

MONITORING THE GO AROUND

GO AROUND phase and modes are engaged by setting the thrust levers to TOGA position if at least CONF1 is selected.

When the GO AROUND phase is engaged, the previously flown approach is automatically strung back in the flight plan at the end of the missed approach procedure.

In the GO AROUND phase, the system makes no predictions. Consequently, CLB and DES modes are not available, and the pilot must observe constraints.

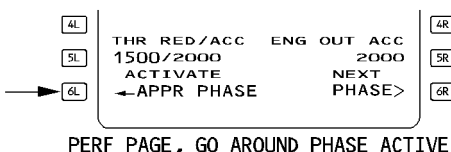
When the aircraft leaves the GO AROUND phase, all predictions and modes become available again. In go around, the managed speed is green dot.

CAUTION

If ALT* engages as the aircraft is emerging from SRS mode and an engine-out occurs more or less simultaneously, the aircraft may lose airspeed as it tries to capture altitude.

FFCS-04-0580-001-A 100AA

ACTIVATE THE APPROACH PHASE MANUALLY
THIS WILL SWITCH THE MANAGED
SPEED TO APPROPRIATE
SPEED (S,F,VAPP,VAPP TARGET)



HEADING/TRACK PRESET FUNCTION IN GO AROUND PHASE

The pilot can use the heading/track preset whenever LOC*, LOC, LAND, FINAL, or GA is engaged.

- SET the appropriate heading or track value in the window of the FCU.
- When necessary, PULL the HDG/TRK selection knob to engage the mode on the preset value.

GO AROUND WITHOUT SETTING TOGA THRUST

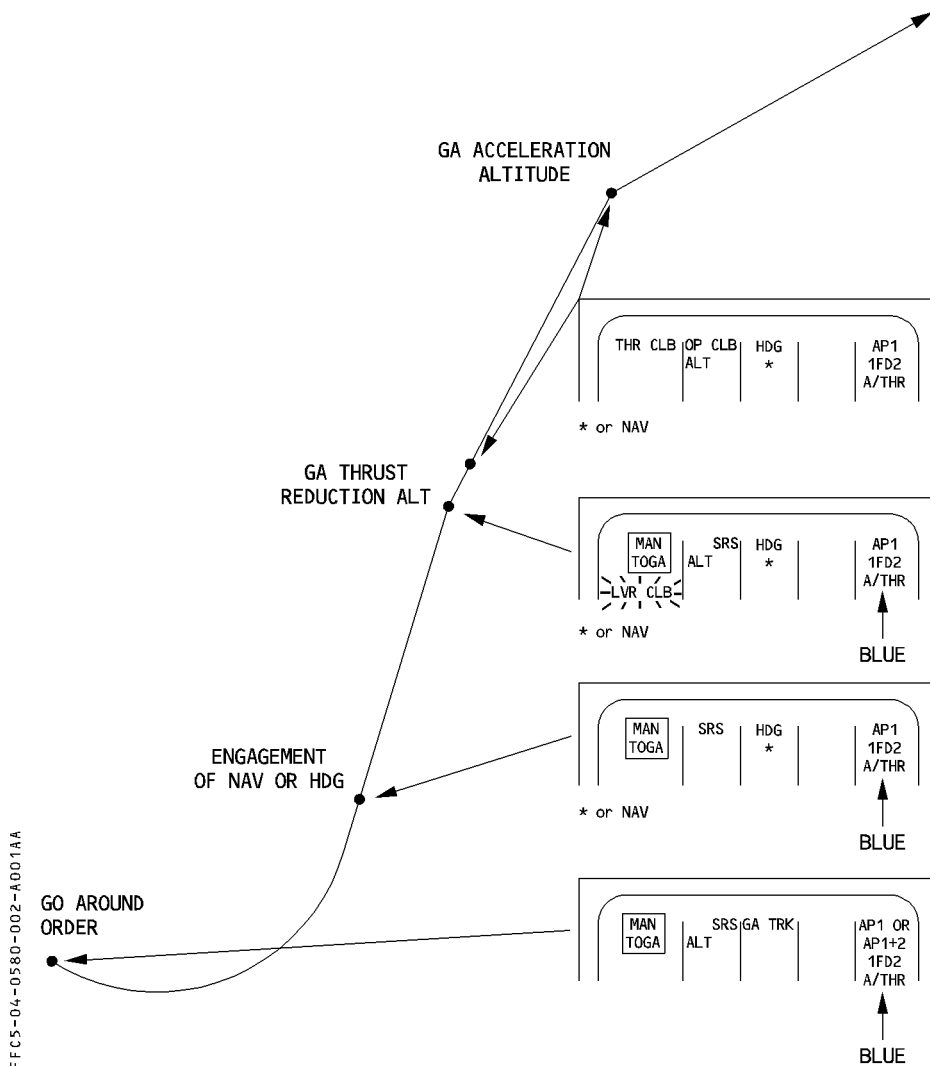
Performing a go around without setting the thrust levers to TOGA will sequence the destination and erase the active flight plan when flying over or abeam the airport (less than 7 nautical miles) and prevent engaging go around mode.

