7.3 - ACCOMODATIONS

INSTRUMENT PANEL (Figure 7.3.1)

The instrument panel contains instruments and controls necessary for flight monitoring. The typical instrument panel consists of all standard equipment, as well as additional optional equipment.

Upper panel (Figure 7.3.2)

The upper panel located at the top part of the windshield, contains electrical generation control panels, engine starting and ancillary electrical systems.

Rearwards of upper panel, the central part of cockpit overhead panel provides loud-speakers, warning buzzers and cockpit floodlights and postlights (instrument panel emergency lighting).

Instrument panel

The instrument panel consists of three parts : left, central and right.

Left instrument panel (Figure 7.3.3) includes :

- general alarms, flight indicators and instruments, engine controls, deicing controls and indicators, landing gear control panel, parking brake and left station control wheel.

Central instrument panel (Figure 7.3.4), surmounted by the stand-by compass, includes :

- control and AP computer boxes, advisory panel box, the radionavigation equipment box, "AP / TRIMS MASTER", "RADIO MASTER" and internal lighting switches.

Right instrument panel (Figure 7.3.5) comprises :

- "FUEL" and "ECS" control and check panels, flight indicators and instruments, the right section control wheel, alternate static source selector and locations for optional equipment.
- Emergency air control is located under the right instrument panel.

An adjustable air outlet and reception-micro jacks are located on both sides of instrument panel lower part.

Central pedestal (Figure 7.3.6)

The central pedestal under the radio rack, comprises position indicators and trim tabs controls, flaps, engine controls and fuel tank selector.

Circuit breakers panel (Figures 7.3.7 and 7.8.2)

Circuit breakers for all electrical equipment supplied by bus bars are located on a separate panel installed on the left side of cockpit, near the pilot or on right side when the airplane is equipped with a "pilot" door.

Advisory panel (Figure 7.3.8)

The advisory panel is attached on the upper central part of the instrument panel. This panel provides warning lights which alert the pilot when one of the monitored systems indicates a discrepancy.

A "MASTER WARNING" red flashing indicator and a "MASTER CAUTION" amber flashing indicator located on instrument panel in front of the pilot, illuminate as soon as one or several indicators of same color illuminate on the advisory panel.

To cancel and reset a general alarm, press on the red or amber indicator.

A "TEST" push-button and a "BRIGHT DIM" switch, located on the right side of the advisory panel, allows testing warning lights (double check) and dimming of their lighting (day / night position).

Aural warnings (Figure 7.3.2)

The aural warnings are intended to alert the pilot during some configurations. The aural signals are heard through the loud-speakers or the buzzers installed in upper panel, and for the KRA 405 radar altimeter through the buzzer located on the R.H. instrument panel. Aural warnings concerning the landing gear and the autopilot are also heard in the head-sets.

The aural warnings consist of :

- the aural warning box,
- the buzzers and loud-speakers,
- the amplifier.

The system uses :

- the stall warning horn,
- the VMO alarm,
- AP alarms,
- the landing gear control unit,
- the flap geared motor,
- the radar altimeter aural warning.

Aural warning box

The aural warning box consists of a box including logic circuits, which create the signals heard in the aural warning loud-speaker.

According to the airplane configuration, different signals are produced by the logic circuits :

- gear up and idle → high-pitched sound
- gear up and extended flaps → high-pitched sound
- stall → low-pitched sound
- gear up, idle and stall → alternate high-pitched and low-pitched sounds
- gear up, extended flaps and stall → alternate high-pitched and low-pitched sounds

The aural warning box is fixed under cabin floor, on L.H. side, between frames C5 and C6.

It is electrically supplied by "ESS BUS 1" bar and protected by "AUDIO WARN" circuit breaker.

Upper panel (Figure 7.3.2)

The upper panel includes following elements :

- the alarm loud-speaker (landing gear up with flaps extended and / or idle, stall),
- the altitude preselection indicating buzzer,
- the autopilot disconnection indicating buzzer,
- the VMO alarm buzzer,
- the "HORN TEST" knob,
- the emergency lighting rheostat.

It is attached to the cabin upper part between frames C6 and C7.

The alarm loud-speaker is electrically supplied by the aural warning box, the VMO alarm buzzer is electrically supplied by "ESS BUS 1" bar and protected by "AUDIO WARN" circuit breaker, the altitude preselection indicating buzzer is protected by "AP / ALT SEL" circuit breaker, the autopilot disconnection indicating buzzer is electrically supplied by "BUS 3" bar and protected by "AP / ALERT" circuit breaker and the emergency lighting rheostat is electrically supplied by "BUS BAT" bar and protected by "PANEL EMER" circuit breaker.

Amplifier

The amplifier allows to fit alarm signals heard in head-set to radio loud-speaker.

It is fixed under cabin floor, on L.H. side, between frames C6 and C7.

It is electrically supplied by "ESS BUS 1" bar and protected by "PHONE+MKR" circuit breaker.

Aural warning operation

The alarm loud-speaker receives signals from the aural warning box. According to the airplane configuration, these signals are low-pitched and / or high-pitched. Buzzers receive their signal directly from the concerned circuit.

All warning signals go through the amplifier before being heard in head-sets and in the radio loud-speaker.

The "HORN TEST" knob allows to test the correct operation of aural warnings :

- Set the "SOURCE" selector to "BAT" or to "GPU".
- Push and hold the "HORN TEST" knob :
  . the VMO buzzer emits three "bips",
  . the alarm loud-speaker emits alternate low-pitched and high-pitched sounds.
- Release the knob to stop the alarms.

NOTE :
The test is effective for head equipment when "AP / TRIMS MASTER" switch is set to "ON".

Operation of the radar altimeter aural warning

The radar altimeter aural warning (momentary) is coupled with the "DH" warning light (permanent illumination) on the radar altimeter indicator or the EADI.

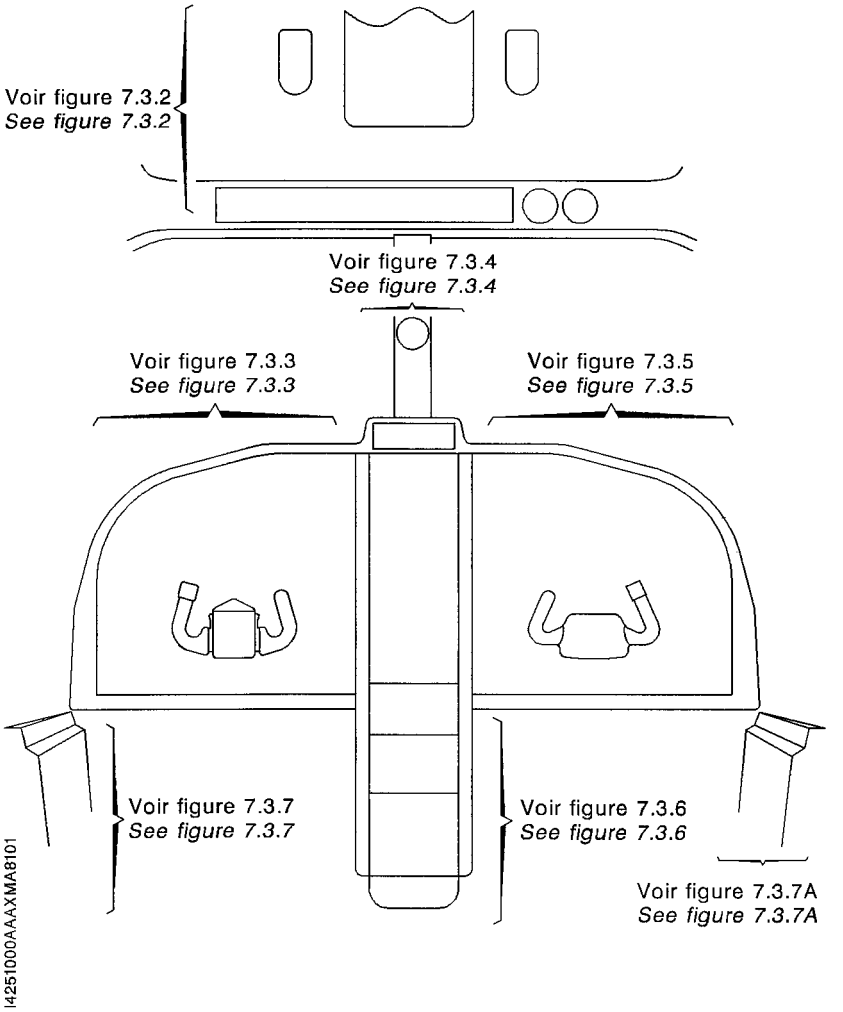


Figure 7.3.1 - INSTRUMENT PANEL ASSEMBLY
(Typical arrangement)

