

Attachment 3

To Operations Group Factual Report

DCA15IA089

Landing Gear Up / Unsafe Landing Procedure
Checklist



LDG GEAR Lever Jammed in the UP Position

- (1) AirspeedNot more than 220 KIAS
- (2) HYDRAULIC 2 pump ON
- (3) LANDING GEAR MANUAL
RELEASE handlePULL to full extension



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:

◆ Yes

- (5) No further action required.

- END -

□ No

- (5) Landing Gear Up / Unsafe
Landing ProcedureACCOMPLISH

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
---------------------------------------------------	-------------------------------------------------



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.
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 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





- (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
- (2) PRESS CONTMAN
- (3) MAN ALTUP

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 PUSHSELECT
- (2) Airplane attitudeMAINTAIN 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:

- Yes**
- (1) Thrust leversSHUT OFF
 - (2) LH ENG and RH ENG FIRE PUSHSELECT
 - (3) Passenger Evacuation procedureAS REQUIRED

Refer to EMER 8-2

- END -

- No**
- (1) HYDRAULIC 2 and 3B pump (both) ON

(2) Landing gear locking pins INSTALL

———— **END** ————

PARKING BRAKE

(1) PARKING BRAKE CHECK released

PARKING BRAKE warning message persists:

◆ **Yes**

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 -