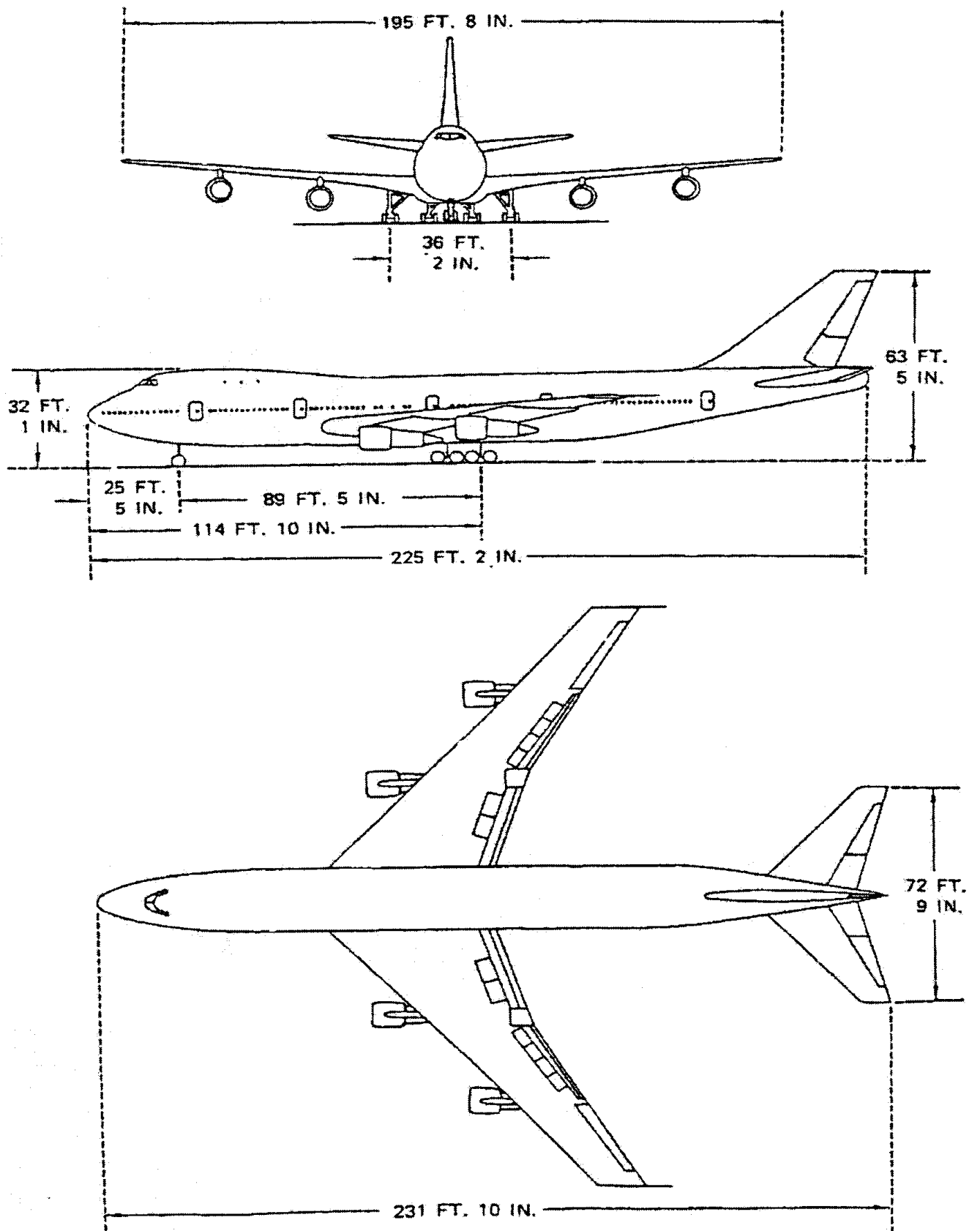


CHAPTER 5
AIRCRAFT GENERAL

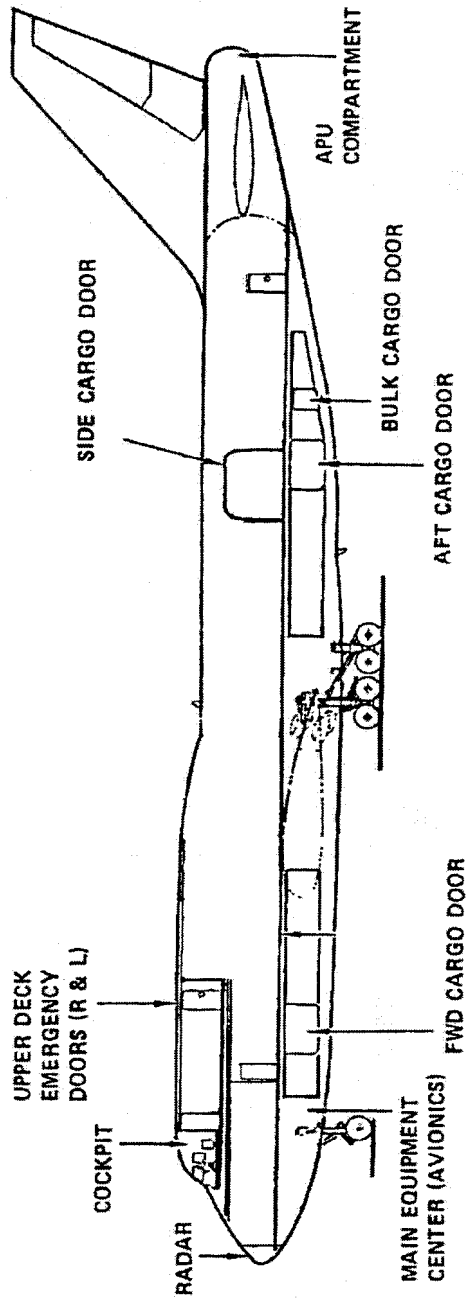
	PAGE
TABLE OF CONTENTS	05.00.01
PRINCIPAL DIMENSIONS	05.10.01
AIRCRAFT DECK STRUCTURE	05.10.03
TURNING RADIUS	05.10.05
FLIGHT DECK PANEL ARRANGEMENT	05.20.01
FLIGHT CREWMAN SEAT	05.30.01
PILOT'S SEAT ADJUSTMENT	05.30.05
LIGHTING	
COCKPIT LIGHTING CONTROLS	05.40.01
EXTERIOR LIGHTING	05.40.03
SUPPLEMENTARY INFORMATION	05.40.05
NOSE DOOR (KAD)	
CONTROLS AND INDICATORS	05.60.01
NOSE CARGO DOOR SUPPLEMENTARY INFORMATION	05.60.03
SIDE CARGO DOOR	
EXTERIOR CONTROLS	05.70.01
INTERIOR CONTROLS	05.70.02
OPERATING PROCEDURE	05.70.03
MAIN DECK ENTRY DOORS	05.80.01
CARGO DOORS – INDICATOR	05.90.01
UPPER DECK DOORS	05.90.02

