** ON A/C FSN ALL

TASK 24-00-00-810-818-A
System Reset Guidelines
1.   Possible Causes:

2.   Job Set-up Information

   A.   Referenced Information

REFERENCE	DESIGNATION
Ref. AMM 10-11-00-555-014	Removal of the Aircraft Protection Equipment
Ref. AMM 31-39-00-040-805	Deactivation of the Emergency Locator Transmitter - Distress Tracking (ELT-DT) for Manitenance
Ref. AMM 31-39-00-440-805	Reactivation of the Emergency Locator Transmitter - Distress Tracking (ELT-DT) After Maintenance

3.   Fault Confirmation

   SUBTASK 24-00-00-710-059-A
   A.   Test
      (1)   Not applicable

4.   Fault Isolation

   SUBTASK 24-00-00-810-069-A
   A.   System Reset Procedure

   CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
   - THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
   - THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
   IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

      (1)   The aim of this task is to provide guidelines for system reset and table further to fault indication due to transient or intermittent failure.

      (a)   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed according to the following guidelines:
         -   for the affected computers listed in the reset table: a reset is authorized only for the listed ECAM alerts or system malfunctions
         -   for all other computers: there is no restriction.

      (b)   If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:

         1

if an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed

2   if no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed according to the following guidelines:
- for the affected computers listed in the reset table: a reset is authorized only for the listed ECAM alerts or system malfunctions
- for all other computers: there is no restriction.

(2)   To do system reset:

(a)   Set the related normal cockpit control to OFF, or open the related circuit breaker as specified in the reset procedure.

(b)   Wait 3 seconds if a normal cockpit control is used, or 5 seconds if a circuit breaker is used (unless a different time is indicated).

(c)   Set the related normal cockpit control to ON, or close the related circuit breaker.

(d)   Wait 3 seconds for the end of the reset.

** ON A/C FSN 101-150

SUBTASK 24-00-00-868-088-C

CAUTION: DO NOT DO THE RESET OF AN ECAM ALERT IF:
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

B.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
21	AIR PACK 1 REGUL FAULT AIR PACK 2 REGUL FAULT	AIR COND SYSTEM (ACSC (Air-Conditioning System Controller))	# PACK 1&2...............................OFF. - Check that both Pack Flow Control Valves are closed on the BLEED SD page. # Open C/Bs 55HH and 53HH. # Open C/Bs 51HH and 49HH. # Open C/Bs 50HH, 54HH and 56HH. # Open C/B 52HH. # Wait 10 seconds. - Close C/Bs 50HH, 54HH, and 56HH.

Close C/Bs 51HH and 49HH.
Close C/Bs 55HH and 53HH.
Close C/B 52HH.
PACK 1&2...............................ON.

NOTE: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations can occur.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	AIR COND/TEMP CTL/SYS 1 CHAN B /28VDC	52HH	D08
122VU	AIR COND/TEMP CTL SYS 2/CHAN A /115VAC	53HH	W22
122VU	AIR COND/TEMP CTL SYS 2/CHAN A /28VDC	55HH	W21
122VU	AIR COND/TEMP CTL SYS 1/CHAN A /115VAC	49HH	X22
122VU	AIR COND/TEMP CTL SYS 1/CHAN A /28VDC	51HH	X21
122VU	AIR COND/TEMP CTL SYS 2/CHAN B /28VDC	56HH	Y21
122VU	AIR COND/TEMP CTL SYS 2/CHAN B /115VAC	54HH	Y20
122VU	AIR COND/TEMP CTL SYS 1/CHAN B /115VAC	50HH	Y18

*** ON A/C FSN ALL**

SUBTASK 24-00-00-868-089-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

C. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:

- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
21	VENT AVNCS SYS FAULT	AEVC	Open the C/B 3HQ. After 5 seconds, close the C/B 3HQ.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
122VU	AIR COND/AVNCS/VENT/MONG	3HQ	Y17

SUBTASK 24-00-00-868-079-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

D. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
21	CAB PR SYS 1 FAULT CAB PR SYS 2 FAULT	CPC (Cabin Pressure Controller)	For CPC 1: - Open the C/B 1HL, - After 5 seconds, close the C/B 1HL. For CPC 2: - Open the C/B 2HL, - After 5 seconds, close the C/B 2HL.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	AIR COND/CAB/PRESS/CTL1	1HL	D09

122VU	AIR COND/CAB PRESS/CTL/2	2HL	Y22

SUBTASK 24-00-00-868-120-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

E. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.

If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:

- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,

- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
21	COND TRIM AIR SYS FAULT	AIR COND SYSTEM (ACSC (Air-Conditioning System Controller))	# PACK 1&2...............................OFF. Check that both Pack Flow Control Valves are closed on the BLEED SD page. # Open C/Bs 55HH and 53HH. # Open C/Bs 51HH and 49HH. # Open C/Bs, 50HH, 54HH and 56HH. # Open C/B 52HH. # Wait 10 seconds. # Close C/Bs 50HH, 54HH, 56HH. # Close C/Bs 51HH and 49HH. # Close C/Bs 55HH and 53HH. # Close C/B 52HH. # PACK 1&2..............................ON. NOTE: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations can occur.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
	AIR COND/TEMP CTL/SYS 1 CHAN B		

49VU	/28VDC	52HH	D08
122VU	AIR COND/TEMP CTL SYS 2/CHAN A /115VAC	53HH	W22
122VU	AIR COND/TEMP CTL SYS 2/CHAN A /28VDC	55HH	W21
122VU	AIR COND/TEMP CTL SYS 1/CHAN A /115VAC	49HH	X22
122VU	AIR COND/TEMP CTL SYS 1/CHAN A /28VDC	51HH	X21
122VU	AIR COND/TEMP CTL SYS 2/CHAN B /28VDC	56HH	Y21
122VU	AIR COND/TEMP CTL SYS 2/CHAN B /115VAC	54HH	Y20
122VU	AIR COND/TEMP CTL SYS 1/CHAN B /115VAC	50HH	Y18

SUBTASK 24-00-00-868-118-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

F.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-      If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-      If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
21 36	AIR PACK 1 REGUL FAULT AIR PACK 2 REGUL FAULT AIR ENG 1 BLEED ABNORM PR AIR ENG2 BLEED ABNORM PR	AIR COND SYSTEM (ACSC (Air-Conditioning System Controller)) Engine bleed supply system	This reset procedure is applicable when AIR ENG 1(2) BLEED ABNORM PR and AIR PACK 2(1) REGUL FAULT have been triggered. If PACK 2(1) is set to ON: - PACK 2(1)............................... OFF. - Wait 60 seconds. -

			PACK 2(1)................................ ON. If PACK 2(1) is set to OFF: - PACK 2(1)................................ ON. <u>NOTE:</u> This will clear the AIR PACK 2(1) REGUL FAULT ECAM alert.

