NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 17 – Rejected Takeoff Procedures - Boeing

OPERATIONAL FACTORS

DCA15FA185

Rejected Takeoff

The Captain has the sole responsibility for the decision to reject the takeoff. The decision must be made in time to start the rejected takeoff maneuver by V1. If the decision is to reject the takeoff, the Captain must clearly announce “REJECT,” immediately start the rejected takeoff maneuver, and assume control of the airplane. If the First Officer is making the takeoff, the First Officer must maintain control of the airplane until the Captain makes a positive input to the controls.

Prior to 80 knots, the takeoff should be rejected for any of the following:

- activation of the master caution system
- system failure(s)
- unusual noise or vibration
- tire failure
- abnormally slow acceleration
- takeoff configuration warning
- fire or fire warning
- engine failure
- predictive windshear warning
- if a side window opens
- if the airplane is unsafe or unable to fly

Above 80 knots and prior to V1, the takeoff should be rejected for any of the following:

- fire or fire warning
- engine failure
- predictive windshear warning
- if the airplane is unsafe or unable to fly

During the takeoff, the crew member observing the non-normal situation will immediately call it out as clearly as possible.

Captain	First Officer
Without delay: Simultaneously close thrust levers, disconnect autothrottles, and apply maximum manual wheel brakes or verify operation of RTO autobrakes. If RTO autobrakes is selected, monitor system performance and apply manual wheel brakes if the AUTOBRAKE message is displayed or deceleration is not adequate. Apply reverse thrust up to the maximum amount consistent with conditions. Verify the speedbrakes are extended. Continue maximum braking until certain the airplane will stop on the runway.	Verify actions as follows: Thrust levers closed. Autothrottles disconnected. Maximum brakes applied. Reverse thrust applied. Verify speedbrake lever UP and call “SPEEDBRAKES UP.” If speedbrake lever not UP call “SPEEDBRAKES NOT UP.” When both REV indication(s) are green, call “REVERSERS NORMAL” If there is no REV indication(s) or the indication(s) stay amber, call “NO REVERSER LEFT ENGINE”, or “NO REVERSER RIGHT ENGINE” or “NO REVERSERS” Call out any omitted action items.

Field length permitting: Initiate movement of the reverse thrust levers to reach the reverse idle detent by taxi speed.	Call out 60 knots. Communicate the reject decision to the control tower and cabin as soon as practical.

When the airplane is stopped, perform procedures as required.

Review Brake Cooling Schedule for brake cooling time and precautions (refer to the Performance Inflight chapter).

Consider the following:

- the possibility of wheel fuse plugs melting
- the need to clear the runway
- the requirement for remote parking
- wind direction in case of fire
- alerting fire equipment
- not setting the parking brake unless passenger evacuation is necessary
- advising the ground crew of the hot brake hazard
- advising passengers of the need to remain seated or evacuate
- completion of Non-Normal checklist (if appropriate) for conditions which caused the RTO