CHAPTER 1

AIRCRAFT GENERAL

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CHAPTER 1 GENERAL

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CHAPTER 1

AIRCRAFT GENERAL

1. General

The Jetstream Series 4100 aircraft (Jetstream 41) is a derivative of the 18/19 seat Jetstream 3200 commuter airliner (Jetstream Super 31). It has accommodation for up to thirty passengers and baggage, and a crew of three or four. The Jetstream 41 is capable of worldwide day or night operation.

The aircraft is a low wing monoplane of, predominantly, metal stressed-skin construction with cantilever wings and tail. It has retractable tricycle landing gear and dual manual flight controls with stall protection. The aircraft electrical power system is predominantly dc, with ac provided for the avionics and instruments. A hydraulic power system is provided for operation of the wing flaps, ground spoilers, landing gear, wheel-brakes, nosewheel steering and the stall protection stick-push.

Power is supplied by two Garrett TPE 331-14 turbo-prop engines. The left engine is a -14 GR which turns a McCauley five bladed propeller clockwise (CW) when viewed from the rear. The right engine is a -14 HR which turns the propeller counter-clockwise (CCW) when viewed from the rear.

A. Accommodation

(1) Passenger Cabin

The passenger cabin is designed to seat up to thirty passengers with toilet and baggage facilities. The passenger seating is arranged with ten double seats on the right side and ten single seats on the left side of the cabin.

A cabin attendant seat and attendant panel are provided in the rear vestibule area.

(2) Flight Deck

The flight deck is designed for operation by two crew members. There is a fold-down seat available at the rear of the flight deck for a flight observer.

(3) Baggage Accommodation

Stowage areas for baggage are provided at the front of the passenger cabin, in the rear baggage compartment and in an unpressurized ventral baggage pod. Access to the rear baggage compartment is through a door in the rear left side of the aircraft.

B. Fuselage

The fuselage is of aluminium alloy construction. The skin in line with propeller rotation is reinforced to give protection against ice shed from the propeller blades.

The forward fuselage incorporates a forward pressure bulkhead, canopy and windshield. The rear pressure bulkhead is aft of the rear baggage bay.

The main entrance door is located at the forward left side of the fuselage. The main baggage bay door is located at the rear left side of the fuselage. An emergency door is located at the rear right side of the fuselage. Emergency escape hatches are installed each side of the fuselage above the wing.

C. Stabilizers

The tail group (empennage) consists of a vertical stabilizer on which is mounted a rudder, a horizontal stabiliser with split elevators, and fairings. The leading edges of the vertical and horizontal stabilizers have pneumatically operated de-icing boots fitted.

Vortex generators are bonded to the port and starboard surfaces of the vertical stabilizer to improve the airflow over the stabilizer and the rudder.

D. Wings

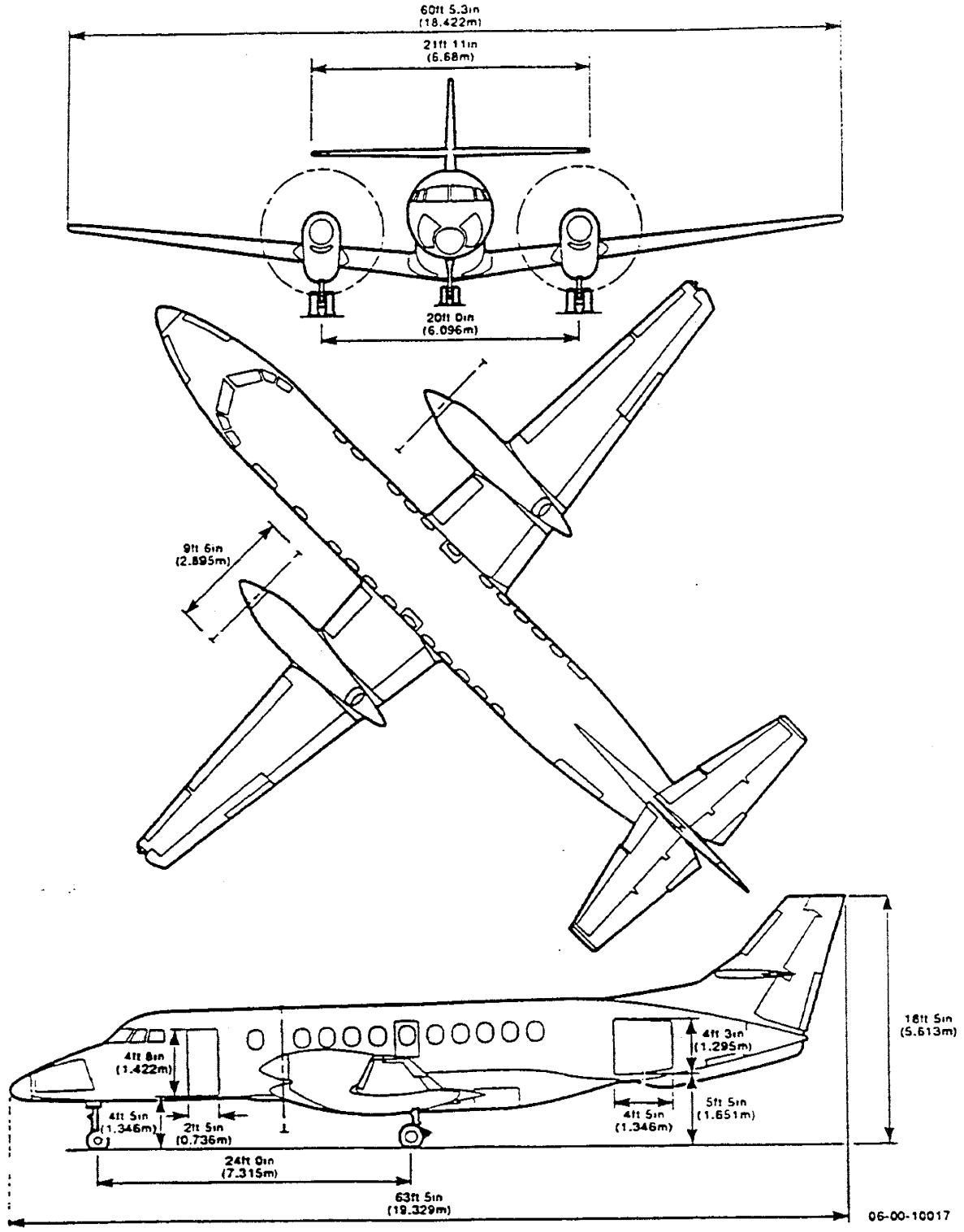
The wings consist of two semi-spans spliced at the fuselage centre line to form a 60ft 5.3ins wing span assembly, with a wing dihedral angle of 7 deg. The wings are connected to the fuselage by links bolted to fittings mounted on the front and rear spar frames. The structural box of each semi-span forms an integral fuel tank.

A fuel standby pump is installed in the bottom of each wing near the lowest point. A NACA vent is located at the fuel vent tank in the outboard section of the wing. The fuel filler cap is located near the wing tip on the top surface, to provide gravity refuelling if pressure refuelling is not available.

The leading edge of the wing has pneumatically operated de-icing boots fitted.

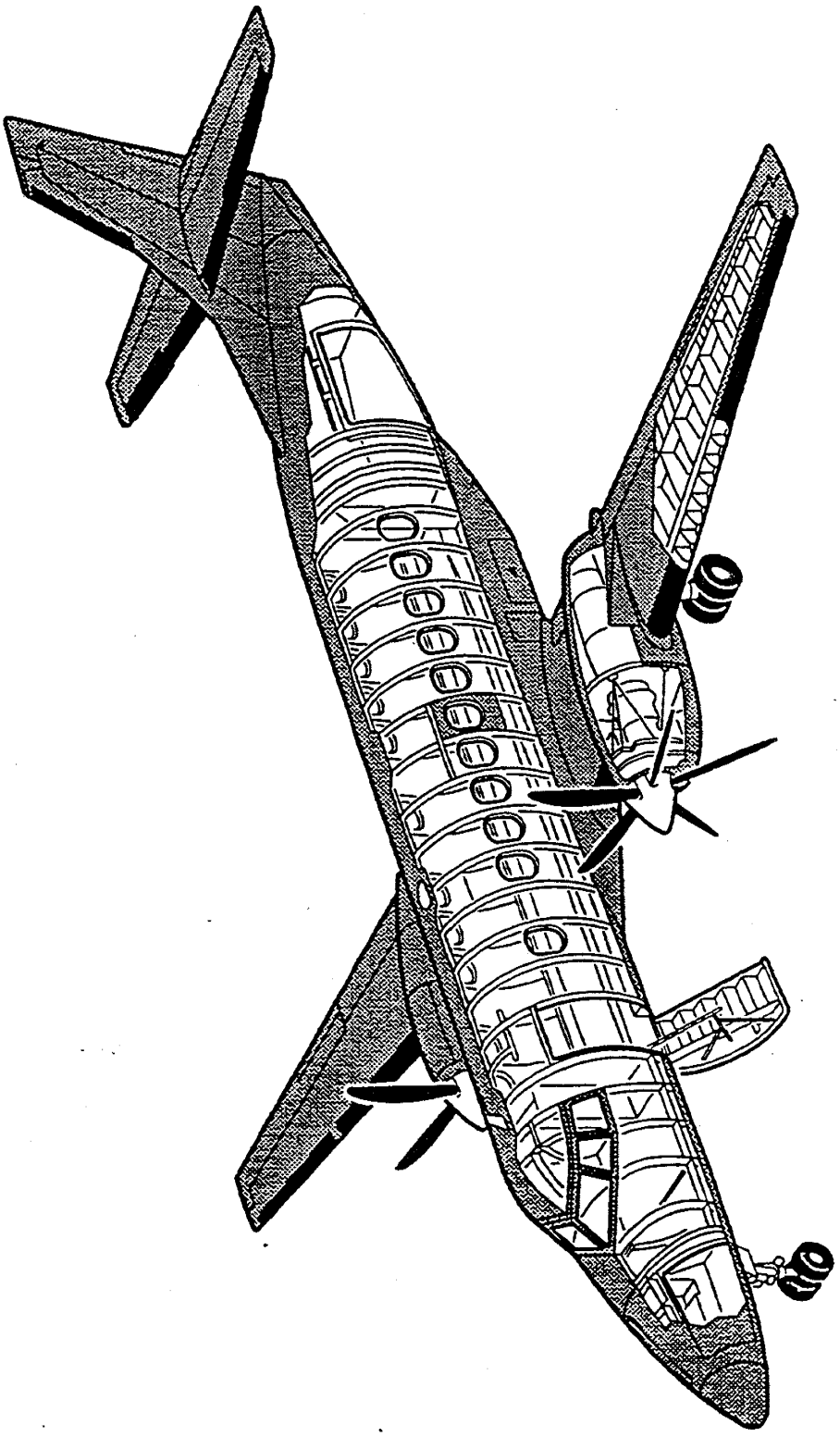
Vortex generators are bonded to the top skin of the port and starboard wings to improve inner wing flow and flow over the aileron.

A manually controlled aileron is mounted on the outboard section of the rear wing spar and a hydraulically operated flap on the inboard section. A hydraulically operated ground spoiler is fitted to the upper inboard wing surface.



Aircraft Dimensions

06-00-10018



Aircraft Layout

Printed in the U.K.

2. Flight Deck

A. General

The flight deck is designed for operation by two flight crew members. The flight crew seats are mounted on rails, each seat has both fore and aft, and vertical adjustments. For aircraft maintenance the seats are removable from the rails.

Each seat is equipped with back and base cushions, armrests, lifejacket stowage and a five strap lockable inertia-reel type restraint harness.

Two folding coat hooks are provided and are located on the forward face of each flight deck bulkhead.

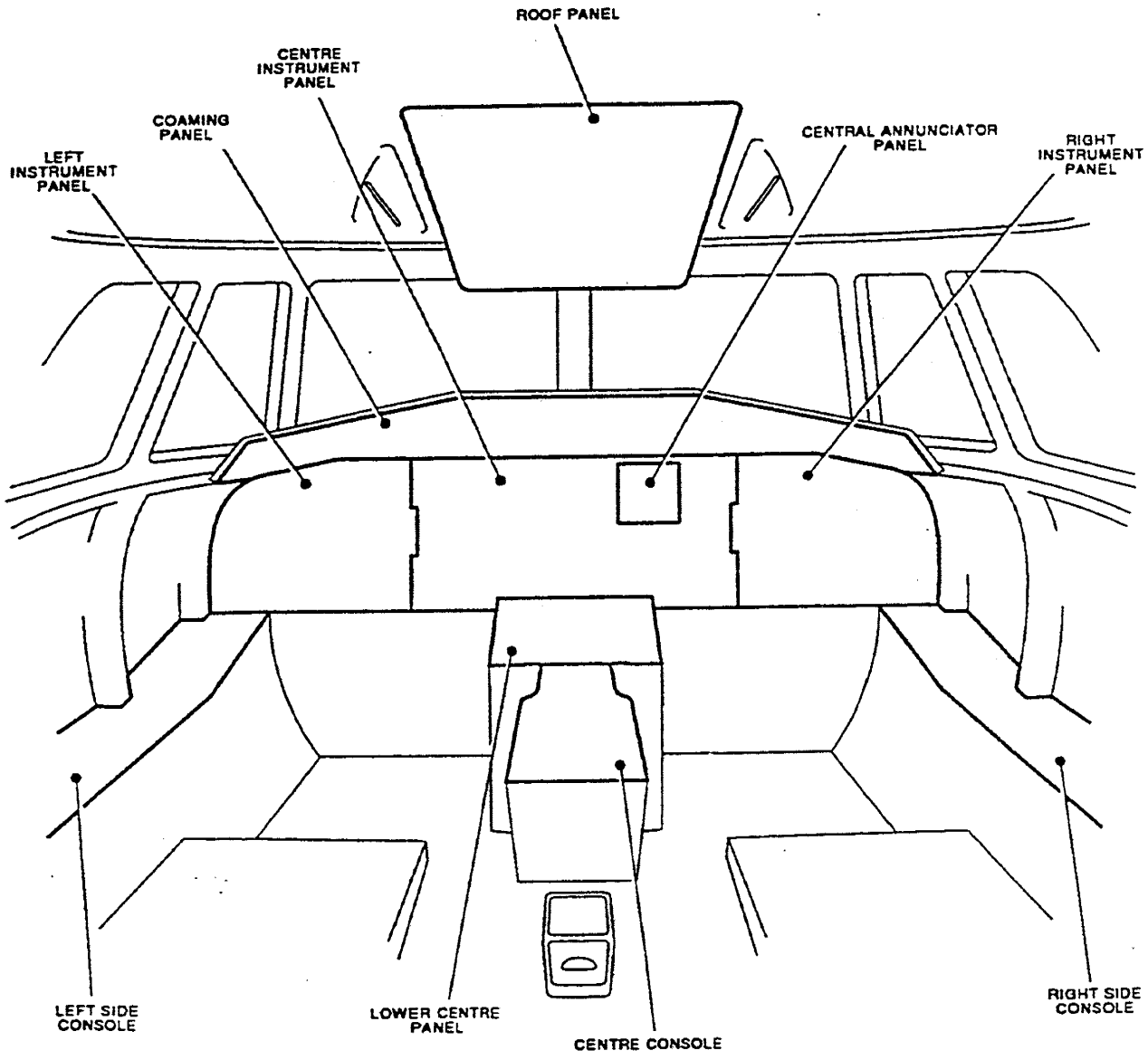
Both flight deck crew positions are equipped with a sun visor, which is mounted on a rail. The sun visor is adjustable along the rail and vertically about its attachment to the rail.

An illuminated chartholder, which incorporates a light and combined control switch and dimmer, is fitted to each control column. Illuminated writing pads are fitted on the left and right sidewalls and pencil holders fitted on the glareshields.

