The National FAA Safety Team Presents

Topic of the Month – April

Stabilized Approach and Go-around

Presented to: <Audience>

By: <Presenter>

Date: < >

Produced by:
The FAA Safety Team (FAASTeam)

Federal Aviation Administration

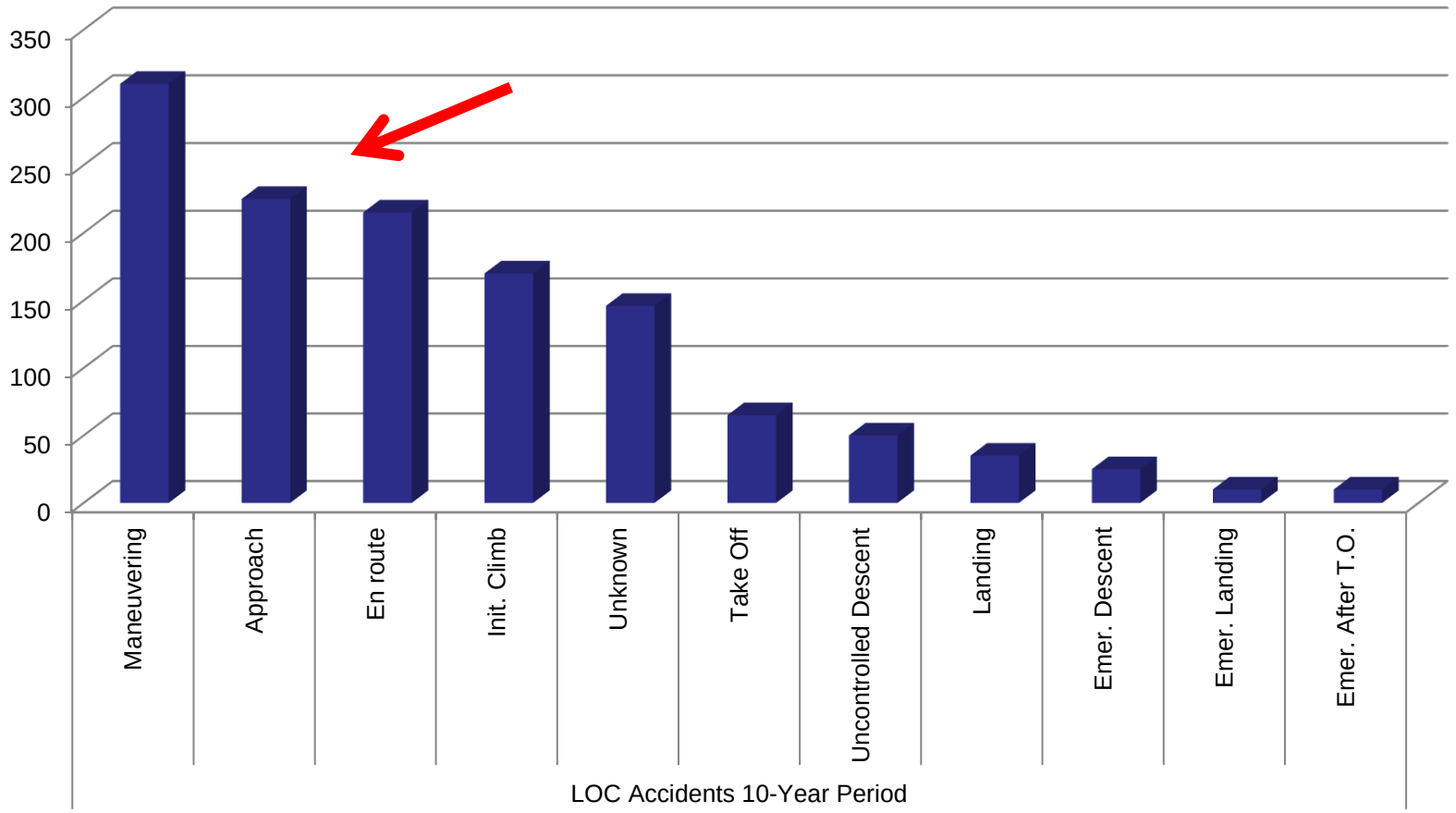
Welcome

- Exits
- Restrooms
- Emergency Evacuation
- Breaks
- Sponsor Acknowledgment
- Set phones & devices to silent or off
- Other information

