

# A350 Reset Switch Reference Guide



**AUTO FLT - F/CTL FLAPS 1(2) RESET**

System malfunction or <b>ECAM Alert</b> / Dispatch Message	Reference <b>MP/FCOM</b>
F/CTL FLAP SYS 1+2 FAULT	MP: A350-A-27-5X-XX-2U001-429A-A (FLAP 1) MP: A350-A-27-5X-XX-2V001-429A-A (FLAP 2)  FCOM: Refer to PRO-ABN-ABN-RESET F/CTL FLAPS 1(2) Reset
F/CTL FLAP SYS 1 FAULT	
F/CTL FLAP SYS 2 FAULT	
F/CTL INR FLAPS FAULT	
F/CTL FLAP SYS 1+2	
F/CTL FLAP SYS 1	
F/CTL FLAP SYS 2	
F/CTL FLAP PCU 2	
F/CTL FLAPS TIP BRK SENSOR	
F/CTL FLAP 1 SAFETY TEST REQUIRED	
F/CTL FLAP 2 SAFETY TEST REQUIRED	
F/CTL FLAPS TIP BRK TEST REQUIRED	
F/CTL FLAP ADGB	
F/CTL FLAP 1 ADGB BRK	
F/CTL INR FLAP MOVING DAMPER DATA	
F/CTL L INR FLAP MOVING DAMPER SENSOR	
F/CTL R INR FLAP MOVING DAMPER SENSOR	

**NOTE**

Do not perform any reset during flaps or slats movement  
 Reset only one slats system or flaps system at a time.

**LOCATION**

The **FLAPS** reset buttons are on the overhead panel, on the RESET panel, at location:  
 FLAPS 1 [E2] (left panel, 231VM) / FLAPS 2 [V2] (right panel, 232VM)

**PROCEDURE**

**AFFECTED FLAPS..... PULL**

Wait 5 sec, after:

**AFFECTED FLAPS.....PUSH**

**AUTO FLT - F/CTL SLATS 1(2) RESET**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
F/CTL SLAT SYS 1+2 FAULT	<p>MP: A350-A-27-8X-XX-3E001-429A-A (SLAT 1)                      MP: A350-A-27-8X-XX-2T001-429A-A (SLAT 2)</p> <p>FCOM: Refer to PRO-ABN-ABN-RESET F/CTL SLATS 1(2) Reset</p>
F/CTL SLAT SYS 1 FAULT	
F/CTL SLAT SYS 2 FAULT	
F/CTL SLAT SYS 1+2	
F/CTL SLAT SYS 1	
F/CTL SLAT SYS 2	
F/CTL SLATS TIP BRK SENSOR	
F/CTL SLAT 1 SAFETY TEST REQUIRED	
F/CTL SLAT 2 SAFETY TEST REQUIRED	
F/CTL SLATS TIP BRK TEST REQUIRED	

**NOTE**

Do not perform any reset during flaps or slats movement  
 Reset only one slats system or flaps system at a time.

**LOCATION**

The **SLATS** reset buttons are on the overhead panel, on the RESET panel, at location:  
 SLATS 1 [D2] (left panel, 231VM) / SLATS 2 [U2] (right panel, 232VM)

**PROCEDURE**

**AFFECTED SLATS..... PULL**

Wait 5 sec, after:

**AFFECTED SLATS.....PUSH**

**FUEL FQMS 1(2) RESET**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
FUEL FQMS 1(2) FAULT	MP: A350-A-28-51-XX-00001-132A-A FQMS Side 1(2) Reset  FCOM: PRO-ABN-ABN-RESET FUEL FQMS 1(2) Reset
FUEL FQMS 1+ 2 FAULT	
FUEL L(R) WING TK LEVEL LO	
FUEL L+R WING TK LEVEL LO	
FUEL L(R) WING TK OVERFLOW	
FUEL CTR TK LEVEL LO DET	
FUEL FQI DEGRADED	
FUEL FQI INTEGRITY DET	
FUEL FQMS 1(2)	
FUEL FUEL PROPERTIES MEASUREMENT	
FUEL L(R) TK MAIN CELL TEMP MONITORING	
FUEL L(R) TK MAIN CELL +R(L) WING TEMP MONIT	
FUEL L+R TK MAIN CELL TEMP MONITORING	
FUEL L(R) WING TEMP MONITORING	
FUEL L+R WING TK LEVEL LO DET	
FUEL L+R WING TK LVL DET	

**NOTE**

Do not do an FQMS reset when fuel system ground operations are in progress.

If the alert is due to an IMA module failure, do not reset the FQMS.

Reset one FQMS side at a time.

**After one FQMS side is reset, you must wait 90 seconds before you reset the other FQMS side.**

During the FQMS reset, several ECAM alerts may be temporarily displayed, e.g.:

- FUEL FQMS 1 FAULT for FQMS 1 reset
- FUEL FQMS 2 FAULT for FQMS 2 reset.

**Those temporary alerts have to be disregarded.**

**LOCATION**

The FQMS reset buttons are on the overhead panel, on the RESET panel, at location:

FQMS 1 [F2] (left panel, 231VM) / FQMS 2 [W2] (right panel, 232VM)

**PROCEDURE**

On ground only:

**FQMS 1(2) SWITCH.....PULL**

**Wait 3 s, after:**

**FQMS 1(2) SWITCH.....PUSH**

**Reset one FQMS side at a time.**

**Wait 90 s before you reset the other FQMS side, if necessary.**

**If reset not successful:**

FQMS 1(2): DO NOT RESET

**FWS FWS 1(2) RESET**

System malfunction or <b>ECAM Alert</b> / Dispatch Message	Reference <b>MP/FCOM</b>
FWS FWS 1(2) FAULT	MP: A350-A-31-51-XX-00001-132A-A Reset of Flight Warning System (FWS) 1(2)
FWS FWS 1+2 FAULT	
FWS AUDIO FUNCTION LOST	FCOM: Refer to PRO-ABN-ABN-RESET FWS FWS 1(2) Reset
FWS 1(2)	
FWS 1+2	

**NOTE**

If the alert is due to an IMA module failure, do not reset the FWS.

**LOCATION**

The FWS reset buttons are on the overhead panel, on the RESET panel, at location:  
FWS 1 [B3] (left panel, 231VM), FWS 2 [S3] (right panel, 232VM)

**PROCEDURE**

If one FWS affected:

**FWS 1(2) SWITCH.....PULL**

The amber "FWS FWS1 FAULT" ("FWS FWS2 FAULT") warning message comes into view.

Wait 3 s, after:

**FWS 1(2) SWITCH..... PUSH**

The amber "FWS FWS1 FAULT" ("FWS FWS2 FAULT") warning message goes out of view.

**On the WD**, if some other warning messages come into view:

On the center pedestal, on panel 135VM, push the **CLEAR** key as many times as necessary for the warning messages to go out of view.

**On the SD**, The "**STATUS**" page comes into view.

If both FWS affected:

**FWS 1 AND FWS 2 SWITCH.....PULL**

Wait 3 s, after:

**FWS 1 AND FWS 2 SWITCH.....PUSH**

**Note: DM "Slat/Flap Tip Brake" could appear (according to experience)**

**OIS AVNCS RESET**

System malfunction or <b>ECAM Alert / Dispatch Message</b>		Reference <b>MP/FCOM</b>
COMPANY COM	<b>COM COMPANY COM FAULT</b>	MP: TASK A350-A-46-12-01-01002-132A-A Reset of the Onboard Information System ( OIS ) (Avionics Domain) through the RESET/OIS AVNCS Switch  FCOM: PRO-ABN-ABN-RESET OIS AVNCS Reset

**NOTE**

**Close the session(s) on the terminal(s):**

On the OMT and on the CAPT and F/O OIS displays, make sure that no window related to an application is open.

