

	AIRCRAFT GENERAL CONTENTS	1.00.00		
		P 1	001	
				DEC 95

AA

1.00.00 CONTENTS

1.00.10 GENERAL

1.00.20 COCKPIT

1.00.30 DOORS

30.1 DESCRIPTION

30.2 CONTROLS

30.3 ELECTRICAL SUPPLY/MFC LOGIC/SYSTEM MONITORING

1.00.40 LIGHTING

40.1 DESCRIPTION

40.2 CONTROLS

40.3 ELECTRICAL SUPPLY/MFC LOGIC

1.00.50 WATER AND WASTE SYSTEM

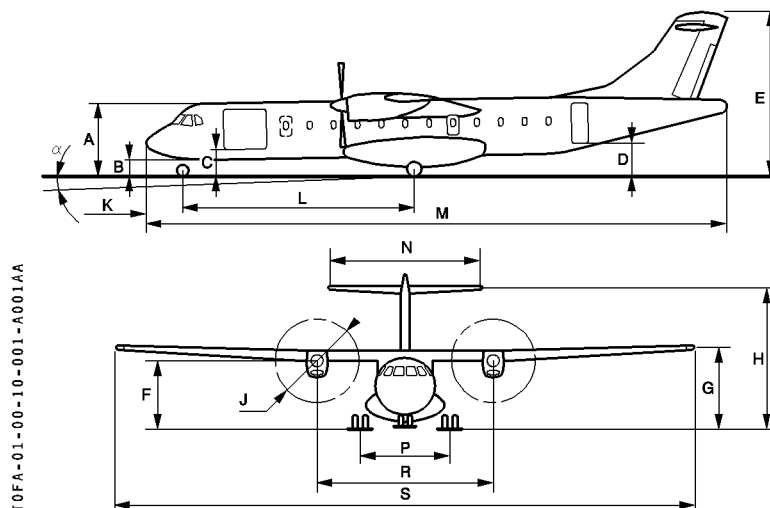
50.1 DESCRIPTION

50.2 ELECTRICAL SUPPLY

 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.10		
	GENERAL		P 1	001	
					DEC 95

AA

AIRCRAFT DIMENSIONS AND GROUND CLEARANCES



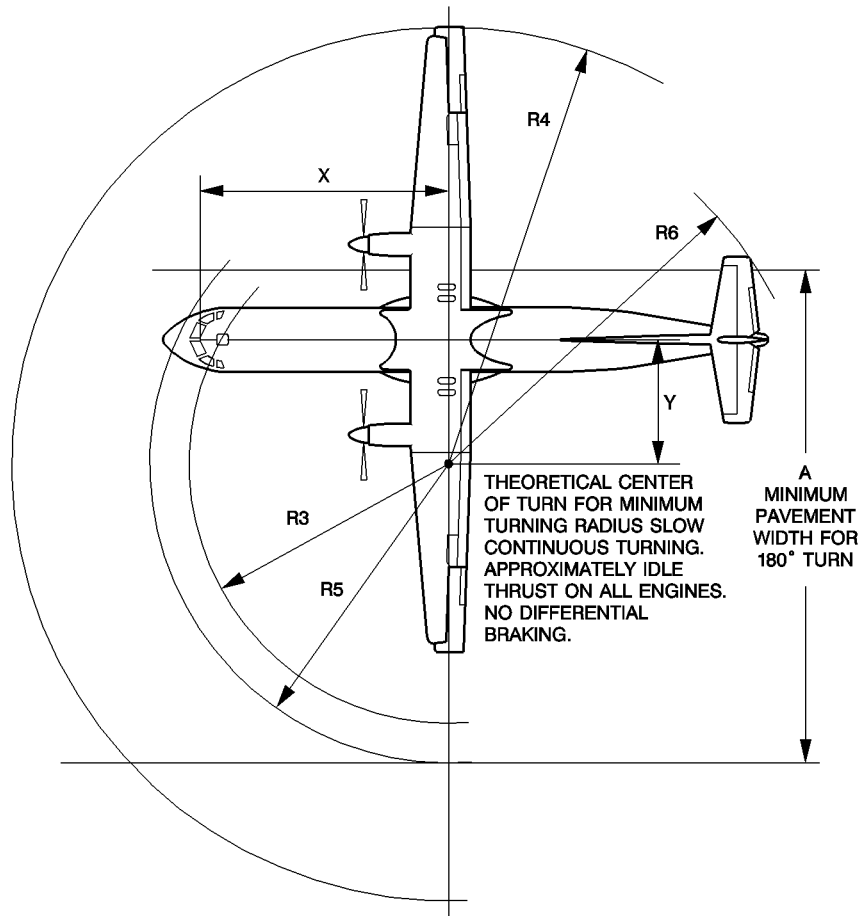
TOFA-01-00-10-001-A001AA

VERTICAL CLEARANCES (A → H)						
	OPERATING EMPTY WEIGHT		MAXIMUM RAMP WEIGHT			
	CG 16.4%		CG 12%		CG 36%	
	ft	m	ft	m	ft	m
A	10.57	3.22	10.35	3.15	10.55	3.21
B	1.93	0.59	1.71	0.52	1.91	0.58
C	3.84	1.17	3.61	1.10	3.76	1.15
D	4.80	1.46	4.53	1.38	4.35	1.33
E	25.43	7.75	25.14	7.66	24.78	7.55
F	10.26	3.13	10.03	3.06	10.10	3.08
G	12.34	3.76	12.09	3.69	12.07	3.68
H	22.99	7.01	22.69	6.92	22.34	6.81
α	– 1°.515		– 1°.445		– 0°.921	
J	Ø 12.9 Ft		Ø 3.93 m			
K	5 Ft 6.3 in.		1.683 m			
L	28 Ft 9.7 in.		8.781 m			
M	74 Ft 4.5 in.		22.670 m			
N	23 Ft 11.8 in.		7.31 m			
P	13 Ft 5.4 in.		4.100 m			
R	26 Ft 6.9 in.		8.100 m			
S	80 Ft 7.4 in.		24.572 m			

 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.10		
			P 2	001	
	GENERAL				DEC 95

AA

TURNING CAPABILITY ON GROUND



FEET	INCH
METER	

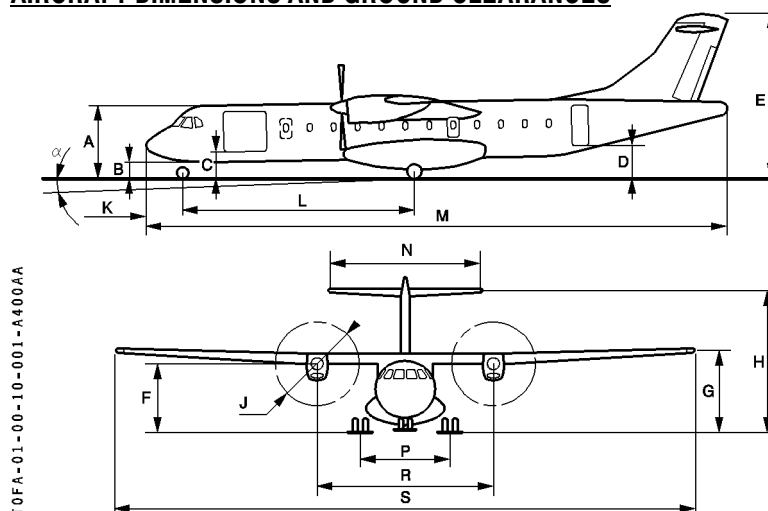
TURN-ANGLE	X	Y	A	R3	R4	R5	R6
60°	28.8	16.6	58.2	33	57	38.3	49.1
	8.78	5.07	17.75	10.3	17.4	11.7	15.0

TOFA-01-00-10-002-A001AA

 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.10	
	GENERAL		P 1	400
				NOV 98

AA

AIRCRAFT DIMENSIONS AND GROUND CLEARANCES



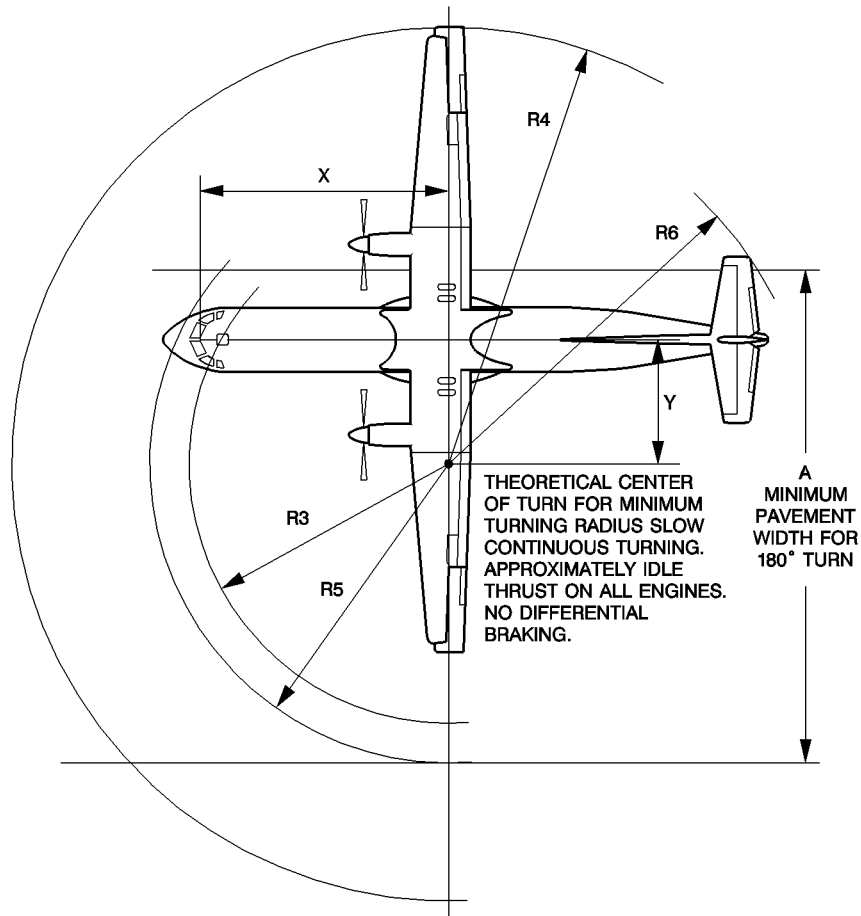
TOFA-01-00-10-001-A400AA

R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R
R

 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.10		
			P 2	001	
	GENERAL				DEC 95

