



**DOORS**  
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**06-00-1**

REV 3, May 03/05

**CHAPTER 6 – DOORS**

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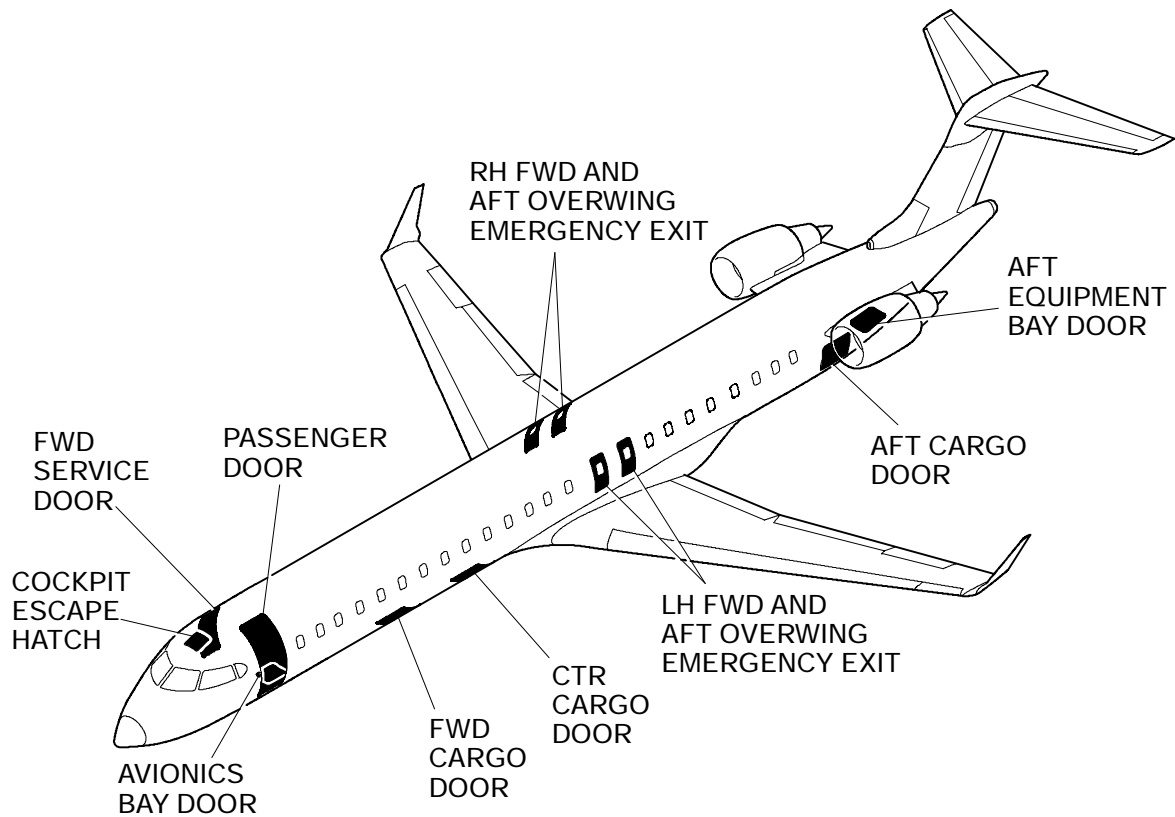
**06-00-4**

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**1. INTRODUCTION**

The aircraft has 12 doors consisting of the passenger door, the galley service door, four overwing emergency exits, the cockpit overhead escape hatch, three cargo doors, the avionics compartment door and the aft equipment compartment door. The passenger and flight compartment doors can be operated from inside or outside of the aircraft and can also be used for emergency evacuation. The three cargo doors, the aft equipment compartment door and the avionics compartment door can only be operated from outside the aircraft. All doors, except the aft equipment compartment door and the cockpit overhead escape hatch are monitored by the proximity sensing electronic unit which provides the flight crew with door status information on the EICAS. <2224>



Doors – Introduction <2224>  
Figure 06-10-1

The doors aural and visual indication system is triggered by signals received from position sensors and switches. Inputs from the position sensors and switches are processed by the proximity sensing electronic unit and transmitted to the EICAS. Door warning and caution messages are displayed on the EICAS primary page and the door status is displayed on the DOORS synoptic page.



**DOORS  
Introduction**

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**A. System Circuit Breakers**

<b>SYSTEM</b>	<b>SUB-SYSTEM</b>	<b>CB NAME</b>	<b>BUS BAR</b>	<b>CB PANEL</b>	<b>CB LOCATION</b>	<b>NOTES</b>
Doors	Indication	DOOR IND	DC ESSENTIAL	2	R8	



## 1. PASSENGER DOOR

The passenger door, located at the forward left-hand side of the fuselage, is the main entrance and exit to the cabin area.

The passenger door incorporates integral stairs with a retractable lower step and folding handrails. The door is hinged at the cabin floor level and opens outward. A counter-balance mechanism with gas springs is used to take the weight of the door and to dampen the door movement. At the fully open position, the door rests on a support wheel.

Handrails are provided to assist passengers in boarding and disembarking. Mechanical linkages raise the handrails when the door is opened and collapse them when the door is closed. When jetways are in use, the handrails must be collapsed. Collapsing of the handrails is done by removing the forward and aft handrail quick-release pins (fig 06-20-4).

Closing the passenger door from inside the aircraft is normally accomplished using the power assist system which is controlled from a DOOR ASSIST switchlight on the forward flight attendants panel.

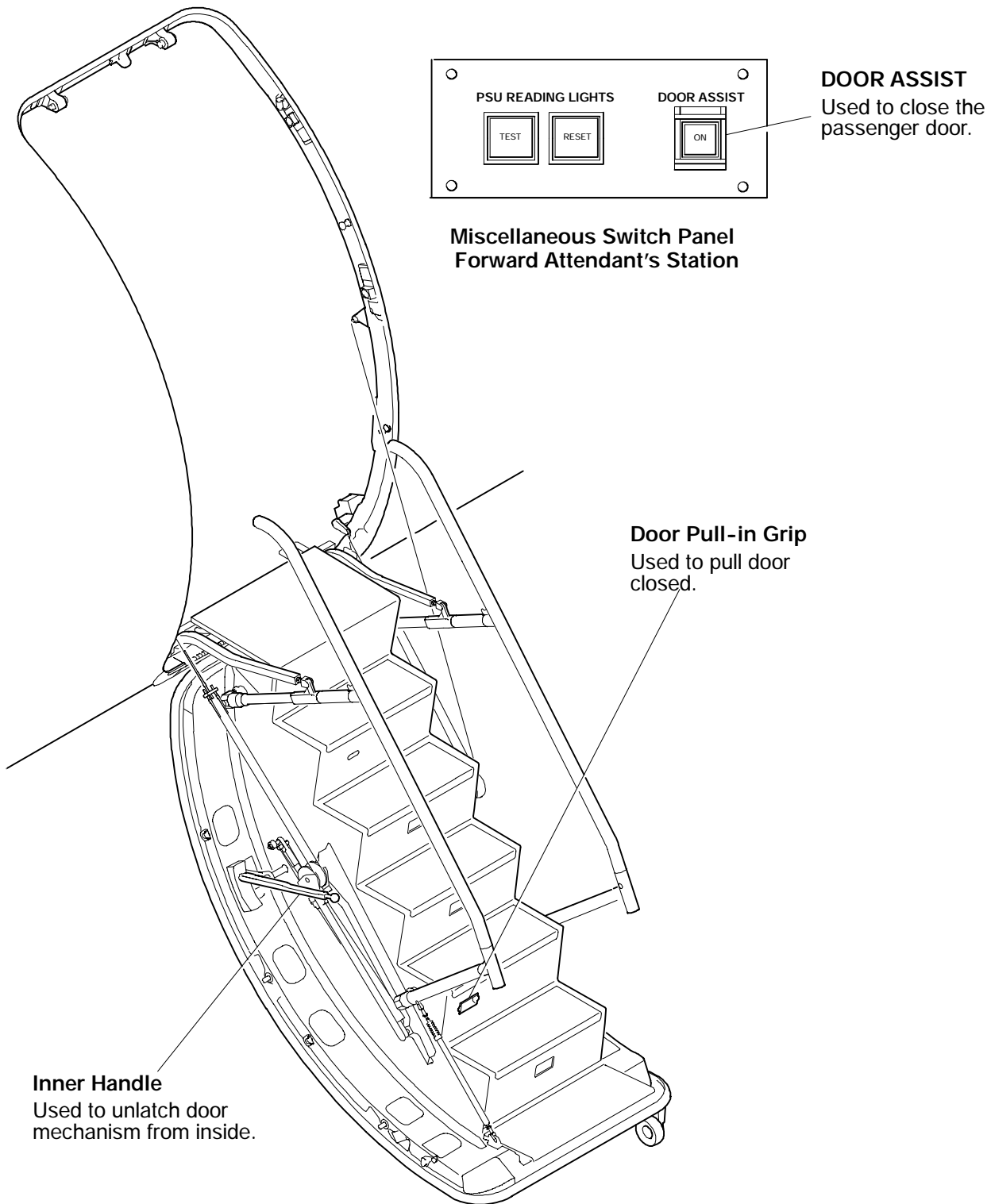
### A. Opening the Door from Inside

- (1) Lift the inner handle out of its cam recess.
  - The outer handle ejects from its recess.
  - The latch mechanism unlocks.
  - The pressurization flap on the passenger door's exterior surface opens.
- (2) Continue the upward movement of the handle to the OPEN position.
  - The latch cams and latch pins disengage from the door frame fittings.
  - Fwd and aft pull-out levers open the door to the near vertical (balanced) position.
- (3) Firmly push the door outward.

### NOTE

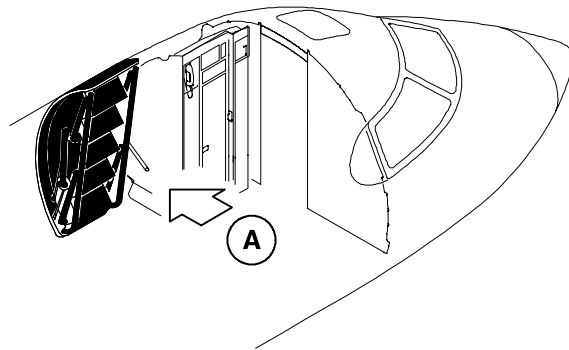
Maximum load capacity of the door is 454 kgs (1000 lbs) or a maximum of four passengers on the stairs at any time.

- The door descends in a gradual downward movement (dampened by the counterbalance mechanism gas springs).
- The retractable lower step and folding handrails deploy.
- The door support wheel extends and locks in place before reaching the ground.



