ONE ENGINE INOPERATIVE MISSED APPROACH

APPROX 300-400 FEET (OBSTRUCTION CLEARANCE). IF FLAPS 20° ADJUST PITCH TO ACCELERATE. 130 KCAS (F, MOD S/R10) (140 KCAS (F, NOT MOD S/R10), 130 KCAS (B, D), 140 KCAS (G) FLAPS TO 5°, PITCH APPROX. 10°

A/S 150 KCAS, COMPLETE AFTER TAKEOFF CHECKLIST

A/S 140 KCAS. MINIMUM FLAPS UP

COMMENCING MISSED APPROACH, SET MAX POWER. MAINTAIN DIRECTIONAL CONTROL, RUDDER AND SPOILER AS NECESSARY. GEAR UP. PITCH TO MAINTAIN A/S 140 KCAS*

AFTER GEAR IS FULLY RETRACTED, PITCH 10°

*IF TRANSITIONING FROM A DESCENT, MAINTAIN PITCH TO MAINTAIN 140K, RAISE GEAR, THEN 10° PITCH. SOME ALTITUDE LOSS IS TO BE EXPECTED.

MAP

WARNING
UNDER CERTAIN COMBINATIONS OF WEIGHT, TEMPERATURE AND PRESSURE ALTITUDE, WITH LANDING GEAR DOWN AND FLAPS 20°, SINGLE ENGINE GO AROUND MAY NOT BE POSSIBLE AT ALTITUDES OF LESS THAN 400 FEET AGL.