



CHAPTER 1

AIRPLANE GENERAL

CONTENTS

	Page
INTRODUCTION	1-1
GENERAL	1-1
STRUCTURES	1-1
General	1-1
Fuselage	1-1
Flight Compartment	1-4
Flightdeck Security Door	1-26
Passenger Compartment.....	1-30
Doors	1-38
Windows	1-63
Nacelles/Pylons	1-64
Wings	1-65
Stabilizers.....	1-66
AIRPLANE SYSTEMS.....	1-67
General	1-67
Air-Conditioning/Pressurization System	1-67
Aural/Visual Warning System	1-68
Automatic Flight Control System	1-70
Auxiliary Power Unit	1-72
Communications	1-73
Electrical Power System	1-74
Emergency Equipment	1-74
Fire Protection System	1-76
Flight Control System	1-76
Flight Instruments	1-78
Fuel System.....	1-80



Hydraulic Power System.....	1-82
Ice and Rain Protection System	1-82
Landing Gear	1-84
Lighting System	1-85
Navigation System	1-87
Propellant	1-88
Water/Waste System	1-88
MISCELLANEOUS	1-90
Hazard Areas	1-90
Conversion Factors.....	1-93
CRJ Variations.....	1-95
Integrated Standby Instrument System	1-101
Flap Lever Deviation.....	1-102
Abbreviations	1-109



ILLUSTRATIONS

Figure	Title	Page
1-1	Aircraft Dimensions.....	1-2
1-2	Aircraft Taxiing and Turning Radii	1-3
1-3	Flight Compartment Forward View.....	1-5
1-4	Captain's Side Console	1-6
1-5	Captain's Side Panel	1-7
1-6	Captain's Instrument Panel	1-8
1-7	Center Instrument Panel.....	1-9
1-8	Overhead Panel	1-10
1-9	Glareshield	1-12
1-10	Center Pedestal.....	1-13
1-11	First Officer's Instrument Panel.....	1-17
1-12	First Officer's Side Panel.....	1-18
1-13	First Officer's Side Console.....	1-19
1-14	Control Wheel Switches	1-20
1-15	Flight Compartment Aft View	1-21
1-16	Pilot Seats.....	1-22
1-17	Seat Adjustment	1-25
1-18	Intrusion-Resistant Cockpit Door Entry System.....	1-26
1-19	Intrusion-Resistant Cockpit Door Entry System—Passenger Side.....	1-27
1-20	Intrusion-Resistant Cockpit Door Entry System—Flightdeck Side	1-28
1-21	Wardrobe Area Equipment	1-31
1-22	Passenger Compartment Forward Area	1-32
1-23	Passenger Compartment Aft Area	1-35
1-24	Aft Lavatory.....	1-37
1-25	Aircraft Doors	1-38
1-26	Passenger Door—Operating Controls.....	1-40
1-27	Passenger Door—Interior Placards.....	1-43



1-28	Passenger Door—	
	Exterior Controls and Placards	1-44
1-29	Avionics Bay Door	1-51
1-30	Crew Escape Hatch	1-53
1-31	Galley Service Door.....	1-55
1-32	Overwing Emergency Exits	1-57
1-33	Aft Equipment Bay Door	1-58
1-34	Cargo Bay Door	1-59
1-35	EICAS Primary Display—Primary Page	1-61
1-36	EICAS Secondary Page—DOORS Page	1-62
1-37	Flight Compartment Windows.....	1-63
1-38	Cowling Components.....	1-64
1-39	Wings	1-65
1-40	Stabilizers.....	1-66
1-41	Environmental Control System.....	1-67
1-42	EICAS Crew Alerting Messages	1-69
1-43	AFCs Controls.....	1-71
1-44	APU Bleed-Air Distribution	1-72
1-45	Electrical Power System	1-75
1-46	Flight Controls	1-77
1-47	Flight Instruments	1-79
1-48	Fuel System.....	1-81
1-49	Hydraulic System.....	1-81
1-50	Landing Gear	1-84
1-51	Lighting.....	1-86
1-52	Powerplant	1-89
1-53	Water/Waste System Controls	1-90
1-54	Hazard Areas—Engine and APU.....	1-91
1-55	Hazard Area—Radar.....	1-92
1-56	Underbin Wardrobe and Storage Space.....	1-95
1-57	Flight Attendant's Intercom and Lighting Control Panel.....	1-97



1-58	Two Portable Oxygen Bottles	
	Right Forward Overhead Bin.....	1-98
1-59	Flight Attendant's Forward Compartment.....	1-99
1-60	Flightdeck Sterile Light System.....	1-100
1-61	Single-Piece Integrated Mask and Goggles ..	1-100
1-62	Integrated Standby Instrument System	1-101
1-63	Flap Selector Lever	1-102



INTENTIONALLY LEFT BLANK



TABLES

Table	Title	Page
1-1	Door Operation	1-39
1-2	Handrail Operation.....	1-42
1-3	On Ground Door Alert Indications	1-47
1-4	In Flight Door Alert Indications	1-49
1-5	Conversion Factors	1-93



INTENTIONALLY LEFT BLANK



CHAPTER 1

AIRPLANE GENERAL

INTRODUCTION

This chapter contains brief descriptive information on individual features of the airplane structure and systems. The information contained herein does not supersede, nor is it intended to substitute for, any data contained in the manufacturer's system or operating manuals. For detailed airplane description and operating information, refer to the manufacture's data.

GENERAL

The airplane is a light-alloy, low-wing, twin-engine airplane with a General Electric CF34-3B1 engine on each side of the fuselage and a Garrett auxiliary power unit. The aircraft overall length is 87 feet 10 inches (26.77 M), with a wingspan of 69 feet 6 inches (21.21 M) (Figure 1-1).

Aircraft taxiing and turning radii are shown in Figure 1-2.

The airplane requires a minimum flight crew of two. The number and arrangement of passenger seats may vary.

STRUCTURES

GENERAL

The airplane is primarily constructed from aluminum alloy, with certain structures made from other materials. The primary structures include the fuselage, nacelles, wings, and stabilizers.

FUSELAGE

The semimonocoque fuselage structure has a cover made from chem-milled skin panels with bonded doublers. The fuselage is pressurized between fuselage stations (FS) 202.75 and FS 621. All skin-panel joints in this area are pressure and weather sealed. The

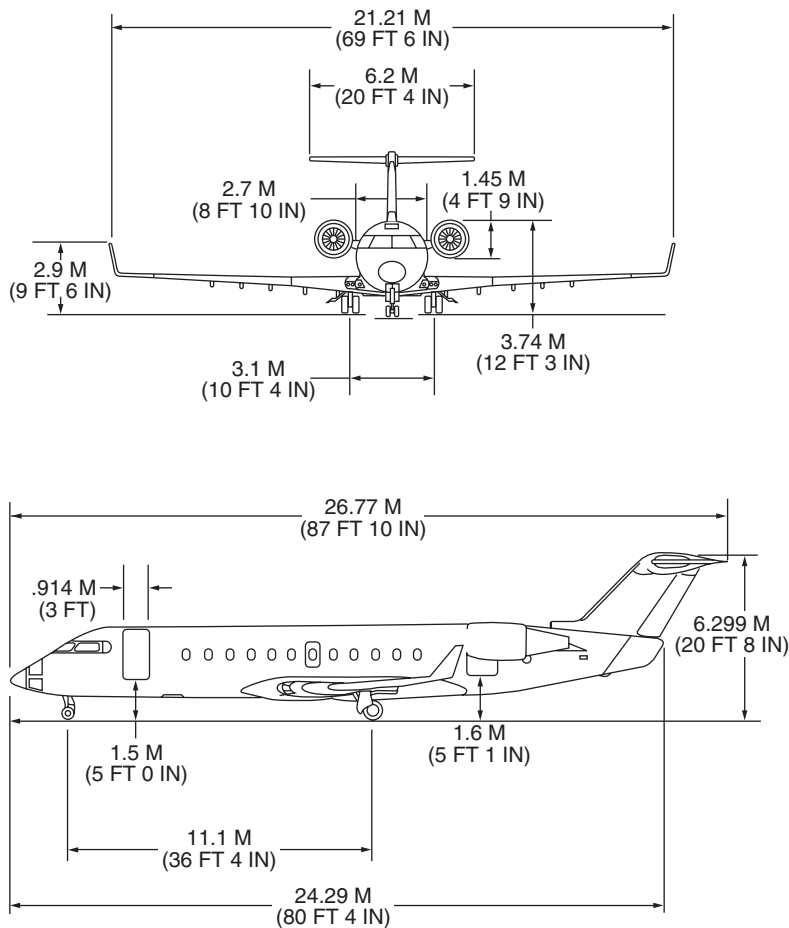


Figure 1-1 Aircraft Dimensions

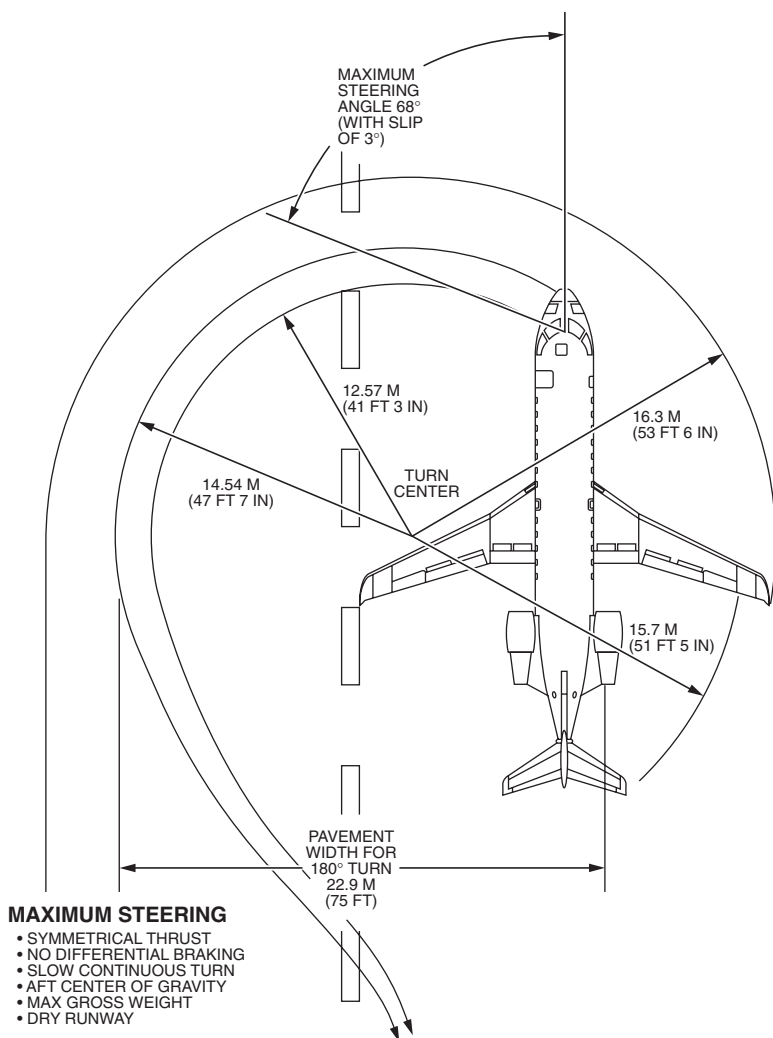


Figure 1-2 Aircraft Taxiing and Turning Radii



skin panel joints forward of FS 202.75 and aft of FS 621 are weather sealed only. The fuselage has a cylindrical cross section for most of its length. It becomes D-shaped between FS 409 and FS 559. This creates a space for the wing center section and main landing gear wheel wells. The fuselage comprises the fuselage main structure and aerodynamic fairings. Main fuselage sections include the following:

- Nose cone
- Forward fuselage
- Forward mid fuselage
- Forward fuselage extension
- Mid fuselage
- Aft fuselage extension
- Aft fuselage
- Fuselage-to-stabilizer section

FLIGHT COMPARTMENT

The flight compartment forward portion (Figure 1-3) has the following control panel and features:

- Captain's side console (Figure 1-4)
- Captain's side panel (Figure 1-5)
- Captain's instrument panel (Figure 1-6)
- Center instrument panel (Figure 1-7)
- Overhead panel (Figure 1-8)



- Glareshield (Figure 1-9)
- Center pedestal (Figure 1-10)
- First officer's instrument panel (Figure 1-11)
- First officer's side panel (Figure 1-12)
- First officer's side console (Figure 1-13)
- Control wheel switches (Figure 1-14)

