

February 2026
(Figures at end of January 2026)

A350F - LOOK AHEAD WITH A NEW GENERATION FREIGHTER

Key Figures

Payload: up to 111t

Range: up to 4,700nm/
8700 km

Transport capability:

Engines

Livestock

Outsize/heavy cargo

Courier area up to 10 pax

- The longest range most capable large freighter
- First to meet latest ICAO CO₂ emissions standard
- As new member of the A350 Family the A350F benefits from state-of-the art technologies, aerodynamics and unrivaled operational flexibility and reliability
- Benefits from Airbus commonality concept in crews, spares and engines

Orders

- **Orders:** 81 orders from 13 Customers - including 6 aircraft from Air China Cargo (CAO) /3 from Air France (AFR) / 10 Avilease / 6 from Cathay Pacific (CPA) / 8 aircraft from CMA-CGM / 10 from Etihad Airways (ETD) / 7 Korean Air / 3 from Martinair (MPH) / 2 MNG Airlines / 4 from Silk Way West Airlines (SWW) / 7 from Singapore Airlines (SIA) / 10 from Starlux (SJX) / 5 from Turkish (THY)

Main characteristics

- The Airbus A350F is the world's first new generation freighter
- The Airbus A350F is based on **the world's most modern platform and the long-range leader, the A350-1000**, powered by Rolls-Royce Trent XWB 97K engine.
 - it offers **unrivaled operational flexibility and efficiency with high reliability** (99.5% for the pax version) - Latest technology, lowest operating costs
 - With an optimised **fuselage length** for cargo operation and an **extra large main deck cargo door**
 - and over 70% of the airframe made of advanced materials resulting in a 30 t lighter take-off weight vs direct competitor aircraft
- The A350F serves all cargo market models (Express, general cargo, special cargo...) in the large freighter category
- Large freighter **up to 111 t payload** - 11% more volume than competitor aircraft with a **range up to 4,700 nm / 8,700 km** (at 109 t payload)
- The A350F is the only true new freighter that meets the latest ICAO CO₂ emissions standard that will come into effect end 2027

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Product features

- Extra large rear main deck cargo door (Cut-out: 4445 mm / 175" - Clear opening: ~4,3 m / ~170 in) with an opening angle of 65° that enables:
 - Large engines transportation (T1000 / T7000 / TXWB / GE9X)
 - long pallets loading
- Balanced aircraft for ground operations: CG range, cargo loading, no tail tipping
- The best option for general freight and express international markets
 - General cargo layout:
 - Main deck: 30 pallets 96 x 125"
 - Lower deck: 12 pallets 96 x 125"
 - Express layout:
 - Main deck: 30x AM-base containers
 - Lower deck 40x LD3 containers
- Reinforced and more capable main deck cargo floor.
- Optimised and modern Cargo Loading System (CLS)
- Fine temperature control (4°C to 26°C) per compartment on both decks
- Powered by new generation Rolls-Royce Trent XWB 97K engine
- Include state-of-the-art technologies and aerodynamics
- Latest technology in the cockpit - Wi-Fi Tablet Electronic Flight Bag (EFB) - Dual head-up display - Runway Overrun Prevention.
- New courier area up to 11 seats (10 PYC* seats + 1 CAS **) separated from main deck by a rigid barrier wall
- Quietest in its class with 50% noise footprint reduction vs previous generation aircraft

Community benefits

- Compliant with most stringent ICAO Chapter 14 for noise and CAEP/8 for NOx
- 20% less fuel burn and 20% lower CO₂ emissions vs. competitor aircraft*
- Meets newly adopted ICAO CO₂ emissions standard Applicable to current production aircraft after 31st December 2027

Technical Data

Freighter	Courier area	Max structural payload	Max range	Wing Span	Overall length	Overall height	MTOW	MLW
A350F	up to 11 occupants (10 PYC* seats + 1 CAS **)	111 t	4,700 nm at 109 t structural payload	212ft 5in' 64.75 m	232ft 4in 70.8 m	56ft 1in 17.08 m	319 t	252 t

* Premium econoM Class

**Cabin Attendant Seat

Programme main dates

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- 2021 A350F launch
- 2023 A350F first “metal” cut
- 2025 Final Assembly Start
- 2027 Entry into service

Airbus A350F vs Boeing 777F

The A350F has:

- 11% more volume (+71 m³ ~3.5 main deck pallets)
- 3 t to 5 t more payload / 30 t lighter take-off weight
- 300nm more range at equivalent payload
- 20% better economics (lower cash operating cost) per tonne per trip
- New engine technology and aerodynamically optimised design
- 20% less fuel burn and 20% lower CO₂ emissions vs B777F
- The only freighter meeting the 2027 ICAO emissions standard
- Fly-by-wire and the most modern cockpit & avionics flying today
- Airbus A350 family commonality in crew, spares and operations

Airbus A350F vs Boeing 747-400F

- Same volume
- Lighter airframe: 32 t lighter empty weight
- Up to 40% lower cash operating cost per tonne per trip
- About 40% less fuel burn and 40% lower CO₂ emissions vs B747F

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