During the avionics OIS reset, the "**COMPANY COM NOT AVAIL**" message is shown on the CAPT and F/O OIS displays.

**During the AVIONICS OIS reset, a reset of the CABIN AND MAINTENANCE OIS LRUs and applications is also necessary.**

**LOCATION**

The **OIS AVNCS** reset button is on the overhead panel, on the RESET panel, at location [R4] (right panel, 232VM)

The **OIS CAB&MAINT** reset button is on the overhead panel, on the RESET panel, at location [S4] (right panel, 232VM)□

**PROCEDURE**

**OIS AVNCS and OIS CAB & MAINT SWITCH..... PULL**

**Wait 10s aprox., after:**

**On the OMT:**

The display goes out of view and a **red cross** comes into view. Then, the **red cross** goes out of view and the "**OIS MENU LOADING**" indication comes into view.

**On the CAPT and F/O OIS displays:**

The display goes out of view and the "**OIS NOT AVAIL**" indication comes into view. Then, the "**OIS NOT AVAIL**" indication goes out of view and the "**OIS MENU LOADING**" indication comes into view.

**OIS AVNCS and OIS CAB & MAINT SWITCH.....PUSH**

**Wait 9min aprox, after:**

**On the OMT:**

The "**OIS MENU LOADING**" indication goes out of view and the applicable display comes into view (the cabin and maintenance applications operate again).

**On the CAPT and F/O OIS displays:**

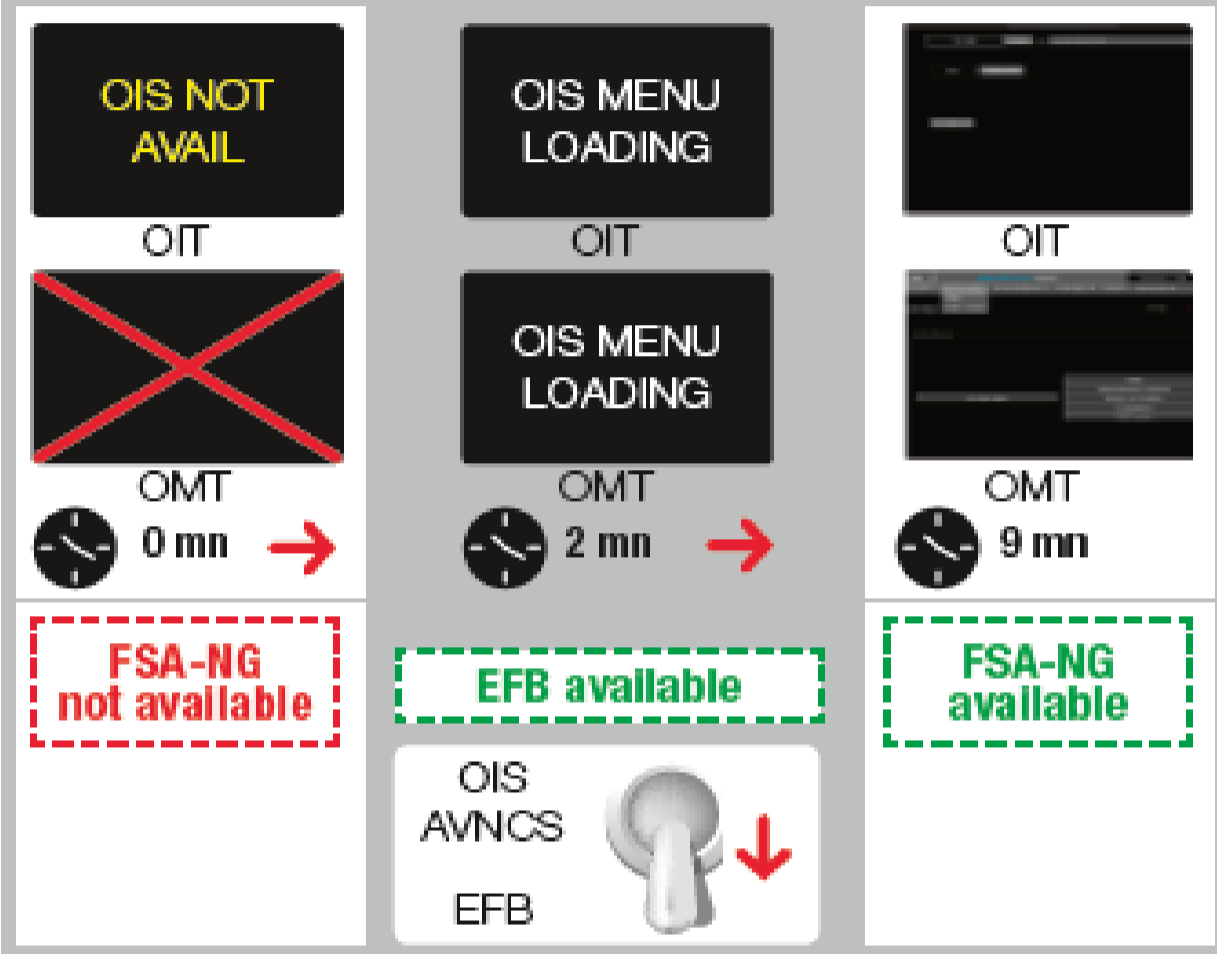
The "**OIS MENU LOADING**" indication goes out of view and the applicable display comes into view (the avionics, cabin and maintenance applications operate again).

**CONTINUE →**

**OIS AVNCS RESET - cont.**

Consequences of an OSFC reset

What happens after ASFC + OSFC resets



**OIS CAB&MAINT RESET**

System malfunction or <b>ECAM Alert / Dispatch Message</b>		Reference <b>MP/FCOM</b>
OIS	<b>VIDEO CAPT+F/O OIS DISPLAY FAULT</b>	MP: TASK A350-A-46-12-02-00002-132A-A Reset of the Cabin and Maintenance Onboard Information System (OIS) through the RESET/OIS CAB & MAINT Switch  FCOM: Refer to PRO-ABN-ABN-RESET OIS CAB&MAINT Reset
	<b>OIS NOT AVAIL</b> displayed on CAPT and	
	The following situation occurs during	
The following message is displayed		
The following message is displayed		
CABIN	Loss of A/C position for passengers	
	Loss of OMTS and internet for	
	Loss of telemedicine	
PRINTER	Print from ATC, FMS and COMPANYCOM fails	

**NOTE**

**Close the session(s) on the terminal(s):**

On the OMT and on the CAPT and F/O OIS displays, make sure that no window related to an application is open. If the display is frozen, it will not be possible to close the session(s) on the terminal(s).

**LOCATION**

The **OIS AVNCS** reset button is on the overhead panel, on the RESET panel, at location [R4] (right panel, 232VM)

The **OIS CAB&MAINT** reset button is on the overhead panel, on the RESET panel, at location [S4] (right panel, 232VM) □

**PROCEDURE**

**OIS AVNCS and OIS CAB & MAINT SWITCH..... PULL**

Wait 10s approx., after:

**On the OMT:**

The display goes out of view and a red cross comes into view.

**On the CAPT and F/O OIS displays:**

The display goes out of view and the "OIS NOT AVAIL" indication comes into view.

**OIS AVNCS and OIS CAB & MAINT SWITCH.....PUSH**

Wait 9min aprox, after:

**On the OMT:**

On the OMT, the red cross goes out of view.

**On the CAPT and F/O OIS displays:**

On the CAPT and F/O OIS displays, the "OIS NOT AVAIL" indication goes out of view.

The applicable display comes into view on the terminals (the cabin and maintenance applications operate again).