Passenger Door  
Figure 06-20-1





**TO OPEN**  
**LIFT HANDLE**  
**PUSH DOOR**

**TO CLOSE**  
1. GRASP ASSIST HANDLE  
PULL DOOR FULLY CLOSED AND HOLD  
2. PUSH DOOR HANDLE DOWN  
3. CHECK INDICATION MARKS

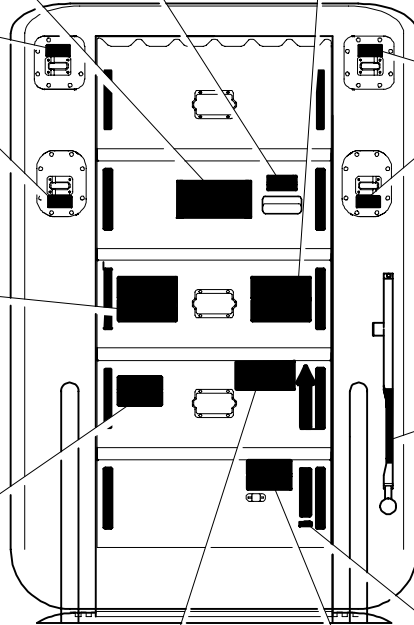
**EXIT**

ASSIST HANDLE

GREEN MARKS MUST ALIGN

GREEN MARKS MUST ALIGN

HANDRAIL OPERATION	
TO USE	TO FOLD
ENSURE BOTH PINS ARE IN PLACE THRU POSTS	REMOVE BOTH PINS FROM POSTS



FWD

EXIT/PULL

**NOTICE**  
1. MAXIMUM LOAD CAPACITY - 1000 LBS (454 KG)  
2. MAXIMUM NUMBER OF PASSENGERS ALLOWED ON THE STAIRWAY - 4

CLOSED

OPEN

WARNUNG  
TÜRGRIF F NICHT  
WÄHREND DES  
FLUGES BETÄTIGEN  
**CAUTION**  
DO NOT OPERATE  
HANDLE IN FLIGHT

Interior Passenger Door – Placards  
Figure 06-20-2



**DOORS  
Passenger Door**

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**B. Closing and Latching the Door from Inside**

- (1) Press and hold the DOOR ASSIST switch on the forward attendant's panel.

**NOTE**

Do not operate the electrical motor during power switching.

- (2) The electrical motor pulls the door up and stops automatically when the door reaches the near vertical position.

**NOTE**

The cam mechanism under the lower step includes a handle interlock. The interlock is used to prevent the inner handle from moving to the closed position until the door is fully pulled into the fuselage structure.

- (3) Grasp the handle in the second step riser and pull the door fully closed.
  - The fwd and aft pull-in/push-out levers engage in respective cams to hold the door in this position.
- (4) Push the inner handle down to the CLOSED position.
  - The latch cams and latch pins engage in the door frame fittings.
  - The inner handle, the outer handle and the door vent flap close simultaneously.
- (5) Make sure the visual indications of door latches are as follows:
  - Green marks on latch cams must align with green marks on door structure (2 locations),
  - Green marks on latch pins must align with green marks on indicator windows (4 locations),
  - The latch mechanism lower lock indicator flag changes from a red UNLOCKED to a green LOCKED indication.

**C. Opening the Door From Outside**

- (1) Push-in the outer handle push plate, grab the handle grip and pull outward then downward.
  - The door latch mechanism unlocks.
  - The pressurization flap opens.

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- The latch cams and latch pins disengage from the door frame fittings.
- The fwd and aft pull-in levers open the door to near vertical position.
- The door descends in a gradual downward movement (dampened by the counterbalance mechanism gas springs).
- The two folding handrails deploy.
- The support wheel extends and locks in place before reaching the ground.

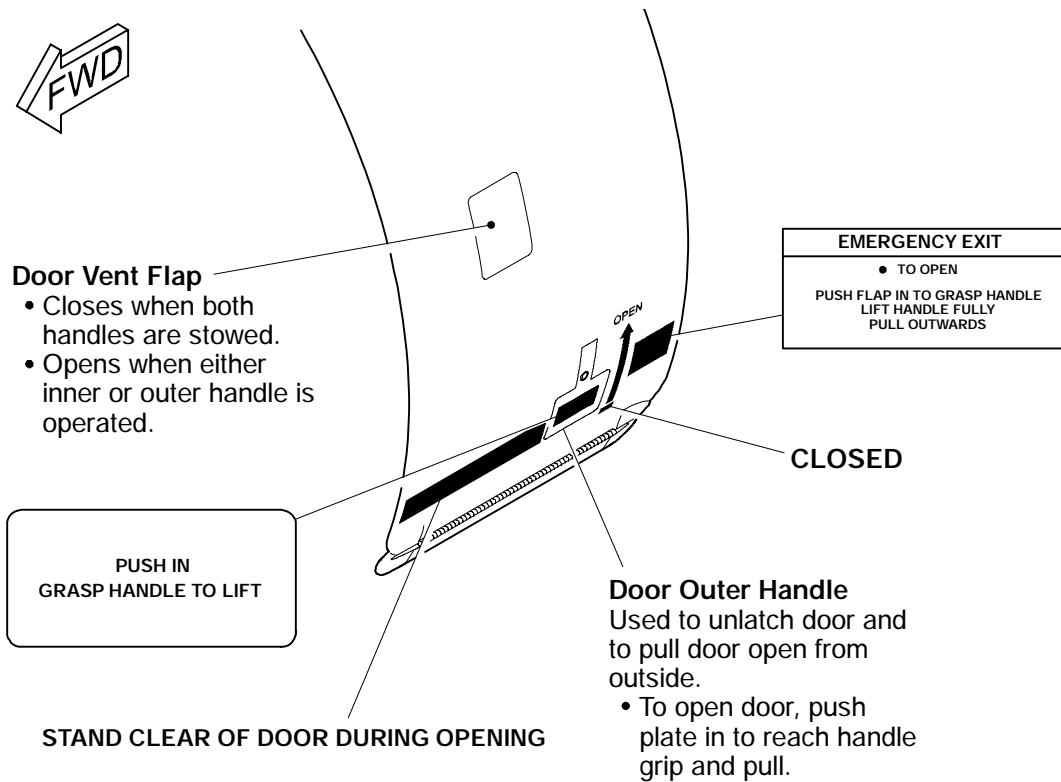
**D. Closing and Latching the Door from Outside**

- (1) Manually raise the door up and push it fully closed.

**NOTE**

The gas springs will assist in retracting the door up to near vertical position.

- The fwd and aft pull-in levers engage in respective cams to hold door in this position.
- (2) Push outer handle down fully in its recess.
    - The latch cams and latch pins engage in the door frame fittings.
    - The inner handle, outer handle and door vent flap close simultaneously.



Exterior Passenger Door – Placards  
Figure 06-20-3

**E. Lowering the Stair Handrails**

When the door is closed,

- (1) Remove the two quick-release pins from the holes of the stair handrails.
- (2) Stow the quick-release pins in the storage holes of the brackets.
- (3) Open the passenger door.

When the door is open,

- (4) Hold the stair handrails and remove the two quick release pins from the holes of the stair handrails.
- (5) Stow the quick-release pins in the storage holes of the brackets.



Do not use force to lift/lower the stair handrails. Ensure that the bottom step is free to unfold/fold as the stair handrails are gradually lifted/lowered.

- (6) Lower the stair handrails and ensure that the clips on the stair handrails attach to the quick release pins.

#### **F. Lifting the Stair Handrails**

When the door is open,



Do not close the door without the quick release pins in the storage holes of the brackets or in the holes of the stair handrails.

- (1) Remove the quick release pins from the storage holes of the brackets.
- (2) Lift the handrails into position.

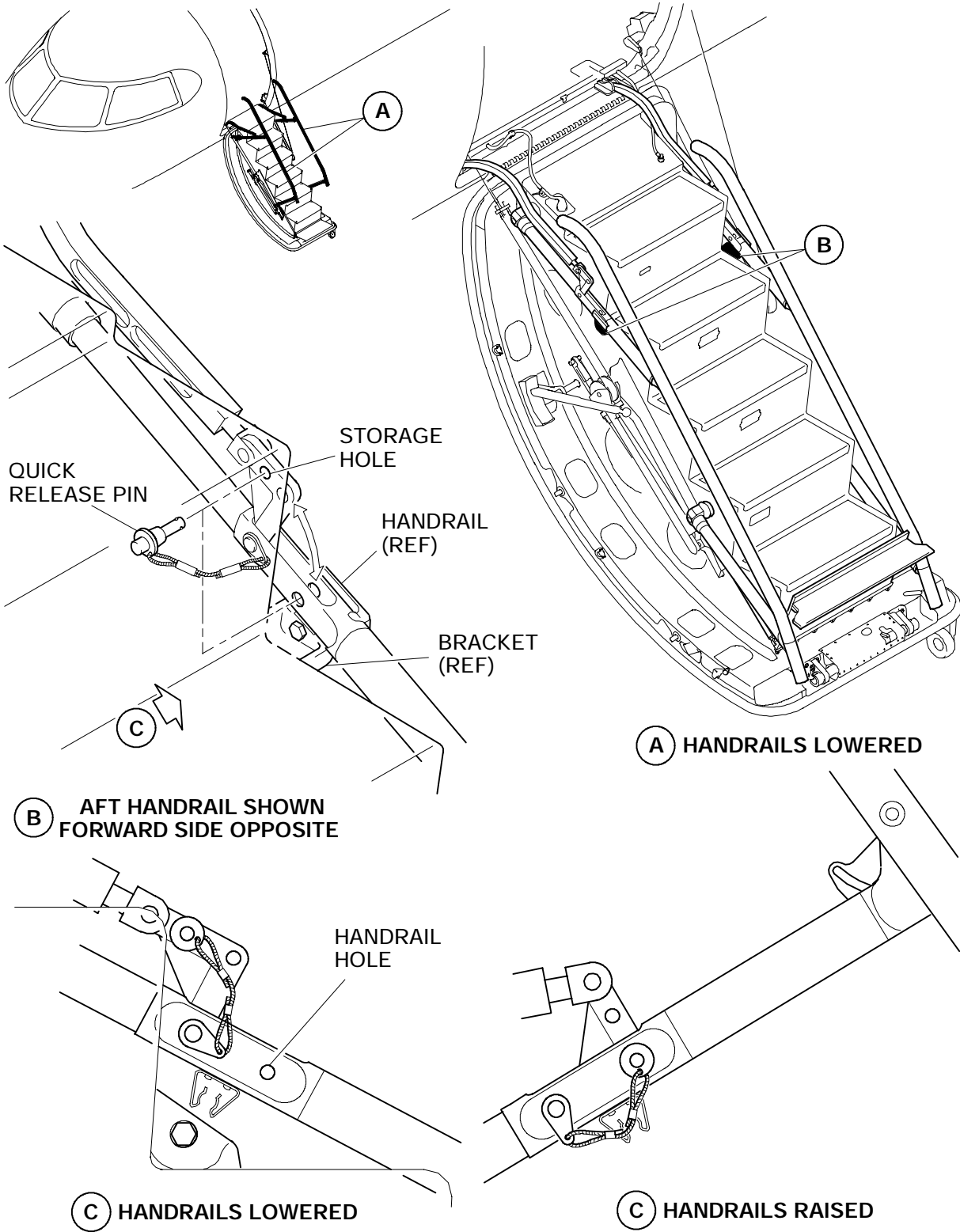


The quick-release pins must be installed in the holes of the stair handrails before you move the airplane. This is necessary so the stair handrail are in the upper position in case of an emergency evacuation.

