

SECTION 2-02

EQUIPMENT AND FURNISHINGS

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NOTE: Optional equipment are marked with an asterisk (*) and its description may not be present in this manual.

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NOTE: Optional equipment are marked with an asterisk (*) and its description may not be present in this manual.

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COCKPIT

PILOT SEATS

The pilot seats are fixed to slide rails that permits fore and aft adjustments. When the seats are in their aftmost position, a lateral movement is also available, in order to ease crew access to the seat. Each seat is equipped with adjustable armrests, seat backs, thigh support and lumbar position, and can also be adjusted for height. Backrest inclination, thigh support and lumbar positions are hydromechanically adjusted. Seat aft, fore and lateral adjustments are mechanically actuated, the same applying to armrest adjustments.

The pilot and copilot seats are identical, except for the symmetrical arrangement of the controls. Controls on the pilot's seat are on the opposite side from those on the copilot's seat.

A switch installed in the seat allows height adjustment, which is performed by an electrical actuator. In case of electrical actuator malfunction height adjustment may also be accomplished manually by attaching a crank to the actuator and rotating it. Extension or retraction of the actuator rod connected to the seat structure permits vertical displacement.

The crew seat belts consist of five straps. The left (for the pilot seat) and right (for the copilot seat) lap belt straps are permanently fixed to a rotary buckle, provided with quick-release latch locks that are operated by turning the existing rotary device on the buckle face. The two upper straps are connected to an inertia reel attached to the seat backrest, which allows the pilot to bend forward in normal, slow movements. Abrupt movements or high acceleration locks the upper straps, preventing the pilot from impacting against the instrument panel. The inertia reel can be mechanically locked through a lever installed on the seat.

PILOT SEAT CONTROLS

1 - SEAT FORE/AFT AND LATERAL ADJUSTMENT LEVER

- Pulling the lever up, the seat is free to slide along its rails. Lateral movement is allowed only when the seat is at the aft stop.
- Releasing the lever, the seat is locked. Fore/aft movement has predetermined fixed positions. Lateral movement has only the left and right stops.

2 - SEAT HEIGHT ADJUSTMENT BUTTON (spring loaded, center off rocker button)

- Pressing the button up or down causes the seat to raise or to lower respectively, provided the airplane is energized.

3 - BACKREST INCLINATION ADJUSTMENT BUTTON

- Pressing the button allows the occupant to select the required inclination by pressure exerted upon the backrest.
- Releasing the button, backrest is retained in the desired position.

4 - LUMBAR ADJUSTMENT WHEEL

- When rotated, provides in and out lumbar adjustment.

5 - THIGH SUPPORT ADJUSTMENT WHEEL

- When rotated, provides thigh support height adjustment.

6 - ARMREST ANGLE ADJUSTMENT WHEEL

- When rotated, allows armrest adjustment to the desired angle.

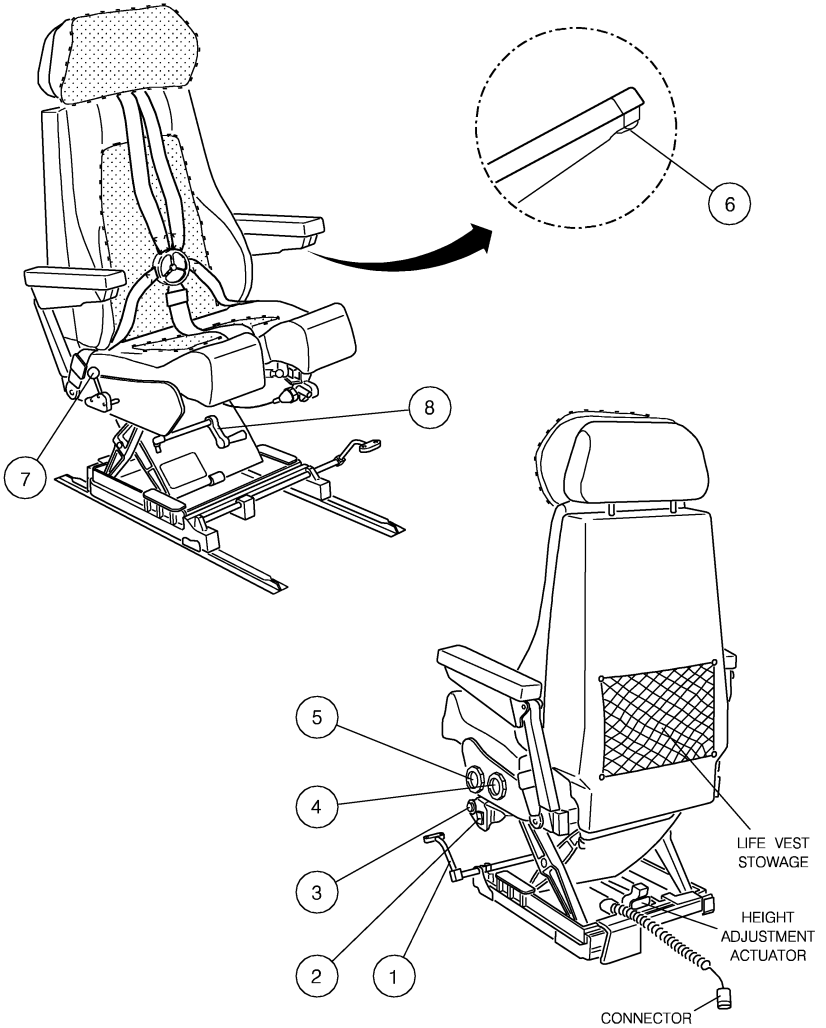
7 - INERTIA REEL LOCK LEVER

LOCK - Locks the inertia reel in the current position.

UNLOCK - Unlocks the inertia reel, permitting normal belt movement.

8 - HEIGHT ADJUSTMENT LEVER BACK-UP

- When attached to the height adjustment actuator and rotated, it causes the seat to raise or to lower.



NOTE

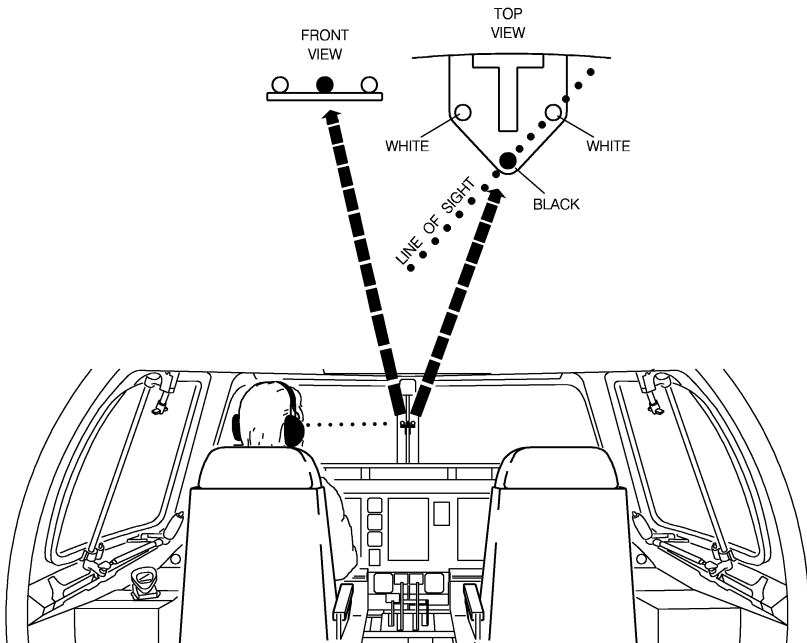
Pilot's seat shown. Copilot's seat controls are on the opposite side.

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PILOT SEAT CONTROLS

PILOT SEAT ADJUSTMENT

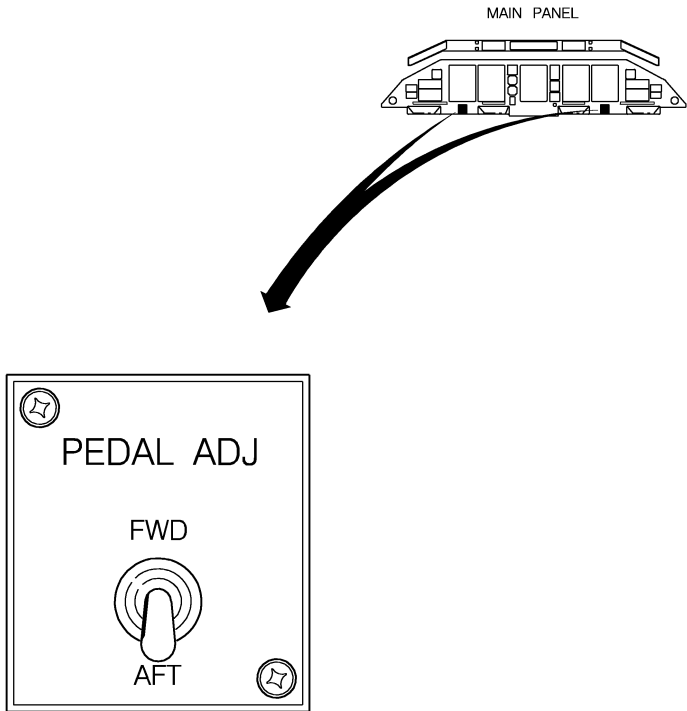
Seat adjustment should be accomplished to accommodate the pilot's eye level and position best suited for control column actuation. The seat should be moved up or down until the pilot's line of sight reaches the same horizontal plane of a sight device made up of two white spheres and a black sphere. Then, move the seat fore or aft until the opposite white sphere is aligned with the black one. The seat should not be moved anymore. To adjust the rudder pedals, refer to PEDAL ADJUSTMENT.



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PEDAL ADJUSTMENT

Toggle switches installed on the pilot and copilot's panels allows rudder pedals adjustment, which is performed by electric actuators. Setting the switch up or down signals the actuator to move the pedals fore or aft, to assure the pilot's comfort and a full rudder throw from the adjusted seat position.



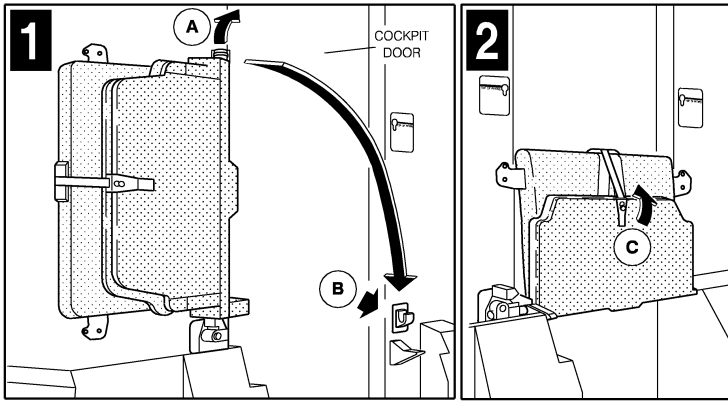
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OBSERVER SEAT

The observer seat is located behind and between the pilot seats. When in use, it lies in front of the cockpit door. Stow it by folding and rotating away from the door area against the right side of the cockpit partition, behind the copilot's seat.

