



OPERATIONS MANUAL
SECTION 6-2

EQUIPMENT AND FURNISHINGS

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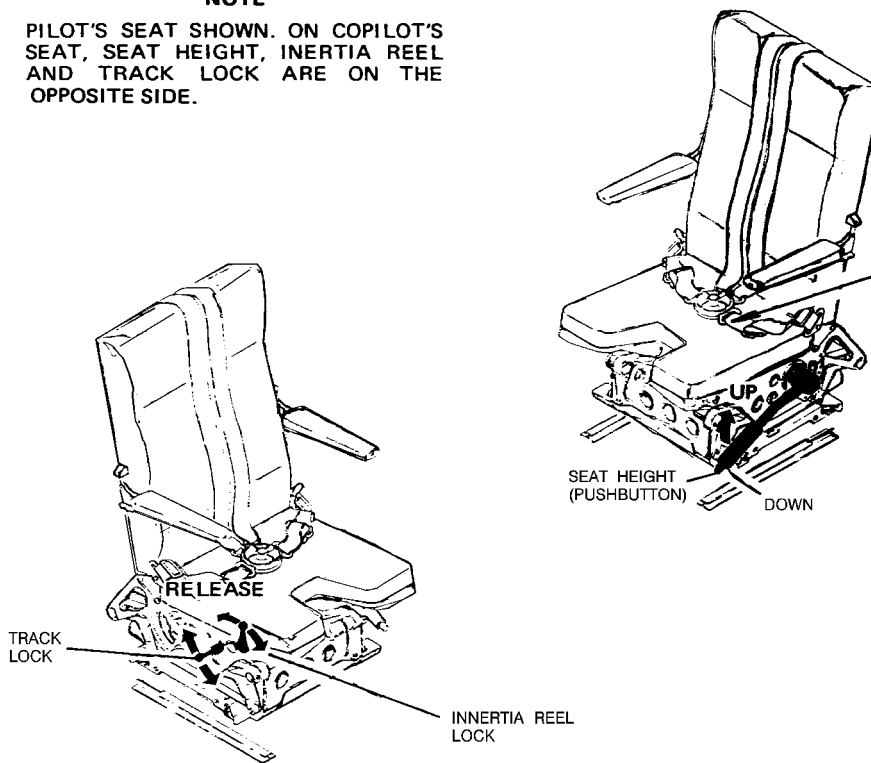
PILOT'S SEATS

The pilot's seats are fixed to slide tracks that allow forward, backward and lateral seat adjustment. They are equipped with a height adjustment mechanism to lower or raise the seat. These mechanisms allow each pilot to adjust his/her seat to a position that provides the best level of comfort and flight visibility.

Each crew seat is provided with four seat belts, of which two are lap belts and two are shoulder harnesses. A lap belt strap is permanently fixed to a rotary buckle provided with quick-release latch locks that are operated by turning the rotary device existing on the buckle face. The two upper straps are connected to an inertia reel attached to the seat backrest. This reel allows the pilot to bend forward in normal slow movements while abrupt movements or high accelerations lock the straps, thus restraining the pilot from impact against the instrument panel. The inertia reel may be mechanically locked when required through a lever installed on the pilot's seat lateral structure.

NOTE

PILOT'S SEAT SHOWN. ON COPILOT'S SEAT, SEAT HEIGHT, INERTIA REEL AND TRACK LOCK ARE ON THE OPPOSITE SIDE.



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PILOT'S SEATS
(EXCEPT ON EMB-120 ADVANCED VERSION)

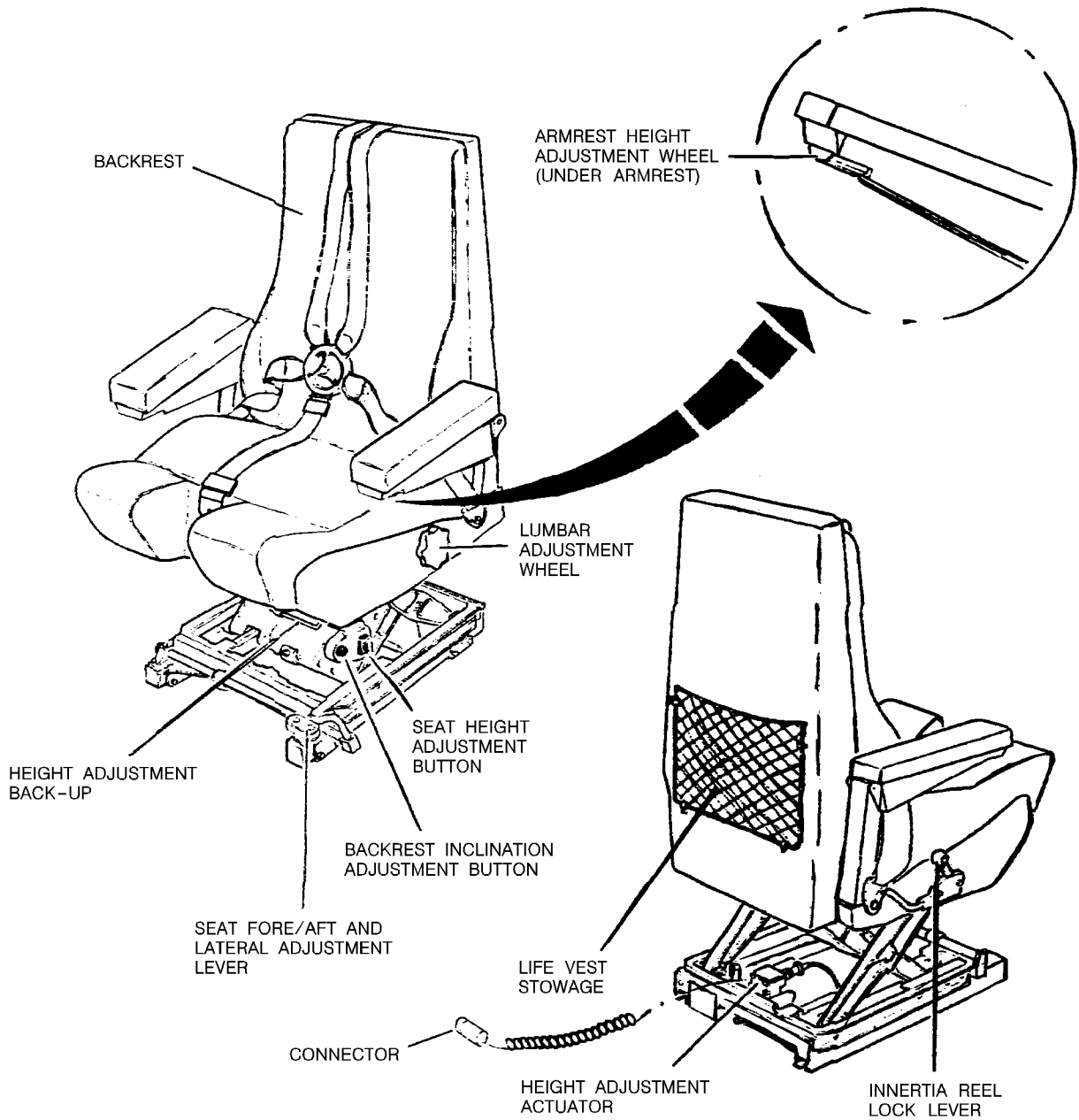
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EMBRAER
EMB120 Brasilia
OPERATIONS MANUAL

SYSTEMS DESCRIPTION
EQUIPMENT AND
FURNISHINGS



NOTE

PILOT'S SEAT SHOWN. ON COPILOT'S SEAT CONTROLS ARE ON THE OPPOSITE SIDE

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PILOT'S SEATS
(EMB-120 ADVANCED VERSION)