INTENTIONALLY LEFT BLANK

1) L.H. instrument panel emergency lighting
2) Buzzers (AP, landing gear not extended and V_{MO} alarms)
3) Loud-speakers (radio and stall warning horn)
4) R.H. instrument panel emergency lighting
5) Cockpit floodlight switches (rheostats)
6) R. H. side upper panel postlight
7) R.H. cockpit floodlight
8) Ammeter
9) Voltmeter
10) "ENGINE START" switches (Figure 7.6.4)
11) "ELECTRIC POWER" switches (Figure 7.8.5)
12) "GYRO INST" gyroscopic instrument switches (Figure 7.12.2)
13) "EXT LIGHTS" external lighting switches (Figure 7.8.6)
14) L.H. cockpit floodlight
15) L. H. side upper panel postlight
16) "HORN TEST" aural warning test

Figure 7.3.2 (1/2) - UPPER PANEL AND COCKPIT OVERHEAD PANEL

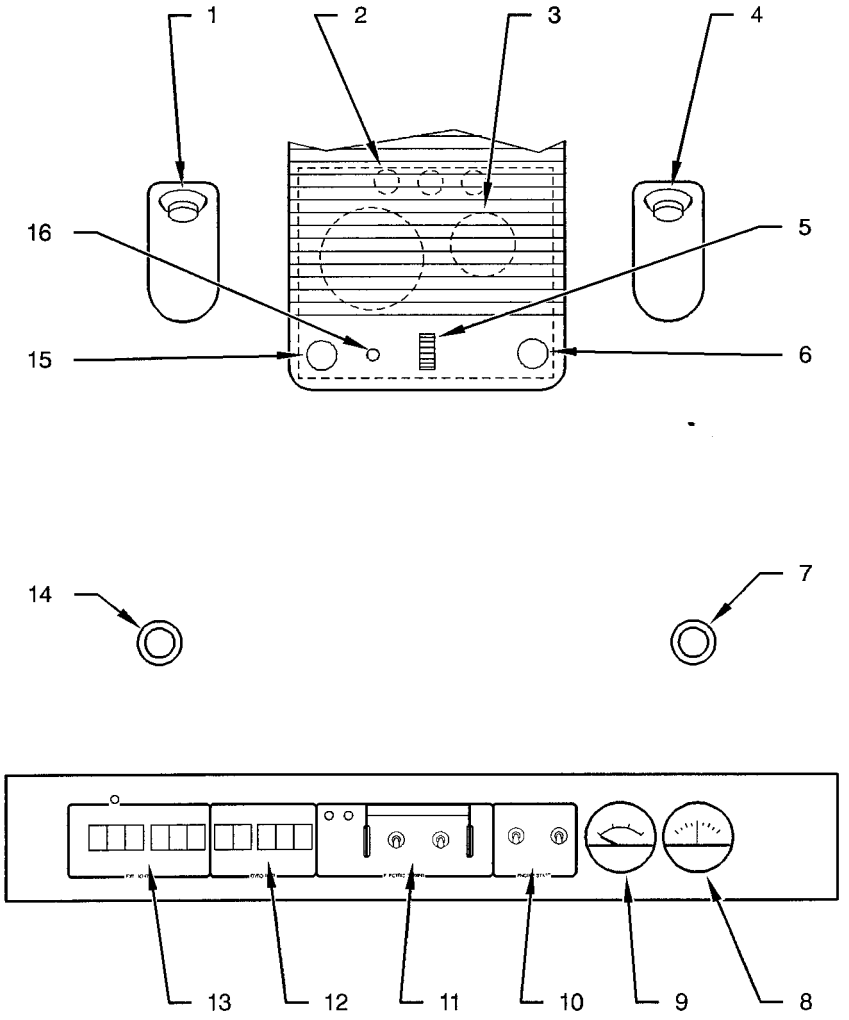


Figure 7.3.2 (2/2) - UPPER PANEL AND COCKPIT OVERHEAD PANEL

1) Altitude preselection indicator
2) GPS indicator lights
3) Encoding altimeter 1
4) Torquemeter
5) Propeller RPM indicator
6) Vertical speed indicator 1
7) ITT indicator
8) ITT test knob
9) Gas generator speed indicator (Ng)
10) EGPWS control box
11) Oil pressure and temperature indicator
12) Fuel flow totalizer/computer
13) Landing gear configuration and control panel (Figure 7.5.1)
14) Oxygen mask microphone switch (Figure 7.10.1)
15) Left station control wheel tube
16) Parking brake control
17) EHSI indicator
18) RMI indicator
19) Deicing control and check panel (Figure 7.13.1)
20) Circuit breakers panel postlight (without "pilot" door)
21) "AP / DISC TRM INT" red push-button
22) Electric pitch trim control
23) Maps reading tablet
24) Electric rudder trim control
25) Left station reception-micro jacks
26) L.H. station rudder pedals adjusting handle
27) Adjustable air outlet
28) Flight conditions and instruction placard
29) "DE ICE SYSTEM" panel postlight
30) OAT indicator
31) Chronometer
32) Stand-by horizon
33) VOR / ILS 2 indicator
34) "GYRO 1 mode" indicator
35) Suction indicator
36) Airspeed indicator 1
37) General alarm red and amber indicators
38) EADI indicator
39) EFIS control panel

Figure 7.3.3 (1/2) - LEFT INSTRUMENT PANEL

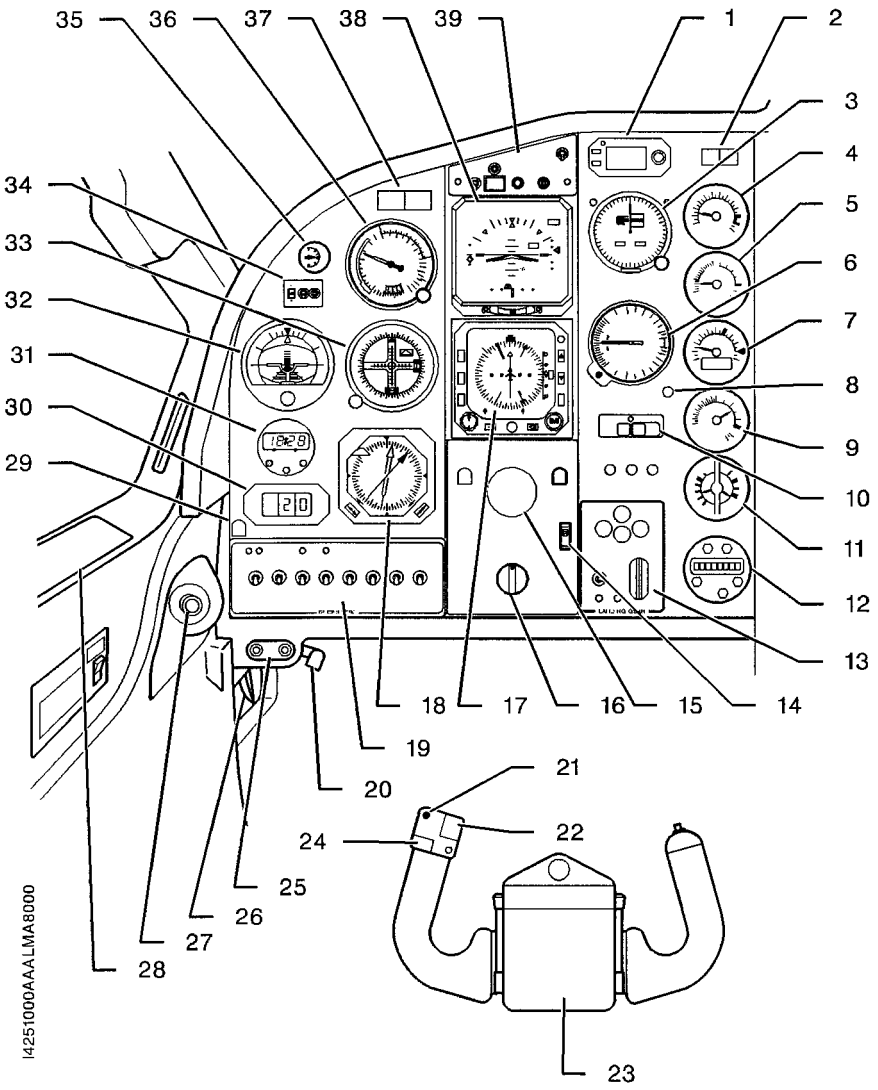


Figure 7.3.3 (2/2) - LEFT INSTRUMENT PANEL
(Typical arrangement)

