U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: Original
Date: 05/12/2016

Airbus A350
A350-900 Series, All Models

David L. Robinson, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration
Flight Standards Division
Seattle Aircraft Evaluation Group
1601 Lind Ave. SW
Renton, WA 98057-3356

Telephone: (425) 917-6600
Fax: (425) 917-6638

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. II

TABLE OF CONTENTS AND CONTROL PAGE

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. III

LOG OF REVISIONS

REVISION NO.	DATE	PAGE NUMBERS
0	05/12/2016	Original Issue
1		

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. IV

HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, the Airbus A350 Master Minimum Equipment List has been issued. Please use this Original version for a complete up-to-date MMEL.

DEFINITIONS

Refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website at:

FSIMS - Publications - MMEL Policy Letters

PREAMBLE

For the MMEL, Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, The Preamble may be found on the FAA Flight Standards Information Management System (FSIMS) website at:

FSIMS - Publications - MMEL Policy Letters

LIST OF ACRONYMS

ACRONYM	DEFINITION
A	
A/BRK	Autobrake
A/THR	Autothrust
AAP	Additional Attendant Panel
AAT	Aircraft Allocation Table
AC	Alternating Current
ACCU	Accumulator
ACFT	Aircraft
ACMS	Aircraft Condition Monitoring System
ACP	Audio Control Panel
ACS	Air Conditioning System
ADF	Automatic Direction Finder
ADGB	Active Differential Gearbox
ADIRS	Air Data Inertial Reference System
ADIRU	Air Data Inertial Reference Unit
ADR	Air Data Reference
ADS	Aircraft Documentation System
ADS-B	Automatic Dependent Surveillance Broadcast
ADS-C	Automatic Dependent Surveillance Contract
AECM	Alternate Extension Control Module
AEFO	All Engine Flame Out
AFM	Airplane Flight Manual
AFS	Automatic Flight System
AGL	Above Ground Level
AIP	Attendant Indication Panel
ALT	Altitude
ALTN	Alternate
ANF	Airport Navigation Function
AOA	Angle of Attack
AOC	Airline Operational Control
AP	Autopilot
APCH	Approach
APP	Alternate Power Pack
APPR	Approach
APU	Auxiliary Power Unit
APU GEN	Auxiliary Power Unit Generator
AR	Authorization Required
ARA	Approaching Runway Advisory
ASCU	Air System Control Unit
ASFC	Avionics Server Function Cabinet
ATA	Air Transport Association
ATC	Air Traffic Control
ATSU	Air Traffic Service Unit
ATT	Attitude
ATQC	Airbus Temporary Quick Change
ATU	Auto Transformer Unit
AUTO	Automatic
AVNCS	Avionics
B	
B/UP	Backup
BAM	Bleed Air Monitoring
BAS	Bleed Air System
BAT	Battery
BBAND	Broadband
BCL	Battery Charge Limiter
BCS	Braking Control System
BITE	Built-In Test Equipment
BKUP	Backup
BMD	Backup Motor Driver
BOMU	Bleed and Overheat Monitoring Unit
BPTU	Brake Pedal Transmitter Unit
BRT	Bright
BTV	Brake To Vacate
C	
C/B	Circuit Breaker
C/L	Checklist
CAB	Cabin
CAM	Cabin Assignment Module
CAN	Controller Area Network
CAT	Category
CAPT	Captain
CBMU	Circuit Breaker Monitoring Unit
CCD	Cursor Control Device
CCRC	Cabin Crew Rest Compartment
CDL	Configuration Deviation List
CDLS	Cockpit Door Locking System
CDM	Coolant Distribution Module
CDS	Control and Display System
CDSS	Cockpit Door Surveillance System
CED	Cooling Effect Detector
CELLI	Ceiling Emergency LED Lights
CEV	Commercial Equipment Ventilation
CFP	Computerized Flight Plan
CG	Center of Gravity
CIDS	Cabin Intercommunication Data System
CIU	Camera Interface Unit
CKPT	Cockpit
CMC	Central Maintenance Computer
CMS	Central Maintenance System
CMV	Concentrator and Multiplexer for Video
COM	Command
CONF	Configuration
CP	Control Panel
CPC	Cabin Pressure Controller
CPCS	Cabin Pressure Control System
CPDLC	Controller-Pilot Datalink Communication

LIST OF ACRONYMS

ACRONYM	DEFINITION
CPIOM	Core Processing Input/Output Module
CRC	Crew Rest Compartment
CRDC	Common Remote Data Concentrator
CSAS	Conditioned Service Air System
CTL	Control
CVMS	Cabin Video Monitoring System
CVR	Cockpit Voice Recorder
D	
D-ATIS	Digital Automatic Terminal Information System
DC	Direct Current
DCL	Departure Clearance
DEU	Decoder / Encoder Unit
DFDR	Digital Flight Data Recorder
DFS	Differential Flap Setting
DH	Decision Height
DLCS	Data Loading Configuration System
DME	Distance Measuring Equipment
DMU	Data Management Unit
DOLLI	Dome Emergency LED Light
DPI	Differential Pressure Indicator
DSCS	Door and Slides Control System
DU	Display Unit
E	
EASA	European Aviation Safety Agency
EBAS	Engine Bleed Air System
EC	European Commission
ECAM	Electronic Centralized Aircraft Monitoring
ECAS	Emergency Cockpit Alerting System
ECP	ECAM Control Panel
EDMU	Electrical Distribution Management Unit
EDP	Engine Driven Pump
EEC	Engine Electronic Controller
EENMU	Emergency Electrical Network Management Unit
EEP	ETOPS Entry Point
EFB	Electronic Flight Bag
EFCS	Electronic Flight Control System
EFIS	Electronic Flight Instrument System
EGT	Exhaust Gas Temperature
EHA	Electro-Hydrostatic Actuator
EHM	Engine Health Monitoring
EIF	Engine Interface Function
ELMF	Electrical Load Management Function
ELT	Emergency Locator Transmitter
EMER	Emergency
EMK	Emergency Medical Kit
EMP	Electric Motor Pump
ENG	Engine
EPR	Engine Pressure Ratio
EPCU	External Power Control Unit
EPDC	Electrical Power Distribution Center
EPSU	Emergency Power Supply Unit
EQPT	Equipment
ERAI	Emergency Ram Air Inlet
ESS	Essential
ETACS	External and Taxiing Aid Camera System
ETOPS	Extended Range Twin Engined Aircraft Operations
EU	European Union
EXP	ETOPS eXit Point
F	
F/O	First Officer
FADEC	Full Authority Digital Engine Control
FANS	Future Air Navigation System
FAP	Flight/Forward Attendant Panel
FAK	First Aid Kit
FCDC	Flight Control Data Concentrator
FCOM	Flight Crew Operating Manual
FCU	Flight Control Unit
FCRC	Flight Crew Rest Compartment
FD	Flight Director
FDIU	Flight Data Interface Unit
FDU	Fire Detection Unit
FE	Flight Envelope
FL	Flight Level
FLS	FMS Landing System
FM	Flight Management
FMA	Flight Mode Annunciator
FMC	Flight Management Computer
FMS	Flight Management System
FOB	Fuel on Board
FOHE	Fuel/Oil Heat Exchanger
FPEEPMS	Floor-Proximity Emergency-Escape Path-Marking System
F-PLN	Flight Plan
FPMS	Floor Path Marking System
FQ	Fuel Quantity
FQI	Fuel Quantity Indication
FQMS	Fuel Quantity and Management System
FSN	Fleet Serial Number
FSOV	Fire ShutOff Valve
FTIS	Fuel Tank Inerting System
FWS	Flight Warning System
FWD	Forward
FZFG	Freezing Fog

LIST OF ACRONYMS

ACRONYM	DEFINITION
G	
G/S	Glide Slope
GCU	Generator Control Unit
GEN	Generator
GFLI	Ground Fuel Level Indicator
GLS	Ground Based Augmentation System (GBAS) Landing System
GNSS	Global Navigation Satellite System
GPU	Ground Power Unit
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
GW	Gross Weight
GWCG	Gross Weight Center of Gravity
H	
HCF	Heading Control Function
HCU	Hydraulic Control Unit
HF	High Frequency
HI	High
HMCA	Hydraulic Monitoring and Control Application
HP	High Pressure
HPTCC	High Pressure Turbine Case Cooling
HSMU	Hydraulic System Monitoring Unit
HUD	Head-Up Display
I	
IAS	Indicated Airspeed
IFE	In-Flight Entertainment
IFEC	In-Flight Entertainment Center
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMA	Integrated Modular Avionics
INTMT	Intermittent
IP	Intermediate Pressure
IPTCC	Intermediate Pressure Turbine Case Cooling
IR	Inertial Reference
IRS	Inertial Reference System
ISA	International Standard Atmosphere
ISDU	Inertial Sensor Display Unit
ISIS	Integrated Standby Instrument System
J	
JFGW	Jettison Final Gross Weight
K	
KCCU	Keyboard and Cursor Control Unit
L	
L/G	Landing Gear
LED	Light Emitting Diode
LEDU	List of Effective Documentary Units
LGMS	Landing Gear Monitoring System
LOC	Localizer
LOM	List Of Modifications
LP	Low Pressure
LS	Landing System
LVDT	Linear Variable Differential Transducer
LW	Landing Weight
M	
MAC	Mean Aerodynamic Chord
MAINT	Maintenance
MCA	Maintenance Central Access
MAN	Manual
MECH	Mechanics
MEL	Minimum Equipment List
MES	Main Engine Start
MFD	Multipurpose Flight Display
MFP	Multifunction Probe
MLG	Main Landing Gear
MLS	Microwave Landing System
MLW	Maximum Landing Weight
MM	Maintenance Message
MMEL	Master Minimum Equipment List
MMO	Maximum Operating Mach
MMR	Multi Mode Receiver
MNPS	Minimum Navigation Performance Specification
MOD	Modification
MON	Monitoring
MP	Modification Proposal
MPC	Maximum Passenger Capacity
MPZC	Maximum Permitted Zone Capacity
MSA	Minimum Safe Altitude
MSN	Manufacturer Serial Number
MTOW	Maximum Takeoff Weight
MVDR	Multimode VHF Data Radio
MZFW	Maximum Zero Fuel Weight
N	
N1	Engine Low Pressure Rotor Speed
N2	Engine Intermediate Pressure Rotor Speed
N3	Engine High Pressure Rotor Speed
N/A	Not Applicable
NAA	National Aviation Authority
NAV	Navigation

LIST OF ACRONYMS

ACRONYM	DEFINITION
NAVAIDS	Navigation Aids
ND	Navigation Display
NDU	Navigation Display Unit
NLG	Nose Landing Gear
NRV	Negative Relief Valve
NWS	Nose Wheel Steering
O	
OAT	Outside Air Temperature
OCL	Oceanic Clearance
OCU	Outflow valve Control Unit
ODMS	Oil Debris Monitoring System
OEI	One Engine Inoperative
OFV	Outflow Valve
OHDC	Over Heat Detection Card
OIS	Onboard Information System
OMT	On-board Maintenance Terminal
OPS	Operations
ORV	Overpressure Relief Valve
OSFC	Open-World Server Function Cabinet
OVRD	Override
P	
P/N	Part Number
PA	Passenger Address
PAX	Passenger
pb	Push Button
pb-sw	Push Button Switch
PBE	Portable Breathing Equipment
PCU	Power Control Unit
PDF	Portable Document Format
PDMMF	Power Distribution Monitoring and Maintenance Function
PED	Portable Electronic Device
PERF	Performance
PF	Pilot Flying
PFD	Primary Flight Display
PFDU	Primary Flight Display Unit
PFR	Post-Flight Report
PHC	Probes Heat Computer
PM	Pilot Monitoring
PRAM	Pre-Recorded Announcement and Music Reproducer
PRIM	Flight Control Primary Computer (FCPC)
PRSOV	Pressure Regulating and Shut-Off Valve
PRV	Pressure Regulating Valve
P-RNAV	Precision Area Navigation
PSCU	Proximity Switch Control Unit
PSL	Product Structure Level
PVI	Paravisual Indicator
Q	
QNH	Sea Level Atmospheric Pressure
QRH	Quick Reference Handbook
R	
RA	Radio Altitude
RAT	Ram Air Turbine
RBCU	Remote Braking Control Unit
RCCB	Remote Control Circuit Breaker
RH	Right Hand
RMP	Radio Management Panel
RNAV	Area Navigation
RNP	Required Navigation Performance
RNP AR	Required Navigation Performance with Authorization Required
ROP	Runway Overrun Protection
ROW	Runway Overrun Warning
RSVR	Reservoir
RTO	Rejected Takeoff
RTOW	Rejected Takeoff Weight
RVSM	Reduced Vertical Separation Minimum
S	
SAT	Static Air Temperature
SATCOM	Satellite Communication
SB	Service Bulletin
SD	System Display
SDU	System Display Unit
SEC (FCSC)	Flight Control Secondary Computer
SELCAL	Selective Call
SFCC	Slat/Flap Control Computer
SFD	Standby Flight Display
SID	Standard Instrument Departure
SLS	Satellite Landing System
SND	Standby Navigation Display
SOH	Summary of Highlights
SOP	Standard Operating Procedure
SPD	Speed
SPP	Software Pin Programing
SPU	Starter Power Unit
SSPC	Solid State Power Contactor
STAR	Standard Terminal Arrival Route
STBY	Standby
SURV	Surveillance
SYS	System
T	
TAC	Taxiing Aid Camera
TACS	Taxiing Aid Camera System

LIST OF ACRONYMS

ACRONYM	DEFINITION
TAS	True Airspeed
TAT	Total Air Temperature
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
THR	Thrust
THS	Trimmable Horizontal Stabilizer
TOC	Table of Contents
TOGA	Takeoff/Go Around
TOS	Takeoff Securing
TOW	Takeoff Weight
TPIC	Tire Pressure Indicating Computer
TR	Transformer Rectifier Unit
TSM	Trouble Shooting Manual
TWDC	Tank Wall Data Concentrator
U	
UTC	Universal Coordinated Time
V	
V1	Critical Engine Failure Speed
V2	Takeoff Safety Speed
V/S	Vertical Speed
VAC	Voltage Alternating Current
VAPP	Approach Speed
VCC	Video Control Center
VCRU	Vapor Cycle Refrigeration Unit
VCS	Ventilation Control System
VD	Vertical Display
VENT	Ventilation
VFE	Maximum Speed for each Flap Configuration
VFG	Variable Frequency Generator
VFR	Visual Flight Rules
VHF	Very High Frequency
VIGV	Variable Inlet Guide Vane
VLE	Max Landing Gear Extended Speed
VMC	Visual Meteorological Conditions
VMCA	Minimum Control Speed in Flight
VMCG	Minimum Control Speed on Ground
VMO	Maximum Operating Speed
VMU	Minimum Unstick Speed
VOR	VHF Omnidirectional Range
VQAR	Virtual Quick Access Recorder
VR	Rotation Speed
VS	Reference Stalling Speed
W	
W	Weight
WBBC	Weight and Balance Backup Computation
WBS	Weight and Balance System
WD	Warning Display
WDU	Warning Display Unit
WTB	Wing Tip Brake
WV	Weight Variant
WX	Weather
X	
XML	Extensible Mark-up Language
Y	

Z	
XML	Extensible Mark-up Language

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-01	**AIR Overhead Panel**				
21-01-01	**PACK 1(2) pb-sw FAULT light**				
21-01-01A		C	2	0	One or both may be inoperative.
21-01-02	**PACK 1(2) pb-sw OFF light**				
21-01-02A		C	2	0	One or both may be inoperative.
21-01-03	**RAM AIR pb-sw ON light**				
21-01-03A		C	1	0	May be inoperative.
21-01-04	**HOT AIR 1(2) pb-sw FAULT light**				
21-01-04A		C	2	0	One or both may be inoperative.
21-01-05	**HOT AIR 1(2) pb-sw OFF light**				
21-01-05A		C	2	0	One or both may be inoperative.
21-01-06	**CKPT HI VENT pb-sw ON light**				
21-01-06A		C	1	0	May be inoperative.
21-01-07	**WINDSHIELD DEFOG pb-sw ON light**				
21-01-07A		C	1	0	May be inoperative.
21-01-31	**AIR FLOW selector**				
21-01-31A		C	1	0	(o) May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-02	**CABIN PRESS Overhead Panel**				
21-02-01	**CABIN ALT MODE pb-sw MAN light**				
21-02-01A		C	1	0	(o) May be inoperative.
21-02-02	**CABIN V/S MODE pb-sw MAN light**				
21-02-02A		C	1	0	(o) May be inoperative.
21-02-03	**DITCHING pb-sw ON light**				
21-02-03A		C	1	0	(o) May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-03**	**AIR CONDITIONING** **CARGO AIR COND** **Overhead Panel**				Change Bars
21-03-01	**BULK HEATER pb-sw FAULT light**				
21-03-01A		C	1	0	May be inoperative.
21-03-02	**BULK HEATER pb-sw OFF light**				
21-03-02A		C	1	0	May be inoperative.
21-03-03	**BULK ISOL VALVES pb-sw FAULT light**				
21-03-03A		C	1	0	May be inoperative.
21-03-04	**BULK ISOL VALVES pb-sw OFF light**				
21-03-04A		C	1	0	May be inoperative.
21-03-05 ***	**FWD ISOL VALVES pb-sw FAULT light** (Aircraft with MP L41091/ MOD 100333)				
21-03-05A		C	1	0	May be inoperative.
21-03-06 ***	**FWD ISOL VALVES pb-sw OFF light** (Aircraft with MP L41091/ MOD 100333)				
21-03-06A		C	1	0	May be inoperative.
21-03-07 ***	**AFT ISOL VALVES pb-sw FAULT light** (Aircraft with MP L41093/ MOD 100335)				
21-03-07A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-03	**CARGO AIR COND Overhead Panel**				
21-03-08	**AFT ISOL VALVES pb-sw**				
*******	**OFF light** (Aircraft with MP L41093/ MOD 100335)				
21-03-08A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-04	**VENT Overhead Panel**				
21-04-01	**COOLG pb-sw FAULT light**				
21-04-01A		D	1	0	May be inoperative.
21-04-02	**COOLG pb-sw OFF light**				
21-04-02A		D	1	0	May be inoperative.
21-04-03	**CAB FANS pb-sw OFF light**				
21-04-03A		C	1	0	May be inoperative.
21-04-04	**AVNCS EXTRACT pb-sw FAULT light**				
21-04-04A		C	1	0	May be inoperative.
21-04-05	**AVNCS EXTRACT pb-sw OVRD light**				
21-04-05A		C	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 21-6

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING **21-05 AIR MAINTENANCE** **Overhead Panel**				Change Bars
21-05-01 GND COOLG AVNCS pb-sw OFF light ******* (Aircraft with MP L41095/ MOD 100336)				
21-05-01A	D	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-07	**Indications on SD Pages**				
21-07-01	**Indications on BLEED SD page**				
21-07-01-01	**Pack Temperature Monitoring on the BLEED SD Page**				
21-07-01-01A		C	4	0	One or more may be inoperative.
21-07-01-02	**Pack Valve Position Monitoring on the BLEED SD Page**				
21-07-01-02A		C	2	0	(o) One or both may be inoperative provided that the closure function of both associated pack valves is checked operative on the BLEED SD page.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-07	**Indications on SD Pages**				
21-07-03	**Indications on COND SD page**				
21-07-03-01	**Hot Air Valve Position Monitoring on the COND SD page**				
21-07-03-01A		C	2	0	(o) One or both may be inoperative provided that the closure function of both associated pack valves is checked operative on the BLEED SD page.
21-07-03-02	**Cockpit Temperature Monitoring on the COND SD page**				
21-07-03-02A		D	1	0	(o) May be inoperative.
21-07-03-03	**Cabin Zone Temperature Monitoring on the COND SD page**				
21-07-03-03A		D	7	0	(o) One or more may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-09	**Dispatch Messages**				
21-09-01	**AIR OVHT ON FUEL INERTING 1(2) Message**				
21-09-01A		C	-	-	(m) One or both may be displayed on the DISPATCH page provided that: 1) The associated fuel inerting inlet valve is deactivated in the closed position, and 2) For the affected fuel inerting system, the AIR OVHT ON FUEL INERTING 1(2) alert is not displayed on the WD after deactivation.
21-09-02	**AIR PACK 1(2) REGUL DEGRADED Message**				
21-09-02A		C	-	-	One may be displayed on the DISPATCH page.
21-09-03	**AIR UNDERPRESSURE ON FUEL INERTING 1(2) Message**				
21-09-03A		C	-	-	(o) (m) One or both may be displayed on the DISPATCH page provided that: 1) The associated fuel inerting inlet valve is deactivated in the closed position, and 2) None of the following dispatch messages is present for the associated fuel inerting system: - AIR TEMP CTL VLV ON FUEL INERTING 1(2), - AIR TURB VLV ON FUEL INERTING 1(2).
21-09-04	**CAB PRESS ABNORMAL LEAKAGE Message**				
21-09-04A		C	-	-	May be displayed on the DISPATCH page.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
					Change Bars
21	**AIR CONDITIONING**				
21-09	**Dispatch Messages**				
21-09-05	**CAB PRESS MAN CTL DEGRADED Message**				
21-09-05A		D	-	-	May be displayed on the DISPATCH page.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING					Change Bars
21-20 Distribution					
21-20-01	**Fan Automatic Shutoff Control**				
21-20-01A		A	-	0	One or more may be inoperative for 10 consecutive calendar-days.
21-20-02	**Mixer Pressure Sensor**				
21-20-02A	One or two sensors inoperative	D	4	2	One or two may be inoperative.
21-20-02B	Three sensors inoperative	C	4	1	Three may be inoperative.
21-20-03	**Ventilation Control Redundancy**				
21-20-03A		C	1	0	May be inoperative.
21-20-04	**Ventilation Local Control Redundancy**				
21-20-04A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-21**	**AIR CONDITIONING** **Cabin Fresh/Recirculated Distribution**				Change Bars
21-21-01	**Cabin Fan**				
21-21-01A	One cabin fan inoperative	D	4	3	One may be inoperative.
21-21-01B	Two cabin fans inoperative (Aircraft without MP L41091/ MOD 100333)	C	4	2	(o) Two May be inoperative provided that: 1) Both air conditioning packs are checked operative, and 2) Both engine bleed air systems are operative.
21-21-01C	Two cabin fans inoperative (Aircraft with MP L41091/ MOD 100333)	C	4	2	(o) Two May be inoperative provided that: 1) Both air conditioning packs are checked operative, and 2) Both engine bleed air systems are operative, and 3) The FWD TEMP REGUL selector is set to OFF.
21-21-02	**Cabin Fan Monitoring**				
21-21-02A		C	1	0	May be inoperative.
21-21-03	**Cabin Filter Clogged**				
21-21-03A		A	4	0	One or more may be clogged for 30 consecutive calendar-days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
21	**AIR CONDITIONING**				
21-22	**Cockpit Air Distribution**				
21-22-01	**Cockpit Individual Valve**				
21-22-01A		D	6	0	One or more may be inoperative.
21-22-02	**Cockpit HI VENT Valve**				
21-22-02A	Cockpit HI VENT valve inoperative in the open position	D	1	0	May be inoperative in the open position.
21-22-02B	Cockpit HI VENT valve deactivated in the open position	D	1	0	(m) May be inoperative provided that the cockpit HI VENT valve is deactivated in the open position.
21-22-02C	Cockpit HI VENT valve inoperative in the closed position	C	1	0	May be inoperative in the closed position.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-23**	**AIR CONDITIONING** **Compartment Air Extraction**				Change Bars
21-23-01	**Lavatory and Galley Extraction System**				
21-23-01A	Lavatory & galley extraction system inoperative	C	-	0	(o) May be inoperative.
21-23-01B	Lavatory & galley extraction system operative only in flight	C	-	0	(o) (m) May be inoperative provided that: 1) The affected lavatory and galley isolation valve is deactivated in the open position, and 2) Both engine bleed air systems are operative, and 3) Both air conditioning packs are checked operative, and 4) The VENT AVNCS OVBD VLV SMALL FLAP OPEN message is not displayed on the DISPATCH page, and 5) One avionics extraction fan is operative.
21-23-02	**Lavatory and Galley Extraction Fan**				
21-23-02A		C	-	0	(o) May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
21	**AIR CONDITIONING**				
21-23	**Compartment Air Extraction**				
21-23-03	**Lavatory and Galley Isolation Valve**				
21-23-03A	Lavatory and galley isolation valve inoperative in the closed position	C	-	0	(o) May be inoperative in the closed position.
21-23-03B	Lavatory and galley isolation valve deactivated in the closed position	C	-	0	(m) May be inoperative provided that the lavatory and galley isolation valve is deactivated in the closed position.
21-23-03C	Lavatory and galley isolation valve inoperative in the open position	C	-	0	(o) May be inoperative in the open position provided that: 1) Both engine bleed air systems are operative, and 2) Both air conditioning packs are checked operative, and 3) The VENT AVNCS OVBD VLV SMALL FLAP OPEN message is not displayed on the DISPATCH page, and 4) One avionics extraction fan is operative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 21-16

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-25	**Unpressurized Compartments Ventilation**				
21-25-01	**Pack Bay Ventilation**				
21-25-01A		C	2	1	(o) One may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-26**	**AIR CONDITIONING** **Avionics Equipment Ventilation**				Change Bars
21-26-01	**Avionics Backup Valve**				
21-26-01A	One avionics backup valve inoperative in the open position and opposite avionics backup valve operative	C	2	1	One may be inoperative in the open position provided that the opposite avionics backup valve is operative.
21-26-01B	One avionics backup valve inoperative and deactivated in the open position and opposite avionics backup valve operative	C	2	1	(m) One may be inoperative provided that: 1) The affected avionics backup valve is deactivated in the open position, and 2) The opposite avionics backup valve is operative.
21-26-01C	Both avionics backup valves inoperative in the open position	A	2	0	Both may be inoperative in the open position for three flights.
21-26-01D	Both avionics backup valves inoperative and deactivated in the open position	A	2	0	(m) Both may be inoperative for three flights provided that both avionics backup valves are deactivated in the open position.
21-26-02	**Avionics Blowing Degraded**				
21-26-02A	One avionics blowing degraded	C	2	1	(o) One may be degraded provided that: 1) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 2) The APU ECON MODE is not used.
21-26-02B	Both avionics blowing degraded	A	2	0	(o) Both may be degraded for three flights provided that: 1) Both air conditioning packs are checked operative, and 2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 3) The APU ECON MODE is not used.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-26	**Avionics Equipment Ventilation**				
21-26-03	**Avionics Blowing Fan**				
21-26-03A	One avionics blowing fan inoperative	C	2	1	(o) One may be inoperative provided that: 1) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 2) The APU ECON MODE is not used.
21-26-03B	Both avionics blowing fans inoperative	A	2	0	(o) Both may be inoperative for three flights provided that: 1) Both air conditioning packs are checked operative, and 2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 3) The APU ECON MODE is not used.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-26**	**AIR CONDITIONING** **Avionics Equipment Ventilation**				Change Bars
21-26-04	**Avionics Blowing System**				
21-26-04A	One avionics blowing system inoperative	C	2	1	(o) (m) One may be inoperative provided that: 1) The affected backup valve is deactivated in the open position, and 2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 3) The APU ECON MODE is not used.
21-26-04B	Both avionics blowing systems inoperative	A	2	0	(o) (m) Both may be inoperative for three flights provided that: 1) Both backup valves are deactivated in the open position, and 2) Both air conditioning packs are operative, and 3) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and 4) The APU ECON MODE is not used.
21-26-05	**Avionics Cooling Effect Detector**				
21-26-05A	One avionics cooling effect detector inoperative	C	2	1	One may be inoperative.
21-26-05B	Both avionics cooling effect detectors inoperative	A	2	0	Both may be inoperative for three flights.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-26**	**AIR CONDITIONING** **Avionics Equipment Ventilation**				Change Bars
21-26-06	**Avionics Extraction Fan**				
21-26-06A	One avionics extraction fan inoperative	C	2	1	One may be inoperative.
21-26-06B	Both avionics extraction fans inoperative	B	2	0	(o) Both may be inoperative provided that: 1) The AVNCS EXTRACT pb-sw is set to OVRD, and 2) The VENT AVNCS EXTRACT message is not displayed on the DISPATCH page.
21-26-07	**Avionics Fan Monitoring**				
21-26-07A		C	1	0	May be inoperative.
21-26-08	**Avionics Filter Clogged**				
21-26-08A		A	2	0	One or both may be clogged for 30 consecutive calendar-days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-26	**Avionics Equipment Ventilation**				
21-26-09	**Avionics Inboard Valve**				
21-26-09A	Avionics inboard valve inoperative in the open position	C	1	0	May be inoperative in the open position provided that one avionics extraction fan is operative.
21-26-09B	Avionics inboard valve deactivated in the open position	C	1	0	(m) May be inoperative provided that: 1) The avionics inboard valve is deactivated in the open position, and 2) One avionics extraction fan is operative.
21-26-09C	Avionics inboard valve deactivated in the closed position	C	1	0	(o) (m) May be inoperative provided that: 1) The avionics inboard valve is deactivated in the closed position, and 2) The AVNCS EXTRACT pb-sw is set to OVRD, and 3) The VENT AVNCS EXTRACT message is not displayed on the DISPATCH page.
21-26-10	**Avionics Overboard Valve Big Flap Redundancy**				
21-26-10A		D	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-26	**Avionics Equipment Ventilation**				
21-26-11	**Avionics Overboard Valve Big Flap**				
21-26-11A	Avionics overboard valve big flap inoperative in the closed position	C	1	0	May be inoperative in the closed position.
21-26-11B	Avionics overboard valve big flap set and checked in the closed position	B	1	0	(o) May be inoperative provided that: 1) The AVNCS EXTRACT pb-sw is set to OVRD, and 2) The avionics overboard valve big flap is checked in the closed position.
21-26-11C	Avionics overboard valve big flap inoperative in the open position	C	1	0	(o) May be inoperative in the open position provided that: 1) ETOPS is not conducted, and 2) The flight is not pressurized, and 3) Alternate procedures are established and used for ground de-icing.
21-26-12	**Avionics Overboard Valve Small Flap**				
21-26-12A	Avionics overboard valve small flap inoperative in the closed position	C	1	0	(o) May be inoperative in the closed position provided that the FWD outflow valve is checked operative.
21-26-12B	Avionics overboard valve small flap inoperative in the open position	C	1	0	(o) May be inoperative in the open position provided that alternate procedures are established and used for ground de-icing.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
21 **21-28**	**AIR CONDITIONING** **Lower Deck Cargo Compartment Ventelation and Cooling**				
21-28-01	**BULK Cargo Compartment Extraction Fan**				
21-28-01A		C	1	0	(o) May be inoperative.
21-28-02	**BULK Cargo Compartment Isolation Valve**				
21-28-02A	BULK cargo compartment isolation valve inoperative in the closed position	C	2	0	(o) One or both may be inoperative in the closed position.
21-28-02B	BULK cargo compartment isolation valve deactivated in the closed position	C	2	0	(o) (m) One or both may be inoperative provided that the affected valve is deactivated in the closed position.
21-28-02C	BULK cargo compartment isolation valve inoperative in the open position	C	2	0	(o) One or both may be inoperative in the open position provided that procedures are established and used to ensure the BULK cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
21-28-03	**BULK Cargo Compartment Extraction Fan Shutoff Control**				
21-28-03A	BULK ISOL VALVES pb-sw set to ON	A	1	0	May be inoperative for 10 consecutive calendar-days.
21-28-03B	BULK ISOL VALVES pb-sw set to OFF	C	1	0	(o) May be inoperative provided that the BULK ISOL VALVES pb-sw is set to OFF.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
21	**AIR CONDITIONING**				
21-28	**Lower Deck Cargo Compartment Ventelation and Cooling**				
21-28-04	**Bulk Cargo Compartment Extraction Fan Monitoring**				
21-28-04A		C	1	0	(o) May be inoperative.
21-28-05 ***	**FWD Cargo Compartment Extraction Fan** (Aircraft with MP L41091/ MOD 100333)				
21-28-05A		D	1	0	(o) May be inoperative.
21-28-06 ***	**FWD Cargo Compartment Isolation Valve** (Aircraft with MP L41091/ MOD 100333)				
21-28-06A	FWD cargo compartment isolation valve inoperative in the closed position	D	3	0	(o) One or more may be inoperative in the closed position.
21-28-06B	FWD cargo compartment isolation valve deactivated in the closed position	D	3	0	(o) (m) One or more may be inoperative provided that the affected FWD cargo compartment isolation valve is deactivated in the closed position.
21-28-06C	FWD cargo compartment isolation valve inoperative in the open position	C	3	0	(o) One or more may be inoperative in the open position provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 21-25

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-28**	**AIR CONDITIONING** **Lower Deck Cargo Compartment Ventilation and Cooling**				Change Bars
21-28-07 *******	**FWD Cargo Compartment Extraction Fan Shutoff Control** (Aircraft with MP L41091/ MOD 100333)				
21-28-07A	FWD ISOL VALVES pb-sw set to ON	A	1	0	May be inoperative for 10 consecutive calendar-days.
21-28-07B	FWD ISOL VALVES pb-sw set to OFF	D	1	0	(o) May be inoperative provided that the FWD ISOL VALVES pb-sw is set to OFF.
21-28-08 *******	**FWD Cargo Compartment Cold Air Valve** (Aircraft with MP L41091/ MOD 100333)				
21-28-08A		D	1	0	(o) (m) May be inoperative provided that the cold air valve is deactivated in the closed position.
21-28-09 *******	**FWD Cargo Compartment Cold Air Valve Regulation** (Aircraft with MP L41091/ MOD 100333)				
21-28-09A		C	1	0	May be inoperative.
21-28-10 *******	**AFT Cargo Compartment Extraction Fan** (Aircraft with MP L41093/ MOD 100335)				
21-28-10A		D	1	0	(o) May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-28	**Lower Deck Cargo Compartment Ventilation and Cooling**				
21-28-11 ***	**AFT Cargo Compartment Isolation Valve** (Aircraft with MP L41093/ MOD 100335)				
21-28-11A	AFT cargo compartment isolation valve inoperative in the closed position	D	3	0	(o) One or more may be inoperative in the closed position.
21-28-11B	AFT cargo compartment isolation valve deactivated in the closed position	D	3	0	(o) (m) One or more may be inoperative provided that the affected AFT cargo compartment valve is deactivated in the closed position.
21-28-11C	AFT cargo compartment isolation valve inoperative in the open position	C	3	0	(o) One or more may be inoperative in the open position provided that procedures are established and used to ensure the AFT cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-28**	**AIR CONDITIONING** **Lower Deck Cargo Compartment Ventilation and Cooling**				Change Bars
21-28-12 ***	**AFT Cargo Compartment Extraction Fan Shutoff Control** (Aircraft with MP L41093/ MOD 100335)				
21-28-12A	AFT ISOL VALVES pb-sw set to on	A	1	0	May be inoperative for 10 consecutive calendar-days.
21-28-12B	AFT ISOL VALVES pb-sw set to OFF	D	1	0	(o) May be inoperative provided that the AFT ISOL VALVES pb-sw is set to OFF.
21-28-13 ***	**AFT Cargo Compartment Extraction Fan Monitoring** (Aircraft with MP L41093/ MOD 100335)				
21-28-13A	AFT ISOL VALVES pb-sw set to on	C	1	0	May be inoperative.
21-28-13B	AFT ISOL VALVES pb-sw set to OFF	D	1	0	(o) May be inoperative provided that the AFT ISOL VALVES pb-sw is set to OFF.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-29	**Commercial Equipment Ventilation**				
21-29-01	**IFE Bay Ventilation**				
***	(Aircraft with MP L41208/ MOD 100618)				
21-29-01A		D	1	0	(o) May be inoperative.
21-29-02	**IFE Bay Isolation**				
***	(Aircraft with MP L41208/ MOD 100618)				
21-29-02A	IFEC pb-sw set to ON	C	1	0	May be inoperative.
21-29-02B	IFEC pb-sw set to OFF	D	1	0	(o) May be inoperative provided that the IFEC pb-sw is set to OFF.
21-29-03	**PAX BBAND Ventilation**				
***	(Aircraft with MP L41209/ MOD 100606)				
21-29-03A		D	1	0	(o) May be inoperative.
21-29-04	**PAX BBAND Isolation**				
***	(Aircraft with MP L41209/ MOD 100606)				
21-29-04A	PAX BBAND pb-sw set to ON	C	1	0	May be inoperative.
21-29-04B	PAX BBAND pb-sw set to OFF	D	1	0	(o) May be inoperative provided that the PAX BBAND pb-sw is set to OFF.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-29**	**AIR CONDITIONING** **Commercial Equipment Ventilation**				Change Bars
21-29-05 ***	**IFE Bypass Valve** (Aircraft with MP L41210/ MOD 100367)				
21-29-05A	IFE bypass valve inoperative in the closed position	D	1	0	May be inoperative in the closed position.
21-29-05B	IFE bypass valve deactivated in the closed position	D	1	0	(m) May be inoperative provided that it is deactivated in the closed position.
21-29-05C	IFE bypass valve inoperative in the open position	D	1	0	(o) May be inoperative in the open position.
21-29-06 ***	**Commercial Equipment Ventilation Extraction Fan**				
21-29-06A	One commercial equipment ventilation extraction fan inoperative	D	2	1	One may be inoperative.
21-29-06B	Both commercial equipment ventilation extraction fans inoperative (Aircraft with MP L41193/ MOD 100568)	D	2	0	(o) Both may be inoperative.
21-29-06C	Both commercial equipment ventilation extraction fans inoperative (Aircraft with MP L41193/ MOD 100568, L60272/ MOD 100672, and L60273/ MOD 100673)	D	2	0	(o) Both may be inoperative provided that the CCRC temperature control is considered inoperative. Refer to Item 21-60-05 Crew Rest Compartment Temperature Control