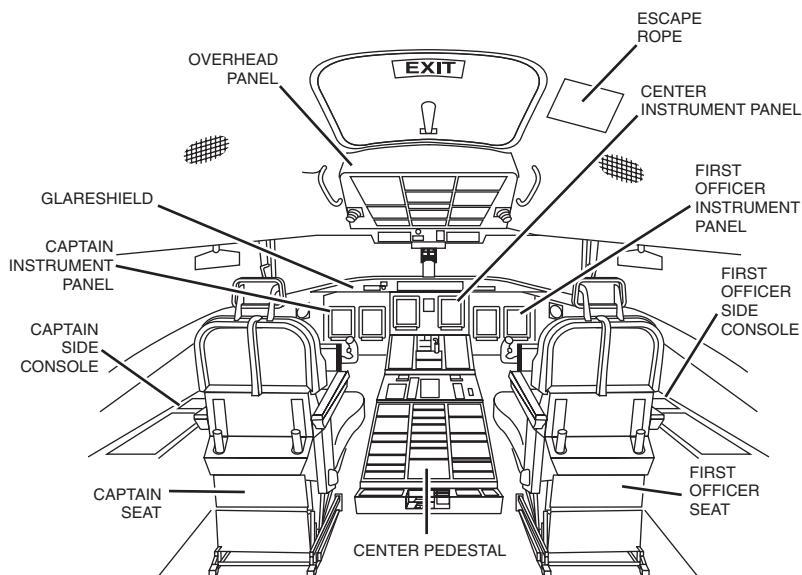


Figure 1-3 Flight Compartment Forward View

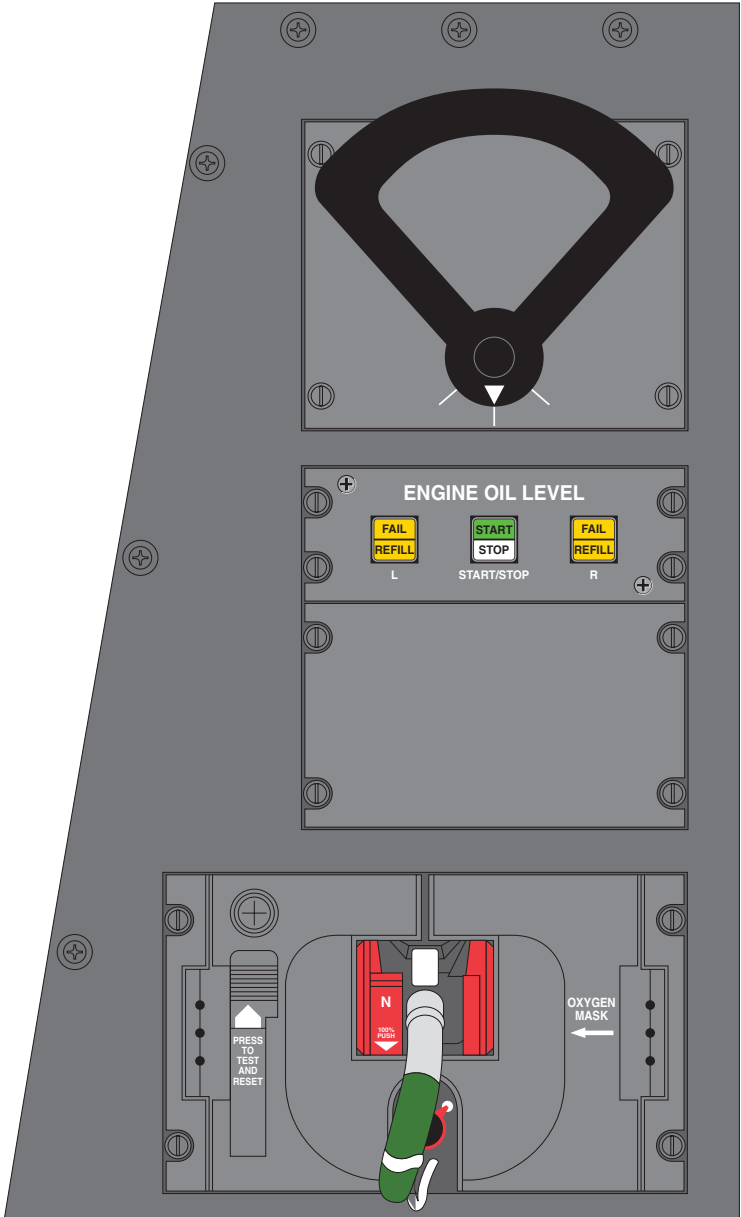


Figure 1-4 Captain's Side Console

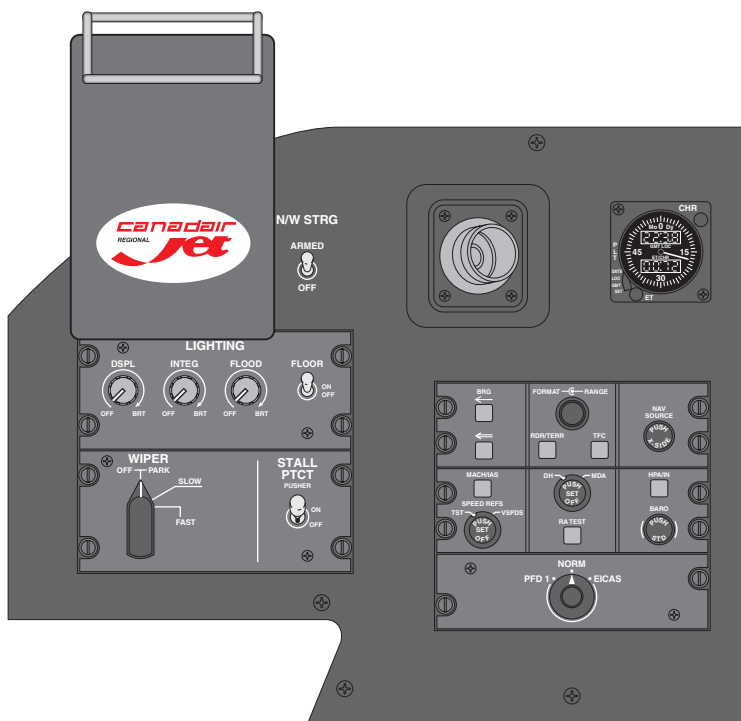


Figure 1-5 Captain's Side Panel



Figure 1-6 Captain's Instrument Panel

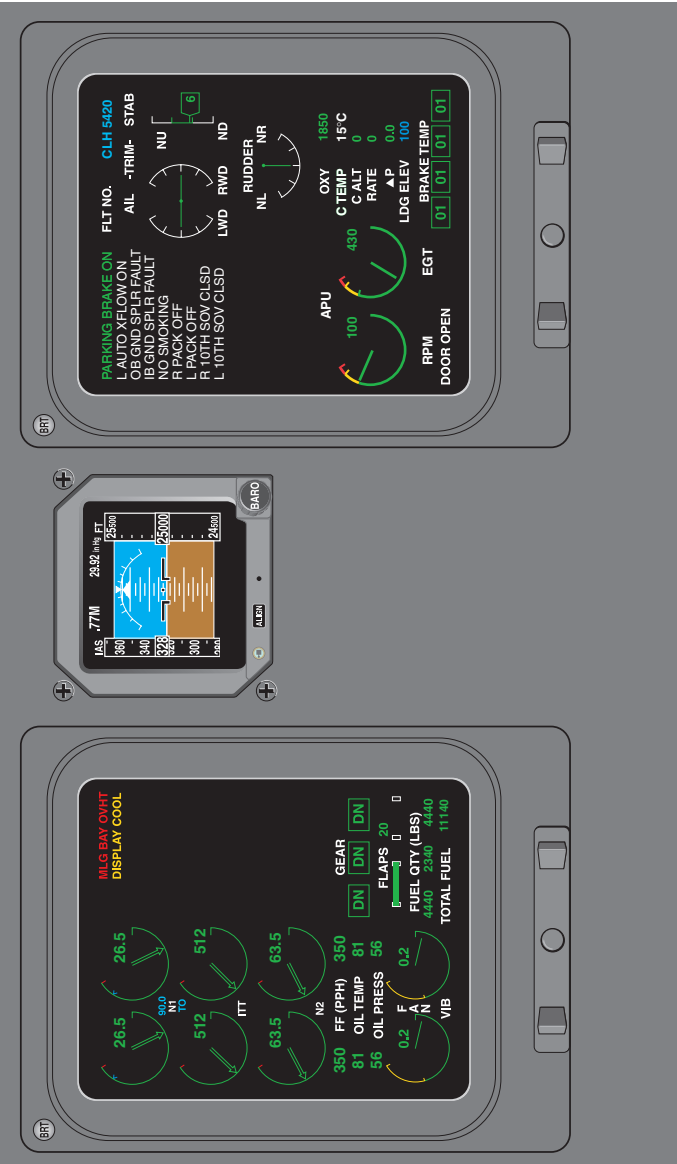


Figure 1-7 Center Instrument Panel

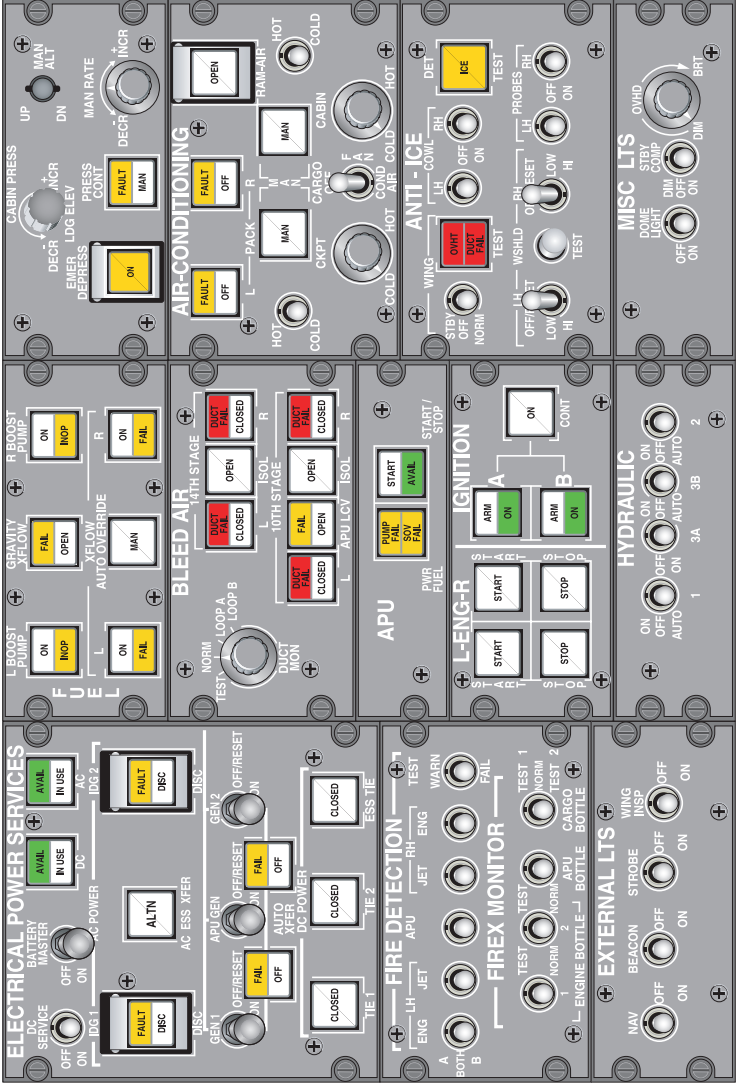


Figure 1-8 Overhead Panel (1 of 2)

