NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

Empire Airlines ATR Go Around Procedure

(2 Pages)

ATTACHMENT
56

• NON PRECISION APPROACH

Use of auto-pilot recommended with:

- NAV Mode for VOR Approach (see 2.01.05 p 3)
- HDG Mode for ADF Approach
- VS or IAS mode for descent

• GO AROUND

When reaching decision height, or missed approach point after level off at MDA, if required references are not established, a go-around must be initiated. The following procedure is recommended:

PF	PNF
(if no contact)	– Announce **"NO CONTACT"**
– Announce **"GO AROUND"**	
– Depress GA pbs on PLs	
– Advance PLs toward white mark	
– Call **"MAX POWER, FLAPS 15"** and rotate to GO AROUND pitch attitude (≈10°)	– Adjust PLs for GA rating – Retract flaps to 15°
– Follow FD bars and cancel AP disconnect Alarm	
– Accelerate to or maintain VGA (2.02.01 p. 3)	When positive rate of climb is achieved: – Announce **"POSITIVE RATE"**
– Command **"GEAR UP"**	– Set gear up
When climb is stabilized:	
– Command **"HDG/LO BANK/IAS"**	– Engage HDG, BANK and IAS on AFCS panel (IAS will synchronize on actual speed)
– Engage AUTO PILOT	

✎ **Note:** GO AROUND mode gives (as a FD mode only):

- on pitch axis, a target attitude compatible with single engine performance.

- on roll axis, a steering command to maintain heading followed at GA engagement.

  As soon as climb is firmly established, use of HDG/IAS mode (which will then be accepted by AP) is recommended.