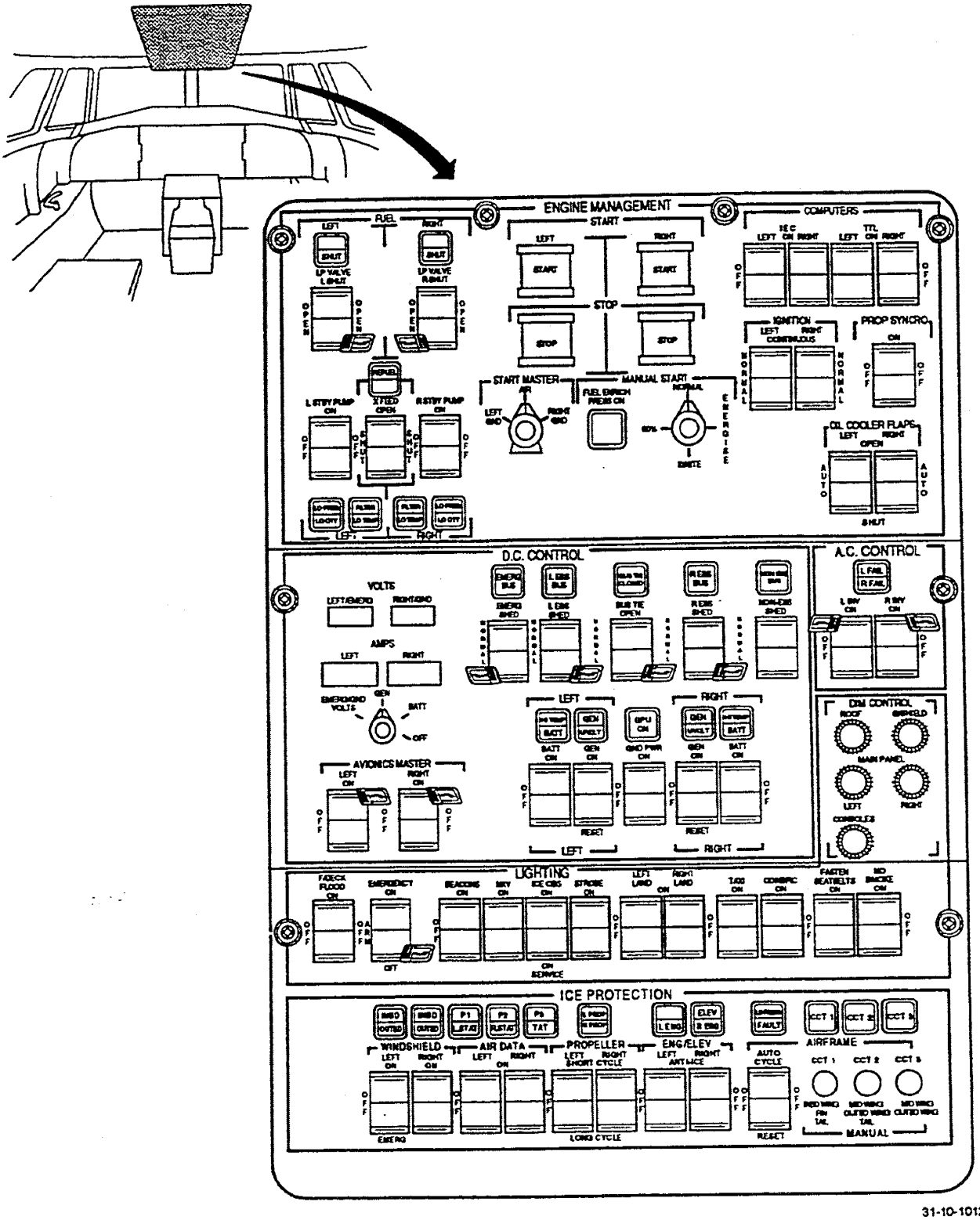
A fold-down seat is provided for use by a flight observer and is located at the rear of the flight deck. The pilot's seat provides an additional stowage for the flight observer's lifejacket.

B. Instrument and Control Panels

The layout of the flight deck instrument and control panels are shown on the following pages.



Flight Deck Layout



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Roof Panel (Sheet 1)

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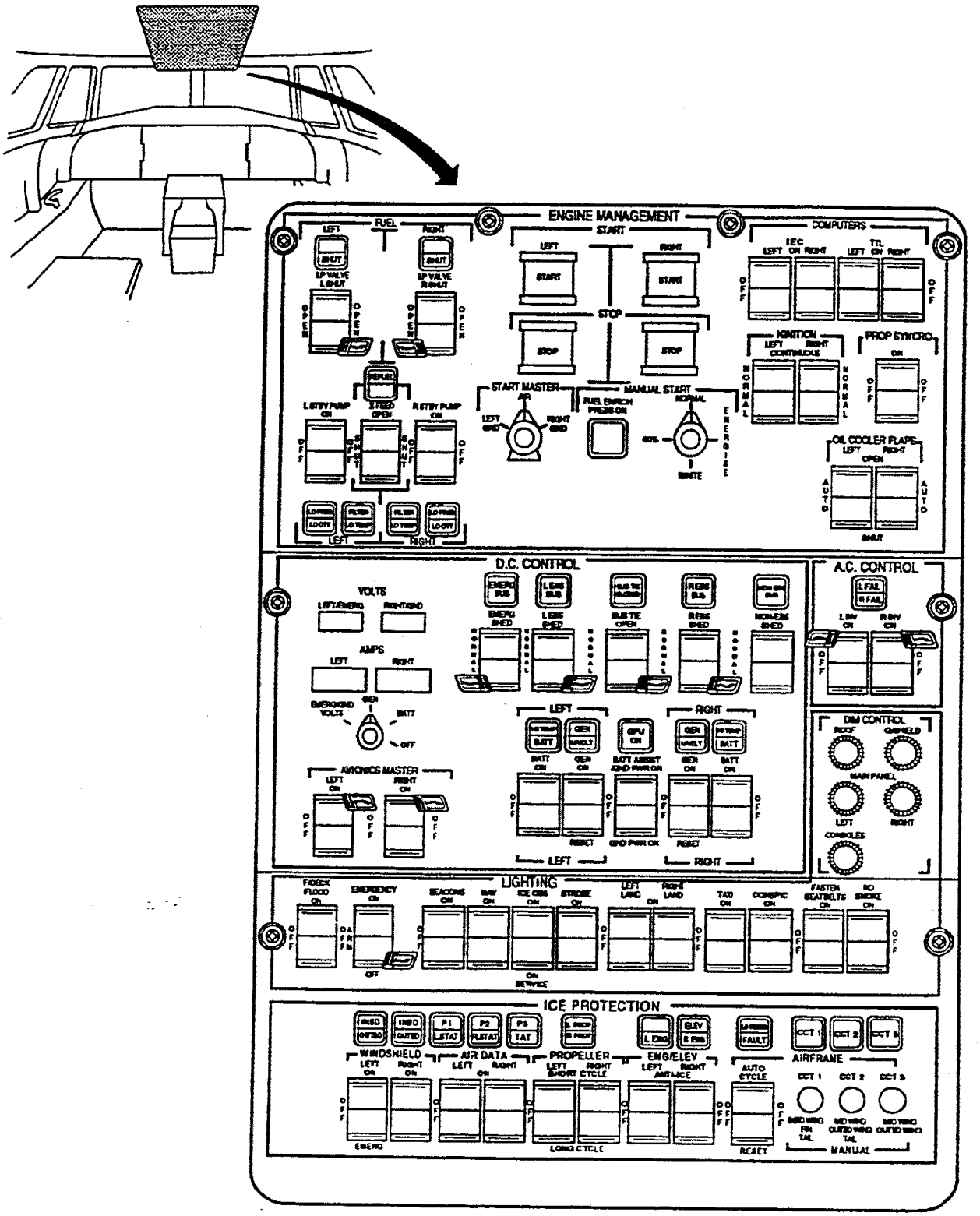

Roof Panel (Sheet 2)

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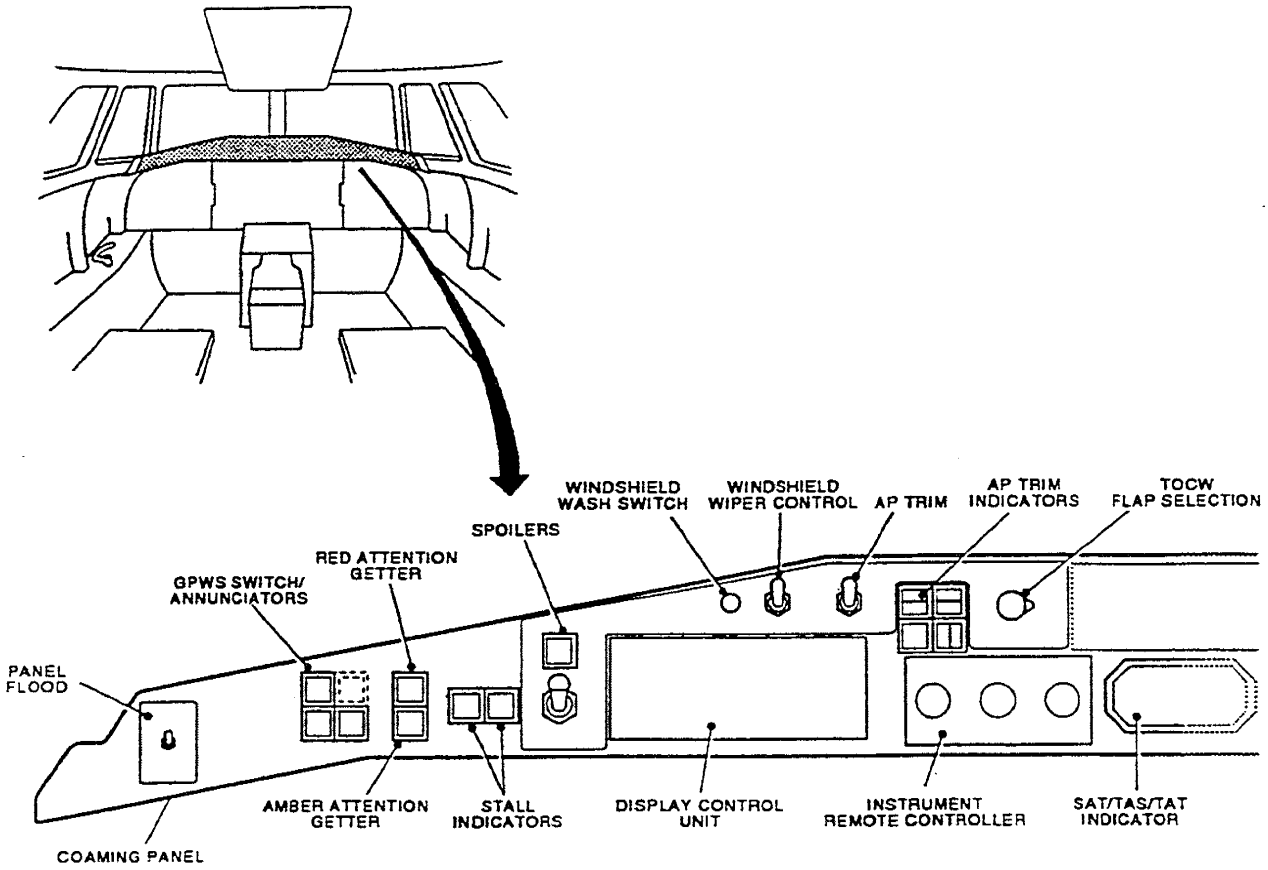
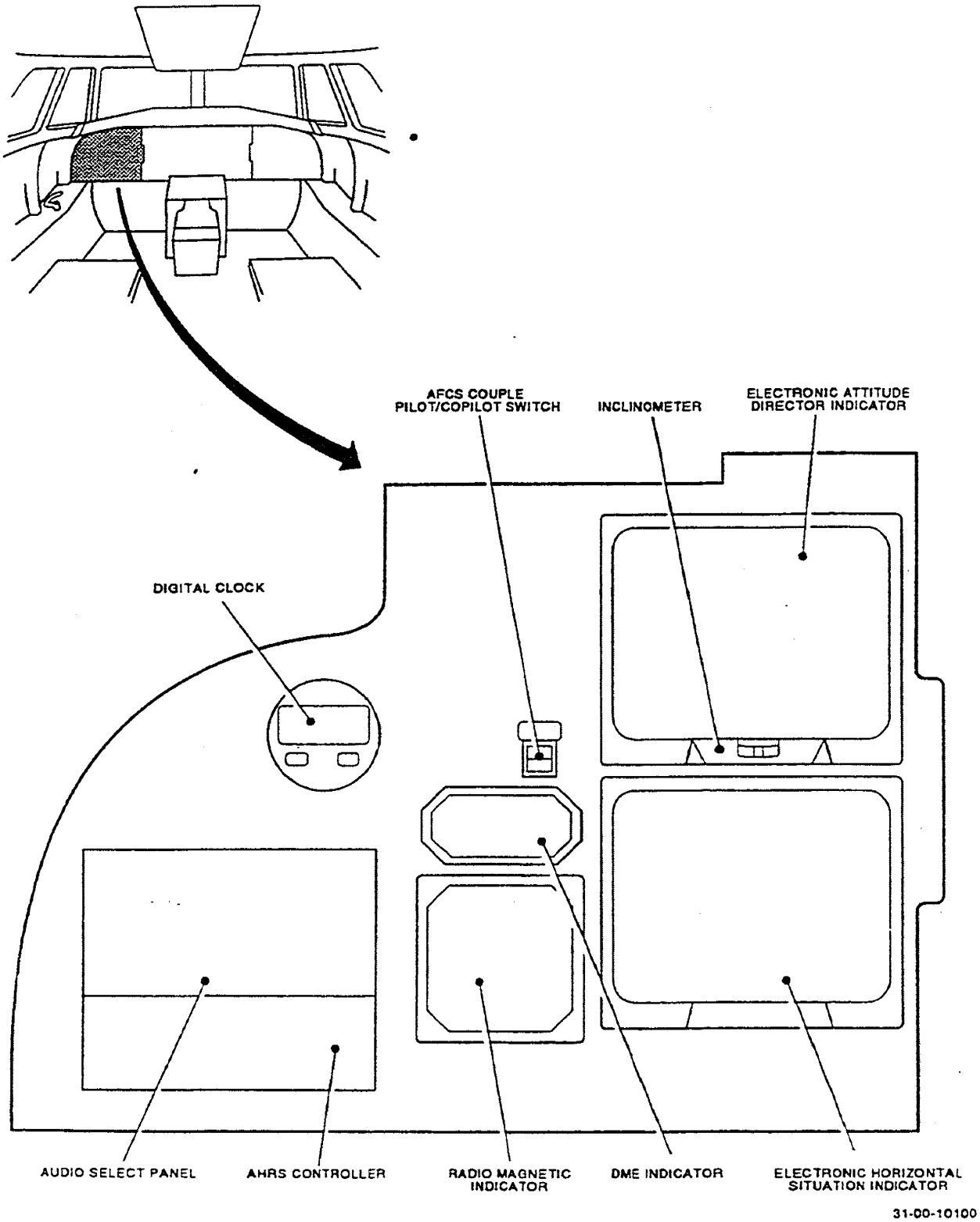


Coaming Panel



Left Instrument Panel

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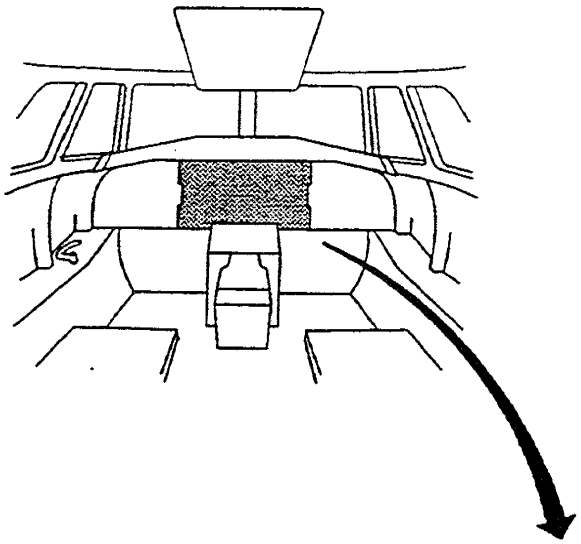