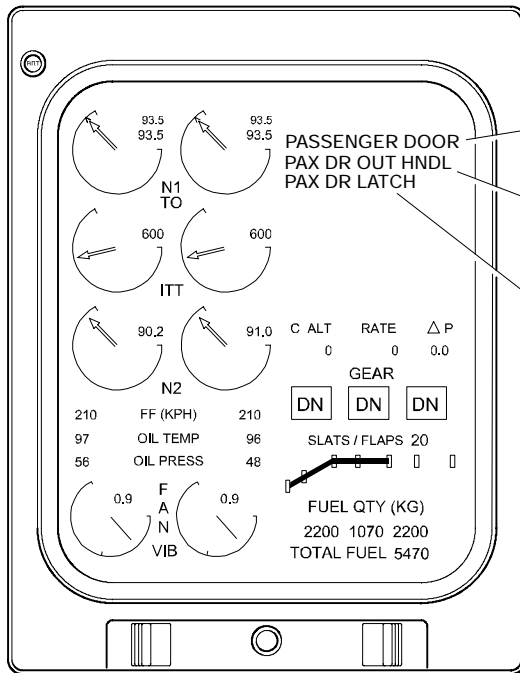
- (3) Install the two quick-release pins in the holes of the stair handrails.

When the door is closed,

- (4) Remove the two the quick-release pins from the storage holes of the brackets.
- (5) Insert the quick-release pins into the holes of the stair handrails.



Passenger Door – Handrails  
Figure 06-20-4



Primary page

**PASSENGER DOOR warning (red)**  
Indicates that the passenger door is unsafe.



(when engines are running)

**PAX DR OUT HNDL caution (amber)**  
Indicates that the passenger door outer handle is not stowed.

**PAX DR LATCH caution (amber)**  
Indicates that the passenger door is not latched.

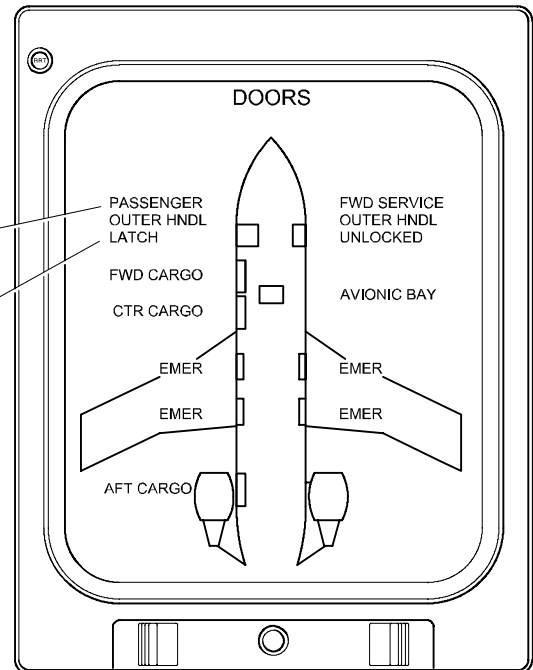
**PASSENGER**

Door outline color matches message.

- Red - Indicates door is unsafe.
- Amber - Indicates door not latched or outer handle is not stowed.
- Green - Indicates door is safe.
- Half intensity magenta - Indicates door status is unknown.

**OUTER HNDL or LATCH (amber)**

Displayed when passenger door is not latched or when outer handle is not stowed.



Doors Page

Door EICAS Messages <1001, 2224>  
Figure 06-20-5



**DOORS**  
**Passenger Door**

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**G. System Circuit Breakers**

<b>SYSTEM</b>	<b>SUB-SYSTEM</b>	<b>CB NAME</b>	<b>BUS BAR</b>	<b>CB PANEL</b>	<b>CB LOCATION</b>	<b>NOTES</b>
Passenger Door	Actuator	PASS DOOR ACT	DC BUS 1	1	E1	

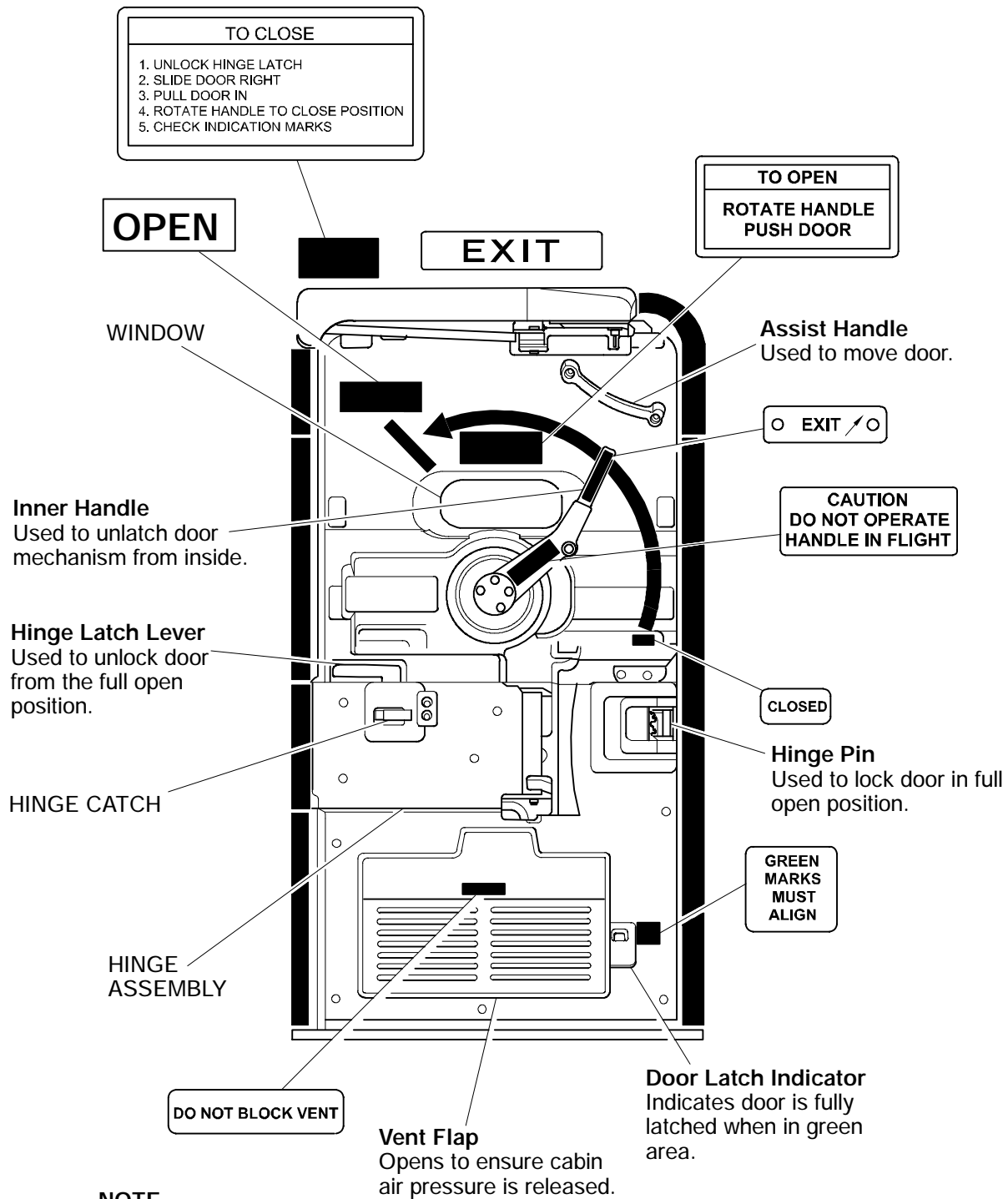


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**1. GALLEY/SERVICE DOOR**

The galley service door is used for servicing the galley, and can also be used for emergency evacuation of the cabin area. It is located on the right forward fuselage. The outer structure of the door has a window, outer handle and a cabin pressure vent door. The door initially moves upward to clear stops on the fuselage structure, then swings outward and fully forward to the lock open position, parallel to the fuselage. <2224>

The inner door handle rotates counterclockwise to unlatch and clockwise to latch. The outer door handle rotates clockwise to unlatch and counter-clockwise to latch.



**NOTE**

Non-radioactive luminescent marker strip installed around door.

Interior Galley/Service Door Placards

Figure 06-30-1





**DOORS**  
**Galley/Service Door**

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**A. Opening the Galley Service Door from Inside**

To open the galley service door from inside:

- Rotate the inner handle counter-clockwise to the OPEN position.
  - The door moves up, to clear the door stop fittings (guided by door rollers within track fittings).
  - The two lower latches disengage from the door lower frame latch fittings.
  - The vent flap opens.
- Push the door outward and forward until it locks in open position.

**B. Closing and Latching the Galley Service Door from Inside**

To close and latch the galley service door from inside:

- Pull the hinge latch lever, to release the door from the locked open position.
  - The door moves aft, in front of the door opening.
- Pull the door in to engage the rollers in the door track fittings, then rotate the inner handle to the CLOSED position (clockwise).
  - The door slides down, behind the door stop fittings (guided by door rollers within track fittings).
  - The two lower latch pins fully engage in the door frame latch fittings.
  - The vent flap closes.
- Verify the correct indication of door latch through the indicator window located at the lower aft corner of the door.
  - The green mark on the indicator sector aligns with the green mark on the indicator window.

**C. Opening the Galley Service Door from Outside**

To open the galley service door from outside:

- Release the outer handle from the door recess.
  - The door latch mechanism unlocks.
  - The vent flap opens.
- Rotate the outer handle fully clockwise to the OPEN position.