INTENTIONALLY BLANK



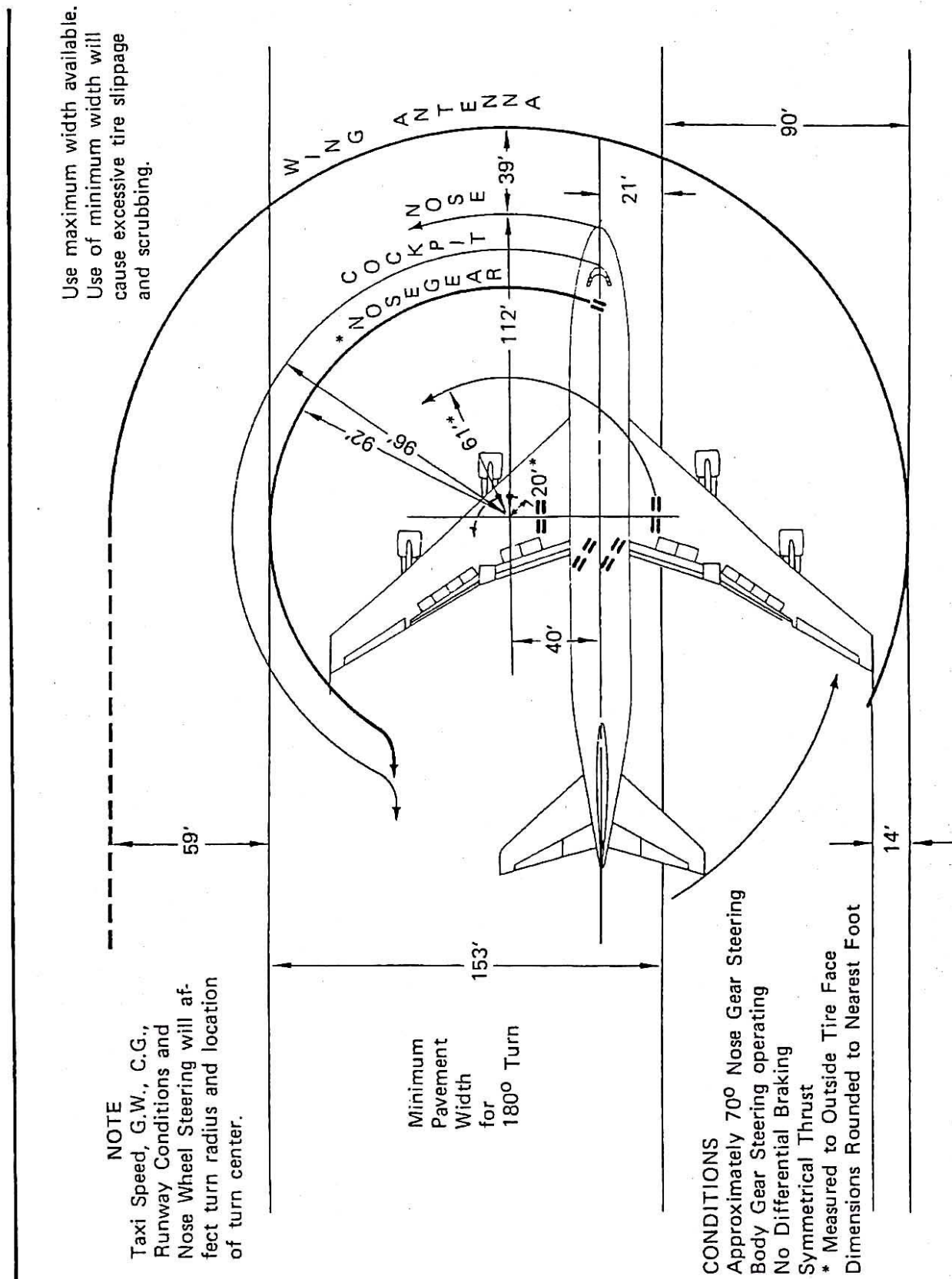
PRINCIPAL DIMENSIONS

INTENTIONALLY BLANK



AIRCRAFT DECK STRUCTURE

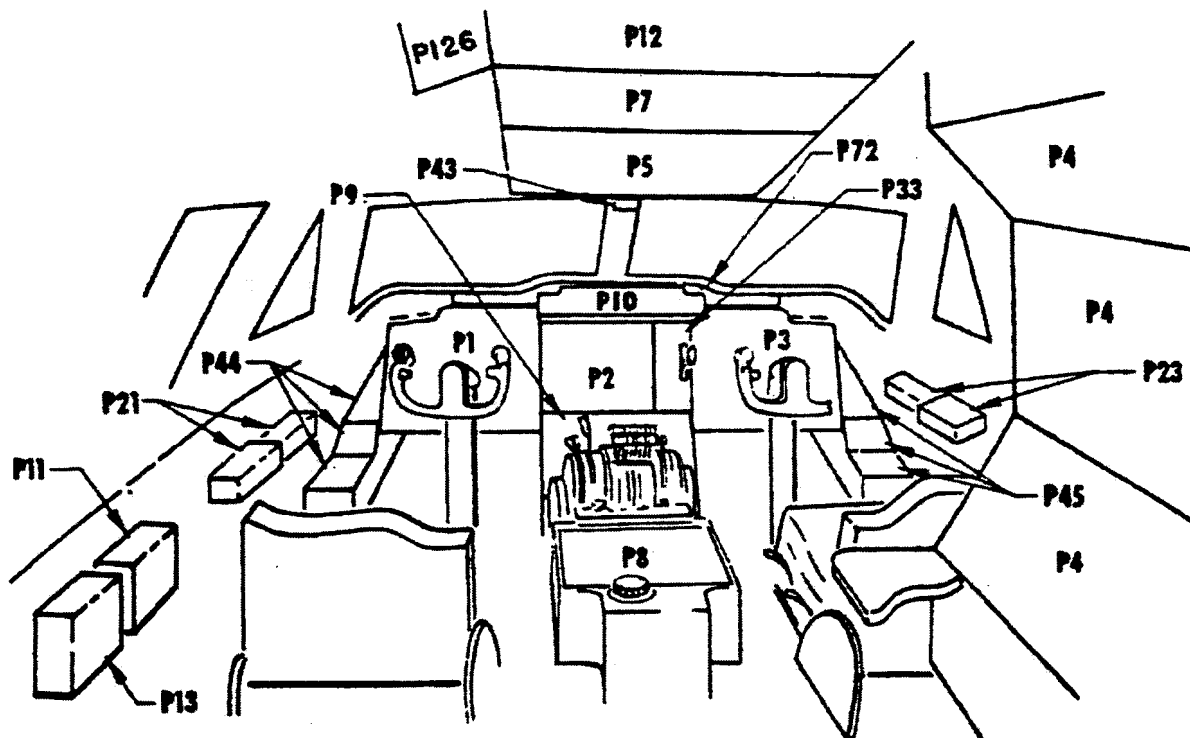
INTENTIONALLY BLANK



TURNING RADIUS

INTENTIONALLY BLANK

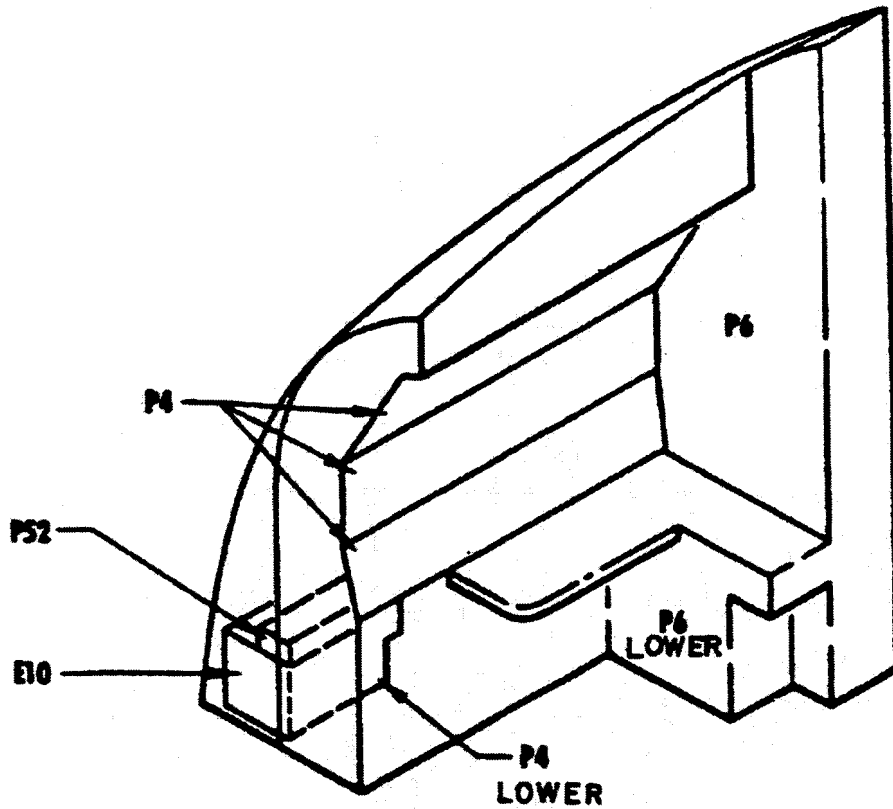
- P1 -Captain's Instrument Panel
- P2 -Pilots' Centre Instrument Panel
- P3 -First Officer's Instrument Panel
- P4 -Flight Engineer's Instrument Panel
- P5 -Pilots' Overhead Panel
- P7 -Electronic Circuit Breaker Panel
- P8 -Control Stand Electronic Panel - Aft
- P9 -Control Stand Electronic Panel - Fwd
- P10 -Pilots' Automatic Flight Control Panel
- P11 -First Observer's Panel
- P12 -Electrical Circuit Breaker Panel
- P13 -Second Observer's Panel
- P21 -Captain's Auxiliary Panel - Aft
- P23 -First Officer's Auxiliary Panel - Aft
- P33 -Pilots' Landing Gear Panel
- P43 -Standby Compass Panel
- P44 -Captain's Auxiliary Panel
- P45 -First Officer's Auxiliary Panel
- P72 -Main Instrument Light Shield Panel
- P126 -Fail Op. Bus CB Panel



FLIGHT DECK PANEL ARRANGEMENT

INTENTIONALLY BLANK

- E10 - Upper Equipment Centre - Right
- P4 - Flight Engineer's Instrument Panel
- P6 - Main Power Circuit Breaker Panel
- P52 - Flight Deck Equipment Panel



FLIGHT ENGINEER'S PANEL ARRANGEMENT

INTENTIONALLY BLANK



PILOTS STATION

INTENTIONALLY BLANK



FLIGHT ENGINEER STATION

INTENTIONALLY BLANK



CAPTAINS INSTRUMENT PANEL (KAA/KAB)



AUTOPILOT/FD PANEL (KAA/KAB)

INTENTIONALLY BLANK

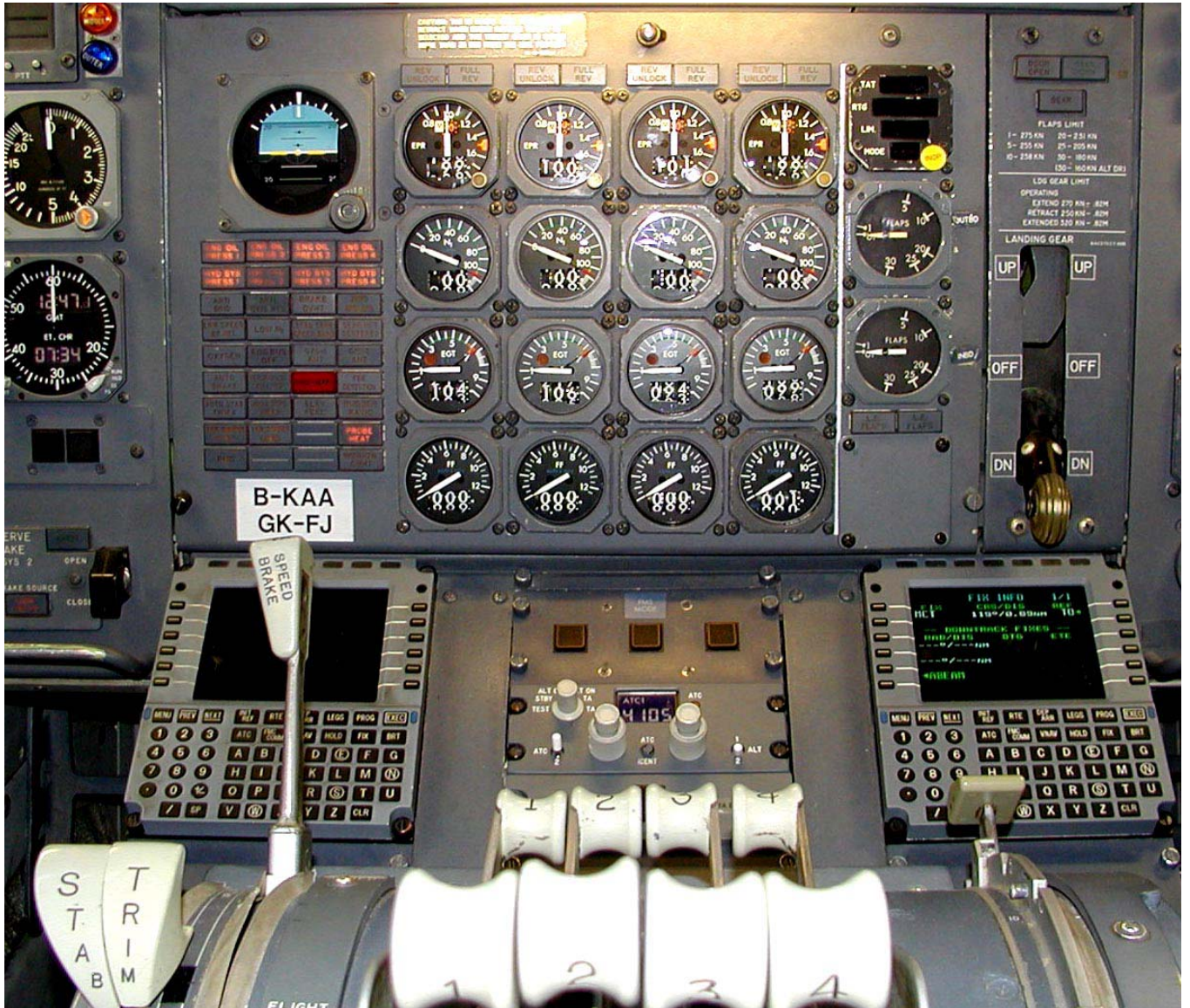


CAPTAINS INSTRUMENT PANEL (KAC)



