

PART 2

CHAPTER 14 — LIGHTING — INTERNAL AND EXTERNAL

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DESCRIPTION

General

1. Fluorescent tubes and filament lamps are used to provide general and instrument lighting throughout the aircraft. Dimming facilities are fitted where desirable and an automatically-operated emergency light system is provided.
2. A spare lamp stowage is provided and contains filament lamps which are replaceable by the crew.



FLIGHT DECK LIGHTING

3. *Controls and Indicators—Flight Deck Lighting.* (See Table 1).

Flight Deck General Lighting

- ◀ 4. The general lighting is provided by a red dome and white fluorescent roof lights. Two switches, one on the forward roof panel and the other on the side of panel R, each control both lights. A separate power supply feeds the red dome light when used with the RED DOME LIGHT rheostat. The normal power supply to the red dome light is from No 1 Battery Busbar. ▶

Pilots' Instruments and Sills

5. Lamps covered by either red or white caps are mounted under the glare-shield and provide lighting for the 1st pilot's, co-pilot's and centre instrument panels. Certain instruments are also illuminated by local lights.

6. Fluorescent tubes provide additional high or low intensity flood lighting for the instrument panels. ◀ The flight deck fluorescent lights NORMAL/OFF switch controls all flight deck fluorescent lights. ▶

Engineer's Panels

7. The engineer's panels are transilluminated by variable intensity white lighting and the panels are divided into three groups each of which has its own dimmer on the engineer's lighting control panel.

8. Extra panel illumination is provided by white fluorescent floodlights which can be selected bright or dim, depending upon the setting of the floodlight control switch on the engineer's lighting control panel. Failure of the power supply to the engineer's upper panel illumination causes the engineer's panel emergency floodlight to come on. ▶

9. The engineer's worktop light is a fluorescent tube controlled by a single switch on the engineer's panel.

Table 1 — Controls and Indicators — Flight Deck Lighting

Item	Location	Marking/Indication	
Roof light switch Master switch	▶▶	ROOF LIGHTS FLIGHT DECK FLUORESCENT LTS — NORMAL/OFF INST PAN FLOOD LTS — BRIGHT/OFF/DIM FLOOR LIGHTS — ON CENTRE CONSOLE FLOOD LT — ON COMPASS LIGHT — ON ▶	
Instrument panels lighting switch	Forward roof panel	CAPTAIN'S PANEL RED — FLOOD/ LOCAL/OFF CO-PILOT'S PANEL RED — FLOOD/LOCAL/OFF CAPTAIN'S CHART LIGHT — OFF CO-PILOT'S CHART LIGHT — OFF CENTRE CONSOLE — OFF ROOF PANEL — OFF INST PANEL WHITE — FLOOD CAPT HDI/OFF CENTRE PANEL RED — FLOOD/ LOCAL/OFF RED DOME LIGHT — OFF	
Floor lighting switch Centre console floodlight switch		STOWAGE LIGHT — OFF EMERG LIGHTS — ON/OFF/ARM (guarded)	
◀ Compass light and IFF/SSR light switch Dimmer for red light, 1st pilot's panel Dimmer for red light, co-pilot's panel Dimmer for 1st pilot's chart light Dimmer for co-pilot's chart light Dimmer for centre console lights Dimmer for roof panel lights Dimmer, instrument panel white lights Dimmer for red lights, centre panel		FLUORESCENT FLOOD LIGHT — BRIGHT/OFF/DIM C/B AND FUSE PANEL LTS — BRIGHT/OFF/DIM	
Dimmer for red lights, dome		ENGINEER'S WORKTOP LT — ON ENGINEER'S UPPER PANEL LIGHTS — OFF ENGINEER'S LOWER PANEL LIGHTS — OFF ENGINEER'S BULKHEAD LIGHTS — OFF STOWAGES — ON	
Stowage lights switch Emergency lights switch		Engineer's bulkhead panel	WORKTOP — OFF INSTRUMENTS — OFF
Engineer's panel Fluorescent floodlights switch C/b and fuse panel light switch		Lighting panel at naviga- tor's station	WORKTOP — BRIGHT/OFF/DIM RADIO SUPPLIES — OFF CONTROLLERS — OFF
Engineer's worktop light switch Dimmers for engineer's upper panel lights (two) Dimmer for engineer's lower panel lights Dimmer for bulkhead panel lights		Engine start panel	PANEL LIGHTS — ON ▶
Stowage lights switch Emergency floodlighting engineer's panel		Maintenance panel	PANEL LIGHTS — ON
Dimmer, navigator's worktop light Dimmer, navigator's instrument lights Navigator's worktop fluorescent light switch Dimmer for radio supplies Dimmer for controller lights			
◀ Starting and APU panels lights switch			
Ground service panel lights switch			