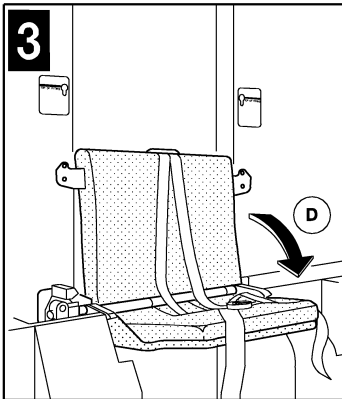
The cockpit door can be opened or closed with either the observer seat in use or stowed.

TO FOLD OUT:

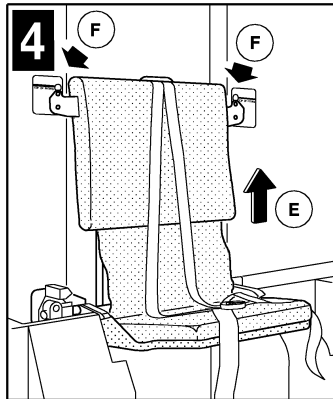


- A** OPERATE THE LOCKING RING TO RELEASE THE SEAT
- B** LET THE SEAT FOLD DOWN SLOWLY INTO POSITION

- C** RELEASE THE STRAP



- D** BRING THE SEAT BOTTOM TO A HORIZONTAL POSITION

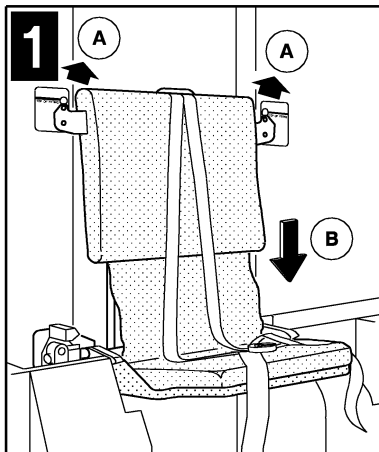


- E** PULL THE BACKREST UP TO TOP-OFF FITTING; AND
- F** LOCK IT

OBSERVER SEAT

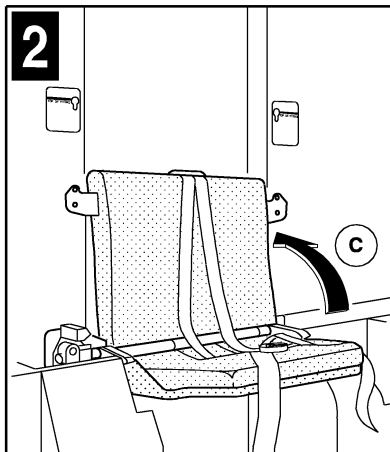
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TO FOLD IN:

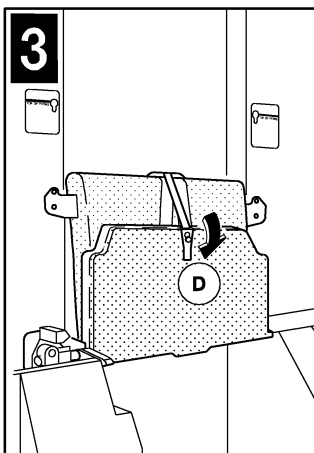


A UNLOCK THE BACKREST

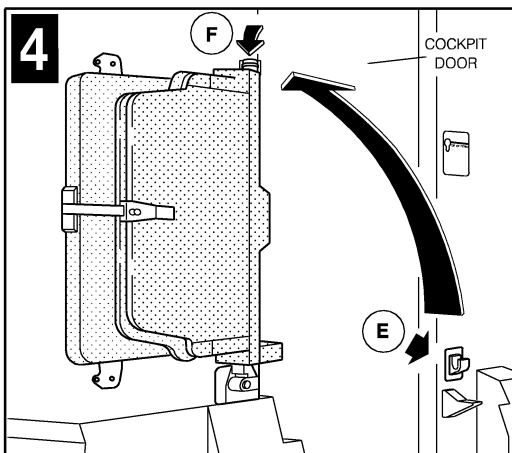
B PULL IT DOWN



C FOLD THE SEAT BOTTOM



D STRAP THE SEAT



E ROTATE SEAT INTO STOWED POSITION

F LOCK THE RING

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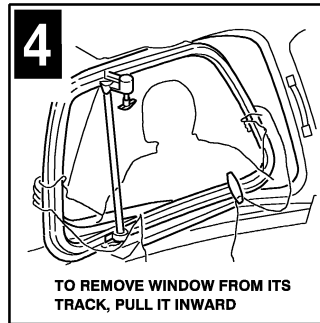
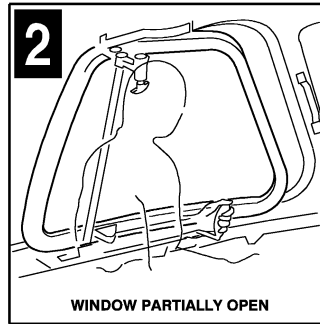
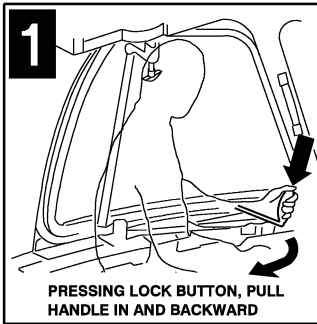
OBSERVER SEAT

DIRECT VISION WINDOWS

The normal position for the direct vision windows is closed. However, they may be partially opened on the ground, and may be totally removed in case of loss of visibility through the windshield or for cockpit emergency evacuation. Placing respective pilot seat to the aftmost position makes for easier window removal.

A yellow pin protrudes near the opening handle when the window is not properly locked in the closed position, indicating the unlocked condition.

A WINDOW NOT CLOSED inscription on the window front frame will be visible when the window is not properly closed.



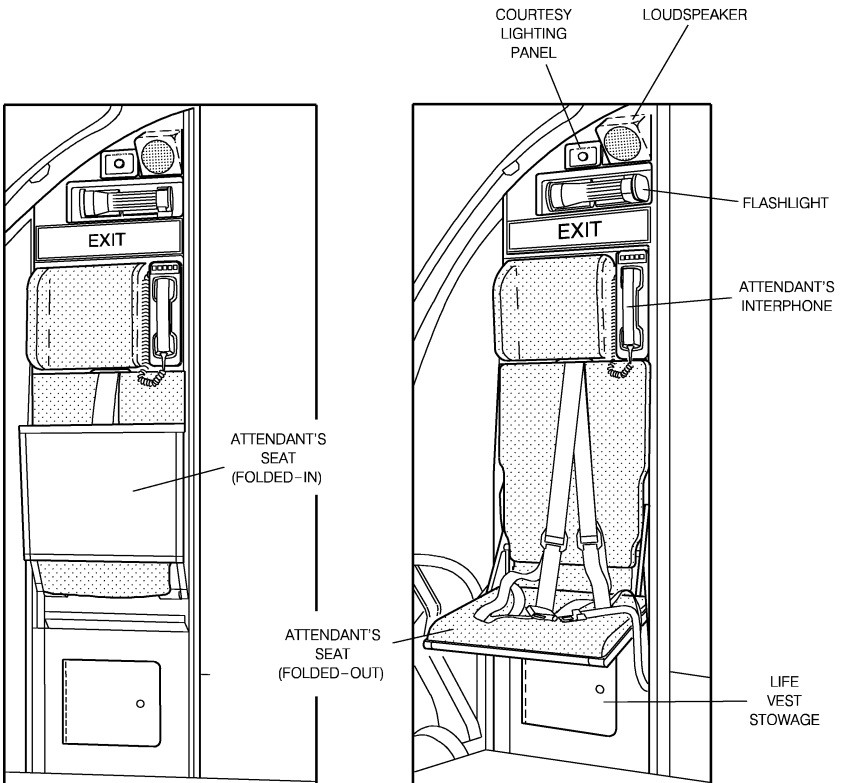
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DIRECT VISION WINDOW REMOVAL

ATTENDANT STATIONS AND SEATS

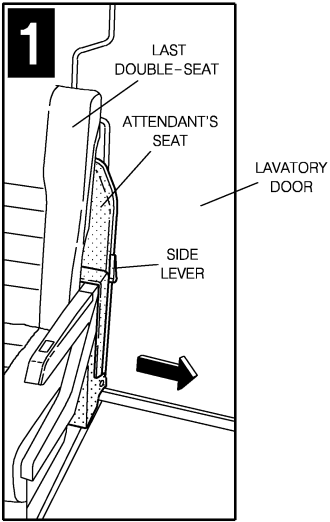
The standard flight attendant station is positioned at the cockpit partition, close to the main door. The seat is of the fold-away type, to prevent passageway blockage.

An optional second flight attendant seat is available at the aft end of the aisle in front of the lavatory door. When not in use, an adequate mechanism allows its sliding against the lavatory wall, behind the last double seat row.

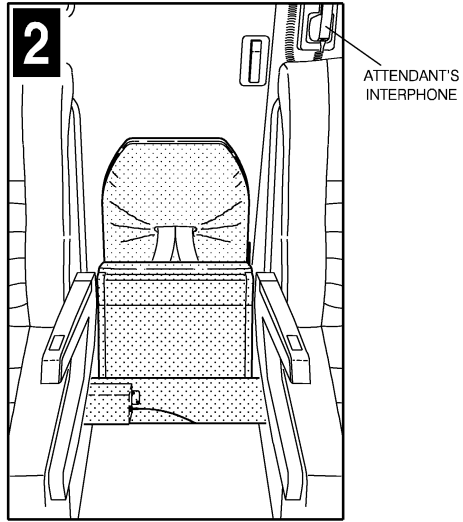


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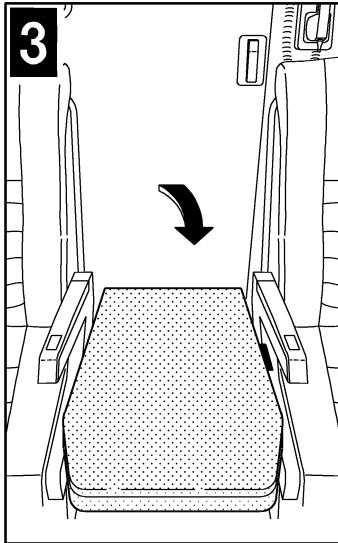
FORWARD FLIGHT ATTENDANT STATION



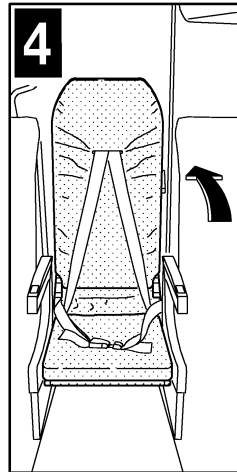
1
OPERATE THE SIDE LEVER
TO RELEASE THE SEAT



2
LET THE SEAT LOCK IN POSITION



3
OPERATE THE SIDE LEVER AND BRING
THE SEAT TO A HORIZONTAL POSITION



4
OPERATE THE SIDE LEVER AND MOVE
THE BACKREST UNTIL IT LOCKS IN POSITION

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AFT FLIGHT ATTENDANT SEAT

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ATTENDANT'S CONTROL PANELS

The Forward Attendant Control Panel is located on the passenger cabin divider opposite the forward attendant seat, in the entry area. This panel provides controls and indications for some functions of the Lighting System, Air Conditioning temperature control, Attendant Call System and Passenger Service Unit (PSU).