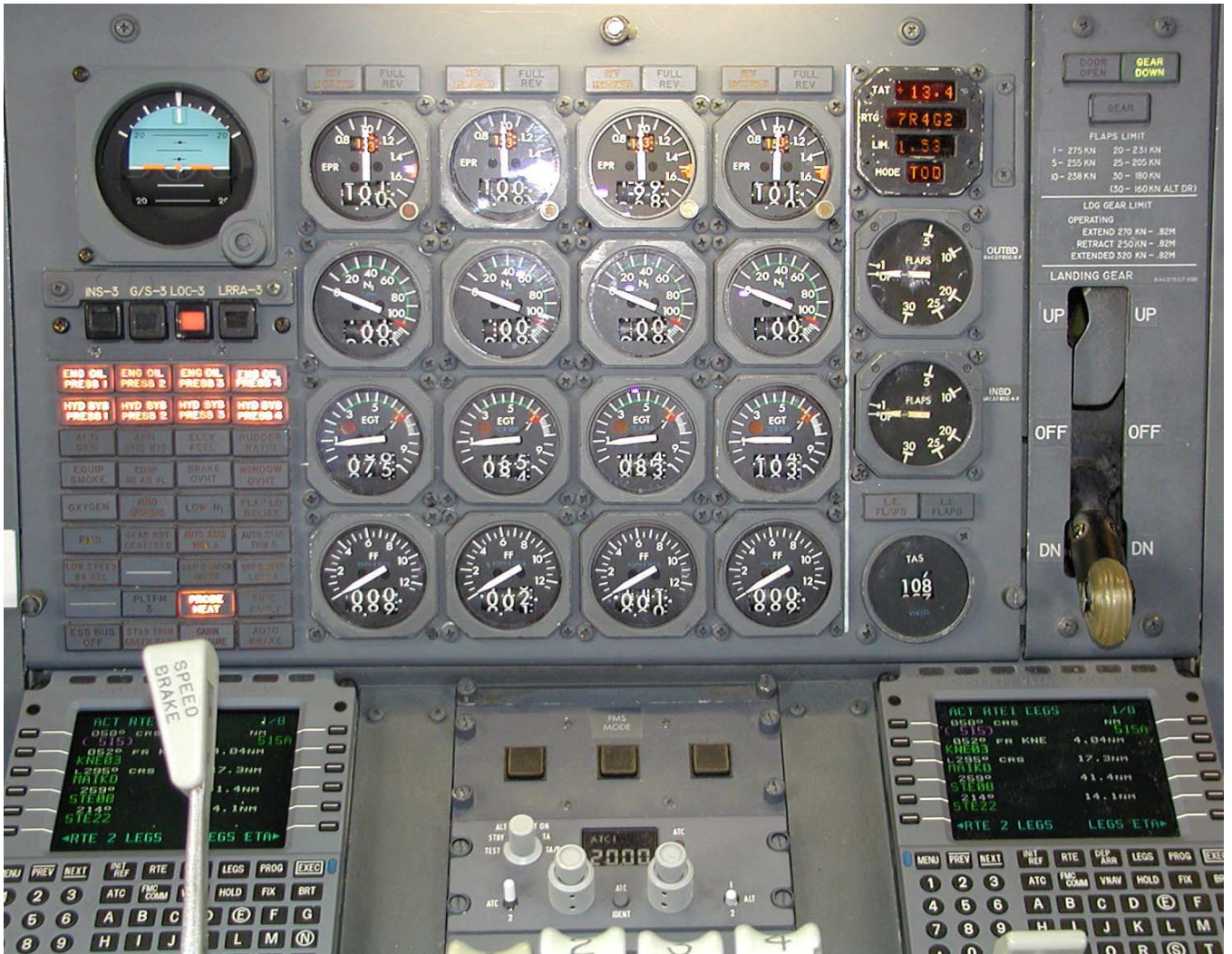
AUTOPILOT/FD PANEL (KAC)

INTENTIONALLY BLANK



PILOTS CENTRE INSTRUMENT PANEL (KAA/KAB)

INTENTIONALLY BLANK



CENTRE INSTRUMENT PANEL (KAC)

INTENTIONALLY BLANK



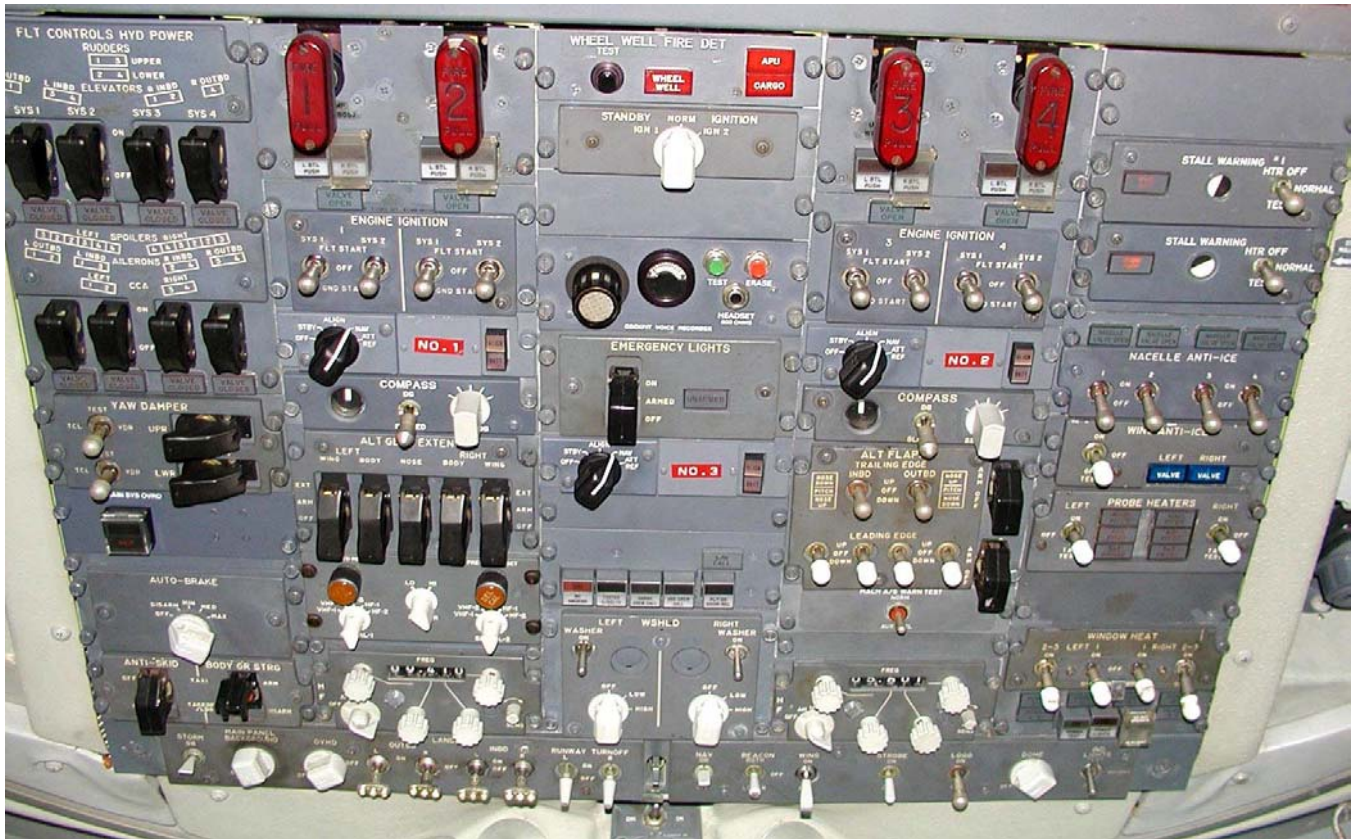
CENTRE PEDASTAL (KAA/KAB)

INTENTIONALLY BLANK



CENTRE PEDASTAL (KAC)

INTENTIONALLY BLANK



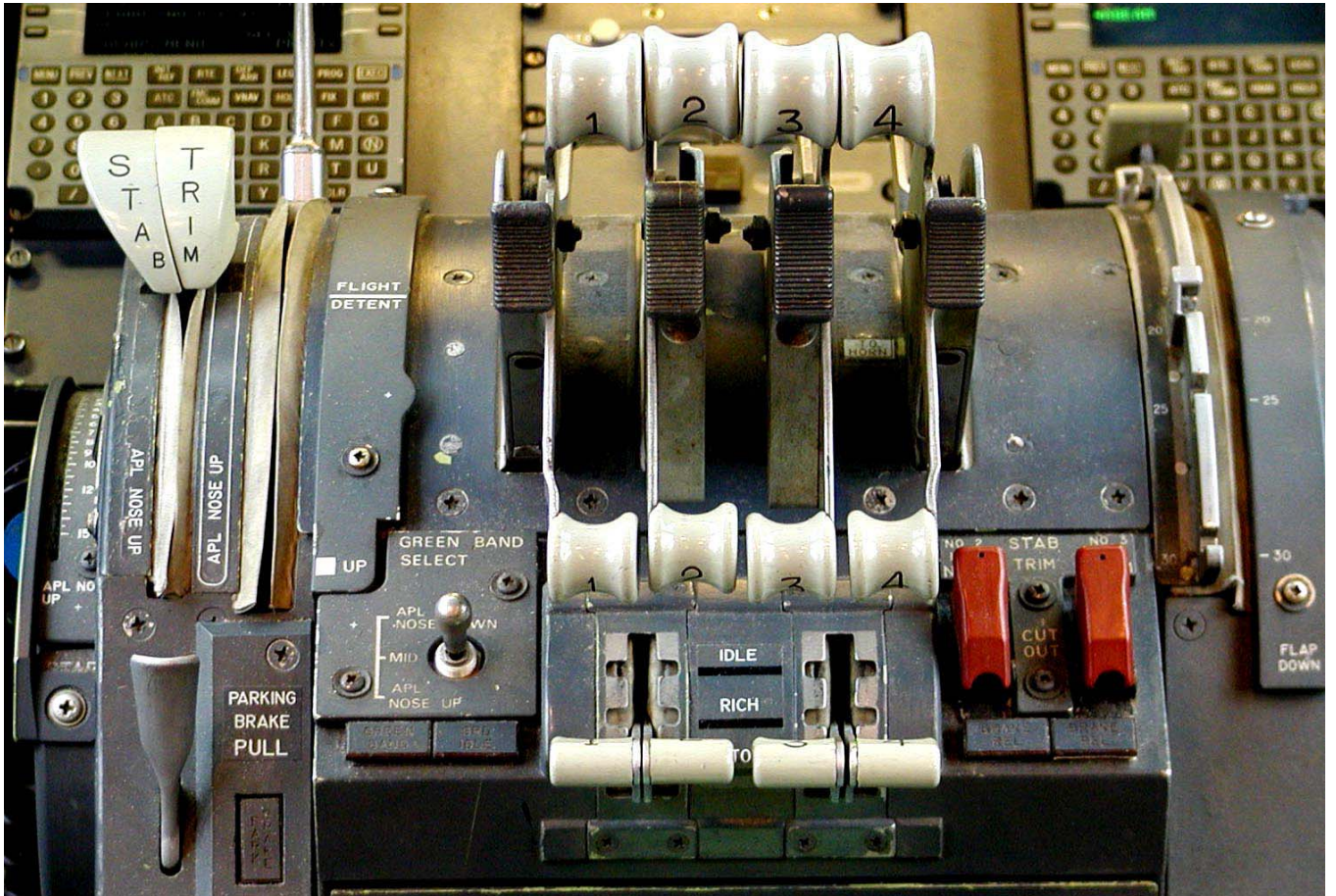
PILOTS OVERHEAD PANEL (KAA/KAB)

INTENTIONALLY BLANK



PILOTS OVERHEAD PANEL (KAC)

INTENTIONALLY BLANK



THRUST LEVER BOX

INTENTIONALLY BLANK



FIRST OFFICERS INSTRUMENT PANEL (KAA/KAB)

INTENTIONALLY BLANK



FIRST OFFICERS INSTRUMENT PANEL (KAC)