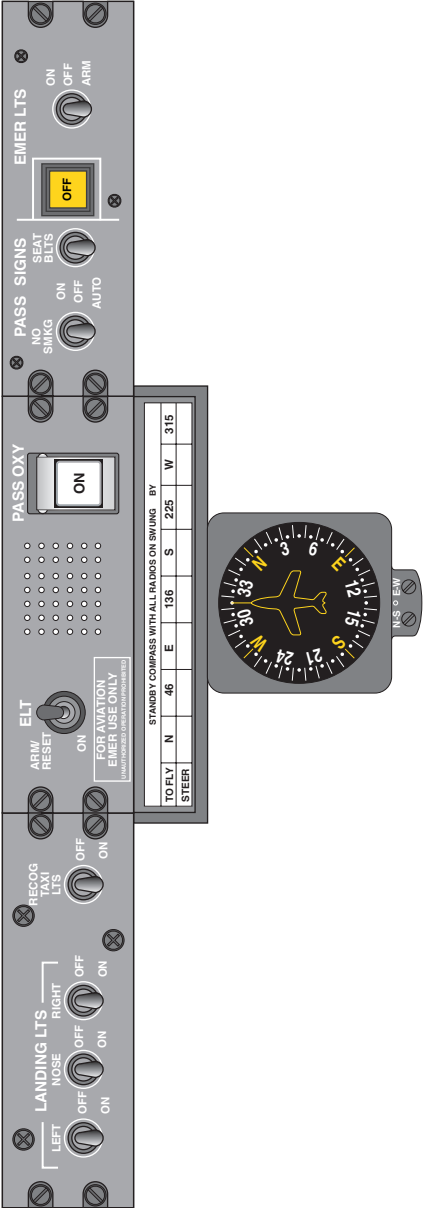


Figure 1-8 Overhead Panel (2 of 2)

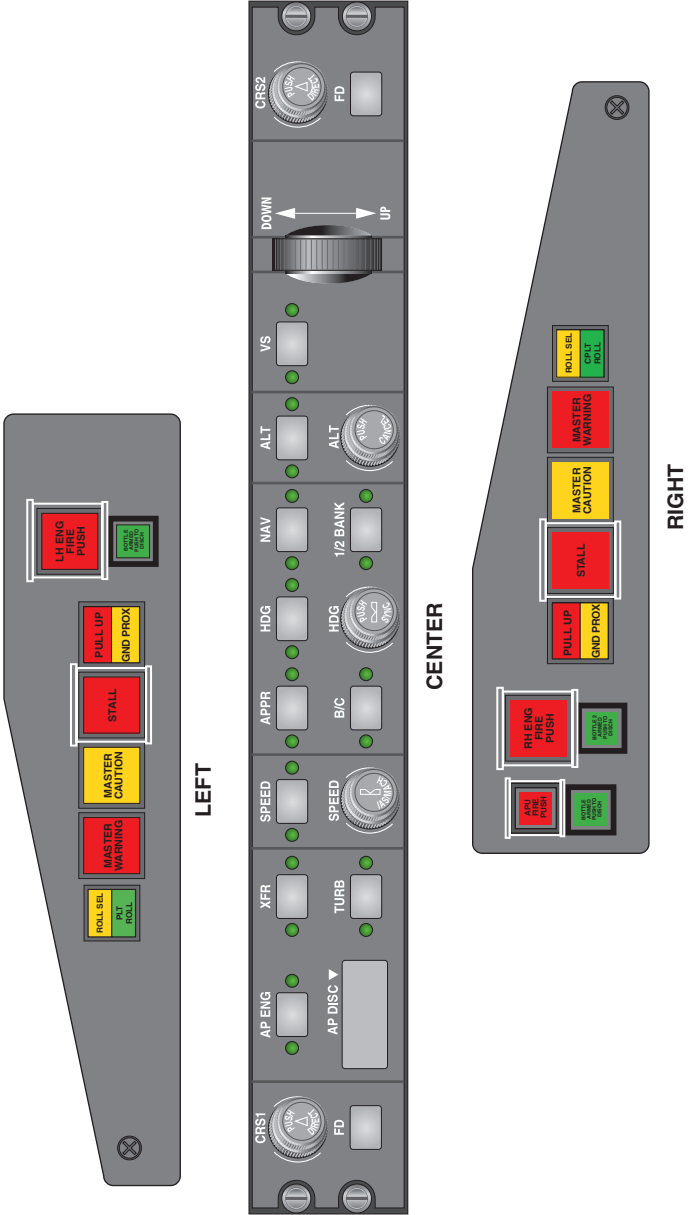


Figure 1-9 Glareshield



Figure 1-10 Center Pedestal (1 of 4)

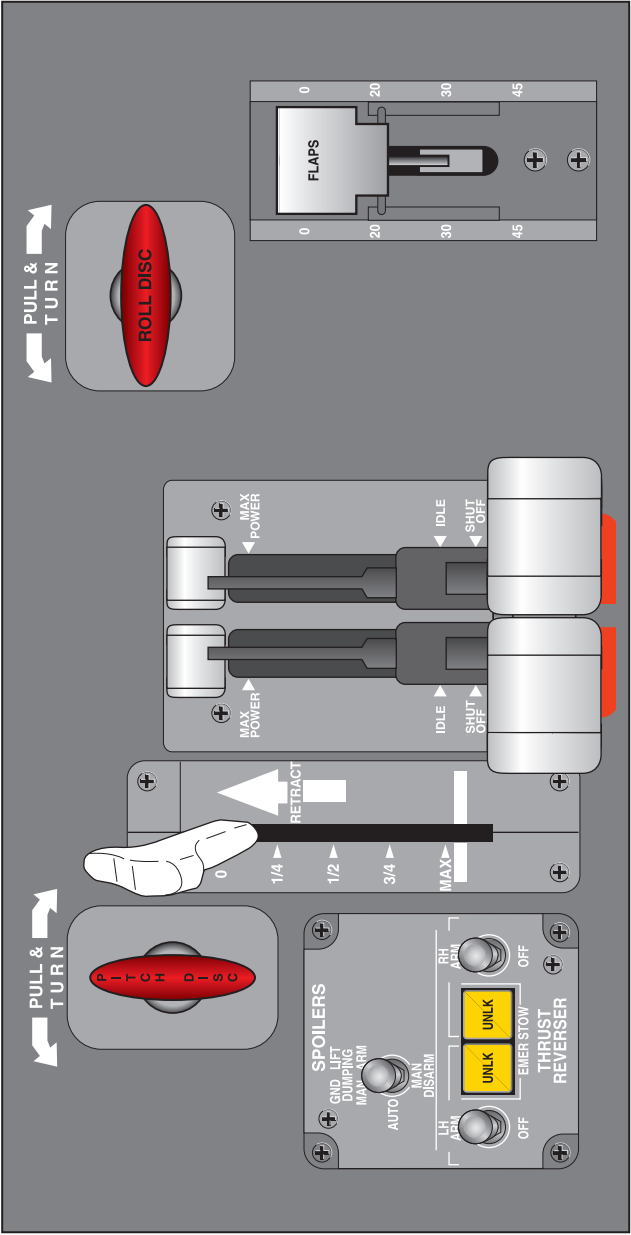


Figure 1-10 Center Pedestal (2 of 4)

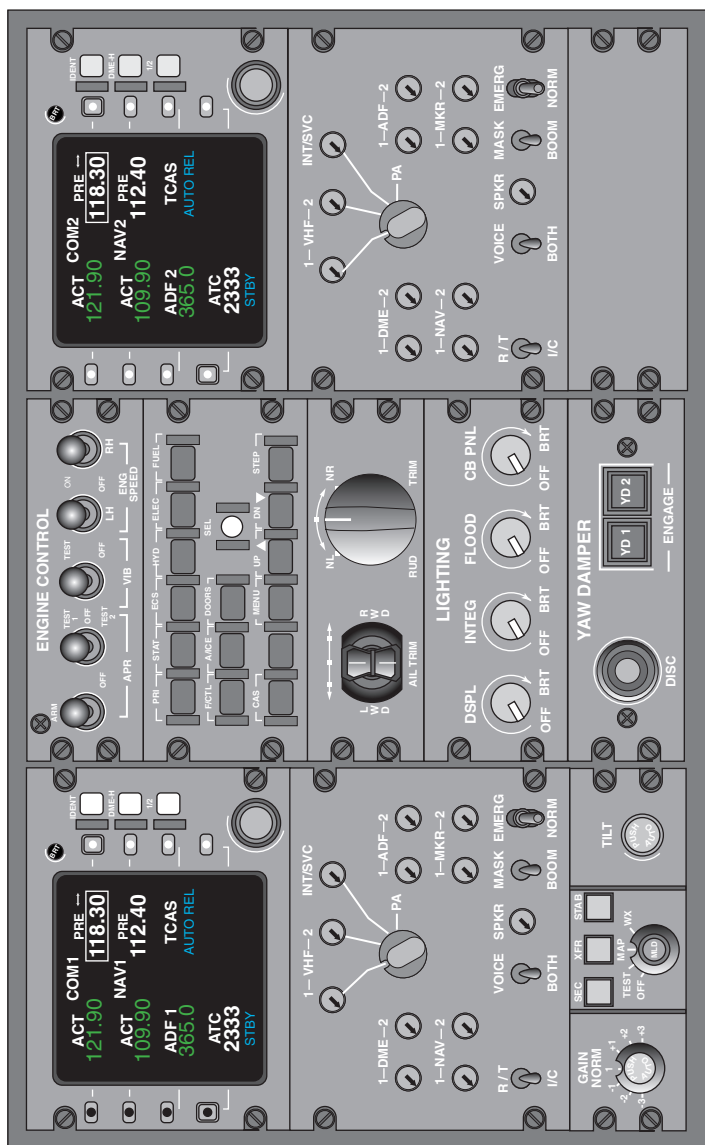


Figure 1-10 Center Pedestal (3 of 4)





Figure 1-11 First Officer's Instrument Panel



Figure 1-12 First Officer's Side Panel

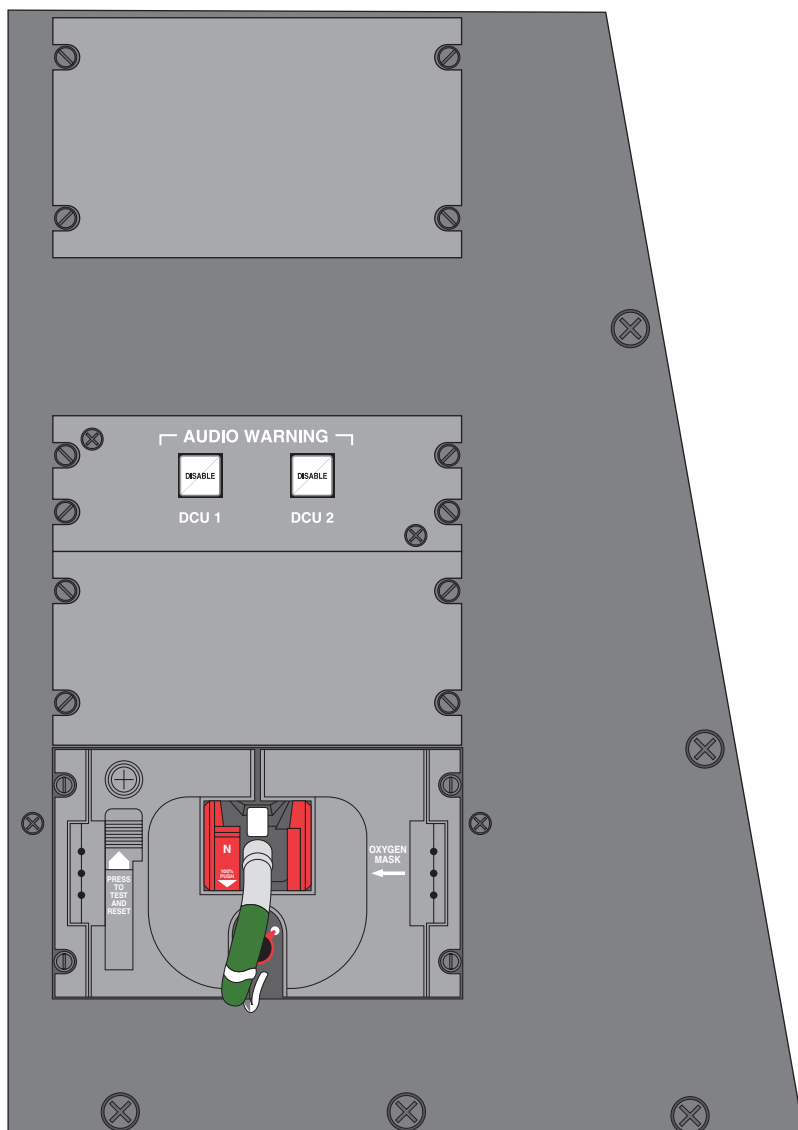


Figure 1-13 First Officer's Side Console



CAPTAIN'S CONTROL WHEEL



FIRST OFFICER'S CONTROL WHEEL

Figure 1-14 Control Wheel Switches



The flight compartment aft portion (Figure 1-15) includes the following:

- Circuit-breaker panels
- Miscellaneous equipment
- Captain and first officer seats

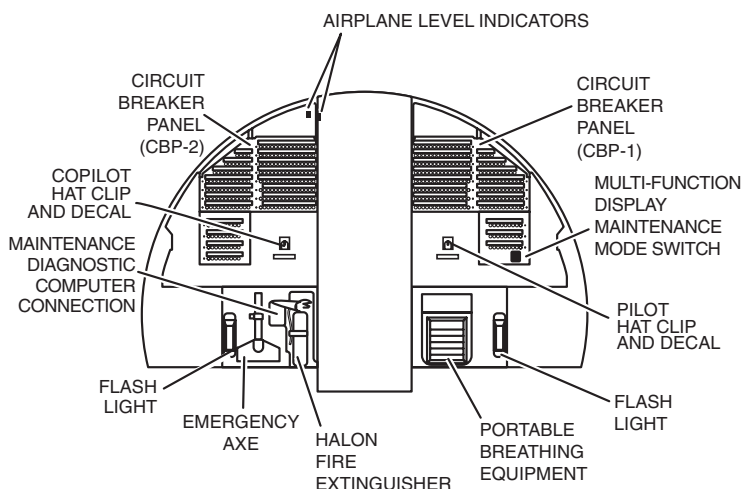


Figure 1-15 Flight Compartment Aft View

The captain and first officer seats (Figure 1-16) are similar in form, fit, and function. Each seat has a two-stage lever for fore and aft movement, a seat height lever for vertical movement, and a recline lever for backrest adjustment. Each seat has an inertia reel control, inertia reel and shoulder straps, lapbelt, crotch belt, and quick-release buckle.



