

# Safety Bulletin

29 August 2016

## Which go-around should I make?

Go-arounds are a dynamic, high workload and infrequently conducted manoeuvre. Add to this, the change in pilot's mindset from 'landing' to 'going around', additional communication requirements and possibly some confusion regarding which go-around procedure to follow and it can become even more challenging. At the Industry/Airservices Preventable Go-around Working Group there has been significant discussion on the type of go-around required to be flown for different scenarios and in particular, discussion on whether a standard go-around procedure can be defined across all aerodrome types and locations. Unfortunately, due to a range of considerations such as terrain, weather, adjoining airspace, NAVAID availability, traffic levels and mix, the definition of a standard go-around procedure to fit all locations is impossible. The aim of this Safety Bulletin is to clarify the go-around procedures for the most common scenarios.

### Go-around from instrument approach

A clearance from ATC to conduct an instrument approach includes the clearance to conduct the published missed approach for that procedure (in IMC and VMC). AIP ENR 1.1, 12.7 states that "in the event that the aircraft is unable to land from the instrument approach or loses visual reference whilst circling, the aircraft is cleared to carry out the published missed approach unless ATC directs otherwise."

### Go around from a visual approach

If you are conducting a visual approach and are required to go-around, AIP ENR 1.1, 16 states that "aircraft must initially climb on runway track, remain visual and await instructions from ATC. If the aircraft cannot clear obstacles on runway track, the aircraft may turn."

The exceptions to this procedure are:

- **Sydney:** visual go-arounds must be carried out in accordance with the published ILS missed approach procedure for the runway the aircraft is using, or as directed by ATC.
- **Class D aerodromes with parallel runways where contra—rotating circuit operations are in progress:** The pilot must:
  - commence climb to circuit altitude
  - position the aircraft on the active side and parallel to the nominated duty runway, while maintaining separation from other aircraft, and
  - follow ATC instructions or re-enter the circuit from upwind.

### Instrument approach in VMC or visual approach?

A common question asked by pilots is:

*"When I am conducting an instrument approach, report visual and subsequently need to conduct a go-around, do I conduct the published missed approach for the approach I was flying, or the visual approach go-around?"*

Regardless of whether or not you have reported visual to ATC, you are still on the instrument approach, unless you are specifically cleared for a visual approach. This means that you will carry out the published missed approach unless ATC have cleared you for a visual approach (in which case you will conduct the go-around in accordance with the visual approach requirements).

### **As directed by ATC**

All go-around procedures discussed in this Safety Bulletin include an element of 'as directed by ATC'. Regardless of the procedure you are flying (or going to fly) ATC may have a reason to provide instructions that differ to the planned go-around. These reasons may include the location and/or disposition of other aircraft in the airspace, weather, or the ability to most effectively fit you back into the landing sequence. Controllers are aware of the increased pilot workload during go-arounds and wherever possible will try to minimise communication with pilots at the commencement of the go-around.

### **For more information**

AIP ENR 1.1, 12.7 - Instrument approach

AIP ENR 1.1, 16 - Go around and missed approach procedure in VMC

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