

# Missed approach?

Go around or keep going? What do you do if you lose RAIM during a GPS arrival.

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**D**ESPITE THE MISERABLE weather the flight is proceeding smoothly. You're 30 miles out of Cairns and just one instrument approach shy of knocking off for the night.

You take out your approach plates, find the GPS arrival procedure, and start rehearsing the descent and landing.

"In the event of a missed approach", you tell yourself, "I'll turn left tracking 030 to intercept the 040 radial while climbing to 5,000ft".

You intercept the 333° track to Cairns VOR and at 20GPS begin the first stage of the approach, descending to 5,500ft. The GPS counts down to 16 miles clearing you for a further descent to 4,500ft. At 14 miles you lower the nose again and start descending to the next GPS step, 3,200ft.

Passing through 4,000ft you get a RAIM

// You get a RAIM warning seconds away from breaking visual. Momentary indecision: continue descent or climb? //

(Receiver Autonomous Integrity Monitoring) warning. The cloud is thinning and you know you are seconds away from breaking visual.

Momentary indecision: continue descent to 3,200ft, or climb back to 4,500ft?

What would you do?

A similar question in a recent *Flight Safety Australia* quiz generated a number of letters

from pilots who believed that a RAIM warning during a GPS Arrival must be resolved by climbing back to the previous altitude step (in this case 4,500ft).

This is incorrect. As long as RAIM is functioning normally when you are cleared to the next level you may continue descending to that level even if you subsequently lose RAIM or receive a RAIM warning. However, you may not descend beyond that level unless you become visual at, or before, the missed approach point (MAPT).

In contrast, if azimuth guidance (NDB or VOR) is lost at any time, you must climb to the enroute lowest safe altitude (LSALT) or minimum safe altitude (MSA). As well, if there is a significant disparity between the NDB or VOR track, and the GPS track indication, the pilot must also discontinue the arrival procedure.

See AIP DAP for more details.