The Aft Attendant Call Panel is located on the left face of the lavatory wall and consists of four attendant call indication lights.

FORWARD ATTENDANT CONTROL PANEL (OPTION 1)

1 - ATTENDANT CALL INDICATION LIGHTS

LAV (Amber) - Illuminates when the call is from the lavatory.

PA (Green) - Illuminates when the call is from the passenger cabin.

2 - PSU TEST BUTTON

– When pressed, provides PSU test, illuminating all the PSU's reading lights and attendant call lights. The associated attendant call chimes are also activated.

3 - PSU RESET BUTTON

– When pressed after test, allows resetting all PSUs to the initial state.

4 - CALL RESET BUTTON

– When pressed, clears all attendant call signals.

AFT ATTENDANT CALL PANEL

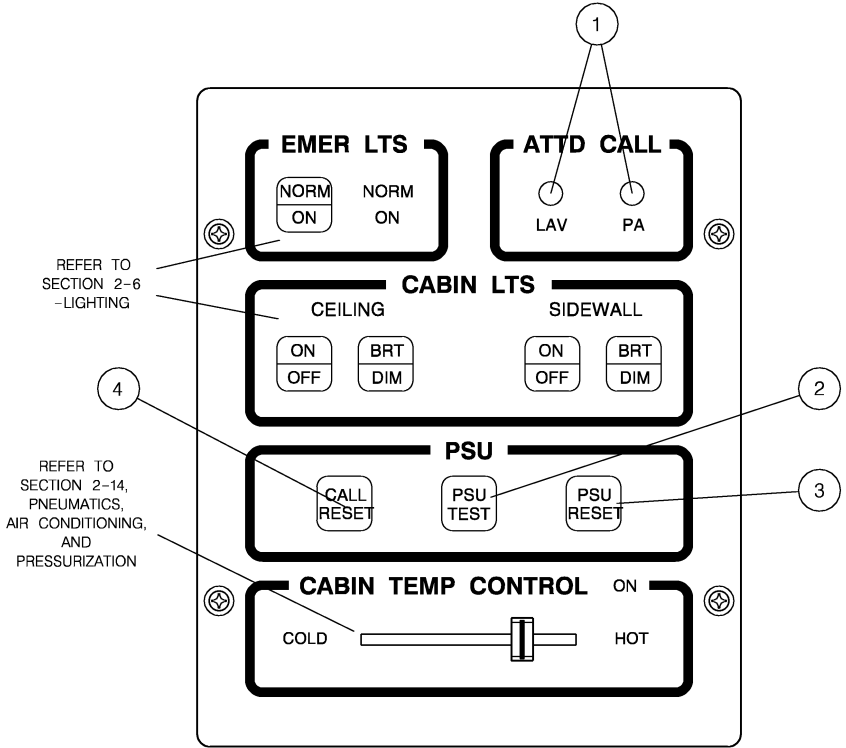
1 - ATTENDANT CALL INDICATION LIGHTS

LAV (Amber) - Illuminates when the call is from the lavatory.

PA (Green) - Illuminates when the call is from the passenger cabin.

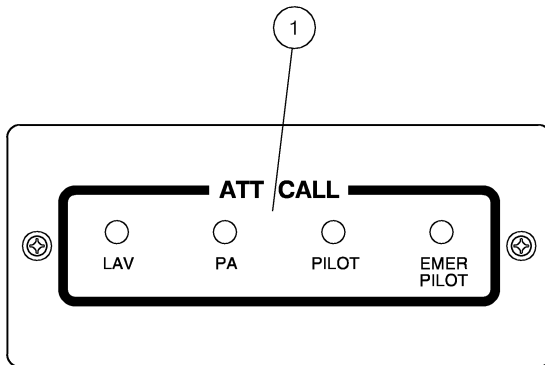
PILOT (Green) - Illuminates when the call is from the cockpit.

PILOT EMERG (Red) - Illuminates when an emergency call to the attendant is from the cockpit.



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FORWARD ATTENDANT CONTROL PANEL (OPTION 1)



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AFT ATTENDANT CALL PANEL

FORWARD ATTENDANT CONTROL PANEL (OPTION 2)

1 - ATTENDANT CALL INDICATION LIGHTS

LAV (Red) - Illuminates when the call is from the lavatory.

PAX (Amber) - Illuminates when the call is from the passenger cabin.

2 - PSU TEST BUTTON

– When pressed, provides PSU test, illuminating all the PSU's reading lights and attendant call lights. The associated attendant call chimes are also activated.

3 - PSU RESET BUTTON

– When pressed after test, allows resetting all PSUs to the initial state.

4 - CALL RESET BUTTON

– When pressed, clears all attendant call signals.

AFT ATTENDANT CALL PANEL

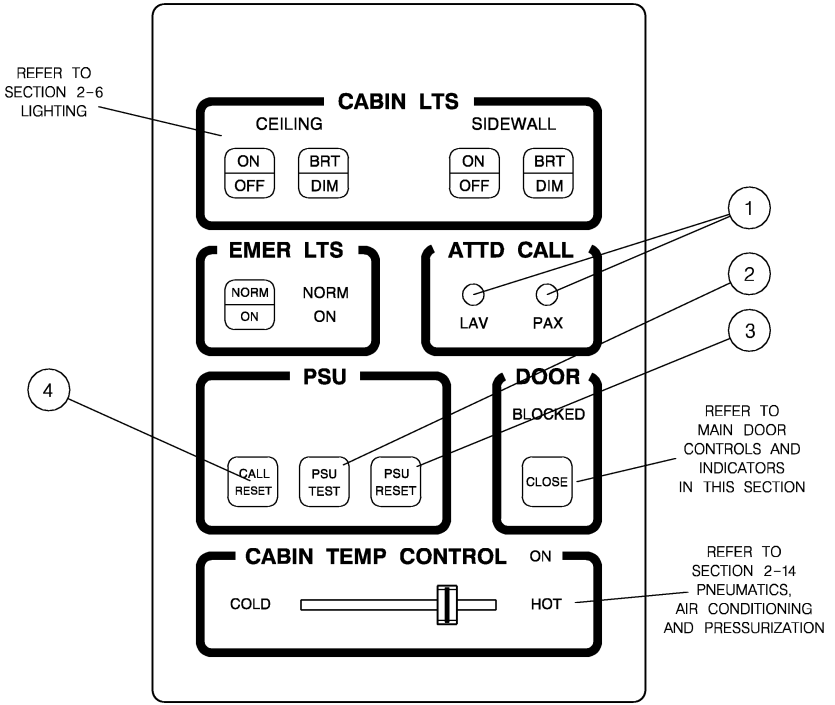
1 - ATTENDANT CALL INDICATION LIGHTS

LAV (Red) - Illuminates when the call is from the lavatory.

PAX (Amber) - Illuminates when the call is from the passenger cabin.

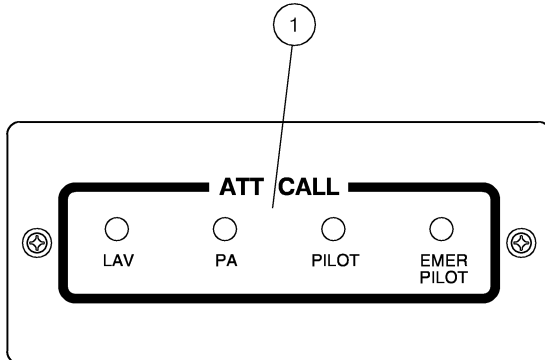
PILOT (Green) - Illuminates when the call is from the cockpit.

PILOT EMERG (Red) - Illuminates when an emergency call to the attendant is from the cockpit.



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FORWARD ATTENDANT CONTROL PANEL (OPTION 2)



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AFT ATTENDANT CALL PANEL

FORWARD ATTENDANT CONTROL PANEL (OPTION 3)

1 - ATTENDANT CALL INDICATION LIGHTS

LAV (Red) - Illuminates when the call is from the lavatory.

PAX (Amber) - Illuminates when the call is from the passenger cabin.

2 - PSU TEST BUTTON

– When pressed, provides PSU test, illuminating all the PSU's reading lights and attendant call lights. The associated attendant call chimes are also activated.

3 - PSU RESET BUTTON

– When pressed after test, allows resetting all PSUs to the initial state.

4 - CALL RESET BUTTON

– When pressed, clears all attendant call signals.

AFT ATTENDANT CALL PANEL

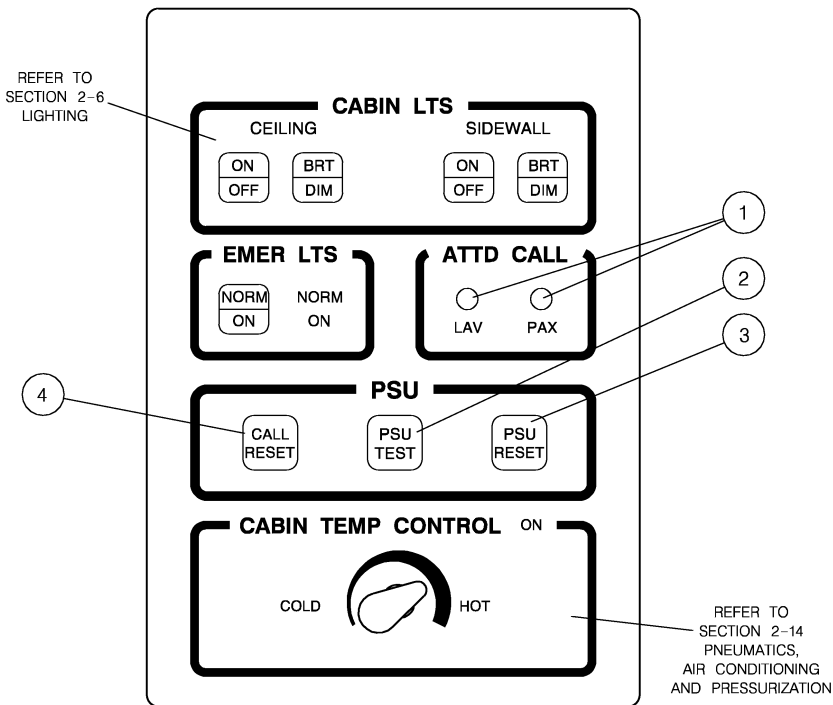
1 - ATTENDANT CALL INDICATION LIGHTS

LAV (Red) - Illuminates when the call is from the lavatory.

