25.00 CONTENTS

GENERAL

The aircraft and system controls, required for piloting the aircraft, are arranged in such a way that the crew faces forward and all crewmembers can monitor instruments and systems. The designers concentrated system controls on the overhead panel by making extensive use of pushbuttons, directly installed in the system synoptic.

Note : The electrical circuit breaker panel is in the avionics bay to increase available space in the cockpit without any penalty in the passenger cabin.

PRINCIPLES FOR PUSHBUTTONS WITH INTEGRATED INDICATIONS

Whenever possible, pushbuttons used for corrective actions, have integrated status and failure indications.
The pushbutton positions, and their illuminated indications, follow the "lights out" principle.

– While corresponding to particular aircraft configurations, indications also have the following color codes :
  · Warnings
    RED : A failure requiring immediate action.
  · Cautions
    AMBER : A failure, of which the flight crew should be aware, but does not call for immediate action.
  · Indications
    GREEN : For normal system operation.
    BLUE : For normal operation of a system used temporarily.
    WHITE : – For an abnormal pushbutton position.
    – For a test result or maintenance information.

  When the aircraft is in normal configuration, only green lights can be permanently lit, whereas blue lights can be lit intermittently.
– Pushbutton positions :

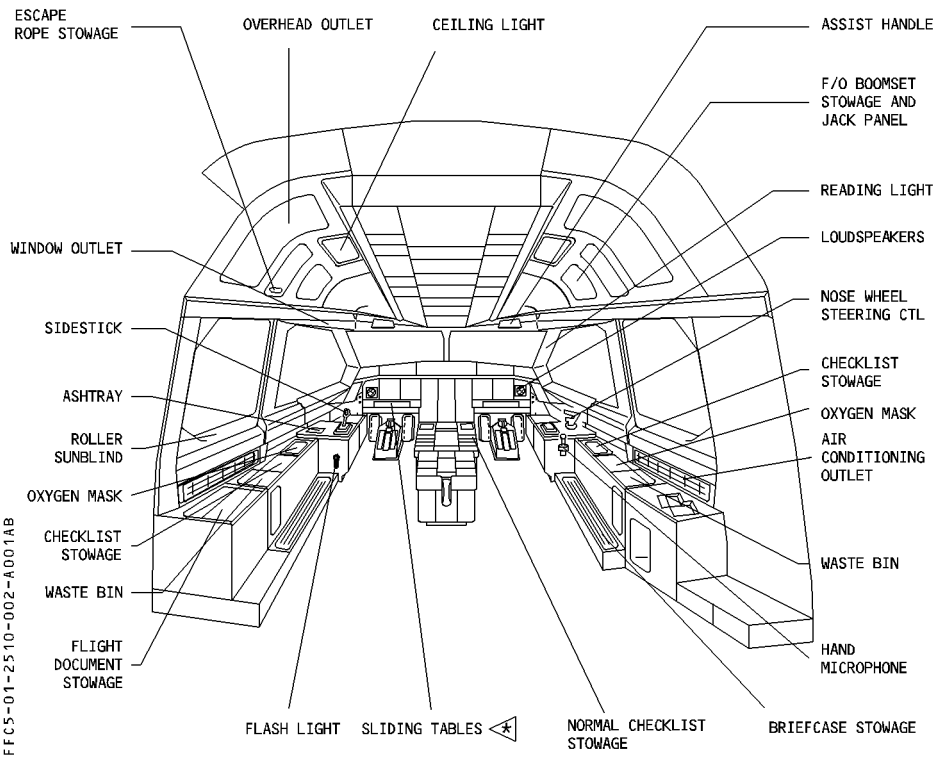
POSITION	BASIC FUNCTION
Pressed In	ON, AUTO, OVRD
Released Out	OFF, MAN

Note : 1. Certain pushbutton lights have two dots, indicating that the corresponding part of the pushbutton is not used.

R *2. Certain pushbuttons do not remain pressed in. These are referred to as*
R *"Momentary Action" pushbuttons.*

