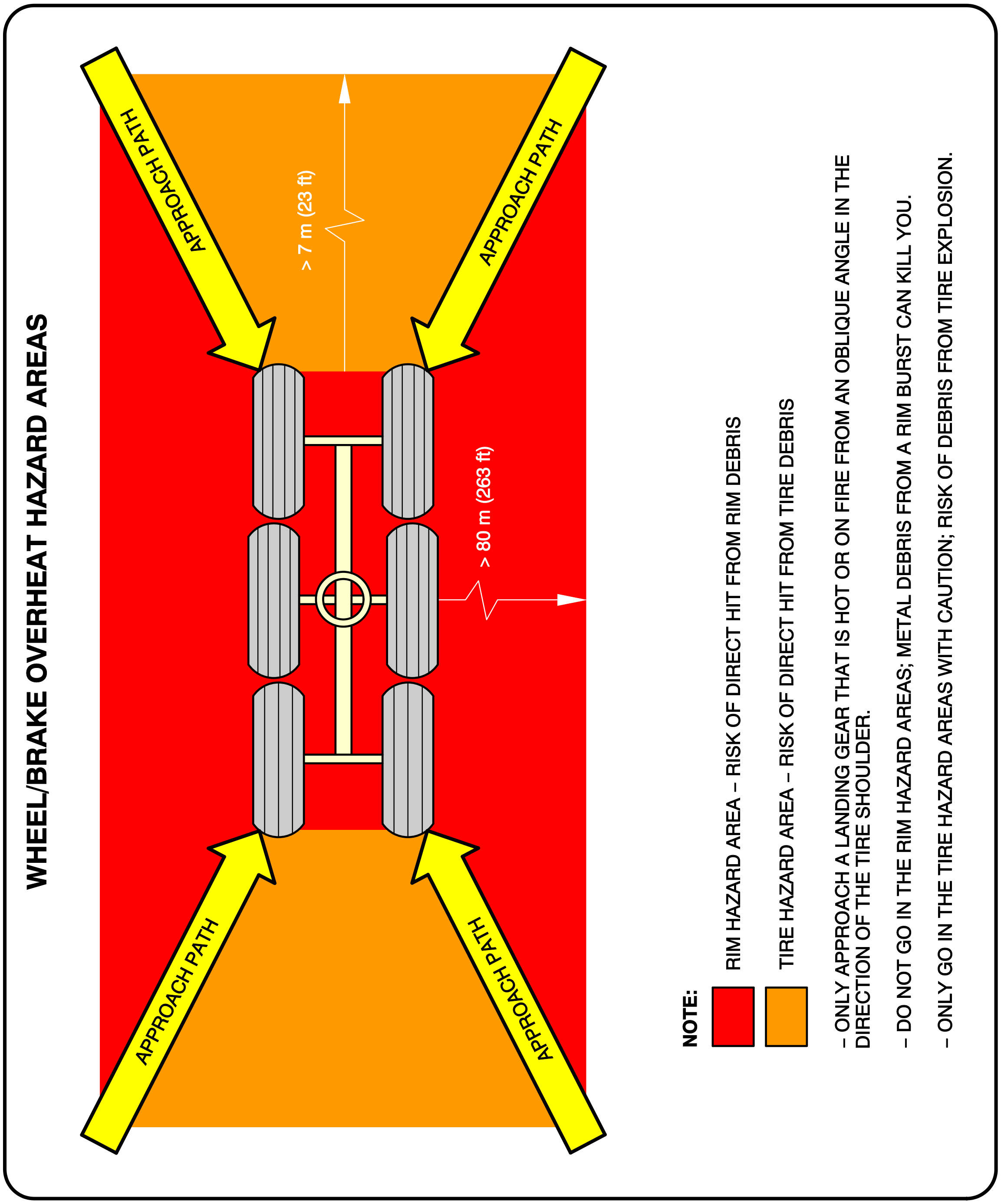
B) USE LARGE AMOUNTS OF WATER, WATER MIST; IF THE FUEL TANKS ARE AT RISK, USE FOAM.
USE A TECHNIQUE THAT PREVENTS SUDDEN COOLING. SUDDEN COOLING CAN CAUSE WHEEL CRACKS OR RIM BURST.

C) DO NOT USE FANS OR BLOWERS.

P_AC_100000_1_0050001_02_00

Wheel/Brake Overheat
Recommendations (Sheet 2 of 2)
FIGURE-10-0-0-991-005-A01

****ON A/C A350-1000 A350-1000F**



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Wheel/Brake Overheat
Wheel Safety Area (Sheet 1 of 2)
FIGURE-10-0-0-991-005-B01

****ON A/C A350-1000 A350-1000F**

BRAKE OVERHEAT AND LANDING GEAR FIRE

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DO NOT USE COOLING FANS BECAUSE THEY CAN PREVENT OPERATION OF THE FUSE PLUGS.

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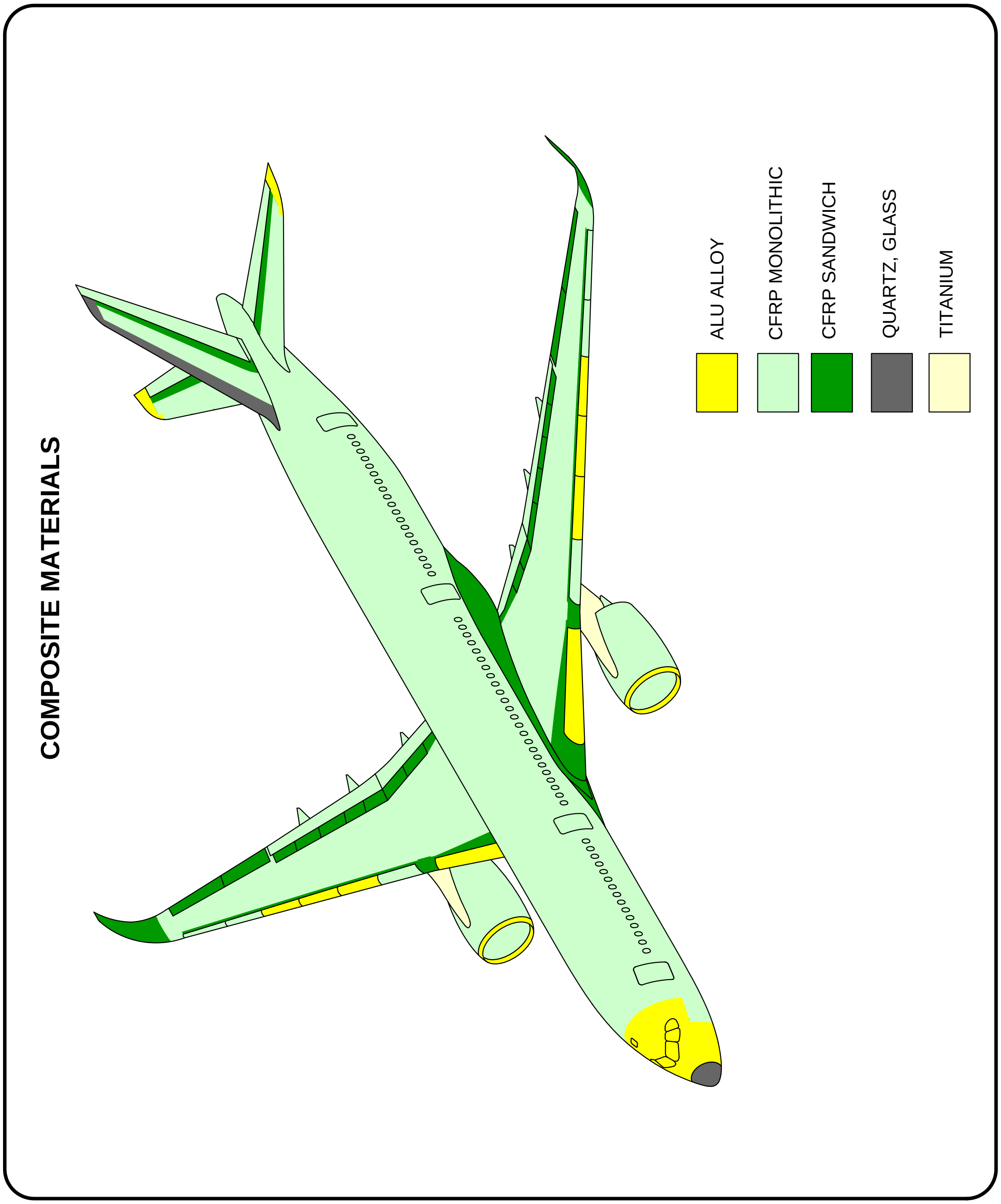
B) USE LARGE AMOUNTS OF WATER, WATER MIST; IF THE FUEL TANKS ARE AT RISK, USE FOAM.
USE A TECHNIQUE THAT PREVENTS SUDDEN COOLING. SUDDEN COOLING CAN CAUSE WHEEL CRACKS OR RIM BURST.

C) DO NOT USE FANS OR BLOWERS.