PAX (Amber) - Illuminates when the call is from the passenger cabin.

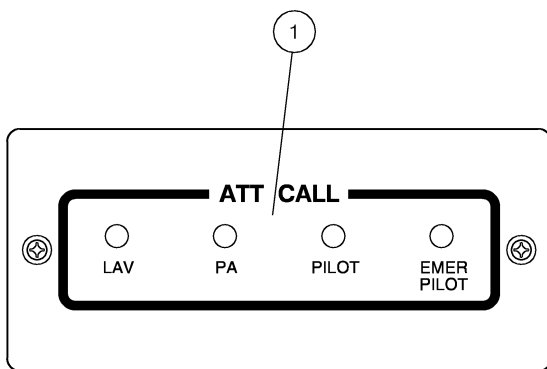
PILOT (Green) - Illuminates when the call is from the cockpit.

PILOT EMERG (Red) - Illuminates when an emergency call to the attendant is from the cockpit.



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FORWARD ATTENDANT CONTROL PANEL (OPTION 3)



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AFT ATTENDANT CALL PANEL

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FORWARD ATTENDANT CONTROL PANEL (OPTION 4)

1 - ATTENDANT CALL INDICATION LIGHTS

LAV (Red) - Illuminates when the call is from the lavatory.

PAX (Amber) - Illuminates when the call is from the passenger cabin.

2 - PSU TEST BUTTON

– When pressed, provides PSU test, illuminating all the PSU's reading lights and attendant call lights. The associated attendant call chimes are also activated.

3 - PSU RESET BUTTON

– When pressed after test, allows resetting all PSUs to the initial state.

4 - CALL RESET BUTTON

– When pressed, clears all attendant call signals.

AFT ATTENDANT CALL PANEL

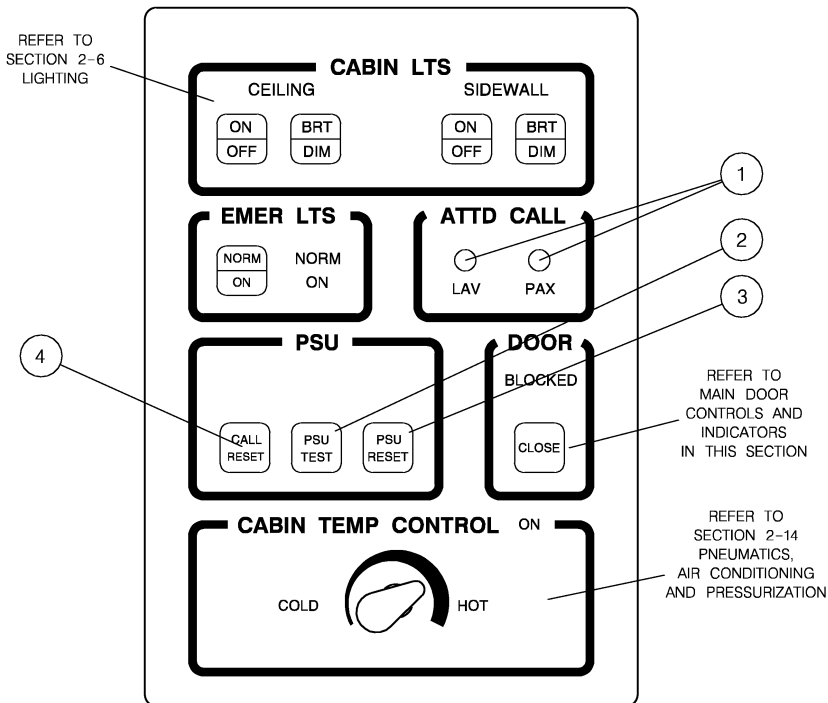
1 - ATTENDANT CALL INDICATION LIGHTS

LAV (Red) - Illuminates when the call is from the lavatory.

PAX (Amber) - Illuminates when the call is from the passenger cabin.

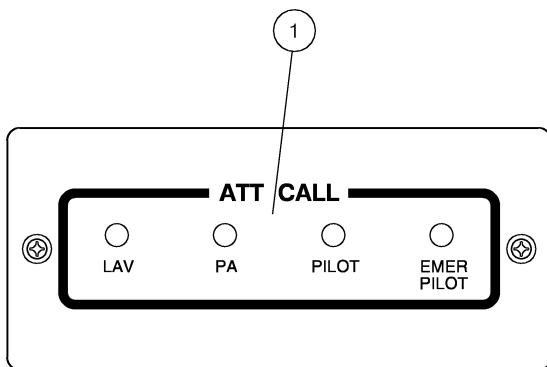
PILOT (Green) - Illuminates when the call is from the cockpit.

PILOT EMERG (Red) - Illuminates when an emergency call to the attendant is from the cockpit.



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FORWARD ATTENDANT CONTROL PANEL (OPTION 4)

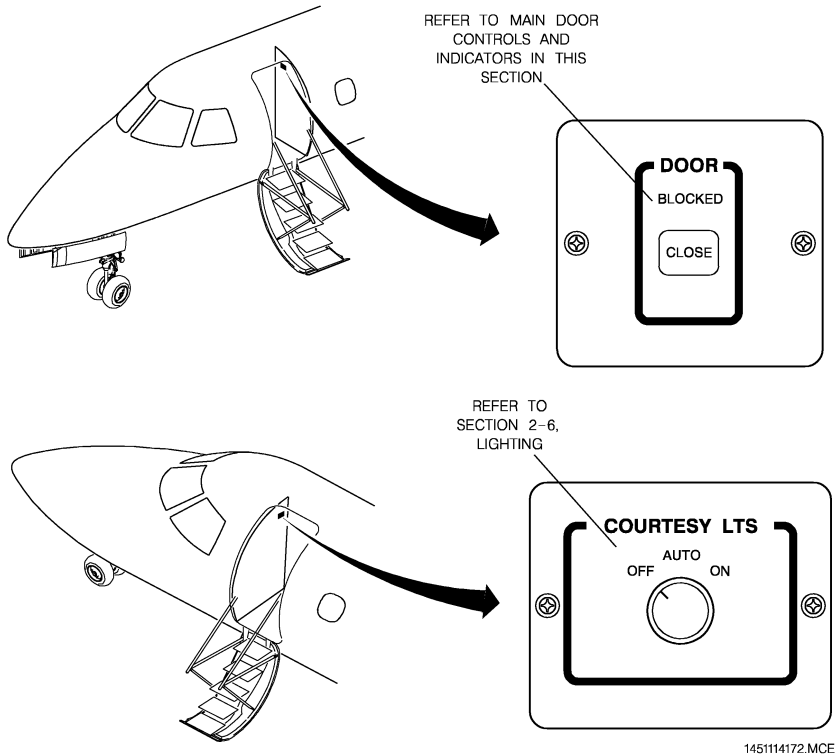


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AFT ATTENDANT CALL PANEL

ENTRANCE PANELS

The Entrance Panels are located in the entry area, and provides main door control and indication and courtesy lights control.



NOTE: - The Interior Main Door Control Button is available only to airplanes equipped with Airstar door.

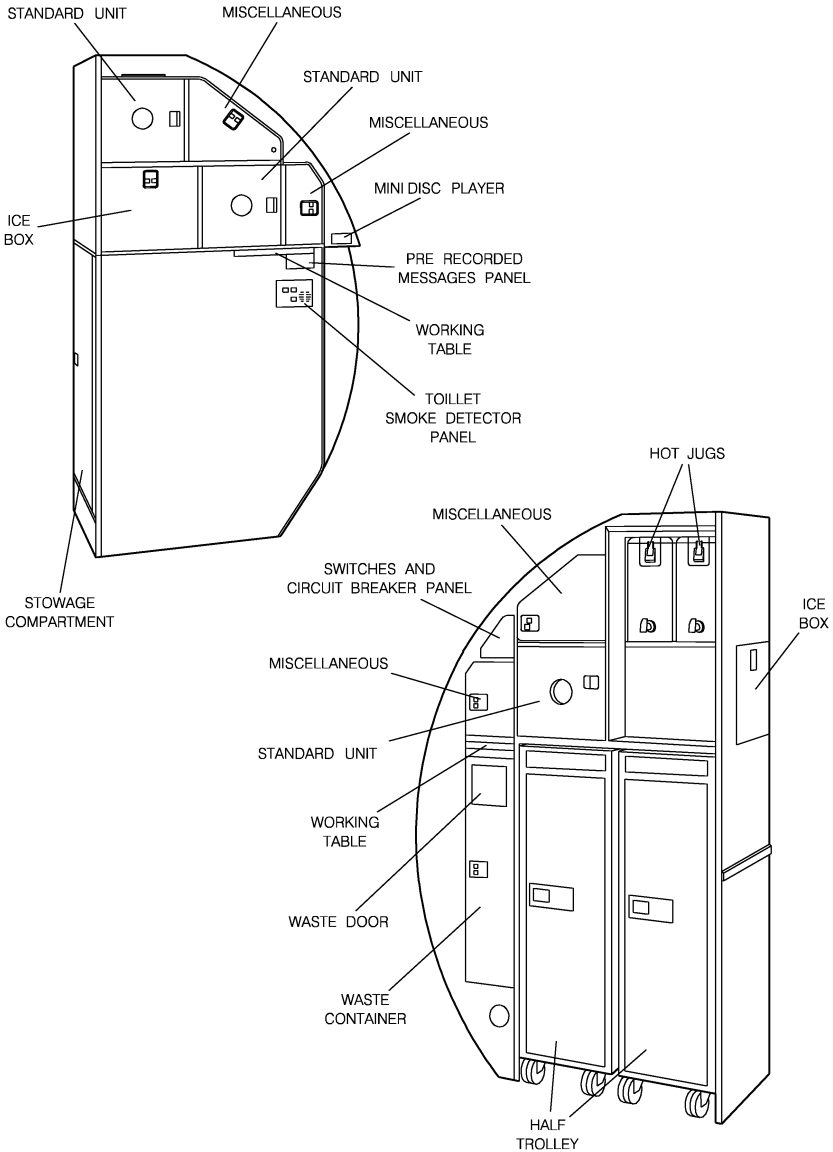
GALLEY

The galley can be positioned in different locations of the forward area in passenger cabin.

The galley has many compartments that can be configured in different ways and can be equipped with different optional equipment to facilitate and provide an appropriate flight service to the passengers.

The following items can equip the galley:

- Switches and Circuit Breaker Panel (Galley Control Panel);
- CD player;
- Toilet Smoke Detector Panel;
- Pre-Recorded Messages Control Panel;
- Half Trolleys;
- Waste Compartment;
- Ice Box;
- Hot Jugs;
- Pull-out Working Table;
- Stowage Compartment;
- Miscellaneous Compartment;
- Literature Pocket.