INTENTIONALLY BLANK



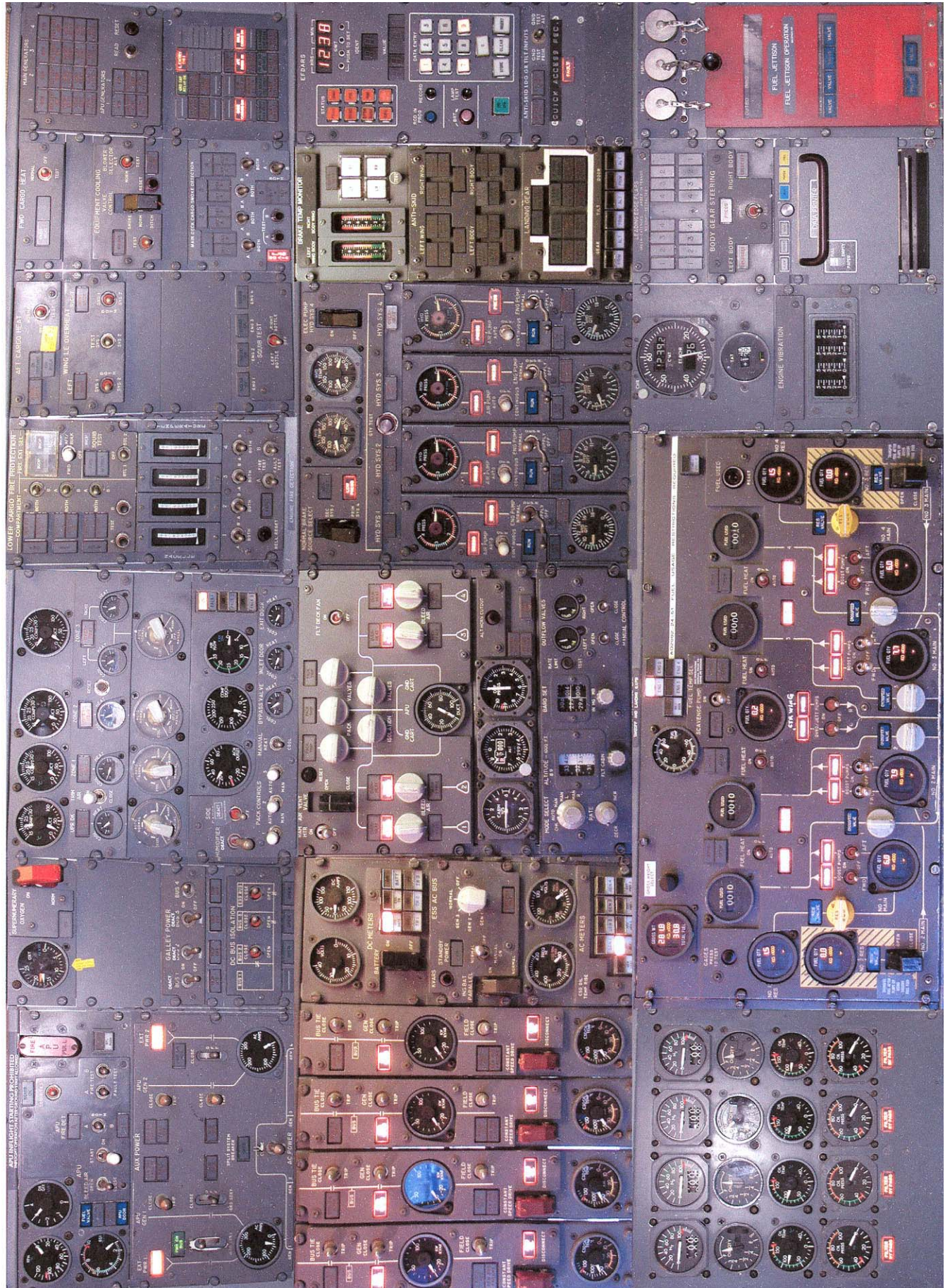
CAPTAINS SIDE PANEL (KAA/KAB)
(First Officers side panel similar)

INTENTIONALLY BLANK



CAPTAINS SIDE PANEL (KAC)
(First Officers panel similar)

INTENTIONALLY BLANK



FLIGHT ENGINEERS INSTRUMENT PANEL (KAA/KAB)

INTENTIONALLY BLANK



Flight Engineer Upper Panel systems location.



DC Bus Isolation relay panel.



Flight Engineer's engine instrument panel includes Turbine Case Cooling lights.

INTENTIONALLY BLANK



KAA/KAB



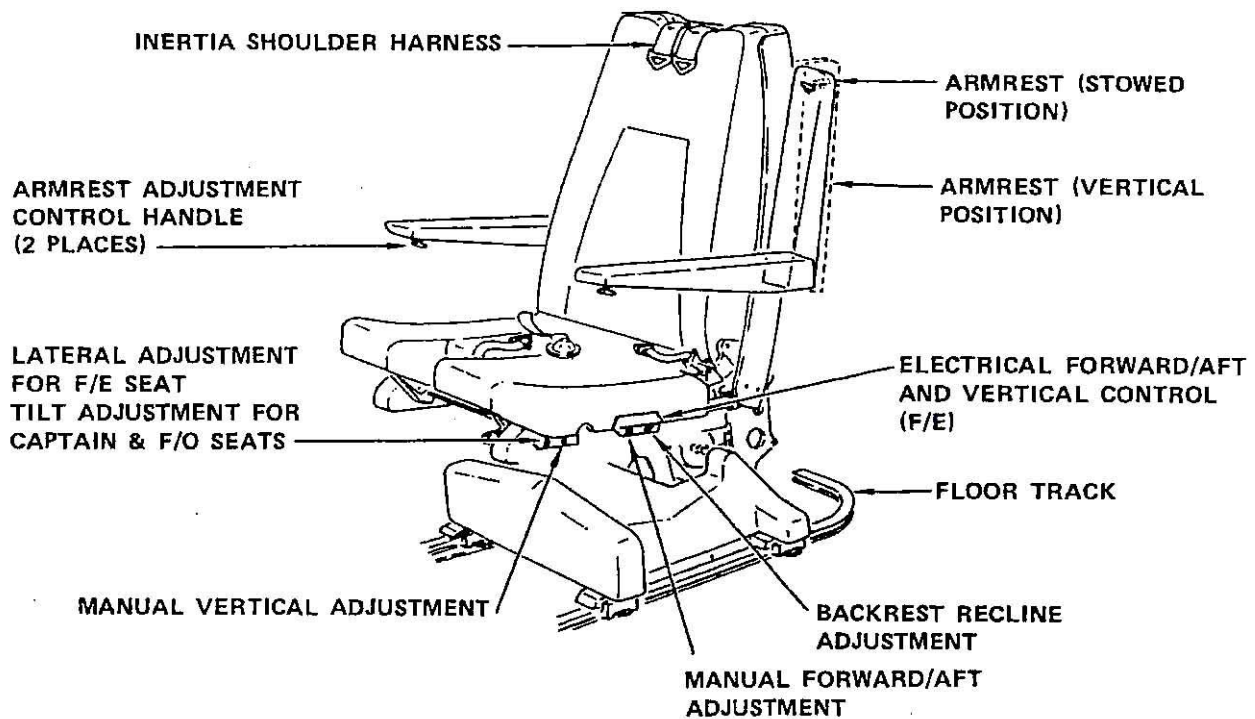
KAC

INTENTIONALLY BLANK

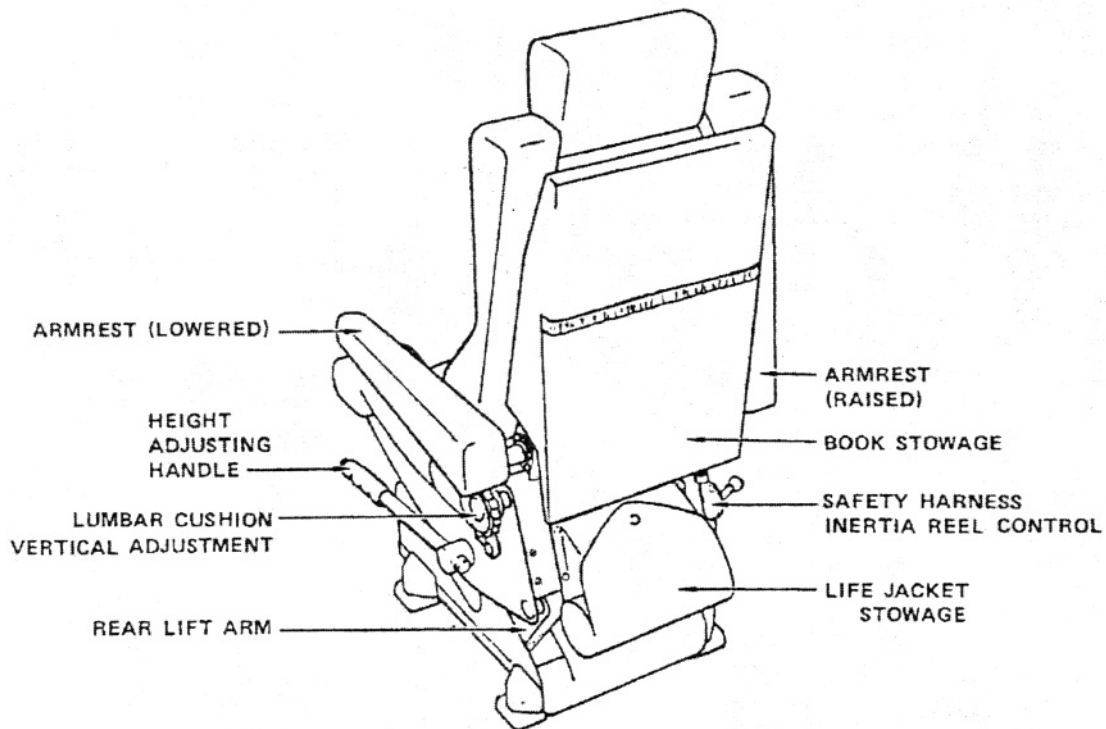
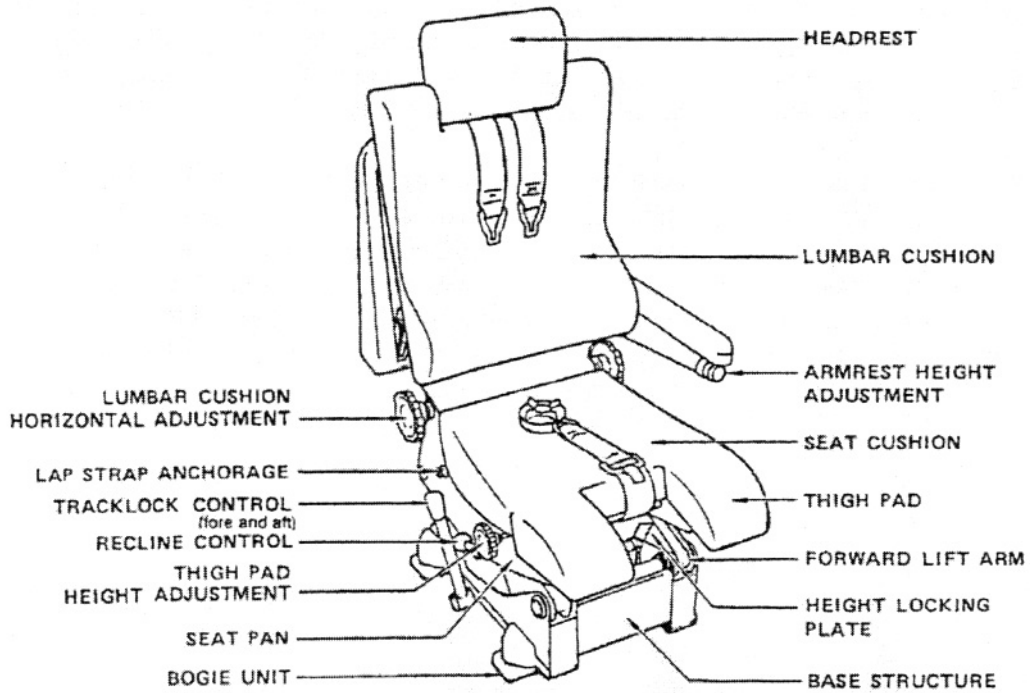
FLIGHT CREWMAN SEAT

The Captain's and First Officers seats are mounted on tracks that permit fore and aft travel. The seats also travel outboard during the last four inches of travel. Manual controls provide fore and aft adjustment and locking, vertical adjustment, seat bottom tilt and backrest recline. The armrests may be adjusted, folded and stowed to facilitate ingress and egress of the occupant.

