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The aircraft is equipped with fire fighting, oxygen and first aid equipment, placed throughout the cabin, readily available for use in an emergency.

The emergency lighting system provides aircraft illumination when all other electrical power sources are no longer available.

COCKPIT

Each crew member station is provided with :

- Life jacket
- Smoke goggles
- Quick donning oxygen mask supplied with gaseous oxygen from one rechargeable bottle

A portable fire extinguisher and a fire axe are located at the bottom of the electric rack. Depending on versions, a smoke hood, located behind left crew member station, is available for crew member use. One plug type hatch located in the cockpit roof is provided as an emergency exit for the cockpit crew. One escape rope is located in a compartment on top of the electric rack near the exit. Steps are provided for hatch access in the corridor RH side.

CABIN

The emergency equipment is strategically distributed throughout the cabin and stowed adjacent to the cabin attendant station.

It contains :

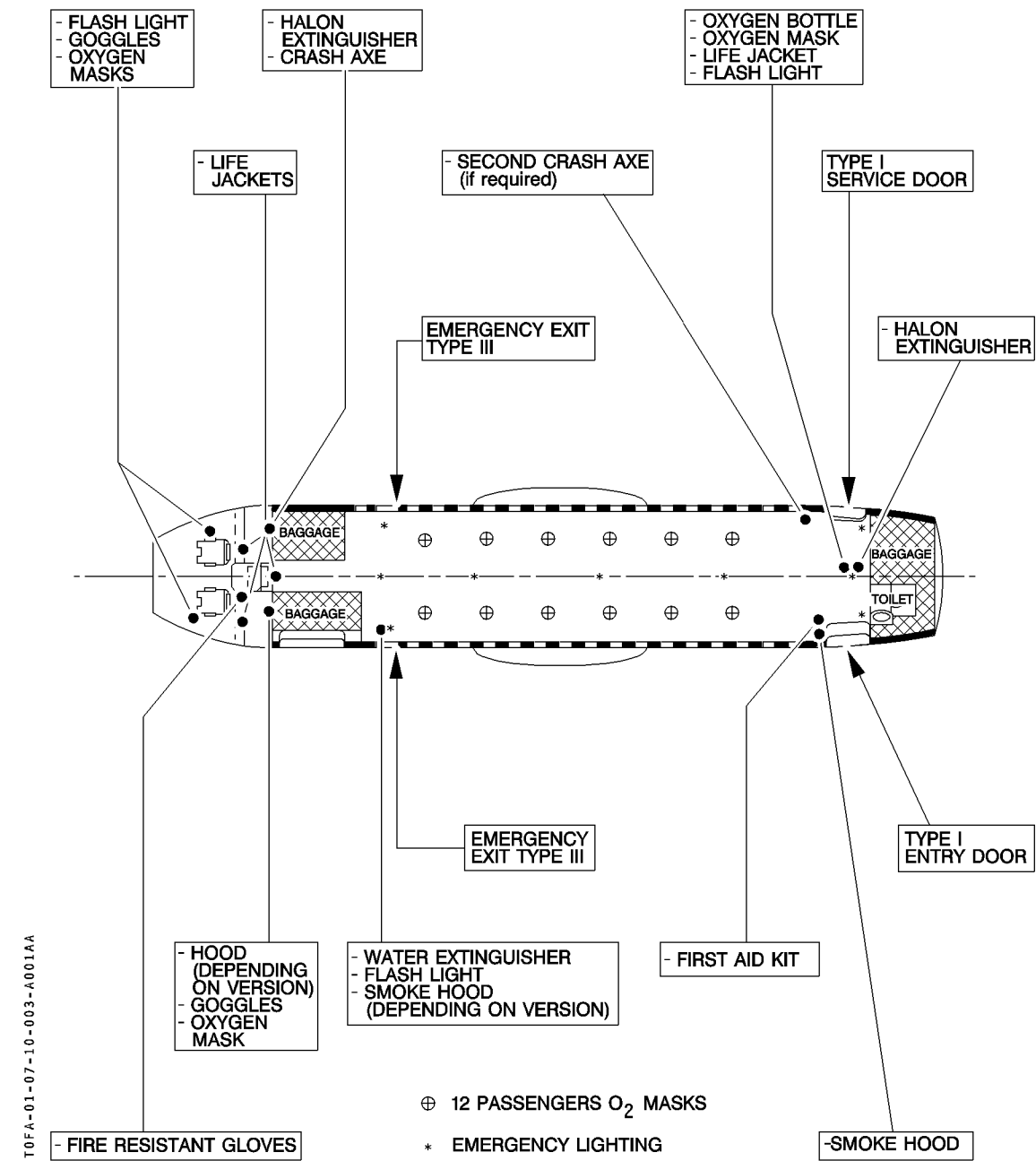
- portable fire extinguishers,
- protective breathing equipments,
- first aid kit,
- oxygen supply for cabin attendant,
- crash axe (if required),

- life vests (stowed under each passenger seat and at the cabin crew station),
- oxygen supply for passengers (installed under the hat racks).

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SCHEMATICS



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20.1 DESCRIPTION

(see schematic p 7/8)

The system consists of a main system supplying the cockpit crew and the passengers and a portable unit for the cabin attendant.

A high pressure cylinder of 2188 l (77 cu.ft) capacity, supplies oxygen to the distribution system. Nominal charge pressure of 1850 PSI is reduced to 78 PSI in the distribution system. A discharge part is provided to face overpressures.

An external oxygen refilling connection has been installed to fill quickly the oxygen bottle without removing it.