CANADAIR REGIONAL JET

FLIGHT CREW OPERATING MANUAL—Volume 1

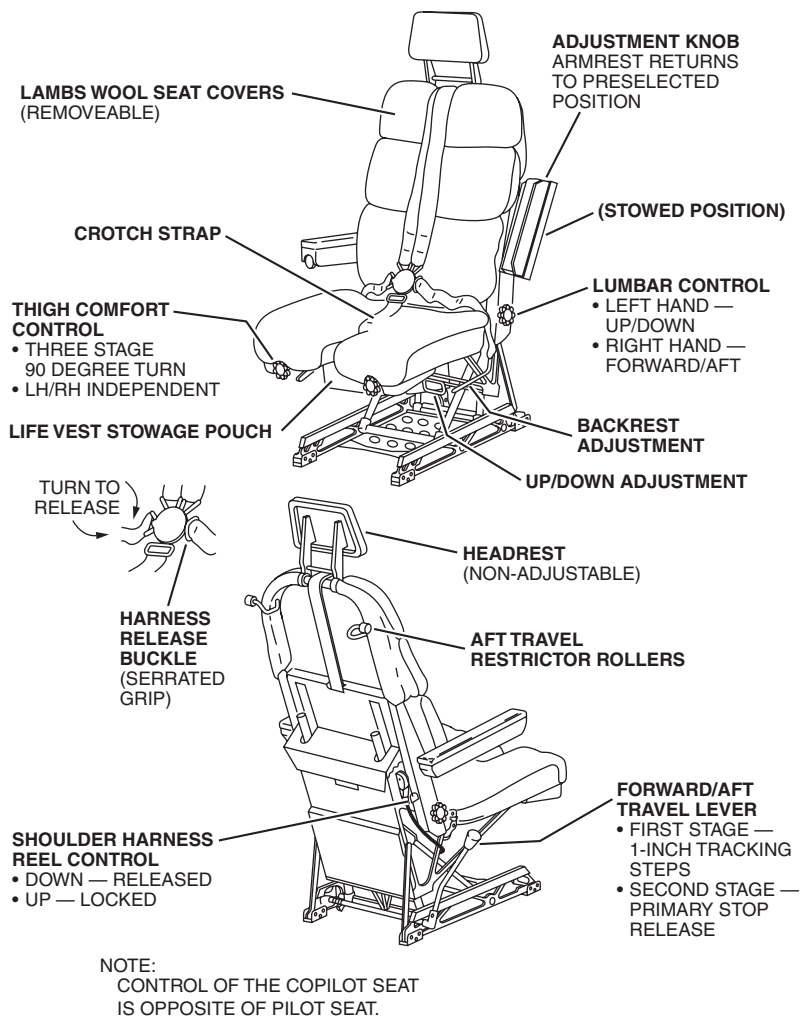
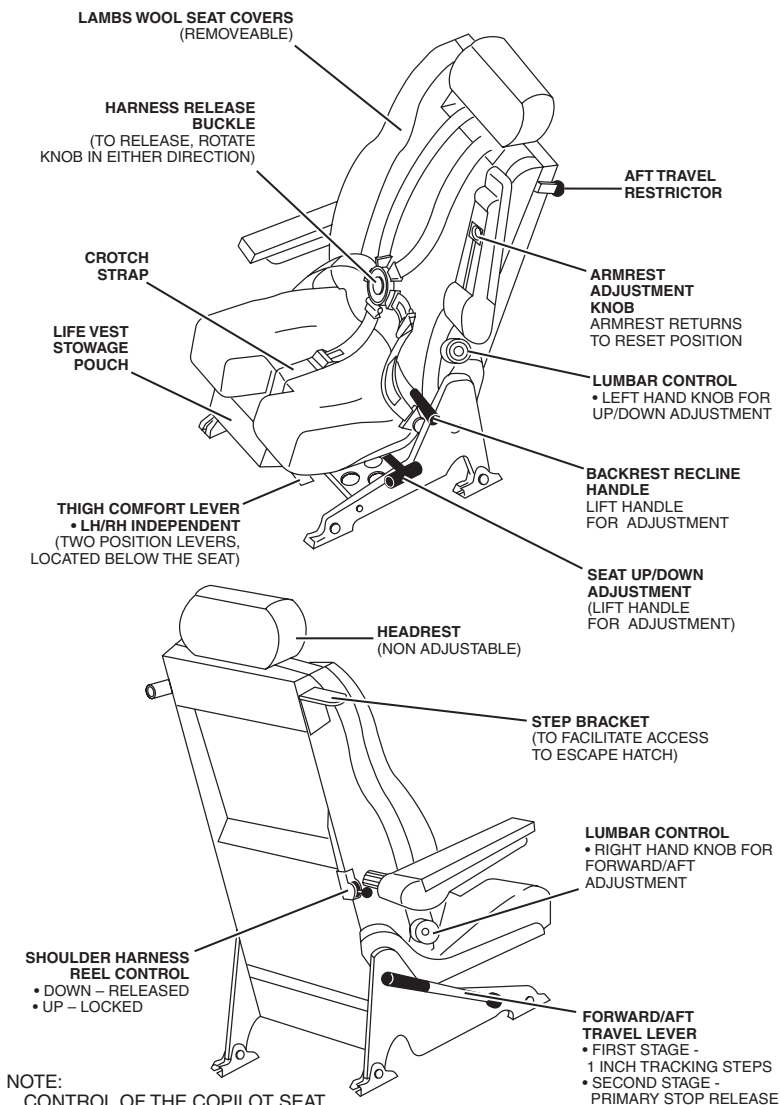


Figure 1-16 Pilot Seats (1 of 2)



SERIAL NUMBER 7452 AND SUBSEQUENT

Figure 1-16 Pilot Seats (2 of 2)



Seat Adjustment

Adjust the seat position with the appropriate control levers to obtain the optimum eye reference position relative to the eye reference position datum located on the forward center window post. Use the handhold on the upper console to assist. Keeping your head in the forward facing position, look toward the ball indicators and adjust the seat as necessary.

The correct eye reference position is established when the white indicator ball appears in the center of the orange ball. The resulting eye level should be approximately in the center of the forward window (Figure 1-17).

NOTE

During adjustment, the seat must be in the full upright position.

Correct seat placement (height, fore, and aft):

- All flight controls unrestricted throughout full travel
- Flight instruments and warning lights visible without being obstructed
- Out-of-cockpit visibility unobstructed
- Seat position same for VFR or IFR
- Seat position comfortable

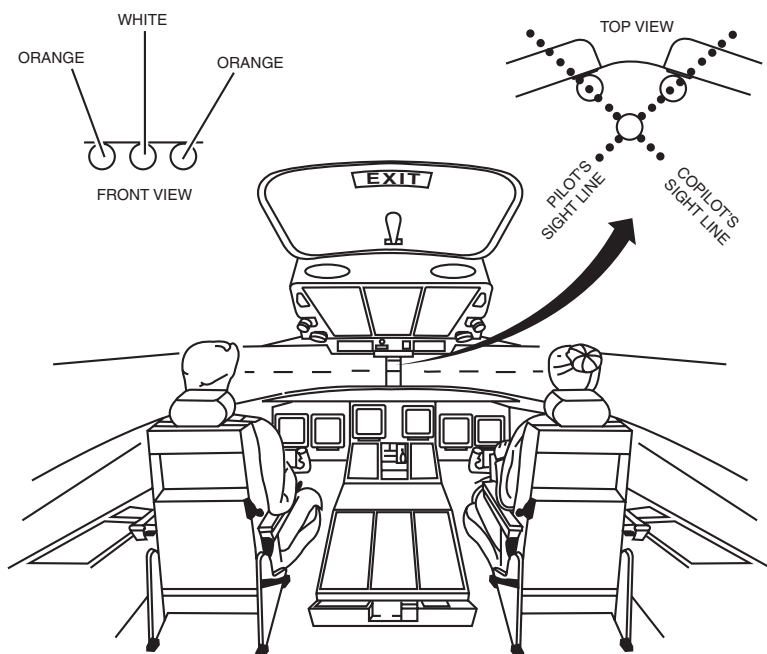


Figure 1-17 Seat Adjustment



FLIGHTDECK SECURITY DOOR

The area between the forward galley and the flightdeck contains the FLIGHTDECK SECURITY DOOR (Figure 1-18). This intrusion resistant (reinforced) cockpit door complies with the intrusion and ballistic resistance requirements of 14 CFR part 25 Amendment 25-106 and CFR part 121 Amendment 121-288.

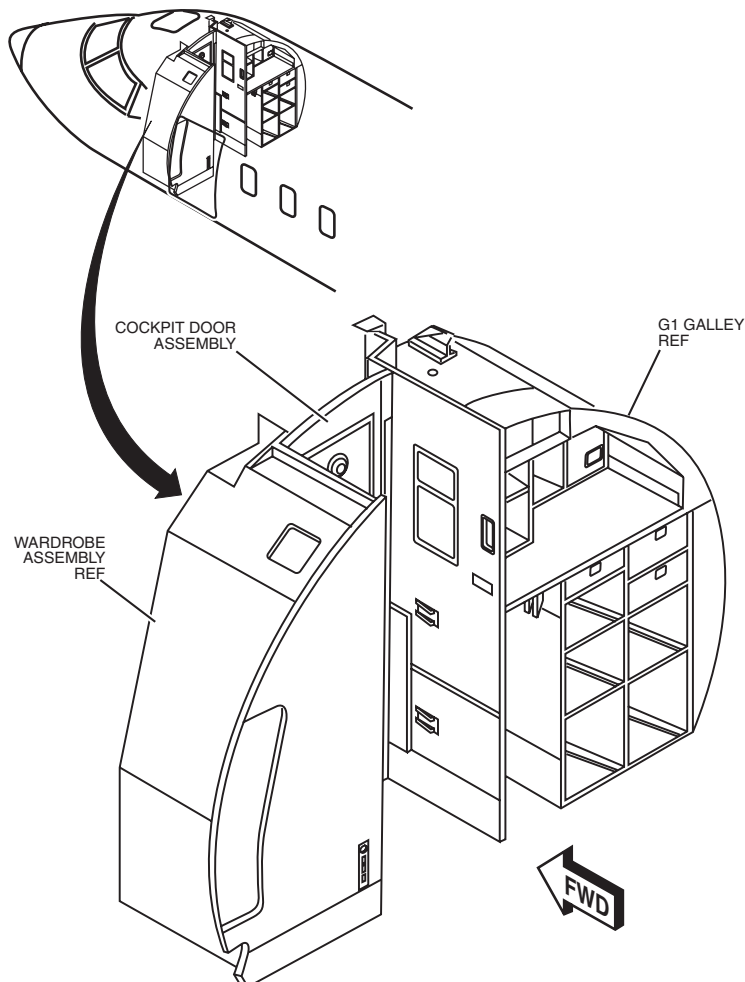


Figure 1-18 Intrusion-Resistant Cockpit Door Entry System



In addition, the intrusion resistant flightdeck door complies with all other applicable regulations including, but not limited to: static strength, rapid decompression, smoke evacuation and penetration, required airflow, and emergency ingress and egress.