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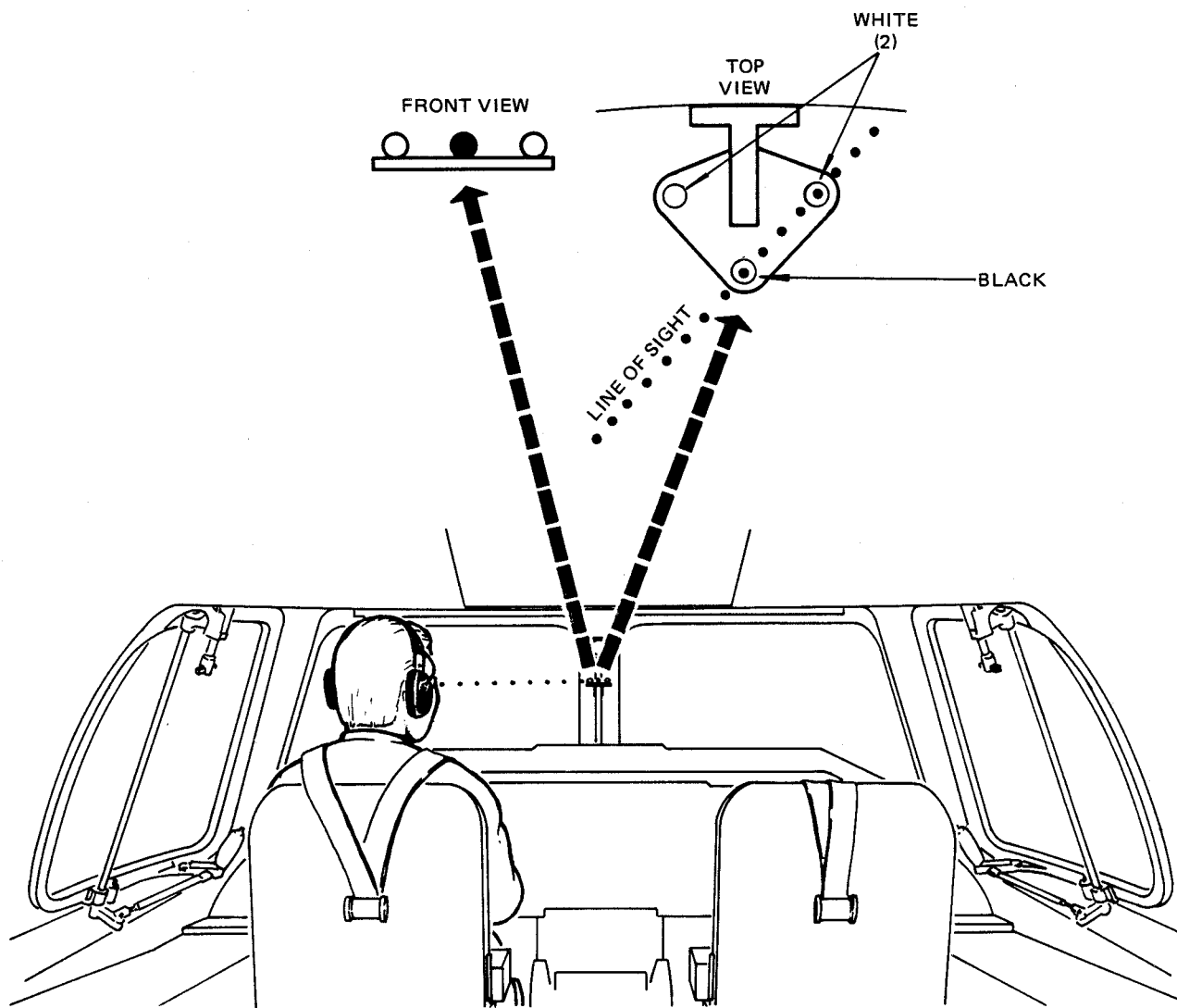
OPERATIONS MANUAL

PILOT'S SEATS ADJUSTMENT

To adjust the seat to the optimum eye level position, move the seat up or down in order to obtain an horizontal alignment between line of sight and the proper spheres of the seat alignment device.

Then, move the seat forward and backward until the opposite white ball is aligned with the black ball. This position will be the most appropriate for the best control column actuation.

To adjust the pedals, refer to PEDALS ADJUSTMENT in this section.



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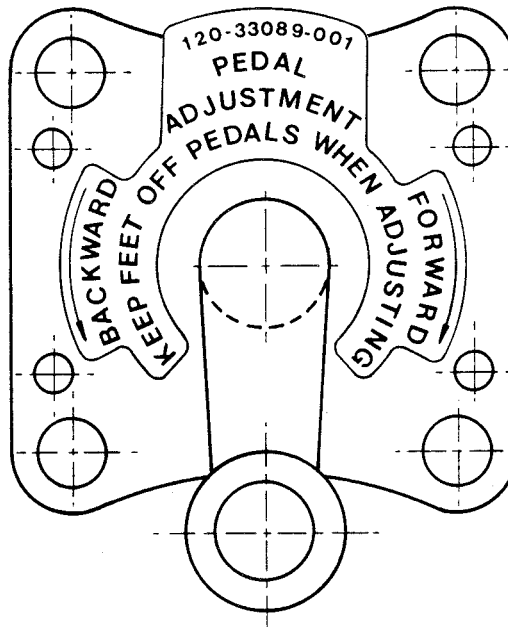
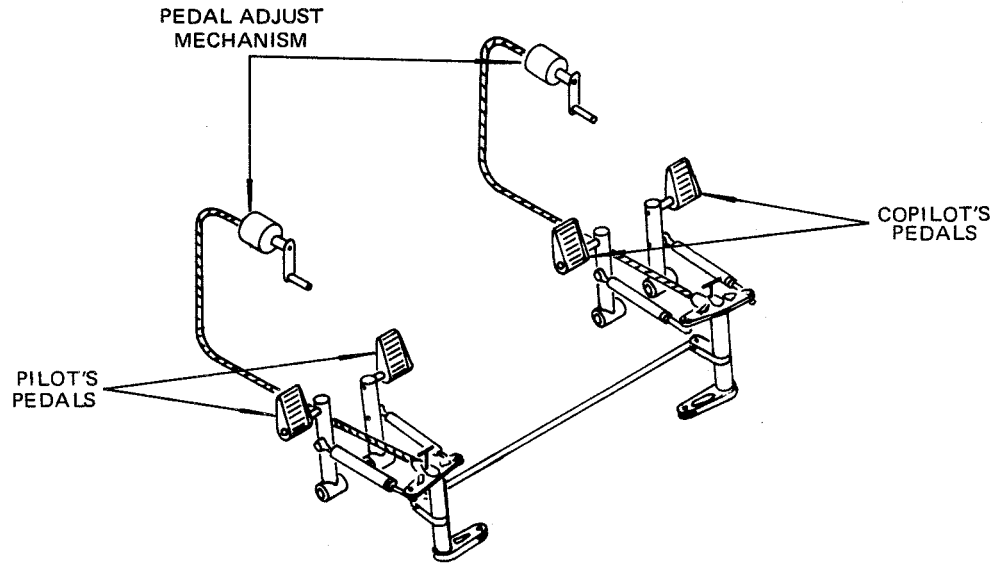
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PEDALS ADJUSTMENT

To adjust the pedals closer to the pilot's seat, turn the handle clockwise. To adjust the pedals away from the pilot's seat, turn the handle counterclockwise.



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**PEDALS ADJUSTMENT MECHANISM
(UNDER THE PILOT AND COPILOT'S PANEL)**

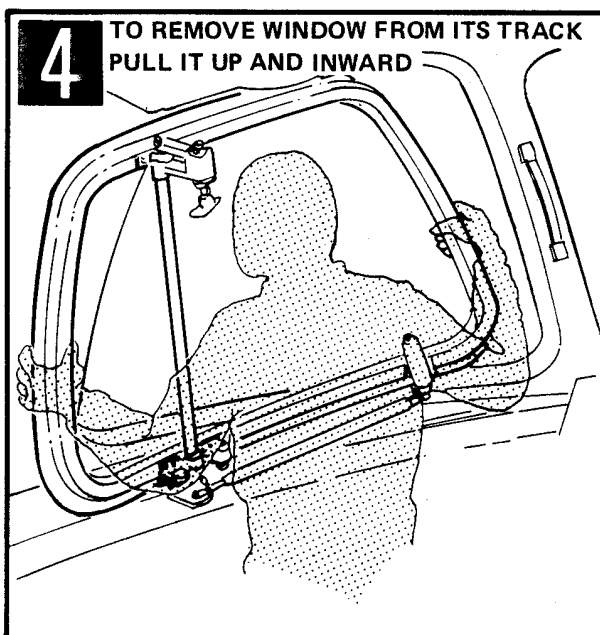
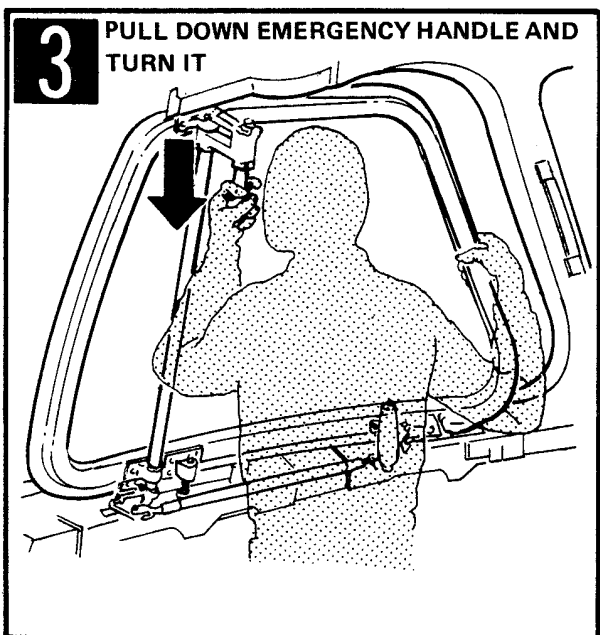
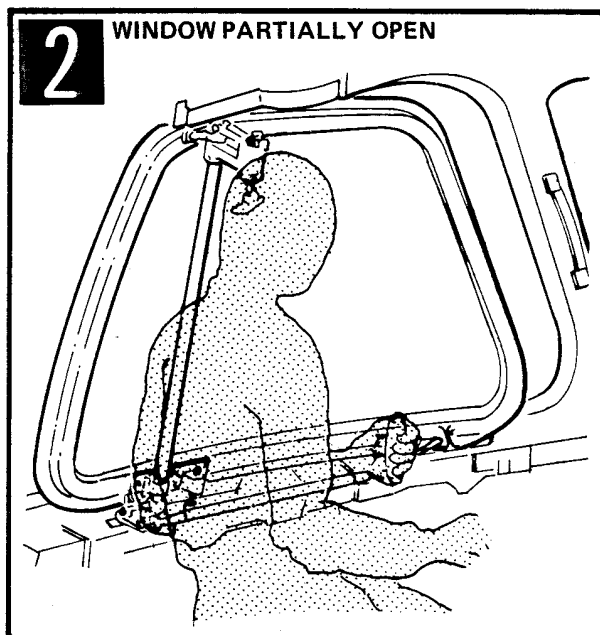
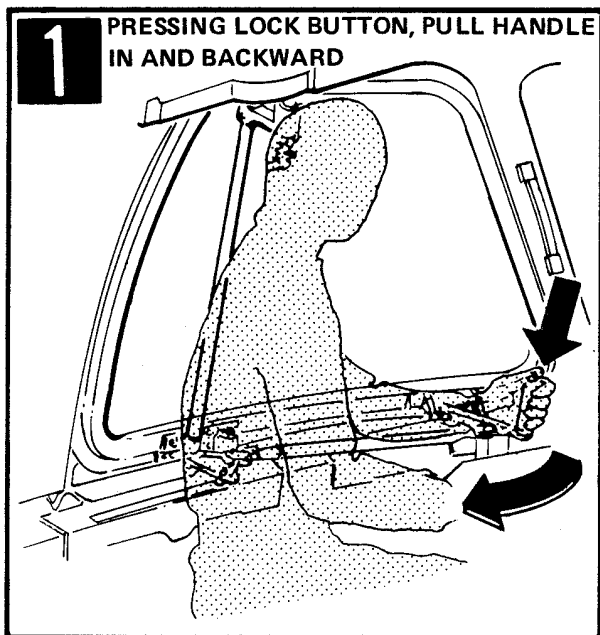


