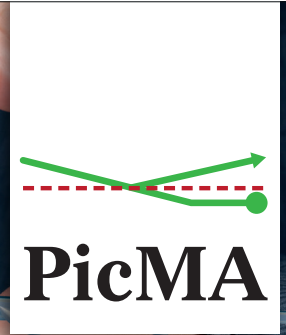# MONITORED APPROACH
the SOP Safety Net

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

PicMA

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"technology makes it outdated"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"

www.picma.org.uk

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