Components of the intrusion resistant flightdeck door system (Figure 1-19) include the following: cockpit door main latch, mechanical deadbolt, two quick-release hinge pins, view lens, decompression panel, and decompression latch.

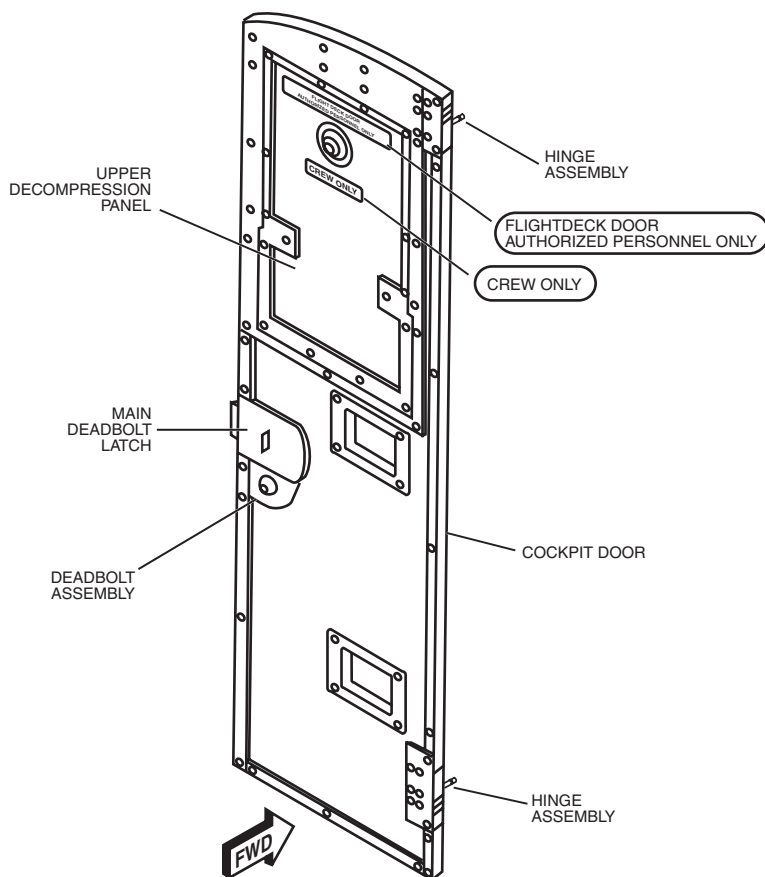


Figure 1-19 Intrusion-Resistant Cockpit Door Entry System—Passenger Side



To secure the flightdeck door during flight, slide the main latch into position to lock the door (Figure 1-20).

NOTE

This door will be retrofitted on all Pinnacle CRJs.

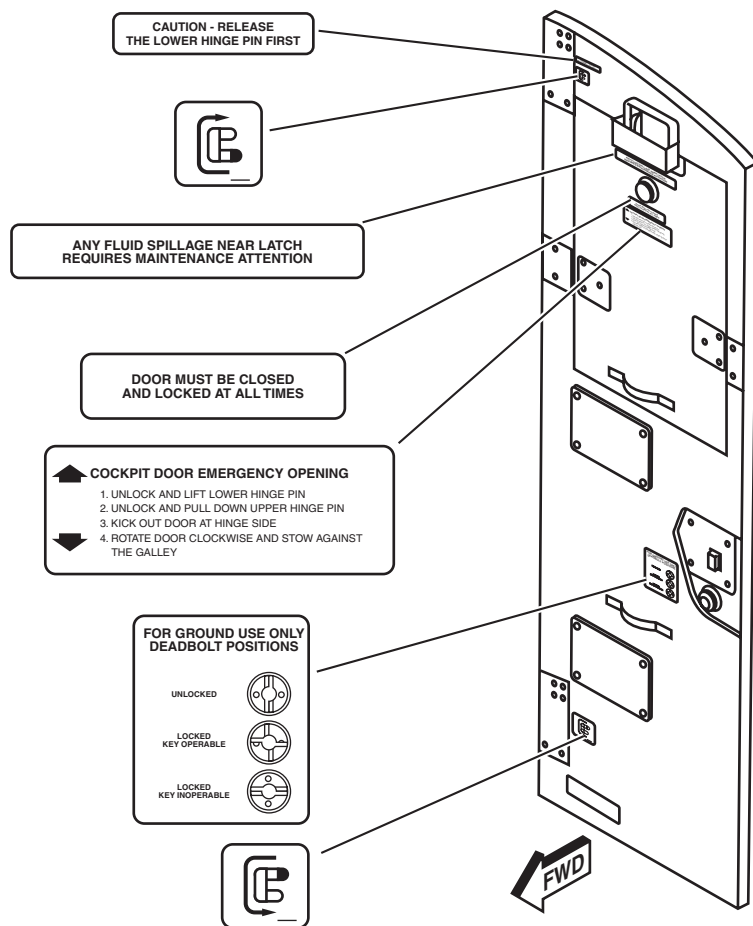


Figure 1-20 Intrusion-Resistant Cockpit Door Entry System—Flightdeck Side



Operating Limitations

The flightdeck door must be kept closed and locked at all times during flight except to permit access and egress in accordance with the FOM and this FCOM.

Any time the flightdeck door is opened in flight, a challenge and response closing and locking verification must be used to verify that the door is closed and locked.

Any time one of the required flight crew leaves the flightdeck another crew member must be present in the flightdeck to ensure that the required crew member is not locked out of the flightdeck.

Operating Procedures

Normal—To secure the cockpit door for flight, slide the main latch into position to lock the door. The deadbolt assembly is for ground use only or as directed by the MEL.

Emergency Procedures

Emergency Egress—Unlock and lift lower hinge pin. Unlock and pull down upper hinge pin. Kick out door at hinge side. Rotate door clockwise and stow against the galley.

CAUTION

Due to the weight of the door, this procedure must be started from the lower hinge pin.

Emergency Ingress—In the event that the crew becomes trapped in the cockpit or becomes incapacitated, rescue personnel can enter through the cockpit upper hatch, which is operable from both inside and outside the cockpit.

Decompression Panel—The decompression panel is held on the door by the decompression latch. When the pressure difference between the passenger cabin and the flightdeck is more than a preset limit, the latch will release the panel.



PASSENGER COMPARTMENT

The area just behind the flight compartment bulkhead, on the left side, is a wardrobe for miscellaneous equipment storage (Figure 1-21). The attendant and observer seats are in this area. When required, the seats pull out on sliding rails from the wardrobe and position across the center aisle. The seat has a safety harness and provides a comfortable, safe place for the observer to view the airplane controls. The seat safety harness is a four-point harness with an adjustable lapbelt and shoulder straps. The harness is complete when both sides of the lapbelt and the two shoulder straps connect to the quick-release buckle.

Other equipment in the wardrobe area includes the following:

- Attendant's forward miscellaneous switch panel
- Attendant's intercom and lighting control panel
- Attendant's and observer's life vests
- Observer's oxygen mask/regulator storage unit
- Music and announcement MP3 player (if installed)
- Cabin log book storage unit
- Portable oxygen, except on some models of the 440LR (See CRJ variations page)
- Portable fire extinguisher
- Protective breathing equipment
- First aid kit
- Medical kit

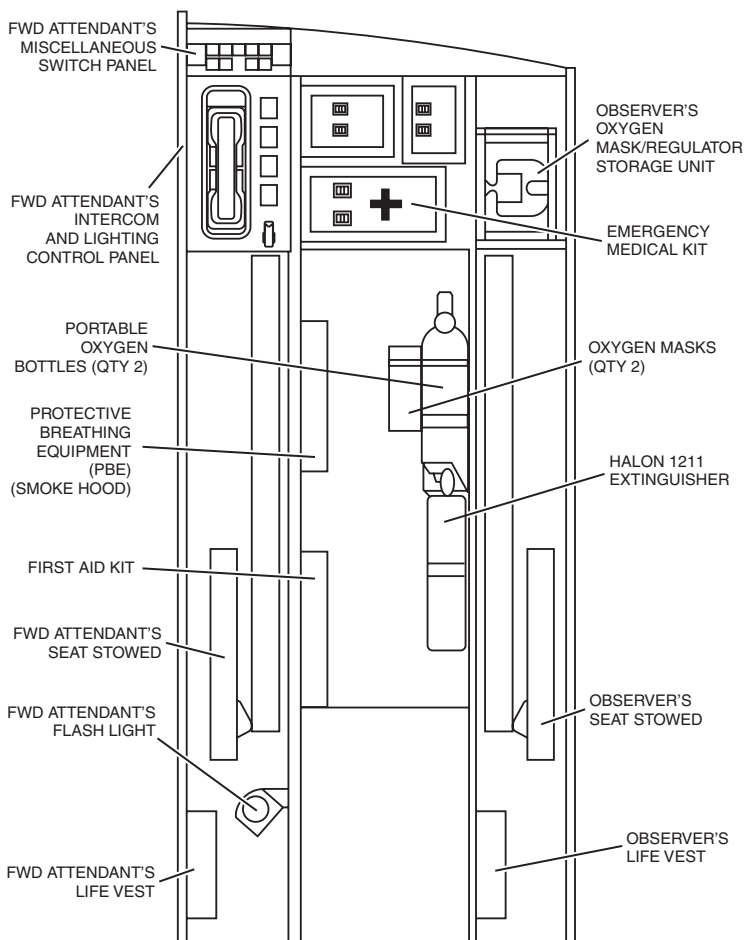


Figure 1-21 Wardrobe Area Equipment



Other furnishings and equipment in the forward portion of the passenger compartment (Figure 1-22) include the following equipment and features:

- Emergency signs
- Passenger/crew door
- Galley and galley service door

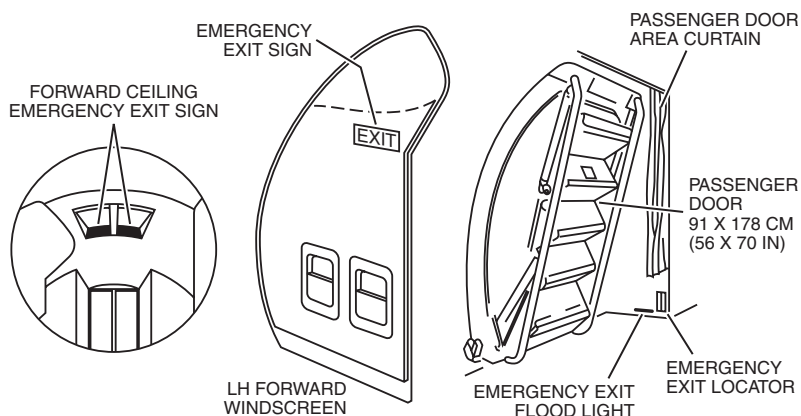


Figure 1-22 Passenger Compartment Forward Area (1 of 2)

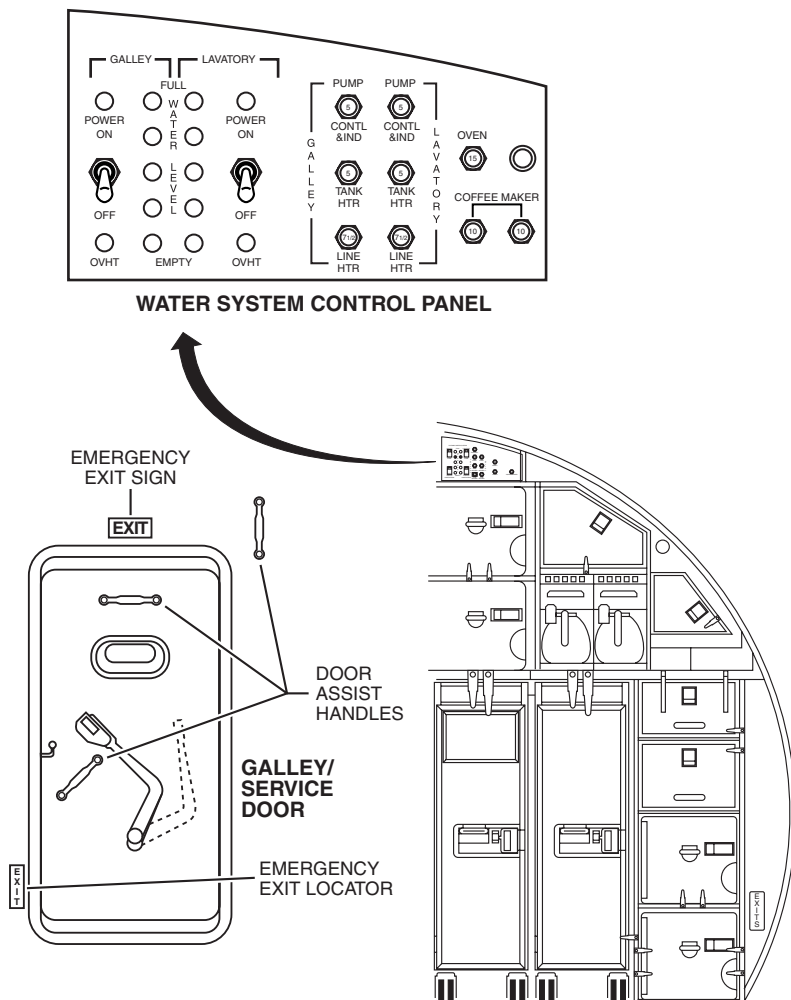


Figure 1-22 Passenger Compartment Forward Area (2 of 2)