SUBTASK 24-00-00-868-055-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

G. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
22	AUTO FLT FCU 1 FAULT AUTO FLT FCU 2 FAULT	FCU	For the FCU 1: - Open the C/B 9CA1, - After 5 seconds, close the C/B 9CA1. For the FCU 2: - Open the C/B 9CA2, - After 5 seconds, close the C/B 9CA2. If the fault does not continue: - Do a check of the target and barometer references shown, and correct them if necessary (reset successful). If the fault continues: - Open the C/Bs 9CA1 and 9CA2, - After 7 minutes, close the C/Bs 9CA1 and 9CA2 in less than 5 seconds between side 1 and side 2,

			- A minimum of 30 seconds are necessary for the FCU 1 and the FCU 2 to complete the safety test, - If the fault does not continue: * Do a check of the target and barometer references shown, and correct them if necessary (reset successful). - If the fault continues: * End of procedure (reset unsuccessful).

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION

** ON A/C FSN 051-100

PANEL	DESIGNATION	FIN	LOCATION
49VU	AUTO FLT/FCU/1	9CA1	B05

** ON A/C FSN 101-150

PANEL	DESIGNATION	FIN	LOCATION
49VU	AUTO FLT/FCU/1	9CA1	H11

** ON A/C FSN ALL

PANEL	DESIGNATION	FIN	LOCATION
121VU	AUTO FLT/FCU/2	9CA2	M21

SUBTASK 24-00-00-868-056-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

H. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
22	AUTO FLT FCU 1+2 FAULT	FCU	Open the C/Bs 9CA1 and 9CA2. After 5 seconds close the C/Bs 9CA1 and 9CA2.

			If the fault does not continue:
			- Do a check of the target and barometer references shown, and correct them if necessary (reset successful).
			If the fault continues:
			- Open the C/Bs 9CA1 and 9CA2,
			- After 7 minutes, close the C/Bs 9CA1 and 9CA2 in less than 5 seconds between side 1 and side 2,
			- A minimum of 30 seconds are necessary for the FCU 1 and the FCU 2 to complete the safety test,
			- Do a check of the target and barometer references shown, and correct them if necessary (reset successful),
			- FCU targets are synchronized on current aircraft values and displayed as selected targets,
			- Re-enter the barometer altimeter setting value, if necessary.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION

** ON A/C FSN 051-100

PANEL	DESIGNATION	FIN	LOCATION
49VU	AUTO FLT/FCU/1	9CA1	B05

** ON A/C FSN 101-150

PANEL	DESIGNATION	FIN	LOCATION
49VU	AUTO FLT/FCU/1	9CA1	H11

** ON A/C FSN ALL

PANEL	DESIGNATION	FIN	LOCATION
121VU	AUTO FLT/FCU/2	9CA2	M21

SUBTASK 24-00-00-868-057-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

J.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-     If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-     If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
22	AFS-MCDU-One MCDU locked or blank	MCDU	For the MCDU 1: - Open the C/B 11CA1, - After 10 seconds, close the C/B 11CA1. For the MCDU 2: - Open the C/B 11CA2, - After 10 seconds, close the C/B 11CA2. For the MCDU 3: - Open the C/B 11CA3, - After 10 seconds, close the C/B 11CA3.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION

** ON A/C FSN 051-100

PANEL	DESIGNATION	FIN	LOCATION
49VU	AUTO FLT/MCDU/1	11CA1	B01

** ON A/C FSN 101-150

PANEL	DESIGNATION	FIN	LOCATION
49VU	AUTO FLT/MCDU/1	11CA1	H07

** ON A/C FSN ALL

PANEL	DESIGNATION	FIN	LOCATION
121VU	AUTO FLT/MCDU/2	11CA2	N20

SUBTASK 24-00-00-868-058-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
          - THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
          - THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
          IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

K.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.

If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
22	AFS-FMGC malfunction AFS-MCDU-All MCDUs locked or blank	FMGC	If no engine running: - Apply external power or APU generator power, - For FMGC 1: * After 2 minutes, set the FD1 P/B SW to OFF, * Open the C/B 10CA1, * After 10 seconds, close the C/B 10CA1. - For FMGC 2: * After 2 minutes, set the FD2 P/B SW to OFF, * Open the C/B 10CA2, * After 10 seconds, close the C/B 10CA2. - Always wait 1 minute after the reset or 1minute after the "PLEASE WAIT" message disappears from MCDU, before engaging or reengaging the FD and the AP of the reset FMGC. If engine running: - For FMGC 1: * Set the FD1 P/B SW to OFF, * Open the C/B 10CA1, * After 10 seconds, close the C/B 10CA1. - For FMGC 2: * Set the the FD2 P/B SW to OFF, * Open the C/B 10CA2, * After 10 seconds, close the C/B 10CA2. - Always wait 1 minute after the reset or 1minute after the "PLEASE WAIT" message disappears from MCDU, before engaging or

			reengaging the FD and the AP of the reset FMGC. - If the FMGC reset is unsuccessful: * Consider FMGC reset with engines not running. NOTE: The FMGC reset is more effective with engines not running.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION

** ON A/C FSN 051-100

PANEL	DESIGNATION	FIN	LOCATION
49VU	AUTO FLT/FMGC/1	10CA1	B02

** ON A/C FSN 101-150

PANEL	DESIGNATION	FIN	LOCATION
49VU	AUTO FLT/FMGC/1	10CA1	H08

** ON A/C FSN ALL

PANEL	DESIGNATION	FIN	LOCATION
121VU	AUTO FLT/FMGC/2	10CA2	M17

SUBTASK 24-00-00-868-103-A

CAUTION: DO NOT DO THE RESET OF AN ECAM ALERT IF:
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

L.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-    If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-    If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
22	AUTO FLT A/THR OFF	FCU	If no engine is in operation: - On the FCU, push the A/THR pushbutton switch to engage the A/THR again (this step cancels the ECAM message).