AA

TURNING CAPABILITY ON GROUND



FEET	INCH
METER	

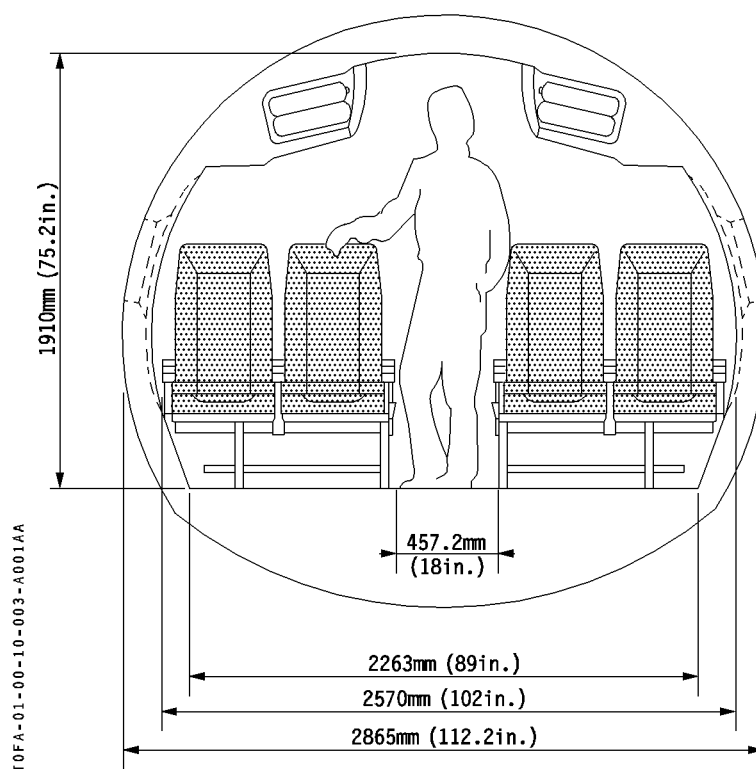
TURN- ANGLE	X	Y	A	R3	R4	R5	R6
60°	28.8	16.6	58.2	33	57	38.3	49.1
	8.78	5.07	17.75	10.3	17.4	11.7	15.0

TOFA-01-00-10-002-A001AA

 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.10		
			P 3	001	
	GENERAL				DEC 95

AA

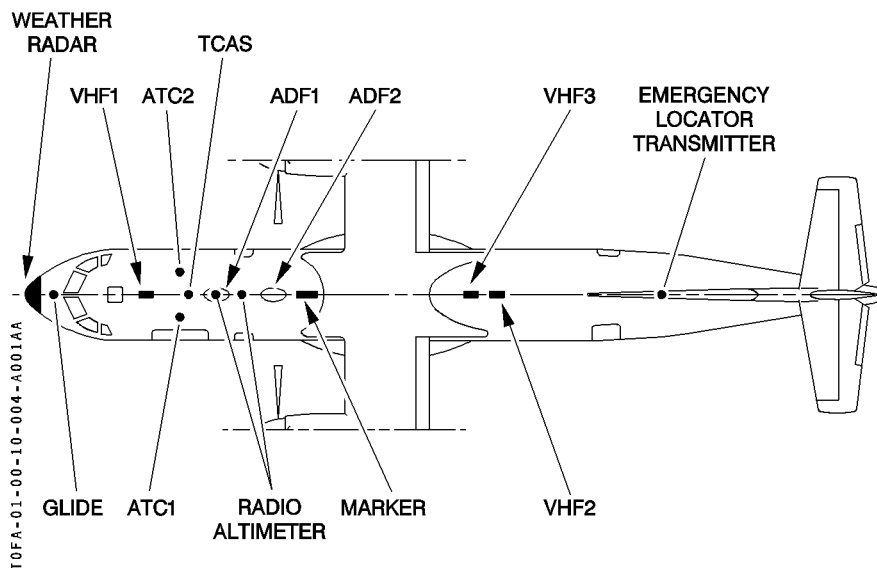
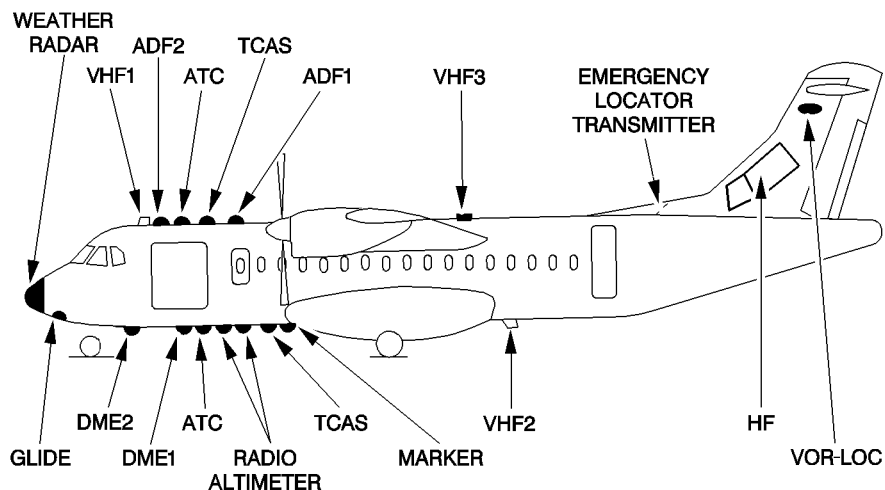
CABIN CROSS SECTION



 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.10		
			P 4	001	
	GENERAL				NOV 96

AA

R LOCATION OF ANTENNAE



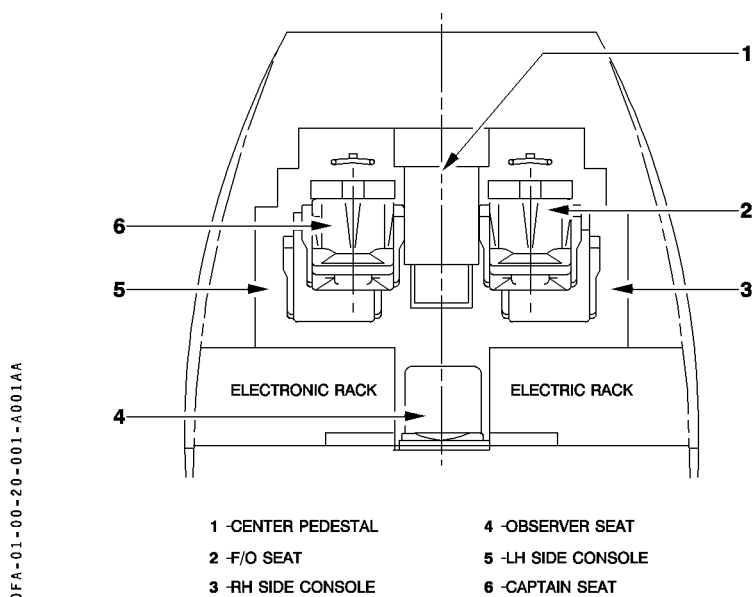
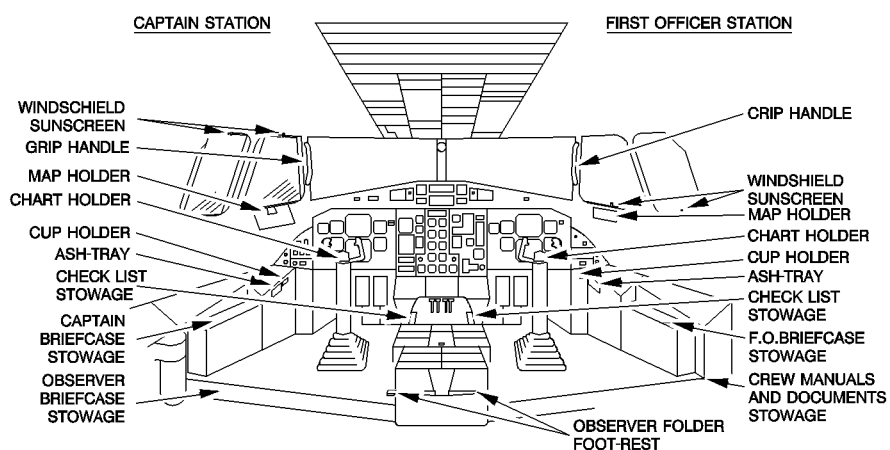
R Note : Number and location of antennae may change depending on the versions.
All possibilities are drawn on these views.

	AIRCRAFT GENERAL		1.00.20		
			P 1	001	
	COCKPIT				DEC 95

AA

GENERAL

For comfort, convenience and safety, various furnishings are fitted in the cockpit.



TOFA-01-00-20-001-A001AA

	AIRCRAFT GENERAL COCKPIT	1.00.20		
		P 2	001	
				DEC 95

AA

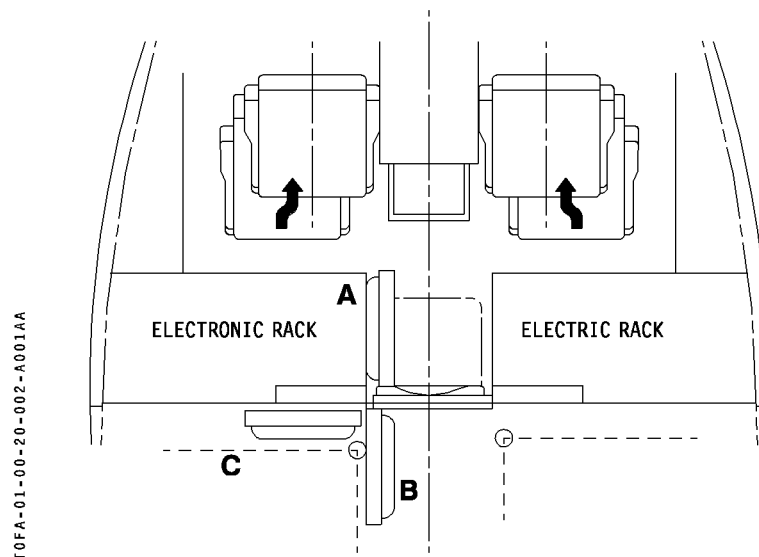
SEATS

CAPT and F/O seats are mounted each on a base secured to the floor on each side of the center pedestal. They are mechanically adjustable along the three axes for individual comfort. They are equipped with adjustable folding armrests.

The observer seat is located behind the pedestal and between electronic and electric racks. When not in use, the observer seat can be stowed facing the electronic rack (position A), in the cargo compartment (position B) allowing the observer to move in the cabin, or transversely along the electronic rack (position C).

Safety pins enable the observer seat to be rocked backward in order to facilitate emergency evacuation in case of jamming.

The three seats are equipped with full harness including an inertial reel with locking handle for the shoulder harness.

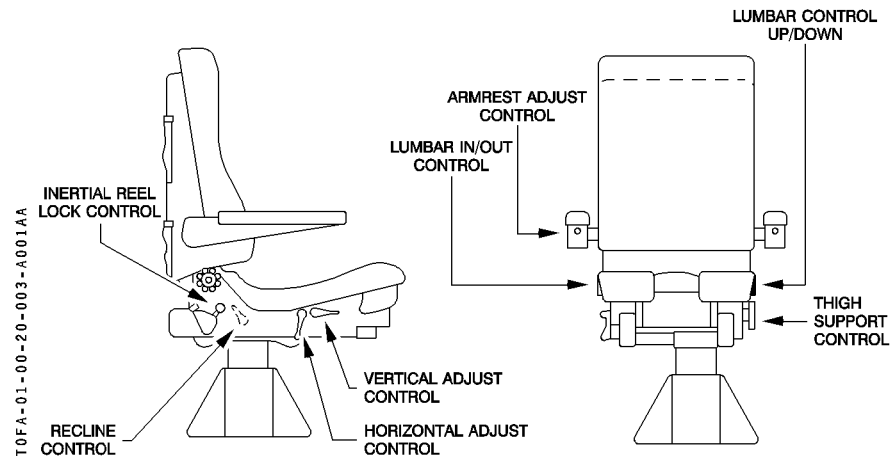


T0FA-01-00-20-002-A001AA

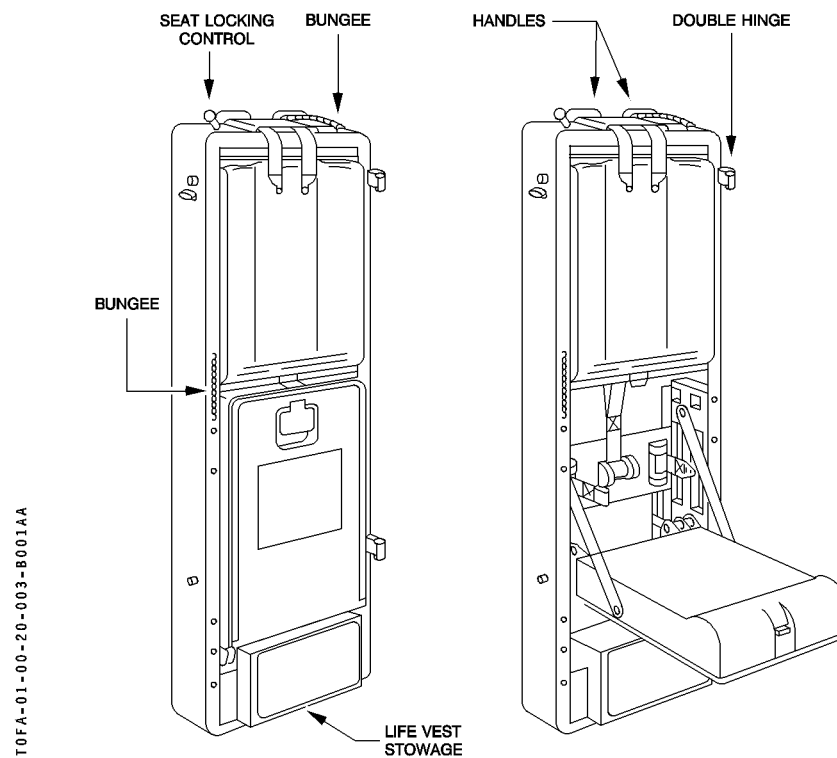
	AIRCRAFT GENERAL COCKPIT	1.00.20		
		P 3	001	
				DEC 95

