DOORS

GENERAL
Following exterior doors are installed in the pressurized cabin of the Dornier 328:
– the passenger/crew door on the forward LH side aftward of the flight compartment
– the baggage door on the LH rear side of the passenger compartment
– the galley service door on the RH rear side of the passenger compartment.

Following fixed interior doors are installed:
– the flight compartment door
– the lavatory folding door.

Following hatches are installed:
– the crew hatch in the flight compartment ceiling
– the emergency exit hatches on the forward RH side and on the LH aftward side of the passenger compartment.

Following technical service doors are installed:
– the ground air connecting door in front of the forward RH landing gear fairing
– the external bleed air panel on the LH underside of the tailcone.

Instructions to lock and unlock the doors are printed on the outside and inside of all doors, when also used as emergency exits.

PASSENGER / CREW DOOR
The passenger/crew door is installed on the LH side and opens outward dropping down. The passenger/crew door is equipped with an integral stairway and a folding handrail. When unlocked, the door opens downwards under its own weight, assisted by a gas spring.

Operation of Passenger/Crew Door
The passenger/crew door can be locked and unlocked from outside of the airplane by means of a door handle which must be turned counterclockwise (upwards) to unlock and open the door, and turned clockwise to close and lock the door. The outside door handle is kept flush with the skin in the closed position. For opening the handle is deflected outward by pressing the most forward portion of the handle.
From inside the airplane the passenger/crew door can be locked and unlocked by pulling the red marked handle down to unlock and open the door, and pushing the handle up to close and lock the door.
When pushed out of the closed position the door continues to open under its own weight supported by gas springs. The handrail unfolds while opening. The door locks in the full open position. Locking of the door can be assisted by manual force.
The passenger/crew door is closed by pressing the yellow pedal of the latch mechanism on the upper stairway and then pulling the door close lever on the LH side of the stairway inwards to the UNLOCK position.
A closed door is locked when the inside door handle points upwards and the outside door handle is flush with the skin.
BAGGAGE DOOR
The baggage door is installed on the aft LH side and opens outwards, parallel to the fuselage. The door can be opened normally from outside of the airplane and in case of emergency from inside the airplane.

Operation of Baggage Door
Operation from outside:
1. Push the door handle out and turn it to the UNLOCK/OPEN position.
2. Pull the baggage door and swing it back maintaining the door parallel to the fuselage.
3. Push the baggage door outward and aftward until it is locked in the full open position.
   The door locks in the full open position.

Operation from inside:
1. Push the emergency handle out and downward to the UNLOCK/OPEN position.
2. Push the emergency handle back upward (closed position).
3. Push the baggage door outward and aftward until it is locked in the full open position.

GALLEY SERVICE DOOR
The galley service door is located on the aftward RH side and opens outwards parallel to the fuselage. The door is used to load the galley and can be used as an emergency exit.

Operation of Galley Service Door
Operation from outside:
1. Push the door handle out and turn it to the UNLOCK/OPEN position.
2. Pull the service door and swing it back maintaining the door parallel to the fuselage.
3. Push the service door outward and aftward until it is locked in the full open position.
   The door locks in the full open position.

Operation from inside:
1. Pull the internal handle in an upward direction to the UNLOCK/OPEN position. This will unlatch the door and cause it to be lifted out of the door frame.
2. Push the service door outward and let it swing aftward. The door locks in the full open position.

A closed door is locked when the door handle in the inside points downward, and the door handle outside is flush with the skin.

FLIGHT COMPARTMENT DOOR
The flight compartment door is a sliding–type door, located in the flight compartment bulkhead. A decompression flap in the lower half of the door allows pressure compensation between the flight compartment and passenger compartment in case of a decompression.

Operation of Flight Compartment Door
To close the door push the release device and move the door to the closing side. The lock engages automatically when closing the door.
To open the door from the passenger compartment a key is always required.
LAVATORY FOLDING DOOR
The lavatory folding door is located in the front lavatory wall. The door also allows entrance of Handicapped people sitting in an on–board wheel chair.

Operation of Lavatory Folding Door
Opening:
1. Unlock the door latch by pressing the folding door at the outer pull handle which folds the door in the middle.
2. Push the door sections fully open.

Moving the inner knob of the door latch into the unlocked position shows VACANT on the indicator.

Closing:
1. Pull the inner pull handle to stretch the door sections.
2. The door locks automatically with the spring loaded shoot bolt.

Moving the inner knob of the door latch into the locked position shows OCCUPIED on the indicator.
The closed lavatory door can be unlocked from outside in case of emergency with the outer knob of the door latch which is under the cover plate.

