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Area of Operation **VII** - Task **H**

Go-Around / Rejected Landing

Content

westflying

Key References:
- Airplane Flying Handbook
- POH/AFM

1. Introduction

- **What**: Discontinuance of an approach in order to make another attempt under more favorable conditions
- **Why**: Landing process is aborted due to safety or improper sequencing for landing
- **Common Go-Around Situations**:
  - Unstable approach
  - ATC initiated
  - Hazards on the runway
  - Wind shear
  - Wake turbulence
  - Mechanical issue
  - Faulty touchdown
  - Whenever safety dictates

Standard (ACS):

- Transition to climb, airspeed **+10/-5 kts** (PPL), **±5kts** (CPL)

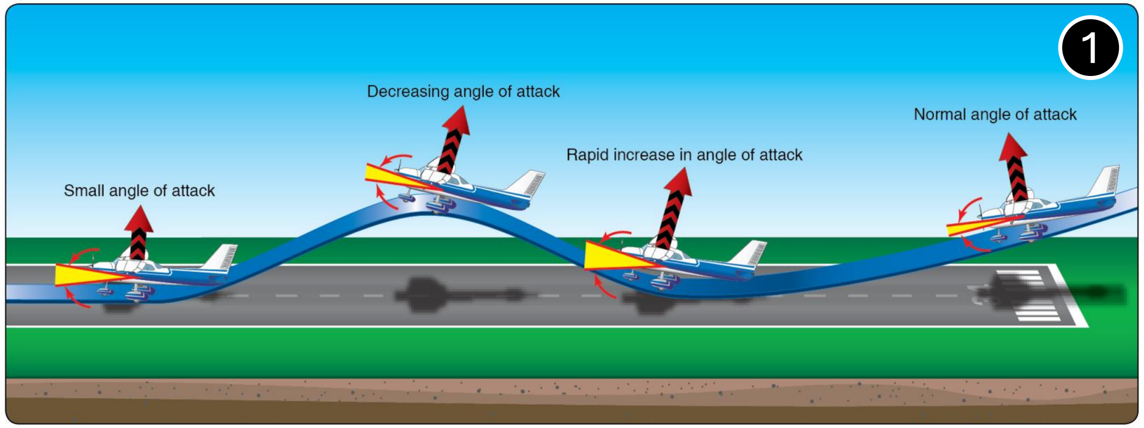
2. Importance of Go-Arounds

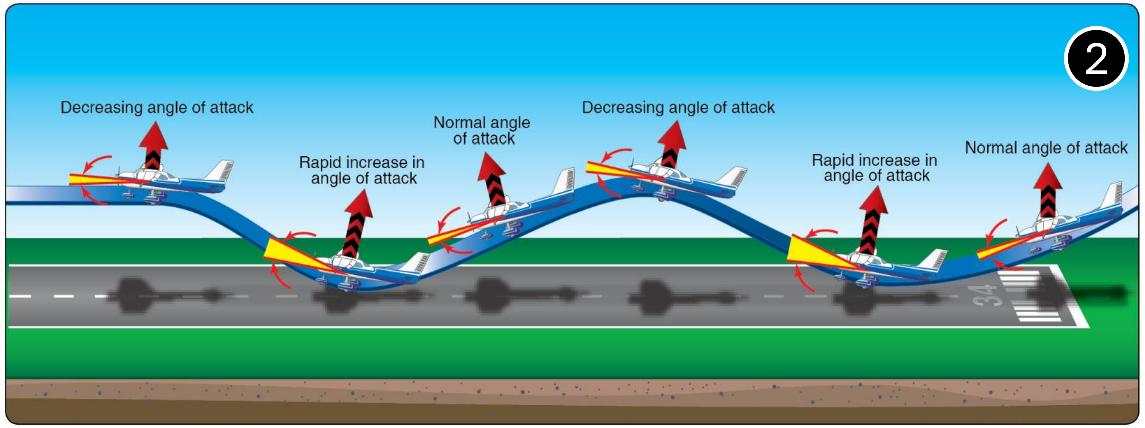
Faulty landings from early training may result in Go-Arounds

1. **Bouncing**: airplane is sprung back into the air
   Maintain attitude, add a little power, or Go Around

2. **Porpoising**: poorly recovered bounced landing resulting in nose first and series of "touchdowns"
   Go Around