AA

CAPT/F/O SEATS



OBSERVER SEAT



	AIRCRAFT GENERAL COCKPIT	1.00.20		
		P 4	001	
				DEC 95

AA

COCKPIT PHILOSOPHY

Status and failure indications are integrated in the pushbuttons. Pb positions and illuminated indications are based on a general concept with the "light out" condition for normal continuous operation according to the basic rule.

With few exceptions, the light illuminates to indicate a failure or an abnormal condition. Whenever possible, the failure alert is integrated in the pb which has to be operated for corrective action.

PUSH-BUTTONS POSITION	BASIC FUNCTION
IN (DEPRESSED)	ON, AUTO, NORM
OUT (RELEASED)	OFF, MAN, ALTN, SHUT

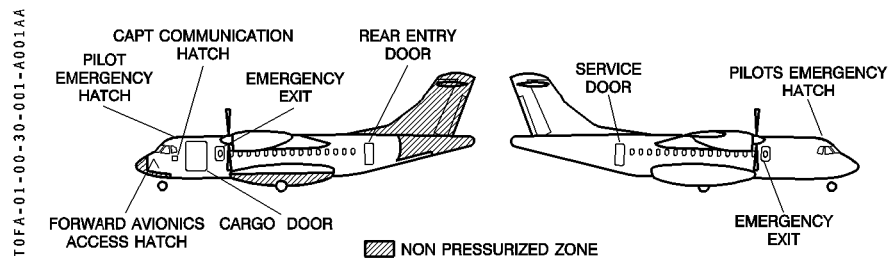
COLOR	INDICATION
No light illuminated except flow bars	Normal basic operation
BLUE	Temporarily required system in normal operation
GREEN	Back up or alternate system selected
WHITE	Selection other than normal basic operation
AMBER	Caution indication
RED	Warning indication

 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.30		
			P 1	001	
	DOORS				DEC 95

AA

30.1 DESCRIPTION

LOCATION

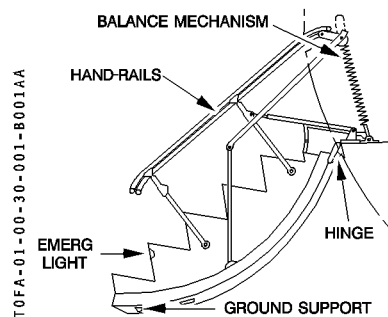


REAR ENTRY DOOR

The entry door is an outward opening, non plug type door with a net opening of 64 cm (25") wide (without hand-rail) and 1.73 m (68") high.

The mechanism is essentially composed of two handles (one inside, one outside), a lifting cam and locking shoot bolts placed on the rear part of the door (for door operating, refer to 1.07.30).

Attached to the integrated stair structure are folding hand-rails which, by means of a link to the fuselage structure automatically erect when the door is opened.



 ATR F.C.O.M.	AIRCRAFT GENERAL DOORS	1.00.30		
		P 2	090	
				NOV 99

AA

SERVICE DOOR

The service door is an outward opening, non plug type door with a net opening of 69 cm (27") wide and 1.27 m (50") high.

Open position is forward. Door operation can be performed manually from inside or outside of the airplane (refer to 1.07.30).

INTERNAL DOORS

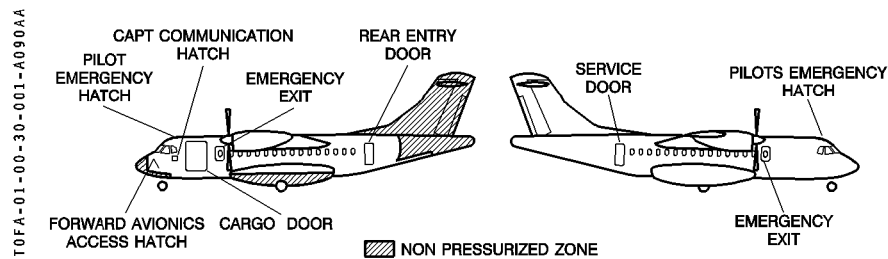
Smoke doors separate the forward cargo compartment from the cockpit. Four safety pins are provided (two on each side) in order to remove the doors in case of emergency.

 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.30		
			P 1	090	
	DOORS			DEC 95	

AC

30.1 DESCRIPTION

LOCATION

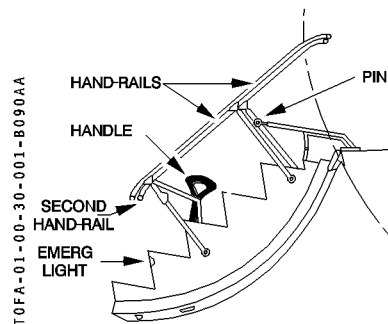


REAR ENTRY DOOR

The entry door is an outward opening, non plug type door with a net opening of 64 cm (25") wide (without hand-rail) and 1.73 m (68") high.

The mechanism is essentially composed of two handles (one inside, one outside), a lifting cam and locking shoot bolts placed on the rear part of the door (for door operating, refer to 1.07.30).

Attached to the integrated stair structure are folding hand-rails which, by means of a link to the fuselage structure automatically erect when the door is opened.



Note : Remove the pin after closing and install it before opening.

 ATR F.C.O.M.	AIRCRAFT GENERAL DOORS	1.00.30		
		P 2	001	
				DEC 95

AA

SERVICE DOOR

The service door is an outward opening, non plug type door with a net opening of 69 cm (27") wide and 1.27 m (50") high.

Open position is forward. Door operation can be performed manually from inside or outside of the airplane (refer to 1.07.30).

INTERNAL DOORS

A forward opening hinged door separates the forward cargo compartment and the passenger compartment. A latch operated by a knob on the cabin side and a safety key from the cargo side is provided. In case of emergency it can be forced open in either direction.

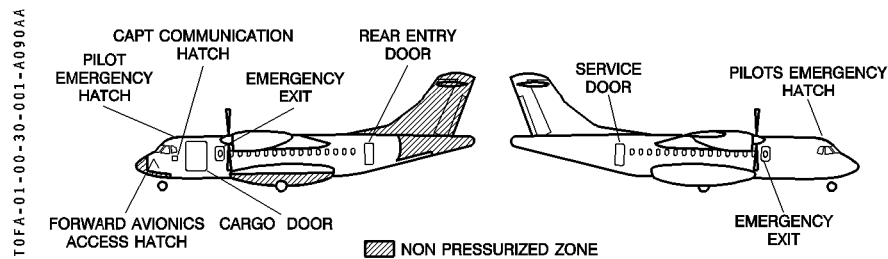
Smoke doors separate the forward cargo compartment from the cockpit. Four safety pins are provided (two on each side) in order to remove the doors in case of emergency.

 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.30		
			P 1	090	
	DOORS			DEC 95	

AC

30.1 DESCRIPTION

LOCATION

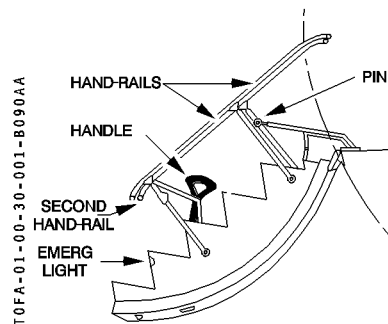


REAR ENTRY DOOR

The entry door is an outward opening, non plug type door with a net opening of 64 cm (25") wide (without hand-rail) and 1.73 m (68") high.

The mechanism is essentially composed of two handles (one inside, one outside), a lifting cam and locking shoot bolts placed on the rear part of the door (for door operating, refer to 1.07.30).

Attached to the integrated stair structure are folding hand-rails which, by means of a link to the fuselage structure automatically erect when the door is opened.



Note : Remove the pin after closing and install it before opening.

 ATR F.C.O.M.	AIRCRAFT GENERAL DOORS	1.00.30		
		P 2	090	
				NOV 99

AA

SERVICE DOOR

The service door is an outward opening, non plug type door with a net opening of 69 cm (27") wide and 1.27 m (50") high.

Open position is forward. Door operation can be performed manually from inside or outside of the airplane (refer to 1.07.30).

INTERNAL DOORS

Smoke doors separate the forward cargo compartment from the cockpit. Four safety pins are provided (two on each side) in order to remove the doors in case of emergency.

	AIRCRAFT GENERAL		1.00.30		
			P 3	001	
	DOORS				DEC 95

AA

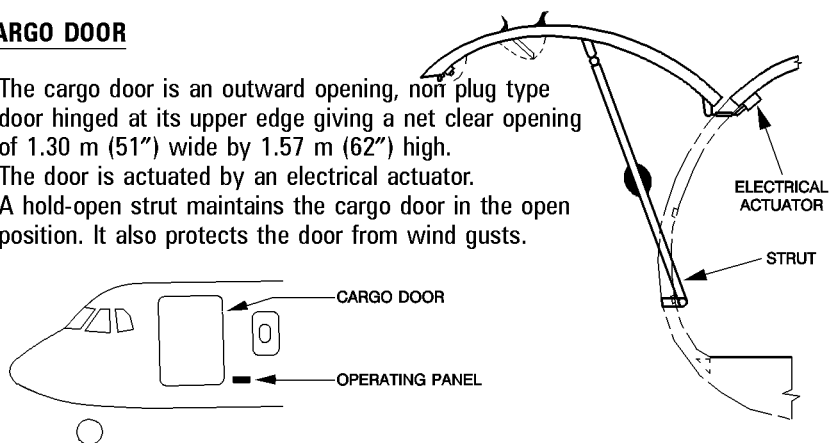
CARGO DOOR

The cargo door is an outward opening, non plug type door hinged at its upper edge giving a net clear opening of 1.30 m (51") wide by 1.57 m (62") high.

The door is actuated by an electrical actuator.

A hold-open strut maintains the cargo door in the open position. It also protects the door from wind gusts.

