

Area of Operation **VIII** - Task **C**

Missed Approach

Content

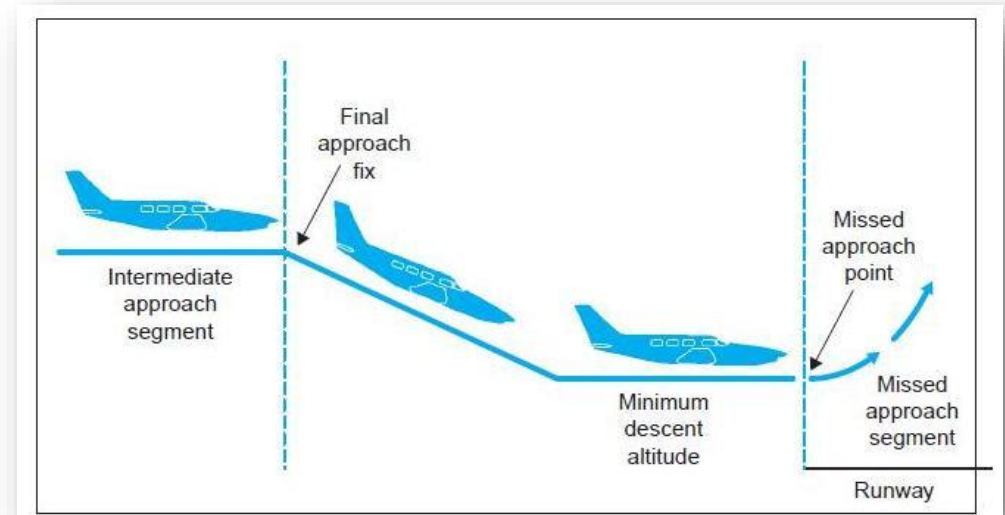
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Key References:

- Instrument Flying Handbook
- Instrument Procedures Handbook
- AIM

- **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 cleared for the Missed
 - 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
 - Instructed to do so by ATC
 - Below minimums and visibility or runway environment is lost





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

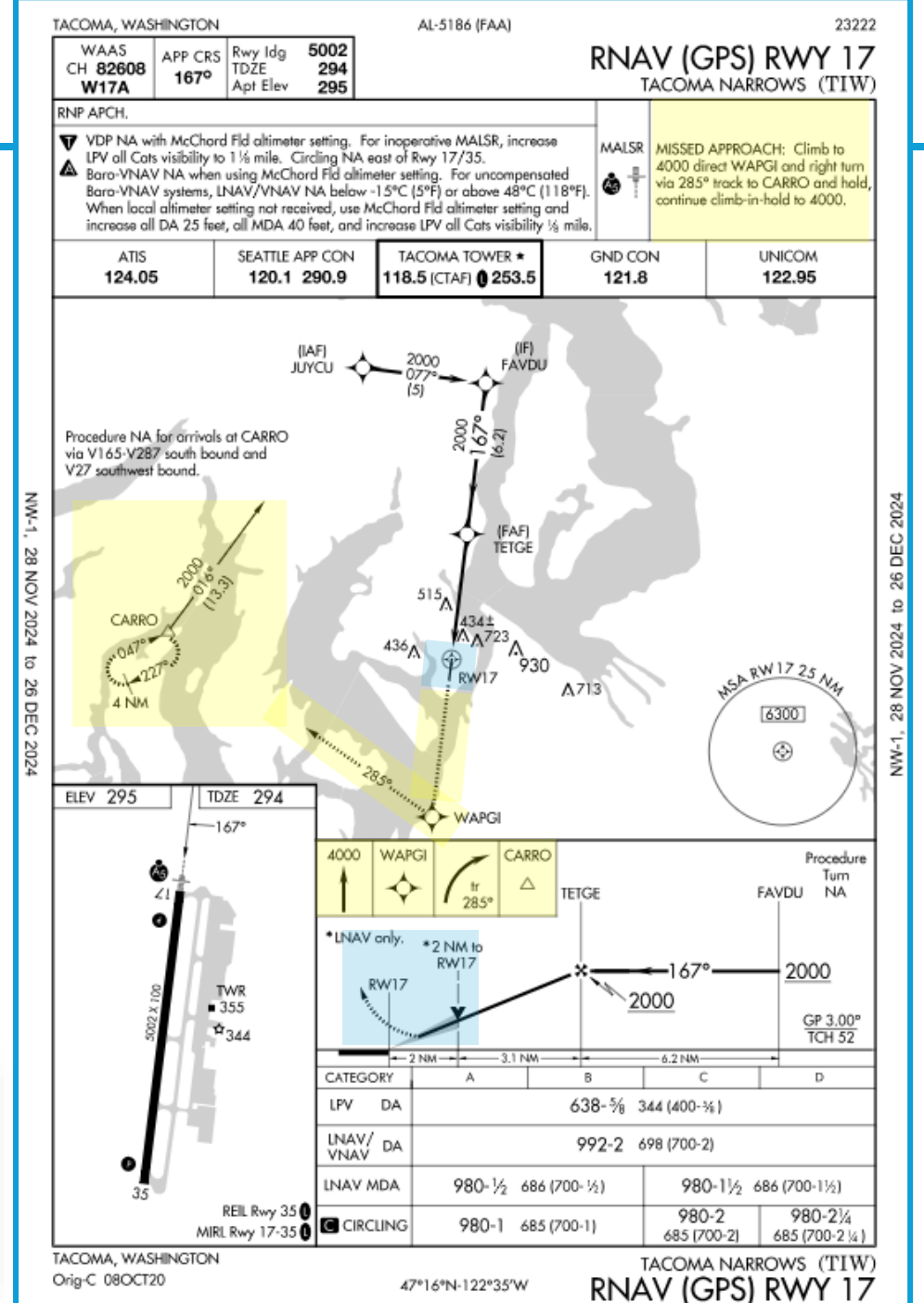
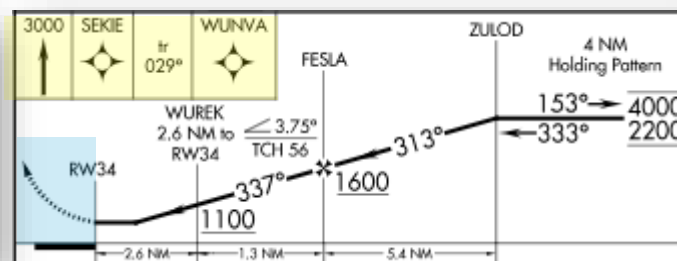
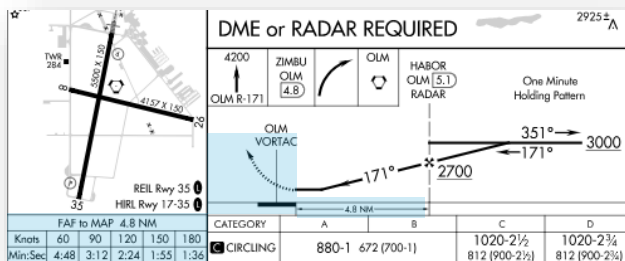
When to Descend below MDA/DA [\[§91.175\]](#)