CREW MEMBERS (see schematic p 9/10)

The quick donning masks are stowed in readily accessible containers adjacent to each crew member seat. The mask harness inflates automatically when the mask is pulled out of the container and it can easily be donned with one hand. A mask mounted diluter demand regulator provides dilution and emergency pressure control :

- In case of pressure drop, with the dilution control in the N (normal) position, diluted oxygen is provided to 3 cockpit crew for a duration of 120 mn (10 minutes to descend from 25 000 ft to 13 000 ft and continuation of flight between 13 000 ft and 10 000 ft for 110 minutes).
- In case of smoke or noxious gas emission, with the dilution control in the 100 % position, oxygen is provided to 3 cockpit crew for a duration of 15 minutes at demand flow.

CABIN ATTENDANT PORTABLE UNIT

- One portable oxygen bottle is available at the cabin attendant station. It permits a continuous diluted flow to one cabin attendant at 13 000 ft for a duration of 30 mn. The bottle is equipped with a diluted oxygen mask.
- Protective breathing equipments are located in the cabin.

PASSENGERS

The main system provides passenger protection through a PAX SUPPLY valve. It controls flow to 12 oxygen masks installed in the hat racks.

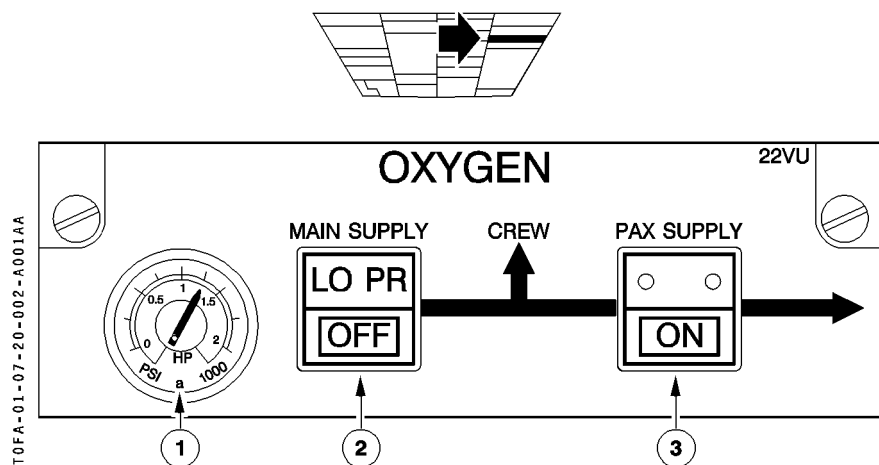
- Oxygen system capability allows to supply 25 % of the passengers with a continuous diluted flow for a duration of 30 mn in case of pressure drop (4 minutes to descend from 25 000 ft to 13 000 ft, 26 minutes to continue the flight between 13 000 ft and 10 000 ft) in addition to the cockpit crew 120 minutes consumption.

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20.2 CONTROLS

OXYGEN PANEL



① HP ind.

Oxygen bottle pressure is displayed in PSI X 1000.

The scale is marked by a red arc from 0 to 85 PSI and by a green arc from 85 to 2025 PSI.

If preflight pressure is below 1400 PSI, quantity must be checked to be adequate for intended flight (refer FCOM 2.01).

② MAIN SUPPLY pb

Controls the low pressure supply solenoid valve.

R ON (pb pressed in). The valve is open, low pressure oxygen is supplied to the cockpit crew oxygen masks.

OFF (pb released). The valve is closed. OFF illuminates white.

LO PR Illuminates amber and the CCAS is activated when a low pressure (below 50 PSI) is detected in the low pressure distribution circuit.

③ PAX SUPPLY pb

R ON (pb pressed in) Passengers supply valve is open. ON illuminates blue.

OFF (pb released) Passengers supply valve is closed.

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20.1 DESCRIPTION

(See schematic p 7/8)

The system consists of a main system supplying the cockpit crew and the passengers and one portable unit for the cabin attendant.

A high pressure cylinder of 3310 l (115 cu.ft) capacity, supplies oxygen to the distribution system. Nominal charge pressure of 1850 PSI is reduced to 78 PSI in the distribution system. A discharge part is provided to face overpressures.

CREW MEMBERS (See schematic p 9/10)

The quick donning masks are stowed in readily accessible containers adjacent to each crew member seat. The mask harness inflates automatically when the mask is pulled out of the container and it can easily be donned with one hand. A mask mounted diluter demand regulator provides dilution and emergency pressure control :

- In case of pressure drop, with the dilution control in the N (normal) position, diluted oxygen is provided to 2 pilots and 1 observer for a duration of 120 mn at demand flow (10 minutes to descend from 25 000 ft to 13 000 ft and continuation of flight between 13 000 ft and 10 000 ft for 110 minutes).
- In case of smoke or noxious gas emission, with the dilution control in the 100 % position, oxygen is provided to 2 pilots and 1 observer for a duration of 15 minutes at demand flow.

CABIN ATTENDANT PORTABLE UNITS

- One 120 l (4.25 cu ft) portable oxygen bottle is stowed under the cabin attendant seat. It permits a continuous diluted flow to cabin attendant at 13 000 ft for a duration of 30 mn. The bottle is equipped with a diluted oxygen mask.
- Protective breathing equipments are located in the baggage box of the cabin.
- The cabin attendant station is equipped with automatic oxygen masks boxes.

PASSENGERS

The main system provides passenger protection through a PAX SUPPLY valve. It controls flow to oxygen masks installed in the cabin under the hat racks and in the toilets. They are stored into mask boxes with automatic opening.