The passenger compartment aft area contains the following equipment (Figure 1-23):

- Overhead bins
- Emergency exits and signs
- Passenger seats
- Miscellaneous equipment
- Aft lavatory (Figure 1-24)

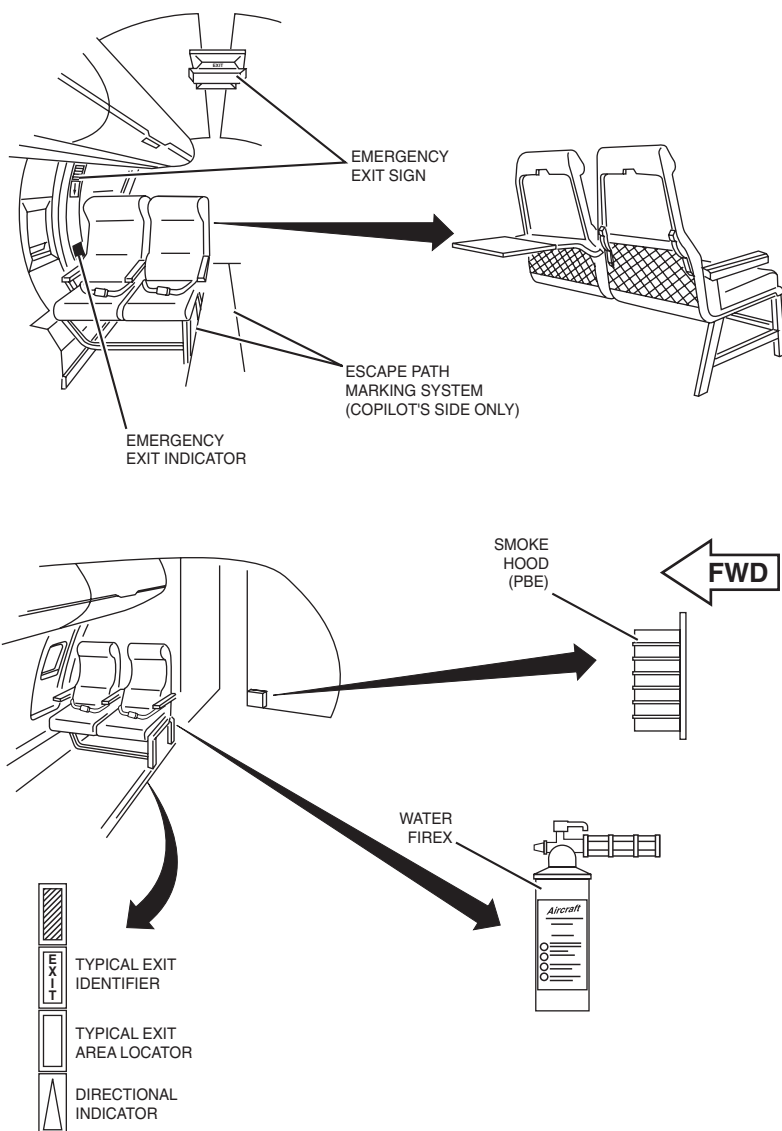


Figure 1-23 Passenger Compartment Aft Area (1 of 2)

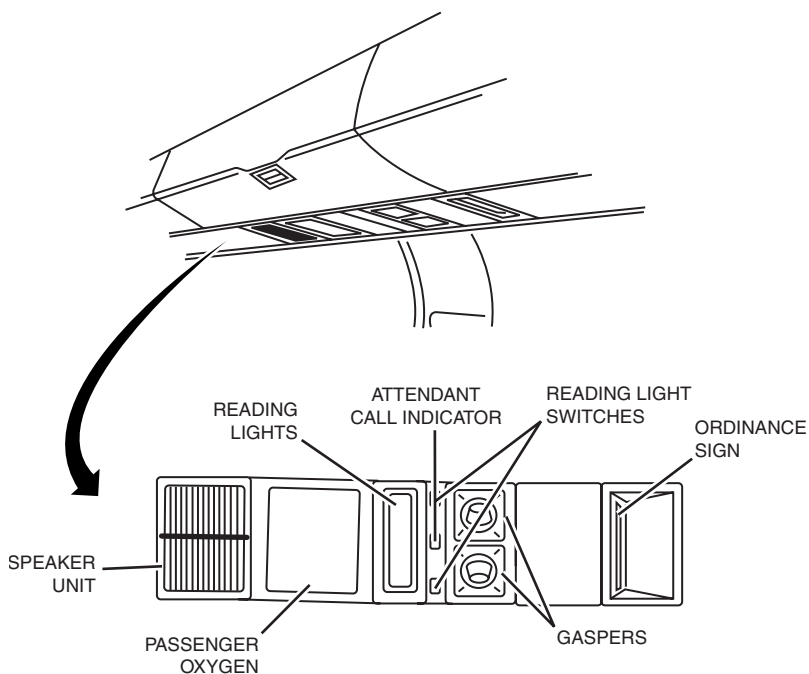


Figure 1-23 Passenger Compartment Aft Area (2 of 2)



AFT LAVATORY

CREW ALERTING SYSTEM
MESSAGE TABLE

SMOKE TOILET

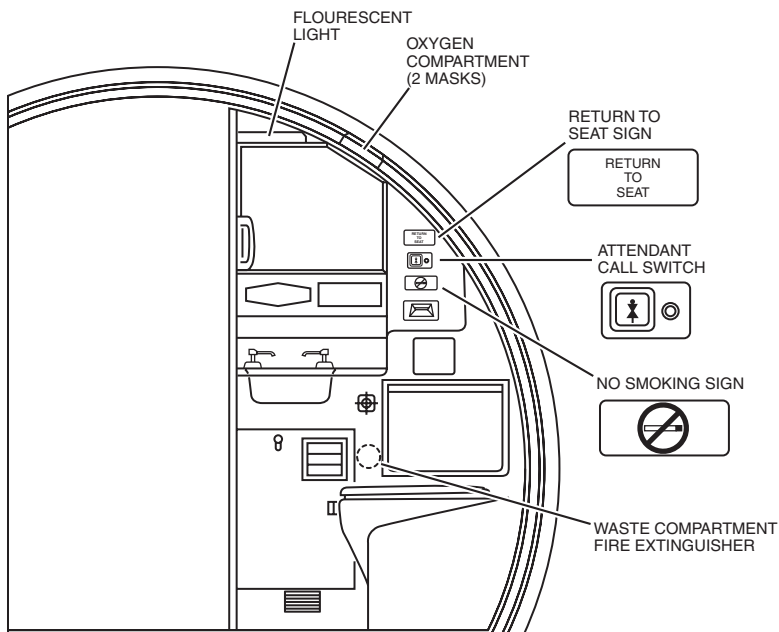
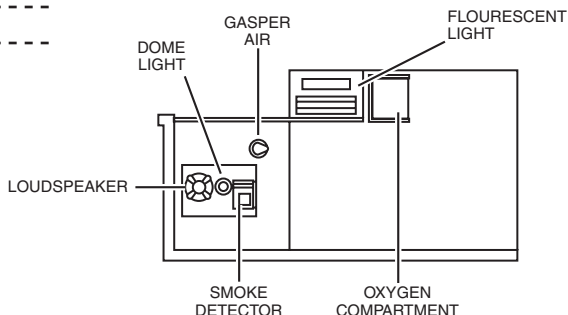


Figure 1-24 Aft Lavatory



DOORS

The aircraft has the following eight exterior doors (Figure 1-25):

- Passenger door
- Avionics bay door
- Crew escape hatch
- Galley service door
- Right overwing emergency exit
- Aft equipment bay door
- Cargo bay door
- Left overwing emergency exit

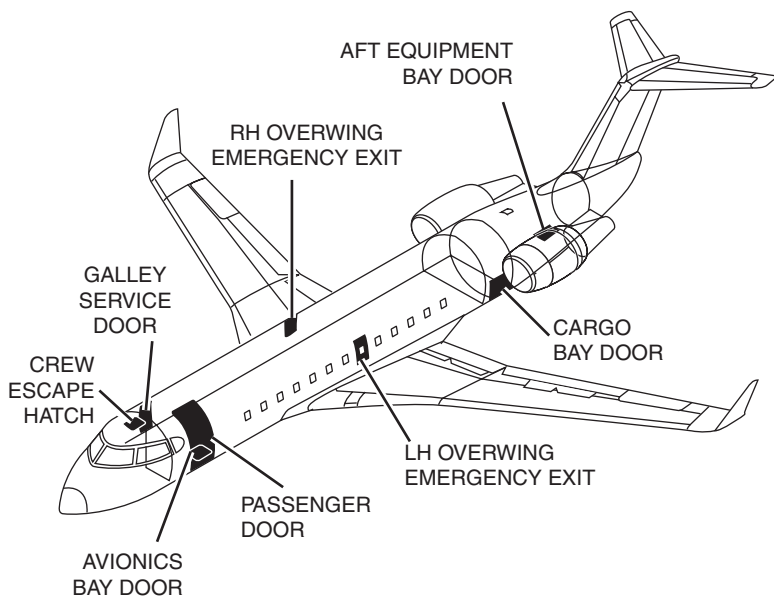


Figure 1-25 Aircraft Doors



A door warning system provides crew indications about the condition and safety of the following pressurized aircraft doors:

- Passenger door
- Galley service door
- Avionics bay door
- Overwing emergency exits
- Cargo bay door

Passenger Door

The passenger door, which is the main entrance/exit for passengers as well as flight crew, is at the forward left-hand side of the fuselage. The door incorporates integral stairs with a retractable top and bottom step and two folding handrails. It opens outwards and downwards. A gas spring assists with lowering the door, and a power-assist function assists door closing (Figure 1-26).

The door rests upon a support wheel when the door is in the fully open position. Stairway lighting is provided in the risers of the stairs and at the threshold area. Stairway lighting is controlled by BOARDING LIGHTS ON/OFF switch/light at the forward attendant's console.

Passenger Door Operation—Inner Handle

The inner door handle rotates downwards to lock and upwards to unlock the passenger door. Operating instructions are placarded on the door (Table 1-1).

