

AIRSPPEED UNRELIABLE

Condition: **Airspeed/Mach indication is suspected to be unreliable.**

One or more of the following may be evidence of unreliable airspeed/Mach indication:

- **speed/altitude information not consistent with pitch attitude and thrust setting**
- **speed/airspeed/mach failure flags**
- **blank or fluctuating airspeed displays**
- **variation between captain and first officer airspeed displays**
- **amber line through one or more ADI flight mode annunciations**
- **overspeed indications**
- **radome damage or loss**
- **simultaneous overspeed and stall warnings**
- **display of one or more of the following EICAS messages:**

AILERON LOCKOUT	L AUX PITOT
ALT DISAGREE	R AUX PITOT
CAPT PITOT	OVERSPEED
F/O PITOT	PROBE HEAT
IAS DISAGREE	RUDDER RATIO

PITCH ATTITUDE AND THRUS CHECK

If pitch attitude or thrust is not normal for phase of flight:

AUTOPILOT DISENGAGE

AUTOTHROTTL DISCONNECT

FLIGHT DIRECTOR OFF

ATTITUDE AND THRUS ADJUST

Establish normal pitch attitude and thrust setting for phase of flight.

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Note: Normal pitch attitude and thrust settings are available in the FLIGHT WITH UNRELIABLE AIRSPEED table in the Performance–Inflight chapter.

Altitude information, vertical speed information, limit EPR, Reference EPR, and EPR bug may be unreliable.

SPEED INDICATION CROSS CHECK

Cross check captain and first officer airspeed indications and standby airspeed indicator. An airspeed display differing by more than 15 knots from the standby indicator should be considered unreliable.

If the reliable airspeed data source can be determined:

AIR DATA SOURCE SWITCH

(Unreliable side) ALTN

Invalid overspeed warning and invalid input to AFDS and autothrottle may occur or continue.

If the reliable airspeed data source cannot be determined

ATTITUDE AND THRUST ADJUST

Maintain normal pitch attitude and thrust setting for phase of flight. Refer to the FLIGHT WITH UNRELIABLE AIRSPEED table in the Performance–Inflight chapter.

-----DEFERRED ITEMS-----

==> LANDING PREPARATION

Maintain visual conditions if possible.

Establish landing configuration early.

Use electronic and visual glideslope indicators, where available, for approach and landing.

Refer to IRS ground speed on the CDU POS REF page and reported wind on approach.