			- On the thrust levers, push the A/THR instinctive-disconnect pushbutton-switch to disconnect the A/THR. If a minimum of one engine is in operation: - Apply the external power or the APU generator power. - Set the ENG MASTER control switches to the OFF position. - On the FCU, push the A/THR pushbutton switch to engage the A/THR again (this step cancels the ECAM message). - On the thrust levers, push the A/THR instinctive-disconnect pushbutton-switch to disconnect the A/THR.

SUBTASK 24-00-00-868-104-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

M. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
22	AFS-FAC-"CAT 3 DUAL" message is shown on the "INOP SYS" section of the SD without other ECAM message related to the FAC.	FAC	If the "CAT 3 DUAL" message is shown on the "INOP SYS" section of the SD without other ECAM message(s): - Change the AP in command. If not satisfactory: - Release the FAC 1 pushbutton switch (the OFF legend comes on). - Wait for three seconds.

			- Push the FAC 1 pushbutton switch (the OFF legend goes off). Wait for the "AUTO FLT FAC 1 FAULT" message to go out of view: - Release the FAC 2 pushbutton switch (the OFF legend comes on). - Wait for three seconds. - Push the FAC 2 pushbutton switch (the OFF legend goes off). NOTE: If the "CAT 3 DUAL" message (on the "INOP SYS" section of the SD) is related to an "ADR" or "IR" ECAM message, the FAC or the FMGC do not see the ADR or the IR as defective. Thus, a change of the AP or a reset of the FAC will not clear the "CAT 3 DUAL" message.

SUBTASK 24-00-00-868-149-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

N.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
22	AUTO FLT YAW DAMPER 1	FAC 1	- Set FAC 1 pushbutton switch to OFF. - Wait for three seconds. - Set FAC 1 pushbutton switch to ON.

SUBTASK 24-00-00-868-150-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

P.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-    If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-    If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
22	AUTO FLT YAW DAMPER 2	FAC 2	- Set FAC 2 pushbutton switch to OFF. - Wait for three seconds. - Set FAC 2 pushbutton switch to ON.

** ON A/C FSN 051-132

SUBTASK 24-00-00-868-090-C

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

Q.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-    If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-    If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
23	COM CIDS 1+2 FAULT	CIDS	Do this procedure in the sequence shown: -

			- Open the C/B 147RH (if installed).
			- Open the C/B 146RH (if installed).
			- Open the C/B 150RH and C/B 157RH.
			- Open the C/B 151RH and C/B 156RH.
			- After 10 seconds, close the C/B 150RH.
			- Close the C/B 157RH.
			- After 5 minutes, close the C/B 151RH.
			- Close the C/B 156RH.
			- Close the C/B 147RH (if installed).
			- Close the C/B 146RH (if installed).
			- After CIDS reset, approximately 4 minutes are necessary before recovering normal operation.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION

** ON A/C FSN 051-100

PANEL	DESIGNATION	FIN	LOCATION
49VU	COM DIR ESS/2	157RH	G02
49VU	COM/CIDS/DIR ESS/1	150RH	G01

** ON A/C FSN 101-132

PANEL	DESIGNATION	FIN	LOCATION
49VU	COM NAV/CIDS/DIR2 ESS	157RH	G02
49VU	COM NAV/CIDS/DIR1 ESS	150RH	G01

** ON A/C FSN 051-100

PANEL	DESIGNATION	FIN	LOCATION
121VU	COM NAV/CIDS/DIR NORM/2	156RH	M07
121VU	COM NAV/CIDS/DIR NORM/1	151RH	M06

** ON A/C FSN 101-132

PANEL	DESIGNATION	FIN	LOCATION
121VU	COM NAV/CIDS/DIR2 NORM	156RH	M06
121VU	COM NAV/CIDS/DIR1 NORM	151RH	M05

** ON A/C FSN ALL

SUBTASK 24-00-00-868-091-C

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

R. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-    If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-    If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
23	COM-CIDS-Evac horn starts spuriously	CIDS	Do this procedure in the sequence shown: - Press the EVAC/HORN SHUT OFF SW. - Set the EVAC CAPT & PURS /CAPT SW to the CAPT only position. - After 3 seconds, if unsuccessful, for DIR 2: * Open the C/B 157RH, * Open the C/B 156RH, * If unsuccessful again, for DIR 1: ** Open the C/B 150RH, ** Open the C/B 151RH, ** After 1 minute, for DIR 2: *** Close the C/B 156RH, *** Close the C/B 157RH, - After CIDS reset, approximately 4 minutes are necessary before recovering normal operation.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION

** ON A/C FSN 051-100

PANEL	DESIGNATION	FIN	LOCATION
49VU	COM DIR ESS/2	157RH	G02
49VU	COM/CIDS/DIR ESS/1	150RH	G01

** ON A/C FSN 101-150

49VU	COM NAV/CIDS/DIR2 ESS	157RH	G02
49VU	COM NAV/CIDS/DIR1 ESS	150RH	G01

ON A/C FSN 051-100

121VU	COM NAV/CIDS/DIR NORM/2	156RH	M07
121VU	COM NAV/CIDS/DIR NORM/1	151RH	M06

ON A/C FSN 101-150

121VU	COM NAV/CIDS/DIR2 NORM	156RH	M06
121VU	COM NAV/CIDS/DIR1 NORM	151RH	M05

ON A/C FSN ALL

SUBTASK 24-00-00-868-092-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

S.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-      If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-      If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
23	COM-RMP-no function (frozen)	RMP	You must do a reset of all the RMPs, one after the other. On the RMP control panel: - Set the ON/OFF SW to OFF, - After 5 seconds, set the ON/OFF SW to ON.