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-29	**Commercial Equipment Ventilation**				
21-29-07 ***	**Commercial Equipment Ventilation Extraction Fan Monitoring** (Aircraft with MP L41193/ MOD 100568)				
21-29-07A	IFEC pb-sw and PAX BBAND pb-sw set to ON	C	1	0	May be inoperative.
21-29-07B	IFEC pb-sw and PAX BBAND pb-sw set to OFF	D	1	0	(o) May be inoperative provided that: 1) The IFEC pb-sw is set to OFF, and 2) The PAX BBAND pb-sw is set to OFF.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-31**	**AIR CONDITIONING** **Pressure Control and Monitoring**				Change Bars
21-31-01	**Automatic Cabin Pressure Control Redundancy**				
21-31-01A		C	1	0	May be inoperative.
21-31-02	**Automatic Cabin Pressure Control**				
21-31-02A	One automatic cabin pressure control inoperative and CABIN ALT MODE operative	C	2	1	(o) (m) One may be inoperative provided that: 1) The other automatic cabin pressure control is checked operative, and 2) The manual CABIN ALT MODE is checked operative.
21-31-02B	One automatic cabin pressure control inoperative and manual CABIN V/S MODE operative	C	2	1	(o) (m) One may be inoperative provided that: 1) The other automatic cabin pressure control is checked operative, and 2) The manual CABIN V/S MODE is checked operative.
21-31-02C	Both automatic cabin pressure controls inoperative	C	2	0	(o) (m) Both may be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight is not pressurized, and 3) The manual cabin pressure control is checked operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-31**	**AIR CONDITIONING** **Pressure Control and Monitoring**				Change Bars
21-31-03	**Cabin Pressure Sensor of Automatic Cabin Pressure Control (OCU COM section)**				
21-31-03A	Manual CABIN ALT MODE checked operative	C	2	1	(o) One may be inoperative provided that the manual CABIN ALT MODE is checked operative.
21-31-03B	Manual CABIN V/S MODE inoperative	C	2	1	(o) One may be inoperative provided that the manual CABIN V/S MODE is checked operative.
21-31-04	**Manual Cabin Pressure Control**				
21-31-04A		C	1	0	(m) May be inoperative provided that: 1) The manual cabin pressure control is deactivated, and 2) Both automatic cabin pressure controls are checked operative.
21-31-05	**Manual CABIN ALT MODE**				
21-31-05A	Both automatic cabin pressure control systems operative	C	1	0	(o) (m) May be inoperative provided that both automatic cabin pressure controls are checked operative.
21-31-05B	Only one automatic cabin pressure control system operative	C	1	0	(o) (m) May be inoperative provided that: 1) The remaining automatic cabin pressure control is checked operative, and 2) The manual CABIN V/S MODE is checked operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-31**	**AIR CONDITIONING** **Pressure Control and Monitoring**				Change Bars
21-31-06	**Manual CABIN V/S MODE**				
21-31-06A		C	1	0	May be inoperative.
21-31-07	**Overpressure Relief Valve**				
21-31-07A	Overpressure relief valve inoperative in the closed position	C	1	0	(o) (m) May be inoperative in the closed position provided that: 1) Both automatic cabin pressure controls are checked operative, and 2) Both outflow valves are operative.
21-31-07B	Overpressure relief valve inoperative in the open position	C	1	0	(o) May be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight is not pressurized.
21-31-08	**Outflow Valve Backup Control**				
21-31-08A		C	2	0	(m) One or both may be inoperative provided that the affected OCU backup motor driver is deactivated.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
21	**AIR CONDITIONING**				
21-31	**Pressure Control and Monitoring**				
21-31-09	**Outflow Valve Control**				
21-31-09A		C	2	1	(o) (m) One may be inoperative provided that: 1) The OCU COM/MON section and OCU backup motor driver are deactivated on the affected side, and 2) The affected outflow valve is deactivated in the closed position, and 3) The other automatic cabin pressure control is checked operative, and 4) The manual cabin pressure control is checked operative, and 5) The other outflow valve is checked operative.
21-31-10	**Negative Relief Valve**				
21-31-10A		C	1	0	(o) May be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight is not pressurized.
21-31-11	**Emergency Ram Air Test**				
21-31-11A	Both air conditioning packs operative	C	1	0	(o) The emergency ram air test may be inoperative provided that both air conditioning packs are operative.
21-31-11B	Emergency ram air inlet checked operative	C	1	0	(m) The emergency ram air test may be inoperative provided that the emergency ram air inlet is checked operative before each flight.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-50	**Air Cooling**				
21-50-01	**Air Conditioning Pack**				
21-50-01A	Associated pack valve indicated closed on the BLEED SD Page	C	2	1	(o) One may be inoperative provided that: 1) ETOPS beyond 180 min is not conducted, and 2) The associated PACK pb-sw is set to OFF, and 3) The associated pack valve indication is checked closed on the BLEED SD page, and 4) The opposite air conditioning pack is operative.
21-50-01B	Associated pack valves deactivated closed	C	2	1	(o) (m) One may be inoperative provided that: 1) ETOPS beyond 180 min is not conducted, and 2) The associated PACK pb-sw is set to OFF, and 3) Both associated pack valves are deactivated and secured in the closed position, and 4) The opposite air conditioning pack is operative.
21-50-02	**Pack 1 Valve**				
21-50-02A	One pack 1 valve inoperative in the closed position	C	2	1	One may be inoperative in the closed position.
21-50-02B	One pack 1 valve deactivated in the closed position	C	2	1	(m) One may be inoperative provided that it is deactivated in the closed position.
21-50-02C	Both pack 1 valves inoperative	C	2	0	Both may be inoperative provided that the associated air conditioning pack is considered inoperative. Refer to Item 21-50-01 Air Conditioning Pack

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-50	**Air Cooling**				
21-50-03	**Pack 2 Valve**				
21-50-03A	One pack 2 valve inoperative in the closed position	C	2	1	One may be inoperative in the closed position.
21-50-03B	One pack 2 valve deactivated in the closed position	C	2	1	(m) One may be inoperative provided that it is deactivated in the closed position.
21-50-03C	Both pack 2 valves inoperative	C	2	0	Both may be inoperative provided that the associated air conditioning pack is considered inoperative. Refer to Item 21-50-01 Air Conditioning Pack
21-50-04	**Pack Flow Sensor**				
21-50-04A	One pack flow sensor inoperative on one or both packs	C	4	2	One may be inoperative on each pack.
21-50-04B	Both pack flow sensors inoperative on the same pack	C	4	2	Both may be inoperative on one pack provided that the associated air conditioning pack is considered inoperative. Refer to Item 21-50-01 Air Conditioning Pack
21-50-05	**Pack Temperature Regulation**				
21-50-05A		C	2	1	(o) One may be inoperative provided that the opposite air conditioning pack is operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
21 **21-50**	**AIR CONDITIONING** **Air Cooling**				
21-50-06	**Pack Temperature Control Valve**				
21-50-06A		C	2	1	(o) (m) One may be inoperative provided that: 1) The affected pack temperature control valve is deactivated in the closed position, and 2) The opposite air conditioning pack is operative.
21-50-07	**Pack Ram Air Inlet Door**				
21-50-07A	Pack ram air inlet door inoperative in the open position	C	2	0	(o) One or both may be inoperative in the open position provided that alternate procedures are established and used for ground de-icing.
21-50-07B	Pack ram air inlet door deactivated in the open position	C	2	0	(o) (m) One or both may be inoperative provided that: 1) The affected pack ram air inlet door is deactivated in the open position, and 2) Alternate procedures are established and used for ground de-icing.
21-50-07C	Associated pack considered inoperative	C	2	1	One may be inoperative provided that the associated air conditioning pack is considered inoperative. Refer to Item 21-50-01 Air Conditioning Pack

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
21	**AIR CONDITIONING**				
21-50	**Air Cooling**				
21-50-08	**Pack Ram Air Outlet Door**				
21-50-08A	Pack ram air outlet door inoperative in the open position	C	2	0	(o) One or both may be inoperative in the open position provided that on ground de-icing procedures are not performed.
21-50-08B	Pack ram air outlet door deactivated in the open position	C	2	0	(o) (m) One or both may be inoperative provided that: 1) The affected pack ram air outlet door is deactivated in the open position, and 2) Alternate procedures are established and used for ground de-icing.
21-50-08C	Associated pack considered inoperative	C	2	1	One may be inoperative provided that the associated air conditioning pack is considered inoperative. Refer to Item 21-50-01 Air Conditioning Pack
21-50-09	**Pack Control Channel**				
21-50-09A	One pack control channel inoperative on one or both packs	C	4	2	(o) One may be inoperative on each pack provided that the closure function of both associated pack valves is checked operative on the BLEED SD page.
21-50-09B	Both pack control channels inoperative on one pack	C	4	2	Both may be inoperative on one pack provided that: 1) The associated air conditioning pack is considered inoperative, and 2) The associated hot air system is considered inoperative. Refer to Item 21-50-01 Air Conditioning Pack Refer to Item 21-60-01 Hot Air System.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-50	**Air Cooling**				
21-50-10	**Pack Communication Redundancy**				
21-50-10A	One pack communication redundancy inoperative	C	2	1	One may be inoperative.
21-50-10B	Both pack communication redundancies inoperative	C	2	0	Both may be inoperative provided that the AIR PACK CTL REDUNDANCY message is not displayed on the DISPATCH page.
21-50-11	**Pack Control Redundancy**				
21-50-11A		C	1	0	(o) May be inoperative provided that all pack control channels are operative.
21-50-12	**Pack Regulation Redundancy**				
21-50-12A		A	2	0	One or both may be inoperative for 40 consecutive calendar-days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
21	**AIR CONDITIONING**				
21-55	**Emergency Air Supply**				
21-55-01	**Emergency Ram Air Inlet**				
21-55-01A	Emergency ram air inlet inoperative in the fully open position	C	1	0	(o) May be inoperative in the fully open position provided that alternate procedures are established and used for ground de-icing.
21-55-01B	Emergency ram air inlet inoperative in the closed or any intermediate position	C	1	0	(o) (m) May be inoperative provided that: 1) The emergency ram air inlet is deactivated in the fully open position, and 2) Alternate procedures are established and used for ground de-icing.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-58	**Supply on Fuel Inerting**				
21-58-01	**Fuel Inerting Inlet Valve**				
21-58-01A		A	2	0	(m) One or both may be inoperative provided that: 1) The affected fuel inerting inlet valve is deactivated in the closed position, and 2) Repairs are made within 10 consecutive calendar-days.
21-58-02	**Fuel Inerting Inlet Valve Flap**				
21-58-02A		A	2	0	(o) (m) One or both may be inoperative provided that: 1) The affected fuel inerting inlet valve is deactivated in the closed position, 2) None of the following dispatch messages is present for the associated fuel inerting system: - AIR OVHT ON FUEL INERTING 1(2), - AIR TEMP CTL VLV ON FUEL INERTING 1(2), - AIR TURB VLV ON FUEL INERTING 1(2), - AIR UNDERPRESSURE ON FUEL INERTING 1(2), and 3) Repairs are made within 10 consecutive calendar-days.
21-58-03	**Fuel Inerting Ram Air Outlet Flap**				
21-58-03A		A	2	0	(m) One or both may be inoperative provided that: 1) The affected fuel inerting ram air outlet flap is deactivated in the flush position, and 2) Repairs are made within 10 consecutive calendar-days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-58	**Supply on Fuel Inerting**				
21-58-04	**Fuel Inerting Temperature Control Valve**				
21-58-04A		A	2	0	One or both may be inoperative provided that repairs are made within 10 consecutive calendar-days.
21-58-05	**Fuel Inerting Turbine Valve**				
21-58-05A		A	2	0	One or both may be inoperative provided that repairs are made within 10 consecutive calendar-days.
21-58-06	**Fuel Inerting Redundancy**				
21-58-06A		A	1	0	May be inoperative for 40 consecutive calendar-days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-59	**Supplemental Cooling**				
21-59-01	**VCRU Overheat Protection**				
21-59-01A		D	-	0	(m) One or more may be inoperative provided that the affected VCRU is deactivated.
21-59-02	**CDM Overheat Protection**				
21-59-02A		D	-	0	(m) One or more may be inoperative provided that the affected CDM is deactivated.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-60**	**AIR CONDITIONING** **Temperature Control**				Change Bars
21-60-01	**Hot Air System**				
21-60-01A		C	2	0	(o) One or both may be inoperative provided that alternate procedures are established and used.
21-60-02	**Hot Air Valve**				
21-60-02A	Hot air valve inoperative in the closed position	C	2	0	(o) One or both may be inoperative in the closed position provided that alternate procedures are established and used.
21-60-02B	Affected hot air valve deactivated in the closed position	C	2	0	(o) (m) One or both may be inoperative provided that: 1) The affected hot air valve is deactivated in the closed position, and 2) Alternate procedures are established and used.
21-60-02C	Associated pack valves deactivated	C	2	1	(m) One may be inoperative provided that both associated pack valves are deactivated and secured in the closed position. Refer to Item 21-50-01 Air Conditioning Pack.
21-60-03	**Hot Air Valve Pressure Regulation**				
21-60-03A	All pack control channels operative	C	2	0	(o) One or both may be inoperative provided that all pack control channels are operative.
21-60-03B	Associated hot air valve deactivated in the closed position	C	2	0	(o) (m) One or both may be inoperative provided that: 1) The associated hot air valve is deactivated in the closed position, and 2) Alternate procedures are established and used.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-60	**Temperature Control**				
21-60-04	**Cockpit and Cabin Temperature Control**				
21-60-04A	One or more cockpit and cabin temperature controls inoperative	C	8	0	(o) (m) One or more may be inoperative. NOTE: Application of the maintenance procedure, to deactivate the failed trim air valve in one of the pre-defined positions, is only necessary in the case of cockpit/cabin discomfort.
21-60-04B	One or more cockpit and cabin temperature controls inoperative and deactivated closed	C	8	0	(o) (m) One or more may be inoperative provided that the affected trim air valve is deactivated in the closed position.
21-60-05	**Crew Rest Compartment Temperature Control**				
21-60-05A	CRC temperature control inoperative	C	-	0	(o) (m) May be inoperative provided that procedures do not require its use. NOTE: Application of the maintenance procedure in order to deactivate the failed trim air valve in one of the three pre-defined positions is only necessary when the comfort impact is judged as not acceptable.
21-60-05B	CRC temperature control inoperative and deactivated closed	C	-	0	(o) (m) One or both may be inoperative provided that: 1) The affected trim air valve is deactivated in the closed position, and 2) Procedures do not require its use.
21-60-05C	Affected CRC locked closed and not occupied	D	-	0	May be inoperative provided that: 1) The affected compartment is locked closed and is placarded inoperative, and 2) Procedures do not require its use.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 **21-60**	**AIR CONDITIONING** **Temperature Control**				Change Bars
21-60-06 ***	**FWD Cargo Temperature Control** (Aircraft with MP L41091/ MOD 100333)				
21-60-06A		D	1	0	(o) May be inoperative.
21-60-07 ***	**FWD Cargo Trim Air Valve** (Aircraft with MP L41091/ MOD 100333)				
21-60-07A	Hot air valves closure function operative	C	1	0	(o) May be inoperative provided that the closure function of both hot air valves is checked operative on the COND SD page.
21-60-07B	FWD cargo trim air valve deactivated in closed position	D	1	0	(o) (m) May be inoperative provided that FWD cargo trim air valve is deactivated in the closed position.
21-60-08	**BULK Cargo Heater**				
21-60-08A	BULK HEATER pb-sw set to OFF	C	1	0	(o) May be inoperative provided that the BULK HEATER pb-sw is set to OFF.
21-60-08B	BULK cargo heater deactivated	D	1	0	(o) (m) May be inoperative provided that the BULK cargo heater is deactivated.
21-60-09	**Cabin Temperature Selection on FAP**				
21-60-09A		C	1	0	(o) May be inoperative.
21-60-10	**Temperature Regulation Redundancy**				
21-60-10A		A	1	0	May be inoperative for 40 consecutive calendar-days.
21-60-11	**Aft Galley Heater**				
21-60-11A		C	1	0	(m) May be inoperative provided that it is deactivated.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	**AIR CONDITIONING**				Change Bars
21-60	**Temperature Control**				
21-60-12	**FWD Cargo Overheat Detection** (Aircraft with MP L41091/ MOD 100333)				
*******					
21-60-12A	Both pack 1 control channels operative	C	1	0	(o) May be inoperative provided that both control channels of air conditioning pack 1 are operative.
21-60-12B	FWD cargo trim air valve deactivated in the closed position	D	1	0	(o) (m) May be inoperative provided that the FWD cargo trim air valve is deactivated in the closed position.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
22	**AUTO FLIGHT**				
22-09	**Dispatch Messages**				
22-09-01	**FUEL CG DATA DISAGREE < 13% Message**				
22-09-01A		C	-	-	May be displayed on the DISPATCH page.
22-09-02	**FUEL CG DATA DISAGREE > 13% Message**				
22-09-02A		C	-	-	(o) May be displayed on the DISPATCH page provided that approach minimums do not require its use.
22-09-04	**F/CTL PRIMs PIN PROG DISAGREE Message**				
22-09-04A		C	-	-	(o) May be displayed on the DISPATCH page.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
22	**AUTO FLIGHT**				
22-10	**AP/FD**				
22-10-01	**AP**				
22-10-01A	One AP inoperative	C	2	1	(o) One may be inoperative provided that approach minimums do not require its use.
22-10-01B	Both APs inoperative	B	2	0	(o) Two may be inoperative provided that: 1) Approach minimums do not require its use, and 2) Enroute operations do not require their use, and 3) Number of flight legs and flight leg duration is acceptable to the flight crew.
22-10-02	**AP/FD**				
22-10-02A		C	2	1	(o) One may be inoperative provided that approach minimums do not require its use.
22-10-03	**Sidesticks and Rudder Pedal Locking Devices in AP Mode**				
22-10-03A	One locking device inoperative	C	3	2	(o) One may be inoperative unlocked provided that autoland procedures are not conducted.
22-10-03B	Two or more locking devices inoperative	C	3	0	(o) Two or more may be inoperative unlocked provided that the AP is considered inoperative. Refer to Item 22-10-01 AP

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	**AUTO FLIGHT**				Change Bars
22-10	**AP/FD**				
22-10-04	**AUTO LAND light**				
22-10-04A	One AUTO LAND light inoperative	C	2	1	(o) One may be inoperative provided that the other AUTO LAND light is checked operative.
22-10-04B	Both AUTO LAND lights inoperative	C	2	0	(o) Both may be inoperative provided that autoland procedures are not conducted.
22-10-05	**LAND 3 DUAL Approach and Landing Capability**				
22-10-05A		C	1	0	(o) May be inoperative provided that approach minimums do not require its use.
22-10-06	**LAND 3 SINGLE Approach and Landing Capability**				
22-10-06A		C	1	0	(o) May be inoperative provided that approach minimums do not require its use.
22-10-07	**AUTOLAND Approach and Landing Capability**				
22-10-07A		C	1	0	(o) May be inoperative provided that approach minimums do not require its use.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	**AUTO FLIGHT**				Change Bars
22-10	**AP/FD**				
22-10-08	**Automatic Roll Out Function**				
22-10-08A		C	1	0	(o) May be inoperative provided that approach minimums do not require its use.
22-10-09	**Go-Around Soft Function**				
22-10-09A		C	1	0	(o) May be inoperative.
22-10-10	**AP/FD TCAS Mode**				
22-10-10A		C	1	0	(o) May be inoperative.
22-10-11	**RNP AR Capability Downgraded**				
22-10-11A		C	1	0	(o) May be downgraded provided that approach minimums do not require its use.
22-10-12	**RNP AR Capability**				
22-10-12A		C	1	0	(o) May be inoperative provided that RNP AR procedures are not conducted.
22-10-13	**GLS AUTOLAND Approach and Landing Capability**				
22-10-13A		C	1	0	(o) May be inoperative provided that approach minimums do not require its use.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	**AUTO FLIGHT**				Change Bars
22-30	**Autothrust**				
22-30-01	**Autothrust**				
22-30-01A		C	1	0	(o) May be inoperative provided that: 1) ETOPS beyond 180 min is not conducted, and 2) All the thrust lever position sensors are checked operative, and 3) Approach minimums do not require its use.
22-30-02	**Autothrust Instinctive Disconnect pb**				
22-30-02A		C	2	0	(o) One or both may be inoperative provided that the disconnection function of the autothrust is checked operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	**AUTO FLIGHT**				Change Bars
22-60	**Flight Envelope**				
22-60-01	**Weight and Balance Backup Redundancy**				
22-60-01A		C	2	1	One may be inoperative.
22-60-02	**Reactive Windshear**				
22-60-02A	Predictive windshear function inoperative	B	1	0	(o) May be inoperative provided that alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
22-60-02B	Predictive windshear function operative	C	1	0	(o) May be inoperative provided that: 1) Alternate procedures are established and used, and 2) Predictive windshear function operates normally.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 22-7

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 **22-70**	**AUTO FLIGHT** **Flight Management (FM)**				Change Bars
22-70-01	**Flight Management Computer**				
22-70-01A	One FMC inoperative	C	3	2	(o) One may be inoperative.
22-70-01B	Two FMCs inoperative with two ISIS installed (Aircraft with MP L41149/ MOD 100366)	B	3	1	(o) Two may be inoperative provided that: 1) Both ISIS are operative, and 2) The FMS selector is operative.
22-70-02	**FMS Selector**				
22-70-02A	All FMCs operative	C	1	0	(o) May be inoperative provided that: 1) All FMCs are operative, and 2) Enroute operations and approach minimums do not require its use.
22-70-02B	Two FMCs operative (Aircraft with MP L41149/ MOD 100366)	B	1	0	(o) May be inoperative provided that: 1) Two FMCs are operative, and 2) Enroute operations and approach minimums do not require its use.
22-70-03	**FMS Navigation Database**				
22-70-03A		A	-	0	May be out of currency for 10 consecutive calendar-days provided that: 1) Current aeronautical charts are used to verify navigation fixes prior to dispatch, and 2) Procedures are used to verify status and suitability of navigational facilities used to define route of flight, and 3) Approach navigation radios are manually tuned and identified.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
22	**AUTO FLIGHT**				
22-80	**AFS Control Panel**				
22-80-01	**AFS Control Panel**				
22-80-01A		A	1	0	(o) May be inoperative for 3 consecutive calendar-days.
22-80-02	**AFS Control Panel and the MFD FCU BKUP of the CAPT**				
22-80-02A		A	2	0	(o) Both may be inoperative for 3 consecutive calendar-days provided that: 1) The AUTO FLT AFS CTL PNL + F/O BKUP CTL message is not displayed on the DISPATCH page, and 2) The scroll wheel of one KCCU is operative.
22-80-03	**AFS Control Panel and the MFD FCU BKUP of the F/O**				
22-80-03A		A	2	0	(o) Both may be inoperative for 3 consecutive calendar-days provided that: 1) The AUTO FLT AFS CTL PNL + CAPT BKUP CTL message is not displayed on the DISPATCH page, and 2) The scroll wheel of one KCCU is operative.
22-80-04	**AFS Control Panel AP pb**				
22-80-04A		C	2	0	(o) One or both may be inoperative.
22-80-05	**AFS Control Panel A/THR pb**				
22-80-05A		C	1	0	(o) May be inoperative.
22-80-06	**AFS Control Panel FD pb**				
22-80-06A		C	1	0	(o) May be inoperative provided that the AFS backup function is checked operative on one MFD FCU BKUP.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	**AUTO FLIGHT**				Change Bars
22-80	**AFS Control Panel**				
22-80-07	**AFS Control Panel LOC pb**				
22-80-07A		C	1	0	(o) May be inoperative.
22-80-08	**AFS Control Panel ALT pb**				
22-80-08A		C	1	0	(o) May be inoperative.
22-80-09	**AFS Control Panel APPR pb**				
22-80-09A		C	1	0	(o) May be inoperative.
22-80-10	**AFS Control Panel Heading/Track Selection knob**				
22-80-10A		A	1	0	(o) May be inoperative for 10 consecutive calendar-days provided that: 1) The AFS backup function is checked operative on one MFD FCU BKUP, and 2) The scroll wheel of one KCCU is operative.
22-80-11	**AFS Control Panel Speed Selection knob**				
22-80-11A		A	1	0	(o) May be inoperative for 10 consecutive calendar-days provided that: 1) The AFS backup function is checked operative on one MFD FCU BKUP, and 2) The scroll wheel of one KCCU is operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
22	**AUTO FLIGHT**				
22-80	**AFS Control Panel**				
22-80-12	**AFS Control Panel Altitude Selection knob**				
22-80-12A		A	1	0	(o) May be inoperative for 10 consecutive calendar-days provided that: 1) The AFS backup function is checked operative on one MFD FCU BKUP, and 2) The scroll wheel of one KCCU is operative.
22-80-13	**AFS Control Panel V/S FPA Selection knob**				
22-80-13A		A	1	0	(o) May be inoperative for 10 consecutive calendar-days provided that the AFS backup function is checked operative on one MFD FCU BKUP.
22-80-14	**AFS Control Panel Selection Windows**				
22-80-14A		C	4	0	(o) One or more may be inoperative.
22-80-15	**AFS Control Panel HDG-V/S/TRK-FPA pb**				
22-80-15A	One MFD FCU BKUP operative	C	1	0	(o) May be inoperative provided that the AFS backup function is checked operative on one MFD FCU BKUP.
22-80-15B	Both MFD FCU BKUP inoperative	C	1	0	May be inoperative provided that the reference is HDG-V/S in the selection windows.
22-80-16	**AFS Control Panel MACH/SPD pb**				
22-80-16A		C	1	0	May be inoperative provided that the speed reference is SPD in the SPD/MACH selection window at takeoff.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	**AUTO FLIGHT**				Change Bars
22-80	**AFS Control Panel**				
22-80-17	**AFS Control Panel METER pb**				
22-80-17A		C	1	0	(o) May be inoperative.
22-80-18	**AFS Control Panel TRUE/MAG pb**				
22-80-18A	One MFD FCU BKUP operative	C	1	0	(o) May be inoperative provided that the AFS function is checked operative on one MFD FCU BKUP.
22-80-18B	Both MFD FCU BKUP inoperative	C	1	0	May be inoperative provided that the reference is MAG in the heading selection window.
22-80-19	**AFS Control Panel pb light bars**				
22-80-19A		D	7	0	One or more may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	**AUTO FLIGHT**				Change Bars
22-81	**EFIS Control Panel**				
22-81-01	**EFIS Control Panel**				
22-81-01A		C	2	0	(o) One or both may be inoperative.
22-81-02	**EFIS Control Panel Barometric Reference Display Window**				
22-81-02A		C	2	0	(o) One or both may be inoperative.
22-81-03	**EFIS Control Panel Outer Ring (in Hg/hPa) of Barometric Reference selector**				
22-81-03A	Associated MFD FCU BKUP operative	C	2	0	(o) One or both may be inoperative provided that the EFIS backup function is checked operative on the associated MFD FCU BKUP.
22-81-03B	Associated MFD FCU BKUP inoperative	C	2	0	(o) One or both may be inoperative provided that alternate procedures are established and used.
22-81-04	**EFIS Control Panel Inner knob of Barometric Reference selector**				
22-81-04A		C	2	0	(o) One or both may be inoperative provided that the EFIS backup function is checked operative on the associated MFD FCU BKUP.
22-81-05	**EFIS Control Panel ND Range selector**				
22-81-05A	One selector inoperative	C	2	1	(o) One may be inoperative.
22-81-05B	Both selectors inoperative	C	2	0	(o) Both may be inoperative provided that the EFIS backup function is checked operative on one MFD FCU BKUP.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
22	**AUTO FLIGHT**				
22-81	**EFIS Control Panel**				
22-81-06	**EFIS Control Panel ND Mode selector**				
22-81-06A	One selector inoperative	C	2	1	(o) One may be inoperative.
22-81-06B	Both selectors inoperative	C	2	0	(o) Both may be inoperative provided that the EFIS backup function is checked operative on one MFD FCU BKUP.
22-81-07	**EFIS Control Panel VV pb**				
22-81-07A		D	2	0	(o) One or both may be inoperative.
22-81-08	**EFIS Control Panel LS pb**				
22-81-08A		C	2	0	(o) One or both may be inoperative.
22-81-09	**EFIS Control Panel TAXI pb**				
22-81-09A		D	2	0	(o) One or both may be inoperative.
22-81-10	**EFIS Control Panel ND Data Window**				
22-81-10A		C	-	0	One or more may be inoperative.
22-81-11	**EFIS Control Panel pb**				
22-81-11A		C	-	0	(o) One or more may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
22	**AUTO FLIGHT**				
22-81	**EFIS Control Panel**				
22-81-12	**EFIS Control Panel WX pb**				
22-81-12A	One pb inoperative	C	2	1	One may be inoperative.
22-81-12B	Both pbs inoperative and one MFD FCU BKUP operative	C	2	0	(o) Both may be inoperative provided that one EFIS backup function is checked operative on one MFD FCU BKUP.
22-81-12C	Both pbs inoperative and both MFD FCU BKUP inoperative	C	2	0	Both may be inoperative provided that the weather radar is considered inoperative. Refer to Item 34-71-08B Weather Radar.
22-81-13	**EFIS Control Panel pb light Bars**				
22-81-13A		D	-	0	One or more may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 22-15

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	**AUTO FLIGHT**				Change Bars
22-82	**MFD FCU BKUP**				
22-82-01	**MFD FCU BKUP**				
22-82-01A	One MFD FCU BKUP inoperative	D	2	1	One may be inoperative.
22-82-01B	Both MFD FCU Backups inoperative	C	2	0	Both may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 23-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	**COMMUNICATIONS**				Change Bars
23-02	**Maintenance Control Panel**				
23-02-01	**GND HF DATALINK pb-sw OVRD light**				
23-02-01A		D	1	0	May be inoperative.
23-02-31	**GND HF DATALINK pb-sw**				
23-02-31A		D	1	0	(o) May be inoperative provided that: 1) All HF radios are set to VOICE mode on ground, and 2) No HF radio is used during refuel, defuel or ground fuel transfer.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	**COMMUNICATIONS**				Change Bars
23-11	**HF System**				
23-11-01	**HF Voice**				
23-11-01A	Any HF in excess of those required	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
23-11-01B	One HF operative	C	-	1	(o) May be inoperative while conducting operations that require two LRCS provided that: 1) Aircraft SATVOICE system operates normally, and 2) SATVOICE services are available as a LRCS over the intended route of flight, and 3) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and 4) Alternate procedures are established and used.
23-11-02	**HF Datalink**				
23-11-02A	Alternate procedures for HF datalink use are established and used	C	-	0	(o) May be inoperative provided that alternate procedures are established and used.
23-11-02B	Procedures do not require use of the HF datalink	D	-	0	(o) May be inoperative provided that procedures do not require its use.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	**COMMUNICATIONS**				Change Bars
23-21	**Datalink**				
23-21-01	**Datalink**				
23-21-01A	Procedures do not require the use of the ATC datalink	D	1	0	(o) May be inoperative provided that procedures do not require the use of the ATC datalink.
23-21-01B	Alternate procedures are established and used for ATC communication	C	1	0	(o) May be inoperative provided that alternate procedures are established and used for ATC communication.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	**COMMUNICATIONS**				Change Bars
23-28	**Satellite Communication**				
23-28-01	**SATCOM**				
23-28-01A	Two HF installed	C	1	0	(o) May be inoperative provided that: 1) ETOPS beyond 180 minutes is not conducted, and 2) Alternate procedures are established and used.
23-28-01B	One or two HF installed	D	1	0	(o) May be inoperative provided that: 1) ETOPS beyond 180 minutes is not conducted, and 2) Procedures do not require its use.
23-28-02	**SATCOM Voice**				
23-28-02A	Two HF installed	C	1	0	(o) May be inoperative provided that alternate procedures are established and used.
23-28-02B	One or two HF installed	D	1	0	(o) May be inoperative provided that procedures do not require its use.
23-28-03	**SATCOM Datalink**				
23-28-03A		D	1	0	(o) May be inoperative provided that procedures do not require its use.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 **23-51**	**COMMUNICATIONS** **Audio Integrating and Voice Command Systems**				Change Bars
23-51-01	**SELCAL Function**				
23-51-01A	Alternate procedures for SELCAL function are established and used	C	1	0	(o) May be inoperative provided that alternate procedures are established and used.
23-51-01B	Procedures do not require SELCAL function use	D	1	0	May be inoperative provided that procedures do not require its use.
23-51-02	**MECH Interphone Function**				
23-51-02A		B	1	0	(o) May be inoperative provided that alternate procedures are established and used.
23-51-03	**Ground External Horn**				
23-51-03A		C	1	0	(o) May be inoperative provided that: 1) The APU condition is continuously monitored in the cockpit during APU operation on ground, and 2) The avionics ventilation is continuously monitored in the cockpit when the aircraft is electrically supplied on ground.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
23	**COMMUNICATIONS**				
23-51	**Audio Integrating and Voice Command Systems**				
23-51-04	**Captain Audio Function**				
23-51-04A		C	1	0	(o) May be inoperative provided that: 1) RMP 1 is set to OFF, and 2) RMP 3 is operative and used by the captain.
23-51-05	**First Officer Audio Function**				
23-51-05A		C	1	0	(o) May be inoperative provided that: 1) RMP 2 is set to OFF, and 2) RMP 3 is operative and used by the first officer.
23-51-06	**Third Occupant Audio Function**	A	1	0	May be inoperative provided that: 1) RMP 1 and 2 are operative, and 2) Third occupant seat is considered inoperative, and 3) Repairs are made within 2 flight days.
23-51-07	**Cockpit Loudspeaker**				
23-51-07A	One or two loudspeakers inoperative	C	4	2	One or two may be inoperative.
23-51-07B	Three loudspeakers inoperative	C	4	1	(o) Three may be inoperative provided that the captain and first officer wear a boomset for the entire flight.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	**COMMUNICATIONS**				Change Bars
23-51	**Audio Integrating and Voice Command Systems**				
23-51-08	**Boomset**				
23-51-08A	Microphone inoperative on required boomset	A	-	0	May be inoperative provided that: 1) Associated hand microphone is installed and operates normally, and 2) Repairs are made within 3 flight days.
23-51-08B	Earphones/headphones inoperative on required boomset	C	-	1	May be inoperative provided that an associated flight deck speaker operates normally.
23-51-08C	Any boomset active noise canceling/reduction function inoperative	D	-	0	Any active noise canceling/reduction function may be inoperative provided that normal audio function of boomset is operative.
23-51-08D	Any boomset in excess of those required	D	-	-	Any boomset or boomset component in excess of those required by 14 CFR may be inoperative.
23-51-09	**Hand Microphone**				
23-51-09A	Associated boom microphone operative	C	-	0	May be inoperative provided that associated boom microphone operates normally.
23-51-09B	Any hand microphone in excess of those required	D	-	-	Any in excess of those required by 14 CFR may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	**COMMUNICATIONS**				Change Bars
23-51	**Audio Integrating and Voice Command Systems**				
23-51-10	**Sidestick PTT sw**				
23-51-10A	Sidestick PTT sw inoperative in the open position	C	2	0	One or both may be inoperative in the open (non-transmitting) position provided that the INT/RAD switch on the associated RMP is operative.
23-51-10B	Sidestick PTT sw inoperative in the closed position	C	2	0	(m) One or both may be inoperative provided that: 1) INT/RAD switch on the associated RMP is operative, and 2) Affected sidestick PTT sw is deactivated in the open position.
23-51-11 ***	**Glareshield PTT pb**				
23-51-11A	Glareshield PTT pb inoperative in the open position	D	2	0	One or both may be inoperative in the open (non-transmitting) position.
23-51-11B	Glareshield PTT pb inoperative in the closed position	D	2	0	(m) One or both may be inoperative provided that the affected glareshield PTT pb is deactivated in the open position.
23-51-12 ***	**Fourth Occupant ACP**				
23-51-12A		D	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	**COMMUNICATIONS**				Change Bars
23-52	**Radio and Audio Management Panels (RMP)**				
23-52-01	**RMP**				
23-52-01A		C	3	2	(o) One may be inoperative.
23-52-02	**RMP Key**				
23-52-02A		C	-	-	One or more may be inoperative.
23-52-03	**RMP Reception Knob**				
23-52-03A		C	-	-	One or more may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	**COMMUNICATIONS**				Change Bars
23-71	**Cockpit Voice Recorder (CVR)**				
23-71-01	**CVR**				
23-71-01A		A	1	0	May be inoperative provided that: 1) Flight Data Recorder (FDR) operates normally, and 2) Repairs are made within 3 flight days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	**COMMUNICATIONS**				Change Bars
23-75	**External Video System**				
23-75-01	**Taxiing Aid Camera**				
23-75-01A		D	2	0	One or both may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-01	**ELEC Overhead Panel**				
24-01-01	**APU GEN pb-sw FAULT light**				
24-01-01A		C	1	0	May be inoperative.
24-01-02	**APU GEN pb-sw OFF light**				
24-01-02A		C	1	0	May be inoperative.
24-01-03	**BAT 1(2)(EMER 1(2)) pb-sw FAULT light**				
24-01-03A		C	4	0	One or more may be inoperative.
24-01-04	**BAT 1(2)(EMER 1(2)) pb-sw OFF light**				
24-01-04A		C	4	0	One or more may be inoperative.
24-01-05	**BUS TIE pb-sw OFF light**				
24-01-05A		C	1	0	May be inoperative.
24-01-06	**COMMERCIAL 1(2) pb-sw OFF light**				
24-01-06A		C	2	0	One or both may be inoperative.
24-01-07	**DRIVE 1A(1B)(2A)(2B) pb FAULT light**				
24-01-07A		C	4	0	One or more may be inoperative.
24-01-08	**DRIVE 1A(1B)(2A)(2B) pb DISC light**				
24-01-08A		C	4	0	One or more may be inoperative.
24-01-09	**ELM pb-sw FAULT light**				
24-01-09A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-01	**ELEC Overhead Panel**				
24-01-10	**ELM pb-sw OFF light**				
24-01-10A		C	1	0	May be inoperative.
24-01-11	**EXT 1 (2) pb AVAIL light**				
24-01-11A		C	2	0	One or both may be inoperative.
24-01-12	**EXT 1(2) pb ON light**				
24-01-12A		C	2	0	One or both may be inoperative.
24-01-13	**GALLEY pb-sw OFF light**				
24-01-13A		C	1	0	May be inoperative.
24-01-14	**GEN 1A(1B)(2A)(2B) pb-sw FAULT light**				
24-01-14A		C	4	0	One or more may be inoperative.
24-01-15	**GEN 1A(1B)(2A)(2B) pb-sw OFF light**				
24-01-15A		C	4	0	One or more may be inoperative.
24-01-16	**PAX SYS pb-sw ISOL light**				
24-01-16A		C	1	0	(o) May be inoperative provided that the PAX SYS pb-sw OFF light is operative.
24-01-17	**PAX SYS pb-sw OFF light**				
24-01-17A		C	1	0	May be inoperative.
24-01-18	**SIDE 1&2 pb-sw ISOL light**				
24-01-18A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
24	**ELECTRICAL POWER**				
24-01	**ELEC Overhead Panel**				
24-01-31	**BUS TIE pb-sw**				
24-01-31A	OFF position inoperative	C	1	0	The OFF position of the BUS TIE pb-sw may be inoperative provided that all the AC main generations are operative.
24-01-31B	AUTO position inoperative	C	1	0	(o) The AUTO position of the BUS TIE pb-sw may be inoperative provided that: 1) All the AC main generations are operative, and 2) ETOPS is not conducted.
24-01-32	**GALLEY pb-sw**				
24-01-32A		C	1	0	(o) May be inoperative.
24-01-33	**PAX SYS pb-sw**				
24-01-33A		C	1	0	(o) May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-02	**CABIN Overhead Panel**				
24-02-01	**PAX PERS ELEC SPLY pb-sw OFF light**				
24-02-01A		C	1	0	May be inoperative.
24-02-31	**PAX PERS ELEC SPLY pb-sw**				
24-02-31A		D	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 24-5