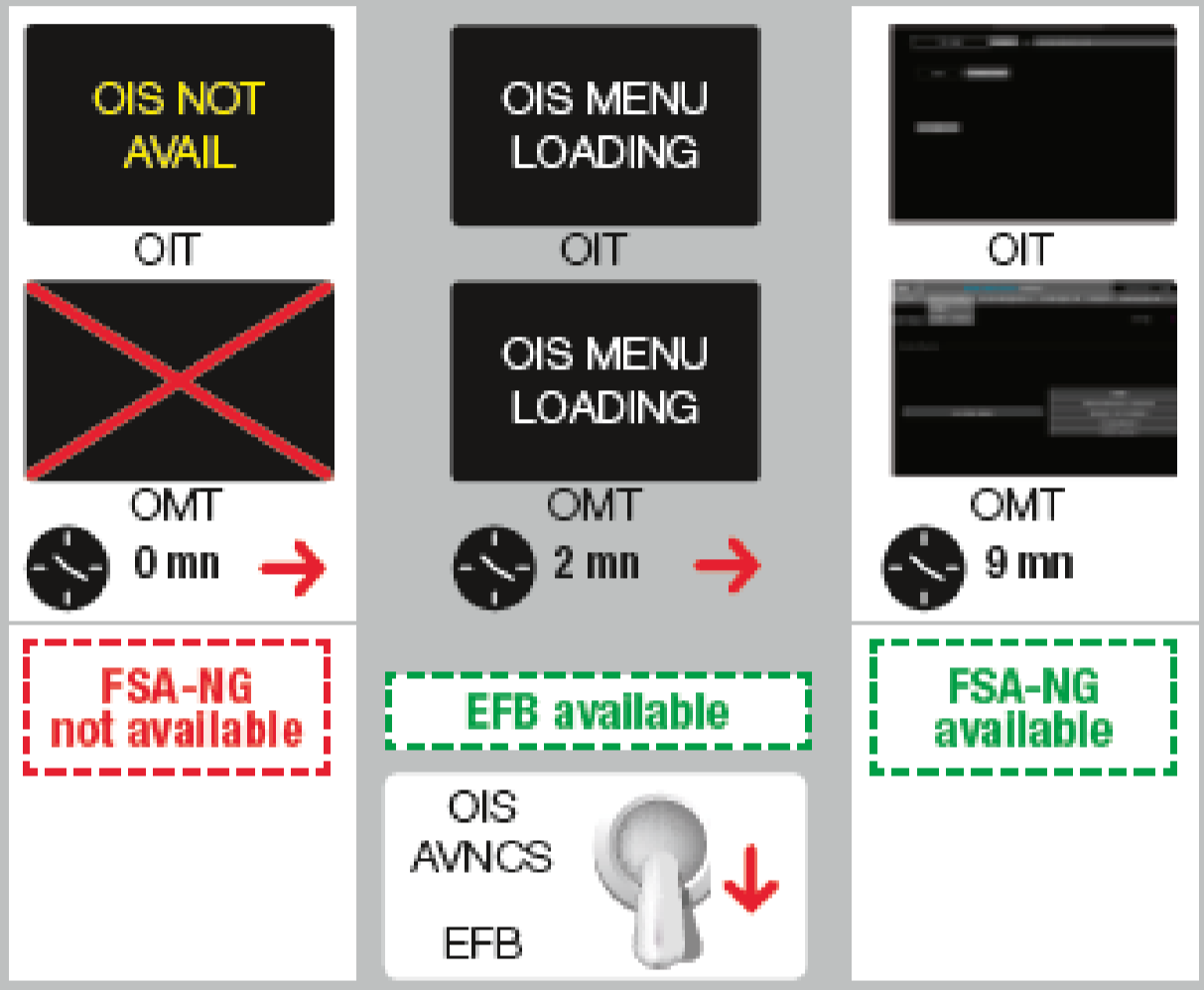
**CONTINUE →**



**OIS CAB&MAINT RESET - cont.**

Consequences of an OSFC reset

What happens after ASFC + OSFC resets



## SMOKE SDS 1(2) RESET

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>	
SMOKE DET FAULT		
SMOKE FLT(CABIN) REST DET FAULT		
SMOKE FWD(AFT/BULK) CARGO BOTTLES FAULT		
SMOKE FWD(AFT/BULK) CARGO DET FAULT		
SMOKE FWD+AFT CARGOS BOTTLES FAULT		
SMOKE FWD+AFT CARGOS BTL 1(2) FAULT		
SMOKE IFE BAY DET FAULT		
SMOKE L(R) AVNCS DET FAULT		
SMOKE LAVATORY DET FAULT		
SMOKEPAX BBAND DET FAULT		
SMOKE CABIN REST DET REDUNDANCY		
SMOKE DET		MP: TASK A350-A-26-1X-XX-00001-561A-A De-energize the Smoke Detection System (SDS)
SMOKE DET REDUNDANCY		
SMOKE FLT(CABIN) REST DET		MP: TASK A350-A-26-1X-XX-00001-761A-A Energize the Smoke Detection System (SDS)
SMOKE FWD(AFT/BULK) CARGO BOTTLES		
SMOKE FWD(AFT/BULK) CARGO BTLs REDUNDANCY		
SMOKE FWD(AFT/BULK) CARGO DET		FCOM: PRO-ABN-ABN-RESET SMOKE SDS 1(2) Reset
SMOKE FWD(AFT/BULK) CARGO DET REDUNDANCY		
SMOKE FWD+AFT CARGOS BOTTLES		
SMOKE FWD+AFT CARGOS BTL 1(2)		
SMOKE FWD+AFT CARGOS BTL 1(2) REDUNDANCY		
SMOKE FWD+AFT CARGOS BTLs REDUNDANCY		
SMOKE IFE BAY DET		
SMOKE IFE BAY DET REDUNDANCY		
SMOKE L(R) AVNCS DET		
SMOKE L(R) AVNCS DET REDUNDANCY		
SMOKE LAVATORY DET		
SMOKE PAX BBAND DET		
SMOKE PAX BBAND DET REDUNDANCY		

**NOTE**

- Consider a SDS reset if:
- At least two dispatch messages are triggered, or
  - At least one ECAM alert is triggered.

**LOCATION**

The **Smoke Detection Systems (SDS)** reset buttons are on the overhead panel, on the RESET panel, at location: SDS 1 [C2] (left panel, 231VM), SDS 2 [T2] (right panel, 232VM)

**PROCEDURE**

**The FCOM procedure only requires reset of the SDS Reset Switch**

**The MP procedure requires to de-energize all the system opening/closing the attached C/B. See below table**

**SDS 1 AND SDS 2 SWITCH..... PULL**

During this procedure, you can ignore the SDS-related messages on the ECAMdisplay.

SUBTASK 261XXX-86500040001

B. Open, safety/lock and tag this(these) circuit breaker(s):

PANEL	DESIGNATION	FIN	LOCATION
EPDC2	C/B-CAN BUS C NORM DC2	3100WB	2KB05
EPDC2	C/B-FEDC NORM DC2	3100WX	4AE06
EPDC1	C/B-FEDC NORM DC1	3101WX	3AE02
CBP2	C/B-SDF 2,EMER DC2	3200WH	6AE09
CBP1	C/B-SDF 1,EMER DC1	3201WH	5AA03
CBP2	C/B-CAN BUS B,EMER DC2	3202WH	6AE07
CBP1	C/B-CAN BUS A,EMER DC1	3203WH	5AA06

**CONTINUE →**

**SMOKE SDS 1(2) RESET - cont.**

**Wait 3 s, after:**

- B. Remove the tag(s) and/or the CIRCUIT-BREAKER SAFETY CLIP(S) and close/unlock this(these) circuit breaker(s):

PANEL	DESIGNATION	FIN	LOCATION
EPDC2	C/B-CAN BUS C NORM DC2	3100WB	2KB05
EPDC2	C/B-FEDC NORM DC2	3100WX	4AE06
EPDC1	C/B-FEDC NORM DC1	3101WX	3AE02
CBP2	C/B-SDF 2,EMER DC2	3200WH	6AE09
CBP1	C/B-SDF 1,EMER DC1	3201WH	5AA03
CBP2	C/B-CAN BUS B,EMER DC2	3202WH	6AE07
CBP1	C/B-CAN BUS A,EMER DC1	3203WH	5AA06

**SDS 1 AND SDS 2 SWITCH.....PUSH**

The SDS does a power-up test.