CREW HATCH
A crew hatch for emergency escape of the flight crew is installed in the flight compartment ceiling. The hatch can only be opened from inside.

Operation of the Crew Hatch
1. Remove the cover to gain access to the pull handle.
2. Support and hold the crew hatch by the hand grip in the lining and pull the handle forward to the OPEN position.
3. Pull the crew hatch inwards into the flight compartment.

EMERGENCY EXIT HATCH TYPE III
Two plug–type emergency exits are installed in the passenger compartment, one at the forward RH side of the airplane and one at the aftward LH side. The emergency exit panels are flush fitting.

Operation of Emergency Exit Hatch Type III
The emergency exit hatches can be opened from the inside and outside by a mechanically operated handle.
Operation from inside:
1. Remove the Velcro taped cover. Take hold of the emergency exit panel with the upper red lever and the lower grip.
2. Pull the red lever down to the OPEN position and tilt the top half of the emergency exit hatch inwards the cabin.
3. Lift the exit panel upwards and pull it inwards.
4. In case of emergency throw the exit panel out.
GROUND AIR CONNECTION DOOR
A ground air connection door is located beneath the fuselage in front of the forward RH landing gear fairing and is closed by a flush fitting panel.

Operation of Ground Air Connection Door
The ground air connector is accessible only from outside the airplane through a door which is secured by cam locks. The ground air connector itself is closed additionally by a panel which must be turned counterclockwise to open and clockwise to close it.

EXTERNAL BLEED AIR PANEL
An external bleed air panel provides access to the connector for the external bleed air supply. The flush fitting panel is located on the LH underside of the tailcone.

Operation of External Bleed Air Panel
The open and closed position of the bleed air panel is displayed on the EICAS DOORS page.

INDICATIONS
Indications of open external doors, service doors or hatches are given on the DOORS system page generated by the EICAS. In addition a warning light DOORS on the Red Warning Panel (RWP) illuminates and an aural alert will be presented when any door or hatch is not locked.
<table>
<thead>
<tr>
<th>MESSAGE (SYNOPTIC)</th>
<th>WARN TONE</th>
<th>CONDITION</th>
<th>INHIBIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location (COLOR)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DOORS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RED WARNING PANEL</td>
<td></td>
<td>Indicates that any door is not locked or disagree between two sensors (no chime for EXT AIR panel).</td>
<td>x</td>
</tr>
<tr>
<td>DOOR SWITCH FAIL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAS Field (AMBER)</td>
<td></td>
<td>Indicates door proximity switch failure.</td>
<td>x</td>
</tr>
<tr>
<td>SWITCH FAIL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DOORS Page (AMBER)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEN (COCKPIT HATCH)</td>
<td></td>
<td>Indicates unlocked condition of cockpit hatch.</td>
<td></td>
</tr>
<tr>
<td>DOORS Page (RED)</td>
<td></td>
<td>Indicates locked condition of cockpit hatch.</td>
<td></td>
</tr>
<tr>
<td>DOORS Page (GREEN)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEN (PAX DOORS)</td>
<td></td>
<td>Indicates unlocked condition of passenger/crew door.</td>
<td></td>
</tr>
<tr>
<td>DOORS Page (RED)</td>
<td></td>
<td>Indicates locked condition of passenger/crew door.</td>
<td></td>
</tr>
<tr>
<td>DOORS Page (GREEN)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEN (RH EMERG EXIT)</td>
<td></td>
<td>Indicates unlocked condition of RH emergency exit.</td>
<td></td>
</tr>
<tr>
<td>DOORS Page (RED)</td>
<td></td>
<td>Indicates locked condition of RH emergency exit.</td>
<td></td>
</tr>
<tr>
<td>DOORS Page (GREEN)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEN (LH EMERG EXIT)</td>
<td></td>
<td>Indicates unlocked condition of LH emergency exit.</td>
<td></td>
</tr>
<tr>
<td>DOORS Page (RED)</td>
<td></td>
<td>Indicates locked condition of LH emergency exit.</td>
<td></td>
</tr>
<tr>
<td>DOORS Page (GREEN)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEN (SERVICE DOOR)</td>
<td></td>
<td>Indicates unlocked condition of service door.</td>
<td></td>
</tr>
<tr>
<td>DOORS Page (RED)</td>
<td></td>
<td>Indicates locked condition of service door.</td>
<td></td>
</tr>
<tr>
<td>DOORS Page (GREEN)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEN (BAGGAGE DOOR)</td>
<td></td>
<td>Indicates unlocked condition of baggage door.</td>
<td></td>
</tr>
<tr>
<td>DOORS Page (RED)</td>
<td></td>
<td>Indicates locked condition of baggage door.</td>
<td></td>
</tr>
<tr>
<td>DOORS Page (GREEN)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Message inhibit 1 condition for Engine off and Electrical Bus Failure refer to Section 12–31–17–04.

