

The Airbus A320 Procedures Handbook Vol. 1

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Emergency Lighting System Table

Component	Location	Condition for Lights to Illuminate	Electrical Power Supply
Proximity Emergency Escape Path Marking Photo-Luminescent Strips (if installed)	Strips along cabin aisle floor. Either photo-luminescent strips or electrical lights are installed.	Photo-luminescent strips absorb photons when the cabin is bright, then emit light for a limited time when the cabin is dark.	Not electrically powered.
Proximity Emergency Escape Path Marking Electrical Lights (if photo-luminescent strips not installed)		1. LIGHT EMER pushbutton on Forward Attendant Panel pressed; or	DC ESS SHED Bus (if powered) or internal batteries (if not).
Seat Mounted Lights (if installed)	2. EMER EXIT LT selector in cockpit ON; or		
Exit Markers	3. EMER EXIT LT selector in cockpit ARM [†] and: <ul style="list-style-type: none"> • Normal aircraft electrical power system fails; or • DC ESS SHED Bus fails. 		
Exit Signs*		Above each exit.	
Light Strips in Galley Area (if installed)	On ceiling above each galley.	4. EMER EXIT LT selector in cockpit ARM [†] and: <ul style="list-style-type: none"> • AC Bus 1 fails. 	
Overhead Emergency Lights	On cabin ceiling at regular intervals.		
Lavatory Auxiliary Lights	In each lavatory.	Always on.	DC ESS Bus.
Overwing Escape Route Lighting (if installed)	Series of lights on top of wing roots marking path from overwing exit to slide.	Slide is armed and exit is open.	Internal batteries.
Escape Slide Lighting	Integral lights on each slide.		

* The Exit signs also illuminate as controlled by the No Smoking/Exit/No Portable Elec Device switch, or if the cabin altitude goes above 11,300 (± 350) ft.

† Signal loss from the EMER EXIT LT selector in the cockpit *and* signal loss from the LIGHT EMER pushbutton on the Forward Attendant Panel *and* one of the listed electrical system failures also causes the lights to illuminate. This is a fail-safe in case crash damage breaks the control circuit.