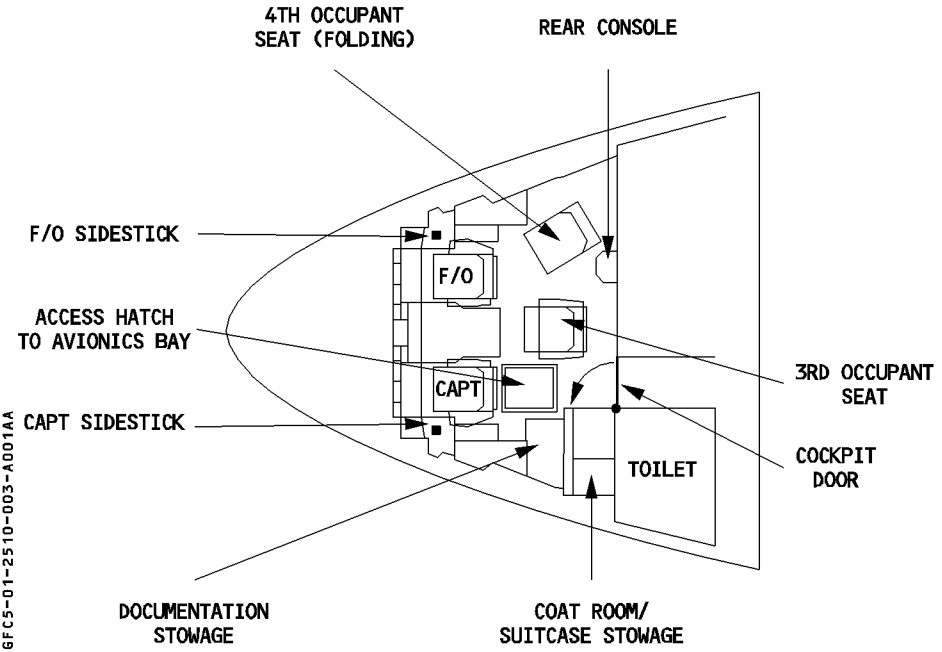
GENERAL ARRANGEMENT

R

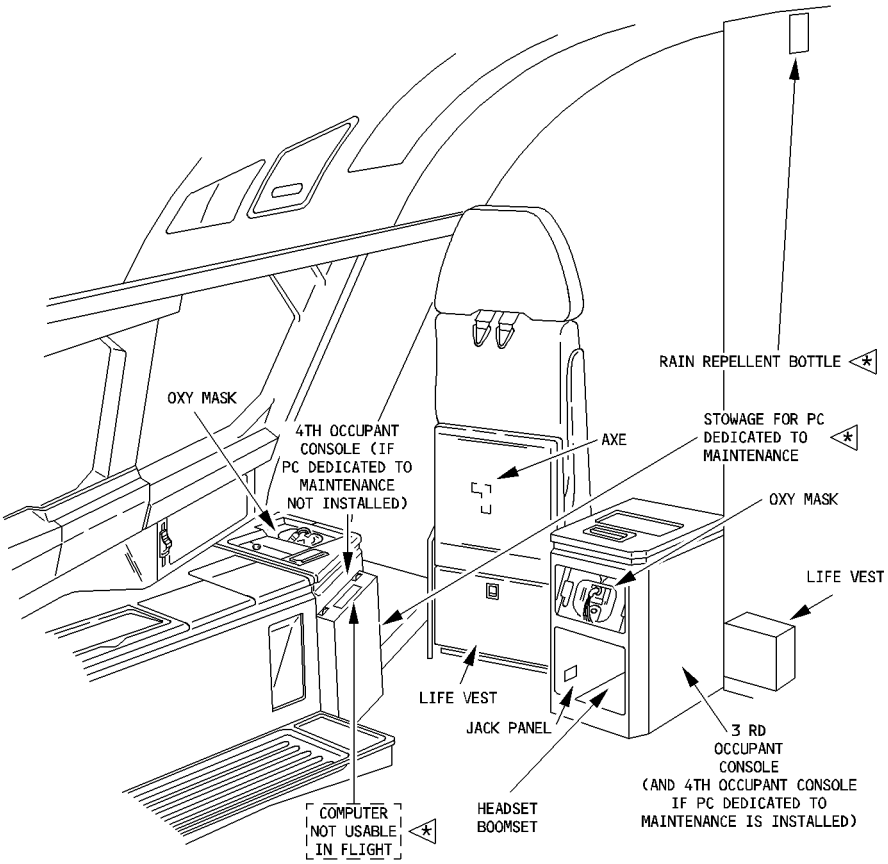


COCKPIT PLAN

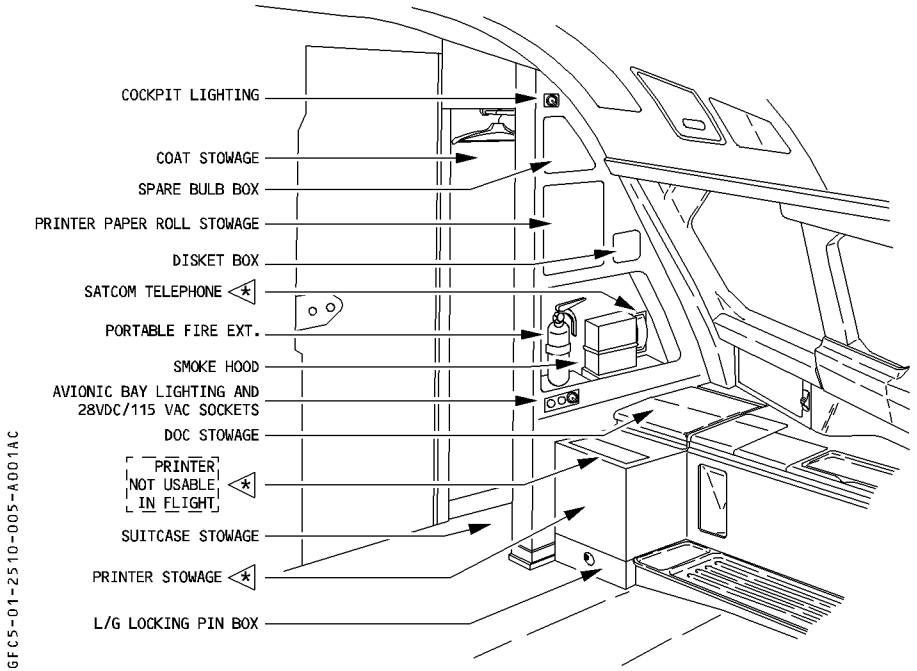
The cockpit can accomodate two crew members plus two other occupants.
The two pilot seats are mounted on columns.
The third occupant seat is also mounted on column and can rotate.
The fourth occupant's seat is a folding seat.