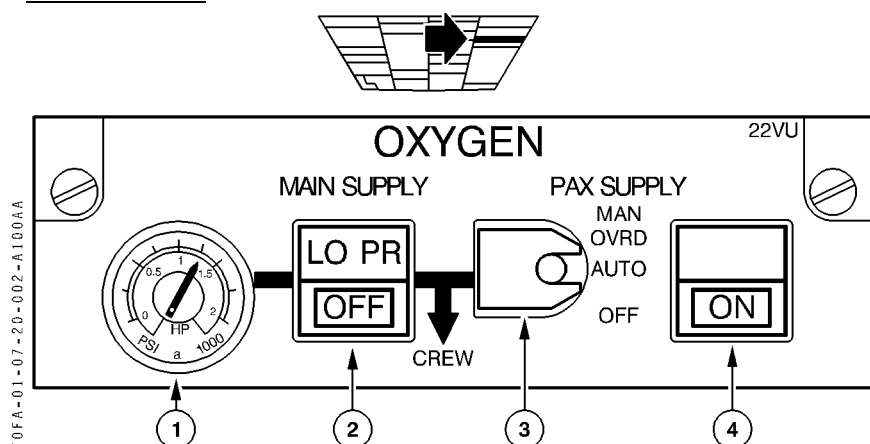
- Oxygen system capability allows to supply 100 % of the passengers with a continuous diluted flow for a duration of 30 mn in case of pressure drop (4 minutes to descend from 25 000 ft to 13 000 ft, 26 minutes to continue the flight between 13 000 ft and 10 000 ft) in addition to the cockpit crew 120 minutes consumption.

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20.2 CONTROLS

OXYGEN PANEL



① HP ind.

Oxygen bottle pressure is displayed in PSI X 1000.

The scale is marked by a red arc from 0 to 85 PSI and by a green arc from 85 to 2025 PSI.

If preflight pressure is below 1400 PSI, quantity must be checked to be adequate for intended flight (refer FCOM 2.01.).

② MAIN SUPPLY pb

Controls the low pressure supply solenoid valve.

pb pressed in : The valve is open, low pressure oxygen is supplied to the cockpit crew oxygen masks.

OFF : (pb released) the valve is closed. OFF illuminates white.

LO PR : illuminates amber and the CCAS is activated when a low pressure (below 50 PSI) is detected in the low pressure distribution circuit.

③ PAX SUPPLY SW

MAN OVRD Controls manually the oxygen masks unfolding and PAX SUPPLY Valve opening at cabin altitude between 10000 ft and 25000 ft..

AUTO : Oxygen masks unfolding in case of depressurization. The PAX SUPPLY Valve is connected to the ALT PRESS switch which engage when cabin altitude is above 13250 ft (+/- 250 ft).

OFF : Passengers oxygen supply is closed. This position stops the pax oxygen supply and then the oxygen is dedicated to the crew.

④ PAX SUPPLY "ON" Lt

A light indicator "ON" illuminates white when the pax supply valve is open.

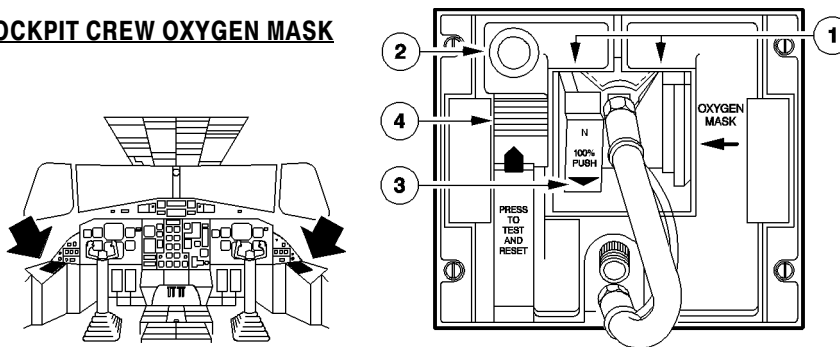
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COCKPIT CREW OXYGEN MASK

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The cockpit crew oxygen masks are of the quick donning inflatable harness type, stowed in a container at each crew station. It can be donned with one hand. A regulator is incorporated in the mask.

- ① **Release clips**
Squeezing the red release clips unlocks the container doors. It also enables automatic inflation of mask harness, provided that pb 4 is held in TEST position or mask is extracted from container. The blinker momentarily displays a yellow cross.
- ② **Blinker**
Displays a yellow cross when there is oxygen flow, and black when there is no oxygen flow.
- ③ **N/100% rocker**
Controls the selection of normal or 100% oxygen for mask delivery. It is locked in the 100% position by the UNLOCK rocker.
 - 100% The mask delivers 100% undiluted oxygen.
 - N The mask delivers diluted oxygen.
- ④ **TEST/RESET pb**
Permits a test of oxygen flow without removing the mask from the container. It is springloaded to the RESET position.
 - TEST Provided MAIN SUPPLY pb is selected ON, oxygen flows through the mask. The blinker momentarily displays yellow cross, and the flow is audible.

A lengthened hose is provided on the observer mask enabling access to the cargo with the mask.

RECOVERING BOOMSET/MICRO FUNCTION WHEN THE OXYGEN MASK IS OUT OF ITS CONTAINER :

Oxygen mask remaining out of its container :

- Close the oxygen mask container doors.
- Press the test push button in front of the container and release it, (yellow cross disappears).

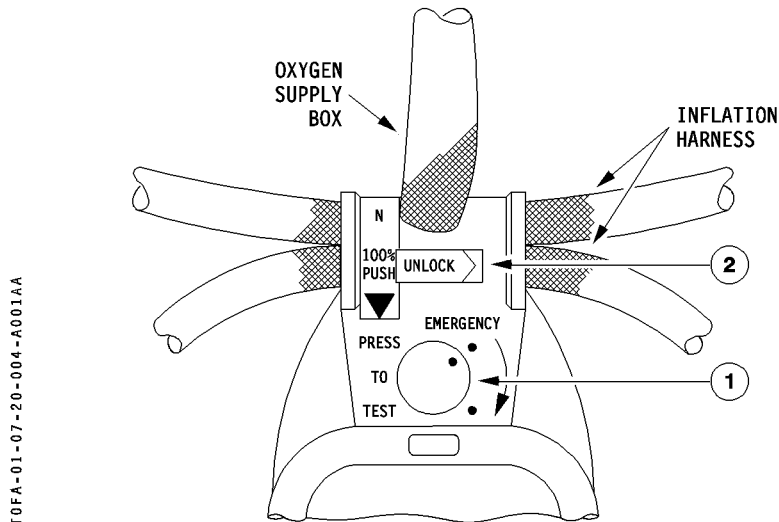
The boomset/micro function is now recovered.