P_AC_100000_1_0050002_02_00

Wheel/Brake Overheat
Recommendations (Sheet 2 of 2)
FIGURE-10-0-0-991-005-B01

****ON A/C A350-900**



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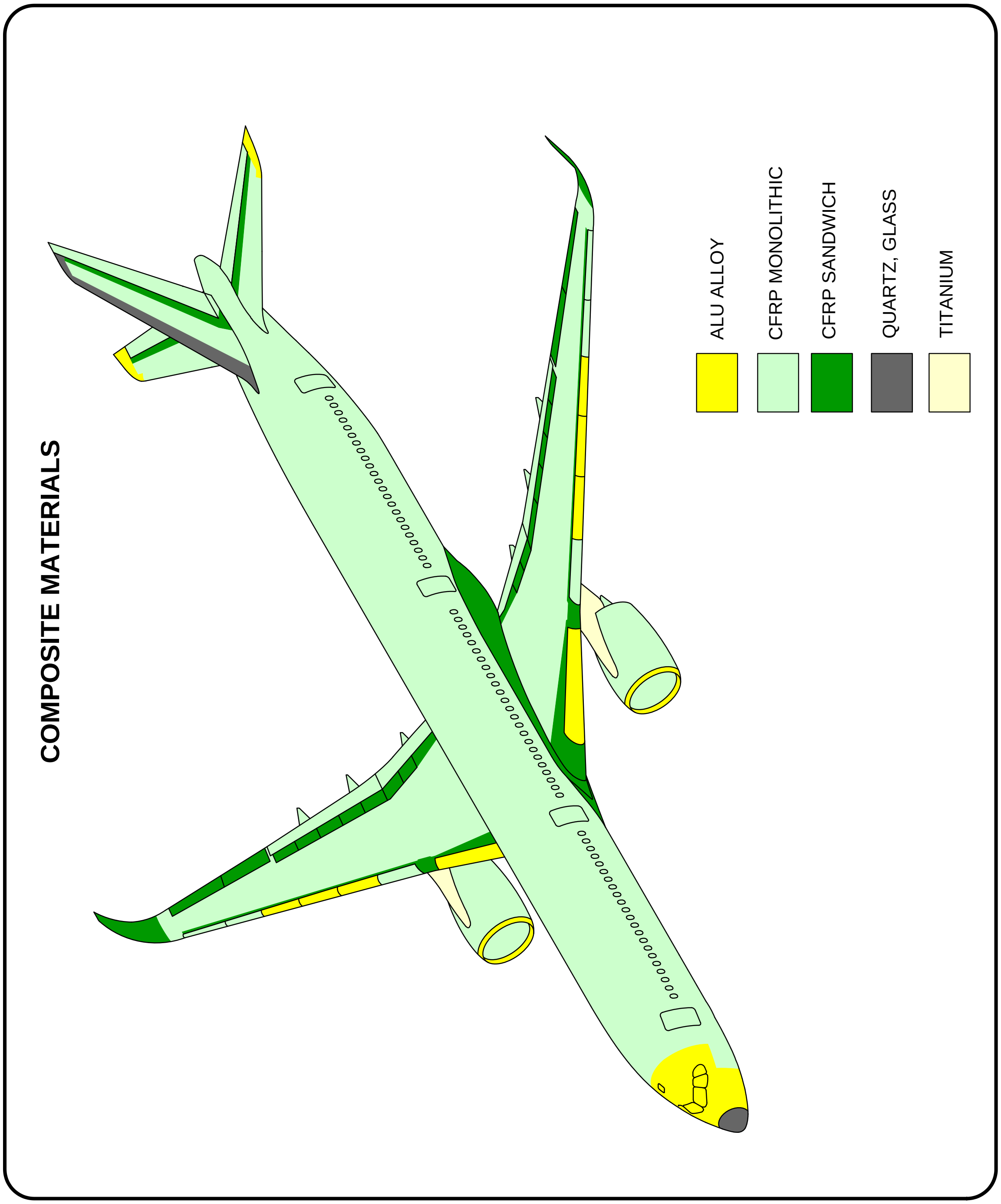
Composite Materials Location
FIGURE-10-0-0-991-006-A01

****ON A/C A350-1000**



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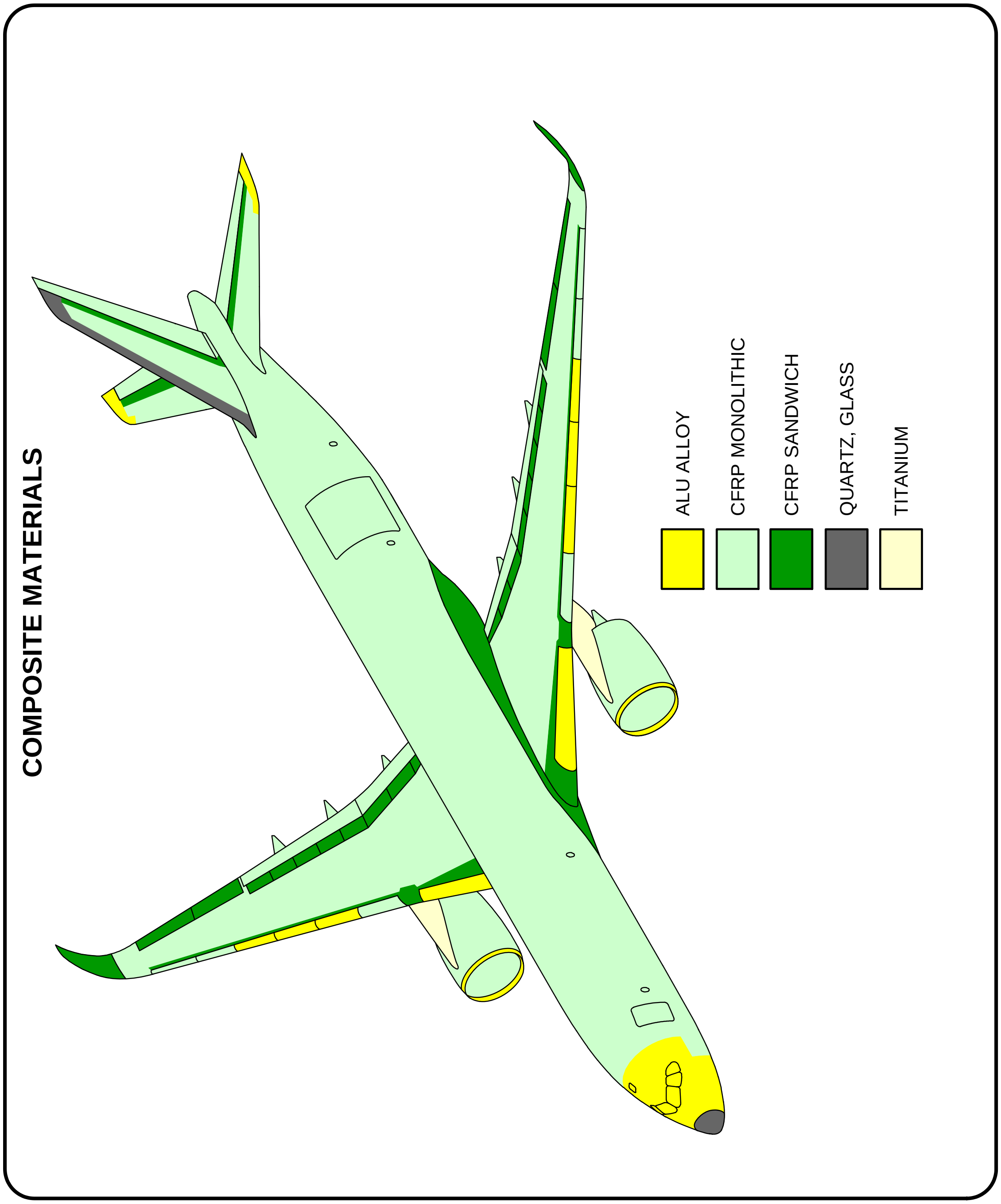
Composite Materials Location
FIGURE-10-0-0-991-006-B01

****ON A/C A350-1000F**



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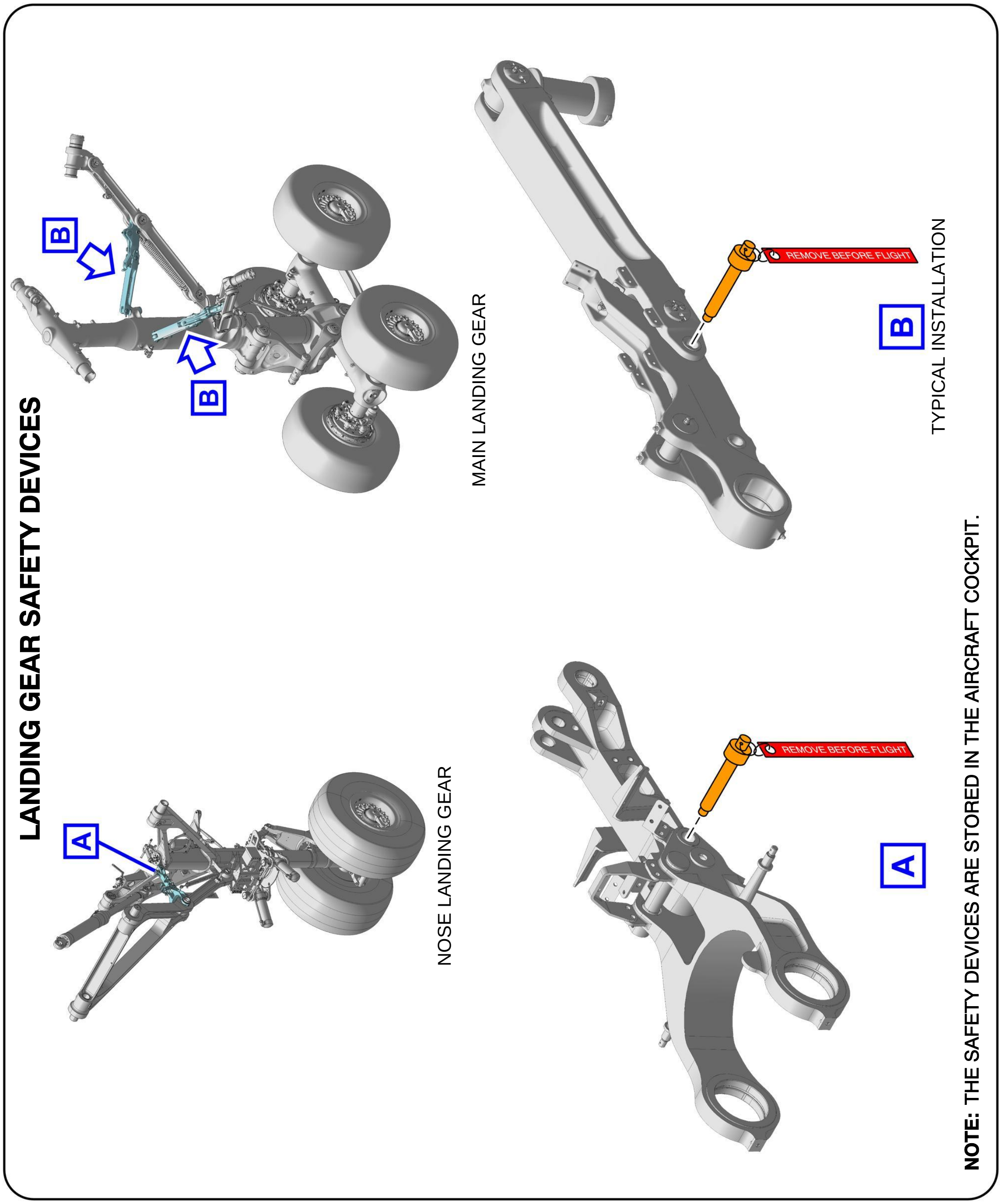
Composite Materials Location
FIGURE-10-0-0-991-006-C01

