



GEAR DISAGREE Msg

NOTE

1. If one or more landing gear symbols (nose, left or right main gear) display red (not safe), accomplish the applicable gear disagree procedure.
2. Failure to pull the LANDING GEAR MANUAL RELEASE handle to its full extension will result in one or more of the landing gear remaining up.
3. Landing gear warning horn comes on when landing gear is not extended with the airplane in the landing configuration.

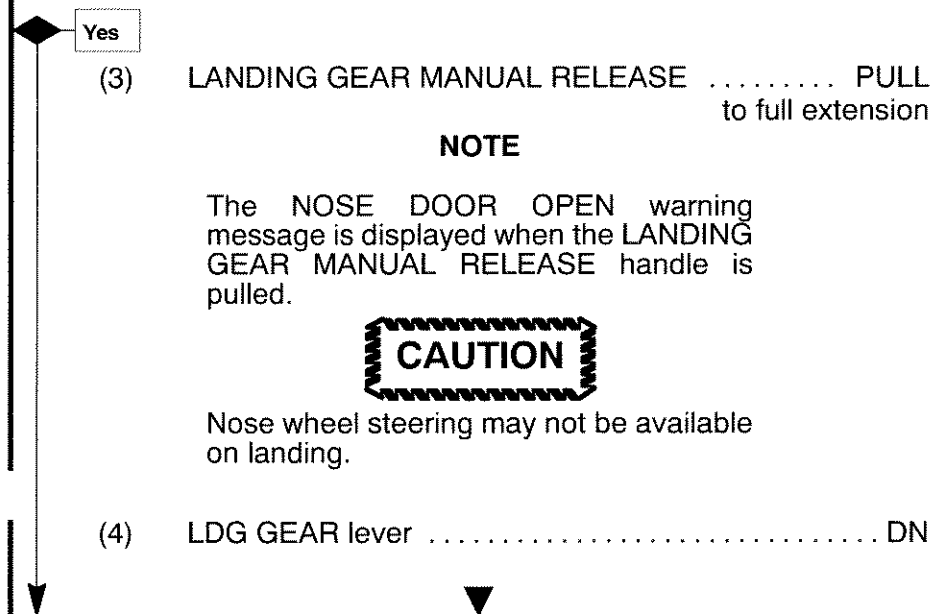
Gear UP Disagree

- (1) Airspeed NOT MORE THAN 200 KIAS
- (2) HYDRAULIC 2 and 3B pumps ON

NOTE

1. Pull the LANDING GEAR MANUAL RELEASE handle before selecting the LDG GEAR lever to DN to avoid misleading indication.
2. The force required to operate the LANDING GEAR MANUAL RELEASE handle is greater than 40 lb. The flight crew may choose to reposition the seat prior to handle deployment.

GEAR DISAGREE warning message persists:



**QUICK REFERENCE HANDBOOK
CSP A-022-005B**

LANDING GEAR EMERGENCIES

Landing gear is down-and-locked:

Yes

(5) LANDING GEAR MANUAL RELEASE STOW

NOTE

1. In some cases, stowing the landing gear manual release handle may cause the main or nose gear to retract. If this occurs, the landing gear manual release handle must again be pulled to full extension and left in this position until the gear pins have been installed.
2. With the landing gear manual release handle pulled, the HYD 3 HI TEMP caution message may eventually be posted.

(6) Land at the nearest suitable airport.

No

- END -

GEAR DISAGREE warning message still persists:

Yes

(5) Gear DN Disagree procedure ACCOMPLISH
(Refer to EMER 13-6)

- END -

No

(3) Land at the nearest suitable airport.

----- END -----



Gear DN Disagree

- (1) Airspeed Not more than 200 KIAS
- (2) HYDRAULIC 2 and 3B pumps ON

NOTE

Maintain LDG GEAR lever selection for at least 30 seconds prior to the next UP or DN selection. If required, cycling of the LDG GEAR lever can be performed more than once.

- (3) LDG GEAR lever SELECT UP, then DN

GEAR DISAGREE warning message persists:

◆ Yes

- (4) LANDING GEAR MANUAL RELEASE PULL to full extension

NOTE

1. The NOSE DOOR OPEN warning message is displayed when the LANDING GEAR MANUAL RELEASE handle is pulled.
2. The force required to operate the LANDING GEAR MANUAL RELEASE handle is greater than 40 lb. The flight crew may choose to reposition the seat prior to handle deployment.



Nose wheel steering may not be available on landing.

Landing gear is down-and-locked:

◆ Yes

- (5) LANDING GEAR MANUAL RELEASE ... STOW

NOTE

1. In some cases, stowing the LANDING GEAR MANUAL RELEASE handle may cause the main or nose gear to retract. If this occurs, the LANDING GEAR MANUAL RELEASE handle must again be pulled to full extension and left in this position until the gear pins have been installed.
2. With the LANDING GEAR MANUAL RELEASE handle pulled, the HYD 3 HI TEMP caution message may eventually be posted.