Table 1-1 DOOR OPERATION

TO OPEN	TO CLOSE
1. LIFT HANDLE UP	1. PULL DOOR IN
2. PUSH DOOR OUT FIRMLY TO ARMS LENGTH	2. PUSH HANDLE FULLY DOWN
	3. CHECK INDICATION MARKS



CAUTION

DO NOT OPERATE DOOR ASSIST SYSTEM
DURING POWER SWITCHING.
(APU GENERATOR TO EXTERNAL POWER)

NOTICE

1. MAXIMUM LOAD CAPABILITY- 1000 LG. (454KG)
2. MAXIMUM NUMBER OF PASSENGERS ALLOWED ON THE STAIRWAY- 4

DOOR OPERATION

TO OPEN

1. LIFT HANDLE UP
2. PUSH DOOR OUT FIRMLY TO ARMS LENGTH

TO CLOSE

1. PULL DOOR IN
2. PUSH HANDLE FULLY DOWN
3. CHECK INDICATION MARKS

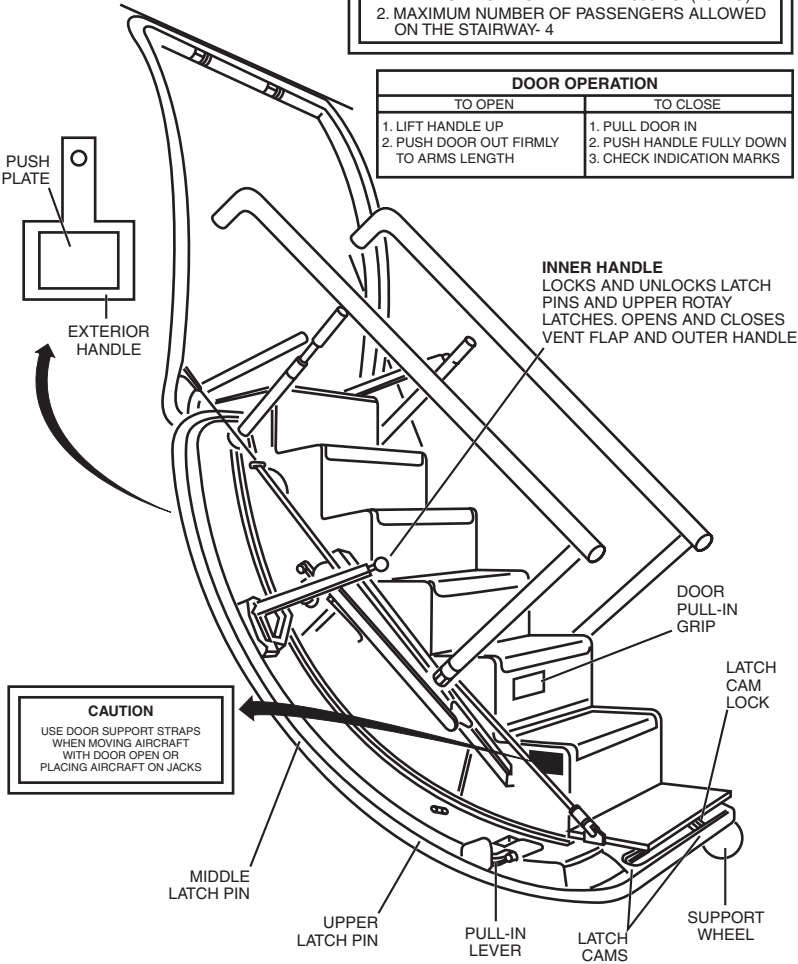


Figure 1-26 Passenger Door—Operating Controls



NOTE

1. Maximum load capacity of door is 454 kilograms (1,000 pounds).
2. Maximum number of people permitted on the stairway is four.

Door Operation (Normal)

Normal door operation is accomplished by executing the following procedures. The interior single-lever handle rotates downward to lock and upward to unlock. Total rotation of the handle is approximately 53°.

To open from the interior (Figure 1-27):

- An initial 22° free motion of the handle before unlatching unlocks the latch mechanism and opens the pressurization flap in the exterior door surface. Continued rotation of the handle unlatches the upper two “C” rotary latches and disengages the four latch pins.
- As the door is pushed outward, it descends in a controlled gradual movement damped by the motor-actuator. The door ground support wheel deploys from the stowed position.

To open from the exterior (Figure 1-28):

- Grasp the outer handle on its lower edge and rotate upward and outward. This action unlocks and opens the mechanism, opening the pressurization flap in the exterior door surface.
- Pulling outward on the handle rotates the door downward. The opening sequence then follows that described for the operation from the interior.



The handrails are secured in accordance with the handrail placard (Table 1-2).

Table 1-2 HANDRAIL OPERATION

TO USE	TO FOLD
BOTH PINS IN PLACE THRU POSTS	BOTH PINS IN PLACE THRU STAIRS

To close from the interior:

- The door is pulled up using the DOOR ASSIST CLOSE switch on the forward attendant's panel (press and hold switch until door is fully closed).

NOTE

Do not operate door-assist system during power switching (APU generator to external power).

An interlock on the cam mechanism of the passenger door prevents the inner handle from moving to the closed position until the door is fully closed.

- To latch the door, pull and hold the door completely closed by the assist handle provided in the door steps. Simultaneously push fully down on the interior handle to complete the latching operation.

To close from the exterior, reverse the sequence described for opening from the exterior.

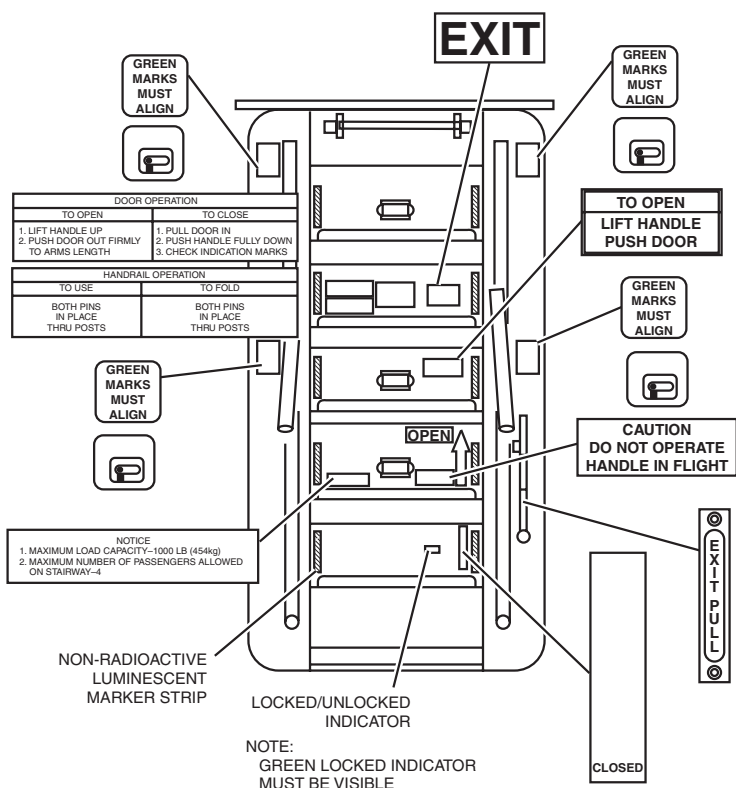
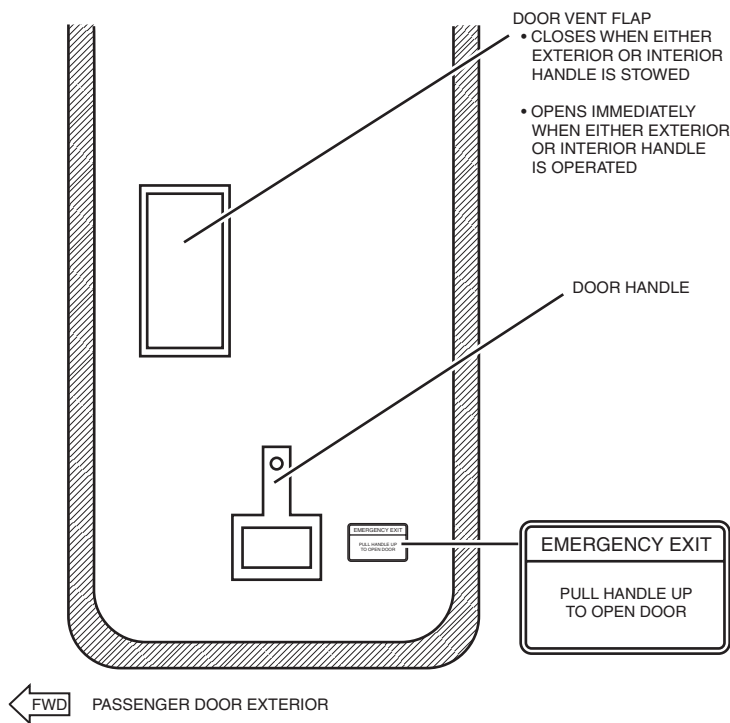


Figure 1-27 Passenger Door—Interior Placards



NOTE:
STAND CLEAR OF DOOR DURING OPENING

Figure 1-28 Passenger Door—Exterior Controls and Placards

Operation (Emergency)

The operation of the passenger door as an emergency exit follows exactly the same procedure as described for normal operation. All applicable requirements for designation of the passenger door as an emergency exit are contained within the appropriate Bombardier Aerospace design compliance documentation. Crews should be aware that the required labeling and placarding must be in place for regulatory compliance.



Door Indications

The latched and locked position of the two rotary latches and the latched position of the four latch pins is visible to the flight crew from the interior of the aircraft. There is a visual indication for the locked condition of the roll latch shaft.

Indications for the rotary latches consist of green-colored identification strips. One portion of these strips is on the rotary latch, and the other is on the fixed door structure. A register on the upper lock also identifies a locked condition of the roll latch shaft.

The four door side latch pins are similarly marked by green identification registers incorporated at the end of each bolt attaching the latch pin to the push rod mechanism. Each identification register protrudes through a slot in the inner door surface and is weather-proofed by a transparent cover. The witness marks are underneath this transparent cover and marked with placards in close proximity to identify the marks at each pin location.

A closed condition of the exterior handle and closed condition of the door pressurization flap, as well as a lower lock active position, is verified by a flag indicator. This shows a message indicator between two witness marks and can be viewed through a window centrally located in a stair riser. When the lower lock is in the locked position, the flap mechanism directly actuates the red UNLOCK flag to a green LOCKED flag.



Flight Deck Indications

Instrument Panel

The passenger door visual and aural indications on the flight deck are controlled by the EICAS data concentrator units and the master caution and warning light system.

Door safety is assured by a combination of separate proximity switch electronic unit output conditions, processed by EICAS input logic. If any one of the conditions show a fault, the master caution and warning lights illuminate and flash appropriately. If a red warning message is displayed on the EDP 1 primary display, a triple chime sounds and the door aural message annunciates. If an amber caution message is displayed, a single chime sounds. See Table 1-3 and Table 1-4 for the light indications, EICAS messages, and corresponding door status.



Table 1-3 ON GROUND DOOR ALERT INDICATIONS

# OPEN	HNDL	LOW LOCK	TOP LOCK	FWD PIN	AFT PIN	FWD ROLLER	AFT ROLLER	DOOR	PRIMARY DISPLAY	SYNOPTIC PAGE
0	C	C	C	C	C	C	C	C	—	Green Outline
1	O	C	C	C	C	C	C	C	Amber PAX DR PASSENGER OUT HNDL	Amber PASSENGER OUTER HNDL
1	C	O	C	C	C	C	C	C	Red PASSENGER Door	Red PASSENGER
1	C	C	O	C	C	C	C	C	Red PASSENGER Door	Red PASSENGER
1	C	C	C	O	C	C	C	C	Amber PAX DR LATCH	Amber PASSENGER LATCH
1	C	C	C	C	O	C	C	C	Amber PAX DR LATCH	Amber PASSENGER LATCH
1	C	C	C	C	C	O	C	C	Amber PAX DR LATCH	Amber PASSENGER LATCH
1	C	C	C	C	C	C	O	C	Amber PAX DR LATCH	Amber PASSENGER LATCH



Table 1-3 ON GROUND DOOR ALERT INDICATIONS (Cont)

# OPEN	HNDL	LOW LOCK	TOP LOCK	FWD PIN	AFT PIN	FWD ROLLER	AFT ROLLER	DOOR	PRIMARY DISPLAY	SYNOPTIC PAGE
1	C	C	C	C	C	C	C	O	—	Amber PASSENGER LATCH
2	O	O	C	C	C	C	C	C	Amber PAX DR LATCH	Red PASSENGER
2	O	C	O	C	C	C	C	C	Red PASSENGER DOOR	Red PASSENGER and OUT HNDL
2	O	C	C	O	C	C	C	C	Red PASSENGER DOOR	Red PASSENGER
2	O	C	C	C	O	C	C	C	Red PASSENGER DOOR	Red PASSENGER
2	O	C	C	C	C	O	C	C	Red PASSENGER DOOR	Red PASSENGER
2	O	C	C	C	C	C	O	C	Red PASSENGER DOOR	Red PASSENGER
2	O	C	C	C	C	C	C	O	Red PASSENGER DOOR	Red PASSENGER
All red PASSENGER DOOR with 2 or more targets open										