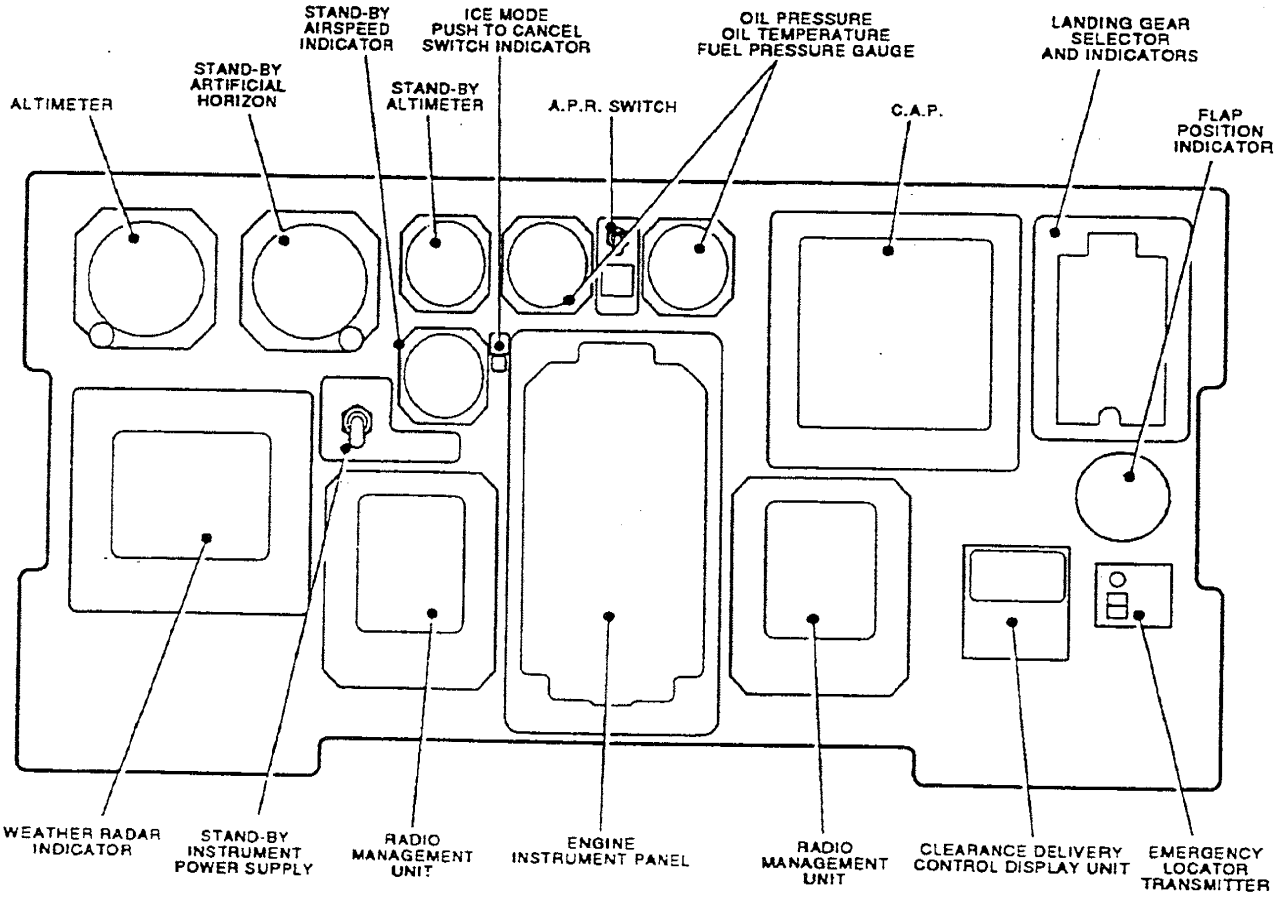

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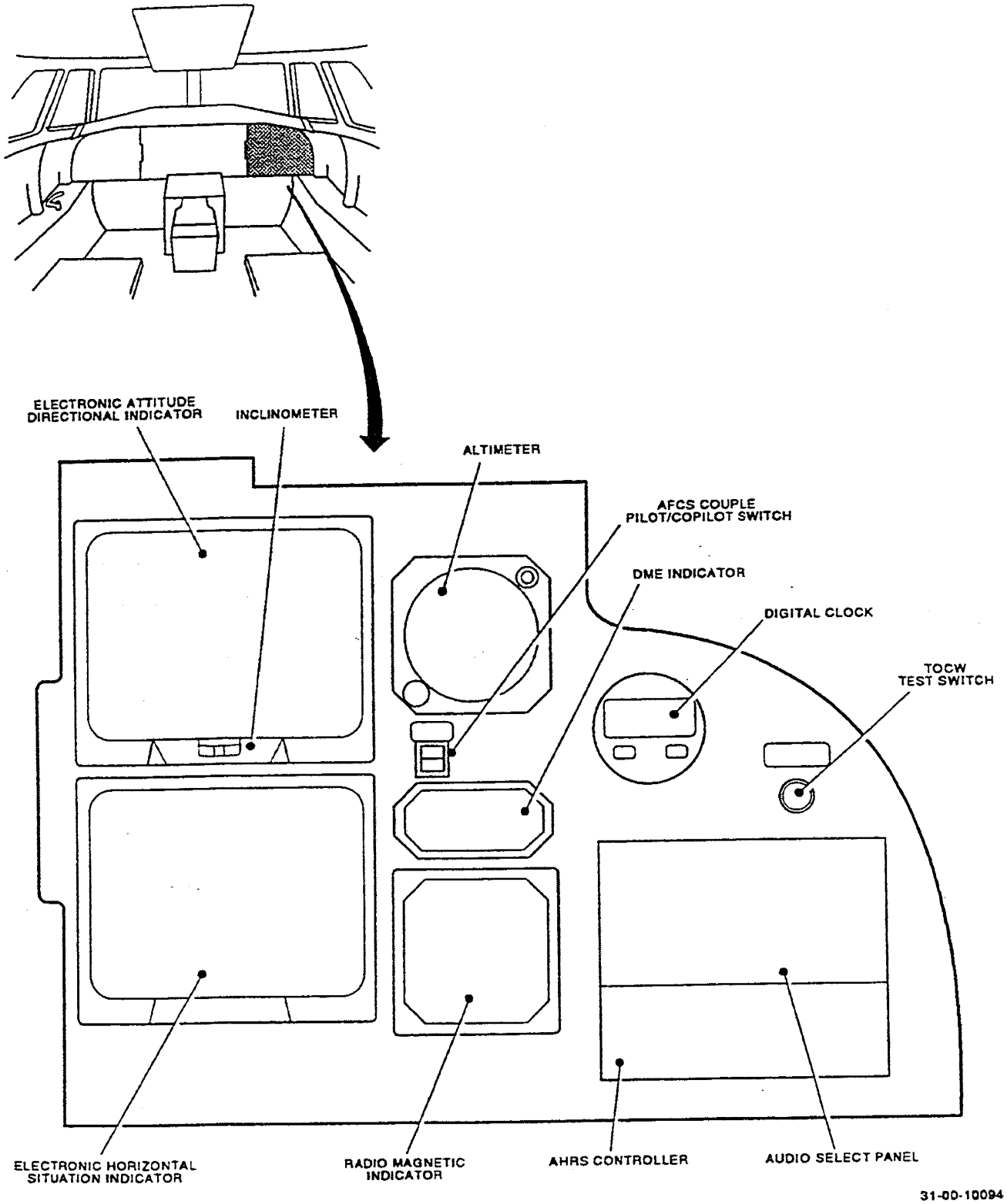
Centre Instrument Panel



Right Instrument Panel

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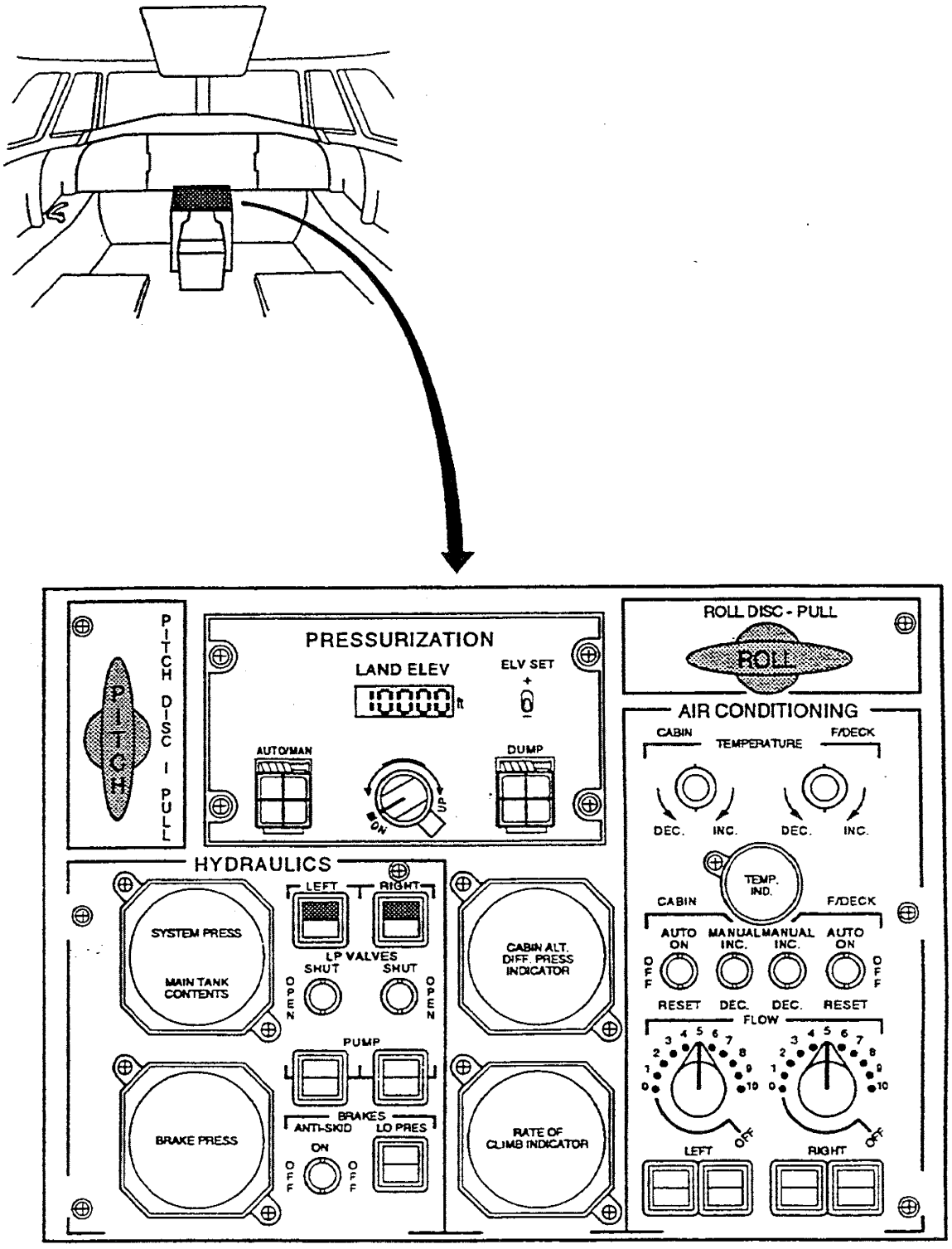

