
	AIRCRAFT GENERAL CONTENTS	1.00.00		
		P 1	001	
				SEP 03

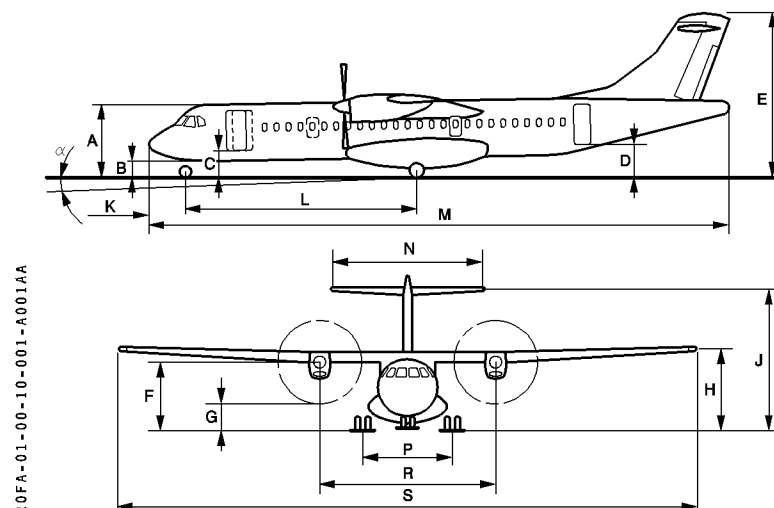
AA

	1.00.00	CONTENTS
	1.00.10	GENERAL
	1.00.20	COCKPIT
R	1.00.25	COCKPIT DOOR SECURITY SYSTEM (if installed)
	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

	AIRCRAFT GENERAL		1.00.10		
			P 1	001	
	GENERAL				DEC 96


AA

AIRCRAFT DIMENSIONS AND GROUND CLEARANCES



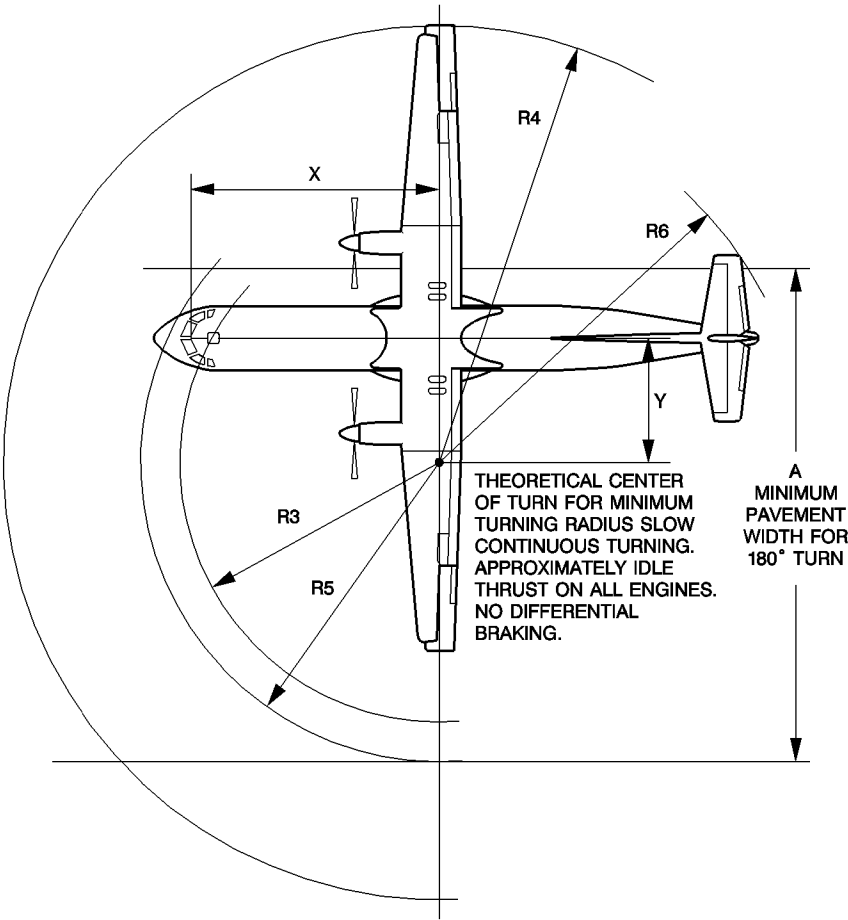
R0FA-01-00-10-001-A001AA

VERTICAL CLEARANCES (A → J)						
	OPERATING EMPTY WEIGHT		MAXIMUM RAMP WEIGHT			
	CG 25%		CG 14%		CG 37%	
	ft	m	ft	m	ft	m
A	10.80	3.29	10.43	3.18	10.73	3.27
B	2.16	0.66	1.77	0.54	2.06	0.63
C	4.00	1.22	3.61	1.10	3.90	1.19
D	4.88	1.49	4.66	1.42	4.40	1.34
E	25.33	7.72	25.16	7.67	24.67	7.52
F	10.46	3.19	10.13	3.09	10.23	3.12
G	3.97	1.21	3.64	1.11	3.74	1.14
H	12.50	3.81	12.20	3.72	12.17	3.71
J	22.87	6.97	22.70	6.92	22.24	6.78
α	-1°011		-1°183		-0°550	
K	5 Ft 6.3 in.				1.683 m	
L	35 Ft 4.8 in.				10.79 m	
M	89 Ft 1.5 in.				27.166 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	88 Ft 9 in.				27.050 m	