****ON A/C A350-900**



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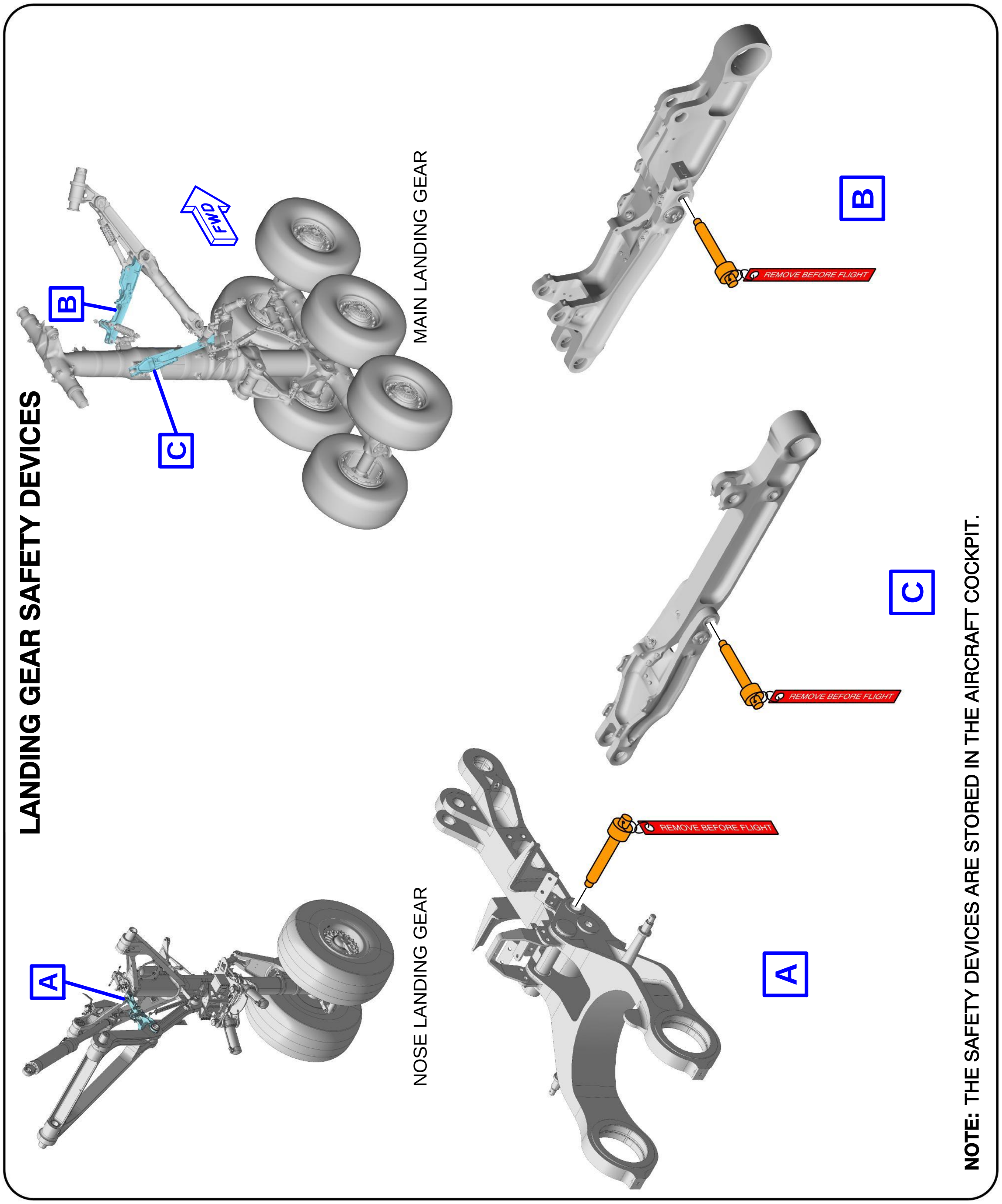
Ground Lock Safety Devices
FIGURE-10-0-0-991-007-A01

****ON A/C A350-1000 A350-1000F**



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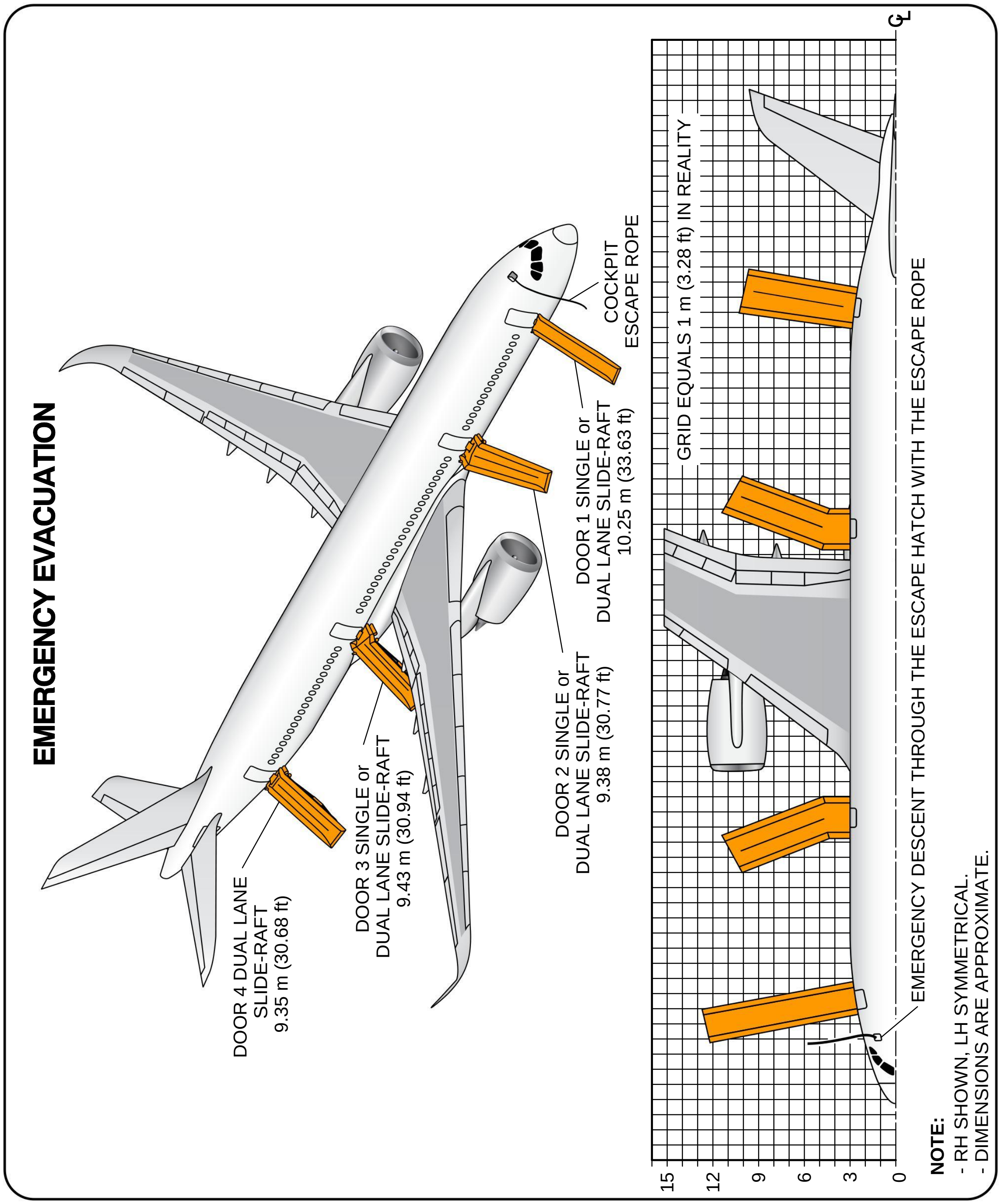
Ground Lock Safety Devices
FIGURE-10-0-0-991-007-B01

****ON A/C A350-900**



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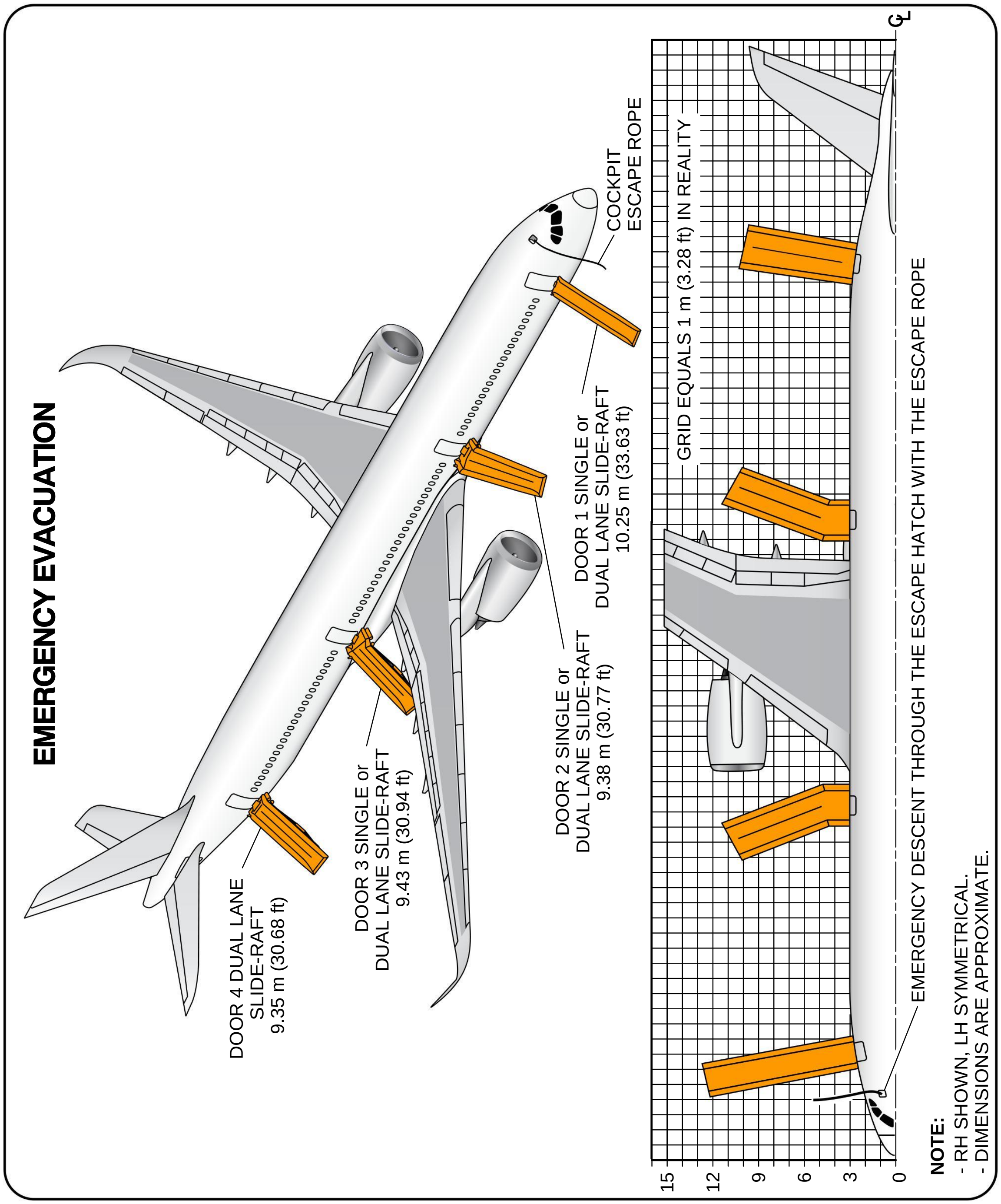
Emergency Evacuation Devices
FIGURE-10-0-0-991-008-A01