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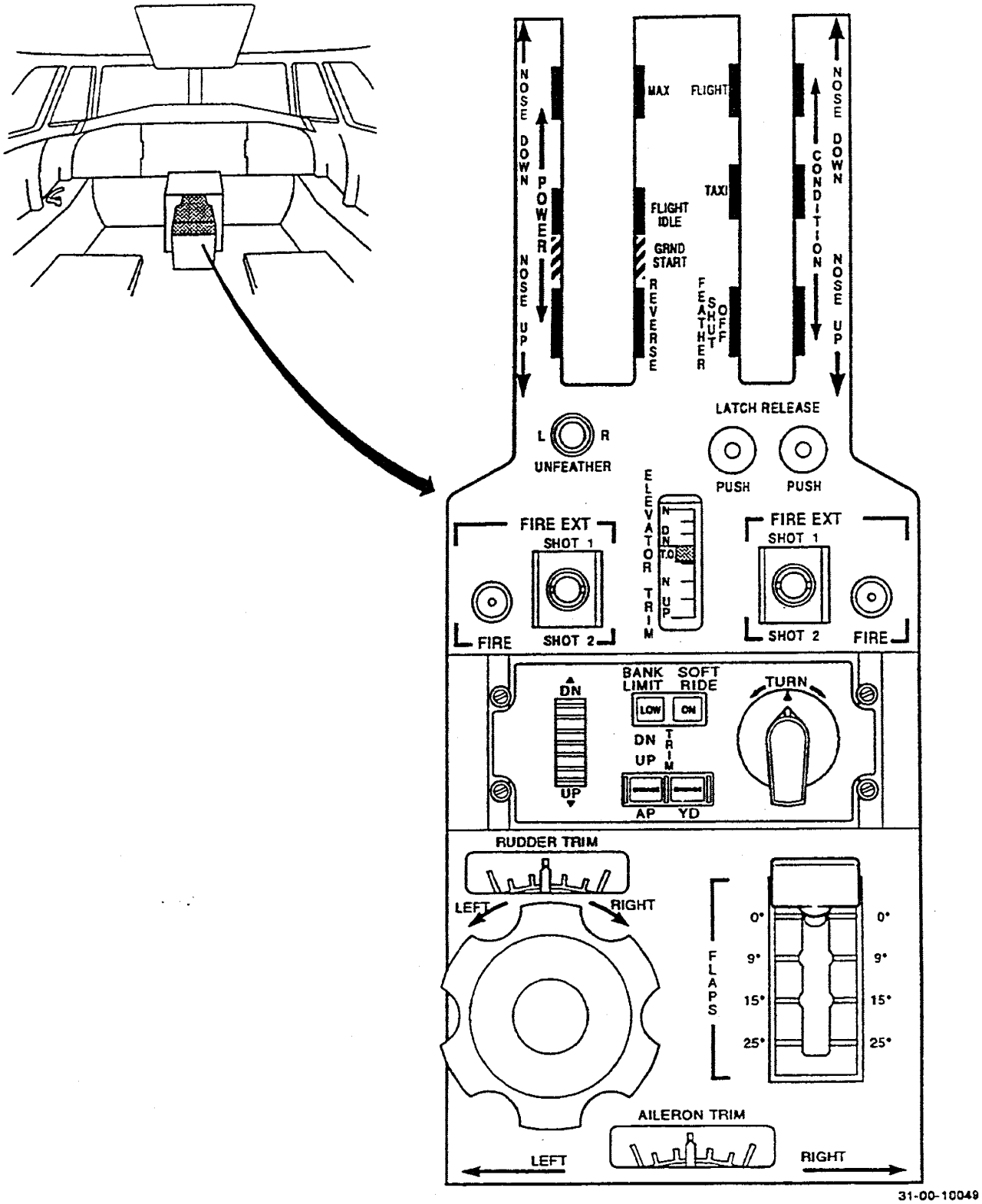
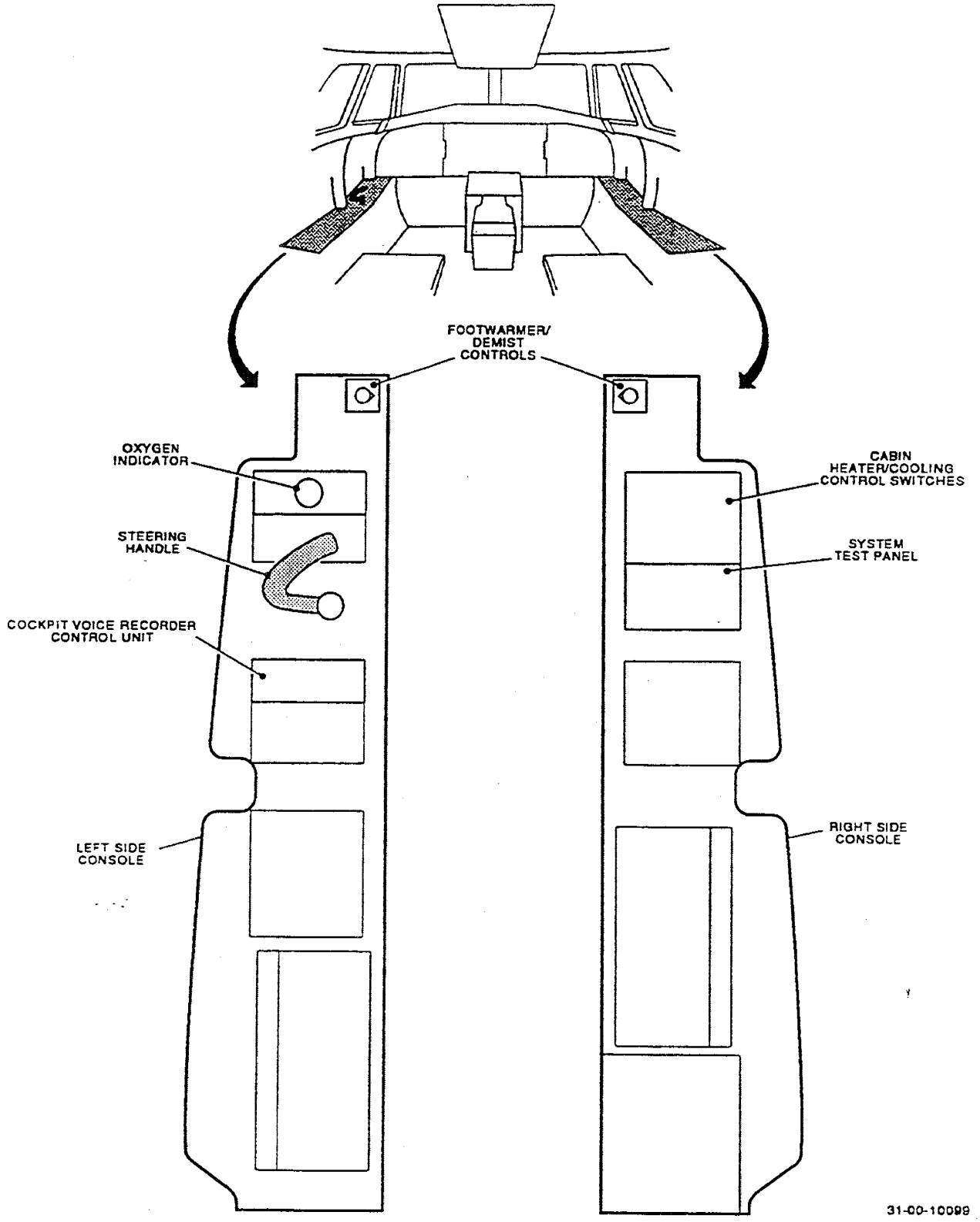
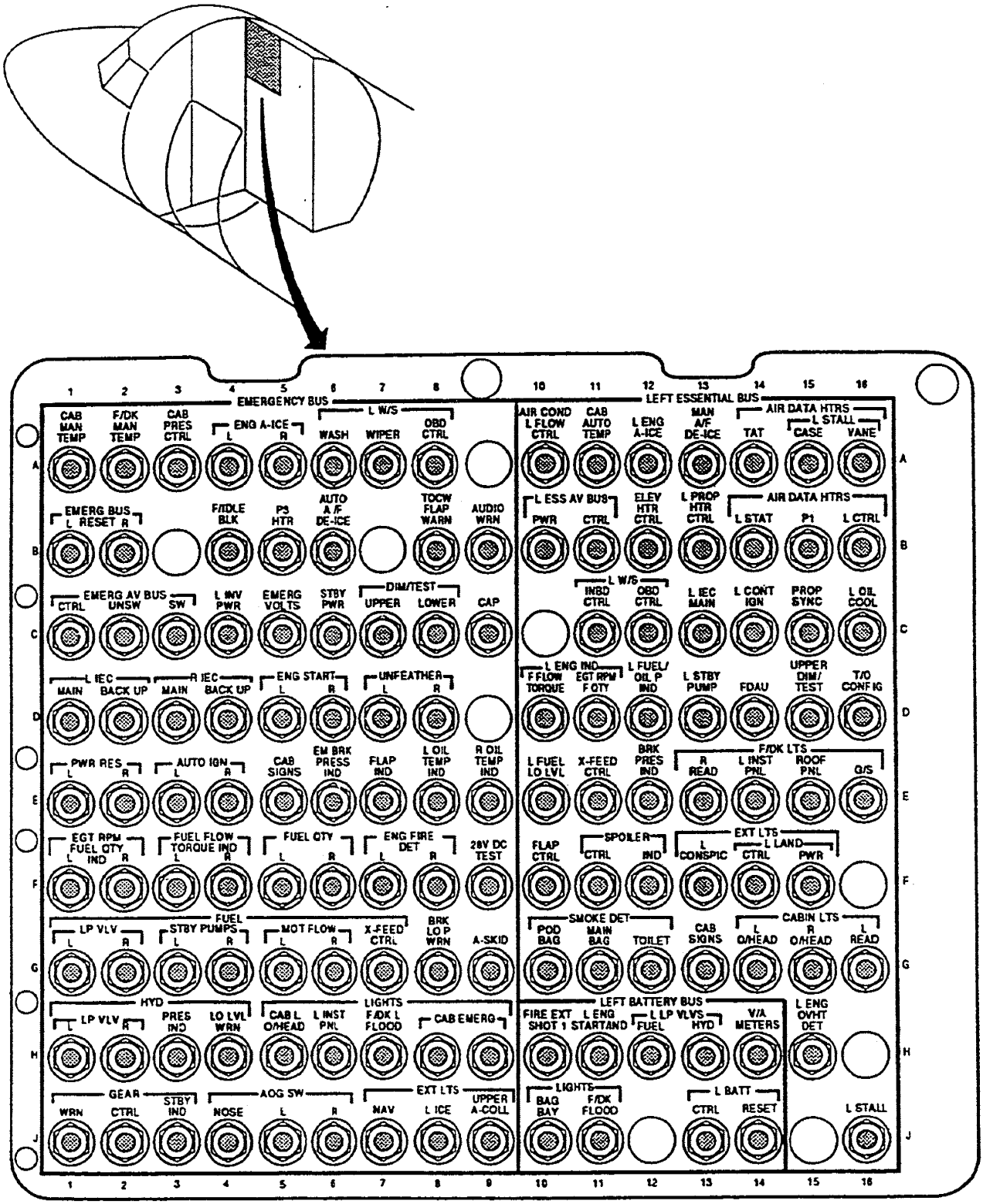
Lower Centre Panel



Centre Console



Left and Right Side Consoles



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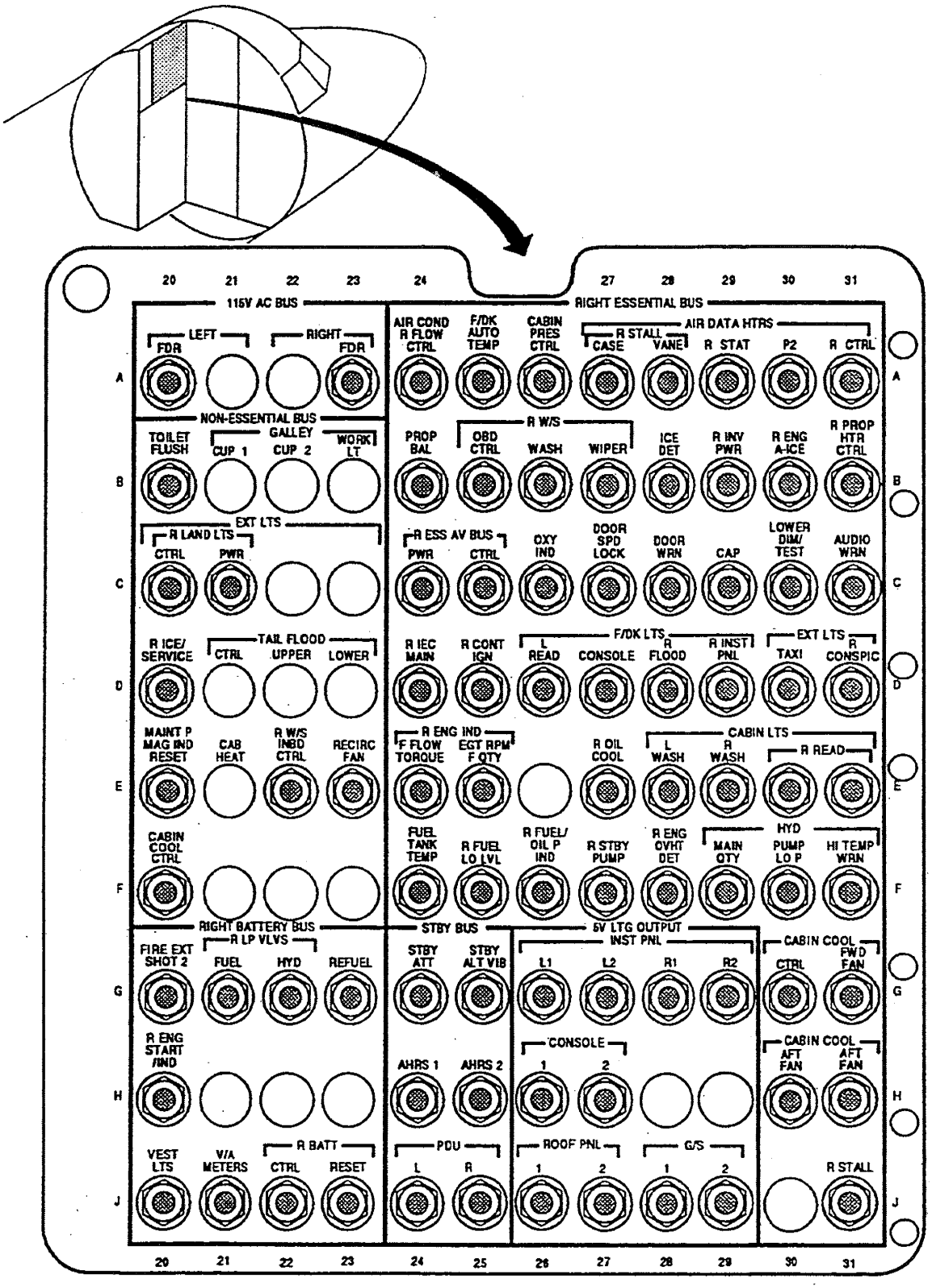
Right Circuit Breaker Panel



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Left Circuit Breaker Panel

3. Visual, Audio and Tactile Warning

A. General

The annunciation of system and equipment function state is in visual, aural and tactile form. Warning information alerts the crew to unsafe system operating conditions and enables them to take the appropriate corrective action.

B. Visual

Visual annunciation of system state is with:

- Captions or lights which come on
- Magnetic indication
- Switch position and/or a light in the switch which comes on.

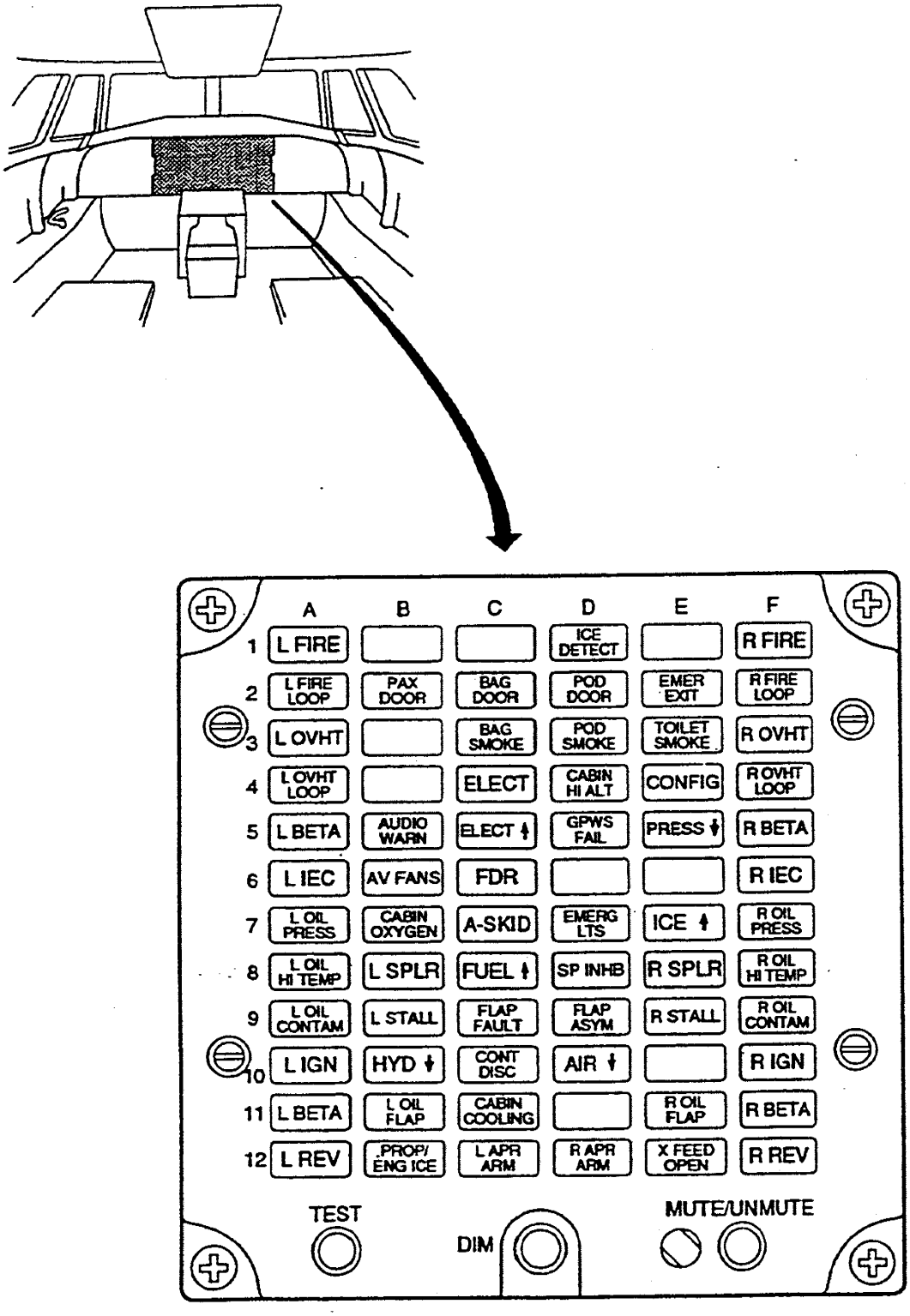
Warning and advisory annunciators are installed:

- In the Central Annunciator Panel (CAP)
- On the glareshield coaming
- Adjacent to, or installed in, the controls or the indicators of the related system.

(1) Colour Coding Captions or lights which come on to give warning, caution or advisory annunciations are identified as follows:

- Red = Warning caption indicating a system malfunction or flight condition which requires corrective action immediately
- Amber = Caution caption indicating a system malfunction or flight condition which may require future corrective actions
- Green = Caption that indicates normal system operation or a selected system condition
- White = Caption that indicates an armed, reversionary or abnormal system condition.