1) Stand-by compass
2) AP mode controller (see Section 9)
3) Advisory panel (Figure 7.3.8)
4) Audio control box
5) COM/NAV/GPS 1
6) MFD
7) ADF
8) Cabin interior lighting rheostats and switches (Figure 7.8.7)
9) "RADIO MASTER" switch (Figure 7.14.1)
10) "AP / TRIMS MASTER" switch (see Section 9)
11) "GND CLR" ground communication indicating light (Figure 7.14.1)

Figure 7.3.4 (1/2) - CENTRAL INSTRUMENT PANEL

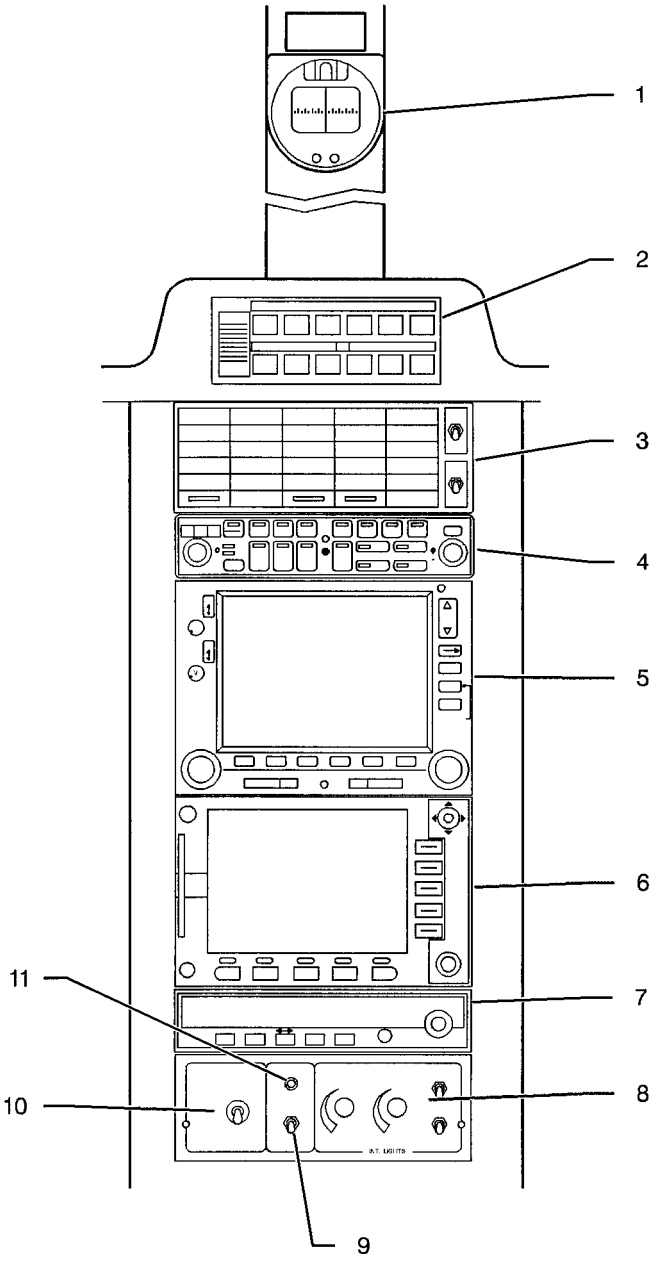


Figure 7.3.4 (2/2) - CENTRAL INSTRUMENT PANEL
(Typical arrangement)

1) "FUEL" check and control panel (fuel pressure and quantity indicators, "FUEL SEL" and "AUX BP" switches) (Figure 7.7.3)
2) ELT remote control switch
3) "GYRO 2 mode" indicator
4) Airspeed indicator 2
5) ADI 2 indicator
6) Encoding altimeter 2
7) HSI 2 indicator
8) Vertical speed indicator 2
9) Transponder 2
10) DME
11) Hour meter
12) Adjustable air outlet
13) R. H. station rudder pedals adjusting handle
14) Right station reception-micro jacks
15) Circuit breakers panel postlight (with "pilot" door)
16) Electric pitch trim control
17) Electric rudder trim control
18) "AP / DISC TRM INT" red push-button
19) Maps reading tablet
20) Radar altimeter buzzer
21) Servicing plug
22) Cabin emergency air control ("RAM AIR" control knob)
23) Static source selector
24) Right station control wheel tube
25) "ECS" air conditioning and pressurization panel (Figure 7.9.3)
26) Radar altimeter indicator
27) Transponder 1
28) COM/NAV/GPS 2
29) Registration

Figure 7.3.5 (1/2) - RIGHT INSTRUMENT PANEL

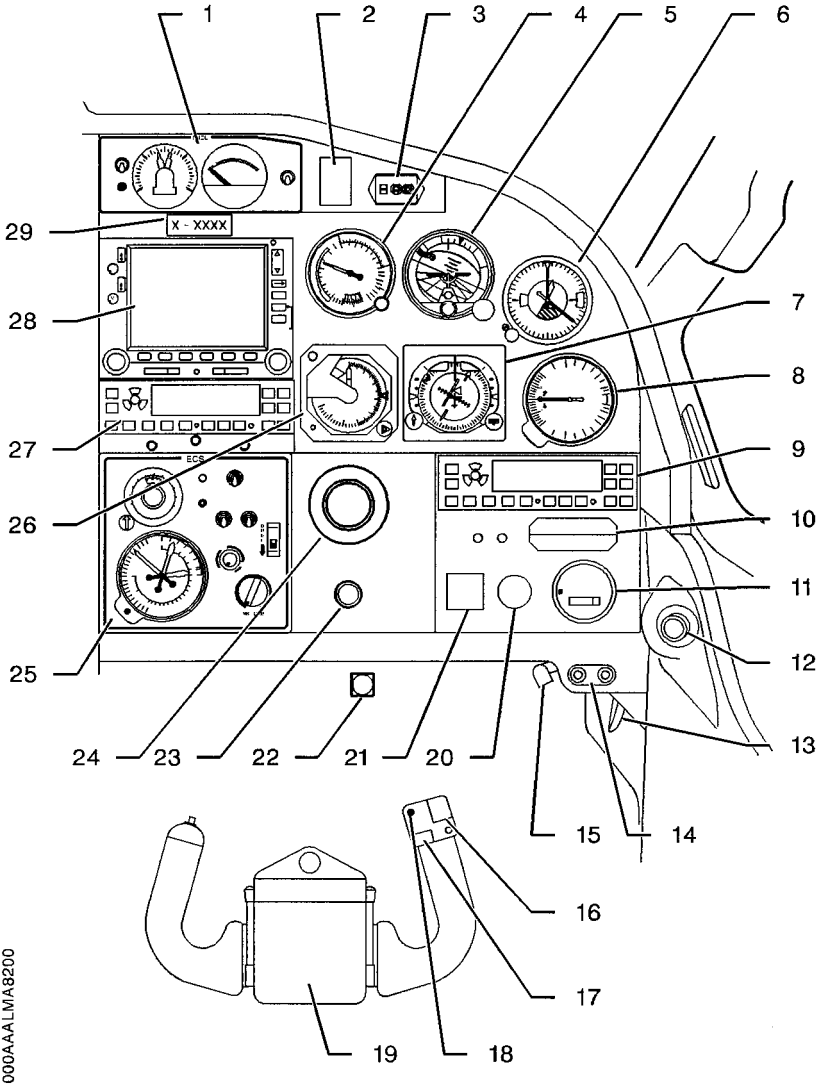


Figure 7.3.5 (2/2) - RIGHT INSTRUMENT PANEL
(Typical arrangement)

