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Go-around

Content

- Introduction
- Go-around from intermediate approach altitude
- Go-around below minimums
- Missed Approach Procedure While Circling

Introduction

- Usual go-around situations during training are:
 - ▶ No visual reference at Decision Altitude - DA(DH),
 - All Engines Operating
 - One Engine Inoperative
 - ▶ Low height go-around (100 ft) called by ATC (instructor)
 - Occupied runway
 - ▶ Windshear go-around
- In real life various go-around situations could also happen
 - ▶ Go-around from intermediate approach altitude , or
 - ▶ Go-around below minimums not called by ATC
 - ▶ Missed approach during circling

Content

- Go-around from intermediate approach altitude
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- Missed Approach Procedure While Circling

Go-around from intermediate approach altitude

- Decision:
 - ▶ High Energy/ Rushed / Non-stabilized approaches
 - ▶ Loss of required traffic separation (call by ATC)

- For a better awareness of these situations refer to the Flight Operations Briefing Notes
 - ▶ “Flying Stabilized Approaches”
 - ▶ “Aircraft Energy Management during Approach”

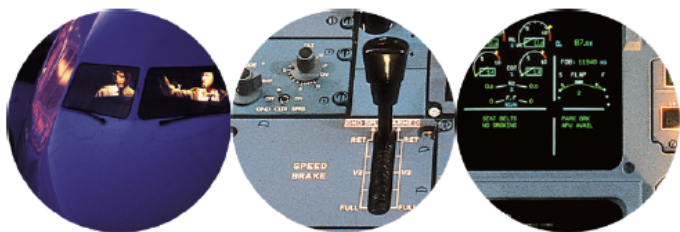
Flying stabilized approaches

Flight Operations Briefing Notes

Approach Techniques
Flying Stabilized Approaches

Briefing Notes

Approach Techniques
Aircraft Energy Management during Approach



Flight Operations Briefing Notes
Approach Techniques
Aircraft Energy Management during Approach



Flight Operations Briefing Notes
Approach Techniques
Flying Stabilized Approaches

Go-around from intermediate approach altitude

- Unlike the usual go-around at DA(DH), the situations are various and not briefed:
 - ▶ Aircraft configurations; speed; unprepared horizontal trajectories; altitude close to the go-around altitude target

Common errors related to early go-around:

- Go-around not properly announced and initiated
- Forgetting to retract the flaps and/or the landing gear
- Initiating the turn before the MAP or required turning point
- Overshooting the go-around altitude target
- Keeping the thrust levers in the TOGA detent after leveling off
- Exceeding flaps speed limitations

Go-around from intermediate approach altitude

SOP – FCOM 3.3.23 / FCOM 4.5.80

- To perform a go-around, from an intermediate altitude in the approach, and if TOGA thrust is not required, proceed as follows :
 - ▶ SET the thrust levers to TOGA detent, then retard the thrust levers as required
 - ▶ This enables to engage the GO-AROUND phase, with associated AP/FD modes
 - ▶ SELECT the applicable AP/FD and A/THR modes on the FCU

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Go-around below minimums

- Go-around is possible at anytime until the selection of the reverse
- Once the go-around has been initiated it must be completed
 - ▶ Reversing a go-around decision is hazardous
 - e.g. F/o initiating a late go-around; Captain overriding and trying to land the aircraft
- In case of very late go-around (rejected landing)
 - TOGA thrust must be applied but a delayed flap retraction should be considered.
 - If the aircraft is on the runway when thrust is applied, a CONFIG warning will be generated if the flaps are in conf full
 - The landing gear should be retracted when a positive rate of climb is established with no risk of further touch down

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Missed Approach Procedure While Circling

- If visual reference is lost while circling to land from an instrument approach, the missed approach specified for that particular procedure must be followed
 - ▶ (unless an alternate missed approach procedure is specified by ATC)
- The pilot should make an initial climbing turn toward the landing runway and establish the aircraft on the specified missed approach track
- The missed approach will have to be flown with raw data (no more part of the F-PLN – SEC F-PLN activated)
- Consider delaying aircraft acceleration (flap retraction) to reduce radius of turn if necessary

Conclusion

- Go-around situations are various
- Appropriate education and training should enhance flight crew decision making and techniques to perform a safe go-around in any situation
- Airbus:
 - ▶ New exercises in the transition training (APT2 – JUN07)
 - ▶ New FCTM chapters under development
- Operators
 - ▶ Various go-around situations to be addressed during training

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