ABORTED TAKEOFF	
Pilot In Command (PIC)	**Second In Command (SIC)**
When PIC decides to abort the takeoff:	
◆ **"ABORT"** ● Simultaneously reduce thrust levers to IDLE and apply maximum wheel braking. ● Actuate thrust reverse as required to ensure aircraft does not depart the end of the runway.	● Verify ground spoilers have deployed. If not, manually deploy Speed Brakes. ● Notify ATC when possible.
If the SIC sees a situation that may require an aborted takeoff, SIC should quickly convey that information to the PIC so that the PIC can decide whether or not to command "ABORT"	
When clear of runway:	
	● Perform After Landing Checklist. ● Monitor brake temperatures.
If the PIC decides to allow another crew member the authority to command an ABORT, the PIC should so state during the takeoff briefing.	

NORMAL TAKEOFF (FLAPS 10 or 20):	
Pilot Flying (PF)	Pilot Monitoring (PM)
• Set Acceleration Altitude (1,500 feet AAL or higher) on DC under FLT REF, MDA (SPZ 8400). Acceleration Altitude will appear as a bug on barometric altimeter.	• Set Acceleration Altitude (1,500 feet AAL or higher) on DC under FLT REF, MDA (SPZ 8400). Acceleration Altitude will appear as a bug on barometric altimeter.
When takeoff clearance is received and aircraft is aligned with runway centerline, both pilots confirm runway identification markings match runway shown on the CDU FPL page at LSK 1 left then:	
• Hold toe brakes and advance thrust to above 1.17 EPR, • Release toe brakes and engage autothrottles • PF maintains right hand on thrust levers until V1 for aborted takeoff readiness • Rudder pedal steering shall be used as primary control to maintain runway centerline. Use of tiller steering above 60 knots is not recommended. If an aborted takeoff is required due to loss of directional control, use of rudder and up to maximum differential braking will provide much greater directional control authority than the tiller.	
At 60 Knots IAS, the autothrottle mode will indicate HOLD. When actual EPR matches target EPR and autothrottle mode indicates HOLD:	
	"Power Set" If actual EPR does not match target EPR: **"EPR Low, Increase Power"**

At 80 Knots IAS:	
• By 80 knots, air loads will cause yoke to move from full forward, to the neutral position indicating elevator is free. • If this does not occur by 80 knots, the takeoff should be aborted. Confirm airspeed agrees with PM's 80 knot call.	**"80 Knots"**
At V1:	
• PF removes right hand from thrust levers	**"V1"**
At VR:	
• Rotate to an initial target pitch attitude of 10°	**"Rotate"**
When either pilot sees vertical speed AND altimeter tape climbing:	
"Positive Rate"	
◆ **"Gear Up"**	◇ Move gear handle to UP ◇ Press GND SPLR switch to OFF
At 400 feet Above Airport Level (AAL):	
◆ **"Flaps Up"**	◇ Move flap handle to UP
◆ **"MAN Speed 200"**	◇ Press SPD button on FGP and select 200 knots
◆ **"Flight Level Change"**	◇ Press FLCH button on FGP
• After selection of Flight Level Change and flight director pitch cue settles down, follow the pitch cue.	