	AIRCRAFT GENERAL		1.00.10		
	GENERAL		P 2	001	
					DEC 96

AA


TURNING CAPABILITY ON GROUND



ROFA-01-00-10-002-A001AA

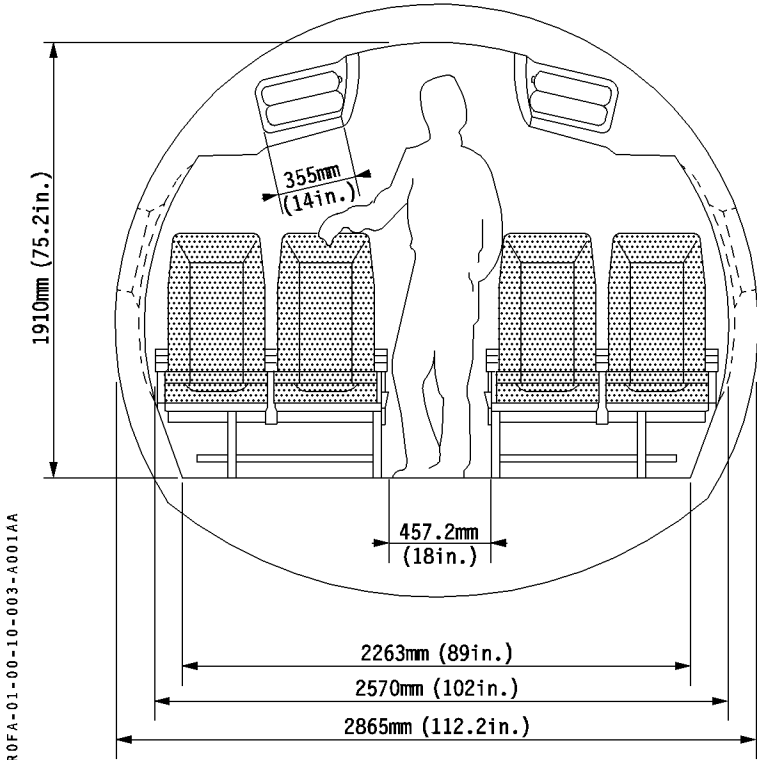
FEET INCH	METER
--------------	-------


TURN-ANGLE	X	Y	A	R3	R4	R5	R6
60°	35Ft 4In.	20Ft 4.5In.	70Ft 2.5In.	40Ft 9.5In.	64Ft 9In.	45Ft 9.5In.	55Ft 10.5In.
	10.77	6.21	21.40	12.43	19.74	13.96	17.03

 ATR 72 F.C.O.M.	AIRCRAFT GENERAL		1.00.10		
	GENERAL		P 3	001	
					DEC 96

AA

CABIN CROSS SECTION

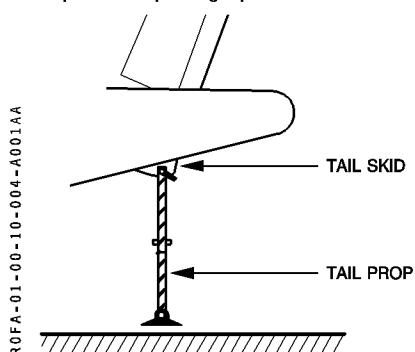


	AIRCRAFT GENERAL		1.00.10		
			P 4	001	
	GENERAL				DEC 96

AA

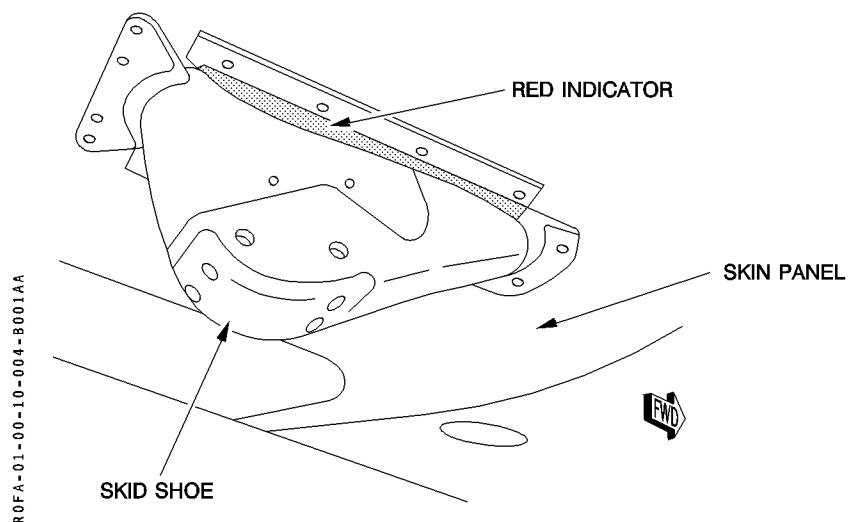
LOCATION OF THE TAIL PROP

On ground during passengers boarding/desembarquing, the tail prop must be installed on the tail skid to avoid a possible pulling-up.



Note : When not used, the tail prop is stored in the rear unpressurized area of the aircraft (beyond the aft bulkhead).


TAIL BUMPER



At each walk ground, inspect skid shoe :

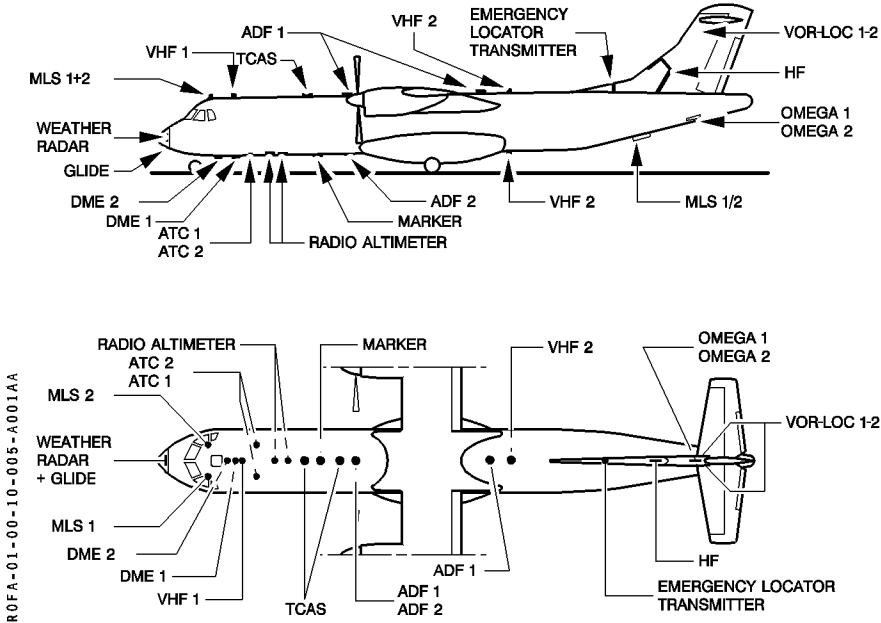
If it is stripped, check the red indicator :

- If this indicator does not show evidence of wear, aircraft can be flown.
- If this indicator shows evidence of wear, maintenance action is required.