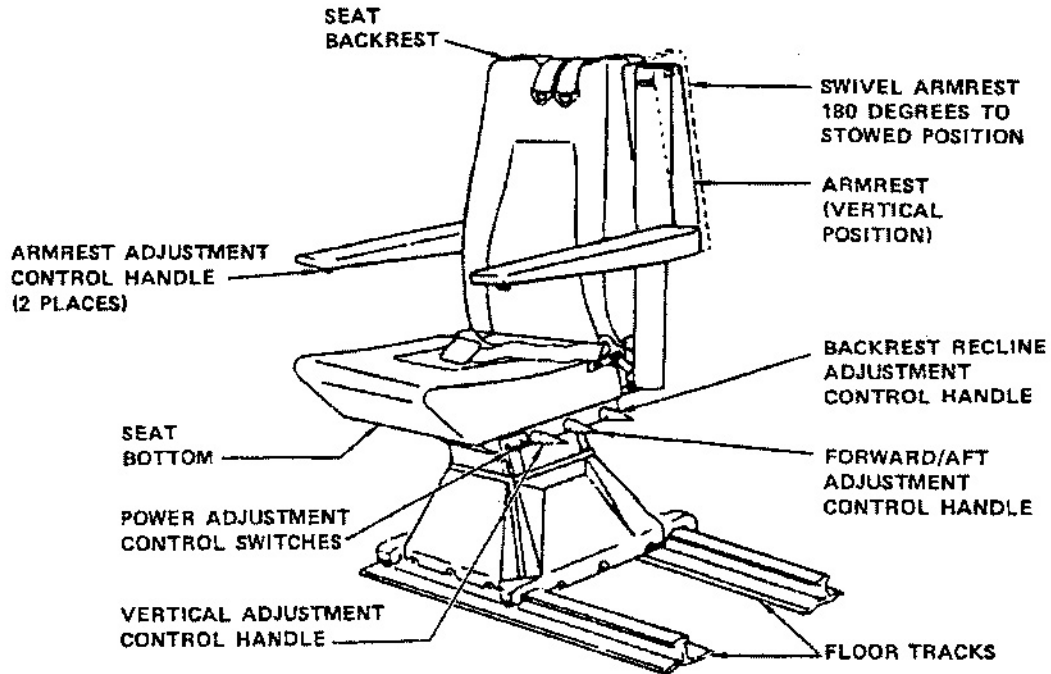
The Flight Engineer's seat is also track mounted for fore and aft travel. The seat is also capable of vertical and lateral travel, backrest adjustment, and swivel adjustment to the right (from forward facing). Forward and aft travels are controlled electrically, with manual backups provided. Lateral travel and recline adjustments are controlled manually. The swivel adjustment control handle is located under the forward right corner of the seat bottom. The seat may be swivelled to the right (from forward facing) and locked at the 30⁰, 60⁰ or 90⁰ positions. Each armrest may be adjusted and the left armrest may be folded and stowed. On KAC, there is no electrical vertical adjustment facility.

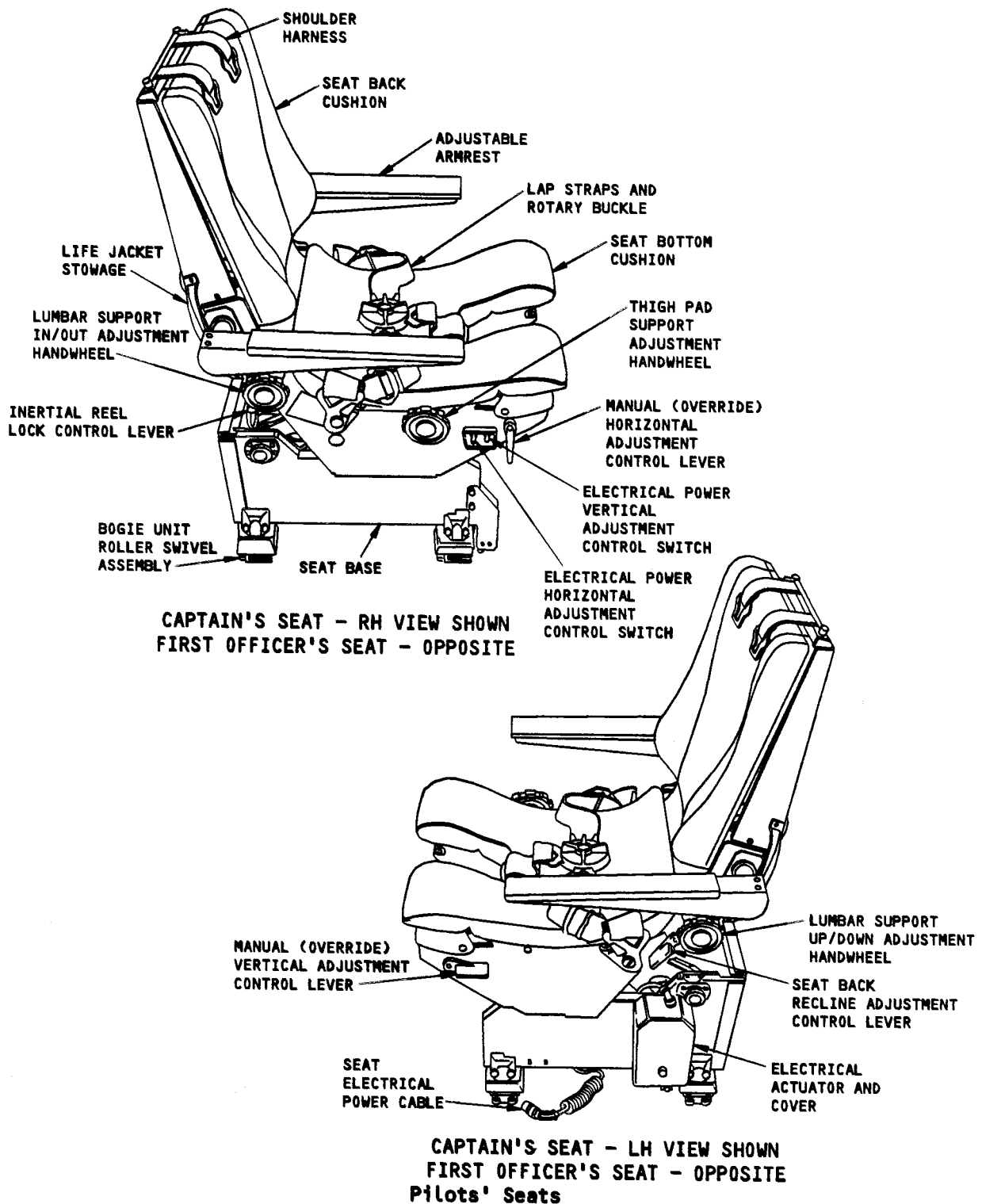


PILOT'S SEAT
(KAB)



PILOT'S SEAT (KAA/KAC)



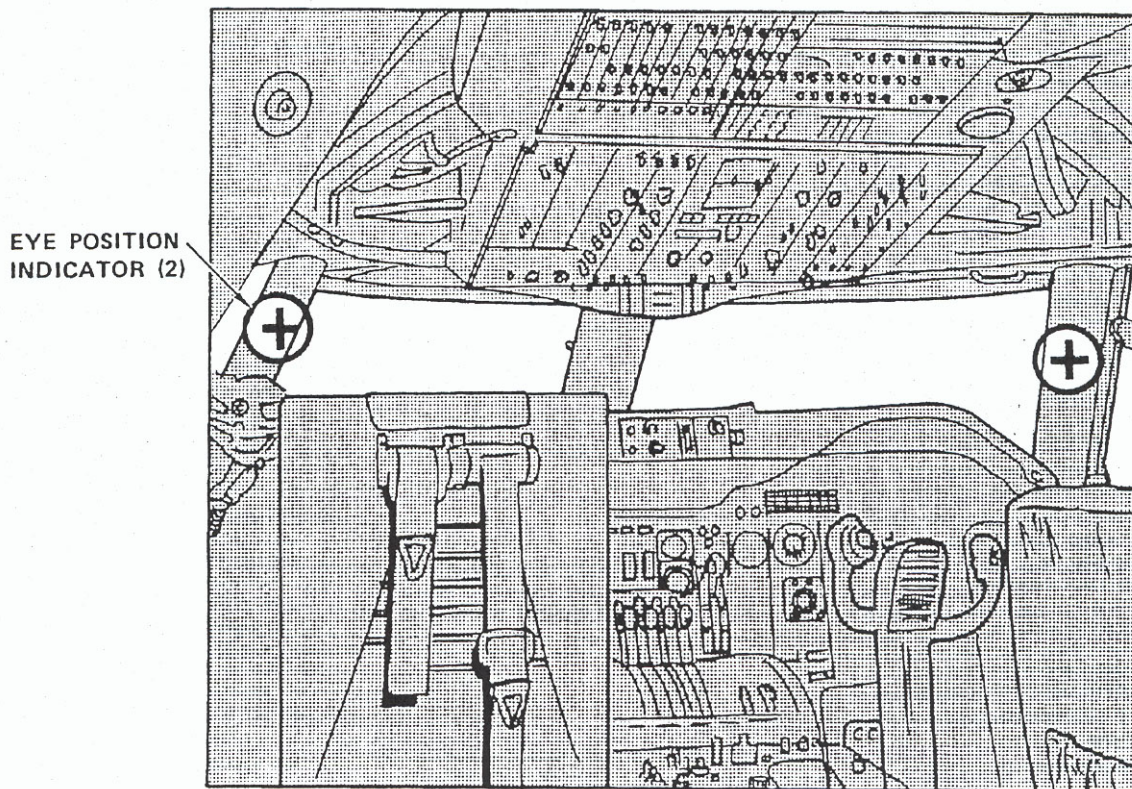


PILOTS SEAT (KAD)

PILOT'S SEAT ADJUSTMENT

First, position the seat vertically until the horizontal reference line is parallel and level with the eye. Then, adjust the seat fore and aft until the vertical line just passes out of peripheral vision when looking straight ahead through the forward window.

NOTE: The recline adjustment feature of the seat will be in optimum position when near, or slightly aft of the full upright position.