Overview

- Loss of Control Accidents
- Loss of Control Work Group Recommendations
- Stabilized Approaches
- Go-arounds
- Tips and Tricks

Fatal LOC Accidents



LOC Workgroup Findings

- Lack of single – pilot CRM skills

Unstabilized approaches

Inappropriate go-around procedures

- Flight after extended periods of not flying
- Insufficient transition training

Over reliance on automation

- Flight after use of drugs

Lack of Aeronautical Decision-making Skills

Instruments and VFR

Parameters - IFR

- **Stabilized by 1000 feet above touchdown elevation.**
  - On correct flight path
    - Small corrections to maintain
  - On speed
    - Recommended approach speed
      - +10/-5 knots or MPH
  - Descent
    - On Glide Slope/VASI
    - 500 fpm or less
  - In landing configuration
  - Landing checklist complete

Parameters - VFR

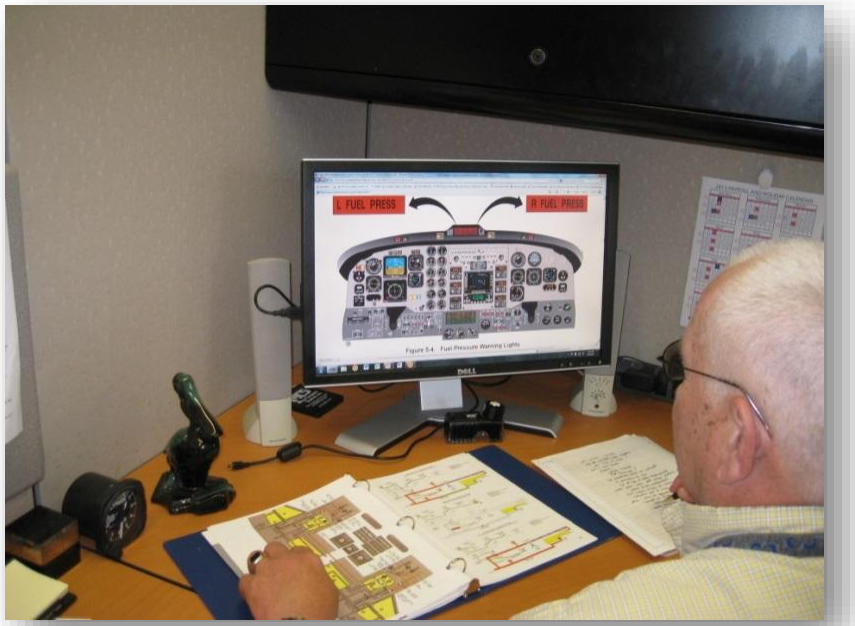
- **Stabilized by 500 feet above touchdown elevation.**
  - On correct flight path
    - Small corrections to maintain
  - On speed
    - Recommended approach speed
      - +10/-5 Knots or MPH
  - Descent
    - On Glide Slope/VASI
    - 500 fpm or less
  - In landing configuration
  - Landing checklist complete

Parameters IFR and VFR

- **In addition to the parameters on the previous 2 slides think Go-around and make that part of your approach briefing.**
- **Go-around/Missed Approach Procedures. Frequency after declaring intentions, Destination? VOR, NDP, Intersection. Heading, Altitude, Power Setting.**
- **A stabilized approach will give you the time to plan for a Go-around as well as you planned for your Initial T/O.**