NOTE: During this procedure, you can ignore the SDS-related messages on the ECAM display.

**After a few minutes:**

The SDS-related messages on the ECAM display go out of view.

**If at least one SMOKE dispatch message still displayed:**

**CIDS RESET.....CONSIDER**

## SURV AESU 1(2) RESET

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
SURV ADS-B TRAFFIC 1+2 FAULT	MP: TASK A350-A-34-71-XX-00001-132A-A Reset of Aircraft Environment Surveillance Unit (AESU) 1(2)  FCOM: PRO-ABN-ABN-RESET SURV AESU 1(2) Reset
SURV GPWS FAULT	
SURV PRED W/S 1+2 FAULT	
SURV SYS 1+2 FAULT	
SURV TAWS FAULT	
SURV TCAS 1+2 FAULT	
SURV TERR SYS FAULT	
SURV WXR 1+2 FAULT	
SURV XPDR 1+2 FAULT	

**NOTE**

During the AESU reset, several ECAM alerts may be temporarily displayed. In case of **SURV XPDR 1+2 FAULT**, the flight crew must inform the ATC of the temporary loss of the XPDR. **All other temporary alerts can be disregarded**

**Note:**

- The AESU reset is not recommended during the approach.
- Reset only one AESU at a time.

**LOCATION**

The AESU reset buttons are on the overhead panel, on the RESET panel, at location: AESU 1 [E3] (left panel, 231VM) and AESU 2 [V3] (right panel, 232VM)

**PROCEDURE**

On the center pedestal, on panel **135VM**, make sure that the **two engine master switches** are set to OFF (engines stopped).

On the CAPT and F/O EFIS control panels, make sure that the **WXR mode** is not engaged (the green bars of the WX key are off).

**NOTE: This is for system 1. For the other system(s), use the indications between the parentheses.**

**1. On the center pedestal, on the AESS control panel:** To activate the two function groups in AESU1 (AESU2)

**WXR/SYS 1 (2) key and the XPDR/TCAS/SYS 1 (2) key.....PUSH**

**On the center pedestal, on the AESS control panel:**

The green bars of these keys come on.  
NOTE: AESU1 (AESU2) becomes the Master AESU

**2. On the overhead panel, on the RESET section of panel 231VM (232VM):**

**AESU 1(2) SWITCH.....PULL**

**On the ECAM display, on the WD:**

The amber **“SURV SYS 1 FAULT”** (“SURV SYS 2 FAULT”) warning message comes into view.

You can hear a single chime from the CAPT and F/O loudspeakers.

**On the glareshield, on panels 411VU and 412VU:**

The legends of the **CAPT and F/O MASTER CAUT** pushbutton switches come on.

**CONTINUE →**

**SURV AESU 1(2) RESET - cont**

Wait 5s, after:

**AESU 1(2) SWITCH.....PUSH**

**AESU1 (AESU2) operates after 15 seconds.**

**On the ECAM display, on the WD:**

The amber “SURV SYS 1 FAULT” (“SURV SYS 2 FAULT”) warning message goes out of view.

**On the glareshield, on panels 411VU and 412VU:**

The legends of the **CAPT** and **F/O MASTER CAUT** pushbutton switches go off

**VENT VCS 1(2) RESET**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
<p>COND VENT LOCAL CTL REDUNDANCY</p> <p>On ground, in the case of erroneous smoke warning triggered by high level of humidity or insecticide spraying in cargo compartments.</p>	<p>MP: TASK A350-A-21-21-XX-00001-132A-A Reset of Ventilation Control System ( VCS ) 1 (2)</p> <p>FCOM: PRO-ABN-ABN-RESET VENT VCS 1(2) Reset</p>

**NOTE**

On ground, it is recommended to reset both Ventilation Control Systems (VCSs) at the same time, to ensure a successful VCS reset.

**LOCATION**

The VCS reset buttons are on the overhead panel, on the RESET panel, at location: VCS 1 [B1] (left panel, 231VM) and VCS 2 [S1] (right panel, 232VM)

**PROCEDURE**

On ground:  
VCS 1 AND VCS 2 SWITCH.....PULL

Wait 5s, after:  
VCS 1 AND VCS 2 SWITCH.....PUSH

**PRINTER RESET**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
"KO" Status Shown for the Cockpit Printer on the "PRINTER MANAGEMENT" page	<a href="#">MP: TASK A350-A-46-12-02-03001-132A-A-Printer Stop and Start Procedure</a>
The "FAILED" Status is Shown in Amber in the "STATUS" Column or the "PENDING" Status is Shown Continuously on the "PRINTER MANAGEMENT" Page	
On the Printer, on the STATUS Key, the Green LED Flashes and the Amber LED is Off	
On the Printer, on the STATUS Key, the Amber LED is on and the Green LED is Off	
Not Possible to Stop the Printing While the CANCEL Key is pushed for More than Three Seconds	
On the Printer, Not Possible to Print a Test Page with the TEST Key or the SLEW Key has No Effect	

**NOTE**

Make sure that this circuit breaker is CLOSED: Some circuit breakers can have the status “open by aircraft logics”. These circuit breakers are controlled automatically and will close when the logic senses the application conditions.

PANEL	DESIGNATION	FIN	LOCATION
EPDC1	C/B-PRINTER 1	3107TC	1FE03

**LOCATION**

The PRINTER reset button is on the overhead panel, on the RESET panel, at location: PRINTER [E6] (left panel, 231VM)

**PROCEDURE**

**PRINTER SWITCH.....PULL**

On the center pedestal, on the printer, **wait until the two LEDs of the STATUS indicator go off (the printer power supply is off).**

**PRINTER SWITCH.....PUSH**

On the center pedestal, on the printer, wait until the green LED of the STATUS indicator comes on (the amber LED stays off). **The printer starts again after two minutes.**

**EFB RESET**

System malfunction or <b>ECAM Alert</b> / Dispatch Message	Reference <b>MP/FCOM</b>
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**LOCATION**

The EFB 3 reset button is on the overhead panel, on the RESET panel, at location:  
EFB [V6] (left panel, 232VM)

**NOTE: INFO from Aircraft Integrated Platforms Engineer Customer Services – SEEA4**

The EFB3 push button switch, it is only a power supply breaker. That means it does not allow shutting down the laptop. To do so, for First FlySmart customer (SIA), there is a button on Flysmart application (accessible from EFB Capt and F/O) to stop and start the EFB3 laptop. The MP to start/stop CAPT(F/O) EFB will be updated to include EFB3 and start/stop it manually. For non Flysmart customer, it is something they have to develop depending on their own operational procedures or whatever A/L solution.

As far as known, EFB3 push button switch is never directly used in AFI but it will be referenced in “de-energize” (A350-A-24-41-XX-00ZZZ-561Z-A ) or “energize” (A350-A-24-41-XX-00ZZZ-761Z-A) the Aircraft MP (not yet updated).

The MP to install/ remove/ start/ stop EFB3 and Flight Crew Application Description will be available for AirNav November release

Today the first customer is SIA.



**CINS RESET**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
Loss of OMTS and internet for passengers.	MP: <a href="#">TASK A350-A-46-41-XX-04001-132A-A Reset of the Connectivity System with the CINS Reset Switch</a> FCOM: PRO-ABN-ABN-RESET-CAB_COM CINS RESET

**NOTE**

This procedure gives the instructions necessary to do a reset of the HESU, WLU(s) and BTSs with the CINS reset switch.

