

# SESSION 69: MISSED APPROACH — EXECUTION, CLIMB GRADIENT, AND CLEARANCE

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1. A missed approach is executed when:

- A. The aircraft reaches the FAF
- B. The required visual references are not in sight at the DA/MAP, or the approach cannot be safely completed
- C. ATC requests it only
- D. The aircraft is over the runway

2. The initial pilot actions when going missed are commonly summarized as:

- A. Reduce power and descend
- B. Maintain altitude and turn
- C. Add power (full/go-around), establish a climb pitch attitude, and configure (flaps/gear) for the climb
- D. Lower the gear and slow down

3. The proper order of the initial missed approach actions is generally:

- A. Configure, then climb, then power
- B. Turn, then climb, then power
- C. Power (pitch up to the climb attitude), then clean up the configuration, then navigate
- D. Navigate, then power, then climb

4. On a precision/APV approach, the missed approach is initiated at:

- A. The FAF
- B. The decision altitude (DA)
- C. A step-down fix
- D. The runway threshold

5. On a non-precision approach, the missed approach point (MAP) is reached:

- A. At the FAF
- B. At the DA
- C. At a step-down fix
- D. By time, fix, DME, or the navigator's MAP waypoint

6. The pilot must not begin the missed approach turn (if a turn is published) until:

- A. Reaching the DA
- B. Reaching the MAP (turns are generally not commenced until the MAP to protect obstacle clearance)
- C. Passing the FAF
- D. Over the runway

7. Beginning a published missed-approach turn before the MAP risks:

- A. A RAIM alert
- B. Reverse sensing
- C. Departing the protected obstacle-clearance area
- D. A false glideslope

8. The published missed approach typically directs the aircraft to:

- A. Climb to a specified altitude, often with a turn, to a holding fix
- B. Descend to the MDA
- C. Land on a different runway
- D. Return to the FAF at the approach altitude

9. With an IFR GPS/RNAV, executing the missed approach requires the pilot to:

- A. Tune a VOR
- B. Activate/unsuspend the missed approach so the navigator sequences the missed approach legs
- C. Reverse the route manually
- D. Disregard the navigator

10. If the navigator suspends sequencing at the MAP, the pilot must:

- A. Continue inbound
- B. Hold automatically
- C. Reverse course
- D. Unsuspend/activate the missed so the navigator provides missed-approach guidance

11. During the missed approach climb, the pilot should:

- A. Descend to the MDA
- B. Fly the published climb, heading/track, and altitude while transitioning fully to instruments
- C. Maintain the MDA
- D. Circle

12. The pilot should advise ATC of the missed approach:

- A. Only after landing
- B. Before beginning the approach
- C. When initiating the miss (or as soon as practical), stating intentions
- D. Only if asked

13. If ATC has issued alternate missed-approach instructions (e.g., a vector or different climb), the pilot:

- A. Flies the published missed regardless
- B. Ignores ATC
- C. Complies with the ATC instructions, which take precedence over the published missed
- D. Descends to the MDA

14. The missed approach holding fix is typically:

- A. The FAF
- B. The runway
- C. A step-down fix
- D. A published fix where the aircraft holds, often as charted, to await further clearance

15. A pilot who delays the missed approach (continuing below DA/past the MAP without references) risks:

- A. Controlled flight into terrain or obstacles
- B. A RAIM alert
- C. A faster approach
- D. A lower MDA

16. Configuration during the missed approach (retracting flaps/gear) should be done:

- A. All at once immediately
- B. In accordance with the aircraft's procedures while maintaining a positive climb
- C. After reaching the holding fix
- D. Before adding power

17. The missed approach climb gradient is protected provided the aircraft:

- A. Turns immediately
- B. Maintains at least the standard (or published) climb gradient on the depicted track
- C. Descends to the MDA
- D. Flies at any speed

18. A pilot flying the missed approach should monitor:

- A. The climb, the navigation to the missed approach course/fix, and the altitude/holding instructions
- B. Only the airspeed
- C. Only the DME
- D. Only the transponder

19. "Cleaning up" the aircraft refers to:

- A. Lowering the gear
- B. Reducing power
- C. Descending
- D. Retracting flaps and gear (per the aircraft procedure) to reduce drag and improve the climb

20. A go-around close to the ground demands the pilot's first priority be:

- A. Navigating to the holding fix
- B. Talking to ATC
- C. Configuring
- D. Flying the aircraft — establishing the climb and arresting any descent (aviate)

