A350-1000

Here's how the slick features of our new aircraft differ from those on the -900

Passengers There are 334 seats in total, compared to 280 on the -900

Business

There are 46 Business Class seats – up from 38 on the -900. The front section is where the added fuselage length is, and the cabin is integrated between Door 1 and Door 2 instead of being split into two. Seats incorporate all the modifications and robust parts from the modified seats on the -900



Premium Economy There are 32 seats in Premium Economy, in a 2-4-2 arrangement, four more than the -900

Economy

The Economy cabin features 256 seats (up from 214), in a 3-3-3 format. In a difference to the -900, the seats on the -1000 are made by HAECO

CATHAY PACIFIC

Rolls-Royce Trent XWB The XWB-97 engines each offer

Landing gear The additional weight

means that the -1000 has two six-wheel bogies (as with the Boeing 777), which reduces pressure on airport paving



Wingspan

64.75 metres as on the -900, but with an extended trailing edge to allow low approach speeds



There are 14 full cargo pallet spaces, three more than on the -900

Airbus A350-1000 timeline

Cathay Pacific and Airbus sign purchase agreement

December Cathay cabin layout finalised

97,000lb of thrust which is 13,000

more than on the -900. This

increases maximum take-off

weight to 308 tonnes, from 280

February Final assembly line readied in Toulouse

Aircraft contractual definition freeze November First flight with test aircraft (Airbus)

August Start of aircraft assembly in Toulouse February Cathay team carry out first cabin inspection

Test flight for first Cathay aircraft

June First Cathay aircraft delivered

2015

2017

2018

2011-2014