

Captain Statement
UAL 1181 LAS-IAH
Nov. 6, 2024
Dept. LAS 1500Z/0800L
Position: Flying Pilot

I was the Captain and flying pilot on UA1181 on 24Oct, 2024, from LAS-IAH. While going over the details of the flight during the preflight, to include the weather, route, fuel, time, altitude, and the aircraft logbook, I noticed that the auto brake system had been MEL'd and deferred along with the anti-skid system due to the anti-skid alert light not testing correctly by LAS maintenance. Both deferrals occurred that morning prior to this flight. With these deferrals in mind, I took another look at the weather. The weather was VFR in Las Vegas, and VFR forecasted for Houston. It was perfect weather, and we concluded there shouldn't be any issues with a wet or slippery runway at either airport. The first officer and I discussed the deferrals and weather, ultimately deciding it was safe to depart for Houston, as all operating limitations were satisfied. The taxi out, takeoff, climb, and cruise were all normal.

Before the descent, we briefed the arrival and approach and reviewed the items that needed to be considered for the deferrals, such as using flaps 40, and no tailwinds could be allowed. A soft touchdown followed a visual approach to Runway 26L. After the wheels spun up upon touchdown, the speed brakes activated. With the anti-skid deferral in mind, I applied brake pressure and reversers. After this, I felt that something was wrong. I immediately thought a tire(s) had blown out based on the noise and slight swaying. The aircraft slowed, and we could pull off the runway onto the high-speed taxiway and stop. I set the parking brake. The tower controller told us that he had seen smoke from the aircraft during the landing rollout, so we asked if there was more smoke. The controller indicated no more smoke, but we requested the emergency vehicles come to take a look as a precaution.

I talked to the flight attendants, told them what happened, and asked if everyone was alright. They said that everyone was okay. I made a PA to the passengers explaining what happened. The airport operations vehicles arrived first. They confirmed that there was no smoke. We contacted UAL operations to tell them what happened and that we would probably need to be towed to our gate. I wasn't sure if we could taxi on our own or if the aircraft needed to be towed. We were told to contact maintenance and that we would be towed to a gate. The airport operations person on the ground said the right main gear tires were entirely off the wheels. This information confirmed to us that we could not taxi or be towed. We called UAL operations and requested buses to take the

passengers to the terminal. We were informed this was already in the works. A PA was made to the passengers explaining that buses would take everyone to the terminal. The airstairs arrived quickly, and the buses showed up about 40 minutes later. All the passengers and crew deplaned and went to the terminal. No one was injured.