R RIGHT REAR CORNER



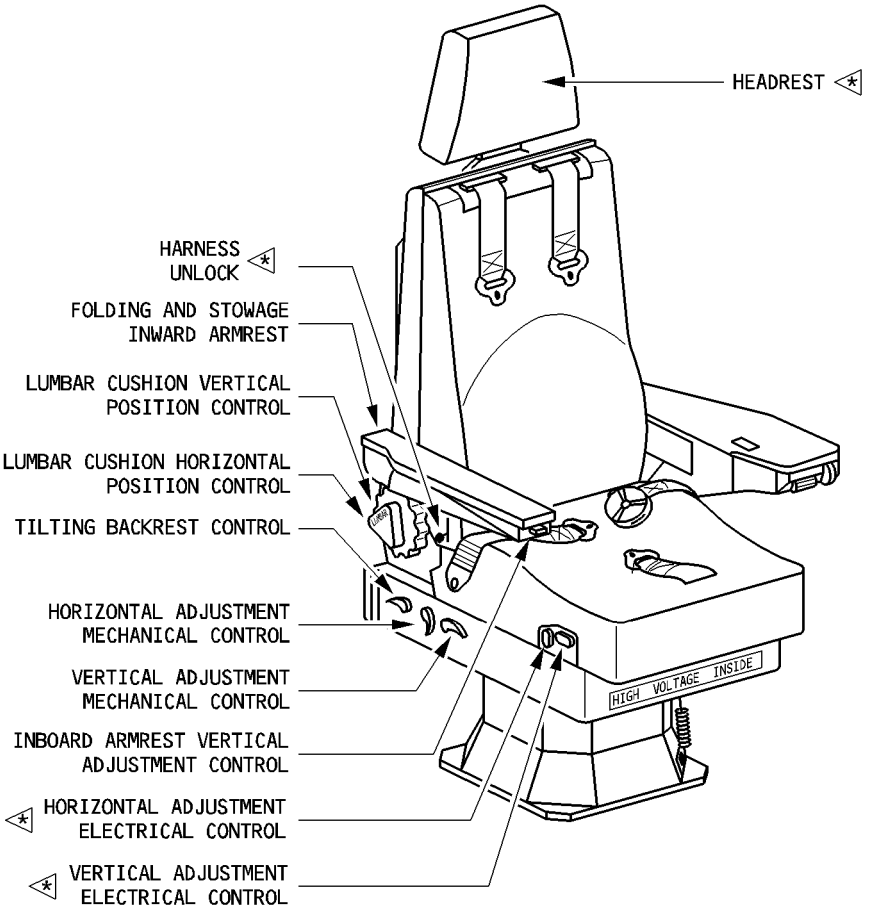
R LEFT REAR CORNER



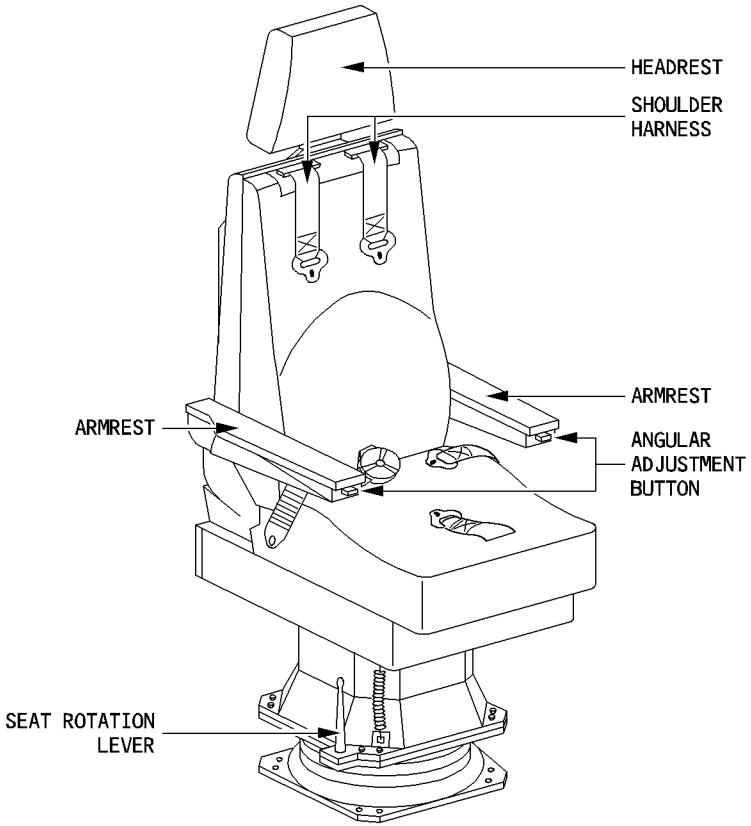
SEATS

R PILOT SEATS

They are column-mounted and electrically adjustable.



THIRD OCCUPANT SEAT



PILOT AND THIRD OCCUPANT SEAT MECHANICAL ADJUSTMENT

To adjust a seat mechanically, the occupant must lift the appropriate control handle. This unlocks the seat so that it may be moved. Releasing the control handle returns it to the
R springloaded locked position. Pilot seat mechanical adjustment is a backup : The seat should be adjusted electrically.
R When aligned with the aircraft's centerline, and in the maximum forward position, the third
R occupant's seat can be rotated by using the rotation lever, located on the seat base.

R PILOT SEAT ELECTRICAL ADJUSTMENT