Engineer's Starter Panel

10. This panel is transilluminated by fixed-intensity white lights controlled by an adjacent switch. This switch also controls the APU control panel fixed-intensity white lights. ▶

Circuit Breaker and Fuse Panels

11. These panels are illuminated by fluorescent tubes which can be switched to BRIGHT, OFF or DIM. Additionally, the AC fuse panels have 16 fixed-intensity white lights, controlled by an adjacent switch.

Navigator's Station

12. The navigator's panel is transilluminated by clear filament lamps of variable intensity and a fluorescent tube which can be switched to BRIGHT, OFF or DIM.

13. The filament lighting for the navigator's worktop is of variable intensity and is controlled from the navigator's lighting control panel.

14. The navigator's stowage light is a white, fixed-intensity filament lamp controlled by a switch on the navigator's lighting control panel.

15. Controllers are transilluminated by clear filament lamps of variable intensity controlled from the navigator's lighting control panel.

Chart Lighting

16. The 1st pilot's and co-pilot's chart lights are of variable intensity and colour and are controlled individually by dimming switches on the forward roof panel.

17. The supernumerary's chart light is also of variable intensity and colour but is controlled from panel D.

Stowage Lighting

- ◀ 18. The document stowage lights are white and of fixed-intensity. The navigator's and engineer's stowage lights are controlled by individual switches. The captain's and co-pilot's stowage lights are controlled by microswitches on the document stowage locker door.

Forward Roof, Auxiliary Roof, EA and EC Panels

19. These panels are transilluminated by white filament lighting.

Magnetic Compass and IFF Control Panel

20. The compass is illuminated by a red filament lamp which forms an integral part of the compass. The bulb is a special anti-magnetic type so that magnetic monitoring is not affected. The compass light switch also controls fixed intensity lighting in the IFF control unit.

Centre Console Lighting

21. The centre console panels are transilluminated▶ by red lighting of fixed and variable intensity. The fixed-intensity lamps are used to illuminate instrument dials and are controlled by the power supply switches of individual instruments. The variable intensity lighting is controlled by the dimmer on the roof panel; this dimmer also controls the red lights for the left and right consoles, the throttle dual controller, dial and panel lights on the glide slope controllers, panel lights for the intercom and both VHF systems.

22. A red light on the forward roof panel, controlled by a switch on the same panel, provides general floodlighting for the centre console.

Floor Lighting

23. The floor space around the pilots' stations is illuminated by white filament lights, one in the left console, two mounted behind the pilots' instrument panels and one in the right console. All four lamps are controlled by a switch on the forward roof panel.

CALL LIGHTS AND NOTICES

Flight Deck and Cabin Crew Call Light System

24. A call light system enables communication between the flight deck and cabin crew.

- a. When the AQM button (forward roof panel) is pressed:

- ◀ (1) The crew master green call lights (forward and aft liferaft stowages) come on.
(2) The PILOT CALL green light (aft ALM panel) comes on, and remains on until reset at the ALM panel, and
(3) A buzzer (on the aft ALM panel) sounds until the switch is released.

- b. When the PILOT CALL button on the ALM panel is pressed:

- (1) The amber light in the AQM button on the forward roof panel comes on.



Note: The integral light in the AQM button only comes on when the PILOT CALL button is pressed. It does not come on when the AQM button is pressed.

