

Attachment 5

To Operations Group Factual Report

DCA13FA094

Piedmont POH Landing Gear Malfunctions

Table 9.45 Safe Altitude

If operating...	Then the safe altitude is...
...within the terminal area...	...the highest Minimum Safe Altitude
...on an airway...	...the MEA or MOCA, whichever is applicable
...off airways (not within the terminal area)...	...the Grid MORA (Grid Minimum Off-Route Altitude)

9.18.26 Landing Gear Malfunctions.

- If a landing gear malfunction, loss of the #2 hydraulic contents, or illumination of a landing gear inop caution light should occur, the crew shall perform an alternate landing gear extension procedure.
- Due to the proximity of the alternate extension checklist items to the First Officer, the Captain will become the PF and the First Officer the PM for the procedure and subsequent landing.

9.18.27 Recycling of the Landing Gear.

- The landing gear may be recycled in accordance with the ILLUMINATION OF AN AMBER DOOR ADVISORY LIGHT NON-NORMAL CHECKLIST. This checklist is used when a single amber door advisory light illuminates when the gear is retracted or extended.
 - If more than one amber door advisory light illuminates, or an amber door light in conjunction with any other landing gear advisory light illuminates (e.g., one green, one amber, and one red, etc.), the crew shall proceed with the ALTERNATE LANDING GEAR EXTENSION NON-NORMAL CHECKLIST.
- The illumination of a single amber door advisory light normally indicates a failure of a proximity switch within the landing gear system. The addition of other landing gear advisory lights may indicate a problem with the landing gear sequencing valve. Problems with this valve may cause the landing gear to not retract or extend if recycled.