****ON A/C A350-1000**



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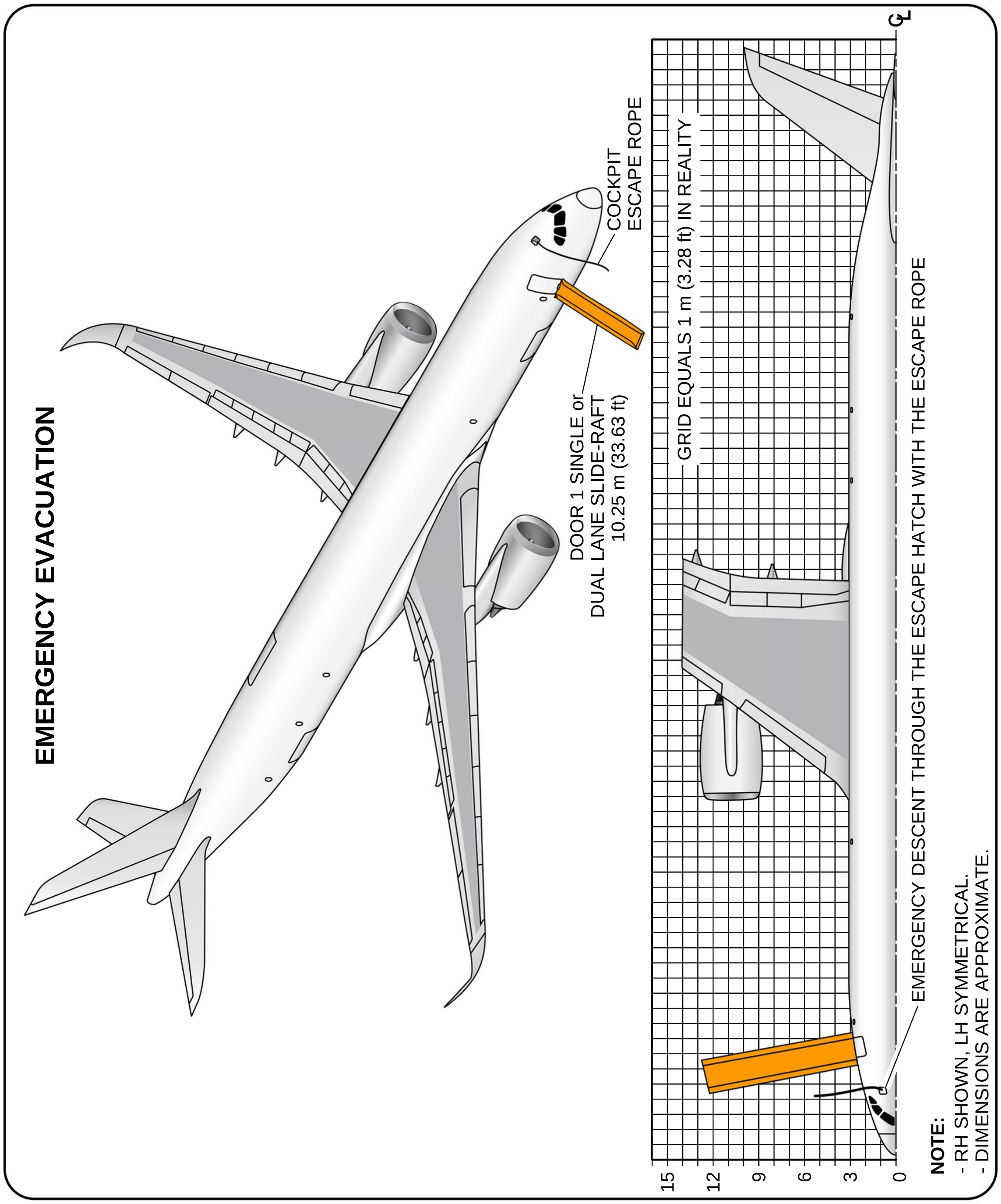
Emergency Evacuation Devices
FIGURE-10-0-0-991-008-B01

****ON A/C A350-1000F**



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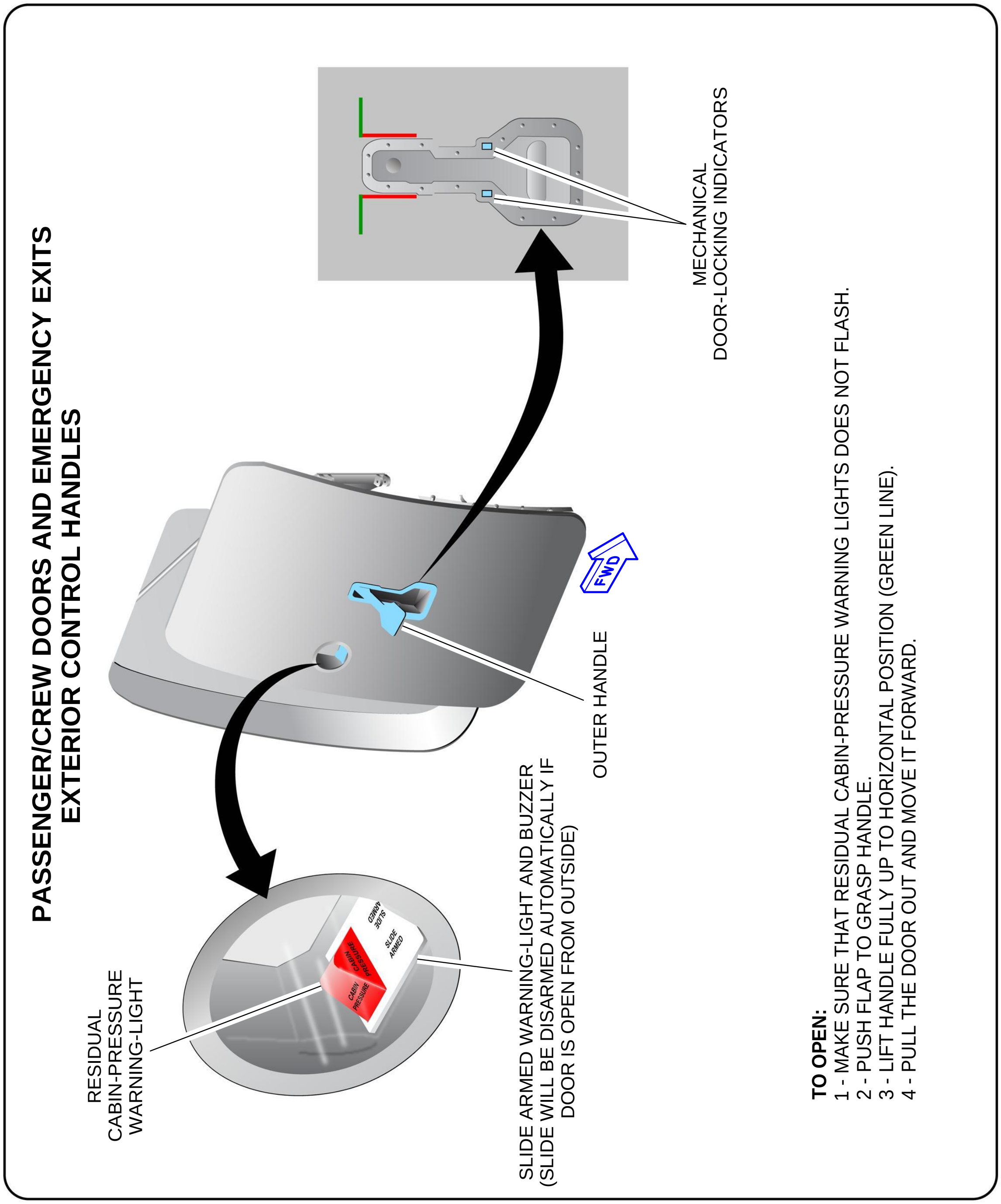
Emergency Evacuation Devices
FIGURE-10-0-0-991-008-C01