1) Trim tabs indicators
2) Flaps position indicator
3) Propeller governor lever
4) Power lever
5) "PROP O' SPEED TEST" push-button (Figure 7.6.3)
6) Flaps control
7) Condition lever
8) Levers friction adjustment
9) Emergency fuel control
10) Manual fuel tank selector (Figure 7.7.2)
11) Roll trim tab control
12) Pitch trim tab control
13) Lock for access door to landing gear emergency pump (Figure 7.5.2)

Figure 7.3.6 (1/2) - PEDESTAL CONSOLE

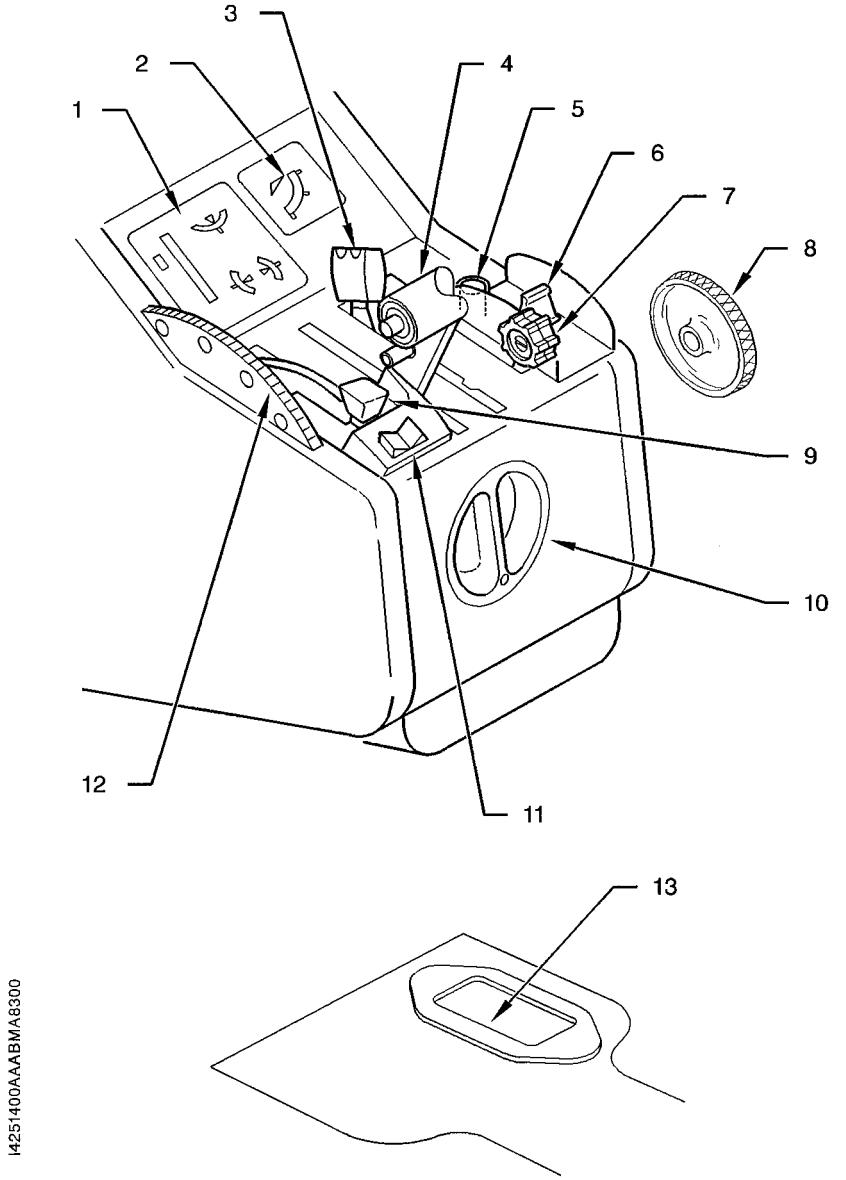


Figure 7.3.6 (2/2) - PEDESTAL CONSOLE
(Typical arrangement)