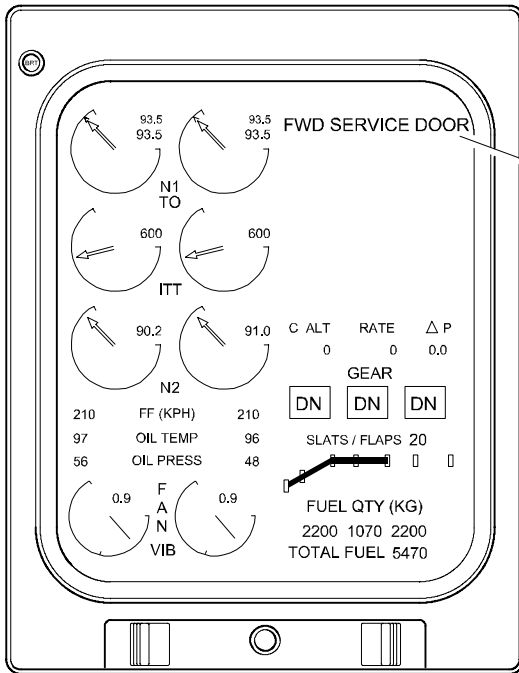
	<b>DOORS</b> <b>Galley/Service Door</b>	<b>Vol. 1</b>	06-30-5
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- The door moves up, to clear the door stop fittings (guided by door rollers within track fittings).
- The two lower latch pins disengage from the door frame latch fittings.
- Pull the door outward and move it forward until it locks in position.

**D. Closing and Latching the Galley Service Door from Outside**

To close and latch the galley service door from outside:

- Pull the latch lever, to release the door from the locked open position.
  - The door moves aft into the door opening.
- Push the door in to engage the door rollers in the track fittings, then rotate the outer handle counter-clockwise to the CLOSED position until it lines up with its recess.
  - The door slides down, behind the door stop fittings (guided by door rollers within track fittings).
  - The two lower latch pins engage in the door frame latch fittings.
- Release the handle.
  - The outer handle springs into its recess.
  - The vent flap closes as the outer handle gets near the end of its travel.

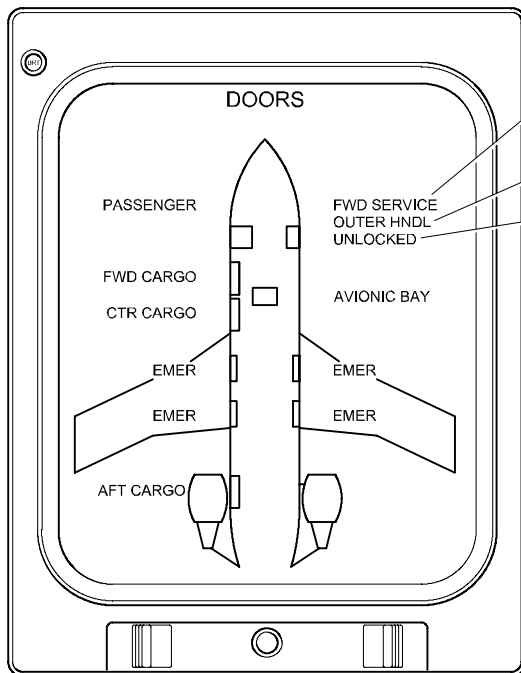


**Primary Page**

**FWD SERVICE DOOR**  
Indicates that the forward service door is unlocked or outer handle is not stowed.

**FWD SERVICE**  
Door outline color matches message.

- Amber - Indicates door not latched or outer handle is not stowed.
- Green - Indicates door is safe.
- Half intensity magenta - Indicates door status is unknown.



**Doors Page**

**OUTER HNDL (amber)**  
Displayed when service door outer handle is not stowed.

**UNLOCKED (amber)**  
Displayed when service door is unlocked.

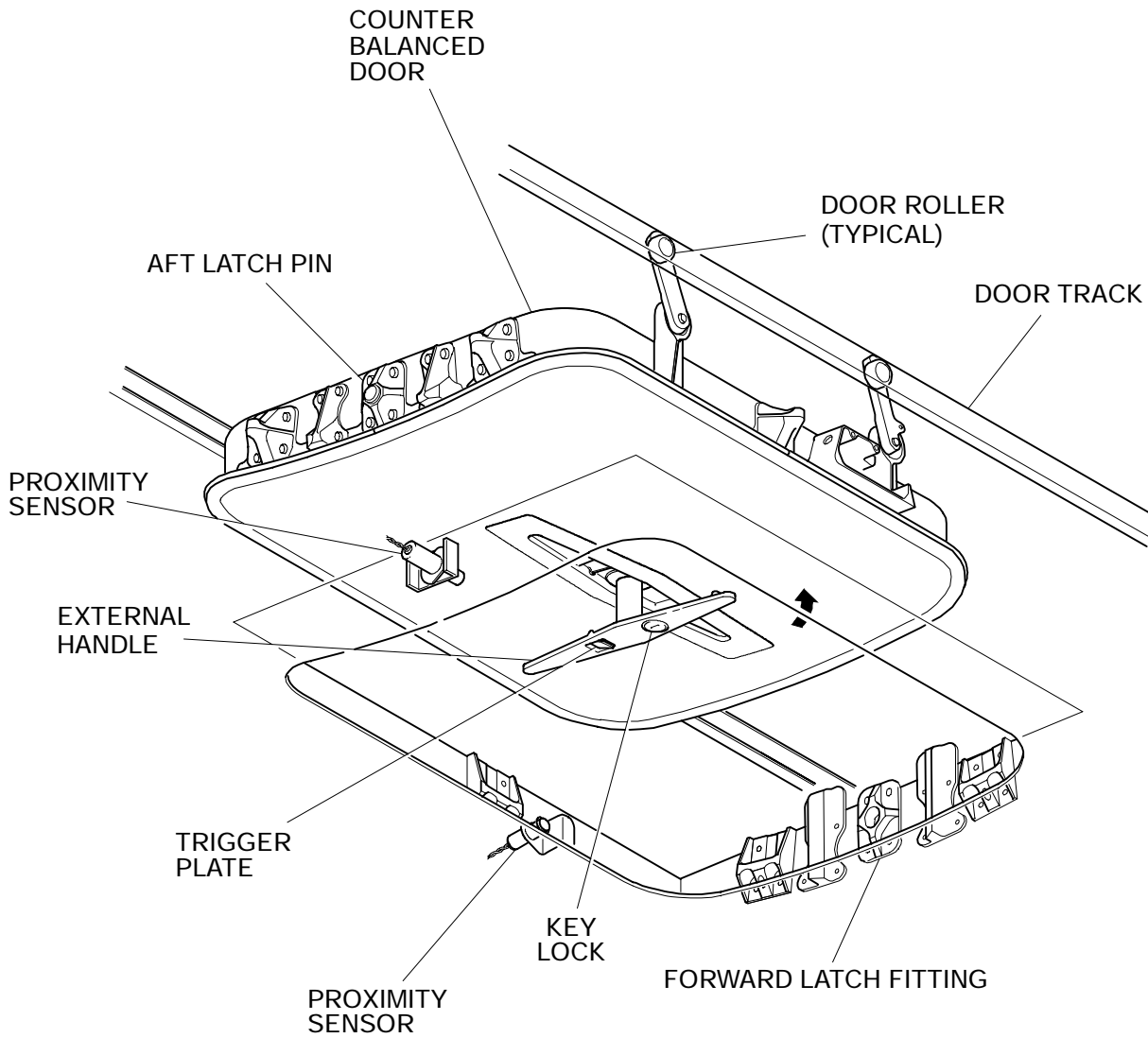
Service Door – EICAS Messages <1001, 2224>  
Figure 06-30-3

	<b>DOORS</b> <b>Avionics Bay Door</b>	<b>Vol. 1</b>	06-40-1
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**1. AVIONICS BAY DOOR**

The avionics compartment door is used to gain access to the equipment in the avionics compartment. It is located on the centerline of the lower forward fuselage. The door opens inward and moves up on four spring-loaded roller arms. The roller arms engage a set of tracks that allows the door to be moved forward or aft in the avionics compartment. The door does not open from the inside.

The door outer handle is rotated to the OPEN position to unlatch and to the CLOSED position to latch.



Avionic Bay Door  
Figure 06-40-1





### **A. Opening the Avionics Bay Door**

To open the avionics bay door:

- Press the outer handle trigger plate.

The handle ejects from the door recess.

- Rotate the handle 90 degrees counterclockwise to the OPEN position.

The fwd and aft latch pins disengage from the door frame latch fittings.

- Push the door up.

A latch on the roller arms locks the door in the up position.

- Rotate the the outer handle to the CLOSED position and push the handle into the door recess.
- Slide the door fwd or aft as required.

### **B. Closing the Avionics Bay Door**

To close the avionics bay door:

- Slide the door above its opening.
- Press the handle trigger plate.

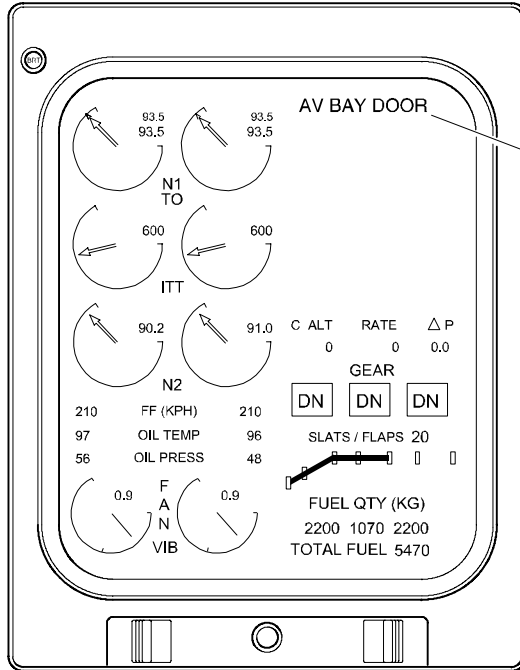
The handle ejects from the door recess.

- Rotate the handle to the OPEN position to release the hold-open latch.
- Pull the door fully down to compress the door seal, and rotate the handle to the CLOSED position.

The fwd and aft latch pins engage in the door frame latch fittings.

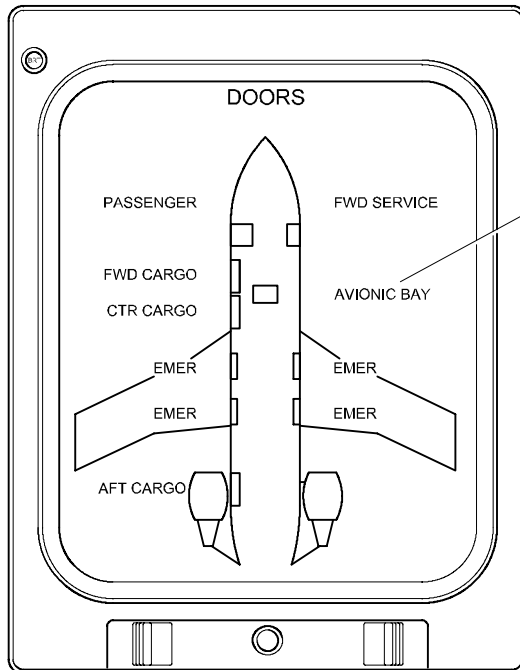
- Push the handle into the door recess.