	AIRCRAFT GENERAL		1.00.10		
			P 5	001	
	GENERAL				DEC 96

AA

R LOCATION OF ANTENNAE



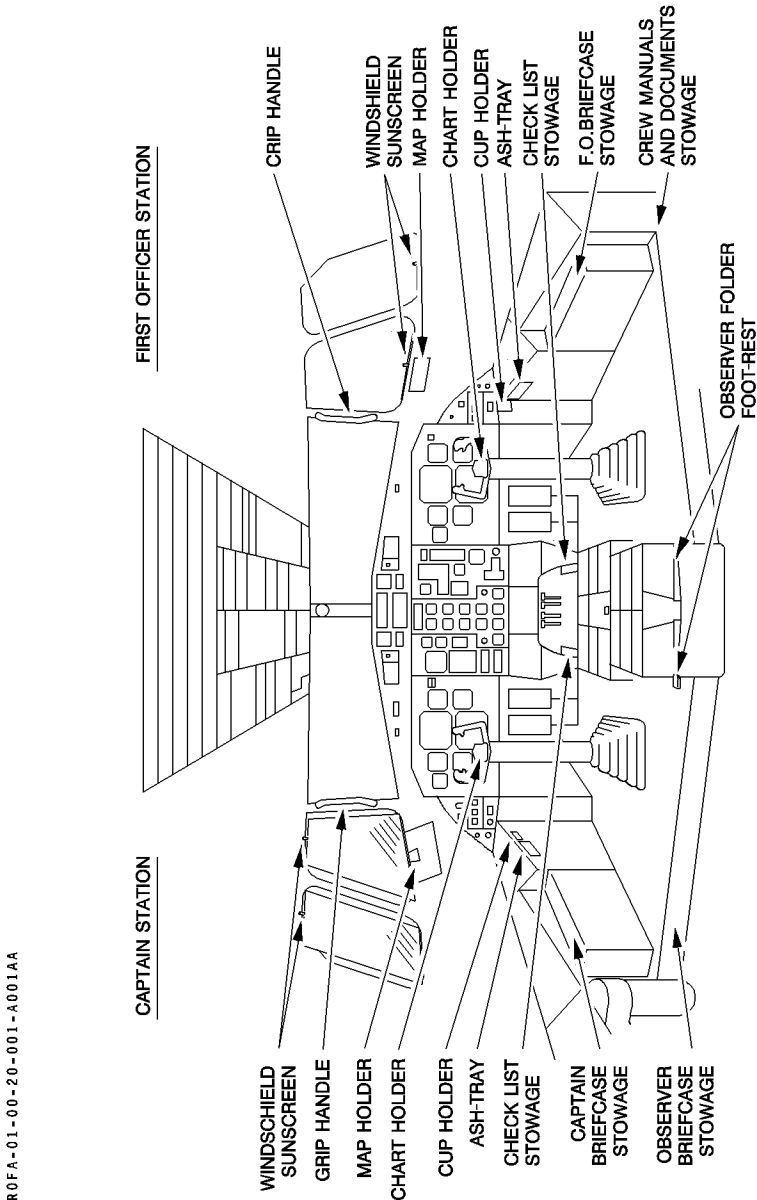
Note : Number and location of antennae may change depending on the versions. All possibilities are drawn on these views.

	AIRCRAFT GENERAL		1.00.20		
			P 1	001	
	COCKPIT				DEC 96


AA

GENERAL

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

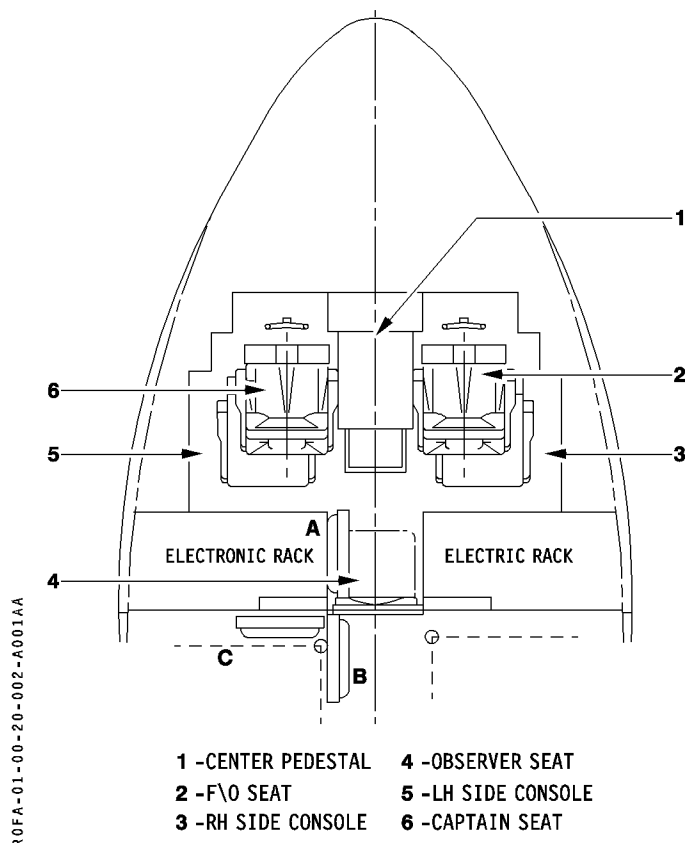


ROFA-01-00-20-001-A001AA

	AIRCRAFT GENERAL		1.00.20		
			P 2	001	
	COCKPIT				DEC 96

AA

SEATS




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

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

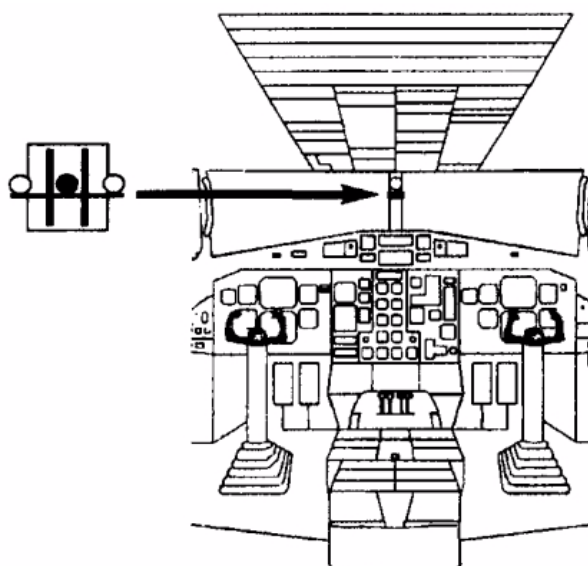
Safety pins enable the observer seat to be rocked backward in order to facilitate
emergency evacuation in case of jamming.

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

	AIRCRAFT GENERAL COCKPIT	1.00.20		
		P 2A	001	
				SEP 05

AA


SEAT POSITION SIGHT GAUGE



Seat position sight gauge may be used for proper setting seat height and fore/aft position. It assures to the crew a correct view of instrument panels as well as runway environment, especially when flying low visibility instrument approaches.

