

06-02-20: Rejected Takeoff

1. General:

Because of the diversity of Gulfstream operators, the decision as to who may direct call for a rejected takeoff is left to the individual operators. Once the decision is made to reject a takeoff, proceed as follows:

2. Procedure:

(See Figure 3.)

A. Pilot Flying (PF):

- (1) Retard power levers to idle and apply maximum braking.
- (2) Deploy speed brakes.
- (3) Use reverse thrust if desired.

CAUTION

IF DIRECTIONAL CONTROL BECOMES DIFFICULT WHILE IN REVERSE THRUST, REDUCE THRUST TO REVERSE IDLE (OR FORWARD IDLE THRUST, IF REQUIRED). REGAIN DIRECTIONAL CONTROL, AND REAPPLY REVERSE THRUST AS NECESSARY.

B. Pilot Not Flying (PNF):

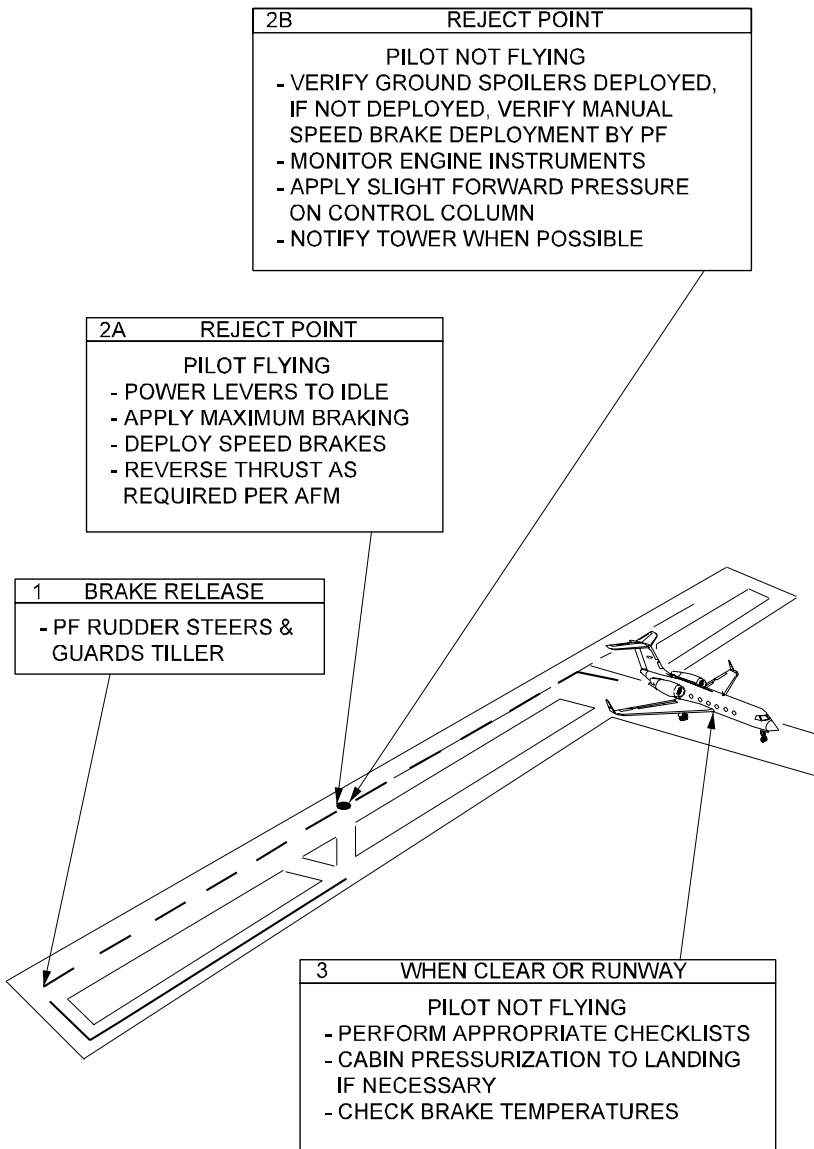
- (1) Verify ground spoiler deployment. If not deployed, PNF confirms PF has manually deployed speed brakes.
- (2) Monitor engine instruments.
- (3) Apply slight forward pressure on the control column.
- (4) Notify tower of rejected takeoff as soon as conditions permit.
- (5) When clear of runway, perform appropriate Emergency, Abnormal or Normal checklist, to include evacuating the aircraft, if desired.

NOTE:

After a rejected takeoff, the cabin pressurization system may still be in the FLIGHT mode of operation. Select the LANDING mode to allow the aircraft to depressurize.

- (6) Check brake temperatures.

GULFSTREAM IV OPERATING MANUAL



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Rejected Takeoff
Figure 3