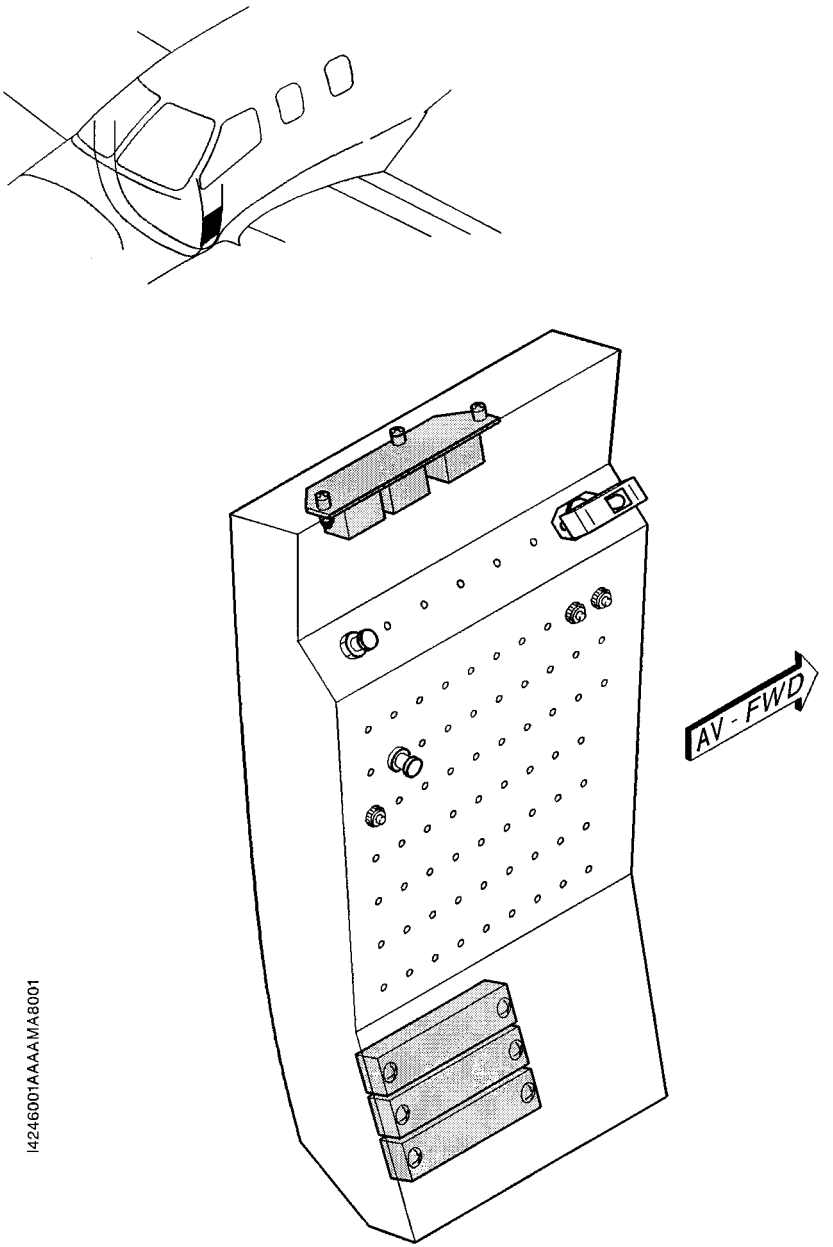


Figure 7.3.7 - CIRCUIT BREAKERS PANEL - Without "pilot" door

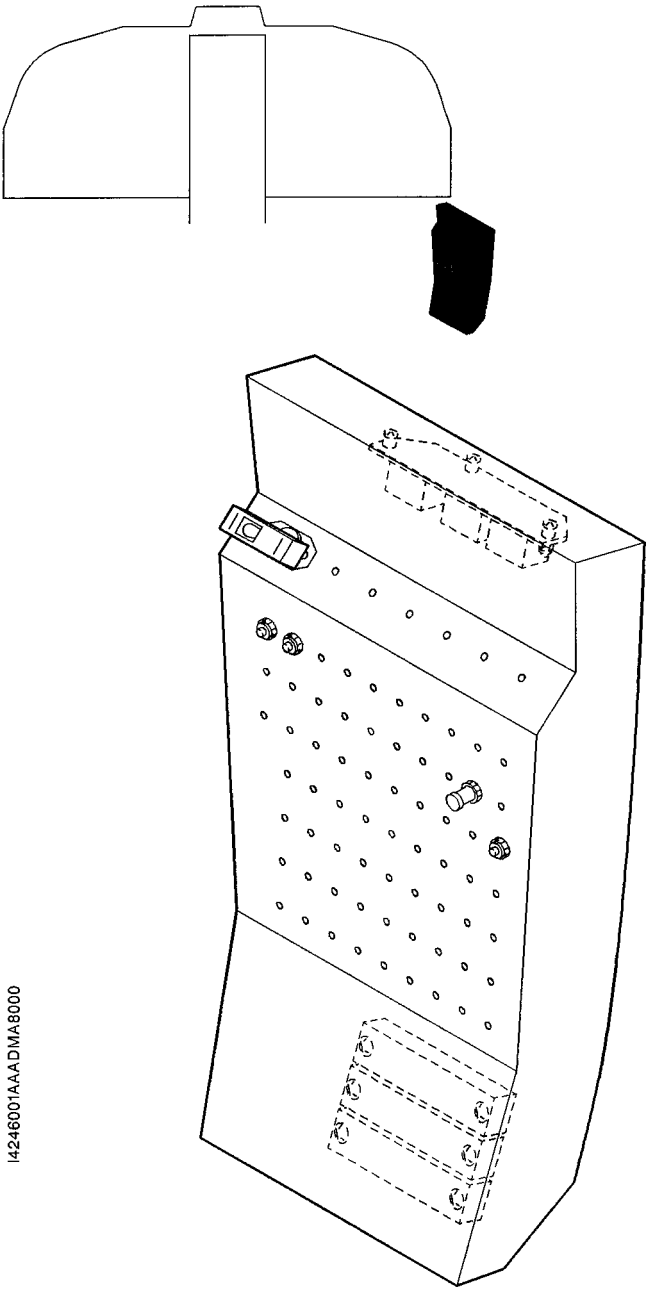
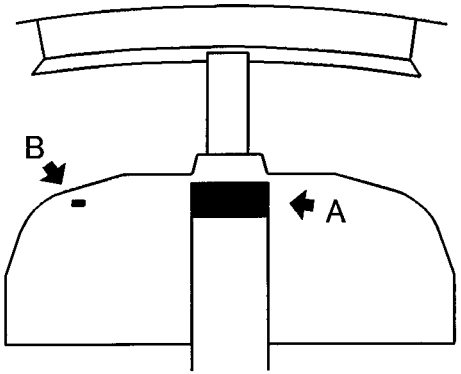


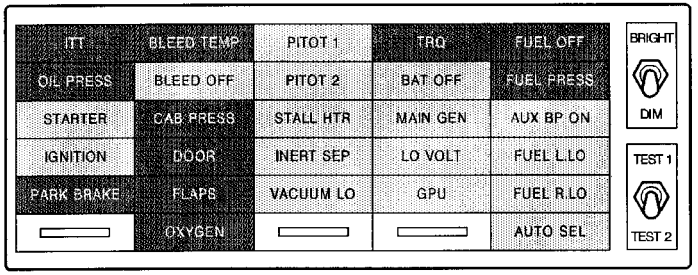
Figure 7.3.7A - CIRCUIT BREAKERS PANEL - With "pilot" door

MASTER WARNING	General warning upon illumination of red warning light
MASTER CAUTION	General warning upon illumination of amber warning light
ITT	Inter turbine temperature ≥ 850°C
OIL PRESS	Engine oil low pressure ≤ 4.1 bar (60 psi)
STARTER	Starter generator running (flashing)
IGNITION	Ignition exciter running
PARK BRAKE	Parking brake applied
FIRE	Engine compartment fire (temperature greater than 200°C) (if installed)
BLEED TEMP	Conditioned air temperature at outlet cooling turbine compressor ≥ 317°C
BLEED OFF	Pressure regulator / shut-off closed
CAB PRESS	Cabin altitude ≥ 10000 ft or ΔP ≥ 423 mbar (6.2 psi)
DOOR	Passenger's door, not closed and locked
FLAPS	Dissymmetry between L.H. and R.H. flaps
OXYGEN	Oxygen cylinder closed
PITOT 1	Pitot tube Nr 1 not heated
PITOT 2	Pitot tube Nr 2 not heated
STALL HTR	Stall warning not heated
INERT SEP	Inertial separator "INERT SEP" control switch set to "ON"
VACUUM LO	Vacuum generator, vacuum ≤ 3.75 in.Hg
TRQ	Engine torque exceeds 124.4 %
CHIP	Oil contaminated by chips (if installed)
BAT OFF	Battery unconnected and main distribution bar supplied by another generator
MAIN GEN	Starter generator unconnected
LO VOLT	Battery, voltage ≤ 26 Volts
G P U	GPU receptacle door not closed
FUEL OFF	Fuel tank selectors set to "OFF"
FUEL PRESS	Fuel pressure ≤10 psi
AUX BP ON	Electric fuel pump, running (manual or automatic mode)
FUEL L. LO	L.H. fuel tank low level, fuel quantity ≤ 34.6 l (9.1 us gal)
FUEL R. LO	R.H. fuel tank low level, fuel quantity ≤ 34.6 l (9.1 us gal)
AUTO SEL	Fuel timer OFF or out of service
BRIGHT	Indicator lights brightness selector, day position
DIM	Indicator lights brightness selector, night position
TEST 1 & 2	Lights test switch (double check)

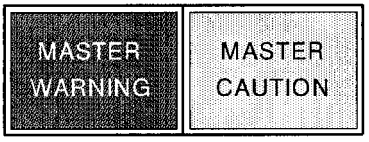
Figure 7.3.8 (1/2) - ADVISORY PANEL AND GENERAL ALARMS WARNING LIGHTS



A



B



Légende voyants
Lights key

Rouge
Red

Ambre
Amber

Non utilisé
Free

I4315001AAABMA8200

Figure 7.3.8 (2/2) - ADVISORY PANEL AND GENERAL ALARMS WARNING LIGHTS

DOORS, WINDOWS AND EMERGENCY EXIT

Cabin access door (Figure 7.3.9)

The cabin one-piece access door, located on the left side of fuselage aft of the wings, opens outside. The retractable stairs and hand rail make boarding easier.

To open the door from outside the airplane (make sure the door is not locked), press on front end of the handle embeded in door (this pressure disengages the handle from its recess), then turn the handle upwards. Raise the door helping it to open. Two compensation actuators bring and maintain the door at its maximum opening position.

After door opening, tilt stairs downwards. Stairs down movement is damped by means of two gas struts and leads the hand rail to extend.

CAUTION

RETRACT STAIRS BEFORE CLOSING ACCESS DOOR AND MAKE SURE DOOR DEFLECTION AREA IS CLEAR

To retract stairs, press on locking pin located on stairs front string board (see detail "1"), raise retractable handle (see detail "2") and pull stairs inside cabin. While stairs are retracted, the hand rail folds up.