R **Note :** *If the pilot wishes to use the oxygen mask again and recover the mask micro, it just has to open the container doors.*

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UNDERSIDE OF REGULATOR



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① EMERGENCY selector

Activates pressurization of mask delivery flow when the N/100% rocker is at 100%. Rotation of the selector in direction of the arrow gradually increases delivery pressure from zero to full pressure. When pressed for test, full delivery pressure is supplied.

② UNLOCK rocker

Locks N/100% rocker at 100% position. When pressed, the rocker is released.

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20.3 ELECTRICAL SUPPLY/SYSTEM MONITORING

ELECTRICAL SUPPLY

EQUIPMENT	DC BUS SUPPLY (C/B)
Oxygen control unit power supply	DC ESS BUS (on lateral panel OXY CTL UNIT PWR SUPPLY)
Pressure ind. and alert	DC ESS BUS (on lateral panel PRESS IND and CAUTION)

SYSTEM MONITORING

The following condition is monitored by visual and aural alerts :

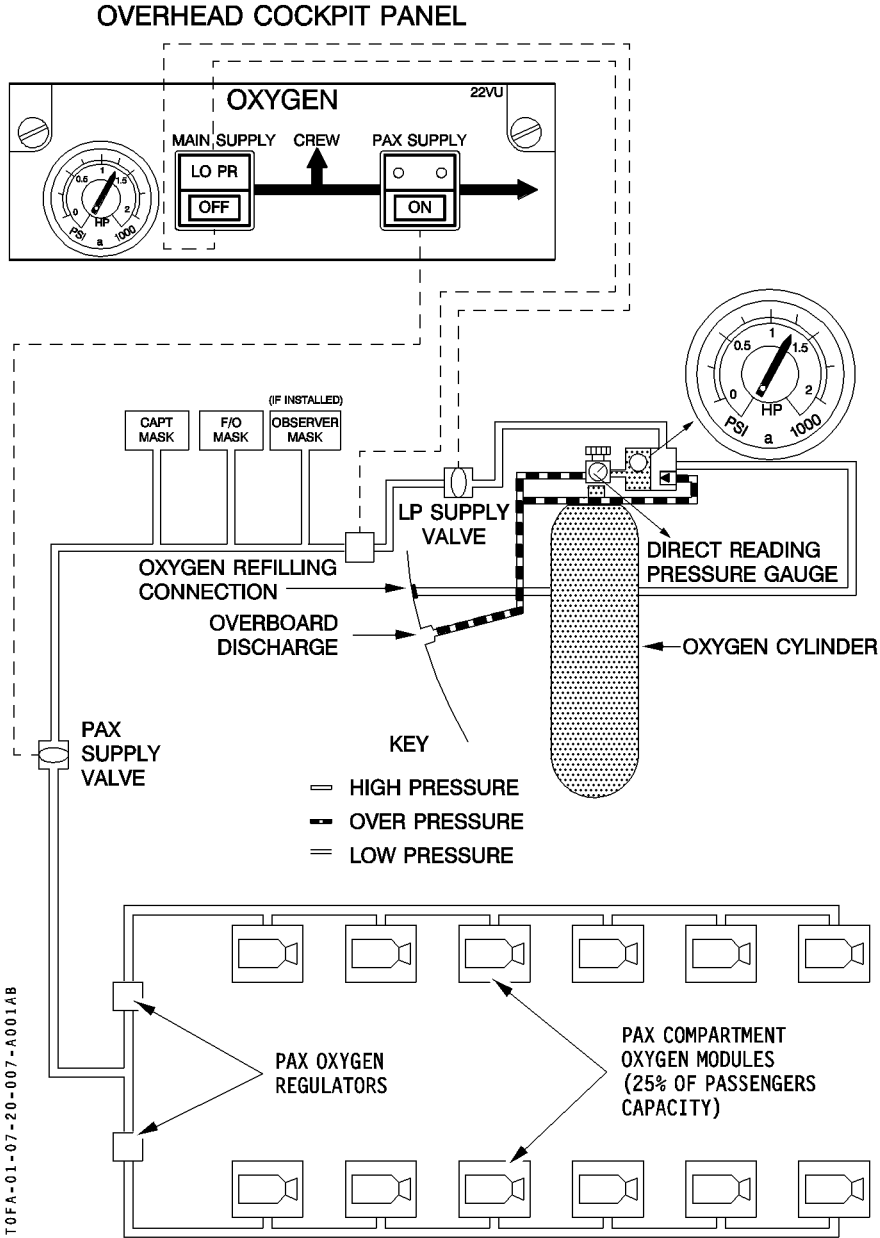
- Low pressure (below 50 psi) in the LP distribution circuit.
 - See OXYGEN LO PR procedure in chapter 2.05.12.