To adjust a seat electrically, the occupant must press the appropriate control switch in the desired direction, and release it when the seat reaches the desired position. The switch then returns to the springloaded neutral position.
To adjust the vertical position of the lumbar cushion, the occupant must :
– Pull the control out to the unlocked position,
– Turn the control to adjust the position of the cushion, and
– Push the control into the locked position.

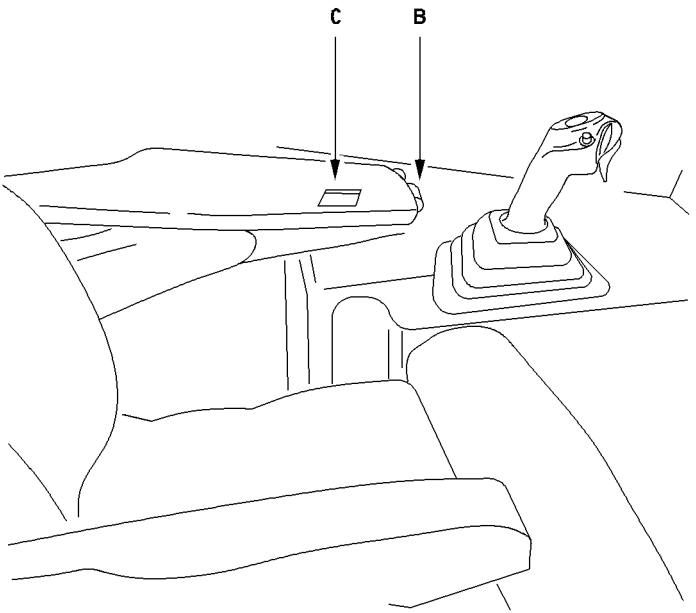
HEADREST ADJUSTMENT

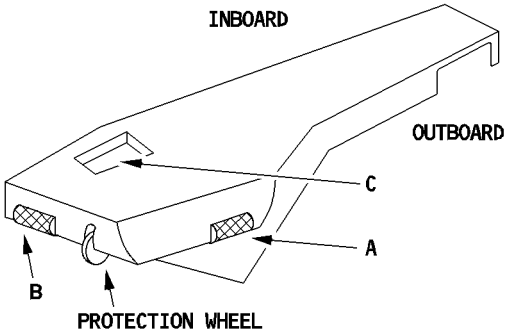
To adjust the headrest in inclination, the occupant must press the inclination control button, and release it to lock the position.
To control the height of the headrest, the occupant must push it horizontally, then adjust the height. Once released, it locks the position.

PILOT SEAT INBOARD ARMREST ADJUSTMENT

To adjust the inboard armrest, the occupant must turn the knurled knob, located on the bottom surface of the armrest.