- Another airplane still in the runway, or little rwy left



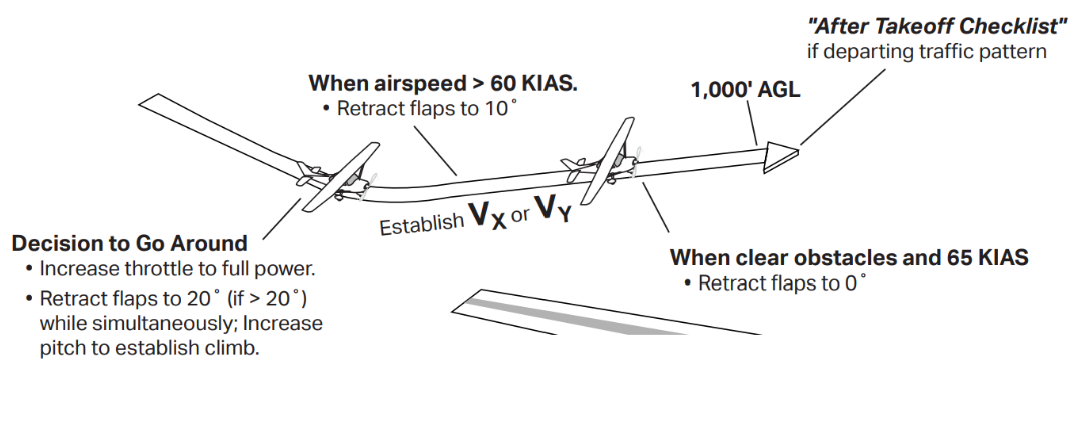


Hazards of Delaying a Go-Around:

- Common reasons pilots end up delaying:
  - Landing Expectancy (Belief the situation will end ok)
  - Pride (thinking a go-around is a failure)
- Don't let a situation to magnify
- If you are wondering if a Go-Around is needed, most likely it is!

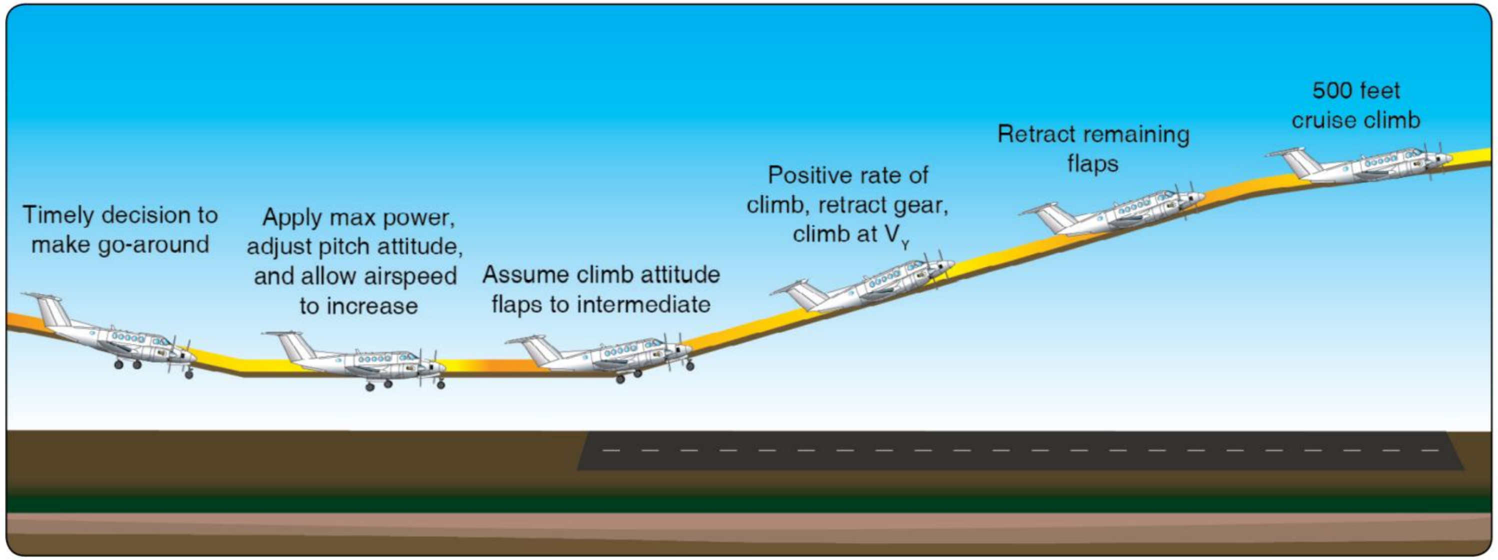
3. Execution

1. Increase throttle to full power
2. Retract flaps to 20° immediately (if > 20°)
3. Increase pitch simultaneously to establish climb
4. Call “Go Around” in the radio and properly communicate w/ ATC
5. Retract flaps to 10° when airspeed is greater than 60kts
6. Establish Vx or Vy as appropriate
7. Retract flaps to 0° at 65kts, positive rate and clear of obstacles
8. “Climb checklist” if departing the traffic pattern



CAUTION: Retracting flaps from 30° directly to 0° will cause the aircraft to sink and may result in ground contact! Failing to retract flaps from 30° to 20° may prevent the aircraft from reaching a safe climb airspeed!

Note: If the go-around is due to conflicting traffic, maneuver as necessary during the climb to avoid traffic (usually to the side)



4. Common Errors

1. Failure to recognize a situation where a go-around/rejected landing is necessary
2. Hazards of delaying a decision to go-around/rejected landing
3. Improper power application
   - *Can lead to stall (or at minimum not climbing)*
4. Failure to control pitch attitude
   - *Can lead to stall (or at minimum not climbing)*
5. Failure to compensate for torque effect
6. Improper trim procedure
7. Failure to maintain recommended airspeeds
8. Improper wing flaps or landing gear retraction procedure
9. Failure to maintain proper track during climb-out
10. Failure to remain well clear of obstructions and other traffic

Questions?