

## Two Engine Missed Approach

Condition	PF		PM	
	Do	Say	Do	Say
Missed Approach	<b>Push</b> - G/A Switch <b>Push</b> - G/A Power <b>Pitch</b> - 15° (18° Max)	<i>Missed Approach, Go-Around Power, Flaps 20</i>	✓G/A on ADI Put hand on Flap handle  Flaps 20	<i>Missed Approach, G/A Selected.</i>
Positive Rate	Follow F/D Maintain Vref 30+5 Min	<i>Positive Rate Gear Up</i>	Raise Gear	<i>Positive Rate Gear Up</i>
400'	✓G/A on ADI times 3	<i>Call Missed to Tower</i>	Comply	<i>Tower, Delta XX, Missed Approach. Missed</i>
ATC Clearance Received		<i>LNAV OR HDG SEL</i>	Confirm Missed Approach Alt	<i>Altitude set</i>
1000'	Follow Pitch Bars	<i>Bug 180</i>		<i>Speed 180</i>
SWB – 20 (Vref 30 +20)		<i>Flaps 5 After T/O ✓</i>	Comply Watch 20 to 5 not 20 to 15 (one stop)	<i>Flaps 5 After T/O ✓</i>
When desired (at M/A altitude in sim)		<i>Center A/P On</i>		

- A/P will not engage in G/A mode it will engage in V/S and HDG Hold
  - Press G/A again to get 2000 FPM and Track
- In sim, plan to hand fly it up to missed approach altitude.
- Pitch Bar commands greater of MCP airspeed or airspeed at G/A engagement
- LNAV will NOT capture below 400'
- On RNAV approaches – Don't delay hitting LNAV after hitting G/A. Be aware LNAV will not capture below 400'