PILOT SEAT OUTBOARD ARMREST ADJUSTMENT





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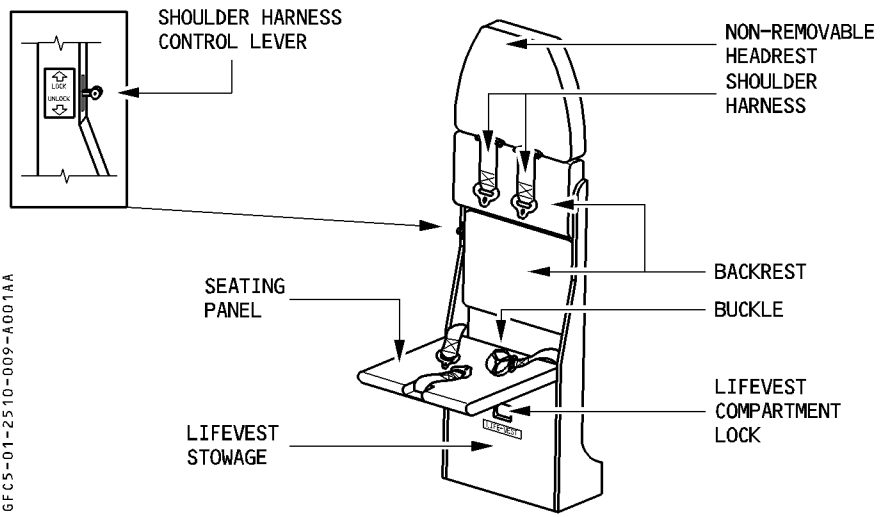
The position of the armrest is adjustable as follows :
A – Height adjustment
B – Pitch adjustment
The armrest also has a memory display (C) that shows pitch and height.

FOURTH OCCUPANT SEAT

R It is a folding seat.



COCKPIT WINDOW

The cockpit has fixed and sliding windows.

FIXED WINDOWS

There are four fixed windows :
– two windshields
– two fixed side windows

SLIDING WINDOWS

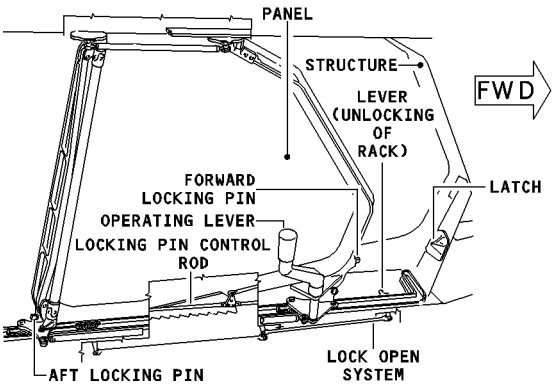
The flight crew can use the sliding window as emergency exits. Therefore they are not permitted to stow any object so that it protrudes into the window area from the side console.
Each sliding window includes a panel which as an anti-icing and defogging system, and the opening and closing mechanism.

Opening mechanism

Fully press the operating lever to disengage the locking pins from their latches.
Rotate aft the operating lever to free the window panel from its fixed structure.
At the end of the operating lever travel, pull backwards to slide the window panel aft.
Move control lever forward lock the window.

Closing mechanism

Move control lever aft unlock the window.
Push operating lever forward until the panel is in position opposite its fixed frame.
Rotate the operating lever forward to move the panel into its frame and engage the locking pins in their latches.



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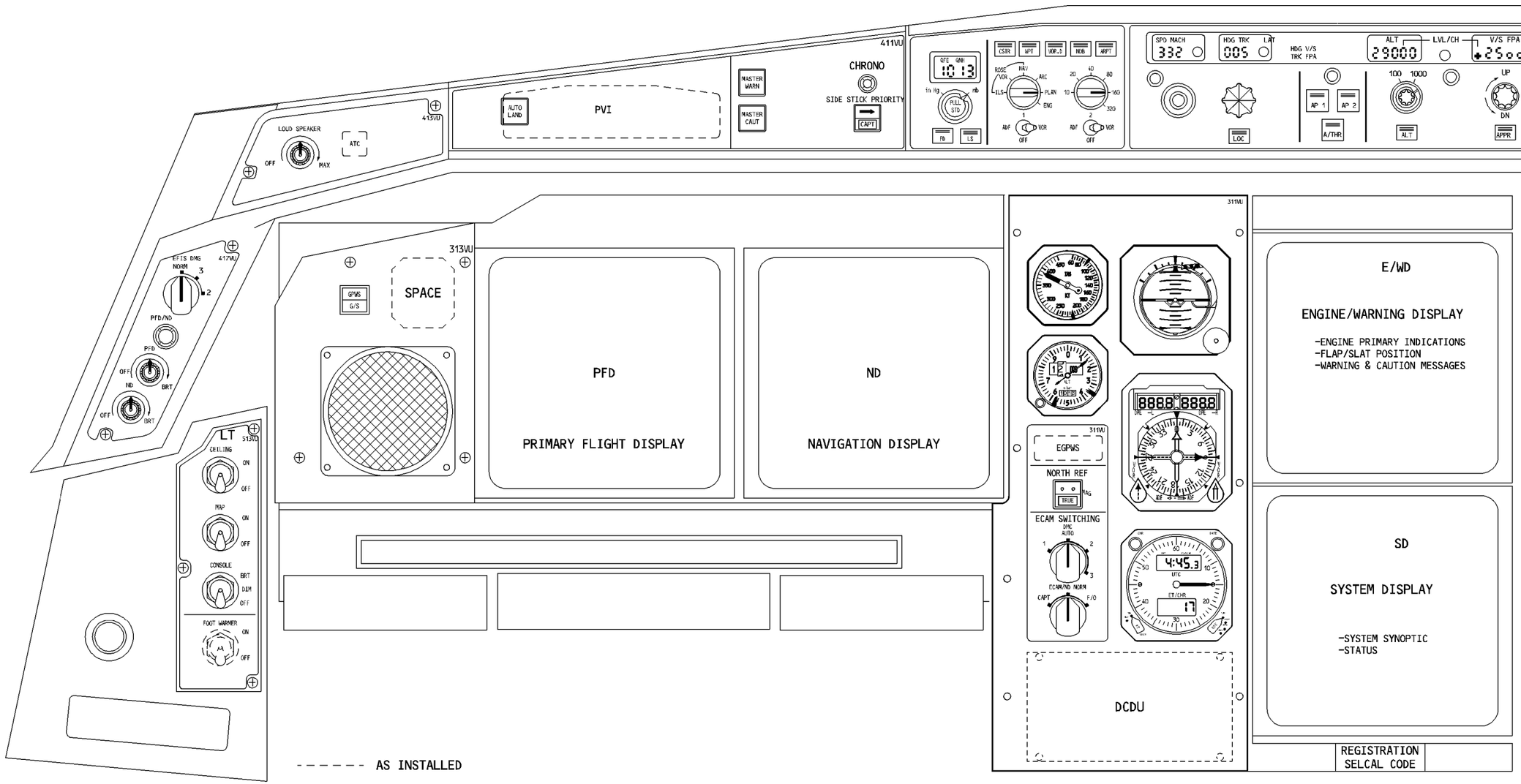
PILOT'S INSTRUMENT PANELS