To close the door from inside the airplane, press on knob inside cabin forward of the door. The door driven by a geared motor tilts downwards up to a position near the complete closing. Pull the door until it aligns with fuselage and lock it by moving inside handle downwards. Check that all latch pins and hooks are correctly engaged (visible green marks).

The "DOOR" warning light located on advisory panel remains illuminated as long as the door is not correctly locked.

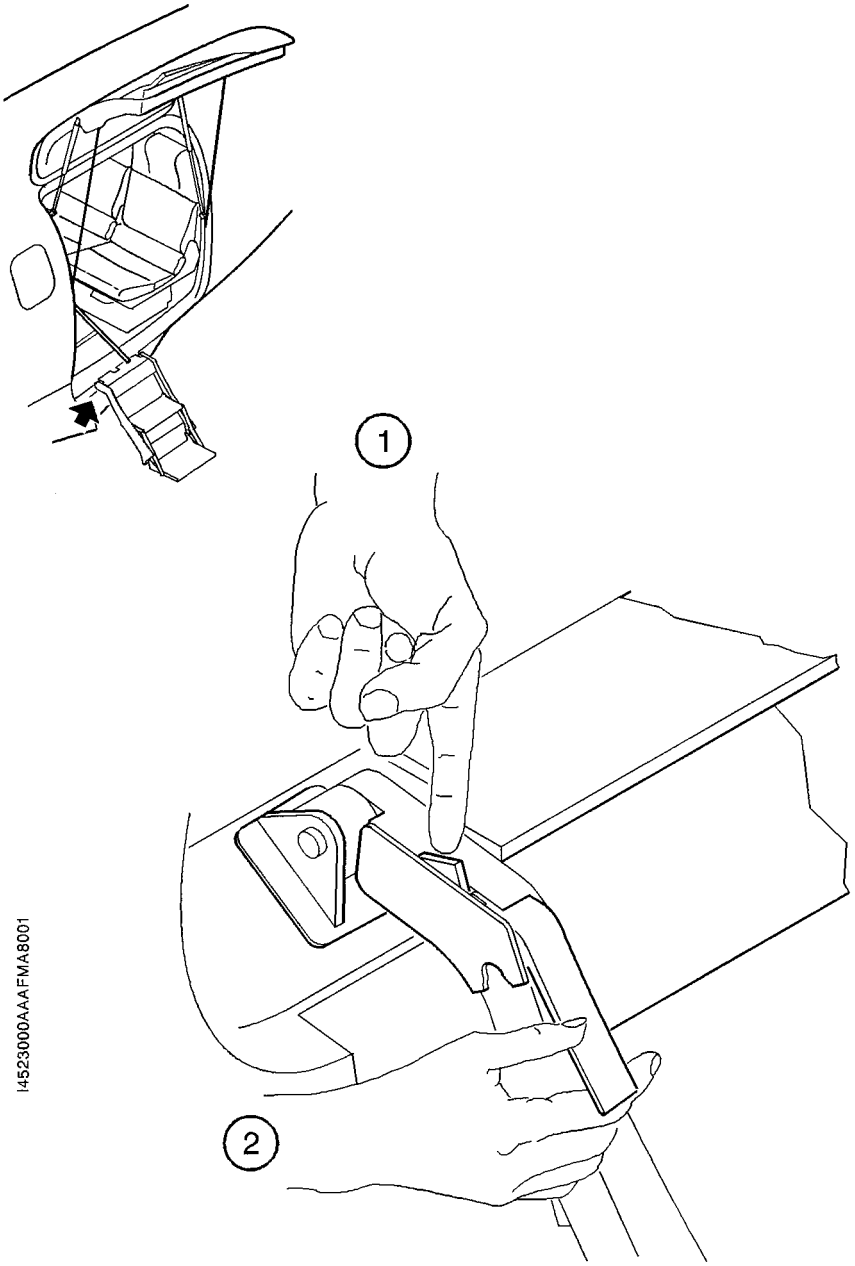


Figure 7.3.9 - CABIN ACCESS DOOR

CAUTION

BEFORE OPENING ACCESS DOOR, MAKE SURE DOOR DEFLECTION AREA IS CLEAR

To open door from inside the cabin, unlock the handle by pressing on knob located on its left side, pull the handle toward inside and move it upwards. Open the door by pushing it upwards.

After door opening, tilt stairs downwards which leads the hand rail to extend.

CAUTION

RETRACT STAIRS BEFORE CLOSING ACCESS DOOR AND MAKE SURE DOOR DEFLECTION AREA IS CLEAR

To retract stairs from outside the airplane, raise stairs by pushing them upwards from the lower part and fold them inside cabin. While stairs are retracted, the hand rail folds up.

To close the door from outside the airplane, press on knob on outside fuselage at the right side of the door. The door driven by a geared motor tilts downwards up to a position near the complete closing. Pull the door until it aligns with fuselage and lock it by moving outside handle downwards, then fold handle in its recess.

Check that all latch pins and hooks are correctly engaged (visible green marks).

In case of geared motor failure, the door can be manually tilted downwards by pulling sufficiently to override action of compensating struts.

Cockpit access door (Figure 7.3.9A)

The cockpit access door, so-called "pilot" door, (if installed) located on the left side of fuselage forward of the wings, opens outside. Retractable footstep makes boarding easier.

WARNING

AS THE "PILOT" DOOR IS LOCATED IN A DANGEROUS AREA, WAIT FOR COMPLETE ENGINE STOP BEFORE OPERATING THIS DOOR

To open the door from outside the airplane (make sure the door is not locked), press on front end of the handle embeded in door (this pressure disengages the handle from its recess), then turn the handle downwards. Pull the door helping it to open until it reaches its maximum opening position.

After door opening, tilt and unfold footstep.

CAUTION

RETRACT FOOTSTEP BEFORE CLOSING ACCESS DOOR

Fold and tilt footstep upwards.

To close the door from inside the airplane, pull the door until it aligns with fuselage and lock it by moving inside handle downwards. Check that each latch is correctly engaged in its recess (visible green marks).

The "DOOR" warning light located on advisory panel remains illuminated as long as cabin access door and / or "pilot" access door is (are) not correctly locked.

To open door from inside the cockpit, unlock the handle by pressing on knob located on its right side, pull the handle inwards and move it upwards. Open the door helping it to open until it reaches its maximum opening position.

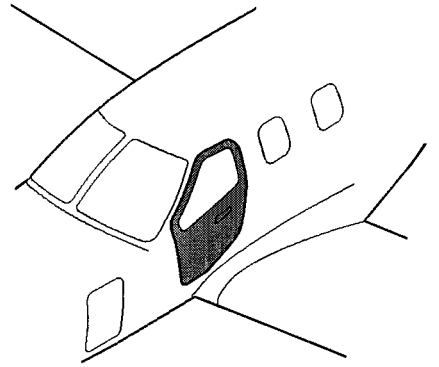
After door opening, tilt and unfold footstep.

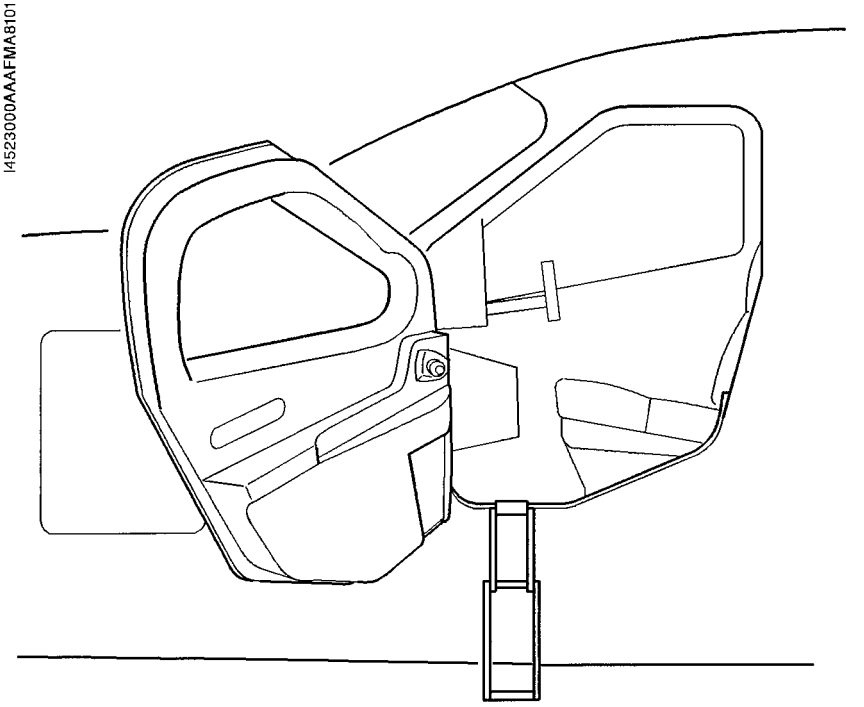
CAUTION

RETRACT FOOTSTEP BEFORE CLOSING ACCESS DOOR

Fold and tilt footstep upwards.