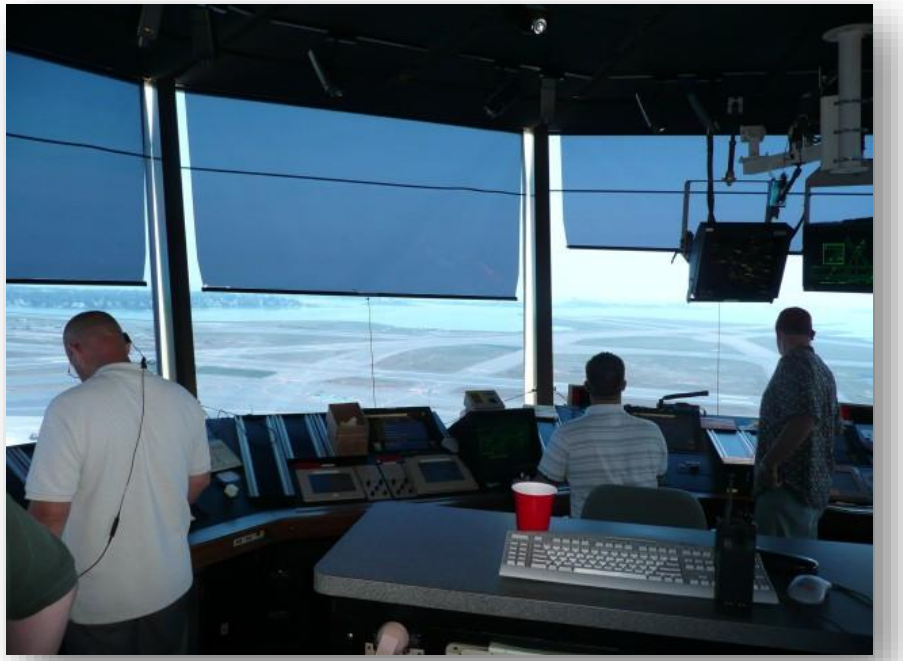
Read the book

- Pilot's Operating Handbook or AFM
- Performance Charts
- Speeds for safe operation
- Emergency procedures
- Systems



De stabilizing factors

- **Excessive Speed**
- **Excessive Altitude**
- **Maneuvering**
- **ATC and traffic**



It’s hard to say, “unable.”

- **Skilled**
- **Competent**
- **Adaptable**
- **Accommodating**
- **Rise to the Occasion**
- **Mission Oriented**
  - Git er done

Part of the problem?

- **CFI's can, and often do, salvage student approaches**
- **Taking control can:**
  - Salvage the landing or approach
  - Save time and money
  - Keep the training on schedule
  - Impress the student
    - And maybe the boss
- **But it may send the wrong message**
  - Let the student go around and then
  - Validate their good judgment

So, when do I go-around?

- **Whenever the approach becomes unstable**
  - At or below 1000 ft – IFR
  - At or below 500 ft – VFR
- **Whenever a landing can’t be made**
  - Runway out of service
  - Traffic on runway
- **Make the decision early**
  - Stick to it!
    - Changing your mind is destabilizing

Go-around & Missed Approach Priorities

- **Aviate**
  - Maintain aircraft control
  - Arrest descent
  - Apply climb or level flight power
  - When you have a positive rate of climb, Configure flaps, gear, etc. for climb or level flight.

Go-around & Missed Approach Priorities

- **Navigate**
  - IFR Continue to missed approach point and then
    - Fly the missed approach procedure or
    - Follow ATC instructions
  - VFR Continue to runway threshold & climb to pattern altitude and then
    - Maneuver to remain in or re-enter pattern or
    - Follow ATC instructions

Go-around & Missed Approach Priorities

- **Communicate**
  - IFR
    - Tower or local traffic advisory frequency
    - ATC – state intentions
  - VFR
    - Tower or local traffic advisory frequency

The Automation Paradox

The Automation Paradox

Something to consider when flying “Electric Aircraft”

As Situational Awareness increases with Automation, “Stick and Rudder proficiency can decrease due to “letting George do it”

- **Hand Fly Departures and Arrivals whenever possible**

Tips and Tricks

- **PLAN for the missed approach or go around**
- **Preset the frequencies you'll need**
- **Manage Distractions**
- **Practice missed approaches & go-arounds**

  So that they become second nature.
- **Seek refresher training**
  - Annually
    - ***WINGS*** Pilot Proficiency Program
  - When returning to flying after period of inactivity

Stabilized approaches are essential to safe _____ flying.

A. Advanced

B. Instrument

C. Private

D. VFR

After you begin a go around you can change your mind but only once.

A. True

B. False

Flight Instructors should demonstrate how to salvage unstable approaches.

A. True

B. False

The order of priority in executing a missed approach or go-around is:

A. Communicate, aviate, navigate

B. Aviate, communicate, navigate

C. Aviate, navigate, communicate

Good practices to achieve stability are:

A. Managing Distractions

B. Seeking Refresher Training

C. Pre-setting frequencies

D. Practicing missed approaches and go-arounds

E. Participation in “Wings”

F. All of the above

Questions?

Proficiency and Peace of Mind

- **Fly regularly with your CFI**
- **Perfect Practice**
- **Document in WINGS**

Safety Management Systems (SMS) Coming to General Aviation

https://www.faa.gov/about/initiatives/sms

Thank you for attending

- **You are vital members of our GA safety community**

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