DOCUMENT
GSM-EL-PS1.054

DOCUMENT TITLE
PRE-SOLO SELF STUDY 1

CHAPTER 9 – GOING AROUND

Version 3.5
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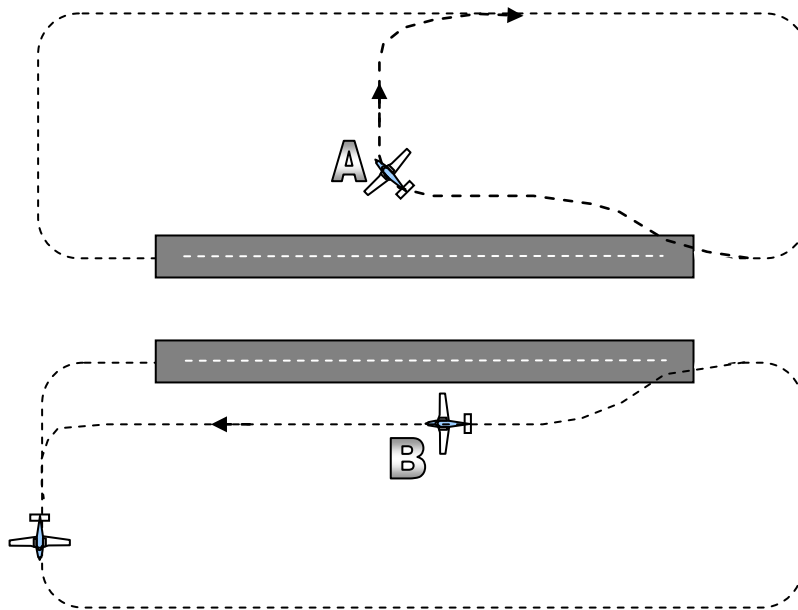
GOING AROUND

Going-around or overshooting: WHY?

Not lined up with the runway by 400 feet.
The turn onto final requires a bank greater than 40°.
As directed or desired.
If landing cannot be made by 1/3 way into the runway.

Aircraft 'A' and 'B' are going around. If a pilot decides to overshoot at an aerodrome with parallel runway operations, he must remain on the live side of his circuit.

Because there is no traffic ahead of the pilot in aircraft 'A', the pilot will probably be offered an early right turn to join the circuit on mid-downwind.

Because there is traffic ahead of aircraft 'B', the pilot will not be offered or allowed to do an early left turn. He will have to follow the preceding traffic and maintain his circuit sequence.

If you decide you cannot make a safe landing, advise the controller

XYA, Going around

The controller will acknowledge your call with your callsign and may offer you an early right or left turn. If there is too much traffic he/she will tell you.

XYA make a full circuit, follow the Grob ahead of you, upwind

You can also request an early turn and expect the controller to respond with for example.
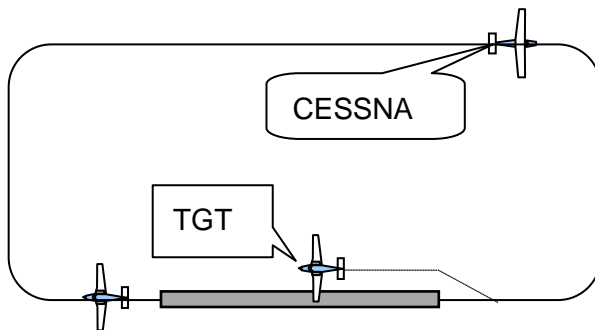
XYA early right (left) turn approved
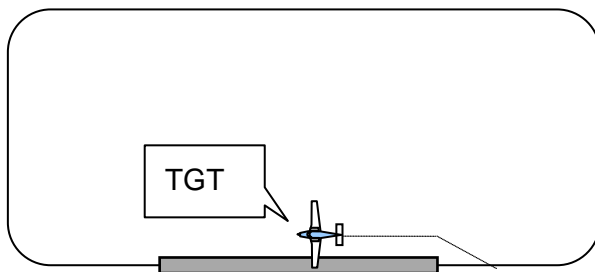XYA make early right (left) turn to join mid downwind
XYA, negative, make a full circuit, follow the Grob ahead of you, upwind.