INTENTIONALLY BLANK

MAIN PANEL BACKGROUND LIGHT SWITCH

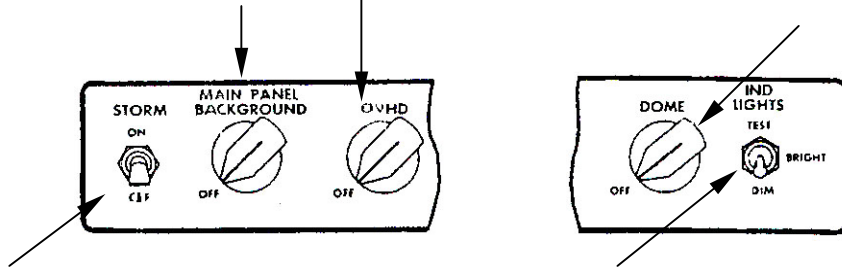
Controls intensity of Captain, F/O and centre panel background lights.

OVERHEAD LIGHT SWITCH

Controls intensity of Pilot's overhead panel edge lighting.

DOMESTIC LIGHT SWITCH

Controls intensity of Captain and F/O dome lights.



PILOTS' OVERHEAD PANEL

STORM LIGHT SWITCH

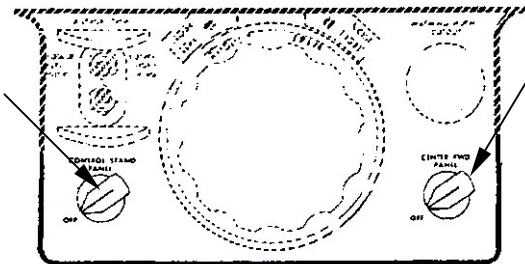
ON - Overrides background lighting switches to provide full intensity. Also turns on the dome lights.

MASTER INDICATOR LIGHTS DIM AND TEST SWITCH

TEST Tests all indicator lights on pilots' panels except approach progress display, marker beacon and FMS modules. Intensity set as desired by DIM or BRIGHT.

CONTROL STAND PANEL LIGHT SWITCH

Controls intensity of lights on pilots' control stand, forward and aft electronic panels.



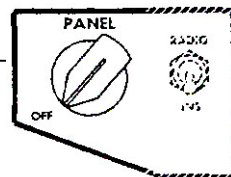
PILOTS' CONTROL STAND

CENTRE FORWARD PANEL LIGHT SWITCH

Controls intensity of edge lighting on pilots' centre panel.

PILOTS' LIGHTSHIELD LIGHT SWITCH

Controls intensity of edge lighting.



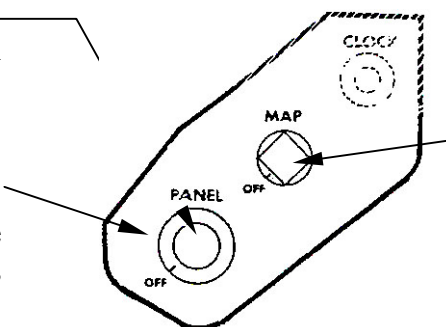
PILOTS' LIGHTSHIELD

DIGITAL LIGHT SWITCH

Controls intensity of digital displays on Captain and F/O's instrument panels respectively.

PANEL LIGHT SWITCH

Controls intensity of edge lighting on Captain and F/O's instrument panels respectively.



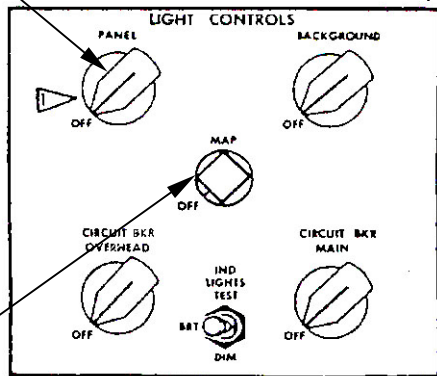
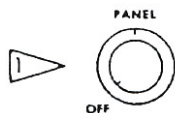
CAPTAINS AND F/O'S AUXILIARY PANELS

MAP LIGHT SWITCH

Pull out and rotate for variable intensity. Light located in ceiling.

PANEL LIGHT SWITCH

Controls intensity of edge lighting of F/E's panel.
 Outer knob controls intensity of edge lighting of F/E's panel.
 Inner knob controls intensity of digital clock.



F/E'S AUXILIARY PANEL

BACKGROUND LIGHTS SWITCH

Controls intensity of F/E panel background lights.

MAIN CIRCUIT BREAKER PANEL LIGHT SWITCH

Controls intensity of edge lighting for P6 circuit breaker panel.

MAP LIGHT SWITCH

Controls intensity of spotlight above F/E's panel.

OVERHEAD CIRCUIT BREAKER PANEL LIGHT SWITCH

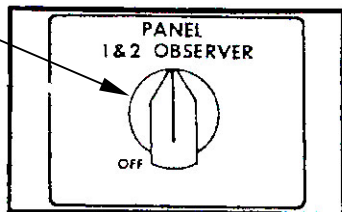
Controls intensity of edge lighting for P7 and P12 circuit breaker panels.

MASTER INDICATOR LIGHTS DIM AND TEST SWITCH TEST

Tests all indicator lights on F/E's panel. Intensity set as desired by DIM or BRIGHT.

OBSERVERS' PANEL LIGHT SWITCH

Controls intensity of edge lighting on both observers' panels.

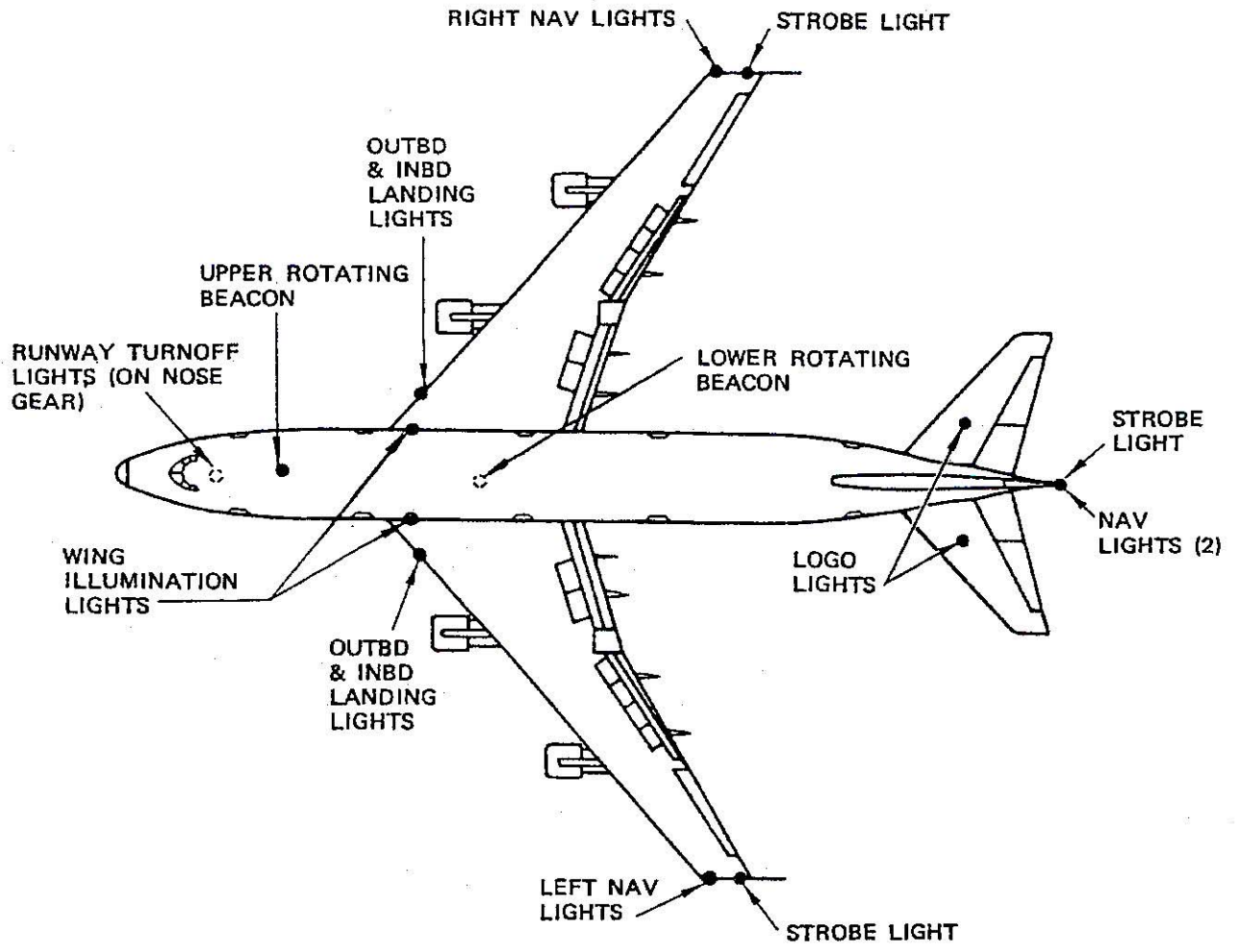


FIRST OBSERVER'S PANEL

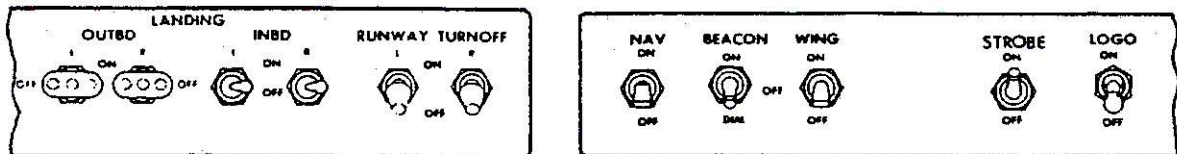


FLIGHT ENGINEER'S DOME LIGHT SWITCH

P6 PANEL — LOWER RIGHT



EXTERIOR LIGHTS LOCATION



EXTERIOR LIGHTS CONTROLS
 PILOTS' OVERHEAD PANEL

EXTERIOR LIGHTING

INTENTIONALLY BLANK

SUPPLEMENTARY INFORMATION: LIGHTING

COCKPIT

Background, panel, overhead flood, and spot lighting provide cockpit illumination.

Background lights illuminate both pilots' and centre instrument panels and the F/E's panels. Controls are rotary switches, which increase the intensity of incandescent lights with clockwise rotation. Further rotation, after reaching full intensity, extinguishes the incandescent lights and illuminates fluorescent lights. Placing the storm light switch to ON overrides the main control switches to provide full intensity lighting. Additional incandescent lamps powered by the battery bus will illuminate whenever normal background lighting power fails.