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GALLEY (STANDARD)

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CONTROLS AND INDICATORS

GALLEY CONTROL PANEL

1 - AREA LIGHTING BUTTON

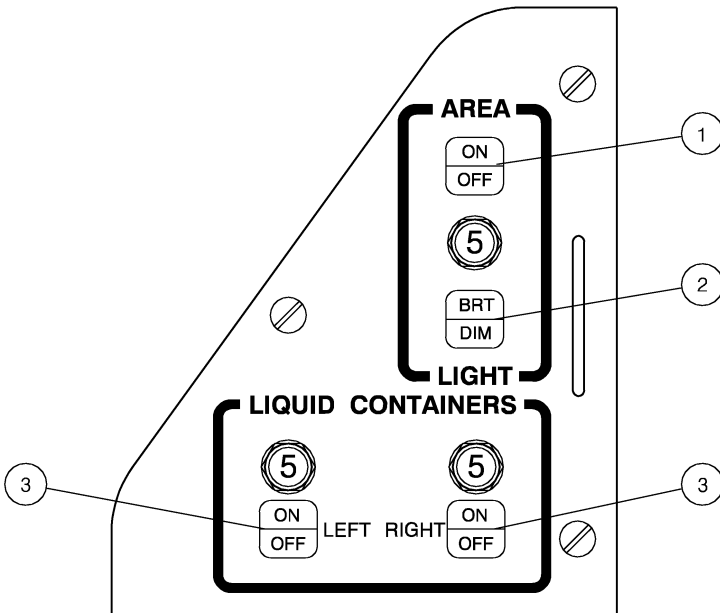
- When alternately pressed, turns on or off the galley area lighting.

2 - AREA LIGHTING BRIGHT/DIM BUTTON

- When alternately pressed, selects the bright or dim mode for galley area lighting.

3 - LEFT AND RIGHT LIQUID CONTAINER BUTTON

- When alternately pressed turns on or off heating for the associated liquid container.
- When the heating is turned on, the respective left or right indication is lit.



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GALLEY CONTROL PANEL



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PASSENGER SERVICE UNIT

The Passenger Service Unit (PSU) provides the following services:

- Reading light with associated control button at each passenger seat.
- Passenger information sign informing the passenger of NO SMOKING and FASTEN SEAT BELTS instructions.
- Pushbutton and indicator for attendant call.
- Air gasper for each individual passenger seat (refer to Section 2-14 – Pneumatics, Air Conditioning and Pressurization).
- Oxygen Masks Dispensing unit (refer to Section 2-16 – Oxygen).
- Loudspeaker for internal communication.

CONTROLS AND INDICATORS

1 - ATTENDANT CALL INDICATOR LIGHT (amber)

- It also illuminates whenever the associated Attendant Call Button is pressed (attendant call is activated), for quick identification of the passenger by the flight attendant.

2 - INDIVIDUAL READING LIGHT CONTROL BUTTON

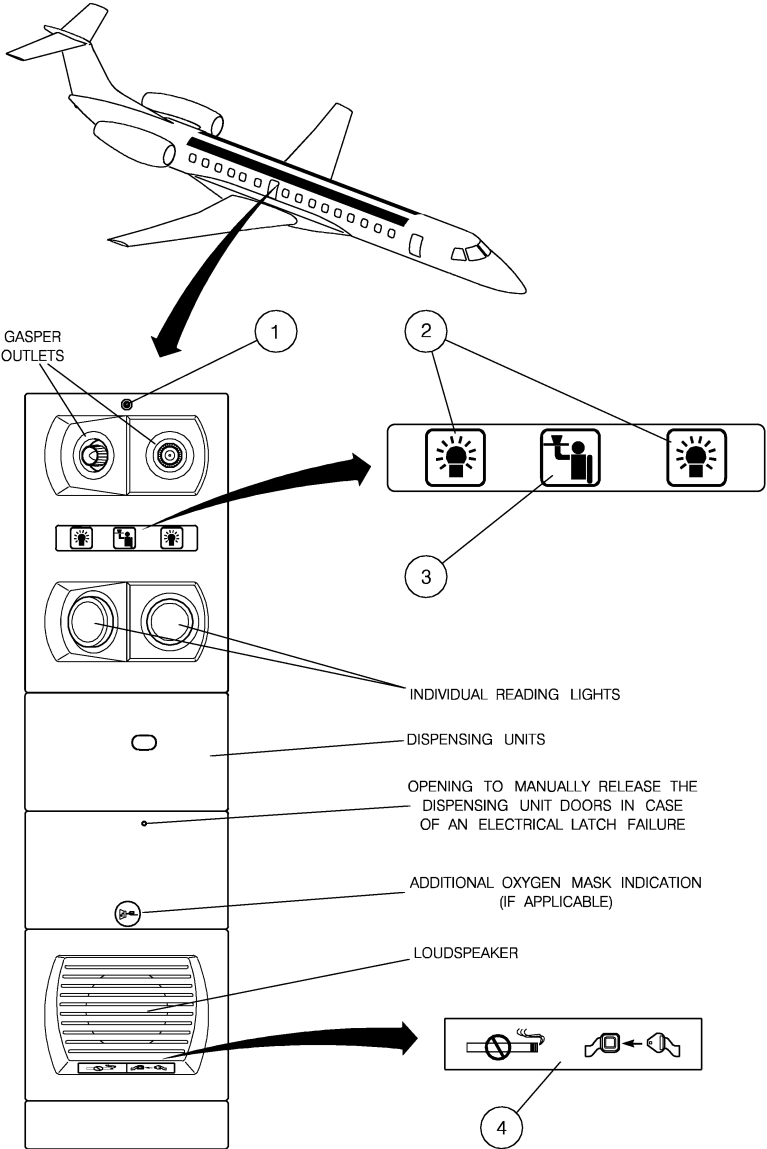
- Turns on/off the associated individual reading light.

3 - ATTENDANT CALL BUTTON

- When pressed, it activates the attendant call.
- When pressed again, it deactivates the attendant call.
- When the attendant call is activated:
 - An associated chime will be heard in all cabin loudspeakers.
 - The PA indication, located on the Attendant Control Panel, will illuminate.
 - The associated zone attendant call annunciator will illuminate to provide easy identification to the flight attendant. There are four zone attendant call annunciators distributed in the passenger cabin ceiling.

4 - NO SMOKING/FASTEN SEAT BELT SIGNS

- These passenger-warning signs are commanded by two separate switches, located on the Overhead Panel. Refer to Section 2-6 – Lighting.
- An associated chime, activated by the passenger address system, will be heard whenever any passenger warning signs is turned on or off by the pilot.
- The signs may also be activated by the automatic oxygen relay activation whenever sudden cabin depressurization occurs above 14000 ft cabin altitude.



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PASSENGER SERVICE UNIT

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WATER AND WASTE

Water service is provided to the washbasin for crew members and passenger hygiene.

The waste system consists of a self-contained recirculating flushing toilet.

WATER

The water supply consists of a tank, a faucet, drain valves and required tubing.

The faucet is installed on the washbasin and supplies water from the tank when the valve is pressed.

A lever beside the faucet actuates a valve to drain accumulated washbasin water into the atmosphere. Draining is performed by gravity on the ground or by differential pressure while in flight. A heater at the end of the drain line prevents its obstruction by ice formation. The heater is activated whenever the DC BUS 1 is energized.

The wash basin drain line is also connected to the exterior by a muffler providing ventilation of the lavatory.

A water service control panel on the lower rear right side of the wing-to-fuselage fairing allows the supply of water to the tank and to draining it, if necessary.

WASTE

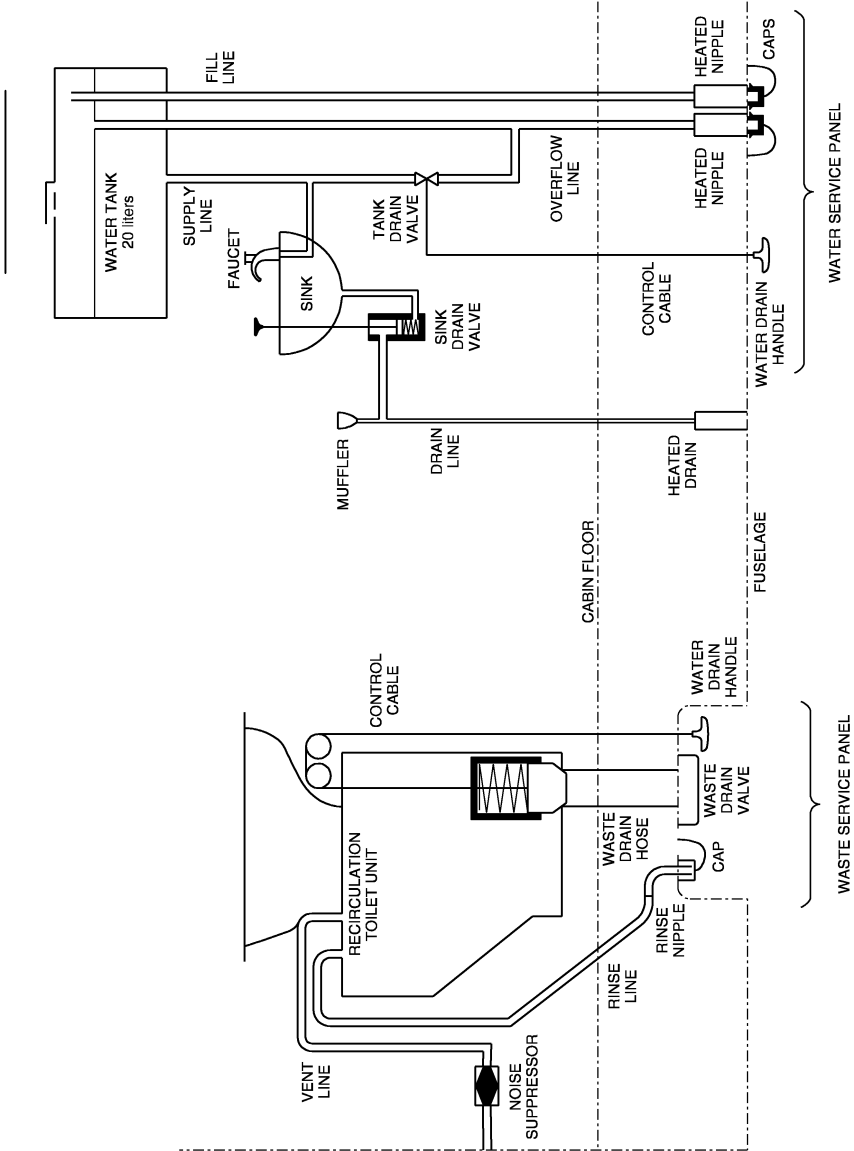
The waste system consists of an electrically-operated self-contained recirculation toilet unit, which collects and stores human waste in an internal holding tank. Adequate chemical products are used to disinfect and deodorize the waste holding tank.

A vent line connecting the waste holding tank to the exterior performs its ventilation (odors exhaust) by means of differential pressure.

Toilet flushing is initiated by pressing and releasing the flush button adjacent to the toilet. This button actuates a motor-driven pump and filter, which delivers flushing fluid for a pre-timed interval.

