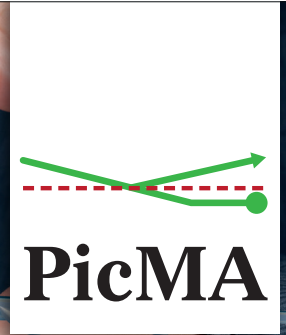


# MONITORED APPROACH the SOP Safety Net

Approach monitoring by the PIC results in fewer CFIT, Loss of Control and Runway Excursion events



[www.picma.org.uk](http://www.picma.org.uk)

**On approach, one pilot manages, communicates, monitors; at DH decides to make landing or call go-around. The other pilot flies approach and go-around.**

**Islamabad 2012**



...the F/O shouted  
"go-around, but no action was taken..."

**Birmingham 2013**



..."below MDA without the  
runway environment in sight..."

**Tripoli 2010**



..."weather [reported] did not  
reflect the actual situation..."

In an on-going study of 100+ "crew error" approach and landing events 1990-2015, all contain one or more of the main accident cause factors addressed by the PicMA procedure:  
**ineffective cross-crew monitoring, inadequate preparation, premature abandonment of instruments, task saturation, and landing fixation**

**WRONG!**

"planned handover is dangerous"  
"technology makes it outdated"  
"it's only for Cat. 2 / 3"  
"CRM training means it's irrelevant"  
"incompatible with "leg-&-leg" flying"

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for rationale, explanations, research documents,  
event reports, statistics, comment  
and related subjects

[picma.org.uk](http://picma.org.uk) is an information website set up by  
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