SUBTASK 24-00-00-868-093-C

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

T.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-   If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-   If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
23	COM-CIDS-FAP - no function (frozen)	FAP or Tape repro- ducer /PRAM	Open the C/B 171RH, Open the C/B 170RH, After 10 seconds, close the C/B 170RH Close the C/B 171RH. If unsuccessful, for tape reproducer /PRAM: - Open the C/B 2RX, - After 10 seconds, close the C /B 2RX.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION

ON A/C FSN 051-100

PANEL	DESIGNATION	FIN	LOCATION
49VU	COM/CIDS/FLT ATTND PNL/ESS	171RH	H01

ON A/C FSN 101-150

49VU	COM/CIDS/FLT ATTND PNL/ESS	171RH	G03

ON A/C FSN 051-124

121VU	COM NAV/CIDS/FWD ATTND/PNL	170RH	Q14

ON A/C FSN 125-150

121VU	COM/FAP1/NORM	170RH	Q14

ON A/C FSN 101-150

SUBTASK 24-00-00-868-074-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

U.

If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.

If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:

- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
23	COM-SATCOM-malfunction	SDU	Open the C/B 102RV1. After 5 seconds, close the C/B 102RV1. NOTE: The Satellite Data Unit (SDU) should reset in less than 2 minutes. You cannot perform a software reset for SATCOM via MCDU.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
121VU	SATCOM	102RV1	K01

** ON A/C FSN 051-100

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EMB SB 23-1795 for A/C 051-051

SUBTASK 24-00-00-868-074-B

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

U. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.

If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:

- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE

23	COM-SATCOM-malfunction	SDU	Open the C/B 240RV. After 5 seconds, close the C/B 240RV. NOTE: The Satellite Data Unit (SDU) should reset in less than 2 minutes. You cannot perform a software reset for SATCOM via MCDU.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION

** ON A/C FSN 051-100

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EMB SB 23-1794 for A/C 051-051
EMB SB 23-1795 for A/C 051-051

121VU	SATCOM	240RV	K01

** ON A/C FSN 051-051

SUBTASK 24-00-00-868-075-B

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

V. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
23	COM-Flickering or total loss of video camera display (on SD) with the VIDEO NOT AVAIL message shown	CDSS	On the center pedestal VIDEO panel, set the VIDEO rotary selector to OFF. On the overhead panel, set the COCKPIT DOOR VIDEO P/B SW to OFF. After 2 minutes, on the overhead panel, set the COCKPIT DOOR VIDEO P/B SW to ON.

			After 15 seconds, on the center pedestal VIDEO panel, set the VIDEO rotary selector to CKPT ENTRY.

** ON A/C FSN ALL

SUBTASK 24-00-00-868-105-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

W.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-    If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-    If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
23	COM-HF Datalink/HF	HF TRANSCEIVER	- Pull circuit breaker 1RE1. - Wait for two seconds. - Push circuit breaker 1RE1.

PANEL	DESIGNATION	FIN	LOCATION
49VU	HF1	1RE1	HA14

** ON A/C FSN 051-132

SUBTASK 24-00-00-868-059-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

X.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-    If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
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If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
24	ELEC-AC EXT PWR CTL-No PWR SPLY of A/C electrical circuits from the external power	GAPCU	If at least one power source (IDG 1 or IDG 2, APU GEN or batteries) is connected to the electrical network of the aircraft: On the ELEC control panel 35VU: - Push and release the EXT PWR P/B SW. If no power source is connected to the electrical network of the aircraft: On the ELEC control panel 35VU: - Push the BAT 1 P/B SW and the BAT 2 P/B SW (the OFF legend goes off).

*** ON A/C FSN 051-124, 126-126**

SUBTASK 24-00-00-868-144-B

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

Y. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
    If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
    - If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
    - If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
25	EQPT/FURN-Inadvertent triggering of the ELT	ELT	- Set the ELT selector to the TEST/RESET position (or RESET/TEST, depending on the aircraft configuration). - Wait for 3 seconds. - Set the ELT selector to the ARMED position.

*** ON A/C FSN 114-150**

SUBTASK 24-00-00-868-152-B

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AA. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
25	EQPT/FURN-EFB cannot be charged when it is plugged to the cockpit power outlet	Cockpit Static Inverter (CSI)	# Open the C/B 1NA. # After at least 1 second, close the C/B 1NA. # After 15 seconds, make sure that the EFB is charging. NOTE: The reset of the Cockpit Static Inverter (CSI) can be attempted no more than three times.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
121VU	PILOTS OUTLETS/STAT INV	1NA	K25

** ON A/C FSN ALL

SUBTASK 24-00-00-868-061-B

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AB. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-

If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
26	SMOKE DET FAULT	SDCU	Do this procedure in the sequence shown: - Open the C/Bs 18WH and 15WH. - Open the C/Bs 17WH and 14WH. - After 10 seconds, close at the same time the C/Bs 18WH and 15WH, and in less than 2 seconds, close at the same time the C/Bs 17WH and 14WH. - After CIDS reset, approximately 4 minutes are necessary before recovering normal operation.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	AIR COND/CIDS/SDF/DIR2 ESS	18WH	C06
49VU	AIR COND/CIDS/SDF/DIR1 ESS	15WH	C05
122VU	AIR COND/CIDS/SDF/DIR NORM/2	14WH	T18
122VU	AIR COND/CIDS/SDF/DIR NORM/1	17WH	T17

SUBTASK 24-00-00-868-062-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AC. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,

- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
26	SMOKE LAVATORY DET FAULT	With all lavatories declared inoperative on the FAP. CIDS or CIDS-SDF	Do this procedure in the sequence shown: - Open the C/Bs 147RH and 146RH (if installed). - Open the C/Bs 150RH and 157RH, - Open the C/Bs 151RH and 156RH. - After 10 seconds, close the C/Bs 151RH and 156RH. - Close the C/Bs 150RH and 157RH, - Close the C/Bs 147RH and 146RH (if installed). - After CIDS reset, approximately 4 minutes are necessary before recovering normal operation. If unsuccessful, do this procedure in the sequence shown: - Open the C/Bs 18WH and 15WH, - Open the C/Bs 17WH and 14WH, - After 10 seconds, close at the same time the C/Bs 18WH and 15WH, and in less than 2 seconds, close at the same time the C/Bs 17WH and 14WH, - After CIDS reset, approximately 4 minutes are necessary before recovering normal operation.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	AIR COND/CIDS/SDF/DIR2 ESS	18WH	C06
49VU	AIR COND/CIDS/SDF/DIR1 ESS	15WH	C05

*** ON A/C FSN 051-100**

| 49VU | COM DIR ESS/2 | 157RH | G02 |
| 49VU | COM/CIDS/DIR ESS/1 | 150RH | G01 |

** ON A/C FSN 101-150

| 49VU | COM NAV/CIDS/DIR2 ESS | 157RH | G02 |
| 49VU | COM NAV/CIDS/DIR1 ESS | 150RH | G01 |

** ON A/C FSN 051-100

| 121VU | COM NAV/CIDS/DIR NORM/2 | 156RH | M07 |
| 121VU | COM NAV/CIDS/DIR NORM/1 | 151RH | M06 |

** ON A/C FSN 101-150

| 121VU | COM NAV/CIDS/DIR2 NORM | 156RH | M06 |
| 121VU | COM NAV/CIDS/DIR1 NORM | 151RH | M05 |

** ON A/C FSN ALL

| 122VU | AIR COND/CIDS/SDF/DIR NORM/2 | 14WH | T18 |
| 122VU | AIR COND/CIDS/SDF/DIR NORM/1 | 17WH | T17 |

SUBTASK 24-00-00-868-063-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AD. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
26	SMOKE FWD CRG DET FAULT SMOKE LAV+CRG DET FAULT SMOKE AFT CRG DET FAULT SMOKE FWD CRG BTL1 FAULT SMOKE FWD CRG BTL2 FAULT SMOKE AFT CRG BTL1 FAULT	CIDS-SDF	Do this procedure in the sequence shown: - Open the C/Bs 18WH and 15WH, - Open the C/Bs 17WH and 14WH,

	SMOKE AFT CRG BTL2 FAULT		-	After 10 seconds, close at the same time the C/Bs 18WH and 15WH, and in less than 2 seconds, close at the same time the C/Bs 17WH and 14WH.
			-	After CIDS reset, approximately 4 minutes are necessary before recovering normal operation.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	AIR COND/CIDS/SDF/DIR2 ESS	18WH	C06
49VU	AIR COND/CIDS/SDF/DIR1 ESS	15WH	C05
122VU	AIR COND/CIDS/SDF/DIR NORM/2	14WH	T18
122VU	AIR COND/CIDS/SDF/DIR NORM/1	17WH	T17

SUBTASK 24-00-00-868-064-A

WARNING: **MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROLS SURFACES ARE CLEAR. MOVEMENT OF FLIGHT CONTROLS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.**

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AE. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
27	F/CTL ELAC 1 PITCH FAULT	ELAC	CAUTION: - Do not reset ELAC in case of dispatch with MMEL item SEC 1 or SEC 2.

			-	Do not attempt more than one reset.
			-	Set ELAC 2 P/B SW to OFF.
			-	Set pitch trim to 5 UP position.
			-	Set ELAC 1 P/B SW to OFF.
			-	After 3 seconds, set ELAC 1 P/B SW to ON.
			-	After 15 seconds, do a check of pitch trim at 0 position.
			-	Do a check of the flight control.
			-	Set ELAC 2 P/B SW to ON.
			-	Set pitch trim to takeoff CG.
			NOTE:	Record the ELAC 1 reset in the logbook (successful or unsuccessful).

SUBTASK 24-00-00-868-065-A

WARNING: **MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROLS SURFACES ARE CLEAR. MOVEMENT OF FLIGHT CONTROLS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.**

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AF. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
27	F/CTL ELAC 2 PITCH FAULT	ELAC	CAUTION:
			- Do not reset ELAC in case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2.
			- Do not attempt more than one reset.
			- Set ELAC 1 P/B SW to OFF.
			- Set pitch trim to 5 UP position.

			- Set ELAC 2 P/B SW to OFF. - After 3 seconds, set ELAC 2 P/B SW to ON. - After 15 seconds, do a check of pitch trim at 0 position. - Do a check of flight control. - Set ELAC 1 P/B SW to ON. - Set pitch trim to takeoff CG. NOTE: Record the ELAC 2 reset in the logbook (successful or unsuccessful).

SUBTASK 24-00-00-868-066-A

WARNING: **MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROLS SURFACES ARE CLEAR. MOVEMENT OF FLIGHT CONTROLS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.**

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AG.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-     If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-     If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
27	F/CTL AIL SERVO FAULT	ELAC	CAUTION: - Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page. - Do not reset ELAC in case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3. - Do not attempt more than one reset. - Set ELAC 1 P/B SW to OFF.

			- Set ELAC 2 P/B SW to OFF. - After 3 seconds, set ELAC 2 P/B SW to ON. - Do a check of flight control. - Set ELAC 2 P/B SW to OFF. - Set ELAC 1 P/B SW to ON. - Do a check of flight control. - Set ELAC 2 P/B SW to ON. - Set pitch trim to takeoff CG. NOTE: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or unsuccessful).

SUBTASK 24-00-00-868-067-A

WARNING: **MAKE SURE THAT THE TRAVEL RANGES OF THE FLIGHT CONTROLS SURFACES ARE CLEAR. MOVEMENT OF FLIGHT CONTROLS CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.**

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AH. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
27	F/CTL SPLR FAULT	SEC	CAUTION: - Do not reset SEC in case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3. - Do not attempt more than one reset. - Set SEC 1 P/B SW to OFF. - After 3 seconds, set SEC 1 P/B SW to ON.

