

2.3.45 Missed Approach - One or Two Engines Operating

The following definitions should be understood.

Balked Landing:

The go-around manoeuvre conducted if an all engines landing is abandoned after the selection of landing flap.

Missed Approach:

The go-around manoeuvre conducted, either:

- in association with an instrument approach if visual reference has not been established by the missed approach point
- or, with one engine inoperative.

2.3.46 Go-around

Is a generic term that is applied to either scenario. For Q400 operations, both Go-around and Missed Approach are used, the precise meaning being established by the context.

The procedures and crew coordination applicable to a Go-around/ Missed Approach are detailed in the Crew coordination section of the FCOM. The initial actions are the same in the all engines operating and one engine inoperative cases, as follows:

Call “GOING AROUND”, press the GA button on one of the power levers.

Advance the power levers to the detent position and pitch up to the attitude commanded by the flight director. The PNF will ensure that the condition levers are set to MAX.

Call “SET POWER/MAX POWER, FLAP 5/10/15, GEAR UP”.

It is important that the initial power lever advancement by the Pilot Flying is adequate but not excessive as there have been cases reported where the detent position has been inadvertently passed. The PNF must monitor the power lever advancement to ensure torque and/or temperature limits are not exceeded.

The go-around flap setting is one setting less than the landing flap setting which is recorded on the Landing Data card. If a go-around is initiated above the Acceleration Altitude with the speed in excess of V_{bg} , the flaps may be selected straight to zero followed by gear retraction and setting of power, however it is recommended that the standard missed approach crew coordination procedure be followed.

IAS mode may be selected after flap retraction and normal climb procedures apply thereafter.

Once the aircraft is climbing at the required body angle, HDG SEL, and ALT SEL modes may be adjusted along with the Pilot Flying’s heading bug.

After a go-around is commenced, the Pilot Not Flying must ensure that the missed approach altitude is selected in the Altitude Alert system and that ALT SEL is armed.

The missed approach altitude may be set prior to commencing the missed approach after the MDA has been captured and ALT mode is established but ALT SEL must not be armed until after the go-around button has been pressed. If ALT SEL is armed before the missed approach is commenced, it will be cancelled when the go-around button is pressed.

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