- (6) Land at the nearest suitable airport.

- END -

No

- (5) HYDRAULIC 3A and 3B pumps OFF
- (6) HYDRAULIC page VERIFY
System 3
pressure decreasing

NOTE

Hydraulic system 3 pressure is decreased to 200 psi in order to remove all hydraulic pressure from the landing gear system.

When hydraulic system 3 pressure is less than 200 psi:

- (7) HYDRAULIC 3A and 3B pumps ON

NOTE

In some cases, switching hydraulic system 3 ON may cause the nose gear to lose downlock or to retract. If this occurs, the landing gear manual release handle must be stowed.

- (8) LANDING GEAR MANUAL RELEASE STOW

NOTE

1. In some cases, stowing the landing gear manual release handle may cause the main or nose gear to retract. If this occurs, the landing gear manual release handle must again be pulled to full extension and left in this position until the gear pins have been installed.
2. With the landing gear manual release handle pulled, the HYD 3 HI TEMP caution message may eventually be posted.

GEAR DISAGREE warning message still persists:

Yes

- (9) Landing Gear Up / Unsafe
Landing Procedure Accomplish
(Refer to EMER 13-9)

NOTE

With the landing gear manual release handle pulled, the HYD 3 HI TEMP caution message may eventually be posted.

- END -

No

- (4) Land at the nearest suitable airport.

----- END -----



Landing Gear Up/Unsafe Landing Procedure

PRELIMINARY

(1) Descent PLAN

NOTE

Reduce fuel to the minimum, if possible, while retaining sufficient fuel for a controlled, powered approach.

PREPARATION

NOTE

- 1. **If one main landing gear is up or unsafe**, hold applicable wing up for as long as possible. Maintain directional control with rudder and nosewheel steering (if considered safe). When wing touches the ground, apply asymmetrical braking for directional control.
- 2. **If nose landing gear is up or unsafe**, trim stabilizer nose-up after touchdown. Gently lower the nose before elevator effectiveness is lost.
- 3. **If all wheels are up or unsafe**, perform a nose high attitude touchdown, but do not reduce touchdown speed below stick shaker speed.
- 4. **If both main landing gear cannot be locked down**, consideration should be given to landing with all wheels up.

(1) Crew and flight attendants ALERT AND BRIEF

NOTE

The briefing should include the following:
Type of emergency, time available, airplane attitude after landing and exits available for use.

- (2) ATC NOTIFY
- (3) PASS SIGNS (both) ON
- (4) Loose equipment SECURE
- (5) GRND PROX WARN cb (1A15) OPEN
- (6) AUDIO WARNING (All) DISABLE

NOTE

Radio altitude callouts are not available.

**QUICK REFERENCE
HANDBOOK
CSP A-022-005B**

**LANDING GEAR
EMERGENCIES**



- (7) Flight compartment door UNLOCKED
- (8) Shoulder harness TIGHT AND LOCKED
- (9) Plan to land with FLAPS 45.

APPROACH

- (1) L and R PACKs OFF
- (2) PRESS CONTROL MAN
- (3) MAN ALT UP

When the airplane is completely depressurized:

- (4) L and R 10TH STAGE CLOSED
- (5) EMER LTS ON

At approximately 500 feet AGL:

- (6) Brace for impact ORDER
over PA system

BEFORE TOUCHDOWN

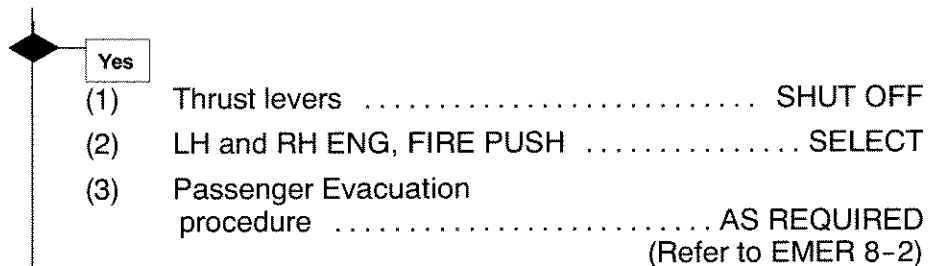
- (1) APU FIRE PUSH SELECT
- (2) Airplane attitude MAINTAIN
nose high attitude

NOTE

Ground/landing field contact should be accomplished using minimum forward speed, but not less than stick shaker speed, and at a minimum sink rate.

AFTER LANDING

Landing gear has collapsed or failed to extend:



- END -

- (1) HYDRAULIC 2 and 3B pumps Both ON
- (2) Landing gear locking pins INSTALL

----- END -----