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-03	**EMER ELEC PWR Overhead Panel**				
24-03-01	**EMER GEN FAULT light**				
24-03-01A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-04	**Maintenance Overhead Panel**				
24-04-01	**BAT Overhead Panel**				
24-04-01-01	**BAT 1(2) Voltage Indication**				
24-04-01-01A		C	2	0	(o) One or both may be inoperative.
24-04-01-02	**BAT EMER 1(2) Voltage Indication**				
24-04-01-02A		C	2	0	(o) (m) One or both may be inoperative provided that the charge of the affected emergency battery is checked before each flight.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 24-7

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-04	**Maintenance Overhead Panel**				
24-04-02	**ELEC Overhead Panel**				
24-04-02-01	**REMOTE C/B CTL pb-sw ON light**				
24-04-02-01A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-04	**Maintenance Overhead Panel**				
24-04-03	**TOWING ON BAT POWER Overhead Panel**				
24-04-03-01	**TOWING ON BAT POWER pb ON light**				
24-04-03-01A		C	1	0	May be inoperative.
24-04-03-31	**TOWING ON BAT POWER pb**				
24-04-03-31A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-07	**Indications on the ELEC AC SD page**				
24-07-01	**APU GEN Indications on the ELEC AC SD page**				
24-07-01A		C	3	0	One or more indications (load, voltage, frequency) of the APU GEN may be inoperative on the ELEC AC SD page.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-09	**Dispatch Messages**				
24-09-01	**ELEC BOTH RAT HEATERS ON Message**				
24-09-01A	Both RAT heaters remain on	A	-	-	May be displayed on the DISPATCH page for five flights.
24-09-01B	One RAT heater deactivated	D	-	-	(m) May be displayed on the DISPATCH page provided that one rat heater is deactivated.
24-09-02	**ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED Message**				
24-09-02A		A	-	-	(o) On each engine, one may be displayed on the DISPATCH page for 35 flight-hours provided that: 1) The affected drive is disconnected, and 2) The associated AC main generation is considered inoperative. Refer to Item 24-22-01 AC Main Generation - Drive

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
24	**ELECTRICAL POWER**				
24-09	**Dispatch Messages**				
24-09-03	**ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO Message**				
24-09-03A	Oil level checked adequate	C	-	-	(m) All may be displayed provided that the oil level of the affected VFG is checked adequate before each flight.
24-09-03B	Drive not disconnected	A	-	-	One may be displayed on the DISPATCH page for one flight.
24-09-03C	Drive disconnected	A	-	-	(o) On each engine, one may be displayed on the DISPATCH page for 35 flight-hours provided that: 1) The affected drive is disconnected, and 2) The associated AC main generation is considered inoperative. Refer to Item 24-22-01 AC Main Generation - Drive

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
24	**ELECTRICAL POWER**				
24-22	**AC Main Generation**				
24-22-01	**AC Main Generation - Drive**				
24-22-01A	One AC main generation - drive inoperative and associated drive disconnected	A	4	3	(o) One may be inoperative for 35 flight-hours provided that: 1) The affected drive is checked disconnected, and 2) At least one AC main generation on each engine have no message displayed on the DISPATCH page, and 3) For ETOPS, the APU and AC auxiliary generation are operative, and 4) For ETOPS, the APU OIL FILTER message is not displayed on the DISPATCH page, and 5) For ETOPS, the OIL LEVEL LO indication is not displayed on the APU SD page. (Continued)

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
24	**ELECTRICAL POWER**				
24-22	**AC Main Generation**				
24-22-01	**AC Main Generation - Drive** (Cont'd)				
24-22-01B	Two AC main generation - drives inoperative: one drive disconnected and one drive not disconnected	A	4	2	(o) One may be inoperative on each engine for 35 flight-hours provided that: 1) One of the affected drive is not disconnected and the associated GEN 1A(1B)(2A)(2B) pb-sw is set to OFF, and 2) The other affected drive is checked disconnected, and 3) There is no message displayed on the DISPATCH page for the operative AC main generation, and 4) The APU GEN pb-sw is set to OFF for landing and takeoff, and 5) For ETOPS beyond 120 min, the APU is operative and used in the ETOPS sector, and 6) For ETOPS beyond 120 min, the AC auxiliary generation is operative and used in the ETOPS sector, and 7) For ETOPS beyond 120 min, the APU OIL FILTER message is not displayed on the DISPATCH page, and 8) For ETOPS beyond 120 min, the OIL LEVEL LO indication is not displayed on the APU SD page. (Continued)

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
24	**ELECTRICAL POWER**				
24-22	**AC Main Generation**				
24-22-01	**AC Main Generation - Drive** (Cont'd)				
24-22-01C	Two AC - main generation - drives inoperative and associated drives disconnected	A	4	2	(o) One may be inoperative on each engine for 35 flight-hours provided that: 1) Both affected drives are checked disconnected, and 2) There is no message displayed on the DISPATCH page for the operative AC main generation, and 3) The APU GEN pb-sw is set to OFF for landing and takeoff, and 4) For ETOPS beyond 120 min, the APU is operative and used in the ETOPS sector, and 5) For ETOPS beyond 120 min, the AC auxiliary generation is operative and used in the ETOPS sector, and 6) For ETOPS beyond 120 min, the APU OIL FILTER message is not displayed on the DISPATCH page, and 7) For ETOPS beyond 120 min, the OIL LEVEL LO indication is not displayed on the APU SD page.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-22	**AC Main Generation**				
24-22-02	**AC Main Generation - Generator**				
24-22-02A	One generator inoperative	C	4	3	(o) One may be inoperative provided that: 1) The associated drive is not disconnected, and 2) The associated GEN 1A(1B)(2A)(2B) pb-sw is set to OFF, and 3) At least one AC main generation on each engine have no message displayed on the DISPATCH page, and 4) For ETOPS beyond 120 min, the APU and AC auxiliary generation are operative, and 5) For ETOPS beyond 120 min, the APU OIL FILTER message is not displayed on the DISPATCH page, and 6) For ETOPS beyond 120 min, the OIL LEVEL LO indication is not displayed on the APU SD page. (Continued)

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-22	**AC Main Generation**				
24-22-02	**AC Main Generation - Generator** (Cont'd)				
24-22-02B	Two generators inoperative	C	4	2	(o) One may be inoperative on each engine provided that: 1) The associated drives are not disconnected, and 2) The associated GEN 1A(1B)(2A)(2B) pb-sw are set to OFF, and 3) There is no message displayed on the DISPATCH page for the operative AC main generation, and 4) The APU GEN pb-sw is set to OFF for takeoff and landing, and 5) For ETOPS beyond 120 min, the APU is operative and used in the ETOPS sector, and 6) For ETOPS beyond 120 min, the AC auxiliary generation is operative and used in the ETOPS sector, and 7) For ETOPS beyond 120 min, the APU OIL FILTER message is not displayed on the DISPATCH page, and 8) For ETOPS beyond 120 min, the OIL LEVEL LO indication is not displayed on the APU SD page.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-22	**AC Main Generation**				
24-22-03	**Drive Oil Filter Monitoring**				
24-22-03A	No check of the drive oil filter	A	4	2	One may be inoperative on each engine for three flights.
24-22-03B	Check of the drive oil filter	C	4	2	(m) One may be inoperative on each engine provided that the associated oil filter is checked and does not reveal the presence of chips.
24-22-04	**Drive Oil Level Monitoring**				
24-22-04A	No check of the drive oil level	A	4	2	One may be inoperative on each engine for three flights.
24-22-04B	Check of the drive oil level	C	4	2	(m) Two may be inoperative provided that the sight glass of the affected AC main generation shows a correct oil level.
24-22-05	**Drive Oil Pressure Monitoring**				
24-22-05A		A	4	2	(o) One may be inoperative on each engine for 35 flight-hours provided that: 1) The affected drive is disconnected, and 2) The associated AC main generation is considered inoperative. Refer to Item 24-22-01 AC Main Generation - Drive

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 24-18

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
24 ELECTRICAL POWER				
24-23 AC Auxiliary Generation				
24-23-01 AC Auxiliary Generation				
24-23-01A	C	1	0	(o) May be inoperative provided that ETOPS beyond 180 minutes is not conducted.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 24-19

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-24	**AC Emergency Generation**				
24-24-01	**RAT Shedding Redundancy**				
24-24-01A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-36	**Battery Main Generation**				
24-36-01	**Battery 1**				
24-36-01A	AC main generations 2A and 2B operative	C	1	0	(o) May be inoperative provided that AC main generations 2A and 2B are operative.
24-36-01B	AC main generation 2A(2B) inoperative	C	1	0	(o) May be inoperative provided that: 1) The APU is operative for ETOPS, and 2) The APU is used in the ETOPS sector.
24-36-02	**Battery 2**				
24-36-02A	AC main generations 2A and 2B operative	C	1	0	(o) May be inoperative provided that AC main generations 2A and 2B are operative.
24-36-02B	AC main generation 2A(2B) inoperative	C	1	0	(o) May be inoperative provided that: 1) The APU is operative for ETOPS, and 2) The APU is used in the ETOPS sector.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-41	**AC External Power Control**				
24-41-01	**EXT PWR 1(2) AVAIL light on the External Power Panel**				
24-41-01A		C	2	0	One or both may be inoperative.
24-41-02	**EXT PWR 1(2) NOT IN USE light on the External Power Panel**				
24-41-02A		C	2	0	(o) One or both may be inoperative provided that the use of the affected external power is coordinated between the ground and the cockpit.
24-41-03	**External Power Receptacle**				
24-41-03A	External power receptacle 1 inoperative	D	2	1	(m) The external power receptacle 1 may be inoperative provided that it is visually inspected and not used.
24-41-03B	External power receptacle 2 inoperative	C	2	1	(o) (m) The external power receptacle 2 may be inoperative provided that it is visually inspected and not used.
24-41-03C	Both external power receptacles inoperative	C	2	0	(o) (m) Both may be inoperative provided that both external power receptacles are visually inspected and not used.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
24	**ELECTRICAL POWER**				
24-51	**230 VAC Distribution**				
24-51-01	**Auto Transformer Unit 1A(1B)(2A(2B)**				
24-51-01A	External power receptacle 2 operative	C	4	2	One may be inoperative on one or both electrical sides provided that the external power receptacle 2 is operative.
24-51-01B	External power receptacle 2 inoperative	C	4	2	(o) One may be inoperative on one or both electrical sides.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 24-23

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	**ELECTRICAL POWER**				Change Bars
24-71	**Electrical Power Distribution Center**				
24-71-01	**C/B Monitoring Function**				
24-71-01A		C	1	0	(o) May be inoperative provided that the REMOTE C/B CTL ON memo is not displayed on the WD.
24-71-02	**Emergency Distribution Redundancy**				
24-71-02A		C	1	0	May be inoperative.
24-71-03	**Load Management**				
24-71-03A		C	1	0	May be inoperative provided that the ELM pb-sw is set to OFF.
24-71-04	**Normal Network Management Degraded**				
24-71-04A		C	1	0	May be degraded provided that none of the following dispatch messages are displayed: ELEC GEN 1A(1B)(2A)(2B), ELEC DRIVE 1A(1B)(2A)(2B) DISCONNECTED, ELEC DRIVE 1A(1B)(2A)(2B) DISC STS UNKNOWN.
24-71-05	**Normal Distribution Degraded**				
24-71-05A		C	1	0	(m) May be degraded provided that the SSPC cards 4107XZ, 4109XZ, 4111XZ, 4113XZ, 4208XZ, 4210XZ, 4214XZ, and 4216XZ are checked operative.
24-71-06	**Normal Distribution Redundancy**				
24-71-06A		C	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 24-24

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24 ELECTRICAL POWER				Change Bars
24-74 Cabin and Cargo Power Distribution				
24-74-01 Cabin Power Protection Degraded				
24-74-01A	C	1	0	May be degraded.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	**EQUIPMENT/FURNISHINGS**				Change Bars
25-11	**Pilot Seats**				
25-11-01	**Pilot Seat Manual Vertical Adjustment**				
25-11-01A	Associated electrical control operative	D	2	0	One or both may be inoperative provided that the associated electrical control is operative.
25-11-01B	Associated electrical control inoperative	B	2	0	One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.
25-11-02	**Pilot Seat Backrest Adjustment**				
25-11-02A		A	2	0	One or more may be inoperative for 2 flight days provided that the seating position is acceptable to the affected crewmember.
25-11-03	**Pilot Seat Lumbar Adjustment**				
25-11-03A		D	4	0	One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.
25-11-04	**Pilot Seat Electrical Adjustment**				
25-11-04A		D	2	0	(m) One or both may be inoperative provided that the electrical control of the associated seat is deactivated.
25-11-05	**Pilot Seat Headrest Adjustment**				
25-11-05A		C	2	0	One or both may be inoperative.
25-11-08	**Pilot Sidestick Armrest Height Adjustment**				
25-11-08A		C	2	0	One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	**EQUIPMENT/FURNISHINGS**				Change Bars
25-11	**Pilot Seats**				
25-11-09	**Pilot Sidestick Armrest Pitch Adjustment**				
25-11-09A		C	2	0	One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.
25-11-10	**Pilot Sidestick Armrest Memory Display Position**				
25-11-10A		C	2	0	One or both may be inoperative.
25-11-11	**Pilot Inboard Armrest Pitch Adjustment**				
25-11-11A		C	2	0	One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.
25-11-12	**Pilot Inboard Armrest Translation Adjustment**				
25-11-12A		C	2	0	One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
25	**EQUIPMENT/FURNISHINGS**				
25-12	**Third Occupant Seat**				
25-12-01	**Third Occupant Seat**				
25-12-01A	Seat available in cabin	A	1	0	May be inoperative provided that: 1) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and 2) Repairs are made within 2 flight days.
25-12-01B	Fourth occupant seat available	A	1	0	May be inoperative provided that: 1) Fourth occupant's seat is available and acceptable to the FAA inspector for the performance of official duties, and 2) Repairs are made within 2 flight days.
25-12-01C	Required minimum safety equipment available	A	1	0	May be inoperative provided that: 1) Required minimum safety equipment (safety belt and oxygen) is available, and 2) Seat is acceptable to the FAA inspector for the performance of official duties, and 3) Repairs are made within 2 flight days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
25	**EQUIPMENT/FURNISHINGS**				
25-12	**Third Occupant Seat**				
25-12-02	**Third Occupant Seat Horizontal Adjustment**				
25-12-02A	Seat locked	D	1	0	May be inoperative provided that the seat is locked.
25-12-02B	Seat not locked and secured	A	1	0	(m) May be inoperative for 2 flight days provided that the seat is secured and not occupied. Refer to Item 25-12-01 Third Occupant Seat
25-12-03	**Third Occupant Seat Other Adjustments (Vertical, Lumbar, and Recline)**				
25-12-03A		D	3	0	One or more may be inoperative provided that the seating position is acceptable to the occupant.
25-12-04	**Third Occupant Seat Headrest Adjustment**				
25-12-04A		D	1	0	(m) May be inoperative provided the headrest position is acceptable to the occupant or the headrest is removed.
25-12-05	**Third Occupant Seat Shoulder Harness**				
25-12-05A		A	1	0	May be inoperative provided that: 1) Third occupant seat is considered inoperative, and 2) Repairs are made within 2 flight days. Refer to Item 25-12-01 Third Occupant Seat

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	**EQUIPMENT/FURNISHINGS**				Change Bars
25-12	**Third Occupant Seat**				
25-12-06	**Third Occupant Seat Fifth Strap**				
25-12-06A		A	1	0	May be inoperative provided that: 1) Third occupant seat is considered inoperative, and 2) Repairs are made within 2 flight days. Refer to Item 25-12-01 Third Occupant Seat
25-12-07	**Third Occupant Seat Armrest**				
25-12-07A		D	2	0	One or both may be inoperative provided that the armrest position is acceptable to the occupant.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	**EQUIPMENT/FURNISHINGS**				Change Bars
25-13	**Fourth Occupant Seat**				
25-13-01	**Fourth Occupant Seat**				
25-13-01A		D	1	0	May be inoperative provided that the seat is not occupied.
25-13-02	**Fourth Occupant Seat Shoulder Harness**				
25-13-02A		D	1	0	May be inoperative provided that the seat is considered inoperative. Refer to Item 25-13-01 Fourth Occupant Seat
25-13-03	**Fourth Occupant Seat Fifth Strap**				
25-13-03A		D	1	0	May be inoperative provided that the seat is considered inoperative. Refer to Item 25-13-01 Fourth Occupant Seat

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	**EQUIPMENT/FURNISHINGS**				Change Bars
25-14	**Cockpit Equipment**				
25-14-01	**Pilot Sliding Table**				
25-14-01A		C	2	0	(o) (m) One or both may be inoperative in stowed position or removed.
25-14-02	**Pilot Retractable Footrest**				
25-14-02A		C	4	0	(m) One or more may be inoperative in stowed position or removed.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
25	**EQUIPMENT/FURNISHINGS**				
25-21	**Passenger Compartment Seats**				
25-21-01	**Passengers Seat**				
25-21-01A		D	-	-	May be inoperative provided that: 1) Seat does not block an Emergency Exit, and 2) Seat does not restrict any passenger from access to any aircraft aisle, and 3) The affected seat(s) are blocked and placarded “DO NOT OCCUPY”. NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of flight attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. NOTE 4: Affected seat(s) located between aisles may require that all seats on affected row(s) be considered inoperative to ensure that there is no restriction of access to both aisles.
25-21-02	**Recline Mechanism**				
25-21-02A	Seat back secured in the full upright position	D	-	-	(m) May be inoperative and seat occupied provided that seat back is secured in the full upright position.
25-21-02B	Seat back immovable in the full upright position	D	-	0	May be inoperative and seat occupied provided that seat back is immovable in full upright position. Refer to Item 25-21-01 Passenger Seat

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 **25-21**	**EQUIPMENT/FURNISHINGS** **Passenger Compartment Seats**				Change Bars
25-21-03	**Passenger Seat Belt**				
25-21-03A		D	-	0	One or more may be inoperative provided that the associated seat is considered inoperative. Refer to Item 25-21-01 Passenger Seat
25-21-04	**Passenger Seat Airbag**				
25-21-04A		D	-	0	One or more may be inoperative provided that the associated seat is considered inoperative. Refer to Item 25-21-01 Passenger Seat
25-21-05	**Passenger Seat Armrest**				
25-21-05A		D	-	0	(m) One or more may be inoperative provided that: 1) The affected armrest does not block an emergency exit, and 2) The affected armrest does not restrict any passenger access to the main aisle.
25-21-06	**Underseat Baggage Restraining Bar**				
25-21-06A		C	-	-	(o) One or more may be inoperative provided that: 1) Baggage is not stowed under the associated seat, and 2) The associated seat is placarded “DO NOT STOW BAGGAGE UNDER THIS SEAT”, and 3) Procedures are established to alert Cabin Crew of inoperative restraining bar.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 25-10

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	**EQUIPMENT/FURNISHINGS**				Change Bars
25-22	**Flight Attendant Seats**				
25-22-01	**Flight Attendant Seat**				
25-22-01A	Required flight attendant seats	B	-	-	(o) (m) One seat position or assembly (dual position) may be inoperative provided that: 1) Affected seat position or seat assembly is not occupied, and 2) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, and 3) Alternate procedures are established and used as published in crewmember manuals, and 4) Folding type seat stows automatically or is secured in the retracted position, and 5) Passenger seat assigned to flight attendant is placarded “FOR FLIGHT ATTENDANT ONLY”. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3: Individual operators when operating with inoperative seats will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met. (Continued)

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 **25-22**	**EQUIPMENT/FURNISHINGS** **Flight Attendant Seats**				Change Bars
25-22-01	**Flight Attendant Seat** (Cont'd)				
25-22-01A	Required flight attendant seats (Cont'd)				NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.
25-22-01B	Excess flight attendant seats	C	-	-	(m) May be inoperative provided that: 1) Affected seat position or seat assembly is not occupied, and 2) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 25-12

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	**EQUIPMENT/FURNISHINGS**				Change Bars
25-35	**Galley Equipment**				
25-35-01	**Galley/Cabin Waste Compartment Flapper Door**				
25-35-01A		C	-	-	(o) (m) One or more may be inoperative or missing provided that: 1) The associated galley/cabin waste compartment is empty, and 2) The associated access is secured to prevent waste introduction, and 3) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
25	**EQUIPMENT/FURNISHINGS**				
25-40	**Lavatories**				
25-40-01	**Toilet Waste Compartment Flapper Door**				
25-40-01A		C	-	-	(m) May be inoperative provided that: 1) Associated waste container is empty, and 2) Affected receptacle access door/cover/flapper door is secured to prevent waste introduction into the receptacle, and 3) Lavatory is used only by crewmembers, and 4) Lavatory door is locked closed and placarded “INOPERATIVE – DO NOT ENTER”. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
25-40-02	**Exterior Lavatory Ashtray**				
25-40-02A	50% or less inoperative	A	-	-	Up to and including 50 percent may be inoperative or missing for 10 consecutive calendar-days NOTE: Crew lavatories are included in the total number of lavatory doors with exterior ashtrays.
25-40-02B	More than 50% inoperative	A	-	0	More than 50 percent may be inoperative or missing for 3 consecutive calendar-days. NOTE: Crew lavatories are included in the total number of lavatory doors with exterior ashtrays.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 **25-50**	**EQUIPMENT/FURNISHINGS** **Additional Compartments**				Change Bars
25-50-01 ***	**Crew Rest Compartment Bunk Bed**				
25-50-01A		C	-	0	One or more may be inoperative provided that: 1) Affected bunk bed is placarded inoperative and is not used, and 2) Procedures do not require its use.
25-50-02 ***	**Flight Crew Rest Compartment Seat**				
25-50-02A		C	1	0	May be inoperative provided that: 1) Seat is placarded inoperative and is not used, and 2) Procedures do not require its use.
25-50-03	**Decompression Panel between FCRC and Cabin**				
25-50-03A		C	1	0	(o) May be damaged or missing provided that: 1) Precaution is taken while accessing or exiting bunk beds, and 2) Procedures do not require use of the FCRC.
25-50-04	**Decompression Panel on CCRC Access Door**				
25-50-04A	Panel damaged or missing	D	1	0	May be damaged or missing.
25-50-04B	Panel inoperative in the closed position	D	1	0	(m) May be inoperative in the closed position provided that the CCRC access sliding door is secured in the open position.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 25-15

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	**EQUIPMENT/FURNISHINGS**				Change Bars
25-62	**Cabin Escape Facilities**				
25-62-01	**Slide/Raft**				
25-62-01A					Refer to Item 52-10-01 Cabin Door/Slide/Raft
25-62-02	**SLIDE ARMED light**				
25-62-02A		C	8	0	(o) One or more may be inoperative.
25-62-03 *****	**Slide Buzzer**				
25-62-03A		D	8	0	One or more may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 **25-64**	**EQUIPMENT/FURNISHINGS** **First Aid Equipment**				Change Bars
25-64-01	**First Aid Kit (FAK)**				
25-64-01A	Any FAK in excess of those required	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
25-64-01B	More than one FAK required	A	-	-	(o) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided that: 1) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and 2) Repairs or replacements are made within one flight.
25-64-02	**Emergency Medical Kit (EMK)**				
25-64-02A	Any EMK in excess of those required	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
25-64-02B	Required EMK	A	-	0	(o) May be incomplete, missing, or inoperative provided that: 1) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and 2) Repairs or replacements are made within one flight.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	**EQUIPMENT/FURNISHINGS**				Change Bars
25-64	**First Aid Equipment**				
25-64-03	**Automatic External Defibrillator (AED)**				
25-64-03A	Any AED in excess of those required	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
25-64-03B	Required AED	A	-	0	(o) May be incomplete, missing, or inoperative provided that: 1) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and 2) Repairs or replacements are made within one flight.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	**EQUIPMENT/FURNISHINGS**				Change Bars
25-65	**Emergency Equipment**				
25-65-01	**Cockpit Flashlight/Holder**				
25-65-01A		D	4	2	One must be operative for each crewmember.
25-65-02	**Cabin Flashlight/Holder**				
25-65-02A		D	-	8	One must be operative for each required cabin crewmember.
25-65-04	**Portable Emergency Locator Transmitter**				
25-65-04A		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
25-65-05	**Fireproof Gloves**				
25-65-05A	Fire gloves ‘C’ repair interval	C	-	0	One or more may be damaged or missing.
25-65-05B	Fire gloves ‘D’ repair interval and procedures do not require their use	D	-	0	One or more may be damaged or missing provided that procedures do not require their use.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 **25-66**	**EQUIPMENT/FURNISHINGS** **Floatation and Survival Equipment**				Change Bars
25-66-01	**Life Vest**				
25-66-01A		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
25-66-02 *******	**Supplemental Survival Kit**				
25-66-02A		A	8	7	One may be inoperative or missing provided that: 1) Associated door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to Item 52-10-01 Cabin Door/Slide/Raft

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 **25-69**	**EQUIPMENT/FURNISHINGS** **Emergency Locator Transmitter**				Change Bars
25-69-01	**Fixed Emergency Locator Transmitter**				
25-69-01A	Any required fixed ELTs that are inoperative	A	-	0	(m) May be inoperative provided that: 1) System is deactivated, and 2) Repairs are made within 90 days.
25-69-01B	Any required fixed ELTs that are missing	A	-	0	May be missing provided that repairs are made within 90 days.
25-69-01C	Any in excess of those required that are inoperative	D	-	-	(m) Any in excess of those required by 14 CFR may be inoperative provided that system is deactivated.
25-69-01D	Any in access of those required that are missing	D	-	-	Any in excess of those required by 14 CFR may be missing.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
26	**FIRE PROTECTION**				
26-01	**FIRE Overhead Panel**				
26-01-01	**LED in ENG FIRE pb-sw**				
26-01-01A		C	16	8	A maximum of four LEDs in each ENG FIRE pb-sw may be inoperative.
26-01-02	**LED in APU Fire pb-sw**				
26-01-02A	A maximum of four LEDs inoperative	C	8	4	A maximum of four LEDs may be inoperative.
26-01-02B	Five or more LEDs inoperative	C	8	0	Five or more LEDs may be inoperative provided that the APU is considered inoperative. Refer to Item 49-10-01 APU Power Plant
26-01-03	**ENG AGENT pb DISCH light**				
26-01-03A		C	4	0	One or more may be inoperative.
26-01-04	**ENG AGENT pb SQUIB light**				
26-01-04A		C	4	0	One or more may be inoperative.
26-01-05	**APU AGENT pb DISCH light**				
26-01-05A		C	1	0	May be inoperative.
26-01-06	**APU AGENT pb SQUIB light**				
26-01-06A		C	1	0	May be inoperative.
26-01-31	**FIRE TEST pb**				
26-01-31A		C	1	0	(m) May be inoperative provided that the maintenance fire test is performed before the first MMEL dispatch and then before the first flight of each day.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
26	**FIRE PROTECTION**				
26-02	**CARGO SMOKE Overhead Panel**				
26-02-01	**AGENT TO FWD(AFT) pb SMOKE light**				
26-02-01A		A	2	0	One or both may be inoperative for 10 consecutive calendar-days.
26-02-02	**AGENT TO FWD(AFT) pb DISCH light**				
26-02-02A		C	2	0	One or both may be inoperative.
26-02-03	**BTL1(2) light**				
26-02-03A		C	2	0	One or both may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26 **26-03**	**FIRE PROTECTION** **CABIN SMOKE Overhead Panel**				Change Bars
26-03-01	**IFEC pb-sw SMOKE light**				
26-03-01A	IFEC available	C	1	0	May be inoperative.
26-03-01B	IFEC pb-sw set to off	D	1	0	May be inoperative provided that the IFEC pb-sw is set to OFF.
26-03-02	**IFEC pb-sw OFF light**				
26-03-02A		C	1	0	May be inoperative.
26-03-03	**PAX BBAND pb-sw SMOKE light**				
26-03-03A	PAX BBAND available	C	1	0	May be inoperative.
26-03-03B	PAX BBAND pb-sw set to OFF	D	1	0	May be inoperative provided that the PAX BBAND pb-sw is set to OFF.
26-03-04	**PAX BBAND pb-sw OFF light**				
26-03-04A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	**FIRE PROTECTION**				Change Bars
26-04	**MLG BAY Overhead Panel**				
26-04-01	**MLG BAY FIRE light**				
26-04-01A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
26 **26-10**	**FIRE PROTECTION** **Engine, APU and MLG Bay and Overhead Detection**				
26-10-01	**Engine Fire Detection Loop**				
26-10-01A		C	4	2	One may be inoperative on each engine provided that ETOPS beyond 120 minutes is not conducted.
26-10-02	**APU Fire Detection Loop**				
26-10-02A	One APU fire detection loop inoperative	C	2	1	One may be inoperative.
26-10-02B	Both APU fire detection loops inoperative	C	2	0	(o) Both may be inoperative provided that: 1) APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted. Refer to Item 49-10-01 APU Power Plant
26-10-03	**APU Fire Detection**				
26-10-03A		C	1	0	(o) May be inoperative provided that: 1) APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted. Refer to Item 49-10-01 APU Power Plant
26-10-04	**MLG Bay Fire Detection Loop**				
26-10-04A		C	2	1	One may be inoperative.
26-10-05	**Engine Conversion Module Channel**				
26-10-05A		C	4	2	(o) One may be inoperative on each engine provided that ETOPS beyond 120 minutes is not conducted.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	**FIRE PROTECTION**				Change Bars
26-10	**Engine, APU and MLG Bay and Overhead Detection**				
26-10-06	**APU/MLG Bay Conversion Module Channel**				
26-10-06A		C	2	1	(o) One may be inoperative.
26-10-07	**Fire Protection Function 1**				
26-10-07A		C	1	0	(o) May be inoperative.
26-10-08	**Fire Protection Function 2**				
26-10-08A		C	1	0	(o) May be inoperative.
26-10-09	**Fire Protection Function 3**				
26-10-09A		C	1	0	(o) May be inoperative.
26-10-10	**Fire Protection Function 4**				
26-10-10A		C	1	0	(o) May be inoperative.
26-10-11	**FIRE light on ENGINE MASTER lever**				
26-10-11A		C	2	0	One or both may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26 **26-15**	**FIRE PROTECTION** **Avionics Compartment Fire and Smoke Detection**				Change Bars
26-15-01	**Smoke Detection Redundancy**				
26-15-01A		A	1	0	May be inoperative for 90 consecutive calendar-days.
26-15-02	**Left Avionics Smoke Detection Redundancy**				
26-15-02A		A	1	0	May be inoperative for 90 consecutive calendar-days.
26-15-03	**Right Avionics Smoke Detection Redundancy**				
26-15-03A		A	1	0	May be inoperative for 90 consecutive calendar-days.
26-15-04 ***	**IFE Smoke Detection Redundancy**				
26-15-04A		A	1	0	May be inoperative for 90 consecutive calendar-days.
26-15-05 ***	**IFE Smoke Detection**				
26-15-05A		D	1	0	May be inoperative provided that the IFEC pb-sw set to OFF.
26-15-06 ***	**PAX BBAND Smoke Detection Redundancy**				
26-15-06A		A	1	0	May be inoperative for 90 consecutive calendar-days.
26-15-07 ***	**PAX BBAND Smoke Detection**				
26-15-07A		D	1	0	May be inoperative provided that the PAX BBAND pb-sw is set to OFF.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26 **26-16**	**FIRE PROTECTION** **Lower Deck Cargo Compartment Fire and Smoke Detection**				Change Bars
26-16-01	**FWD Cargo Smoke Detection Redundancy**				
26-16-01A		A	1	0	May be inoperative for 90 consecutive calendar-days.
26-16-02	**FWD Cargo Smoke Detection**				
26-16-02A		C	1	0	(o) May be inoperative provided that procedures are established and used to ensure the FWD compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
26-16-03	**AFT/BULK Cargo Smoke Detection Redundancy**				
26-16-03A		A	1	0	May be inoperative for 10 consecutive calendar-days.

