



1. GENERAL.

It is important that the decision to abandon an approach is made as early as possible.

Perform go-around if:

- Weather conditions do not comply with those stated for continued approach and landing.
- The approach is not stabilized at 500 ft during an instrument approach.
- No required visual references at DP.
- If during a visual approach the required visual references are lost.
- Speed and/or height too high when passing threshold compared to available runway length.
- When factors occur making continuing the landing hazardous.

Once commenced, the go-around must be completed.

Never hesitate to perform a go-around.

When a go-around is decided a prompt crew action is required.

2. PROCEDURES.

NOTE

In the flap control quadrant there are upper gates at 7 and 20.

In a go-around, the flap should initially be selected to 7 from 20 and to 20 from 35.

PF simultaneously;

- disengages AP/YD
- advances PL's to a position as for a takeoff
- increases pitch attitude so as to maintain the initial go-around speed
- calls "Go-around, flaps ... (7/20), set power"

NOTE

Flight Director GA-mode gives a fixed pitch attitude of 6.4°.

PNF selects flap and selects CTOT switches to APR. If go-around without CTOT PNF adjusts PL's.

When positive climb established, PF orders "Gear up".

NOTE

The configuration (CONFIG) warning can in some cases be displayed for a short time during transition to go-around configuration. Disregard.

Maintain initial go-around speed up to acceleration altitude then continue as for a takeoff and follow the missed approach procedure.

NOTE

An engine failure in a go-around and at lower speed than go-around speed may result in a modest climb performance until speed is increased.

For go-around speeds see section 27 SPEEDS.