Ground Proximity Warning

Accomplish the following maneuver for any of these conditions:

- activation of "PULL UP" or "OBSTACLE OBSTACLE PULLUP" or "TERRAIN TERRAIN PULL UP" warning

- other situations resulting in unacceptable flight toward terrain.

Pilot Flying	Pilot Monitoring
Disengage autopilot. Disconnect autothrottle(s). Aggressively apply maximum* thrust. Simultaneously roll wings level and rotate to an initial pitch attitude of 20°. Retract speedbrakes. If terrain remains a threat, continue rotation up to the pitch limit indicator or stick shaker or initial buffet.	Assure maximum* thrust. Verify all required actions have been completed and call out any omissions.
Do not change gear or flap configuration until terrain separation is assured. Monitor radio altimeter for sustained or increasing terrain separation. When clear of terrain, slowly decrease pitch attitude and accelerate.	Monitor vertical speed and altitude (radio altitude for terrain clearance and barometric altitude for a minimum safe altitude). Call out any trend toward terrain contact.

Note: *Aft control column force increases as airspeed decreases. In all cases, the pitch attitude that results in intermittent stick shaker or initial buffet is the upper pitch attitude limit. Flight at intermittent stick shaker may be required to obtain positive terrain separation. Smooth, steady control will avoid a pitch attitude overshoot and stall.*

Note: *Do not use flight director commands.*

Note: ** Maximum thrust can be obtained by advancing the Thrust levers full forward when the EECs are in the normal mode. If terrain contact is imminent, advance Thrust levers full forward.*

Note: *If positive visual verification is made that no obstacle or terrain hazard exists when flying under daylight VMC conditions prior to a terrain or obstacle warning, the alert may be regarded as cautionary and the approach may be continued.*