The door handle locks in the stowed position.



**Primary Page**

**AV BAY DOOR caution (amber)**  
Indicates that the avionic door is not closed or cam is not locked.



**Doors Page**

**AVIONIC BAY**

Door outline color matches message.

- Amber - Indicates door not latched or outer handle is not stowed.
- Green - Indicates door is safe.
- Half intensity magenta - Indicates door status is unknown.

AV Bay Door – EICAS messages <1001, 2224>  
Figure 06-40-2

	<b>DOORS</b> <b>Cargo Bay Doors</b>	<b>Vol. 1</b>	<b>06-50-1</b>
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## **1. CARGO COMPARTMENT DOORS**

The aircraft has two cargo compartments and three cargo doors. Access to both cargo compartments is located on the left side of the fuselage. The forward cargo compartment is located below the cabin area, forward of the wing, and has two doors. The aft cargo compartment is located aft of the cabin area. The cargo door handles are operated from the outside only.

### **A. Aft Cargo Compartment Door**

The aft cargo door opens inward, and up inside the upper fuselage. The door movement is assisted by a balance spring and cable system.

The aft cargo door handle is rotated to the OPEN position to unlatch and to the CLOSED position to latch.

### **B. Opening the Aft Cargo Door**

To open the aft cargo door:

- Press the control handle trigger plate.

The control handle ejects.

- Rotate the control handle to the OPEN position (counterclockwise).

The door mechanism unlatches.

The door moves inward, within guiding tracks.

- Manually move the door fully up.

The door moves up, guided by track rollers, and remains in full open position.

### **C. Closing and Latching the Aft Cargo Door**

To close and latch the aft cargo door:

- Manually lower the door.

The door moves down, guided by track rollers.

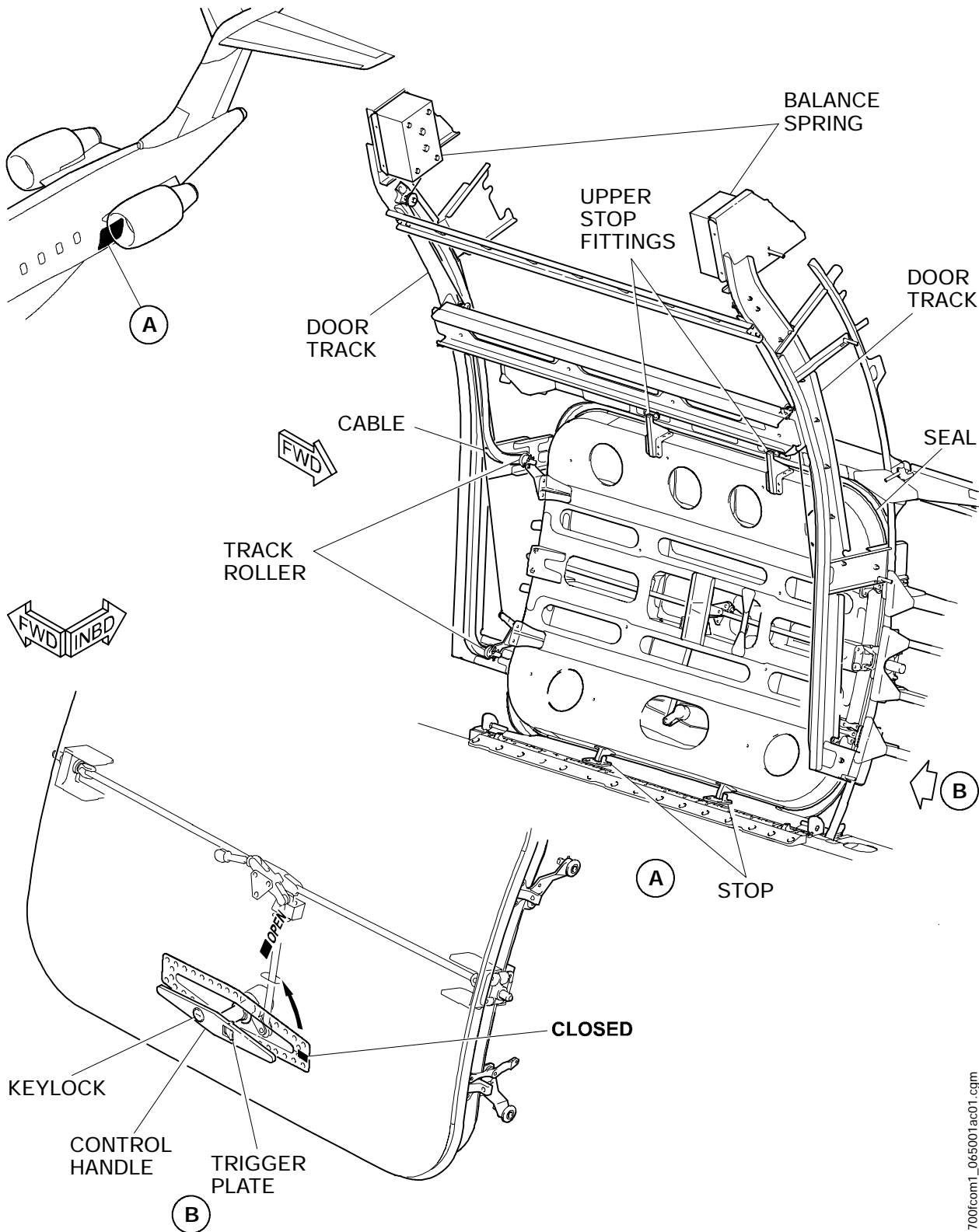
- Pull the door outward against the stops, and rotate the control handle to the CLOSED position (clockwise).

The door mechanism latches as the control handle reaches the end of its rotation.

- Correctly align the control handle with the door recess and push it fully in.

The control handle locks in position.

	<b>Flight Crew Operating Manual</b> <b>CSP C-013-067</b>	
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Aft Cargo Bay Door  
Figure 06-50-1

700fcom1\_065001ac01.cgm

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## D. Forward Cargo Compartment Doors

### NOTE

Although there is only one forward cargo compartment, there are two access doors. One door is referred to as the forward cargo compartment door and the other is referred to as the center cargo compartment door.

The forward and center cargo compartment doors are identical in construction and operation. Each door outer structure incorporates a two part control handle and a vent flap. The doors will initially move inward to clear the door stops, then swing down to the locked open position, parallel to the lower fuselage. Two sets of balance springs assist the door up and down movement.

## E. Opening Either Forward Cargo Compartment Door

To open either forward cargo compartment door:

- Press the secondary handle trigger plate.

The pressurization flap opens.

The secondary control handle ejects.

The control handle and its access panel unlock.

- Pull the control handle.

The door mechanism unlatches, and locks in unlatched position.

The door moves in and up to clear the door stops.

- Using the control handle, manually move the door down around the lower fuselage until it latches in the full open position.

## F. Closing and Latching Either Forward Cargo Compartment Door

To close and latch either forward cargo compartment door:

- Pull both door open latch levers simultaneously to unlatch the door from the full open position.

The door comes up to its balanced position.

- Using the control handle, manually raise the door upwards until the latch shafts contact their respective roller fittings.

The door mechanism unlocks (from the unlatched position).

- Position the door in front of the door stops, and push the control handle fully in.

	<b>Flight Crew Operating Manual</b> <b>CSP C-013-067</b>	
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**DOORS**  
**Cargo Bay Doors**

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**06-50-4**

Sep 09/02

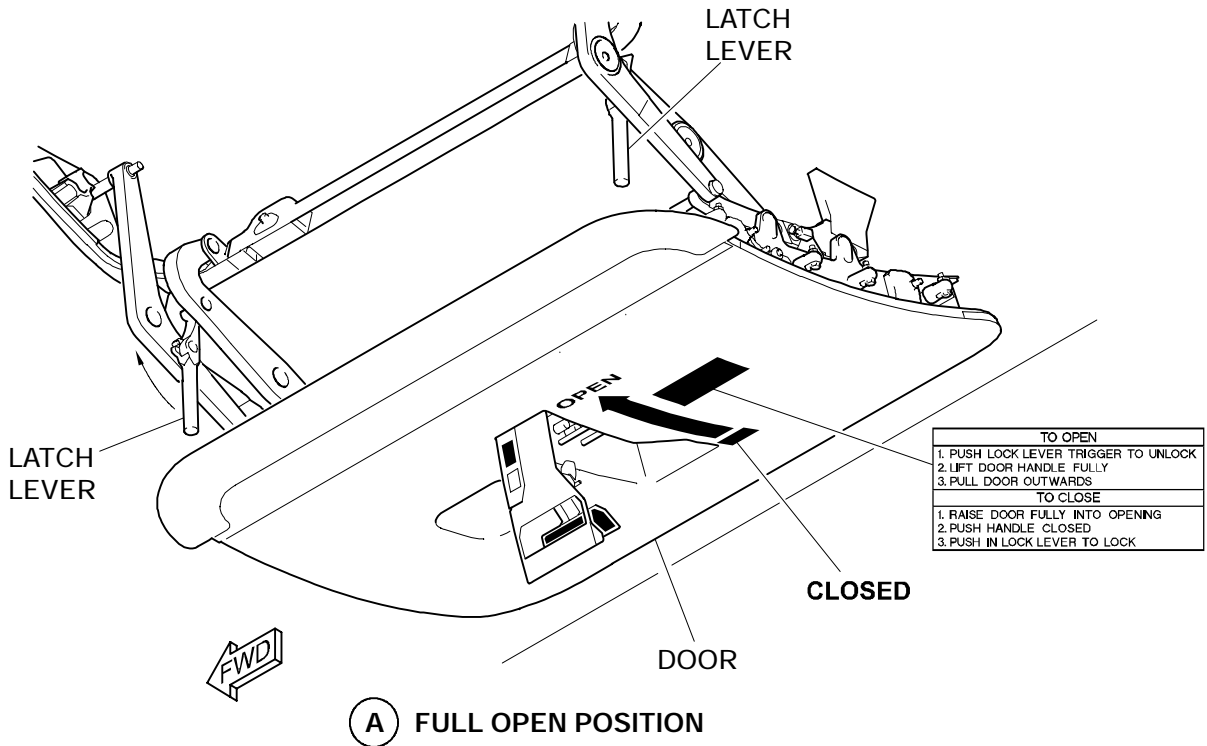
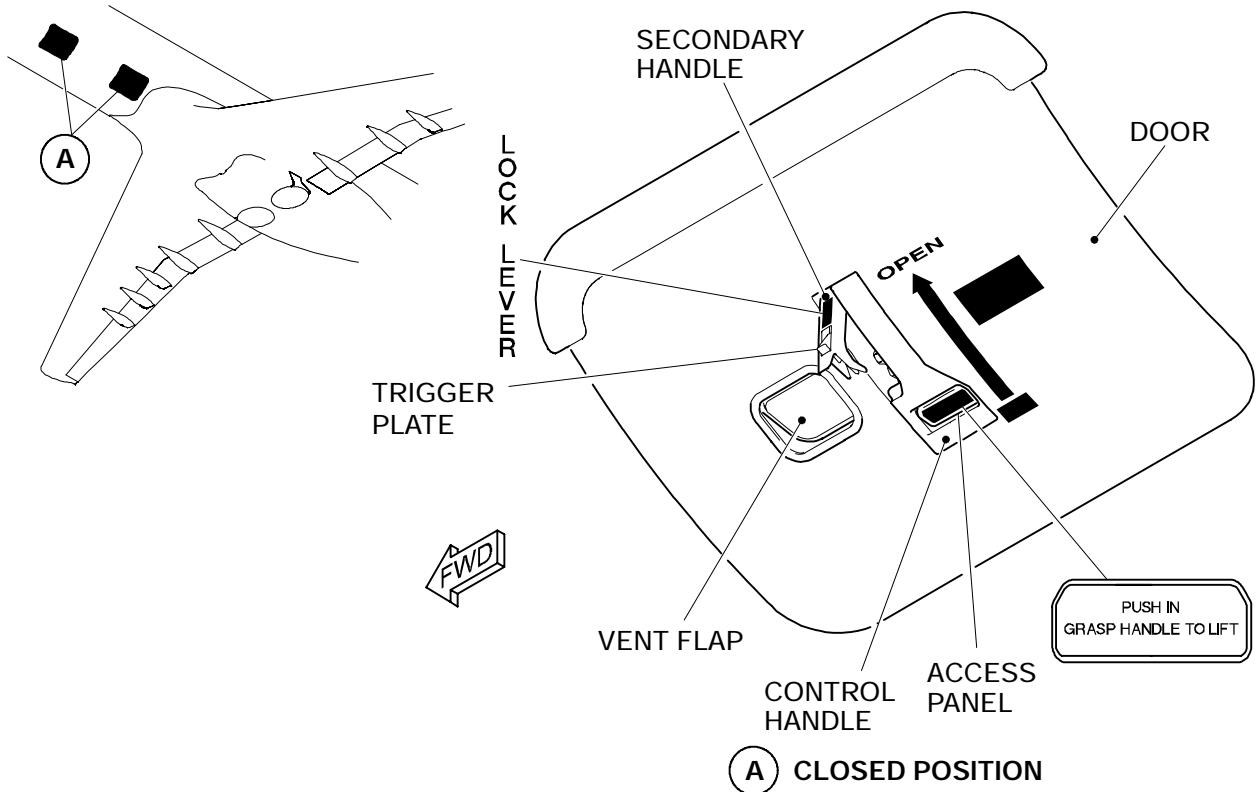
The door mechanism latches as the control handle reaches the end of its travel.