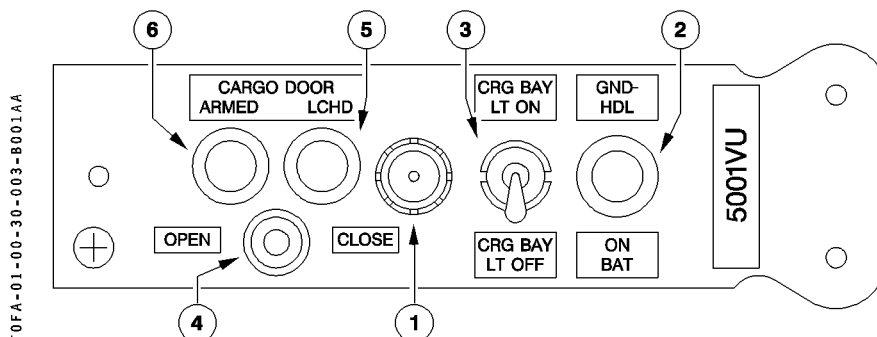
TOFA-01-00-30-003-A001AA



ELECTRICAL OPERATING

The cargo door is unlocked by two levers and operated from a panel located outside.

Operating Panel



- ① Panel cover switch
Connects the Ground Handling Bus on line when the panel cover is open.
- ② Ground Handling Bus "ON BAT" red light
Is ON when Ground Handling Bus is directly supplied by Hot main Bat Bus.
Note : This light shows that the main battery is emptying even if the BAT toggle switch is in "OFF" position (visible even when the panel cover is closed).
- ③ Cargo Bay light switch
Allows activation of the cargo bay light from outside.

 ATR F.C.O.M.	AIRCRAFT GENERAL DOORS	1.00.30		
		P 4	001	
				DEC 95

AA

- ④ Actuator Selection Switch
Is used to operate the door (opening or closing) when the "CARGO DOOR ARMED" green light is ON.
- ⑤ "CARGO DOOR LCHD" blue light
Is ON when all door hooks and latch locks are fully engaged.
- ⑥ "CARGO DOOR ARMED" green light
Is ON when Actuator Selection Switch working conditions are met.
These conditions are :
 - Panel cover open
 - Door unlocked by operating handle : all hooks are disengaged (and FWD latchlock is unfastened).

To open cargo door

- Push flap to grasp handle of the upper lever.
- Depress handle and pull the upper lever fully down.
- Pull the lower lever fully down.
- Open flap for access to cargo door control panel (green light illuminated).
- Press selector to **OPEN** until door is completely open.
- Make sure selector returns to neutral position.
- Lock folding strut.

To close cargo door

- Unlock folding strut.
- Open flap for access to cargo door control panel.
- Press selector to **CLOSE** until door is completely closed.
- Fold back the lower lever in its recess.
- Depress handle or the upper lever and fold it back in its recess.
- Make sure blue light is ON (door locked in closed position), selector has returned to neutral position and green light is OFF.

All the lights of the operating panel may be tested by depressing them.

As long as the cargo door is not closed and all hooks engaged, the "CARGO UNLK" light illuminates amber on the cockpit overhead panel.

MANUAL OPERATING

In case of electrical actuator failure, it is possible to open or close the cargo door with a hand crank, introduced in an adjusted shaft drive of the actuator.

FORWARD AVIONICS COMPARTMENT ACCESS HATCH

An inward opening manually operated hatch in the forward section of the nose landing gear bay gives external access to the avionics compartment behind the main instrument panel.

COCKPIT COMMUNICATION HATCH

A machined door with a net opening of 17.5 cm (7") wide and 15 cm (6") high is located immediately below the CAPT side window.

 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.30		
			P 3	080	
	DOORS			NOV 96	

AA

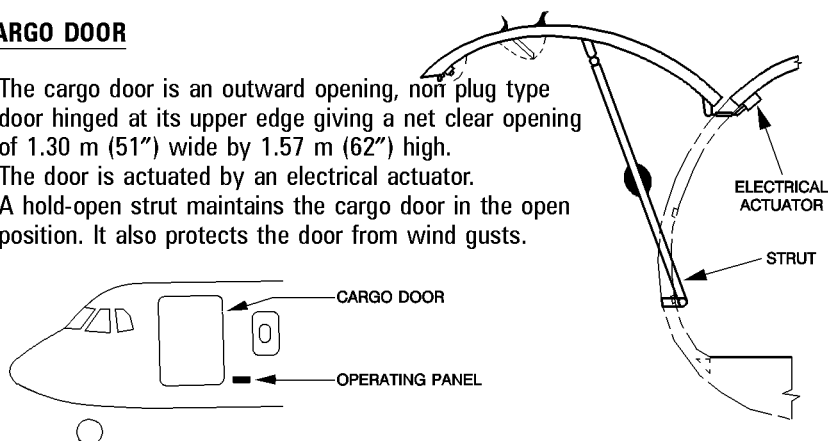
CARGO DOOR

The cargo door is an outward opening, non plug type door hinged at its upper edge giving a net clear opening of 1.30 m (51") wide by 1.57 m (62") high.

The door is actuated by an electrical actuator.

A hold-open strut maintains the cargo door in the open position. It also protects the door from wind gusts.

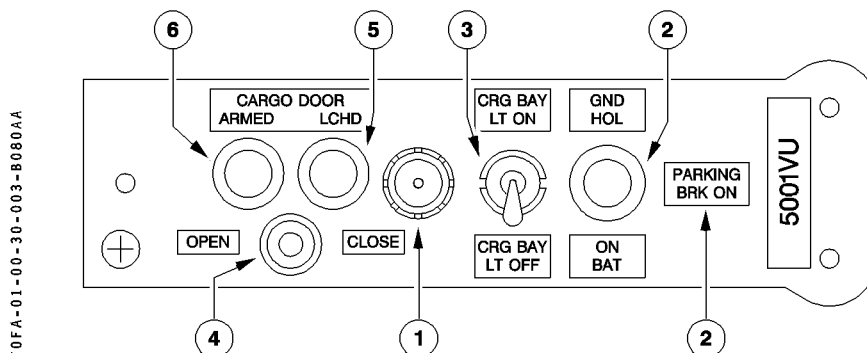
T0FA-01-00-30-003-A080AA



ELECTRICAL OPERATING

The cargo door is unlocked by two levers and operated from a panel located outside.

Operating Panel



- ① Panel cover switch
Connects the Ground Handling Bus on line when the panel cover is open.
- ② Ground Handling Bus "ON BAT" or "PARKING BRK ON" red light
– Is ON when Ground Handling Bus is directly supplied by Hot main Bat Bus.
Note : This light shows that the main battery is emptying even if the BAT toggle switch is in "OFF" position (visible even when the panel cover is closed).
– When the parking brake is engaged this light comes ON.
- ③ Cargo Bay light switch
Allows activation of the cargo bay light from outside.

 ATR F.C.O.M.	AIRCRAFT GENERAL DOORS	1.00.30		
		P 4	001	
				DEC 95

AA

- ④ Actuator Selection Switch
Is used to operate the door (opening or closing) when the "CARGO DOOR ARMED" green light is ON.
- ⑤ "CARGO DOOR LCHD" blue light
Is ON when all door hooks and latch locks are fully engaged.
- ⑥ "CARGO DOOR ARMED" green light
Is ON when Actuator Selection Switch working conditions are met.
These conditions are :
 - Panel cover open
 - Door unlocked by operating handle : all hooks are disengaged (and FWD latchlock is unfastened).

To open cargo door

- Push flap to grasp handle of the upper lever.
- Depress handle and pull the upper lever fully down.
- Pull the lower lever fully down.
- Open flap for access to cargo door control panel (green light illuminated).
- Press selector to **OPEN** until door is completely open.
- Make sure selector returns to neutral position.
- Lock folding strut.

To close cargo door

- Unlock folding strut.
- Open flap for access to cargo door control panel.
- Press selector to **CLOSE** until door is completely closed.
- Fold back the lower lever in its recess.
- Depress handle or the upper lever and fold it back in its recess.
- Make sure blue light is ON (door locked in closed position), selector has returned to neutral position and green light is OFF.

All the lights of the operating panel may be tested by depressing them.

As long as the cargo door is not closed and all hooks engaged, the "CARGO UNLK" light illuminates amber on the cockpit overhead panel.

MANUAL OPERATING

In case of electrical actuator failure, it is possible to open or close the cargo door with a hand crank, introduced in an adjusted shaft drive of the actuator.

FORWARD AVIONICS COMPARTMENT ACCESS HATCH

An inward opening manually operated hatch in the forward section of the nose landing gear bay gives external access to the avionics compartment behind the main instrument panel.

COCKPIT COMMUNICATION HATCH

A machined door with a net opening of 17.5 cm (7") wide and 15 cm (6") high is located immediately below the CAPT side window.

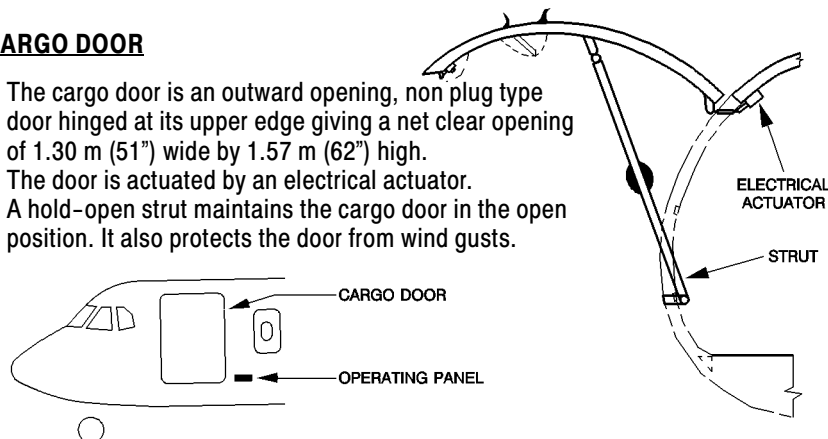
	AIRCRAFT GENERAL		1.00.30	
			P 3	090
	DOORS			NOV 99

AA

CARGO DOOR

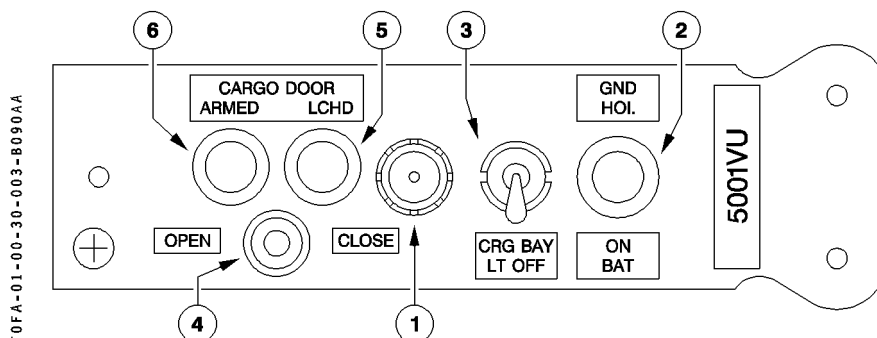
The cargo door is an outward opening, non plug type door hinged at its upper edge giving a net clear opening of 1.30 m (51") wide by 1.57 m (62") high. The door is actuated by an electrical actuator. A hold-open strut maintains the cargo door in the open position. It also protects the door from wind gusts.

T0FA-01-00-30-003-A090AA



OPERATING FROM OUTSIDE

The cargo door is operated from a panel located outside.