The reset of ALNA LRU, and in particular the HESU, may be required to re-initiate the end to end dataflow with the ground (FSA-NG 3.1 bugs e.g.).

A complete CINS reset disables the cabin connectivity services for passengers (i.e. internet and mobile telephony services) during 10 min. □

**LOCATION**

The CINS reset button is on the overhead panel, on the RESET panel, at location: CINS [T4] (right panel, 232VM)

**PROCEDURE**

**CINS SWITCH.....PULL**

A reset of the HESU, WLU(s) and BTSs start

**Wait 3s, after:**

**CINS SWITCH.....PUSH**

The HESU, WLU(s) and BTSs start again.

**On the FAP:**

**On the ALNA-maintenance “Service Overview” page, the messages that follow come into view:**

- “No Connection to Server” then
- “System Starting”

**After approximately 5 minutes, the ALNA-maintenance “Service Overview” page shows.**

**NOTE**

The loss of the cabin connectivity services (i.e. internet and mobile telephony services) may also be due to the OIS CAB&MAINT applications. The flight crew may also attempt this reset (Refer to PRO-ABN-ABN-RESET OIS CAB&MAINT Reset).

**AUTO FLT**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
AUTO FLT AFS CTL PNL FAULT	MP: A350-A-22-81-XX-00002-343A-A  FCOM: Refer to PRO-ABN-ABN-RESET AUTO FLT FCU Reset
AUTO FLT AFS CTL PNL + CAPT(F/O) BKUP	
CDS CAPT(F/O) EFIS CTL PNL FAULT	
CDS CAPT + F/O EFIS CTL PNLS FAULT	
CDS CAPT(F/O) EFIS CTL PNL + BKUP CTL	
AUTO FLT AFS CTL PNL	
AUTO FLT AFS CTL PNL + CAPT BKUP CTL	
CDS CAPT(F/O) EFIS CTL PNL	
CDS CAPT + F/O EFIS CTL PNLS	
CDS CAPT(F/O) EFIS CTL PNL + BKUP CTL	

**LOCATION**

The **FCU** power supply button is on the overhead panel, on the CKPT EQPT POWER SUPPLY panel 231VM, at location [D6]

**PROCEDURE**

**On ground only:**

In the cockpit, below the glareshield , make sure that the display windows of the two EFIS control panel and the AFS control panel of the FCU are on

**FCU SWITCH..... PULL**

On the glareshield, on the FCU:

The display windows and legends go out view.

On the ECAM display, on the WD:

The “CDS & AUTO FLT FCU SWITCHED OFF” message comes into view.

**wait 3 seconds:**

**FCU SWITCH.....PUSH**

On the glareshield, on the FCU: .

The display windows and legends come into view

On the ECAM display, on the WD:

The “CDS & AUTO FLT FCU SWITCHED OFF” message goes out of view.

**If reset not successful:**

**FLIGHT CREW: MUST USE CAPT(F/O) MFD FCU BKUP**

The flight crew should permanently display the AFS CONTROL PANEL page of the MFD FCU BKUP, except during cruise. The use of other MFD displays must be minimized.

Note: When the OIS ON CENTER is active, the MFD FCU BKUP page cannot be displayed on outer DUs.

**AUTO FLT**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
<b>AUTO FLT FMC-A(B)(C) FAULT</b>	<b>MP: A350-A-22-7X-XX-01001-398A-A</b>
<b>AUTO FLT FMC-A(B)(C) FAULT</b>	<b>FCOM: Refer to PRO-ABN-ABN-RESET AUTO FLT FMC-A(B)(C) Reset</b>

**LOCATION**

FMC-A is located on 231VM panel at [D1], FMC-C is located on 231VM panel at [E1] and FMC-B is located on 232VM panel at [U1].

**PROCEDURE****On ground only:**

Make sure that the **CDS** is in operation **Ref. MP A350-A-31-63-XX-00ZZZ-132Z-A**

On the main instrument panel, on the FMS section of panel 311VU,

Make sure that the **FMS** selector switch is in the **NORM** position.

**Only perform one reset at a time.**

**RESET FMC-A**

**FMC-A SWITCH..... PULL**

On the main instrument panel, on the warning display window of the ECAM display

**WAIT until the warning message related to FMC-A comes into view.**

On the upper part of the CAPT MFD, in the pull-down selection list:

**WAIT until FMS1–C indication comes into view.**

**FMC-A SWITCH.....PUSH**

On the warning display window of the ECAM display:

The warning message related to FMC-A goes out of view, **after 30 seconds approx.**

**NOTE: FMC-A operates after 60 seconds**

On the upper part of the CAPT MFD, in the pull-down selection list:

The FMS1 indication comes into view

**RESET FMC-B**

**FMC-B SWITCH..... PULL**

On the main instrument panel, on the warning display window of the ECAM display

**WAIT until the warning message related to FMC-B comes into view.**

On the upper part of the CAPT MFD, in the pull-down selection list:

**WAIT until FMS2–C indication comes into view.**

**FMC-B SWITCH.....PUSH**

On the warning display window of the ECAM display:

The warning message related to FMC-B goes out of view, **after 30 seconds approx.**

**NOTE: FMC-B operates after 60 seconds**

On the upper part of the CAPT MFD, in the pull-down selection list:

The FMS2 indication comes into view

**CONTINUE →**

**AUTO FLT - cont.****RESET FMC-C****FMC-C SWITCH..... PULL**

On the main instrument panel, on the warning display window of the ECAM display

**WAIT until the warning message related to FMC-C comes into view.**

**WAIT FOR 10 SEC BEFORE RESET THE FMC-C SWITCH**

**FMC-C SWITCH.....PUSH**

On the warning display window of the ECAM display:

The warning message related to FMC-B goes out of view, **after 30 seconds approx.**

**NOTE: FMC-C operates after 60 seconds**

## AUTO FLT

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
AUTO FLT FMS-1(2) FAULT	MP: NONE  FCOM: Refer to PRO-ABN-ABN-RESET AUTO FLT FMS 1(2)(1+2) Reset
AUTO FLT FMS-1+2 FAULT	
AUTO FLT FMC-(A+C)(A+B) FAULT	
AUTO FLT FMC-(A+B)(B+C) FAULT	
AUTO FLT FMC-(A+B+C) FAULT	

### LOCATION

The **FMC's** reset buttons are on the overhead panel, on the RESET PANELS 231VM and 232VM as follow: FMC-A is located on 231VM panel at [D1], FMC-C is located on 231VM panel at [E1] and FMC-B is located on 232VM panel at [U1].

### PROCEDURE only available for Flight Crew as follow:

In normal Operation, **FMS 1** is failed if **FMC-A** and **FMC-C** are failed.

The **AUTO FLT FMS 1 Fault Alert** is triggered with the **AUTO FLT FMC A+C Fault DM**

In normal Operation, **FMS 2** is failed if **FMC-B** and **FMC-C** are failed.