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
26 FIRE PROTECTION **26-16 Lower Deck Cargo Compartment Fire and Smoke Detection** **26-16-04 AFT/BULK Cargo Smoke Detection**				
26-16-04A	C	1	0	(o) May be inoperative provided that procedures are established and used to ensure the AFT/BULK compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
26	**FIRE PROTECTION**				
26-17	**Lavatory Fire and Smoke Detection**				
26-17-01	**Lavatory Smoke Detection**				
26-17-01A		C	-	0	(o) (m) For each lavatory, the lavatory smoke detection system may be inoperative provided that: 1) Lavatory waste receptacle is empty, and 2) Associated lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and 3) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	**FIRE PROTECTION**				Change Bars
26-18	**Cabin Sub-Compartment Fire and Smoke Detection**				
26-18-01	**FCRC Smoke Detection**				
*******					
26-18-01A		D	1	0	(o) May be inoperative provided that: 1) The FCRC is locked closed and is placarded inoperative, and 2) The FCRC is not used for storage of for any other purpose, and 3) A procedure is used to periodically check the absence of smoke in the FCRC.
26-18-02	**CCRC Smoke Detection Redundancy**				
*******					
26-18-02A		A	1	0	May be inoperative for 90 consecutive calendar-days.
26-18-03	**CCRC Smoke Detection**				
*******					
26-18-03A		D	1	0	(o) May be inoperative provided that: 1) The CCRC is locked closed and is placarded inoperative, and 2) The CCRC is not used for storage or for any other purpose, and 3) A procedure is used to periodically check the absence of smoke in the CCRC.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	**FIRE PROTECTION**				Change Bars
26-20	**Engine and APU Fire Extinguishing**				
26-20-01	**Engine Fire Extinguishing Bottle Monitoring**				
26-20-01A		C	4	0	(o) (m) One or more may be inoperative provided that the associated fire extinguishing bottle is checked to be correctly charged.
26-20-02	**APU Fire Extinguishing Bottle Monitoring**				
26-20-02A	APU bottle correctly charged	C	1	0	(o) (m) May be inoperative provided that the APU fire extinguishing bottle is checked to be correctly charged.
26-20-02B	APU not used	C	1	0	(o) May be inoperative provided that: 1) The APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted. Refer to Item 49-10-01 APU Power Plant
26-20-03	**Squib of APU Fire Extinguishing Bottle**				
26-20-03A	One squib inoperative	C	2	1	(o) (m) One may be inoperative provided that the remaining squib is checked operative.
26-20-03B	APU not used	C	2	0	(o) Both may be inoperative provided that: 1) The APU is considered inoperative, and 2) ETOPS beyond 180 minutes is not conducted. Refer to Item 49-10-01 APU Power Plant

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	**FIRE PROTECTION**				Change Bars
26-23	**Lower Deck Cargo Compartment Fire Extinguishing**				
26-23-01	**FWD Cargo Fire Extinguishing System Redundancy**				
26-23-01A		A	1	0	May be inoperative for 90 consecutive calendar-days.
26-23-02	**FWD Cargo Fire Extinguishing System**				
26-23-02A		C	1	0	(o) May be inoperative provided that procedures are established and used to ensure the FWD compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
26-23-03	**AFT/BULK Cargo Fire Extinguishing System Redundancy**				
26-23-03A		A	1	0	May be inoperative for 90 consecutive calendar-days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	**FIRE PROTECTION**				Change Bars
26-23	**Lower Deck Cargo Compartment Fire Extinguishing**				
26-23-04	**AFT/BULK Cargo Fire Extinguishing System**				
26-23-04A		C	1	0	(o) May be inoperative provided that procedures are established and used to ensure the AFT/BULK compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
26-23-05	**Cargo Fire Extinguishing System Redundancy**				
26-23-05A		A	1	0	May be inoperative for 90 consecutive calendar-days.
26-23-06	**Cargo Fire Extinguishing System**				
26-23-06A		C	1	0	(o) May be inoperative provided that procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	**FIRE PROTECTION**				Change Bars
26-23	**Lower Deck Cargo Compartment Fire Extinguishing**				
26-23-07	**Cargo Fire Extinguishing System Bottle 1 Redundancy**				
26-23-07A		A	1	0	May be inoperative for 90 consecutive calendar-days.
26-23-08	**Cargo Fire Extinguishing System Bottle 1**				
26-23-08A		C	1	0	(o) May be inoperative provided that procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
26-23-09	**Cargo Fire Extinguishing System Bottle 2 Redundancy**				
26-23-09A		A	1	0	May be inoperative for 90 consecutive calendar-days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	**FIRE PROTECTION**				Change Bars
26-23	**Lower Deck Cargo Compartment Fire Extinguishing**				
26-23-10	**Cargo Fire Extinguishing System Bottle 2**				
26-23-10A		C	1	0	(o) May be inoperative provided that procedures are established and used to ensure both cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
26	**FIRE PROTECTION**				
26-24	**Portable Fire Extinguisher**				
26-24-01	**Cabin Portable Fire Extinguisher**				
26-24-01A		D	-	-	Any in excess of those required by 14 CFR may be inoperative, or missing provided that: 1) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and 2) Required distribution is maintained. NOTE: Inoperative portable fire extinguisher may be subject to dangerous goods requirements.
26-24-03	**CRC Portable Fire Extinguisher**				
26-24-03A		D	2	0	One or both may be inoperative and removed or missing provided that: 1) The associated CRC is locked closed and is placarded inoperative, and 2) The associated CRC is not used for storage or for any other purposes. NOTE: Inoperative portable fire extinguisher may be subject to dangerous goods requirements.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	**FIRE PROTECTION**				Change Bars
26-25	**Lavatory Fire Extinguishing**				
26-25-01	**Lavatory Waste Bin Fire Extinguisher**				
26-25-01A	Lavatory smoke detection operative	C	-	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided that the associated lavatory smoke detection system operates normally.
26-25-01B	Lavatory locked closed	C	-	0	(o) (m) For each lavatory, the lavatory fire extinguisher system may be inoperative provided that: 1) Lavatory waste receptacle is empty, and 2) Associated lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and 3) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 27-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-01	**F/CTL Overhead Panel**				
27-01-01	**PRIM pb-sw FAULT light**				
27-01-01A		C	3	0	(o) One or more may be inoperative provided that the associated PRIM 1(2)(3) indication is operative on the F/CTL SD page.
27-01-02	**PRIM pb-sw OFF light**				
27-01-02A		C	3	0	One or more may be inoperative.
27-01-03	**SEC pb-sw FAULT light**				
27-01-03A		C	3	0	(o) One or more may be inoperative provided that the associated SEC 1(2)(3) indication is operative on the F/CTL SD page.
27-01-04	**SEC pb-sw OFF light**				
27-01-04A		C	3	0	One or more may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 27-2

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-02	**RUDDER TRIM Pedestal Panel**				
27-02-01	**RUDDER TRIM RESET pb**				
27-02-01A		C	1	0	(o) May be inoperative provided that the RUDDER TRIM selector is operative.
27-02-02	**RUDDER TRIM selector**				
27-02-02A		C	1	0	(o) May be inoperative provided that one AP is operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-09	**Dispatch Messages**				
27-09-01	**F/CTL HYD SENSOR Message**				
27-09-01A		C	-	-	(m) May be displayed on the DISPATCH page provided that: 1) All the electrical actuators are checked operative, and 2) Hydraulic circuit monitoring by the PRIMs is checked operative.
27-09-02	**F/CTL MOST ACCELEROMETERS Message**				
27-09-02A		C	-	-	May be displayed on the DISPATCH page provided that all IRs are operative.
27-09-03	**F/CTL INR FLAPS LOAD SENSOR DISAGREE Message**				
27-09-03A		A	-	-	May be displayed on the DISPATCH page for three flights provided that both flap systems are operative.
27-09-04	**F/CTL L(R) OUTR FLAP LOAD SENSOR DISAGREE Message**				
27-09-04A		A	-	-	(m) One or both may be displayed on the DISPATCH page for three flights provided that: 1) Both flap systems are operative, and 2) The associated outer flap is visually inspected before each flight.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-09	**Dispatch Messages**				
27-09-05	**F/CTL FLAPS TIP BRK TEST REQUIRED Message**				
27-09-05A		A	-	-	May be displayed on the DISPATCH page for three flights.
27-09-06	**F/CTL SLATS TIP BRK TEST REQUIRED Message**				
27-09-06A		A	-	-	May be displayed on the DISPATCH page for three flights.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
27	**FLIGHT CONTROLS**				
27-14	**Aileron Actuation and Monitoring**				
27-14-01	**Outer Aileron Green Hydraulic Actuator**				
27-14-01A		A	2	1	(o) (m) One may be inoperative for 10 consecutive calendar-days provided that: 1) All outer ailerons yellow hydraulic actuators are operative, and 2) All inner ailerons hydraulic actuators are operative, and 3) All spoilers are operative, and 4) The hard damping function of the affected actuator is checked operative before each flight, and 5) Both electrical actuators of the inner ailerons are checked operative, and 6) The TOW is checked below 595,248 lb (270,000 kg).
27-14-02	**Outer Aileron Yellow Hydraulic Actuator**				
27-14-02A		A	2	1	(o) (m) One may be inoperative for 10 consecutive calendar-days provided that: 1) All outer ailerons green hydraulic actuators are operative, and 2) All inner ailerons hydraulic actuators are operative, and 3) All spoilers are operative, and 4) The hard damping function of the affected actuator is checked operative before each flight, and 5) The TOW is checked below 595,248 lb (270,000 kg).

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
27	**FLIGHT CONTROLS**				
27-14	**Aileron Actuation and Monitoring**				
27-14-03	**Outer Aileron Pressure Sensor**				
27-14-03A		C	8	0	(o) (m) One or more may be inoperative provided that: 1) The TOW is checked below 595,248 lb (270,000 kg), and 2) All outer ailerons hydraulic actuators are checked operative.
27-14-04	**Inner Aileron Hydraulic Actuator**				
27-14-04A		A	2	1	(m) One may be inoperative for 10 consecutive calendar-days provided that: 1) All spoilers are operative, and 2) The damping function of the affected actuator is checked operative before each flight, and 3) The affected inner aileron electrical actuator is checked operative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 27-7

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-22	**Rudder Trim Actuation and Artificial Feel**				
27-22-01	**Rudder Trim System**				
27-22-01A	One rudder trim system inoperative	C	2	1	(m) One may be inoperative provided that the affected rudder trim system is deactivated.
27-22-01B	Both rudder trim systems inoperative	C	2	0	(o) (m) Both may be inoperative provided that: 1) Both rudder trim systems are deactivated, and 2) At least one AP is operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
27	**FLIGHT CONTROLS**				
27-24	**Rudder Actuation and Monitoring**				
27-24-01	**Rudder Hydraulic Actuator** (Aircraft with MP L42544 / MOD 107894)				
27-24-01A		C	2	1	(o) (m) One may be inoperative provided that: 1) The rudder isolation valve of the affected actuator is deactivated closed, and 2) The damping function of the affected hydraulic actuator and of the electrical actuator are checked operative, and 3) The rudder electrical actuator is checked operative before the first MEL dispatch and then every 10 days, and 4) Airplane Flight Manual performance penalties are applied.
27-24-02	**Rudder Pressure Sensor**				
27-24-02A		C	4	0	(o) (m) One or more may be inoperative provided that: 1) The rudder hydraulic actuators are checked operative, and 2) The rudder electrical actuator is checked operative before the first MEL dispatch and then every 10 days.

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
27 FLIGHT CONTROLS **27-24 Rudder Actuation and Monitoring** **27-24-03 Rudder Pedal Adjustment System**				
27-24-03A	C	2	0	(o) One or both may be inoperative provided that: 1) The full and unrestricted movement of the rudder pedals and the brake pedals deflection is possible on both flight crewmember sides, and 2) The rudder pedals can be secured in a position which is acceptable to the flight crewmember on the affected side.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
27	**FLIGHT CONTROLS**				
27-44	**THS Actuation and Monitoring**				
27-44-01	**Stabilizer Electrical Motor E1**				
27-44-01A		C	1	0	(m) May be inoperative provided that: 1) Both FCDCs are operative, and 2) The stabilizer electrical motor E3 is operative, and 3) The stabilizer electrical motor E1 is deactivated, and 4) The monitoring of the stabilizer by the FWS is checked operative, and 5) The stabilizer is checked fully operative, and 6) Both electrical actuators of the elevators are checked operative once each day.
27-44-02	**Stabilizer Electrical Motor E3**				
27-44-02A		C	1	0	(m) May be inoperative provided that: 1) Both FCDCs are operative, and 2) The stabilizer electrical motor E1 is operative, and 3) The stabilizer electrical motor E3 is deactivated, and 4) The monitoring of the stabilizer by the FWS is checked operative, and 5) The stabilizer is checked fully operative, and 6) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every 10 days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-51	**Flap Control and Monitoring**				
27-51-01	**Flap System 1**				
27-51-01A		A	1	0	(o) (m) May be inoperative for three flights provided that: 1) The flap system 1 is deactivated, and 2) The flap system 2 and the flap PCU 2 are operative, and 3) Both slat systems are operative.
27-51-02	**Flap System 2**				
27-51-02A		A	1	0	(o) (m) May be inoperative for three flights provided that: 1) The flap system 2 is deactivated, and 2) The flap system 1 is operative, and 3) Both slat systems are operative, and 4) Airplane Flight Manual performance penalties are applied.
27-51-03	**Flap PCU 2**				
27-51-03A		C	1	0	(o) May be inoperative provided that: 1) The flap system 1 is operative, and 2) Both slat systems are operative.
27-51-04	**Flap Wing Tip Brake Sensor**				
27-51-04A		A	2	0	One or both may be inoperative for three flights.
27-51-05	**Flap ADGB Control**				
27-51-05A		C	1	0	(o) May be inoperative provided that: 1) The slat system 1 is operative, and 2) Airplane Flight Manual performance penalties are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-51	**Flap Control and Monitoring**				
27-51-06	**Flap System 1 ADGB Brake**				
27-51-06A		C	1	0	May be inoperative provided that the flap system 2 is operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
27 **27-64**	**FLIGHT CONTROLS** **Spoiler Actuation and Monitoring**				
27-64-01	**Spoiler 1**				
27-64-01A	One spoiler 1 inoperative	A	2	1	(o) (m) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The other spoilers are operative, and 3) The landing configuration is limited to CONF 3, and 4) The TOW is checked below 595,248 lb (270,000 kg), and 5) Airplane Flight Manual performance penalties are applied.
27-64-01B	One spoiler 1 inoperative with a spoiler collar installed	A	2	1	(o) (m) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) A spoiler collar is installed on the affected spoiler, and 3) The other spoilers are operative, and 4) The TOW is checked below 595,248 lb (270,000 kg), and 5) Airplane Flight Manual performance penalties are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
27 **27-64**	**FLIGHT CONTROLS** **Spoiler Actuation and Monitoring**				
27-64-02	**Spoiler 2**				
27-64-02A	One spoiler 2 inoperative	A	2	1	(o) (m) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The other spoilers are operative, and 3) The landing configuration is limited to CONF 3, and 4) The TOW is checked below 595,248 lb (270,000 kg), and 5) Airplane Flight Manual performance penalties are applied.
27-64-02B	One spoiler 2 inoperative with a spoiler collar installed	A	2	1	(o) (m) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) A spoiler collar is installed on the affected spoiler, and 3) The other spoilers are operative, and 4) The TOW is checked below 595,248 lb (270,000 kg), and 5) Airplane Flight Manual performance penalties are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
27	**FLIGHT CONTROLS**				
27-64	**Spoiler Actuation and Monitoring**				
27-64-03	**Spoiler 3**				
27-64-03A	One spoiler 3 inoperative	A	2	1	(o) (m) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) The other spoilers are operative, and 4) Takeoff is performed in CONF 1+F, and 5) The landing configuration is limited to CONF 3, and 6) Airplane Flight Manual performance penalties are applied.
27-64-03B	One spoiler 3 inoperative with a spoiler collar installed	A	2	1	(o) (m) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) A spoiler collar is installed on the affected spoiler, and 4) The other spoilers are operative, and 5) Takeoff is performed in CONF 1+F, and 6) Airplane Flight Manual performance penalties are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
27	**FLIGHT CONTROLS**				
27-64	**Spoiler Actuation and Monitoring**				
27-64-04	**Spoiler 4**				
27-64-04A	One spoiler 4 inoperative	A	2	1	(o) (m) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) The other spoilers are operative, and 4) The landing configuration is limited to CONF 3, and 5) Airplane Flight Manual performance penalties are applied.
27-64-04B	One spoiler 4 inoperative with a spoiler collar installed	A	2	1	(o) (m) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) A spoiler collar is installed on the affected spoiler, and 4) The other spoilers are operative, and 5) Airplane Flight Manual performance penalties are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
27	**FLIGHT CONTROLS**				
27-64	**Spoiler Actuation and Monitoring**				
27-64-05	**Spoiler 6**				
27-64-05A	One spoiler 6 inoperative	A	2	1	(o) (m) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) The other spoilers are operative, and 4) Takeoff is performed in CONF 1+F, and 5) The landing configuration is limited to CONF 3, and 6) Airplane Flight Manual performance penalties are applied.
27-64-05B	One spoiler 6 inoperative with a spoiler collar installed	A	2	1	(o) (m) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and 2) The electrical mode of the pair of spoiler 5 is checked operative, and 3) A spoiler collar is installed on the affected spoiler, and 4) The other spoilers are operative, and 5) Takeoff is performed in CONF 1+F, and 6) Airplane Flight Manual performance penalties are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
27 **27-64**	**FLIGHT CONTROLS** **Spoiler Actuation and Monitoring**				
27-64-06	**Spoiler 7** (Aircraft with MP L42544/ MOD 107894)				
27-64-06A	One spoiler 7 inoperative	A	2	1	(o) (m) One may be inoperative for one flight provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) The other spoilers are operative, and 3) The landing configuration is limited to CONF 3, and 4) Airplane Flight Manual performance penalties are applied.
27-64-06B	One spoiler 7 inoperative with a spoiler collar installed	A	2	1	(o) (m) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected spoiler is checked to be inactive and in the retracted position, and 2) A spoiler collar is installed on the affected spoiler, and 3) The other spoilers are operative, and 4) Airplane Flight Manual performance penalties are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-81	**Slat Control and Monitoring**				
27-81-01	**Slat System1**				
27-81-01A		A	1	0	(o) (m) May be inoperative for three flights provided that: 1) The slat system 1 is deactivated, and 2) The slat system 2 is operative, and 3) Both flap systems are operative, and 4) The flap PCU 2 is operative, and 5) The flap ADGB control is operative.
27-81-02	**Slat System2**				
27-81-02A		A	1	0	(o) (m) May be inoperative for three flights provided that: 1) The slat system 2 is deactivated, and 2) The slat system 1 is operative, and 3) Both flap systems are operative, and 4) The flap PCU 2 is operative.
27-81-03	**Slat Wing Tip Brake Sensor**				
27-81-03A		A	2	0	One or both may be inoperative for three flights.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
27	**FLIGHT CONTROLS**				
27-91	**Primary Flight Control System – Internal Bus Interface**				
27-91-01	**PRIM 1 Tail Bus**				
27-91-01A		C	1	0	(m) May be inoperative provided that: 1) All SECs, PRIM 2, and PRIM 3 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative, and 4) Both electrical actuators of the elevators are checked operative.
27-91-02	**PRIM 1 Wing Bus** (Aircraft with MP L42544/ MOD 107894)				
27-91-02A		C	2	0	(o) (m) One or both may be inoperative provided that: 1) All SECs, PRIM 2, and PRIM 3 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative, and 4) Both electrical actuators of the inner ailerons are checked operative before the first MEL dispatch and then every 6 days, and 5) Appropriate performance adjustments are applied.
27-91-03	**SEC 1 Tail Bus**				
27-91-03A		C	1	0	(m) May be inoperative provided that: 1) All PRIMs, SEC 2, and SEC 3 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative, and 4) The electrical actuator of the left elevator is checked operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-91	**Primary Flight Control System – Internal Bus Interface**				
27-91-06	**PRIM 2 Wing Bus**				
27-91-06A		C	2	0	(o) (m) One or both may be inoperative provided that: 1) All SECs, PRIM 1, and PRIM 3 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative, and 4) Both electrical actuators of the inner ailerons are checked operative, and 5) Appropriate performance adjustments are applied.
27-91-07	**SEC 2 Tail Bus**				
27-91-07A		C	1	0	May be inoperative provided that: 1) All PRIMs, SEC 1, and SEC 3 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative.
27-91-08	**SEC 2 Wing Bus**				
27-91-08A		C	2	0	(o) (m) One or both may be inoperative provided that: 1) All PRIMs, SEC 1, and SEC 3 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative, and 4) Both electrical actuators of the inner ailerons are checked operative, and 5) Appropriate performance adjustments are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
27	**FLIGHT CONTROLS**				
27-91	**Primary Flight Control System – Internal Bus Interface**				
27-91-09	**PRIM 3 Tail Bus** (Aircraft with MP L42544/ MOD 107894)				
27-91-09A		C	1	0	May be inoperative provided that: 1) All SECs, PRIM 1, and PRIM 2 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative.
27-91-10	**PRIM 3 Wing Bus**				
27-91-10A		C	2	0	One or both may be inoperative provided that: 1) All SECs, PRIM 1, and PRIM 2 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative, and 4) Appropriate performance adjustments are applied.
27-91-11	**SEC 3 Tail Bus**				
27-91-11A		C	1	0	(m) May be inoperative provided that: 1) All PRIMs, SEC 1, and SEC 2 are operative, and 2) All rudder actuators are operative, and 3) Both stabilizer electrical motors are operative, and 4) Both electrical actuators of the elevators are checked operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
27	**FLIGHT CONTROLS**				
27-91	**Primary Flight Control System – Internal Bus Interface**				
27-91-12	**SEC 3 Wing Bus**				
27-91-12A		C	2	0	One or both may be inoperative provided that: 1) All PRIMs, SEC 1, and SEC 2 are operative, and 2) All aileron actuators are operative, and 3) All spoilers are operative, and 4) Appropriate performance adjustments are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-92	**Primary Flight Control System – Control Inputs**				
27-92-01	**Speed Brakes Manual Control System**				
27-92-01A		A	1	0	May be inoperative for 3 consecutive calendar-days.
27-92-02	**Ground Spoiler Control System**				
27-92-02A		C	1	0	(o) May be inoperative provided that: 1) Airplane Flight Manual performance penalties are applied, and 2) Approach minimums do not require its use.
27-92-03	**Sidestick Priority Redundancy**				
27-92-03A		C	1	0	(o) May be inoperative provided that the sidestick priority function is checked operative on both sidesticks.
27-92-04	**Sidestick Priority Green CAPT and F/O light**				
27-92-04A		C	2	0	(o) One or both may be inoperative provided that the associated callouts are checked operative.
27-92-05	**PRIM Sidestick Sensor**				
27-92-05A		C	3	2	May be inoperative in one PRIM.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-92	**Primary Flight Control System – Control Inputs**				
27-92-06	**Gyrometer**				
27-92-06A	One gyrometer inoperative	C	6	5	One may be inoperative.
27-92-06B	Two gyrometers inoperative	C	6	4	Two may be inoperative provided that all IRs are operative.
27-92-07	**Turbulence Damping Function**				
27-92-07A	Without MP L42544/ MOD 107894	C	1	0	(m) May be inoperative provided that all the associated accelerometers are deactivated.
27-92-07B	With MP L42544/ MOD 107894	C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
27	**FLIGHT CONTROLS**				
27-93	**PRIMary (PRIM) PFCS Computer**				
27-93-01	**PRIM 1**				
27-93-01A	Without MP L42519/ MOD 107831	A	1	0	(o) (m) May be inoperative for 10 consecutive calendar-days provided that: 1) The PRIM 1 pb-sw is set to OFF, and 2) All SECs, PRIM 2, and PRIM 3 are checked operative, and 3) Both electrical actuators of the inner ailerons are checked operative before the first MEL dispatch and then every 6 days, and 4) Both electrical actuators of the elevators are checked operative, and 5) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative, and 6) Appropriate performance adjustments are applied.
27-93-01B	With MP L42519 / MOD 107831	C	1	0	(o) (m) May be inoperative for 10 consecutive calendar-days provided that: 1) The PRIM 1 pb-sw is set to OFF, and 2) All SECs, PRIM 2, and PRIM 3 are checked operative, and 3) Both electrical actuators of the inner ailerons are checked operative before the first MEL dispatch and then every 6 days, and 4) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative, and 5) Appropriate performance adjustments are applied.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 27-27

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-93	**PRIMary (PRIM) PFCS Computer**				
27-93-02	**PRIM 2**				
27-93-02A	Without MP L42519/ MOD 107831	A	1	0	(o) (m) May be inoperative for 10 consecutive calendar-days provided that: 1) The PRIM 2 pb-sw is set to OFF, and 2) All SECs, PRIM 1, and PRIM 3 are checked operative, and 3) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every 6 days, and 4) Both electrical actuators of the inner ailerons are checked operative, and 5) The electrical actuator of the rudder is checked operative before the first MEL dispatch and then every 6 days, and 6) The sidestick priority function is checked operative on both sidesticks, and 7) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative, and 8) Appropriate performance adjustments are applied. (Continued)

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 27-28

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
27	**FLIGHT CONTROLS**				
27-93	**PRIMary (PRIM) PFCS Computer**				
27-93-02	**PRIM 2** (Cont'd)				
27-93-02B	With MP L42519/ MOD 107831	C	1	0	(o) (m) May be inoperative for 10 consecutive calendar-days provided that: 1) The PRIM 2 pb-sw is set to OFF, and 2) All SECs, PRIM 1, and PRIM 3 are checked operative, and 3) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every 6 days, and 4) The electrical actuator of the rudder is checked operative before the first MEL dispatch and then every 6 days, and 5) The sidestick priority function is checked operative on both sidesticks, and 6) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative, and 7) Appropriate performance adjustments are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
27	**FLIGHT CONTROLS**				
27-93	**PRIMary (PRIM) PFCS Computer**				
27-93-03	**PRIM 3** (Aircraft with MP L42544/ MOD 107894)				
27-93-03A		C	1	0	(o) (m) May be inoperative provided that: 1) The PRIM 3 pb-sw is set to OFF, and 2) All SECs, PRIM 1, and PRIM 2 are checked operative, and 3) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative, and 4) Appropriate performance adjustments are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-94	**SECondary (SEC) PFCS Computer**				
27-94-02	**SEC 2**				
27-94-02A	Without MP L42519/ MOD 107831	A	1	0	(o) (m) May be inoperative for 10 consecutive calendar-days provided that: 1) The SEC 2 pb-sw is set to OFF, and 2) All PRIMs, SEC 1, and SEC 3 are checked operative, and 3) Both electrical actuators of the inner ailerons are checked operative, and 4) All flaps/slats systems, both landing gear control systems, and all ADIRs are operative, and 5) Appropriate performance adjustments are applied.
27-94-02B	With MP L42519/ MOD 107831	C	1	0	(o) (m) May be inoperative provided that: 1) The SEC 2 pb-sw is set to OFF, and 2) All PRIMs, SEC 1, and SEC 3 are checked operative, and 3) All flaps/slats systems, both landing gear control systems, and all ADIRs are operative, and 4) Appropriate performance adjustments are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
27	**FLIGHT CONTROLS**				
27-94	**SECondary (SEC) PFCS Computer**				
27-94-03	**SEC 3**				
27-94-03A		C	1	0	(o) (m) May be inoperative provided that: 1) The SEC 3 pb-sw is set to OFF, and 2) All PRIMs, SEC 1, and SEC 2 are checked operative, and 3) Both electrical actuators of the elevators are checked operative, and 4) All flaps/slats systems, both landing gear control systems, and all ADIRs are operative, and 5) Appropriate performance adjustments are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	**FLIGHT CONTROLS**				Change Bars
27-96	**Flight Control Data Concentrator (FCDC) Function**				
27-96-01	**FCDC 2**				
27-96-01A		A	1	0	(o) (m) May be inoperative for 10 consecutive calendar-days provided that: 1) The monitoring of the stabilizer by the FWS is checked operative, and 2) The monitoring of the elevators by the FWS is checked operative, and 3) The pitch trim position is checked on both PFDs.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-01	**FUEL Overhead Panel**				
28-01-01	**Wing Tank pb-sw lights**				
28-01-01-01	**Wing L(R) TK MAIN Pump pb-sw FAULT light**				
28-01-01-01A		C	2	0	One or both may be inoperative.
28-01-01-02	**Wing L(R) TK MAIN Pump pb-sw OFF light**				
28-01-01-02A		C	2	0	One or both may be inoperative.
28-01-01-03	**Wing L(R) TK STBY Pump pb-sw FAULT light**				
28-01-01-03A		C	2	0	One or both may be inoperative.
28-01-01-04	**Wing L(R) TK STBY Pump pb-sw OFF light**				
28-01-01-04A		C	2	0	One or both may be inoperative.
28-01-01-05	**Wing L(R) TK XFR pb-sw FAULT light**				
28-01-01-05A		C	2	0	One or both may be inoperative.
28-01-01-06	**Wing L(R) TK XFR pb-sw ON light**				
28-01-01-06A		C	2	0	One or both may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-01	**FUEL Overhead Panel**				
28-01-02	**Center Tank pb-sw lights**				
28-01-02-01	**CTR TK L(R) Pump pb-sw FAULT light**				
28-01-02-01A		C	2	0	One or both may be inoperative.
28-01-02-02	**CTR TK L(R) Pump pb-sw OFF light**				
28-01-02-02A		C	2	0	One or both may be inoperative.
28-01-02-03	**CTR TK FEED pb-sw FAULT light**				
28-01-02-03A		C	1	0	May be inoperative.
28-01-02-04	**CTR TK FEED pb-sw MAN light**				
28-01-02-04A		C	1	0	(o) May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
28	**FLIGHT CONTROLS**				
28-01	**FUEL Overhead Panel**				
28-01-03	**CROSSFEED pb-sw lights**				
28-01-03-01	**CROSSFEED A(B) pb-sw OPEN light**				
28-01-03-01A		C	2	0	One or both may be inoperative.
28-01-03-02	**CROSSFEED A(B) pb-sw ON light**				
28-01-03-02A		C	2	0	One or both may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-01	**FUEL Overhead Panel**				
28-01-04	**JETTISON pb-sw lights**				
28-01-04-01	**JETTISON ARM pb-sw ON light**				
28-01-04-01A		C	1	0	May be inoperative.
28-01-04-02	**JETTISON ACTIVE pb-sw OPEN light**				
28-01-04-02A		C	1	0	May be inoperative.
28-01-04-03	**JETTISON ACTIVE pb-sw ON light**				
28-01-04-03A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-02	**FUEL Maintenance Overhead Panel**				
28-02-01	**REFUEL pb-sw END light**				
28-02-01A		D	1	0	May be inoperative.
28-02-02	**REFUEL pb-sw ON light**				
28-02-02A		D	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-6

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FLIGHT CONTROLS **28-07 Indications on SD pages** **28-07-01 Indications on CRUISE page**				Change Bars
28-07-01-01 Engine Fuel Used Indication on the CRUISE page				
28-07-01-01A				Refer to Item 77-07-01-02 Engine Fuel Used Indication on the CRUISE page

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-7

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 **28-07** **28-07-02**	**FLIGHT CONTROLS** **Indications on SD pages** **Fuel Quantity Indications on the FUEL SD page**				Change Bars
28-07-02-01	Engine Fuel Used Indication on the FUEL SD page				
28-07-02-01A					Refer to Item 77-07-03-02 Engine Fuel Used Indication on the FUEL SD page
28-07-02-02	Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page				
28-07-02-02A		C	3	0	(o) One or more FQI may be in degraded mode (last two green digits with amber dashes) provided that the loss of accuracy is taken into account for the fuel planning.
28-07-02-03	Fuel Used All Engine Indication on the FUEL SD page				
28-07-02-03A					Refer to Item 77-07-03-03 Fuel Used All Engines Indication on the FUEL SD page

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-8

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-07	**Indications on SD pages**				
28-07-03	**Fuel Temperature Indications on the FUEL SD page**				
28-07-03-01	**Wing Tank Main Cell Temperature Monitoring on the FUEL SD page**				
28-07-03-01A		C	2	1	One may be inoperative provided that the wing tank temperature monitoring is operative on the opposite wing tank.
28-07-03-02	**Wing Tank Temperature Monitoring on the FUEL SD page**				
28-07-03-02A		C	2	1	One may be inoperative provided that the fuel in each wing is more than 19,841 lb (9,000 kg), before takeoff.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-09	**Dispatch Messages**				
28-09-01	**FUEL TK DATA REDUNDANCY Message**				
28-09-01A		C	-	-	May be displayed on the DISPATCH page.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-10

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-12	**Tank Venting System**				
28-12-01	**Overpressure Protector in the Wing Surge Tank**				
28-12-01A		C	2	0	One or both may be broken or missing.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-11

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-21	**Engine Feed Pump System**				
28-21-01	**Center Tank Pump**				
28-21-01A	One center tank pump inoperative	C	2	1	(o) (m) One may be inoperative provided that: 1) The affected center tank pump is deactivated, and 2) The associated CTR TK L(R) pb-sw is set to OFF, and 3) Both wing tank pumps are operative on the affected side.
28-21-01B	Both center tank pumps inoperative	C	2	0	(o) (m) Both may be inoperative provided that: 1) The CTR TK L pb-sw and CTR TK R pb-sw are set to OFF, and 2) All wing tank pumps are operative, and 3) Both crossfeed valves are checked operative, and 4) Both center tank pumps are deactivated, and 5) Both center tank inlet valves are deactivated in the closed position, and 6) The fuel quantity in the center tank is not usable and part of the ZFW.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
28	**FLIGHT CONTROLS**				
28-21	**Engine Feed Pump System**				
28-21-02	**Wing Tank Main Pump**				
28-21-02A		C	2	1	(o) (m) One may be inoperative provided that: 1) The affected wing tank main pump is deactivated, and 2) The air in the engine feed line is flushed, and 3) The associated L(R) TK MAIN pb-sw is set to OFF, and 4) Both wing tank standby pumps are operative, and 5) The fuel transfer from wing tank to center tank is checked operative on the affected side, and 6) The fuel in each wing is more than 22,046 lb (10,000 kg) before takeoff, and 7) On the affected wing, the AC main generation 1A(2A) has no message displayed on the DISPATCH page.
28-21-03	**Wing Tank Standby Pump**				
28-21-03A		C	2	1	(o) (m) One may be inoperative provided that: 1) The affected wing tank standby pump is deactivated, and 2) The air in the engine feed line is flushed, and 3) The associated L(R) TK STBY pb-sw is set to OFF, and 4) The fuel transfer from wing tank to center tank is checked operative on the affected side, and 5) The fuel in each wing is more than 22,046 lb (10,000 kg) before takeoff, and 6) On the opposite wing, the AC main generation 2B(1B) has no message displayed on the DISPATCH page.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-13

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-21	**Engine Feed Pump System**				
28-21-04	**Fuel Scavenge Valve**				
28-21-04A		C	2	0	(m) One or both may be inoperative provided that the affected fuel scavenge valve is deactivated in the closed position.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-22	**APU Fuel System**				
28-22-01	**APU Fuel Pump**				
28-22-01A		C	1	0	(o) (m) May be inoperative provided that the APU fuel pump is deactivated.
28-22-02	**APU Feed Isolation Valve**				
28-22-02A		C	1	0	(m) May be inoperative provided that: 1) The APU feed isolation valve is deactivated in the closed position, and 2) The APU is considered inoperative. Refer to Item 49-10-01 APU Power Plant
28-22-03	**APU Feed LP Valve**				
28-22-03A		C	1	0	(m) May be inoperative provided that: 1) The APU feed LP valve is deactivated in the closed position, and 2) The APU is considered inoperative. Refer to Item 49-10-01 APU Power Plant
28-22-04	**APU Fuel Line Damage Detection**				
28-22-04A		C	1	0	(m) May be inoperative provided that: 1) The APU feed isolation valve is deactivated in the closed position, and 2) The APU is considered inoperative. Refer to Item 49-10-01 APU Power Plant

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-15

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
28	**FLIGHT CONTROLS**				
28-23	**Crossfeed System**				
28-23-01	**Crossfeed Valve**				
28-23-01A		C	2	1	(o) (m) One may be inoperative provided that: 1) The affected crossfeed valve is deactivated in the closed position, and 2) The remaining crossfeed valve is checked operative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-16

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 **28-25**	**FLIGHT CONTROLS** **Refuel/Defuel System**				Change Bars
28-25-01	**Fuel Controls and Indicators on the external Refuel Panel**				
28-25-01A		C	20	0	One or more may be inoperative provided that refuel and defuel procedures do not require their use.
28-25-02 ***	**Cockpit Refuel Control**				
28-25-02A		D	1	0	May be inoperative.
28-25-03	**Center Tank Inlet Valve**				
28-25-03A	One center tank inlet valve inoperative	C	2	1	(o) (m) One may be inoperative provided that: 1) The affected center tank inlet valve is deactivated in the closed position, and 2) Both crossfeed valves are checked operative, and 3) Each refuel is performed manually. NOTE: The associated L(R) TK XFR pb-sw should be placarded.
28-25-03B	Both center tank inlet valves inoperative	C	2	0	(o) (m) Both may be inoperative provided that: 1) Both center tank inlet valves are deactivated in the closed position, and 2) Both crossfeed valves are checked operative, and 3) Both wing tank standby pumps are checked operative, and 4) Each refuel is performed manually. NOTE: The L TK XFR pb-sw, the R TK XFR pb-sw, and the External Refuel Panel should be placarded.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-17

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-25	**Refuel/Defuel System**				
28-25-04	**Wing Tank Inlet Valve**				
28-25-04A	One wing tank inlet valve inoperative	C	2	1	(o) (m) One may be inoperative provided that: 1) The affected wing tank inlet valve is deactivated in the closed position, and 2) Both crossfeed valves are checked operative, and 3) Each refuel is performed manually. NOTE: The associated L(R) TK XFR pb-sw should be placarded.
28-25-04B	Both wing tank inlet valves inoperative	C	2	0	(o) (m) Both may be inoperative provided that: 1) Both wing tank inlet valves are deactivated in the closed position, and 2) Both crossfeed valves are checked operative, and 3) Both wing tank standby pumps are checked operative, and 4) Each refuel is performed manually. NOTE: The L TK XFR pb-sw, the R TK XFR pb-sw, and the External Refuel Panel should be placarded.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-25	**Refuel/Defuel System**				
28-25-05	**Refuel Isolation Valve**				
28-25-05A ***	One refuel isolation valve inoperative	C	2	1	(m) One may be inoperative provided that the associated coupling caps are installed after each refuel/defuel. NOTE 1: When a refuel isolation valve is failed in the closed position, the automatic refuel is only available on the opposite side. NOTE 2: Application of the (m) procedure is only necessary for manual refuel/defuel: - When the affected refuel coupling is used for refuel/defuel, or - When an isolation valve is failed in the open position.
28-25-05B ***	All refuel isolation valves inoperative	C	-	0	(m) All may be inoperative provided that: 1) Each refuel/defuel is performed manually, and 2) The associated coupling caps are installed after each refuel/defuel. NOTE: Application of the (m) procedure is only necessary for refuel/defuel.
28-25-06	**Defuel Valve**				
28-25-06A		C	1	0	(o) (m) May be inoperative provided that the defuel valve is deactivated in the closed position.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-19