24A. A two-way buzzer system operates between the forward and aft ALM stations. When the GALLEY CALL button (forward ALM panel) is pressed, a buzzer sounds at the aft ALM station; when the SERVICE AREA button (aft ALM panel) is pressed, a buzzer sounds at the forward ALM panel.

Passenger Call Light System

25. With both CALL CHIME switches (ALM panels) set ON, when the CALL button at a passenger facility panel is pressed:

- a. The amber light integral with the button comes on.
- b. The associated passenger master amber light (forward and aft liferaft stowages) comes on, dependent on whether the call for service is from the front or rear of the cabin.
- c. The chime sounds momentarily at both ALM stations.
- d. The appropriate CABIN—FWD/AFT amber call lights on both ALM panels come on.

All lights are cancelled by pressing and releasing the passenger facility CALL button.

25A. With both CALL CHIME switches (ALM panels) set ON, when the CALL button in a toilet is pressed:

- a. The associated passenger master amber light (forward and aft liferaft stowages) comes on, dependent on whether the call is made from a front or rear toilet.
- b. The chime sounds at the associated ALM station.
- c. The blue light associated with the toilet calling system comes on at both ALM panels and on a panel at the rear service door.

Pressing the associated TOILETS blue light causes all call lights to go out.

26. *Controls and Indicators — Call Lights and Notices.* (See Table 2.)

Ground Crew Call

27. A GROUND CREW—CALL pushbutton with integral green light is on the engineer's door

warning and engine start panel. When pressed, a horn in the nose undercarriage bay sounds to alert the ground crew. A switch adjacent to the horn, when closed, causes the green light to come on. The light remains on until cancelled by pressing and releasing the adjacent RESET button.

Passenger Signs

28. NO SMOKING and FASTEN LAP STRAP signs are located on the facility panels above each row of passenger seats, on the ALM panel aft, left, and on a panel in the forward entrance area. Extra sockets are fitted for use if required. A RETURN TO SEAT sign is fitted in each toilet.

29. Electroluminescent signs, indicating that the toilets are occupied, are operated by the door locks, through microswitches.

LANDING, TAXY AND TURN-OFF LAMPS

General

30. A landing lamp unit comprising a landing lamp and a taxiing lamp, is installed under each wing and a third unit, consisting of one lamp only, is fitted in the rear of the nose undercarriage bay. Two turn-off lamps are also provided, one at each side under the nose of the aircraft. Each of the five units is controlled by its own switch on the auxiliary roof panel.

31. *Controls and Indicators — Landing, Taxy and Turn-Off Lamps.* (See Table 3.)

Wing Landing Lamps

32. With the wing landing lamps switches set to LAND, both the taxiing and landing lamps come on; with the switches set to TAXI, the landing lamps are inoperative.

Nose Landing and Turn-Off Lamps

33. a. *Nose Landing Lamp.* The nose landing lamp is a single 600 watt filament controlled by the LANDING LAMPS NOSE—LAND/OFF/TAXI switch. With the switch set to LAND or TAXI, the lamp is operative.

b. *Turn-Off Lamps.* Two turn-off lamps are fitted, controlled by the individual TURN OFF—ON/OFF switches.

Landing Lamp Extension

34. The three landing lamp units may be extended fully, retracted or stopped in any position between the two extremes. Clutch assemblies allow the units