****ON A/C A350-1000 A350-1000F A350-900**



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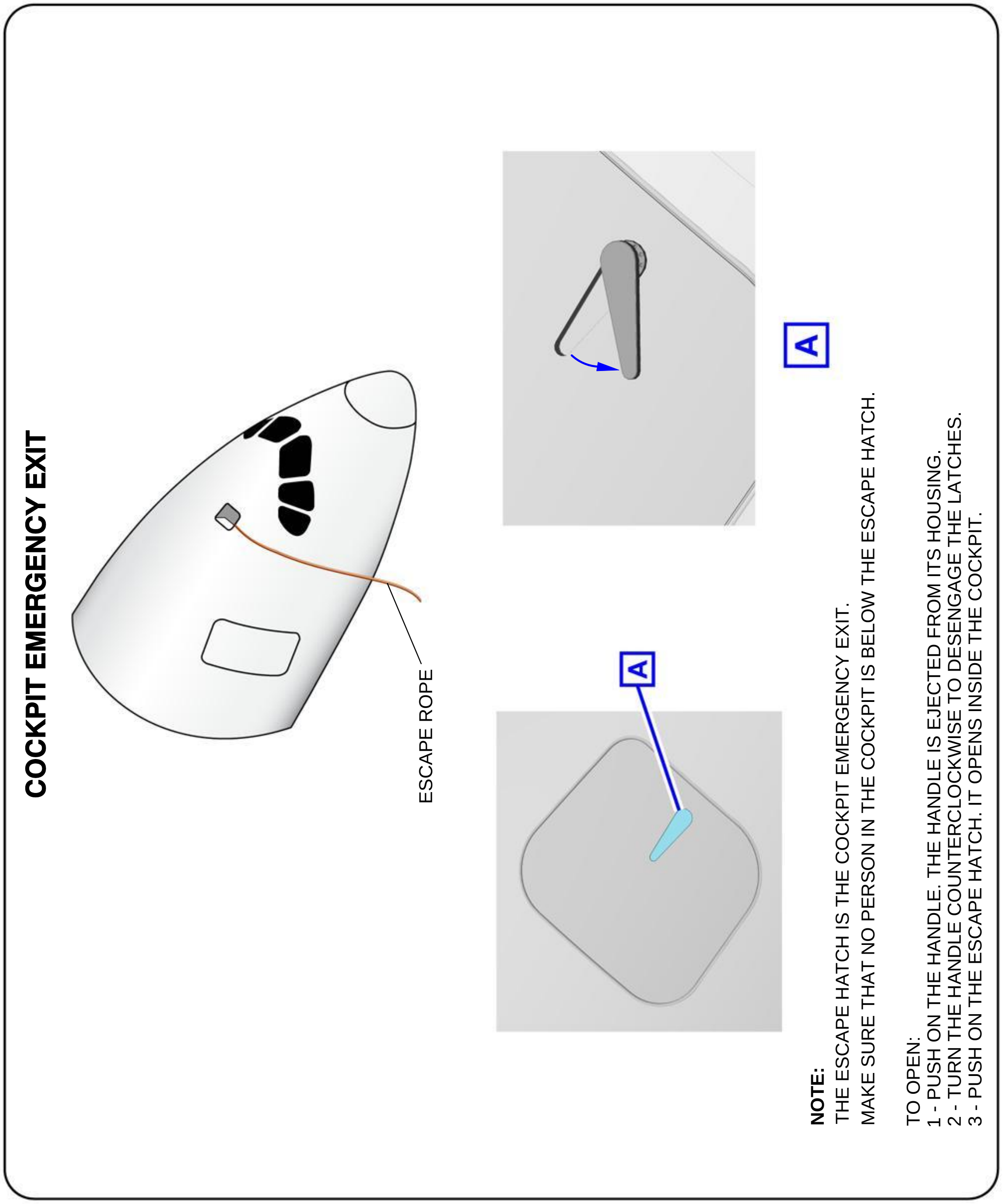
Pax/Crew Doors and Emergency Exits
FIGURE-10-0-0-991-009-A01

****ON A/C A350-1000 A350-1000F A350-900**



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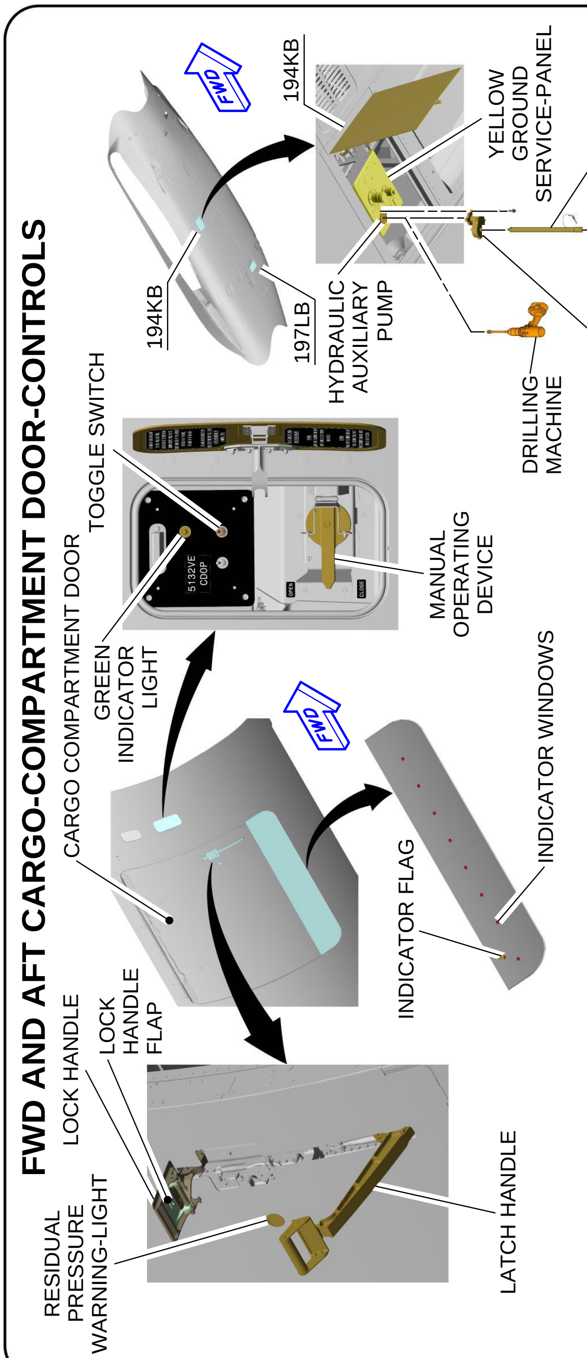
Cockpit Emergency Exit
FIGURE-10-0-0-991-010-A01

****ON A/C A350-1000 A350-1000F A350-900**

FWD AND AFT CARGO-COMPARTMENT DOOR-CONTROLS



WARNING: ENSURE THAT ALL PERSONNEL AND EQUIPMENT ARE CLEAR OF CARGO DOOR AREA.

WARNING: MAKE SURE THAT THE RESIDUAL PRESSURE WARNING-LIGHT DOES NOT FLASH.

MANUAL OPERATION

NOTE:

TWO OPERATORS ARE NECESSARY FOR THIS OPERATION.

1 - DO OPERATIONS 1 AND 2 OF THE "NORMAL OPERATION" PROCEDURE.
2 - ON THE YELLOW GROUND SERVICE-PANEL, DO STEP (A) OR (B):
(A) CONNECT A DRILLING MACHINE (WITH SOCKET DIA 1/2 in (12.7 mm)).
(B) ATTACH THE HYDRAULIC AUXILIARY-PUMP GEARBOX TO THE HYDRAULIC AUXILIARY PUMP. CONNECT THE HANDLE (STORED ON 194KB) AND THE EXTENSION HANDLE (STORED ON 197LB) WITH THE HYDRAULIC AUXILIARY-PUMP GEARBOX.
3 - OPERATE THE HYDRAULIC AUXILIARY-PUMP GEARBOX (AT NOT MORE THAN 100 RPM).
4 - TURN THE MANUAL OPERATING DEVICE TO THE "OPEN" POSITION (CLOCKWISE) AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON (CARGO DOOR FULLY OPEN AND LOCKED).
5 - RELEASE THE MANUAL OPERATING DEVICE.
6 - STOP THE OPERATION OF THE HYDRAULIC AUXILIARY PUMP.

NORMAL OPERATION

1 - PUSH THE LOCK HANDLE FLAP IN AND PULL THE LOCK HANDLE TO THE "UNLOCKED" POSITION (OUT AND UP).
2 - QUICKLY AND FULLY PULL THE LATCH HANDLE DOWN WITH A CONTINUOUS MOVEMENT (OUT AND DOWN).
3 - MAKE SURE THAT THE INDICATOR FLAG COMES OUT AND YOU CAN SEE THE RED INDICATION THROUGH THE EIGHT INDICATOR WINDOWS.
4 - PUSH THE TOGGLE SWITCH ON THE DOOR OPERATION PANEL TO THE "OPEN" POSITION AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON (CARGO DOOR FULLY OPEN AND LOCKED).
5 - RELEASE THE TOGGLE SWITCH.

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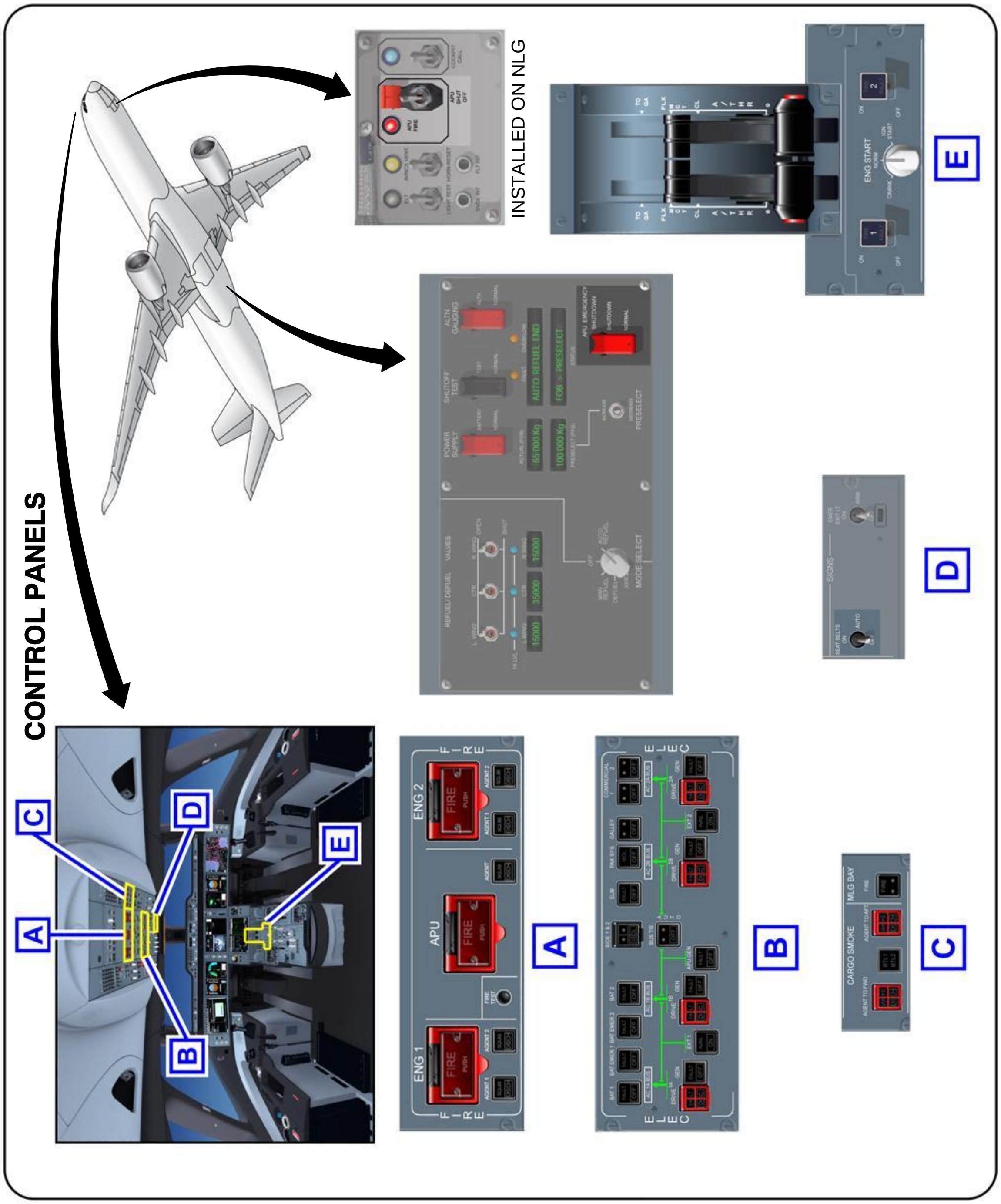
FWD and AFT Lower Deck Cargo Doors
FIGURE-10-0-0-991-011-A01