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-31	**Jettison System**				
28-31-01	**Center Tank Jettison Valve**				
***					
28-31-01A		D	2	0	(m) One or both may be inoperative provided that the affected valve is deactivated in the closed position. NOTE: The jettison function is available only when the center tank is empty.
28-31-02	**Defuel Jettison Valve**				
***					
28-31-02A	One defuel jettison valve inoperative	D	2	1	(m) One may be inoperative provided that the affected valve is deactivated in the closed position. NOTE 1: The jettison function from the center tank is available. NOTE 2: The jettison function from the wing tanks is no longer available.
28-31-02B	Both defuel jettison valves inoperative	C	2	0	(o) (m) Both may be inoperative provided that both defuel jettison valves are deactivated in the closed position. NOTE 1: The jettison function from the center tank is available. NOTE 2: The jettison function from the wing tanks is no longer available.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-20

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-31	**Jettison System**				
28-31-03	**Jettison Valve**				
***					
28-31-03A	One jettison valve inoperative	D	2	1	(o) (m) One may be inoperative provided that the affected valve is secured in the closed position.
28-31-03B	Both jettison valves inoperative	D	2	0	(m) Both may be inoperative provided that both valves are secured in the closed position. NOTE: The jettison function is no longer available.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
28	**FLIGHT CONTROLS**				
28-42	**Quantity Indicating**				
28-42-01	**FQI Integrity Detection**				
28-42-01A		C	1	0	(o) (m) May be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The FQIs are checked operative, and 3) The wing tanks and center tank low level detection are checked operative, and 4) The surge tanks overflow detection is checked operative, and 5) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 6) The loss of FOB accuracy is taken into account for the fuel planning. NOTE: Application of the (m) procedure is necessary only when refuel/defuel is needed.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-22

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-46	**Tank Level Sensing**				
28-46-01	**Center Tank Low Level Detection**				
28-46-01A		C	1	0	(o) (m) May be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The FQIs are checked operative, and 3) The wing tanks low level detection and FQI integrity detection are checked operative, and 4) The surge tanks overflow detection is checked operative, and 5) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 6) The loss of FOB accuracy is taken into account for the fuel planning. NOTE: Application of the (m) procedure is necessary only when refuel/defuel is needed.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-23

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-46	**Tank Level Sensing**				
28-46-02	**Wing Tank Low Level Detection**				
28-46-02A	Without fuel jettison function	C	2	1	(o) One or both may be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The fuel quantity indications are checked operative, and 3) The FQI integrity detection is checked operative, and 4) The center tank low level detection is checked operative, and 5) The surge tanks overflow detection is checked operative.
28-46-02B	With fuel jettison function	C	2	1	(o) One or both may be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The fuel quantity indications are checked operative, and 3) The FQI integrity detection is checked operative, and 4) The center tank low level detection is checked operative, and 5) The surge tanks overflow detection is checked operative. NOTE: The jettison function is no longer available.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-24

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-46	**Tank Level Sensing**				
28-46-03	**Surge Tank Overflow Detection**				
28-46-03A		C	2	0	(o) (m) One or both may be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The fuel quantity indications are checked operative, and 3) The FQI integrity detection is checked operative, and 4) The wing tanks and center tank low level detection are checked operative, and 5) Each refuel is performed manually. NOTE: Application of the (m) procedure is necessary only when refuel/defuel is needed.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	**FLIGHT CONTROLS**				Change Bars
28-46	**Tank Level Sensing**				
28-46-04	**Wing Tank TWDC Point Level Sensor Processor**				
28-46-04A	Without fuel jettison function	C	2	0	(o) (m) One or both may be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The fuel quantity indications are checked operative, and 3) The center tank low level detection is checked operative, and 4) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 5) Each refuel is performed manually, and 6) The loss of FOB accuracy is taken into account for the fuel planning. NOTE: Application of the (m) procedure is necessary only when refuel/defuel is needed. (Continued)

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
28	**FLIGHT CONTROLS**				
28-46	**Tank Level Sensing**				
28-46-04	**Wing Tank TWDC Point Level Sensor Processor** (Cont'd)				
28-46-04B	With fuel jettison function	C	2	0	(o) (m) One or both may be inoperative provided that: 1) All fuel used indications are operative on the FUEL SD page, and 2) The fuel quantity indications are checked operative, and 3) The center tank low level detection is checked operative, and 4) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and 5) Each refuel is performed manually, and 6) The loss of FOB accuracy is taken into account for the fuel planning. NOTE 1: Application of the (m) procedure is necessary only when refuel/defuel is needed. NOTE 2: The jettison function is no longer available.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-27

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FLIGHT CONTROLS **28-49 Fuel Properties Measurement**				Change Bars
28-49-01 Fuel Properties Measurement				
28-49-01A	C	1	0	May be inoperative provided that the FOB is less than 66,137 lb (30,000 kg). NOTE: If the failure occurs after refuel, and as long as no additional refuel is performed, the 66,137 lb (30,000 kg) limitation does not apply.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 28-28

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
28	**FLIGHT CONTROLS**				
28-51	**Fuel Quantity and Management System**				
28-51-01	**Fuel Quantity and Management System**				
28-51-01A		C	2	1	(o) One may be inoperative.
28-51-02	**Auto Feed Function**				
28-51-02A		C	1	0	(o) May be inoperative provided that: 1) The manual control of the center tank pumps is checked operative, and 2) Both center tank pumps are checked operative, and 3) Both center tank pumps are manually controlled during the flight.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 29-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
29	**HYDRAULIC POWER**				
29-01	**HYD Overhead Panel**				
29-01-01	**GREEN(YELLOW) ENG 1(2) PUMP pb-sw FAULT light**				
29-01-01A		C	4	0	One or more may be inoperative.
29-01-02	**GREEN(YELLOW) ENG 1(2) PUMP pb-sw OFF light**				
29-01-02A		C	4	0	One or more may be inoperative.
29-01-03	**GREEN(YELLOW) ENG 1(2) SUPPLY pb OVHT light**				
29-01-03A		C	4	0	One or more may be inoperative.
29-01-04	**GREEN(YELLOW) ENG 1(2) SUPPLY pb ISOL light**				
29-01-04A		C	4	0	One or more may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
29	**HYDRAULIC POWER**				
29-02	**HYD Overhead Panel**				
29-02-01	**GREEN(YELLOW) ELEC PMP pb-sw FAULT light**				
29-02-01A		C	2	0	One or both may be inoperative.
29-02-02	**GREEN(YELLOW) ELEC PMP pb-sw OFF light**				
29-02-02A		C	2	0	One or both may be inoperative.
29-02-03	**GREEN(YELLOW) ELEC PMP pb ON light**				
29-02-03A		C	2	0	One or both may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 29-3

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	**HYDRAULIC POWER**				Change Bars
29-07	**Indications on the HYD SD pages**				
29-07-01	**Fire Shut-Off Valve Indication on the HYD SD page**				
29-07-01A		C	4	0	(m) One or more may be inoperative provided that the associated fire shut-off valve is checked in the open position.
29-07-02	**Electric Motor Pump Indication on the HYD SD page**				
29-07-02A		C	2	0	One or both may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	**HYDRAULIC POWER**				Change Bars
29-09	**Dispatch Messages**				
29-09-01	**HYD G(Y) RETURN FILTER Message**				
29-09-01A		A	-	-	One may be displayed on the DISPATCH page for 10 consecutive calendar-days.
29-09-02	**HYD FILTER CLOGGED Message**				
29-09-02A		A	-	-	May be displayed on the DISPATCH page for 10 consecutive calendar-days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	**HYDRAULIC POWER**				Change Bars
29-10	**Main Hydraulic Power**				
29-10-01	**Green Engine Driven Pump**				
29-10-01A		A	2	1	(o) (m) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected green EDP is deactivated, and 2) Both yellow EDPs are operative, and 3) Both VFGs on the associated engine are operative, and 4) The rudder EHA is checked operative, and 5) The left elevator EHA is checked operative, and 6) The takeoff is performed in CONF 1+F, and 7) Airplane Flight Manual performance penalties are applied.
29-10-02	**Yellow Engine Driven Pump**				
29-10-02A		A	2	1	(o) (m) One may be inoperative for 10 consecutive calendar-days provided that: 1) The affected yellow EDP is deactivated, and 2) Both green EDPs are operative, and 3) Both VFGs on the associated engine are operative, and 4) The rudder EHA is checked operative, and 5) The right elevator EHA is checked operative, and 6) The inboard ailerons EHAs are checked operative before each flight, and 7) Airplane Flight Manual performance penalties are applied.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 29-6

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	**HYDRAULIC POWER**				Change Bars
29-10	**Main Hydraulic Power**				
29-10-03	**Reservoir Air Bleed Valve**				
29-10-03A		C	2	0	(m) One or both may be inoperative provided that the associated reservoir is: 1) Inoperative in the closed position, and 2) Manually bled before first MEL dispatch, and 3) Manually bled again no later than every 35 flights.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	**HYDRAULIC POWER**				Change Bars
29-20	**Auxiliary Hydraulic Power**				
29-20-01	**Green Electric Motor Pump**				
29-20-01A		C	1	0	(o) (m) May be inoperative provided that: 1) The green electric motor pump is deactivated, and 2) The yellow electric motor pump is operative, and 3) All yellow wheel brakes are operative, and 4) The yellow parking brake selector valve is operative.
29-20-02	**Yellow Electric Motor Pump**				
29-20-02A		C	1	0	(o) (m) May be inoperative provided that: 1) The yellow electric motor pump is deactivated, and 2) The green electric motor pump is operative, and 3) All green wheel brakes are operative, and 4) The green parking brake selector valve is operative. NOTE: The AFT and FWD cargo doors must be operated manually.
29-20-03	**Hydraulic Auxiliary Pump**				
29-20-03A		D	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	**HYDRAULIC POWER**				Change Bars
29-33	**Hydraulic System Monitoring**				
29-33-01	**Green System Temperature Monitoring Redundancy**				
29-33-01A		C	1	0	May be inoperative.
29-33-02	**Yellow System Temperature Monitoring Redundancy**				
29-33-02A		C	1	0	May be inoperative.
29-33-03	**Green System Pressure Monitoring Redundancy**				
29-33-03A		C	1	0	May be inoperative.
29-33-04	**Yellow System Pressure Monitoring Redundancy**				
29-33-04A		C	1	0	May be inoperative.
29-33-05	**Green(Yellow) Reservoir Level Monitoring Redundancy**				
29-33-05A		C	2	0	(o) (m) One or both may be inoperative provided that the associated hydraulic reservoir quantity is checked before each flight.
29-33-06	**Green(Yellow) Reservoir Level Monitoring**				
29-33-06A		C	2	0	(o) (m) One or both may be inoperative provided that: 1) The hydraulic reservoir quantity is checked before each flight, and 2) The affected reservoir linear variable differential transducer is deactivated.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 29-9

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	**HYDRAULIC POWER**				Change Bars
29-33	**Hydraulic System Monitoring**				
29-33-07	**Yellow Hydraulic Monitoring Control**				
29-33-07A		C	2	1	Yellow Hydraulic Monitoring Control 2 may be inoperative. NOTE: The AFT and FWD cargo doors must be operated manually.
29-33-08	**Green Hydraulic Monitoring Control**				
29-33-08A		C	2	1	One may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 30-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-01	**ANTI ICE Overhead Panel**				
30-01-01	**ENG 1(2) ANTI ICE pb FAULT light**				
30-01-01A		C	2	0	One or both may be inoperative.
30-01-02	**ENG 1(2) ANTI ICE pb ON light**				
30-01-02A		C	2	0	One or both may be inoperative.
30-01-03	**WING ANTI ICE pb FAULT light**				
30-01-03A		C	1	0	May be inoperative.
30-01-04	**WING ANTI ICE pb ON light**				
30-01-04A		C	1	0	May be inoperative.
30-01-05	**PROBE & WINDOW HEAT pb-sw ON light**				
30-01-05A		C	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 30-2

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-02	**ANTI ICE Overhead Panel**				
30-02-01	**Wiper High Speed Function (FAST Position)**				
30-02-01A		C	2	0	One or both may be inoperative provided that the associated slow speed function is operative.
30-02-02	**Wiper Low Speed Function (SLOW Position)**				
30-02-02A		C	2	0	One or both may be inoperative.
30-02-03	**Wiper Intermittent Speed Function (INTMT Positions)**				
30-02-03A		D	6	0	One or more may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 30-3

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN **30-07 Indication on the DOOR/OXYGEN SD page**				Change Bars
30-07-01 Rain Repellent Monitoring on the DOOR/OXYGEN SD page				
30-07-01A	D	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
30	**ICE AND RAIN**				
30-11	**Wing Ice Protection**				
30-11-01	**Wing Anti-ice Valve**				
30-11-01A		C	2	0	(m) One or both may be inoperative provided that: 1) The affected wing anti-ice valve is deactivated in the closed position, and 2) The associated A-ICE L(R) WING VLV OPEN alert is not displayed after the deactivation of the affected valve, and 3) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 4) ETOPS beyond 120 min is not conducted.
30-11-02	**Wing Anti-ice System**				
30-11-02A	AIR PACK 1 REGUL REDUNDANCY and AIR PACK 2 REGUL REDUNDANCY message not displayed on the DISPATCH page	C	1	0	May be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) None of the following messages are displayed on the DISPATCH page: AIR PACK 1 REGUL REDUNDANCY and AIR PACK 2 REGUL REDUNDANCY, and 3) ETOPS beyond 120 min is not conducted. (Continued)

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-11	**Wing Ice Protection**				
30-11-02	**Wing Anti-ice System** (Cont'd)				
30-11-02B	AIR PACK 1 REDUNDANCY message displayed on the DISPATCH page	C	1	0	May be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) The AIR PACK 2 REGUL REDUNDANCY message is not displayed on the DISPATCH page, and 3) The engine 1 bleed air system is considered inoperative, and 4) ETOPS beyond 120 min is not conducted. Refer to Item 36-11-01 Engine Bleed Air System
30-11-02C	AIR PACK 2 REDUNDANCY message displayed on the DISPATCH page	C	1	0	May be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) The AIR PACK 1 REGUL REDUNDANCY message is not displayed on the DISPATCH page, and 3) The engine 2 bleed air system is considered inoperative, and 4) ETOPS beyond 120 min is not conducted. Refer to Item 36-11-01 Engine Bleed Air System

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-11	**Wing Ice Protection**				
30-11-03	**Wing Anti-ice Temperature Monitoring**				
30-11-03A		C	2	1	(o) One may be inoperative provided that: 1) The opposite engine bleed air system is operative, and 2) The opposite air conditioning pack is operative, and 3) The associated engine bleed air system is not used on ground except for engine start, and 4) The XBLEED pb-sw and the associated ENG 1(2) BLEED pb-sw are placarded to prohibit their use on ground except for engine start, and 5) When the side 1 is affected, the APU BLEED pb-sw is placarded to prohibit its use on ground except for engine start.
30-11-04	**Wing Anti-Ice Valve Seal**				
30-11-04A		C	2	1	(o) One may be inoperative provided that: 1) The opposite engine bleed air system is operative, and 2) The opposite air conditioning pack is operative, and 3) The A-ICE L(R) WING VLV OPEN alert is not displayed on the WD before takeoff, and 4) The associated engine bleed air system is not used on ground except for engine start, and 5) The XBLEED pb-sw and the associated ENG 1(2) BLEED pb-sw are placarded to prohibit their use on ground except for engine start, and 6) When the side 1 is affected, the APU BLEED pb-sw is placarded to prohibit its use on ground except for engine start.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-21	**Engine Air Intake Ice Protection**				
30-21-01	**Engine Anti-Ice System**				
30-21-01A		C	2	1	(m) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions, and 3) The PRSOV of the affected engine anti-ice system is deactivated in the closed position, and 4) The A-ICE ENG1(2) PRSOV SECURED CLOSED message is displayed on the DISPATCH page after the deactivation.
30-21-02	**Engine Anti-Ice PRSOV Shutoff Function**				
30-21-02A	PRSOV deactivated in the open position	C	2	0	(o) (m) One or both may be inoperative provided that: 1) The PRV regulation function is operative, and 2) The affected PRSOV is deactivated in the open position, and 3) The A-ICE ENG 1(2) PRSOV SECURED OPEN message is displayed on the DISPATCH page after the deactivation, and 4) Airplane Flight Manual performance penalties are applied.
30-21-02B	PRSOV deactivated in the closed position	C	2	1	(m) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The affected PRSOV is deactivated in the closed position, and 3) The A-ICE ENG 1(2) PRSOV SECURED CLOSED message is displayed on the DISPATCH page after the deactivation, and 4) The aircraft is not operated in known or forecast icing conditions.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-21	**Engine Air Intake Ice Protection**				
30-21-03	**Engine Anti-Ice PRSOV Regulation Function**				
30-21-03A		C	2	0	One or both may be inoperative.
30-21-04	**Engine Anti-Ice PRV Regulation Function**				
30-21-04A	One or both PRVs inoperative and PRSOV regulation operative	C	2	0	One or both may be inoperative provided that the associated PRSOV regulation function is operative.
30-21-04B	One or both PRVs deactivated open and PRSOV regulation operative	C	2	0	(m) One or both may be inoperative provided that: 1) The associated PRSOV regulation function is operative, and 2) The affected PRV is deactivated in the open position, and 3) The A-ICE ENG 1(2) PRV SECURED OPEN message is displayed on the DISPATCH page after the deactivation.
30-21-04C	One PRV inoperative and PRSOV deactivated in the closed position	C	2	1	(m) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions, and 3) The PRSOV on the associated engine anti-ice system is deactivated in the closed position, and 4) The A-ICE ENG 1(2) PRSOV SECURED CLOSED message is displayed on the DISPATCH page after the deactivation.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-21	**Engine Air Intake Ice Protection**				
30-21-05	**Engine Anti-Ice System Monitoring**				
30-21-05A		C	2	1	(o) One may be inoperative provided that 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions.
30-21-06	**Engine Anti-Ice System Pressure Monitoring**				
30-21-06A		C	2	1	One may be inoperative.
30-21-07	**Engine Anti-Ice System Command**				
30-21-07A		C	2	0	(o) One or both may be inoperative provided that Airplane Flight Manual performance penalties are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-31	**Probe Ice Protection**				
30-31-01	**ADR Probes Heating Function**				
30-31-01A	Automatic ADR probes heating function inoperative	C	3	2	One ADR probe heating function in automatic mode may be inoperative provided that the PROBE & WINDOW HEAT pb-sw is set to ON.
30-31-01B	Automatic and manual ADR probes heating function inoperative	C	3	2	One ADR probe heating function in automatic and manual modes may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01 ADR
30-31-02	**MFP Heating Function**				
30-31-02A		C	3	2	One may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01 ADR
30-31-03	**Sideslip Probe Heating Function**				
30-31-03A		C	3	2	One may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01 ADR
30-31-04	**Static Probe Heating Function**				
30-31-04A		C	6	4	One or two may be inoperative on the same ADR provided that both non-affected ADRs, their associated probes, and their associated heating functions are operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-31	**Probe Ice Protection**				
30-31-05	**Heating of the Standby Pitot Probe**				
30-31-05A	Aircraft not operated in known or forecast icing conditions	C	1	0	May be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) ETOPS beyond 120 min is not conducted.
30-31-05B	Standby pitot probe considered inoperative	C	1	0	May be inoperative provided that the standby pitot probe is considered inoperative. Refer to Item 34-23-01 Standby Pitot Probe
30-31-06	**Heating of the Standby Static Probe**				
30-31-06A		C	2	0	May be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) ETOPS beyond 120 min is not conducted.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-42	**Cockpit Windows Anti-Icing Defogging**				
30-42-01	**Windows Heating Control**				
30-42-01A		C	2	1	(o) One may be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) ETOPS beyond 120 min is not conducted.
30-42-02	**Window Heating**				
30-42-02A		C	4	0	One or more may be inoperative.
30-42-03	**Front Windshield Heating**				
30-42-03A		C	2	1	One may be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and 2) ETOPS beyond 120 min is not conducted.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 30-13

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-45	**Windshield Rain Protection**				
30-45-01	**Windshield Wiper**				
30-45-01A	One windshield wiper inoperative on the PM side	A	2	1	One may be inoperative on the pilot monitoring side for three flights.
30-45-01B	One or both windshield wipers inoperative	C	2	0	(o) One or both may be inoperative provided that the aircraft is not operated in known or forecast precipitation within intended departure and arrival areas. NOTE: The intended arrival and departure areas include alternate aerodromes required to be selected by the operational rules.
30-45-02	**Rain Repellent**				
30-45-02A		D	2	0	One or both may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 30-14

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-71	**Waste Water Ice Protection**				
30-71-01	**Drain Mast Heating System**				
30-71-01A		C	2	0	(o) One or both may be inoperative provided that: 1) The associated lavatories are placarded inoperative and are not used, and 2) The associated lavatory water supplies and associated galleys water supplies are closed.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 30-15

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	**ICE AND RAIN**				Change Bars
30-81	**Ice Detection**				
30-81-01	**Ice Detection System**				
30-81-01A		C	1	0	(o) May be inoperative.
30-81-03	**Lighting of External Visual Icing Indicator**				
30-81-03A	One indicator inoperative	C	2	1	One may be inoperative.
30-81-03B	Both indicators inoperative	C	2	0	(o) Both may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 31-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	**INDICATING/RECORDING SYSTEMS**				Change Bars
31-01	**RCDR Overhead Panel**				
31-01-01	**RCDR GND CTL pb ON Light**				
31-01-01A		C	1	0	May be inoperative.
31-01-31	**RCDR GND CTL pb**				
31-01-31A		A	1	0	(o) May be inoperative provided that repairs are made within 3 flight days.
31-01-32	**DFDR EVENT pb**				
31-01-32A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	**INDICATING/RECORDING SYSTEMS**				Change Bars
31-19	**ECAM Control Panel**				
31-19-01	**ECAM Control Panel 2**				
31-19-01A		C	1	0	May be inoperative.
31-19-02	**System Page Manual Call pb on the ECP**				
31-19-02A		C	12	0	(o) One or more may be inoperative.
31-19-03	**VIDEO pb on the ECP**				
31-19-03A		D	1	0	(o) May be inoperative.
31-19-04	**Video dual knob on the ECP**				
31-19-04A		D	1	0	May be inoperative.
31-19-05	**CLEAR pb on the ECP**				
31-19-05A		C	2	1	One may be inoperative.
31-19-06	**RCL LAST pb on the ECP**				
31-19-06A		C	1	0	May be inoperative.
31-19-07	**STS pb on the ECP**				
31-19-07A		A	1	0	(o) May be inoperative for three flights.
31-19-08	**MORE pb on the ECP**				
31-19-08A		C	1	0	May be inoperative.
31-19-09	**VALID pb on the ECP**				
31-19-09A		C	2	1	One may be inoperative provided that the opposite VALID pb and its associated scroll wheel are operative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 31-3

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	**INDICATING/RECORDING SYSTEMS**				Change Bars
31-19	**ECAM Control Panel**				
31-19-10	**Scroll Wheel on the ECP**				
31-19-10A		C	2	1	One may be inoperative provided that the opposite scroll wheel and associated VALID pb are operative.
31-19-11	**T.O. CONFIG pb on the ECP**				
31-19-11A		C	1	0	(o) May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	**INDICATING/RECORDING SYSTEMS**				Change Bars
31-28	**Tail Strike Indication**				
31-28-01	**Tail Strike Detection**				
31-28-01A		C	1	0	(o) May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 31-5

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	**INDICATING/RECORDING SYSTEMS**				Change Bars
31-30	**Recorders**				
31-30-01	**Recorder System**				
31-30-01A		C	-	-	Any non-DFDR function in excess of those required by 14 CFR may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 31-6

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	**INDICATING/RECORDING SYSTEMS**				Change Bars
31-30	**Recorders**				
31-30-02	**Digital Flight Data Recorder (DFDR)**				
31-30-02A	DFDR failure occurs after pushback	A	1	0	May be inoperative provided that: 1) Cockpit Voice Recorder (CVR) operates normally, and 2) The aircraft is not dispatched from an airport designated or listed in the operator's MEL unless the DFDR failure occurred after pushback but prior to takeoff, and 3) Repairs are made within 8 flights or 3 consecutive calendar-days, whichever occurs first.
31-30-02B	DFDR repairs attempted but not successful	A	1	0	May be inoperative provided that: 1) Cockpit Voice Recorder (CVR) operates normally, and 2) The aircraft is not dispatched from an airport not designated or listed in the operator's MEL unless the DFDR repair was attempted but not successful, and 3) The aircraft is dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and 4) Repairs are made within 8 flights or 3 consecutive calendar-days, whichever occurs first.
31-30-02C	Required DFDR recording parameters	A	-	-	Up to three recording parameters may be inoperative provided that: 1) The cockpit voice recorder (CVR) operates normally, and 2) Repairs are made within 20 consecutive calendar-days.
31-30-02D	Non-required DFDR recording parameters	A	-	-	May be inoperative provided that repairs are made prior to the completion of the next heavy maintenance visit.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 31-7

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	**INDICATING/RECORDING SYSTEMS**				Change Bars
31-30	**Recorders**				
31-30-03	**Recorder Accelerometer**				
31-30-03A		A	1	0	May be inoperative provided that: 1) Cockpit Voice Recorder (CVR) is operative, and 2) Repairs are made within 20 consecutive calendar-days.
31-30-04 ***	**Virtual Quick Access Recorder (VQAR)**				
31-30-04A	Alternate procedures for VQAR use are established and used	C	1	0	(o) May be inoperative provided that alternate procedures are established and used.
31-30-04B	Procedures do not require use of the VQAR	D	1	0	May be inoperative provided that operations do not require its use.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 31-8

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
31	**INDICATING/RECORDING SYSTEMS**				
31-50	**Flight Warning System (FWS)**				
31-50-01	**FWS 2**				
31-50-01A		C	1	0	(o) May be inoperative.
31-50-02	**MASTER CAUT Cancel Function**				
31-50-02A		C	2	1	One may be inoperative.
31-50-03	**MASTER WARN Cancel Function**				
31-50-03A		C	2	1	One may be inoperative.
31-50-04	**MASTER CAUT light**				
31-50-04A		C	2	1	One may be inoperative.
31-50-05	**MASTER WARN light**				
31-50-05A		C	2	1	One may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 31-9

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	**INDICATING/RECORDING SYSTEMS**				Change Bars
31-60	**Control and Display System**				
31-60-01	**OUTER DU**				
31-60-01A		C	2	0	(o) One or both may be inoperative provided that: 1) Both INNER DUs are operative, and 2) Both CENTER DUs are operative, and 3) The affected OUTER DU is set to OFF, and 4) The DISPLAY CYCLE pb is checked operative on the affected side.
31-60-02	**CENTER DU**				
31-60-02A		C	2	1	(o) One may be inoperative provided that: 1) Both OUTER DUs are operative, and 2) Both INNER DUs are operative, and 3) The affected CENTER DU is set to OFF, and 4) The DISPLAY CYCLE pb is checked operative on both sides.
31-60-03	**INNER DU**				
31-60-03A		C	2	1	(o) One may be inoperative provided that: 1) Both OUTER DUs are operative, and 2) Both CENTER DUs are operative, and 3) The affected INNER DU is set to OFF, and 4) The DISPLAY CYCLE pb is checked operative on the affected side.
31-60-04	**DU Monitoring**				
31-60-04A		B	-	-	One may be inoperative provided that all the DUs are operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	**INDICATING/RECORDING SYSTEMS**				Change Bars
31-60	**Control and Display System**				
31-60-05	**Mailbox Access**				
31-60-05A	One mailbox inoperative	D	2	1	One may be inoperative.
31-60-05B	Two mailboxes inoperative and procedures do not require the use of the ATC datalink	D	2	0	(o) Both may be inoperative provided that procedures do not require the use of the ATC datalink.
31-60-05C	Two mailboxes inoperative and alternate procedures are established and used for ATC communication	C	2	0	(o) Both may be inoperative provided that alternate procedures are established and used.
31-60-06	**CENTER LOWER DU Access**				
31-60-06A	One CENTER LOWER DU Access inoperative	C	2	1	(o) One may be inoperative.
31-60-06B	One or both CENTER LOWER DU Access inoperative with full access to the MFD	C	2	0	(o) One or both may be inoperative provided that: 1) The CAPT or the F/O OIS session is transferred to the CENTER LOWER DU, and 2) The CAPT and the F/O MFD are transferred to the CAPT and the F/O OUTER DUs, and 3) The CAPT and the F/O access to the CAPT and the F/O OUTER DUs are checked operative.
31-60-07	**DISPLAY CYCLE pb**				
31-60-07A	One DISPLAY CYCLE pb inoperative	C	2	1	One may be inoperative.
31-60-07B	Both DISPLAY CYCLE pbs inoperative	C	2	0	(o) Both may be inoperative provided that the MFD shortcut on one KCCU keyboard is checked operative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 31-11

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
31	**INDICATING/RECORDING SYSTEMS**				
31-60	**Control and Display System**				
31-60-08	**DISPLAY CYCLE pb AVAIL light**				
31-60-08A		C	2	0	One or both may be inoperative.
31-60-09	**CAPT(F/O) OIS ON CENTER pb-sw**				
31-60-09A		C	2	0	One or both may be inoperative.
31-60-10	**CAPT(F/O) OIS ON CENTER pb-sw INOP light**				
31-60-10A		C	2	0	One or both may be inoperative.
31-60-11	**CAPT(F/O) OIS ON CENTER pb-sw ON light**				
31-60-11A		C	2	0	One or both may be inoperative.
31-60-12	**OIS VIEW OFFSIDE pb-sw**				
31-60-12A		C	2	0	One or both may be inoperative.
31-60-13	**OIS VIEW OFFSIDE pb INOP light**				
31-60-13A		C	2	0	One or both may be inoperative.
31-60-14	**OIS VIEW OFFSIDE pb ON light**				
31-60-14A		C	2	0	One or both may be inoperative.
31-60-15	**CDS Backup RAW Data**				
31-60-15A		C	1	0	May be inoperative.
31-60-16	**CDS Backup Procedures**				
31-60-16A		C	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 31-12

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	**INDICATING/RECORDING SYSTEMS**				Change Bars
31-62	**Keyboard and Cursor Control Unit**				
31-62-01	**KCCU Cursor Control Device**				
31-62-01A		C	2	0	(o) (m) One or both may be inoperative provided that: 1) The affected KCCU cursor control device is set to OFF, and 2) The associated KCCU keyboard is checked operative.
31-62-02	**KCCU Keyboard**				
31-62-02A		C	2	0	(o) (m) One or both may be inoperative provided that: 1) The affected KCCU keyboard is set to OFF, and 2) The associated KCCU cursor control device is checked operative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 31-13

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	**INDICATING/RECORDING SYSTEMS**				Change Bars
31-66	**Concentrator and Multiplexer for Video (CMV)**				
31-66-01	**CMV**				
31-66-01A	One CMV inoperative	C	2	1	(o) One may be inoperative provided that the OIS ON CENTER pb-sw is operative on the affected side.
31-66-01B	One or both CMVs inoperative and associated OIS display considered inoperative	C	2	0	(o) One or both may be inoperative provided that the OIS display is considered inoperative on the affected side. Refer to Item 46-25-01 OIS Display

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	**INDICATING/RECORDING SYSTEMS**				Change Bars
31-68	**Head Up Display (HUD)**				
31-68-01	**HUD**				
***					
31-68-01A		D	2	0	(o) One or both may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 32-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-07	**Indications on the <u>WHEEL</u> SD page**				
32-07-01	**Brake Temperature Monitoring on the <u>WHEEL</u> SD page**				
32-07-01A		C	8	7	One brake temperature indication may be inoperative on wheel 5, 6, 7, or 8 provided that the affected brake is removed. Refer to Item 32-42-05 Normal Wheel Brake 05, or Refer to Item 32-42-06 Normal Wheel Brake 06, or Refer to Item 32-42-07 Normal Wheel Brake 07, or Refer to Item 32-42-08 Normal Wheel Brake 08.
32-07-02	**Tire Pressure Monitoring on the <u>WHEEL</u> SD page**				
32-07-02A		D	10	0	(m) One or more tire pressure indications may be inoperative provided that the pressure of the affected tire is checked once each day. NOTE: Application of the maintenance procedure to deactivate the affected tire pressure sensor is only necessary when the affected tire pressure sensor is erroneous.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
32	**LANDING GEAR**				
32-09	**Dispatch Messages**				
32-09-01	**BRAKES CAPT(F/O) BRK PEDAL TRANSMITTER UNIT Message**				
32-09-01A		C	-	-	(o) One may be displayed on the DISPATCH page provided that: 1) Both brakes control systems are operative, and 2) The CAPT brake pedals are checked operative when the CAPT side is affected.
32-09-02	**BRAKES REMOTE BRK CTL INPUT Message**				
32-09-02A		C	-	-	May be displayed on the DISPATCH page.
32-09-03	**BRAKES REMOTE BRK CTL 1(2) ADIRU 1(2) INPUT Message**				
32-09-03A		C	-	-	A maximum of three may be displayed on the DISPATCH page provided that both brakes control systems are operative.
32-09-04	**L/G MAIN L/G RAPID EXTENSION Message**				
32-09-04A		C	-	-	(m) May displayed provided that the main landing gear retraction actuator is visually inspected.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-31	**Extension and Retraction**				
32-31-01	**Landing Gear Control**				
32-31-01A		C	2	1	(m) One may be inoperative provided that the associated landing gear gravity extension channel is checked operative before each flight.
32-31-02	**Landing Gear Pressure Transducer**				
32-31-02A		C	2	0	(m) One or both may be inoperative provided that the associated isolation valve is checked operative.
32-31-03	**Main Landing Gear Retraction System**				
32-31-03A		C	2	1	(m) One may be inoperative provided that the affected main landing gear retraction system is deactivated.
32-31-04	**Nose Landing Gear Retraction System**				
32-31-04A		C	2	1	(m) One may be inoperative provided that the affected nose landing gear retraction system is deactivated.
32-31-05	**Landing Gear Independent Downlock Source**				
32-31-05A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-32	**Emergency Extension**				
32-32-01	**Landing Gear Gravity Extension Redundancy**				
32-32-01A		C	2	1	(m) One may be inoperative provided that: 1) Both landing gear control systems are operative, and 2) The non-affected landing gear gravity extension channel is checked operative.
32-32-02	**Landing Gear Gravity Extension Degraded**				
32-32-02A		A	2	1	(m) One may be degraded for 10 consecutive calendar-days provided that: 1) Both landing gear control systems are operative, and 2) The non-affected landing gear gravity extension channel is checked operative.
32-32-03	**Landing Gear Gravity Extension Module Installation**				
32-32-03A		C	2	0	(m) One or both may be inoperative provided that the associated gravity extension channel is checked operative.
32-32-04	**Landing Gear APP Level Monitoring**				
32-32-04A		C	2	0	(m) One or both may be inoperative provided that the APP fluid level is visually checked in the associated reservoir before each flight.
32-32-05	**Landing Gear Gravity Extension Test**				
32-32-05A		C	2	0	(m) One or both may be inoperative provided that the SSPC dedicated to the test circuit of the associated landing gear gravity extension channel is checked closed.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 32-5

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-33	**Ground Door Opening System**				
32-33-01	**Ground Door Opening System**				
32-33-01A		C	3	0	(m) One or more may be inoperative provided that: 1) The associated landing gear doors are checked closed and locked before each flight, and 2) The associated ground door opening handle is checked stowed in the flight position before each flight.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-42	**Normal Braking**				
32-42-01	**Normal Wheel Brake 01**				
32-42-01A		C	1	0	(o) (m) The wheel brake 01 may be inoperative in normal braking mode provided that: 1) Wheel brakes 02, 03, 04, 05, and 06 are operative in normal braking mode, and 2) Wheel brake 01 is deactivated if it is not detected in released configuration, and 3) The associated pressure transducer is deactivated if the wheel brake 01 has been detected in residual braking configuration, and 4) Airplane Flight Manual performance penalties are applied.
32-42-02	**Normal Wheel Brake 02**				
32-42-02A		C	1	0	(o) (m) The wheel brake 02 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 03, 04, 05, and 06 are operative in normal braking mode, and 2) Wheel brake 02 is deactivated if it is not detected in released configuration, and 3) The associated pressure transducer is deactivated if the wheel brake 02 has been detected in residual braking configuration, and 4) Airplane Flight Manual performance penalties are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-42	**Normal Braking**				
32-42-03	**Normal Wheel Brake 03**				
32-42-03A		C	1	0	(o) (m) The wheel brake 03 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 04, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 03 is deactivated if it is not detected in released configuration, and 3) The associated pressure transducer is deactivated if the wheel brake 03 has been detected in residual braking configuration, and 4) Airplane Flight Manual performance penalties are applied.
32-42-04	**Normal Wheel Brake 04**				
32-42-04A		C	1	0	(o) (m) The wheel brake 04 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 03, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 04 is deactivated if it is not detected in released configuration, and 3) The associated pressure transducer is deactivated if the wheel brake 04 has been detected in residual braking configuration, and 4) Airplane Flight Manual performance penalties are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-42	**Normal Braking**				
32-42-05	**Normal Wheel Brake 05**				
32-42-05A		C	1	0	(o) (m) The wheel brake 05 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 06, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 05 is deactivated (or removed) if it is not detected in released configuration, and 3) The associated pressure transducer is deactivated if the wheel brake 05 has been detected in residual braking configuration, and 4) Airplane Flight Manual performance penalties are applied.
32-42-06	**Normal Wheel Brake 06**				
32-42-06A		C	1	0	(o) (m) The wheel brake 06 may be inoperative in normal braking mode provided that: 1) Wheel brakes 01, 02, 05, 07, and 08 are operative in normal braking mode, and 2) Wheel brake 06 is deactivated (or removed) if it is not detected in released configuration, and 3) The associated pressure transducer is deactivated if the wheel brake 06 has been detected in residual braking configuration, and 4) Airplane Flight Manual performance penalties are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-42	**Normal Braking**				
32-42-07	**Normal Wheel Brake 07**				
32-42-07A		C	1	0	(o) (m) The wheel brake 07 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 06, and 08 are operative in normal braking mode, and 2) Wheel brake 07 is deactivated (or removed) if it is not detected in released configuration, and 3) The associated pressure transducer is deactivated if the wheel brake 07 has been detected in residual braking configuration, and 4) Airplane Flight Manual performance penalties are applied.
32-42-08	**Normal Wheel Brake 08**				
32-42-08A		C	1	0	(o) (m) The wheel brake 08 may be inoperative in normal braking mode provided that: 1) Wheel brakes 03, 04, 05, 06, and 07 are operative in normal braking mode, and 2) Wheel brake 08 is deactivated (or removed) if it is not detected in released configuration, and 3) The associated pressure transducer is deactivated if the wheel brake 08 has been detected in residual braking configuration, and 4) Airplane Flight Manual performance penalties are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
32	**LANDING GEAR**				
32-42	**Normal Braking**				
32-42-09	**Wheel Brake Pressure Transducer**				
32-42-09A		C	8	6	(o) One may be inoperative on each wheel group (AFT or FWD).
32-42-10	**Green Left(Right) Normal Brake Selector Valve Pressure Transducer**				
32-42-10A		C	2	1	One may be inoperative.
32-42-11	**Yellow Left(Right) Normal Brake Selector Valve Pressure Transducer**				
32-42-11A		C	2	1	One may be inoperative.
32-42-12	**Brakes Control System**				
32-42-12A		C	2	1	(m) One may be inoperative provided that CPIOM H61, H62, and H64 are checked to be in the same software configuration.
32-42-13	**Remote Brakes Control Unit Channel A**				
32-42-13A		C	2	1	One may be inoperative.
32-42-14	**Remote Brakes Control Unit Channel B**				
32-42-14A		C	2	1	(o) One may be inoperative provided that: 1) Both brakes control systems are operative, and 2) Both RBCU channel A are operative, and 3) CAPT and F/O brake pedal transmitter units are operative.
32-42-15	**Green(Yellow) Brake Pressure Limiting System**				
32-42-15A		C	2	0	One or both may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 32-11