Table 2 — Controls and Indicators — Call Lights and Notices

<i>Item</i>	<i>Location</i>	<i>Marking/Indication</i>
No smoking sign switch	Forward roof panel	NO SMOKING — ON
Seat belt switch	Forward roof panel	FASTEN BELTS — ON
Ground crew call button	Engine start panel	GROUND CREW — CALL
Reset switch	Engine start panel	GROUND CREW — RESET
Engineer's call switch	Panel in nose under-carriage bay	ENGINEER CALL SWITCH
Engineer's call light	Engine start panel	—
Sign switches	All toilet doors	—
Return to seat signs	All toilets	RETURN TO SEAT
Pilot call light	ALM panel, aft left	PILOT CALL
Pilot call reset button		RESET
Call light from service area		SERVICE AREA
Call light from forward cabin		CABIN — FWD
Call light from after cabin		CABIN — AFT
Call lights from toilets		TOILETS — FWD/RIGHT/LEFT
Chime switch		CALL CHIME — ON/OFF
No smoking lamp		NO SMOKING
Fasten lap straps lamps	FASTEN LAP STRAPS	
No smoking signs	All passenger positions	NO SMOKING
Fasten lap straps signs	All passenger positions	FASTEN LAP STRAPS
Call lights from toilets	ALM panel, aft right	TOILETS — FWD/RIGHT/LEFT
Call light from forward cabin		CABIN — FWD
Call light from after cabin		CABIN — AFT
Call light from forward cabin	ALM panel, forward	CABIN — FWD
Call light from after cabin		CABIN — AFT
Call lights from toilets		TOILETS — FWD/RIGHT/LEFT
Call light from galley		GALLEY — CALL
Chime switch		CALL CHIME — ON/OFF
◀ Passenger master call lights	Forward and aft liferaft stowages	(Amber)
Crew master call lights		(Green) ▶

Table 3 — Controls and Indicators — Landing, Taxi and Turn-Off Lamps

<i>Item</i>	<i>Location</i>	<i>Marking/Indication</i>
Left landing lamp switch	Forward roof panel	LANDING LAMPS, LEFT—LAND/OFF/TAXI
Right landing lamp switch		LANDING LAMPS, RIGHT — LAND/OFF/TAXI
Nose landing lamp switch		LANDING LAMPS NOSE—LAND/OFF/TAXI
Left landing lamp extend/retract switch		RETRACT/OFF/EXTEND
Right landing lamp extend/retract switch		RETRACT/OFF/EXTEND
Nose landing lamp extend/retract switch		RETRACT/OFF/EXTEND
Left turn-off lamp switch		TURN OFF, LEFT — ON
Right turn-off lamp switch		TURN OFF, RIGHT — ON

Table 4 — Controls and Indicators — Navigation Lights

<i>Item</i>	<i>Location</i>	<i>Marking/Indication</i>
Wing tip and tail lights switch	Forward roof panel	NAV LIGHTS — ON/OFF/BATT (guarded)
Filament selection switch for tail light	ALM panel aft, left	TAIL NAV LIGHT C/O—UPPER/LOWER
Anti-collision beacons switch	Forward roof panel	BEACONS — ON

to blow back at between 202 and 250 knots if they have not been retracted. If the units blow back, electrical control is regained when the EXTEND/RETRACT switches are set to RETRACT.

NAVIGATION LIGHTS

35. *Controls and Indicators — Navigation Lights.* (See Table 4.)

General

36. A single-filament light is fitted in each wing tip and a twin-filament tailplane light is in the rear of the bullet. Power is normally supplied from a 28-volt AC busbar but an alternative supply may be obtained from the batteries, by setting the control switch on the forward roof panel to BATT. A filament change-over switch on the ALM panel determines which of the two tailplane light filaments is to be used.

37. Two anti-collision beacons are installed, one in the top of the bullet and one in the underside of the centre section of the fuselage. Both beacons are controlled by a single switch and flash at regularly spaced intervals.

FREIGHT HOLD AND SERVICE BAY LIGHTS

General

38. Filament lamps provide lighting for the freight holds, undercarriage bays, equipment compartments and other servicing points. In addition a number of 5-ampere supply sockets are provided. When a ground power supply is connected, the lights come on automatically and the supply sockets are energised. To provide lighting when no ground power is available, switches have been incorporated in the following circuits: forward and aft freight hold lights, nose undercarriage bay lights, and electrical and radio bay lights.

39. *Controls and Indicators — Freight Hold and Service Bay Lights.* (See Table 5.)