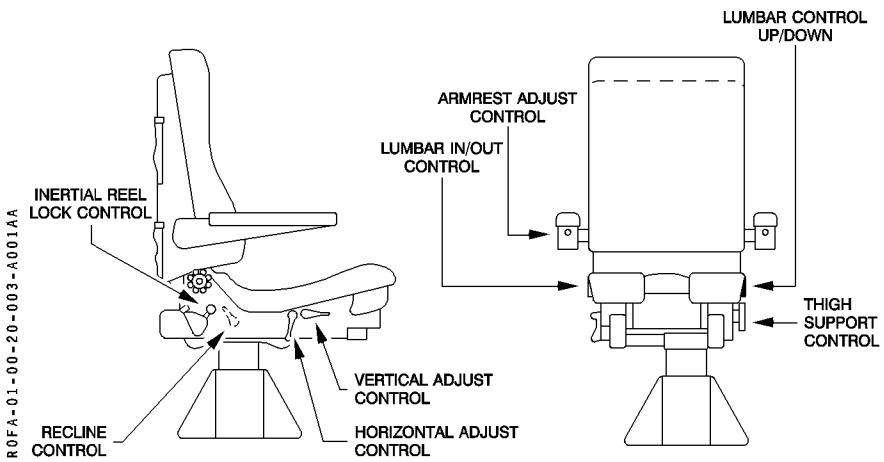
This indicator is composed of three colored balls. Center ball is red and is horizontally shifted compared with the other two white balls.

For proper seat position, respective white ball is obscured by the red one.

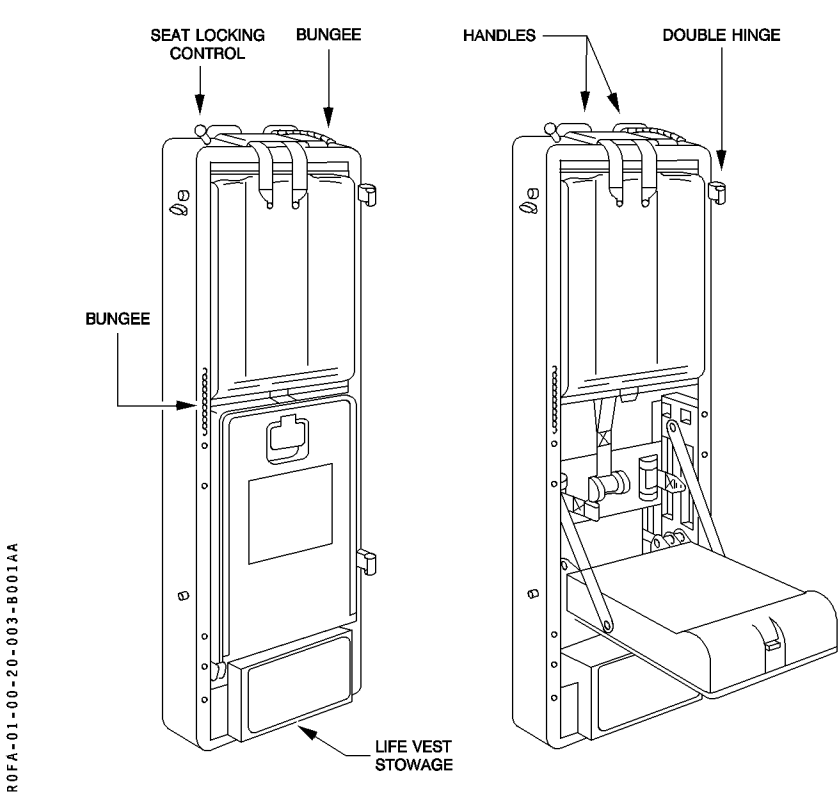
	AIRCRAFT GENERAL		1.00.20		
			P 3	001	
	COCKPIT				DEC 96


AA

CAPT/F/O SEATS



OBSERVER SEAT



 A320neo F.C.O.M.	AIRCRAFT GENERAL	1.00.20		
		P 04	001	
	COCKPIT PHILOSOPHY			SEP 04

AA

COCKPIT PHILOSOPHY


Status and failure indications are integrated in the pushbuttons (PB). 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.

- R Some PB (such as ACW...) are painted in amber to help crew to find them in case of smoke
- R (fluorescent painting).

PB 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

	AIRCRAFT GENERAL COCKPIT DOOR SECURITY SYSTEM	1.00.25		
		P 1	200	
				SEP 04

AA

25.1 Cockpit door description

The door has an electromagnetic locking system controlled by the pilots. In normal conditions, when the door is closed, it remains locked.

To open the door, the locking system has to be unlocked.

Upon receiving an entry request, the flight crew can authorize entry by unlocking the door which remains closed until it is pulled open.

When the flight crew does not respond to a request for entry, the cabin crew may unlock the door by pressing the Emergency push-button of the door call panel installed on cargo compartment side.

The door is bulletproof, intrusion resistant and fully compliant with the rapid decompression requirements.

The right door panel can be removed from the cockpit in case of the door becomes jammed by using the quick release hinges that are only accessible from inside the cockpit.

25.2 Cockpit Door Locking System Description

The cockpit door locking system (CDLS) provides a means of electrically locking and unlocking the cockpit door. The system is mainly composed of :

- a Door Call panel located on the cargo compartment side on the right door panel
- a toggle switch, located on the center pedestal's Cockpit Door Control panel (811VU)
- a Cockpit Door Control Unit located in the forward avionics bay
- a buzzer
- a Cockpit Door Locking System Switch located on the 121VU

The door call panel enables the cabin crew to request access to the cockpit. There are two different access request modes : a "Routine" access request type and an "Emergency" access request.


The toggle switch enables the flight crew to lock or unlock the cockpit door, following an access request, thereby allowing or denying entry into the cockpit.

The Cockpit Door Control Unit is the system controller in charge of :

- Locking and unlocking the electromagnetic locks, upon flight crew action
- Alert annunciation to indicate failure of electromagnetic locks
- Activating the access request buzzer and turning on the Door Call panel LED's

The buzzer sounds in the cockpit for a minimum of 2 seconds (duration = duration of pushbutton activation + 2 seconds) to indicate that a routine access request has been made or sounds continuously if an emergency access procedure has been initiated.

The Cockpit Door Locking System Switch enables the Cockpit Door Locking System to be switched ON or OFF at the beginning or at the end of the flight and to facilitate maintenance tasks and ground operations.

	AIRCRAFT GENERAL COCKPIT DOOR SECURITY SYSTEM	1.00.25		
		P 2	200	
				SEP 04

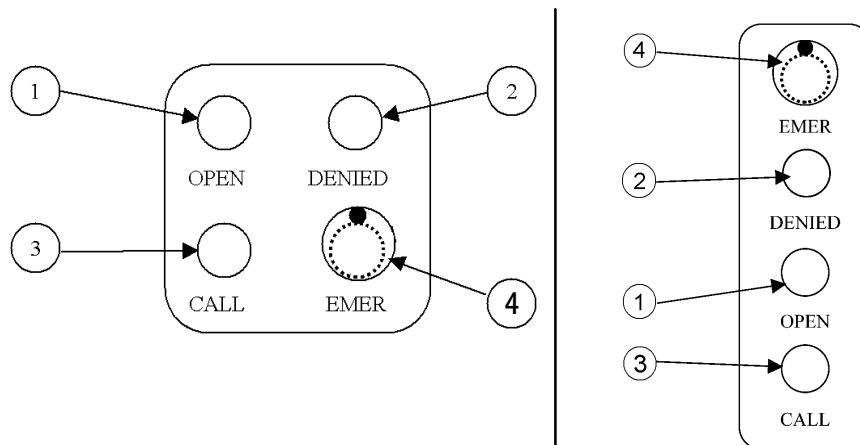
AA

25.3 Door Call Panel

The Door Call Panel is used by the cabin crew to request pilots to open the door.