T0FA-01-00-30-003-B090AA

- ① Panel cover switch
Connects the Ground Handling Bus on line when the panel cover is open.
- ② Ground Handling Bus "ON BAT" red light
Is ON when Ground Handling bus is directly supplied by Hot main Bat Bus.
Note : This light shows that the main battery is emptying even if the BAT toggle switch is in "OFF" position (visible even when the panel cover is closed).
- ③ Cargo Bay light switch
Allows illumination of the cargo bay light from outside.
- ④ Actuator Selection Switch
Is used to operate the door (opening or closing) when the "CARGO DOOR ARMED" green light is ON.
- ⑤ "CARGO DOOR LCHD" blue light
Is ON when all door hooks and latch locks are fully engaged.
Note : The door can be locked and latched only from outside.

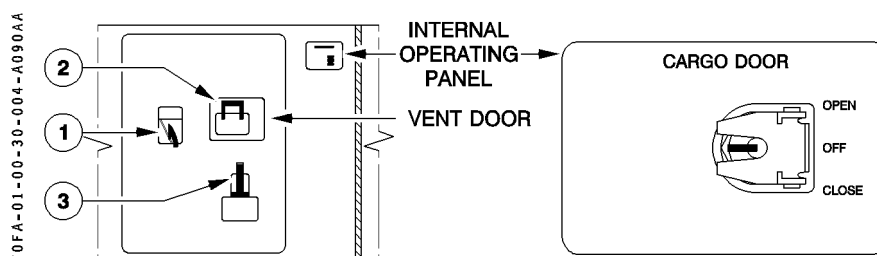
	AIRCRAFT GENERAL		1.00.30	
			P 4	090
	DOORS			NOV 99

AA

- ⑥ "CARGO DOOR ARMED" green light
Is ON when Actuator Selection Switch working conditions are met.
These conditions are :
- Panel cover open
 - Door unlocked by operating handle : all hooks are disengaged.

CAUTION : Door must be mechanically closed by outboard handles only in order to be sure that latching and locking mechanisms are in the closed position.

OPERATING FROM INSIDE



OPENING

- Push upwards handle ① (Latch lock flap get free)
- Push downward handle ② on the vent door (the door is unlocked)
- Rotate downwards the handle ③ (Hooks are disengaged and the door is unlatched)
- Use the actuator selection guarded switch located in the internal operating panel.

CLOSING

- Use the actuator selection guarded switch located in the internal operating panel.
Note : The locking and latching are not possible from inside. However, the latching position can be inspected from inside through the view ports located on the bottom part of the door.

FORWARD AVIONICS COMPARTMENT ACCESS HATCH

An inward opening manually operated hatch in forward section of the nose landing gear bay gives external access to the avionics compartment behind the main instrument panel.

COCKPIT COMMUNICATION HATCH

A machined door with a net opening of 17.5 cm (7") wide and 15 cm (6") high is located immediately below the CAPT side window.

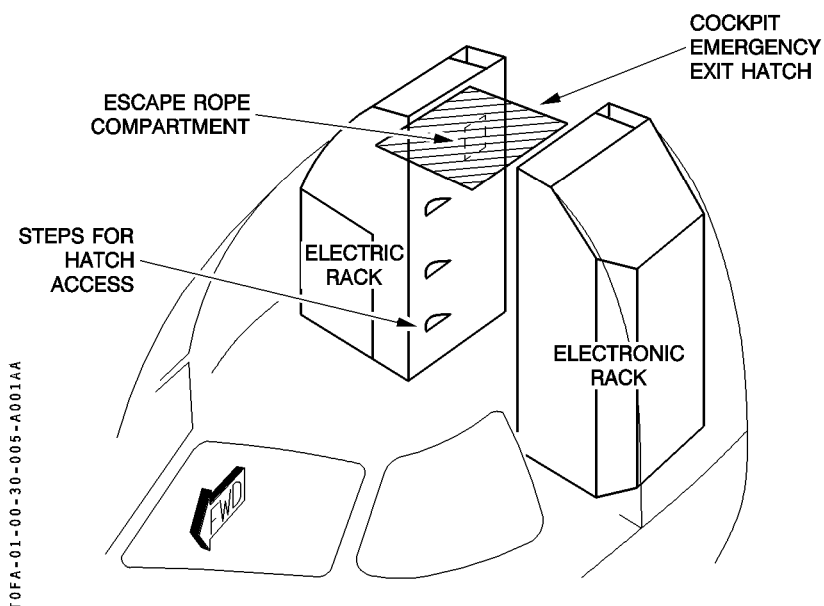
 ATR F.C.O.M.	AIRCRAFT GENERAL DOORS	1.00.30		
		P 5	001	
				DEC 95

AA

EMERGENCY EXITS

COCKPIT

One plug type hatch located in the cockpit roof is provided as an emergency exit for the flight crew. One escape rope is located in a compartment on top of the electric rack near the exit. Some steps are provided for hatch access in the corridor RH side.



CABIN

In addition to the doors already described, two plug emergency type III exits are provided.

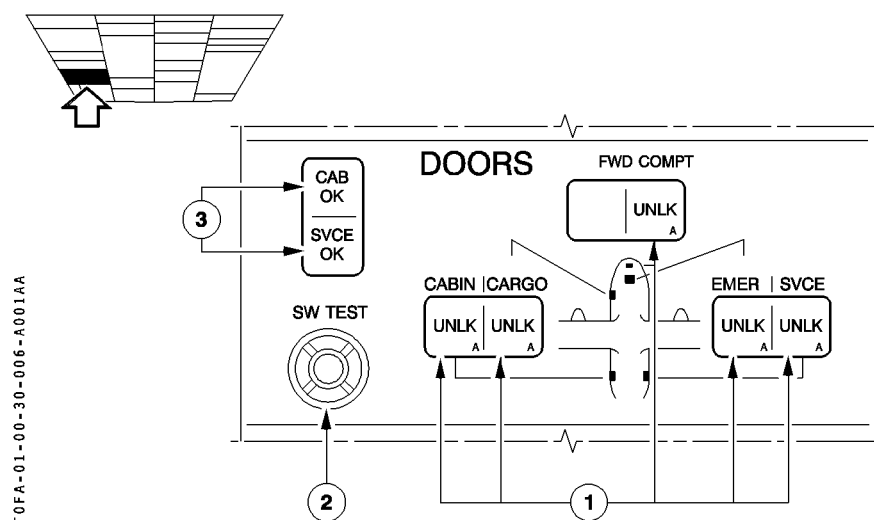
*Note : All emergency exits are operable from inside or outside of the cabin.
See chapter 1.07 for further details.*

 ATR F.C.O.M.	AIRCRAFT GENERAL DOORS	1.00.30		
		P 6	001	
				DEC 95

AA

30.2 CONTROLS

DOORS PANEL



① Doors Alert lights

The light illuminates amber and the CCAS is activated when associated door is not seen locked (one or more micro switches in unlocked position). CARGO, FWD COMPT and EMER doors only are monitored through the MFC.

② Test Pb

Enables to test the microswitches system on cabin door and service door. This test has to be performed on ground, doors open.

③ OK lights

The lights illuminate when depressing test button on ground, only if cabin and service doors are open and if associated microswitches are in unlocked position.

 ATR F.C.O.M.	AIRCRAFT GENERAL DOORS	1.00.30		
		P 7	001	
				NOV 96

AA

30.3 ELECTRICAL SUPPLY / MFC LOGIC / SYSTEM MONITORING

ELECTRICAL SUPPLY

R R R R R R R R	EQUIPMENT	DC BUS SUPPLY (C/B)
	Doors alert	DC BUS 2 (on lateral panel CAUTION)
	Cargo door actuator	HOT MAIN BAT BUS (on lateral panel ACTR)
	Cargo doors actuator control	GND HDLG XFR BUS (on lateral panel CTL)

MFC LOGIC

See chapter 1.01

SYSTEM MONITORING

The following condition is monitored by visual and aural alerts :

- Door UNLK in flight
 - See DOOR UNLK IN FLT procedure in chapter 2.05.12.

	AIRCRAFT GENERAL LIGHTING	1.00.40		
		P 1	001	
				DEC 95

AA

40.1 DESCRIPTION

For aircraft lighting, different systems are installed :

- Controlled from the cockpit
 - cockpit lighting
 - cabin signs lighting
 - emergency lighting
 - exterior lighting
- Controlled from the cabin attendant panel
 - cabin lighting
 - emergency lighting
 - rear cargo compartment
- Controlled from cargo door operating panel
 - FWD cargo compartment

COCKPIT LIGHTING

The cockpit is provided with integral instrument lighting.

For illumination of work surfaces and side consoles, incandescent spot lts and flood lights are installed. The intensity of all instrument and panel lighting can be adjusted. STORM lights located below the glareshield provide an augmentation of the lighting intensity.

As soon as DC EMER BUS is supplied, six lights located below the glareshield, and one light on the overhead panel directed to the pedestal illuminate.

The general cockpit illumination is obtained from two dimmable DOME lights.

CABIN SIGNS LIGHTING

"FASTEN SEAT BELTS" cabin signs "RETURN TO SEAT" sign in the toilet and/or "NO SMOKING" cabin signs may be selected. They will be accompanied by a single chime in the cabin.

CABIN AND CARGO LIGHTING

Normal cabin lighting consists of two fluorescent lights rows. In addition a separated lighting is installed into the rear cargo compartment. These lightings are operated from the hostess panel through switches lts.

Note : All the switches lts stay powered on when BAT OFF if the DC GND HDLG BUS is supplied.

The forward cargo bay is lighted from a switch located outside, on the cargo door operating panel.

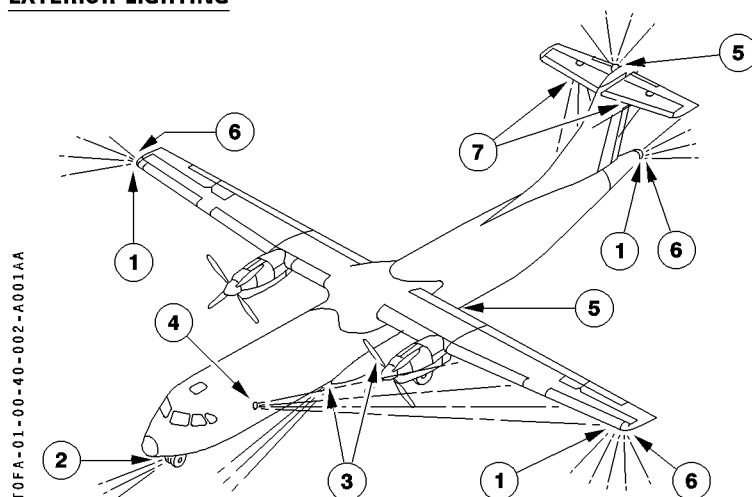
A switch located RH of the after entrance door provides for 2 min. cockpit lighting and emergency EXIT lights illumination.

An other switch located at the cockpit entrance (40 VU panel) provides the same functions.

	AIRCRAFT GENERAL		1.00.40	
			P 2	001
	LIGHTING			DEC 95

AA

EXTERIOR LIGHTING



① Navigation lights

Regulatory light are installed on the wing tips (coverage 110°) and on the rear tail cone (coverage 140°).

② Taxi and T.O. lights

Two lights are installed side by side on the nose landing gear leg.

③ Landing lights

Two landing lights are installed laterally in the forward main landing gear fairing bay.

④ Wing lights

Two lights are installed one on each side of the fuselage and are positionned to illuminate the wing leading edges and the engine air intakes in order to allow preventive checking in icing conditions.