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DIRECT VISION WINDOWS

Cockpit windows may be partially opened on the ground and in flight should there be a loss of windshield visibility. The cockpit windows can be totally removed for emergency evacuation. The WINDOW NOT CLOSED inscription, on the window front frame, will be visible when the window is not properly closed.

To certify that the proper cockpit window closed position has been achieved, the yellow tab must be stowed.



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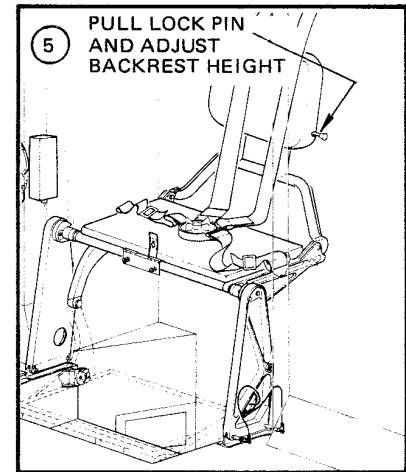
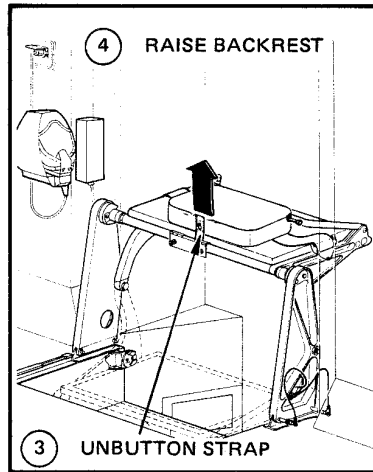
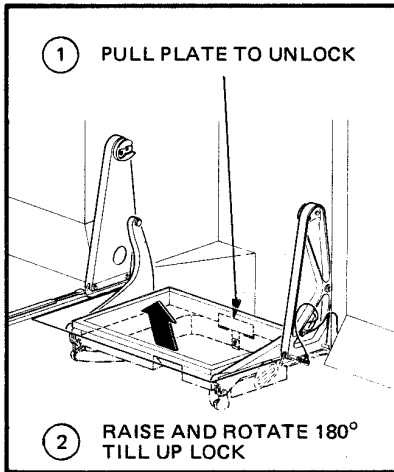


OPERATIONS MANUAL

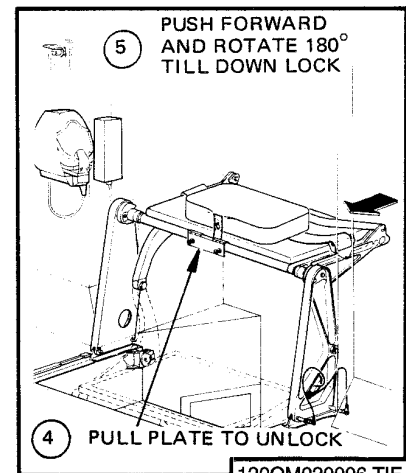
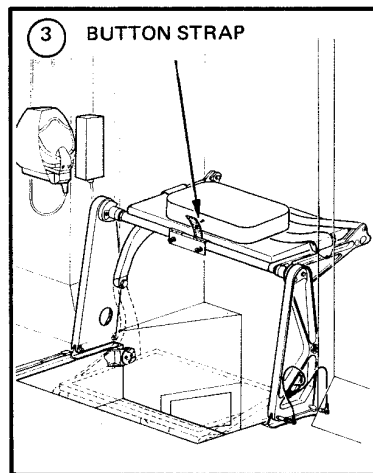
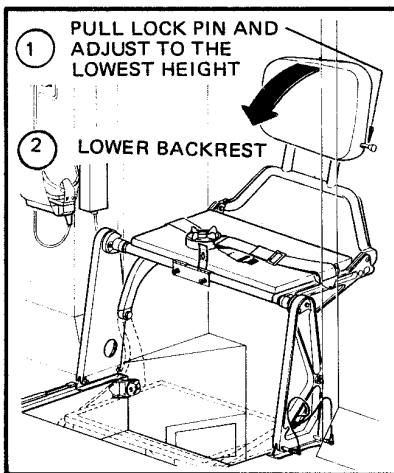
OBSERVER'S SEAT

A jump seat installed in the cockpit entrance floor may be used for an observer or an a third crewmember. The observer seat is provided with safety belts.

TO SET IN POSITION FOR USE:

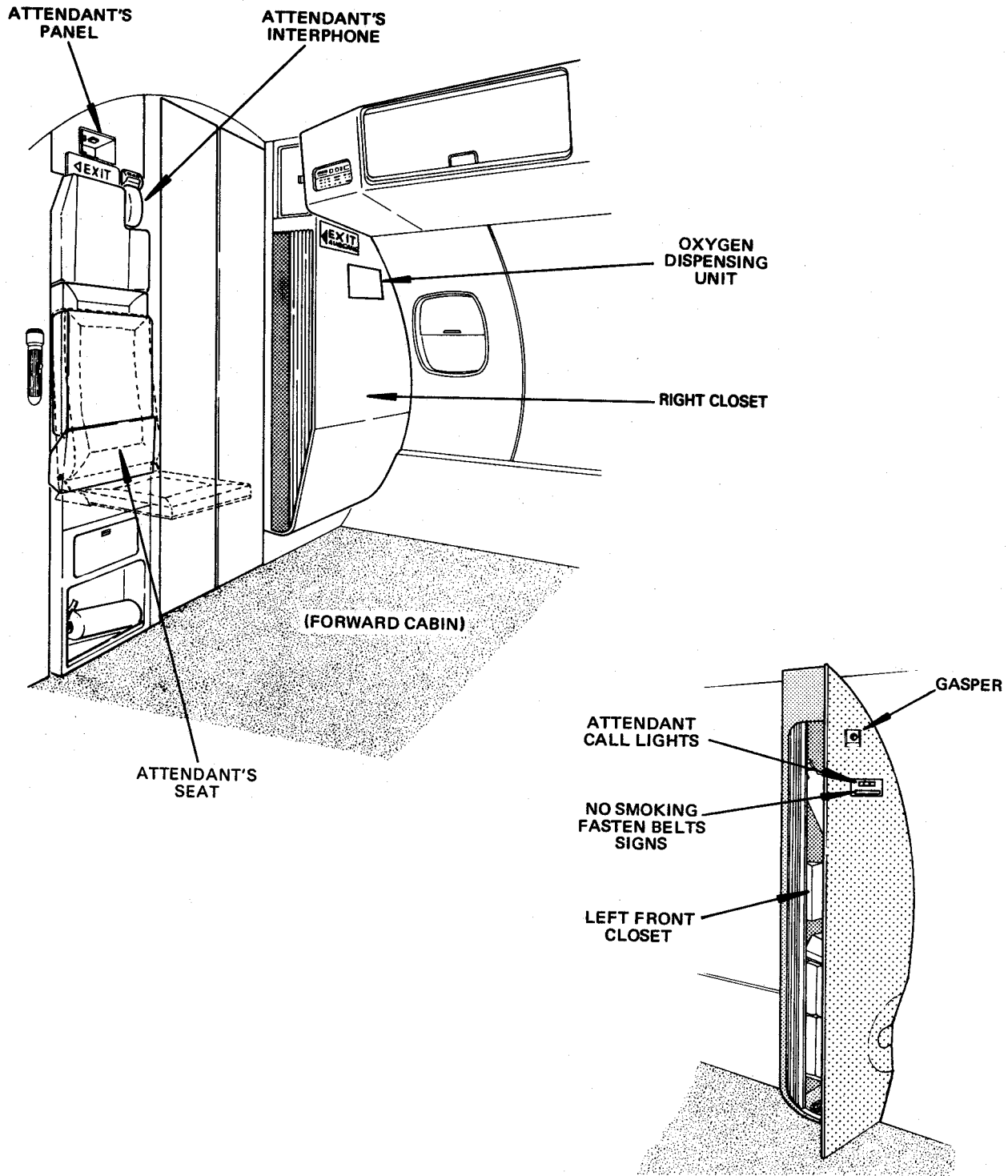


TO GUARD:



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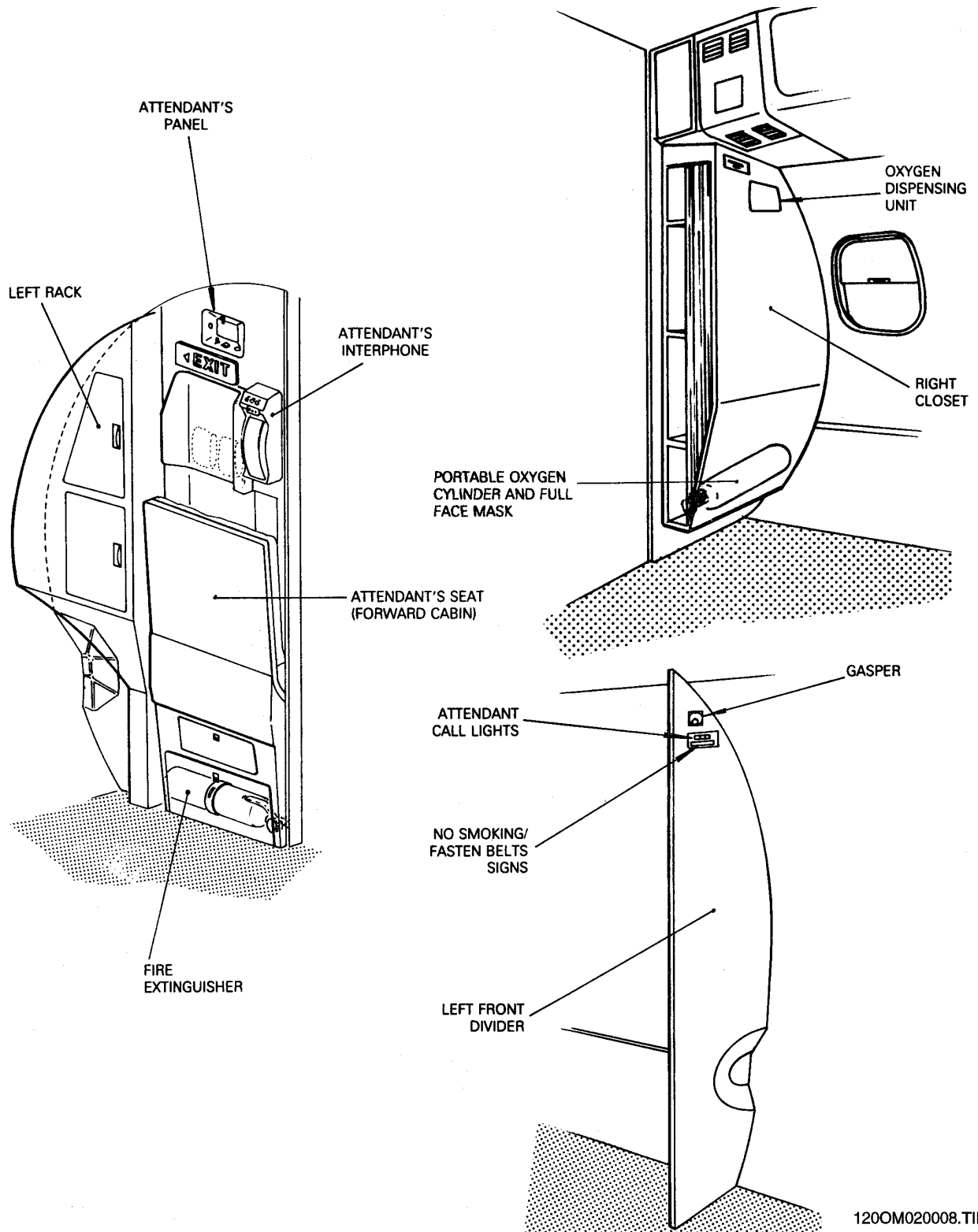


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ATTENDANT'S FURNISHINGS – TYPICAL
(VERSION 1)

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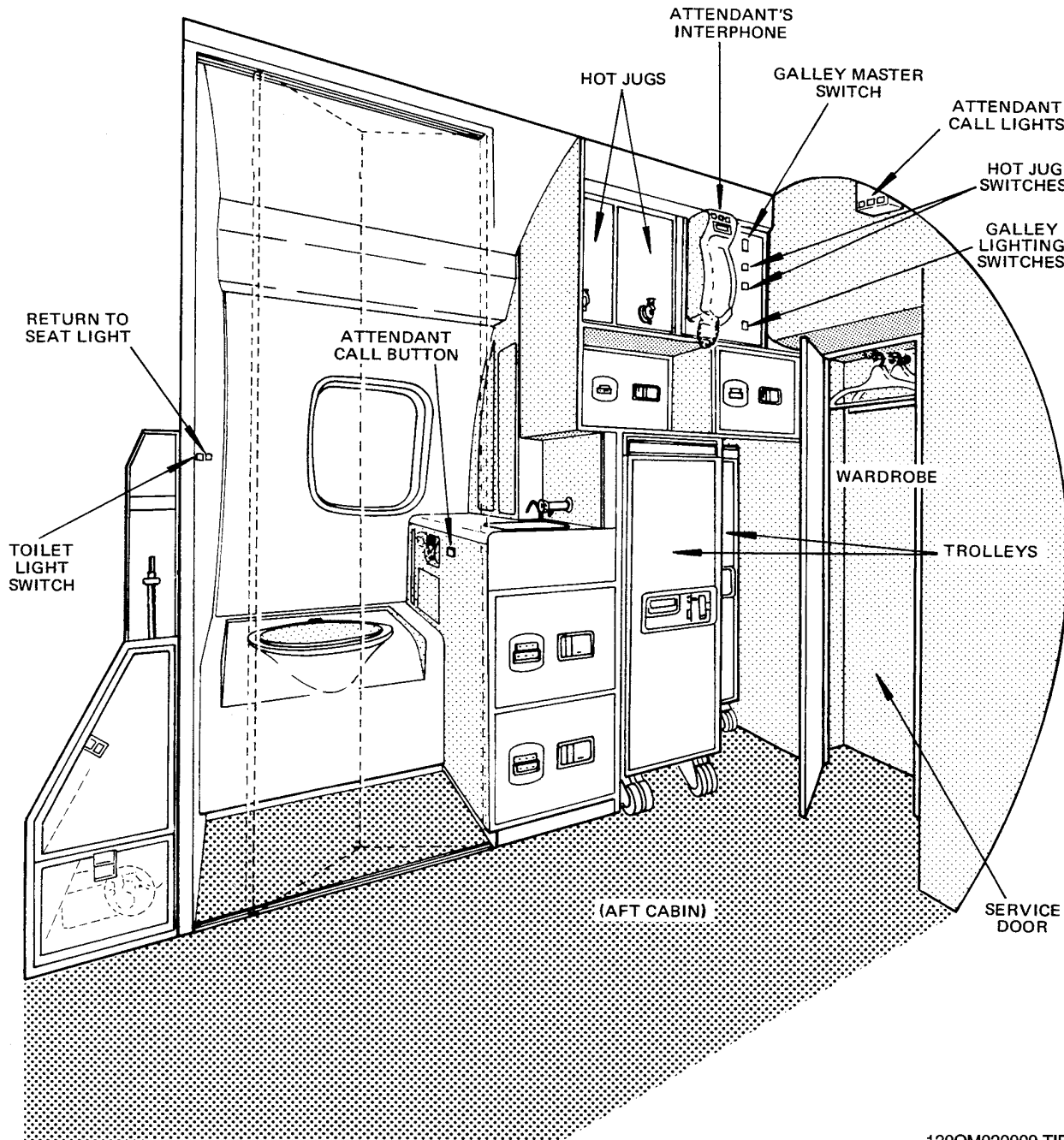
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**ATTENDANT'S FURNISHINGS – TYPICAL
(VERSION 2)**