The control handle latches in stowed position, its access panel closes.

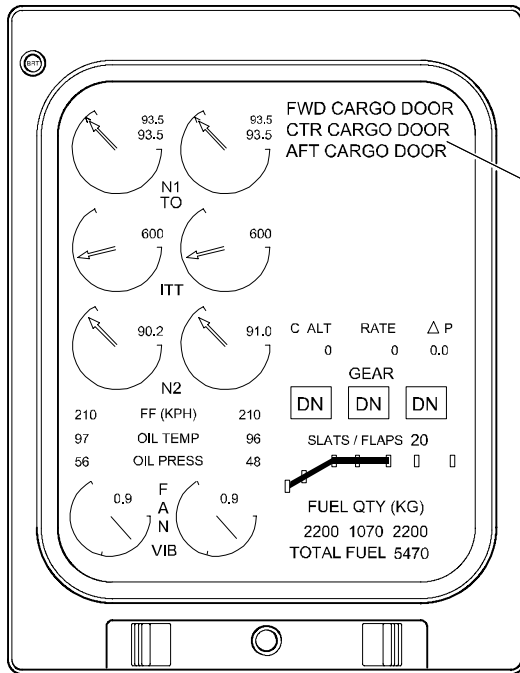
- Push the secondary handle fully in.

The control handle and its access panel are locked in position.

The vent flap closes.



Forward Cargo Bay Doors  
Figure 06-50-2



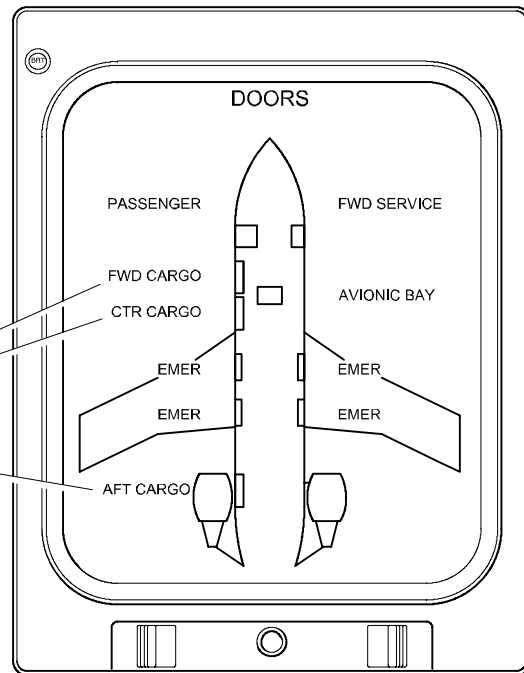
**Primary Page**

**FWD, CTR or AFT CARGO DOOR caution (amber)**  
Indicates that the respective cargo door is unsafe.

**FWD CARGO, CTR CARGO and AFT CARGO**

Door outline color matches message.

- Amber - Indicates door is unsafe.
- Green - Indicates door is safe.
- Half intensity magenta - Indicates door status is unknown.



**Doors Page**

Cargo Bay Doors <1001, 2224>  
Figure 06-50-3



	<b>DOORS</b> <b>Aft Equipment Compartment Door</b>	<b>Vol. 1</b>	<b>06-60-1</b>
		REV 3, May 03/05	

## 1. **AFT EQUIPMENT COMPARTMENT DOOR**

The aft equipment compartment door is located on the lower aft fuselage. It provides access to the equipment located in the unpressurized aft equipment compartment. The aft equipment compartment door is hinged at the front and opens downwards. The door is also removeable through quick release hinge pins. The door handle is pulled out to unlatch and is pushed in to latch.

### **A. Opening the Door**

To open the aft equipment compartment door:

- Press the control handle trigger plate. The control handle ejects.
- Rotate the control handle. The door mechanism unlatches.
- Manually move the door fully down.

### **B. Closing and Latching the Door**

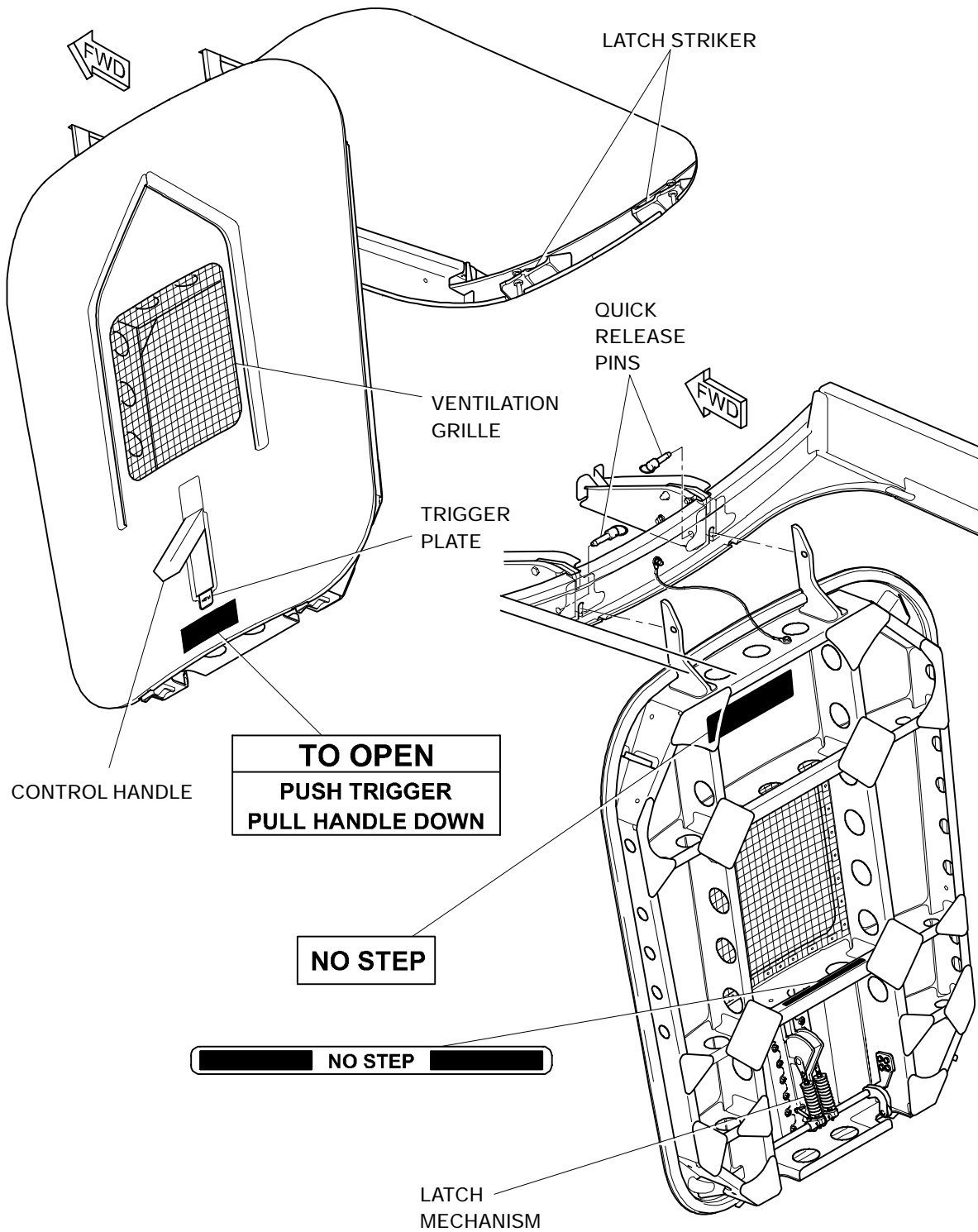
To close the aft equipment compartment door:

- Manually move the door up in its opening.
- Rotate the control handle. The door mechanism latches as the control handle reaches the end of its travel.
- Push the control handle fully in. The control handle locks in position.