102/202/212/212A version

101/201/211 version



① OPEN Green LED illuminates :

The door has been unlocked either by a flight crew action or automatically (during 10 seconds) when no flight crew action has been performed during the delay (30 seconds), following an emergency access request. The door panel can then be pulled open

OPEN Green LED flashes :

An emergency request to enter the cockpit has been made; the buzzer will sound continuously in the cockpit, but no action has yet been taken by the flight crew.

② DENIED LIGHT illuminates :


When the flight crew has denied access. The door remains locked. If no crew action is taken, the light remains illuminated for 3 minutes. During this delay any action on the call panel will be inhibited.

③ CALL push-button switch :

It is used to sound the buzzer in the cockpit for at least 2 seconds

④ EMER push-button switch :

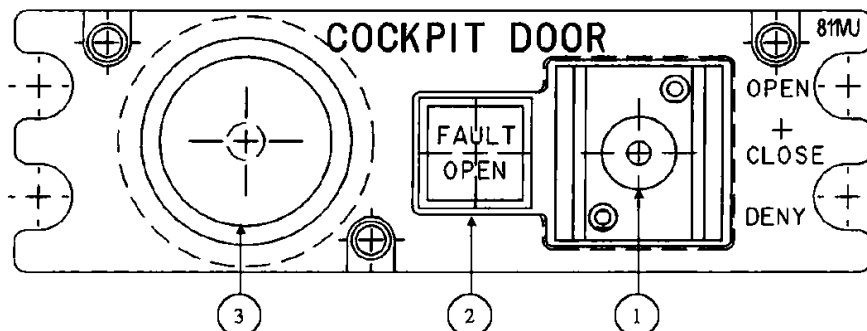
It is protected by a rotating plate to prevent inadvertent activation. It is used to initiate the emergency opening of the door when the flight crew does not respond. The buzzer will sounds continuously in the cockpit, the OPEN green LED on the Door Call Panel will flash.

 ATR 72 F.C.O.M.	AIRCRAFT GENERAL		1.00.25		
			P 3	200	
	COCKPIT DOOR SECURITY SYSTEM				SEP 04

AA

25.4 Cockpit Door Control Panel

The cockpit door opening is controlled by a toggle switch, located on the central pedestal



① Toggle Switch

OPEN Position : This position is used to enable the cabin crew member to open the cockpit door. The switch must be pulled and maintained in the open position until the right door panel is pulled open. To open the left door panel, move the handle located on the cockpit side and pull the left panel aft.

CLOSE Position : The door is locked, and emergency access is possible for the cabin crew

DENY position : Once the button has been moved to this position, the door is locked. EMERGENCY access, the buzzer and the Door Call Panel are inhibited for 3 minutes.

Note

- If the DENY position has not been used by the pilot for at least 3 minutes, the cabin crew is able to request either the routine or the emergency access.
- The OPEN position overrides and resets any previous selection
- In case of an electrical supply failure, the cockpit door is automatically unlocked.

② Fault/open Indication


OPEN light ON : The door is not closed, or not locked

OPEN light flashes : The cabin crew has started an emergency access procedure. If there is no reaction from the flight crew, the door will unlock at the end of the 30 seconds delay.

FAULT : This light comes on when a system failure has been identified (Example : electromagnetic lock, control unit, electrical supply)

③ Buzzer

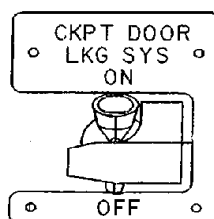
Buzzer sounds : For at least 2 seconds after the cabin crew has request an access through the CALL push-button on the Door Call Panel,
or
continuously when the cabin crew has started an emergency access procedure

	AIRCRAFT GENERAL COCKPIT DOOR SECURITY SYSTEM	1.00.25		
		P 4	200	
				SEP 04

AA

25.5 COCKPIT DOOR LOCKING SYSTEM ON/OFF CONTROL

The Cockpit Door Locking System ON/OFF Control Switch is located behind the First Officer on the 121VU panel.



ON/OFF Control Switch


ON : The cockpit door locking system is operative

OFF : The cockpit door locking system is deactivated. The door is unlocked, the door right panel can be opened from the cargo compartment side by pulling it. To open the door left panel, move the handle located on the cockpit side and pull the left panel. If the system is switched off and the aircraft power is available, the **FAULT** light on the pedestal Cockpit Door Control panel comes on.

25.6 ELECTRICAL SUPPLY / SYSTEM MONITORING

ELECTRICAL SUPPLY

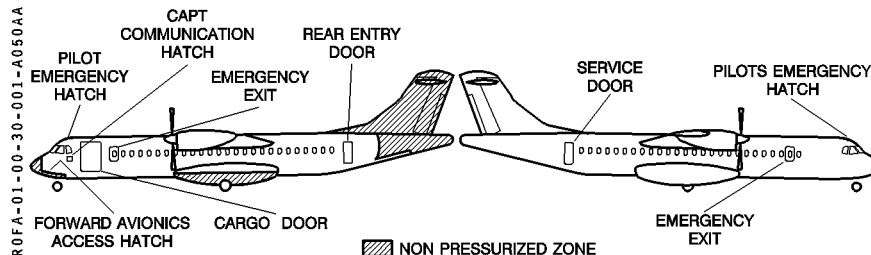
EQUIPMENT	DC BUS SUPPLY (C/B)
Cockpit Door Locking System	DC BUS 2
Cockpit Door Fault light	ESS BUS 2 (on central pedestal cockpit door control panel)

 ATR 72 F.C.O.M.	AIRCRAFT GENERAL		1.00.30		
			P 1	160	
	DOORS				SEP 03

AA

30.1 DESCRIPTION

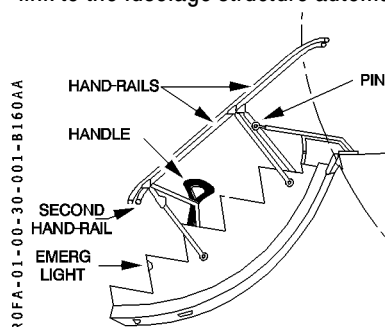
LOCATION



ENTRY DOOR

The entry door is an outward opening, non plug type door with a net opening of 72 cm (28.5") wide (without hand-rail(s)) and 1.75 m (68.8") high.

