

Summary Report for Individual Task
011-218-1352
Perform Rejected Takeoff
Status: Approved

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the Fort Rucker foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: In a C-12 series airplane with an IP, VMC and a non-contaminated runway (contaminated runway as defined by the AIM).

- Standard:**
1. Review malfunctions that would be reason for a rejected takeoff prior to decision speed/rotation speed V1.
 2. Determine if sufficient runway remains for a rejected takeoff.
 3. Safely stop the airplane on the remaining runway.
 4. Maintain centerline between the main landing gear.

Special Condition: NIGHT CONSIDERATIONS: Aviators should be aware of runway remaining and runway end lights.

Safety Risk: Medium

MOPP 4:

Task Statements

Cue: None

DANGER
None

WARNING
None

CAUTION
None

Remarks: None

Notes: None

Performance Steps

WARNING

Initiating a rejected takeoff by reducing a power lever or placing a condition lever to fuel cutoff is prohibited. Velocity minimum control ground (VMCA) limits may be exceeded causing loss of control.

1. Crew actions. The P*'s main focus will be outside the aircraft. The IP will perform normal P duties and callouts.

2. Procedure.

a. Discussion. The decision to reject or continue the takeoff primarily depends on the runway remaining and the severity of the malfunction. If a condition arises that would make the takeoff unsafe before reaching V1, reject the takeoff. If it occurs at or above V1, continue the takeoff. Any crewmember may announce the Abort. Several common reasons to reject a takeoff are—

- (1) Engine malfunction.
- (2) Flat tire.
- (3) Chip detector.
- (4) Fire light illuminates.
- (5) Oil pressure light illuminates (if equipped).
- (6) Smoke/Smell in the cockpit.
- (7) Abnormal flight control inputs required or feedback in controls.
- (8) Loss of directional control.

Note:

During the departure briefing the PC will review the TOLD card data to determine, if an engine failure occurs at V1, that the aircraft has the performance to continue the takeoff. If it does not, the crew will discuss a rejected takeoff plan.

Note. There may be other reasons that units may deem critical enough for a rejected take-off. These reasons should be addressed as a SOP item. The PC may state "STANDARD ABORT CRITERIA" in the departure briefing if all items are included in the SOP and understood by both crewmembers.

b. Maneuver.

- (1) The IP will—
 - (a) Ensure accelerate-stop distance is available.
 - (b) Perform normal takeoff P duties and callouts.
 - (c) Announce, "ABORT, ABORT, ABORT."
- (2) The P* will—
 - (a) Bring both power levers to idle.

(b) Safely stop the airplane using a combination of braking, and beta/ground fine (as required), and propeller reversing as required.

c. IP's should discuss actions for a rejected takeoff if insufficient runway remains.

d. If a malfunction occurs at V1, the decision to continue the takeoff depends on several factors that should be discussed in the departure briefing.

(1) The performance data on the TOLD card should support continuing the takeoff; (for example, you have a positive climb at liftoff and accelerate-go distance is acceptable or first or second segment climb capabilities are sufficient).

(2) If a fire occurs, the time it takes to continue the takeoff and return for landing could be more hazardous than staying on the ground.

(Asterisks indicates a leader performance step.)

Evaluation Guidance:

Evaluation will be conducted academically, in the aircraft, or in an approved FS.

Evaluation Preparation:

Training will be conducted academically, in the aircraft, or in an approved FS.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Reviewed malfunctions that would be reason for a rejected takeoff prior to decision speed/rotation speed V1.			
2. Determined if sufficient runway remains for a rejected takeoff.			
3. Safely stopped the airplane on the remaining runway.			
4. Maintained centerline between the main landing gear.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	TM 1-1510-218-10	OPERATORS MANUAL FOR ARMY C-12C, C-12D, C-12T1, AND C-12C2 AIRCRAFT	No	No
	TM 1-1510-218-CL	OPERATORS AND CREWMEMBERS CHECKLIST FOR ARMY C-12C AIRCRAFT (NSN 1510- 01-070-3661);ARMY C-12D AIRCRAFT (1510-01-087-9129);ARMY C-12T AIRCRAFT (1510-01-470-0220)	No	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

Safety: In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None