Freight Hold Lights

40. The lighting for the forward and aft freight holds is provided by filament lamps recessed into the roof.

Table 5 — Controls and Indicators — Freight Hold and Service Bay Lights

<i>Item</i>	<i>Location</i>	<i>Marking/Indication</i>
Forward freight hold lights switch	Aft bulkhead of equipment bay	FREIGHT HOLD LIGHTS—ON
After freight hold lights switch	Under trap door at aft freight hold periscope station	INSPECTION LIGHTS—ON
Nose undercarriage bay lights switch	Bulkhead panel at engineer's station	NOSE WHEEL BAY LIGHTS—ON
◀ Compartment behind rear toilets Standby lights switch	Side of bulkhead panel Equipment bay access hatch	INSPECTION LIGHTS — ON STANDBY—OFF (guarded) ▶
Electrical and radio bay lights switch	Equipment bay access hatch	EQUIP BAY LIGHTS—ON

Fuselage Nose Compartment

41. Two bulkhead lamps, one each side of the nose underfloor compartment provide the lighting for this area. The equipment compartments to the left and right of the nose undercarriage bay are each illuminated by one lamp. Lighting for the area forward of the pilots' instrument panels is provided by two lamps, one each side of the compartment panel.

Undercarriage Bays

42. The left and right undercarriage bays are illuminated by sealed lamps on the bay roof and wall. Lighting for the nose undercarriage bay is by sealed lamps on the bay roof and wall.

Electrical and Radio Bay

43. Lighting for the rear half of this bay is provided by lamps recessed into the roof. Lighting for the remainder of the compartment is by bulkhead lamps fitted to the electrical ducts forward and aft of the right radio rack. Separate STANDBY switch will operate the electrical and radio equipment bay lights from the No 2 Battery Busbar. ▶

Compartment Behind Rear Toilets

44. Bulkhead lamps provide the lighting for this compartment and are controlled by a switch on the after cabin bulkhead. A lamp near the tail cone bulkhead provides illumination for the rear of the compartment and is in parallel with the lamps in the after freight hold.

Servicing Lights

45. Two filament lamps illuminate the REFUEL/

DEFUEL panel and the spirit level in the underside of the right inner wing is illuminated by a single lamp.

46. The water drains on the undersides of both inner wings are each illuminated by one lamp.

47. Two filament lamps illuminate the hydraulic panel.

PASSENGER CABIN, VESTIBULE AND TOILET LIGHTS

General

48. The lighting system for the passenger cabin and vestibules normally gives an indirect form of daylight lighting. However, an alternative system is available, comprising low-intensity blue lighting. The toilets are equipped with fluorescent lights, half of which are controlled by the toilet door micro-switches.

49. *Controls and Indicators—Cabin, Vestibule and Toilet Lights.* (See Table 6.)

Passenger Cabin

◀ 50. a. The passenger cove illumination is provided by fluorescent tubes, the light from which blends with that reflected from the lanterns in the cabin roof.

b. The lanterns illuminate the upper part of the cabin and the aisles and when night lighting is required they reflect a blue light. The centre of the five roof lanterns can be controlled from the forward or aft cabin roof light switches. The changeover switch for this facility is behind the ▶

Table 6 — Controls and Indicators — Cabin, Vestibule and Toilet Lights

<i>Item</i>	<i>Location</i>	<i>Marking/Indication</i>
◀ Forward service entrance roof light switch	ALM panel forward	ENTRANCE ROOF — OFF/DIM/ BRIGHT
Galley worktop light switches (two)	No 2 and No 3 galley units	WORKTOP LIGHT — OFF/DIM/ BRIGHT ▶
Galley roof lights switch	ALM panel aft, right	GALLEY ROOF—OFF/DIM/ BRIGHT
After cabin roof lights switch		AFT CABIN ROOF—OFF/DIM/ BRIGHT
Forward ▶◀ cabin roof lights switch	ALM bulkhead panel aft, left	FWD CABIN ROOF—OFF/DIM/ BRIGHT
◀ Cabin lashing lights switch		LASHING — ON/OFF ▶
Switch for ALM worktop lights		WORKTOP—ON/OFF
Cabin cove lights switch		COVE—ON/OFF
Forward passenger entrance light switch		ENTRANCE LIGHTS—OFF/DIM/ BRIGHT
Aft passenger entrance lights switch	Panel at door bulkhead	ENTRANCE LIGHTS—DIM/OFF/ BRIGHT
Step light switch		STEP LIGHTS—ON/OFF

- ◀ hat rack just aft of the main passenger entrance door.
- c. Reading lights, each with its own switch, are fitted in the passenger facility panels and one light is focused on each seat. Reading lights are not available when the lashing light switch is on.
- d. Lashing lights are fitted at low level throughout the passenger cabin. ▶

Vestibules

51. These are illuminated by white and blue filament lamps recessed in panels in the front and rear vestibules. Filament lamps are fitted in the side panels of the liferaft stowages.

