



# Go-Around Maneuver

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Safety Pilot

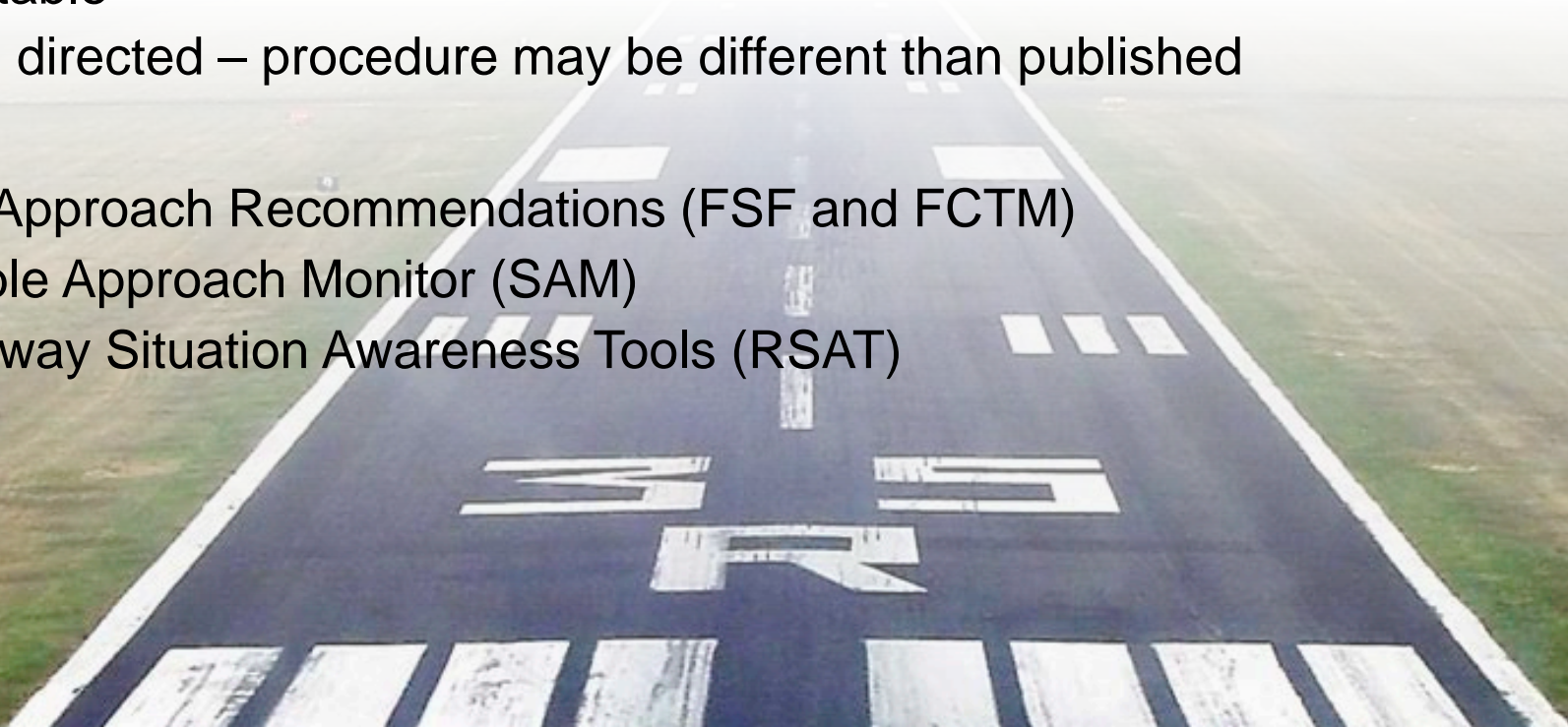
RASG-PA Runway Excursion Seminar

# Why Go-Around?



## Operational - Training

- Training – expected syllabus requirement
- Operational – unexpected “surprise factor”
  - Windshear
  - Suitable Visual References
  - Unstable
  - ATC directed – procedure may be different than published
- Stable Approach Recommendations (FSF and FCTM)
  - Stable Approach Monitor (SAM)
  - Runway Situation Awareness Tools (RSAT)



# Go-Around and Missed Approach Maneuver

## Normal Maneuver (FCTM Recommendations and Techniques)

- Go-Around and Missed Approach – All Engines Operating
- Low Altitude Level Off – Low Gross Weight
- Go-Around After Touchdown
- Go-Around and Missed Approach – One/Two Engine Inoperative
- Engine Failure During Go-Around and Missed Approach
- *Supplement FCTM with situations unique to your airline's operations*

# The Human Element

## Crew Preparation



- Proper frame of mind – every approach provides the possibility for a go-around
- Approach Briefing – missed approach procedure
- AFDS systems knowledge
- Manual flying skills

# Conclusions

- The go-around / missed approach is rare but normal maneuver
- Initiated or directed for a variety of reasons
- Crew mentally and physically prepared on every approach