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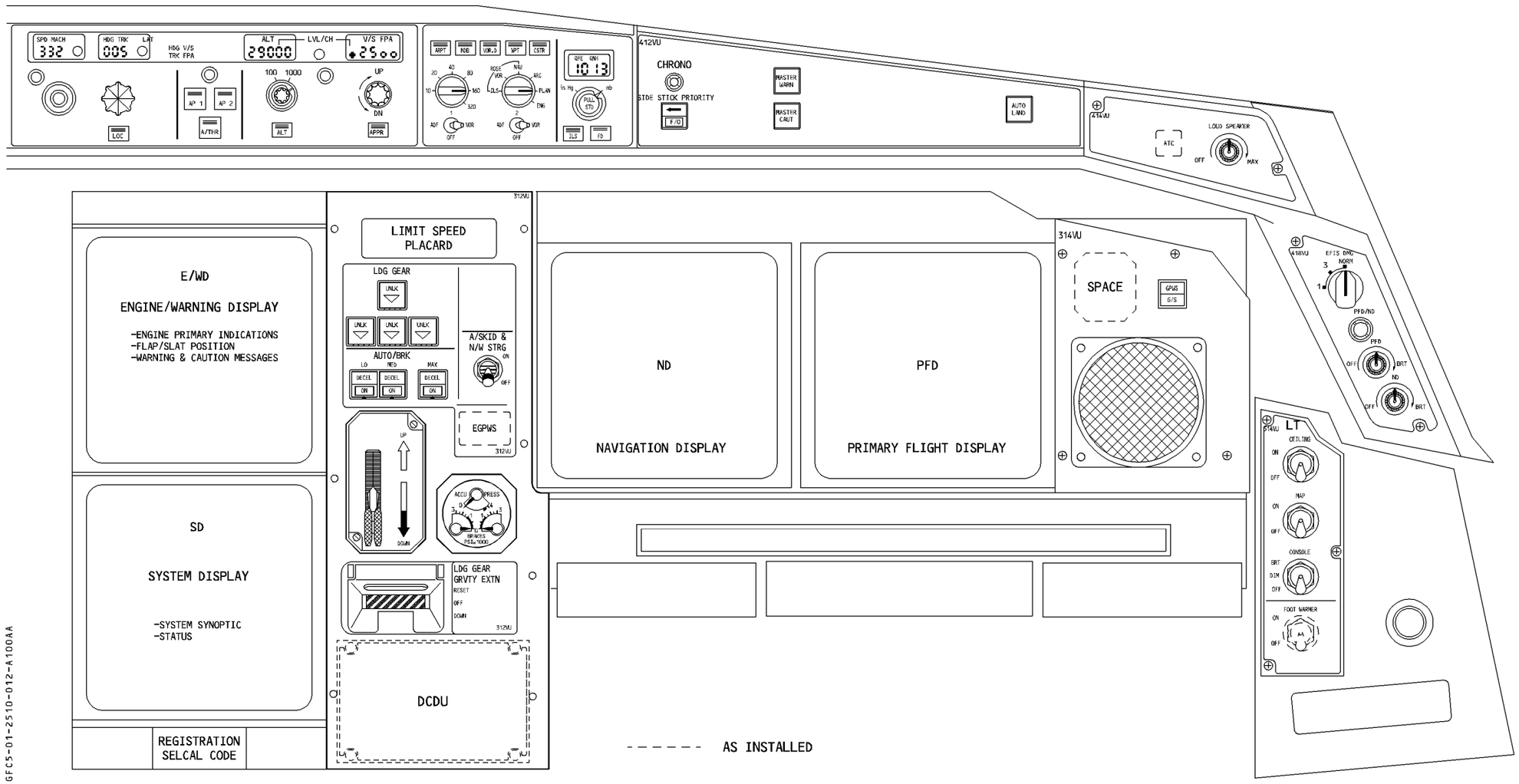
PILOT'S INSTRUMENT PANEL (cont'd)



