

ALL



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ARRIVAL PREPARATION

Introduction

With the rise in traffic at our home base in the last week one thing that has been noticed is an increase in the number of go arounds being carried out to varying standards.

A go around is not an unusual occurrence. In the real world it is not uncommon to see several per day at Heathrow.

Thorough preparation and briefing are essential for any approach whether it is a small regional airfield or a major hub like Heathrow. A good briefing and preparation will help ensure safe and professional flying in the event of you having to fly a missed approach.

Preparation / Briefing

Prior to commencing the initial descent into your destination, it is best practice to carry out an arrival briefing. This briefing should contain points such as

- Weather (still suitable and safe for operation and within limits)
- Aircraft (Serviceability, Faults, Do you have the required equipment for the approach you intend to perform)
- Notams (Anything that could affect or relevant to our operation)
- Fuel (Does the fuel remaining currently match your OFP, What is your endurance, how long can you hold if required)
- Automation (How will you fly the approach and what level of automation, if any, will you use)
- Threats (Anything noted on the airfield briefing in OM C, Anything specific on the day such as abnormal situations, technical faults, Weather etc) – For Heathrow and Gatwick the fact you are operating in very congested airspace with a busy frequency should be considered a threat.
- Path (Review the charts to confirm the routing you will take including STAR, Approach, Runway and planned vacaton point and potential taxi routing. Any restrictions or constraints listed on the chart should be noted and briefed along with the missed approach procedure for your planned runway. These constraints and go around routing can also then be cross referenced in your MCDU on the F-PLN or Legs page.
- Performance (performance calculations completed and within limits)

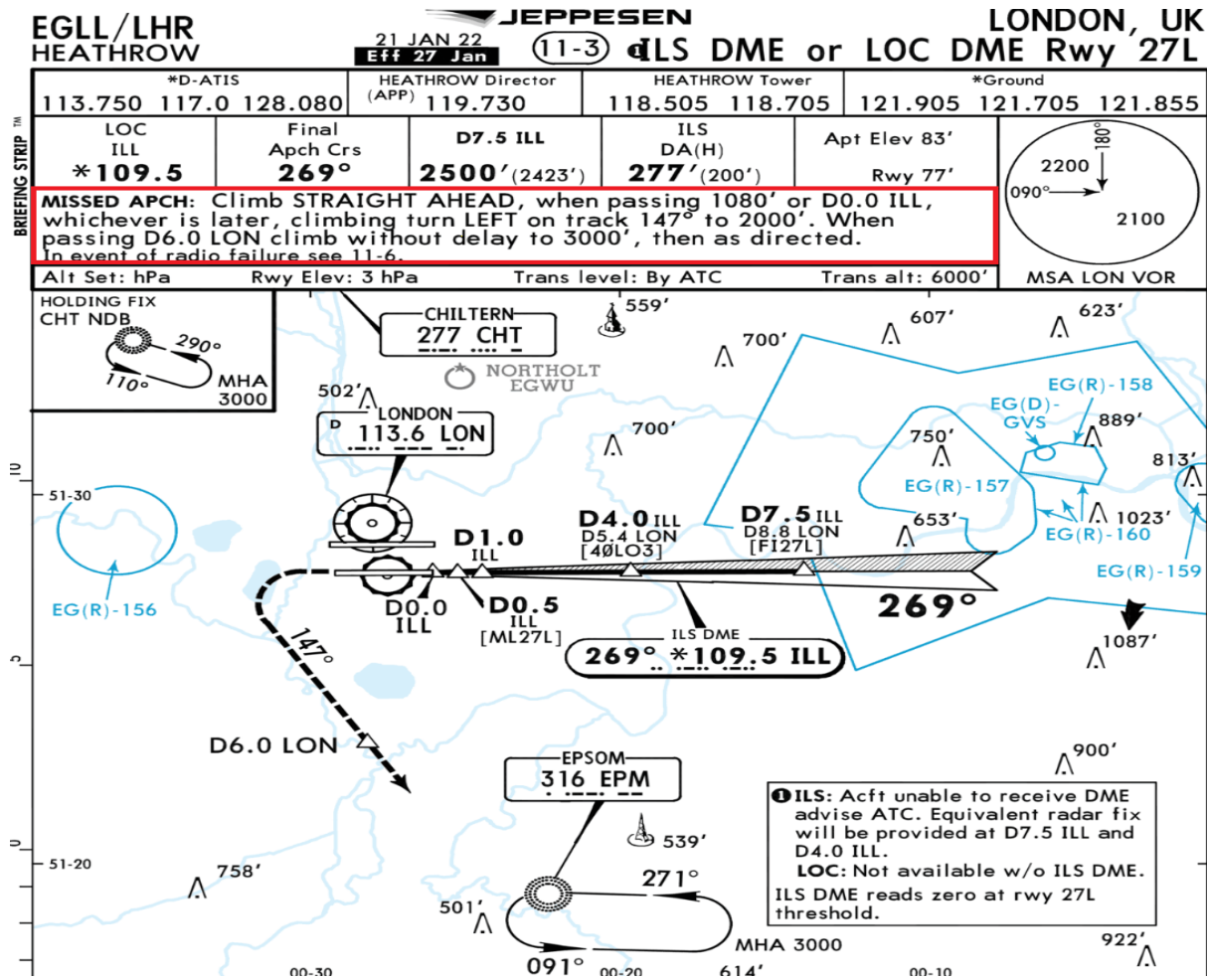
At Heathrow, it is likely that in the event of a go-around you will get the instruction from ATC