			- Set SEC 2 P/B SW to OFF. - After 3 seconds, set SEC 2 P/B SW to ON. - Set SEC 3 P/B SW to OFF. - After 3 seconds, set SEC 3 P/B SW to ON. - Do a check of flight control. NOTE: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or unsuccessful).

SUBTASK 24-00-00-868-068-B

CAUTION: DO NOT DO THE RESET OF AN ECAM ALERT IF:
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AJ.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-      If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-      If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
28	FUEL-Loss of quantity indication	FQIC	Open the C/B 1QT. Open the C/B 2QT. After 5 seconds, close the C/B 1QT. Close the C/B 2QT. NOTE: The fuel quantity indication is available after 1 minute.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	FUEL/FQI/CHAN/1	1QT	A13
121VU	FUEL/FQI/CHAN/2	2QT	M27

SUBTASK 24-00-00-868-069-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AK. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-    If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-    If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
30	ANTI ICE L WINDSHIELD ANTI ICE L WINDOW ANTI ICE R WINDSHIELD ANTI ICE R WINDOW	WHC	If the air conditioning packs are OFF with the OAT above 40 deg.C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD(WINDOW) may trigger. In that case: - Set both air conditioning packs to ON, - After 5 minutes: * For the WHC 1: ** Open the C/B 5DG1, ** Close the C/B 5DG1. * For the WHC 2: ** Open the C/B 5DG2, ** Close the C/B 5DG2.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
122VU	ANTI ICE/WHC/2	5DG2	W13
122VU	ANTI ICE/WHC/1	5DG1	X13

SUBTASK 24-00-00-868-070-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AL.

If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.

If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:

- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
31	FWS FWC 1 FAULT FWS FWC 2 FAULT	FWC	For the FWC 1: - Open the C/B 3WW, - Close the C/B 3WW. For the FWC 2: - Open the C/B 2WW, - Close the C/B 2WW. 50 seconds are necessary after you close the C/Bs.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	FWS/FWC1/SPLY	3WW	F01
121VU	EIS/FWC2/SPLY	2WW	Q07

SUBTASK 24-00-00-868-071-B

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AM. If it is obvious that this system malfunction or ECAM alert is consecutive to an electrical power up or transient, then the reset may be performed.

If this system malfunction or ECAM alert is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:

- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed.
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
32		LGCIU	

| L/G LGCIU 1 FAULT L/G LGCIU 2 FAULT | | **WARNING:** DO NOT TOUCH THE PROBES DURING OR IMMEDIATELY AFTER THIS PROCEDURE. THE PROBES WILL BE HOT AND CAN BURN YOU.

CAUTION: REMOVE THE PROTECTIVE COVERS FROM THE PROBES BEFORE YOU DO THIS PROCEDURE. IF YOU DO NOT REMOVE THEM, THE PROBES AND PROTECTIVE COVERS CAN BECOME DAMAGED OR BURNED.
Make sure that the protective covers on the probes are removed Ref. AMM 10-11-00-555-014.
Depressurize the Green hydraulic system:
- ENG 1 PUMP OFF
- PTU OFF.
When there is no Green hydraulic pressure:
If the ELT-DT is installed, do the deactivation for maintenance Ref. AMM 31-39-00-040-805.
To reset LGCIU1, do the steps that follow:
- Open C/B 52GA.
- Open C/B 1GA.
- Open C/B 58GA.
- Wait for 15 seconds.
- Close C/B 58GA.
- Close C/B 1GA.
- Close C/B 52GA.
To reset LGCIU2, do the steps that follow:
- Open C/B 2GA.
- Open C/B 59GA.
- Wait for 15 seconds.
- Close C/B 59GA.
- Close C/B 2GA.
After the LGCIU reset, pressurize the Green hydraulic system:
- ENG 1 PUMP ON
- PTU AUTO.
If you deactivated the ELT-DT, activate it again after maintenance Ref. AMM 31-39-00-440-805. |

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	L/G/LGCIU/SYS1/NORM	1GA	C09
121VU	HYDRAULIC/LGCIU/SYS2	2GA	Q35
121VU	HYDRAULIC/LGCIU/SYS1/GRND SPLY	52GA	Q34

** ON A/C FSN 051-100

121VU	LGCIU/BAT SPLY/SYS2	59GA	R33
121VU	LGCIU/BAT SPLY/SYS1	58GA	R32

** ON A/C FSN 101-150

121VU	LGCIU/BAT SPLY/SYS2	59GA	R32
121VU	LGCIU/BAT SPLY/SYS1	58GA	R31

** ON A/C FSN ALL

SUBTASK 24-00-00-868-072-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AN.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-       If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-       If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
32	WHEEL N.W STEER FAULT WHEEL N/W STRG FAULT	BSCU	Case A: If the three conditions below are fulfilled: - the WHEEL N/W STRG FAULT alert was triggered just after the engine start - the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving) - the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position). Apply the below reset procedure.

			If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.
			Case B:
			In all other cases, including in case of doubt on the above conditions, troubleshooting must be performed before continuing the flight.
			Reset Procedure:
			- STOP aircraft,
			- Set PARK BRK handle to ON,
			- Confirm the towing bar is disconnected,
			- Set A/SKID & N/W STRG SW to OFF,
			- Set A/SKID & N/W STRG SW to ON.
			After any BSCU reset:
			- Do a check of brake efficiency,
			- Do a check of absence of aircraft veering,
			- Record the BSCU reset in the logbook.

