Area of Operation VIII - Task C

Missed Approach

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- 2. When Flying the Missed is Required
- 3. Missed Approach
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Key References:

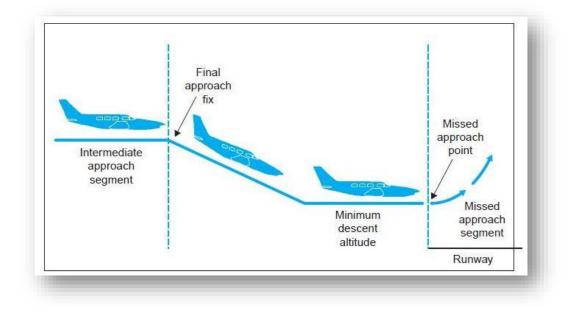
- Instrument Flying Handbook
- Instrument Procedures Handbook
- AIM

1. Introduction AIM 5-4-21

- What: The Missed approach is a published procedure (course/route/altitude) as part of an Approach that will keep an aircraft safe from obstructions and other aircraft in the case you are unable to land
- Why: It is a "Go Around" under IFR, commonly used when the aircraft cannot go below minimums and land

Basics

- Begins at the MAP (Missed Approach Point) → Can climb before the MAP, but not turn
- Expect 200 ft/nm, unless published higher
- Cleared for the approach also means <u>cleared for the Missed</u>
- A missed approach takes you to a hold, but often
 ATC will pick you up and vector you before that



2. When Flying the Missed is Required

• Fly a Missed Approach when one of the below exists:

- Arrival at the MAP or DH and visual references of the runway is insufficient [91.175]
- Pilot determines that a safe approach/landing is not possible
- After a rejected landing for any reason
- o Instructed to do so by ATC
- Below minimums and visibility or runway environment is lost

When to Descend below MDA/DA [§91.175]

- Aircraft in position where landing can be made w/ normal maneuvers, RoD, and...
- Flight visibility at/above the minimum for the selected approach, and...
- At least <u>one of the following</u> is distinctly visible:
 - Threshold, or threshold markings, or threshold lights
 - Touchdown zone, or touchdown zone markings, or touchdown zone lights
 - Runway, or runway markings, or runway lights
 - REIL, or PAPI/VASI, or Red terminating bars, or Red side row bars

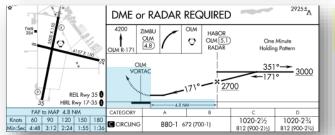
NOTE: if only see the ALS (not the above), can descend to 100ft above TDZ

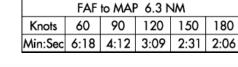
In Part 91, the pilot is allowed to "try" the approach even if the weather is reported below minimums

3. Missed Approach

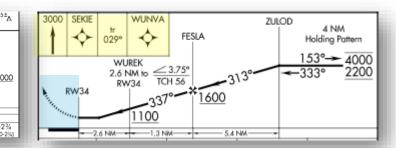
- Missed Approach instructions in the chart
 - Textual and plan view
 - o Instructions in the profile view
- MAP (Missed Approach Point)
 - Shown in the Profile Plan view ("fly over" waypoint)
 - End of solid course & beginning of dashed course
 - Precision Approach & APV
 - ✓ Point where the airplane reaches DA/DH
 - Non-Precision Approach
 - ✓ Specific NAVAID or FIX (radial, DME dist, RNAV waypoint, etc)
 - ✓ Time & Distance from FAF







- westflying



Fabricio Simoes, CFII

TACOMA, WASHINGTON	4		AL-5186 (FAA	J				23222
WAAS CH 82608 APP CR W17A 167°	TDZE	5002 294 295					S) RWY	
RNP APCH.								
 ▼ VDP NA with McChord Fld altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to 1½ mile. Gircling NA east of Rwy 17/35. Baro-VNAV NA when using McChord Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA belaw -15*C (5°F) or above 48°C (118°F). When local altimeter setting and increase LPV all Cats visibility ½ mile. 								
ATIS 124.05	SEATTLE AP 120.1 2		TACOMA TOWER * 118.5 (CTAF) (253.5		GND CON 121.8		UNICOM 122.95	
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47°16°N-122°35'W RNAV (GPS) RWY 17								

4. Flying the Missed Approach

• Ensure the aircraft meets performance req and Brief/Review the Missed Approach as part of the approach briefing

• Aviate

- Initiate the <u>Climb as soon as you decide to go missed</u>
- Similar to a "Go Around": <u>Full Power</u> \rightarrow <u>Pitch up</u> & <u>Configure</u> \rightarrow <u>Climb</u> Vx or Vy \rightarrow <u>Checklist</u>
- Only initiate Lateral course/turns <u>after MAP</u>
- Maintain Positive Control: Low, Slow, IMC, Pitch/Power changes \rightarrow Disorienting
- o Be mindful of Departure Stall and Elevator Trim Stalls

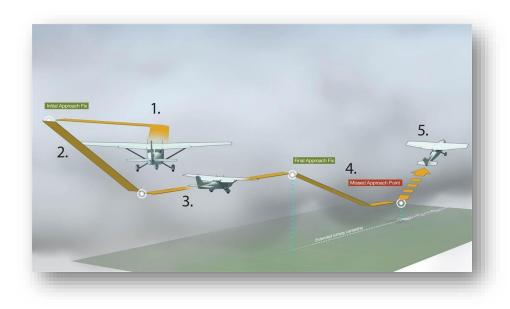
Navigate

- o Unless instructed otherwise, start flying the published procedure
- o Commit the first 2-3 steps to memory

Communicate

- o Tell ATC you are going around and flying the missed approach
- Reason for the missed approach (if not pre-planned)
- \circ $\,$ Time and altitude entering the hold $\,$
 - ✓ State your intentions and expect ATC to "grab you" even before the hold
 - \checkmark Do not attempt an approach if unable to comply with the procedure

Be mindful of <u>Alternate</u> <u>Missed Approach</u> (usually different hold location or fix) and when to fly them



Questions?