****ON A/C A350-1000 A350-1000F A350-900**



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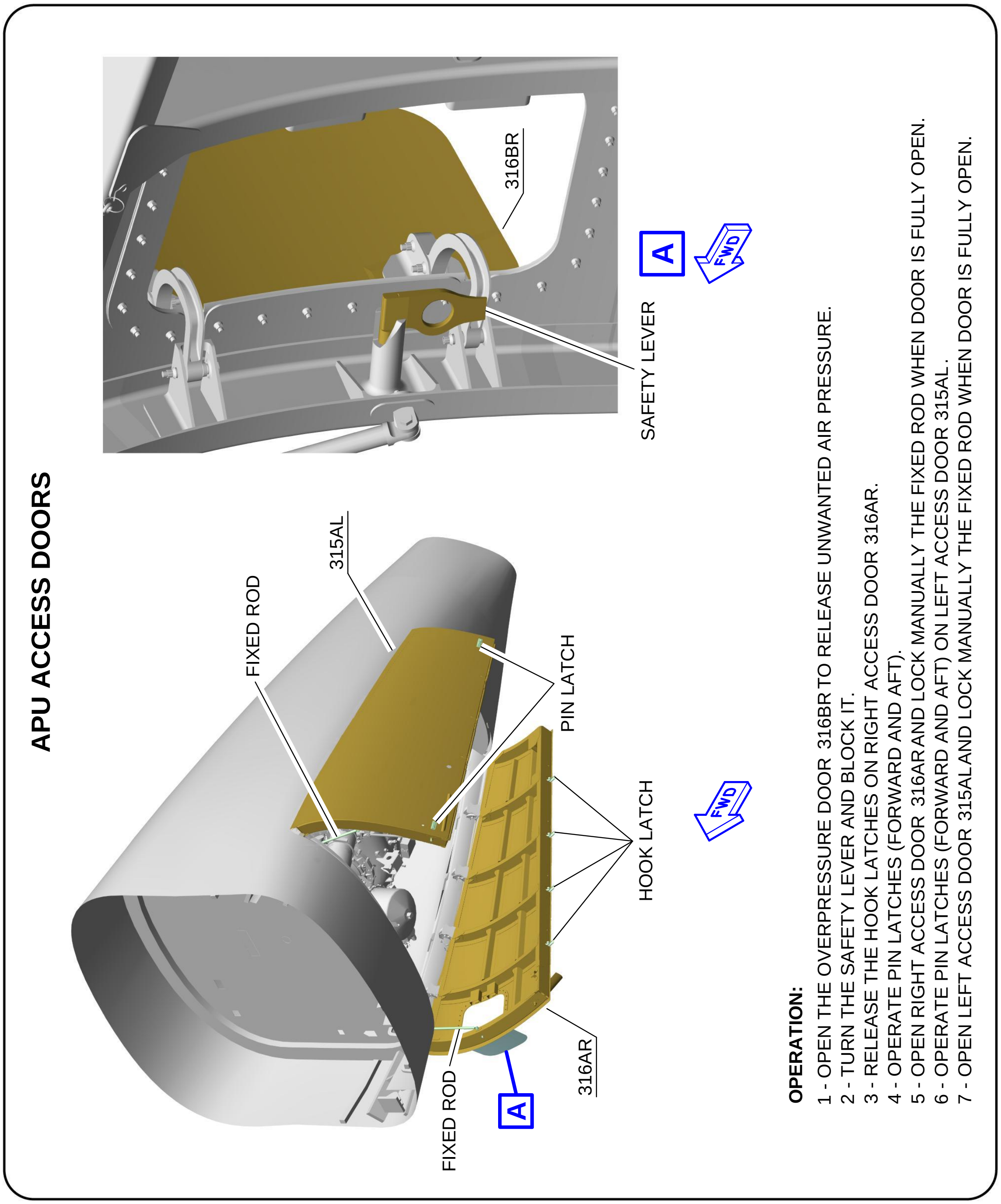
Control Panels
FIGURE-10-0-0-991-012-A01

****ON A/C A350-1000 A350-1000F A350-900**



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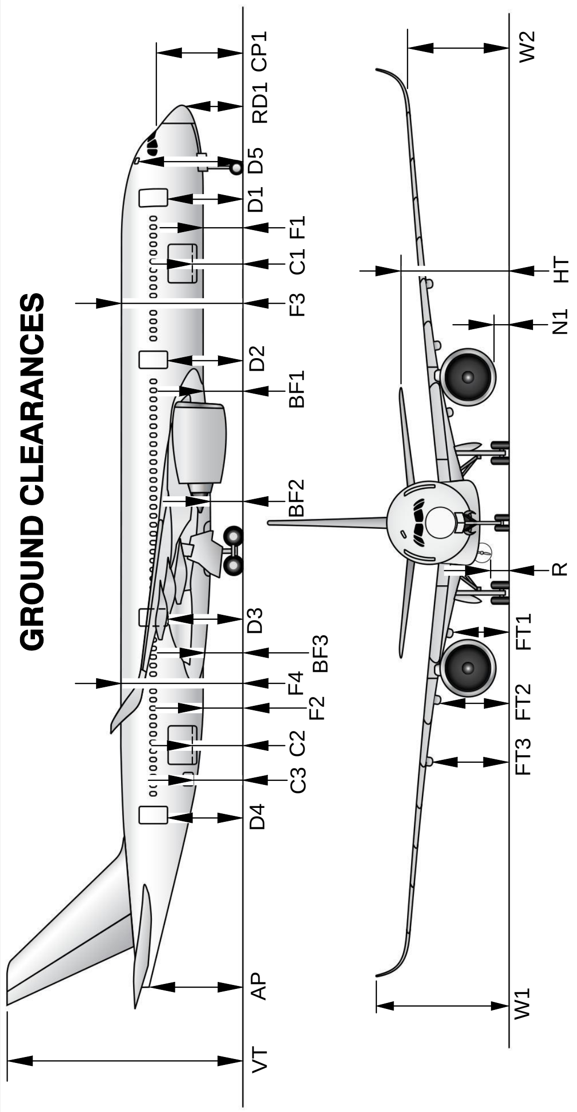
APU Compartment Access
FIGURE-10-0-0-991-015-A01

****ON A/C A350-900**

GROUND CLEARANCES



DIMENSIONS ARE RELATED TO AIRCRAFT WEIGHT AND CG CONFIGURATION

A/C CONFIGURATION		140 000 kg (308 647 lb) AFT CG (40%)	
		m	ft
DOORS	D1	5.36	17.60
	D2	5.34	17.52
	D3	5.30	17.39
	D4	5.27	17.29
	D5	7.61	24.97
	C1	3.37	11.06
	C2	3.33	10.94
	C3	3.31	10.87

A/C CONFIGURATION		140 000 kg (308 647 lb) AFT CG (40%)	
		m	ft
FUSELAGE	F1	2.70	8.85
	F2	2.63	8.62
	F3	8.78	28.80
	F4	8.49	27.87
	BF1	2.67	8.77
	BF2	2.10	6.90
	BF3	2.63	8.63
	CP1	6.18	20.28
	RD1	4.32	14.18

A/C CONFIGURATION		140 000 kg (308 647 lb) AFT CG (40%)	
		m	ft
WINGS	FT1	3.87	12.71
	FT2	4.67	15.34
	FT3	5.30	17.40
	W1	9.48	31.11
	W1 (ULR)	9.98	32.74
	W2	7.09	23.25
	R	1.37	4.49
TAILPLANE	HT	7.64	25.05
	AP	6.59	21.63
	VT	17.14	56.24
ENGINE/ NACELLE	N1	0.95	3.11

NOTE:
PASSENGER AND CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.

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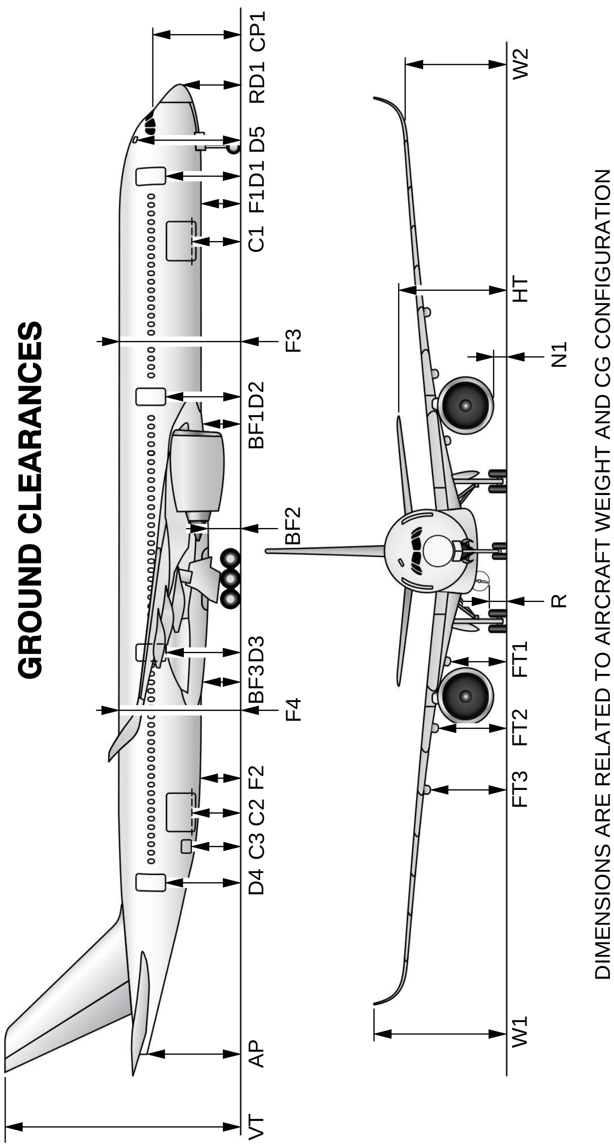
Aircraft Ground Clearances
FIGURE-10-0-0-991-016-A01

