NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 10- American Airlines Rejected Takeoff Procedures

OPERATIONAL FACTORS/HUMAN PERFORMANCE

DCA17FA021

Rejected Takeoff

Captain	First Officer
Without delay: Simultaneously close the thrust levers, disengage the autothrottle, 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 AUTOBRAKES disarm light illuminates or deceleration is not adequate.	Verify actions as follows: Thrust levers closed. Autothrottle disengaged. Maximum brakes applied. Call out *"Autobrakes Off"* if EICAS advisory message AUTOBRAKES displays during rollout.
Manually deploy SPEEDBRAKES	Verify speedbrake lever full aft and call "*Deployed.*" If speedbrake lever is not deployed (or fails to remain deployed), call "*No Speedbrakes.*"
Apply reverse thrust up to the maximum amount consistent with conditions. Continue maximum braking until certain the airplane will stop on the runway.	If there is no REV indication(s) or the indication(s) stays 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 appropriate crew members as soon as practical.

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Captain	First Officer
When the airplane is stopped, perform procedures as required. Review Brake Cooling Schedule for brake cooling time and precautions. 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	

Note: Following any rejected takeoff above 80 knots, heavy weight reject, or if maximum braking was used, the tires, wheels, brakes, etc., must be inspected by maintenance prior to any subsequent takeoff.

Supplemental Information

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 failure(s)
- unusual noise or vibration
- tire failure
- abnormally slow acceleration
- takeoff configuration warning
- fire or fire warning
- engine failure
- predictive windshear alert (as installed)
- 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 alert (as installed)
- 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.