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**GALLEY/TOILET – RIGHT SIDE
(TYPICAL)**

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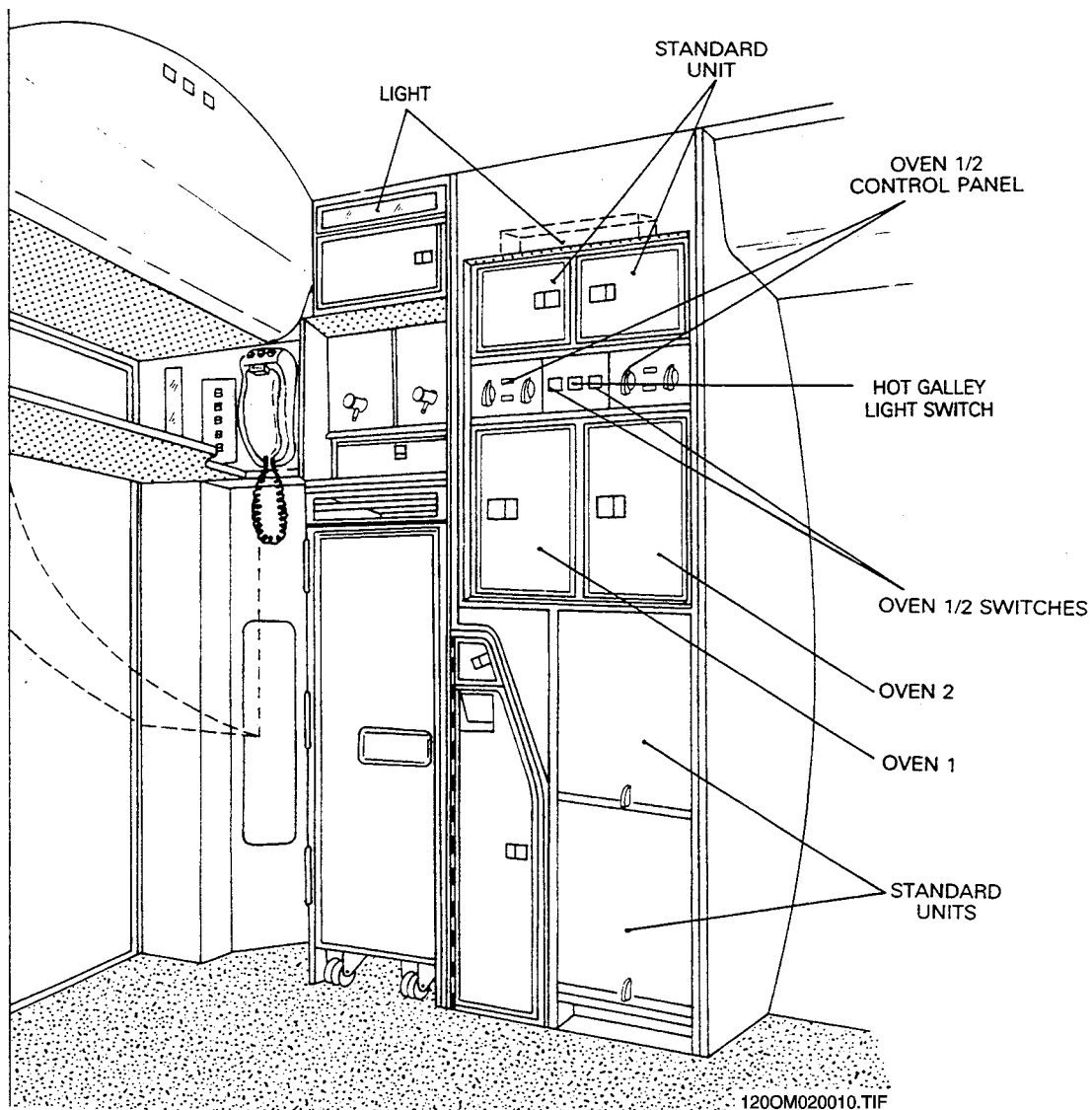


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The hot galley may be installed by attaching it to the left galley.

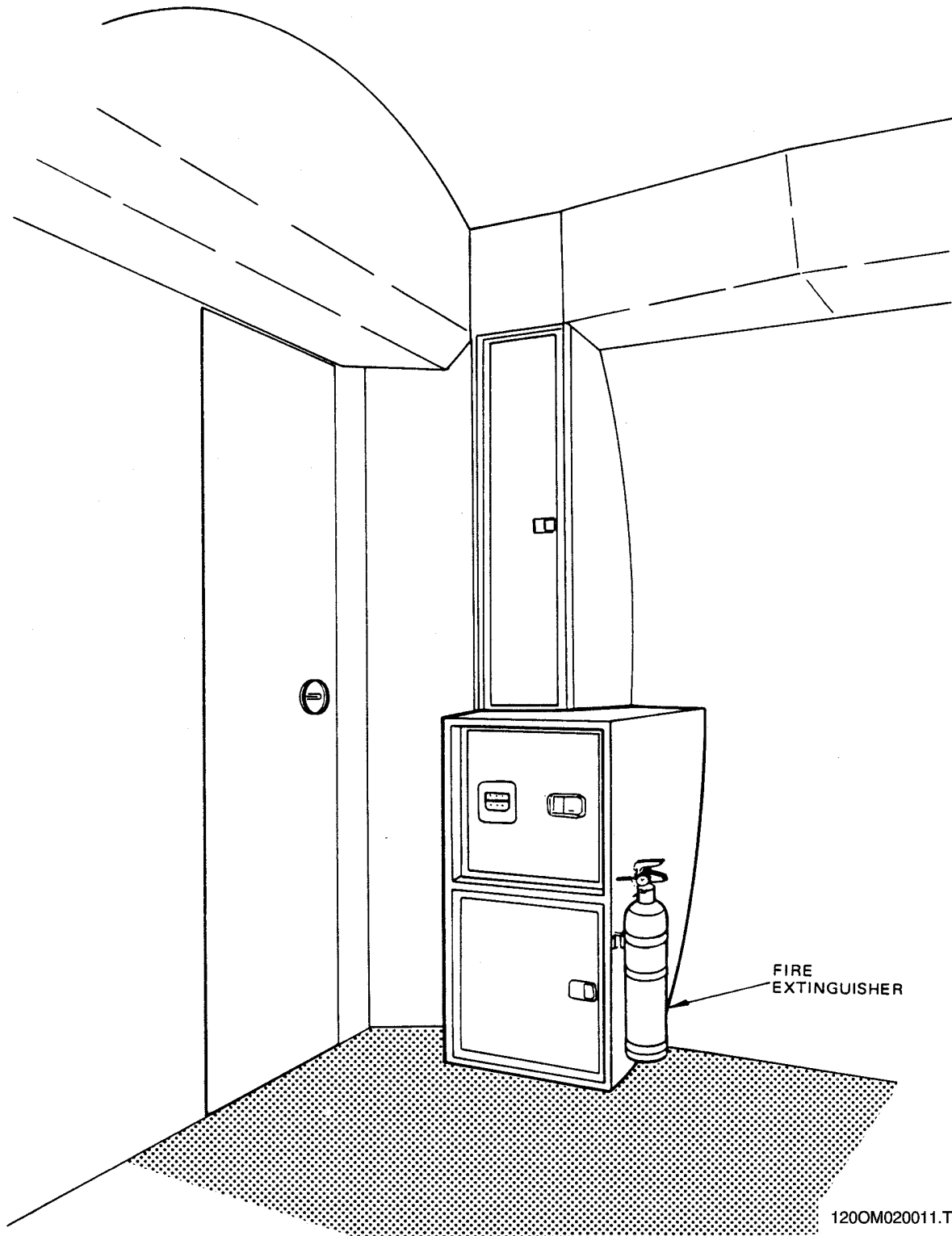
The hot galley is essentially equipped with two ovens that consume up to 1800 watts each. The ovens can be turned on only if both main generators are connected to the relevant bus bars.

- CAUTION:**
- ON THE GROUND, WHEN OPERATING IN ICING CONDITION, TURN OFF THE OVENS UNTIL AFTER TAKEOFF, IF THE ELECTRIC LOAD IS EXCESSIVE.
 - IN CASE OF LOSS OF ANY MAIN GENERATOR, THE CREW MUST TURN THE OVENS OFF.