****ON A/C A350-1000**

GROUND CLEARANCES



DIMENSIONS ARE RELATED TO AIRCRAFT WEIGHT AND CG CONFIGURATION

A/C CONFIGURATION		160 000 kg (352 739 lb) AFT CG (40%) m	160 000 kg (352 739 lb) AFT CG (40%) ft
DOORS	D1	5.36	17.59
	D2	5.32	17.47
	D3	5.28	17.33
	D4	5.24	17.20
	D5	7.55	24.77
	C1	3.37	11.05
	C2	3.31	10.86
	C3	3.29	10.79

A/C CONFIGURATION		160 000 kg (352 739 lb) AFT CG (40%) m	160 000 kg (352 739 lb) AFT CG (40%) ft
FUSELAGE	F1	2.69	8.84
	F2	2.60	8.54
	F3	8.77	28.79
	F4	8.47	27.79
	BF1	2.66	8.73
	BF2	2.09	6.85
	BF3	2.61	8.58
	CP1	6.18	20.27
	RD1	4.32	14.18

A/C CONFIGURATION		160 000 kg (352 739 lb) AFT CG (40%) m	160 000 kg (352 739 lb) AFT CG (40%) ft
WINGS	FT1	3.86	12.65
	FT2	4.66	15.28
	FT3	5.29	17.35
	W1	9.46	31.05
	W2	7.07	23.19
TAILPLANE	R	1.36	4.45
	HT	7.61	24.96
	AP	6.57	21.54
	VT	17.11	56.15
ENGINE/ NACELLE	N1	0.93	3.07

NOTE: PASSENGER AND CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.

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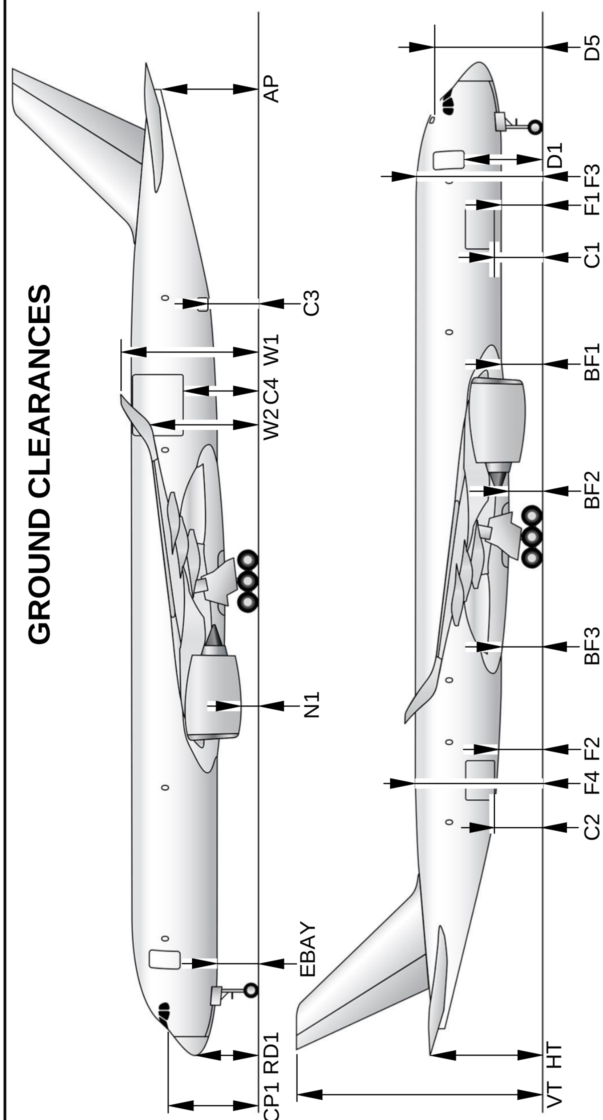
Aircraft Ground Clearances
FIGURE-10-0-0-991-016-B01

****ON A/C A350-1000F**

GROUND CLEARANCES



DIMENSIONS ARE RELATED TO AIRCRAFT WEIGHT AND CG CONFIGURATION

A/C CONFIGURATION		140 000 kg (308 647 lb) AFT CG (34%) m	ft
DOORS	D1	5.26	17.26
	D5	7.42	24.34
	C1	3.02	9.91
	C2	3.12	10.24
	C3	3.42	11.22
	C4	5.38	17.65

A/C CONFIGURATION		140 000 kg (308 647 lb) AFT CG (34%) m	ft
FUSELAGE	F1	2.62	8.60
	F2	2.71	8.89
	F3	8.60	28.22
	F4	8.77	28.77
	EBAY	2.61	8.56
	BF1	2.56	8.40
	BF2	2.12	6.96
	BF3	2.69	8.83
	CP1	6.05	19.85
	RD1	4.18	13.71

A/C CONFIGURATION		140 000 kg (308 647 lb) AFT CG (34%) m	ft
WINGS	W1	9.57	31.40
	W2	7.37	24.18
TAILPLANE	HT	7.87	25.82
	AP	6.77	22.21
	VT	17.32	56.82
ENGINE/ NACELLE	N1	0.94	3.08
	N2 WITH DRAIN	0.76	2.49

NOTE:
CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.

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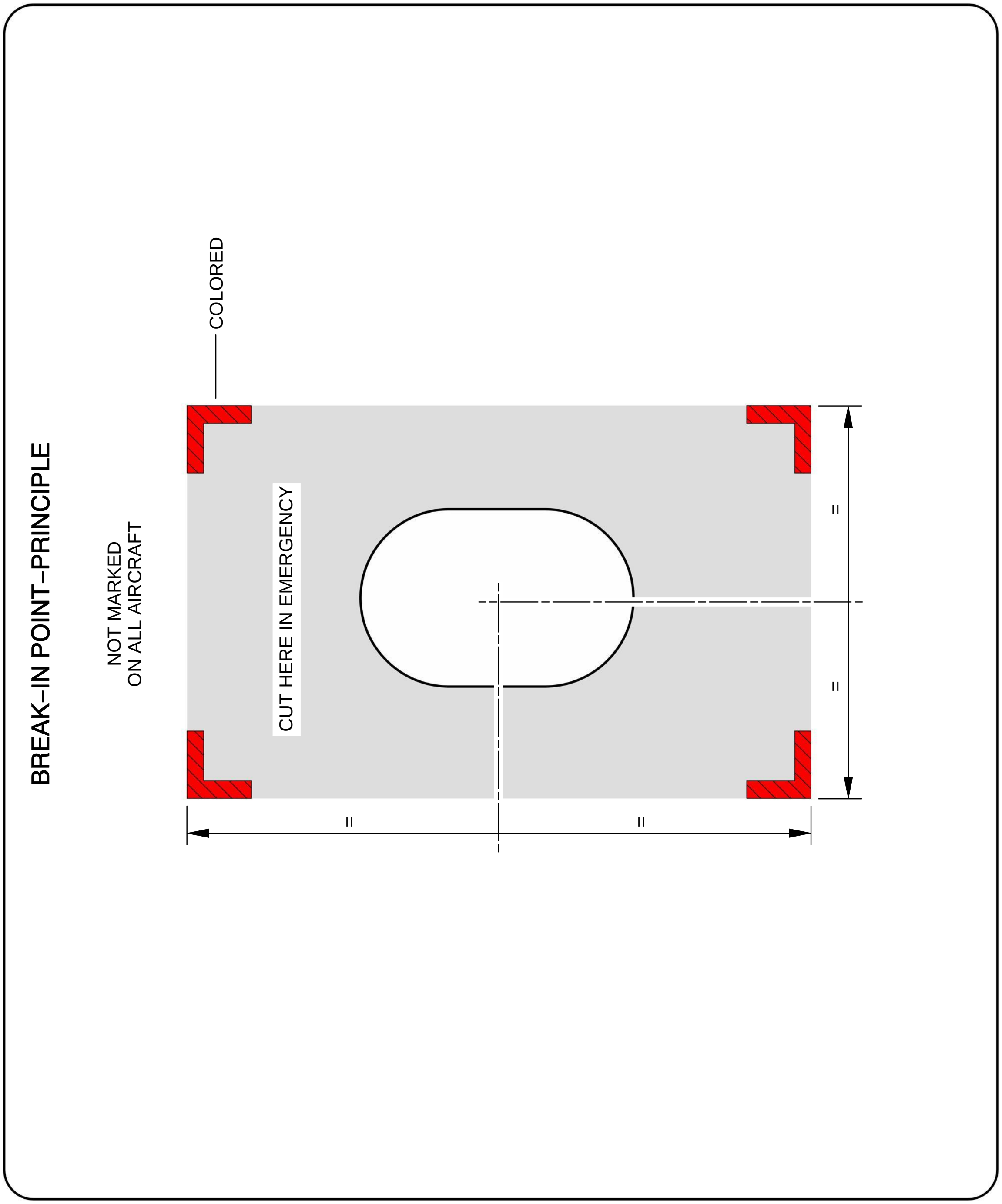
Aircraft Ground Clearances
FIGURE-10-0-0-991-016-C01