SUBTASK 24-00-00-868-073-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AP. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
32	BRAKES SYS 1 FAULT BRAKES BSCU CH1 FAULT BRAKES SYS 2 FAULT BRAKES BSCU CH2 FAULT	BSCU	Reset Procedure: - STOP aircraft, - Set PARK BRK handle to ON, -

BRAKES BSCU CH1 FAULT BRAKES BSCU CH2 FAULT			Confirm the towing bar is disconnected, - Set A/SKID & N/W STRG SW to OFF, - Set A/SKID & N/W STRG SW to ON, - If unsuccessful: * Open the C/B 2GG and 1GG * Open the C/B 4GG and 2GG * Close the C/B 2GG, 1GG, 4GG and 2GG. After a successful reset, resume to normal operation. After any BSCU reset: - Do a check of the brake efficiency, - Record the BSCU reset in the logbook.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
121VU	HYDRAULIC/BRAKING AND STEERING/SYS2/SPLY	4GG	M36
121VU	HYDRAULIC/BRAKING AND STEERING/SYS2/CTL	3GG	M35
121VU	HYDRAULIC/BRAKING AND STEERING/SYS1/CTL	1GG	M34
121VU	HYDRAULIC/BRAKING AND STEERING/SYS1/IND AND/SPLY	2GG	M33

SUBTASK 24-00-00-868-084-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AQ.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-       If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-       If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
34	NAV-STBY-ISIS malfunction	ISIS	In aircraft without movement: - Open circuit breaker 5FN. - After five seconds, close circuit breaker 5FN. - Normal operation is possible after approximately two minutes. - After ISIS reset, approximately two minutes are necessary before you start the normal operation. NOTE: If there is a small aircraft movement during the circuit breaker reset (refueling, cargo loading conditions or other conditions), the ATT red flag comes into view on the ISIS. In this condition, push the RST pushbutton for two seconds and wait for two minutes before you start the normal operation.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	NAV/STBY/INST	5FN	F12

SUBTASK 24-00-00-868-086-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AR. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
34	NAV TCAS FAULT	TCAS or T2CAS or T/TISS	For the applicable C/Bs only shown in the C/B table: - Open the C/B 4SG or 104SG or 1004SG or 2004SG. - After 5 seconds, close the C/B 4SG or 104SG or 1004SG or 2004SG.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
121VU	T/TISS	2004SG	K07

SUBTASK 24-00-00-868-087-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AS. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-    If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-    If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
34	NAV GPWS FAULT AND NAV GPWS TERR DET FAULT	GPWC	Open the C/B 3WZ. Set GPWS SYS P/B and GPWS TERR P/B to ON. After 5 seconds, close the C/B 3WZ.

Table of the Circuit Breakers Used in This Procedure

** ON A/C FSN 101-124**

SUBTASK 24-00-00-868-112-B

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.

IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AT. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.

If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:

- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
34	NAV ATC/XPDR 1+2 FAULT	XPDR	- Open C/B 5SH1 and C/B 5SH2. - Wait for 5 seconds. - Close C/B 5SH2 and C/B 5SH1.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	COM NAV/ATC/1	5SH1	G11

** ON A/C FSN 052-100, 103-150

SUBTASK 24-00-00-868-139-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AU. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.

If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:

- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
34	NAV GLS 1 FAULT NAV GLS 2 FAULT NAV LS 1 FAULT NAV LS 2 FAULT	MMR	NOTE: - Do not attempt to reset MMR1 or MMR2 during the

NAV LS 1+2 FAULT			approach or RNP AR operations.

For side affected text:

- If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

If side 1 is affected, in the cockpit, on the overhead panel 49VU:
- Open C/B 42RT1.
- Wait more than 10 seconds, then close C/B 42RT1.

If side 2 is affected, in the cockpit, on the rear maintenance panel 121VU :
- Open C/B 42RT2.
- Wait more than 10 seconds, then close C/B 42RT2.

NOTE: On some aircraft C/B 42RT2 is located in the K09, on the rear maintenance panel 121VU.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	NAV/MMR/1	42RT1	G12
121VU	COM NAV/MMR/2	42RT2	L07

** ON A/C FSN 101-131

SUBTASK 24-00-00-868-076-G

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AV. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
36	AIR ENG 1 BLEED FAULT AIR ENG 2 BLEED FAULT AIR ENG 1 BLEED ABNORM PR AIR ENG2 BLEED ABNORM PR	Engine Bleed Supply System	This reset procedure is applicable when AIR ENG 1(2) BLEED FAULT or AIR ENG 1(2) BLEED ABNORM PR have been triggered. If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED. NOTE: Do not attempt more than one reset. However, if the first reset is unsuccessful and if the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and when the aircraft is stabilized in level flight. - If the PACK (non-affected side) is operative, and If the Wing Anti-Ice is OFF: - ENG BLEED (affected side).... OFF. - If the ENG BLEED (affected side) pb-sw FAULT light is on: - Delay application of the reset until FAULT light goes off. - If the ENG BLEED (affected side) pb-sw FAULT light is off: - X BLEED.......................... AUTO. - PACK (affected side)............. ON. - ENG BLEED (affected side).. ON. - Check that the affected Engine Bleed Valve is open on the BLEED SD page. - If AIR ENG (AFFECTED) BLEED FAULT alert or AIR ENG (AFFECTED) BLEED ABNORM PR alert reoccurs, or If Engine Bleed

			Valve (affected side) not open on the BLEED SD page: - ENG BLEED (affected side).... OFF. - X BLEED.............................. OPEN. NOTE: Record the ENG BLEED reset in the logbook (successful or unsuccessful).

** ON A/C FSN 101-132

SUBTASK 24-00-00-868-077-C

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AW. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
36	AIR ENG 1 BLEED NOT CLSD AIR ENG 2 BLEED NOT CLSD	Engine bleed supply system	NOTE: Do not attempt more than one reset. - ENG BLEED (affected side) OFF. - If the ENG BLEED (affected side) P/B SW FAULT light is on: - Delay application of the reset until FAULT light goes off. - If the ENG BLEED (affected side) P/B SW FAULT light is off: - ENG BLEED (affected side): ON. - Check that the affected Engine Bleed Valve is closed on the BLEED SD page.

			NOTE: record the ENG BLEED reset in the logbook (successful or unsuccessful).