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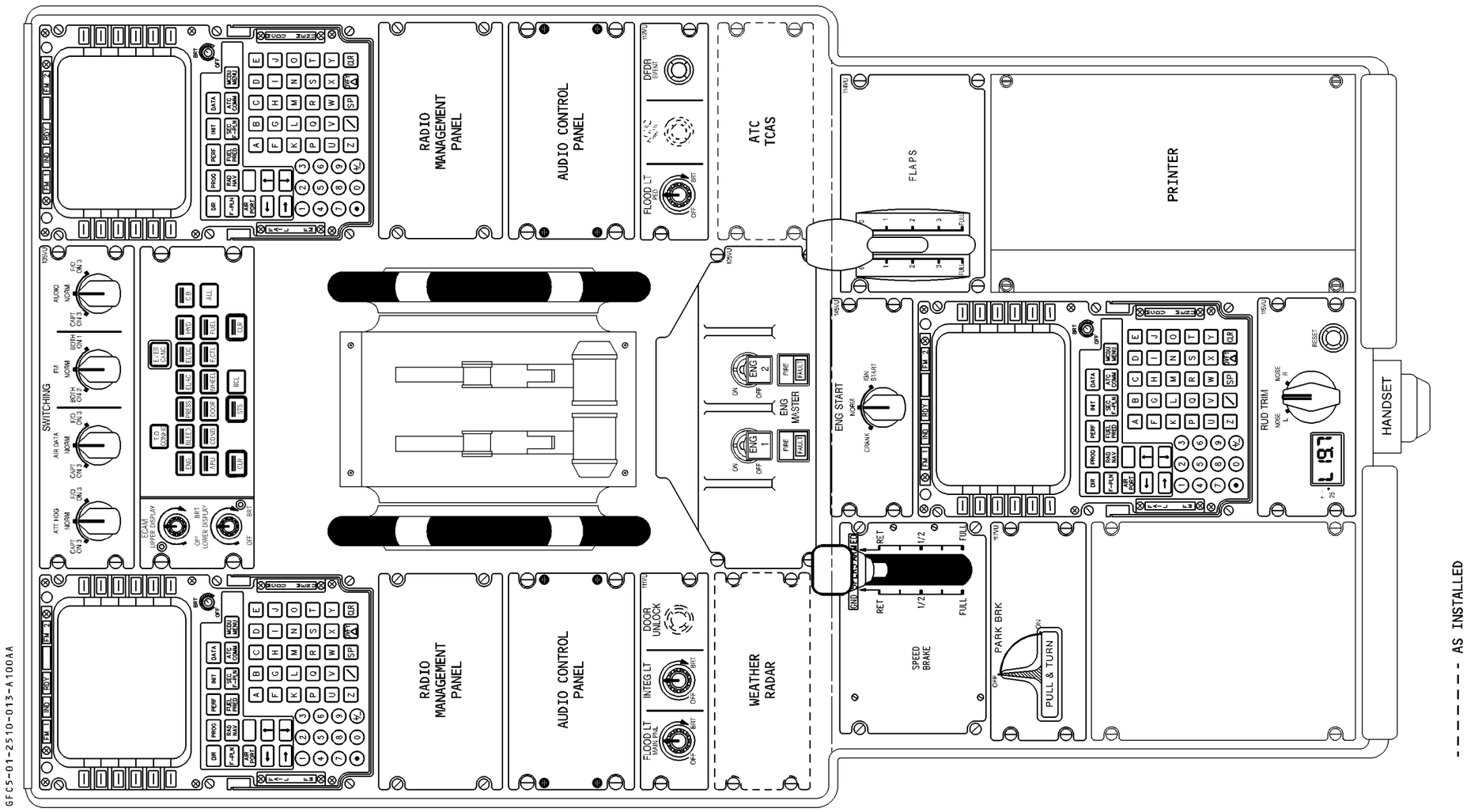
ALL