If TOGA thrust is not required, proceed as follows in order to avoid flight plan loss :

- SELECT TOGA thrust temporarily.
Go around mode and go around phase will engage.
- RETARD thrust levers as required.
- COMPLETE normal go around procedure.

GO AROUND PROFILE

– Apply SOP procedures



	FLIGHT PHASE RELATED PROCEDURES		4.05.80	P 3
	GO AROUND		SEQ 001	REV 07

MISSED APPROACH : TRY AGAIN

If the pilot intends to fly another approach to the destination

- The flight plan has all the data necessary for the missed approach.
- Green Dot is the target speed.

● **When cleared by ATC to follow the missed approach procedure**

- ENGAGE NAV mode or
- TURN and PULL the HDG selector knob to set a heading
HDG or TRK or NAV modes can be engaged only above 100 feet.

● **When entering the initial approach area**

- Activate the approach phase on the MCDU PERF GO AROUND page.

● **If the APPR phase is not activated :**

- Managed approach speed will not be available.
- The system will not furnish predictions.
- MDA/MDH/DH warnings will not appear on the PFD.

MISSED APPROACH : DIVERT

● **If the crew decides to divert to the alternate :**

- ENABLE ALTN, preferably at the TO waypoint.

● **When cleared to a waypoint**

- PERFORM a DIRECT TO.

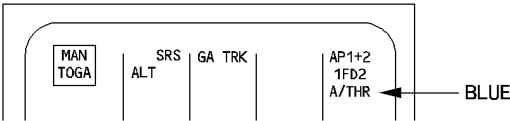
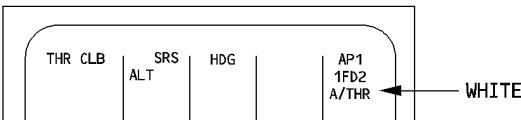
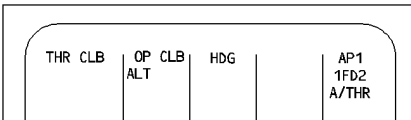
The system reverts automatically to CLB phase and modifies the target speed from Green Dot to initial speed.

The system automatically sets the CRZ FL at the defaulted alternate CRZ FL (FL 220 or 310), and retains the previous cost index.

The pilot may adjust these as necessary.

Note : *Diversion may also be initiated by entering a NEW DEST in the LAT REV page at the TO Waypoint or using the secondary F-PLN if prepared. Refer to 4.04.10.*

TASK SHARING DURING A GO-AROUND

PF	PNF
-Announce "GO AROUND, FLAPS" simultaneously set thrust levers to TO GA -Monitor the flight path	Retract flaps one step and monitor engine parameters
 When rate of climb is positive	
-Announce gear retraction	-Announce "POSITIVE CLIMB" -Retract the gear and confirm "GEAR UP"
When LVR CLB flashes on FMA	
-Set thrust levers to CL detent	During CAT2, CAT3 Announce 200ft and 300ft
-Push or Turn/pull HDG/TRK sel knob on FCU according to ATC clearance	
 At go around acceleration altitude	
-Turn/pull ALT sel knob on FCU according to ATC request. OP CLB engages. -Select speed as appropriate.	
	
A call out must be done by the PNF as follows: "BANK": if bank angle becomes greater than 7° "PITCH": if pitch attitude becomes greater than 20° or Less than 10° up "SINK RATE": if there is no climb rate	