21. The "aviate, navigate, communicate" priority during the missed approach means:

- A. Fly the climb first, then navigate the missed track, then communicate with ATC
- B. Communicate first
- C. Navigate before flying
- D. Configure before flying

22. A missed approach from a coupled (autopilot) approach requires the pilot to:

- A. Engage the go-around mode and verify the autopilot/flight director commands the climb, or take over manually
- B. Disregard the autopilot
- C. Leave the autopilot in approach mode
- D. Descend

23. If unable to comply with the published missed approach climb gradient, the pilot should:

- A. Fly it anyway
- B. Descend
- C. Be aware of the obstacle risk and consider this in planning (e.g., the approach may not be advisable)
- D. Increase the bank

24. After reaching the missed approach holding fix, the pilot:

- A. Lands
- B. Descends to the MDA
- C. Reverses to the FAF
- D. Holds as published/instructed and coordinates with ATC for the next action

25. The fundamental principle of missed approach execution is that the pilot must:

- A. Continue below minimums to find the runway
- B. Promptly and positively transition to the climb (aviate), fly the published or ATC-assigned missed approach track and altitude (navigate), and advise ATC (communicate)
- C. Always turn immediately at the DA
- D. Disregard the published procedure

## **ANSWER KEY & EXPLANATIONS – SESSION 69**

1. B. No references/unsafe — A missed approach is executed when the required visual references are not in sight at the DA/MAP, or the approach cannot be safely completed.
2. C. Power/pitch/configure — The initial missed approach actions are to add power (go-around), establish a climb pitch attitude, and configure for the climb.
3. C. Power, clean up, navigate — The proper order is power (pitch up to the climb attitude), then clean up the configuration, then navigate.
4. B. DA — On a precision/APV approach, the missed approach is initiated at the decision altitude.
5. D. Time/fix/DME/waypoint — On a non-precision approach, the MAP is reached by time, fix, DME, or the navigator's MAP waypoint.

6. B. At the MAP — A published missed-approach turn is generally not commenced until the MAP, to protect obstacle clearance.

7. C. Leave protected area — Turning before the MAP risks departing the protected obstacle-clearance area.

8. A. Climb/turn to hold — The published missed approach typically directs a climb to a specified altitude, often with a turn, to a holding fix.

9. B. Activate/unsuspend — With an IFR GPS/RNAV, executing the missed approach requires activating/unsuspending the missed approach so the navigator sequences the legs.

10. D. Unsuspend/activate — If the navigator suspends sequencing at the MAP, the pilot unsuspends/activates the missed so the navigator provides guidance.

11. B. Fly published climb — During the missed climb, the pilot flies the published climb, heading/track, and altitude while transitioning fully to instruments.

12. C. When initiating — The pilot advises ATC of the missed approach when initiating it (or as soon as practical), stating intentions.

13. C. ATC takes precedence — ATC's alternate missed-approach instructions take precedence over the published missed.

14. D. Published holding fix — The missed approach holding fix is a published fix where the aircraft holds, often as charted, to await further clearance.

15. A. CFIT risk — Delaying the missed approach (continuing below DA/past the MAP without references) risks controlled flight into terrain or obstacles.

16. B. Per procedure, positive climb — Configuration changes during the missed approach should follow the aircraft's procedures while maintaining a positive climb.

17. B. Standard/published gradient on track — The missed approach climb gradient is protected provided the aircraft maintains at least the standard (or published) climb gradient on the depicted track.

18. A. Climb/navigation/altitude — During the missed approach, the pilot monitors the climb, the navigation to the missed approach course/fix, and the altitude/holding instructions.

19. D. Retract flaps/gear — "Cleaning up" refers to retracting flaps and gear (per the aircraft procedure) to reduce drag and improve the climb.

20. D. Aviate first — A go-around close to the ground demands flying the aircraft first — establishing the climb and arresting any descent (aviate).

21. A. Fly/navigate/communicate — "Aviate, navigate, communicate" means fly the climb first, then navigate the missed track, then communicate with ATC.

22. A. Go-around mode/verify — A missed approach from a coupled approach requires engaging the go-around mode and verifying the autopilot/flight director commands the climb, or taking over manually.

23. C. Obstacle risk awareness — If unable to comply with the published climb gradient, the pilot should be aware of the obstacle risk and consider this in planning.

24. D. Hold/coordinate — After reaching the missed approach holding fix, the pilot holds as published/instructed and coordinates with ATC for the next action.

25. B. Aviate/navigate/communicate — The fundamental principle is to promptly and positively transition to the climb (aviate), fly the published or ATC-assigned missed approach track and altitude (navigate), and advise ATC (communicate).