The mechanism is essentially composed of two handles, 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 is a folding hand-rail which, by means of a link to the fuselage structure automatically erects when the door is opened.



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

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.

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

INTERNAL DOOR

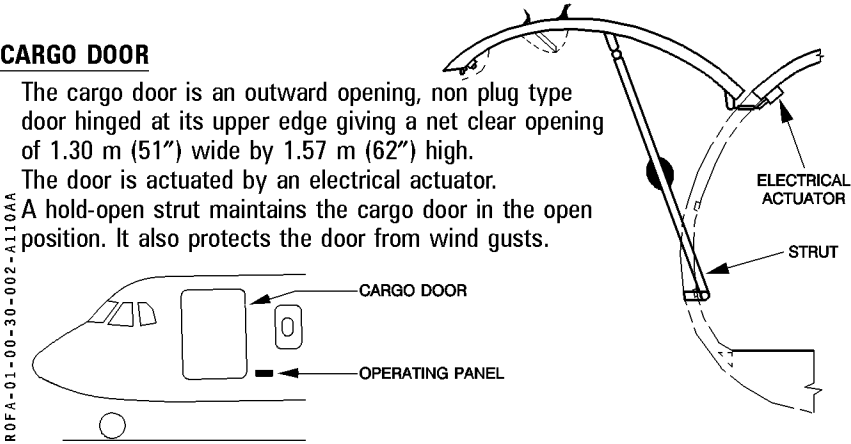
A forward opening hinged door separates the forward cargo compartment and the passenger compartment. A latch operated by a knob on the cabin side and a safety key from the cargo side is provided. In case of emergency it can be forced opened in either direction.

- R Except when a Cockpit Door Security System is installed (see in this case 1.00.25), 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 72 F.C.O.M.	AIRCRAFT GENERAL		1.00.30		
	DOORS		P 2	110	
					JUN 97

CARGO DOOR

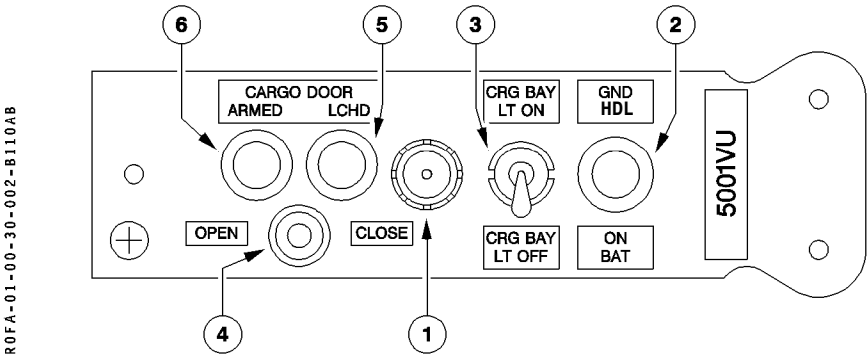
The cargo door is an outward opening, non plug type door hinged at its upper edge giving a net clear opening of 1.30 m (51") wide by 1.57 m (62") high. The door is actuated by an electrical actuator. A hold-open strut maintains the cargo door in the open position. It also protects the door from wind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




ELECTRICAL OPERATING

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

Operating Panel



	AIRCRAFT GENERAL DOORS	1.00.30		
		P 3	110	
				JUN 97

① Panel cover switch

Connects the Ground Handling Bus on line when the panel cover is opened.

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.

④ Actuator Selection Switch

Is used to operate the door (opening or closing) when the "SELECT ARMED" green light is ON.

⑤ "Cargo Door latched" blue light


Is ON when all door hooks and latch locks are fully engaged.

⑥ "Selector Armed" green light

Is ON when Actuator Selection Switch working conditions are met.

These conditions are

- Panel cover opened
- Door unlocked by operating handle : all hooks are disengaged (and FWD latchlock is unfastened).

	AIRCRAFT GENERAL DOORS	1.00.30		
		P 4	100	
				JUN 97

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 illuminates).
- Press selector to **OPEN** until door is completely opened.
- 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.

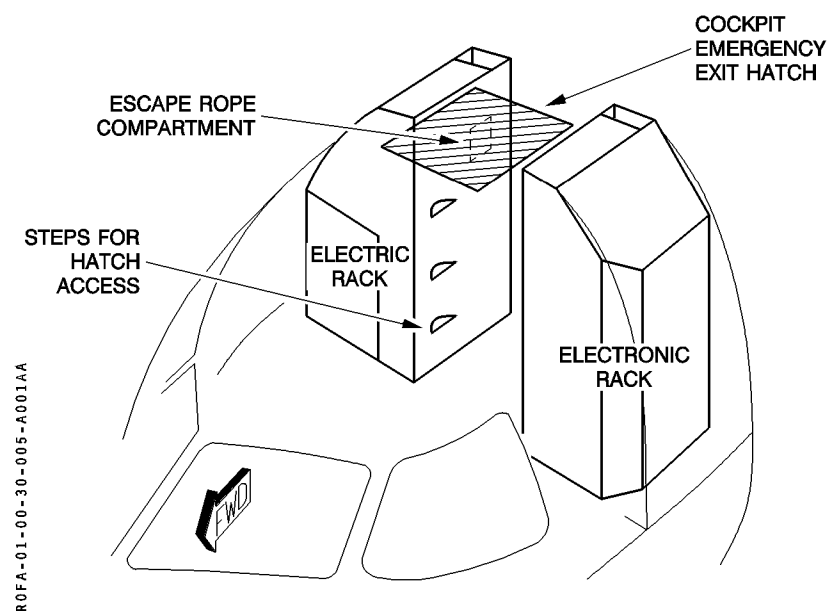
 ATR 72 F.C.O.M.	AIRCRAFT GENERAL		1.00.30		
	DOORS		P 5	001	
					DEC 96

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 corrido RH side.



CABIN

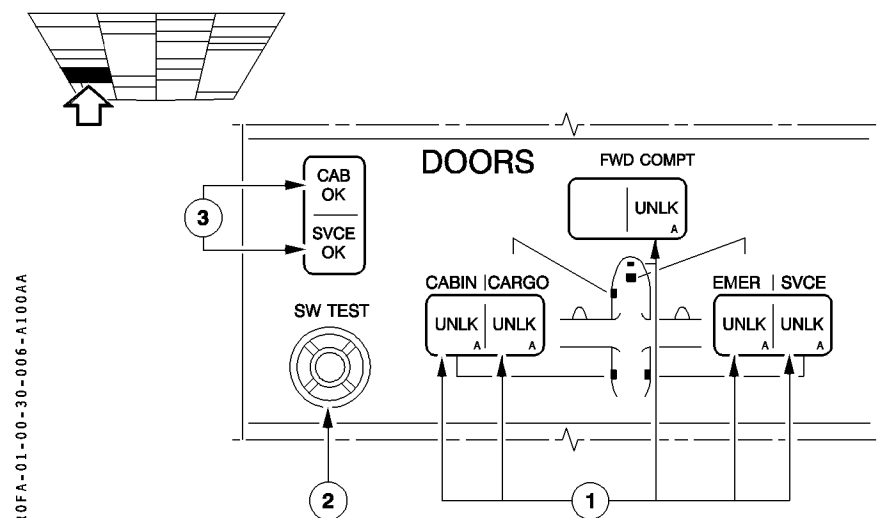
In addition to the doors already described, two plug emergency type III exists are provided.