A restrictor at the bowl bottom prevents waste material return when it is carried directly to the tank.

A waste service panel on the lower rear right side of the fuselage is equipped with a control cable, a waste drain valve and a rinse nipple with cap, and allows the waste system to be serviced.



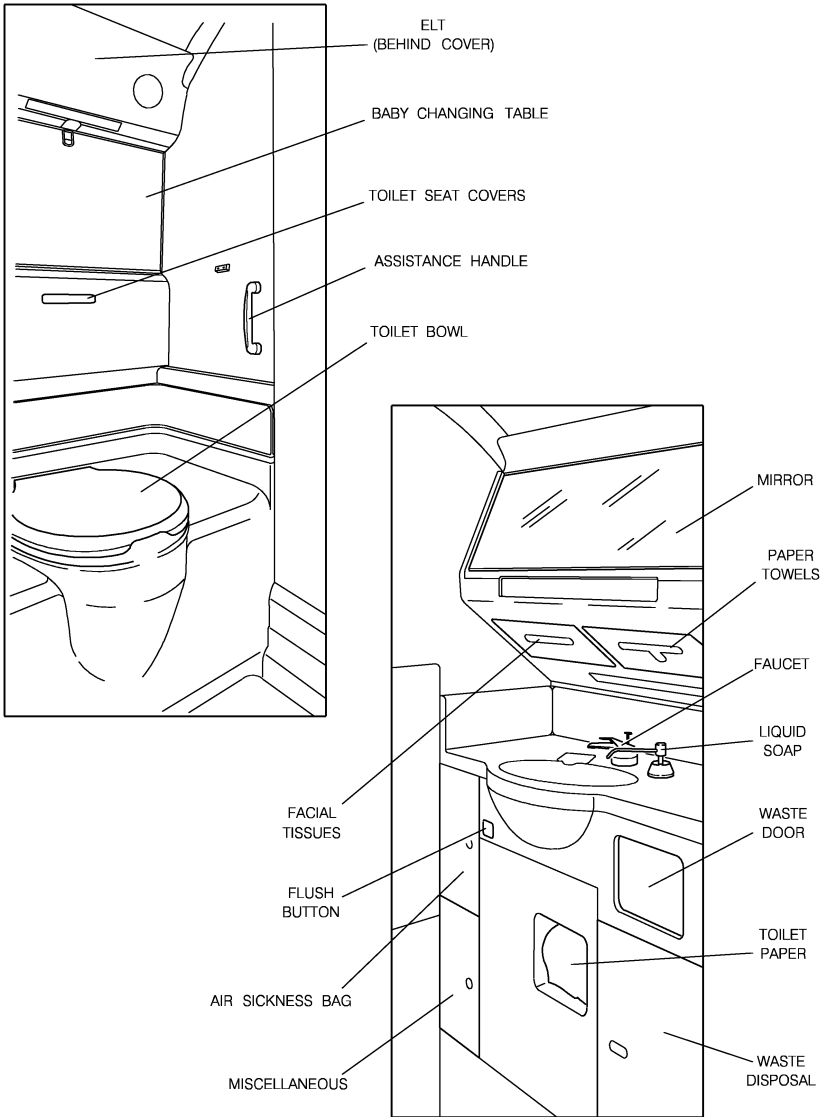
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WASTE AND WATER SYSTEM SCHEMATIC

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LAVATORY



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OCTOBER 02, 2001

AIRSTAIR MAIN DOOR

The aircraft is provided with one main entry door located on the left forward fuselage section.

The main door, incorporating folding airstairs, is hinged at its lower edge. The door is raised in normal operation by two hydraulic door actuators powered by hydraulic system 1 or by an accumulator with sufficient capacity for four complete door operation cycle.

The door opening operation is manual. The hydraulic circuit damping function allows a smooth operation when the door is lowered.

The system may be controlled from inside or outside, through the entrance panel or through the exterior main door control panel, respectively.

The door may also be closed and locked raising it manually, by an outside ground attendant, and actuating either the inner or the outer handle.

An alternative opening valve is provided in the cockpit to allow the main door to be lowered if it is blocked by hydraulic system pressure (solenoid valve failure).

NOTE: No more than three persons should be standing on the doorsteps simultaneously.

EICAS MESSAGE

| TYPE | MESSAGE | MEANING |
|---------|---------------|---|
| WARNING | MAIN DOOR OPN | Main door is open or not properly locked either on the ground with engine 1 running or in flight. |

CONTROLS AND INDICATORS

1 - EXTERIOR MAIN DOOR CONTROL BUTTON

- When pressed, a solenoid valve is energized, allowing hydraulic power to raise the main door.

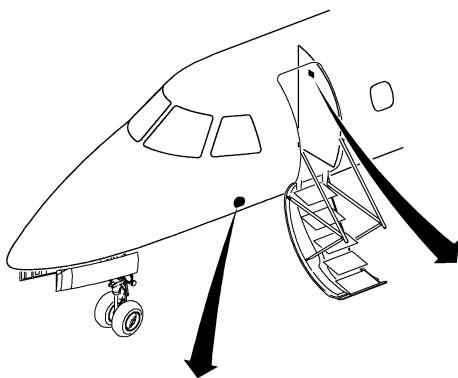
2 - INTERIOR MAIN DOOR CONTROL BUTTON

- When pressed, a solenoid valve is energized, allowing hydraulic power to raise the main door.
- A BLOCKED inscription illuminates when the main door actuator hydraulic line remains pressurized after door closing. In this case the main door is hydraulically blocked.

NOTE: The BLOCKED inscription may momentary illuminate when the main door is commanded to close, which does not mean that the main door is hydraulically blocked. The blockage is only characterized when the inscription remains illuminated.

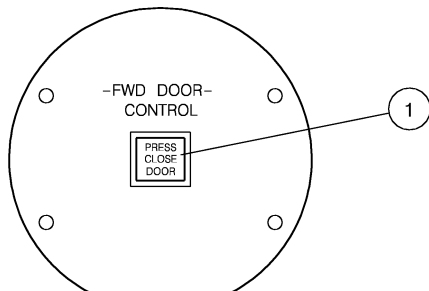
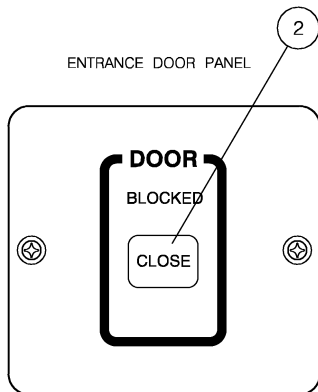
3 - MAIN DOOR ALTERNATIVE OPENING VALVE

- When actuated for 2 minutes, it depressurizes the door close line, allowing the main door to be lowered when blocked by hydraulic system pressure, provided Hydraulic System 1 is depressurized.



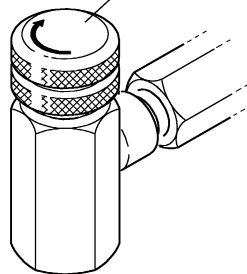
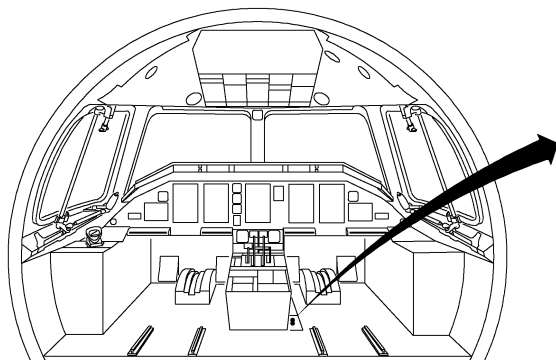
EXTERIOR MAIN DOOR
CONTROL PANEL

ENTRANCE DOOR PANEL



-FWD DOOR-
CONTROL

MAIN DOOR
ALTERNATIVE
OPENING VALVE



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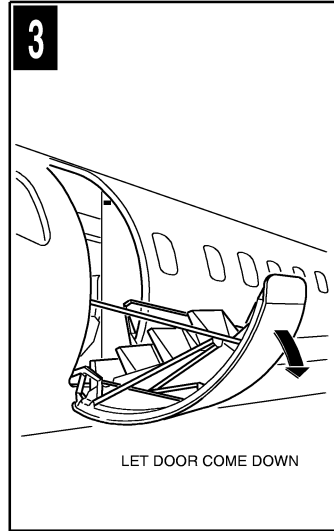
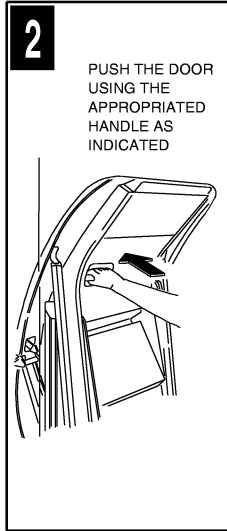
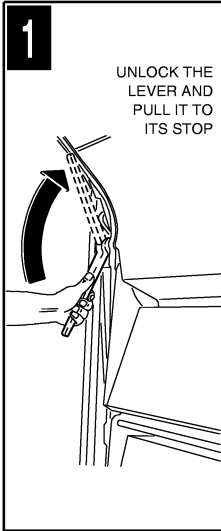
AIRSTAIR MAIN DOOR CONTROLS AND INDICATORS

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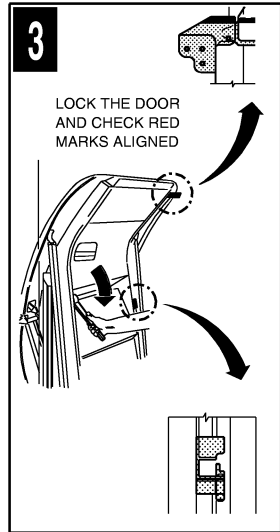
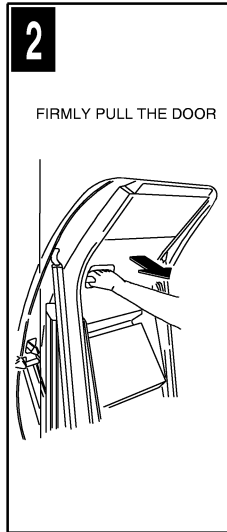
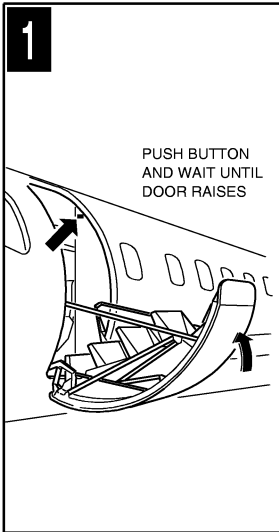
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TO OPEN:



TO CLOSE:

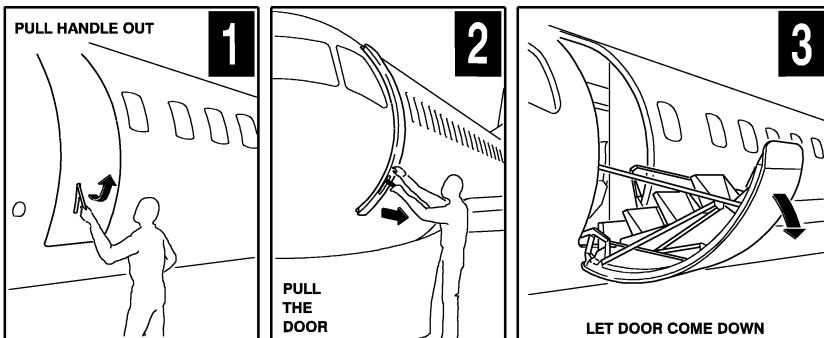


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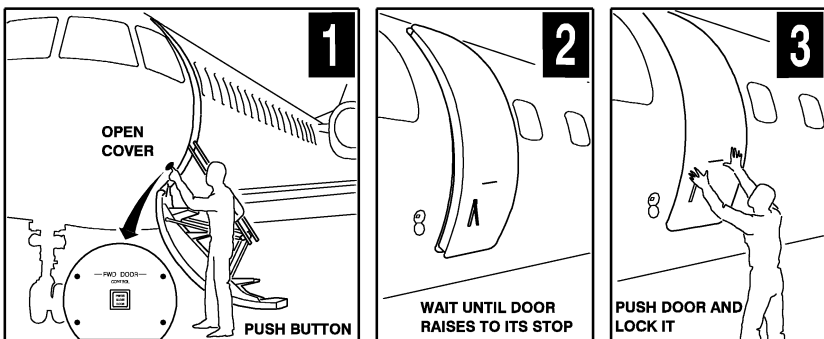
AIRSTAIR DOOR OPERATION (INSIDE CABIN)

NOTE: Some airplanes may have only the upper right red mark.

TO OPEN:



TO CLOSE:



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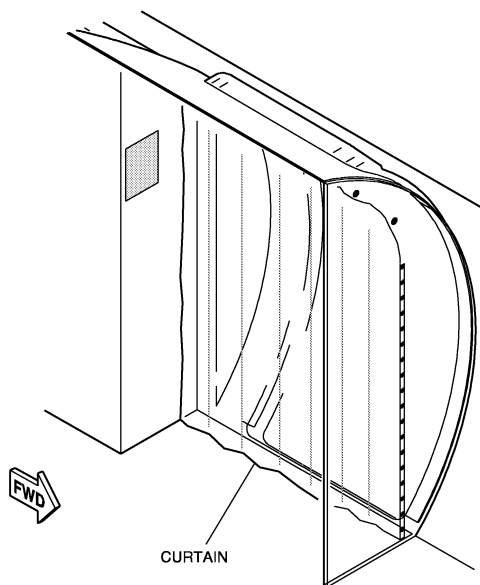
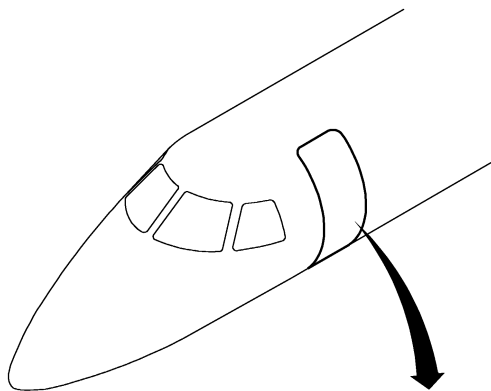
AIRSTAIR DOOR OPERATION (OUTSIDE CABIN)

MAIN DOOR ACOUSTIC CURTAIN

The airplane is equipped with an acoustic curtain at the main door area. The acoustic curtain reduces noise level in the forward passenger cabin area when it is installed.

- NOTE:** - The acoustic curtain must be stowed for takeoff and landing.
- The acoustic curtain should be installed during flights for passenger comfort.
 - The acoustic curtain should be rolled-up with the ultra-leather facing outward. Thus, in case of rain, snow, wind or other weather conditions, the ultra-leather will be the exposed material.

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MAIN DOOR ACOUSTIC CURTAIN



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ACCESS DOORS AND HATCHES

The aircraft is provided with one service door on the right side. Two passenger cabin emergency escape hatches are located over the wings. Finally, a number of access doors and hatches for different aircraft systems can be found along the fuselage.

SERVICE DOOR

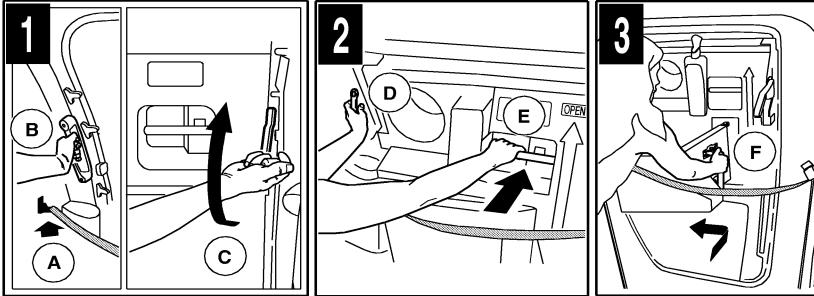
The service door on the right side of the forward fuselage section is used for galley servicing and cabin cleaning between flights. It may also be used as an emergency exit.

The door is manually operated by internal and external handles. Open the service door by lifting the handle and moving the door outward, followed by a forward rotation.

EICAS MESSAGE

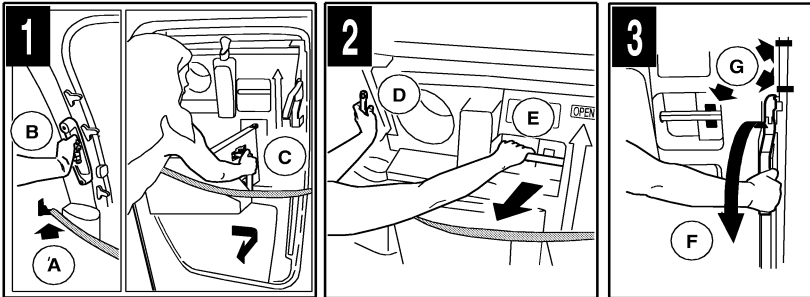
| TYPE | MESSAGE | MEANING |
|-------------|------------------|--|
| WARNING | SERVICE DOOR OPN | Service door is open or not properly locked either on the ground with engine 1 running or in flight. |

TO OPEN:



- A** MAKE SURE THAT THE SAFETY STRAP IS IN ITS CORRECT POSITION
- B** HOLD THE ASSISTANCE HANDLE
- C** LIFT THE LEVER TO UNLOCK THE DOOR
- D** KEEP HOLDING THE ASSISTANCE HANDLE
- E** PUSH THE DOOR TO OPEN
- F** MOVE THE DOOR UNTIL IT LOCKS IN THE OPEN POSITION

TO CLOSE:



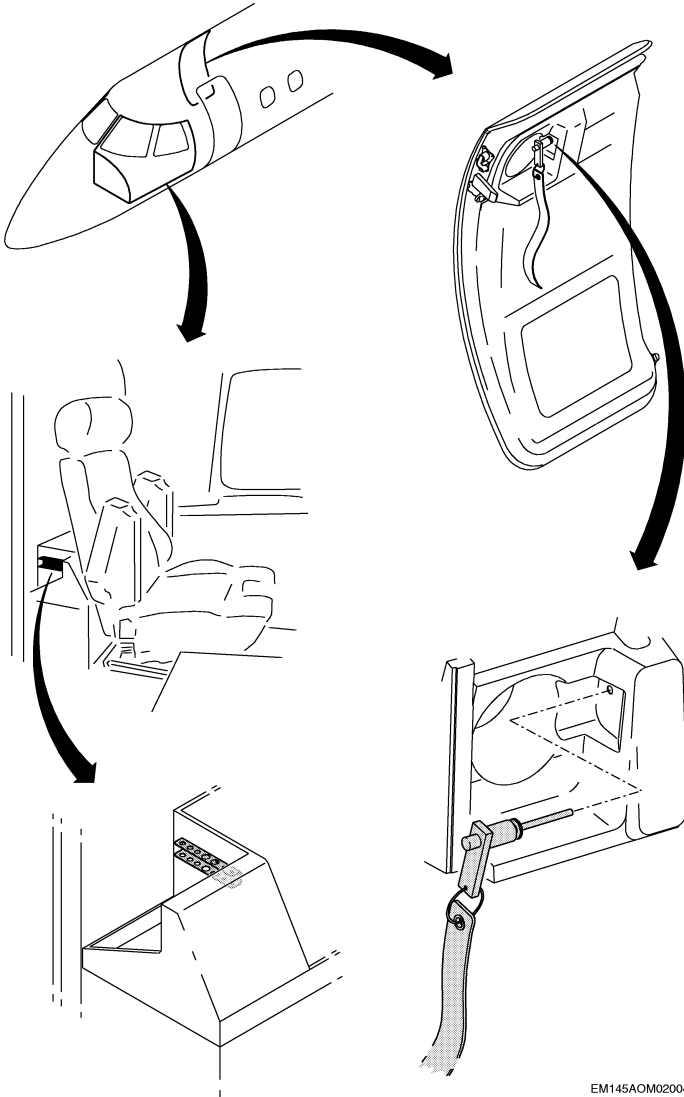
- A** MAKE SURE THAT THE SAFETY STRAP IS IN ITS CORRECT POSITION
- B** HOLD THE ASSISTANCE HANDLE
- C** PULL THE LOWER HANDLE TO UNLOCK THE DOOR FROM THE OPEN POSITION AND BRING IT TO THE CLOSED POSITION
- D** KEEP HOLDING THE ASSISTANCE HANDLE
- E** FIRMLY PULL THE DOOR
- F** LOWER THE LEVER TO LOCK THE DOOR
- G** CHECK RED MARKS ALIGNED

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SERVICE DOOR OPERATION

For airplanes Post-Mod. SB 145-52-0040, Part I and Part III, or equipped with an equivalent modification factory incorporated, the service door can be locked with a locking pin.

On ground, at pilot discretion, the pin can be used but must to be removed and guarded in the quick-release pin support, in the LH cockpit rear console, behind the pilot seat, before any flight.



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SERVICE DOOR LOCKING PIN

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BAGGAGE DOOR

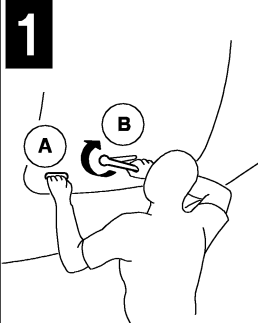
The baggage door on the rear left side of the fuselage is manually operated from the outside. It is provided by a locking mechanism controlled by an external handle, stowed in the lower half of the door. The door is provided by depressurization vent that allows the opening operation.