#### **NOTE**

There is no cockpit indication for an unsafe aft equipment compartment door.

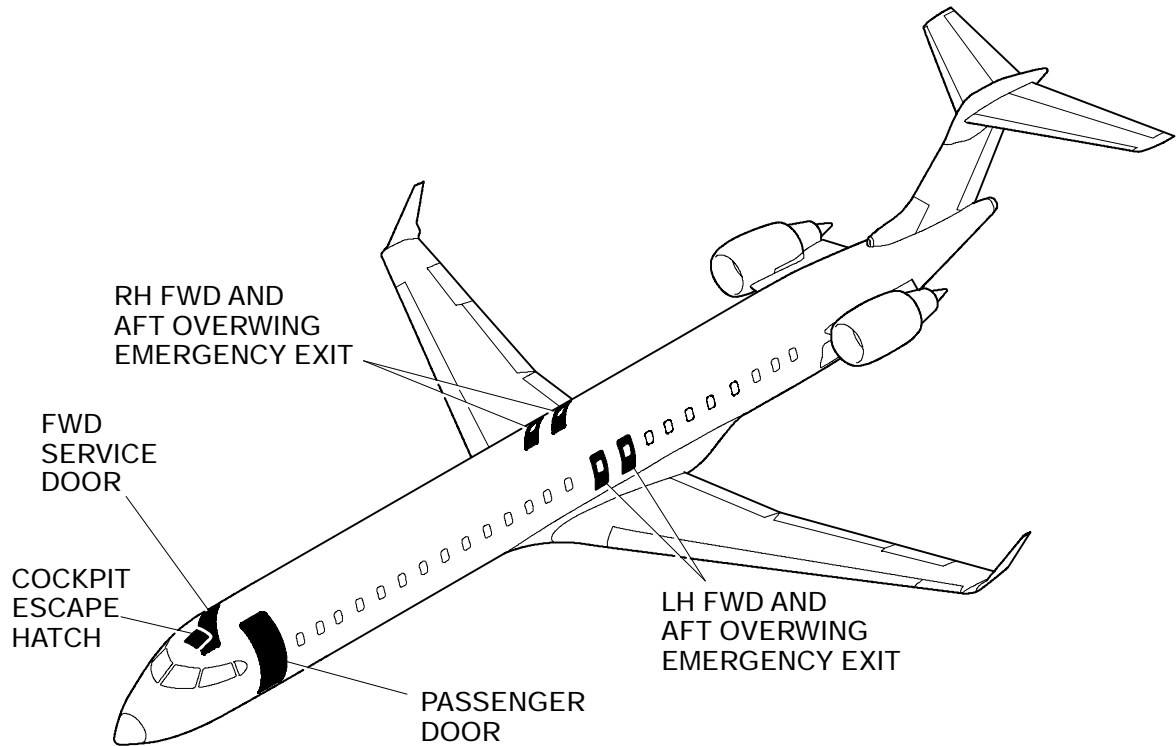
	<b>Flight Crew Operating Manual</b> <b>CSP C-013-067</b>	
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Aft Equipment Bay Door  
Figure 06-60-1

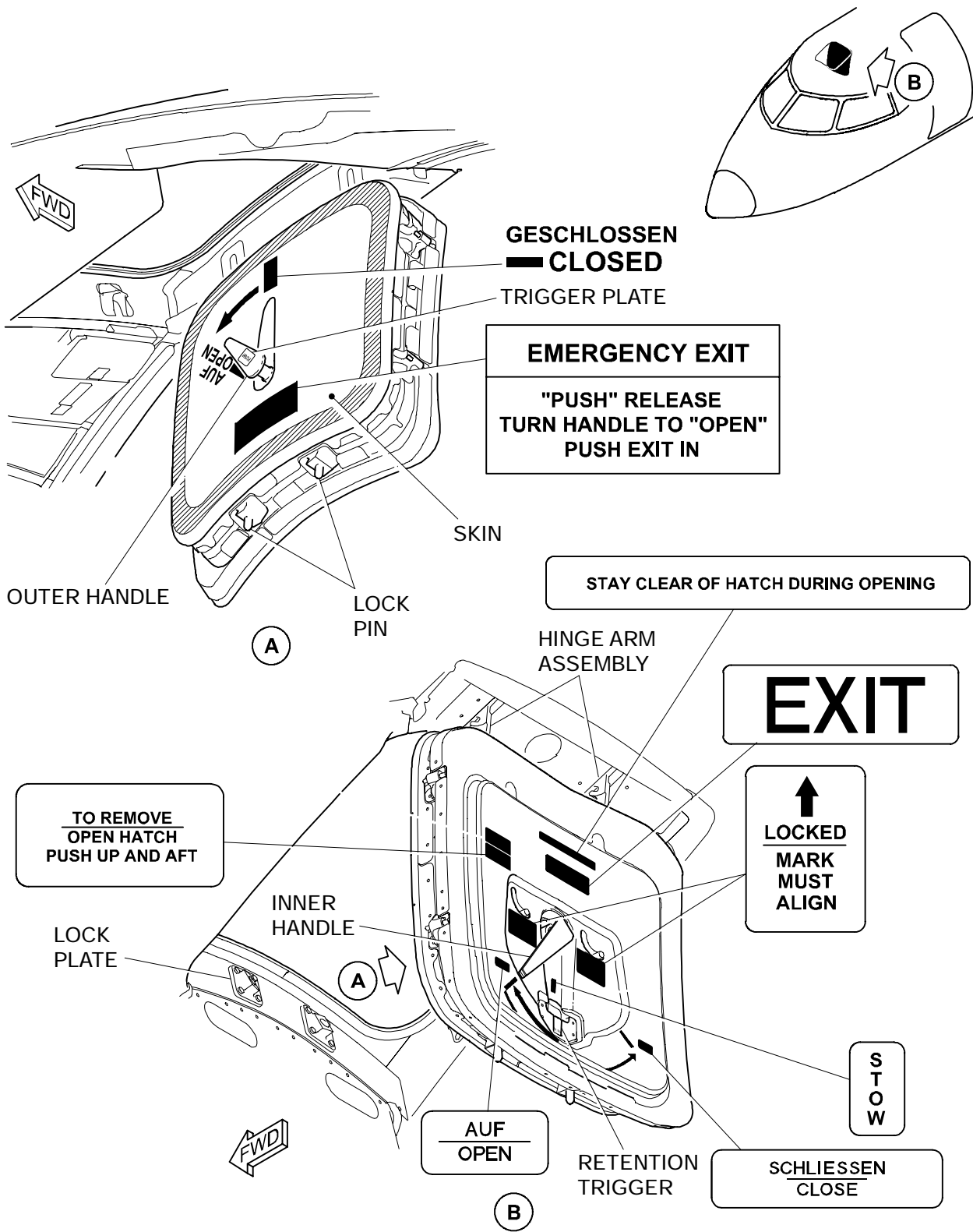
**1. EMERGENCY EXITS**

Emergency evacuation of the cabin area is accomplished through the passenger door, the galley service door, the four overwing emergency exits, and the cockpit overhead escape hatch. All emergency exits can be opened from the inside or outside of the aircraft.

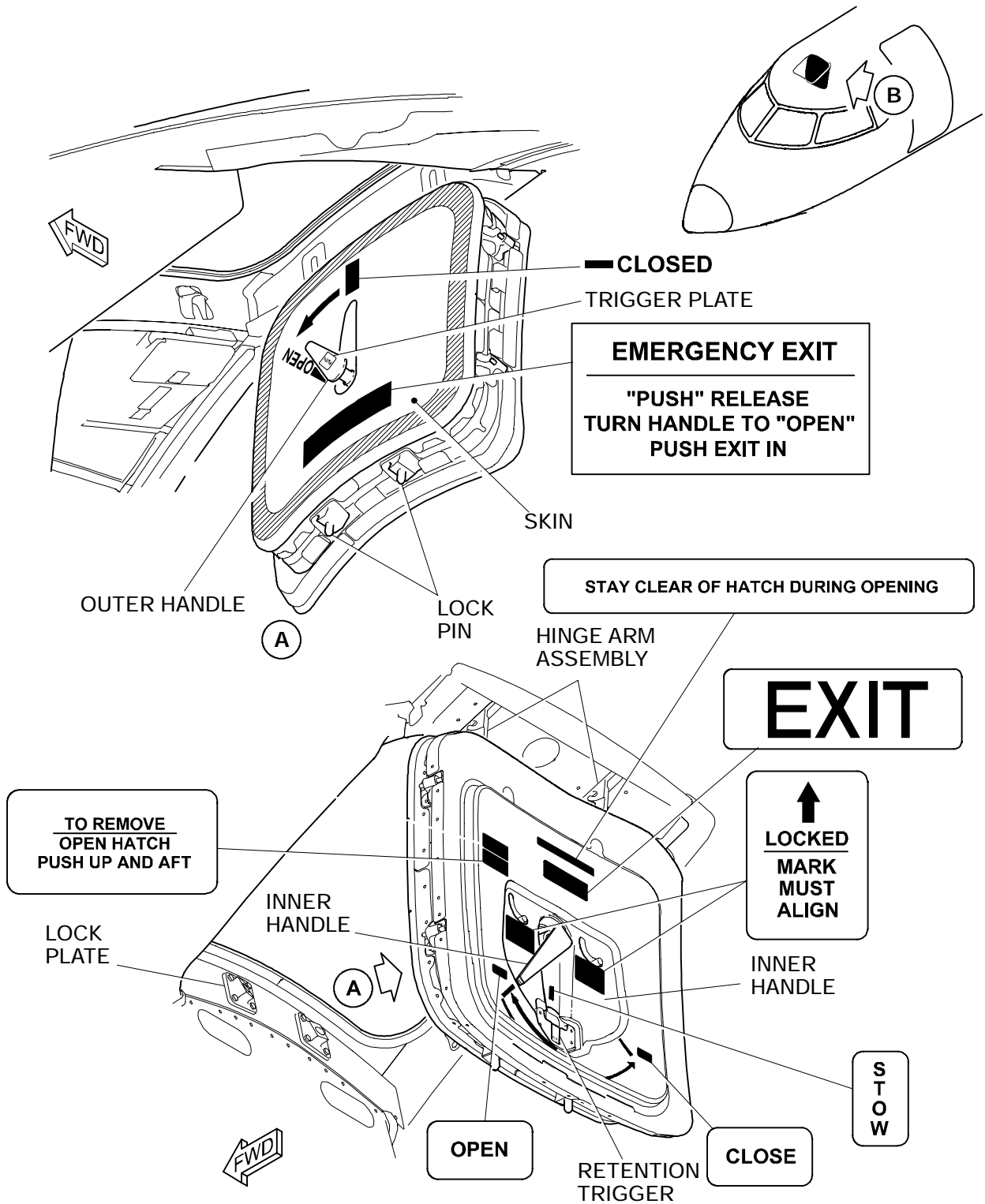


Emergency Doors – Introduction <2224>  
Figure 06-70-1

PASSENGER DOOR	36 X 70 Inches	91 X 178 cm	Type I Exit
CREW ESCAPE HATCH	19 X 20 Inches	48 X 51 cm	
GALLEY SERVICE DOOR	24 X 48 Inches	61 X 122 cm	Type I Exit
OVERWING EMERGENCY EXIT	20 X 38 Inches	51 X 97 cm	Type III Exit



Cockpit Escape Hatch  
Figure 06-70-2



Cockpit Escape Hatch  
Figure 06-70-3



## DOORS Emergency Exits

Vol. 1

06-70-4

REV 3, May 03/05

### A. Cockpit Escape Hatch

The cockpit overhead escape hatch provides an emergency exit for the pilots in case of emergency evacuation. The hatch opens inwards and is removeable at the hinge supports.