****ON A/C A350-1000 A350-900**



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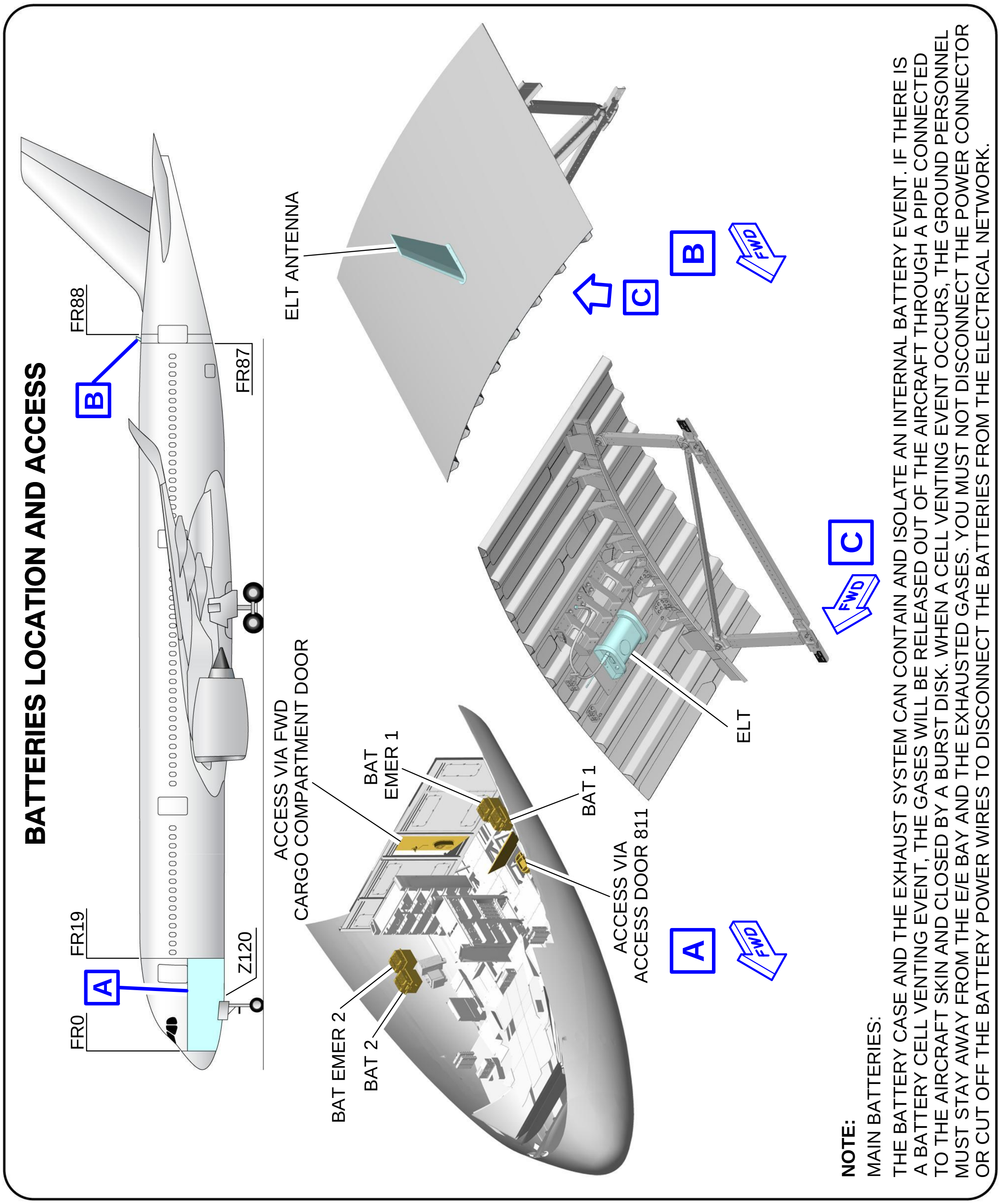
Structural Break-in Points
FIGURE-10-0-0-991-017-A01

****ON A/C A350-900**



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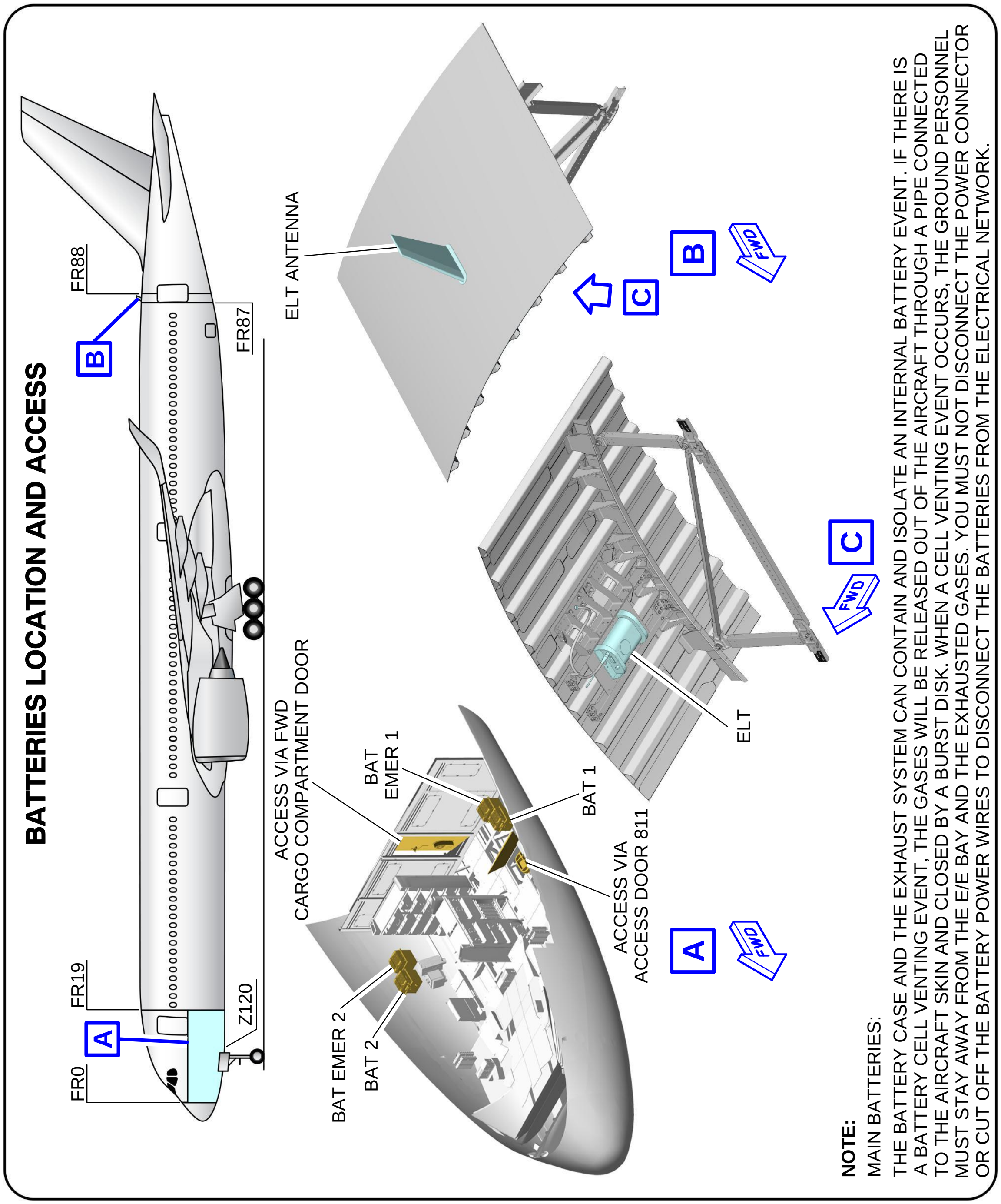
Batteries Location and Access
FIGURE-10-0-0-991-018-A01

****ON A/C A350-1000**



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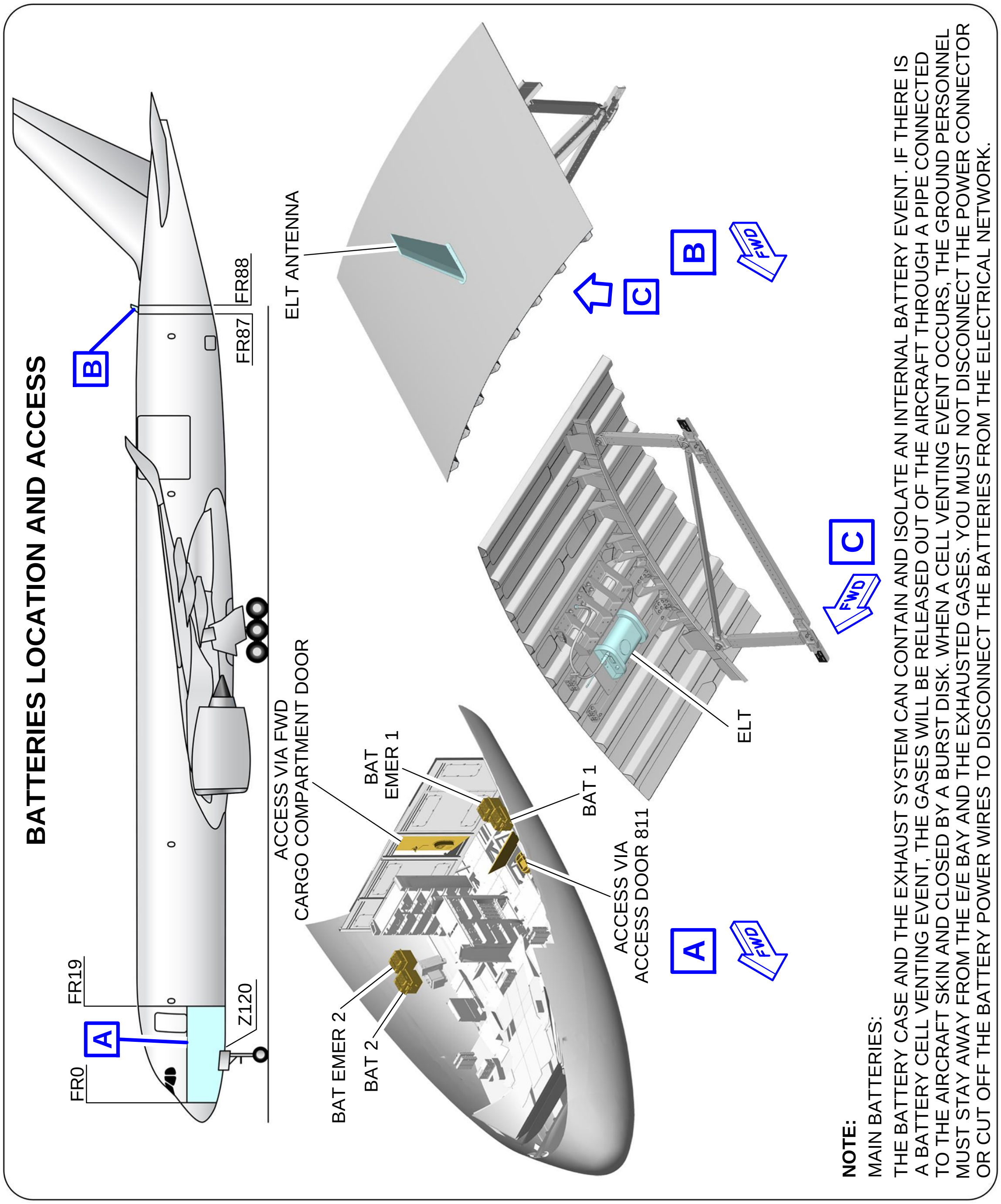
Batteries Location and Access
FIGURE-10-0-0-991-018-B01

****ON A/C A350-1000F**



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Batteries Location and Access
FIGURE-10-0-0-991-018-D01