Table 1-4 IN FLIGHT DOOR ALERT INDICATIONS

# OPEN	HNDL	LOW LOCK	TOP LOCK	FWD PIN	AFT PIN	FWD ROLLER	AFT ROLLER	DOOR	PRIMARY DISPLAY	SYNOPTIC PAGE
0	C	C	C	C	C	C	C	C	—	Green Outline
1	O	C	C	C	C	C	C	C	Amber PAX DR OUT HNDL	Amber PASSENGER OUTER HNDL
1	C	O	C	C	C	C	C	C	Amber PAX DR LATCH	Amber PASSENGER LATCH
1	C	C	O	C	C	C	C	C	Amber PAX DR LATCH	Amber PASSENGER LATCH
1	C	C	C	O	C	C	C	C	Amber PAX DR LATCH	Amber PASSENGER LATCH
1	C	C	C	C	O	C	C	C	Amber PAX DR LATCH	Amber PAX DR LATCH
1	C	C	C	C	C	O	C	C	Amber PAX DR LATCH	Amber PAX DR LATCH



Table 1-4 IN FLIGHT DOOR ALERT INDICATIONS (Cont)

# OPEN	HNDL	LOW LOCK	TOP LOCK	FWD PIN	AFT PIN	FWD ROLLER	AFT ROLLER	DOOR	PRIMARY DISPLAY	SYNOPTIC PAGE
1	C	C	C	C	C	C	O	C	Amber PAX DR PASSENGER LATCH	Amber PASSENGER LATCH
1	C	C	C	C	C	C	C	O	Amber PAX DR PASSENGER LATCH	Amber PASSENGER LATCH
2	O	O	C	C	C	C	C	C	Red PASSENGER DOOR	Red PASSENGER
2	O	C	O	C	C	C	C	C	Red PASSENGER DOOR	Red PASSENGER
2	O	C	C	O	C	C	C	C	Red PASSENGER DOOR	Red PASSENGER
2	O	C	C	C	O	C	C	C	Red PASSENGER DOOR	Red PASSENGER
2	O	C	C	C	C	O	C	C	Red PASSENGER DOOR	Red PASSENGER
2	O	C	C	C	C	C	O	C	Red PASSENGER DOOR	Red PASSENGER
2	O	C	C	C	C	C	C	O	Red PASSENGER DOOR	Red PASSENGER
2	O	C	C	C	C	C	C	O	Red PASSENGER DOOR	Red PASSENGER
All red PASSENGER DOOR with 2 or more targets open										



Avionics Bay Door

The avionics bay door (Figure 1-29), under the fuselage forward area, opens inward and moves forward and aft on tracks. Pressing the push plate extends the handle for door operation. Turning the handle 90°, counterclockwise to open and clockwise to close, operates the latch mechanism to engage or disengage two lockpins from sockets on the fuselage. To set the handle in its recess, push in until the trigger plate's spring-loaded latch engages with the housing.

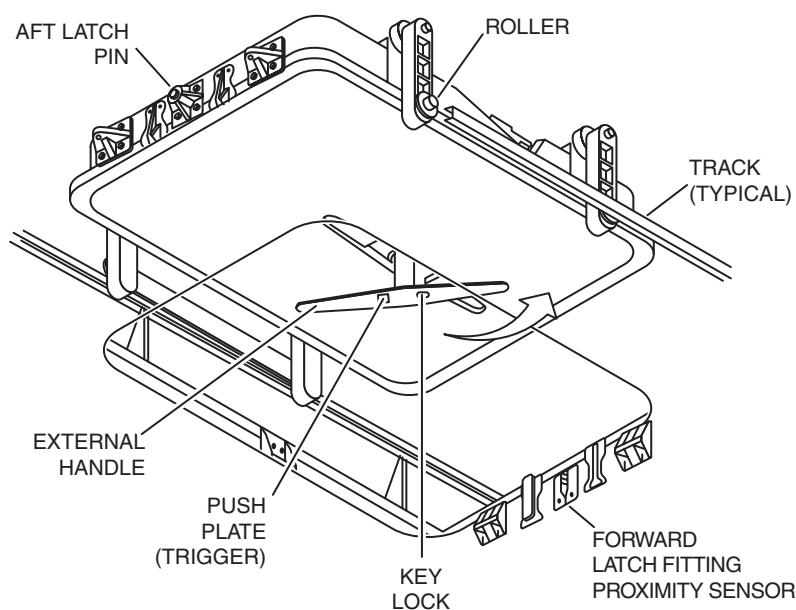


Figure 1-29 Avionics Bay Door



NOTE

Restow the avionics bay door handle if it is necessary to completely open the avionics door for any reason. It is important to remember to un-stow (move the handle to the unlatched position) prior to closing the avionics bay door, or damage to the latch pins and surrounding structure could occur.

Crew Escape Hatch

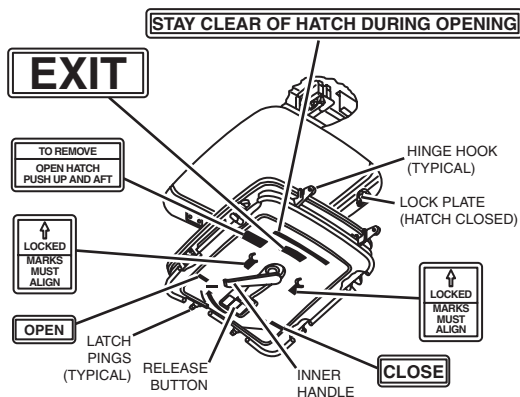
The crew escape hatch (Figure 1-30) is on the flight compartment ceiling, above the center pedestal. Pressing the push plate on the outer handle ejects the handle from its recess. Then turning clockwise to open, counterclockwise to close, the outer handle operates the latch mechanism. To retract the handle, align it with the recess and push in until the push plate engages the spring-loaded latch.

Pushing the push plate holding the inner handle allows the inner handle to turn and operate the latch mechanism. To set the inner handle in its recess, align it with the recess, then push it in until the trigger plate engages with the spring-loaded latch.

There is no EICAS caution or warning message for this door. The only method for ensuring that the door is secure is for the crew to visually check the door.



INTERIOR VIEW



EXTERIOR VIEW

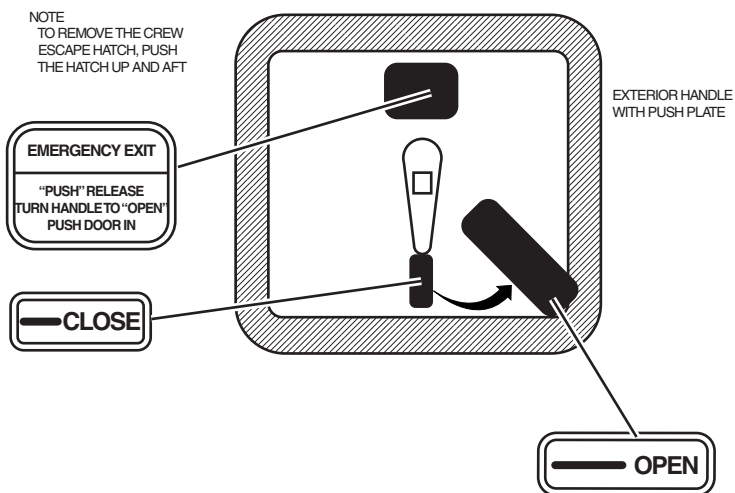


Figure 1-30 Crew Escape Hatch



Galley Service Door

I The plug-type galley service door (Figure 1-31) opens outward, with an initial inward and upward movement. The interior handle rotates clockwise to unlock (OPEN) and counterclockwise to lock (CLOSE) the service door.

Rotating the interior handle to the OPEN position unlatches the door and raises it for opening. The exterior handle has a push plate and key lock. With the door unlocked, pressing the push plate extends the handle. Moving the exterior handle to the OPEN position operates the door in the same manner as the interior handle. The door is then opened and stowed against the fuselage in a locked position.

To close the service door, the latch knob is pulled and the door pushed or pulled into its opening. Rotating the interior or exterior handle to the CLOSED position operates the door latches.

From inside the airplane, pulling the exterior handle stow knob retracts the exterior handle. The stow knob is then push back in for stowing. From outside the aircraft, the exterior handle is pushed in to complete the door closing sequence.

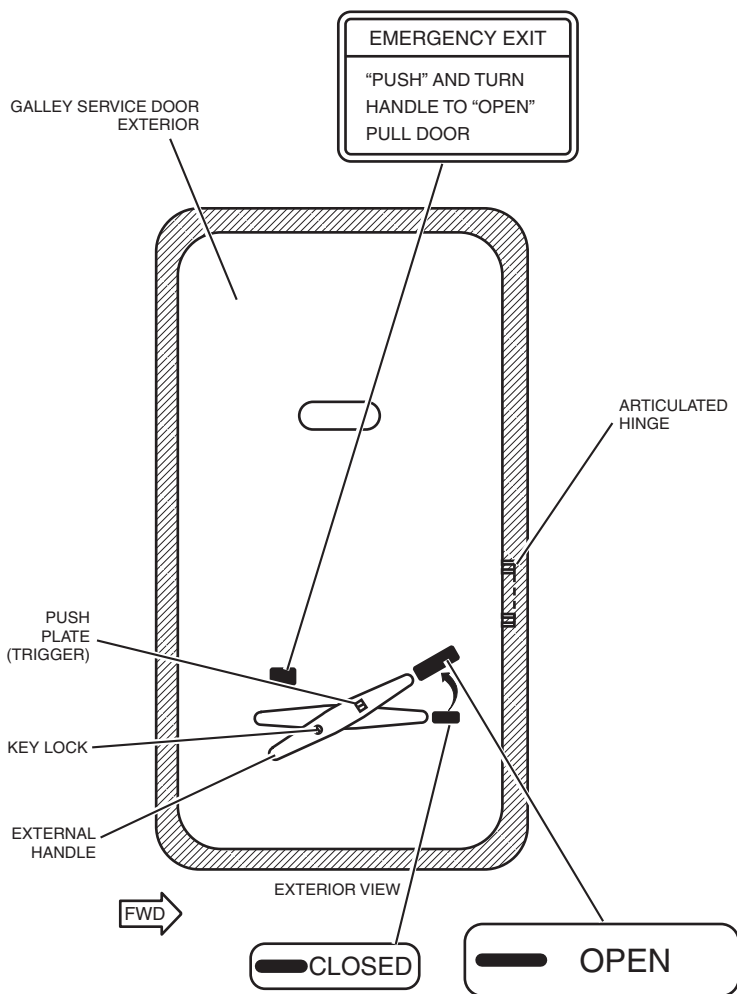


Figure 1-31 Galley Service Door (1 of 2)

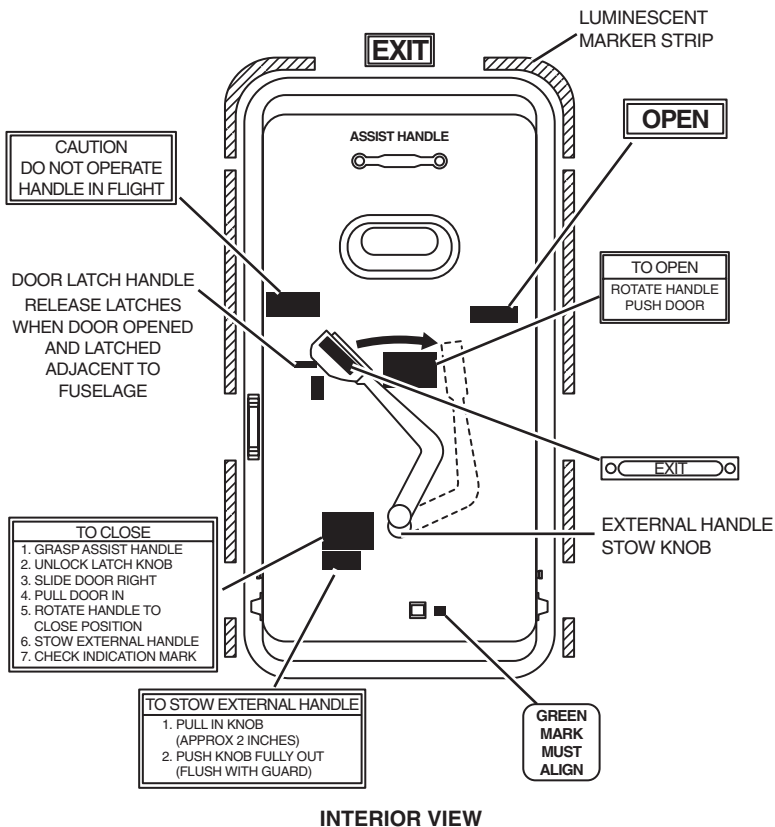


Figure 1-31 Galley Service Door (2 of 2)