The captions come on against a black background.



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Central Annunciator Panel

(2) CAP

(a) Captions

Caption annunciators installed in the CAP are as specified in the relevant chapters of this document and MOM Volume 1.

(b) Attention getters

Red or amber attention-getter lights flash and a dedicated aural warning sounds to alert the crew to a system malfunction. The red and amber attention-getter lights are installed on the coaming panel.

The attention-getter lights are push-to-cancel. To cancel the attention-getter, and the associated single or triple chimes, push the applicable light. The red attention-getter light when pushed will also cancel the fire warning bell, if the fire warning system is in operation.

(c) Dimming

The CAP has a facility to dim the intensity of the CAP captions. The dimming facility is controlled by the DIM switch on the CAP.

All remote captions and indicators on the flight deck can be dimmed by the appropriate DIM CONTROL switch on the roof panel.

NOTE: The red and amber attention getters cannot be dimmed.

The relevant red or amber caption will illuminate at maximum intensity when activated by a system. Any dimmed caption of the same colour will also revert to maximum intensity.

(d) Test

The CAP has a press-to-TEST button. This permits all the filaments of the CAP captions, attention-getter lights, remote captions and lights and the audio warning to be tested.

(e) Mute/Unmute

The CAP has a warning mute facility. This facility is used to inhibit nuisance warnings which may occur when the aircraft is on the ground.

The mute facility is activated by the MUTE/UNMUTE switch and will only activate when the aircraft is on the ground. The mute facility will de-activate when either the MUTE/UNMUTE switch is pressed again or the aircraft takes off. During landing the mute facility will always be de-activated, regardless of its previous state.

Operating the mute facility will:

1 Inhibit all amber CAP caption outputs to the amber attention getter and the associated single chime

2 Inhibit the following red CAP caption outputs to the red attention getter and the associated triple chime

a L OIL PRESS, R OIL PRESS and ELECT.

NOTE: All other red CAP captions, their associated red attention getter and audio outputs will not be inhibited.

3 Illuminate the applicable CAP caption at the preselected intensity.

4 Illuminate the indicator adjacent to the MUTE/UNMUTE switch.

(3) Remote Caption Indicators

Remote caption indicators provide caption annunciation located adjacent to operating controls or indicators. These are specified in the relevant chapters of this document and the MOM Volume 1.

C. Aural

Aural annunciation provides the audio alert for warning and caution conditions.

(1) Audio Warning System (AWS)

The AWS supplies an audio tone input to the pilots headset and flight deck loudspeakers.

The audio warnings are generated from the appropriate systems warning and caution signals. If a RED caption comes on it is accompanied by a triple chime, an AMBER caption is accompanied by a single chime.

The audio warning is repeated every 5 seconds until cancelled by pressing the appropriate attention getter.

D. Tactile

Tactile annunciation of stall warning is provided by the stick shaker.

E. Take Off Configuration Warning System (TOCWS)

The TOCWS is designed to warn the crew when selected aircraft controls or flying surfaces are in a position that will not allow a safe take-off.

TOCWS automatically activates the visual and aural warnings if any of the following conditions are present during the take-off roll:

- Either condition lever is set below the maximum take-off setting
- Either spoiler is not fully retracted
- The spoiler control switch is set to OFF
- The elevator trim position is not within the take-off range
- The parking brake is not fully released
- A Take-Off flap setting has not been selected or achieved
- The gust lock control handle is not in the disengaged position.

The warnings will stop if any of the following conditions are met:

- The configuration is changed to allow a safe take-off
- Both power levers are reduced below the minimum take-off power setting (take-off abandoned)
- The aircraft is rotated so that the nosewheel leaves the ground
- Electrical power failure occurs.

(1) TOCWS Power Supplies

The TOCWS system is fully functional whenever the 28V dc Left Essential Busbar is powered.

(2) TOCWS Indication

If the selected aircraft controls or flying surfaces are in a position that will not allow a safe take-off, a horn sounds intermittently and a red CAP [CONFIG] caption illuminates.

(3) Take-Off Configuration Test Switch (TOCTS)

The TOCTS is installed on the right instrument panel and enables all TOCW parameters to be tested prior to advancing the power levers.

The condition lever input signal to the TOCWS is inhibited while the TOCTS is selected. This enables the TOCWS test function when manouevring the aircraft to the runway for a take-off.

F. CAP Visual Warnings

Note: Indications marked * have separate indicators for left and right systems. The indicator for the left system is shown.

(1) Red Captions

Caption	Condition
[L FIRE] *	Zone 1 Powerplant excess temperature
[L BETA] *	Propeller in BETA mode in flight
[L OIL PRESS] *	Low oil pressure
[L OIL HI TEMP] *	High oil temperature
[ELECT]	Double generator failure
[TOILET SMOKE]	Smoke detector in toilet activated
[BAG SMOKE]	Smoke detector in main baggage bay activated
[CONFIG]	TOCWS
[CABIN HI ALT]	Cabin altitude higher than 10,000 ft.

(2) Amber Captions

Caption	Condition
L FIRE LOOP *	Fault in fire sensing system
L OVHT LOOP *	Fault in overheat detection system
L OVHT *	Zone 2 powerplant excess temperature
POD SMOKE	Smoke detector in baggage pod activated
L IEC *	IEC failure
L OIL CONTAM *	Contaminated engine oil filter
A-SKID	Anti-skid selected OFF,or, selected ON and failure detected
AUDIO WARN	Failure detected in audio warning system
FDR	Failure of FDR or FDAU
EMER LTS	Emergency Lights selected OFF with both generators on-line
AV FAN	Fan failure in Nose Bay avionics compartment
L SPLR *	Spoiler unlocked when selector retracted
L STALL *	Stall warning failure or stick push disarmed
FLAP FAULT	Flap control failure
FLAP ASYM	Flap asymmetry detected
PRESS	Pressurization system failure - directs to lower centre panel
ICE	De-icing system failure - directs to roof panel
ELECT	Electrical system failure - directs to roof panel

Caption	Condition
FUEL	Fuel system failure - directs to roof panel
AIR	Air conditioning system - directs to lower centre panel
HYD	Hydraulic failure - directs to lower centre panel panel
PAX DOOR	Forward passenger door unlocked
EMER EXIT	An overwing or rear right emergency exit unlocked
BAG DOOR	Rear baggage door unlocked
POD DOOR	Ventral baggage pod door(s) unlocked
CONT DISC	Elevator or aileron control manual disconnect operated
ICE DETECT	Ice build-up or failure of the ice detector

(3) Green Captions

Caption	Condition
L IGN *	Engine ignition system operating
L BETA *	Propeller in Beta mode on ground
L REV *	Propeller selected in reverse pitch on ground
X-FEED OPEN	Crossfeed valve is open as selected
PROP/ ENG ICE	Either propeller or engine anti-ice selected ON
L OIL FLAP *	Oil cooler flaps actuated
CABIN COOLING	Cabin cooling system is in operation

(4) White Captions

Caption	Condition
CABIN OXYGEN	Oxygen supplied to the passenger system
SP INHB	Spoiler deployment inhibited
L APR ARM *	APR system armed prior to take-off

G. Remote Caption Indicators

(1) Red Captions

Caption	Location	Condition
STALL	Coaming Panel	Stall Protection System Warning

(2) X-Hatched Captions

Caption	Location	Condition
SHUT	Roof Panel Fuel Management	Fuel LP valve in motion
REFUEL	Roof Panel Fuel Management	X FEED valve in motion
SHUT	Lower Centre Panel Hydraulics	Hydraulic LP valve in motion
Green/Black	Coaming Panel	Ground spoilers deployed

(3) Amber Captions

Caption	Location	Condition
LO QTY	Roof Panel Fuel Management	Low Fuel Quantity
LO TEMP	Roof Panel Fuel Management	Low fuel temperature in filter

Caption	Location	Condition
FILTER	Roof Panel Fuel Management	Fuel filter blocked
REFUEL	Roof Panel Fuel Management	Power selected ON at the refuel panel
LO PRES	Roof Panel Fuel Management	Low fuel pressure
UVOLT	Roof Panel DC Control	Generator undervoltage condition sensed
NON ESS BUS	Roof Panel DC Control	Non-essential busbar contactor open
L ESS BUS *	Roof Panel DC Control	Essential busbar contactor open
HI TEMP	Roof Panel DC Control	Battery overtemperature warning
BATT *	Roof Panel DC Control	Battery contactor open
GEN *	Roof Panel DC Control	Generator line contactor open
EMERG BUS	Roof Panel DC Control	Emergency busbsar selected off
P1 L STAT P2 R STAT P3 TAT	Roof Panel Ice Protection	Overcurrent sensor tripped in ADC heater circuit
LO PRESS	Roof Panel Ice Protection	Low pressure in airframe de-icing system
L PROP *	Roof Panel Ice Protection	Failure of prop de-icing
L ENG *	Roof Panel Ice Protection	Failure of Engine De-Icing
ELEV	Roof Panel Ice Protection	Failure of Elevator Horn De-Icing
INBD *	Roof Panel Ice Protection	Fault on Inboard Windshield Heat
OUTBD *	Roof Panel Ice Protection	Fault on Outboard Windshield Heat

Caption	Location	Condition
L FAIL *	Roof Panel AC Control	Inverter Failed
HI TEMP	Lower Centre Panel Hydraulics	Hydraulic System High Temperature
EMERG QTY	Lower Centre Panel Hydraulics	Emergency Cell Low Quantity
LO PRES	Lower Centre Panel Hydraulics	Hydraulic System Pump Low Pressure
LO MAIN	Lower Centre Panel Hydraulics	Main Brake System Low Pressure
LO EMERG	Lower Centre Panel Hydraulics	Emergency Brake System Low Pressure
DUCT OVTEMP *	Lower Centre Panel Air Conditioning	Air Conditioning Duct Overtemperature
AIR OFF *	Lower Centre Panel Air Conditioning	Engine Bleed Air valve Shut
ECS FAULT *	Lower Centre Panel Air Conditioning	Air Conditioning (ECS) Fault
DUCT FAIL *	Lower Centre Panel Air Conditioning	Air Conditioning Duct Fail

(4) Green Captions

Caption	Location	Condition
APR OVRIDE	Centre Instrument Panel	APR Operating on Live Engine After Engine Failure on Take-Off
CCT 1 CCT 2 CCT 3	Roof Panel Ice Protection	Manual Airframe De-Icing Selected
GPU ON	Roof Panel DC Control	Ground Power Contactor Closed
BUS TIE CLOSED	Roof Panel DC Control	Bus-Tie Contactors are Closed
NOSE L R	Right Side Console System Test Panel	Standby Landing Gear Indicators

Caption	Location	Condition
	Centre Instrument Panel	Stall Protection System - Ice Mode Active

(5) White Captions

Caption	Location	Condition
 *	Roof Panel Fuel Management	Fuel LP valves Shut
 *	Lower Centre Panel Hydraulics	Hydraulic LP valves Shut

NOTE: Captions marked * have separate warnings for the left and the right systems.

H. Indication Lights

Remote indication lights give annunciation. They are installed adjacent to operating controls or indicators specified in the relevant chapters of this document or the MOM Volume 1.

Two red indication lights are located on the centre console. The lights are marked FIRE, for both the left and the right systems. There is also a remote indication light on each condition lever that indicates a fire warning for the associated left or right engine.

Two small green indication lights are located on top of the engine display panel. The lights are marked TTL and show the normal operation of the by-pass torque motor in the left and the right systems.

I. Audio Warning Systems (AWS)

Aural warning sound for the following conditions:

Tone	Warning	Condition
Bell	Fire	Powerplant fire
Clacker	Overspeed	VMO exceeded
Continuous horn	Landing gear	Gear not locked down
Intermittent horn	TOCWS	Unsafe take-off configuration
2-second cavalry charge	Autopilot disconnect	Autopilot failure/disconnect
Musical 'C' chord	Altitude alert	Selected altitude exceeded(climb or descent)
Triple low chime	Master warning	Red CAP caption
Single chime	Master caution	Amber CAP caption

4. Lighting

A. External Lighting

(1) Navigation lighting is provided by dual navigation lights installed in each wing tip and in the rear tail cone.

(2) Anti-collision lighting is provided by a white and a red strobe light on the top of the vertical stabilizer, and a white strobe light on the fuselage ventral pod.

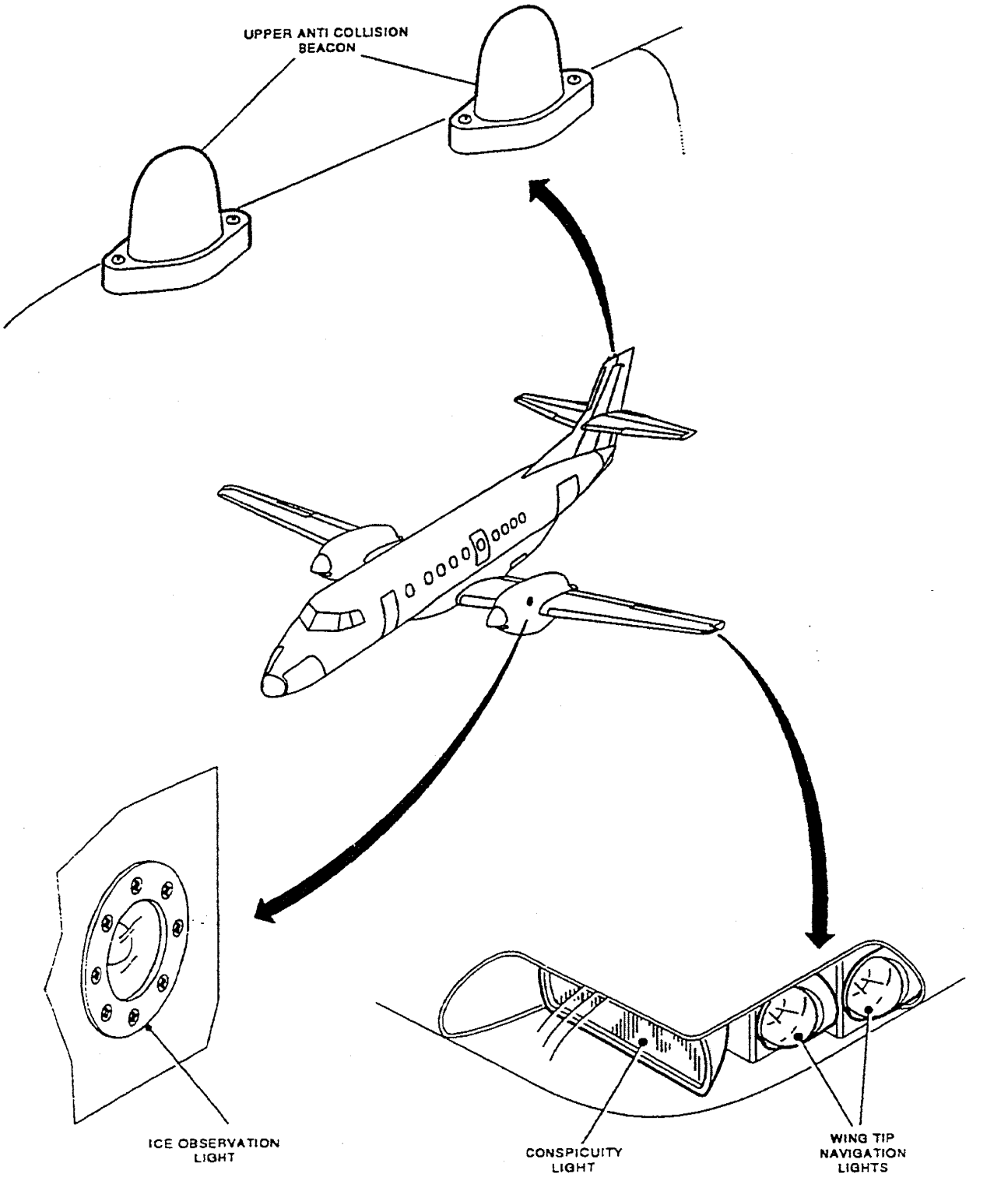
(3) Landing lights are installed on the nose landing-gear leg and the beams angled to give the required lighting on the approach. A taxi light on the nose landing-gear leg gives a wide beam of light for taxiing.

