

# Gulfstream IV

## OPERATING MANUAL

### **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.

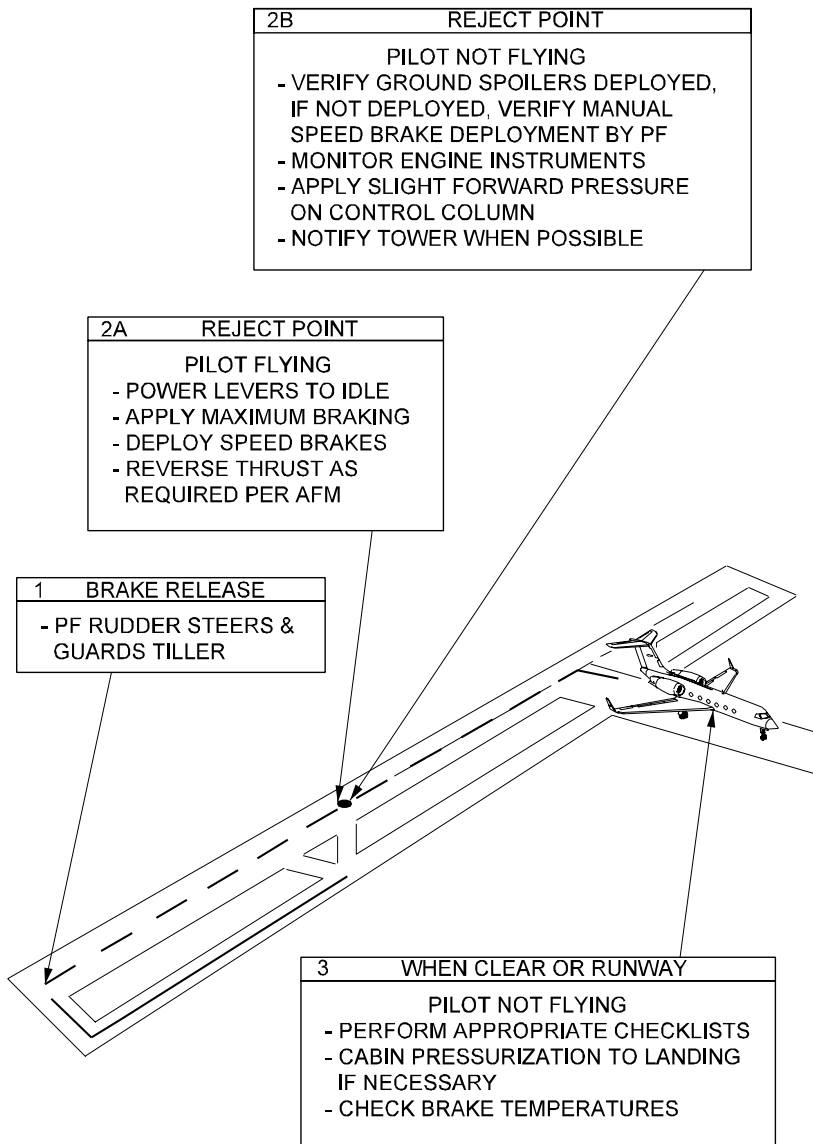
#### **NOTE:**

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.

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Rejected Takeoff  
Figure 3

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**GROUND / FLIGHT CHARACTERISTICS AND PROCEDURES**