ACS HELICOPTER MANEUVER SERIES · 10 OF 24

Go-Around

Area of Operation V — Takeoffs, Landings, and Go-Arounds

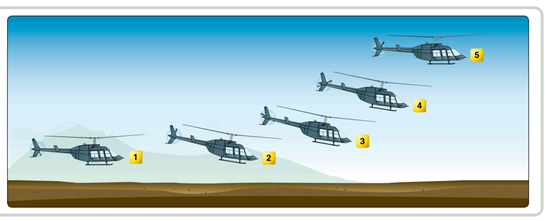
Private Pilot task PH.V.E **Commercial Pilot task** CH.V.G

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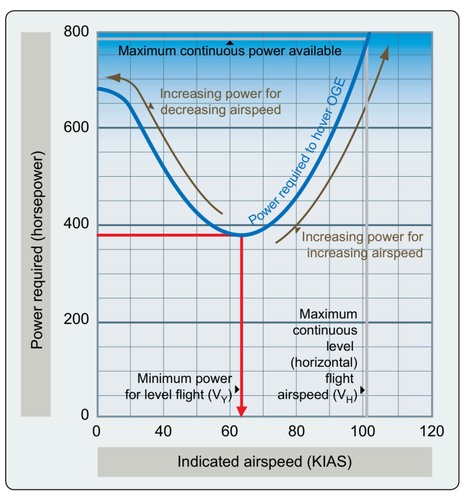
Objective. To determine the applicant exhibits satisfactory knowledge, risk management, and skills associated with go-around with emphasis on factors that contribute to landing conditions that may require a go-around.

HOW IT IS FLOWN

condensed from the FAA Helicopter Flying Handbook, Chapter 9 — Go-Around



HFH Figure 9-12. *The helicopter takes several positions during a normal takeoff from hover.*



HFH Figure 2-34. *Power versus airspeed chart.*

1. A go-around keeps you airborne after an approach is discontinued: tower instruction, traffic conflict, or any approach that is uncomfortable, incorrect or potentially dangerous.
2. Make the decision positively and early, before a critical situation develops; once decided, carry it out without hesitation.
3. Power is usually low when the go-around starts: first action is to increase collective to takeoff power, coordinated with throttle for rpm and the proper pedal for heading.
4. Establish a climb attitude and hold climb airspeed; fly a profile that avoids the shaded H/V areas (as on a normal takeoff, Figure 9-12).
5. Go around for another approach; re-enter the pattern or comply with ATC. Decide on a go-around in a confined area before decelerating below ETL or descending below the barriers.

WATCH FOR — DRAWN FROM THE HFH DISCUSSION

- Deciding late; hesitating once decided.
- Adding power without pedal → heading swings; rpm droop from poor throttle coordination.
- Pitching for airspeed before establishing a positive climb.
- Climbing through the H/V avoid area at low airspeed.
- Losing track of traffic and the landing area during the climb-out.

SKILLS — THE STANDARD

the applicant exhibits the skill to:

	PRIVATE · ACS-15	COMMERCIAL · ACS-16
S1	Make a timely decision to discontinue the approach or at the direction of the evaluator.	
S2	Maintain powerplant and rotor rpm within normal limits while applying proper control input to stop descent and initiate climb.	
S3	**Transition to a positive rate of climb and appropriate airspeed of ±10 knots.**	**Transition to a positive rate of climb and appropriate airspeed of ±5 knots.**
S4	Maintain directional control, ground track, and proper wind-drift correction throughout the maneuver.	
S5	Notify/coordinate with air traffic control (ATC) or evaluator instructions as required.	
S6	Complete the appropriate checklist(s).	
S7	Use single-pilot resource management (SRM) or crew resource management (CRM), as appropriate.	
S8	Use runway incursion avoidance procedures, if applicable.	

▢ Shaded rows are where the Commercial standard is tighter than Private. Unshaded rows apply to both certificates.

KNOWLEDGE

PH.V.E.K1–K3 · the applicant demonstrates understanding of:

- Situations and considerations on approach that could require a go-around.
- Effects of atmospheric conditions on a go-around.
- Go-around procedures and the importance of a timely decision.

RISK MANAGEMENT

PH.V.E.R1–R5 · identify, assess and mitigate risk associated with:

- Recognition of the need for a go-around.
- Application of power and flight control inputs.
- Collision hazards.
- Distractions, task prioritization, loss of situational awareness, or disorientation.
- Runway incursion.

Standards: FAA-S-ACS-15 Private Pilot Helicopter and FAA-S-ACS-16 Commercial Pilot Helicopter (text reproduced from the current ACS). **References:** FAA-H-8083-2, FAA-H-8083-21, FAA-H-8083-25; POH/RFM.
Figures and technique: FAA Helicopter Flying Handbook, FAA-H-8083-21B — figures reproduced unmodified.
Always confirm tolerances against the ACS in force on your checkride date and procedures against the R44 POH/RFM.

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