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-42	**Normal Braking**				
32-42-16	**Normal Brake Servo Valve Redundancy**				
32-42-16A		C	1	0	May be inoperative.
32-42-17	**Green(Yellow) Normal Brake Selector Valve Redundancy**				
32-42-17A		C	2	0	One or both may be inoperative.
32-42-18	**A/BRK pb**				
32-42-18A		C	1	0	(o) May be inoperative.
32-42-19	**A/BRK pb light**				
32-42-19A		C	1	0	(o) May be inoperative.
32-42-20	**BRAKE RWY COND selector**				
32-42-20A		C	1	0	(o) May be inoperative.
32-42-25	**BTV**				
32-42-25A		C	1	0	(o) May be inoperative.
32-42-26	**ROW/ROP**				
32-42-26A		C	1	0	(o) May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 32-12

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-43	**Alternate Braking**				
32-43-01	**Alternate Wheel Brake 01**				
32-43-01A		C	1	0	(o) The wheel brake 01 may be inoperative in alternate braking mode provided that wheel brakes 02, 03, 04, 05, and 06 are operative in alternate braking mode.
32-43-02	**Alternate Wheel Brake 02**				
32-43-02A		C	1	0	(o) The wheel brake 02 may be inoperative in alternate braking mode provided that wheel brakes 01, 03, 04, 05, and 06 are operative in alternate braking mode.
32-43-03	**Alternate Wheel Brake 03**				
32-43-03A		C	1	0	(o) The wheel brake 03 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 04, 07, and 08 are operative in alternate braking mode.
32-43-04	**Alternate Wheel Brake 04**				
32-43-04A		C	1	0	(o) The wheel brake 04 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 03, 07, and 08 are operative in alternate braking mode.
32-43-05	**Alternate Wheel Brake 05**				
32-43-05A		C	1	0	(o) The wheel brake 05 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 06, 07, and 08 are operative in alternate braking mode.
32-43-06	**Alternate Wheel Brake 06**				
32-43-06A		C	1	0	(o) The wheel brake 06 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 05, 07, and 08 are operative in alternate braking mode.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 32-13

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-43	**Alternate Braking**				
32-43-07	**Alternate Wheel Brake 07**				
32-43-07A		C	1	0	(o) The wheel brake 07 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 06, and 08 are operative in alternate braking mode.
32-43-08	**Alternate Wheel Brake 08**				
32-43-08A		C	1	0	(o) The wheel brake 08 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 06, and 07 are operative in alternate braking mode.
32-43-09	**Green(Yellow) Alternate Brake Selector Valve Pressure Transducer**				
32-43-09A		C	2	0	One or both may be inoperative.
32-43-10	**Alternate Brake Servo Valve Redundancy**				
32-43-10A		C	1	0	(o) May be inoperative provided that both remote brakes control unit channels B are operative.
32-43-11	**Alternate Brake Selector Valve Redundancy**				
32-43-11A		C	1	0	(o) May be inoperative provided that both remote brakes control unit channels B are operative.
32-43-12	**Green(Yellow) Accumulator Reinflate Valve Redundancy**				
32-43-12A		C	2	0	One or both may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 32-14

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-43	**Alternate Braking**				
32-43-13	**ACCU GREEN(YELLOW) Pressure Indicator**				
32-43-13A		C	2	0	(o) One or both may be inoperative.
32-43-14	**ACCU REINFLATE pb**				
32-43-14A		C	1	0	(m) May be inoperative provided that the accumulators are refilled through interactive BITE if the accumulator pressure indications are not in the green arc.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-45	**Parking Braking**				
32-45-01	**Green(Yellow) Parking Brake Selector Valve**				
32-45-01A		C	2	1	(o) One may be inoperative provided that: 1) All brakes associated with the non-affected hydraulic system are operative, and 2) Before chocks removal the brake accumulator associated with the non-affected hydraulic system is refilled (green zone) through the associated electrical motor pump.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-48	**Brake Cooling**				
32-48-01	**Brake Fan**				
***					
32-48-01A	Brake fan system not used	D	-	0	(o) One or more may be inoperative provided that the brake fan system is not used.
32-48-01B	Brake fan system available on the non-affected brakes	D	-	0	(m) One or more may be inoperative provided that the affected brake fan is deactivated.
32-48-02	**BRAKE FAN pb HOT light**				
***					
32-48-02A		D	1	0	May be inoperative.
32-48-03	**BRAKE FAN pb ON light**				
***					
32-48-03A		D	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 32-17

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-50	**Steering**				
32-50-01	**Steering Tiller (Handwheel)**				
32-50-01A		C	2	1	(o) (m) One may be inoperative provided that the affected steering tiller (handwheel) is deactivated.
32-50-02	**NWS Disconnection Function**				
32-50-02A	Towing mode not available when the NWS DISCONNECT switch is in the towing position	C	1	0	(o) May be inoperative provided that: 1) The engine master levers are set to OFF for towing, and 2) The EMPs are set to OFF for towing
32-50-02B	NWS DISCONNECT panel deactivated	C	1	0	(o) (m) May be inoperative provided that: 1) The NWS DISCONNECT panel is deactivated, and 2) The engine master levers are set to OFF for towing, and 3) The EMPs are set to OFF for towing.
32-50-03	**Steering Pedal Disconnection pb**				
32-50-03A		C	2	0	(o) One or both may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 32-18

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-51	**Nose Wheel Steering Control System**				
32-51-01	**Steering Control**				
32-51-01A		C	2	1	One may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 32-19

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-61	**Indicating and Warning**				
32-61-01	**DOWN Red Arrow light on the L/G lever**				
32-61-01A		C	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 32-20

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	**LANDING GEAR**				Change Bars
32-81	**Landing Gear Management System**				
32-81-01	**Landing Gear Monitoring System**				
32-81-01A	One landing gear monitoring system inoperative	C	2	1	One may be inoperative.
32-81-01B	Both landing gear monitoring systems inoperative	C	2	0	Both may be inoperative provided that: 1) The brake temperature indications on the WHEEL SD page are operative, and 2) The affected tire pressure indications are considered inoperative. Refer to Item 32-07-02 Tire Pressure Monitoring on the WHEEL SD page

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 33-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-01	**INT LT Overhead Panel**				
33-01-01	**TEST Function of the ANN LT sw**				
33-01-01A		C	1	0	May be inoperative.
33-01-02	**DIM Function of the ANN LT sw**				
33-01-02A		C	1	0	May be inoperative provided that the BRT function of the ANN LT sw is operative.
33-01-03	**BRT Function of the ANN LT sw**				
33-01-03A		C	1	0	May be inoperative for night operations.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-02	**Signs Overhead Panel**				
33-02-01	**AUTO Function of SEAT BELTS sw**				
33-02-01A		C	1	0	(o) May be inoperative provided that alternate procedures are established and used.
33-02-02	**AUTO Function of NO SMOKING / NO SMKG / NO PED sw**				
33-02-02A		C	1	0	(o) May be inoperative provided that alternate procedures are established and used.
33-02-03	**EMER EXIT LT sw OFF light**				
33-02-03A		C	1	0	May be inoperative.
33-02-04	**AUTO Function of NO MOBILE sw**				
33-02-04A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-10	**Cockpit**				
33-10-01	**Cockpit Lighting (Ambient Lighting, Instrument and Panel Lighting, Pilot Utilities Lighting, Instrument and Panel Integrated Lighting)**				
33-10-01A		C	-	-	May be inoperative provided that the lighting is sufficient to clearly illuminate all instruments and controls. NOTE: The pilot utilities lighting includes the following: - The CAPT(F/O) reading light, and - The CAPT(F/O) map holder light, and - The CAPT(F/O) sliding table light, and - The CAPT(F/O) outer main instrument panel light.
33-10-02	**Utilities Lighting (Except Pilot Utilities Lighting)**				
33-10-02A		D	-	0	One or more may be inoperative. NOTE: The utilities lighting includes: - The third (fourth) cockpit occupant reading light, and - The third (fourth) cockpit occupant console light, and - The coat stowage lights, and - The eye reference light.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-21	**Cabin, CRC General Illumination**				
33-21-01	**Cabin Lighting**				
33-21-01A	Aircraft with photoluminescent Floor Path Marking System	C	-	-	(o) One or more lights may be inoperative provided that: 1) The lighting is sufficient for the flight attendants to perform their duties, and 2) The lighting is sufficient to charge the photoluminescent Floor Path Marking System.
33-21-01B	Aircraft with LED-based Floor Path Marking System	C	-	-	One or more lights may be inoperative provided that the lighting is sufficient for the flight attendants to perform their duties.
33-21-02	**Lavatory Lighting**				
33-21-02A	Affected lavatory used	D	-	-	One or more lights may be inoperative provided that remaining lighting is sufficient.
33-21-02B	Affected lavatory not used	C	-	0	One or more lights may be inoperative provided that the affected lavatory is locked closed and is placarded inoperative. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
33-21-03 ***	**Cabin Crew Rest Compartment Lighting**				
33-21-03A	CCRC used	D	-	-	One or more lights may be inoperative provided that the lighting is sufficient for the cabin crew to access their bunk.
33-21-03B	CCRC not used	D	-	0	One or more may be inoperative provided that the CCRC is locked closed and is placarded inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 33-5

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-21	**Cabin, CRC General Illumination**				
33-21-04	**Flight Crew Rest Compartment Lighting**				
*******					
33-21-04A	FCRC used	C	-	-	One or more lights may be inoperative provided that the lighting is sufficient for the flight crew to access their bunk or seat.
33-21-04B	FCRC not used	D	-	0	One or more may be inoperative provided that: 1) The FCRC is locked closed and is placarded inoperative, and 2) Procedures do not require its use.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-26	**Lighted Signs**				
33-26-01	**Cabin Sign (No Smoking, No Portable/Elec Device, No Mobile, Fasten Seat Belt, Return to Seat)**				
33-26-01A	Affected seat used	C	-	-	(o) One or more may be inoperative provided that: 1) Passenger address system operates normally, and 2) Passenger address system is used to notify passengers and cabin crew when associated sign(s) is placed on or off.
33-26-01B	Affected seat not used	C	-	-	One or more may be inoperative provided that the seats from which a cabin sign is not readily legible are placarded inoperative and are not used.
33-26-02	**Lavatory Sign (Return to Seat)**				
33-26-02A	Lavatory used	C	-	-	(o) One or more may be inoperative provided that: 1) Passenger address system operates normally, and 2) Passenger address system is used to notify passengers and cabin crew when associated sign(s) is placed on or off.
33-26-02B	Lavatory not used	C	-	-	One or more may be inoperative provided that the affected lavatory is locked closed and is placarded inoperative. NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
33	**LIGHTS**				
33-26	**Lighted Signs**				
33-26-03 ***	**Cabin Crew Rest Compartment Sign (No Smoking, No Portable/Elec Device, No Mobile, Fasten Seat Belt)**				
33-26-03A	Alternate procedures used	C	-	0	(o) One or more may be inoperative provided that alternate procedures are established and used.
33-26-03B	Bed belts fastened	D	-	0	One or more may be inoperative provided that: 1) The bed belt is fastened when the bed is occupied, and 2) Smoking in the CCRC is prohibited, and 3) PED/mobile phones are permanently switched off in the CCRC.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-26	**Lighted Signs**				
33-26-04	**Flight Crew Rest Compartment Sign (No Smoking, No Portable/Elec Device, No Mobile, Fasten Seat Belts)**				
33-26-04A	Alternate procedures used	C	-	0	(o) One or more may be inoperative provided that alternate procedures are established and used.
33-26-04B	Seat/Bed belts fastened	D	-	0	One or more may be inoperative provided that: 1) The seat belt or bed belt is fastened when the bed or seat is occupied, and 2) Smoking in the FCRC is prohibited, and 3) PED/mobile phone are permanently switched off in the FCRC.
33-26-04C	FCRC not used	D	-	0	One or more may be inoperative provided that: 1) The FCRC is locked closed placarded inoperative, and 2) Procedures do not require its use.
33-26-05	**Return to Cabin Sign in the CCRC**				
33-26-05A		C	-	0	(o) One or more may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 33-9

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS **33-30 Cargo and Service Compartments** **33-30-01 Cargo and Service Compartment Lighting**				Change Bars
33-30-01A	D	-	-	Individual lights may be inoperative provided that sufficient lighting remains for ground personnel to perform their duties.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 33-10

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-40	**Exterior Lighting**				
33-40-01	**Beacon Light**				
33-40-01A		C	-	0	(o) One or more may be inoperative provided that the strobe lights are operative.
33-40-02	**Landing Light Bulb**				
33-40-02A	A maximum of three bulbs inoperative	C	6	3	A maximum of three bulbs may be inoperative.
33-40-02B	Four or more bulbs inoperative	C	6	0	Four or more bulbs may be inoperative provided that night operations are not conducted.
33-40-03	**Logo Light**				
33-40-03A		D	2	0	One or both may be inoperative.
33-40-04	**NAV Light 1**				
33-40-04A	NAV lights 2 checked operative	C	3	0	(o) One or more NAV lights 1 may be inoperative provided that NAV lights 2 are checked operative.
33-40-04B	Night operations are not conducted	C	3	0	One or more NAV lights 1 may be inoperative provided that night operations are not conducted.
33-40-05	**NAV Light 2**				
33-40-05A		C	3	0	One or more NAV lights 2 may be inoperative.
33-40-06	**Taxi and Runway Turn Off Light Function**				
33-40-06A		C	1	0	May be inoperative. NOTE: The taxi and runway turn off light function is considered inoperative when: - The taxi light is failed, or - One or both runway turn off lights are failed.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 33-11

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-40	**Exterior Lighting**				
33-40-07	**Strobe Light**				
33-40-07A		C	3	0	One or more may be inoperative. NOTE 1: The left(right) hand forward strobe light is considered inoperative when both flash tubes are inoperative. NOTE 2: The rearward strobe light is considered inoperative when one flashing tube is inoperative.
33-40-08 ***	**Taxi Aid Camera Light**				
33-40-08A		D	4	0	One or more may be inoperative.
33-40-09	**Takeoff Light Function**				
33-40-09A		C	1	0	May be inoperative. NOTE: The takeoff light function is considered inoperative when five or six bulbs are failed.
33-40-10	**Wing and Engine Scan Light**				
30-40-10A		C	2	0	One or both may be inoperative provided that ground deicing procedures do not require their use.
33-40-11	**Exterior Light Control Degraded**				
33-40-11A		B	1	0	(o) (m) May be degraded provided that: 1) The lower beacon light and the landing lights are deactivated, and 2) The strobe lights are operative, and 3) Night operations are not conducted.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-50	**Emergency Lighting**				
33-50-01	**Ceiling Emergency LED Light**				
33-50-01A		C	-	-	One or more non-adjacent LEDs may be inoperative.
33-50-02	**Cabin Door Emergency Spotlight**				
33-50-02A	One spotlight inoperative on each cabin door	C	16	8	One may be inoperative on each cabin door.
33-50-02B	Two spotlights inoperative on one cabin door	A	16	7	One or more may be inoperative provided that: 1) Cabin door that has both spotlights inoperative is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to Item 52-10-01 Cabin Door/Slide/Raft
33-50-03	**Middle Section of the Cross-Aisle Emergency Spotlight**				
33-50-03A		C	8	4	One may be inoperative in the middle section of each cross-aisle.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-50	**Emergency Lighting**				
33-50-04	**Cabin EXIT Sign (EXIT Marking, EXIT Location)**				
33-50-04A	A maximum of three non-adjacent LEDs inoperative	C	-	-	A maximum of three non-adjacent LEDs may be inoperative in one or more signs.
33-50-04B	Four or more non-adjacent LEDs, or two adjacent LEDs inoperative	A	-	-	Four or more non-adjacent LEDs, or two adjacent LEDS, may be inoperative in one or more signs provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to item 52-10-01 Cabin Door/Slide/Raft
33-50-05	**Door Sill Light**				
33-50-05A		A	8	7	One may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to item 52-10-01 Cabin Door/Slide/Raft

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-50	**Emergency Lighting**				
33-50-06 ***	**Photo Luminescent Floor Path Marking System**				
33-50-06A		C	-	-	One or more strips may be inoperative or missing provided that: 1) The length of each affected section does not exceed 9.75 in (0.25 m), and 2) The affected sections are not opposite each other, and 3) The distance between each affected section is more than 78.75 in (2 m), and 4) No more than 4 sections in each aisle are affected, and 5) The sections marking right angle intersections, including cross-aisles are operative, and 6) All sections within 1 m of the strips marking right angle intersections are operative.
33-50-07 ***	**LED Floor Path Marking System (seat-mounted light, wall-mounted light, edge-mounted light)**				
33-50-07A		C	-	-	One or more may be inoperative in accordance with Airbus vertical separation analysis produced for the specific original aircraft cabin layout.
33-50-08	**Floor Path Marking EXIT Identifier**				
33-50-08A		A	8	7	One may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to item 52-10-01 Cabin Door/Slide/Raft

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-50	**Emergency Lighting**				
33-50-09	**Lavatory Emergency Lighting**				
33-50-09A		C	-	0	One or more may be inoperative.
33-50-10 ***	**FCRC Emergency Light**				
33-50-10A	FCRC flashlight operative	C	3	0	One or more may be inoperative provided that the flashlight dedicated to the flight crew rest compartment is operative.
33-50-10B	FCRC locked closed	D	3	0	One or more may be inoperative provided that: 1) The flight crew rest compartment is locked closed and is placarded inoperative, and 2) Procedures do not require its use.
33-50-11 ***	**CCRC Emergency Light**				
33-50-11A	Two flashlight available in CCRC	C	-	0	One or more may be inoperative provided that one flashlight is available at each extremity of the catwalk area (corridor).
33-50-11B	CCRC locked closed	D	-	0	One or more may be inoperative provided that the cabin crew rest compartment is locked closed and is placarded inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 33-16

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-50	**Emergency Lighting**				
33-50-12	**CCRC EXIT Sign**				
***					
33-50-12A	A maximum of three non-adjacent LEDs inoperative	D	2	0	A maximum of three non-adjacent LEDs may be inoperative in one or both signs.
33-50-12B	Two flashlight available in CCRC	C	2	0	One or both may be inoperative provided that one flashlight is available at each extremity of the catwalk area (corridor).
33-50-12C	CCRC not used	D	2	0	One or both may be inoperative provided that the cabin crew rest compartment is locked closed and is placarded inoperative.
33-50-13	**Evacuation Area Light**				
33-50-13A	Other than night operations	C	8	0	One or more may be inoperative provided that night operations are not conducted.
33-50-13B	Affected cabin door not used	A	8	7	(o) One may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to item 52-10-01 Cabin Door/Slide/Raft
33-50-14	**Escape Slide Lighting**				
33-50-14A	Other than night operations	C	8	0	One or more may be inoperative provided that night operations are not conducted.
33-50-14B	Associated cabin door considered inoperative	A	8	7	(o) One may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to item 52-10-01 Cabin Door/Slide/Raft

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	**LIGHTS**				Change Bars
33-50	**Emergency Lighting**				
33-50-15	**Emergency Power Supply Unit**				
33-50-15A	EPSU 1R, or 2L(R), or 3L(R) inoperative	A	8	7	(o) EPSU 1R, or 2L(R), or 3L(R) may be inoperative provided that: 1) The associated cabin door is considered inoperative, and 2) Repairs are made within 1 flight day. Refer to item 52-10-01 Cabin Door/Slide/Raft
33-50-15B	EPSU 1L inoperative	A	8	7	(o) EPSU 1L may be inoperative provided that: 1) The FCRC is locked closed and is placarded inoperative, and 2) Procedures do not require the use of the FCRC, and 3) The cabin door 1L is considered inoperative, and 4) Repairs are made within 1 flight day. Refer to item 52-10-01 Cabin Door/Slide/Raft
33-50-15C	EPSU 4L or 4R inoperative	A	8	7	(o) EPSU 4L or 4R may be inoperative provided that: 1) The CCRC is locked closed and placarded inoperative, and 2) The associated cabin door is considered inoperative, and 3) Repairs are made within 1 flight day. Refer to item 52-10-01 Cabin Door/Slide/Raft

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 34-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-01	**ADIRS Overhead Panel**				
34-01-01	**ADR pb FAULT light**				
34-01-01A		C	3	0	One or more may be inoperative.
34-01-02	**ADR pb OFF light**				
34-01-02A		C	3	0	One or more may be inoperative.
34-01-03	**IR pb FAULT light**				
34-01-03A		C	3	0	One or more may be inoperative.
34-01-04	**IR pb OFF light**				
34-01-04A		C	3	0	One or more may be inoperative.
34-01-05	**ON BAT light**				
34-01-05A		C	1	0	May be inoperative.
34-01-31	**ADIRS Mode selector**				
34-01-31A	NAV position inoperative	C	3	2	(o) The NAV position of one ADIRS mode selector may be inoperative provided that the affected ADIRS mode selector is set to ATT.
34-01-31B	ATT position inoperative	C	3	2	(o) The ATT position of one ADIRS mode selector may be inoperative.
34-01-31C	OFF position inoperative	C	3	2	(m) The OFF position of one ADIRS mode selector may be inoperative provided that the associated ADIRS is deactivated. Refer to Item 34-12-01 ADR Refer to Item 34-12-02 IR

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-11	**ADIRS Probes**				
34-11-01	**MFP**				
34-11-01A		C	3	2	One may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01 ADR
34-11-02	**Static Probe**				
34-11-02A		C	6	4	One or two may be inoperative on the same ADR provided that the associated ADR is considered inoperative. Refer to Item 34-12-01 ADR
34-11-03	**Sideslip Probe**				
34-11-03A		C	3	2	One may be inoperative provided that the associated ADR is considered inoperative. Refer to Item 34-12-01 ADR
34-11-04	**AOA 4 Probe**				
34-11-04A		C	1	0	(m) May be inoperative provided that: 1) All ADRs, their associated probes, and their associated heating functions are operative, and 2) The electrical supply to the AOA 4 probe is deactivated.
34-11-05	**OAT Probe**				
34-11-05A		C	2	1	(o) One may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 34-3

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-12	**ADIRS**				
34-12-01	**ADR**				
34-12-01A		C	3	2	(o) One may be inoperative provided that the associated ADR pb is set to OFF.
34-12-02	**IR**				
34-12-02A		C	3	2	(o) One may be inoperative provided that the associated IR pb is set to OFF.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 34-4

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-13	**Air Data**				
34-13-01	**MFP TAT Function**				
34-13-01A		C	3	1	(o) One or two may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 34-5

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-17	**Switching Panel on the Main Instrument Panel**				
34-17-01	**AIR DATA selector**				
34-17-01A		C	1	0	(o) The CAPT ON BKUP position or the F/O ON BKUP position may be inoperative provided that the AIR DATA selector is set to the AUTO position.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-20	**Standby Navigation Systems**				
34-20-01	**ISIS**				
34-20-01A ***	Right ISIS inoperative	C	2	1	(o) The right ISIS may be inoperative.
34-20-01B	Left ISIS inoperative	C	2	1	(o) The left ISIS may be inoperative.
34-20-02	**Airspeed Indication on SFD**				
34-20-02A ***	Airspeed indication inoperative on right ISIS	D	2	1	May be inoperative on the right ISIS provided that the right ISIS is set to SND mode or to Off.
34-20-02B	Airspeed indications inoperative on left ISIS	C	2	1	May be inoperative on the left ISIS provided that the left ISIS is set to SND mode or to Off.
34-20-02C	All airspeed indications on SFD inoperative	C	-	0	All may be inoperative provided that: 1) The altitude indication on SFD is operative, and 2) The three ADRs are operative, and 3) One AP is operative, and 4) The autothrust is operative, and 5) The AFS control panel is operative.
34-20-03	**Altitude Indication on SFD**				
34-20-03A ***	Altitude indication inoperative on right ISIS	D	2	1	May be inoperative on the right ISIS provided that the right ISIS is set to SND or to OFF.
34-20-03B	Altitude indication inoperative on left ISIS	C	2	1	May be inoperative on the left ISIS provided that the left ISIS is set to SND or to OFF.
34-20-03C	All altitude indications on SFD inoperative	C	-	0	All may be inoperative provided that: 1) The aircraft is operated in day VMC, and 2) One AP is operative, and 3) The three ADRs are operative, and 4) The autothrust is operative, and 5) The AFS control panel is operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-20	**Standby Navigation Systems**				
34-20-04	**Attitude Indication on SFD**				
34-20-04A ***	Attitude indications inoperative on right ISIS	C	2	1	May be inoperative on the right ISIS provided that the right ISIS is set to SND or to Off.
34-20-04B	Attitude indications inoperative on left ISIS	C	2	1	May be inoperative on the left ISIS provided that the left ISIS is set to SND or to Off.
34-20-05	**Mach Number Indication on SFD**				
34-20-05A ***	One mach number indication inoperative and affected ISIS set to SND	D	2	1	One may be inoperative provided that the affected ISIS is set to SND.
34-20-05B	All mach number indications on SFD inoperative	C	-	0	All may be inoperative.
34-20-06	**LS Indication on SFD**				
34-20-06A ***	One LS indication inoperative and affected ISIS set to SND	D	2	1	One may be inoperative provided that the affected ISIS is set to SND.
34-20-06B	All LS indications on SFD inoperative	C	-	0	All may be inoperative.
34-20-07	**Position Indication on ISIS**				
34-20-07A		C	-	0	May be inoperative.
34-20-08	**Heading Indication on ISIS**				
34-20-08A		C	-	0	May be inoperative.
34-20-09	**Track Indication on ISIS**				
34-20-09A		C	-	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 34-8

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-20	**Standby Navigation Systems**				
34-20-10	**Bugs Function on SFD**				
34-20-10A		D	-	0	May be inoperative.
34-20-11 ***	**Ground Speed Indication on SND**				
34-20-11A		D	2	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 34-9

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-22	**Attitude and Heading Standby Data**				
34-22-01	**Standby Compass Indicator**				
34-22-01A		C	1	0	May be inoperative provided that: 1) The three IRs are operative, and 2) The heading indication is operative on ISIS.
34-22-02	**Standby Compass Lighting**				
34-22-02A		C	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 34-10

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-23	**Sensors**				
34-23-01	**Standby Pitot Probe**				
34-23-01A		A	1	0	May be inoperative for three flights provided that: 1) The three ADRs are operative, and 2) One AP is operative, and 3) The autothrust is operative, and 4) The AFS control panel is operative, and 5) The airspeed indication on SFD is placarded inoperative and is not used.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 34-11

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-36	**Multi Mode Receiver (MMR) Functions**				
34-36-01	**MMR**				
34-36-01A	One MMR inoperative (Aircraft without MP L41151/ MOD 100422)	C	2	1	(o) One may be inoperative.
34-36-01B	One MMR inoperative (Aircraft with MP L41151/ MOD 100422)	C	2	1	(o) One may be inoperative provided that approach and landing procedures are not based on the use of the GLS and the SLS.
34-36-01C	Both MMRs inoperative	B	2	0	(o) Both may be inoperative provided that: 1) One VOR and one DME are operative, and 2) Navigation procedures are not based on the use of the GNSS, and 3) Approach and landing procedures are not based on the use of the GNSS and landing systems.
34-36-02	**ILS**				
34-36-02A	One ILS inoperative	C	2	1	(o) One may be inoperative provided that approach minimums do not require its use.
34-36-02B	Both ILSs inoperative	C	2	0	(o) Both may be inoperative provided that the ILS is not required by 14 CFR.
34-36-03	**Glide Antenna**				
34-36-03A		C	1	0	(o) May be inoperative provided that the ILS is not required by 14 CFR.
34-36-04	**FLS**				
34-36-04A	One FLS inoperative	C	2	1	One may be inoperative.
34-36-04B	Both FLSs inoperative	C	2	0	(o) Both may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 34-12

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-36	**Multi Mode Receiver (MMR) Functions**				
34-36-05	**GLS**				
***	(Aircraft with MP L41151/ MOD 100422)				
34-36-05A		D	2	0	(o) One or both may be inoperative provided that approach and landing procedures are not based on the use of the GLS.
34-36-06	**SLS**				
***	(Aircraft with MP L41152/ MOD 100423)				
34-36-06A		D	2	0	(o) One or both may be inoperative provided that approach and landing procedures are not based on the use of the SLS.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-38	**Onboard Airport Navigation System (OANS)**				
34-38-01	**Airport Navigation Function**				
34-38-01A		C	2	0	(o) May be inoperative on one or both sides.
34-38-02	**Airport Navigation Database**				
34-38-02A	Database cycle out of date and ANF used	C	2	0	May be out of date on one or both sides provided that the airport maps needed for the intended flight have not been amended in the current ANF database cycle.
34-38-02B	Database cycle out of date and ANF not used	C	2	0	(o) May be out of date on one or both sides provided that the airport navigation function is not used.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 34-14

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-42	**Radio Altimeter**				
34-42-01	**Radio Altimeter**				
34-42-01A	One radio altimeter inoperative	C	3	2	One may be inoperative.
34-42-01B	One radio altimeter erroneous and deactivated. Landing capability restored to LAND 3 DUAL.	C	3	2	(m) One may be erroneous provided that the affected RA is deactivated.
34-42-01C	Two radio altimeters inoperative or erroneous	C	3	1	(o) (m) Two may be inoperative or erroneous provided that: 1) The two affected RA are deactivated, and 2) Approach minimums do not require its use.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-50	**Radio/GNSS Navigation Systems**				
34-50-01	**GNSS**				
34-50-01A	One GNSS inoperative (Aircraft without MP L41151/ MOD 100422)	C	2	1	(o) One may be inoperative.
34-50-01B	One GNSS inoperative (Aircraft with MP L41151/ MOD 100422)	C	2	1	(o) One may be inoperative provided that approach and landing procedures are not based on the use of the GLS and the SLS.
34-50-01C	Both GNSSs inoperative	C	2	0	(o) Both may be inoperative provided that: 1) One DME is operative, and 2) Navigation, approach and landing procedures are not based on the use of the GNSS.
34-50-02	**DME**				
34-50-02A	One DME inoperative (Aircraft with MP L41159/ MOD 100373)	D	2	1	One may be inoperative.
34-50-02B	All DMEs inoperative	C	-	0	(o) May be inoperative provided that: 1) Navigation and approach procedures are not based on the use of the DME, and 2) The DME is not required by 14 CFR.
34-50-03	**VOR**				
34-50-03A	One VOR inoperative (Aircraft with MP L41159/ MOD 100373)	D	2	1	(o) One may be inoperative.
34-50-03B	All VORs inoperative	C	-	0	(o) May be inoperative provided that: 1) Two FMCs are operative, and 2) Navigation and approach procedures are not based on the use of the VOR, and 3) The VOR is not required by 14 CFR.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-50	**Radio/GNSS Navigation Systems**				
34-50-04	**Marker**				
34-50-04A		C	1	0	May be inoperative provided that approach procedures do not require marker fixes.
34-50-05	**ADF**				
*******					
34-50-05A		D	-	0	May be inoperative provided that navigation and approach procedures are not based on the use of the affected ADF.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 34-17

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-71	**Aircraft Environment Surveillance System (AESS)**				
34-71-01	**Surveillance System**				
34-71-01A		C	2	1	(o) One may be inoperative.
34-71-02	**TAWS**				
34-71-02A	One TAWS inoperative	C	2	1	One may be inoperative.
34-71-02B	Both TAWS inoperative	A	2	0	(o) Both may be inoperative provided that: 1) Alternate procedures are established and used, and 2) Repairs are made within 2 consecutive calendar-days.
34-71-03	**GPWS**				
34-71-03A	One GPWS inoperative	C	2	1	One may be inoperative.
34-71-03B	Both GPWS inoperative	A	2	0	(o) Both may be inoperative provided that: 1) Alternate procedures are established and used, and 2) Repairs are made within 2 consecutive calendar-days. NOTE: Operator's alternate procedures should include reviewing Windshear avoidance and Windshear recovery procedures.
34-71-04	**Terrain Functions**				
34-71-04A	One terrain function inoperative	C	2	1	One may be inoperative.
34-71-04B	Both terrain functions inoperative	B	2	0	(o) Both may be inoperative provided that alternate procedures are established and used.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-71	**Aircraft Environment Surveillance System (AESS)**				
34-71-05	**Transponder**				
34-71-05A	One transponder inoperative	C	2	1	(o) One may be inoperative.
34-71-05B	Both transponders inoperative	B	2	0	May be inoperative provided that: 1) Operations do not require its use, and 2) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
34-71-06	**TCAS**				
34-71-06A	One TCAS inoperative	C	2	1	(o) One may be inoperative.
34-71-06B	Both TCAS inoperative	B	2	0	(o) Both may be inoperative provided that: 1) The system is checked in STBY mode, and 2) Enroute procedures do not require their use.
34-71-07	**ADS-B TRAFFIC Function**				
34-71-07A	One ADS-B TRAFFIC function inoperative	D	2	1	(o) One may be inoperative.
34-71-07B	Both ADS-B TRAFFIC functions inoperative	D	2	0	Both may be inoperative provided that it is not required by 14 CFR.
34-71-08	**Weather Radar Function**				
34-71-08A	One weather radar function inoperative	D	2	1	(o) One may be inoperative.
34-71-08B	Both weather radar functions inoperative	C	2	0	Both may be inoperative provided that: 1) They are not required by 14 CFR, and 2) ETOPS beyond 120 min is not conducted.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	**NAVIGATION**				Change Bars
34-71	**Aircraft Environment Surveillance System (AESS)**				
34-71-09	**Predictive Windshear Function**				
34-71-09A	One predictive windshear function inoperative	D	2	1	(o) One may be inoperative.
34-71-09B	Both predictive windshear functions inoperative with reactive windshear function	C	2	0	(o) May be inoperative provided that: 1) Alternate procedures are established and used, and 2) Reactive windshear operates normally.
34-71-09C	Both predictive windshear functions inoperative without reactive windshear function	B	2	0	(o) May be inoperative provided that alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
34-71-10	**SURV Control Panel**				
34-71-10A		C	1	0	(o) May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35	**OXYGEN**				Change Bars
35-01	**OXYGEN Overhead Panel**				
35-01-01	**CREW SUPPLY pb-sw OFF light**				
35-01-01A		C	1	0	May be inoperative.
35-01-02	**PAX SYS ON light**				
35-01-02A		C	1	0	May be inoperative.
35-01-31	**MASK MAN ON pb**				
35-01-31A	Automatic control function operative	C	1	0	May be inoperative provided that the automatic control of the passenger oxygen masks is operative.
35-01-31B	Automatic control function inoperative	C	1	0	May be inoperative provided that the operating altitude is limited to 10,000 ft (3,000 m).