The **AUTO FLT FMS 2 Fault Alert** is triggered with the **AUTO FLT FMC B+C Fault DM**

In abnormal Operation , the Flight Crew may attempt a Reset on the two FMCs that the Flight Crew may identify with the related Dispatch Message

In the case of a Dispatch with one FMC inoperative, after the **AUTO FLT FMS 1 (2) Fault Alert** triggering on the ECAM, the Flight Crew may attempt a FMC Reset on the FMC that fails in flight

The Flight Crew should reset only one FMC at a time

**If RNP AR Operation in progress DO NOT RESET FMC (A)(B)(C)**

In the case of **AUTO FLT FMS 1 FAULT** a reset must be carry out as follow:

**FMC-A SWITCH.....PULL**

wait 3 Seconds

**FMC-A SWITCH .....PUSH**

When FMC-A is operative:

**FMC-C SWITCH.....PULL**

wait 10 Seconds

**FMC-C SWITCH..... PUSH**

In the case of **AUTO FLT FMS 2 FAULT**

**FMC-B SWITCH ..... PULL**

wait 3 Seconds

**FMC-B SWITCH.....PUSH**

When FMC-B is operative:

**CONTINUE →**

**AUTO FLT - cont**

FMC-C SWITCH.....PULL  
wait 10 Seconds  
FMC-C SWITCH ..... PUSH

In the case of **AUTO FLT FMS 1+2 FAULT**:

FMC-A SWITCH..... PULL  
wait 3 Seconds  
FMC-A SWITCH ..... PUSH

When FMC-A is operative:

FMC-B SWITCH ..... PULL  
wait 3 Seconds

FMC-B.....PUSH  
When FMC-B is operative:

FMC-C SWITCH.....PULL  
wait 10 Seconds

FMC-C SWITCH ..... PUSH

**AUTO FLT**

System malfunction or <b>ECAM Alert</b> / Dispatch Message	Reference <b>MP/FCOM</b>
FMS in Independent Mode	<b>MP: NONE</b>  Refer to PRO-ABN-ABN-RESET AUTO FLT FMS in Independent Mode

**LOCATION**

The **FMC's** reset buttons are on the overhead panel, on the RESET PANELS 231VM and 232VM as follow: FMC-A is located on 231VM panel at [D1], FMC-C is located on 231VM panel at [E1] and FMC-B is located on 232VM panel at [U1].

**PROCEDURE only available for Flight Crew as follow:**

Both **FMS** change from **DUAL to INDEPENDENT Mode**, if there is a communication Failure between the active FMCs

**For more Information on independent mode, Refer to DSC-22-FMS-40 INDEPENDENT Mode**

In normal Configuration, if **AP 1** is engaged the Master **FMC is FMC-A** and the Slave **FMC is FMC-B**  
In normal Configuration, if **AP 2** is engaged the Master **FMC is FMC-B** and the Slave **FMC is FMC-A**

**For more Information on master and slave FMCs, Refer to DSC-22-FMS-40 Normal Operation.**

The Flight Crew should reset only one **FMC** at a time

**If RNP AR Operation in progress DO NOT RESET FMC (A)(B)(C)**

**Pull FMC** Reset Switch on the opposite Side of the AP engaged (if engaged)

...wait 3 seconds

**Push FMC** Reset Switch on the opposite Side of the AP engaged (if engaged)

**CAB COM**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
<b>CAB COM CABIN INTERPHONE FAULT</b>	<p><b>MP: A350-A-44-11-XX-00001-132A-A</b></p> <p><b>FCOM: Refer to PRO-ABN-ABN-RESET CAB COM CIDS Reset</b></p>
<b>CAB COM CIDS 1+2 FAULT</b>	
<b>CAB COM PAX ADDRESS FAULT</b>	
CAB COM CABIN INTERPHONE	
CAB COM CABIN INTERPHONE DEGRADED	
CAB COM CIDS 1+2	
CAB COM PAX ADDRESS	
CAB COM PAX ADDRESS DEGRADED	
CAB COM SINGLE CIDS	
CABIN EMER EXIT LT	
CABIN DRAIN MASTS HEATING	
After some cases of Smoke Detection Systems (SDS) Refer to PRO-ABN-ABN-RESET SMOKE SDS 1(2) and MP: A350-A-26-1X-XX-00ZZZ-132Z-A Reset procedures	

**LOCATION**

The **CIDS** reset button are on the overhead panel on the RESET panel, at location CIDS 1 [F3] (left panel 231VM) and CIDS 2 [W3] (right panel 232VM):

**CIDS Power-Up Test approximatly 2 minutes**

ECAM Message go out of view after approximatly 5 minutes  
 During the CIDS Reset, the other Components and the Functions of the CIDS are also not fully available  
 They can show different Effects during the Reset, eg. changes of the Illumination Brightness, Signs that go on and off and other Symptoms

**PROCEDURE**

**CIDS 2 RESET SWITCH..... PULL**

...on the ECAM Display, on the Warning Display, the "**CAB COM SINGLE CIDS**" Message comes into view  
 ...on the ECAM Display, on the System Display, on the Dispatch Page, the "**CAB COM SINGLE CIDS**" Message comes into view  
**wait 5 seconds.**

**CIDS 1 RESET SWITCH .....PULL**

...on the Warning Display, the "**CAB COM CIDS 1+2**" Message comes into view  
 ...on the System Display, on the Dispatch Page, the "**CAB COM CIDS 1+2**" Message comes into view  
 ...in the Cabin, on each FAP, the "**No FAP Information available**" Message comes into view, expect Functions of the CIDS are not fully available

**CONTINUE →**



**CAB COM - cont.**

**wait 5 seconds.**

**CIDS 1, 2 RESET SWITCHES ..... PUSH AT THE SAME TIME**

...at this time, the **CIDS** does a Power-Up with a System Test, this Procedure continues for approximately 2 minutes

...the "**FAP Power-Up**" Page followed by the "**CIDS Power-Up**" Page comes into view, a Bar Graph shows that the Power-Up Phase is in progress

...on the Warning Display, the "**CAB COM CIDS 1+2**" Message goes out of view after approximately 5 minutes

...on the System Display, on the Dispatch Page, the "**CAB COM CIDS 1+2**" Message goes out of view after approximately 5 minutes

...in the Cabin, on the FAP, the related FAP Page comes into view

**With passengers on board (on ground or in flight):**

**CIDS 1 RESET SWITCH..... PULL**

**CABIN CREW..... ADVISE**

Inform the cabin crew that the cabin systems should be recovered in 1 min.

**After 1 min**, if the cabin crew informs that the pull action on the **CIDS 1** reset button is successful:

**CIDS 1 RESET SWITCH.....KEEP PULLED**

If the cabin crew informs that the pull action on the **CIDS 1** reset button is not successful:

**CIDS 1 RESET SWITCH.....PUSH**

**CIDS 1 restart.**

If **CIDS 1** becomes the active computer, the following occurs:

- **CIDS 1** is in default settings (**basic**) mode.

In default settings (**basic**) mode the cabin is fully illuminated.

- The **basic CIDS** communications (e.g. PA, interphone) are lost for **30 s**.
- The **FAPs** are not available for **5 min**.

If the push action is successful, the cabin systems are recovered after 5 min.

**CABIN CREW.....ADVISE**

Inform the cabin crew that the cabin systems should be recovered in **5 min**.

**After 5 min**, if the cabin crew informs that the push action on the **CIDS 1** reset button is **not successful**:

Repeat the same actions on the **CIDS 2** reset button.

**COM**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
COM ATC DATALINK FAULT	MP: A350-A-46-21-XX-00001-132A-A
COM ADS-C DATALINK FAULT	Refer to PRO-ABN-ABN-RESET COM ATC Datalink Reset

**LOCATION**

The **ATC** Datalink reset buttons is on the overhead panel, on the RESET PANEL **231VM** located at position [**E4**],

**PROCEDURE**

On ground only:

Make sure that the **CDS** is in operation **Ref. MP A350-A-31-63-XX-00ZZZ-132Z-A**

**ATC RESET SWITCH.....PULL**

On the ECAM display, on the WD:

“**COM ATC DATALINK FAULT**” warning message comes into view

On the ECAM display, on the ATC Mailbox display:.

“**MAILBOX NOT AVAIL**” message comes into view

....wait

On the center pedestal, on one **KCCU**

**Push the ATC COM key**

On the **MFD**, on the “**ATC COM**” page:

“**ATC COM PAGE NOT AVAIL**” message comes into view.