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20.4 SCHEMATICS

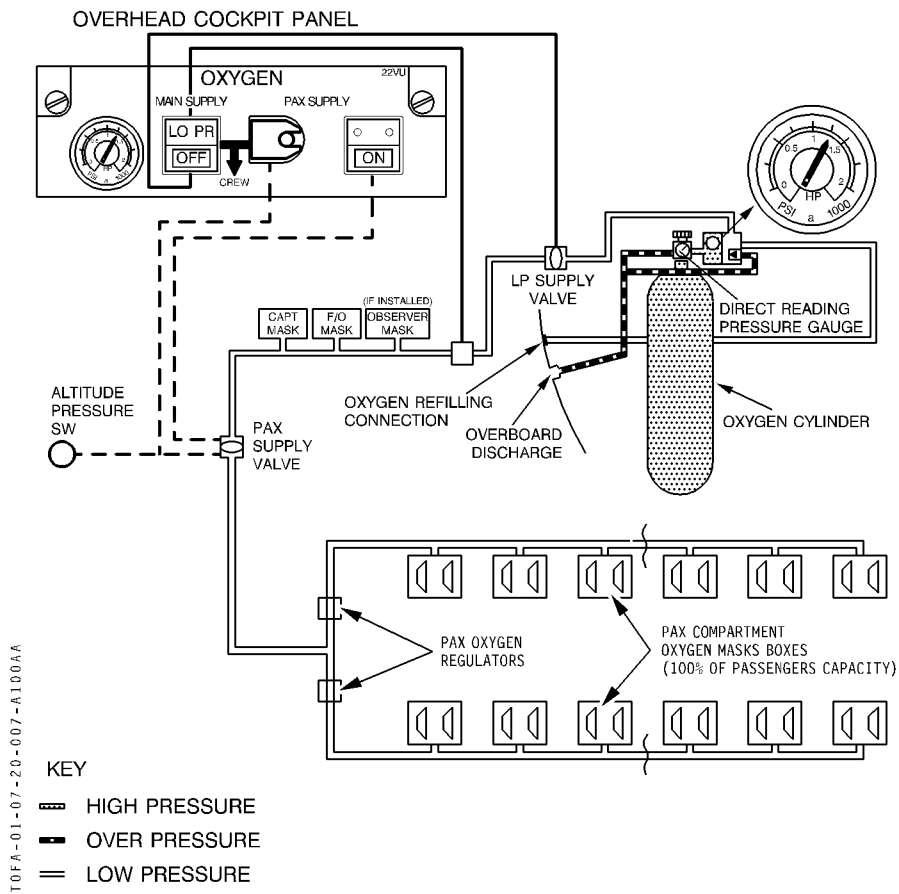
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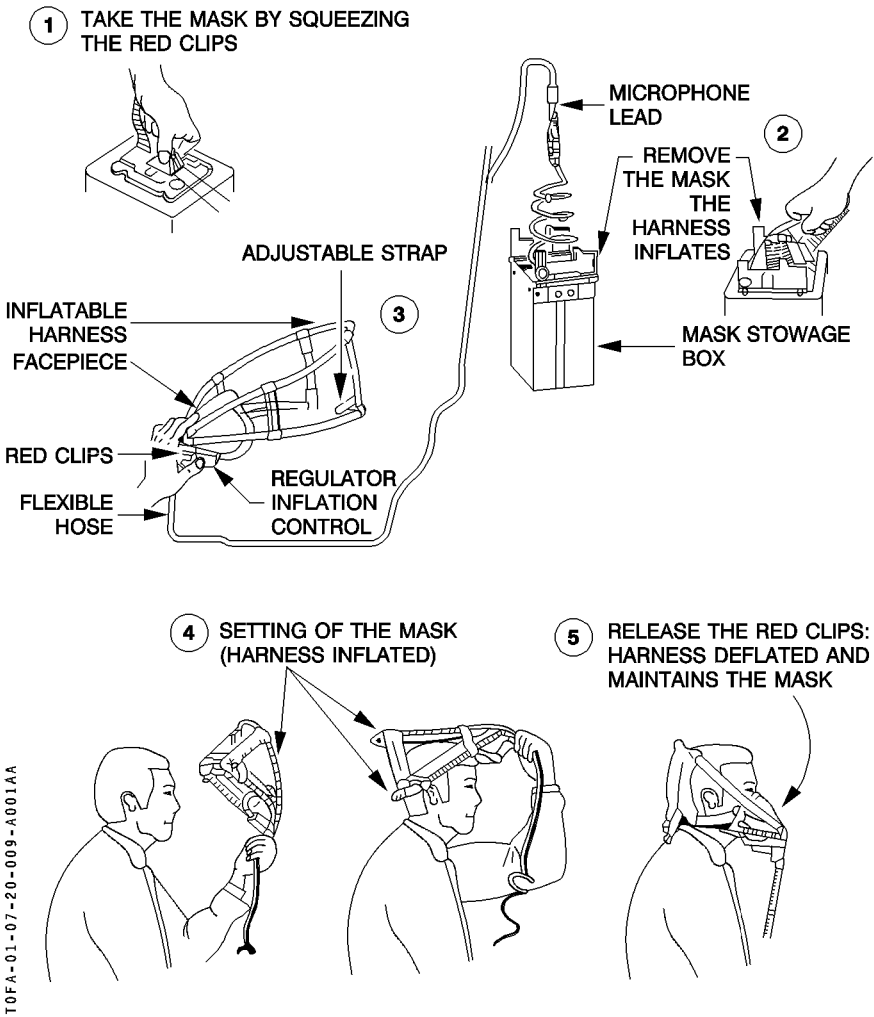
20.4 SCHEMATICS



