

# MissionSupport

## Missed Approach/Go-Around Operations and How the FAA Manages Demand

For the SEA Stakeholder Advisory Round Table (StART) Meeting



**FAA**  
Air Traffic Organization

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# Missed Approach

- A missed approach procedure is followed if an approach cannot be continued to an airport.
- Missed approach procedures are designed to protect aircraft from other aircraft, terrain, and obstacles on the ground.
- Some reasons for executing a missed approach:
  - The pilot cannot transition to the visual portion of the approach (e.g., fog).
  - Wind and weather issues.
  - The approach and/or transition to the landing phase has become unstabilized.
  - The runway is not clear.
  - A landing clearance has not been received or is canceled by air traffic control (ATC).
  - The missed approach is being flown for training (pre-planned and approved by ATC).

# Go-Around

- A go-around is a normal operation used when approach or landing parameters deviate from expectations or may be hazardous.
- Go-arounds:
  - Can be initiated by the pilot or ATC when landing conditions are not satisfactory.
  - Are a routine safety maneuver that may also be used during emergency situations.
  - Are well practiced and known by pilots as an alternative to landing.
- Factors that can lead to a go-around:
  - ATC initiated action due to overtaking another aircraft, prioritizing the handling of an aircraft in distress, or other issues.
  - Unexpected hazards on the runway, such as wildlife, debris, other aircraft, or vehicles.
  - Wind shear.
  - Wake turbulence from preceding aircraft.
  - Unstable approach.
  - Mechanical issues, such as an unsafe landing gear indication in the cockpit.

# How the FAA Manages Demand

- At busy airports throughout the National Airspace System, airport capacity is constantly monitored locally, as well as nationally.
- Nearly all busy airports have developed delay programs, which are constantly monitored to ensure safe levels of traffic are maintained.
- ATC at towers assess the weather, equipment outages, departure traffic, conditions on the ground, and other issues to determine a manageable arrival rate. This information is relayed regularly to the overlying facilities to ensure that the arrival rate is not exceeded. Aircraft can be delayed in the air or on the ground to ensure the airport is not overloaded.

# How the FAA Manages Demand (cont.)

- Communication occurs between the Airport Traffic Control Tower, the Terminal Radar Approach Control, the Air Route Traffic Control Center, and the Command Center regularly to address acceptable rates and help determine the level of delays that are necessary and to set those programs into effect where and when needed. Programs that assist in achieving the proper acceptance rate can include ground stops, national ground delays, local ground delays, airborne holding, and airborne metering.
- A change in conditions prompts additional communication between the facilities and action is taken to adjust the number of aircraft that can be accommodated. These communications vary on frequency depending on the conditions affecting the airport.

# How the FAA Manages Demand (cont.)

- Some conditions affecting the airport acceptance rate include weather, demand, equipment, and runway availability.
- At SEA, other somewhat unique factors that must be accounted for include the runway in use at BFI, the weather at BFI and whether or not BFI tower can see the overhead aircraft landing at SEA.
- An airport acceptance rate is always a fluid decision and is based on current and forecasted conditions.

# Questions?