

BOEING 737-800

TECHNICAL REVIEW - CHAPTER 14

LANDING GEAR

GEAR WARNING LIGHT

Illuminates red when : - Gear is in transit

- Gear lever position disagree with landing gear position
- Gear is not down and locked below 800ft RA with either thrust lever in idle

LANDING GEAR TRANSFERT UNIT

The landing gear retraction normally uses hydraulic system A.

The landing gear transfert unit uses hydraulic system B to aid in retraction in certain conditions:

- Aircraft is airborne
- Engine N°1 RPM is below a limiting value (engine 1 failed)
- Landing gear lever is selected up
- Either main landing gear is not up and locked

BRAKES / AUTOBRAKES

Normal brakes use hydraulic system B for operation. If system B is not available, alternate brakes uses system A. If hydraulic system A & B are lost, then the brake accumulator can supply limited pressure for brake operation.

Autobrake provide automatic maximum braking in the event of an RTO, or preselected braking during landing. Autobrake is only available with normal brakes. Antiskid system is available with normal and alternate brakes.

Autobrake RTO will engage only above 90kt wheel speed.

ANTI SKID SYSTEM

The anti skid system prevent locked wheel by comparing wheel speed of the two inbord main wheels and the two outboard main wheels. When a locked condition is sensed, brake pressure to the slower wheel is released. The anti locking system is available only above 25 kt.

The anti skid system releases brake pressure to a wheel sensed in a skid situation.

Protection against hydroplaning is available to wheels 1 & 3, it is detected when wheel speed is 50kt below GS.