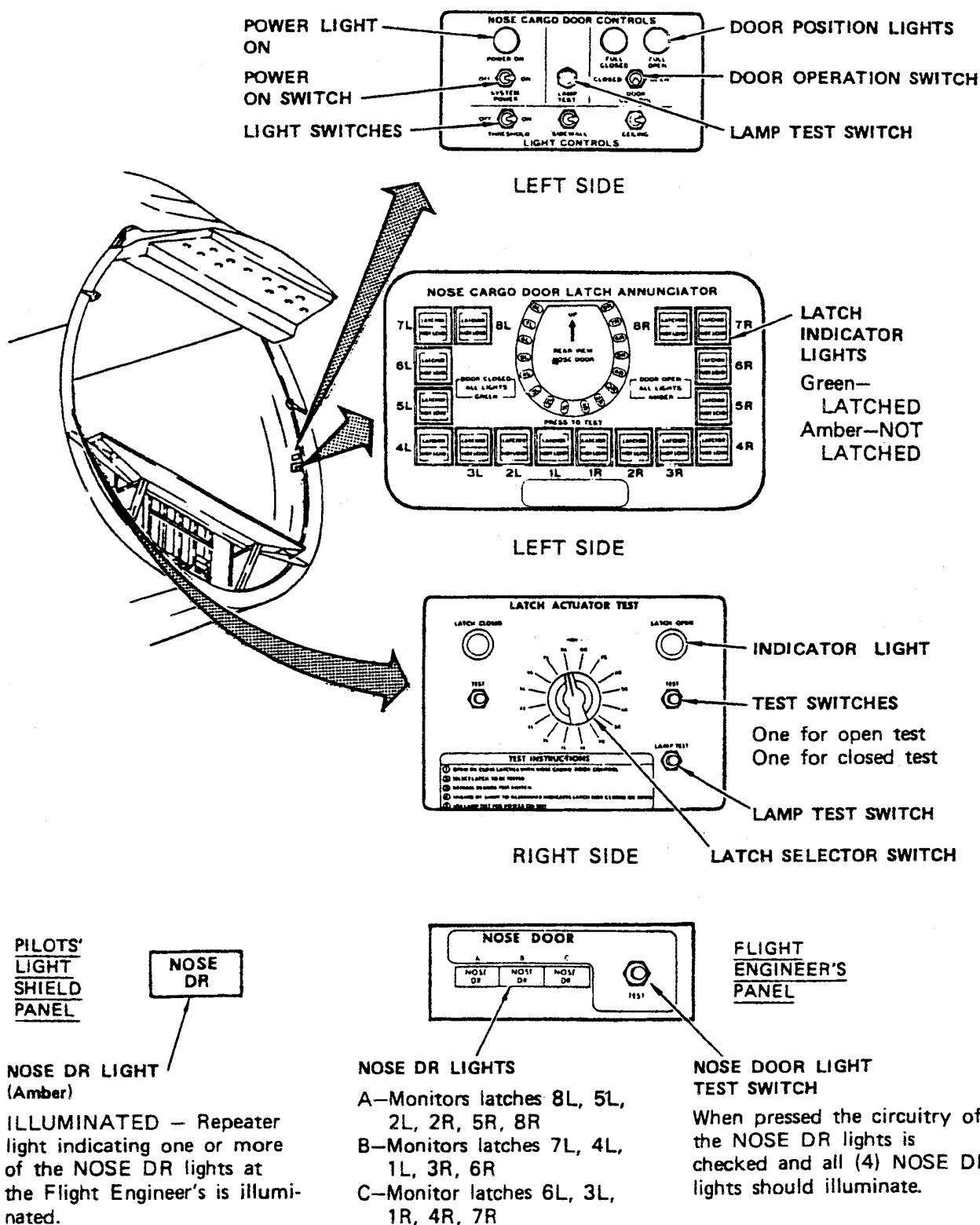
Variable intensity rotary switches control edge lighting for the following panels: Captain, F/O and centre panels, overhead, control stand, main and overhead circuit breaker panels, lightshield, F/E and observer's panels.

Overhead variable intensity map lights with individual controls are provided for the Captain, F/O, and F/E. A detachable utility light is provided for each crewmember and observer. The standby compass has a light switch at the top of the compass housing.

Both pilots and F/E have a test and intensity control for their respective indicator lights (except for the approach progress display, marker beacon, and FMS modules). In TEST position, all indicator lights are simultaneously tested at full intensity.

A flight deck entry light switch located on the aft side of the F/E's P6 panel provides limited access lighting when the ground handling bus is powered.

INTENTIONALLY BLANK



NOSE DOOR – CONTROLS AND INDICATORS
 (200F)

INTENTIONALLY BLANK

NOSE CARGO DOOR SUPPLEMENTARY INFORMATION (200F)

The nose cargo door is operated electrically from the main deck nose door control only. Electrical power is supplied from the main deck ground handling bus.

A Latch Actuator Test Panel is located on the right side of the nose door. It is used to determine the open or closed condition of the latches.

A Nose Cargo Door Latch Annunciator panel is on the left side of the nose door. This annunciator provides LATCHED (Green) and NOT LCHD (Amber) lights for the individual latches (16). The NOT LCHD indicators are divided in three groups to provide unlatched signal(s) to the appropriate NOSE DR light(s) on the flight engineer's panel.

A mechanical means of operation is provided for use when the electrical system power is not available.

INTENTIONALLY BLANK

EXTERIOR LOCK LATCH - HANDLE

- Pressing the release on the upper handle area will release the exterior and the interior Lock Latch Handles.
- Pulling the Lock latch Handle down will power the Door Control Switch.

DOOR UP LIGHT

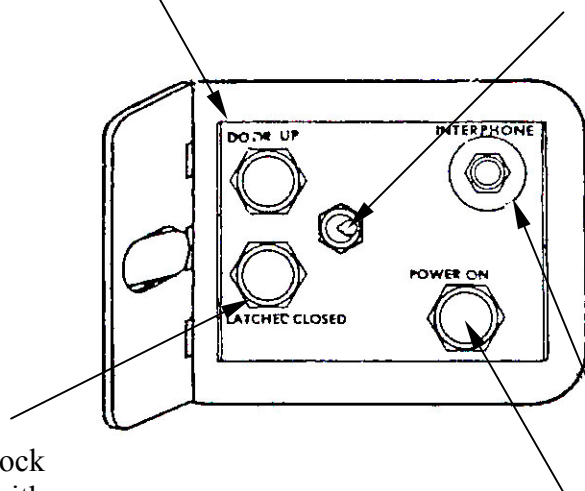
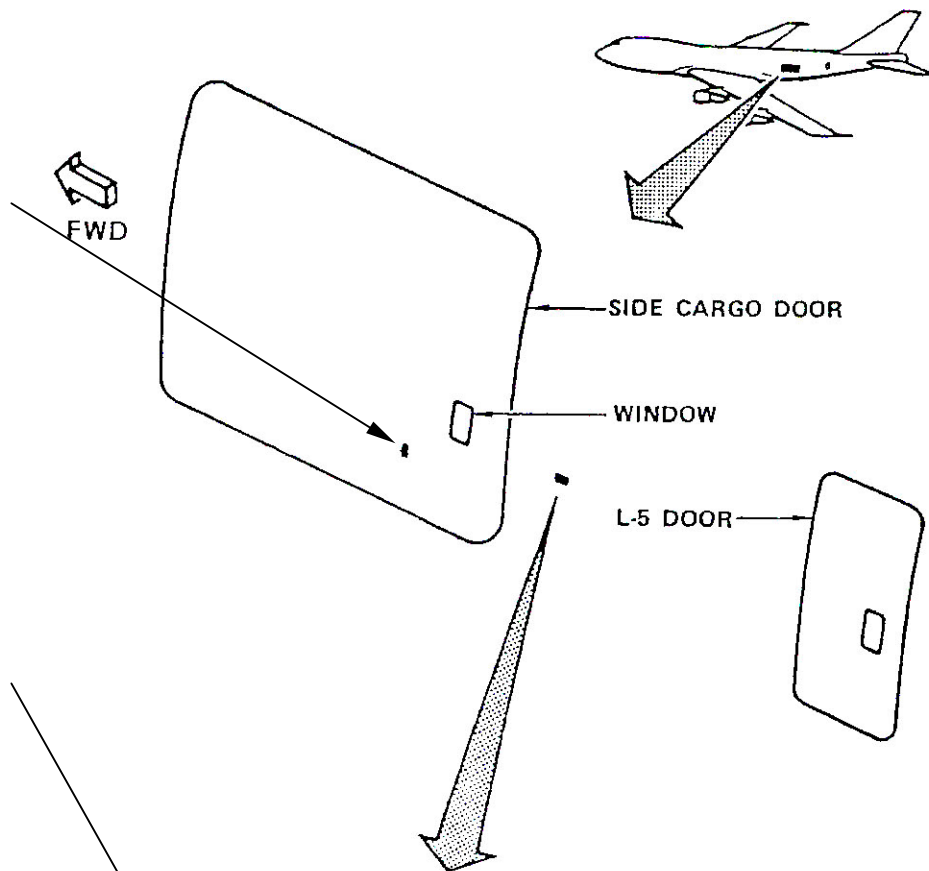
(Green)

Illuminates when side cargo door is in the full open position.

LATCHED CLOSED LIGHT

(Green)

Illuminated when latch lock handles are released with the door in the closed position with latches engaged.



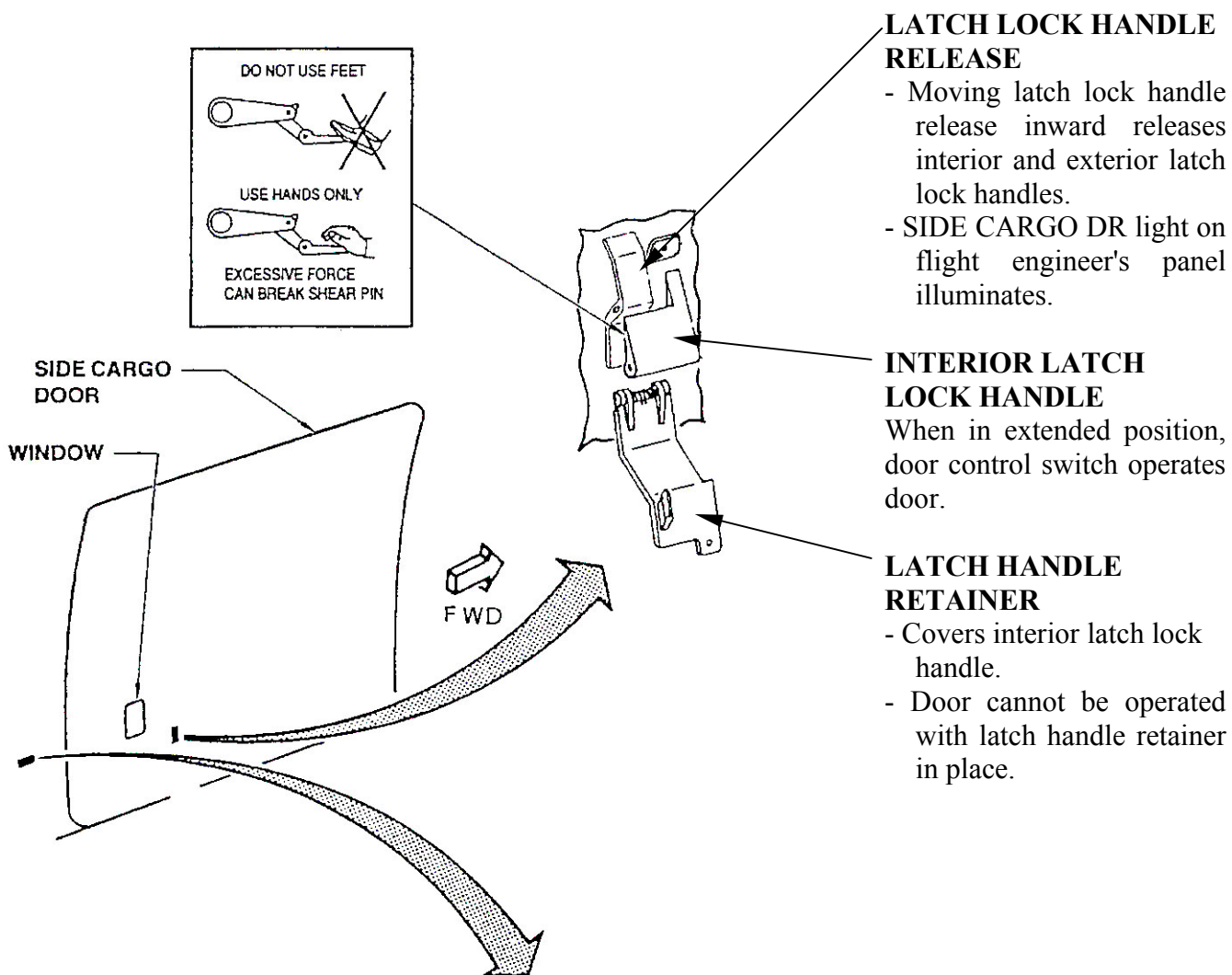
DOOR CONTROL SWITCH

- Electrically powered when POWER ON light is illuminated and lock latch handle is in the extended position.
- Hold switch in either DOOR UP or LATCHED CLOSED POSITIONS to operate door.