The hatch inner and outer handles are rotated to the OPEN position to unlatch and rotated to the CLOSED position to latch.

#### NOTE

There is no cockpit indication for an unsafe crew escape hatch.

#### (1) Opening the Crew Escape Hatch from Inside

To open the crew escape hatch from inside:

- Press the hatch inner handle release button.

The inner handle ejects.

- Rotate the inner handle to the OPEN position (left).

The hatch mechanism unlatches.

- Manually move the hatch fully down.

#### (2) Closing the crew escape Hatch from Inside

To close the crew escape hatch from inside:

- Manually lift the hatch into its opening.
- Push the aft part of the hatch up to squeeze the seal, and rotate the inner handle to the CLOSED position (right).

The door mechanism latches as the inner handle reaches the end of its rotation.

- Correctly align the inner handle with the door recess and push it fully in.

The inner handle locks in stowed position.

#### (3) Opening the Crew Escape Hatch from Outside

To open the crew escape hatch from outside:

- Press the outer handle trigger plate.

The outer handle ejects.

- Rotate the outer handle to the OPEN position (right) and carefully lower the hatch fully down, (to avoid injuries to the crew).



**DOORS**  
**Emergency Exits**

**Vol. 1**

**06-70-5**

REV 3, May 03/05

To close the crew escape hatch from outside:

**(4) Closing the Crew Escape Hatch from Outside**

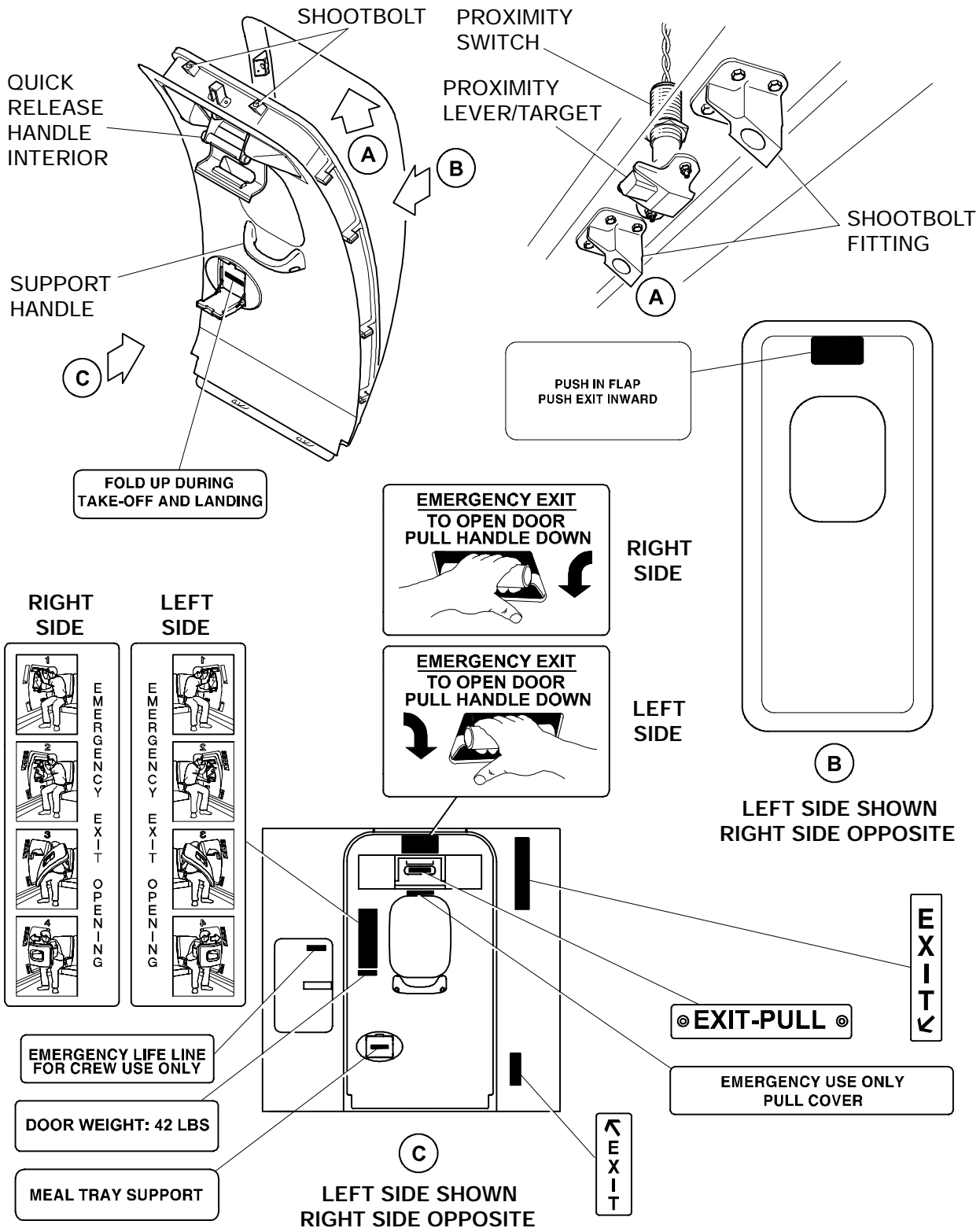
To close the crew escape hatch from outside:

- Using the door outer handle, manually lift the hatch in its opening.
- Pull the outer handle up to squeeze the seal and rotate it to the CLOSED position.

The door mechanism latches as the outer handle reaches the end of its rotation.

- Correctly align the outer handle with the door recess and push it fully in.

The outer handle locks in the stowed position.



Overwing Emergency Exits  
Figure 06-70-4



## B. Overwing Emergency Exits

Four overwing emergency exits are provided for the evacuation of the cabin area. The overwing exits are located on either side of the passenger compartment, above the wings. They exits open inward and are then are lifted free from the lower of hinge supports. The overwing emergency exits can also be opened from outside the aircraft.

The left and right overwing emergency exits can be easily opened using the single action inner or outer handles located on the upper part of the door. Once opened, the door can be moved away from the exit using the two inner handles.

### (1) Opening the Overwing Emergency Exits from Inside

- Open the exit door inner handle cover.
- Grab the exit door inner handle and pull inward and down.

The door shootbolts retract.

#### NOTE

The door shootbolts will be held in a retracted position by a latch lever under the inner handle.

The exit door opens inward and is then free to be moved away.

- Grab the lower handle and move the exit door to a suitable location away from the emergency exit.

### (2) To open the overwing emergency exits from outside:

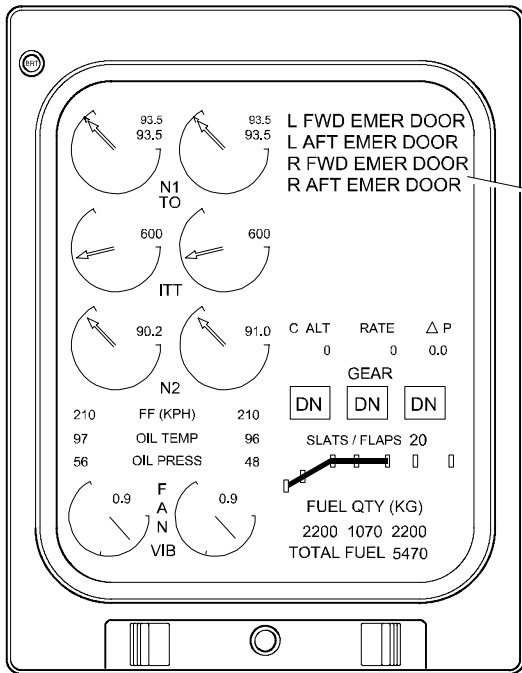
- Push-in the red outer handle push plate.

The exit door opens inward and is free to be moved away.

- Grab the inner handles and move the exit door away from the exit.

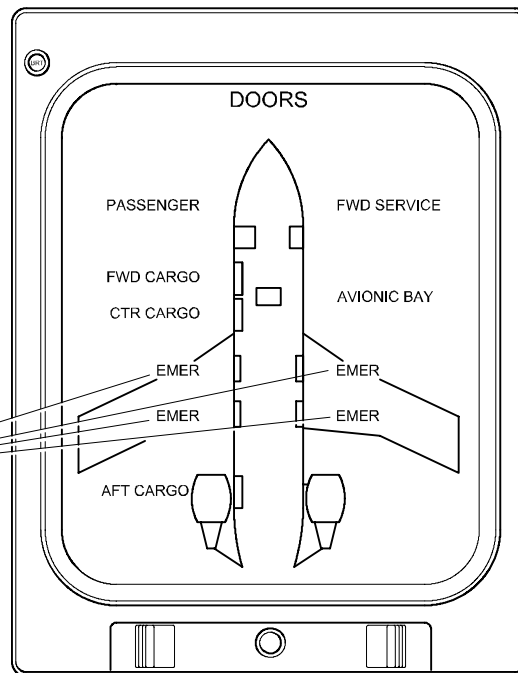
### (3) Closing the Overwing Emergency Exits from Inside

- Manually lift and place the overwing emergency exit door in front of its opening and set it on its hinge supports.
- Push the upper part of the hatch fully outward to squeeze the seal.
- Release the shootbolt latch lever under the handle
- Push the inner handle up and outward to fully engage the shootbolts.
- Close the inner handle cover



**L (FWR or AFT) EMER DOOR or R (FWR or AFT) EMER DOOR caution (amber)**  
Indicates that the respective overwing emergency exit is unsafe.

**Primary Page**



**EMER**

Door outline color matches message.

- Amber - Indicates exit is unsafe.
- Green - Indicates exit is safe.
- Half intensity magenta - Indicates exit status is unknown.

**Doors Page**

Emergency Doors EICAS Indications <1001, 2224>  
Figure 06-70-5