Attachment 24

Operational Factors Group Chairman's Factual Report

DCA00MA030

Go-around and Missed Approach Procedure/Profile

Go-around and Missed Approach

Description

Go-around/missed approach procedures have been designed to make execution of the procedure as simple as possible. The procedure is nearly the same for every profile. Use of HGS cues is the normal procedure for execution of a missed approach from a CAT II/IIIA approach and is optional at other times.

Missed Approach/Go-around Decision (OpSpec C59)

If the Captain should become incapacitated while flying an HGS ILS approach, has not assumed control, or stated their intentions at decision height/missed approach point during a non-HGS approach, the go-around must be initiated immediately by the First Officer without further guidance.

A missed approach must be executed if:

- Full scale deflection of the CDI occurs inside the outer marker or FAF in IMC conditions.
- The ADF bearing pointer is more than 10 degrees from desired course on an NDB approach, inside the FAF, in IMC conditions.
- Anytime the radar altimeter DH light illuminates and the sufficient "visual cues" for landing are not present. "Visual clues" refers to visual references required to descend below MDA or DH.
- Upon reaching the authorized decision height (precision approach), or the missed approach point (non-precision approach), and the pilot has not established sufficient visual references with the lighting system to safely continue the approach by visual reference alone.
- After passing the authorized decision height, the pilot loses visual reference with the lighting system, or a reduction in visual reference occurs which prevents the pilot from safely continuing the approach by visual reference alone.
- The pilot determines that a landing cannot be safely accomplished in the touchdown zone.
- Before arriving at decision height, any of the required elements of the ground system become inoperative.
- The Captain directs the First Officer to go-around.
- Failure occurs in any portion of the equipment unless adequate and appropriate backup exists for the type approach being flown.
- Should the HGS malfunction during an HGS approach, a missed approach must be executed unless visual reference to the runway environment has been established.

Two Engine Go-around Procedure

The following procedures and callouts will be used for a normal two engine go-around.

Pilot Flying	Pilot Not Flying
Simultaneously: Advance thrust levers to go-around thrust. Call out **"Go-around thrust."** Rotate towards go-around pitch. Select TO/GA (if required) or as desired. (-200: Set FDI mode selector to GA.) Disengage autopilot if in use.	Adjust thrust levers as required. Monitor aircraft rotation. Confirm TO/GA or select it if directed.
Call out **"Flaps 15"** (F30/40 approach). Call out **"Flaps 1"** (F15 approach). Establish and maintain go-around pitch (approx 18°) (-200: approx 15°)	Repeat the command, position the flap lever as appropriate, and verify that the flaps and slats are retracted to the desired position. Monitor rotation to assure proper pitch attitude is not exceeded.
When positive rate of climb is indicated, call out "Landing gear up."	Verify positive rate of climb, call out **"Positive rate, landing gear up,"** and position landing gear up.
At 1000 feet AAE, retract flaps on schedule and call for climb thrust.	Select flaps as directed and verify flap retraction. Set climb thrust as directed.

Notes:

For a flaps 30 or 40 approach, select flaps 15, and climb at V_{REF} +20 knots to 1000 feet AAE. At 1000 feet AAE, select flap position 5, set climb thrust, and accelerate and retract flaps on speed schedule.❷ For a flaps 15 approach, select flaps 1 and climb at V_{REF} +20 knots to 1000 feet AAE. At 1000 feet AAE, set climb thrust, and retract flaps on speed schedule.❷ Maintain 220 knots ❶ ❷ to 3000 feet AAE. Above 1000 feet AAE, flaps may remain at position 5 or 1 for maneuvering in traffic pattern.

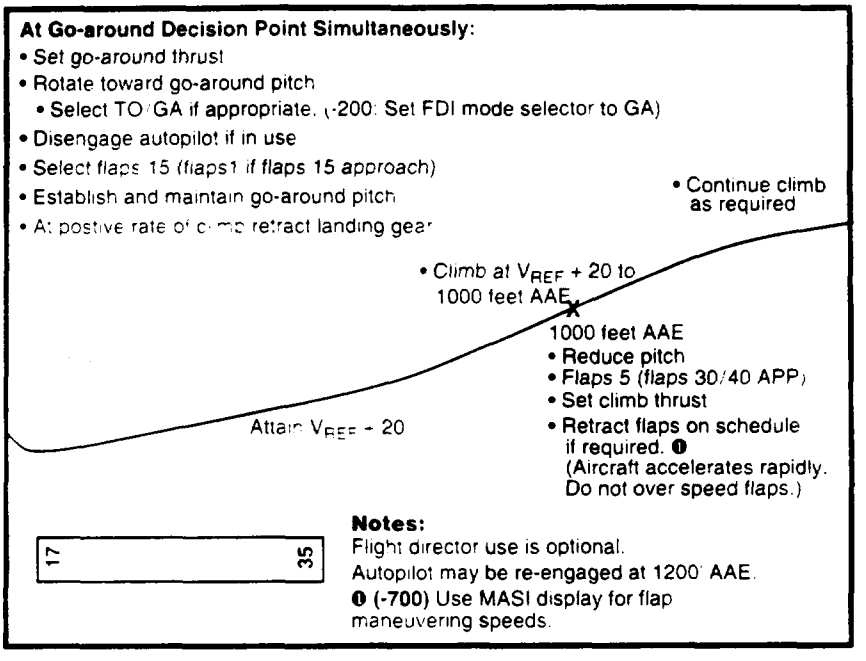
❶ Add 10 knots above 117,000 pounds gross weight.

❷ (-700) Use MASI display if available for flap retraction and maneuvering speeds.

Normally, the Captain will execute and fly the go-around following an HGS approach, however, the First Officer may be directed to fly the go-around.

Go-around

Go-around (2 Engine) Configuration Profile



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