DOOR WARNINGS

General

52. Each door warning light is actuated by a microswitch and lights only if the corresponding door is open, or partially open. The lights may only be tested collectively.

53. *Controls and Indicators—Door Warning Lights.* (See Table 7.)

EMERGENCY LIGHTING

54. *Controls and Indicators—Emergency Lighting.* (See Table 8.)

General

55. There are eighteen emergency lights fitted at the following locations:

- In each of the five roof lanterns (five)
- Flight deck roof (one)
- Forward and aft service entrances (two)
- Forward and aft passenger entrances (two)
- Forward liferaft stowage (two)
- Aft liferaft stowage (two)
- Right overwing emergency exits (forward and aft) (two)
- Left overwing emergency exits (forward and aft) (two)

56. The lights, which are connected in parallel, are supplied by emergency batteries and are controlled by the EMERG LIGHTS—ON/OFF/ARM switch on panel C at the engineer's station or by an inertia switch at zone F1 (station 165). The two 6-volt 1.5

Table 7 — Controls and Indicators — Door Warning Lights

<i>Item</i>	<i>Location</i>	<i>Marking/Indication</i>
Microswitch	Electrics bay access door	—
Microswitch	Front passenger door	—
Microswitch	Front service door	—
Microswitch	Front hold door	—
Microswitch	Nose access door	—
Microswitch	Rear passenger door	—
Microswitch	Rear service door	—
Microswitch	Rear hold door	—
Microswitch	Rear ventral door	—
Microswitch	Water filling door	—
Microswitch	Freight door locks and locking bar	—
Arming switch	Rear door panel	FREIGHT DOOR ARM

Note: The red warning lights for each of the above microswitches are on panel B, at the engineer's station (Chapter 4, Table 1).

Table 8 — Controls and Indicators — Emergency Lighting

<i>Item</i>	<i>Location</i>	<i>Marking/Indication</i>
Emergency lighting switch	Engineer's station	EMERG LIGHTS — ON/OFF/ARM

ampere/hour series-connected Batteries are trickle-charged from the No 1 Essential Busbar. AL16
NON

57. a. When the ARM/OFF/ON switch is set to ARM, the lighting automatically comes on if the No 1 Non-Essential Busbar is de-energised or if the inertia switch operates. (Deceleration of 3g.)
- b. The emergency lighting may be tested or selected manually by setting the ARM/OFF/ON switch to ON.
- ◀ c. When the switch is set to OFF, the emergency lighting is off but comes on if the inertia switch operates.
- d. Prolonged use of the emergency lighting should be avoided under normal circumstances, as the drainage from the emergency batteries is greater than the trickle charge rate. ▶

Engineer's Panels Emergency Floodlighting

57A. Failure of No 1 TRU causes the engineer's panels to be automatically floodlit by a lamp on the bulkhead panel. The electrical supply to the lamp is from No 1 Essential Busbar through a relay controlled by No 1 Non-Essential Busbar (28 volt DC). Failure of the supply from the Non-Essential Busbar de-energises the relay to connect the lamp to the Essential Busbar.

57B. Use of ELRAT also brings on the emergency floodlighting.

REFUELLING PROBE LIGHTING

General

58. Two lamps in the nose of the aircraft, one on either side of the refuelling probe, are provided for probe illumination. They are controlled from the FUEL PROBE LIGHT—ON switch on the forward roof panel.