⑤ Beacon lights

Two beacon lights are installed :
one on the top of the vertical stabilizer and one on the bottom of the center fuselage.

⑥ Strobe lights

These lights are installed in each wing tip and in the tail cone. They flash white and are used as supplemental recognition light.

⑦ Logo lights (optional)

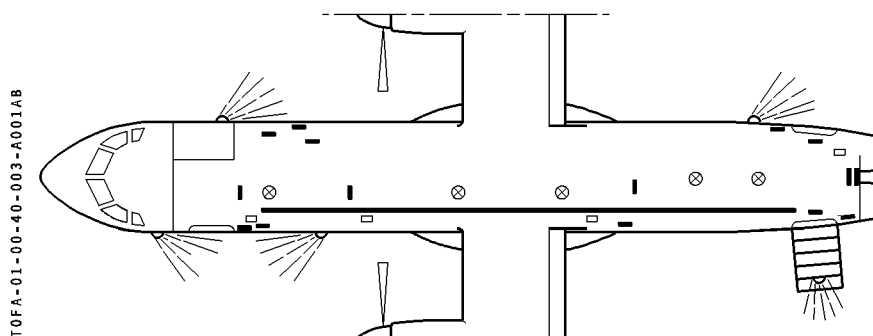
Two lights are installed one on each side of the lower surface of the horizontal stabilizer to illuminate the company logo on both sides of the vertical stabilizer.

 ATR F.C.O.M.	AIRCRAFT GENERAL LIGHTING	1.00.40		
		P 3	001	
				NOV 96

AA

EMERGENCY LIGHTING

- R
- "EXIT" EMERGENCY LIGHT
 - ⊗ CEILING EMERGENCY LIGHT
 - EVACUATION PATH MARKING
 - ☼ EXTERIOR EMER. LIGHT



Emergency evacuation path marking near the floor, and lights are supplied with 6V DC. Two sources are available :

- DC EMER BUS via a voltage divider.
- 6V integral batteries charged from the DC EMER BUS with a 10 mn capacity.

In case of system activation, light will be supplied by DC EMER BUS. If this source fails, the batteries will be utilized automatically.

In case of flight with DC EMER BUS only, the cockpit lighting is restricted to :

- RH DOME light with the possibility to switch it off.
- LH three lights located below the glareshield.
- Overhead panel light illuminating the pedestal.

One light is provided in the toilet, illuminating when associated door is locked.

Note : Emergency flash lights are provided (see 1.07).

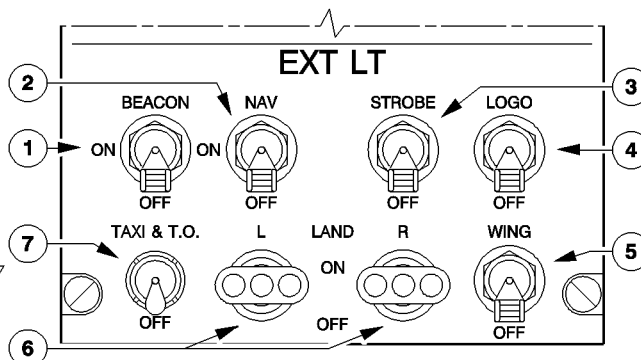
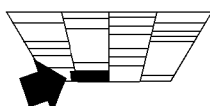
 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.40		
			P 4	001	
	LIGHTING				DEC 95

AA

40.2 CONTROLS

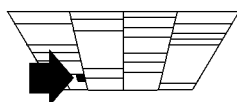
EXT LIGHT PANEL

T0FA-01-00-40-004-A001AA

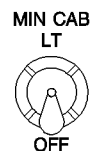


- ① **BEACON sw**
BEACON
OFF Both lights flash
Lights are extinguished
- ② **NAV sw**
NAV
The three navigation lights illuminate steady. Ice evidence probe is enlightened.
OFF Lights are extinguished
- ③ **STROBE sw**
STROBE
Stroboscopic lights flash white
OFF Lights are extinguished
- ④ **LOGO sw (when installed)**
LOGO Both LOGO lights illuminate steady
OFF Lights are extinguished
- ⑤ **WING sw**
WING
Both lights illuminate steady
OFF Lights are extinguished
- ⑥ **L and R LAND sw**
Each landing light (L and R) is controlled by an individual switch
ON Associated light illuminates steady
OFF Associated light is extinguished
- ⑦ **TAXI and T.O. sw**
TAXI Both TAXI lights illuminate steady
OFF Lights are extinguished

MIN CAB LT SWITCH



T0FA-01-00-40-004-B001AA



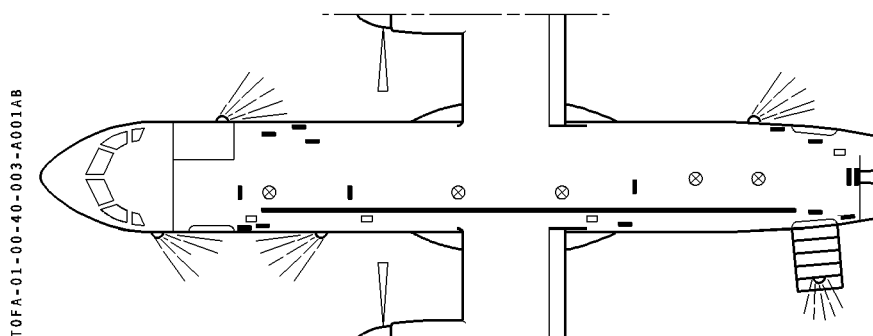
Enables to control the minimum cabin lights powered by the main battery.
On the RH side of the cabin only, every second light is illuminated.

 ATR F.C.O.M.	AIRCRAFT GENERAL LIGHTING	1.00.40		
		P 3	001	
				NOV 96

AA

EMERGENCY LIGHTING

- R
- "EXIT" EMERGENCY LIGHT
 - ⊗ CEILING EMERGENCY LIGHT
 - EVACUATION PATH MARKING
 - ☼ EXTERIOR EMER. LIGHT



Emergency evacuation path marking near the floor, and lights are supplied with 6V DC. Two sources are available :

- DC EMER BUS via a voltage divider.
- 6V integral batteries charged from the DC EMER BUS with a 10 mn capacity.

In case of system activation, light will be supplied by DC EMER BUS. If this source fails, the batteries will be utilized automatically.

In case of flight with DC EMER BUS only, the cockpit lighting is restricted to :

- RH DOME light with the possibility to switch it off.
- LH three lights located below the glareshield.
- Overhead panel light illuminating the pedestal.

One light is provided in the toilet, illuminating when associated door is locked.

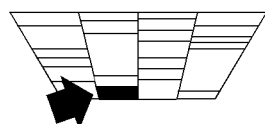
Note : Emergency flash lights are provided (see 1.07).

 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.40		
			P 4	030	
	LIGHTING				NOV 96

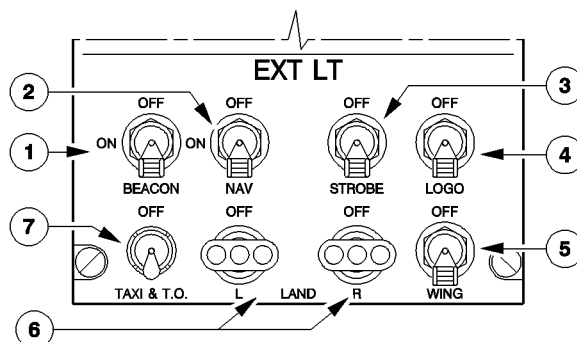
AB

40.2 CONTROLS

EXT LIGHT PANEL

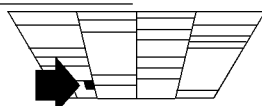


T0FA-01-00-40-004-A030AA

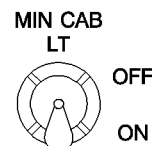


- ① **BEACON sw**
BEACON Both lights flash
OFF Lights are extinguished
- ② **NAV sw**
NAV The three navigation lights illuminate steady. Ice evidence probe is enlightened.
OFF Lights are extinguished
- ③ **STROBE sw**
STROBE Stroboscopic lights flash white
OFF Lights are extinguished
- ④ **LOGO sw (when installed)**
LOGO Both LOGO lights illuminate steady
OFF Lights are extinguished
- ⑤ **WING sw**
WING Both lights illuminate steady
OFF Lights are extinguished
- ⑥ **L and R LAND sw**
Each landing light (L and R) is controlled by an individual switch
LAND Associated light illuminates steady
OFF Associated light is extinguished
- ⑦ **TAXI and T.O. sw**
TAXI Both TAXI lights illuminate steady
OFF Lights are extinguished

MIN CAB LT SWITCH



T0FA-01-00-40-004-B030AA



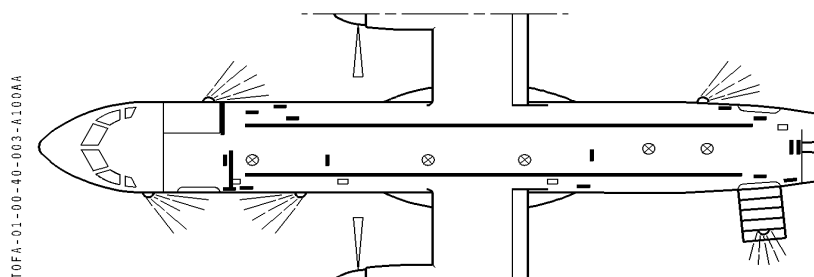
Enables to control the minimum cabin lights powered by the main battery.
On the RH side of the cabin only, every second light is illuminated.

 ATR F.C.O.M.	AIRCRAFT GENERAL LIGHTING	1.00.40		
		P 3	100	
				NOV 99

AA

EMERGENCY LIGHTING

- "EXIT" EMERGENCY LIGHT
- ⊗ CEILING EMERGENCY LIGHT
- ✈ EVACUATION PATH MARKING
- ☼ EXTERIOR EMER. LIGHT



Emergency evacuation path marking near the floor is a photoluminescent system. EXIT, CEILING and EXTERIOR EMERGENCY lights are supplied with 6V DC. Two sources are available :

- DC EMER BUS via a voltage divider.
- 6V integral batteries charged from the DC EMER BUS with a 10 mn capacity.

In case of system activation, light will be supplied by DC EMER BUS. If this source fails, the batteries will be utilized automatically.

In case of flight with DC EMER BUS only, the cockpit lighting is restricted to :

- RH DOME light with the possibility to switch it off.
- LH three lights located below the glareshield.
- Overhead panel light illumination the pedestal

One light is provided in the toilet, illuminating when associated door is locked.

Note : Emergency flash lights are provided (see 1.07).

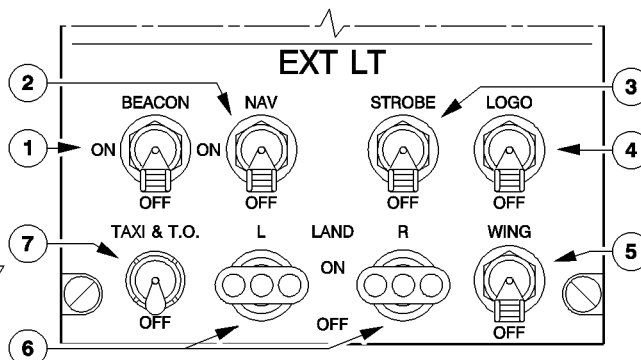
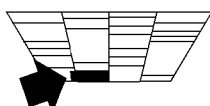
 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.40		
			P 4	001	
	LIGHTING				DEC 95

AA

40.2 CONTROLS

EXT LIGHT PANEL

T0FA-01-00-40-004-A001AA



① BEACON sw

BEACON
OFF

Both lights flash
Lights are extinguished

② NAV sw

NAV

The three navigation lights illuminate steady. Ice evidence probe is enlightened.

