

Captain's Statement

UAL 924 IAD-LHR

August 2, 2023

Dept: IAD 0207Z (of August 3)/2207L (of August 2)

Position: Pilot Flying

I was the Captain of United 924 on August 2, 2023, from IAD to LHR. I was the pilot flying also. After a standard taxi and take off, a GEAR DISAGREE EICAS message illuminated after gear retraction. We ran the appropriate QRH checklist, which did not extinguish the GEAR DISAGREE message. I contacted Dispatch and TOMC (maintenance), and it was agreed that the best course of action was to return to IAD for an overweight landing. The center tank was nearly empty, so there was no fuel dumping. FAs and passengers were briefed, and an emergency was declared. As we approached IAD, we continued the QRH checklist for landing. The normal gear extension did not work, and as per the checklist, we did an alternate gear extension. This gave us a left main and nose green light, but no right main gear indication. At that moment, an EICAS message of RIGHT SIDE BRA was now annunciated, and a go-around was executed.

Upon completion of the go-around, I contacted Dispatch again. On the call was Dispatch, TOMC, FODM (flight operations duty manager), and engineering. We discussed multiple scenarios to lock the right main gear, which included, decrease speed, increase speed, turns, etc., to possibly lock the gear down position. After all scenarios were attempted, and failed to correct the situation, we agreed on a flyby of IAD tower to see if the gear appeared in the down position. IAD Tower notified us that landing gear appeared in the down position but were unable to tell if it was locked. After exhausting all options, we decided to burn down some fuel, to a safer amount (approx. 16,000 lbs.), and return for another landing attempt. The FAs and passengers were informed throughout the process. I advised the FAs to prepare for an evacuation in the event the gear collapsed. We completed all necessary checklists and prepared for landing, and or, possible evacuation. The touchdown on the runway was deliberately on the left main landing gear, then the nose gear, and finally, the right main landing gear. The rollout was smooth and slow, avoiding any abrupt actions. The green right main gear light illuminated on the rollout.

I brought the aircraft to rest straight ahead. Fire rescue reported negative fire or smoke. We kept the passengers seated. It was planned that maintenance would tow us to the gate, however, upon gear inspection, that plan was cancelled, and we were told to exit the aircraft via "people movers" that were approaching aircraft at that time. Passengers, FAs, and cockpit crew deplaned without any incident or injuries.