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 35-2

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35	**OXYGEN**				Change Bars
35-02	**OXYGEN MAINTENANCE Overhead Panel**				
35-02-01	**RESET pb FAULT Light**				
35-02-01A		C	1	0	May be inoperative.
35-02-02	**RESET pb ON Light**				
35-02-02A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35	**OXYGEN**				Change Bars
35-07	**Indications on the DOOR/OXYGEN SD page**				
35-07-01	**REGUL PR LO Indication on the DOOR/OXYGEN SD page**				
35-07-01A		C	2	0	(m) One or both may be inoperative provided that the oxygen pressure on the affected side is checked before the first flight of each day. NOTE: On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.
35-07-02	**Crew Oxygen Bottle Pressure Monitoring on the DOOR/OXYGEN SD page**				
35-07-02A		C	2	0	(m) One or both may be inoperative provided that the oxygen pressure is checked by direct reading on the associated pressure gauge before each flight. NOTE: On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
35	**OXYGEN**				
35-10	**Crew Oxygen**				
35-10-01	**Crew Oxygen Mask**				
35-10-01A		C	4	-	Each occupant of the cockpit must have its assigned mask operative.
35-10-02	**Crew Oxygen Mask Microphone**				
35-10-02A		C	4	2	One must be operative for each pilot.
35-10-03	**Crew Oxygen Bottle** (Aircraft with MP L60334/ MOD 100846)				
35-10-03A		D	4	2	(m) One on each side may be inoperative provided that the associated manual isolation valve is set to the closed position.
35-10-04	**Exterior Crew Oxygen Discharge Indicator (Green Disc)**				
35-10-04A		C	2	0	One or both may be missing or damaged.
35-10-05	**Crew Oxygen Supply Valve**				
35-10-05A		C	2	0	(m) One or both may be inoperative in the open position provided that the affected valve is deactivated in the open position.
35-10-06	**Oxygen Control Redundancy**				
35-10-06A		A	1	0	May be inoperative for 10 consecutive calendar-days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35	**OXYGEN**				Change Bars
35-20	**Cabin Oxygen**				
35-20-01	**Automatic Control of the Passengers' Oxygen Masks**				
35-20-01A	Manual control checked operative	A	1	0	(m) May be inoperative for 10 consecutive calendar-days provided that: 1) The operating altitude is limited to FL 300, and 2) The manual control of the passengers' oxygen masks is checked operative if the MSA along the intended route is above 10,000 ft (3,000 m).
35-20-01B	Manual control checked operative before each flight	C	1	0	(m) May be inoperative provided that: 1) The operating altitude is limited to FL 300, and 2) The manual control of the passengers' oxygen masks is checked operative before each flight if the MSA along the intended route is above 10,000 ft (3,000 m).
35-20-02	**Flight Attendant and Passenger Individual Oxygen Module**				
35-20-02A	Affected seat not used	C	-	-	One or more may be inoperative provided that the affected seat is considered inoperative. Refer to Item 25-22-01 Flight Attendant Seat, or Refer to Item 25-21-01 Passenger Seat
35-20-02B	Altitude limited to 10,000 ft (3,000 m)	C	-	0	One or more may be inoperative provided that the operating altitude is limited to 10,000 ft (3,000 m).

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35	**OXYGEN**				Change Bars
35-20	**Cabin Oxygen**				
35-20-03	**Galley Oxygen Module**				
35-20-03A	Adjacent flight attendant oxygen module available	C	-	0	(o) One or more may be inoperative and the associated galley area may be occupied provided that: 1) An adjacent flight attendant individual oxygen module is available and visible for each occupant of the associated galley area, and 2) The affected module is placarded inoperative.
35-20-03B	Associated galley area not occupied	C	-	0	One or more may be inoperative provided that the associated galley area is not occupied.
35-20-04	**Lavatory Oxygen Module**				
35-20-04A		C	-	-	One or more may be inoperative provided that the associated lavatory is not used and is placarded inoperative.
35-20-05	**Manual Release Tool**				
35-20-05A		C	-	1	One must be available.
35-20-06 ***	**FCRC/CCRC Individual Oxygen Module**				
35-20-06A		D	-	0	One or more may be inoperative provided that: 1) The associated bunk bed or seat is placarded inoperative and is not used, and 2) Procedures do not require its use.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35	**OXYGEN**				Change Bars
35-30	**Portable Oxygen**				
35-30-01	**Portable Oxygen Unit**				
35-30-01A		D	-	-	(o) (m) Any in excess of those required by 14 CFR may be unserviceable or missing provided that: 1) Required distribution of serviceable bottles is maintained throughout the aircraft, and 2) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.
35-30-02	**Flight Crew Portable Protective Breathing Equipment**				
35-30-02A		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided that location placarding is removed or obscured. NOTE: Inoperative PBE units may be subject to dangerous goods requirements.
35-30-03	**Cabin Crew Portable Protective Breathing Equipment**				
35-30-03A		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided that location placarding is removed or obscured. NOTE: Inoperative PBE units may be subject to dangerous goods requirements.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 36-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	**PNEUMATIC**				Change Bars
36-01	**AIR Overhead Panel**				
36-01-01	**ENG 1(2) BLEED pb-sw FAULT light**				
36-01-01A		C	2	0	One or both may be inoperative.
36-01-02	**ENG 1(2) BLEED pb-sw OFF light**				
36-01-02A		C	2	0	One or both may be inoperative.
36-01-03	**APU BLEED pb-sw FAULT light**				
36-01-03A		C	1	0	May be inoperative.
36-01-04	**APU BLEED pb-sw ON light**				
36-01-04A		C	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 36-2

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36 PNEUMATIC				Change Bars
36-07 Indications on the BLEED SD page				
36-07-01 Precooler Outlet Pressure Monitoring on the BLEED SD page				
36-07-01A	C	2	0	One or both may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	**PNEUMATIC**				Change Bars
36-11	**Engine Bleed Air Supply System**				
36-11-01	**Engine Bleed Air System**				
36-11-01A	One engine bleed air system inoperative for non-ETOPS	C	2	1	(o) One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The APU and the APU bleed air supply are operative, and 3) The associated ENG BLEED pb-sw is set to OFF.
36-11-01B	One engine bleed air system inoperative for ETOPS 180 min	A	2	1	(o) One may be inoperative for 3 flights provided that: 1) ETOPS beyond 180 min is not conducted, and 2) The APU and the APU bleed air supply are operative, and 3) The associated ENG BLEED pb-sw is set to OFF.
36-11-02	**Engine Bleed Valve**				
36-11-02A		C	2	1	(m) One may be inoperative provided that: 1) The affected engine bleed valve is deactivated in the closed position, and 2) The associated engine bleed air system is considered inoperative. Refer to Item 36-11-01 Engine Bleed Air System
36-11-03	**Engine Bleed Fan Air Valve**				
36-11-03A		C	2	1	(m) One may be inoperative provided that: 1) The affected fan air valve is deactivated in the closed position, and 2) The associated engine bleed air system is considered inoperative. Refer to Item 36-11-01 Engine Bleed Air System

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	**PNEUMATIC**				Change Bars
36-11	**Engine Bleed Air Supply System**				
36-11-04	**Engine Bleed Overpressure Valve**				
36-11-04A		C	2	1	(m) One may be inoperative provided that: 1) The associated engine bleed overpressure valve is deactivated in the open position, and 2) The associated engine bleed air system is considered inoperative. Refer to Item 36-11-01 Engine Bleed Air System
36-11-05	**Engine Bleed IP Check Valve**				
36-11-05A	Associated bleed considered inoperative	C	2	1	One may be inoperative provided that the associated engine bleed air system is considered inoperative. Refer to Item 36-11-01 Engine Bleed Air System
36-11-05B	Inoperative in the open position	C	2	1	(o) (m) One may be inoperative in the open position provided that: 1) The non-affected engine bleed air system is operative, and 2) The associated engine high pressure valve is deactivated in the closed position, and 3) At low power setting, the associated engine bleed air system is not used during taxi and descent.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	**PNEUMATIC**				Change Bars
36-11	**Engine Bleed Air Supply System**				
36-11-06	**Engine HP Bleed Valve**				
36-11-06A	One valve inoperative in the closed position	C	2	1	(o) One may be inoperative in the closed position provided that: 1) The opposite engine bleed air system is operative, and 2) The associated engine bleed air system is not used during taxi and descent.
36-11-06B	One valve deactivated in the closed position	C	2	1	(o) (m) One may be inoperative provided that: 1) The affected engine HP bleed valve is deactivated in the closed position, and 2) The opposite engine bleed air system is operative, and 3) At low power setting, the associated engine bleed air system is not used during taxi and descent.
36-11-07	**Engine Bleed Pressure Monitoring**				
36-11-07A		C	2	0	One or both may be inoperative.
36-11-08	**Engine HP Bleed Valve Monitoring**				
36-11-08A		C	2	0	(o) One or both may be inoperative.
36-11-09	**Engine Bleed Control**				
36-11-09A		C	2	1	One may be inoperative provided that the associated engine bleed air system is considered inoperative. Refer to Item 36-11-01 Engine Bleed Air System

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	**PNEUMATIC**				Change Bars
36-11	**Engine Bleed Air Supply System**				
36-11-10	**Engine Bleed Monitoring**				
36-11-10A		C	2	1	One may be inoperative provided that the associated engine bleed air system is considered inoperative. Refer to Item 36-11-01 Engine Bleed Air System
36-11-11	**Engine Bleed Monitoring and Control**				
36-11-11A		C	2	1	(m) One may be inoperative provided that: 1) The associated HP bleed valve and the associated engine bleed valve are deactivated and secured in the closed position, and 2) The associated engine bleed overpressure valve is secured in the open position, and 3) The associated engine bleed air system is considered inoperative. Refer to Item 36-11-01 Engine Bleed Air System

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	**PNEUMATIC**				Change Bars
36-12	**APU Bleed Air Supply and Crossbleed Systems**				
36-12-01	**APU Bleed Air Supply**				
36-12-01A		C	1	0	(o) May be inoperative provided that the APU BLEED pb-sw is set to off.
36-12-02	**APU Bleed Valve**				
36-12-02A		C	1	0	May be inoperative in the open position provided that the APU is considered inoperative. Refer to Item 49-10-01 APU Power Plant.
36-12-03	**Automatic Control of the Xbleed Valve**				
36-12-03A		C	1	0	(o) May be inoperative provided that the manual control is checked operative.
36-12-04	**Manual Control of the Xbleed Valve**				
36-12-04A		C	1	0	(o) May be inoperative provided that the automatic control is checked operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	**PNEUMATIC**				Change Bars
36-22	**Leak Detection**				
36-22-01	**Air Leak Detection Redundancy**				
36-22-01A		C	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 38-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38	**WATER/WASTE**				Change Bars
38-10	**Potable Water**				
38-10-01	**Potable Water System**				
38-10-01A	Individual components inoperative.	C	-	-	(m) Individual components may be inoperative provided that: 1) Associated components are deactivated or isolated, and 2) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.
38-10-01B	System is drained.	C	-	-	(m) May be inoperative provided that: 1) System is drained, and 2) Procedures are established to ensure system is not serviced.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38	**WATER/WASTE**				Change Bars
38-30	**Lavatory Wast**				
38-30-01	**Lavatory Waste System**				
38-30-01A	Individual components inoperative.	C	-	-	(m) Individual components may be inoperative provided that: 1) Associated components are deactivated or isolated, and 2) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.
38-30-01B	Associated lavatory systems inoperative.	C	-	-	(m) Associated lavatory system(s) may be inoperative provided that: 1) Associated components are deactivated or isolated to prevent leaks, and 2) The Pilot-in-Command will determine if flight duration is acceptable with a FWD deck lavatory unusable, and 3) Associated lavatory door(s) is secured closed and placarded, “INOPERATIVE – DO NOT ENTER”. NOTE: These provisions are not intended to prohibit inspections by crewmembers.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-09	**AFDX Network**				
42-09-01	**AVIONICS NETWORK SW OR CABLE Message**				
42-09-01A		C	-	-	(m) May be displayed on the DISPATCH page provided that switch 03 and switch 04 are checked operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				
42-11	**CPIOM**				
42-11-01	**CPIOM H32**				
42-11-01A	CPIOM H32 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 10 consecutive calendar-days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page. NOTE: The AFT and FWD cargo doors must be operated manually.
42-11-01B	CPIOM H32 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that only one other CPIOM is failed in addition to CPIOM H32 and is part of the authorized combinations as given in the associated (o) procedure. NOTE: The AFT and FWD cargo doors must be operated manually.
42-11-02	**CPIOM H33**				
42-11-02A	CPIOM H33 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 10 consecutive calendar-days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-11-02B	CPIOM H33 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that only one other CPIOM is failed in addition to CPIOM H33 and is part of the authorized combinations as given in the associated (o) procedure.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				
42-11	**CPIOM**				
42-11-03	**CPIOM H34**				
42-11-03A	CPIOM H34 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 10 consecutive calendar-days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-11-03B	CPIOM H34 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that only one other CPIOM is failed in addition to CPIOM H34 and is part of the authorized combinations as given in the associated (o) procedure.
42-11-04	**CPIOM H41**				
42-11-04A	CPIOM H41 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) All pack control channels are operative.
42-11-04B	CPIOM H41 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM H41 and is part of the authorized combinations as given in the associated (o) procedure, and 2) All pack control channels are operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				
42-11	**CPIOM**				
42-11-05	**CPIOM H42**				
42-11-05A	CPIOM H42 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) All pack control channels are operative.
42-11-05B	CPIOM H42 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM H42 and is part of the authorized combinations as given in the associated (o) procedure, and 2) All pack control channels are operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-11	**CPIOM**				
42-11-06	**CPIOM H43**				
42-11-06A	CPIOM H43 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The APU and APU bleed air supply are operative, and 3) The engine bleed air system 2 is operative, and 4) The engine bleed air system 1 is considered inoperative. Refer to Item 36-11-01 Engine Bleed Air System
42-11-06B	CPIOM H43 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM H43 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The APU and APU bleed air supply are operative, and 3) The engine bleed air system 2 is operative, and 4) The engine bleed air system 1 is considered inoperative. Refer to Item 36-11-01 Engine Bleed Air System

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-11	**CPIOM**				
42-11-07	**CPIOM H44**				
42-11-07A	CPIOM H44 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The APU and APU bleed air supply are operative, and 3) The engine bleed air system 1 is operative, and 4) The engine bleed air system 2 is considered inoperative. Refer to Item 36-11-01 Engine Bleed Air System
42-11-07B	CPIOM H44 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM H44 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The APU and APU bleed air supply are operative, and 3) The engine bleed air system 1 is operative, and 4) The engine bleed air system 2 is considered inoperative. Refer to Item 36-11-01 Engine Bleed Air System

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-7

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-11	**CPIOM**				
42-11-08	**CPIOM H61**				
42-11-08A	CPIOM H61 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-11-08B	CPIOM H61 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CPIOM H61 and is part of the authorized combinations as given in the associated (o) procedure.
42-11-09	**CPIOM H62**				
42-11-09A	CPIOM H62 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-11-09B	CPIOM H62 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that only one other CPIOM is failed in addition to CPIOM H62 and is part of the authorized combinations as given in the associated (o) procedure.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-8

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-11	**CPIOM**				
42-11-10	**CPIOM H63**				
42-11-10A	CPIOM H63 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(m) May be inoperative provided that: 1) No other dispatch CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The landing gear gravity extension channel A is checked operative before each flight.
42-11-10B	CPIOM H63 inoperative combined with another CPIOM inoperative	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM H63 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The landing gear gravity extension channel A is checked operative before each flight.
42-11-11	**CPIOM H64**				
42-11-11A	CPIOM H64 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(m) May be inoperative provided that: 1) No other dispatch CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The landing gear gravity extension channel B is checked operative before each flight.
42-11-11B	CPIOM H64 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM H64 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The landing gear gravity extension channel B is checked operative before each flight.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-9

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-11	**CPIOM**				
42-11-12	**CPIOM J12**				
42-11-12A	CPIOM J12 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-11-12B	CPIOM J12 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that only one other CPIOM is failed in addition to CPIOM J12 and is part of the authorized combinations as given in the associated (o) procedure.
42-11-13	**CPIOM J21**				
42-11-13A	CPIOM J21 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L42630/ MOD 108192)	C	1	0	(o) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The Engine Interface Function (EIF) 2 on engine 1 is operative, and 3) The APU and the AC auxiliary generation are operative.
42-11-13B	CPIOM J21 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346 and with MP L42630/MOD 108192)	B	1	0	(o) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM J21 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The Engine Interface Function (EIF) 2 on engine 1 is operative, and 3) The APU and the AC auxiliary generation are operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				
42-11	**CPIOM**				
42-11-14	**CPIOM J22**				
42-11-14A	CPIOM J22 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The Engine Interface Function (EIF) 1 on engine 2 is operative.
42-11-14B	CPIOM J22 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM J22 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The Engine Interface Function (EIF) 1 on engine 2 is operative.
42-11-15	**CPIOM J23**				
42-11-15A	CPIOM J23 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The Engine Interface Function (EIF) 1 on engine 1 is operative.
42-11-15B	CPIOM J23 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CPIOM J23 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The Engine Interface Function (EIF) 1 on engine 1 is operative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-11

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-11	**CPIOM**				
42-11-16	**CPIOM J24**				
42-11-16A	CPIOM J24 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L42630/ MOD 108192)	C	1	0	(o) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The Engine Interface Function (EIF) 2 on engine 2 is operative, and 3) The APU and the AC auxiliary generation are operative.
42-11-16B	CPIOM J24 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346 and with MP L42630/MOD 108192)	B	1	0	(o) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CPIOM J24 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The Engine Interface Function (EIF) 2 on engine 2 is operative, and 3) The APU and the AC auxiliary generation are operative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-12

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-11	**CPIOM**				
42-11-17	**CPIOM J51**				
42-11-17A	CPIOM J51 inoperative and no other CPIOM/CRDC inoperative	D	1	0	(o) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) ATC datalink is considered inoperative. Refer to Item 23-21-01 Datalink
42-11-17B	CPIOM J51 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CPIOM J51 and is part of the authorized combinations as given in the associated (o) procedure, and 2) ATC datalink is considered inoperative. Refer to Item 23-21-01 Datalink
42-11-18	**CPIOM J52**				
42-11-18A	CPIOM J52 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	D	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-11-18B	CPIOM J52 inoperative combined with another CRDC/CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CPIOM J52 and is part of the authorized combinations as given in the associated (o) procedure.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS Change Bars
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				
42-11	**CPIOM**				
42-11-19	**CPIOM J72**				
42-11-19A	CPIOM J72 inoperative and no other CRDC/CPIOM inoperative	A	1	0	(o) (m) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The monitoring of the stabilizer by the FWS is checked operative, and 3) The monitoring of the elevators by the FWS is checked operative, and 4) The pitch trim position is checked on both PFDs.
42-11-19B	CPIOM J72 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative for provided that: 1) Only one other CPIOM is failed in addition to CPIOM J72 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The monitoring of the stabilizer by the FWS is checked operative, and 3) The monitoring of the elevators by the FWS is checked operative, and 4) The pitch trim position is checked on both PFDs.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				
42-41	**CRDC**				
42-41-01	**CRDC A01**				
42-41-01A	CRDC A01 inoperative and no other CRDC/CPIOM inoperative	A	1	0	(o) May be inoperative for 10 consecutive calendar-days provided that no other dispatch message associated with CPIOM or CRDC is displayed on the DISPATCH page.
42-41-01B	CRDC A01 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that only one other CPIOM is failed in addition to CRDC A01 and is part of the authorized combinations as given in the associated (o) procedure.
42-41-02	**CRDC A02**				
42-41-02A	CRDC A02 inoperative and no other CRDC/CPIOM inoperative	A	1	0	(o) (m) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The landing gear gravity extension channel B is checked operative before each flight.
42-41-02B	CRDC A02 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC A02 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The landing gear gravity extension channel B is checked operative before each flight.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-03	**CRDC A03**				
42-41-03A	CRDC A03 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-03B	CRDC A03 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that one other CPIOM is failed in addition to CRDC A03 and is part of the authorized combinations as given in the associated (o) procedure.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-16

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-04	**CRDC A04**				
42-41-04A	Without HF 2 and CRDC A04 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-04B	Without HF 2, CRDC A04 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC A04 and is part of the authorized combinations as given in the associated (o) procedure.
42-41-04C	With HF 2 and CRDC A04 inoperative and no other CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345)	C	1	0	(o) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The HF2 is set to VOICE mode on ground, and 3) The HF2 is not used during refuelling, defuelling or ground fuel transfer.
42-41-04D	With HF 2, CRDC A04 inoperative combined with another CRDC/CPIOM inoperative (Aircraft with MP L41114/ MOD 100345)	B	1	0	(o) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC A04 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The HF2 is set to VOICE mode on ground, and 3) The HF2 is not used during refuelling, defuelling or ground fuel transfer.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-17

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-05	**CRDC A05**				
42-41-05A	CRDC A05 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The HF1 is set to VOICE mode on ground, and 3) The HF1 is not used during refuelling, defuelling or ground fuel transfer.
42-41-05B	CRDC A05 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC A05 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The HF1 is set to VOICE mode on ground, and 3) The HF1 is not used during refuelling, defuelling or ground fuel transfer.
42-41-06	**CRDC A06**				
42-41-06A	CRDC A06 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-06B	CRDC A06 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that only one other CPIOM is failed in addition to CRDC A06 and is part of the authorized combinations as given in the associated (o) procedure.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-18

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-07	**CRDC A07**				
42-41-07A	CRDC A07 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(m) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The NLG APP fluid level is visually checked in the associated reservoir before each flight, and 3) The landing gear gravity extension channel A is checked operative before each flight.
42-41-07B	CRDC A07 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CRDC A07 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The NLG APP fluid level is visually checked in the associated reservoir before each flight, and 3) The landing gear gravity extension channel A is checked operative before each flight.
42-41-08	**CRDC A08**				
42-41-08A	CRDC A08 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-08B	CRDC A08 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that only one other CPIOM is failed in addition to CRDC A08 and is part of the authorized combinations as given in the associated (o) procedure.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-19

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-09	**CRDC A09**				
42-41-09A	CRDC A09 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) (m) May be inoperative provided that before each flight: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The FWD internal avionics door is visually checked closed before each flight, and 3) The cockpit escape hatch is visually checked closed and latched before each flight, and 4) The external avionics door is visually checked closed and latched before each flight.
42-41-09B	CRDC A09 inoperative combined with another CPIOM inoperative	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CRDC A09 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The FWD internal avionics door is visually checked closed before each flight, and 3) The cockpit escape hatch is visually checked closed and latched before each flight, and 4) The external avionics door is visually checked closed and latched before each flight.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-10	**CRDC A10**				
42-41-10A	CRDC A10 inoperative and no other CRDC/CPIOM inoperative	A	1	0	(m) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The landing gear gravity extension channel B is checked operative before each flight.
42-41-10B	CRDC A10 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CRDC A10 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The landing gear gravity extension channel B is checked operative before each flight.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-21

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-11	**CRDC A11**				
42-41-11A	CRDC A11 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(m) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The landing gear gravity extension channel A is checked operative before each flight.
42-41-11B	CRDC A11 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CRDC A11 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The landing gear gravity extension channel A is checked operative before each flight.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-22

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-12	**CRDC A12**				
42-41-12A	CRDC A12 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(m) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The landing gear gravity extension channel B is checked operative before each flight.
42-41-12B	CRDC A12 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346).	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CRDC A12 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The landing gear gravity extension channel B is checked operative before each flight.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-23

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-13	**CRDC A13**				
42-41-13A	CRDC A13 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) (m) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The MLG APP fluid level is visually checked in the associated reservoir before each flight, and 3) CAPT oxygen pressure is checked by direct reading on the associated pressure gauge before each flight, and 4) The landing gear gravity extension channel A is checked operative before each flight.
42-41-13B	CRDC A13 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CPIOM is failed in addition to CRDC A13 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The MLG APP fluid level is visually checked in the associated reservoir before each flight, and 3) CAPT oxygen pressure is checked by direct reading on the associated pressure gauge before each flight, and 4) The landing gear gravity extension channel A is checked operative before each flight.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-24

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-14	**CRDC A15**				
42-41-14A	CRDC A15 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The BULK HEATER pb-sw is set to OFF.
42-41-14B	CRDC A15 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC A15 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The BULK HEATER pb-sw is set to OFF.
42-41-15	**CRDC A17**				
42-41-15A	CRDC A17 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-15B	CRDC A17 inoperative combined with another CPIOM inoperative (Aircraft with MP L41174/ MOD 100346)	B	1	0	(o) May be inoperative provided that only one other CPIOM is failed in addition to CRDC A17 and is part of the authorized combinations as given in the associated (o) procedure.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-25

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-16	**CRDC B01**				
42-41-16A	CRDC B01 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 10 consecutive calendar-days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-16B	CRDC B01 inoperative combined with another CRDC/CPIOM inoperative	A	1	0	(o) May be inoperative for 3 consecutive calendar-days provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B01 and is part of the authorized combinations as given in the associated (o) procedure.
42-41-17	**CRDC B02**				
42-41-17A	CRDC B02 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 10 consecutive calendar-days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-17B	CRDC B02 inoperative combined with another CRDC/CPIOM inoperative	A	1	0	(o) May be inoperative for 3 consecutive calendar-days provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B02 and is part of the authorized combinations as given in the associated (o) procedure.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-26

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-18	**CRDC B03**				
42-41-18A	CRDC B03 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-18B	CRDC B03 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B03 and is part of the authorized combinations as given in the associated (o) procedure.
42-41-19	**CRDC B04**				
42-41-19A	CRDC B04 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) (m) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The yellow electric pump is deactivated, and 3) The green electric motor pump is operative, and 4) All green wheel brakes are operative, and 5) The green parking brake selector valve is operative, and 6) The affected yellow fire shut-off valve(s) is checked in the open position, and 7) The yellow hydraulic reservoir quantity is checked before each flight, and 8) The yellow hydraulic reservoir is manually bled before the first MEL dispatch. NOTE: The AFT and FWD cargo doors must be operated manually. (Continued)

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				
42-41	**CRDC**				
42-41-19	**CRDC B04** (Cont'd)				
42-41-19B	CRDC B04 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B04 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The yellow electric pump is deactivated, and 3) The green electric motor pump is operative, and 4) All green wheel brakes are operative, and 5) The green parking brake selector valve is operative, and 6) The affected yellow fire shut-off valve(s) is checked in the open position, and 7) The yellow hydraulic reservoir quantity is checked before each flight, and 8) The yellow hydraulic reservoir is manually bled before the first MEL dispatch. NOTE: The AFT and FWD cargo doors must be operated manually.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-28

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-20	**CRDC B05**				
42-41-20A	CRDC B05 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 10 consecutive calendar-days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-20B	CRDC B05 inoperative combined with another CRDC/CPIOM inoperative	A	1	0	(o) May be inoperative for 3 consecutive calendar-days provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B05 and is part of the authorized combinations as given in the associated (o) procedure.
42-41-21	**CRDC B06**				
42-41-21A	CRDC B06 inoperative and no other CRDC/CPIOM inoperative	A	1	0	May be inoperative for 10 consecutive calendar-days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-21B	CRDC B06 inoperative combined with another CRDC/CPIOM inoperative	A	1	0	(o) May be inoperative for 3 consecutive calendar-days provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B06 and is part of the authorized combinations as given in the associated (o) procedure.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-29

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-22	**CRDC B07**				
42-41-22A	CRDC B07 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(m) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The AFT avionics internal access door is visually checked closed before each flight.
42-41-22B	CRDC B07 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B07 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The AFT avionics internal access door is visually checked closed before each flight.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-30

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-23	**CRDC B08**				
42-41-23A	CRDC B08 inoperative and no other CRDC/CPIOM inoperative	A	1	0	(o) (m) May be inoperative for 10 consecutive calendar-days provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) F/O oxygen pressure is checked by direct reading on the associated pressure gauge before each flight. NOTE: On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.
42-41-23B	CRDC B08 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B08 and is part of the authorized combinations as given in the associated (o) procedure, and 2) F/O oxygen pressure is checked by direct reading on the associated pressure gauge before each flight. NOTE: On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-31

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-24	**CRDC B09**				
42-41-24A	CRDC B09 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-24B	CRDC B09 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B09 and is part of the authorized combinations as given in the associated (o) procedure.
42-41-25	**CRDC B10**				
42-41-25A	CRDC B10 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page. NOTE: The AFT cargo door must be operated manually.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				
42-41	**CRDC**				
42-41-26	**CRDC B11**				
42-41-26A	CRDC B11 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) (m) May be inoperative provided that: 1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and 2) The green electric pump is deactivated, and 3) The yellow electric motor pump is operative, and 4) All yellow wheel brakes are operative, and 5) The yellow parking brake selector valve is operative, and 6) The affected green fire shut-off valve(s) is checked in the open position, and 7) The green hydraulic reservoir level is visually checked before each flight, and 8) The green hydraulic reservoir is manually bled before the first MEL dispatch. (Continued)

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-26	**CRDC B11** (Cont'd)				
42-41-26B	CRDC B11 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) (m) May be inoperative provided that: 1) Only one other CRDC or one other CPIOM is failed in addition to CRDC B11 and is part of the authorized combinations as given in the associated (o) procedure, and 2) The green electric pump is deactivated, and 3) The yellow electric motor pump is operative, and 4) All yellow wheel brakes are operative, and 5) The yellow parking brake selector valve is operative, and 6) The affected green fire shut-off valve(s) is checked in the open position, and 7) The green hydraulic reservoir level is visually checked before each flight, and 8) The green hydraulic reservoir is manually bled before the first MEL dispatch.
42-41-27	**CRDC B12**				
42-41-27A	CRDC B12 inoperative and no other CRDC/CPIOM inoperative	C	1	0	(o) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-27B	CRDC B12 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B12 and is part of the authorized combinations as given in the associated (o) procedure.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 42-34

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
42	**AVIONICS NETWORK/INTEGRATED MODULAR AVIONICS**				Change Bars
42-41	**CRDC**				
42-41-28	**CRDC B13**				
42-41-28A	CRDC B13 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-28B	CRDC B13 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B13 and is part of the authorized combinations as given in the associated (o) procedure.
42-41-29	**CRDC B14**				
42-41-29A	CRDC B14 inoperative and no other CRDC/CPIOM inoperative	C	1	0	May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.
42-41-29B	CRDC B14 inoperative combined with another CRDC/CPIOM inoperative	B	1	0	(o) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B14 and is part of the authorized combinations as given in the associated (o) procedure.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 44-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-01	**CABIN Overhead Panel**				
44-01-01	**LANDSCAPE CAMERA pb-sw OFF Light**				
44-01-01A		D	1	0	May be inoperative.
44-01-02	**LAVATORY OCCPD light**				
44-01-02A		D	1	0	May be inoperative.
44-01-03	**PAX INFO pb-sw OFF light**				
44-01-03A		D	1	0	May be inoperative.
44-01-04	**MOBILE COM pb-sw OFF light**				
44-01-04A		D	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-02	**CALLS Overhead Panel**				
44-02-01	**CALLS EMER pb CALL light**				
44-02-01A		C	1	0	May be inoperative.
44-02-02	**CALLS EMER pb ON light**				
44-02-02A		C	1	0	May be inoperative.
44-02-31	**CALLS ALL pb**				
44-02-31A		C	1	0	(o) May be inoperative.
44-02-32	**CALLS EMER pb**				
44-02-32A		C	1	0	(o) May be inoperative.
44-02-33	**CALLS FWD(MID)(EXIT)(AFT) pb**				
44-02-33A		C	4	0	(o) One or more may be inoperative.
44-02-34	**CALLS MECH CALL pb**				
44-02-34A		C	1	0	(o) May be inoperative.
44-02-35	**CALLS PURS pb**				
44-02-35A		C	1	0	(o) May be inoperative.
44-02-36 ***	**CALLS FLT(CAB) REST pb**				
44-02-36A		C	2	0	(o) One or both may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 44-3

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-03	**EVAC Overhead Panel**				
44-03-01	**COMMAND pb-sw EVAC light**				
44-03-01A		D	1	0	May be inoperative.
44-03-02	**COMMAND pb-sw ON light**				
44-03-02A		D	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-04	**Maintenance Overhead Panel**				
44-04-01	**SVCE INT OVRD pb ON light**				
44-04-01A		D	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 44-5

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44 CABIN SYSTEMS				Change Bars
44-10 Cabin Core System				
44-10-01 CIDS Director				
44-10-01A	A	2	1	One may be inoperative for 70 consecutive calendar-days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-11	**DEU A**				
44-11-01	**DEU A**				
44-11-01A		C	-	-	(o) One or more may be inoperative provided that the items associated with the failed DEU A are considered inoperative. Refer to Item 33-26-01 Cabin Sign (No Smoking, No Portable/Elec device, Fasten Seat Belt, Return to Seat) Refer to Item 33-26-02 Lavatory Sign (Return to Seat) Refer to Item 33-26-03 Cabin Crew Rest Compartment Sign (No Smoking, No Portable/Elec Device, No Mobil, Fasten Seat Belt) Refer to Item 33-26-04 Flight Crew Rest Compartment Sign (No Smoking, No Portable/Elec Device, Fasten Seat Belt) Refer to Item 33-26-05 Return to Cabin Sign in CCRC Refer to Item 44-13-01 Lavatory Call Refer to Item 44-13-02 Passenger Call Refer to Item 44-14-01 Cabin Loudspeaker Refer to Item 44-14-02 Lavatory Loudspeaker Refer to Item 44-14-03 CRC Loudspeaker NOTE: The location of the affected area is indicated on the FAP System Info page.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-12	**DEU B**				
44-12-01	**DEU B**				
44-12-01A		C	-	-	(o) One or more may be inoperative provided that the items associated with the failed DEU B are considered inoperative. Refer to Item 26-17-01 Lavatory Smoke Detection Refer to Item 44-15-02 Cabin Handset Refer to Item 44-15-03 CRC Handset Refer to Item 44-18-01 Emergency Evacuation Signaling System Refer to Item 44-18-02 Emergency Crew Alerting System Refer to Item 44-19-04 Area Call Panel Refer to Item 44-19-05 Attendant Indication Panel Refer to Item 44-19-06 Additional Attendant Panel NOTE: The location of the affected area is indicated on the FAP System Info page.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 44-8

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-13	**Cabin Individual Call**				
44-13-01	**Lavatory Call**				
44-13-01A		D	-	0	One or more may be inoperative.
44-13-02	**Passenger Call**				
44-13-02A		D	-	0	One or more may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-14	**Loudspeakers**				
44-14-01	**Cabin Loudspeaker**				
44-14-01A		C	-	-	(o) One or more may be inoperative provided that no seat is occupied from which a passenger cannot clearly hear a passenger announcement.
44-14-02	**Lavatory Loudspeaker**				
44-14-02A		C	-	0	(o) May be inoperative provided that alternate procedures are established and used.
44-14-03	**CRC Loudspeaker**				
44-14-03A	Alternate procedure established and used for CRC loudspeaker	C	-	0	(o) One or more may be inoperative provided that alternate procedures are established and used.
44-14-03B	Associated bed or seat not used	D	-	0	One or more may be inoperative provided that 1) The associated bed or seat is placarded inoperative and is not used, and 2) Procedures do not require its use.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-15	**Handsets**				
44-15-01	**Cockpit Handset**				
44-15-01A	RMP used	C	1	0	May be inoperative provided that the RMP is used for communication between the cockpit and the cabin.
44-15-01B	Procedures do not require cockpit handset use	D	1	0	May be inoperative provided that procedures do not require its use.
44-15-02	**Cabin Handset**				
44-15-02A		B	8	4	(o) May be inoperative provided that: 1) One handset must operate normally at each pair of exit doors, and 2) Alternate communications procedures between the affected flight attendants station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the minimum required. NOTE 2: Any handset(s) function(s) that operate normally may be used.
44-15-03	**CRC Handset**				
*******					
44-15-03A	Passenger address operative	C	-	0	(o) One or more may be inoperative provided that the passenger address can be clearly heard throughout the associated crew rest compartment.
44-15-03B	Affected CRC locked closed	D	-	0	One or more may be inoperative provided that: 1) The associated crew rest compartment is locked closed and is placarded inoperative, and 2) Procedures do not require use of the affected compartment.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-16	**Prerecorded Announcement and Music Reproducer (PRAM)**				
44-16-01	**Prerecorded Announcement and Music Reproducer**				
44-16-01A	Alternate procedures are established and used for prerecorded announcement and music reproducer	C	1	0	(o) May be inoperative provided that alternate procedures are established and used.
44-16-01B	Procedures do not require prerecorded announcement and music reproducer use	D	1	0	May be inoperative provided that procedures do not require its use.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 44-12

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-17	**Cabin Assignment Module (CAM)**				
44-17-01	**Cabin Assignment Module**				
44-17-01A		D	1	0	May be inoperative or missing provided that the CAM is not needed for a cabin reconfiguration.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 44-13

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-18	**Emergency System**				
44-18-01	**Emergency Evacuation**				
***	**Signaling System**				
44-18-01A		C	1	0	(o) May be inoperative provided that alternate procedures are established and used.
44-18-02	**Emergency Crew Alerting**				
***	**System**				
44-18-02A		D	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-19	**Cabin Crew Panel**				
44-19-01	**FAP Display Unit**				
44-19-01A	At least one FAP DU operative	D	-	1	One or more may be inoperative provided that at least one FAP display unit is operative.
44-19-01B	One or more FAP DUs inoperative	C	-	0	One or more may be inoperative.
44-19-02	**EMER pb on the FAP Sub Panel**				
44-19-02A		D	-	1	One or more may be inoperative provided that at least one EMER pb is operative.
44-19-03	**FAP Sub Panel**				
44-19-03A		D	-	0	One or more may be inoperative.
44-19-04	**Area Call Panel**				
44-19-04A		D	-	0	May be inoperative.
44-19-05	**Attendant Indication Panel**				
44-19-05A		D	-	0	May be inoperative.
44-19-06	**Additional Attendant Panel**				
44-19-06A		D	-	0	One or more may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 44-15

