## **Continental**

LANDING GEAR Sec. 2.14 Page 1 Rev. 08/01/06 #44

### **LANDING GEAR**

## **ANTI-SKID INOPERATIVE**

Condition: The **ANTI-SKID INOP** light illuminated indicates a system fault is detected by the anti-skid system.

Auto Brake Select Switch OFF.

On The Ground:
Check MEL for restrictions. For takeoff, turn autobrake switch OFF.

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In Flight:
Brake with caution.

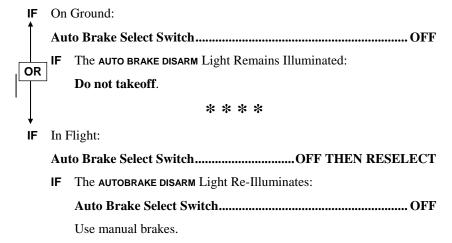
Auto speedbrake may not be available.

Reference NON-NORMAL CONFIGURATION LANDING DISTANCE (Unfactored) chart in Section 5.

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#### **AUTOBRAKE DISARM**

Condition: The **AUTO BRAKE DISARM** light illuminated indicates the auto brake has disconnected after being set.



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737 Flight Crew Operations Manual

ANTISKID ANTISKID INOPERATIVE		
Condition: An antiskid system fault occurs.		
Inoperative Items Touchdown protection inop Locked wheel protection is not available.		
1 AUTO BRAKE select switchO	FF	
2 Do <b>not</b> arm the speedbrakes for landing. Manual deploy the speedbrakes immediately upon landing.	_	
3 Do <b>not</b> apply brakes until weight on wheels has been achieved. Use minimum braking consistent with runway conditions to reduce the possibility a tire blowout.		
4 Check the appropriate Non–Normal Configuration Landing Distance table in the ADVISORY INFORMATION section of the Performance Inflight chapter.		
5 Checklist Complete Except Deferred Items		
Deferred I tems		
Descent Checklist		
PressurizationLAND ALT _		
Recall	ed	
Autobrake	FF	
Landing data VREF, Minimums		
Approach briefing Complete	ed	
Approach Checklist		
Altimeters		

# 737 Flight Crew Operations Manual

Landing Checklist [Without automatic ignition] ENGINE START switches.	
Speedbrake	DOWN detent
Landing gear	Down
Flaps	