'Shuttle 5 Foxtrot Go Around, Fly standard missed approach'

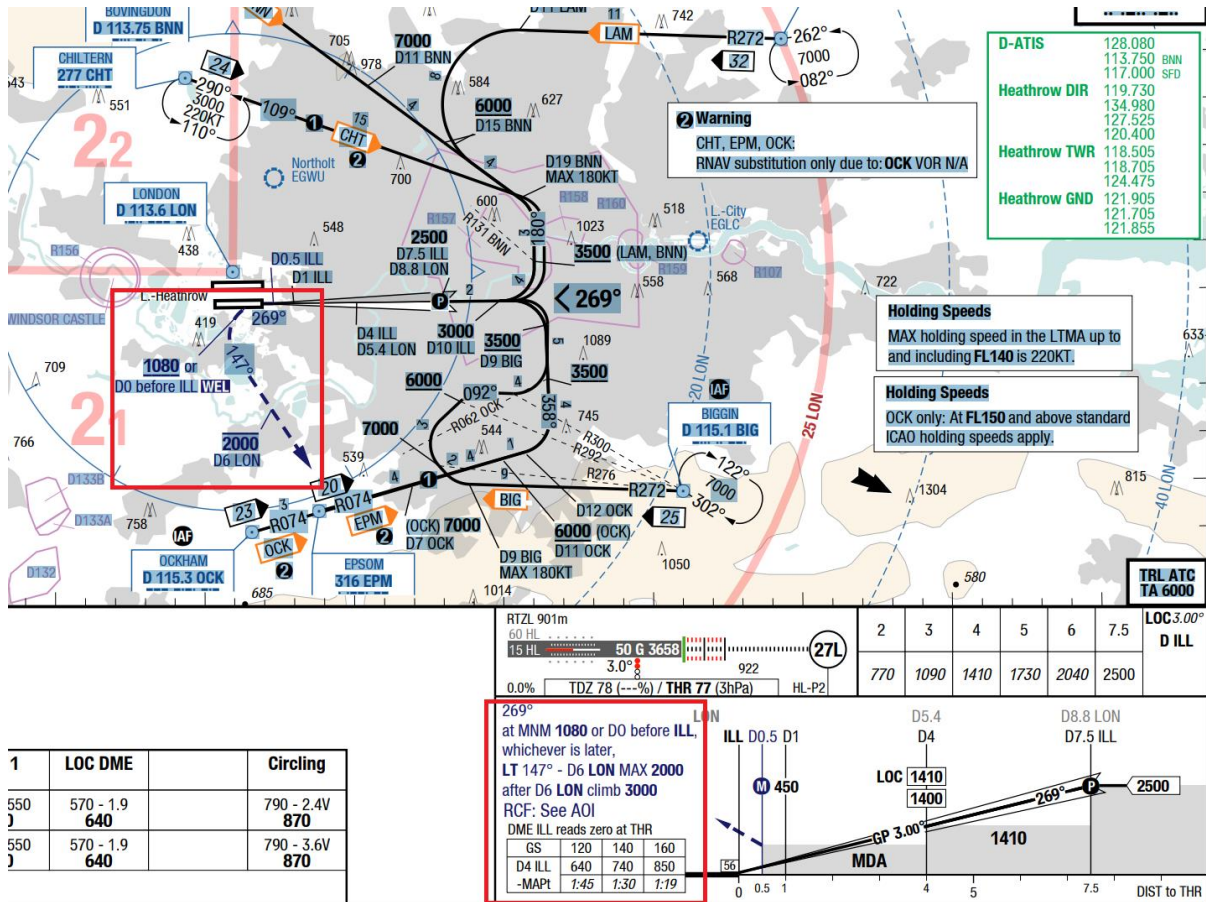
What does this mean? In essence, it means that you should fly the procedure that is detailed on the approach chart. If covered in the briefing, you should be well prepared and ready to execute the manoeuvre.

An example of Heathrow 27L is shown below.

Jepp / Navigraph Chart



Lido / Navdata Pro



If you execute a go around on 27L at Heathrow, the chart instructs you to initially climb ahead on the runway heading. You are then looking for either altitude 1080 feet or DME 0.0 miles from ILL and at which ever point is reached later you then start a left turn onto heading 147 degrees stopping at 2000 feet. Once you are 6.0 Miles from the LON VOR you should climb immediately to 3000 feet where you can expect radar vectors (or self-position on unicom) to come round for another approach.

It is also possible that you may get specific go around instructions instead of the fly standard missed approach call.

'Shuttle 5 Foxtrot, Go around, Turn left heading 180 degrees, climb and maintain 3000 feet'

In that case, you should follow those instructions and disregard the briefed chart procedure.

A video showing the go around technique in one of our Airbus A320 family aircraft can be found in this [video clip from our video training archive](#).