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**LEFT GALLEY/HOT GALLEY
(OPTIONAL)**



GALLEY – LEFT SIDE (TYPICAL)

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FORWARD ENTRY DOOR

The forward entry door incorporates a folding air stairs and is fixed at the fuselage's lower edge. The door can be raised manually or hydraulically. For normal operation, two hydraulic actuators powered by the green hydraulic system or by an accumulator, raise the door. This actuator has the capability of performing four complete operations and is controlled from the INTERIOR FWD DOOR CONTROL PANEL (ATTENDANT'S PANEL) or from EXTERIOR FWD DOOR CONTROL PANEL. Each panel incorporates a pushbutton, which energizes a solenoid valve that allows hydraulic power to raise the door. A blue light illuminates while the door is moving up. This system's circuit breaker is located at the INTERIOR FWD DOOR CONTROL PANEL (ATTENDANT'S PANEL).

The door may be raised manually by an outside ground attendant who lifts the door to its closed position.

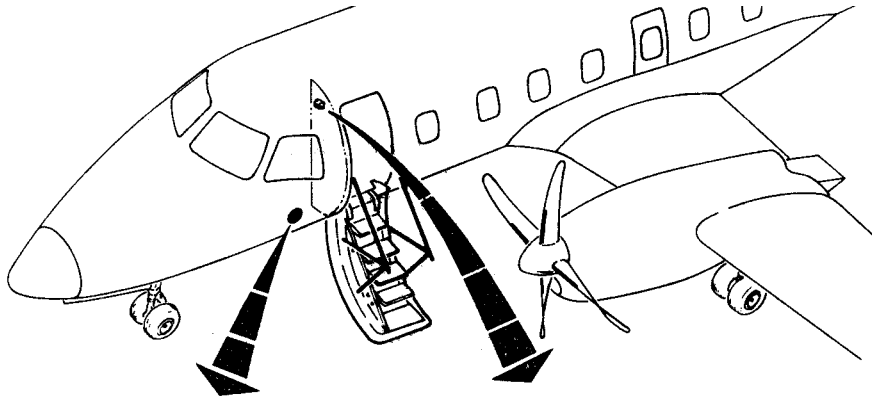
NOTE: On airplanes S/N 120.211 and on, before closing the door manually, check that the indicator rod of the hydraulic spring accumulator is extended and visible. This indicates that the accumulator is full of oil, assuring that the door, when opening, will not fall down without damping.

The spring accumulator is located in the hydraulic compartment at the right side of the fuselage forward section.

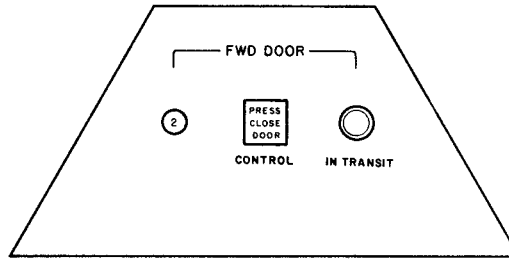
Once the door is raised, moving the red inner or outer handle down will latch it. The hydraulic circuit provides a damping function when the door is opening.

The hydraulic circuit is provided with an emergency valve, which allows the forward door to be lowered when the solenoid valve fails.

- NOTE:**
- No more than three persons should be on the steps simultaneously.
 - It is recommended that the air conditioning pack switches be set to LOW before closing forward entry door, in order to avoid a sudden cabin pressure increase.

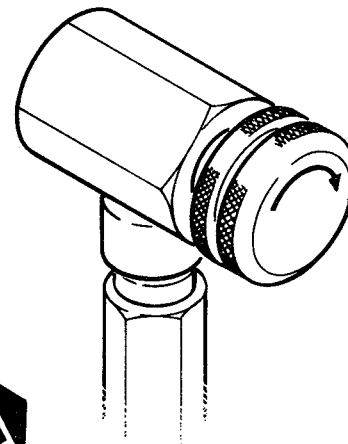
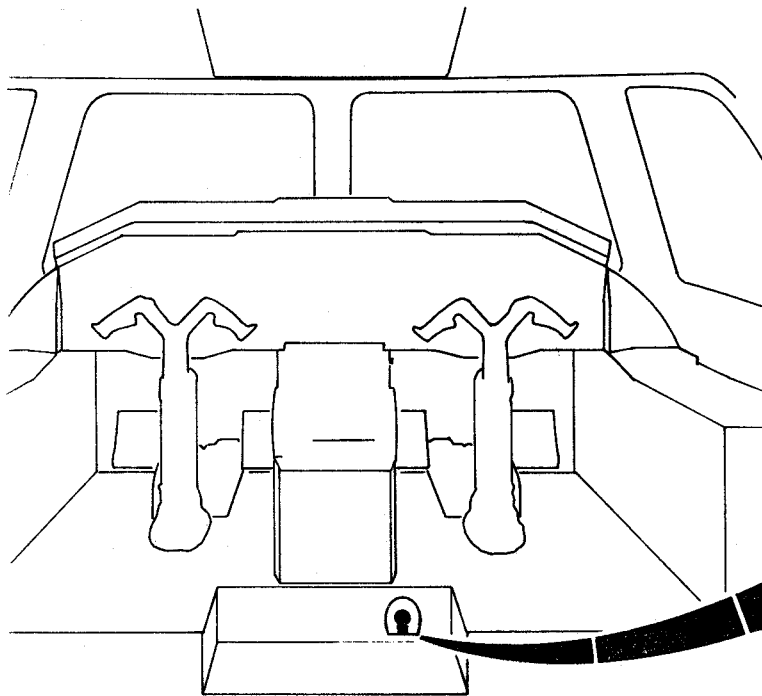


**EXTERIOR FWD DOOR
CONTROL PANEL**



**INTERIOR FWD DOOR
CONTROL PANEL
(ATTENDANT'S PANEL)**

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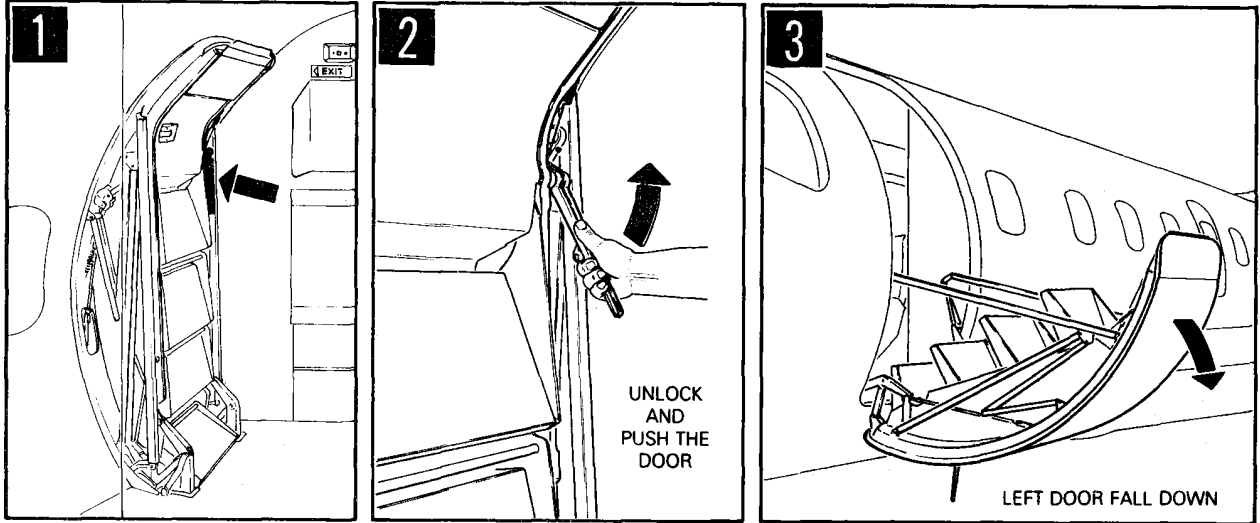
**FORWARD DOOR
EMERGENCY VALVE**