Message inhibit logic:
1. Airplane on ground, engines not running
2. Takeoff phase
3. Landing phase

CAS Field and System Messages (Sheet 1 of 2)
<table>
<thead>
<tr>
<th><strong>OPEN (EXT AIR panel)</strong></th>
<th><strong>DOORS Page (RED)</strong></th>
<th>Indicates unlocked condition of external air panel.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(EXT AIR )</td>
<td><strong>DOORS Page (GREEN)</strong></td>
<td>Indicates locked condition of external air panel.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>OPEN (GND AIR DOOR)</strong></th>
<th><strong>DOORS Page (RED)</strong></th>
<th>Indicates unlocked condition of ground air connector door.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(GND AIR DOOR)</td>
<td><strong>DOORS Page (GREEN)</strong></td>
<td>Indicates locked condition of ground air connector door.</td>
</tr>
</tbody>
</table>

Message inhibit 1 condition for Engine off and Electrical Bus Failure refer to Section 12–31–17–04.

**Message inhibit logic:**
1. Airplane on ground, engines not running
2. Takeoff phase
3. Landing phase
CAS Field Messages on EICAS Display

NOTE: NOT ALL THE SYMBOLOGY SHOWN MAY SIMULTANEOUSLY OCCUR ON AN ACTUAL DISPLAY.

CAS FIELD MESSAGES

The following messages can be displayed:
- DOOR SWITCH FAIL

Dornier 328Jet - Doors

Page 7
DOORS (red)
- Any door is not locked or any proximity switch has failed annunciated by TRIPLE CHIME* (no TRIPLE CHIME for EXT AIR panel).

* Only TRIPLE CHIME inhibited during takeoff phase.

SWITCH FAIL (amber)
- Indicates that one door proximity switch has failed.

EMERG
DOOR SYNOPTIC (green)
- Indicates RH emergency exit closed.
DOOR SYNOPTIC (red)
- Indicates RH emergency exit open.
OPEN (red)
- Indicates RH emergency exit open.

GND AIR
DOOR SYNOPTIC (green)
- Indicates ground air connector door closed.
DOOR SYNOPTIC (red)
- Indicates ground air connector door open.
OPEN (red)
- Indicates ground air connection open.

SERVICE
DOOR SYNOPTIC (green)
- Indicates service door closed.
DOOR SYNOPTIC (red)
- Indicates service door open.
OPEN (red)
- Indicates service door open.

Indications/Messages on DOORS Page (Sheet 1 of 2)
Indications/Messages on DOORS Page (Sheet 2 of 2)

**PAX**
- DOOR SYNOPTIC (green) - Indicates passenger door closed.
- DOOR SYNOPTIC (red) - Indicates passenger door open.
- OPEN (red) - Indicates passenger door open.

**EMERG**
- DOOR SYNOPTIC (green) - Indicates LH emergency exit closed.
- DOOR SYNOPTIC (red) - Indicates LH emergency exit open.
- OPEN (red) - Indicates LH emergency exit open.

**BAGGAGE**
- DOOR SYNOPTIC (green) - Indicates baggage door closed.
- DOOR SYNOPTIC (red) - Indicates baggage door open.
- OPEN (red) - Indicates baggage door open.

**EXT AIR**
- DOOR SYNOPTIC (green) - Indicates panel closed.
- DOOR SYNOPTIC (red) - Indicates panel open.

**CREW HATCH**
- DOOR SYNOPTIC (green) - Indicates crew hatch closed.
- DOOR SYNOPTIC (red) - Indicates crew hatch open.
- OPEN (red) - Indicates crew hatch open.
DOORS AND EMERGENCY EXIT HATCHES
Crew Hatch

CREW HATCH

HAND GRIP

PULL HANDLE

COVER
HANDLING OF DOORS AND HATCHES
EXTERNAL CONTROLS OF DOORS AND HATCHES

A  PASSENGER/CREW DOOR

B  EMERGENCY EXIT HATCHES

C  SERVICE DOOR

D  BAGGAGE DOOR
Lavatory Folding Door