(4) An ice observation light is installed in the outboard cowling of each engine nacelle. These lights allow observation of ice build up on the leading edge of the wings.

(5) Conspicuity lighting is fitted to each wing tip. This lighting allows the aircraft to be seen whilst in flight with the landing gear up.

(6) Switches for external lighting are installed on the flight deck roof panel and are labelled as follows:

Legend	Switch label	Lights
BEACON	ON/OFF	Red vertical stabilizer strobe
NAV	ON/OFF/NAV	Navigation lights
STROBE	ON/OFF	White vertical stabilizer and lower fuselage strobes
ICE OBS	ON/OFF/SERVICE ON	Ice observation lights or service lighting in the avionics bay
CONSPIC	ON/OFF	Wingtip conspicuity lights
LAND LEFT	ON/OFF	Left landing light (nose landing-gear leg)
LAND RIGHT	ON/OFF	Right landing light (nose landing-gear leg)
TAXI	ON/OFF	Taxi light (nose landing-gear leg)



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External Lighting - I

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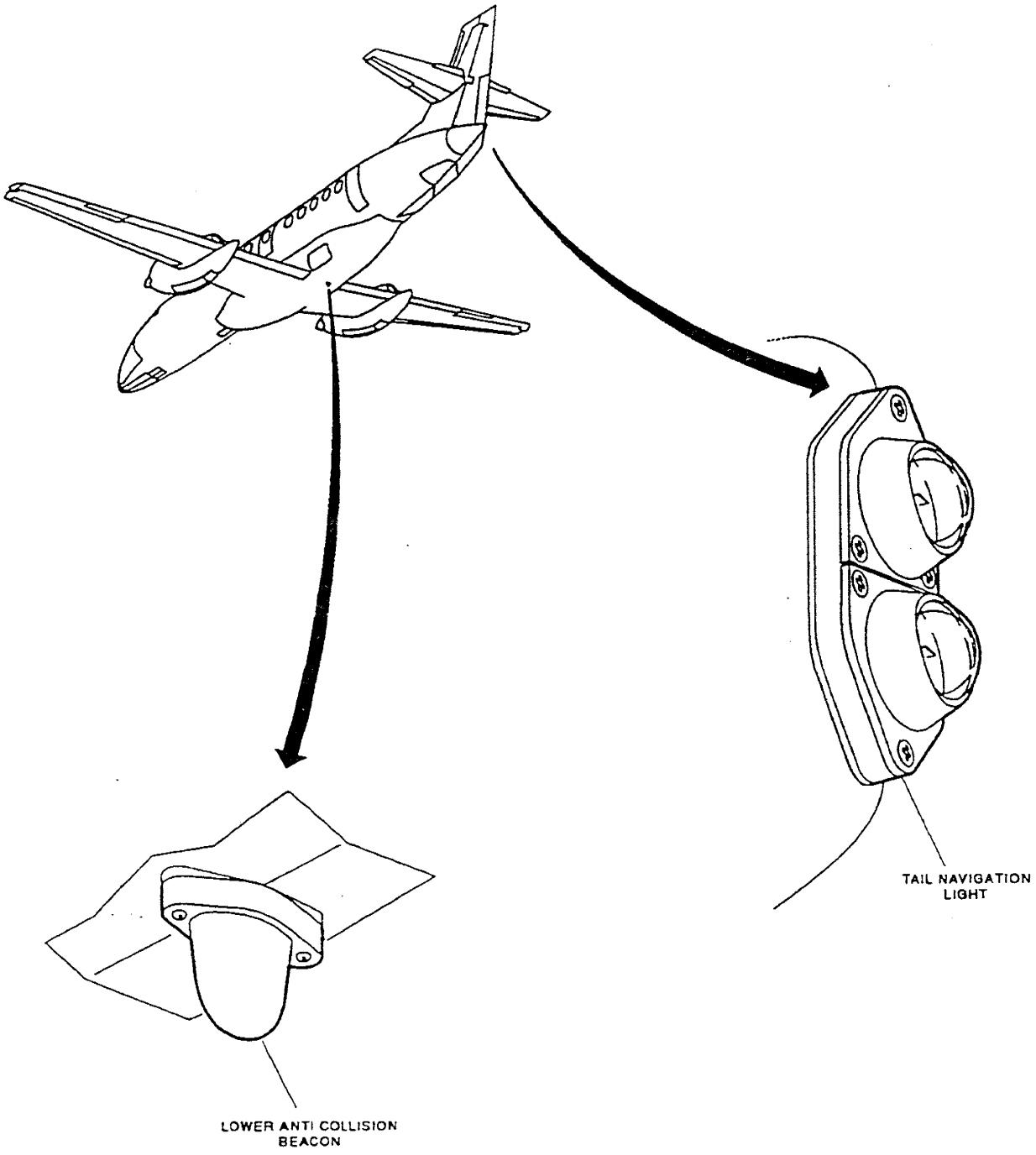

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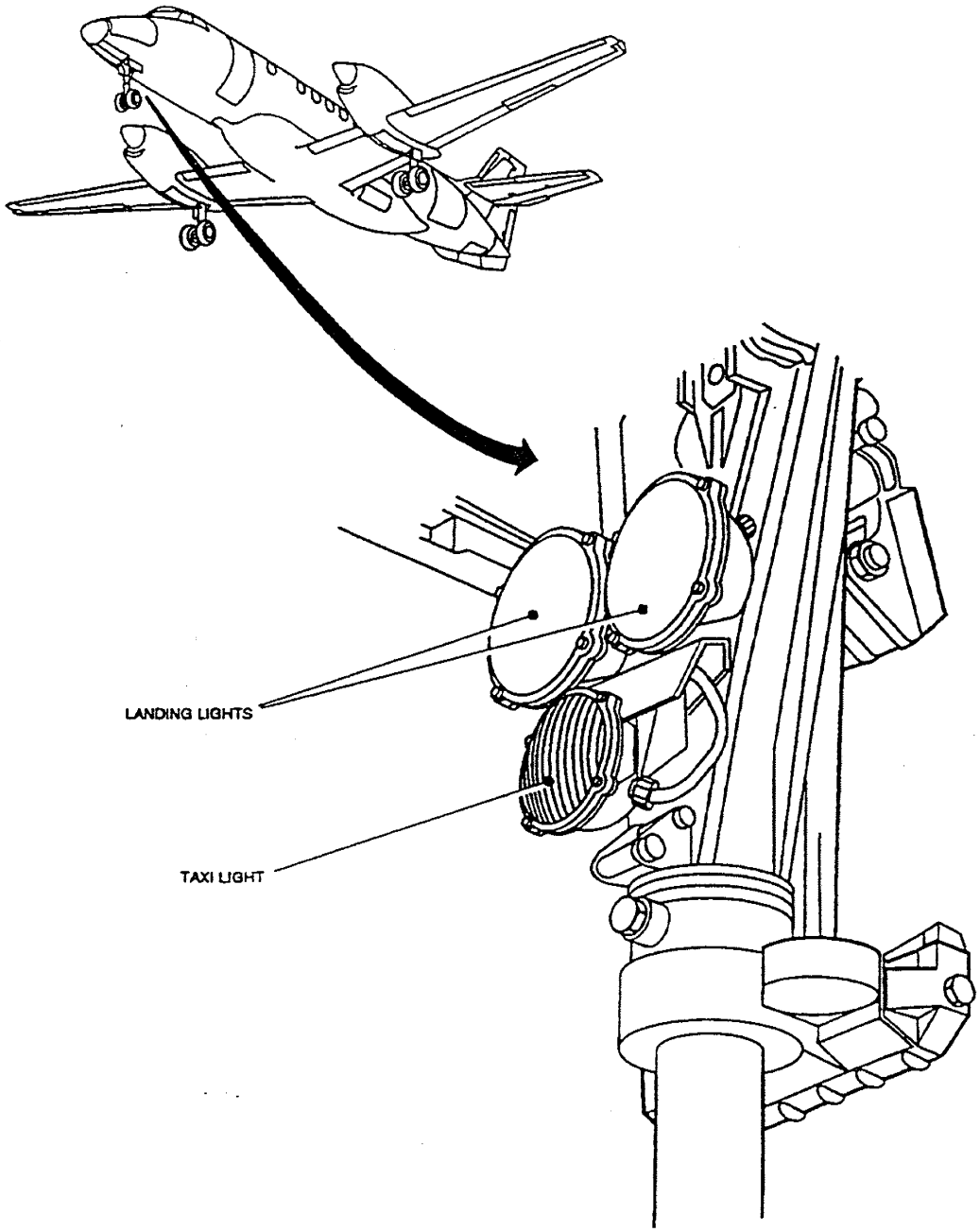
External Lighting II



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External Lighting -III

B. Flight Deck Lighting

A flood light is provided for the flight deck and is installed on the left bulkhead panel behind the first pilot. Each flight crew member is provided with a reading light and a chart holder light. The reading lights are installed at either side of the flight deck roof panel directly above the seats. The chart holder lights are mounted on the control columns.

The flood light is controlled by a F/DECK FLOOD switch on the roof panel which can be set to ON or OFF. Power to the flood light is from the left battery busbar.

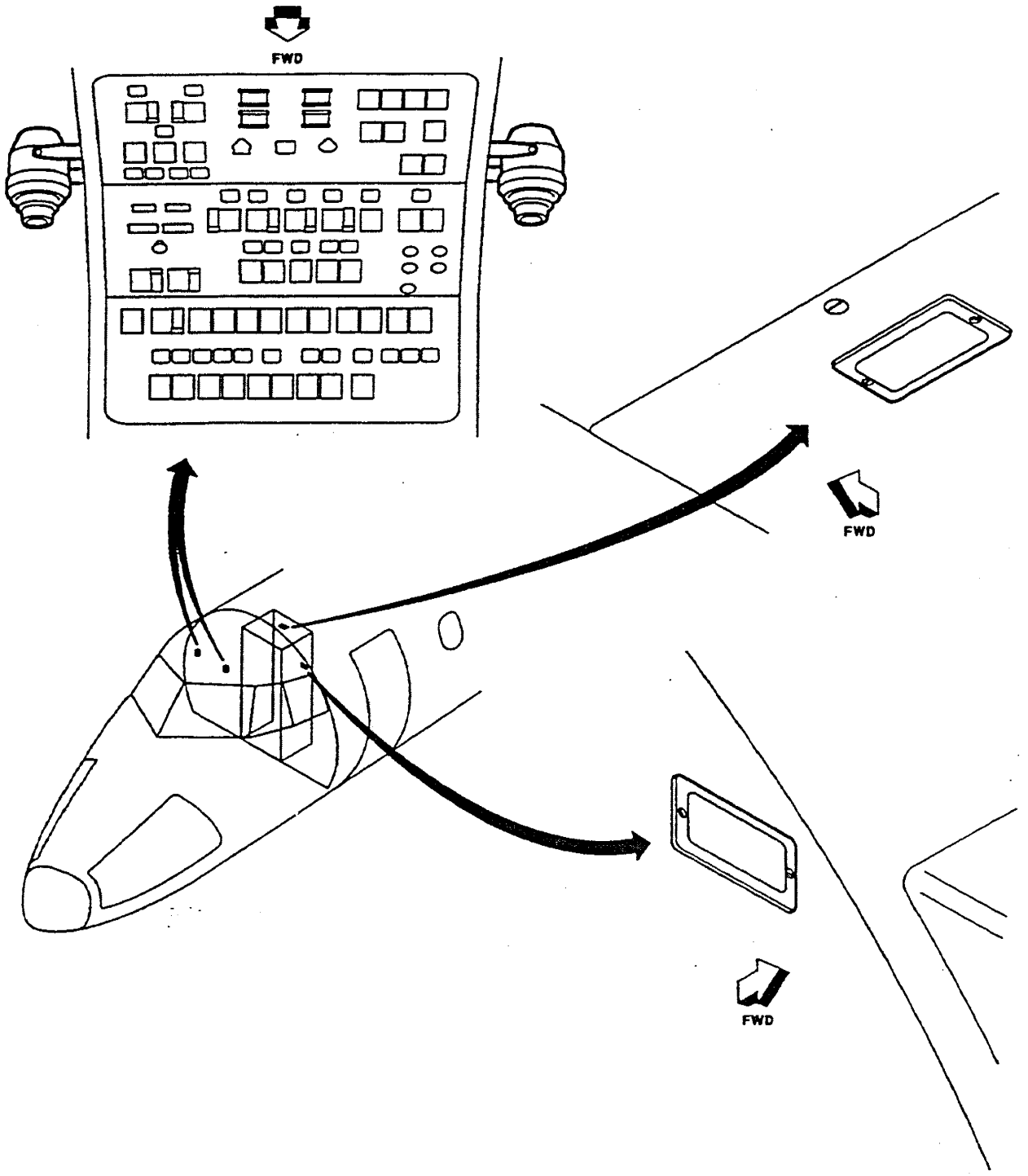
The reading lights and chart holder lights are controlled by individual dimming switches on the lights. The pilots reading light and chart holder light are supplied with power from the right essential busbar. The co-pilots reading light and chart holder light are supplied with power from the left essential busbars.

The avionics circuit breaker panel has integral lighting that is controlled by the roof panel dim control.

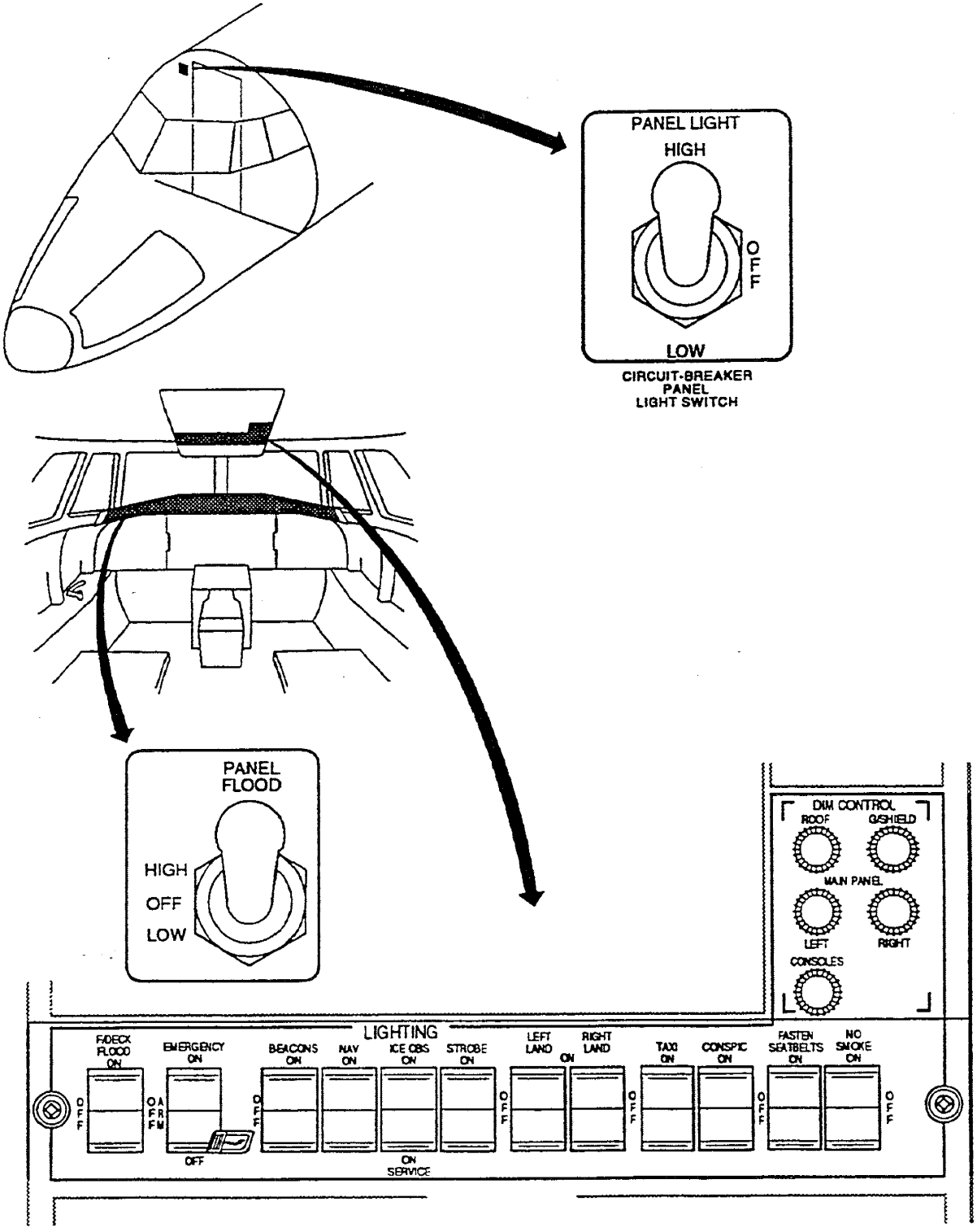
The electrical circuit breaker panels have a light that is controlled by a PANEL LIGHT switch on the right bulkhead panel; the light can be set to OFF, HIGH or LOW position.