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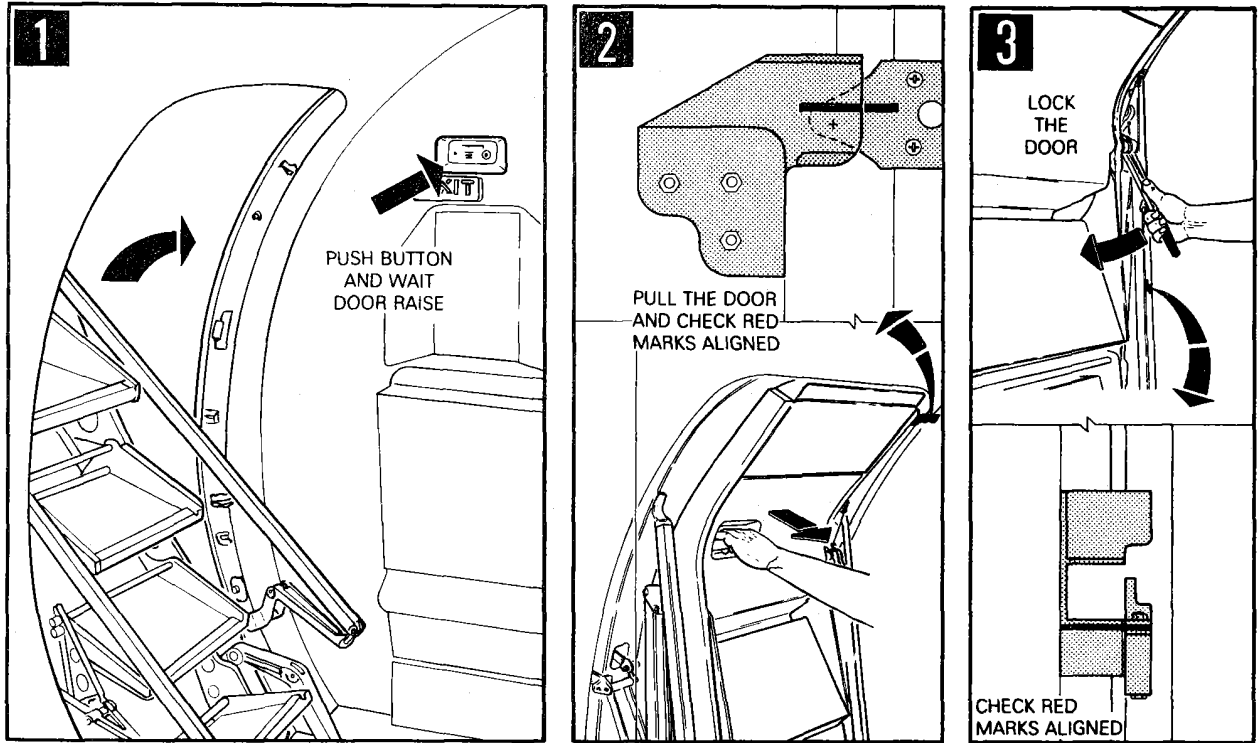
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TO OPEN:



TO CLOSE:



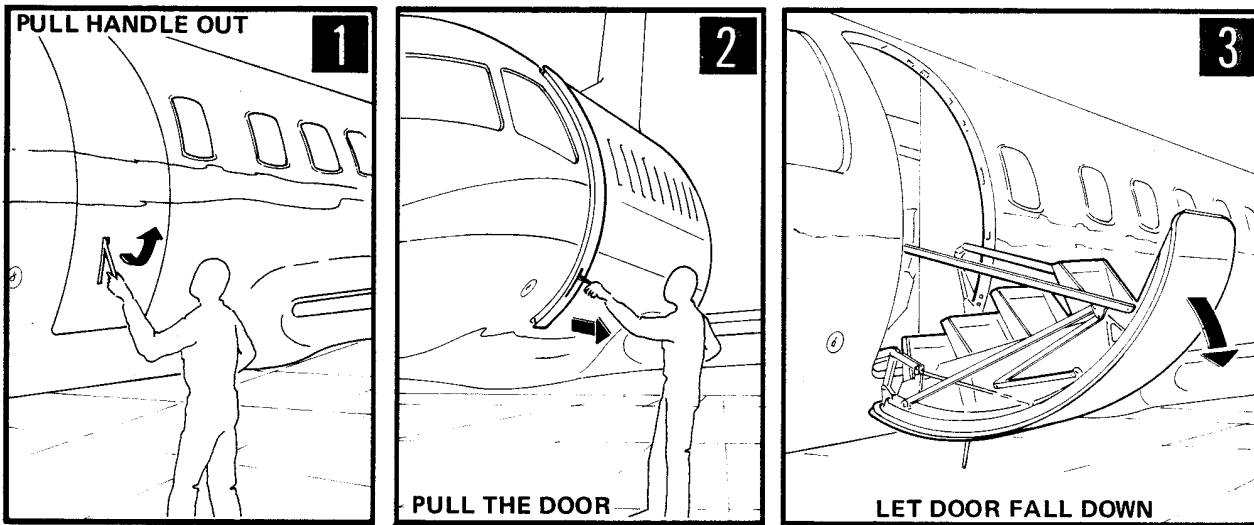
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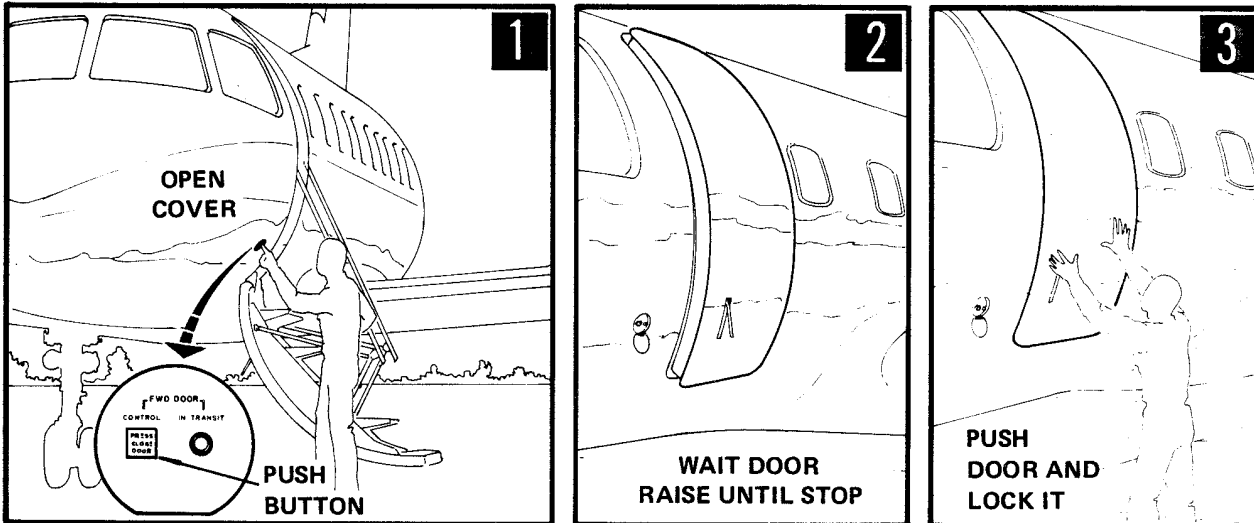
FORWARD DOOR OPERATION (INSIDE CABIN)



TO OPEN:



TO CLOSE:



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FORWARD DOOR OPERATION (OUTSIDE CABIN)

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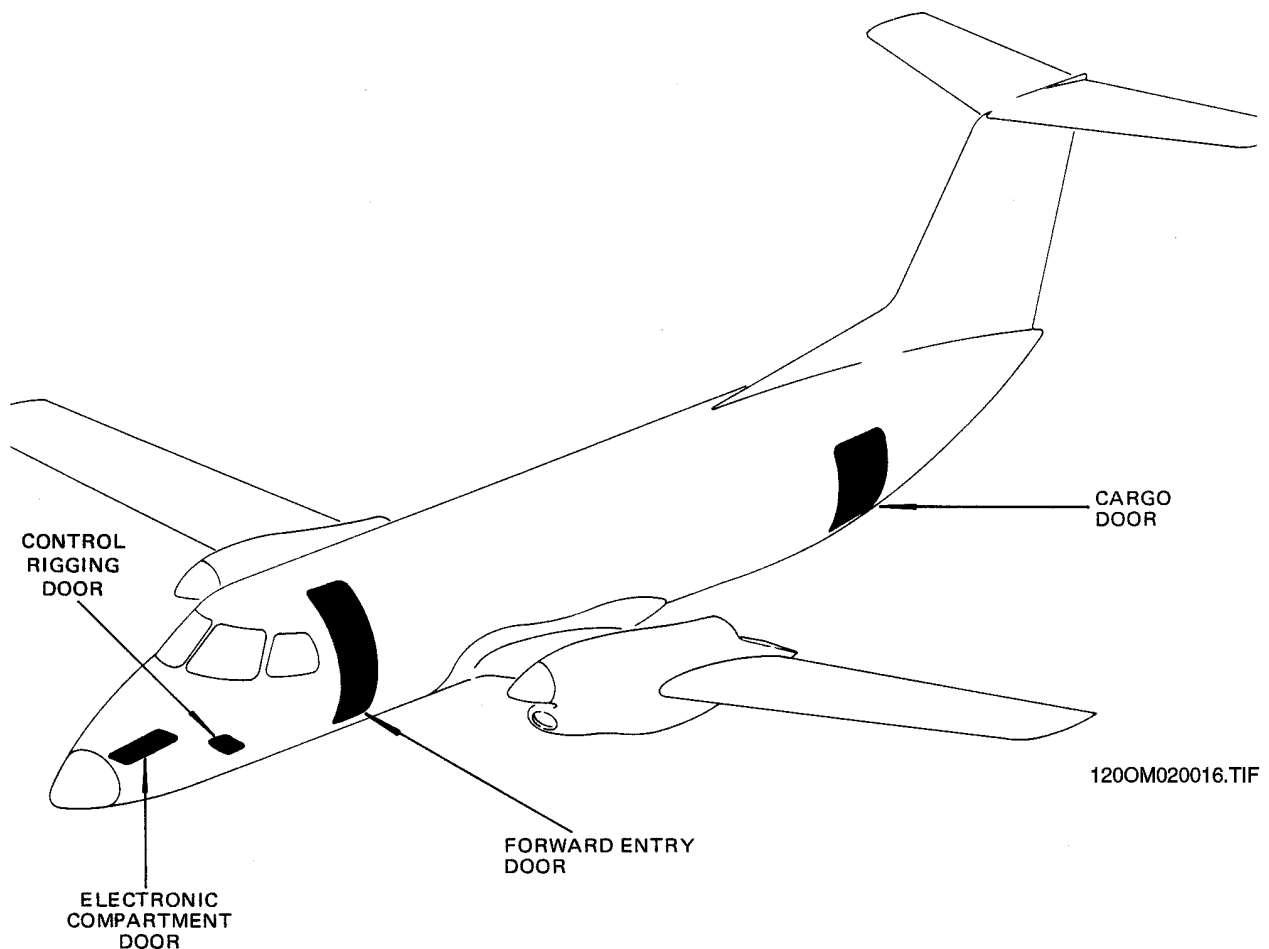
OPERATIONS MANUAL

