



# Missed approach turn at TP

## 1 OBJECTIVES

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- Compute SOC position and turn parameters for missed approach segment with Turning Point

## 2 DATA

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- MAPt over facility : VOR FPP
- Computed OCH for Final segment : 76 m
- Aircraft categories : A and B
- Airport elevation : 0 ft
- Magnetic variation : 0°
- Temperature deviation : ISA+15°
- Vegetation : 50 ft

### 2.1 MISSED APPROACH INSTRUCTIONS:

*“Climb along R360° FPP, at 5 NM DME FPP turn right to intercept and follow R293° (Magnetic track 113°) to KAK.”*

## 3 METHOD

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- Task 1 : Compute SOC location
- Task 2 : Compute Turning parameters

### 3.1 MAPt AND SOC COMPUTATION

- Cat A and B
  - Min IAS for missed approach :
  - Max IAS for missed approach :
- TAS computation:
  - Altitude :
  - Temperature :
  - Conversion factor :
  - Wind :

Max TAS initial phase	Max TAS final phase

- MAPt and SOC computation

<b>Earliest tolerance MAPt</b>	<b>Results</b>
<b>Latest tolerance MAPt</b>	Tolerance + reaction time (3 s at TAS + 10 Kt) :
<b>SOC</b>	

### 3.1.1 Detailed computations

## 4 TURN PARAMETERS

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The following information shall be recorded:

(Displayed units used)

<b>TP definition</b>	
<b>IAS</b>	
<b>Altitude</b>	
<b>TAS</b>	
<b>Rate of turn</b>	
<b>Radius of turn</b>	
<b>Turn angle</b>	113°
<b>Bank angle</b>	
<b>Wind velocity (Wv)</b>	
<b>Pilot reaction (TAS + Wv)</b>	
<b>Bank angle delay (TAS + Wv)</b>	
<b>Earliest TP tolerance</b>	
<b>Latest TP tolerance</b>	
<b>Wind effect 45°</b>	
<b>Wind effect 90°</b>	
<b>Wind effect 135°</b>	
<b>Wind effect 180°</b>	

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