*** ON A/C FSN ALL***

SUBTASK 24-00-00-868-097-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AX.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
-       If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-       If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
46	INFO SYS-ATIMS-ATSU malfunction	ATSU	The ATSU reset should be attempted only if: - INVALID DATA is displayed on the DCDU, or - key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or - ADS-C, CPDLC or AOC are inoperative. Open the C/B 3TX1. Open the C/B 5TX1. After 5 seconds close the C/B 5TX1. Close the C/B 3TX1.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION

*** ON A/C FSN 051-100***

121VU	ATSU 1	3TX1	L16
121VU	ATSU 1/SWTG	5TX1	L15

** ON A/C FSN 101-150

121VU	ATSU 1	3TX1	K43
121VU	ATSU 1/SWTG	5TX1	K42

** ON A/C FSN 051-100

SUBTASK 24-00-00-868-111-A

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

AY. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.
If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:
- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
77	ENG 1 FADEC A FAULT ENG 2 FADEC A FAULT ENG 1 FADEC B FAULT ENG 2 FADEC B FAULT	FADEC	**WARNING:** **DO NOT TOUCH THE PROBES DURING OR IMMEDIATELY AFTER THIS PROCEDURE. THE PROBES WILL BE HOT AND CAN BURN YOU.** **CAUTION:** **REMOVE THE PROTECTIVE COVERS FROM THE PROBES BEFORE YOU DO THIS PROCEDURE. IF YOU DO NOT REMOVE THEM, THE PROBES AND PROTECTIVE COVERS CAN BECOME DAMAGED OR BURNED.**

If this alert is triggered at engine start, do the following procedure:
- Make sure that the protective covers on the probes are removed Ref. AMM 10-11-00-555-014.
- Set the associated ENG MASTER lever to OFF.
- Wait until N2 speed goes below 5%.
- If N2 indication is not available, wait for 2 min before to go to the next step.

* For ENG 1(2) FADEC A FAULT: open the C/B 2KS1 or 2KS2.

* For ENG 1(2) FADEC B FAULT: open the C/B 4KS1 or 4KS2.
- Wait for 5 seconds.

* For ENG 1(2) FADEC A FAULT: close the C/B 2KS1 or 2KS2.

* For ENG 1(2) FADEC B FAULT: close the C/B 4KS1 or 4KS2.
- Wait for 10 seconds during the ECU power-up sequence before to start the engine again.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	ENGINE/2/FADEC A/AND EIU 2	2KS2	A05
49VU	ENGINE/1/FADEC A/AND EIU 1	2KS1	A04
121VU	ENGINE/ENG2/FADEC B	4KS2	Q40
121VU	ENGINE/ENG1/FADEC B/AND EIU 1	4KS1	R41

** ON A/C FSN 101-150

SUBTASK 24-00-00-868-113-D

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
- THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
- THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

BA. If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.

If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:

- If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
- If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
77	ENG 2 EIU	EIU 2	**WARNING:** **DO NOT TOUCH THE PROBES DURING OR IMMEDIATELY AFTER THIS PROCEDURE. THE PROBES WILL BE HOT AND CAN BURN YOU.** **CAUTION:** **REMOVE THE PROTECTIVE COVERS FROM THE PROBES BEFORE YOU DO THIS PROCEDURE. IF YOU DO NOT REMOVE THEM, THE PROBES AND PROTECTIVE COVERS CAN BECOME DAMAGED OR BURNED.** This reset procedure is only permitted before pushback and with both engines shutdown. Do not try more than one reset. Spurious MAINTENANCE ENG 2 EIU message can be triggered on STATUS SD page during aircraft power-up. Before pushback and with both engines shutdown, do the reset procedure of the EIU 2 that follows: - Make sure that the protective covers on the probes are removed Ref. AMM 10-11-00-555-014.

				- Set the ENG MODE selector to NORM. - Open the C/B 2KS2. - Open the C/B 4KS2. - Wait for 10 seconds. - Close the C/B 2KS2. - Push the C/B 4KS2. If the MAINTENANCE ENG 2 EIU message goes out of view from the STATUS SD page after the reset, start the normal operation again. If the MAINTENANCE ENG 2 EIU message is triggered again on STATUS SD page, do not try another reset.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	ENGINE/2/FADEC A/AND EIU 2	2KS2	A05
121VU	ENGINE/ENG2/FADEC B/AND EIU2	4KS2	R41

SUBTASK 24-00-00-868-140-B

CAUTION: **DO NOT DO THE RESET OF AN ECAM ALERT IF:**
                   - THERE ARE MORE THAN ONE ECAM ALERT FOR THE SAME SYSTEM, AND
                   - THE RESET IS NOT PERMITTED FOR ONE OR MORE OF THESE ECAM ALERTS.
                   IF YOU DO NOT OBEY THIS INSTRUCTION, THERE IS A RISK THAT YOU WILL DO A RESET THAT IS NOT PERMITTED.

BB.   If it is obvious that this "System malfunction or ECAM Alert" is consecutive to an electrical power up or transient, then the reset may be performed.

If this "System malfunction or ECAM Alert" is not consecutive to an electrical power up or transient, then the maintenance operators shall do a check of the fault history and:

-    If an ECAM Alert linked with this computer has been triggered on the previous flights then the TSM procedure shall be performed,
-    If no ECAM Alert linked with this computer has been triggered on the previous flights then the reset may be performed.

ATA	ECAM-ALERT OR SYSTEM MALFUNCTION	AFFECTED COMPUTER	RESET PROCEDURE
23	COM-CIDS-Incorrect number of emergency exits on FAP (CIDS)	CIDS	- Open C/Bs in the following order: - 150RH on panel 49VU - 147RH (if installed) on panel 49VU - 151RH on panel 121VU - 157RH on panel 49VU - 146RH (if installed) on panel 49VU

			- 156RH on panel 121VU. - Wait for 10 seconds. - Close C/Bs in the following order: - 151RH, 156RH, 147RH (if installed), 146RH (if installed) in order to re-engage the NORM power. - Close C/Bs in the following order: - 150RH and 157RH. - After CIDS reset, wait approximately 4 minutes before recovering normal operation.

Table of the Circuit Breakers Used in This Procedure

PANEL	DESIGNATION	FIN	LOCATION
49VU	COM NAV/CIDS/DIR2 ESS	157RH	G02
49VU	COM NAV/CIDS/DIR1 ESS	150RH	G01
121VU	COM NAV/CIDS/DIR2 NORM	156RH	M06
121VU	COM NAV/CIDS/DIR1 NORM	151RH	M05