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MASK SETTING



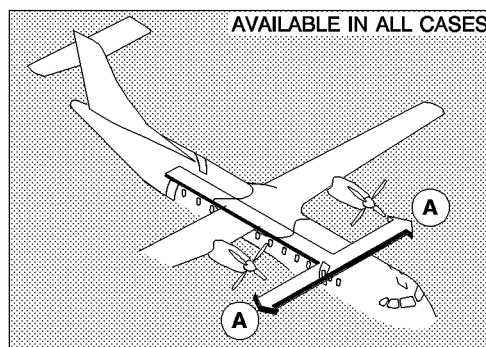
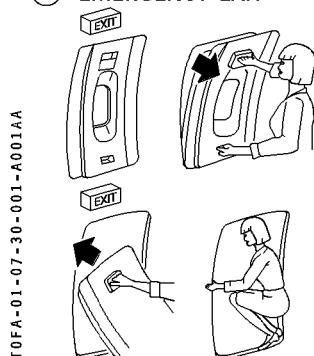
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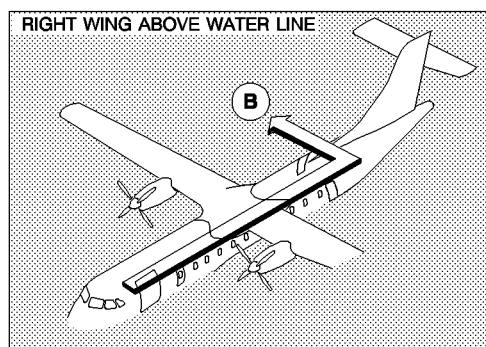
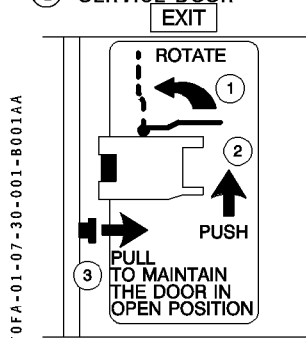
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EMERGENCY EVACUATION IN CASE OF DITCHING

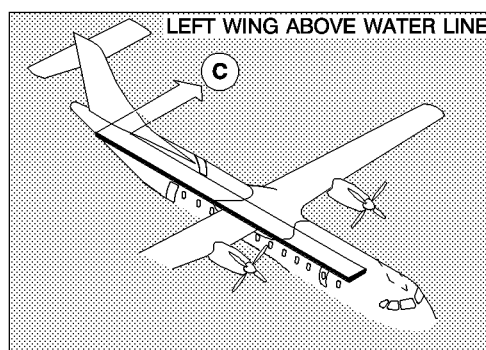
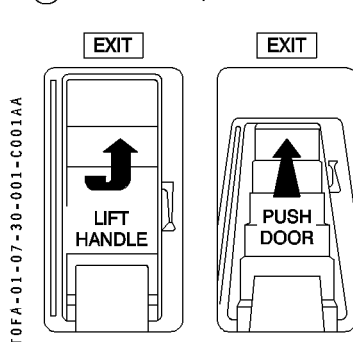
(A) EMERGENCY EXIT



(B) SERVICE DOOR EXIT



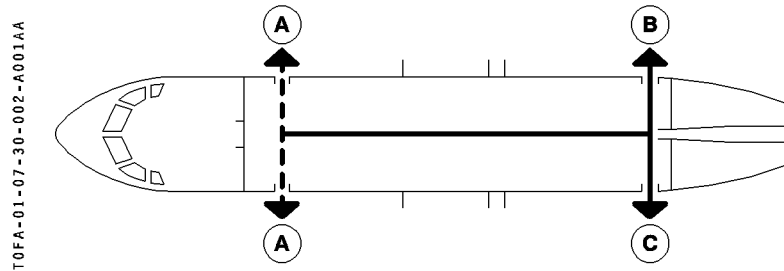
(C) PASSENGER/CREW DOOR



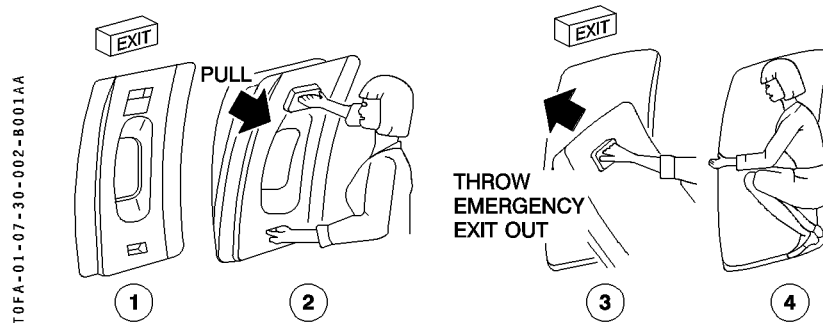
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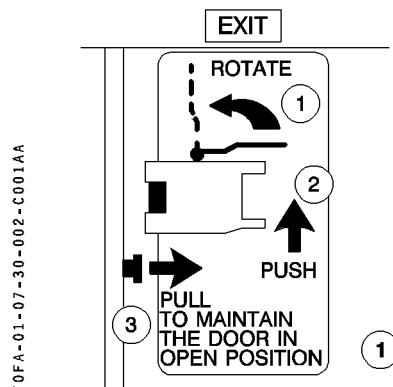
EMERGENCY EVACUATION IN CASE OF FORCED LANDING



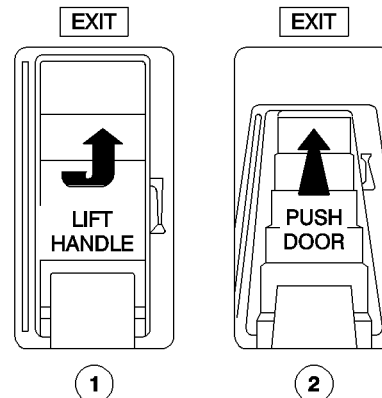
A EMERGENCY EXIT



B SERVICE DOOR



C PASSENGER/CREW DOOR

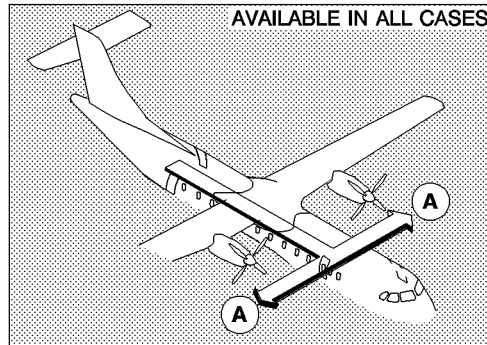
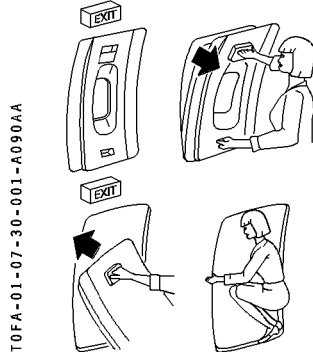