To close the door from outside the airplane, push the door until it aligns with fuselage and lock it by moving outside handle upwards, then fold handle in its recess.





I4523000AAAFMA8101

Figure 7.3.9A - COCKPIT ACCESS DOOR ("PILOT" DOOR)

FWD compartment door

The FWD compartment door is located on the airplane left side between the firewall and the front pressure bulkhead. It is hinged at the top. It is maintained in the up position by a compensation rod. Two interlocking-type latches ensure its closing and it is equipped with a lock (same key as for the access door, "pilot" door (if installed) and aft baggage compartment door). When the door is closed, latches are flush with the fuselage profile.

AFT baggage compartment door

The AFT baggage compartment door is located on the airplane left side between the rear pressure bulkhead at frame C17 and the frame C18. It is hinged at the top. It is maintained in the up position by a compensation rod. Two interlocking-type latches ensure its closing and it is equipped with a lock (same key as for the access door, "pilot" door (if installed) and FWD compartment door). When the door is closed, latches are flush with the fuselage profile.

Windows

Windows do not open. The windshield consists of two parts electrically deiced.

Emergency exit (Figure 7.3.10)

The emergency exit is installed on the right side of the fuselage and opens towards the inside. It is equipped with two handles, one inside and the other outside, each located on the upper frame.

When the airplane is parked, the closing system may be locked by a safety pin provided with a flag marker. The handle is then inoperable.

WARNING

TAXIING AND FLYING WITH THIEF-PROOF SAFETY PIN INSTALLED IS FORBIDDEN.

To open the emergency exit, pull one of the two handles and tilt the emergency exit from top to bottom towards inside of airplane.

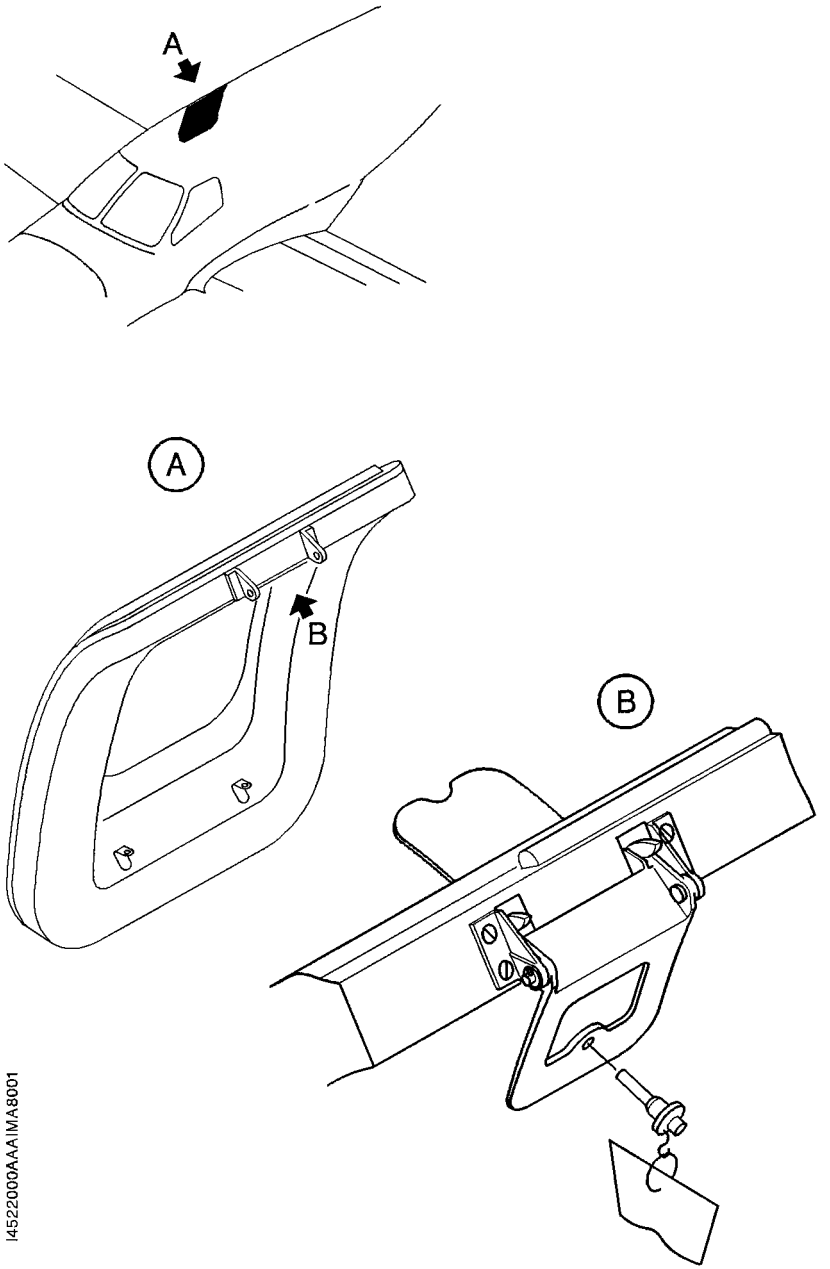


Figure 7.3.10 - EMERGENCY EXIT

INTENTIONALLY LEFT BLANK

SEATS, BELTS AND HARNESSES

Cockpit seats (Figure 7.3.11)

L.H. and R.H. front seats are mounted on rails attached to the structure. Longitudinal position, height and back-rest tilting of each seat can be adjusted and the arm-rest is hinged.

Pull up the handle located forward for longitudinal setting.

The seat height is adjusted by pulling up side forward handle while relieving the seat from the body weight.

The seat back angle is adjusted by pulling up side rearward handle.

Passengers' seats (Figure 7.3.11)

The accommodation consists of :

- two individual seats, installed back to the flight direction, mounted on the same rails as the front seats.
  The seat back angle is adjusted by pulling up side handle.
- two rear seats arranged as a bench, mounted on the same rails as the front seats.
  The seat back-rests tilt forward by pulling up a rear handle and each seat may tilt forwards by pulling up a rear handle to ease baggage loading in baggage compartment.
  For longitudinal setting pull up the handle located forward.

Belts and harnesses (Figure 7.3.12)

WARNING

INCORRECT CLOSURE OF THE SAFETY BELT MAY INTRODUCE A RISK. MAKE SURE IT IS TIGHTENED WHEN BUCKLED. TO BE MOST EFFICIENT, THE BELT MUST NOT BE TWISTED. CHECK THAT THERE IS NO CONSTRAINT WHEN OPERATED. AFTER A SERIOUS ACCIDENT, REPLACE ALL BELTS

Each cockpit seat is equipped with a four-point restraint system consisting of an adjustable lap belt and a dual-strap inertia reel-type shoulder harness.

Each passenger seat is equipped with a three-point restraint system consisting of an adjustable lap belt and an inertia reel-type shoulder harness.

BAGGAGE COMPARTMENTS

There are two baggage compartments :

- a compartment located in the pressurized cabin between rear passenger seats and rear pressure bulkhead,
- an AFT compartment (non-pressurized) located between the rear pressure bulkhead at frame C17 and the frame C18.

The pressurized compartment is accessible through the cabin by tilting forward the L.H. rear seat and / or L.H. or R.H. rear seat back-rests.