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
44	**CABIN SYSTEMS**				Change Bars
44-50	**Cabin Monitoring System**				
44-50-01 ***	**Cockpit Door Surveillance System (CDSS)**				
44-50-01A	Alternate procedures established and used for CDSS	C	1	0	(o) May be inoperative provided that: 1) The cockpit door viewing port is checked to operate normally, and 2) Alternate procedures are established and used.
44-50-01B	Procedures do not require CDSS use	D	1	0	May be inoperative provided that procedures do not require its use.
44-50-02 ***	**Cabin Video Monitoring System (CVMS)**				
44-50-02A		D	1	0	May be inoperative.
44-50-03 ***	**CVMS pb ON light**				
44-50-03A		D	2	0	One or both may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46	**INFORMATION SYSTEMS**				Change Bars
46-01	**OIS Overhead Panel**				
46-01-01	**OIS DATA TO AVNCS pb-sw OFF light**				
46-01-01A		C	1	0	May be inoperative.
46-01-02	**OIS GATELINK pb-sw OFF light**				
46-01-02A		C	1	0	May be inoperative.
46-01-03	**CAB DATA TO OIS pb-sw OFF light**				
46-01-03A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46	**INFORMATION SYSTEMS**				Change Bars
46-02	**OIS Overhead Panel**				
46-02-01	**GND CONNECTION pb-sw ON light**				
46-02-01A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46	**INFORMATION SYSTEMS**				Change Bars
46-03	**ACMS Overhead Panel**				
46-03-01	**ACMS TRIGGER pb**				
46-03-01A		D	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 46-4

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46 **46-10**	**INFORMATION SYSTEMS** **Information Core Systems**				Change Bars
46-10-01	**Data Transfer between OIS and Avionics**				
46-10-01A		C	1	0	(o) May be inoperative provided that alternate procedures are established and used.
46-10-02	**Redundancy on OIS AVNCS Server (ASFC)**				
46-10-02A		D	1	0	May be inoperative.
46-10-03	**Redundancy on OIS CAB&MAINT Server (OSFC)**				
46-10-03A		D	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46 **46-20**	**INFORMATION SYSTEMS** **Cockpit Information Systems**				Change Bars
46-20-01	**COMPANY COM**				
46-20-01A		C	1	0	(o) May be inoperative provided that alternate procedures are established and used.
46-20-02	**EFB Docking Station**				
46-20-02A		C	2	0	(o) One or both may be inoperative provided that an alternate procedure is established and used.
46-20-03	**Flight Crew Applications**				
46-20-03A		C	-	-	(o) One or more may be inoperative provided that alternate procedures are established and used.
46-20-04	**OIS Keyboard**				
46-20-04A		C	2	0	(o) One or more may be inoperative.
46-20-05	**Printer**				
46-20-05A	Operator's procedures do not require printer's use	D	1	0	May be inoperative provided that Operator's procedures do not require its use.
46-20-05B	Alternate procedures for printer are established and used	C	1	0	(o) May be inoperative provided that alternate procedures are established and used.
46-20-06	**Third EFB Stowage Box**				
46-20-06A		D	1	0	(o) May be inoperative.
46-20-07	**EFB**				
46-20-07A		C	2	0	(o) One or both may be inoperative provided that alternate procedures are established and used.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46	**INFORMATION SYSTEMS**				Change Bars
46-21	**Air Traffic Control (ATC) System**				
46-21-01	**ATC Datalink**				
46-21-01A	Procedures do not require the use of the ATC datalink	D	1	0	(o) May be inoperative provided that procedures do not require the use of ATC datalink.
46-21-01B	Alternate procedures are established and used for ATC communications	C	1	0	(o) May be inoperative provided that alternate procedures are established and used for ATC communications.
46-21-02	**ADS-C Datalink**				
46-21-02A		D	1	0	May be inoperative.
46-21-03	**ATC MSG pb**				
46-21-03A	One ATC MSG pb inoperative	D	2	1	One may be inoperative.
46-21-03B	Both ATC MSG pbs inoperative and procedures do not require the use of the ATC datalink	D	2	0	(o) Both may be inoperative provided that procedures do not require the use of the ATC datalink.
46-21-03C	Both ATC MSG pbs inoperative and alternate procedures are established and used	C	2	0	(o) Both may be inoperative provided that alternate procedures are established and used for the use of ATC datalink.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46 **46-25**	**INFORMATION SYSTEMS** **Onboard Information System (OIS)**				Change Bars
46-25-01	**OIS Display**				
46-25-01A		C	2	0	(o) One or both may be inoperative.
46-25-02	**OIS Display on the OUTER DU**				
46-25-02A	OIS ON CENTER pb-sw operative on the affected side	C	2	0	(o) One or both may be inoperative provided that the OIS ON CENTER pb-sw is operative on the affected side.
46-25-02B	OIS ON CENTER pb-sw inoperative on the affected side	C	2	0	One or both may be inoperative provided that the OIS session is considered inoperative on the affected side. Refer to Item 46-25-01 OIS Display

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46	**INFORMATION SYSTEMS**				Change Bars
46-30	**Maintenance Information Systems**				
46-30-01	**Maintenance Applications**				
46-30-01A		D	-	-	(o) One or more may be inoperative provided that alternate procedures are established and used.
46-30-02	**OMT**				
46-30-02A		C	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 46-9

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46	**INFORMATION SYSTEMS**				Change Bars
46-40	**Cabin Information Systems**				
46-40-01	**Cabin Applications**				
46-40-01A		D	-	-	(o) One or more may be inoperative provided that alternate procedures are established and used.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 46-10

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46	**INFORMATION SYSTEMS**				Change Bars
46-50	**Miscellaneous Information Systems**				
46-50-01	**SPP**				
46-50-01A		C	1	0	May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 47-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
47	**INERT GAS SYSTEMS**				Change Bars
47-10	**Generation/Storage**				
47-10-01	**Fuel Inerting System**				
47-10-01A		A	1	0	May be inoperative provided that repairs are made within 10 flight days.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 49-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49	**AIRBORNE AUXILIARY POWER**				Change Bars
49-01	**APU Overhead Panel**				
49-01-01	**APU MASTER SW pb-sw FAULT light**				
49-01-01A		C	1	0	May be inoperative.
49-01-02	**APU MASTER SW pb-sw ON light**				
49-01-02A		C	1	0	(o) May be inoperative.
49-01-03	**APU START pb ON light**				
49-01-03A		C	1	0	May be inoperative.
49-01-04	**APU START pb AVAIL light**				
49-01-04A		C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49	**AIRBORNE AUXILIARY POWER**				Change Bars
49-02	**APU Maintenance Overhead Panel**				
49-02-01	**APU ECON MODE pb ON light**				
49-02-01A		D	1	0	May be inoperative.
49-02-31	**APU ECON MODE pb**				
49-02-31A		D	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
49	**AIRBORNE AUXILIARY POWER**				
49-07	**Indications on the APU SD page**				
49-07-01	**APU GEN Indications on the APU SD page**				
49-07-01A		C	3	0	One or more indications (load, voltage, frequency) of the APU GEN may be inoperative on the APU SD page.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
					Change Bars
49	**AIRBORNE AUXILIARY POWER**				
49-09	**Dispatch Messages**				
49-09-01	**APU DUAL POWER SUPPLY Message**				
49-09-01A		C	-	-	May be displayed on the DISPATCH page.
49-09-02	**APU OIL FILTER Message**				
49-09-02A		C	-	-	May be displayed on the DISPATCH page.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 49-5

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49	**AIRBORNE AUXILIARY POWER**				Change Bars
49-10	**Power Plant**				
49-10-01	**APU Power Plant**				
49-10-01A		C	1	0	(o) May be inoperative provided that ETOPS beyond 180 min is not conducted.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
49	**AIRBORNE AUXILIARY POWER**				
49-16	**Air Intake System**				
49-16-01	**APU Air-Intake Flap**				
49-16-01A	APU air-intake flap deactivated in the open position	C	1	0	(o) (m) May be inoperative provided that the air-intake flap of the APU is deactivated in the open position.
49-16-01B	APU air-intake flap inoperative in the closed position	C	1	0	May be inoperative in the closed position provided that the APU is considered inoperative. Refer to Item 49-10-01 APU Power Plant
49-16-01C	APU air-intake flap deactivated in the closed position	C	1	0	(m) May be inoperative provided that: 1) The air-intake flap of the APU is deactivated in the closed position, and 2) The APU is considered inoperative. Refer to Item 49-10-01 APU Power Plant

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 49-7

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49	**AIRBORNE AUXILIARY POWER**				Change Bars
49-40	**APU Ignition and Starting**				
49-40-01	**APU Starter Power Unit**				
49-40-01A		C	1	0	(o) May be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 49-8

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49	**AIRBORNE AUXILIARY POWER**				Change Bars
49-62	**APU Emergency Shutdown**				
49-62-01	**APU SHUT OFF sw (Nose L/G Panel)**				
49-62-01A		C	1	0	(o) May be inoperative.
49-62-02	**APU EMERGENCY SHUTDOWN sw (External REFUEL Panel)**				
49-62-02A		C	1	0	(o) May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49	**AIRBORNE AUXILIARY POWER**				Change Bars
49-90	**APU Oil**				
49-90-01	**APU Oil Level Sensor**				
49-90-01A	APU not used	C	1	0	(o) May be inoperative provided that: 1) Procedures do not require use of the APU, and 2) ETOPS beyond 180 min is not conducted.
49-90-01B	APU used	C	1	0	(m) May be inoperative provided that the APU oil quantity is verified adequate once each flight day.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
50	**CARGO COMPARTMENTS**				Change Bars
50-10	**Cargo Compartments**				
50-10-01	**Decompression Panel in FWD Cargo Compartment**				
50-10-01A		C	-	0	(o) One or more may be damaged or missing provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
50-10-02	**Decompression Panel in AFT/BULK Cargo Compartment**				
50-10-02A		C	-	0	(o) One or more may be damaged or missing provided that procedures are established and used to ensure the AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
50	**CARGO COMPARTMENTS**				Change Bars
50-10	**Cargo Compartments**				
50-10-03	**Lining Panel in FWD Cargo Compartment**				
50-10-03A	Damaged lining panel	C	-	0	(o) One or more may be damaged provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
50-10-03B	Missing lining panel	C	-	0	(o) One or more may be missing provided that procedures are established and used to ensure the FWD cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
50	**CARGO COMPARTMENTS**				Change Bars
50-10	**Cargo Compartments**				
50-10-04	**Lining Panel in AFT/BULK Cargo Compartment**				
50-10-04A	Damaged lining panel	C	-	0	(o) One or more may be damaged or missing provided that procedures are established and used to ensure the AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
50-10-04B	Missing lining panel	C	-	0	(o) One or more may be missing provided procedures are established and used to ensure the AFT and BULK cargo compartments remain empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
50	**CARGO COMPARTMENTS**				Change Bars
50-10	**Cargo Compartments**				
50-10-05	**Pressure Compensation Valve in FWD Cargo Compartment**				
50-10-05A		C	1	0	(o) May be inoperative in the open position provided that procedures are established and used to ensure the FWD cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
50-10-06	**Pressure Compensation Valve in AFT/BULK Cargo Compartment**				
50-10-06A		C	1	0	(o) May be inoperative in the open position provided that procedures are established and used to ensure the AFT and BULK cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
50 **50-20**	**CARGO COMPARTMENTS** **Cargo Loading Systems (CLS)**				Change Bars
50-20-01	**Cargo Semiautomatic Loading System**				
50-20-01A		D	-	-	May be inoperative. NOTE: Any part of the cargo loading system that operates normally may be used.
50-20-02	**Cargo Compartment Mechanical Components (Latch, Net, Transport Roller, and Entrance Guide)**				
50-20-02A	Cargo compartment used	D	-	-	(m) May be inoperative or missing provided that: 1) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual, or Weight and Balance Document) are observed, and 2) Repairs are made prior to the completion of the next heavy maintenance visit.
50-20-02B	Cargo compartment empty	D			May be inoperative or missing provided that the associated cargo compartment remains empty.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 52-1

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52 DOORS **52-01 Maintenance Overhead Panel**				Change Bars
52-01-01 CKPT DOOR LOCKG SYS pb-sw OFF light				
52-01-01A	C	1	0	May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	**DOORS**				Change Bars
52-07	**Indications on the DOOR/OXYGEN SD page**				
52-07-01	**Cabin Door Position Detection on the DOOR/OXYGEN SD page**				
52-07-01A		C	8	0	(o) One or more may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated cabin door is visually checked closed, latched and locked, and 3) The flight is not pressurized.
52-07-02	**Cargo Door Position Detection on the DOOR/OXYGEN SD page**				
52-07-02A		C	3	0	(o) (m) One or more may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated cargo door is visually checked closed, latched and locked before each flight, and 3) The flight is not pressurized.
52-07-03	**Escape Hatch Position Detection on the DOOR/OXYGEN SD page**				
52-07-03A		C	1	0	(o) (m) May be inoperative provided that the escape hatch is visually checked closed and locked before each flight.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	**DOORS**				Change Bars
52-07	**Indications on the DOOR/OXYGEN SD page**				
52-07-04	**External Avionics Door Position Detection on the DOOR/OXYGEN SD page**				
52-07-04A		C	1	0	(o) (m) May be inoperative provided that the external avionics door is visually checked closed and latched before each flight.
52-07-05	**Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page**				
52-07-05A		C	2	0	(m) One or both may be inoperative provided that the associated internal avionics door is visually checked closed before each flight.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	**DOORS**				Change Bars
52-10	**Passenger/Crew**				
52-10-01	**Cabin Door/Slide/Raft**				
52-10-01A		A	8	7	(o) (m) One cabin door/slide/raft may be inoperative or one slide/raft may be missing provided that: 1) All other cabin doors and slide/rafts are fully operational, and 2) The affected cabin door is not used for any purpose while passengers are onboard including passenger boarding, and 3) A conspicuous barrier strap or rope and a placard stating that the door is inoperative are placed across the inoperative cabin door, and 4) The emergency exit sign and floor proximity lights associated with the inoperative cabin door are covered to obscure the signs and lights, and 5) All passengers are briefed not to use the affected cabin door, and 6) Conspicuous signs and placards are placed in appropriate locations indicating that the blocked seats are not to be occupied by passengers, and 7) Seated capacity does not exceed rated capacity of remaining pairs of cabin door exits, and 8) Blocked seating layouts and evacuation procedures must be developed and approved by the FAA certificate holding office for inclusion in the operator's manual, and (Continued)

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52 DOORS **52-10 Passenger/Crew** **52-10-01 Cabin Door/Slide/Raft** (Cont'd) 52-10-01A				Change Bars 9) All passenger seats halfway to the next cabin door in each direction from the inoperative cabin door and across the entire width of the airplane are blocked and placarded DO NOT OCCUPY prior to boarding passengers. Only these affected seats are to be blocked. Main passenger aisles, cross aisles, and exit areas must not be blocked. (For an inoperative cabin door/slide/raft 1, the blocked seating area shall extend from the forward cabin end rearward to a line halfway between cabin doors 1 and 2. For an inoperative cabin door/slide/raft 4, the blocked seating area shall extend from the aft cabin end forward to a line halfway between cabin doors 4 and 3), and 10) For extended overwater operations, occupancy does not exceed the normal rated capacity of the remaining operative slide/rafts nor the rated overload capacity of the slide/rafts remaining after loss of one additional slide/raft of greatest capacity, whichever is least, and 11) The Weight and Balance Manifest is revised as necessary to ensure that proper loading limits are observed, and 12) Repairs are made within 1 flight day. NOTE: Flight attendants may be stationed in the vicinity of each door within blocked areas.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	**DOORS**				Change Bars
52-10	**Passenger/Crew**				
52-10-02	**Cabin Door Damper Function**				
52-10-02A		C	8	0	One or more may be inoperative.
52-10-03	**Cabin Door Emergency Opening Function**				
52-10-03A		A	8	7	One may be inoperative provided that the associated cabin door is considered inoperative. Refer to Item 52-10-01 Cabin Door/Slide/Raft
52-10-04	**Cabin Door LOCKED/UNLOCKED Flag**				
52-10-04A		C	16	8	(m) One per cabin door may be inoperative provided that: 1) The associated cabin door is visually checked closed, latched and locked, before the first MEL dispatch and then each time this cabin door is opened, and 2) The associated cabin door lock monitoring is operative, and 3) The associated cabin door position detection is operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	**DOORS**				Change Bars
52-10	**Passenger/Crew**				
52-10-05	**Cabin Door Stay Mechanism (Gust Lock Function)**				
52-10-05A		A	8	7	One may be inoperative provided that the associated cabin door is considered inoperative. Refer to Item 52-10-01 Cabin Door/Slide/Raft
52-10-06	**Cabin Door Stop Fitting**				
52-10-06A		C	112	104	(m) One per cabin door may be damaged provided that: 1) ETOPS is not conducted, and 2) The other stop fittings of the affected door have no damage, and 3) The flight is not pressurized.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	**DOORS**				Change Bars
52-30	**Cargo**				
52-30-01	**AFT(FWD) Cargo Door**				
52-30-01A		C	2	0	One or both may be inoperative in the closed, latched and locked position provided that: 1) The associated cargo door is visually checked closed, latched and locked, and 2) The associated cargo door is indicated closed, latched and locked on the DOOR/OXYGEN SD page.
52-30-02	**BULK Cargo Door**				
52-30-02A		C	1	0	May be inoperative in the closed, latched and locked position provided that the BULK cargo door is indicated closed, latched and locked on the DOOR/OXYGEN SD page.
52-30-03	**AFT(FWD) Cargo Door Actuation**				
52-30-03A		C	2	0	(m) One or both may be inoperative provided that the associated cargo door is manually operated.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	**DOORS**				Change Bars
52-30	**Cargo**				
52-30-04	**AFT(FWD) Cargo Door Latching Mechanism**				
52-30-04A		C	16	14	(m) One may be damaged on each AFT(FWD) cargo door provided that: 1) ETOPS is not conducted, and 2) The other latching mechanisms of the affected cargo door have no damage, and 3) All the hinge lugs of the affected cargo door have no damage, and 4) The flight is not pressurized. NOTE: A latching mechanism has one hook, one spool, one bolt, one washer and a core connecting link. A latching mechanism is damaged when any of its component is damaged.
52-30-05	**BULK Cargo Door Balance Mechanism**				
52-30-05A		C	1	0	(o) May be inoperative provided that the BULK cargo door is placarded to inform ground personnel that the door is not correctly balanced.
52-30-06	**BULK Cargo Door Stop Fitting**				
52-30-06A		C	8	7	(m) One may be damaged provided that: 1) ETOPS is not conducted, and 2) The other stop fittings have no damage, and 3) The flight is not pressurized.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
52	**DOORS**				
52-51	**Cockpit Door**				
52-51-01	**Cockpit Door Locking System (CDLS)**				
52-51-01A		A	1	0	(o) (m) May be inoperative provided that: 1) The cockpit door locking system is deactivated, and 2) The cockpit door is secured closed for takeoff and landing, and 3) Alternate procedures are established and used to secure and to access to the cockpit during the flight in accordance with the Operator's security policy, and 4) Repairs are made within 2 flight days.
52-51-02	**Cockpit Door Keypad**				
52-51-02A		B	1	0	(o) (m) May be inoperative provided that the cockpit door keypad is deactivated.
52-51-03	**Cockpit Door Keypad LED**				
52-51-03A		C	3	0	(o) One or more may be inoperative provided that alternate procedures are established and used.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	**DOORS**				Change Bars
52-51	**Cockpit Door**				
52-51-04	**Cockpit Door Release Strike**				
52-51-04A	One cockpit door release strike inoperative	D	3	2	(o) (m) One may be inoperative. NOTE: Application of the maintenance procedure is only necessary when the cockpit door release strike is failed in the locked position.
52-51-04B	Two or more cockpit door release strikes inoperative	A	3	0	(o) (m) Two or more may be inoperative provided that: 1) The CDLS is considered inoperative, and 2) Repairs are made within 2 flight days. NOTE: Application of the maintenance procedure is only necessary when the cockpit door release strike is failed in the locked position. Refer to Item 52-51-01 Cockpit Door Locking System (CDLS)
52-51-05	**Cockpit Door Controller Sensor**				
52-51-05A	One cockpit door controller sensor inoperative	C	2	1	One may be inoperative.
52-51-05B	Both cockpit door controller sensors inoperative	A	2	0	Both may be inoperative provided that: 1) The CDLS is considered inoperative, and 2) Repairs are made within 2 flight days. Refer to Item 52-51-01 Cockpit Door Locking System (CDLS)

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 52-12

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	**DOORS**				Change Bars
52-51	**Cockpit Door**				
52-51-06	**Cockpit Door Deadbolt**				
52-51-06A		C	1	0	May be inoperative provided that the Cockpit Door Locking System (CDLS) operates normally.
52-51-07	**Cockpit Door Decompression Deceleration Device**				
52-51-07A		C	2	0	(o) One or both may be inoperative.
52-51-08	**Privacy Door**				
52-51-08A		D	1	0	(m) May be inoperative provided that: 1) The privacy door is stowed open or not used, and 2) Procedures do not require its use.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 52-13

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	**DOORS**				Change Bars
52-53	**CKPT DOOR Panel on the Center Pedestal**				
52-53-01	**CKPT DOOR FAULT light**				
52-53-01A		C	1	0	May be inoperative.
52-53-02	**CKPT DOOR OPEN light**				
52-53-02A		C	1	0	(o) May be inoperative.
52-53-03	**LOCK Function of the CKPT DOOR sw**				
52-53-03A		B	1	0	(o) (m) May be inoperative provided that the cockpit door keypad is deactivated.
52-53-04	**UNLOCK Function of the CKPT DOOR sw**				
52-53-04A		C	1	0	(o) May be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	**DOORS**				Change Bars
52-71	**Doors and Slides Control System**				
52-71-01	**Door Position Monitoring Redundancy**				
52-71-01A		C	1	0	(o) May be inoperative. NOTE: If automatic operation is affected, the AFT and FWD cargo doors must be operated manually.
52-71-02	**Cabin Door Lock Monitoring**				
52-71-02A		C	8	0	(o) One on each cabin door may be inoperative provided that the associated cabin door is checked closed, latched and locked.
52-71-03	**Door and Cabin Pressure Communication Redundancy**				
52-71-03A		C	1	0	May be inoperative.
52-71-04	**Door Residual Differential Pressure Detection**				
52-71-04A		C	1	0	(o) May be inoperative provided that: 1) All the CABIN PRESSURE lights on cabin doors are placarded inoperative, and 2) The cabin differential pressure is checked on the CAB PRESS SD page before the opening of any cabin door or cargo door. NOTE: The placard should be visible from the inside and from the outside of the aircraft.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 52-15

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	**DOORS**				Change Bars
52-71	**Doors and Slides Control System**				
52-71-05	**CABIN PRESSURE light on Cabin Door**				
52-71-05A		C	8	0	(o) One or more may be inoperative provided that the cabin differential pressure is checked on the CAB PRESS SD page before the opening of the associated cabin door. NOTE: The placard should be visible from the inside and from the outside of the aircraft.
52-71-06	**CABIN PRESSURE light on Cargo Door**				
52-71-06A		C	2	0	(o) One or both may be inoperative provided that the cabin differential pressure is checked on the CAB PRESS SD page before the opening of the associated cargo door.
52-71-07	**Cabin Pressure Buzzer on Cabin Door**				
52-71-07A		C	8	0	One or more may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 73-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73	**ENGINE FUEL AND CONTROL**				Change Bars
73-01	**ENG Maintenance Overhaul Panel**				
73-01-01	**FADEC GND PWR pb ON light**				
73-01-01A		C	2	0	One or both may be inoperative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
73	**ENGINE FUEL AND CONTROL**				
73-09	**Dispatch Messages**				
73-09-01	**ENG 1(2) FUEL FILTER PARTLY CLOGGED Message**				
73-09-01A		A	-	-	One may be displayed on the DISPATCH page for 30 flight-hours.
73-09-02	**ENG 1(2) LONG TERM MINOR FAULT Message**				
73-09-02A		A	-	-	One or both may be displayed on the DISPATCH page for 500 flight-hours.
73-09-03	**ENG 1(2) SHORT TERM MINOR FAULT Message**				
73-09-03A		A	-	-	One may be displayed on the DISPATCH page for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first.
73-09-04	**ENG 1(2) FUEL HEAT EXCHANGER MONITORING Message**				
73-09-04A		A	-	-	One may be displayed on the DISPATCH page for 150 flight-hours or 10 consecutive calendar-days whichever occurs first provided that: 1) The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and 2) The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 73-3

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73	**ENGINE FUEL AND CONTROL**				Change Bars
73-21	**Engine Control and Fault Monitoring**				
73-21-01	**Engine FADEC identification**				
73-21-01A		A	2	0	(m) One or both may be inoperative for 10 consecutive calendar-days provided that there is no disagreement between the associated engine identification contained in the FADEC and the identification written on the engine plate.
73-21-02	**Engine Fuel Filter Monitoring System**				
73-21-02A		A	2	1	(o) (m) One may be inoperative for 300 flight-hours or 20 consecutive calendar-days whichever occurs first provided that: 1) The associated fuel filter is replaced before the first MEL dispatch, and 2) The ENG 1(2) FUEL FILTER PARTLY CLOGGED message or the ENG 1(2) FUEL FILTER CLOGGED message or the ENG 1(2) FUEL FILTER IN BYPASS message is still displayed after maintenance action, and 3) The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and 4) The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 73-4

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73	**ENGINE FUEL AND CONTROL**				Change Bars
73-25	**Functional Interfaces with FADEC**				
73-25-01	**Engine Interface Function**				
73-25-01A	One EIF 2 inoperative	C	4	3	One EIF 2 may be inoperative.
73-25-01B	Both EIF 2 inoperative	A	4	2	Both EIF 2 may be inoperative for 3 consecutive calendar-days.
73-25-02	**Engine Overthrust Protection System**				
73-25-02A		A	2	1	One may be inoperative for 3 consecutive calendar-days.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73	**ENGINE FUEL AND CONTROL**				Change Bars
73-31	**Ignition Starting and Continuous Relight**				
74-31-01	**Ignition System**				
74-31-01A		A	4	2	(o) One may be inoperative for 10 consecutive calendar-days on each engine.
74-31-02	**Emergency Ignition System**				
74-31-02A		C	2	1	(o) May be inoperative on engine 1 provided that the APU and the AC auxiliary generation are operative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 74-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
74	**IGNITION**				Change Bars
74-31	**Ignition Starting and Continuous Relight**				
74-31-01	**Ignition System**				
74-31-01A		A	4	2	(o) One may be inoperative for 10 consecutive calendar-days on each engine.
74-31-02	**Emergency Ignition System**				
74-31-02A		C	2	1	(o) May be inoperative on engine 1 provided that the APU and the AC auxiliary generation are operative.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
75	**AIR**				Change Bars
75-09	**Dispatch Messages**				
75-09-01	**ENG 1(2) FAN ZONE AIR LEAK Message**				
75-09-01A		A	-	-	One may be displayed on the DISPATCH page for 150 flight-hours or 10 consecutive calendar-days whichever occurs first.
75-09-02	**ENG 1(2) INTERMEDIATE CORE ZONE AIR LEAK Message**				
75-09-02A		B	-	-	One may be displayed on the DISPATCH page.
75-09-03	**ENG 1(2) CORE ZONE AIR LEAK LO Message**				
75-09-03A		A	-	-	One may be displayed on the DISPATCH page for 500 flight-hours provided that the ENG 1(2) CORE ZONE LEAK HI message is not displayed on the DISPATCH page for the opposite engine.
75-09-04	**ENG 1(2) CORE ZONE AIR LEAK HI Message**				
75-09-04A		A	-	-	One may be displayed on the DISPATCH page for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first provided that the ENG 1(2) CORE ZONE LEAK LO message is not displayed on the DISPATCH page for the opposite engine.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 75-2

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
75 AIR **75-11 Engine Section Stator Anti-Icing**				Change Bars
75-11-01 Engine Section Stator Anti-Ice Valve				
75-11-01A	B	2	0	One or both may be inoperative in the open position.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
75	**AIR**				Change Bars
75-24	**Turbine Cooling Control System**				
75-24-01	**Engine HP Turbine Case Cooling Valve (HPTCC Valve)**				
75-24-01A		A	2	0	(o) (m) One or both may be inoperative for 500 flight-hours provided that the affected HP turbine case cooling valve is deactivated and locked in the closed position.
75-24-02	**Engine IP Turbine Case Cooling Valve (IPTCC Valve)**				
75-24-02A		A	2	0	(o) (m) One or both may be inoperative for 500 flight-hours provided that the affected IP turbine case cooling valve is deactivated and locked in the closed position.
75-24-03	**Engine Front Bearing Housing Vent Bypass Valve**				
75-24-03A		A	2	0	One or both may be inoperative for 500 flight-hours.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 75-4

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
75	**AIR**				Change Bars
75-33	**Air Bleed System**				
75-33-01	**Engine Burst Duct Detection**				
75-33-01A		A	2	1	One may be inoperative for 3 consecutive calendar-days.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 77-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
77	**ENGINE INDICATING**				Change Bars
77-07	**Indications on SD page**				
77-07-01	**Indications on the CRUISE page**				
77-07-01-01	**Engine Fuel Flow Indication on the <u>CRUISE</u> page**				
77-07-01-01A		A	2	1	May be degraded (last three digits with amber dashes) for 10 consecutive calendar-days on one engine.
77-07-01-02	**Engine Fuel Used Indication on the <u>CRUISE</u> page**				
77-07-01-02A		C	2	1	May be degraded (last three digits with amber dashes) on one engine.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
77	**ENGINE INDICATING**				Change Bars
77-07	**Indications on SD page**				
77-07-02	**Indications on the ENG SD page**				
77-07-02-01	**Engine Fuel Flow Indication on the ENG SD page**				
77-07-02-01A		A	2	1	(o) May be degraded (last three digits with amber dashes) for 10 consecutive calendar-days on one engine.
77-07-02-02	**Engine N1 Vibration Monitoring on the ENG SD page**				
77-07-02-02A		C	2	1	(o) One may be inoperative.
77-07-02-03	**Engine N2 Vibration Monitoring on the ENG SD page**				
77-07-02-03A		C	2	1	(o) One may be inoperative.
77-07-02-04	**Engine N3 Vibration Monitoring on the ENG SD page**				
77-07-02-04A		C	2	1	(o) One may be inoperative.
77-07-02-05	**Precooler Outlet Pressure Indication on the ENG SD page**				
77-07-02-05A					Refer to Item 36-07-01 Precooler Outlet Pressure Monitoring on the BLEED SD page

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 77-3

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
77	**ENGINE INDICATING**				Change Bars
77-07	**Indications on SD page**				
77-07-03	**Indications on the FUEL SD page**				
77-07-03-01	**All Engine Fuel Flow Indication on the FUEL SD page**				
77-07-03-01A		A	1	0	May be degraded (last two digits amber dashes) for 10 consecutive calendar-days.
77-07-03-02	**Engine Fuel Used Indication on the FUEL SD page**				
77-07-03-02A		C	2	1	May be degraded (last three digits amber dashes) on one engine.
77-07-03-03	**Fuel Used All Engines Indication on the FUEL SD page**				
77-07-03-03A		C	1	0	May be degraded (last three digits amber dashes).

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 78-1

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
78	**EXHAUST**				Change Bars
78-09	**Dispatch Message**				
78-09-01	**ENG 1(2) REVERSER MINOR FAULT Message**				
78-09-01A		A	-	-	One or both may be displayed for 10 consecutive calendar-days on the DISPATCH page.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
78	**EXHAUST**				
78-30	**Engine Reverser**				
78-30-01	**Engine 1 Reverser**				
78-30-01A		C	1	0	(o) (m) May be inoperative provided that: 1) The engine 1 reverser is deactivated and secured in the stowed position, and 2) The ENG 1 REVERSER INHIBITED alert is displayed on the WD after maintenance action, and 3) Engine 2 reverser operates normally, and 4) Appropriate performance adjustments are applied.
78-30-02	**Engine 2 Reverser**	C	1	0	
78-30-02A					(o) (m) May be inoperative provided that: 1) The engine 2 reverser is deactivated and secured in the stowed position, and 2) The ENG 2 REVERSER INHIBITED alert is displayed on the WD after maintenance action, and 3) Engine 1 reverser operates normally, and 4) Appropriate performance adjustments are applied.
78-30-03	**Engine 1 Reverser Control**	C	1	0	
78-30-03A					(o) May be inoperative provided that: 1) Engine 2 reverser operates normally, and 2) Appropriate performance adjustments are applied.
78-30-04	**Engine 2 Reverser Control**	C	1	0	
78-30-04A					(o) May be inoperative provided that: 1) Engine 1 reverser operates normally, and 2) Appropriate performance adjustments are applied.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
78	**EXHAUST**				
78-30	**Engine Reverser**				
78-30-05	**Engine 1(2) Reverser Lock**				
78-30-05A	Inoperative lock deactivated in the unlocked position	A	12	10	(m) One engine reverser lock on one or two translating cowls may be inoperative for 10 consecutive calendar-days provided that: 1) The affected engine reverser lock is deactivated in the unlocked position, and 2) When the associated FADEC is powered, the associated ENG 1(2) REVERSER LOCKED message is no longer displayed on the DISPATCH page after the deactivation, and 3) When the associated FADEC is powered, the associated ENG 1(2) REVERSER MINOR FAULT message is displayed on the DISPATCH page after the deactivation.
78-30-05B	Associated engine reverser control considered inoperative	C	12	0	One or more may be inoperative in the locked position provided that the associated engine reverser control is considered inoperative. Refer to Item 78-30-03 Engine 1 Reverser Control Refer to Item 78-30-04 Engine 2 Reverser Control

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 79-1

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
79 OIL **79-07 Indications on ENG SD page** **79-07-01 Engine Oil Quantity Monitoring on the ENG SD page**				Change Bars
79-07-01A	C	2	1	(m) One may be inoperative provided that: 1) The oil quantity of the associated engine is checked before each flight, and 2) There is no evidence of abnormal engine oil consumption or leakage.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
79	**OIL**				
79-09	**Dispatch Messages**				
79-09-01	**ENG 1(2) OIL CHIP DETECTED Message**				
79-09-01A		A	-	-	(o) One may be displayed on the DISPATCH page for 40 flight-hours or 3 consecutive calendar-days, whichever occurs first provided that the associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the DISPATCH page.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 79-3

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
79 OIL **79-34 Oil Debris Monitoring System** **79-34-01 Engine Oil Debris Monitoring System**				Change Bars
79-34-01A	A	2	1	(o) (m) One may be inoperative for 500 flight-hours provided that: 1) The associated oil debris sensor is clean from debris, and 2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and 3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the DISPATCH page.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS (Change Bars)
79	**OIL**				
79-35	**Oil Filter Clogging Indication System**				
79-35-01	**Engine Oil System Contamination**				
79-35-01A		A	2	1	(o) (m) One may be contaminated for 40 flight-hours or 3 consecutive calendar-days whichever occurs first provided that: 1) The associated oil filter is replaced before the first MEL dispatch, and 2) The associated ENG 1(2) OIL FILTER PARTLY CLOGGED message is no longer displayed after maintenance action, and 3) The associated Oil Debris Monitoring System (ODMS) is checked operative, and 4) The associated ENG 1(2) OIL CHIP DETECTED message is not displayed on the DISPATCH page, and 5) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the DISPATCH page.
79-35-02	**Engine Oil Filter Monitoring System**				
79-35-02A		A	2	1	(o) (m) One may be inoperative for 500 flight-hours provided that: 1) The associated oil filter is changed before the first MEL dispatch, and 2) The associated ENG 1(2) OIL FILTER PARTLY CLOGGED message or the ENG 1(2) OIL FILTER CLOGGED is still displayed after maintenance action, and 3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the DISPATCH page.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 79-5

SYSTEM, SEQUENCE NUMBER & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
79 OIL **79-35 Oil Filter Clogging Indication System** **79-35-03 Engine 1(2) Oil Monitoring System**				Change Bars
79-35-03A	A	2	1	One may be inoperative for 40 flight-hours or 3 consecutive calendar-days whichever occurs first.

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
80	**STARTING**				Change Bars
80-01	**ENG Overhead Panel**				
80-01-01	**MAN START 1(2) pb-sw ON light**				
80-01-01A		C	2	0	One or both may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 80-2

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
80	**STARTING**				Change Bars
80-11	**Pneumatic Starter and Valve System**				
80-11-01	**Engine Start Valve**				
80-11-01A		A	2	1	(o) (m) One may be inoperative for 10 consecutive calendar-days in the closed position provided that the affected valve is manually operated for the associated engine start.
80-11-02	**Engine Manual Start System**				
80-11-02A		C	2	0	One or both may be inoperative.

AIRCRAFT: A350-900	REVISION NO. Original DATE: 05/12/2016	PAGE NO. 80-3

SYSTEM, SEQUENCE NUMBER & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
80	**STARTING**				Change Bars
80-12	**ENG MASTER Panel on the Center Pedestal**				
80-12-01	**FAULT light on ENGINE MASTER lever**				
80-12-01A		C	2	0	One or both may be inoperative.