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

 ATR 72 F.C.O.M.	AIRCRAFT GENERAL		1.00.30		
			P 6	100	
	DOORS				JUN 97

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.

	AIRCRAFT GENERAL DOORS	1.00.30		
		P 7	001	
				JUN 97

30.3 ELECTRICAL SUPPLY/MFC LOGIC/SYSTEM MONITORING

ELECTRICAL SUPPLY

MODEL	EQUIPMENT	DC BUS SUPPLY (C/B)
All	Doors alert	DC BUS 2 (on lateral panel CAUTION)
R 102 or 202 or 212 or 212 A	Cargo door actuator Cargo door actuator control	HOT MAIN BAT BUS (on lateral panel ACTR) 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	1.00.40		
		P 1	100	
	LIGHTING			JUN 97

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 NORMAL 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.

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

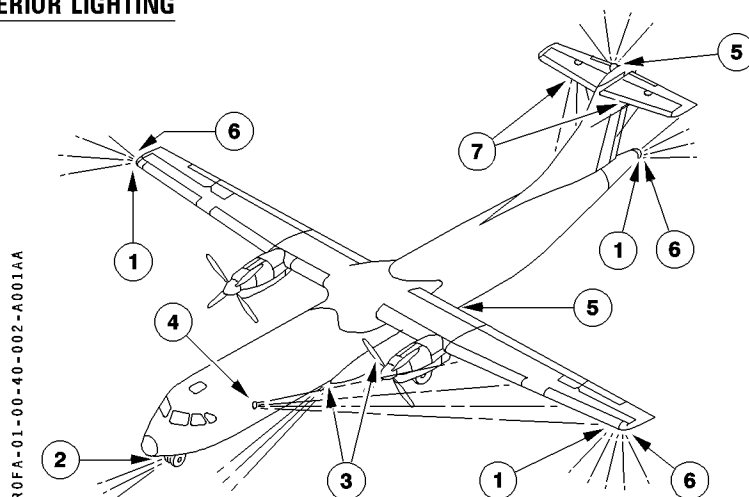
A switch located RH of the after entrance door provides for 2 min. cockpit lighting and emergency EXIT lights illumination.

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 96

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 to 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)

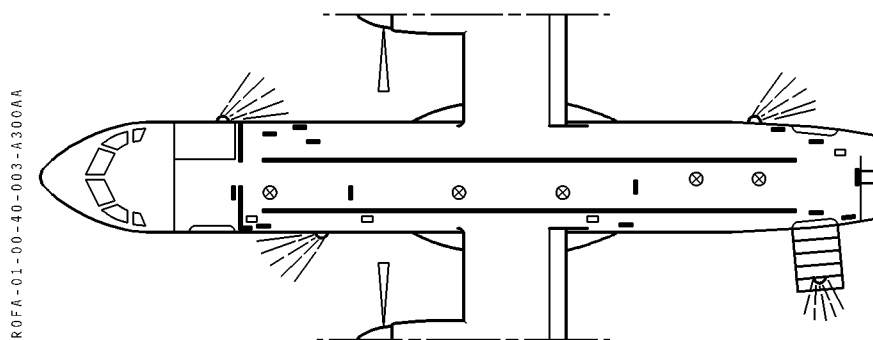
Two lights are installed one on each side of the lower surface of the horizontal stabilizer to illuminate the company logo on both sides of the vertical stabilizer.

 ATR 72 F.C.O.M.	AIRCRAFT GENERAL		1.00.40		
	LIGHTING		P 3	300	
					JUL 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 STBY BUS via a voltage divider.
- 6V integral batteries charged from the DC STBY BUS with a 10 mn capacity.


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

In case of flight with DC STBY 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.

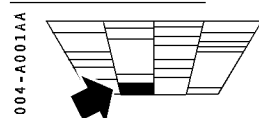
Note : Emergency flash lights are provided (see 1.07).

	AIRCRAFT GENERAL		1.00.40	
			P 4	001
	LIGHTING			DEC 96

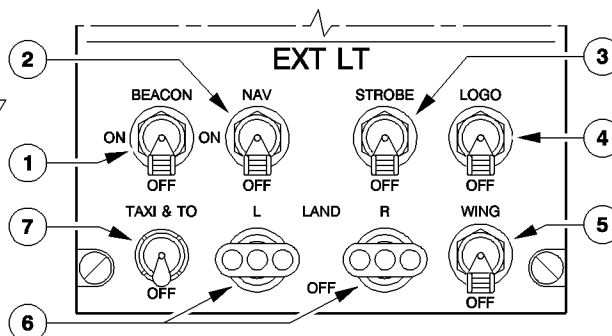
AA

40.2 CONTROLS

EXT LIGHT PANEL

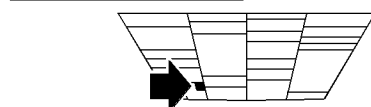


ROFA-01-00-40-004-A001AA



- 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 & T. O. sw
TAXI Both TAXI lights illuminate steady
OFF Lights are extinguished

MIN CAB LT SWITCH




ROFA-01-00-40-004-B001AA

MIN CAB LT

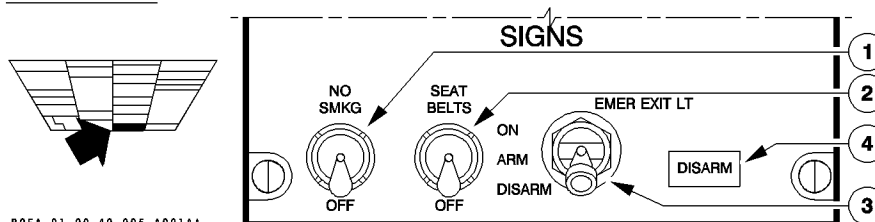


Enables to control the minimum cabin lights powered by the main battery.
On the RH side of the cabin only, every second light is illuminated.