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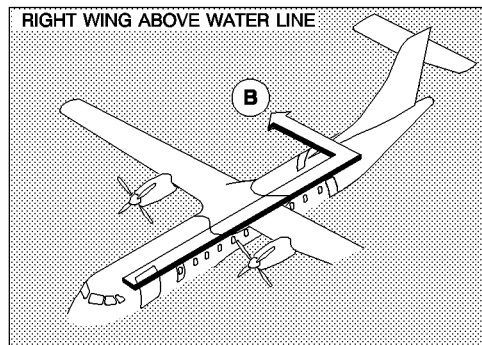
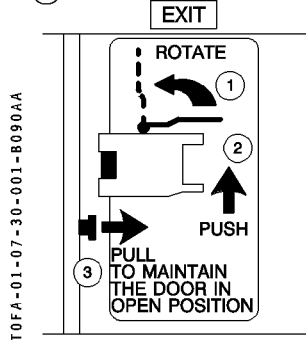
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EMERGENCY EVACUATION IN CASE OF DITCHING

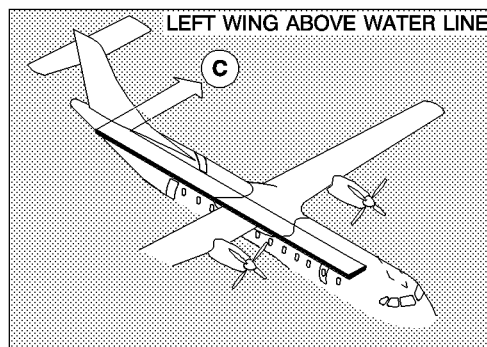
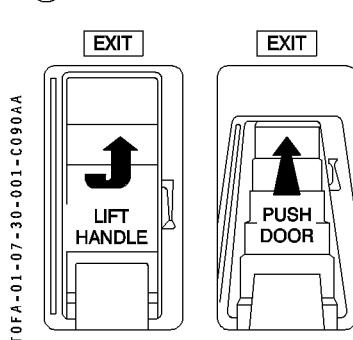
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(B) SERVICE DOOR EXIT



(C) PASSENGER/CREW DOOR

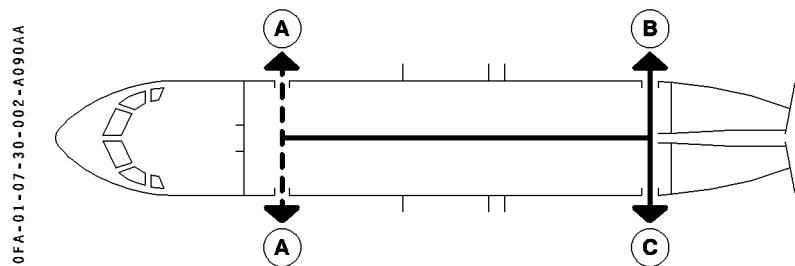


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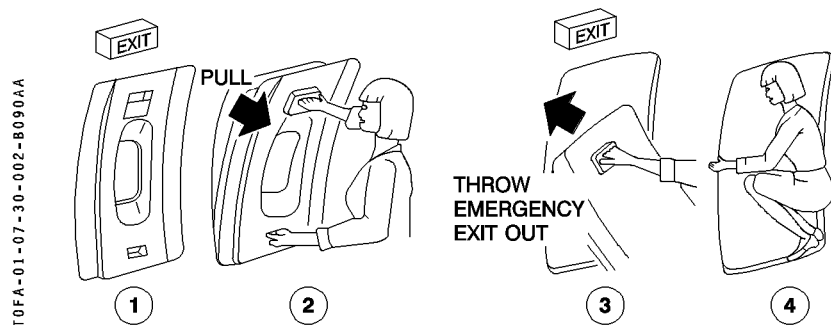
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EMERGENCY EVACUATION IN CASE OF FORCED LANDING

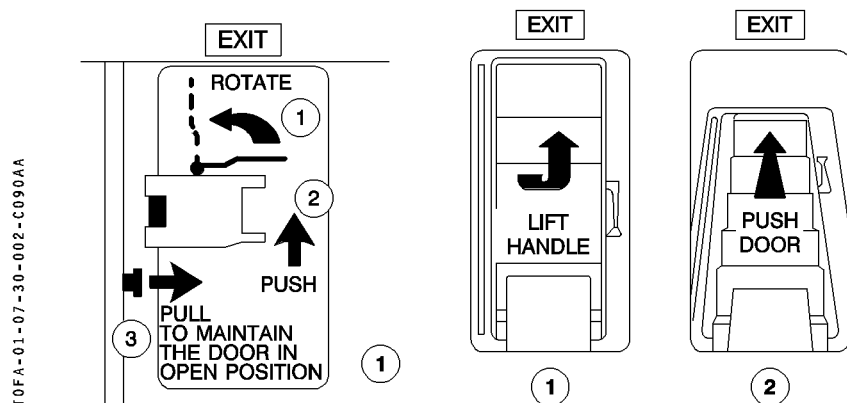


(A) EMERGENCY EXIT



(B) SERVICE DOOR

(C) PASSENGER/CREW DOOR



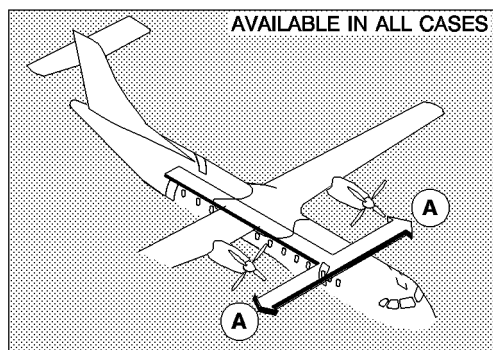
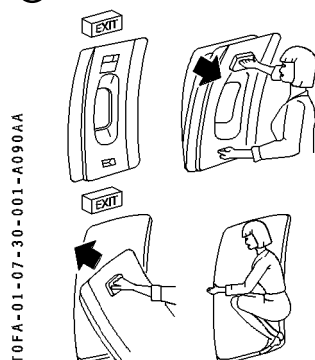
(C) *Note : Be sure that safety pin is removed.*