The AFT compartment is accessible by opening the external door located on the left side of the airplane.

The floor of the pressurized compartment is equipped with rings fitted with lashing straps provided for securing parcels and baggage on compartment floor.

These locations are designed for the carrying of low density loads ; loading and unloading must be carried out with caution to avoid any damage to airplane.

The cabin is separated from the baggage compartment by a partition net intended to protect the passengers from injuries that could be caused by improper tie-down of a content.

The partition net is mounted at frame C14 (Figure 7.2.1), it is secured at the bottom to 4 points of the floor and on the sides to 6 points of the structure.

Maximum loads allowable in baggage compartments depend on airplane equipment, refer to Section 6 "Weight and balance".

WARNING

ANY PARCEL OR BAGGAGE MUST BE STOWED BY STRAPS.

IT IS THE PILOT'S RESPONSIBILITY TO CHECK THAT ALL THE PARCELS AND BAGGAGE ARE PROPERLY SECURED IN THE CABIN.

IN CASE OF TRANSPORT OF DANGEROUS MATERIALS, RESPECT THE LAW CONCERNING TRANSPORT OF DANGEROUS MATERIALS AND ANY OTHER APPLICABLE REGULATION

1) Front passenger's seat
2) L. H. pilot's seat
3) R. H. intermediate passenger's seat (back to flight direction)
4) L. H. intermediate passenger's seat (back to flight direction)
5) R. H. rear passenger's seat } Rear bench
6) L. H. rear passenger's seat }
7) Front seat(s) longitudinal shift control
8) Front seat(s) height control
9) Front seat(s) back-rest tilt control
10) Drawer for pilot's piddle pak
(front side : new bags, rear side : used bags)
11) Intermediate seat(s) back-rest tilt control
12) Rear bench seat(s) back-rest tilt control
13) Rear bench L.H. seat tilt control

NOTE :
To have access to the baggage compartment, pull forwards the back-rest of rear bench L.H. seat, then pull forwards control (Item 13) to tilt L.H. seat assembly forwards.
If necessary, pull forwards the back-rest of rear bench R.H. seat.

Figure 7.3.11 (1/2) - SEATS

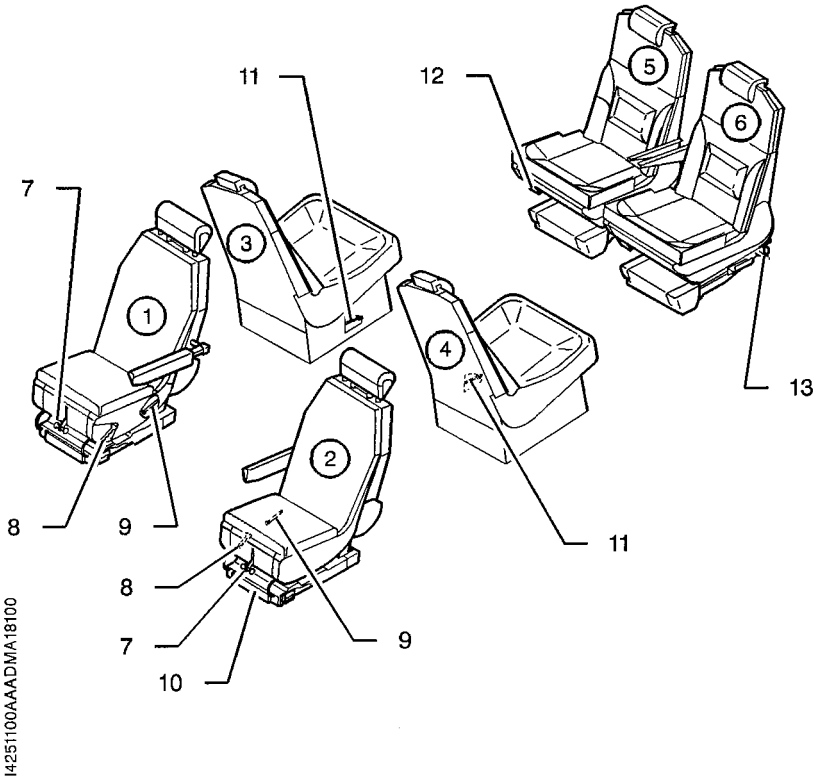


Figure 7.3.11 (2/2) - SEATS

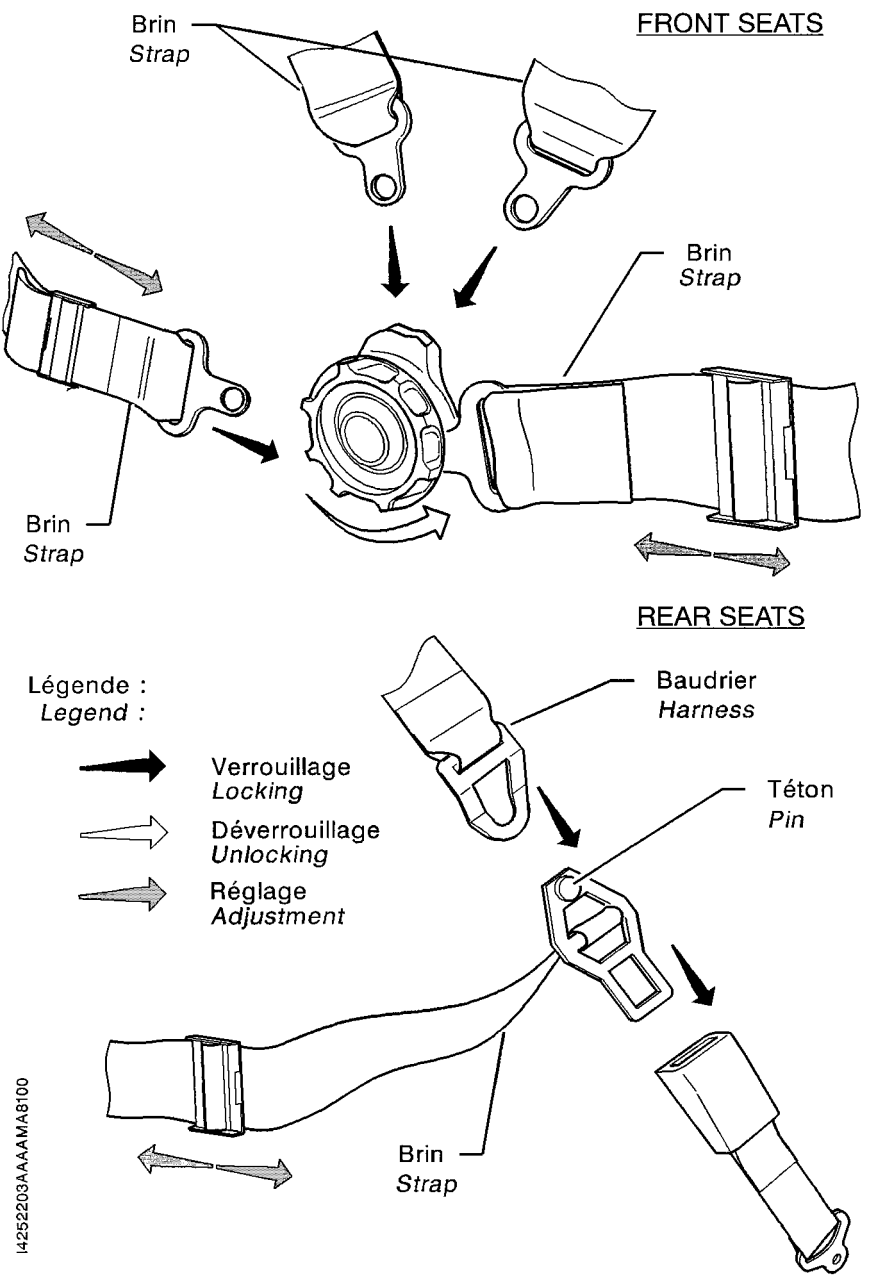


Figure 7.3.12 - FRONT AND REAR SEAT BELTS (with movable straps) AND HARNESSES