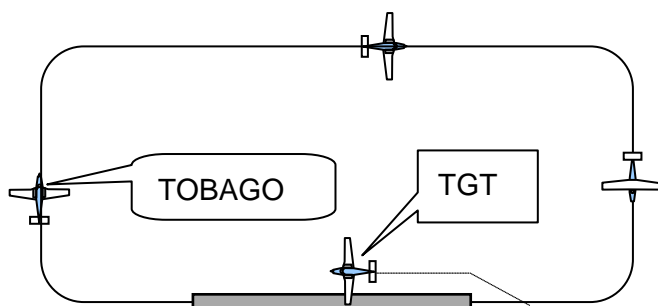Look at the following situations in the pictures.

Tango Golf Mike has just told the controller that he is 'Going around'. What instruction would the pilot expect to receive.

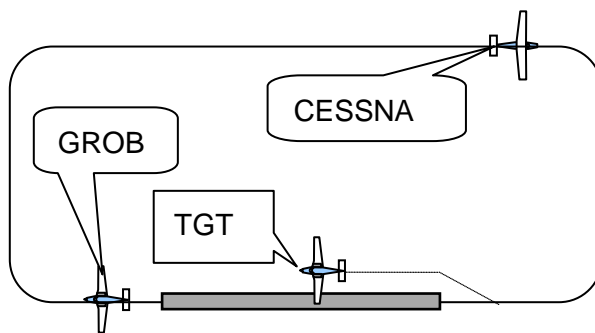……………………………………………………
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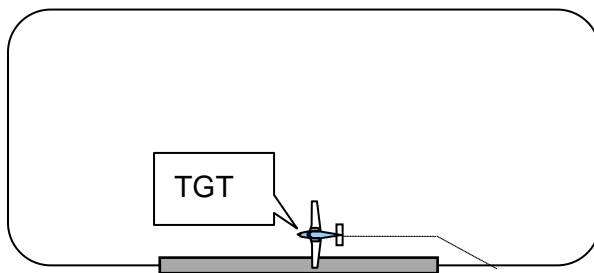

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GOING AROUND - ANSWERS

The instruction the pilot would expect to receive:

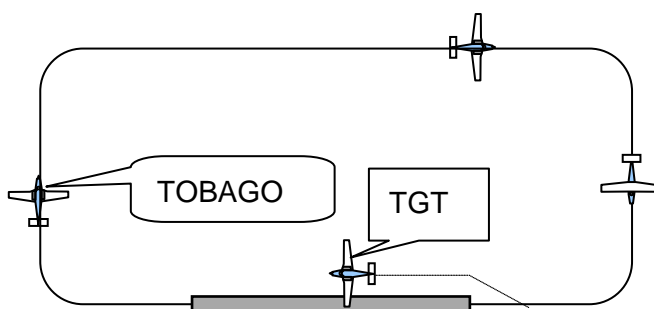TGT, is an early right turn available?
or….. the pilot seeing there is no conflicting traffic on the downwind leg might say…..
TGT, request an early right turn.

REASON: There is sufficient room for TGT to turn right at 500 feet, and become number two in the landing sequence behind the Cessna and in front of the Grob.

The pilot seeing there is no conflicting traffic on the downwind leg might say…..
TGT, request an early right turn.

If there is no other traffic in the right circuit and the pilot wants to save circuit time, there is no reason why he should not request an early right turn.

TGT, maintain runway heading *or….*
TGT, make a full circuit. Follow the Tobago ahead of you on mid-crosswind.

REASON: There are too many aircraft in the circuit for TGT to safely make an early right hand turn.

LISTENING GOING AROUND CALLS

Listen to the Go around calls and write down your read backs <u>in your workbook.</u>

GOING AROUND – TAPESCRIPT

CONTROLLER INITIATED

1. HXX go around
   Going around, HXX

2. YTK, go around.
   Going around, YTK
   YTK make early right turn.
   Early right turn, YTK

PILOT INITIATED

3. YBX is going around.
   YBX

4. LCU, going around.
   LCU, follow the Tobago upwind.
   LCU

5. TGE, going around
   TGE when ready you can make a right turn
   Right turn, TGE

6. LCY, going around
   LCY roger continue upwind.
   Continue upwind, LCY

7. JVT is going around…..
   JVT, roger just say again your request.
   JVT is going around and request early right
   JVT, when ready make an early right turn
   Early right turn, JVT

8. (TGN going around)

    TGN, roger, make a full circuit follow the Grob ahead of you upwind

    Full circuit, TGN

9.   (PBR going around)

    PBR, when ready make early right turn to join mid downwind

    Early right, join mid downwind, PBR

10. (HUU going around)

    HUU, early right turn's approved

    Early right approved, HUU

11. (TGZ going around)

    TGZ, request early right turn when safe

    Early right, TGZ