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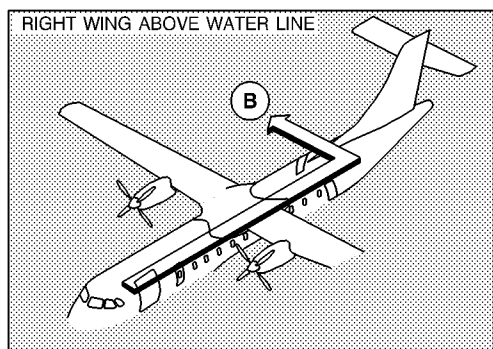
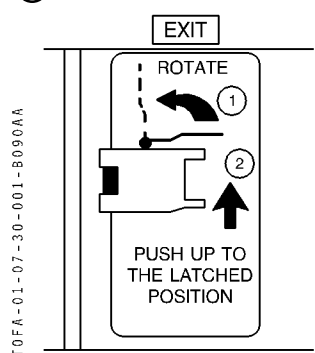
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EMERGENCY EVACUATION IN CASE OF DITCHING

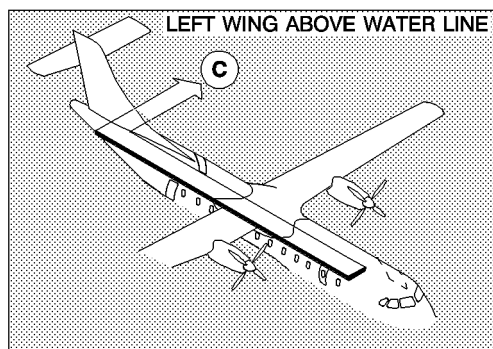
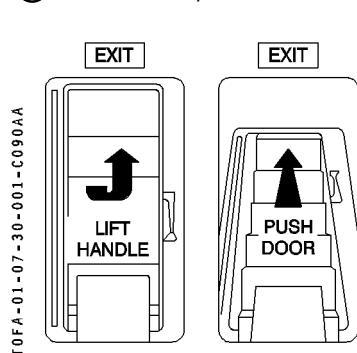
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(B) SERVICE DOOR



(C) PASSENGER/CREW DOOR

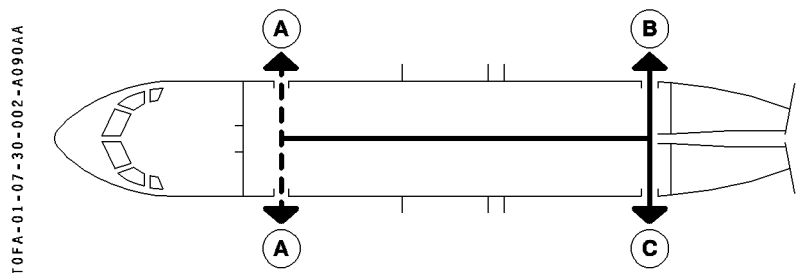


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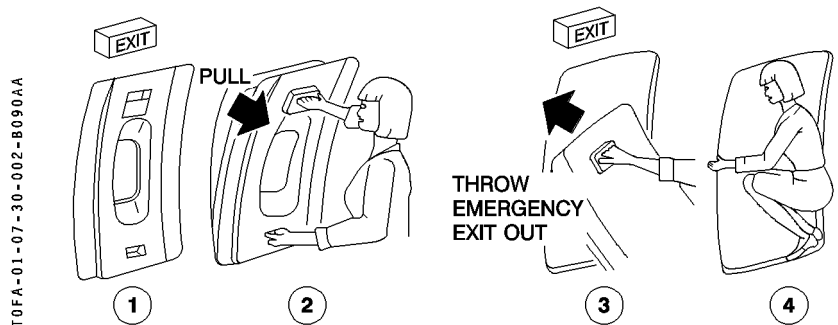
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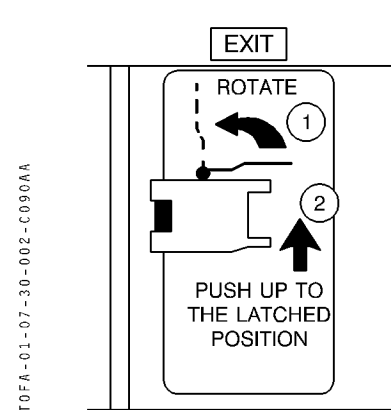
EMERGENCY EVACUATION IN CASE OF FORCED LANDING



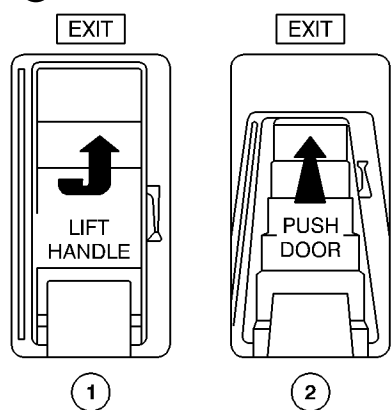
A EMERGENCY EXIT



B SERVICE DOOR



C PASSENGER/CREW DOOR



C Note : Be sure that safety pin is removed.