**ATC RESET SWITCH.....PUSH**

On the WD:

“**COM ATC DATALINK FAULT**” warning message goes out of view.

On the ATC Mailbox display: -

“**MAILBOX NOT AVAIL**” message goes out of view.

On the **MFD**, on the “**ATC COM**” page:

“**ATC COM PAGE NOT AVAIL**” message goes out of view.

**COND**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
In the case the reset of the Supplemental Cooling	MP: A350-A-21-59-XX-00001-132A-A AFI Task: if applicable always refer to related AFI procedure
System (SCS) is requested by the Cabin Crew and/or Maintenance personnel	Refer to PRO-ABN-ABN-RESET COND SCS Reset

**LOCATION**

The **SCS** reset buttons is on the overhead panel, on the RESET PANEL **231VM** located at position [**C1**].

**PROCEDURE**

On ground only:

Make sure that the **CDS** is in operation **Ref. MP A350-A-31-63-XX-00ZZZ-132Z-A**

**On the overhead panel:**

On the **ELEC** section of panel **225VM**, make sure that:

**COMMERCIAL 1** and **COMMERCIAL 2** Pushbutton are **pushed**

The "**OFF**" legends are **off**.

On the **VENT** section of panel **212VM**, make sure that:

The **COOLG** pushbutton switch is **pushed**

The "**OFF**" legend is **off**.

**SCS RESET SWITCH.....PULL**

wait 5 seconds.

**SCS RESET SWITCH.....PUSH**

## DOOR

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
<b>DOOR ALL POS DET FAULT</b>	<b>MP: NONE</b>
DOOR ALL POS DET	FCOM: Refer to PRO-ABN-ABN-RESET DOOR DSCS Reset
DOOR CAB PRESS COM REDUNDANCY	
DOOR POS MONITORING REDUNDANCY	

### LOCATION

The **DSCS** reset button is on the overhead panel, on the RESET PANEL 232VM at location [V4].

Make sure that the **CDS** is in operation **Ref. MP A350-A-31-63-XX-00ZZZ-132Z-A**  
**DSCS reset, affected CPIOM H31, H32, H33 and H34**

### PROCEDURE only for Flight Crew only as follow:

If the Alert is due to an IMA module Failure, **DO NOT** Reset the DSCS

On ground:

**DSCS RESET SWITCH.....PULL**

*wait 3 seconds:*

**DSCS RESET SWITCH ..... PUSH**

*wait 1 minute:*

**If reset not successful:**

*Flight Crew can attempt a second DSCS reset.*

**DSCS RESET SWITCH..... PULL**

*wait 3 seconds:*

**DSCS RESET SWITCH..... PUSH**

**ELEC**

System malfunction or <b>ECAM Alert</b> / Dispatch Message	Reference <b>MP/FCOM</b>
<p><b>ELEC TR 1(2)(EMER 1)(EMER 2) FAULT</b></p> <p>ELEC TR 1(2)(EMER 1)(EMER 2)</p>	<p>MP: NONE TFU REF: 24.00.00.110</p> <p>FCOM: Refer to PRO-ABN-ABN-RESET ELEC TR1 (2) (EMER1)(EMER 2)</p>

**LOCATION**

The **TR** and **EMER TR** reset buttons are on the overhead panel, on the RESET panels **231VM** for **TR 1 [A2]** and **TR EMER 1 [B2]** and for the **TR 2 [R2]** and **TR EMER 2 [S2]** on the RESET panel **232VM**

**PROCEDURE FOR MAINTENANCE:** Follow the [TFU REF: 24.00.00.110](#)

**PROCEDURE only for Flight crew as follow**

**On ground only**

Make sure that the **CDS** is in operation Ref. MP [A350-A-31-63-XX-00ZZZ-132Z-A](#)

During the TR reset, several **ECAM** alerts may be temporarily displayed, e.g.:

**ELEC TR 1 FAULT for TR 1 reset**

Those temporary alerts have to be disregarded

**TR1(2) EMER 1 (EMER 2) RESET SWITCH..... PULL**

**wait 3 seconds:**

**TR1(2) EMER 1 (EMER 2) RESET SWITCH..... PUSH**

**ENG**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
ENG 1(2) EIM FAULT	MP: NONE  FCOM: Refer to PRO-ABN-ABN-RESET ENG EIM 1(2) Reset
ENG 1 EIF 1	
ENG 1 EIF 2	
ENG 2 EIF 1	
ENG 2 EIF 2	
Engine parameters XX on the Engine Display	

**LOCATION**

The **EIM** reset button are on the overhead panel on the RESET panel, at location **EIM 1 [F4]** (left panel **231VM**) and **EIM 2 [W4]** (right panel **232VM**):

**EIM 1 resets EIF 1.1 and EIF 1.2 Application, affected CPIOM J21 and J23**

**EIM 2 resets EIF 2.1 and EIF 2.2 Application, affected CPIOM J22 and J24**

**PROCEDURE only for Flight Crew as follow:**

When the reset is applicable:

**EIM 1 resets EIF 1 and 2 applications on engine 1**

**EIM 2 resets EIF 1 and 2 applications on engine 2.**

**EIM 1 (2) RESET SWITCH..... PULL**

*wait 3 seconds*

**EIM 1 (2) RESET SWITCH ..... PUSH**

**CDS**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
CDS CAPT(F/O) KCCU CURSOR CTL + KEYBOARD FAULT	MP: A350-A-31-63-XX-02001-132A-A
CDS CAPT(F/O) KCCU CURSOR CTL FAULT	FCOM: Refer to PRO-ABN-ABN-RESET CDS KCCU Reset
CDS CAPT(F/O) KCCU KEYBOARD FAULT	

**LOCATION**

The CCD 1 (2) and KBD 1 (2) power supply button are on the overhead panels, on the **CKPT EQPT POWER SUPPLY** (left panel **231VM**) at location: **CCD1 [A6], KBD 1 [B6]** and on the (right panel 232VM) at location: **CCD 2 [R6], KBD 2 [S6]**

**PROCEDURE**

**On ground only**

Energize the aircraft electrical circuits Ref. [MP: A350-A-24-41-XX-00ZZZ-761Z-A](#) .

Make sure that the **CDS** is in operation Ref. [MP: A350-A-31-63-XX-00ZZZ-132Z-A](#)

On the OMT, get access to the “MAINTENANCE HOME PAGE”

Ref. [MP: A350-A-45-XX-XX-00ZZZ-132Z-A](#)

On the “MAINTENANCE HOME PAGE”, select “C/B Management”

Ref. [MP: A350-A-24-71-XX-00ZZZ-170Z-A](#) .

**CCD1(CCD2) RESET SWITCH.....PULL**

**wait 30 seconds,**

THE “CDS CAPT KCCU CURSOR CTL FAULT” (“CDS F/O KCCU CURSOR CTL FAULT”) warning message comes into view

**KBD1(KBD2) RESET SWITCH.....PULL**

THE “CDS CAPT KCCU CURSOR CTL FAULT” (“CDS F/O KCCU CURSOR CTL FAULT”) warning message goes out of view

**wait 30 seconds,**

THE “CDS CAPT KCCU CURSOR CTL+KEYBOARD FAULT” (“CDS F/O KCCU CURSOR CTL+KEYBOARD FAULT”) warning message comes into view

**KBD1(KBD2) RESET SWITCH.....PUSH**

THE “CDS CAPT KCCU CURSOR CTL+KEYBOARD FAULT” (“CDS F/O KCCU CURSOR CTL+KEYBOARD FAULT”) warning message goes out of view  
 THE “CDS CAPT KCCU CURSOR CTL FAULT” (“CDS F/O KCCU CURSOR CTL FAULT”) warning message comes into view.