OFF

Lights are extinguished

③ STROBE sw

STROBE

Stroboscopic lights flash white

OFF

Lights are extinguished

④ LOGO sw (when installed)

LOGO

Both LOGO lights illuminate steady

OFF

Lights are extinguished

⑤ WING sw

WING

Both lights illuminate steady

OFF

Lights are extinguished

⑥ L and R LAND sw

Each landing light (L and R) is controlled by an individual switch

ON

Associated light illuminates steady

OFF

Associated light is extinguished

⑦ TAXI and T.O. sw

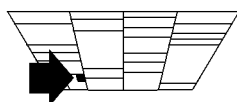
TAXI

Both TAXI lights illuminate steady

OFF

Lights are extinguished

MIN CAB LT SWITCH



T0FA-01-00-40-004-B001AA

MIN CAB
LT

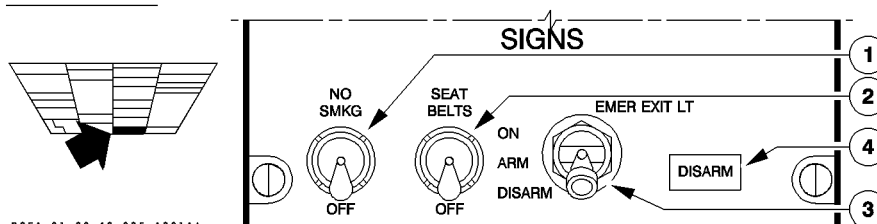


Enables to control the minimum cabin lights powered by the main battery.
On the RH side of the cabin only, every second light is illuminated.

	AIRCRAFT GENERAL		1.00.40		
			P 5	001	
	LIGHTING				NOV 01

AA

SIGNS PANEL



ROFA-01-00-40-005-A001AA

(1) NO SMOKING sw

NO SMOKING Associated signs come on in the cabin, associated with a single chime.

The "NO SMOKING" light illuminates blue in the memo panel.

OFF Associated signs and memo panel light are extinguished.

(2) SEAT BELTS sw

SEAT BELTS "FASTEN SEAT BELTS" signs in the cabin and "RETURN TO SEAT" sign in the toilet come on associated with a single chime upon illumination. The "SEAT BELTS" light illuminates blue in the memo panel.

OFF Associated signs and cockpit light are extinguished.

Note : When switching off "NO SMOKING" or "SEAT BELTS" signs, single chime sounds in cabin.

(3) EMER EXIT LIGHT selector

ON Emergency light s illuminate.

ARM Normal selector position in operation. Emergency lights will :

- Illuminate if DC EMER BUS voltage is below 18V or if the two generators are lost.
- Extinguish if DC EMER BUS voltage is over 20V and at least one generator running.

R *Note : With GPU power AVAIL and selected on, non engine running, the emergency lights will illuminate.*

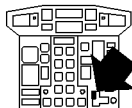
DISARM Normal selector position with engines stopped. Emergency light system is deactivated.

Note : Cabin attendant's EMER LIGHT sw will override the ARM and DISARM positions of the selector.

(4) DISARM light

Illuminates amber when the emergency light system is deactivated.

MEMO PANEL



ROFA-01-00-40-005-B001AA

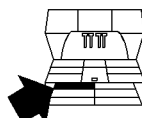


Light illuminate blue when associated switch is selected ON.

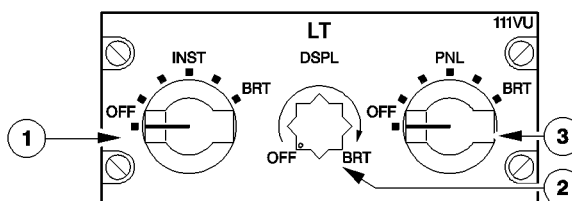
 ATR F.C.O.M.	AIRCRAFT GENERAL LIGHTING	1.00.40		
		P 6	001	
				NOV 96

AA

LT PANEL



TOFA-01-00-40-006-A001AA



① INST rotary selector

Selects activation and intensity of main panel instrument integral lighting.

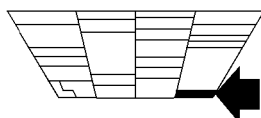
② DSPL knob

Selects activation and intensity of all digit lighting.

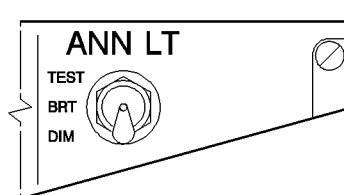
③ PNL rotary selector

Selects activation and intensity of glareshield, pedestal and overhead panels instrument integral lighting.

ANN LT PANEL



TOFA-01-00-40-006-B001AA



R ANN LT sw

Allows to check and to control the intensity of :

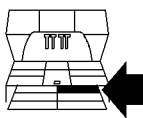
- the annunciator lights on the overhead and pedestal panels
- the overhead panel flow bars.

TEST : All the associated lights come on bright

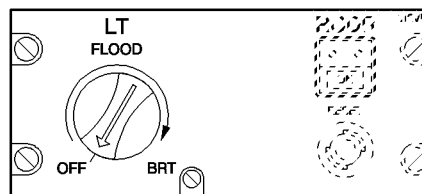
BRT : Associated light, when selected, illuminate bright

DIM : Associated light, when selected, are dimmed.

LT and RCDR PANEL



TOFA-01-00-40-006-C001AA



R FLOOD knob

Selects activation and intensity of pedestal panel flood lighting.

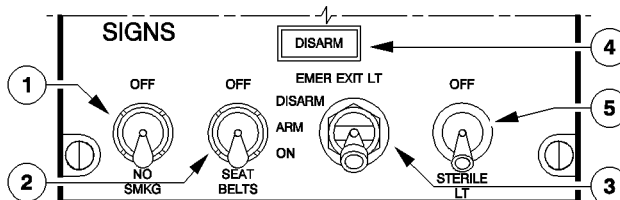
	AIRCRAFT GENERAL		1.00.40		
			P 5	130	
	LIGHTING				NOV 01

AA

SIGNS PANEL



TOFA-01-00-40-005-A130AA



(1) NO SMOKING sw

NO SMOKING Associated signs come on in the cabin, associated with a single chime.

The "NO SMOKING" light illuminates blue in the memo panel.

OFF Associated signs and memo panel light are extinguished.

(2) SEAT BELTS sw

SEAT BELTS "FASTEN SEAT BELTS" signs in the cabin and "RETURN TO SEAT" sign in the toilet come on associated with a single chime upon illumination. The "SEAT BELTS" light illuminates blue in the memo panel.

OFF Associated signs and cockpit light are extinguished.

Note : When switching off "NO SMOKING" or "SEAT BELTS" signs, single chime sounds in cabin.

(3) EMER EXIT LIGHT sélector

ON Emergency exist lights and evacuation path markings illuminate.

ARM Normal selector position in operation. Emergency exit lights and evacuation path marking will :

- Illuminate if DC EMER BUS voltage is below 18V or if the two generators are lost.
- Extinguish if DC EMER BUS voltage is over 20V and at least one generator running.

R *Note :* With GPU power AVAIL and selected on, non engine running, the emergency lights will illuminate.

DISARM Normal selector position with engines stopped. Emergency exit light system is deactivated.

Note : Cabin attendant's EMER LIGHT sw will override the ARM and DISARM positions of the selector.

(4) DISARM light

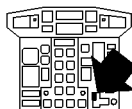
Illuminates amber when the emergency light system is deactivated.

(5) STERILE LT sw

STERILE LT A blue it illuminates above the cockpit door to indicate that cockpit access is prohibited.

OFF The blue it is extinguished.

MEMO PANEL



TOFA-01-00-40-005-B130AA

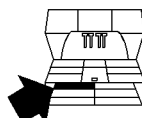


Light illuminate blue when associated switch is selected ON.

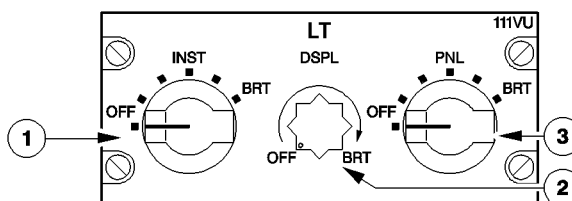
 ATR F.C.O.M.	AIRCRAFT GENERAL LIGHTING	1.00.40		
		P 6	001	
				NOV 96

AA

LT PANEL



TOFA-01-00-40-006-A001AA



① INST rotary selector

Selects activation and intensity of main panel instrument integral lighting.

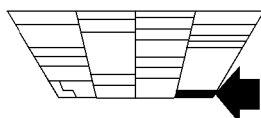
② DSPL knob

Selects activation and intensity of all digit lighting.

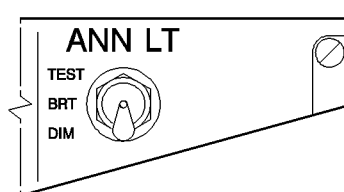
③ PNL rotary selector

Selects activation and intensity of glareshield, pedestal and overhead panels instrument integral lighting.

ANN LT PANEL



TOFA-01-00-40-006-B001AA



R ANN LT sw

Allows to check and to control the intensity of :

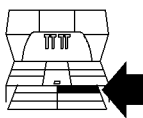
- the annunciator lights on the overhead and pedestal panels
- the overhead panel flow bars.

TEST : All the associated lights come on bright

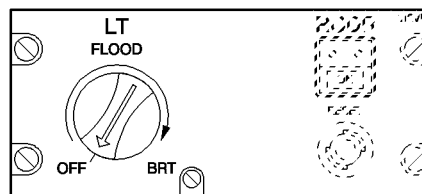
BRT : Associated light, when selected, illuminate bright

DIM : Associated light, when selected, are dimmed.

LT and RCDR PANEL



TOFA-01-00-40-006-C001AA



R FLOOD knob

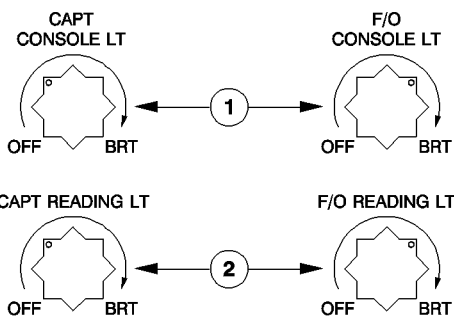
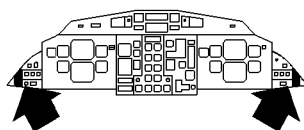
Selects activation and intensity of pedestal panel flood lighting.

 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.40		
			P 7	001	
	LIGHTING				DEC 95

AA

SIDE PANEL

TOFA-01-00-40-007-A001AA



① CONSOLE LT knob

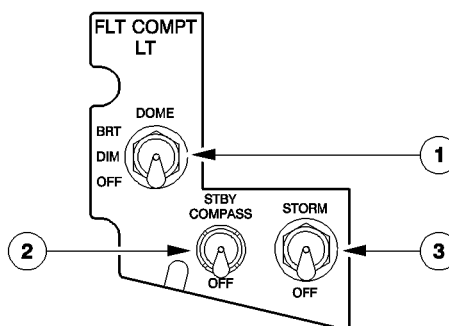
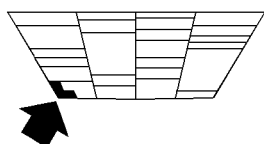
CONSOLE	The light above the associated lateral console is ON
OFF	Light is extinguished

② READING LT knob

Selects activation and intensity of the respective spot light.