	AIRCRAFT GENERAL		1.00.40		
			P 5	001	
	LIGHTING				DEC 96

AA

SIGNS PANEL



ROFA-01-00-40-005-A001AA

① NO SMOKING sw

NO SMKG 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 lights illuminate.
ARM Normal selector position in operation. Emergency lights will :
 – Illuminate if DC STBY BUS voltage is below 18V or if the two generators are lost.
 – Extinguish if DC STBY BUS voltage is over 20V and at least one generator running.
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

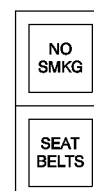
DISARM light Illuminates amber when the emergency light system is deactivated.


MEMO PANEL



ROFA-01-00-40-005-B001AA

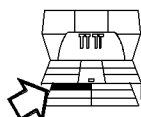
Light illuminate blue when associated switch is selected ON.



	AIRCRAFT GENERAL		1.00.40		
			P 6	001	
	LIGHTING				DEC 96

AA

LT PANEL



ROFA-01-00-40-006-A001AA

① INST rotary selector

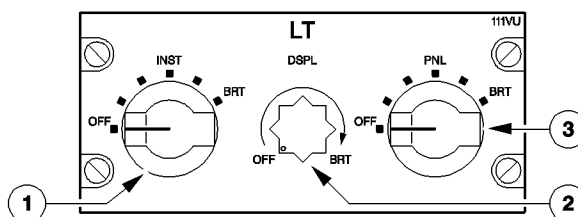
Selects activation and intensity of main panel instrument integral lighting.

② DSPL knob

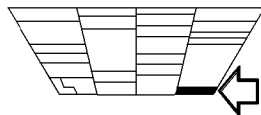
Selects activation and intensity of all digit lighting.

③ PNL rotary selector

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



ANN LT PANEL



ROFA-01-00-40-006-B001AA

① ANN LT sw

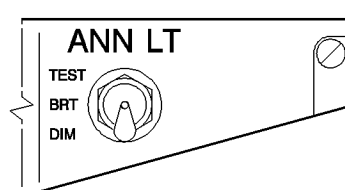
Allows to check and to control the intensity of :

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

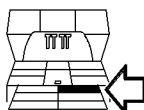
TEST : All the associated lights come on bright

BRT : Associate light, when selected, illuminate bright

DIM : Associated light, when selected, are dimmed.



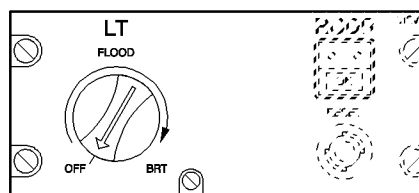
LT and RCDR PANEL




ROFA-01-00-40-006-C001AA

① FLOOD knob

Selects activation and intensity of pedestal panel flood lighting.

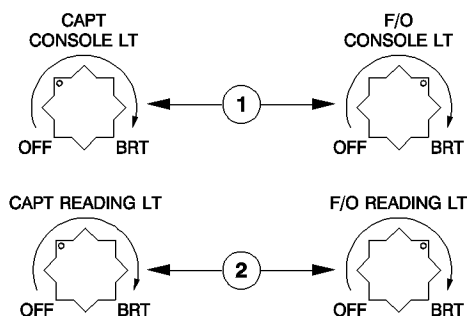
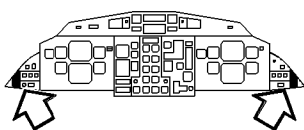


 ATR 72 F.C.O.M.	AIRCRAFT GENERAL		1.00.40		
			P 7	001	
	LIGHTING				DEC 96

AA

SIDE PANEL

R0FA-01-00-40-007-A001AA



① CONSOLE LT knob

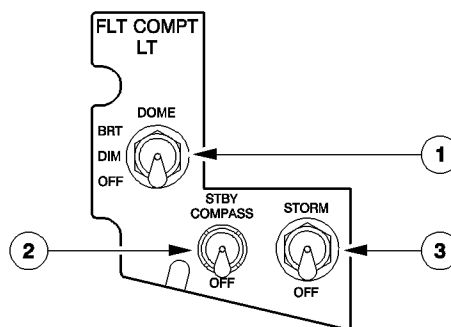
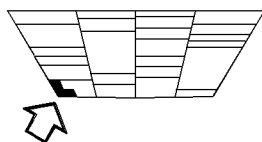
CONSOLE The light above the associated lateral console is ON.
OFF Light is extinguished.

② READING LT knob

Selects activation and intensity of the respective spot light.

FLT COMPT LT PANEL

R0FA-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

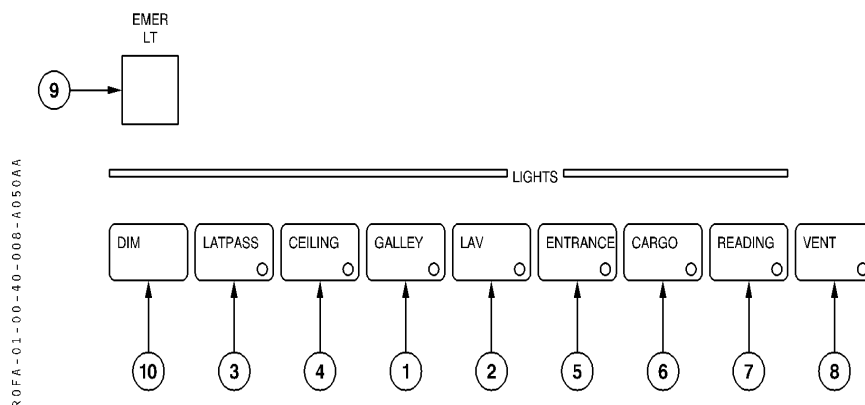
③ STORM sw

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 LIGHTING	1.00.40		
		P 8	050	
				JUL 99

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 CEILING LT SW
Monitor the passengers ceiling lighting.
- ⑤ ENTRANCE sw
Monitor entrance lighting.
- ⑥ CARGO sw
Monitor cargo lighting.
- ⑦ READING 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).
- ⑩ DIM LT sw
Associated light, when selected, are dimmed.

	AIRCRAFT GENERAL LIGHTING	1.00.40		
		P 9	001	
				DEC 96


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) . DC BUS 1 (on lateral panel ALTN)	– Nil –
Wing lights	. 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 2	. 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 STBY 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 1 (on lateral panel NORM SPLY)
Inst panel emergency lighting	– Nil –	AC STBY BUS (on lateral panel EMER SPLY)

R

	AIRCRAFT GENERAL LIGHTING	1.00.40		
		P 10	001	
				SEP 03


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 BUS (on lateral panel M30 DSPL)	– Nil –
Annunciator light test	. DC BUS 1 (on lateral panel ANN LT TEST)	– Nil –
COMPARTMENT		
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) . DC UTLY BUS 2 (on lateral panel)	– 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 –

R

MFC LOGIC

See chapter 1.01.

	AIRCRAFT GENERAL		1.00.50	
	WATER AND WASTE SYSTEM	P 1	030	
				DEC 96

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 –