**CONTINUE →**

**CDS - cont**

**CCD1(CCD2) RESET SWITCH.....PUSH**

THE "CDS CAPT KCCU CURSOR CTL FAULT" ("CDS F/O KCCU CURSOR CTL FAULT")  
warning message goes out of view.



**BRAKES AND STEERING**

System malfunction or <b>ECAM Alert</b> / Dispatch Message	Reference <b>MP/FCOM</b>
<b>STEER N/W STEER FAULT</b>	<b>MP: NONE</b> <b>FCOM: NONE</b>
<b>BRAKES AUTO BRK FAULT</b>	
<b>BRAKES G ACCU REINFLATE FAULT</b>	
<b>BRAKES Y ACCU REINFLATE FAULT</b>	
<b>BRAKES CTL1+2</b>	
<b>BRAKES G ACCU REINFLATE</b>	
<b>BRAKES Y ACCU REINFLATE</b>	
<b>STEER N/W STEER</b>	
<b>F/CTL GND SPLRs REDUNDANCY</b>	

**NOTE:** Except known limitations (in which case documented via TFU),  
 No procedure would request to use those switches in order to reset a system problem.  
 There is no MP or AFI which would describe which alerts/DM are triggered.  
 However, those switches can be used to force one side to be active. This can be requested :  
     in specific AFI to support troubleshooting  
     in specific operational or functional tests, when it is requested to test one specific side.  
 If BSCS1 ICP reset is pulled  
 Dispatch Page : STEER CTL 1 / BRAKES CTL 1  
 If BSCS2 ICP reset is pulled  
 Dispatch Page : STEER CTL 2 / BRAKES CTL 2  
 If BSCS1 and BSCS2 ICP resets are both pulled  
 ECAM Alert : "**STEER N/W STEER FAULT**" , "**BRAKES AUTO BRK FAULT**"  
               "**BRAKES G ACCU REINFLATE FAULT**" , "**BRAKES Y ACCU REINFLATE FAULT**"  
 Dispatch Message : "BRAKES CTL1+2" , "BRAKES G ACCU REINFLATE"  
                       "BRAKES Y ACCU REINFLATE" , "STEER N/W STEER" , "F/CTL GND SPLRs REDUNDANCY"

**LOCATION**

The **BSCS** reset buttons are on the overhead panel, on the **RESET** panels **231VM** for **BSCS1** [D3] and the **BSCS2** on the **RESET** panel **232VM** at [U3]

**PROCEDURE**

On ground only  
 Make sure that the **CDS** is in operation **Ref. MP A350-A-31-63-XX-00ZZZ-132Z-A**  
 During the **BSCS 1 (2)** reset, several **ECAM** alerts and Dispatch Messages may be temporarily display.

**BSCS1(2) RESET SWITCH..... PULL**

**wait 3 seconds:**

**BSCS1(2) RESET SWITCH..... PUSH**

**LG**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
<b>L/G CTL 1+2 FAULT</b>	MP: NONE FCOM: NONE
L/G CTL 1	
L/G CTL 2	
L/G CTL 1+2	

**NOTE:** Except known limitations (in which case documented via TFU), No procedure would request to use those switches in order to reset a system problem. There is no MP or AFI which would describe which alerts/DM are triggered. However, those switches can be used to force one side to be active. This can be requested :  
**in specific AFI to support troubleshooting**  
**in specific operational or functional tests, when it is requested to test one specific side.**

If LGCIS1 ICP reset is pulled  
 Dispatch Page : **L/G CTL 1**

If LGCIS2 ICP reset is pulled  
 Dispatch Page : **L/G CTL 2**

If LGCIS1 and LGCIS2 resets are pulled  
 ECAM Alert : **L/G CTL 1+2 FAULT**  
 Dispatch Page : **L/G CTL 1+2**

**LOCATION**

The LGCIS reset buttons are on the overhead panel, on the **RESET** panels **231VM** for LGCIS 1 [C3] and the LGCIS 2 on the RESET panel 232VM at [T3]

**PROCEDURE**

**On ground only**

Make sure that the **CDS** is in operation **Ref. MP A350-A-31-63-XX-00ZZZ-132Z-A**  
 During the **LGCIS 1 (2)** reset, several **ECAM** alerts and Dispatch Messages may be temporarily display.

**LGCIS 1 (2) RESET SWITCH..... PULL**

**wait 3 seconds:**

**LGCIS 1 (2) RESET SWITCH..... PUSH**

**ICE & RAIN**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>	
A-ICE L(R) WINDOWS HEATG FAULT	MP: NONE	FCOM:
A-ICE L(R) WINDOWS HEATG FAULT		
A-ICE L(R) WINDOWS HEATG		

**LOCATION**

The WHC 1(2) reset buttons are on the overhead panel on the **CKPT EQPT POWER SUPPLY**.  
 WHC1 (left panel 231VM) at location [C6], and WHC 2 (right panel 232VM) at location [T6]

**PROCEDURE****On ground only:**

Make sure that the **CDS** is in operation **Ref. MP [A350-A-31-63-XX-00ZZZ-132Z-A](#)**

There is no Maintenance Procedure or Aircraft Fault Isolation that would describe which Alerts or Dispatch Messages are triggered

No Procedure would request to use those Reset Switches in order to Reset a System Malfunction

Except known Limitations, in which case are documented with a Technical Follow Up

However, the Reset Switches can be used for the Flight Crew to force one Side to be inactive (Safety Reason)

This can be requested in specific AFI to support the Troubleshooting Procedure and in specific Operational or functional test in order to test one specific system side

If **WHC 1** and **WHC 2** Reset Switches are both pulled:

the ECAM Alert "**A-ICE L(R) WINDOWS HEATG FAULT**" and

the Dispatch Message "**A-ICE L(R)WINDOWS HEATF FAULT**" comes into view

**AICS RESET**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
<p><b>A-ICE WING SYS FAULT</b> and the ON light of the WING A-ICE pb is off</p>	<p>There is no dedicated task for AICS 1/2.</p> <p><u>Task included is as:</u></p> <p>MP: procedure for Energize the Aircraft Electrical Circuits through EXT or APU</p> <p>AFI: procedure for FAULT CPIOM J21/J22/J23/J24</p> <p>FCOM: PRO-ABN-ABN-RESET A-ICE Wing Anti-Ice Reset.</p>

**NOTE**

This procedure gives the instructions necessary to do a reset of AICS reset switch.

As info: AICS Reset required to energize of the Aircraft Electrical Circuits from External Power Receptacles 1 and 2

**LOCATION**

The AICS reset button is on the overhead panel, on the RESET panel, at location:  
**AICS 1 [A3] (left panel, 231VM); AICS 2 [R3] (right panel, 232VM)**

**PROCEDURE**

**AICS 1 & 2 .....PULL**

**Wait 5s, after:**

**AICS 1 & 2 .....PUSH**

**PACK RESET**

System malfunction or <b>ECAM Alert / Dispatch Message</b>	Reference <b>MP/FCOM</b>
AIR PACK 1(2) FAULT	MP: NO MP dedicated FCOM: Refer to PRO-ABN-ABN-RESET AIR PACK 1(2) Reset

**LOCATION**

The Packs reset button is on the overhead panel, on the RESET panel, at location:  
**PACK 1 [A1] (left panel, 231VM); PACK 2 [R1] (right panel, 232VM)**

**PROCEDURE**

**PACK 1(2) pb-sw .....OFF**

**After 10 s**

**PACK 1(2) RESET [A1]([R1]).....PULL**

**After 5 s**

**PACK 1(2) RESET [A1]([R1]).....PUSH**

**After 2 s**

**PACK 1(2) RESET [A1]([R1]).....ON**

**HUMID RESET**

System malfunction or <b>ECAM Alert</b> / Dispatch Message	Reference <b>MP/FCOM</b>
<b>NOTHING FOUND and Airbus engineer doesn't respond to email</b>	