- 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 one of the following 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

3. Missed Approach

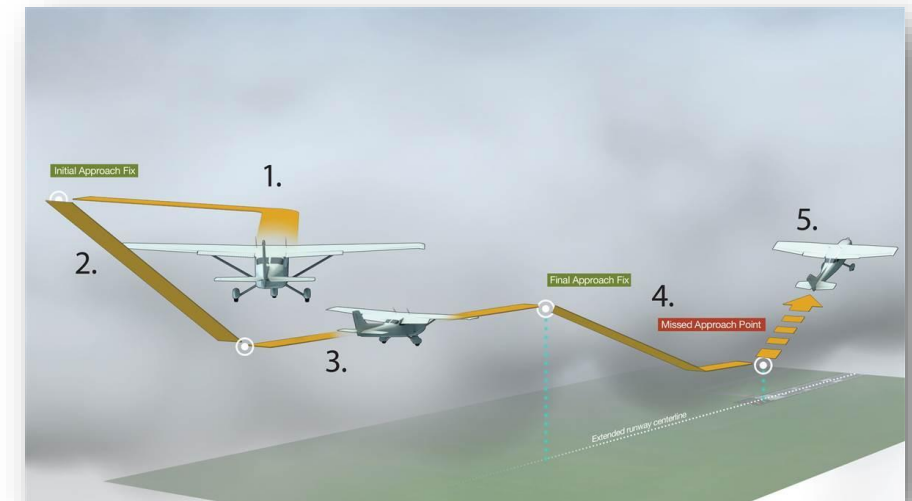
- Missed Approach instructions in the chart 
 - Textual and plan view
 - Instructions in the profile view
- MAP (Missed Approach Point) 
 - Shown in the Profile Plan view (“fly over” waypoint)
 - End of solid course & beginning of dashed course
 - Precision Approach & APV
 - ✓ Point where the airplane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



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 Climb as soon as you decide to go missed
 - Similar to a “Go Around”: Full Power → Pitch up & Configure → Climb Vx or Vy → Checklist
 - Only initiate **Lateral course/turns after MAP**
 - Maintain Positive Control: Low, Slow, IMC, Pitch/Power changes → Disorienting
 - Be mindful of Departure Stall and Elevator Trim Stalls
- **Navigate**
 - Unless instructed otherwise, start flying the published procedure
 - Commit the first 2-3 steps to memory
- **Communicate**
 - Tell ATC you are going around and flying the missed approach
 - Reason for the missed approach (if not pre-planned)
 - Time and altitude entering the hold
 - ✓ *State your intentions and expect ATC to “grab you” even before the hold*
 - ✓ *Do not attempt an approach if unable to comply with the procedure*

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



Questions?