A PANEL FLOOD switch on the coaming panel controls a flood light in each of the side consoles and in the left and right instrument panels. The switch can be set to OFF, HIGH or LOW. Four other flood lights, two in each of the left and right side consoles, are controlled with the inner control of the CONSOLES switch on the DIM CONTROL panel.

Instrument and panel light dimming is controlled by rotary switches on the DIM CONTROL panel in the roof panel. There are separate controls for ROOF, G/SHIELD, MAIN PANEL (LEFT and RIGHT) and CONSOLES. The inner control changes the intensity of the instrument and control panel lighting. The outer control changes the intensity of the remote captions.



Flight Deck Lighting



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Flight Deck Lighting - Control Switches

C. Emergency Lighting

External emergency lights are provided to illuminate the:

- Overwing escape route (below each overwing emergency exit)
- Bottom of the fuselage (adjacent to each wing trailing edge)
- Passenger-door step area (on the left forward galley).

The cabin emergency lighting consists of the following:

- Exit marking signs
- Exit locating signs
- Illuminated floor proximity escape path marking
- General cabin illumination
- Vestibule lighting.

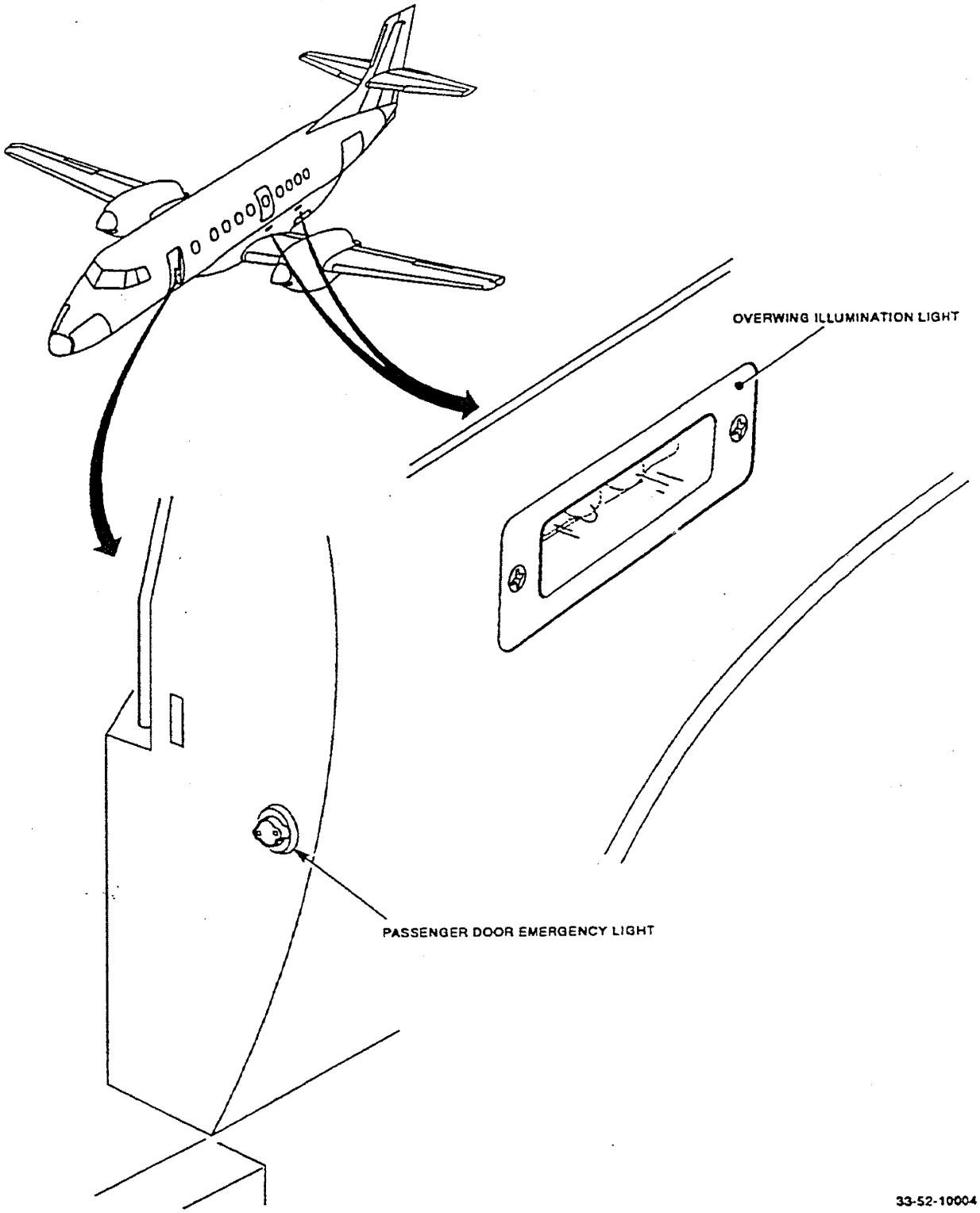
The illuminated floor proximity lighting consists of floor track lights along the left side of the passenger cabin.

The emergency lights and all the cabin exit signs are powered by batteries charged from, but independent of, the main electrical system. The batteries will provide power for a period of 10 minutes when activated.

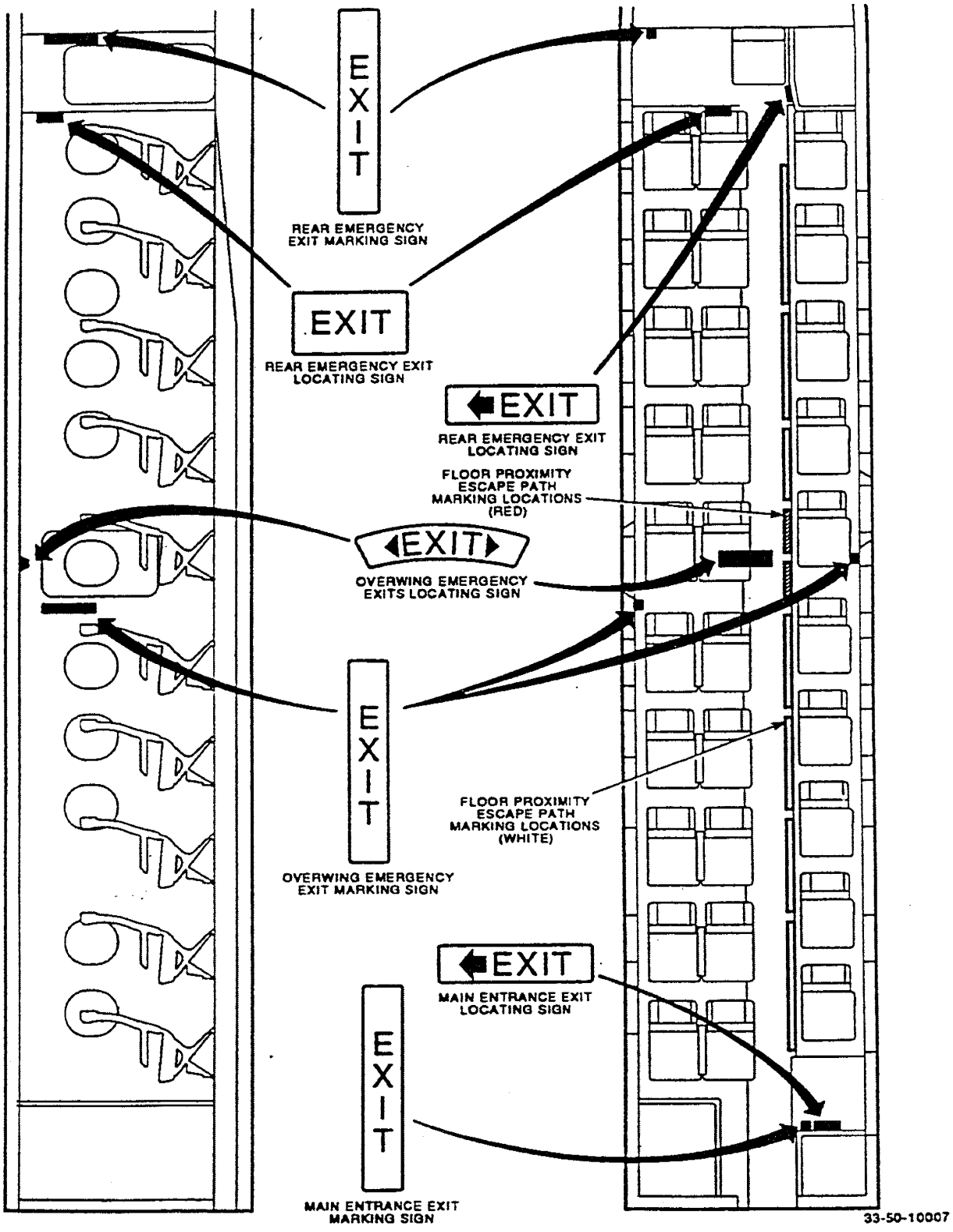
The emergency lights are controlled by switches on the flight deck roof panel and at the cabin attendants position. The flight deck switch is labelled EMERGENCY ON/ARM/OFF and is guarded with a spring loaded guard.

Caption	Condition
ON	Emergency lights on, powered from their own batteries which remain on charge when a generator is on-line.
ARM	The emergency lights come on automatically when the power supply to the emergency lighting power packs is disconnected.
OFF	Emergency lights off. If the switch is at OFF and both generators are on-line a CAP [EMER LTS] (amber) caption will come on.

The EMERGENCY LIGHTS switch at the rear flight attendant panel is labelled NORMAL/ON and if switched ON causes the CAP [EMER LTS] (amber) caption to come on as described above.



External Emergency Lighting



Internal Emergency Lighting

D. Cabin Lighting

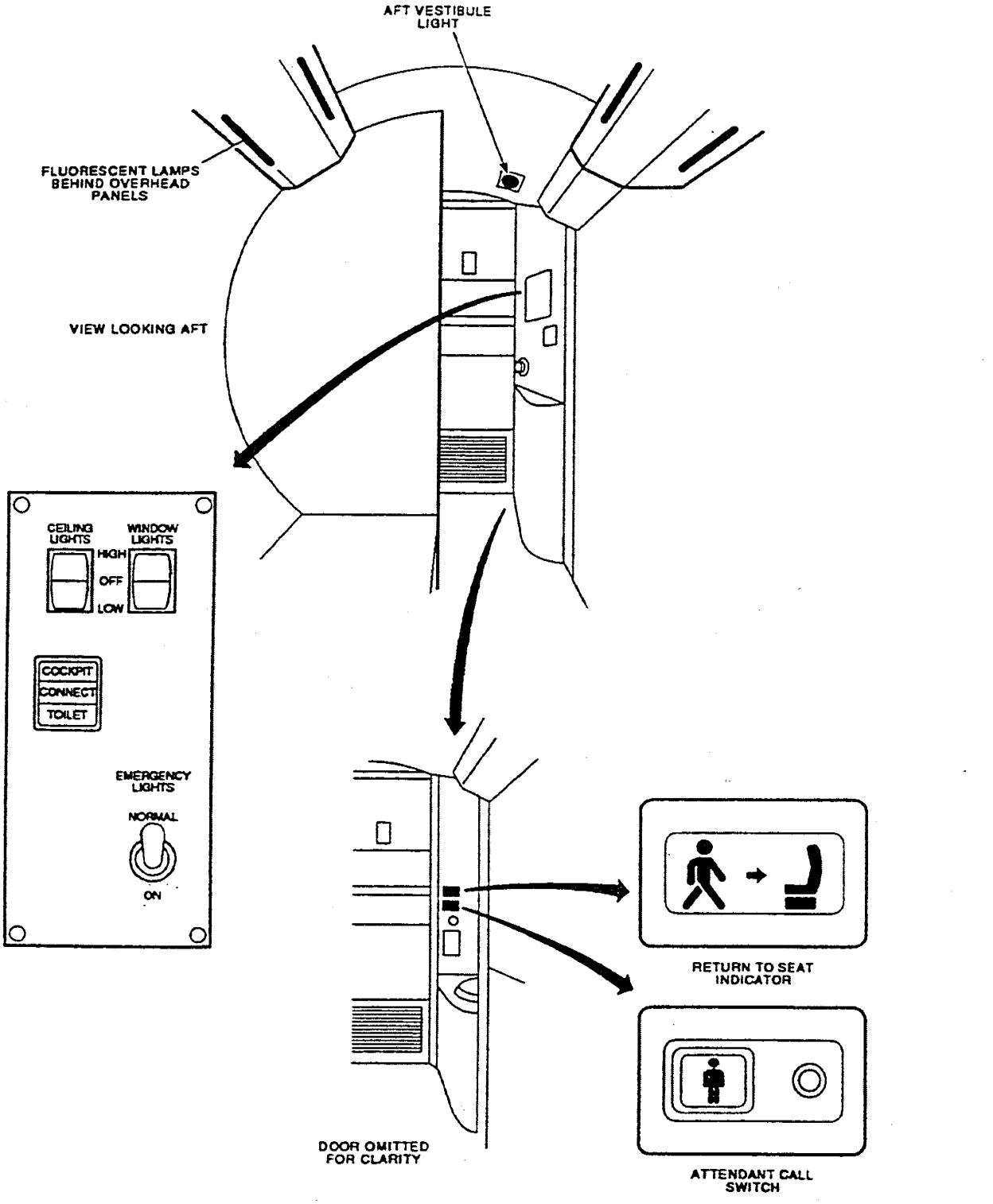
The passenger cabin lighting consists of the following:

- Overhead fluorescent lighting controlled from the rear flight attendant panel
- Window wash lighting controlled from the rear flight attendant panel
- NO SMOKE signs controlled by a switch on the flight deck roof panel labelled NO SMOKE ON/OFF
- FASTEN SEAT BELT signs controlled by a switch on the flight deck roof panel labelled FASTEN SEATBELTS ON/OFF
- Return-to-Seat indicator, installed in the toilet, controlled by the FASTEN SEAT BELTS switch on the flight deck roof panel
- Passenger reading lights controlled by individual switches at the passenger service units
- Vestibule lights in the forward,center and rear areas of the cabin controlled by a VESTIBULE LIGHTS switch at the forward attendant panel.