INTERPHONE JACK

POWER ON LIGHT

(Green)
Illuminated when electrical power is available for operating door.



LATCH LOCK HANDLE RELEASE

- Moving latch lock handle release inward releases interior and exterior latch lock handles.
- SIDE CARGO DR light on flight engineer's panel illuminates.

INTERIOR LATCH LOCK HANDLE

When in extended position, door control switch operates door.

LATCH HANDLE RETAINER

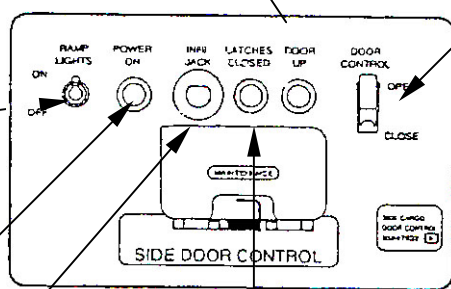
- Covers interior latch lock handle.
- Door cannot be operated with latch handle retainer in place.

DOOR UP LIGHT (Green)
Illuminates when side cargo door in full open position.

RAMP LIGHTS SWITCH
ON - Illuminates lights in upper part of door to light loading area.

POWER ON LIGHT (Green)
Illuminates when electrical power available for operating door.

INPH JACK
Interphone jack for communication.



DOOR CONTROL SWITCH

- Electrically powered when POWER ON light illuminated and lock latch handle in extended position.
- Hold switch in OPEN or CLOSE position to operate door.

LATCH CLOSED LIGHT (Green)

Illuminated when latch lock handles released with door in closed position with latches engaged.

SIDE CARGO DOOR OPERATION

- The door can be operated from inside or outside the aircraft when the latch handle retainer over the interior latch lock handle is released.
- Door motion can be stopped or reversed at any point by releasing or repositioning the control switch.

TO OPEN DOOR:

NOTE: To operate door, the latch handle retainer, which covers the interior latch lock handle, must be in the released position.

POWER ON Light CHECK ILLUMINATED
Main deck cargo handling bus must be powered to operate door.

Interior or Exterior Latch Lock Handle RELEASE & EXTEND

- If operating from interior, pull latch lock handle release then move interior latch lock handle to the extended position.
- If operating from exterior, press release at top of handle then move exterior latch lock handle to the extended position.
- LATCHED CLOSED light will illuminate.
- SIDE CARGO DOOR light on F/E's panel will illuminate if DC BUS 1 power is available.

Door Control Switch HOLD IN OPEN POSITION

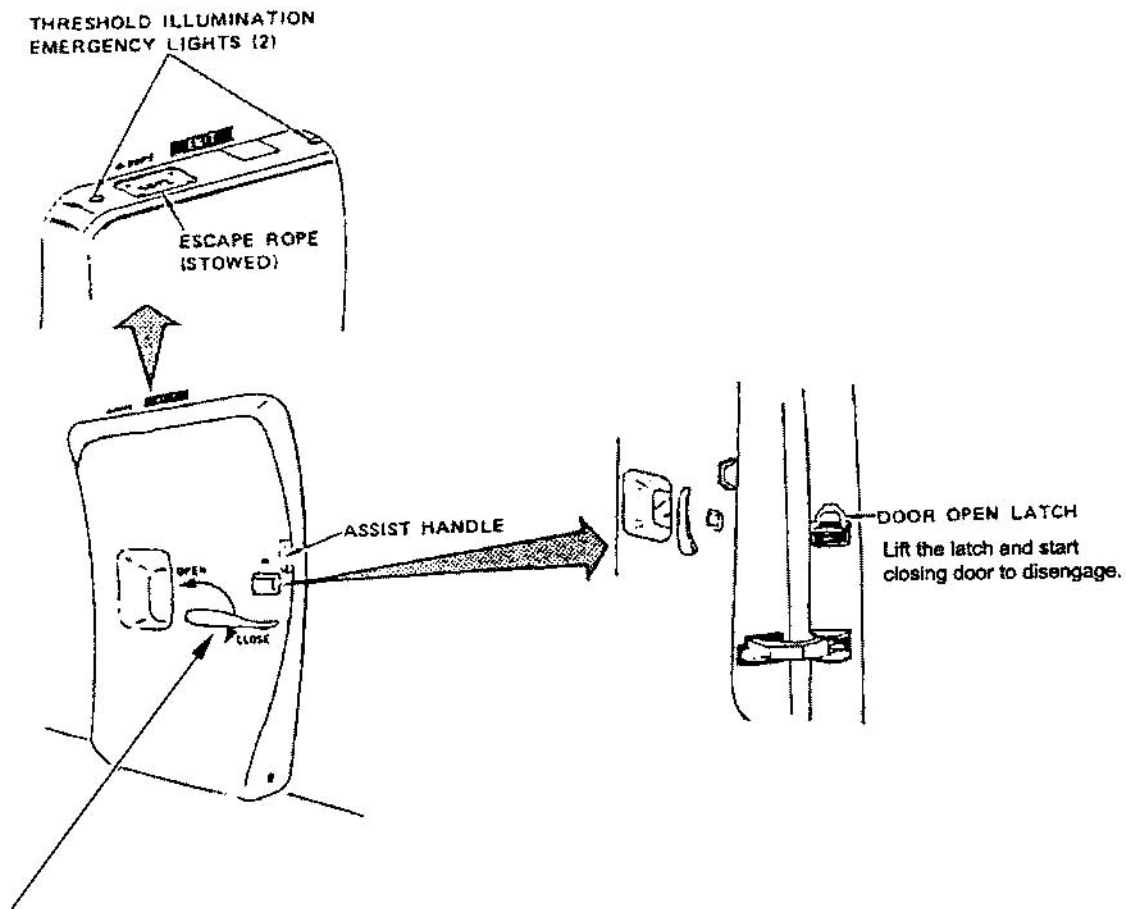
- LATCHED CLOSED light will extinguish.
- DOOR UP light will illuminate when door is fully open.

TO CLOSE DOOR:

POWER ON Light CHECK ILLUMINATED
Door Control Switch HOLD IN CLOSE POSITION
DOOR UP light will extinguish when door moves from full up position and LATCHED CLOSED light will illuminate when door is fully closed and latched.

Interior or Exterior Latch Lock Handle MOVE TO LOCK POSITION
SIDE CARGO DR light on F/E's panel and LATCHED CLOSED light will extinguish.

INTENTIONALLY BLANK



DOOR LOCK HANDLE

OPEN - As handle is rotated toward open, latches unlock, and the door moves inward then outward through its opening.

CLOSE - Rotating the handle towards closed causes the door to move inward through its opening, then outward, flush with the opening as the latches lock.

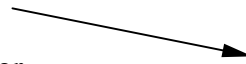
NOTE: The entry doors are manually operated and have no power assist.

INTENTIONALLY BLANK

CARGO DOORS LIGHT

(Amber)

ILLUMINATED – Whenever the FWD, AFT or SIDE cargo doors are unlocked/open. Individual repeater lights at the Flight Engineer station will confirm the door status.



**CARGO
DOORS**

**PILOTS LIGHTSHIELD
PANEL**

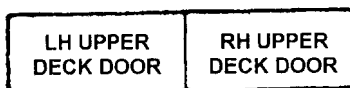
UPPER DECK DOORS

NOTE: Upper deck doors on airplanes are for emergency evacuation only. The escape slides cannot be used as rafts.

With the Mode Selector lever in the AUTOMATIC position, rotation of the indicator door handle actuates the emergency power system for the door which positions the door to the full open position. The escape slide automatically deploys and inflates when the door is fully opened.

A pressure gauge, on the gas bottle that opens the door, is located above each door and is checked for correct pressure before each flight.

A green, push-to-test, BATTERY OK light is located above each upper deck door. Press and hold – the light illuminates in 3 to 5 seconds if the battery charge is sufficient for operation of the gas bottle discharge circuit.



(Amber)



(Amber)

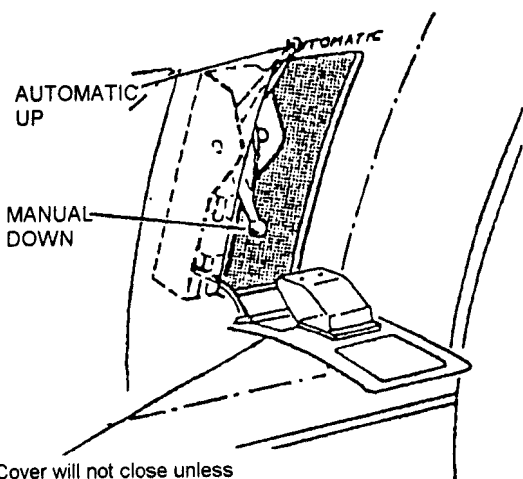
**WARNING LIGHTS
 FLIGHT ENGINEER'S
 PANEL**

Upper deck emergency escape door not in closed position.

ILLUMINATED

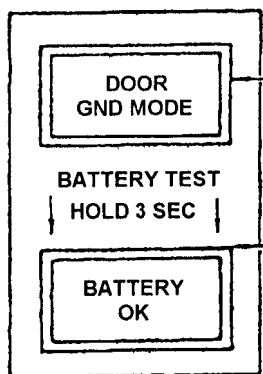
ON GROUND – Either upper deck door Flight Lock Mechanism in LOCKED position.

INFLIGHT – Either upper deck door Flight Lock Mechanism in UNLOCKED position.



Cover will not close unless the mode selector lever is fully in MANUAL or AUTOMATIC position.

DETAIL A



DETAIL B

DOOR GROUND MODE LIGHT (Blue)

Illuminated when Flight lock Mechanisms are not in the LOCKED position.

BATTERY OK LIGHT (Green)

Illuminates during Push to Test if battery charge is sufficient for door operation. Light must be pressed 3-5 seconds before it will illuminate.

UPPER DECK EMERGENCY ESCAPE DOORS

INTENTIONALLY BLANK