Some approaches are coded such that a teardrop is used to accomplish course reversal for the initial approach transition. In these cases the aircraft will proceed outbound from the navaid using a "Course-from-Fix-to-DME" type leg that is 15° to 30° from the inbound leg, then turn to capture the Course-to-Fix leg inbound to the initial approach fix or FAF. During the turn, the FMS will command the correct bank angle, typically in the order of 10° - 20°, in order to cause an intercept at or outside of the IAF or FACF.

NOTE: The limited bank angle algorithm will only be flown if crosstrack deviation is less than 6 nm at the time of transition from the outbound to the inbound leg. If crosstrack is greater than 6 nm, the FMS will command maximum bank angle (typically 25°) to capture the inbound leg. Typically, this is not a problem, as these types of approaches are defined such that initial crosstrack deviation is in the order of 3 to 5 nm.

Missed Approach Procedure

1. From any **[NAV]** page, press **LSK [3R]**, MISSD APPR.

   MISSD APPR option is available when a missed approach procedure is defined in the flight plan, the approach is active and FAF has been sequenced.

2. Or, in certain configurations, press the Go-Around button.

   - The current approach will be canceled.

   - FMS sequences beyond the *EOA* gap, allowing normal leg sequencing after passing the MAP (usually MAxx or RWxx).

   - Lateral deviation will revert to ±1.0 nm scaling and vertical deviation will flag.
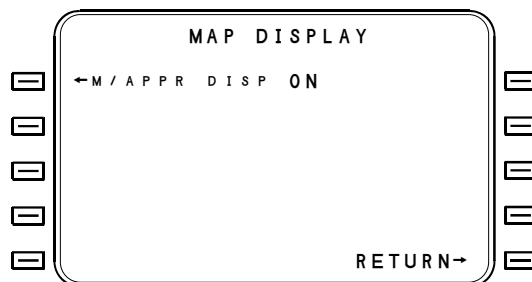
NOTE: Pressing the Go-Around button causes the FGS to enter GA mode. Navigation mode should be reselected to couple FMS lateral missed approach guidance.

The initial legs of missed approaches are often of type CA or VA; however, the aircraft might or might not already be at or above the specified altitude when the initial leg sequences.

On aircraft with installed EFISs or multifunction displays (MFDs), if the initial leg of a missed approach procedure is of type CA or VA, the waypoint identifier will not appear on the EFIS MAP display (the identifier field will be blank) until the leg becomes the active navigation leg. If the aircraft is at or above the specified altitude, the FMS will immediately sequence past the waypoint. If the aircraft is below the specified altitude, the EFIS will display the specified altitude adjacent to the leg terminator identifier. The leg identifier will appear as XXXX, where XXXX is the specified altitude for the leg.

Missed Approach Points Display

1. From any **[NAV]** page, press **[MENU]** to display the Nav Menu Page.

2. Select MAP DISPLAY, **LSK [2L]**.

```
                MAP  DISPLAY

 ←M / A P P R   D I S P   ON




                            RETURN→
```

3. Press **LSK [1L]** to toggle the Missed Approach Points on or off.

4. Press RETURN, **LSK [5R]**, to return to the Navigation Menu Page.

When the MAP Display is on, the FMS transmits the missed approach legs along with flight plan records for depiction on the Navigation display. This does not occur when the MAP Display is off.

The MAP Display automatically turns on when either the TO or NX waypoint is a missed approach waypoint.