E. Additional Lighting

Lighting is also provided for:

- Main baggage compartment, controlled by a switch in the compartment. A five minute time delay is incorporated into this switch to prevent a drain on the aircraft batteries
- Ventral pod baggage compartment, controlled by a switch in the compartment. This switch also has a five minute time delay
- Refuel panel, controlled by a microswitch which is activated when the refuel panel access door is opened.



Cabin Internal Lighting

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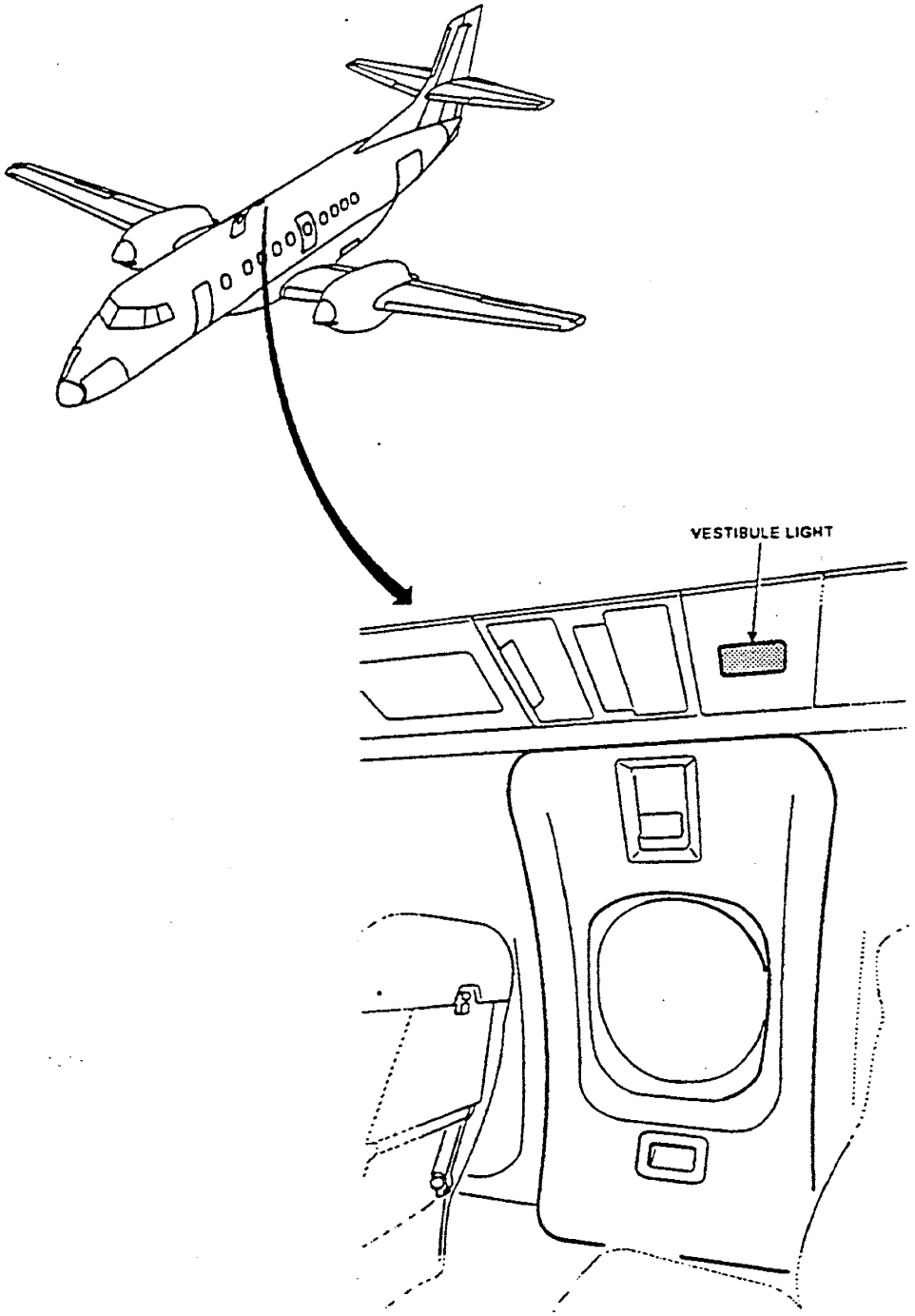

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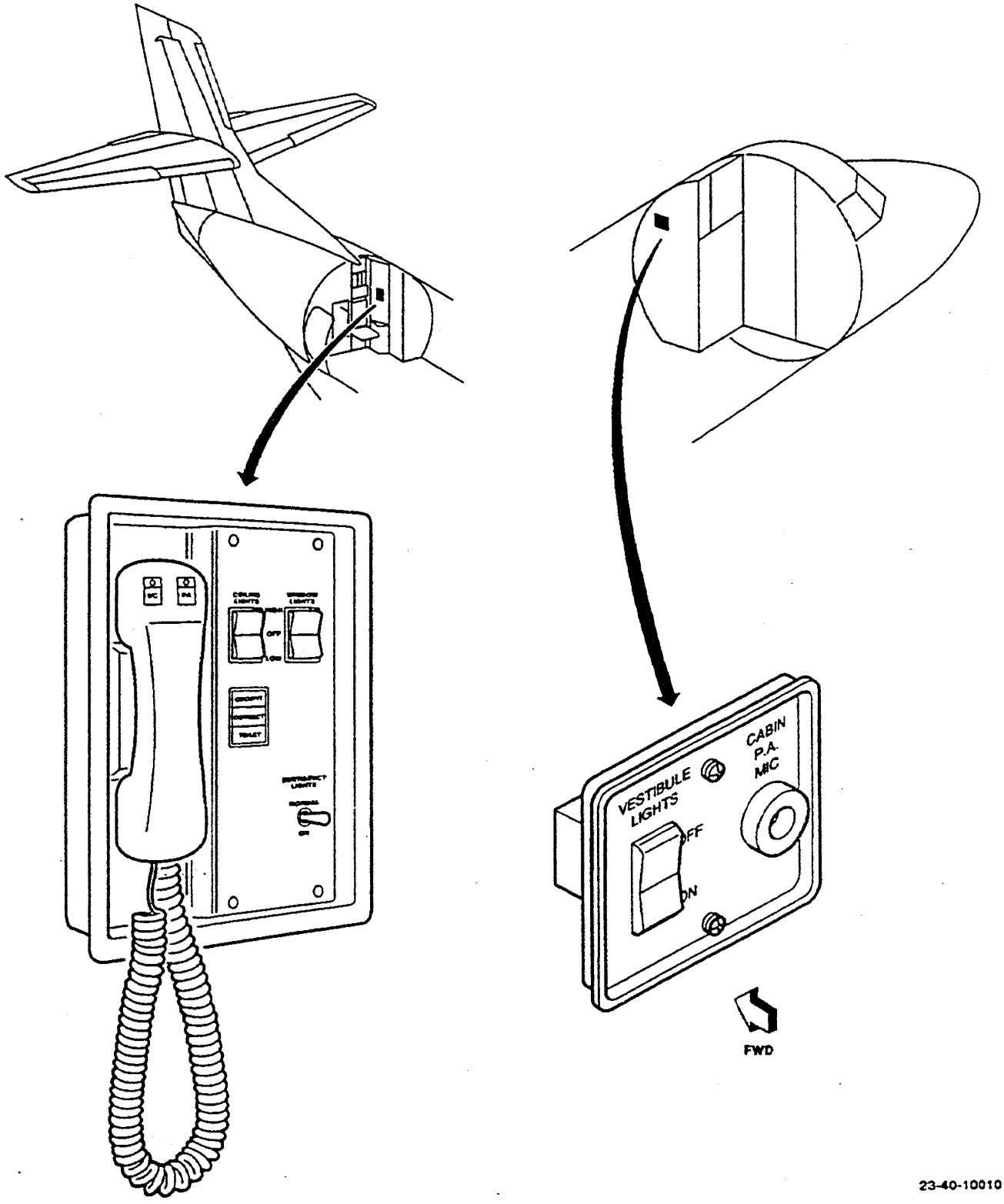
Cabin Internal Lighting



Attendant Panels

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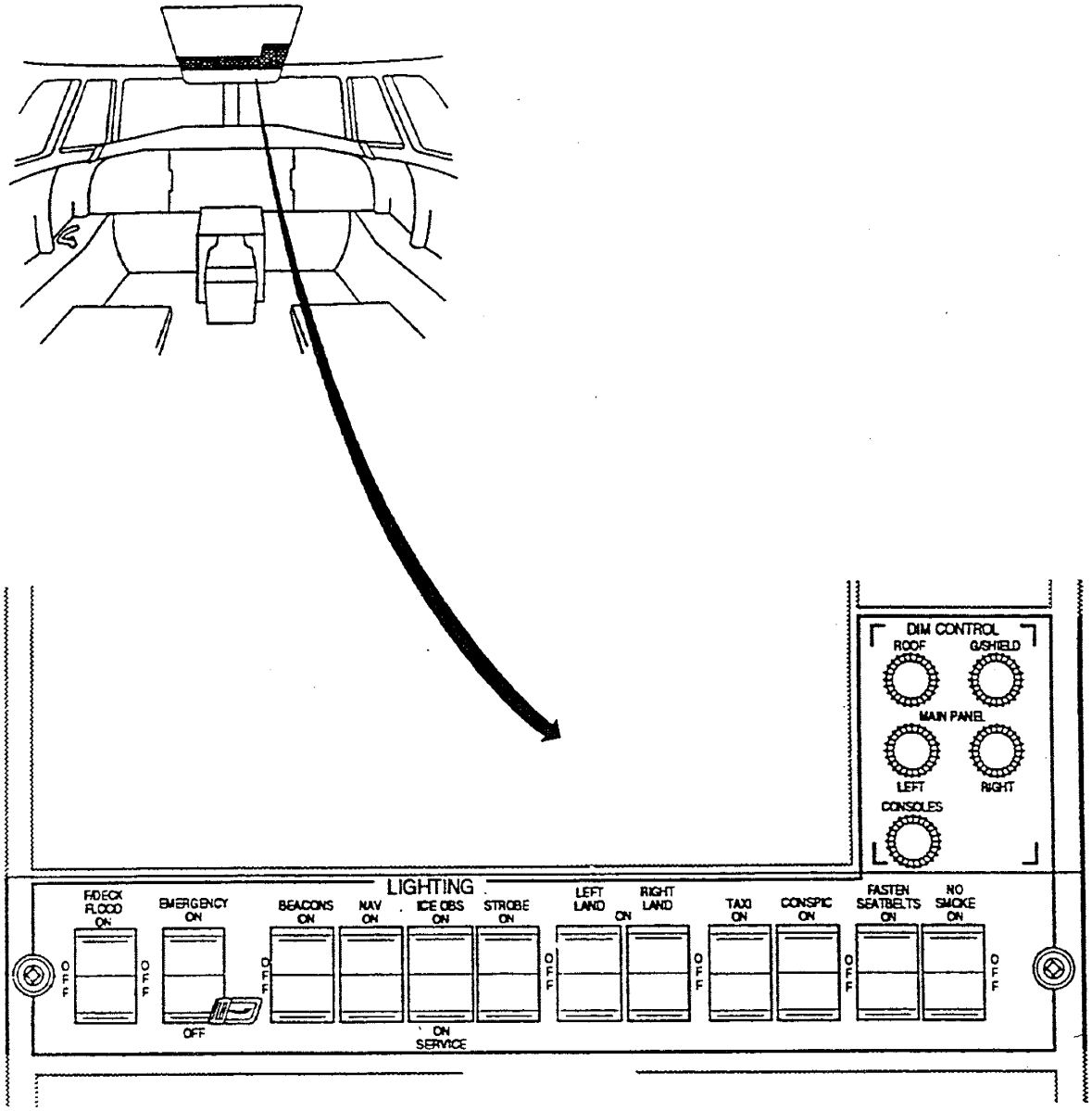

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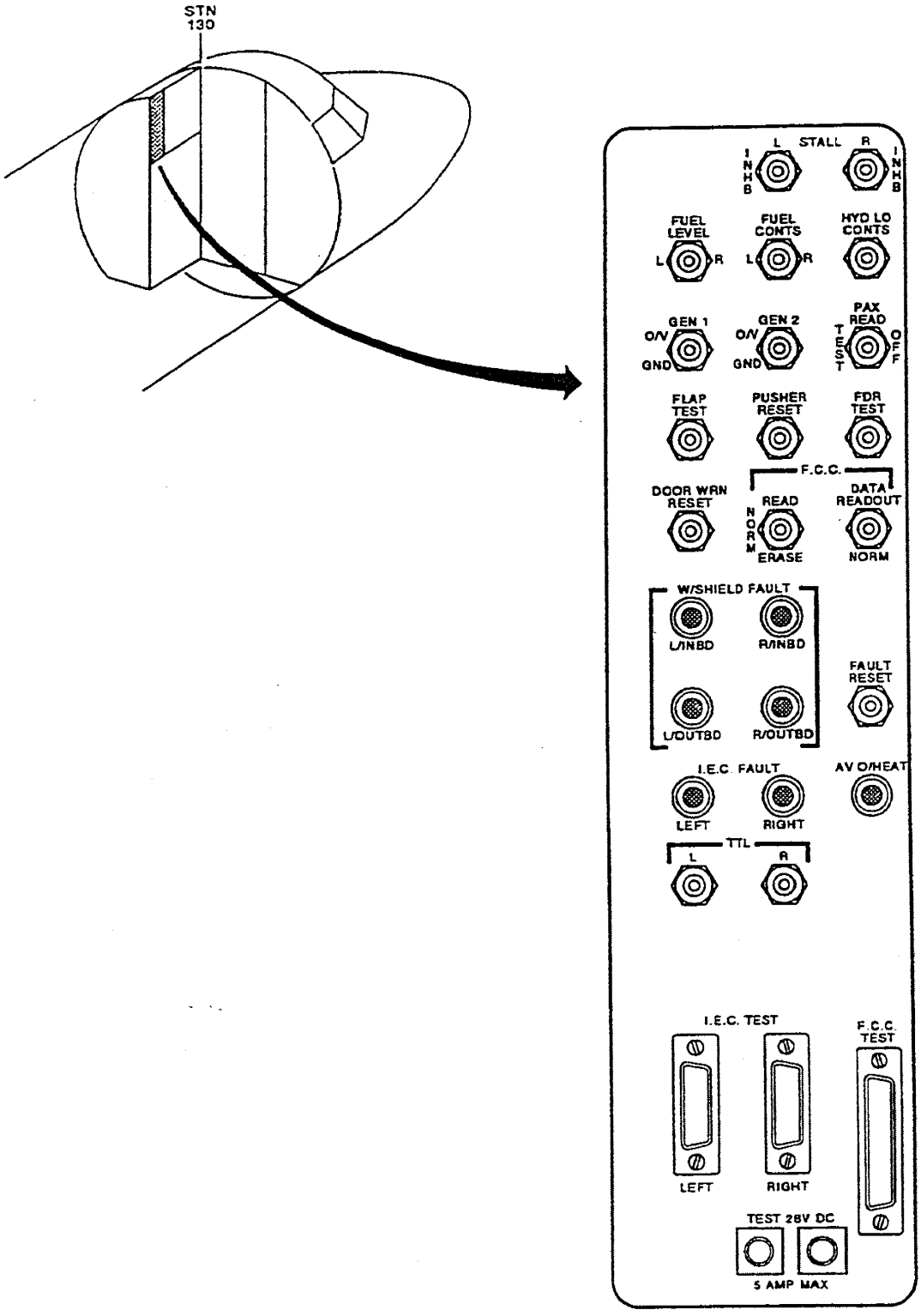
Roof Panel Lighting



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Maintenance Test Panel