# Attachment 3

To Operations Group Factual Report

# **DCA15IA089**

Landing Gear Up / Unsafe Landing Procedure Checklist



### **EMER 13-5**

Rev.13, Nov 18/2014

### **LDG GEAR Lever Jammed in the UP Position**



Nosewheel steering will not be available upon landing.

### NOTE

The **GEAR DISAGREE** warning message will appear with the LDG GEAR lever jammed in the UP position, and the landing gear down. Disregard the GEAR DISAGREE emergency procedure under this condition.

(4) N/W STRG ...... OFF

All landing gear down and locked following manual release attempt:



(5) No further action required.

- END -

No

(5) Landing Gear Up / Unsafe
Landing Procedure ......ACCOMPLISH

Refer to EMER 13-5

----- END -----

# Landing Gear Up / Unsafe Landing Procedure

### A. Preliminary

(1) Descent ......PLAN

### NOTE

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

QUICK REFERENCE HANDBOOK CSP B-022

LANDING GEAR, WHEEL AND BRAKE SYSTEM



Rev.9, Mar 14/2011

### **B.** 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.
- 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 type of emergency, time available, airplane attitude after landing and exits available for use.

(2)	Air Traffic Control	NOTIFY
(3)	PASS SIGNS (both)	ON
(4)	Loose equipment	SECURE
(5)	GND PROX WARN circuit breaker	
	(1B14)	OPEN
(6)	AUDIO WARNING (all)	DISABLE

### **NOTE**

Radio altitude callouts are not available.

(7)	Flight compartment door	UNLOCKED

(8) Shoulder harness ......TIGHT and LOCKED

QUICK REFERENCE HANDBOOK CSP B-022

LANDING GEAR, WHEEL AND BRAKE SYSTEM



### **EMER 13-7**

Rev.13, Nov 18/2014

(9) Plan to land with FLAPS 45.

### NOTE

If two hydraulic systems failed, plan to land with FLAPS 20.

# C. Approach

(1)	L and R PACK		OFF
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- (2) PRESS CONT ......MAN
- (3) MAN ALT ......UP

# When the airplane is completely depressurized:

- (4) BLEED VALVES ......CLSD
- (5) EMER LTS ......ON

## At approximately 500 feet AGL:

(6) Brace for impact ...... ORDER over PA system

### BEFORE TOUCHDOWN

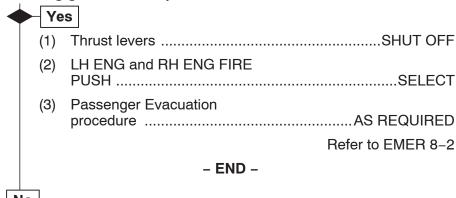
- (1) APU FIRE PUSH ......SELECT
- (2) Airplane attitude .......MAINTAIN nose high attitude.

### 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.

### D. After Landing

Landing gear has collapsed or failed to extend:



No

(1) HYDRAULIC 2 and 3B pump (both) ......ON

QUICK REFERENCE HANDBOOK CSP B-022

LANDING GEAR, WHEEL AND BRAKE SYSTEM



### **EMER 13-8**

Rev.13, Nov 18/2014

(2) Landing gear locking pins ......INSTALL – END ––––

## **PARKING BRAKE**

(1) PARKING BRAKE ......CHECK released

# PARKING BRAKE warning message persists:



Prior to landing:

### **NOTE**

The following landing distance factors are based upon both anti-skid systems inoperative.

(2) Actual landing distance ...... INCREASE

### **NOTE**

Apply the following factors to FLAP 45 actual landing distances for either Dry surfaces in PERF-04 or to Wet or Contaminated surfaces in PERF-06.

	Runway Surface	
	Dry	Wet or Contaminated
With Two Thrust Reversers	1.60 (60%)	1.85 (85%)
Without Thrust Reversers	1.85 (85%)	1.85 (85%)

Extreme caution is required during braking to avoid tire damage or blowout. Maximize use of reverse thrust.

- END -

LANDING GEAR, WHEEL AND **BRAKE SYSTEM** 

QUICK REFERENCE **HANDBOOK CSP B-022**