EICAS MESSAGE

| TYPE | MESSAGE | MEANING |
|---------|------------------|---|
| CAUTION | BAGGAGE DOOR OPN | Baggage door open or not properly locked. |

TO OPEN:

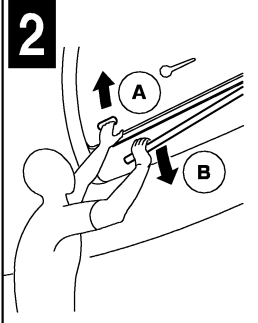
1



A PUSH THE RED DOOR VENT IN

B UNLOCK AND TURN THE HANDLE 360° CLOCKWISE

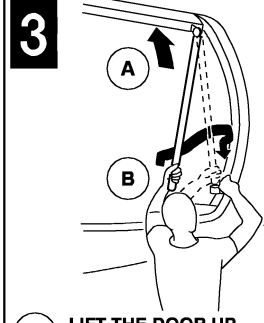
2



A LIFT THE DOOR

B PULL THE LIFTING ROD OUT

3

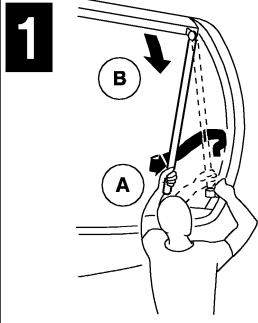


A LIFT THE DOOR UP TO THE FULLY OPEN POSITION

B FIT THE LIFTING ROD INTO THE FUSELAGE RECESS

TO CLOSE:

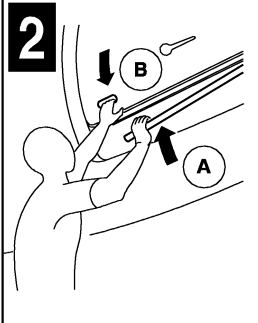
1



A REMOVE THE LIFTING ROD FROM THE FUSELAGE RECESS

B BRING THE DOOR DOWN SLOWLY

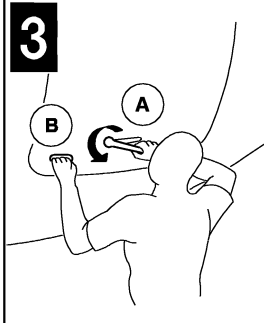
2



A FIT THE LIFTING ROD INTO THE DOOR CLIP

B PULL THE DOOR TO THE FULLY CLOSED POSITION

3



A TURN 360° COUNTER-CLOCKWISE AND LOCK THE HANDLE

B PULL THE RED DOOR VENT OUT

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BAGGAGE DOOR OPERATION

COMPARTMENT HATCHES

A number of access doors and hatches for different aircraft systems can be found along the fuselage.

The compartment hatches provide access for servicing the airplane systems and equipment.

The under cockpit access hatch is located under the fuselage, providing access to the fuselage pressurized compartment.

The forward electronic compartment access hatch is inside the nose landing gear wheel well.

The rear electronic compartment access hatch is located on the rear right side of the fuselage. This hatch provides access to the airplane pressurized area containing the rear electronic compartment, rudder autopilot servo, rudder control cables and electrical harness, stabilizer electrical harness and elevators control cables.

A unlocked condition of any compartment hatch causes a single caution message on EICAS. In addition, the MFD indicates the open-hatch(es) condition in a graphical representation.

EICAS MESSAGE

| TYPE | MESSAGE | MEANING |
|---------|------------------|--|
| CAUTION | ACCESS DOORS OPN | At least one compartment access hatch open or not properly locked. |

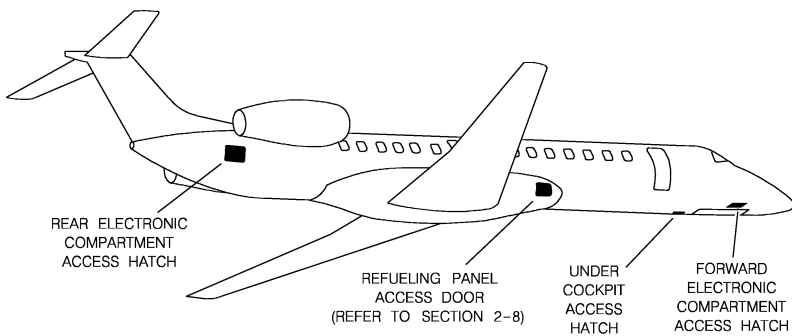
REFUELING PANEL ACCESS DOOR

The refueling panel access door is located on the forward right side of the wing-to-fuselage fairing (refer to Section 2-8 – Fuel System).

The opening of the fueling panel access door causes a caution message on EICAS. In addition, the MFD indicates the open-door condition in a graphical representation.

EICAS MESSAGE

| TYPE | MESSAGE | MEANING |
|---------|------------------|--|
| CAUTION | FUELING DOOR OPN | Refueling panel access door open or not properly closed. |



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ACCESS DOORS AND HATCHES

EMERGENCY EXIT HATCHES

Two passenger cabin emergency escape hatches are located over the wings. Refer to Section 1-10 – Emergency Information.

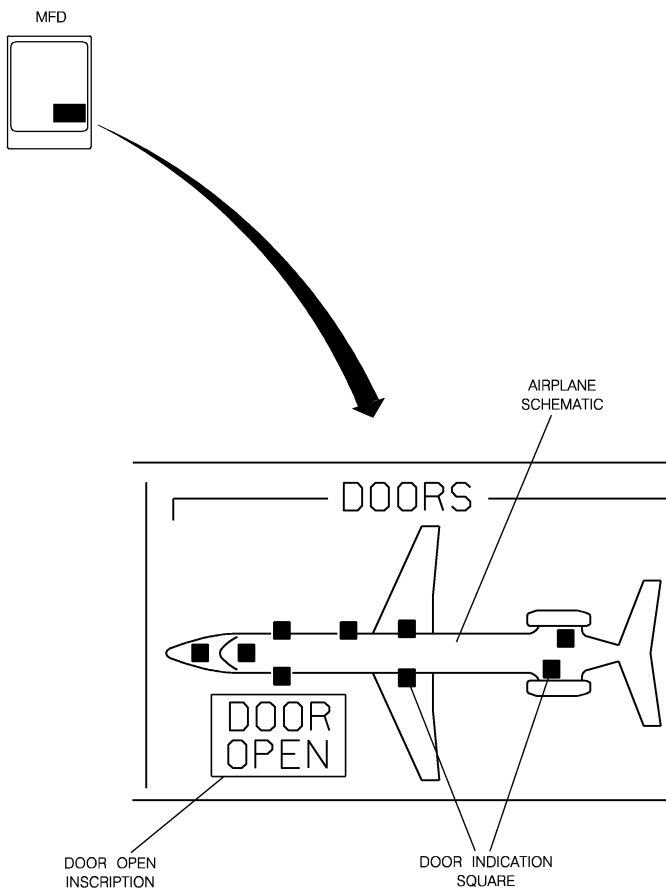
DOORS AND HATCHES INDICATION ON MFD

The DOORS section of the Takeoff System Page on MFD consists of a graphical representation of the airplane (white) with squares located along the fuselage to denote the various doors and hatches to be monitored.

If a door or hatch is ajar, the associated graphical square will change from green to red and a red DOOR OPEN inscription will be presented, boxed in red, in the lower left corner of the DOORS section.

The following doors and hatches are monitored for status:

- Main door;
- Service door;
- Baggage door;
- Fueling panel access door;
- Rear electronic compartment access hatch;
- Forward electronic compartment access hatch;
- Under cockpit access hatch;
- Emergency exits hatches.



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DOORS AND HATCHES INDICATION ON MFD

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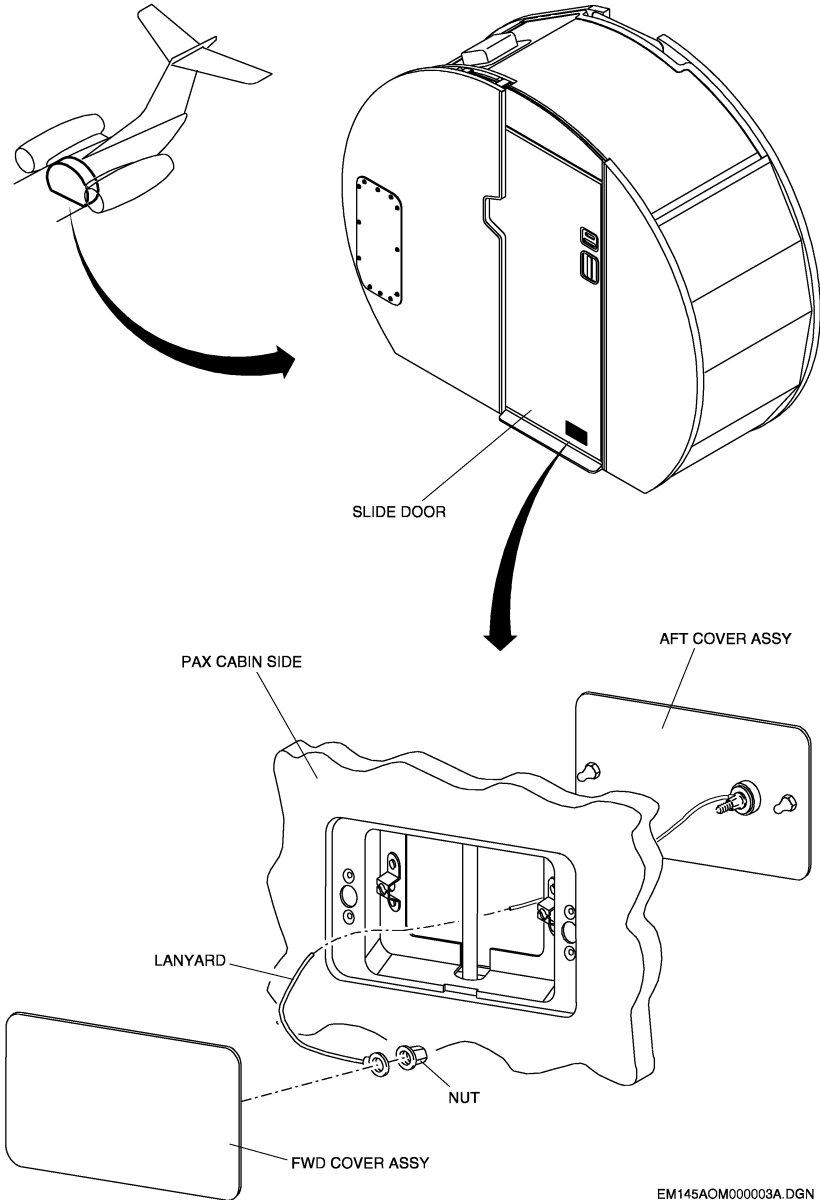
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LAVATORY DOOR

For airplanes Post-Mod. SB 145-25-0287 or equipped with an equivalent modification factory incorporated, in case of slide door jammed, there is an access box that can be used to unlock it. Remove the cover, and move the rod with the hand to up and down simultaneously with the lavatory handle until the door open.



LAVATORY DOOR WITH ACCESS BOX

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