CARGO DOOR

The cargo door is manually commanded through the handle. Moving the handle clockwise until the door halts allows lifting movement. To close the cargo door, pull the rope and the door until it attains the lowest position then turn the handle counterclockwise.

SERVICE DOORS

The EMB-120 is provided with two service doors for maintenance purposes. The Control Rigging Door is ventrally located in the fuselage, under the cockpit. The Electronic Compartment Door is located inside the nose landing gear compartment. When one or both doors are not closed and latched the SERVICE light on the DOORS panel will illuminate.

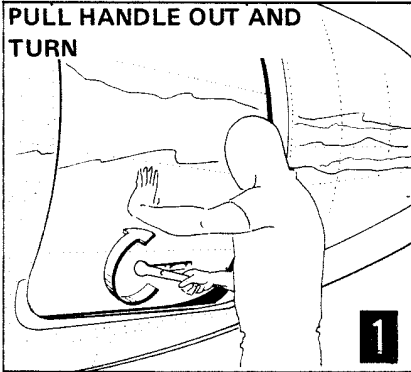


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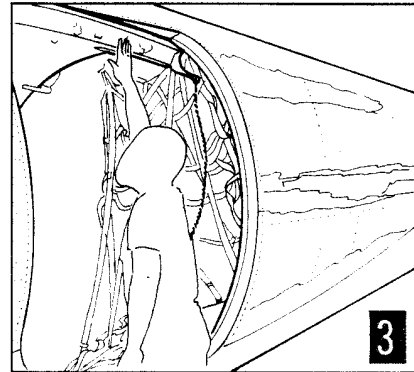
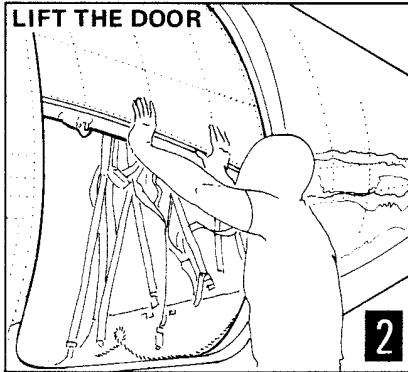


TO OPEN:

**PULL HANDLE OUT AND
TURN**

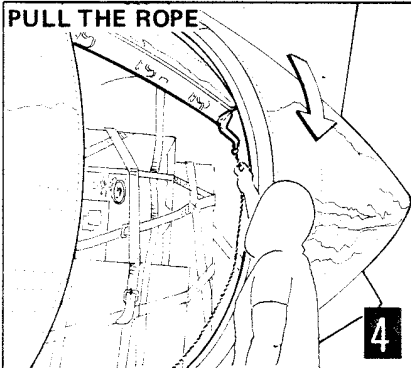


LIFT THE DOOR

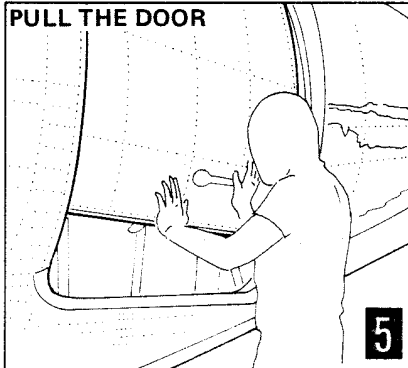


TO CLOSE:

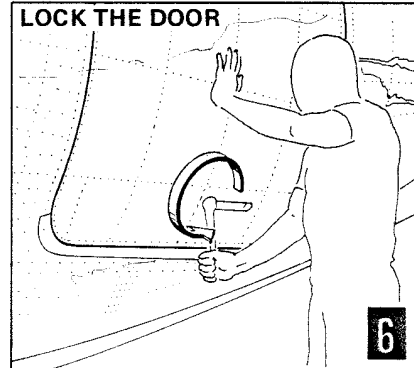
PULL THE ROPE



PULL THE DOOR



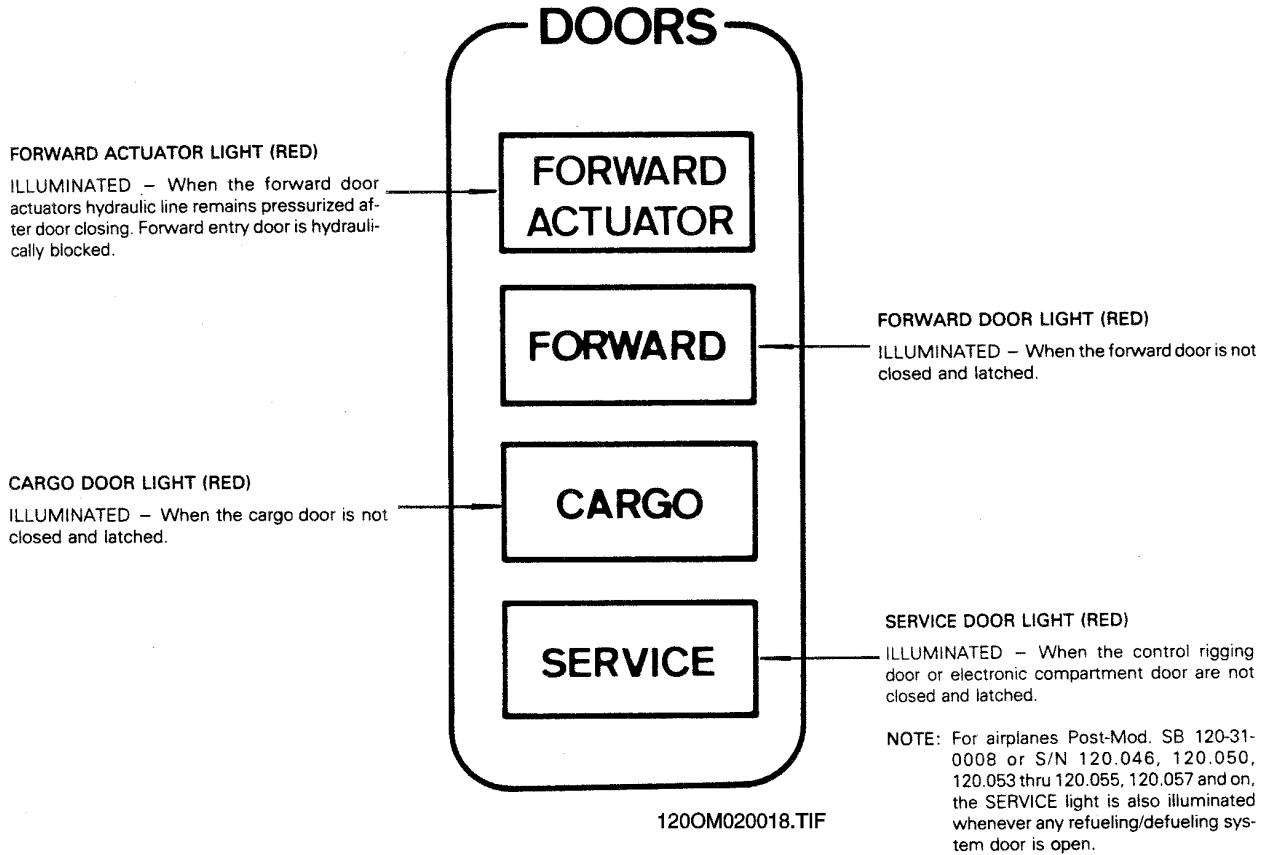
LOCK THE DOOR



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CARGO DOOR OPERATION

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16-021-001

DOORS WARNING LIGHTS
(OVERHEAD PANEL)