FLT COMPT LT PANEL

TOFA-01-00-40-007-B001AA



① DOME sw

BRT	Dome lights are supplied with maximum intensity
DIM	Dome lights are dimmed
OFF	Both dome lights are OFF

② STBY COMPASS sw

STBY COMPASS	Integral lighting of standby compass comes ON
OFF	Lighting is OFF

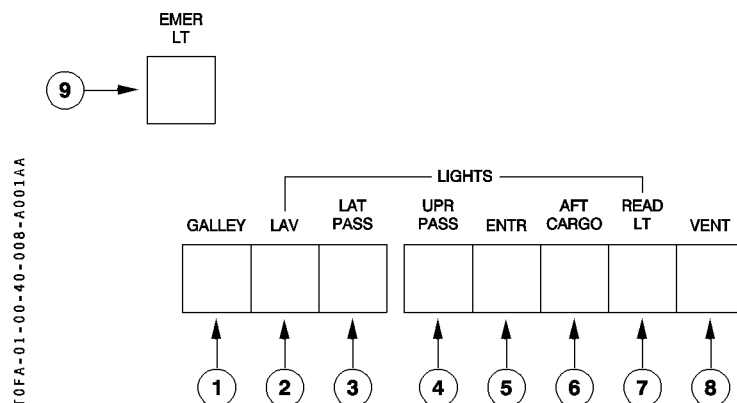
③ STORM sw

STORM	Flood lights are ON with maximum intensity and fluorescent tubes are ON
OFF	Flood lights are ON and fluorescent tubes are OFF

	AIRCRAFT GENERAL		1.00.40		
			P 8	001	
	LIGHTING				DEC 95

AA

HOSTESS PANEL



① Galley sw (when installed)

Monitor galley lighting.

② LAV sw

Monitor lavatory lighting. A diffuser switches ON when lavatory latch is closed.

③ LAT PASS sw

Monitor lateral passengers lighting.

④ UPR PASS sw

Monitor the passengers dome lighting.

⑤ ENTR sw

Monitor entrance lighting.

⑥ AFT CARGO sw

Monitor rear cargo lighting.

⑦ READ LT sw

When depressed, passenger reading lights are operational.

⑧ VENT sw (when installed)

When depressed, passenger ventilation fan operates.

⑨ EMER LT sw

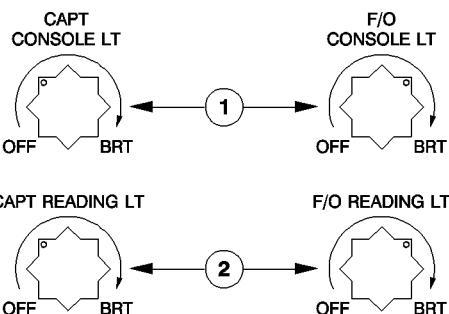
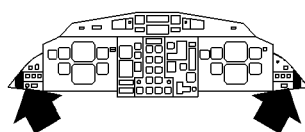
Controls emergency exit light and evacuation path marking causing emergency lights to illuminate (overriding crew switching).

 ATR F.C.O.M.	AIRCRAFT GENERAL		1.00.40		
			P 7	030	
	LIGHTING				NOV 96

AA

SIDE PANEL

T0FA-01-00-40-007-A030AA



① CONSOLE LT knob

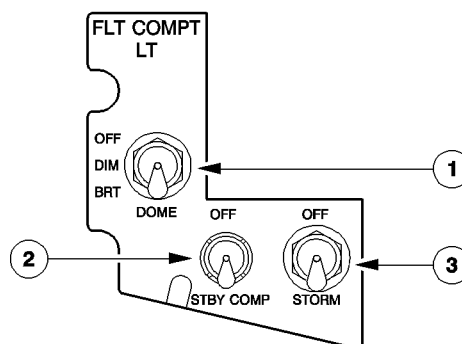
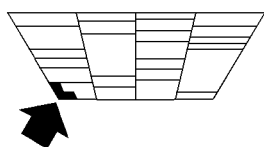
CONSOLE	The light above the associated lateral console is ON
OFF	Light is extinguished

② READING LT knob

Selects activation and intensity of the respective spot light.

FLT COMPT LT PANEL

T0FA-01-00-40-007-B030AA



① DOME sw

BRT	Dome lights are supplied with maximum intensity
DIM	Dome lights are dimmed
OFF	Both dome lights are OFF

② STBY COMP sw

STBY COMP	Integral lighting of standby compass comes ON
OFF	Lighting is OFF

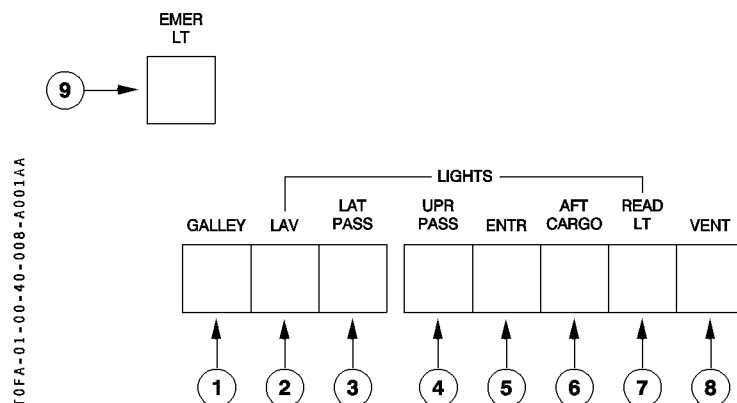
③ STORM sw

STORM	Flood lights are ON with maximum intensity and fluorescent tubes are ON
OFF	Flood lights are ON and fluorescent tubes are OFF

	AIRCRAFT GENERAL		1.00.40		
			P 8	001	
	LIGHTING				DEC 95

AA

HOSTESS PANEL



① Galley sw (when installed)

Monitor galley lighting.

② LAV sw

Monitor lavatory lighting. A diffuser switches ON when lavatory latch is closed.

③ LAT PASS sw

Monitor lateral passengers lighting.

④ UPR PASS sw

Monitor the passengers dome lighting.

⑤ ENTR sw

Monitor entrance lighting.

⑥ AFT CARGO sw

Monitor rear cargo lighting.

⑦ READ LT sw

When depressed, passenger reading lights are operational.

⑧ VENT sw (when installed)

When depressed, passenger ventilation fan operates.

⑨ EMER LT sw

Controls emergency exit light and evacuation path marking causing emergency lights to illuminate (overriding crew switching).

	AIRCRAFT GENERAL	1.00.40		
		P 9	001	
	LIGHTING			DEC 95

AA

40.3 ELECTRICAL SUPPLY / MFC LOGIC

ELECTRICAL SUPPLY

EQUIPMENT	DC BUS SUPPLY (C/B)	AC BUS SUPPLY (C/B)
EXTERIOR		
Beacon lights	. DC SVCE BUS (on lateral panel NORM)	– Nil –
Navigation lights	. DC BUS 1 (on lateral panel ALTN) . DC SVCE BUS (on lateral panel NORM)	– Nil –
Wing lights	. DC BUS 1 (on lateral panel ALTN) . DC BUS 2 (on lateral panel WING)	– Nil –
Logo lights (when installed)	. DC SVCE BUS (on lateral panel LOGO)	– Nil –
Landing lights	– Nil –	. ACW BUS 1 (on lateral panel) . ACW BUS 2 (on lateral panel) . ACW BUS 2 (on lateral panel TAXI and TO)
Taxi and Take off lights	DC BUS 1	. ACW BUS 1 (on lateral panel L and RCPR)
Strobe lights	– Nil –	. ACW BUS 2 (on lateral panel R)
SIGNS		
Seat belts – No smoking	DC BUS 2 (on lateral panel SEAT BELT NO SMOKING)	– Nil –
Emergency exit lights	DC EMER BUS (on lateral panel STBY EXIT LIGHT)	– Nil –
Service plugs	. DC SVCE BUS (on lateral panel 28VDC)	ACW SVCE BUS (on lateral panel 115RAC)
COCKPIT		
Capt normal light	DC BUS 1 (on lateral panel NORM)	– Nil –
F/O normal light	DC BUS 2 (on lateral panel NORM)	– Nil –
Emergency light	DC EMER BUS (on lateral panel EMER)	– Nil –
Inst panel normal lights	– Nil –	ACW BUS 2 (on lateral panel NORM SPLY)
Inst panel emergency lighting	– Nil –	AC STBY BUS (on lateral panel EMER SPLY)

	AIRCRAFT GENERAL LIGHTING	1.00.40		
		P 10	001	
				DEC 95

AA

EQUIPMENT	DC BUS SUPPLY (C/B)	AC BUS SUPPLY (C/B)
Inst panel normal lighting control	DC BUS 2 (on lateral panel NORM INST PNL SPLY CTL)	– Nil –
Integrated engine indicator lighting	DC STBY BUS (on lateral panel DSPL)	– Nil –
Annunciator light dimming	DC BUS 2 (on lateral panel DIM)	– Nil –
Annunciator light test	DC BUS 1 (on lateral panel ANN LT TEST)	– Nil –
Bite Reset	DC SVCE BUS (on lateral panel BITE RESET)	– Nil –
COMPARTMENT		
Entrance and aft cargo	HOT MAIN BAT BUS (on lateral panel ENTR and AFT CARGO)	– Nil –
Forward and aft cargo	DC SVCE BUS (on lateral panel FWD and AFT CARGO)	– Nil –
Wheels and aft elec compt.	DC SVCE BUS (on lateral panel WHEEL and AFT ELEC)	– Nil –
PASSENGER		
Lateral left	DC BUS 1 (on lateral panel DC BUS 1) DC SVCE BUS (on lateral panel DC SVCE BUS)	– Nil –
MIN cab light	DC ESS BUS (on lateral panel)	– Nil –
Lateral right	DC BUS 2 (on lateral panel DC BUS 2) DC SVCE BUS (on lateral panel DC SVCE BUS)	– Nil –
Upper	DC UTLY BUS 1 (on lateral panel MID & AFT R) DC UTLY BUS 2 (on lateral panel FWD R & L MID AFT R)	– Nil –
Reading light	– Nil –	. ACW BUS 1 (on lateral panel L) . ACW BUS 2 (on lateral panel R)
Lavatory light	DC SVCE BUS (on lateral panel LAV LT)	– Nil –

MFC LOGIC

See chapter 1.01

	AIRCRAFT GENERAL	1.00.50		
		P 1	001	
	WATER AND WASTE SYSTEM			DEC 95

AA

50.1 DESCRIPTION

The aircraft is equipped with a potable water system and a waste disposal system. The potable water system supplies fresh water for the lavatory wash basin. A waste disposal system provides adequate waste capability.

POTABLE WATER SYSTEM

Fresh water for the toilet is stored in a tank located in the pressurized section of the fuselage. The fresh water tank is filled from the fresh water service panel located at the bottom of the rear fuselage. The water system is easily and completely drainable by gravity.

WASTE DISPOSAL SYSTEM

The toilet flushing is obtained from a motorized pump filter unit. The flushing cycle is automatically controlled by an electrical timer. Draining, flushing and charging of the tank is accomplished at the toilet service panel, located underneath the rear fuselage.

50.2 ELECTRICAL SUPPLY

EQUIPMENT	DC BUS SUPPLY	AC BUS SUPPLY
Lavatory flush motor	DC SVCE BUS (on lateral panel FLUSH MOTOR)	– Nil –