

Factual Report – Attachment 13
Ameristar RTO Procedures (AOM excerpts)

OPERATIONAL FACTORS

DCA17FA076

AMERISTAR AIR CARGO, INC.

DC-9 AIRCRAFT OPERATIONS MANUAL
STANDARD MANEUVERS AND CONFIGURATIONS
Revision: 25 02/01/17

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Rejected Takeoff

Procedure

The right hand of the Captain will remain on the thrust levers until V₁ speed is reached. In this way, the Captain can respond quickly to a decision to reject the takeoff regardless of who is performing the takeoff. The decision to continue or reject the takeoff will always be made by the Captain.

At high speeds (at or near V₁), consideration should be given to the effect of a high-energy reject. Experience has shown that, in many cases, rejected takeoffs at high speed have had far more negative or catastrophic results than would have been likely if the takeoffs had been continued. This is especially true when the aircraft is operating from shorter runways where the accelerate-stop parameters are marginal. In general, if the aircraft's flying performance has not been affected (such as in a tire failure), the safer course of action may be to continue the takeoff and then land under a controlled condition at a lighter weight and slower speed.

Therefore, as a consideration, a rejected takeoff above 100 knots should be made only for safety of flight items such as the occurrence of an engine failure or a condition where there is serious doubt that the airplane can safely fly.

If, during the takeoff, a pilot recognizes a malfunction, he should make the callout clearly and precisely. The Captain must make a decision and react accordingly. If the decision is to reject the takeoff, the following actions must be accomplished immediately:

- Retard the throttle levers to Idle.
- Manually deploy the spoilers, simultaneously apply maximum wheel braking
- Apply reverse thrust
- The F/O should advise ATC.
- Clear the runway, if practical, and notify the tower. This is especially important during low visibility conditions.
- Take the necessary steps to assure the safety of persons and the aircraft.
- Call for the AFTER LANDING CHECKLIST.
- Do not set the parking brake.
- Taxi to a brake cooling area and install nose wheel chocks. Call for wheel chocks if the aircraft cannot be moved.

(80-)

- Disconnect Autothrottles.
- Retard the throttle levers to Idle.
- Manually deploy the spoilers, simultaneously apply maximum wheel braking
- Apply reverse thrust.
- The F/O should advise ATC.
- Clear the runway, if practical, and notify the tower. This is especially important during low visibility conditions. Clearance of the runway is assured when the aircraft is parallel to the runway exited from.
- Take the necessary steps to assure the safety of passengers, crew and the aircraft.
- Consider and Emergency Evacuation
- Make PA to passengers:
If an evacuation is not warranted, advise the flight attendants:
"FLIGHT ATTENDANTS REMAIN SEATED"
announce three (3) times.
If an evacuation of the aircraft is necessary and after the aircraft comes to a stop, complete the Evacuation Checklist and use the evacuation commands:
"EVACUATE, EVACUTE EVACUATE"
Announce three times.
- Call for the After Landing Checklist.
- Do not set the parking brake unless and evacuation of the aircraft has been ordered
- Taxi to a brake cooling area and install nose wheel chocks. Call for wheel chocks if the aircraft cannot be moved.

WARNING

Use extreme caution when approaching the main gear tires after a high energy reject.

If the runway is slippery, be alert to a possible directional control problem if an engine is out. Use symmetrical reverse thrust to the extent stopping requirements permit. Maximum braking is obtained by applying sufficient brake pressure to remain within the anti-skid cycling range. After stopping the aircraft:

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Brake Cooling After Rejected Take-Off

The heavier and faster an airplane is when braked, the more heat is generated within the brakes. Brake heat from a rejected takeoff can damage brakes, wheels and tires.

Refer to the Brake Limitation Chart in the COM Chapter 32 for guidance on cooling time.

(80) Refer to BRAKE OVERHEAT in COM for guidance if Brake Temp OVHT Light comes on.