PEDESTAL


RADIO MANAGEMENT PANEL
AUDIO CONTROL PANEL
ATC TCAS
FLAPS
PRINTER
SWITCHING
ENG START
ENG MASTER
RUD TRIM
HANDSET
SPEED BRAKE
PARK BRK
PULL & TURN
RADIO MANAGEMENT PANEL
AUDIO CONTROL PANEL
WEATHER RADAR
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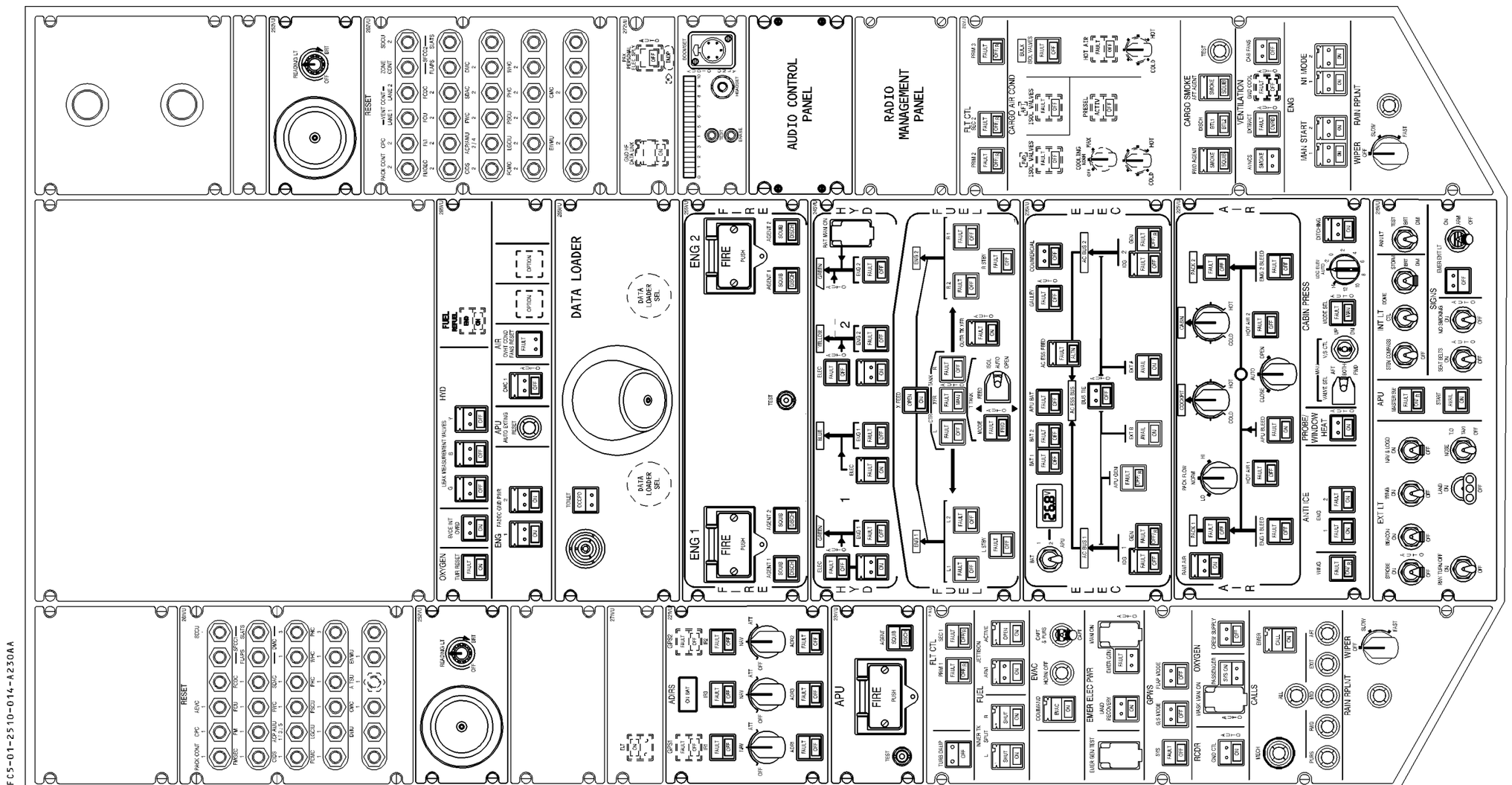
- - - - - - - AS INSTALLED

OVERHEAD PANEL

R



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ALL

FOOT WARMER

NOT APPLICABLE

CONTROLS

NOT APPLICABLE

GENERAL

NOT APPLICABLE

CONTROLS

NOT APPLICABLE

BUS EQUIPMENT LIST

R

	NORM			EMER ELEC		
	AC	DC	DC BAT	AC ESS	DC ESS	HOT
CAPTAIN SEAT	AC 1					
F/O SEAT	AC 2					
IN SEAT POWER SUPPLY◁	AC 1					
FOOT WARMER ◁	AC 1					
COCKPIT DOOR LOCKING SYSTEM ◁		DC 2				
COCKPIT DOOR LOCKING SYSTEM BACKUP ◁		DC 1				
COCKPIT DOOR SURVEILLANCE SYSTEM ◁		DC 1				