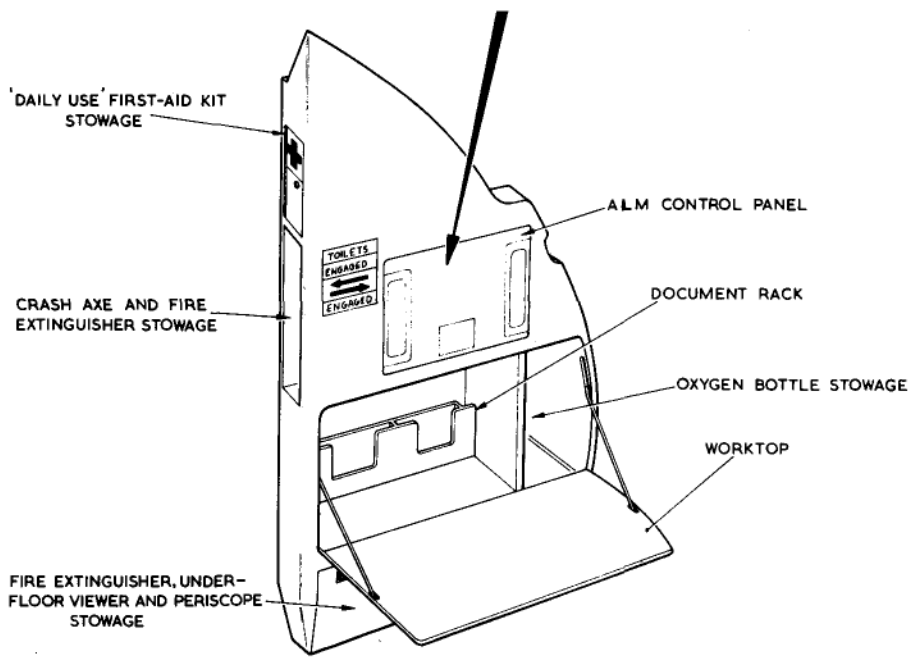
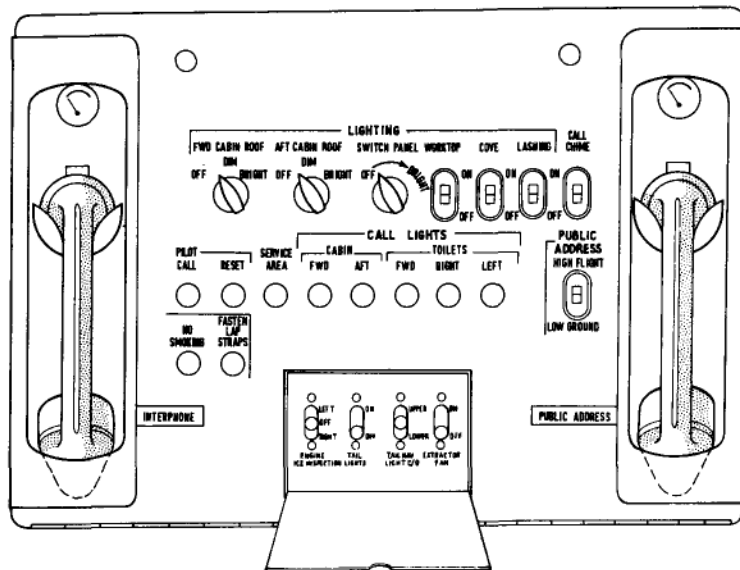
ICE INSPECTION LAMPS

General

59. To provide illumination of certain areas so that the formation of ice can be detected during the hours of darkness, the following lamps are fitted externally on the aircraft:

- a. One, recessed in the outside skin of the aft passenger door and focused on the left wing leading edge.
- b. One, recessed in the left side of the upper part of the fin and focused on the tailplane leading edge. The periscope is used to inspect the tailplane leading edge.
- c. One, fitted in the upper rear inner flap unit fairings, on each side of the aircraft, and focused on the engine intakes on that side.

60. The lamps are controlled by switches at the engineer's and ALM stations (Chapter 12, Table 2).



VC10/375A

2-14 Fig 1 Air Loadmaster's Bulkhead



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